

TRANSPORTATION

DRAFT DESIGN REPORT



SHARED-USE PATH CONSTRUCTION PROJECT: HUDSON VALLEY RAIL TRAIL WEST – PHASE 4

PIN 8761.21

TOWN OF LLOYD
ULSTER COUNTY, NY

January 2016

Prepared by:

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Federal Highway Administration



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Transportation
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EXECUTIVE SUMMARY

The Hudson Valley Rail Trail West – Phase 4 Project (“the Project”) is being progressed by the County of Ulster (“the County”) and involves the design and construction of a dedicated pedestrian and bicycle facility that will extend the Hudson Valley Rail Trail (“HVRT”) from New Paltz Road (CR 12) to South Street (CR 22). The planned HVRT extension will be in the Town of Lloyd, Ulster County, New York along the general location of the abandoned Penn Central Railroad right-of-way and the NYS Route 299 right-of-way. The Project is identified on the Project List of the 2008 Ulster County Non-Motorized Transportation Plan and was originally part of the scope of the Town of Lloyd’s HVRT West Phase 3 Project, which was subsequently truncated due to cost considerations. The County’s Phase 4 extension is a critical step in creating an interconnected non-motorized trail system from Dutchess County and the Walkway Over the Hudson to the City of Kingston and Ashokan Reservoir. The Project will expand non-motorized transportation alternatives, restore a former transportation corridor for public use, provide a safe bicycle and pedestrian link to public transportation opportunities and urban centers, provide additional outdoor recreational opportunities, and increase tourism and economic development in the Town of Lloyd and Ulster County.

The existing Hudson Valley Rail Trail currently is a 12 ft. wide asphalt paved shared-use trail that extends approximately 3.5 miles from the Walkway Over the Hudson to the Tony Williams Park in the Town of Lloyd. The Town of Lloyd is currently finalizing the design of the HVRT West- Phase 3 project, which will extend the existing HVRT 0.7-miles from Tony Williams Park westward to New Paltz Road (CR 12). Phase 3 is anticipated to begin construction in the spring of 2016. The County’s Phase 4 Project further extends the HVRT from the planned Phase 3 terminus to South Street (CR 22) in the Town of Lloyd.

The trail extension from South Street to New Paltz Road will be a 12 ft. wide asphalt paved shared-use trail following the general alignment of the abandoned Penn Central Railroad. The trail will divert from the former rail alignment to avoid residential housing that has been constructed on the former alignment. The western terminus of the trail will also divert from the railbed and to the NYS Route 299 ROW as it nears its terminus at South Street where a new trailhead parking area with approximately ten (10) spaces will be constructed that includes necessary signage. A small bridge exists along the former railbed that will be rehabilitated to inhibit further deterioration and made safe for bicyclists, pedestrians and emergency vehicles with the inclusion of new safety railing.

The Project is being administered by the Ulster County Planning Department in cooperation with the Town of Lloyd, the Hudson Valley Rail Trail Association, the Wallkill Valley Rail Trail Association, Scenic Hudson, and the Walkway Over the Hudson, all of which serve as Community Advisory Committee members for the Project. The abandoned Penn Central Railroad railbed west of New Paltz Road is comprised of several privately owned parcels. New York State owns the area immediately adjacent to NYS Route 299. Ulster County will acquire or obtain appropriate easements for all necessary property to construct the Project. Ownership of the property currently owned by the State and being utilized by the Project will remain unchanged. Any work within the NYS right-of-way will be done under a Use and Occupancy

Permit and a Highway Work Permit from the New York State Department of Transportation (NYSDOT).

The Project's estimated budget is \$1,990,904, eighty percent of which is funded by US DOT funds through the Transportation Alternatives Program (TAP). The Project is a locally administered federal-aid project under the oversight of the NYSDOT and the Federal Highway Administration (FHWA). It is anticipated that construction will begin in 2017.

I. INTRODUCTION

This design report will serve to establish the scope of work for the Hudson Valley Rail Trail West – Phase 4 Project. It will evaluate alternative ways to meet the Project objectives and will recommend the preferred Project alternative. Additionally, this report will provide the environmental documentation needed to identify required permits and to fulfill the requirements of the National Environmental Policy Act (“NEPA”) and the State Environmental Quality Review Act (“SEQRA”).

This Project is classified as a C-List Categorical Exclusion project under the NEPA. FHWA/NYS DOT will act as the lead agency and provide NEPA concurrence to the County of Ulster.

This project is classified as an unlisted action under the SEQRA in accordance with the Implementing Regulations of the Official Compilation Codes, Rules and Regulations of New York State (NYCRR). The County of Ulster will act as the lead agency for SEQRA.

The Project proposes the construction of pedestrian and bicycle facilities extending the existing HVRT from South Street (CR 22) to New Paltz Road (CR 12) in the Town of Lloyd. The extension of a new 12’ wide asphalt shared-use trail to a new trailhead with public parking is the preferred project alternative.

The report will be used as the documentation for design decisions for this Project and may be distributed as public information as required.

For additional information on the Project, please contact the County’s Project Manager:

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II. PROJECT IDENTIFICATION, EXISTING CONDITIONS, AND OBJECTIVES

A. Project Identification:

1. **Project Type:** Construction of pedestrian and bicycle facility (Shared-Use Path).

2. **Project Location/Description:**

a. **Route/Street Names:**

The project is located on the general alignment of the abandoned railbed south of NYS Route 299. Segments of the project will be constructed adjacent to NYS Route 299.

b. **Municipality:**

The project is located in the Town of Lloyd.

c. **County:**

The project is located in Ulster County.

d. **Length:**

Approximately 1.24 miles of shared-use path is proposed.

e. **Termini:**

South Street (CR 22) to New Paltz Road (CR 12)

f. **Regional Map:**

A Regional Location Map is shown in Figure 1.

g. **Project Location Map:**

A Project Location Map is shown in Figure 2.

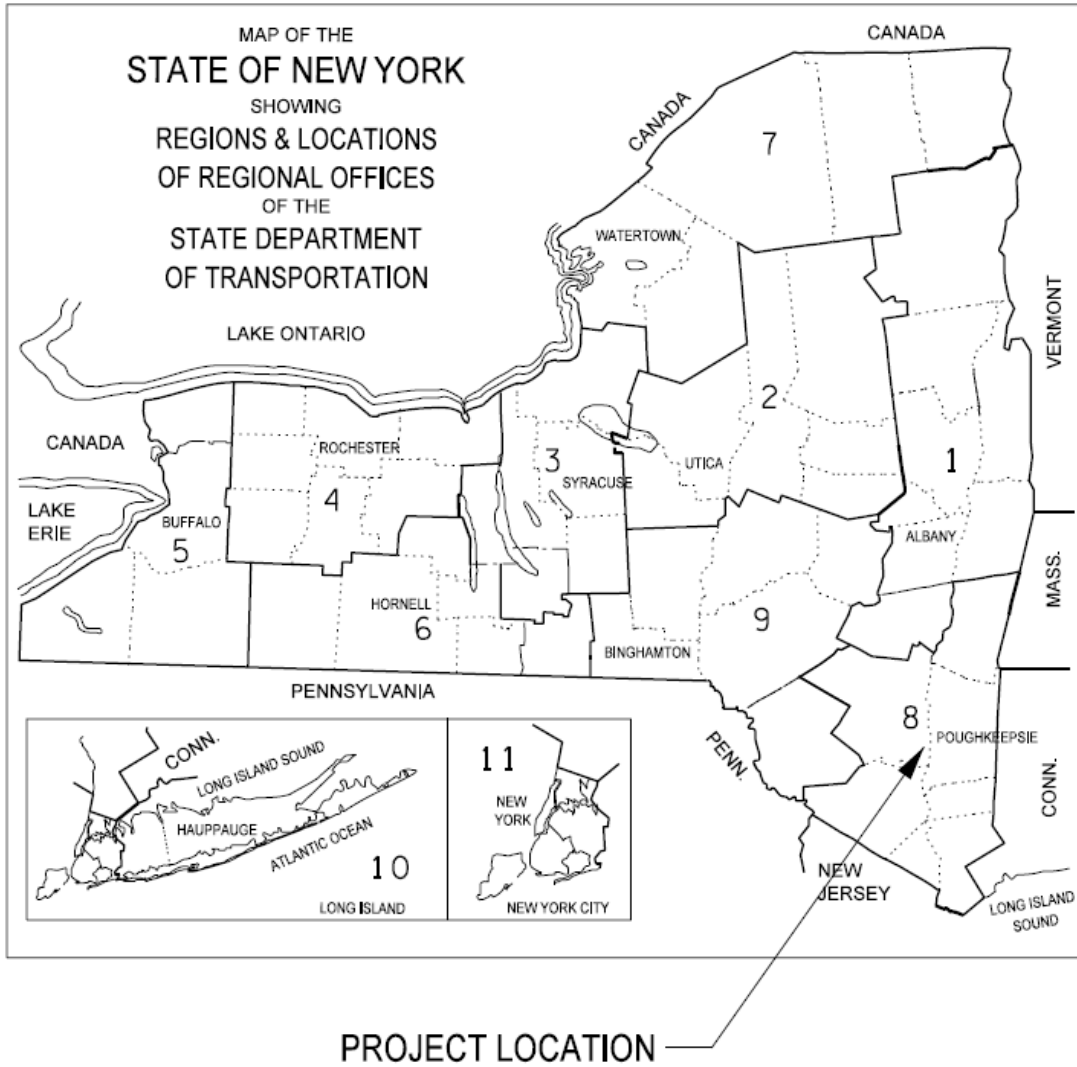


Figure 1:

Hudson Valley Rail Trail West – Phase 4
Town of Lloyd, Ulster County, New York

Regional Project Location Map

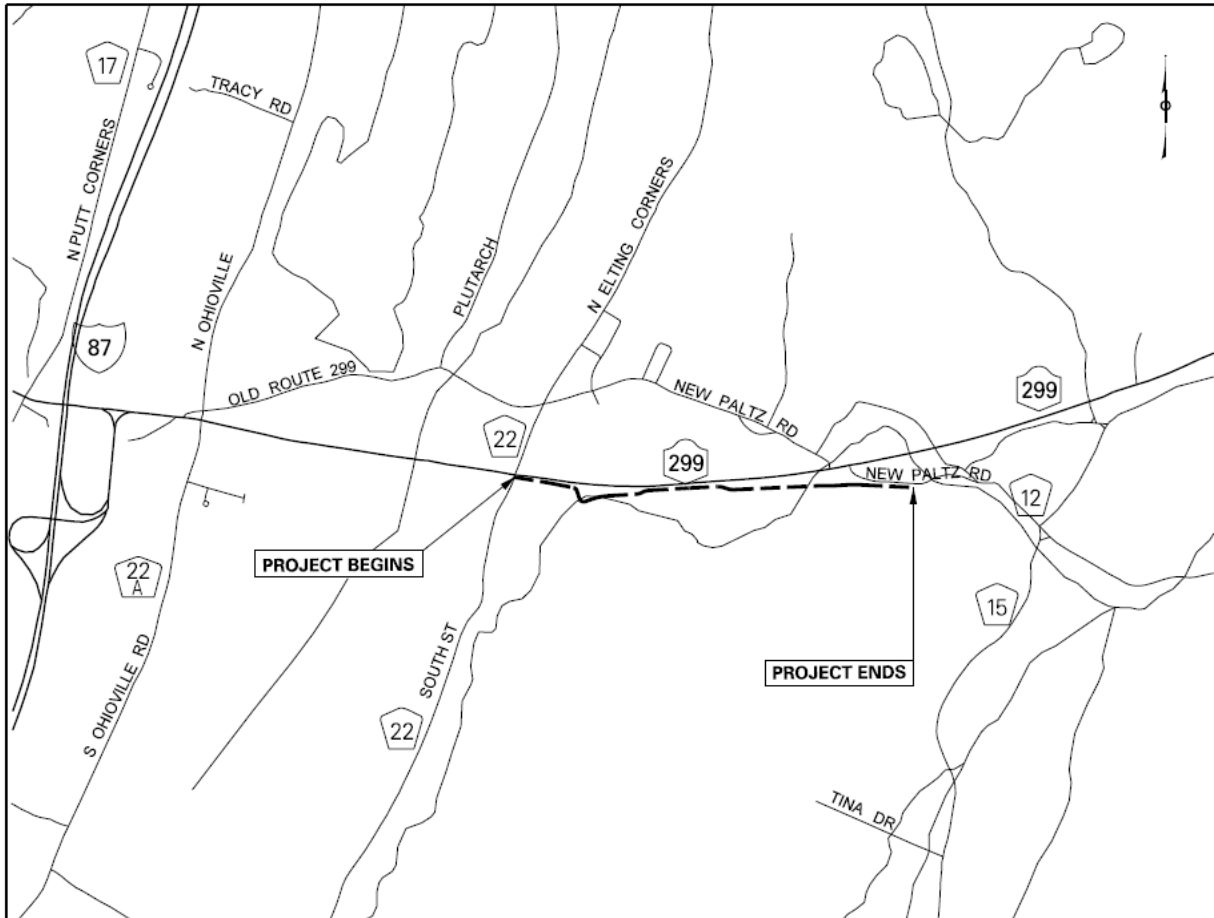


Figure 2:

Hudson Valley Rail Trail West – Phase 4
Town of Lloyd, Ulster County, New York

Project Location Map

B. Project Evolution:

The Project is a planned extension of the Hudson Valley Rail Trail in the Town of Lloyd. The Project was initially part of the proposed scope of the Town of Lloyd’s Phase 3 extension project, which was originally proposed from Tony Williams Park to South Street. Due to funding and right-of-way constraints, Phase 3 was shortened and will now terminate at a new parking area along New Paltz Road. Phase 4 will complete the link from South Street to the parking area along New Paltz Road.

In order to continue extending the HVRT westward towards New Paltz and eventually the Wallkill Valley Rail Trail, the County submitted a grant application through the Transportation Alternatives Program (TAP) in June 2014. The Project was awarded funding in October 2014 and added to the NYSDOT Statewide Transportation Improvement Program (STIP). The Initial Project Proposal (IPP) was completed by the County of Ulster and approved by the NYSDOT on March 12, 2015.

C. Existing Conditions:

1. Transportation Conditions and Engineering Considerations:

a. Functional Classification and National Highway System (NHS):

The Hudson Valley Rail Trail is not a public vehicular roadway and thus does not have a functional classification. It is not on the National Highway System or part of the National Network of Truck Access Highways.

The Hudson Valley Rail Trail West will begin at South Street and terminate at New Paltz Road. The trail will closely follow NYS Route 299. The roads within the project limits are classified below in the following table.

Exhibit 1.1 – Roadway Classification	
Road Name	Classification
South Street (CR 22)	Urban Local
New Paltz Road (CR 12)	Urban Major Collector
NYS Route 299	Urban Principal Arterial

NYS Route 299 is located within 1 mi of the project and is a Designated Truck Access Highway on the National Network of Designated Truck Access Highways.

None of the roadways within the project limits are part of the 16 ft vertical clearance network.

b. Ownership and Maintenance Jurisdiction:

The abandoned rail bed is comprised of several privately owned parcels.

The State of New York owns NYS Route 299. New Paltz Road and South Street are owned by Ulster County. There are also privately owned commercial and residential driveways along the Project.

All roads within the project limits are maintained by their respective owners.

c. Culture, Terrain and Climatic Conditions:

1. The Project area is a combination of undeveloped woodland, residential development and commercial properties.
2. The terrain in the Project area is primarily flat.
3. The Project area has no unusual climatic conditions.

d. Control of Access:

Vehicular access is not permitted on the abandoned rail bed with the exception of maintenance and emergency vehicles. There are no provisions in place to control the access.

e. Existing Trail/Highway Section (plans and typical sections included in Appendix A):

The majority of the project area is located on privately owned parcels. Portions are located within the NYS Route 299 right-of-way.

Plans showing the right-of-way are contained in Appendix A.

The existing abandoned rail bed is mostly a 25' wide embankment section with some vegetative encroachment on the side slopes. Tracks and ties have been removed and the rail bed is in fair condition.

A manufactured home park has been developed on the abandoned rail bed in the approximate center of the project.

f. Abutting Trail/Highway Segments and Future Plans for Abutting Trail/Highway Segments:

(1) Abutting Trail Segments / Future Plans for Abutting Trail Segments

The eastern terminus of the project will connect to Phase 3 of the Hudson Valley Rail Trail West. This segment is currently an abandoned rail bed from Tony Williams Park to New Paltz Road. However the Town of Lloyd is

progressing a project to construct a 12 foot wide asphalt shared-use path on this segment. That project is projected to be completed in 2016 and will be maintained by the Town of Lloyd.

The western terminus of the project is located at South Street in the vicinity of the intersection of NYS Route 299 and South Street. The County and NYSDOT have discussed a future HVRT extension from South Street to the vicinity of the New York State Thruway in the Town of New Paltz, but there is no funding allocated for this project to date.

2) Abutting Highway Segments

There are several public roadways within the project action area. Exhibit 1.2 provides information regarding the attributes and traffic conditions of the abutting highway segments. The information consists of municipality location, roadway classification, travel lanes, and Average Annual Daily Traffic (AADT) volumes.

Exhibit 1.2 – Abutting Highway Segments							
Abutting Roadway	Functional Classification	Owner	Type of Crossing	Roadway Section	Lane Width	Volumes (AADT)	Posted Speed
South Street (CR 22)	Urban Local	Ulster County	N/A	2 Lanes	11 ft	2,002 (2010)	35 mph
New Paltz Road (CR 12)	Urban Major Collector	Ulster County	N/A	2 Lanes	11 ft	4,061 (2008)	40 mph
NYS Route 299	Urban Principal Arterial	New York State	N/A	2 Lanes	12 ft	18,254 (2011)	55 mph

g. Speeds and Delay:

The existing rail bed does not permit vehicles, and therefore does not contain a posted speed limit. The speed limits of the abutting highway segments are listed in Exhibit 1.2.

Travel speed and delay runs for the evaluation of road crossings were not conducted since this project does not involve analyzing deficiencies involving congestion.

h. Traffic Volumes:

Vehicular traffic is not permitted or planned on the proposed trail. Existing traffic volumes on the abutting highway segments are listed in Exhibit 1.2. The information contained in Exhibit 1.2 has been taken from the Average

Annual Daily Traffic (AADT) from NYSDOT records. The DOT mainline data is included in Appendix D.

i. Level of Service:

Existing level of service determination and capacity analysis were not performed at the street crossings. The proposed trail will not affect or alter the existing level of service of the roadway network.

j. Non-Standard Features and Non-Conforming Features:

Non-Standard Features:

There are no non-standard existing features through the project limits.

Non-Conforming Features:

There are no non-conforming existing features through the project limits

k. Safety Considerations, Accident History and Analysis:

There is no permitted vehicular use on the existing railroad bed, therefore, no accident records exist for the shared-use path location.

l. Pavement and Shoulder Conditions:

There is no pavement along the project corridor. The pavement condition on the roadways adjacent to the project is in good to fair condition.

m. Guide Railing, Median Barrier, Impact Attenuators:

There are segments of guiderail along NYS Route 299 in the vicinity of the project. However as the guiderail is not in the project action area, it is beyond the scope of this project to evaluate.

n. Traffic Control Devices (Signs, Signals, etc):

There is one major intersection within the project action area, South Street at NYS Route 299. This intersection is signal controlled and has various auxiliary turn lanes. There are 2 minor driveways which are stop sign controlled within the project limits as well.

o. Structures:

There is an existing bridge within the project limits that carries the former railroad over the Black Creek. The structure is a 3-sided structure with stone and concrete abutments and a concrete deck spanning approximately 17 feet. The deck has an out-to-out width of 34 feet and does not have any guide railing or protection.

There are no record plans available for the structure however preliminary investigations indicate that the structure is in fair condition. The deck is approximately 30" thick and was exposed in two (2) locations to check the integrity. The top of the deck was solid and did not show signs of deterioration. The deck and abutments showed some deterioration including leaking, minor spalling and a few loose abutment stones.

p. Hydraulics of Bridges and Culverts:

No hydraulic deficiencies have been identified at the bridge.

q. Drainage Systems:

The drainage system along the project corridor is a network of overland flow and open ditches along the abandoned rail bed and NYS Route 299 that all eventually drain to the Black Creek. No deficiencies have been identified.

r. Soil and Foundation Conditions:

Any excavated excess soil or ballast will be spoiled within the ROW of the trail and remain under the jurisdiction of the project owner so as to avoid off-site issues in the event that they contain low levels of contamination..

s. Utilities:

There are overhead utility lines and poles that run throughout the project limits along Route 299. The overhead utilities include electric, telephone, and cable. The electric lines are owned by Central Hudson Gas and Electric the telephone lines are owned by Verizon and the cable lines are owned by Time Warner Cable. In addition, there are underground fiber optic (Adesta) and gas (Central Hudson) lines along NYS Route 299 throughout the project area. The overhead lines cross the proposed trail east of the Highland Woods driveway to feed an office building. The underground gas main crosses the project location at the Highland Woods driveway.

t. Railroads:

The majority of the project is located on the abandoned Penn Central Railroad bed (currently privately owned). The tracks have been removed, but the majority of the rail bed is still intact and in good shape. A portion of the railroad has been by and large eliminated and integrated with residential development.

There are no active railroads within the project limits.

u. Visual Environment:

The visual environment of the project is primarily woodlands mixed with residential and commercial development.

v. Provisions for Pedestrians and Bicyclists:

The abandoned rail bed does not have any provisions for pedestrians or bicyclists. Pedestrians and bicyclists share the roadway with motorists on NYS Route 299.

w. Planned Development:

There is no known development planned at this time.

x. Systems Elements and Conditions:

The project area currently has no dedicated route for non-vehicular travel. The project will provide opportunities for increased choice in transportation modes, specifically non-motorized transportation, within the corridor. The separate shared-use trail will further increase mobility within the region. The project will complete a vital segment of the Hudson Valley Rail Trail West from Dutchess County towards New Paltz.

2. Needs:

a. Project Level Needs:

- (1) Safety Needs – Safe off-road facilities for bicyclists, pedestrians, and other modes of non-motorized transportation for all skill levels and ages are needed.
- (2) Structural Needs – The existing structure requires minor concrete/steel rebar repair and positive protection of bridge railing and/or fencing.
- (3) Environmental Needs – Providing residents and visitors with a facility to readily observe and enjoy the scenic and wildlife habitats, as well as historical resources of the local community is needed.

b. Area or Corridor Level Needs:

- (1) Modal Interrelationship - The proposed facility will provide an alternative travel choice to motorized modes of transportation. This will contribute to the development of a multi-modal transportation system for all types of travel.
- (2) System Needs – The proposed project will serve as an important element linking Dutchess and Ulster County communities. The pedestrian and

bicycle facilities will provide approximately a 1.24 mile link of the proposed Hudson Valley Rail Trail West towards the Town of New Paltz.

- (3) Mobility Needs – The proposed project is necessary to provide a safe and efficient pedestrian and bicycle facility for residents of the County who desire to travel by bicycle or walk to nearby destinations.
- (4) Social Demands and Economic Development – The proposed project is a necessary part of a common transportation corridor and public space that will link numerous towns and villages in the County and regional area.

The proposed project would increase pedestrian and bicycle use and access to local establishments such as restaurants and convenient type stores. Ancillary support services such as bicycle shops would benefit. Regionally, a linking trail would attract visitors from adjacent communities and counties, thereby affording the opportunity for intra-community travel.

c. Transportation Plans:

The project is in conformance with the Ulster County Transportation Council's (UCTC) Non-Motorized Transportation Plan and received Transportation Alternative Project (TAP) funding.

D. Project Objectives:

1. Provide and encourage travel opportunities for non-motorized modes of travel between Dutchess County, the Hamlet of Highland and New Paltz.
2. Provide safe, PROWAG/ADA compliant facilities for pedestrians and bicyclists.
3. Provide an off road shared-use trail separate from vehicular traffic and opportunities for all skill levels and age groups where feasible.
4. Correct existing structural deficiencies and preserve structures from further deterioration.
5. Provide residents and visitors with a facility to readily observe and enjoy the scenic and wildlife habitats of the local community.
6. Preserve a vital resource of the community for non-motorized transportation benefits.

III. ALTERNATIVES

A. Design Criteria:

1. Standards:

- i. AASHTO Guidelines for the Development of Bicycle Facilities
- ii. NYSDOT Highway Design Manual
- iii. NYSDOT Bridge Manual

2. Critical Design Elements:

ELEMENT	EXISTING	STANDARD	PROPOSED	REF.	
Design Speed	N/A	18mph Desired 12 mph Minimum	18mph Desired 12 mph Minimum	a.	§5.2.4
Paved Width (two way)	N/A	10ft	12ft	a.	§5.2.1
Shoulder	N/A	2ft	2ft	a.	§5.2.1
Grade (maximum)	N/A	5% ²	5%	a.	§5.2.7
Horizontal Curvature ¹ (min radii) 18 mph	N/A	60ft ³ Desired 27ft Minimum	75 ft	a.	§5.2.1
Stopping Sight Distance	N/A	Adequate	247ft	a.	§5.2.8
Lateral Clearance	N/A	2ft ⁴	2ft	a.	§5.2.1
Distance between edge of highway shoulder and path (min)	N/A	5ft ⁵	>5ft	a.	§5.2.2
Vertical Clearance - obstructions bridges/tunnels	8ft 10ft	8ft 10ft	8ft 10ft	a.	§5.2.10
Cross Slope	N/A	2%	2%	a.	§5.2.6
PEDESTRIAN/BICYCLE BRIDGES					
Design Vehicle	N/A	H-10 (Maintenance Veh)	H-10 (Maintenance Veh)	a.	§5.2.10
Loading	N/A	H-10 or Pedestrian	H-10 or Pedestrian ⁶	a.	§5.2.10
Width (railing to railing)	N/A	10ft	16ft min.	a.	§5.2.10
Vertical Clearance (freeboard)	2ft	2ft (min)	2ft	c.	P. 2-14
Railing Height (Bridges only)	N/A	54in.	54in.	b.	§17.4.10.6

References:

- a. AASHTO Guide for the Development of Bicycle Facilities, 2012
- b. NYSDOT Highway Design Manual
- c. Bridge Manual NYSDOT Structures Design and Construction

Footnotes:

1. Radii on approaches to road crossings may be reduced to discourage high speed crossings
2. 5% desirable or grade restrictions as follows; 5-6% for up to 800ft, 7% for up to 400ft, 8% for up to 300ft, 9% for up to 200ft, 10% for up to 100ft, and 11+% for up to 50ft.
3. Based on a 20 degree lean angle.
4. Where the path is adjacent to canals, ditches, or slopes down steeper than 1:3, a minimum 5ft separation from the edge of pavement to top of slope need be provided or depending on slope condition a physical barrier may need to be provided.
5. If the distance between the edge of the highway shoulder and the shared-use path is less than 5ft, a barrier 42" high, must be provided.
6. Former railroad bridge has a 30" thick concrete deck and is adequate for the intended use.

B. Alternatives Considered:

1. Null Alternative (Alternative 1):

The null alternative is presented as a description of the existing conditions, which are described in Chapter II, and will serve as a basis for comparison with the proposed alternative.

The current transportation system does not provide a dedicated route for pedestrian and bicycle traffic beyond New Paltz Road towards the Town of New Paltz and points west. Accordingly, this alternative does not satisfy the project objectives and is dismissed from further consideration.

2. Construct Shared-Use Path along NYS Route 299 (Alternative 2):

This alternative would construct a means for pedestrians and bicyclists to safely travel from South Street to New Paltz Road, extending the existing Hudson Valley Rail Trail towards the Town of New Paltz.

This alternative proposes to start at the intersection of South Street and NYS Route 299 and head east along Route 299 for approximately 3,450 feet (0.65 miles) before transitioning to the abandoned Penn Central Railroad corridor. The alignment then follows the railbed for an additional 2,800 feet (0.53 miles) to the terminus at the proposed end of Phase 3 (vicinity of New Paltz Road).

The construction of this proposed shared-use path project would progress the completion of a link in the regional conversion of the former railroad to shared-use path system.

However, this alignment does not utilize the abandoned railbed to the maximum extent practicable and increases the exposure of the trail users to NYS Route 299. NYS Route 299 has high vehicular speeds and volumes, creating a hazardous environment for the trail users. While feasible, it is not deemed the preferred alternative and is removed from further project consideration.

3. Construct Shared-Use Path along Railroad Corridor (Alternative 3):

This alternative would construct a means for pedestrians and bicyclists to safely travel from South Street to New Paltz Road, extending the existing Hudson Valley Rail Trail towards the Town of New Paltz.

This alternative proposes to start the trail at the intersection of South Street and NYS Route 299 and head east along Route 299 for approximately 1,400 feet (0.27 miles) before transitioning to the abandoned Penn Central Railroad corridor. The trail would then follow the abandoned railbed for approximately 700 feet (0.13 miles) to the vicinity of the Highland Woods manufactured home park. The trail

will veer off the former railbed now part of a private access road to the existing railroad “berms” for approximately 1,200 feet (0.23 miles) before transitioning back to the railbed. Safety and privacy berms will be constructed on both sides of the trail where feasible to increase the safety of the trail users from nearby Route 299 and to protect the privacy of the Highland Woods residents. The alignment then follows the railbed for an additional 2,800 feet (0.53 miles) to the terminus at the proposed end of Phase 3 (vicinity of New Paltz Road). Trailhead parking for 10-12 vehicles will be constructed east of the intersection of South Street and NYS Route 299. The existing traffic signal at the South Street and NYS Route 299 intersection will be augmented with pedestrian accommodations.

The construction of this proposed shared-use path project would progress the completion of a link in the regional conversion of the former railroad to shared-use path system.

This alternative best satisfies the project objectives and will be advanced for further study as the feasible alternative.

C. Feasible Alternatives:

1. Description of Feasible Alternatives:

The following is a detailed discussion of the feasible alternative – Construct Shared-Use Path along Railroad Corridor (Alternative 3).

The feasible alternative includes a shared-use path extension and the development of trail head parking at South Street.

This alternative proposes to start the trail at the intersection of South Street and NYS Route 299 and head east along Route 299 for approximately 1,400 feet (0.27 miles) before transitioning to the abandoned Penn Central Railroad corridor. The trail would then follow the abandoned railbed for approximately 700 feet (0.13 miles) to the vicinity of the Highland Woods manufactured home park. The trail will veer off the former railbed now part of a private access road to the existing railroad “berms” for approximately 1,200 feet (0.23 miles) before transitioning back to the railbed. Safety and privacy berms will be constructed on both sides of the trail where feasible to increase the safety of the trail users from nearby Route 299 and to protect the privacy of the Highland Woods residents. The alignment then follows the railbed for an additional 2,800 feet (0.53 miles) to the terminus at the proposed end of Phase 3 (vicinity of New Paltz Road). Trailhead parking for 10-12 vehicles will be constructed east of the intersection of South Street and NYS Route 299. The existing traffic signal at the South Street and NYS Route 299 intersection will be augmented with pedestrian accommodations.

The existing bridge over the Black Creek will be rehabilitated to inhibit further deterioration and to enhance the safety of pedestrians, bicyclists and maintenance and emergency vehicles.

This alignment will create a safe, feasible route for pedestrians and bicyclists. A plan of this alternative is included in Appendix A.

2. Engineering Considerations of Feasible Alternative:

a. Special Geometric Features:

Non-Standard Features:

There are no non-standard features on this project.

Non-Conforming Features:

There are no non-conforming features on this project.

b. Traffic Forecasts, Level of Service and Safety Considerations:

The proposed shared-use trail will have adequate capacity to handle the expected demand from trail users. The trailhead parking east of South Street will have one full access driveway onto NYS Route 299. A dedicated left turn lane will be provided on NYS Route 299 for access. The parking lot will not impact the capacity of Route 299 or South Street due to the low capacity of the parking lot.

Portions of the shared-use path will be located adjacent to NYS Route 299. The trail will be located as far off the edge of pavement as feasible to maximize the safety of both the roadway and trail users. Guide railing and/or protective fencing will be installed at the trailhead parking lot to protect the lot from the Route 299 intersection. Small (approximately 4 foot high) visual and protective berms will be constructed in the buffer area between the trail and Route 299 where feasible to maximize the overall user enjoyment value of the trail.

The proposed trail will cross one (1) commercial and two (2) residential driveways. These driveway crossings will be treated similarly to minor at-grade roadway crossings. The trail will be controlled by stop signs at the crossings and trail crossings signs will be installed along the driveways.

c. Pavement:

From South Street, a 12 ft. wide 4" thick asphalt trail will be constructed to New Paltz Road. A trailhead parking lot will be provided east of South Street with a 4" asphalt top course.

d. Structures:

The bridge carrying the former railbed over the Black Creek will be rehabilitated to preserve the current condition and impede further

deterioration. The ballast will be stripped from the deck and replaced with underdrains and subbase to facilitate drainage. Minor concrete repairs to the abutments will be performed to increase the longevity of the culvert and to repair cracks and deterioration. Loose stones in the abutments will be reinforced with additional concrete to provide scour protection.

Based on the intended design loading/ former use and the observed condition the bridge is believed to be adequate to handle the proposed use. The bridge will be load posted for 10 ton (20,000 pounds) maximum loading. This restriction will be applied during construction as well.

Bridge rail with a minimum rail-to-rail width of 16 feet will be installed along the trail to protect the trail users.

e. Hydraulics:

Portions of the project action area are located within a flood zone associated with the Black Creek. No adverse impact or change in the hydrology is anticipated as a result of this project as the trail will be constructed on the previously filled railroad embankment and utilize existing crossings of the Black Creek.

The existing hydraulic opening of the rehabilitated bridge will be maintained. No hydraulic deficiencies have been identified at the bridge.

f. Drainage:

The existing drainage patterns of Route 299 and the former railbed will be maintained. The shared-use path will be constructed with a 2% cross-slope to provide surface drainage. Existing ditches and culverts will be maintained or enhanced to provide adequate accommodations for the trail runoff. A new culvert will be installed where the shared-use path crosses the existing ditch around Sta. 39+50.

g. Maintenance Responsibility:

The maintenance responsibility of the shared-use path and the trailhead parking east of South Street will be the responsibility of Ulster County.

Maintenance responsibility for NYS Route 299 and its appurtenances will remain with the NYSDOT.

h. Maintenance and Protection of Traffic:

The majority of proposed construction will take place away from any traveled roadway. The access points will be provided with positive

protection (temporary fencing or barrier) to prevent area residents from entering the trail until it is fully constructed.

Construction work requiring temporary lane closures on NYS Route 299, South Street and South Elting Corners Road will be controlled by flagmen, as necessary and two-way traffic will be maintained on all roadways during non-working hours.

Provisions for emergency vehicles and driveway access will be maintained at all times.

i. Soils and Foundations:

Since soils on the abandoned railroad bed may have low levels of contamination all excess excavated soils will remain within the project Right-of-Way.

j. Utilities:

The project is not anticipated to conflict with any overhead or underground utilities. In the event that a conflict does arise, relocation agreements with the respective owners will be acquired.

k. Railroads:

The overwhelming majority of the shared-use path will be constructed on abandoned railroad bed that has had the tracks removed. However, there are no active railroads or railroad involvement in this project.

l. Right-of-Way:

Acquisition and/or easements from private property will be required from 5 parcels.

Exhibit 3.1 – Right-of-Way Acquisitions				
Map	Parcel	Reputed Owner	Acquisition Type	Acquisition Size
1	1	Galm	FEE	0.33 Acres
2	2	Longhitano	FEE	0.96 Acres
3	3	Highland Woods, LLC	FEE	2.86 Acres
4	4	Murphy	FEE	0.79 Acres
2	5	Longhitano	FEE	1.10 Acres
5	6	Ludwig	FEE	0.22 Acres

A ROW table and estimate is included in Appendix D.

m. Landscaping Development:

Tree clearing and pruning will be completed along the proposed trailway. Proposed landscape planting and fencing will be completed to visually screen and provide privacy and security to adjacent property owners as warranted.

n. Provisions for Pedestrians, Including Persons with Disabilities:

This project proposes to install approximately 1.24 miles of accessible shared-use trail.

The existing traffic signal at the intersection of NYS Route 299 and South Street will be enhanced with the addition of pedestrian signalization and marked crosswalks on all four legs. This work will be a coordinated effort between the NYSDOT and County with the NYSDOT financing the construction of the pedestrian accommodations at this intersection.

o. Provisions for Bicycling:

This project proposes to install approximately 1.24 miles of shared-use trail..

p. Lighting:

Lighting will not be proposed along the trail or in the trailhead parking lot as the trail operation will be from dawn to dusk.

C. Project Costs and Schedule:

1. Costs:

The estimated cost of this project is as shown below:

Exhibit 3.2 – Project Costs			
Project Phase	Total Cost	Federal Share	Local Share
Construction	\$1,548,000	\$1,239,000	\$310,000
Construction Inspection	\$186,000	\$149,000	\$37,000
Right-of-Way Acquisition	\$85,000	\$68,000	\$17,000

2. Schedule:

Design Approval:	March 2016
Contract Documents (P, S & E):	August 2016
Construction Begin:	April 2017
Construction End:	September 2017

IV. SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

A. Introduction:

The purpose of this chapter is to (1) identify the social, economic and environmental consequences of the proposed project; (2) satisfy the applicable social, economic and environmental laws; and (3) identify all permits and approvals needed for the project.

1. SEQR:

This project is classified as SEQRA – unlisted action in accordance with the NYS Department of Environmental Conservation’s, Part 617, Subpart 4(b)(6) of Title 6 of the Implementing Regulations of the Official Compilation Codes, Rules and Regulations of New York State (NYCRR).

The County of Ulster will progress this project as an uncoordinated review. A SEQR Short Environmental Assessment Form was completed and it is anticipated that the County Legislature will determine that the project WILL NOT result in any significant adverse environmental impacts. The draft SEQR Short Form is included in Appendix C.

2. NEPA:

This is a C-List Categorical Exclusion project under the National Environmental Action Plan. Pedestrian facility projects are action listed under the C List in 23 CFR 771.117 (c). The Federal Environmental Approval Worksheet (FEAW) is included in Appendix C. The NYSDOT/FHWA will act as the lead agency for NEPA concurrence.

B. Social Consequences:

1. Affected Population:

There are numerous shopping and retail opportunities within and around the project area that will ultimately benefit from the project.

The population affected by this project consists of the residents of Towns of Lloyd and New Paltz, the Hamlet of Highland and surrounding areas.

2. Local Planning:

The proposed shared-use path project will provide safe designated pedestrian and bicyclist access to and from Dutchess County and Highland to New Paltz and is consistent with local planning as well.

3. Community Cohesion:

It is anticipated that community cohesion will be enhanced upon completion of the proposed shared-use path by linking adjoining communities. No businesses or residences will be relocated as part of this project.

4. Changes in Travel Patterns or Accessibility:

This project will not impact travel patterns or increase vehicular traffic or congestion within the project limits. This project will enhance pedestrian and bicycle accessibility and provide needed missing links from generator and destination points. By connecting adjoining communities with shared-use links, it is anticipated that vehicle trips may be avoided.

5. Impacts on School Districts, Recreation Areas, Places of Religious Worship and Businesses:

No adverse impacts on schools, recreation areas, places of religious worship, and businesses are expected from construction of the trail. The project will have a positive impact on these community resources by improving and enhancing non-motorized transportation facilities.

6. Impacts on Police, Fire Protection, and Ambulance Access:

No impacts positive or negative are anticipated by police, fire protection, and ambulance access.

7. Impacts on Highway Safety, Traffic Safety and Overall Public Safety and Health:

The improved non-motorized transportation facilities will serve to enhance highway, traffic and public safety by creating dedicated pedestrian/bicycle facilities.

8. General Social Groups Benefitted or Harmed:

a. Effects on Elderly & Disabled Persons:

A new accessible trail will have a positive impact on elderly and disabled persons living in the area.

b. Effects on Low Income, Minority and Ethnic Groups:

This project will not have an adverse human health and environmental effect on minority or low income populations. The new trail connections will serve to improve accessibility of all residents to community services and businesses.

C. Economic Consequences:

1. Impacts on Regional and Local Economies:

This project will benefit local economies by providing pedestrians/bicyclists a continuous and safe link from Highland to the Town of New Paltz to access the numerous commercial developments.

2. Impacts on Existing Highway-related Businesses

Existing highway-related businesses will benefit from this project by improved accessibility from potential customers.

3. Impacts on Established Businesses Districts:

This project will benefit established business districts by connecting existing and proposed pedestrian generators and destinations.

4. Smart Growth Screening Tool:

Smart Growth is sensible, planned, efficient growth that integrates economic development and job creation with community quality-of-life by preserving and enhancing the built natural environments. Smart Growth encourages growth in developed areas with existing infrastructure to sustain it. To comply with requirements set forth in the Smart Growth Public Infrastructure Policy Act (SG Law) of 2010. A Smart Growth Screening Tool has been completed by the County.

D. Environmental Consequences:

1. Surface Waters/Wetlands:

a. Surface Waters:

The project borders and crosses the Black Creek, a Class A(T) Protected stream. The abandoned railbed is 10-15 feet above the stream elevation and no work is proposed to take place within the stream or its banks to accommodate the trail. However, the small bridge crossing the Black Creek will be rehabilitated necessitating the need for work in the stream bed. In order to accomplish this work, Protection of Waters permit will be required.

Correspondence with NYSDEC is located in Appendix B.

b. State Wetlands:

The project action area is within the 100 foot buffer of two (2) classified freshwater wetlands, CD-6 (Class 1) and CD-7 (Class 2). The project may cause permanent disturbance to the wetland proper depending on the final routing; however this disturbance will be limited to less than 0.1 acres. Construction activities will take place in the buffer necessitating a Freshwater Wetland Permit. The wetland boundaries have been verified by the NYSDEC. Correspondence with the NYSDEC is contained in Appendix B.

c. Federal Wetlands / Executive Order 11990:

The project action area contains federal jurisdictional wetlands. The project proposes to fill less than 0.1 acres to construct the shared-use path. US Army Corps of Engineers Nationwide Permits will be utilized to facilitate this work.

d. Coastal Zone:

The project is not located in a Coastal Management Zone pursuant to the Waterfront Revitalization and Coastal Resources Law (19 NYCRR Part 600).

e. Navigable Waters:

There are no navigable rivers within the project limits.

f. Wild, Scenic and Recreational Rivers:

The project is not near a river on the National Wild & Scenic River System or State Wild, Scenic and Recreational River Inventory.

g. Flood Plains:

FEMA Flood Insurance Rate Map (FIRM) number 36111C0760E was reviewed and the project area is within in a mapped 100-year flood zone. This flood zone is associated with the Black Creek. No impact to the flood zone is anticipated as the trail will be constructed on top of the previously filled railroad embankment and cross the flood zone at an existing crossing.

2. Water Source Quality:

The design of this project must conform to the NYSDEC SPDES Phase II requirements. The project will require the application to, and approval by, the NYSDEC for a Stormwater Pollution Prevention Plan (SWPPP). The NYSDEC SPDES permit is required since land disturbances from construction of the trail are approximately 6.25 acres. However as this project is classified as a bike path by the NYSDEC, only the disturbances related from the proposed trailhead parking will require post construction stormwater management. The shared-use

trail is exempt from post construction storm water management requirements as stated in Appendix B of the SPDES General Permit for Stormwater Discharges from Construction Activities Permit No. GP-0-15-001.

The project is not located within a sole source aquifer. Correspondence with the NYSDEC is contained in Appendix B.

3. **General Ecology and Wildlife:**

Endangered or Threatened Species (State and Federal): A State Endangered Species Screening was completed by the NYSDEC Division of Fish, Wildlife and Marine Resources and no records of known occurrences of rare or state listed animals or plants, significant natural communities, or other significant habitats, were found on or in the immediate vicinity of the project site.

A Federal Endangered Species Screening was performed by reviewing the U.S. Fish and Wildlife Services website. An official Species List Request was completed for the project areas. There are a total of 3 (Indiana Bat, the northern long-eared Bat and the Bog Turtle) threatened, endangered, or candidate species on the Endangered Species Act Species List provided by the website. The response from the request stated that there is no critical habitat within the project area. All correspondence with the NYSDEC is included in Appendix B.

Indiana Bat (*Myotis sodalis*) – There are no known occurrences of the Indiana Bat within 2 miles of the project. Indiana bat hibernacula and hibernacula characteristics have been well documented by numerous observational studies reported in the literature. Indiana bats spend the winter months in secluded caves or mines. As of this writing, there are nine hibernacula currently known in Albany, Essex, Warren, Jefferson, Onondaga, Ulster and Ulster Counties. To date there are three known hibernacula located in the immediate vicinity of Kingston, New York. The hibernacula are critical to the survival of this species because so few are known to exist. The USFWS and NYSDEC are continually documenting habitat utilization by this species once emergence occurs.

Outside the hibernation period, Indiana bats are very mobile and use either live trees greater than 5 inches dbh especially containing dead wood and snags or dead trees in a variety of habitats for roosts during the summer months. Although roosts have been documented in a wide array of hardwood and pine species, trees and snags that have exfoliating bark or crevices, such as Shagbark Hickory and Black Locust, appear to be most important to this species because females and their young rest under the bark. Trees, equal to or greater than 9 inches dbh with exfoliating bark, crevices, southern or western exposure, and solar exposure appear to be the most important habitat for maternal colonies during the summer months.

According to the literature roost-tree density necessary to support Indiana bats is not understood and negative or positive biological thresholds linked to roost abundance are unknown. Similarly, there are no quantitative studies that adequately describe species composition of forest stands or stand structure surrounding occupied roosts. There is evidence however that Indiana bats return to the same summer foraging and roosting areas and sometimes individual tree each year.

Based on the above habitat criteria, limited suitable habitat is present within the project action area. Approximately 450 trees greater than or equal to 3 inches dbh will be cut as a result of this project. Trees possessing suitable habitat characteristics will only be cleared during the October 1st to March 31st time frame resulting in a determination of “**May Affect, Will Not Adversely Affect**”.

Northern Long-Eared Bat (*Myotis septentrionalis*) - The Northern Long-Eared Bat is a listed threatened species found in the majority of the Northeast and throughout New York State.

According to the US Fish & Wildlife Service: “during summer, northern long-eared bats roost singly or in colonies underneath bark, in cavities, or in crevices of both live and dead trees. Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on suitability to retain bark or provide cavities or crevices. It has also been found, rarely, roosting in structures like barns and sheds. Northern long-eared bats spend winter hibernating in caves and mines, called hibernacula. They typically use large caves or mines with large passages and entrances; constant temperatures; and high humidity with no air currents. Specific areas where they hibernate have very high humidity, so much so that droplets of water are often seen on their fur. Within hibernacula, surveyors find them in small crevices or cracks, often with only the nose and ears visible.”

Based on the above habitat criteria, limited suitable habitat is present within the project action area. Approximately 450 trees greater than or equal to 3 inches dbh will be cut as a result of this project. Trees possessing suitable habitat characteristics will only be cleared during the October 1st to March 31st time frame resulting in a determination of “**May Affect, Will Not Adversely Affect**”.

Bog turtle (*Glyptemys muhlenbergii*) – There are no known occurrences of the Federally threatened bog turtle within the project site. This is a semi-aquatic species, preferring habitat with cool, shallow, slow moving water, deep soft muck soils, and tussock-forming herbaceous vegetation. In New York, the bog turtle is generally found in open, early successional types of habitats such as wet meadows or open calcareous boggy areas generally dominated by sedges or sphagnum moss. Like other cold-blooded or ectothermic species, it requires habitats with a good deal of solar penetration for basking and nesting. No bog turtle habitat was observed on any portion of the proposed project location.

Sedge Wren (Cistothorus platensis)- There are no known occurrences of the Sedge Wren, a State listed threatened species within the project limits.

According to the US Fish & Wildlife Service: Sedge wrens use densely vegetated sedge meadows, wet hayfields, upland margins of ponds and marshes, and coastal brackish marshes (Gibbs and Melvin 1992). They prefer drier marshes or wet meadows where there is little standing water and the ground is damp (Bent 1958), and "thick grassy areas in blueberry barrens" (Palmer 1949). Forbush (1929) found them in "wet grassy meadows through which flows a small stream or river, often bordered by alder thickets, or in the upper reaches of a marsh where there is comparatively little water. Sedge wrens have low fidelity to both breeding and wintering sites, and readily abandon areas that become too wet or too dry through water level fluctuation (Gibbs and Melvin 1992, Forbush 1929). The available information suggests that sedge meadows, which offer saturated soils, with or without shallow standing water, are optimal nesting habitat, and that other types may be used when optimal habitat is unavailable or of limited availability."

Based on the above habitat criteria, no suitable habitat is present within the project action area.

Appalachian Oak-Hickory Forest (an unlisted community species) - This occurrence of the State unlisted community is considered significant from a statewide perspective by the NY Natural Heritage Program. It is either an occurrence of a community type that is rare in the state or a high quality example of a more common community type.

According to the NY Natural Heritage Program, the Appalachian Oak-Hickory Forest is: "a hardwood forest that occurs on well-drained sites, usually on ridgetops, upper slopes, or south- and west-facing slopes. The soils are usually loams or sandy loams. This is a broadly defined forest community with several variants. The dominant trees include one or more species of oak."

Recommendations for development within and/or adjacent to the Appalachian Oak-Hickory Forests to maximize conservation and minimize disturbances include: "Strive to minimize fragmentation of large forest blocks by focusing development on forest edges, minimizing the width of roads and road corridors extending into forests, and designing cluster developments that minimize the spatial extent of the development. Development projects with the least impact on large forests and all the plants and animals living within these forests are those developments built on brownfields or other previously developed land." This project is located primarily on the previously disturbed railbed and adjacent to NYS Route 299. Clearing of trees will be required, however these trees are located on the edge of the forest and efforts will be taken to minimize clearing. Based on the above criteria, this project complies with the available guidance to minimize harm to the Appalachian Oak-Hickory Forest and encourage further growth and enhancement.

4. Historical and Cultural Resources:

This project has been coordinated with the New York State Office of Parks, Recreation and Historic Preservation (SHPO) and the various Native American tribes with ties to the region through the assistance of the NYSDOT. Based on this review along with a Phase 1A archaeological study SHPO determined that the project would have no adverse effect on any historic or archeological resources on October 9, 2015. However, the Delaware Tribe requested additional testing on October 25, 2015. After further discussions with the Delaware Tribe about the project impacts and construction methods, the Tribe was satisfied that the project would not have an adverse effect. The submitted Section 106 package, Phase 1A Study and correspondence letters are contained in Appendix C.

5. Visual Resources:

There are no natural landmarks in the vicinity of this project.

6. Parks and Recreational Facilities:

There are no parks and recreational facilities in the project limits.

7. Farmland Assessment:

This project does not impact or acquire any Prime or Unique Farmland as defined in the Federal Farmland Protection Policy Act.

8. Air, Noise and Energy:

- a. An air quality analysis is not necessary since this project will not increase traffic volumes, reduce source-receptor distances or change either existing conditions to such a degree as to jeopardize attainment of the National Ambient Air Quality Standards.
- b. This project does not meet the criteria for a Type I project because it is not a highway on a new location or proposed a physical alteration of the existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic travel lanes. Any temporary construction noise will be during the daytime. There will be no other noise impacts stemming from this project.

9. Contaminated Materials Assessment:

A hazardous waste screening was performed. The soils located within the old railroad rights-of-way have potential for low levels of contamination. No soil will be permitted to leave the railroad right-of-way.

No sites where a present potential for hazardous waste contamination were found in the project area. No further investigation is required. A Hazardous Waste Screening Form is included in Appendix G.

10. Construction Impacts:

Pedestrian, vehicular and bicyclist traffic will continue to use the existing roadway network during construction. Long term impacts to the project area as a result of the proposed construction operations are not anticipated.

11. Anticipated Permits, Approvals and Coordination:

The following permits, approvals and coordination are anticipated:

- NYSDOT Highway Work Permit
- NYSDOT Use & Occupancy
- Article 24 Freshwater Wetlands Permit
- Water Quality Certification (Section 401)
- Article 15 Stream Disturbance Permit
- SPDES General Permit
- Executive Order 11990 Wetlands Finding
- USACOE Section 404 Nationwide Permit #14 – Linear Transportation Project

V. PUBLIC PARTICIPATION

This project has been conceived and coordinated by the Ulster County Planning Department with the assistance of an advisory committee. This committee is comprised of representatives from the Town of Lloyd, the Hudson Valley Rail Trail Association, the Wallkill Valley Rail Trail Association, Scenic Hudson, and the Walkway over the Hudson. Responsibilities of the committee included assisting in selecting an engineering consultant and developing the trail routing and preliminary design. The committee convened on August 13, 2015 to discuss the conceptual plans.

A public informational meeting was held on September 30, 2015 at the Town of Lloyd Town Hall. Approximately sixty (60) local residents, town and county officials and various newspapers attended the meeting, thirty-two (32) of which signed in. The public information meeting was advertised in the *Southern Ulster Times* and the *New Paltz Times*. Flyers and notices were also hand delivered to all abutting property owners and residences.

Chris White provided an overview of the project before turning the presentation over to Brendan Fitzgerald and Jack Gorton who provided a technical discussion. After the presentation, the meeting was opened to questions and answers.

The project received positive support from the community. Several Highland Woods residents raised concerns over their privacy. Others noted that vehicles enter/exit Highland Woods at high velocities. Both of these concerns have been incorporated into the preliminary design of the project.

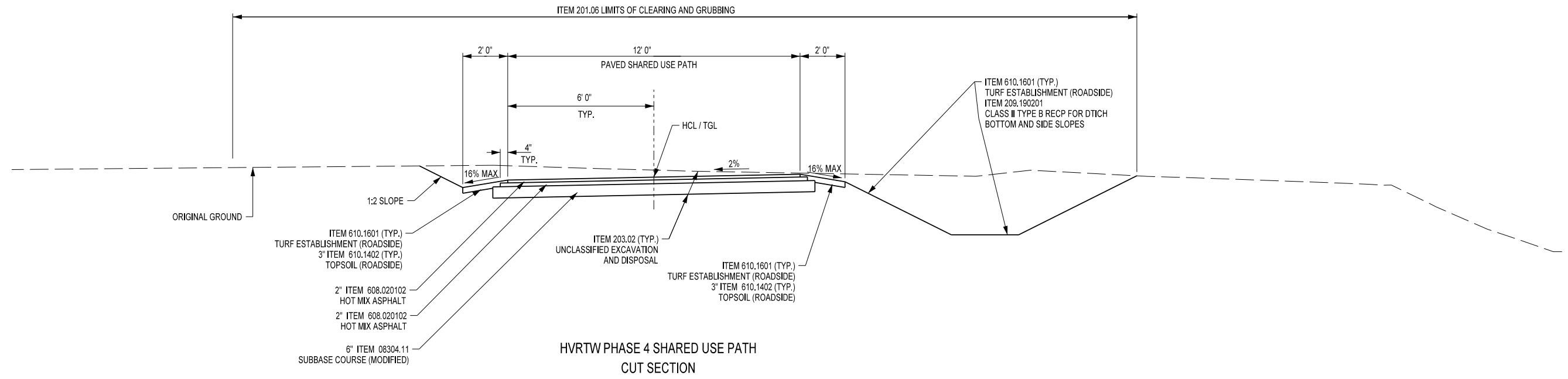
The public informational meeting generated significant local interest and articles were featured in several local newspapers.

An abutting property owner, Mr. Heraldo has voiced his objection to the project due to property concerns. The Ulster County Law Department is currently in discussions with Mr. Heraldo's attorney.

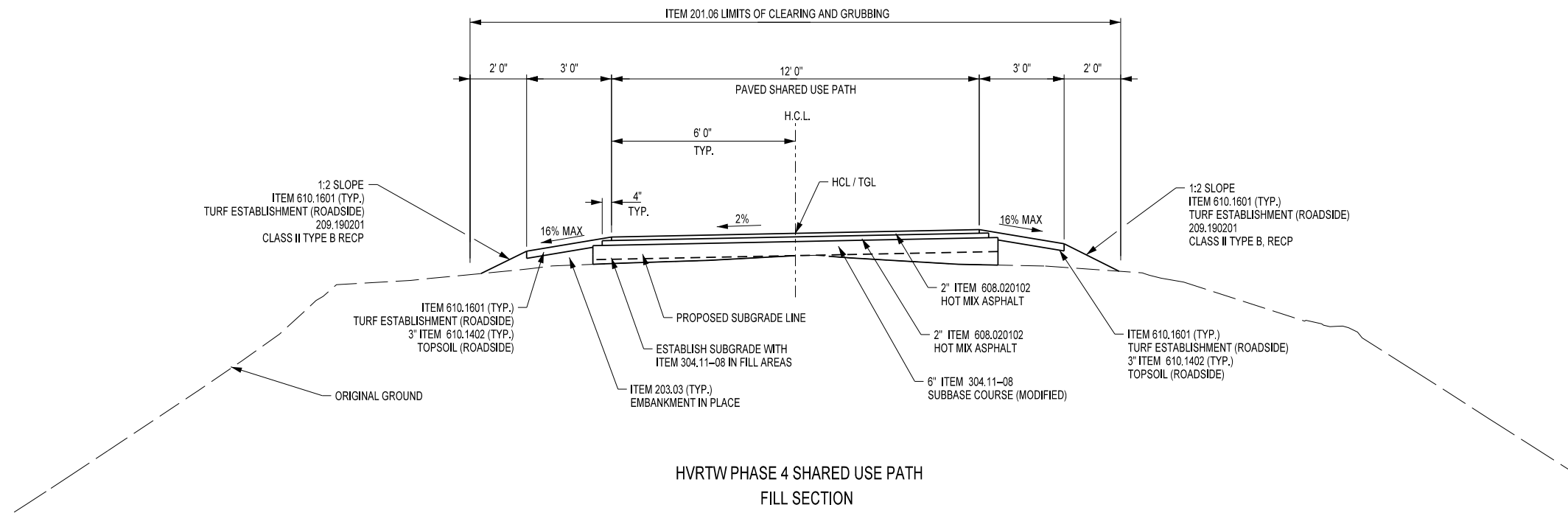
A copy of the meeting minutes and the newspaper articles are contained in Appendix G.

APPENDIX A

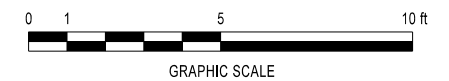
PROPOSED PLAN AND TYPICAL SECTIONS



HVRTW PHASE 4 SHARED USE PATH
CUT SECTION



HVRTW PHASE 4 SHARED USE PATH
FILL SECTION



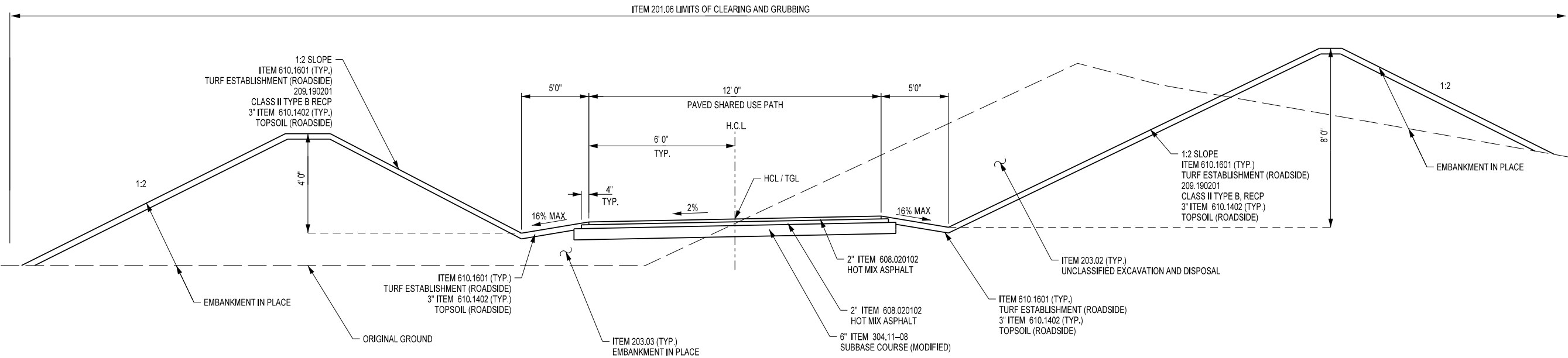
AS BUILT REVISIONS DESCRIPTION OF ALTERATIONS:

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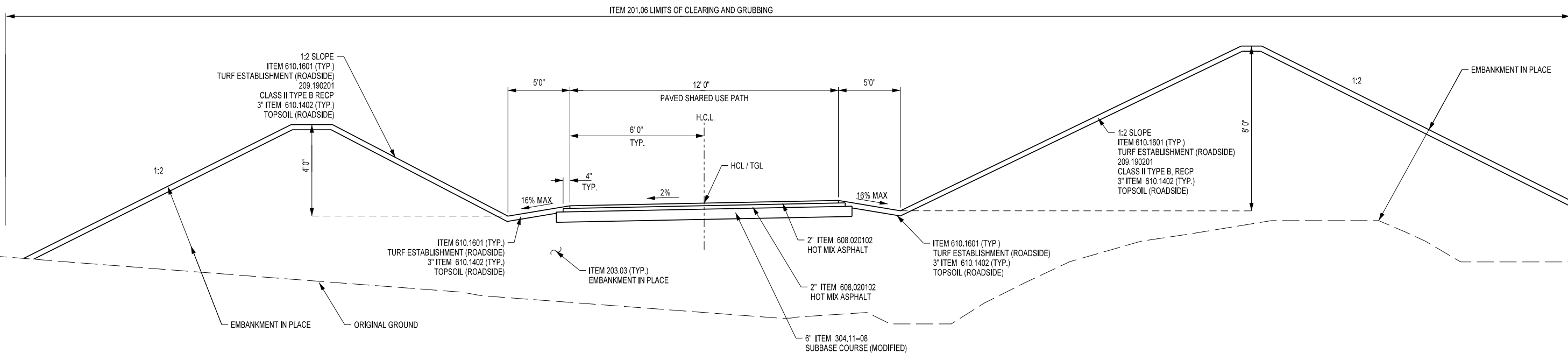
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ULSTER COUNTY
PLANNING DEPARTMENT
244 FAIR STREET, 6TH FLOOR
KINGSTON, NEW YORK 12401

HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: TYPICAL SECTIONS
SCALE: AS SHOWN	DRAWING: TYP-1
DATE: OCT 2015	SHEET:



HVRTW PHASE 4 SHARED USE PATH
BERM - CUT SECTION



HVRTW PHASE 4 SHARED USE PATH
BERM - FILL SECTION



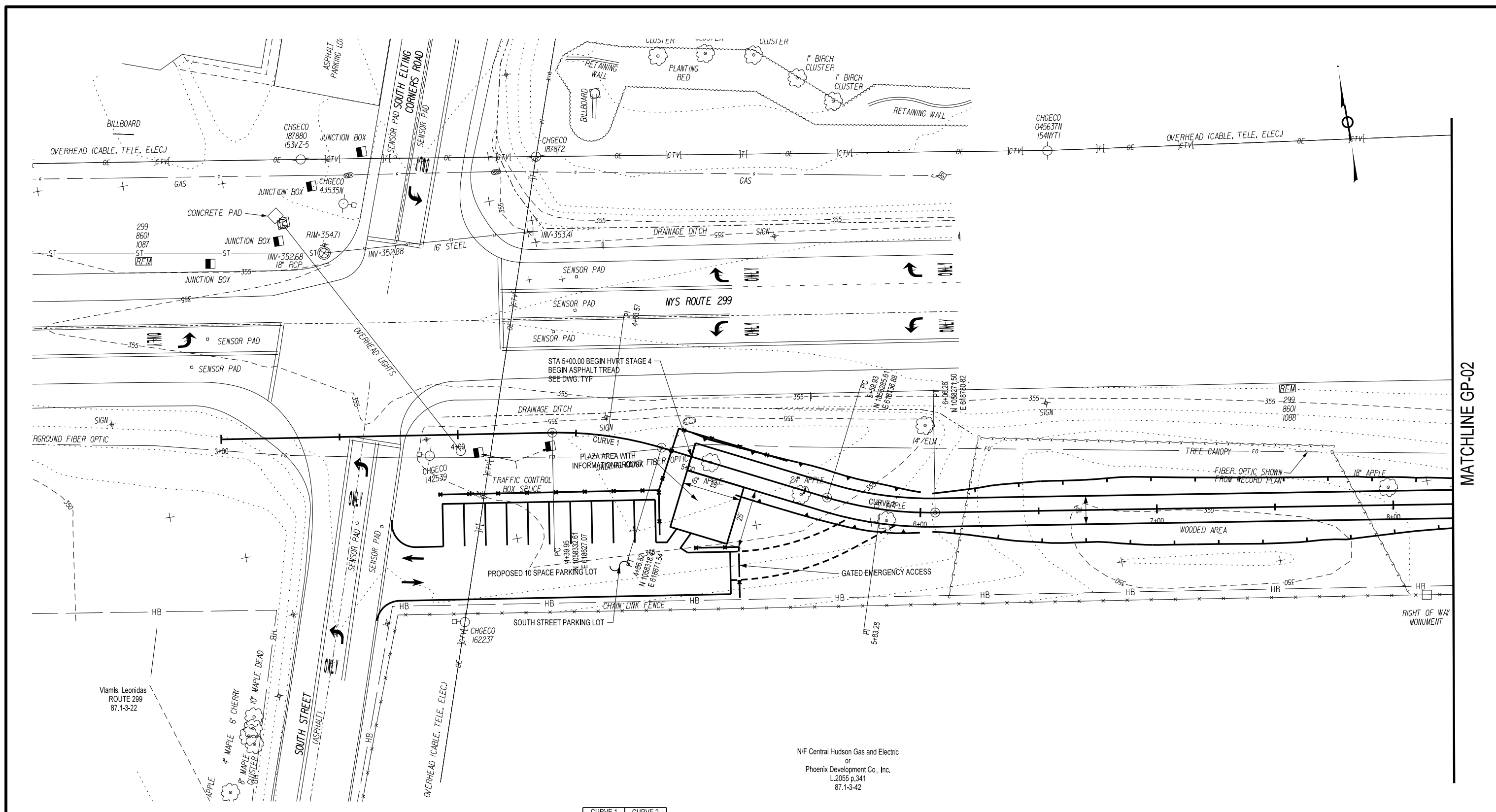
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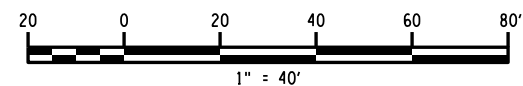
ULSTER COUNTY
PLANNING DEPARTMENT
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KINGSTON, NEW YORK 12401

HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: TYPICAL SECTIONS
SCALE: AS SHOWN	DRAWING: TYP-2
DATE: OCT 2015	SHEET:



MATCHLINE GP-02

CURVE 1	CURVE 2
STA 4+63.57	STA 5+83.28
N 10568329.01	N 10568275.14
E 618650.42	E 618757.75
R=150.00'	R=150.00'



N/F Central Hudson Gas and Electric
or
Phoenix Development Co., Inc.
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AS BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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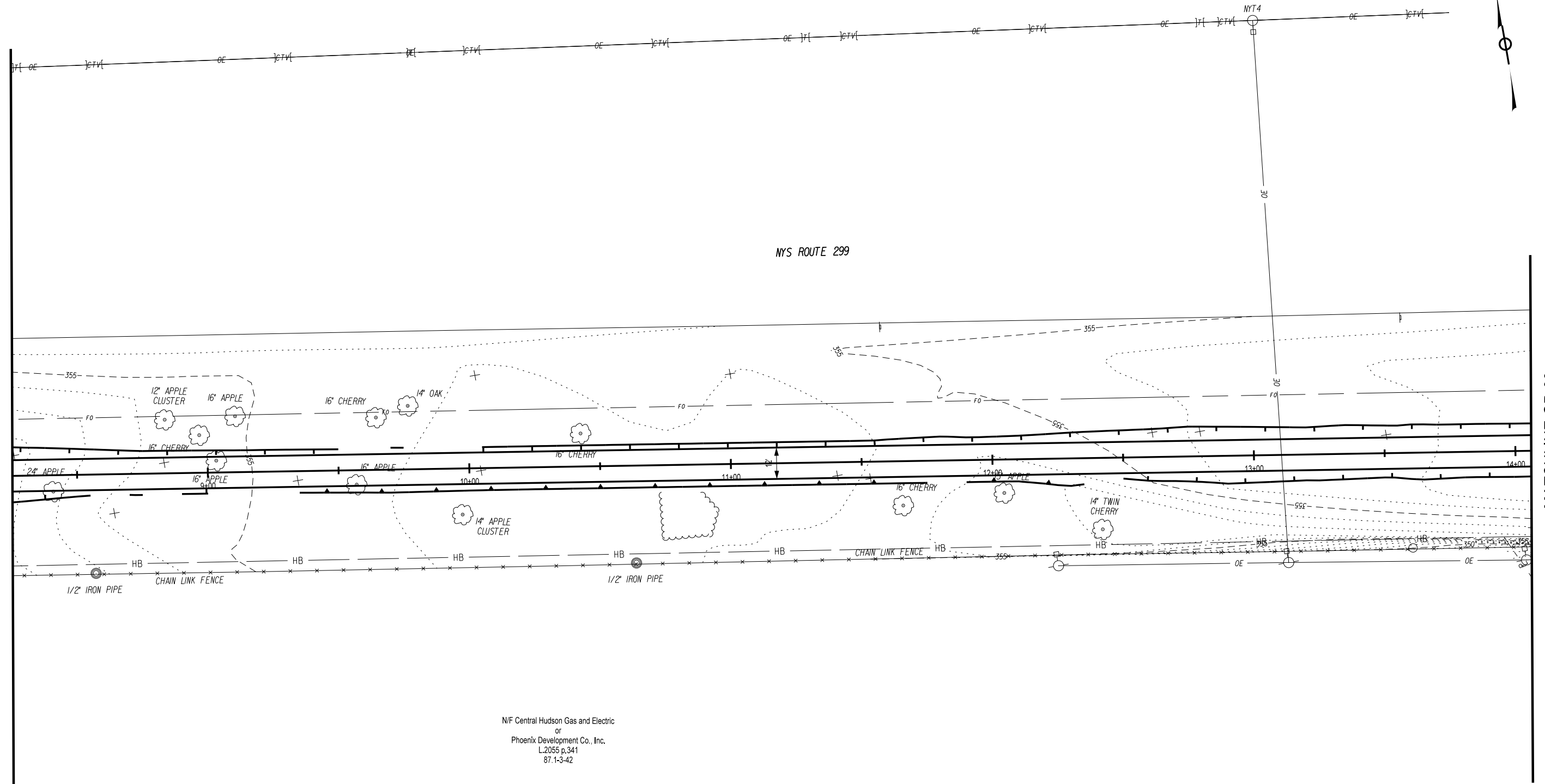

ULSTER COUNTY
PLANNING DEPARTMENT
244 FAIR STREET, 6TH FLOOR
KINGSTON, NEW YORK 12401

HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: GENERAL PLAN
SCALE: AS SHOWN	DRAWING: GP-01
DATE: OCT 2015	SHEET:

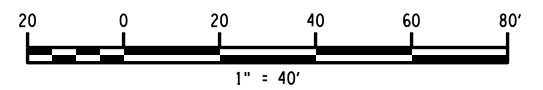
MATCHLINE GP-01

MATCHLINE GP-03

NYS ROUTE 299



N/F Central Hudson Gas and Electric
 or
 Phoenix Development Co., Inc.
 L.2055 p.341
 87.1-3-42



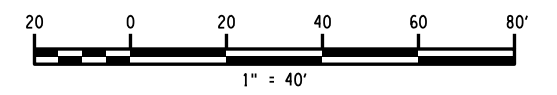
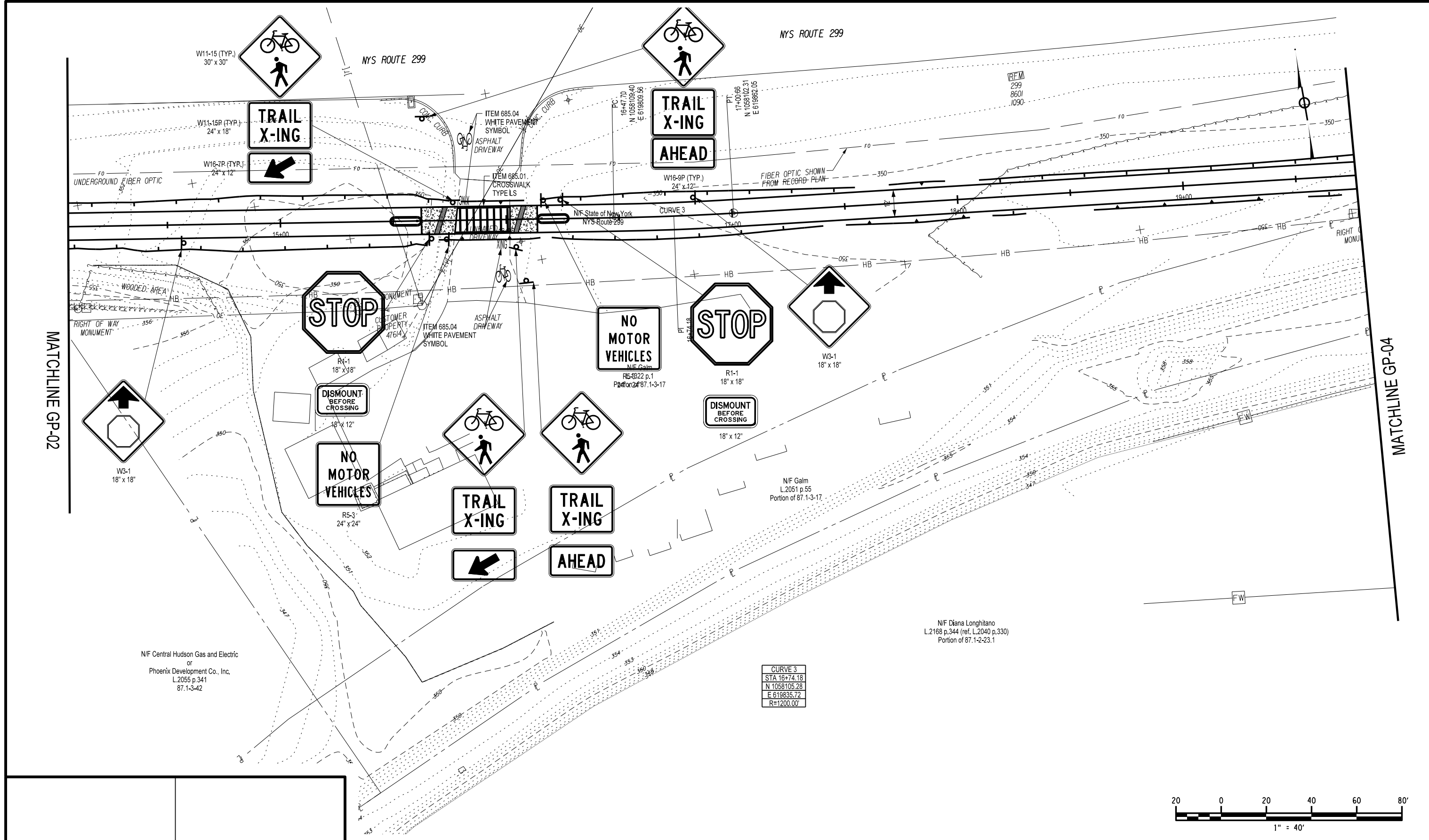
AS BUILT REVISIONS DESCRIPTION OF ALTERATIONS:

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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PIN: 8761.21	TITLE: GENERAL PLAN
SCALE: AS SHOWN	DRAWING: GP-02
DATE: OCT 2015	SHEET:



AS BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

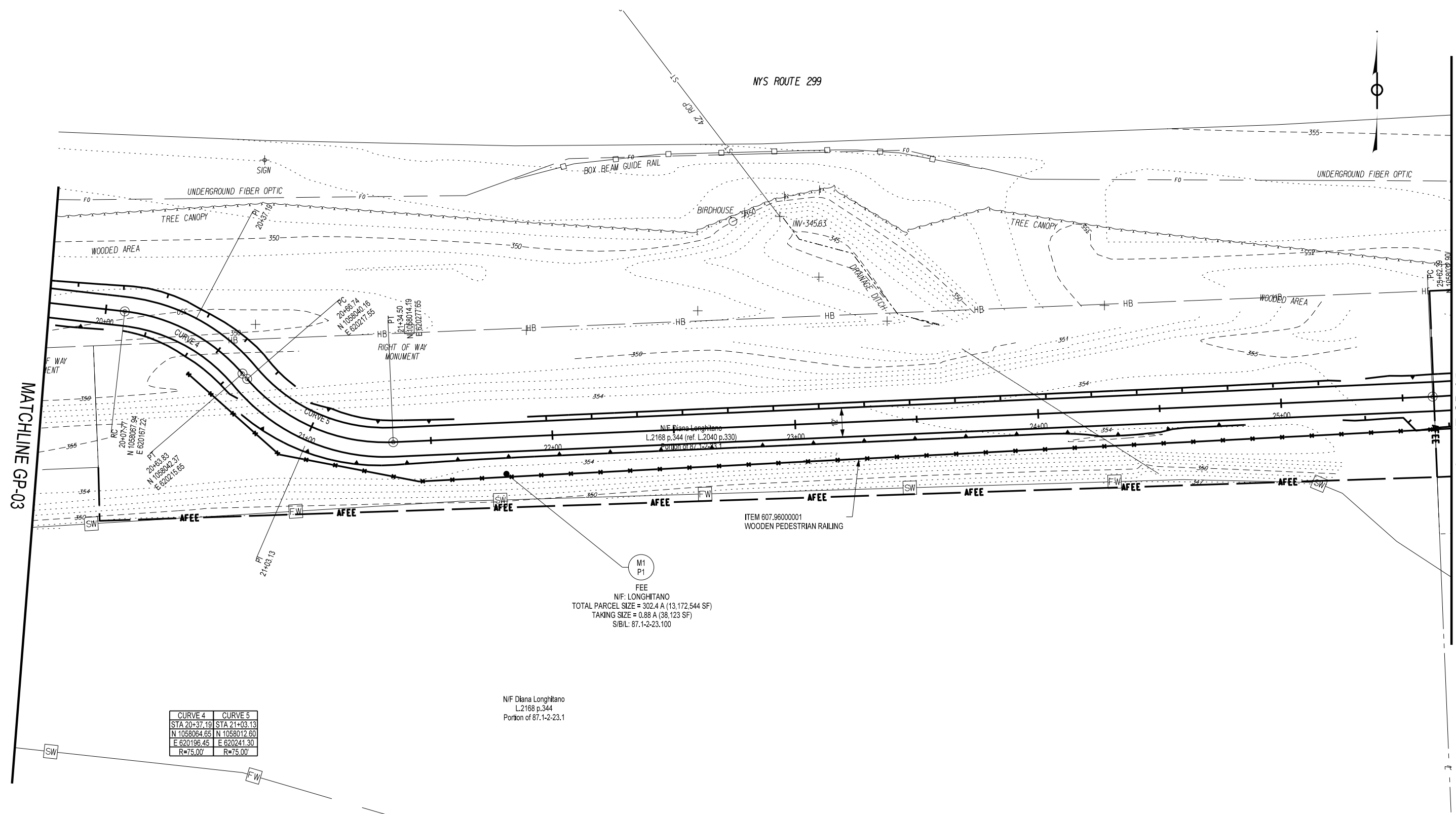
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: GENERAL PLAN
SCALE: AS SHOWN	DRAWING: GP-03
DATE: OCT 2015	SHEET:

NYS ROUTE 299



MATCHLINE GP-03

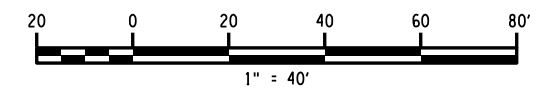
MATCHLINE GP-05

CURVE 4	CURVE 5
STA 20+37.19	STA 21+03.13
N 1058064.65	N 1058012.60
E 620196.45	E 620241.30
R=75.00'	R=75.00'

M1
P1
FEE
N/F: LONGHITANO
TOTAL PARCEL SIZE = 302.4 A (13,172,544 SF)
TAKING SIZE = 0.88 A (38,123 SF)
S/B/L: 87.1-2-23.100

N/F Diana Longhitano
L.2168 p.344
Portion of 87.1-2-23.1

ITEM 607.96000001
WOODEN PEDESTRIAN RAILING



AS BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

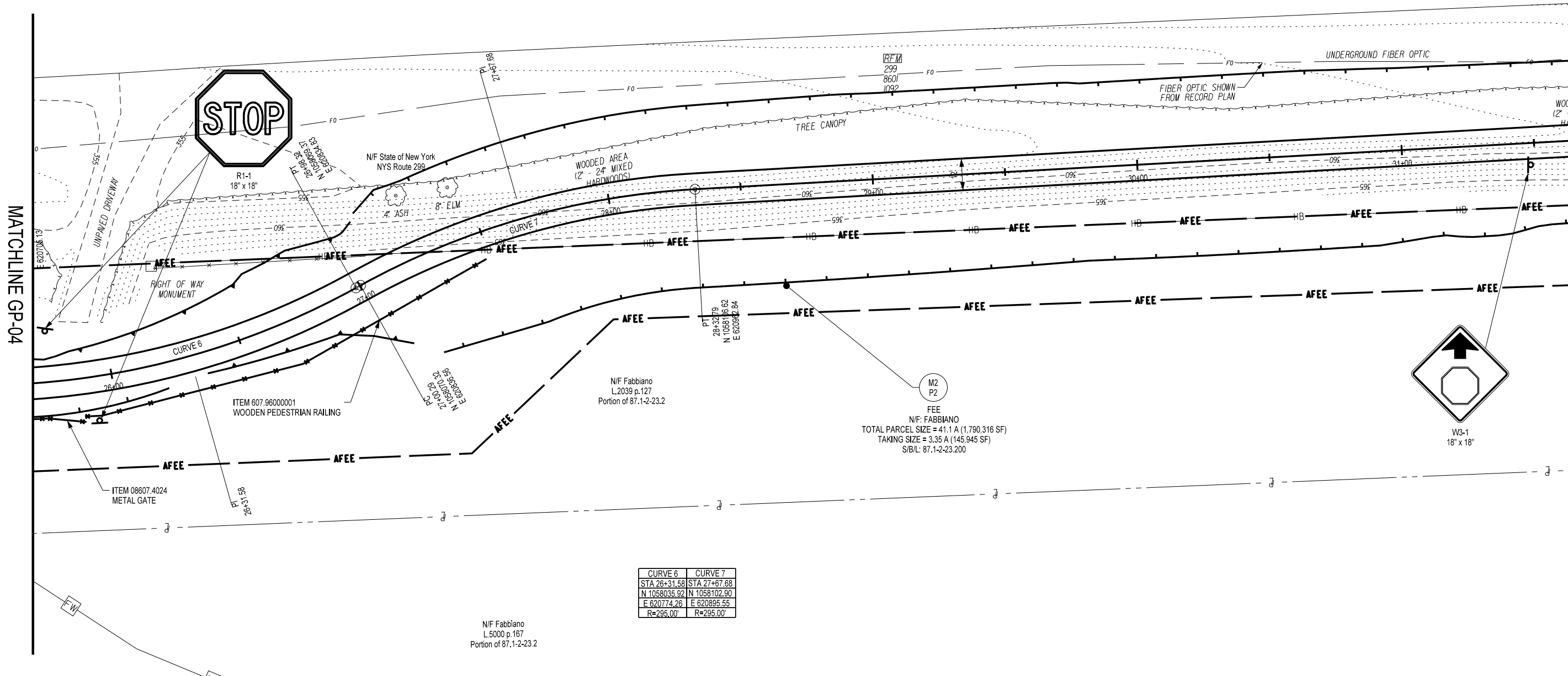
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: GENERAL PLAN
SCALE: AS SHOWN	DRAWING: GP-04
DATE: OCT 2015	SHEET:

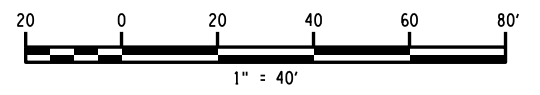
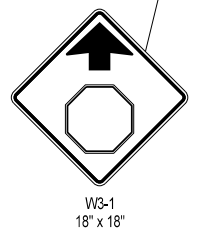
NYS ROUTE 299



MATCHLINE GP-04

MATCHLINE GP-06

CURVE 6	CURVE 7
STA 26+31.58	STA 27+67.68
N 1058035.92	N 1058102.90
E 620774.26	E 620895.55
R=295.00'	R=295.00'



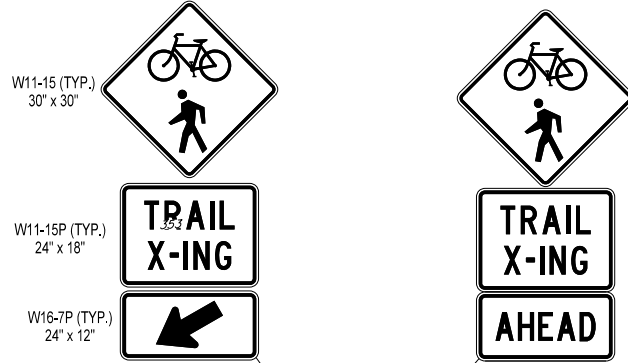
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: GENERAL PLAN
SCALE: AS SHOWN	DRAWING: GP-05
DATE: OCT 2015	SHEET:



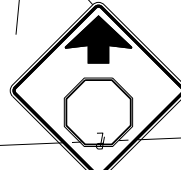
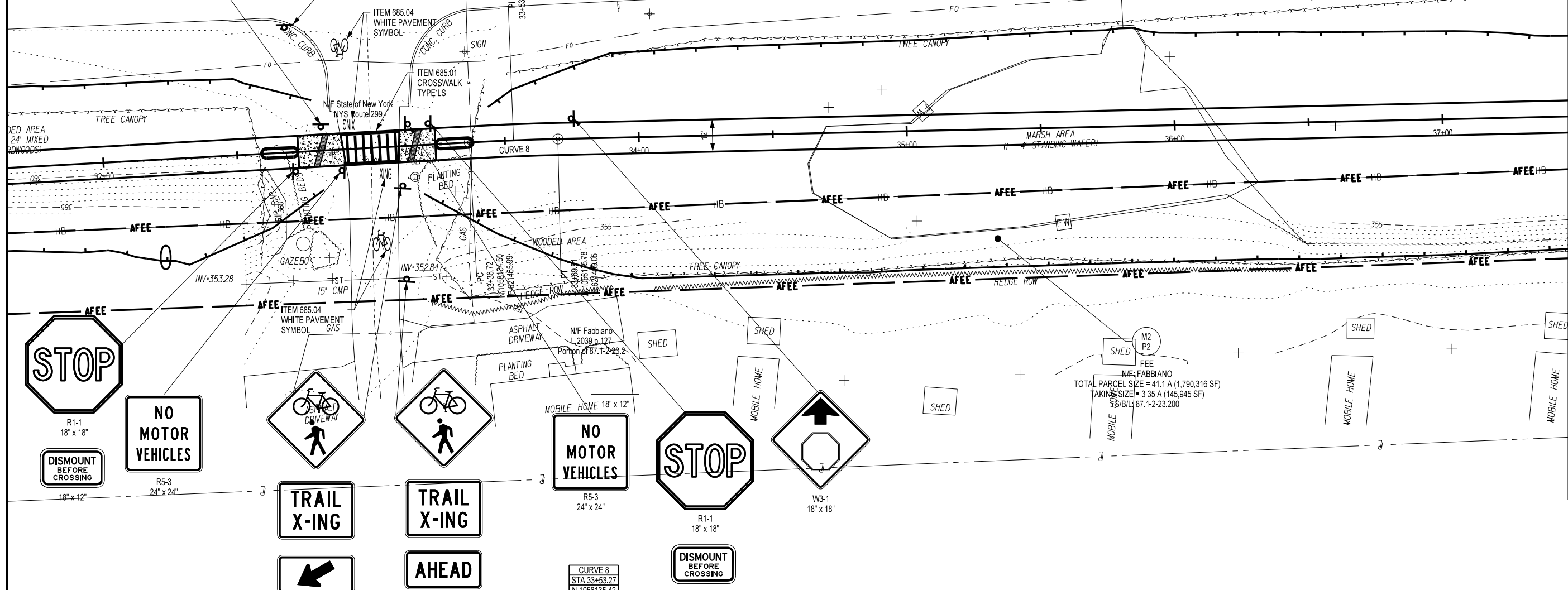
MATCHLINE GP-05

MATCHLINE GP-07



NYS ROUTE 299

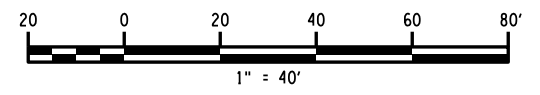
FO UNDERGROUND FIBER OPTIC



N/F Fabbiano
L.5000 p.167
Portion of 87.1-2-23.2

CURVE 8
STA 33+53.27
N 1058135.42
E 621482.51
R=1000.00'

N/F; FABBIANO
TOTAL PARCEL SIZE = 41.1 A (1,790,316 SF)
TAKING SIZE = 3.35 A (145,945 SF)
S/B/L 87.1-2-23.200



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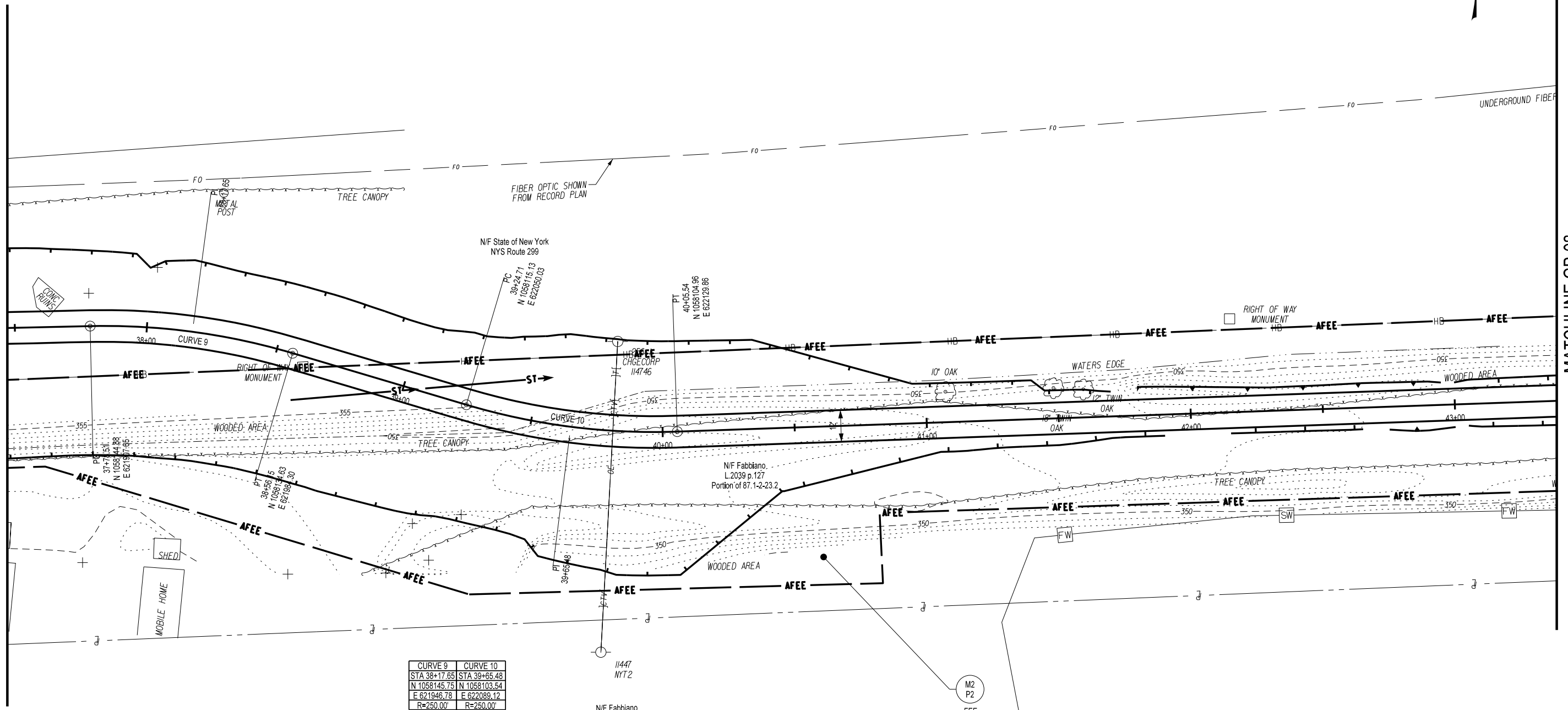
HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: GENERAL PLAN
SCALE: AS SHOWN	DRAWING: GP-06
DATE: OCT 2015	SHEET:

NYS ROUTE 299



MATCHLINE GP-06

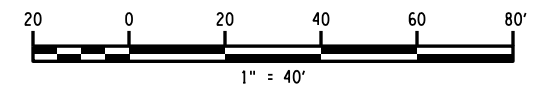
MATCHLINE GP-08



CURVE 9	CURVE 10
STA 38+17.65	STA 39+65.48
N 1058145.75	N 1058103.54
E 621946.78	E 622089.12
R=250.00'	R=250.00'

N/F Fabbiano
L.5000 p.167
Portion of 87.1-2-23.2

FEE
N/F: FABBIANO
TOTAL PARCEL SIZE = 41.1 A (1,790,316 SF)
TAKING SIZE = 3.35 A (145,945 SF)
S/B/L: 87.1-2-23.200



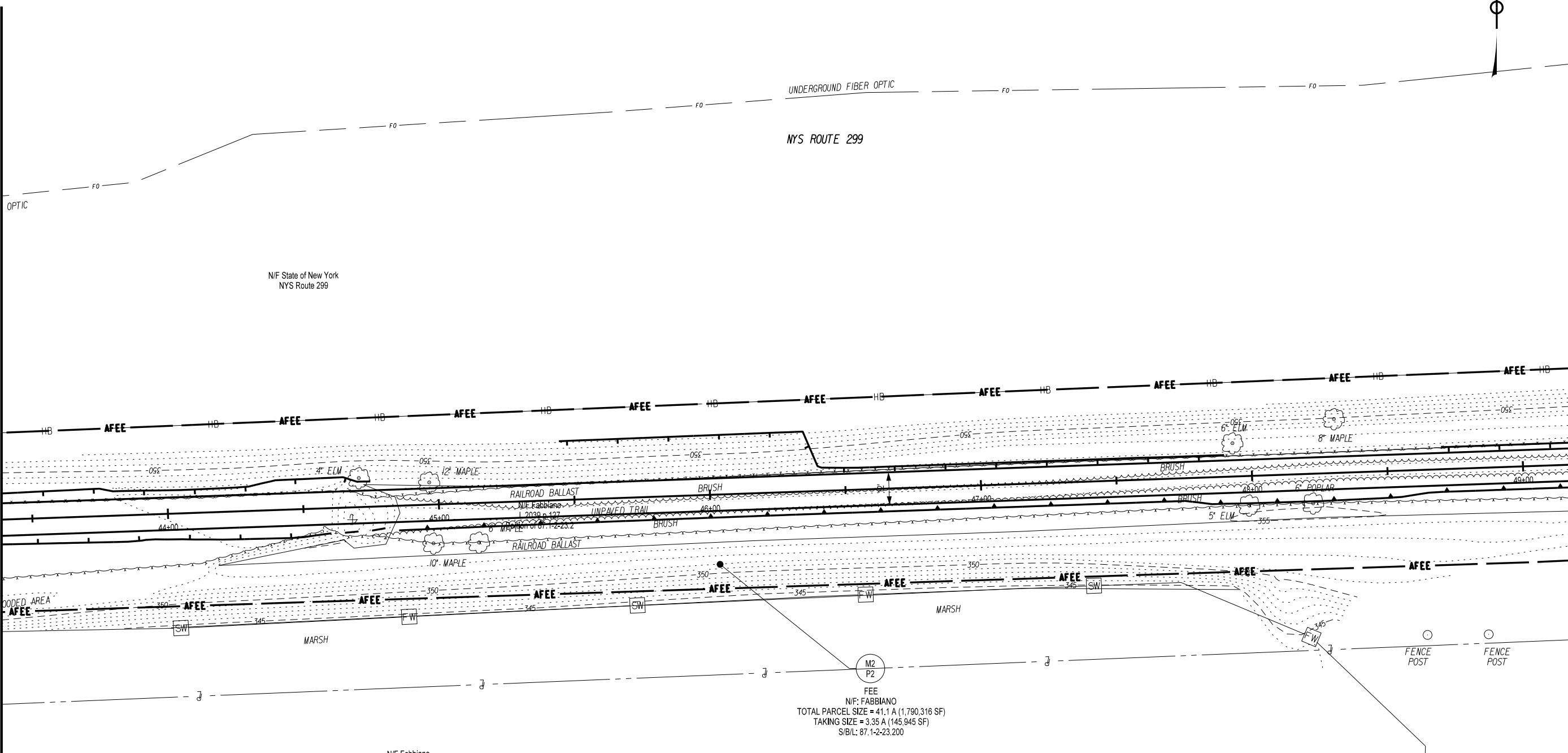
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: GENERAL PLAN
SCALE: AS SHOWN	DRAWING: GP-07
DATE: OCT 2015	SHEET:



MATCHLINE GP-07

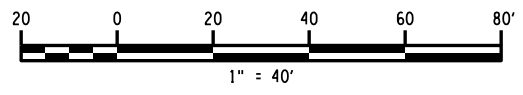
MATCHLINE GP-09

UNDERGROUND FIBER OPTIC
FO
NYS ROUTE 299

N/F State of New York
NYS Route 299

N/F Fabbiano
L.5000 p.167
Portion of 87.1-2-23.2

M2
P2
FEE
N/F: FABBIANO
TOTAL PARCEL SIZE = 41.1 A (1,790,316 SF)
TAKING SIZE = 3.35 A (145,945 SF)
S/B/L: 87.1-2-23.200



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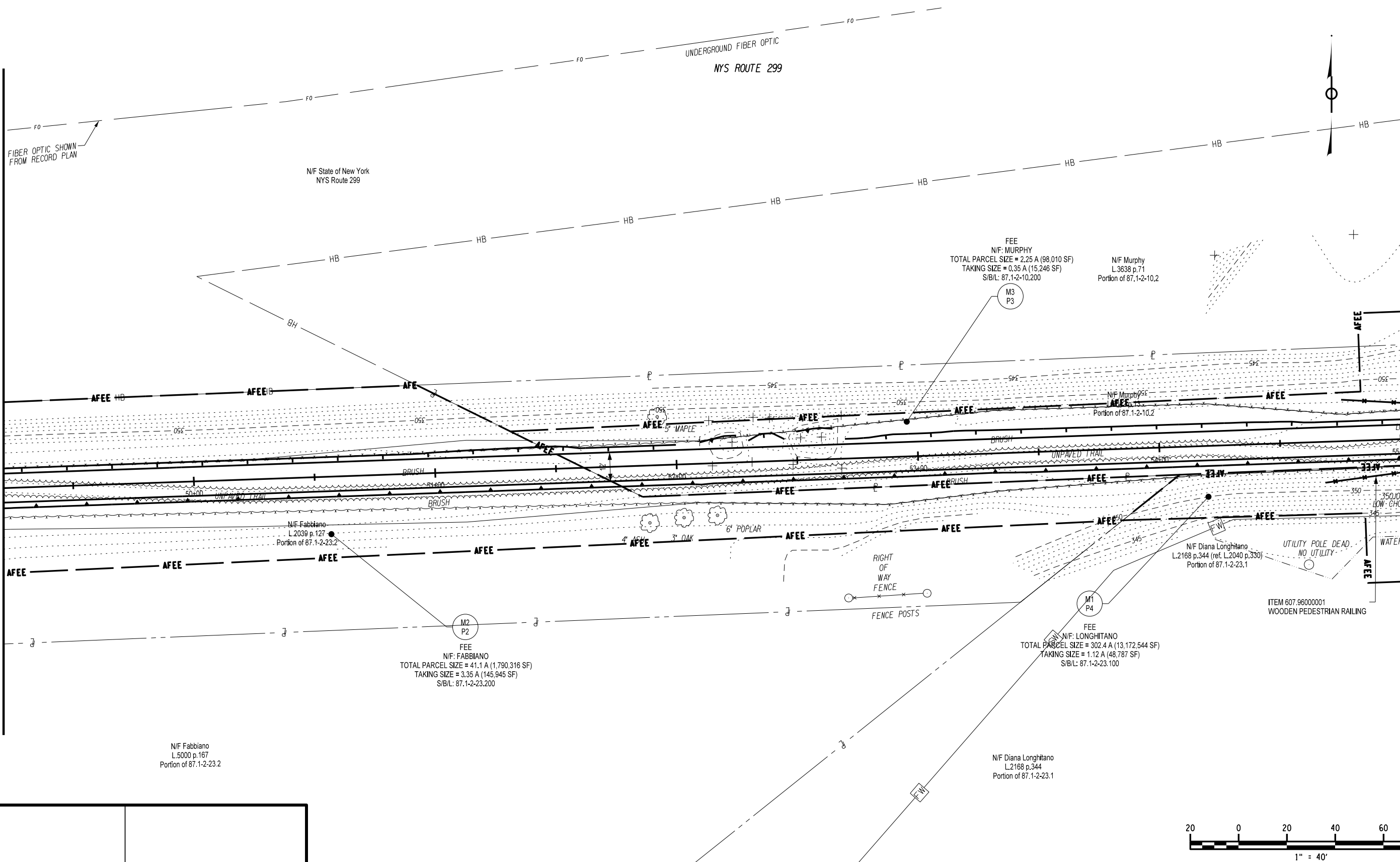
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: GENERAL PLAN
SCALE: AS SHOWN	DRAWING: GP-08
DATE: OCT 2015	SHEET:



MATCHLINE GP-08

MATCHLINE GP-10

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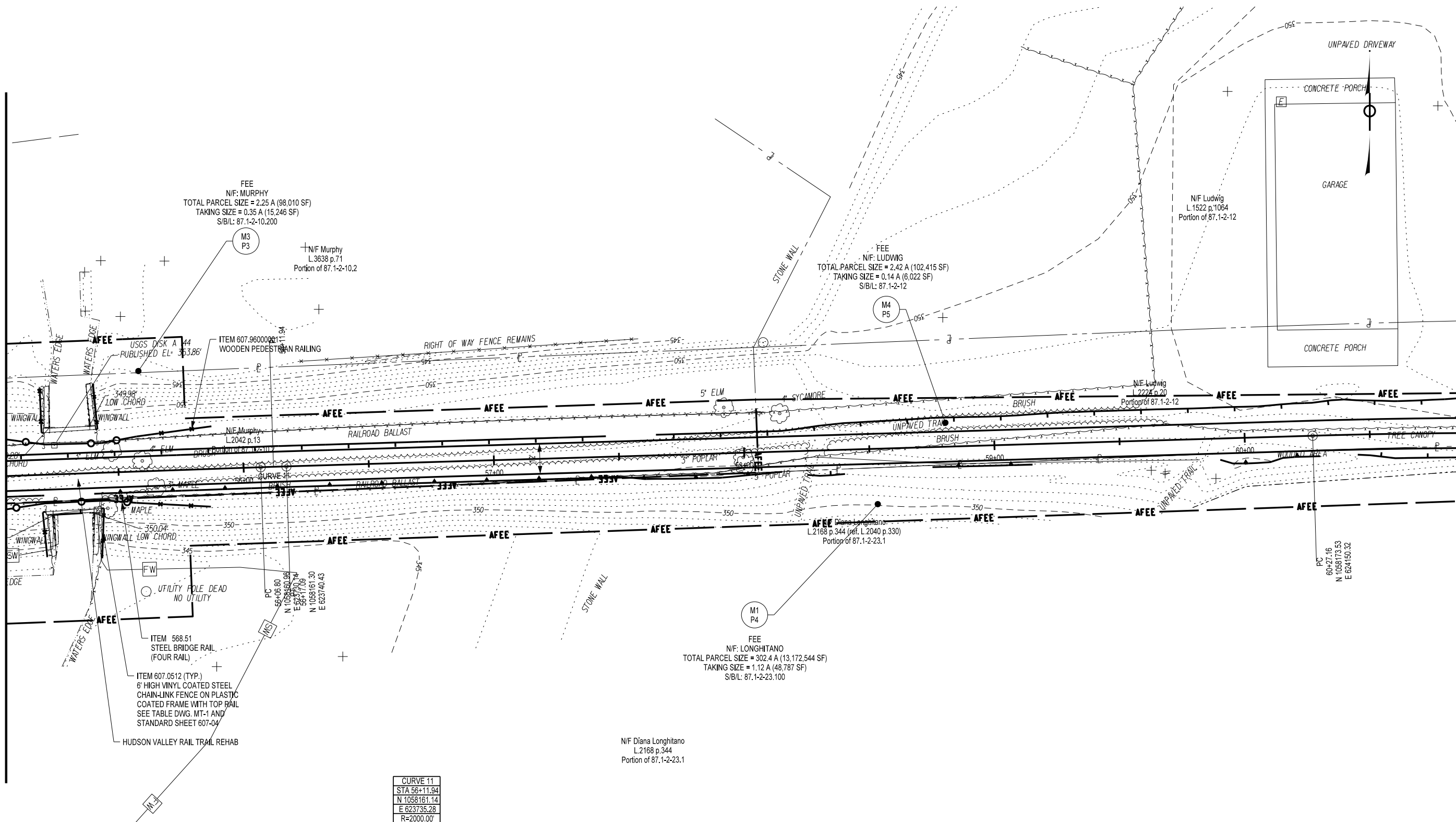
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: GENERAL PLAN
SCALE: AS SHOWN	DRAWING: GP-09
DATE: OCT 2015	SHEET:

MATCHLINE GP-09

MATCHLINE GP-11



FEE
N/F: MURPHY
TOTAL PARCEL SIZE = 2.25 A (98,010 SF)
TAKING SIZE = 0.35 A (15,246 SF)
S/B/L: 87.1-2-10.200

FEE
N/F: LUDWIG
TOTAL PARCEL SIZE = 2.42 A (102,415 SF)
TAKING SIZE = 0.14 A (6,022 SF)
S/B/L: 87.1-2-12

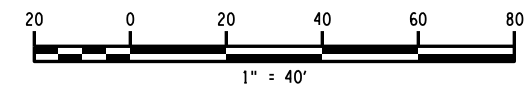
FEE
N/F: LONGHITANO
TOTAL PARCEL SIZE = 302.4 A (13,172,544 SF)
TAKING SIZE = 1.12 A (48,787 SF)
S/B/L: 87.1-2-23.100

ITEM 568.51
STEEL BRIDGE RAIL
(FOUR RAIL)

ITEM 607.0512 (TYP.)
6' HIGH VINYL COATED STEEL
CHAIN-LINK FENCE ON PLASTIC
COATED FRAME WITH TOP RAIL
SEE TABLE DWG. MT-1 AND
STANDARD SHEET 607-04

HUDSON VALLEY RAIL TRAIL REHAB

CURVE 11
STA 56+11.94
N 1058161.14
E 623735.28
R=2000.00'



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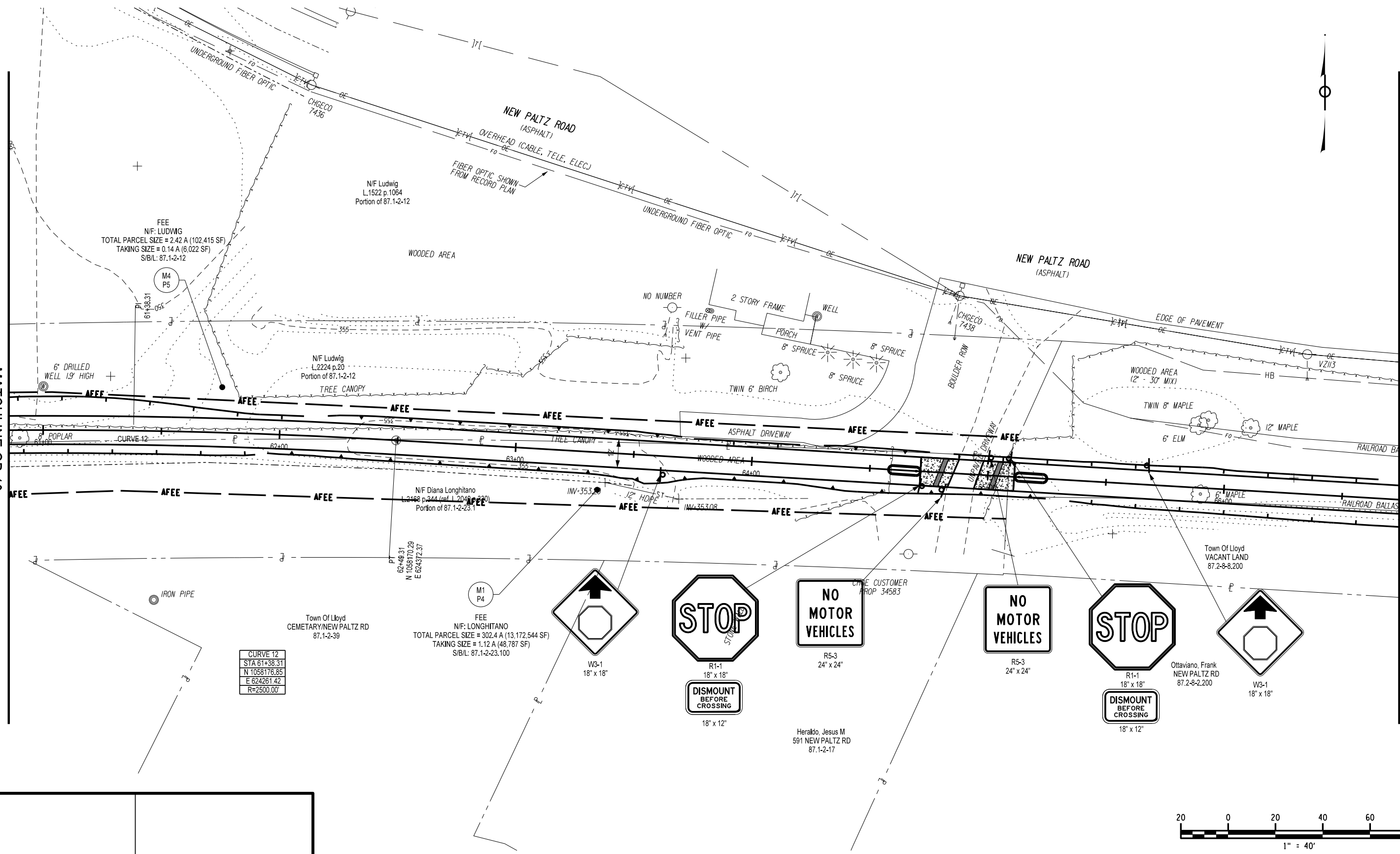
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: GENERAL PLAN
SCALE: AS SHOWN	DRAWING: GP-10
DATE: OCT 2015	SHEET:

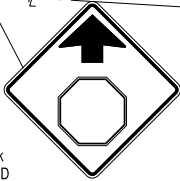
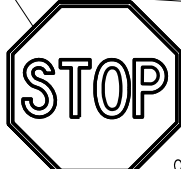
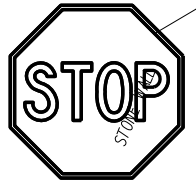
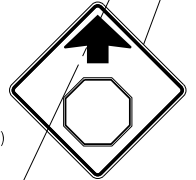


MATCHLINE GP-10

MATCHLINE GP-12



CURVE 12	
STA	61+38.31
N	1058176.85
E	624261.42
R	2500.00



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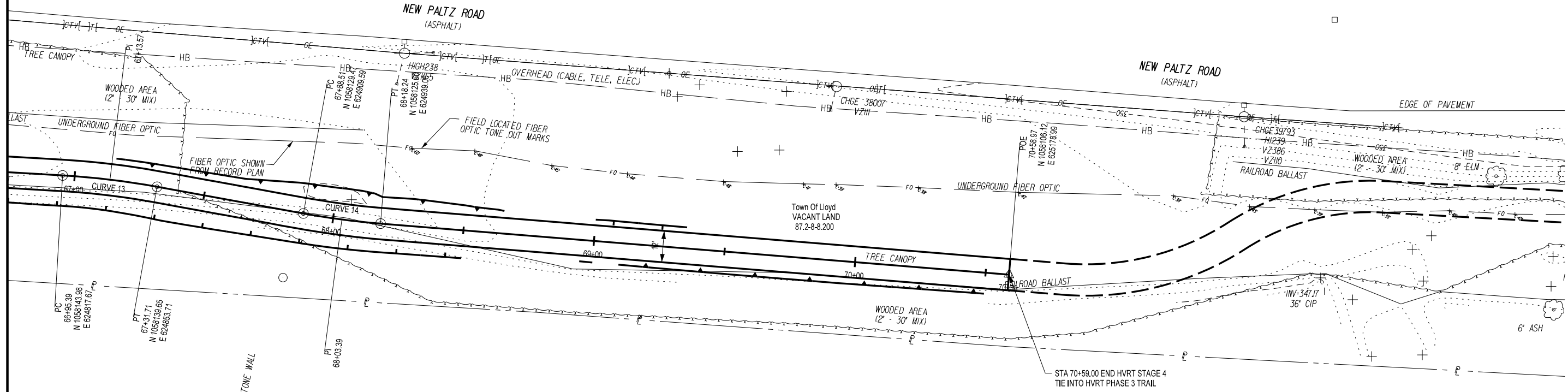
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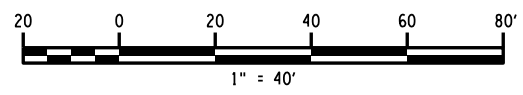
HUDSON VALLEY RAIL TRAIL WEST PHASE 4			
PIN:	8761.21	TITLE:	GENERAL PLAN
SCALE:	AS SHOWN	DRAWING:	GP-11
DATE:	OCT 2015	SHEET:	



MATCHLINE GP-11



CURVE 13	CURVE 14
STA 67+13.57	STA 68+03.39
N 1058142.90	N 1058126.81
E 624835.82	E 624924.23
R=300.00'	R=300.00'



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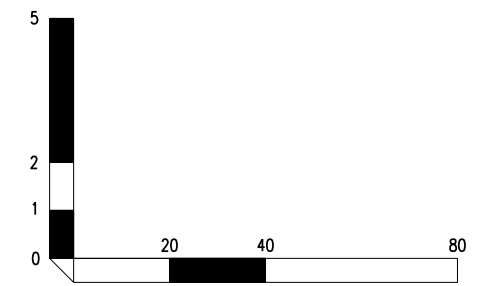
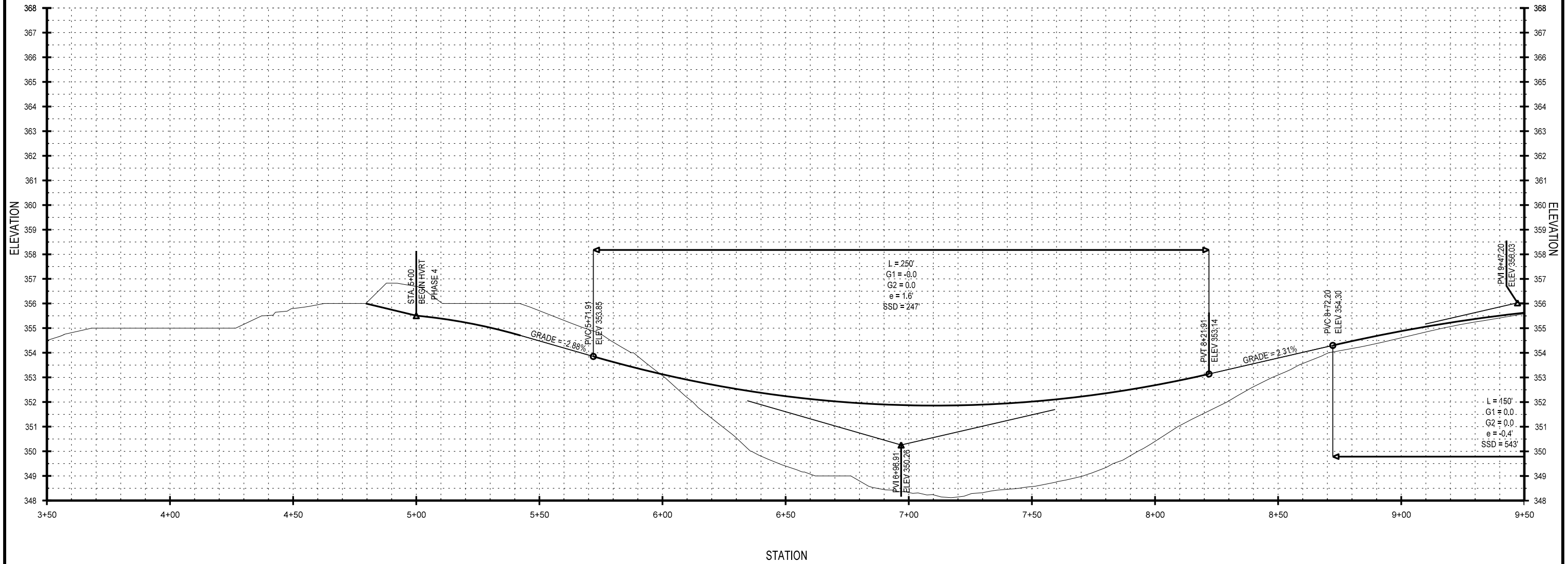
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: GENERAL PLAN
SCALE: AS SHOWN	DRAWING: GP-12
DATE: OCT 2015	SHEET:

HVRT PHASE 4



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DESCRIPTION OF ALTERATIONS:

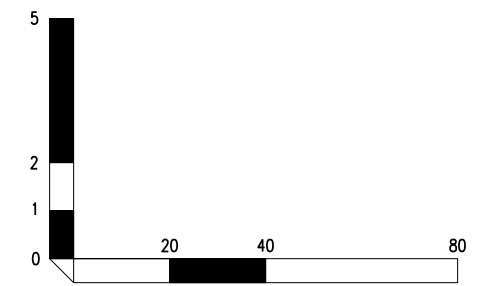
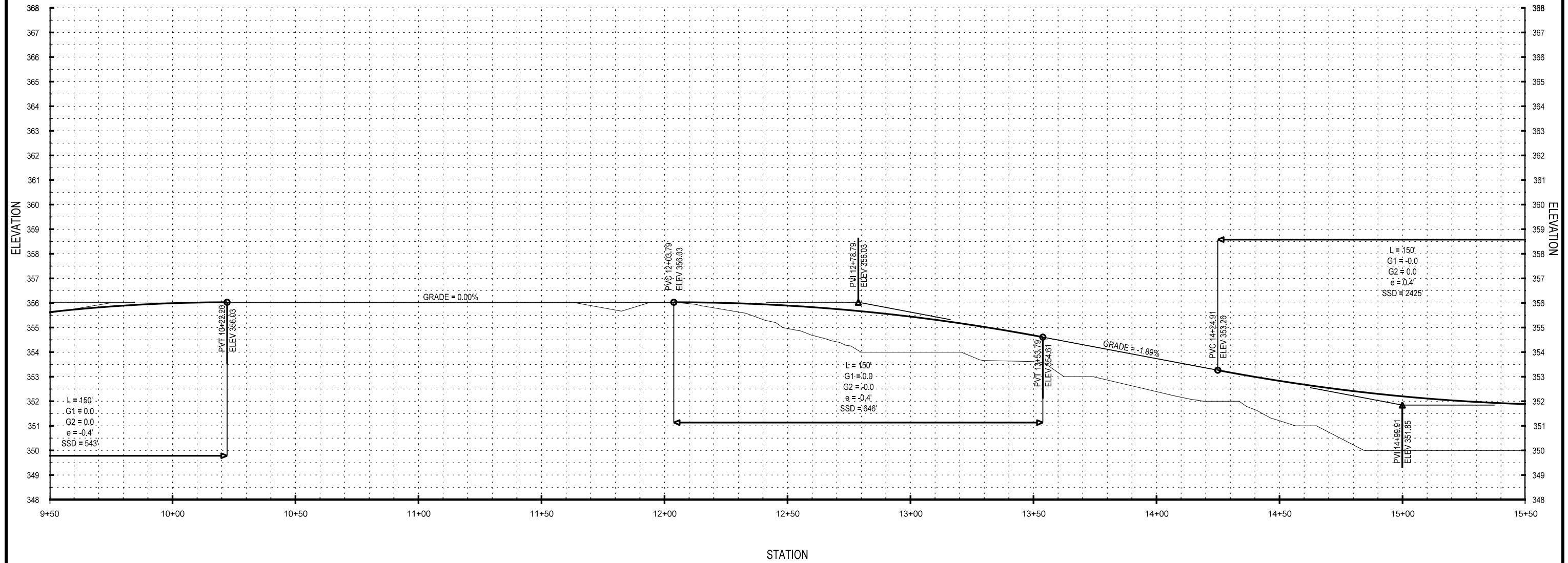
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KINGSTON, NEW YORK 12401

HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: PROFILES
SCALE: AS SHOWN	DRAWING: PR-01
DATE: OCT 2015	SHEET:

HVRT PHASE 4



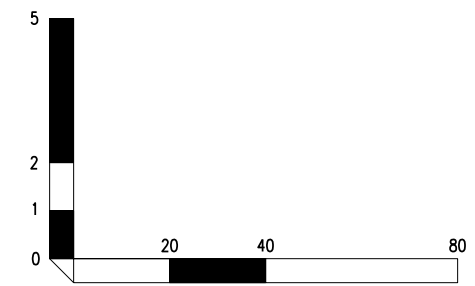
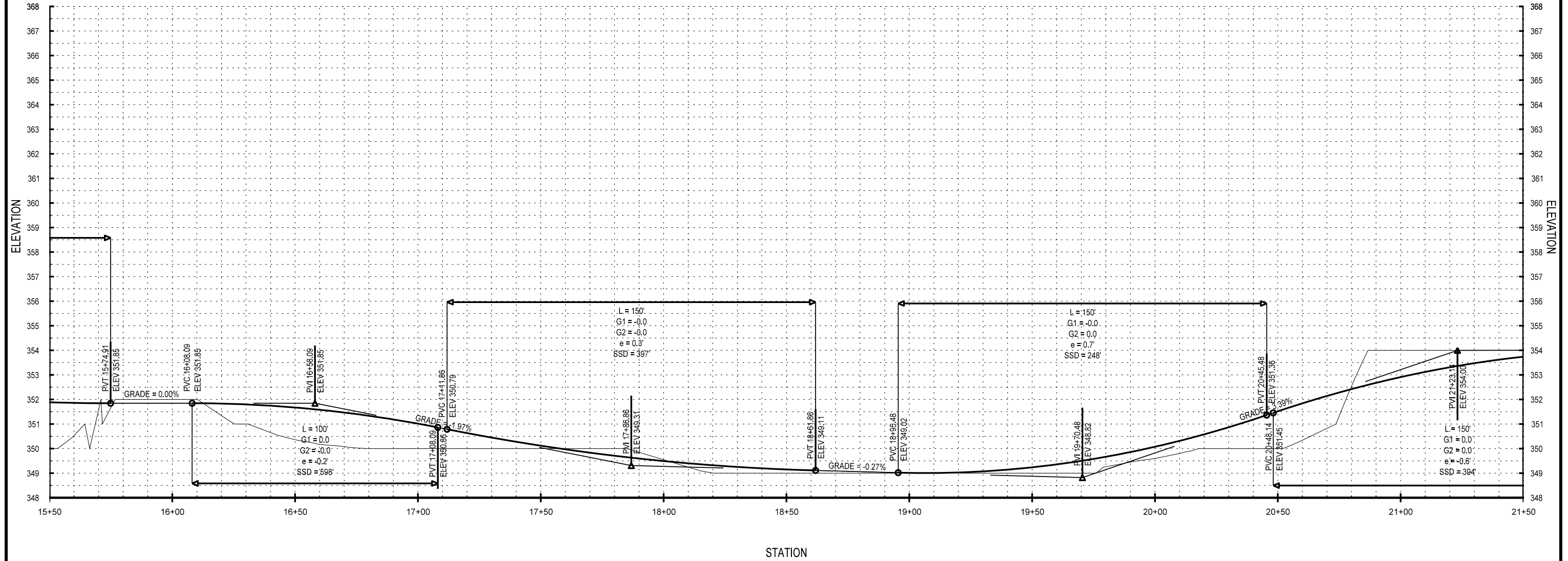
AS BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: PROFILES
SCALE: AS SHOWN	DRAWING: PR-02
DATE: OCT 2015	SHEET:

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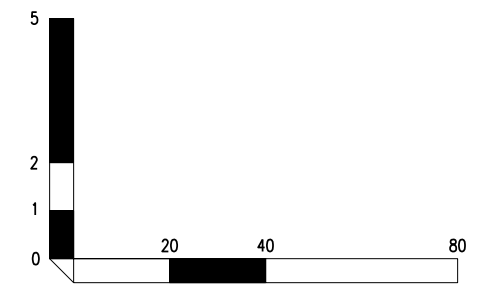
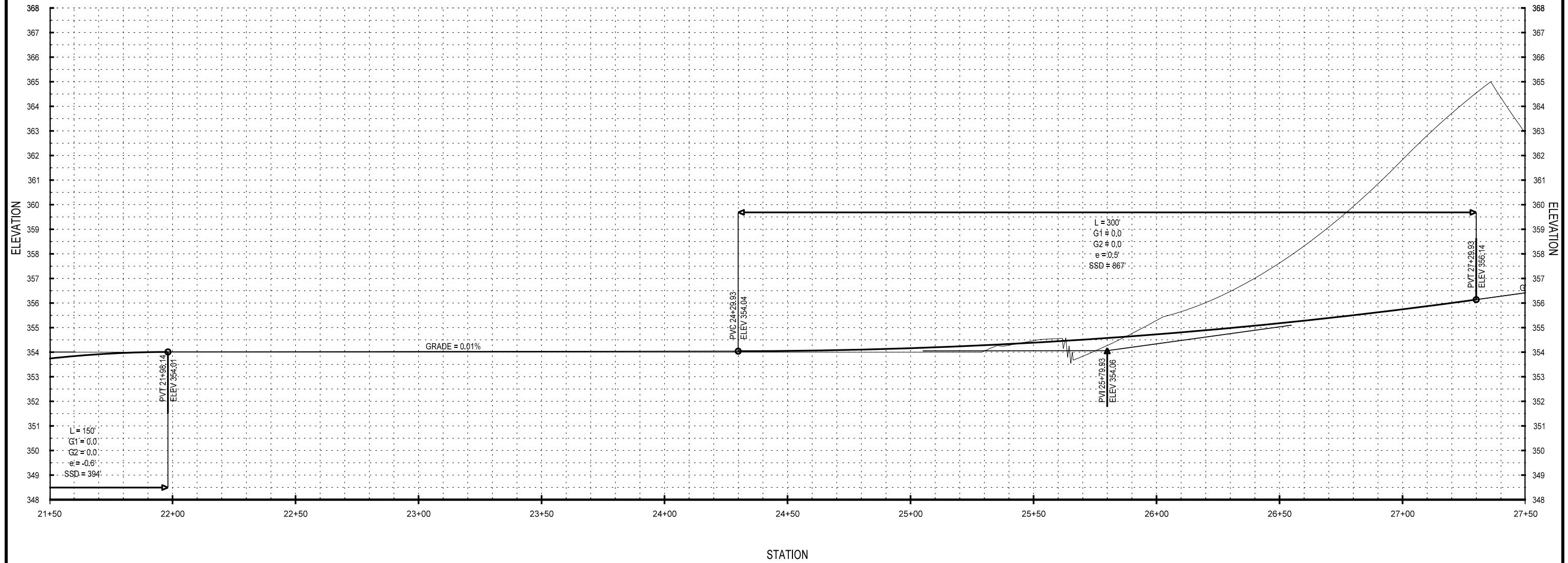
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PIN: 8761.21	TITLE: PROFILES
SCALE: AS SHOWN	DRAWING: PR-03
DATE: OCT 2015	SHEET:

HVRT PHASE 4



AS BUILT REVISIONS
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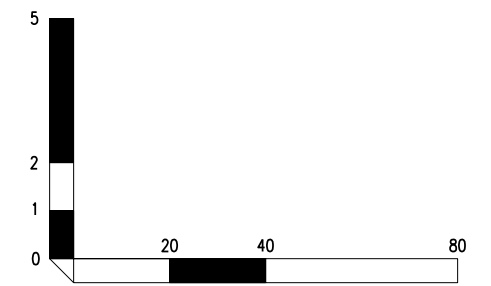
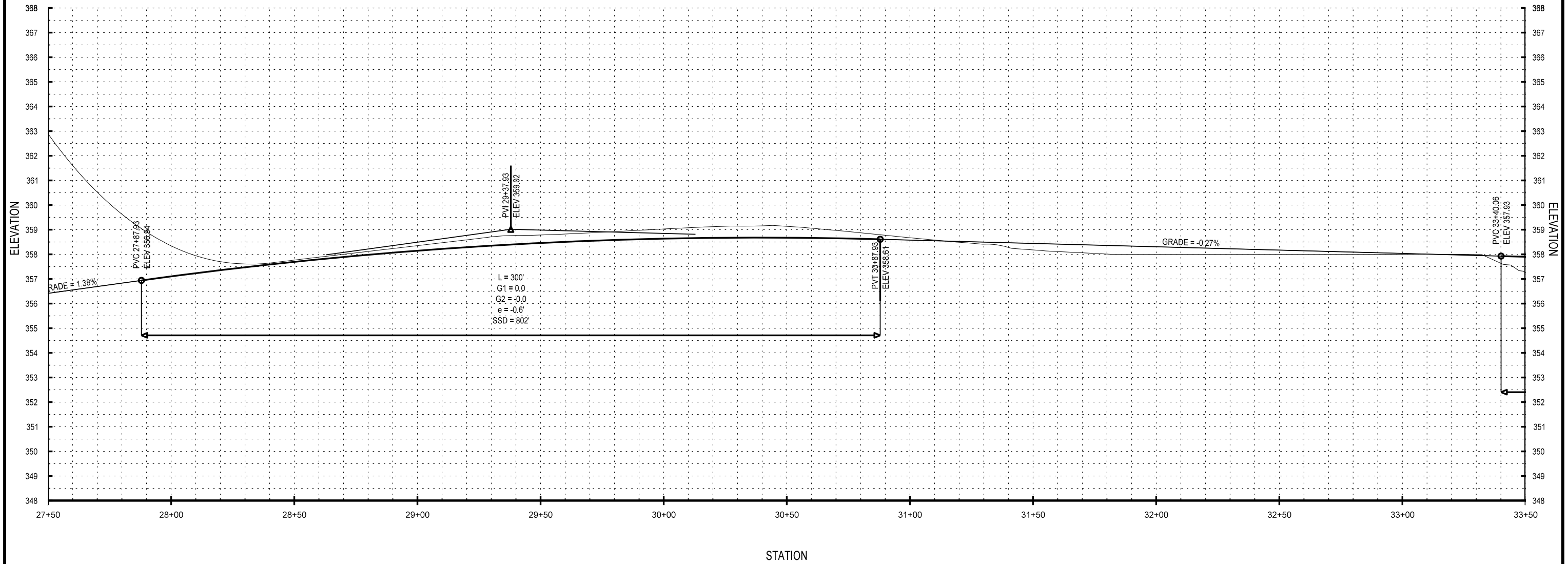
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: PROFILES
SCALE: AS SHOWN	DRAWING: PR-04
DATE: OCT 2015	SHEET:

HVRT PHASE 4



AS BUILT REVISIONS
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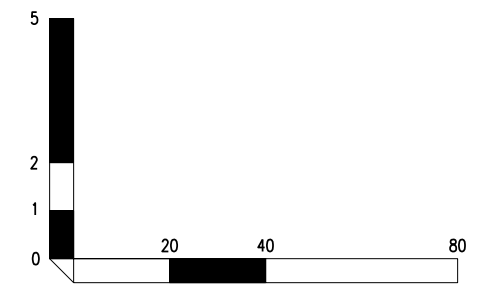
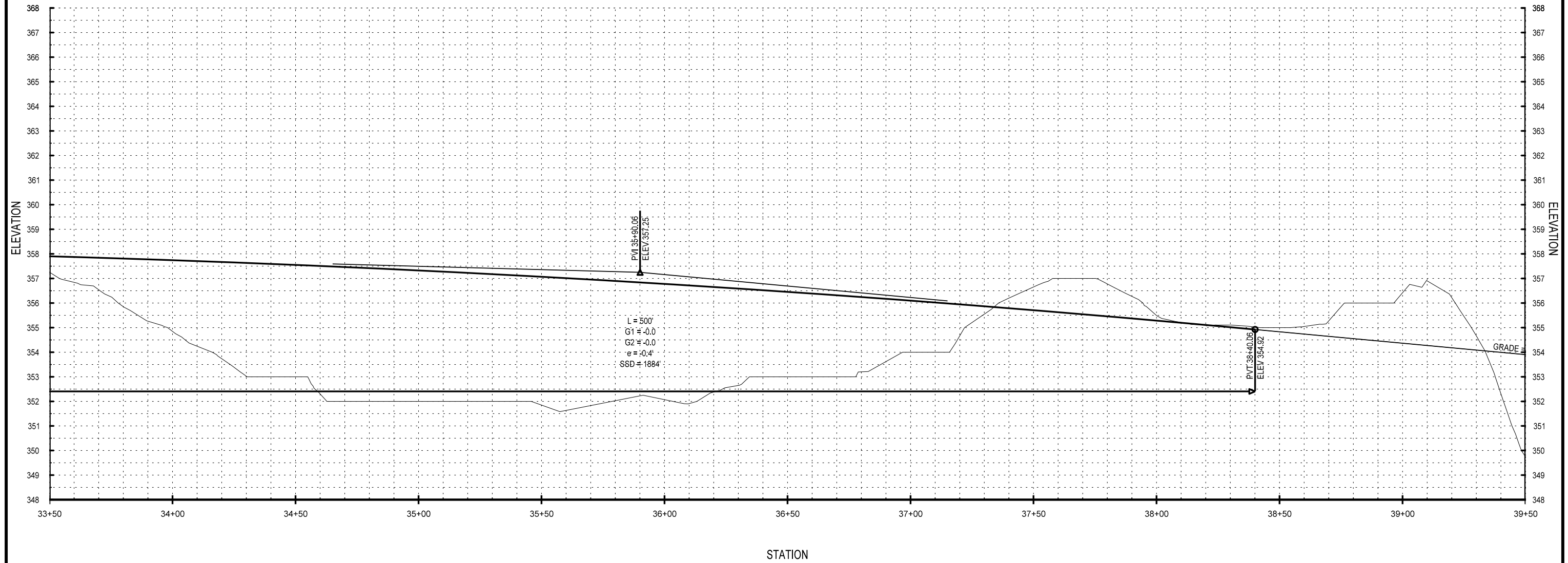
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: PROFILES
SCALE: AS SHOWN	DRAWING: PR-05
DATE: OCT 2015	SHEET:

HVRT PHASE 4



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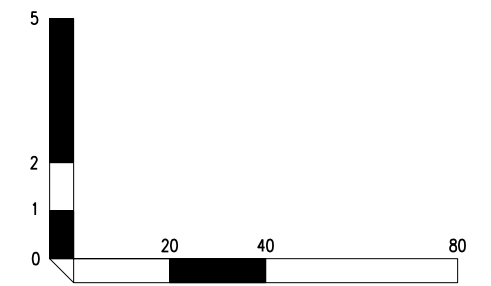
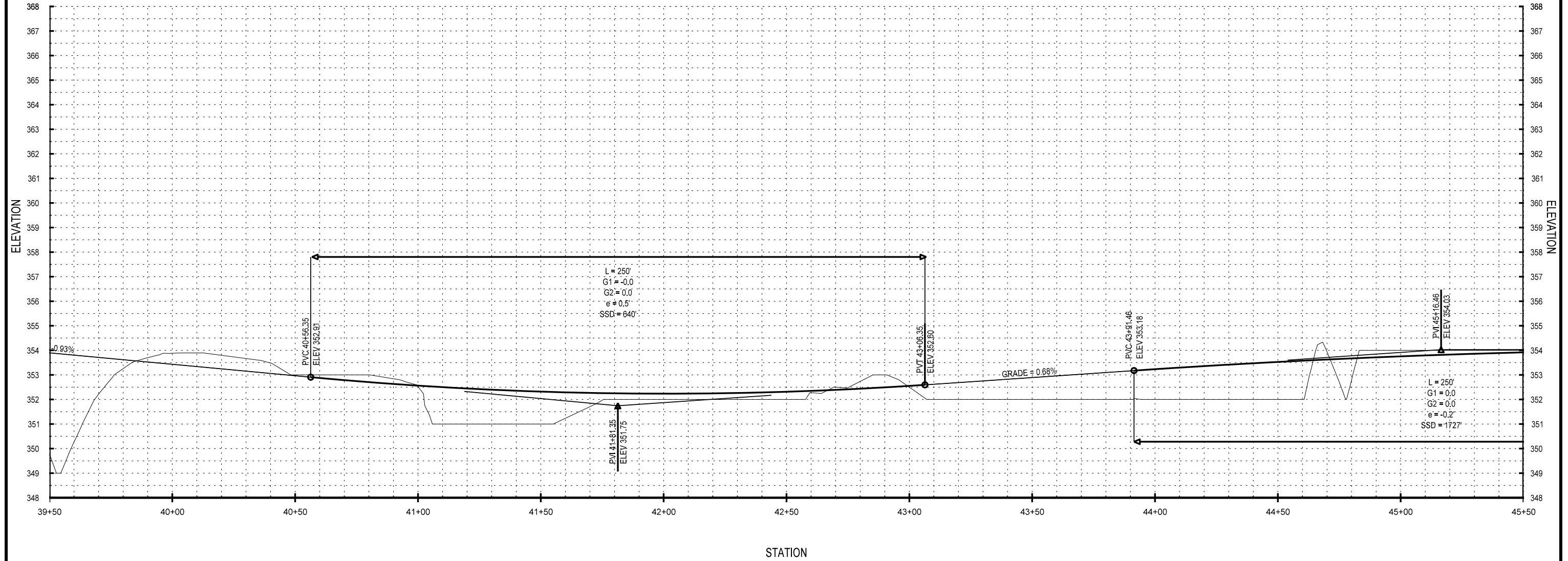
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4			
PN:	8761.21	TITLE:	PROFILES
SCALE:	AS SHOWN	DRAWING:	PR-06
DATE:	OCT 2015	SHEET:	

HVRT PHASE 4



AS BUILT REVISIONS
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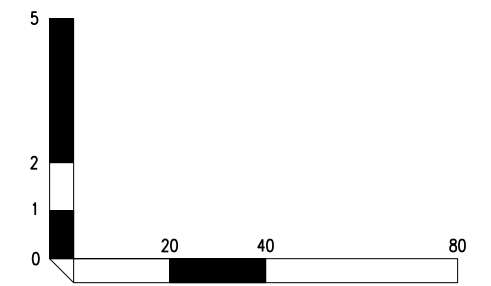
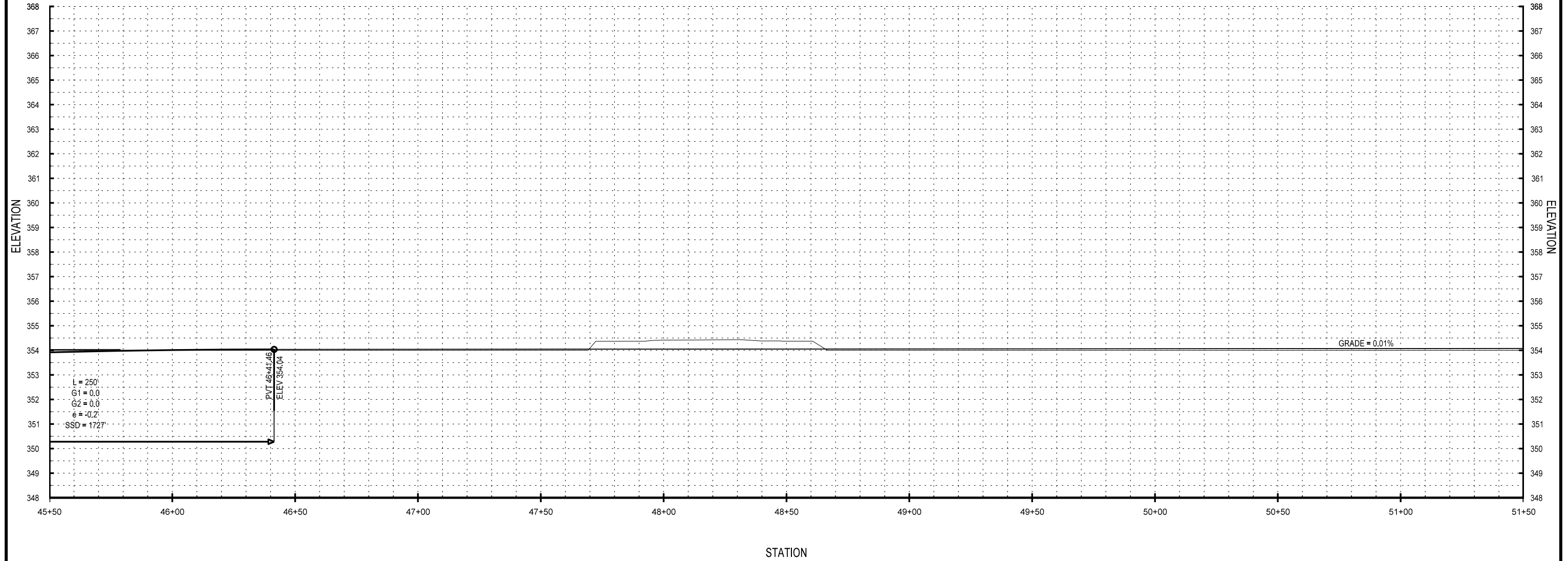
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
PN: 8761.21	TITLE: PROFILES
SCALE: AS SHOWN	DRAWING: PR-07
DATE: OCT 2015	SHEET:

HVRT PHASE 4



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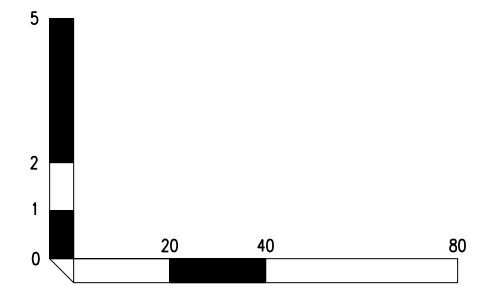
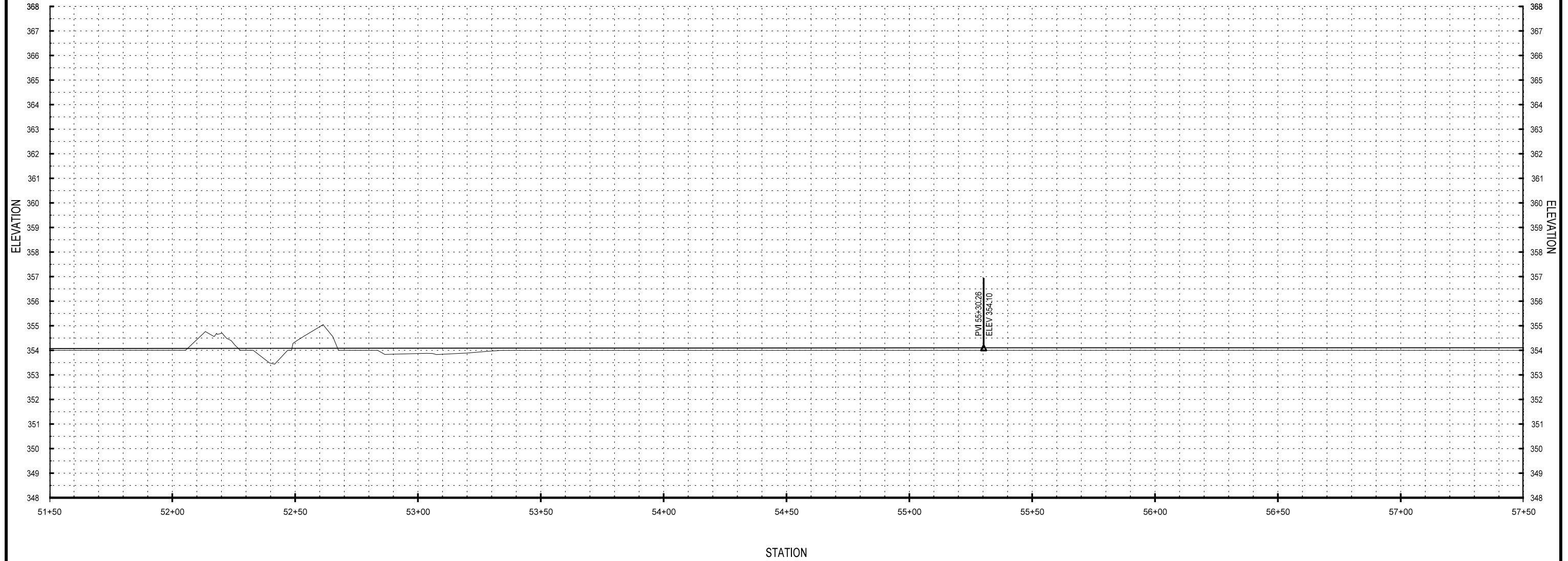
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PN: 8761.21	TITLE: PROFILES
SCALE: AS SHOWN	DRAWING: PR-08
DATE: OCT 2015	SHEET:

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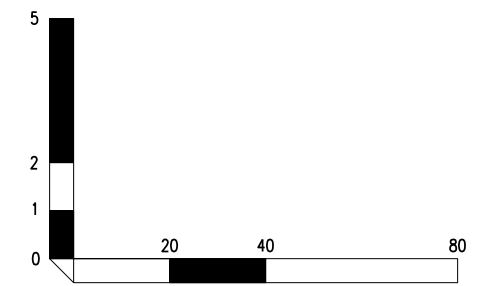
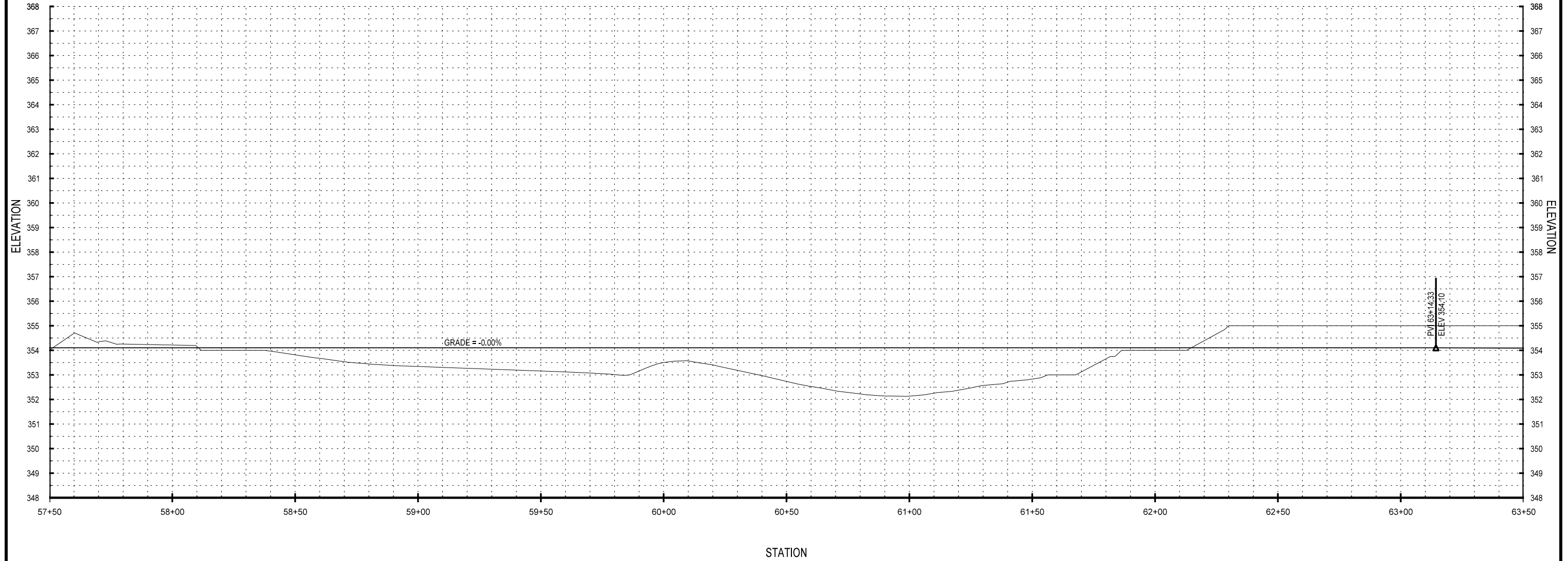
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4			
PN:	8761.21	TITLE:	PROFILES
SCALE:	AS SHOWN	DRAWING:	PR-09
DATE:	OCT 2015	SHEET:	

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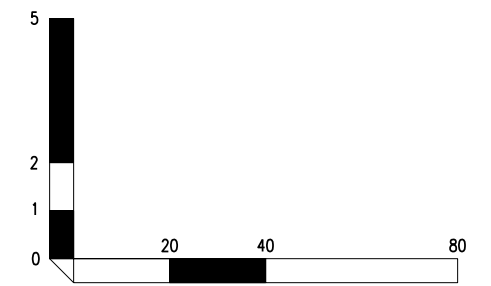
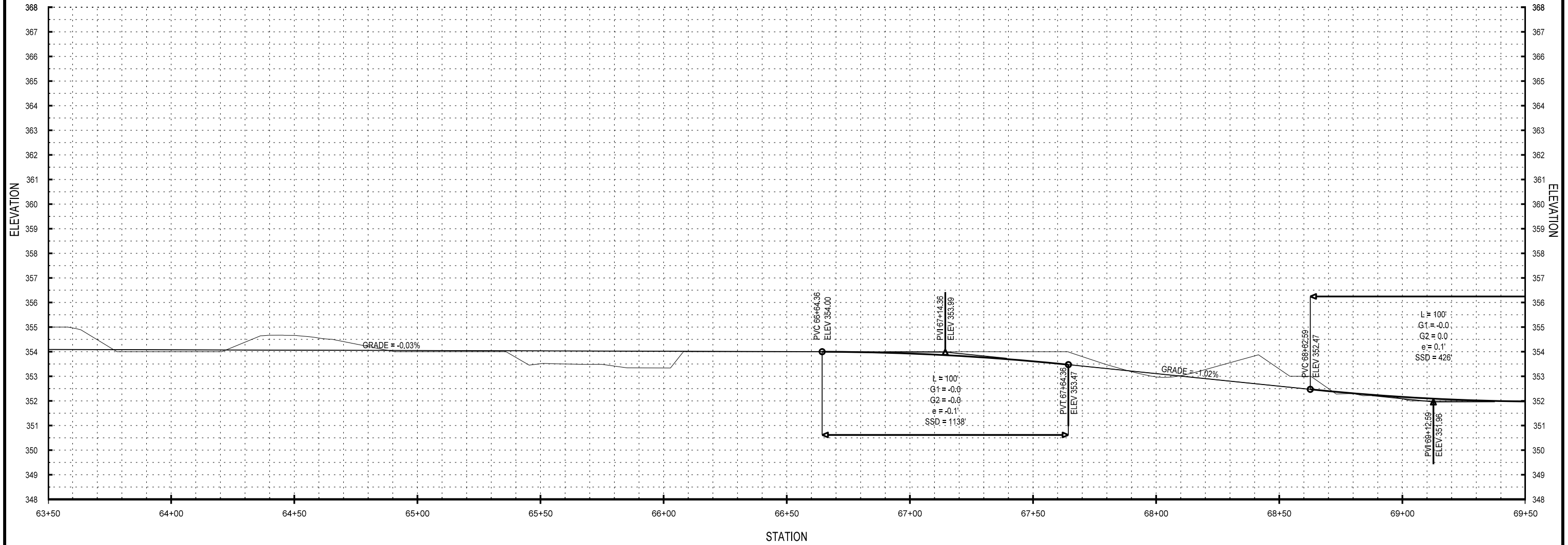
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4			
PN:	8761.21	TITLE:	PROFILES
SCALE:	AS SHOWN	DRAWING:	PR-10
DATE:	OCT 2015	SHEET:	

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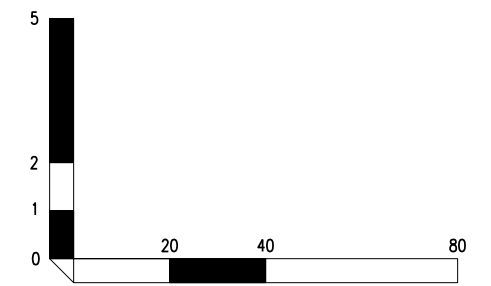
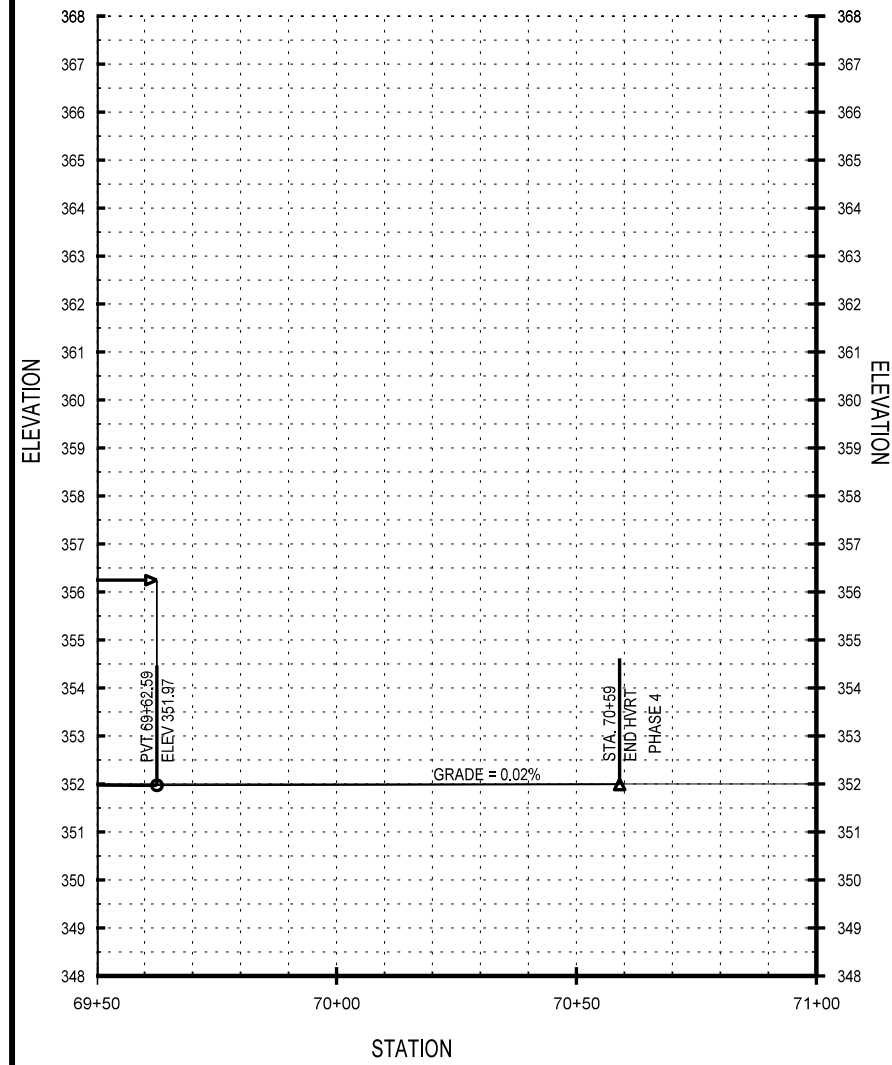
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HUDSON VALLEY RAIL TRAIL WEST PHASE 4	
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SCALE: AS SHOWN	DRAWING: PR-11
DATE: OCT 2015	SHEET:

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HUDSON VALLEY RAIL TRAIL WEST
PHASE 4

PIN:	8761.21	TITLE:	PROFILES
SCALE:	AS SHOWN	DRAWING:	PR-12
DATE:	OCT 2015	SHEET:	

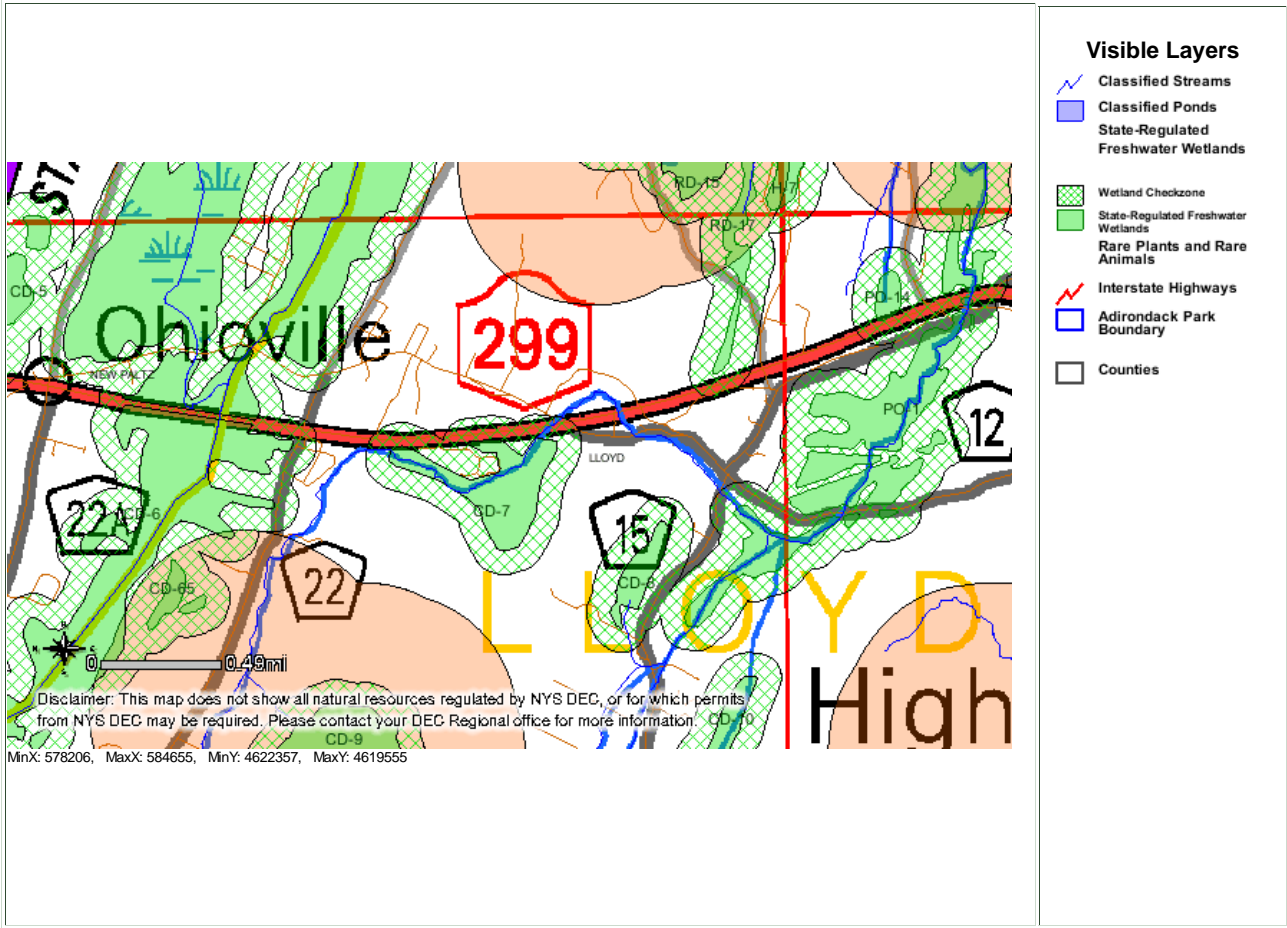
APPENDIX B

CORRESPONDENCE

[print page] [close window]

Please set your printer orientation to "Landscape".

HVRT West Phase 4



Disclaimer: This map was prepared by the New York State Department of Environmental Conservation using the most current data available. It is deemed accurate but is not guaranteed. NYS DEC is not responsible for any inaccuracies in the data and does not necessarily endorse any interpretations or products derived from the data.



Fax

To: DEC Help Desk From: Jack Gorton

Fax: 845 - 255- 4659 Pages: 2

Phone: Date: 08/17/2015

Re: State-Listed Species, Stream
Classification/ Wetland Locations/
Endangered Species CC:

Urgent For Review Please Comment Please Reply Please Recycle

Re: PIN 8761.21 Hudson Valley Rail Trail – Phase 4
Town of Lloyd, Ulster County

The County of Ulster is planning to extend the Hudson Valley Rail Trail from New Paltz Road to South Street in the Town of Lloyd. A project action area map is attached.

In determining the regulatory requirements of this project we need to ascertain the potential for State-Listed Species in the vicinity of the project. Please provide a review of the State's Master habitat Databank (MHDB) at your earliest convenience.

A NYSDEC Stream Classification for any waterways within the project limits, as well as any wetlands in the vicinity of the project is also necessary.

The longitude/latitude of the project beginning is: N41⁰44' 12.4": W74⁰00' 20.1".
The longitude/latitude of the project terminus is: N41⁰44' 15.7": W74⁰02' 12.4".

Thank you for your assistance. If you have any questions or concerns, feel free to call me at (845) 838- 3600.

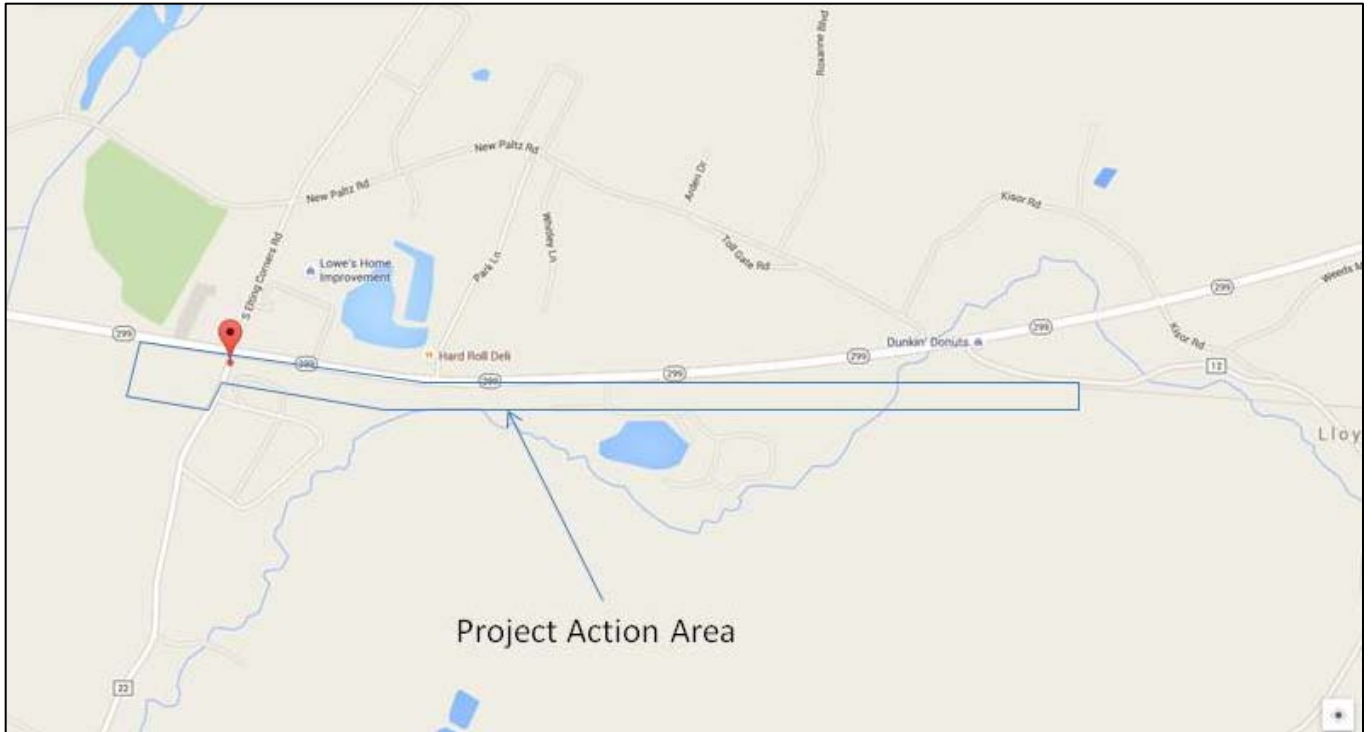


Figure 1: Project Location Map

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Environmental Permits, Region 3

21 South Platt Corners Road, New Paltz, NY 12561-1620

P: (845) 256-3054 | F: (845) 255-4659

www.dec.ny.gov

September 11, 2015

HVEA Engineers
Jack Gorton
560 Rte. 52, Suite 201
Beacon, NY 12508

RE: PIN 8761.21 Hudson Valley Rail Trail – Phase 4
Town of Lloyd, Ulster County
Permit Jurisdiction/Natural Resource Screening
DEC CH# 6021

Dear Mr. Gorton:

The New York State Department of Environmental Conservation (DEC or Department) reviewed your jurisdiction/natural resource screening request related to the above referenced project, in which we received on August 17, 2015. The proposed rail trail will extend from New Paltz Road to South Street, in the Town of Lloyd. The location delineated on the attached map is approximated using the faxed map submitted with the request.

Based upon our review of your inquiry, we offer the following comments:

Protection of Waters: Black Creek, Waters Index No. H-128 [Class A (T)] is located within or near the project site. This is a protected waterbody. A Protection of Waters permit is required to physically disturb the bed or banks (up to 50 feet from stream) of any streams identified as “protected.”

If a permit is not required, please note, however, you are still responsible for ensuring that work shall not pollute any stream or waterbody. Care shall be taken to stabilize any disturbed areas promptly after construction, and all necessary precautions shall be taken to prevent contamination of the stream or waterbody by silt, sediment, fuels, solvents, lubricants, or any other pollutant associated with the project.

Freshwater Wetlands: Your project is within or near Freshwater Wetland CD-6, Class 1, and Freshwater Wetland CD-7, Class 2. Be aware that a Freshwater Wetlands permit is required for any physical disturbance within these boundaries or within the 100 foot adjacent area. To have the boundary delineated, please contact the Bureau of Habitat at 845-256-3091.

State-listed Species: DEC has reviewed the State’s Natural Heritage records. We have determined that the site is located within or near record(s) of the Sedge Wren (*Cistothorus*

RE: PIN 8761.21 Hudson Valley Rail Trail – Phase 4
Town of Lloyd, Ulster County
Permit Jurisdiction/Natural Resource Screening
DEC CH# 6021

platensis), a NYS listed threatened species. Additional evaluation of the potential impacts of this project related to the sensitive resource(s) identified by this review may be required. A permit is required for the incidental taking of any species identified as “endangered” or “threatened”, which can include the removal of habitat. Please contact Lisa Masi of Wildlife at (845) 256-2257.

The absence of data does not necessarily mean that other rare or state-listed species, natural communities or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

Cultural Resources: We have reviewed the statewide inventory of archaeological resources maintained by the New York State Museum and the New York State Office of Parks, Recreation, and Historic Preservation. These records indicate that the project is located within an area considered to be sensitive with regard to archaeological resources. For more information, please visit the New York State Office of Historic Preservation website at <http://www.nysparks.com/shpo/>.

Other: Please note that this letter only addresses the requirements for the Protection of Waters; State-listed Species; and Freshwater Wetlands permit programs. Other permits from this Department or other agencies may be required for projects conducted on this property now or in the future. Also, regulations applicable to the location subject to this determination occasionally are revised and you should, therefore, verify the need for permits if your project is delayed or postponed. This determination regarding the need for permits will remain effective for a maximum of one year unless you are otherwise notified. Applications may be downloaded from our website at www.dec.ny.gov under “Programs” then “Division of Environmental Permits.”

Please contact this office if you have questions regarding the above information. Thank you.

Sincerely,



Division of Environmental Permits
Region 3, Telephone No. 845/256-3059

Enc. Project Map

eCc. Brian Drumm, BOH, R3
Lisa Masi, BOW, R3

RE: PIN 8761.21 Hudson Valley Rail Trail – Phase 4
Town of Lloyd, Ulster County
Permit Jurisdiction/Natural Resource Screening
DEC CH# 6021

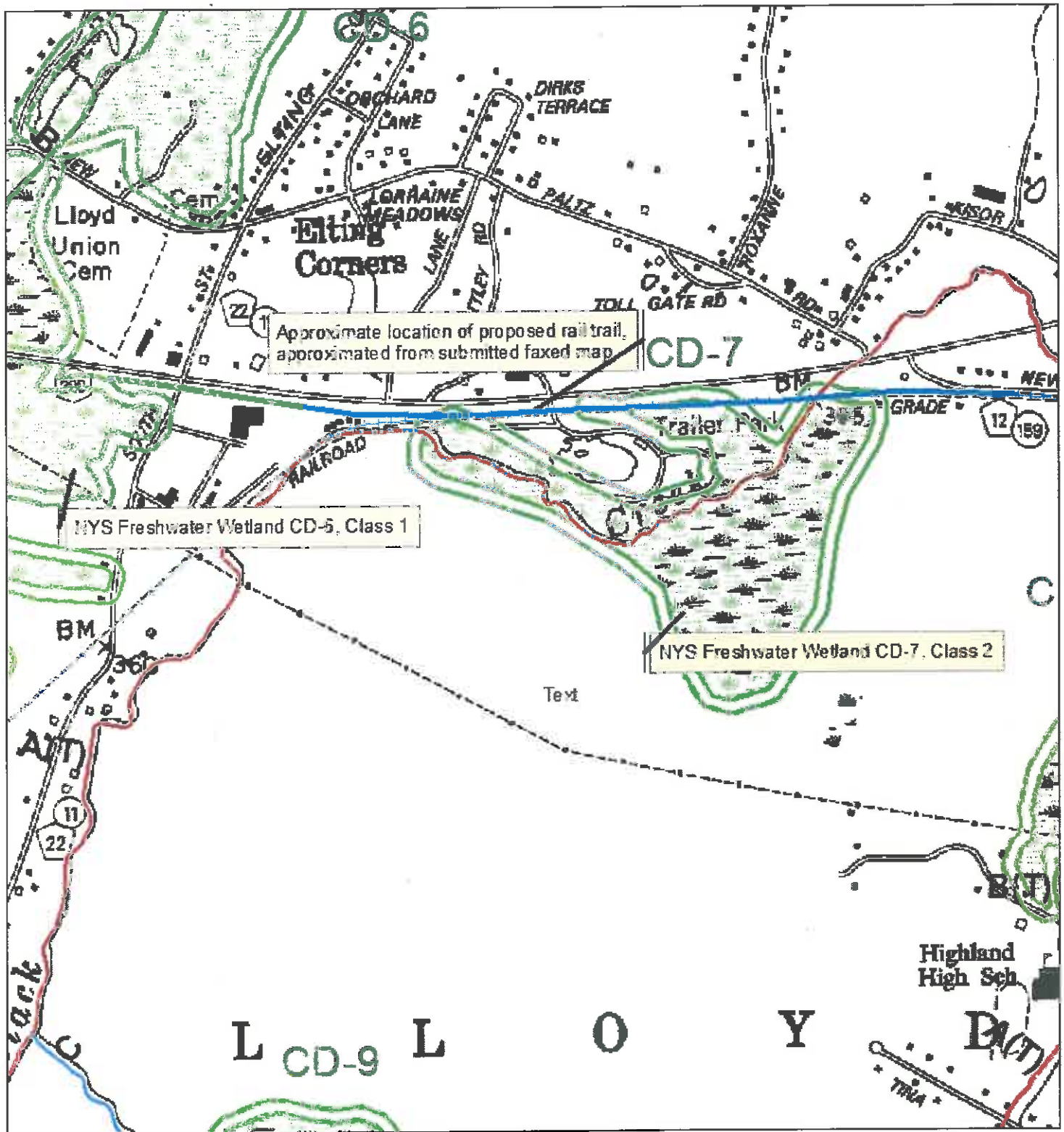
NOTE: Regarding erosion/sedimentation control requirements:

Stormwater discharges require a State Pollutant Discharge Elimination System (SPDES) Stormwater permit from this Department if they either:

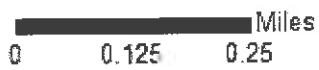
- occur at industrial facilities and contain either toxic contaminants or priority pollutants OR
- result from construction projects involving the disturbance of 5000 square feet or more of land within the NYC Department of Environmental Protection East of Hudson Watershed or for proposed disturbance of 1 acre or more of land outside the NYC DEP Watershed

Your project may be covered by one of two Statewide General Permits or may require an individual permit. For information on stormwater and the general permits, see the DEC website at <http://www.dec.ny.gov/chemical/8468.html>.

For construction permits, if this site is within an MS4 area (Municipal Separate Storm Sewer System), the stormwater plan must be reviewed and accepted by the municipality and the MS-4 Acceptance Form must be submitted to the Department. If the site is not within an MS4 area and other DEC permits are required, please contact the regional Division of Environmental Permits.



Proposed Hudson Valley Rail Trail
 PIN 8761.21 - Phase 4
 Town of Lloyd, Ulster County
 CH # 6021



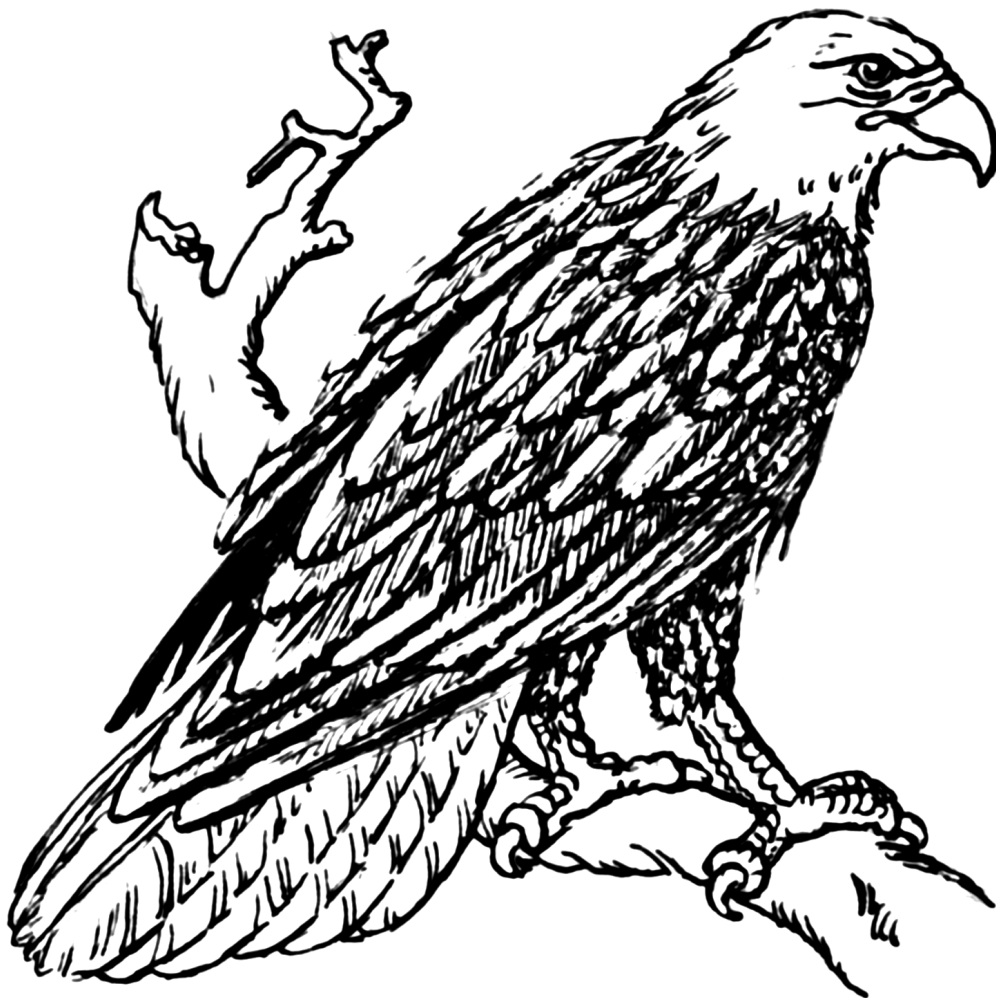
DEC Division of
 Environmental Permits
 Prepared by Tracey O'Malley
 9/11/2015

U.S. Fish & Wildlife Service

PIN 8761.21 HVRT Phase 4

IPaC Trust Resource Report

Generated August 18, 2015 10:00 AM MDT



US Fish & Wildlife Service

IPaC Trust Resource Report



Project Description

NAME

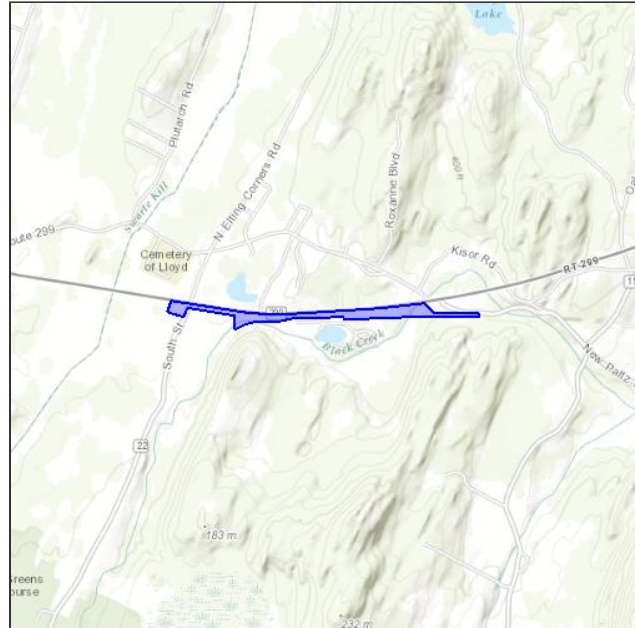
PIN 8761.21 HVRT Phase 4

PROJECT CODE

I7FDZ-EYQ3J-F4BDK-MF3DB-BWMS5M

LOCATION

Ulster County, New York

DESCRIPTIONHudson Valley Rail Trail West - Phase
4

U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

New York Ecological Services Field Office

3817 Luker Road

Cortland, NY 13045-9349

(607) 753-9334

Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the [Endangered Species Program](#) and should be considered as part of an effect analysis for this project.

This unofficial species list is for informational purposes only and does not fulfill the requirements under [Section 7](#) of the Endangered Species Act, which states that Federal agencies are required to "request of the Secretary of Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action." This requirement applies to projects which are conducted, permitted or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can be obtained by returning to this project on the IPaC website and requesting an Official Species List from the regulatory documents section.

Mammals

Indiana Bat *Myotis sodalis*

Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=A000>

Northern Long-eared Bat *Myotis septentrionalis*

Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=A0JE>

Reptiles

Bog (=muhlenberg) Turtle *Clemmys muhlenbergii*

Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=C048>

Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

<p>American Bittern <i>Botaurus lentiginosus</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0F3</p>	Bird of conservation concern
<p>Bald Eagle <i>Haliaeetus leucocephalus</i> Year-round https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B008</p>	Bird of conservation concern
<p>Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HI</p>	Bird of conservation concern
<p>Black-crowned Night-heron <i>Nycticorax nycticorax</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0EU</p>	Bird of conservation concern
<p>Blue-winged Warbler <i>Vermivora pinus</i> Season: Breeding</p>	Bird of conservation concern
<p>Canada Warbler <i>Wilsonia canadensis</i> Season: Breeding</p>	Bird of conservation concern
<p>Cerulean Warbler <i>Dendroica cerulea</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B09I</p>	Bird of conservation concern
<p>Fox Sparrow <i>Passerella iliaca</i> Season: Wintering</p>	Bird of conservation concern
<p>Golden-winged Warbler <i>Vermivora chrysoptera</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0G4</p>	Bird of conservation concern
<p>Least Bittern <i>Ixobrychus exilis</i> Season: Breeding</p>	Bird of conservation concern
<p>Peregrine Falcon <i>Falco peregrinus</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FU</p>	Bird of conservation concern
<p>Pied-billed Grebe <i>Podilymbus podiceps</i> Year-round</p>	Bird of conservation concern

Prairie Warbler <i>Dendroica discolor</i> Season: Breeding	Bird of conservation concern
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> Season: Breeding	Bird of conservation concern
Rusty Blackbird <i>Euphagus carolinus</i> Season: Wintering	Bird of conservation concern
Short-eared Owl <i>Asio flammeus</i> Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HD	Bird of conservation concern
Upland Sandpiper <i>Bartramia longicauda</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HC	Bird of conservation concern
Wood Thrush <i>Hylocichla mustelina</i> Season: Breeding	Bird of conservation concern
Worm Eating Warbler <i>Helmitheros vermivorum</i> Season: Breeding	Bird of conservation concern

Refuges

Any activity proposed on [National Wildlife Refuge](#) lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

There are no refuges within this project area

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate [U.S. Army Corps of Engineers District](#).

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Freshwater Emergent Wetland

PEM1E 1.93 acres

Freshwater Forested/shrub Wetland

PFO1E 1.1 acres

PSS1E 0.586 acre

PSS1C 0.347 acre



August 18, 2015

NY Natural Heritage Program - Information Services
NYSDEC
625 Broadway, 5th Floor
Albany, NY 12233-4757

Attn: Ms. Andrea Chaloux

Re: *PIN 8761.21 Hudson Valley Rail Trail – Phase 4
Town of Lloyd, Ulster County*

Dear Ms. Chaloux:

The County of Ulster is planning to extend the Hudson Valley Rail Trail from New Paltz Road to South Street in the Town of Lloyd. A project action area map is attached.

The longitude/latitude of the project beginning is: N41⁰44'12.4": W74⁰00'20.1".
The longitude/latitude of the project terminus is: N41⁰44'15.7": W74⁰02'12.4".

The U.S. Fish & Wildlife Service's Information, Planning and Consultation (IPaC) system was used to determine if any federally-listed, proposed, or candidate species may be present in the project area. The results showed that the following species may be affected by the project:

1. Indiana Bat (*Myotis sodalis*; Endangered)
2. Northern Long-Eared Bat (*Myotis septentrionalis*; Proposed Endangered)
3. Bog Turtle (*Clemmys muhlenbergii*; Threatened)

Please advise as to whether or not any federally-listed, proposed, or candidate species are known to exist in the action area of the project and if any critical habitat areas have been designated that overlap the project area.

Thank you for your assistance. If you have any questions or concerns, please call me at (845) 838- 3600.

Sincerely,
HVEA Engineers

Jack Gorton, P.E.
Project Engineer

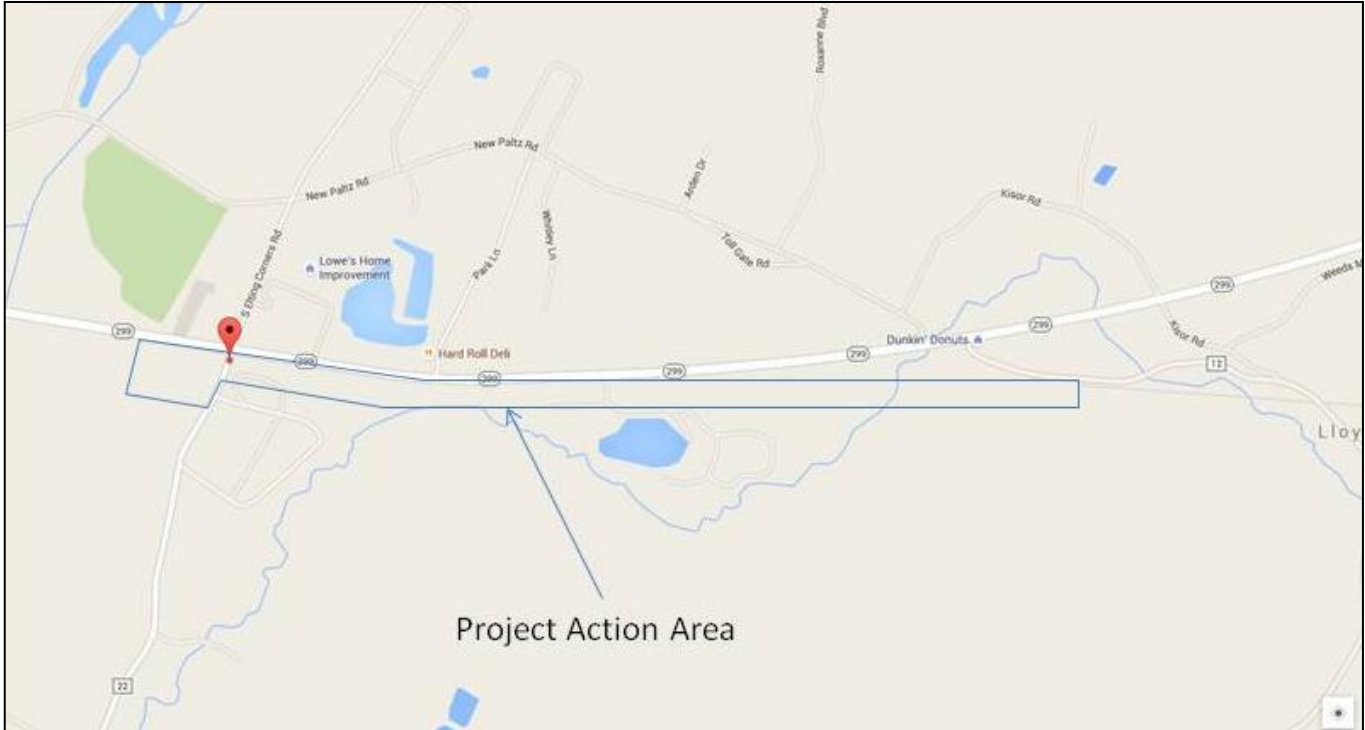


Figure 1: Location Map of Hudson Valley Rail Trail West – Phase 4

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife and Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • Fax: (518) 402-8925
Website: www.dec.ny.gov



September 15, 2015

Jack Gorton
Hvea Engineers
560 Route 52 - Suite 201
Beacon, NY 12508

Re: PIN 8761.21 Hudson Valley Rail Trail – Phase 4
Town/City: Lloyd. County: Ulster.

Dear Jack Gorton:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of rare or state-listed animals and plants, and significant natural communities that our database indicates occur, or may occur, on your site or in the immediate vicinity of your site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

Our database is continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

Andrea Chaloux
Environmental Review Specialist
New York Natural Heritage Program



The following rare plants, rare animals, and significant natural communities have been documented in the vicinity of your project site.

We recommend that potential onsite and offsite impacts of the proposed project on these species or communities be addressed as part of any environmental assessment or review conducted as part of the planning, permitting and approval process, such as reviews conducted under SEQR. Field surveys of the project site may be necessary to determine the status of a species at the site, particularly for sites that are currently undeveloped and may still contain suitable habitat. Final requirements of the project to avoid, minimize, or mitigate potential impacts are determined by the lead permitting agency or the government body approving the project.

The following significant natural communities are considered significant from a statewide perspective by the NY Natural Heritage Program. They are either occurrences of a community type that is rare in the state, or a high-quality example of a more common community type. By meeting specific, documented criteria, the NY Natural Heritage Program considers these community occurrences to have high ecological and conservation value.

<i>COMMON NAME</i>	<i>SCIENTIFIC NAME</i>	<i>NY STATE LISTING</i>	<i>HERITAGE CONSERVATION STATUS</i>
Upland/Terrestrial Communities			
Appalachian Oak-Hickory Forest			High-quality Occurrence
Shaupeneak Mountain: The forest is large with good diversity that is mostly mature and recovering well from historical logging, and in a large, relatively intact forested landscape.			10054

This report only includes records from the NY Natural Heritage database. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the rare animals and plants in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage’s Conservation Guides at www.guides.nynhp.org, from NatureServe Explorer at www.natureserve.org/explorer, and from USDA’s Plants Database at <http://plants.usda.gov/index.html> (for plants).

Information about many of the natural community types in New York, including identification, dominant and characteristic vegetation, distribution, conservation, and management, is available online in Natural Heritage’s Conservation Guides at www.guides.nynhp.org. For descriptions of all community types, go to www.dec.ny.gov/animals/97703.html for Ecological Communities of New York State.

APPENDIX C

FEDERAL ENVIRONMENTAL APPROVAL WORKSHEET, SEQR & SECTION 106

Federal Environmental Approval Worksheet

PIN: 8761.21	Comp. by: Jack Gorton, P.E.	Date Comp.: 9/2/15	FUNDING TYPE: Federal (TAP)
DESCRIPTION: Hudson Valley Rail Trail West - Phase 4			NEPA CLASS: II
			SEQR TYPE: Unlisted
LOCALITY (Village, Town, City): Town of Lloyd			COUNTY: Ulster

Purpose of this Worksheet:

- Communicate project National Environmental Policy Act (NEPA) classification to Federal Highway Administration (FHWA).
- Identify additional required FHWA environmental determinations, approvals and/or concurrences required before the Categorical Exclusion (CE) determination can be made.
- Reflect the documentation in the Design Approval Document (DAD) and enable the approving authority (per PDM Exhibit 4-2) to make the CE determination.

Categorical Exclusion (CE) - a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency (40 CFR 1508.4). Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) (23 CFR 71.115(b)).

Instructions (see also "FEAW_Instructions.doc"):

Complete the worksheet prior to the end of Design Phase I. If project parameters or site condition changes result in potential resource impacts, re-do worksheet prior to Design Approval to confirm NEPA determination and recertify (on page 4).

Step 1: Unusual Circumstances Threshold Determination – 23 CFR 771.117(b)

Any action which normally would be classified as a CE but could involve unusual circumstances (or even uncertainty) will require consultation with FHWA to determine if the CE classification is proper or whether an EA or EIS is required.

Do any, or the potential for any, unusual circumstances exist?

- | | | | |
|----|---|------------------------------|--|
| 1. | Significant environmental impacts; | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> |
| 2. | Substantial controversy on environmental grounds; | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> |
| 3. | Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act; or | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> |
| 4. | Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action. | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> |

- **If yes to any** of the above, contact the Main Office Project Liaison (MOPL) (see PDM Exhibit 4-1). If after consultation with FHWA it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing.
- **If no to all**, then this project qualifies as a Categorical Exclusion (CE); **proceed to step 2**.

Step 2: Other FHWA environmental actions required prior to CE Determination

Classification as a CE does not exempt the project from further environmental review. Compliance with Federal Statutes, Regulations and Executive Orders (EO's) must be documented. Refer to the Department's Project Development Manual (PDM) and Environmental Manual (TEM) to determine the requirements.

Federal Environmental Approval Worksheet

Project ID Number: 8761.21

2.1	Other required FHWA environmental independent determinations	FHWA Independent Determination and/or Concurrence Required & Received ¹	Date FHWA determination issued	FHWA Independent Determination and/or Concurrence not required or resource not present ¹
		A	B	C
	EO 11990 Protection of Wetlands Individual Finding	<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
	ESA Section 7 Threatened and Endangered Species	<input checked="" type="checkbox"/>	Date Issued	<input type="checkbox"/>
	Section 106 (National Historic Preservation Act)	<input checked="" type="checkbox"/>	Date Issued	<input type="checkbox"/>
	4(f) (Park, Wildlife Refuge Historic Sites and National Wild and Scenic Rivers)	<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
2.2	Other FHWA environmental compliance and/or approvals/concurrence required	Resource present and threshold ¹ exceeded		Resource not present, or present but threshold ¹ not exceeded
	EO 11988 Floodplains	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	EO 13112 Invasive Species	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	EO 12898 Environmental Justice	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Safe Drinking Water Act Section 1424(e)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	U.S. Army Corps of Engineers, Section 404/10 NW 23	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Section 6(f) (Land and Water Conservation Funds)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Migratory Bird Treaty Act	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	23CFR772 Type I Noise abatement	<input type="checkbox"/>		<input checked="" type="checkbox"/>
2.3	Other Environmental Issues requiring FHWA notification	Resource present and threshold ¹ exceeded		
	U.S. Army Corps of Engineers, Section 404/10 Individual Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	National Wild and Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	U.S. Coast Guard Bridge Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Known hazardous waste site (only EPA National Priority list)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Project on or affecting Native American Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Proceed to step 3.

Step 3: Who makes the NEPA CE Determination?

FHWA Regulations describe two types of CEs; CEs listed in 23 CFR 771.117(c) [aka the C list], and CEs such as those listed in 23 CFR 771.117 (d) [aka the D list]. NYSDOT can make the CE determination for C list projects once all required approvals and concurrences have been secured. NEPA determination for d list projects has been retained by FHWA. NYSDOT can also make the CE determination where a project meets the [July 15, 1996 FHWA NY Division NEPA Programmatic Categorical Exclusion memo criteria](#). To determine by whom, FHWA or NYSDOT, and how the CE determination is made, follow the instructions beginning in section 3.1 of the following table.

¹ See thresholds.doc

Federal Environmental Approval Worksheet

Project ID Number: 8761.21

	CONDITION	ACTION
3	Determine whether FHWA or NYSDOT makes the CE determination.	
3.1	If the project is an action that would normally be a CE in 23 CFR 771.117 (c) (drop down list), check the "Yes" box. If not, check the "No" box.	<p>If yes, NYSDOT can make the CE determination once all the approvals and coordinations required are complete.</p> <p>Is the project an action that would normally be a CE in 23 CFR771.117(c)? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> "Construction of bicycle and pedestrian lanes, paths and facilities."</p> <p>If yes, choose an item and proceed to step 3.1.1. If no, proceed to step 3.2.</p>
3.1.1	Determine if any of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding.	<p>If there are:</p> <ul style="list-style-type: none"> outstanding environmental determinations (Table 2.1:checks in column A without dates in column B) and/or circumstances requiring demonstration of applicable EO compliance or issues requiring FHWA environmental review (checks in column A in Table 2.2) <p>The project will use Memo Shell 2 (FHWA needs to review this project). Proceed to step 4.</p> <p><i>If the project does not meet the conditions above proceed to step 3.1.2.</i></p>
3.1.2	Determine if any issues are present that require FHWA notification.	<p>If there are:</p> <ul style="list-style-type: none"> any issues requiring FHWA environmental notification (checks in column A in Table 2.3); then <p>The project will use Memo Shell 3 (FHWA must be notified of this project). Proceed to step 4.</p> <p><i>If the project does not meet the conditions above proceed to step 3.1.3.</i></p>
3.1.3	No Determinations, Approvals, Concurrences or Notifications required.	The project will use Memo Shell 1 (memo to file). Proceed to step 4.
3.2	The project is a D list CE as per 23 CFR 771.117(d). Choose appropriate entry from drop down list. If "other" provide an explanation.	<p>Certain actions eligible for categorical exclusion require NYSDOT to transmit documentation and a determination that a CE applies. Examples of activities that may proceed as a CE are listed in 23 CFR 771.117(d) (D list). Activities not directly listed on the D List also have the potential to proceed as a CE with submitted documentation (other).</p> <p>All other environmental, social and economic factors that affect the project's NEPA classification, as per 23 CFR 771.117 and the July 1996 FHWA NY Division NEPA Programmatic Categorical Exclusion memo must still be addressed, for example the project: does not change the functional class; does not add mainline capacity; is not on new location; will not change travel patterns; acquires only minor amounts of ROW (temporary or permanent); does not cause displacements; does not change access control; is air quality exempt; is consistent with NYS Coastal Zone Management Plan; and the analysis and requirements of the Farmland Protection Policy Act have been satisfied.</p> <p>The project is an action that would normally be a CE in 23 CFR 771.117(d). Choose an item.. Other: provide explanation here Proceed to step 3.2.1.</p>

Federal Environmental Approval Worksheet

Project ID Number: 8761.21

3.2.1	Determine if any of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding and/or notification is required.	<p>If there are:</p> <ul style="list-style-type: none"> • any outstanding environmental determinations (any checks in column A without dates in column B in Table 2.1); • and/or any circumstances requiring demonstration of applicable EO compliance (any checks in column A in Table 2.2); • and/or issues requiring FHWA environmental notification (any checks in column A in Table 2.3); then <p>The project will use Memo Shell 4 (MOPL and FHWA need to review this project). Proceed to Step 4.</p>
3.2.2	Design Approval Document sent to FHWA	<p>If the project:</p> <ul style="list-style-type: none"> • does not meet the conditions above (3.2.1), then the project has met the criteria established as per the programmatic agreement dated July 15, 1996. <p>The project will use Memo Shell 5 (memo to file). Proceed to Step 4.</p>

Step 4: Summary and Recommendation

- This project *does* qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination is being made by NYSDOT
- All outstanding FHWA environmental approvals will be obtained and are listed here:
List outstanding FHWA environmental approvals here:

I certify that the information provided above is true and accurate and recommend the project be processed as described above.

Project Manager/Designer _____ Date _____
(or Responsible Local Official)

Print Name and Title: _____

Regional Environmental Unit Supervisor _____ Date _____

Print Name and Title: _____

Regional Local Project Liaison _____ Date _____
(Locally Administered Projects Only)

Print Name and Title: _____

Changes that may have occurred since the preparation of the worksheet which would **create the need to go through the Worksheet again** include but are not limited to:

- A change in the scope of the proposed project.
- A change in the social, economic or environmental circumstances or the setting of the project study area (i.e. the affected environment).
- A change in the federal statutory environmental standards.
- Discovering new information not considered in the original process.
- A significant amount of time has passed (equal or greater than three years).

617.20
Appendix B
Short Environmental Assessment Form

Instructions for Completing

Part 1 - Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 - Project and Sponsor Information				
Name of Action or Project:				
Project Location (describe, and attach a location map):				
Brief Description of Proposed Action:				
Name of Applicant or Sponsor:		Telephone:		
		E-Mail:		
Address:				
City/PO:		State:	Zip Code:	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO	YES
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval:			NO	YES
3.a. Total acreage of the site of the proposed action? _____ acres				
b. Total acreage to be physically disturbed? _____ acres				
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres				
4. Check all land uses that occur on, adjoining and near the proposed action.				
<input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban)				
<input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other (specify): _____				
<input type="checkbox"/> Parkland				

5. Is the proposed action, a. A permitted use under the zoning regulations?	NO	YES	N/A
b. Consistent with the adopted comprehensive plan?			
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO	YES	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____ _____	NO	YES	
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation service(s) available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near site of the proposed action?	NO	YES	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	NO	YES	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	NO	YES	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	NO	YES	
12. a. Does the site contain a structure that is listed on either the State or National Register of Historic Places? b. Is the proposed action located in an archeological sensitive area?	NO	YES	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____	NO	YES	
14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input type="checkbox"/> Suburban			
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES	
16. Is the project site located in the 100 year flood plain?	NO	YES	
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? <input type="checkbox"/> NO <input type="checkbox"/> YES b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: <input type="checkbox"/> NO <input type="checkbox"/> YES _____ _____	NO	YES	

18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)? If Yes, explain purpose and size: _____ _____ _____	NO	YES
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____ _____ _____	NO	YES
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____ _____ _____	NO	YES
I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE Applicant/sponsor name: _____ Date: _____ Signature: _____		

Part 2 - Impact Assessment. The Lead Agency is responsible for the completion of Part 2. Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept “Have my responses been reasonable considering the scale and context of the proposed action?”

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?		
2. Will the proposed action result in a change in the use or intensity of use of land?		
3. Will the proposed action impair the character or quality of the existing community?		
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?		
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?		
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?		
7. Will the proposed action impact existing: a. public / private water supplies? b. public / private wastewater treatment utilities?		
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?		
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?		

	No, or small impact may occur	Moderate to large impact may occur
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?		
11. Will the proposed action create a hazard to environmental resources or human health?		

Part 3 - Determination of significance. The Lead Agency is responsible for the completion of Part 3. For every question in Part 2 that was answered “moderate to large impact may occur”, or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

- Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.
- Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

Name of Lead Agency	Date
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

NEW YORK STATE DEPARTMENT OF TRANSPORTATION PROJECT SUBMITTAL PACKAGE
Section 106 of the National Historic Preservation Act
For Locally-Administered Federal-Aid Projects

A Project Submittal Package is prepared by the Local Project Sponsor (Sponsor) or their consultants for federal aid transportation projects to provide sufficient information for NYSDOT assessment of Section 106 obligations. The Sponsor sends the package to the Regional Local Project Liaison (RLPL) for RCRC review. The RCRC will make recommendations to identify what is needed for Section 106 compliance for the project.

DATE: September 2015 PIN: 8761.21 BIN: N/A

IDENTIFICATION

Project Name (if any) Hudson Valley Rail Trail West – Phase 4

Project Area Boundaries See attached project description and location map

(Indicate State or County Route # and/or local street name, and clearly defined endpoints)

County: Ulster

Town/City: Lloyd

Village/Hamlet: N/A

Have you consulted the NYSHPO web site at *<http://nysparks.state.ny.us> to determine the preliminary presence or absence of previously identified cultural resources within or adjacent to the project area? If yes:

Yes No

- Was the project site wholly or partially included within an identified archaeologically sensitive area? Yes No
- Does the project site involve or is it substantially contiguous to a previously evaluated National Register of Historic Places listed property? Yes No

*<http://nysparks.state.ny.us> then select **HISTORIC PRESERVATION** then **Historic Preservation Field Services Bureau** then **On Line Tools**

ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING INFORMATION

G Project Description – Attach a full description of the nature and extent of the work to be undertaken as part of this project. This should include, but not limited to, potential activities that might involve drainage, cutting, excavation, grading, filling, on-site detours, new sidewalks, right-of-way acquisition. Relevant portions of the project applications or environmental statements may be submitted. This could be from sections of the Draft Design Report/ Draft Scoping Document.

G Location Maps - Provide USGS Quad or DOT Planimetric map showing project area location. The map must clearly show street and road names surrounding the project area as well as all portions of the project.

G Photos - Provide clear, original color photographs of the entire project area keyed to a site plan. These photos should indicate:

- Buildings/structures more than 50 years old that are located along the property or on adjoining property
- Areas of prior ground disturbance (removal of original topsoil; filling and plowing are not considered disturbance)

LOCAL SPONSOR CONTACT	
Name:	Jack Gorton, P.E.
Title:	Project Engineer
Firm/Agency:	HVEA Engineers
Address:	560 Route 52 Suite 201
State:	NY
	City: Beacon
	Zip: 12508
Phone: 845-838-3600	E-Mail: jgorton@hveapc.com

Project Funding

The project is federally funded (TAP), and is being completed under the oversight review of the NYSDOT Region 8 Local Projects Unit. They are serving as liaison to the FHWA, the lead agency for NEPA on the project.

Project Description

The Hudson Valley Rail Trail West – Phase 4 involves the construction of pedestrian and bicycle facilities to extend the Hudson Valley Rail Trail West from New Paltz Road (CR 12) to South Street (CR 22) in the Town of Lloyd, Ulster County, New York along the general location of the abandoned Penn Central Railroad. This project is part of Ulster County’s regional non-motorized transportation plan and will enhance non-motorized forms of transportation by restoring a former transportation corridor, provide a link to public transportation opportunities and urban centers and create recreational opportunities.

The trail extension from South Street to New Paltz Road will be a 10-12 ft. wide asphalt paved shared-use trail following the general alignment of the abandoned Penn Central Railroad. The trail will divert from the former rail alignment to avoid residential housing that has been constructed on the former alignment. The western terminus of the trail will also divert from the rail bed and will head west along NYS Route 299 towards New Paltz. A large abandoned culvert exists along the railbed that will be rehabilitated and made safe for bicyclists and pedestrians and will include new safety railing. Trailhead parking will be constructed at the terminus at South Street.

Steps Taken to Identify Historic Properties

The project site is partially located within an area classified as “Archeo Sensitive Area State/National Register” by the NYS Historic Preservation Office. A preliminary screening utilizing the NYSSHPO online tools was completed and found no listed historical or cultural resources within the project limits. We have not identified any potential historic resources on the project. Further, a Phase 1A Cultural Resource Study has been performed by Hudson Valley Cultural Resource Consultants, Ltd. (HVCRC). The study determined that due to the previous disturbance of the project area there is no potential to produce prehistoric or historic cultural resources within the project area. No further archaeological investigation has been recommended.

Evaluation of Project Impact on Identified Historic Properties

No National Register listed or eligible buildings, structures, district, objects or archaeological sites have been identified within the area of potential effect (APE).

Basis for Recommended Project Finding

Based on the preliminary screening, field review and Phase 1A study, the County of Ulster has determined that the project will have **No Effect** on historic properties.

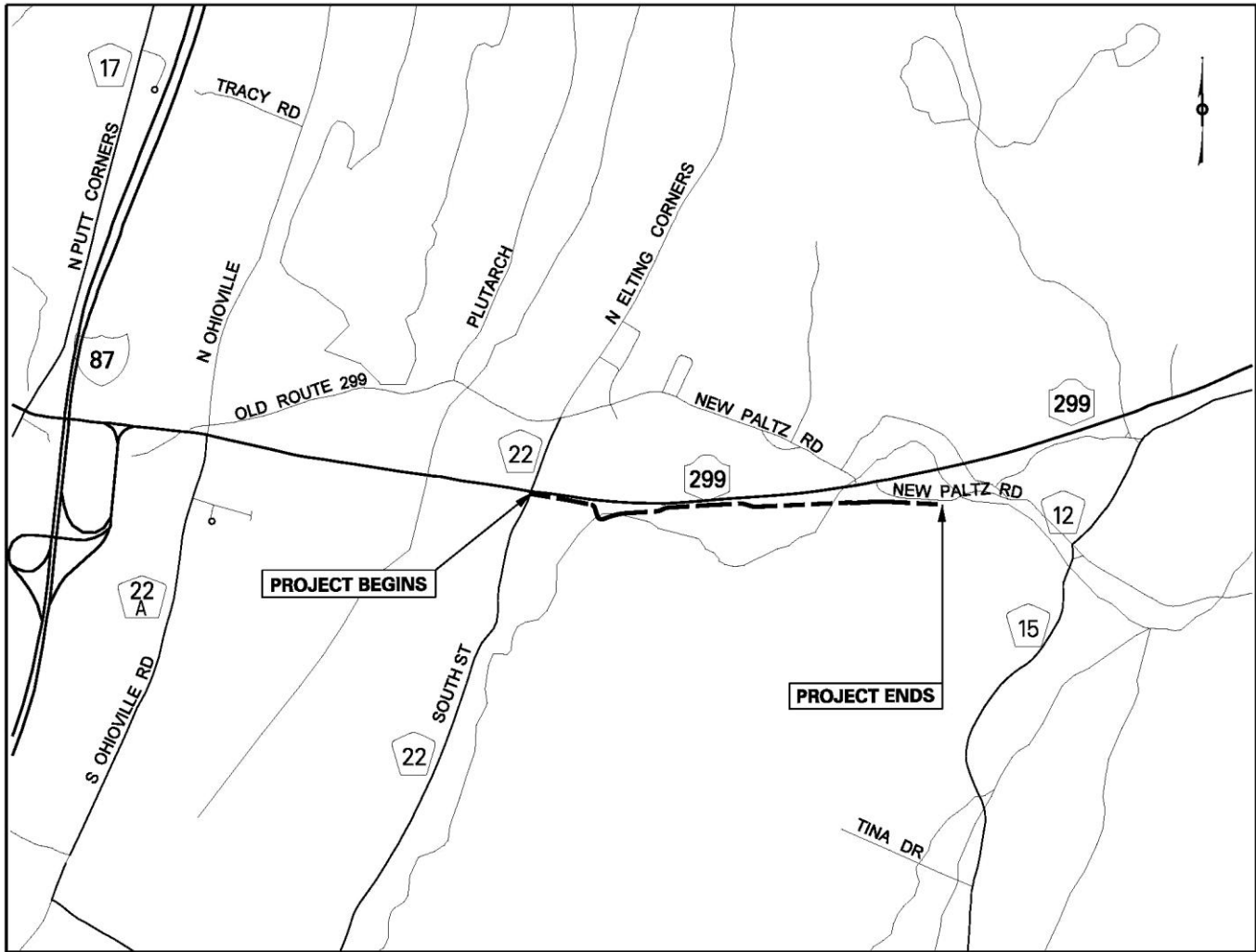
Public Involvement

No National Register listed or eligible buildings, structures, district, objects or archaeological sites have been identified within the area of potential effect (APE) that will require public input. The County will be hosting a public informational meeting to obtain public input.

Attachments

1. Project Location Map
2. Phase 1A Cultural Resource Study

PROJECT LOCATION MAP



Phase 1A Literature Review and Sensitivity Analysis

Hudson Valley Rail Trail West Phase 4

South Street, NYS Route 299 and New Paltz Road

Town of Lloyd, Ulster County, New York

Prepared for:

HVEA Engineers
560 Route 52, Suite 201
Beacon, NY 12508



HUDSON VALLEY
Cultural Resource Consultants, Ltd.
3 Lyons Drive Poughkeepsie, NY 12601

September 2015

Management Summary

SHPO Project Review Number (if available):

Involved State and Federal Agencies: **NYS DOT**

Phase of Survey: **Phase 1A Literature Review & Sensitivity Analysis**

Location Information:

Location: **South Street, New York State Route 299 and New Paltz Road**

Minor Civil Division: **Town of Lloyd**

County: **Ulster County**

Survey Area (Metric & English)

Length: **7150'/2179.8 m**

Width: **12'/3.65 m**

Depth (when appropriate):

Number of Acres Surveyed:

Number of Square Meters & Feet Excavated (Phase II, Phase III only): **N/A**

Percentage of the Site Excavated (Phase II, Phase III only):

USGS 7.5 Minute Quadrangle Map: **Clintondale**

Archaeological Survey Overview

Number & Interval of Shovel Tests: N/A

Number & Size of Units: N/A

Width of Plowed Strips: N/A

Surface Survey Transect Interval: N/A

Results of Archaeological Survey

Number & name of prehistoric sites identified: 0

Number & name of historic sites identified: 0

Number & name of sites recommended for Phase II/Avoidance: N/A

Results of Architectural Survey

Number of buildings/structures/cemeteries within project area: **0**

Number of buildings/structures/cemeteries adjacent to project area: **14**

Number of previously determined NR listed or eligible buildings/structures/cemeteries/districts: **0**

Number of identified eligible buildings/structures/cemeteries/districts: **0**

Report Author (s): **Beth Selig, MA, RPA. Stephanie Roberg-Lopez MA, RPA**

Date of Report: **September 2015**

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- Table 2: Previously Recorded Archaeological Sites within a two mile radius
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I. Phase 1A Literature Search and Sensitivity Assessment

A. Hudson Valley Rail Trail West Phase 4 Project Description

In August of 2015, Hudson Valley Cultural Resource Consultants (HVCRC) was retained by HVEA Engineering Co. to complete a Phase 1A Literature Review and Sensitivity Analysis of the Hudson Valley Rail Trail West, Phase 4 located on the southern side of NYS Route 299, between South Street and New Paltz Road in the Town of Lloyd, New York. All work was completed in accordance with the Standards for Cultural Resource Investigations and the Curation of Archeological Collections published by the New York Archeological Council (NYAC) and recommended for use by New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The report complies with New York State ORPHP's Phase 1 Archeological Report Format Requirements, established in 2005.

The Hudson Valley Rail Trail West, Phase 4 project (hereafter "the project area") is bounded to the east by South Street, to the north by NYS Route 299 and the corresponding highway right of way and to the west by New Paltz Road. (Photos 1-3) The southern boundary is a mix of commercial and residential properties, wetland areas and undeveloped forested lands. (Photos 4-5) The majority of the project area follows the former rail bed of the New York, New Haven and Hartford rail line. (Photos 14-15) The western portion of the project area will be located in the right of way of NYS Route 299 southeast of the intersection of South Street and NYS Route 299. (Photo 27)

The Hudson Valley Rail Trail West Phase 4 project consists of ± 7150 linear feet of highway right of way, low lying areas with wet soils or standing water, and the former rail road bed. A site visit was made on September 2, 2015 to examine the existing conditions of the site, photograph the existing structures within and adjacent to the project area boundaries and identify areas of prior disturbance. In addition to areas of surface disturbance, the project area includes subsurface disturbance in the form of buried infrastructure such as buried fiber optic cables. The visual inspection of the existing conditions on the site indicates that the entirety of the project area has been previously disturbed. Portions of the former rail bed contain shot rock/railroad ballast deposits that raise the rail bed to heights between 2' and 12' above grade.

The proposed project consists of the construction of a 10' to 12' wide asphalt shared use trail. The trail will primarily follow the former New York, New Haven and Hartford rail bed, cross portions of the residential properties located on Kristen and Rose Drives and then follow the right of way for Route 299, terminating at South Street.

Appendix A provides photographic documentation of the proposed rail trail, current conditions on the project area and project maps identifying photographic locations.

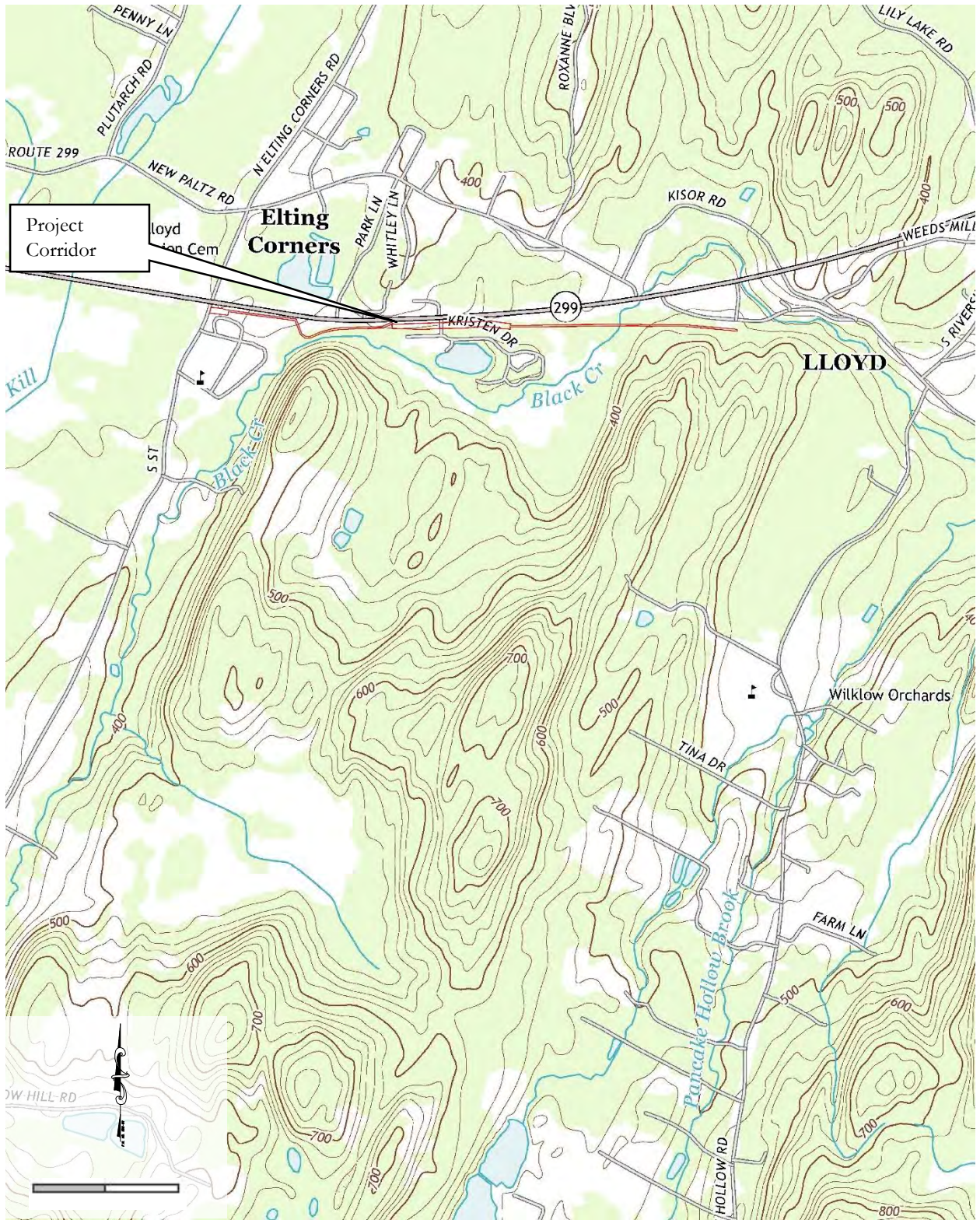


Figure 1: Detail of the 2014 USGS Topographical Map. Clintondale NY Quadrangle. 7.5 Minute Series. (Source: USGS.gov.) Scale: 1"=1200'.

B: Environmental Conditions

The landscape within the project corridor consists primarily of lands that have been previously disturbed. The eastern portion of the project corridor follows the former New Haven and Hartford Railroad. The central portion of the project corridor consists partly of residential properties along Kristen and Rose Drives, and the right of way for eastbound NYS Route 299. The western portion of the project corridor consists primarily of the NYS Route 299 eastbound right of way, with the exception of the portion of the corridor that diverts around the Grays Woodworking property. The westernmost portion of the corridor is primarily the Route 299 right of way adjacent to a chain-link fence that defines the boundary of the Central Hudson Property located south of the project corridor.

Within the project corridor the vegetation varies considerably. The easternmost portion is overgrown with opportunistic vegetation, and is surrounded by hardwood forest. In the central portion of the corridor in the vicinity of Kristen and Rose Drives, the landscape consists of a mix of maintained lawns, mowed right of way areas and forested areas with significant understory. (Photos 8-10) The westernmost portion of the project corridor is primarily mowed right of way, with the exception of the portion of the corridor that is located on the southern side of the Grays Woodworking property. (Photos 5-6) The landscape in this portion of the project corridor is characterized by phragmites and vegetation consistent with wetland areas and saturated soils. (Photos 12-13) Throughout the project corridor there is evidence of significant surficial disturbance, including railroad ballast, which in places is as high as 12' above grade. The eastbound NYS Route 299 right of way is bounded to the south in several locations by steep push piles, evidence that the soils within the project corridor have been significantly altered due to road building activities.

The project corridor falls within the Northern Hardwood Forest. Typically, maple, birch, ash, white pine and hemlock trees are identified within this zone. Most of the Northern Hardwood Forest is not virgin forest, rather it is regrowth following centuries of commercial timber harvesting and the clearing of land for agricultural purposes (De Laubenfels 1975).

Moderate changes in elevation exist within the project area. The landscape declines from the western boundary near South Street, at 355' (108.2 m) Above Mean Sea Level (AMSL) to 350' (106.7 m) AMSL along the eastern boundary at New Paltz Road. As stated above, portions of the project corridor have been raised above grade, which for the majority of the eastern portion of the corridor is at 340' AMSL, with the addition of imported rock.

Drainage

Drainage on the site is into Black Creek, which drains into the Hudson River to the east of the project corridor. To the west of the project area, on the western side of the NYS Thruway, is the Swarte Kill. Large wetland areas are located adjacent to the project corridor and are associated with Black Creek. (Photos 12-13 & 16)

Geology

The Hudson-Highlands is the predominant, if not dominant, physiographic province of the eastern part of the Hudson River Valley. The Hudson Highlands province is a northeast-southwest trending band of igneous and metamorphic rocks, which extend from New England through New York, crossing the Hudson River in the vicinity of Cold Spring and West Point. (Spectra 2004: Appendix C).

Surficial geological deposits distributed throughout the Hudson Valley consist of almost all of the types of glacial deposits that are associated with continental glaciation. The ice deposited a thick sequence of till over much of the area in the form of ground moraines (lodgement till), drumlins, and later, ablation till. The Hudson Highlands are almost entirely blanketed by a thin layer of glacial till, with frequent bedrock outcrops. Outwash sand and gravel occupy some of the river and stream valleys that border and run through the Highlands.

Examples of these are the Ramapo and Mahwah Rivers and the Moodna and Woodbury Creeks. Recent alluvium is also found in most, if not all, of these valleys. (Spectra 2004: Appendix C).

The bedrock of the Hudson Lowlands is primarily composed of easily eroded sedimentary rock, such as siltstone, shale, and greywacke that was laid down in the Cambrian and Ordovician periods (USDA 2002:12). More specifically, the project area falls within the Austin-Glen Formation, which is composed of greywacke and shale.

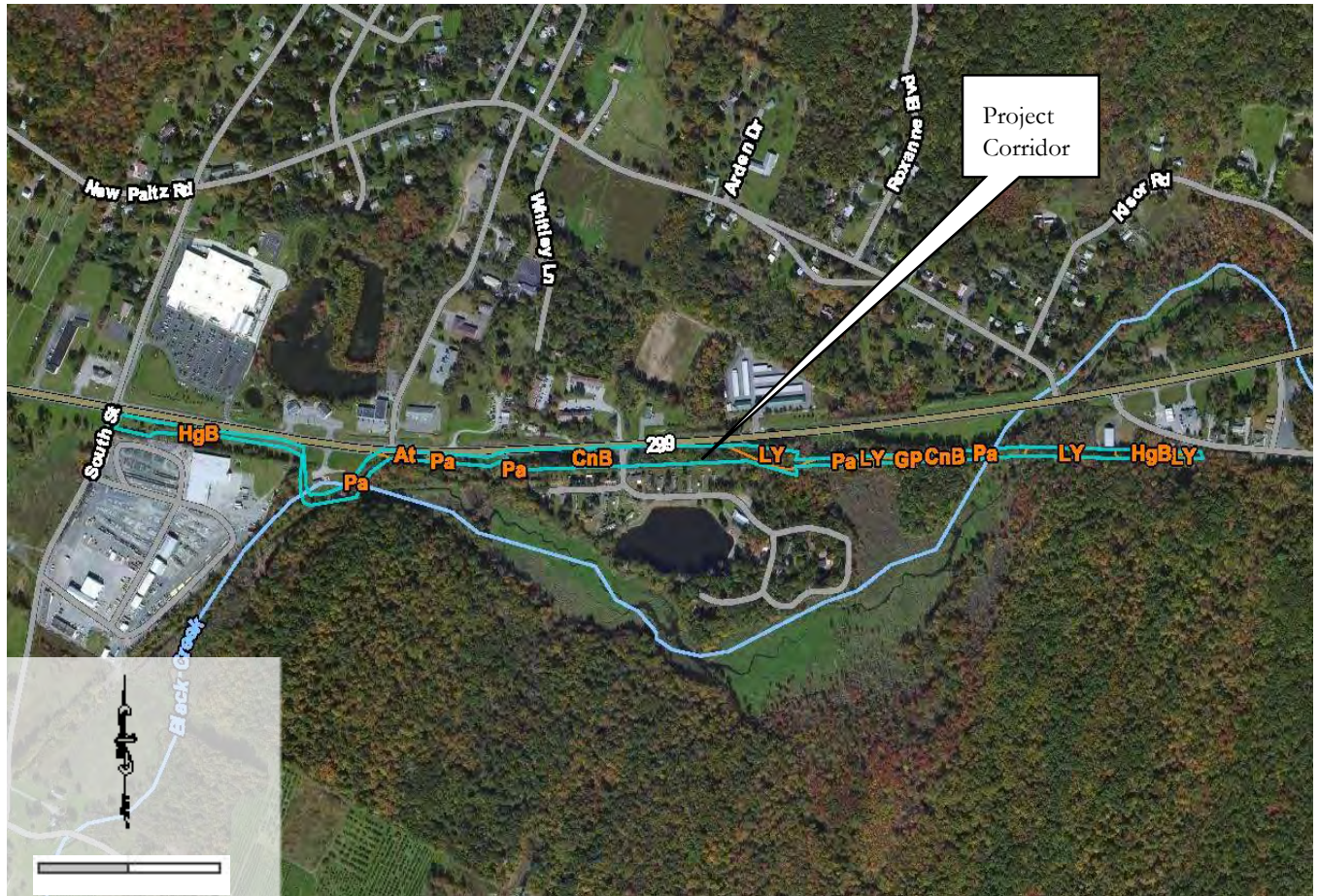


Figure 2: Aerial Image showing soil units within the project area. (Source: National Resources Conservation Service.) Scale: 1"=1000'.

Soils

The soils located within and adjacent to the project corridor consist of a mix of well drained and poorly drained soils. In areas of the project corridor that contain a significant amount of railroad ballast, the soils have been classified as a gravel pit. As previously stated, the project corridor consist of significant disturbance associated with the construction of the New Haven and Hartford Railroad and NYS Route 299. Details of the soils within the project corridor have been included below in Table 1.

Table 1: Soil Unit Descriptions (Natural Resources Conservation Service, 2014)

Map Unit Symbol	Map Unit Name	Soil Horizons & Texture	Slope	Drainage	Landform
At	Atherton Silt Loam	H1 - 0-7" (0-18 cm): silt loam H2 - 7-19" (18-49 cm): silt loam H3 - 19-34" (49-86 cm): gravelly loam H4 - 34 - 65" (86-165cm): stratified very gravelly sandy loam to sand	0-2%	Poorly Drained	Depressions
CnB	Chenango gravelly silt loam	H1 - 0-9"(0-23cm): gravelly silt loam H2 - 9-35" (23-88cm): gravelly silt loam H3 - 35-80"(86- 203 cm): extremely gravelly sand	3-8%	Well drained	Valley Trains & Terraces
HgB	Hoosic Gravelly Loam	H1 - 0-8"(0-20 cm): gravelly loam H2 - (8-14"(20-35 cm): gravelly loam H3 - 14-30" (35-77 cm): very gravelly loamy sand H4 - 30-80"(77-203 cm): stratified extremely gravelly sand	3-8%	Somewhat excessively drained	Outwash plains, terraces, deltas
LY	Lyons Atherton Complex	<i>Lyons Complex</i> H1 - 0-9" (0-23 cm): silt loam H2 - 9-18" (23-48 cm): clay loam H3 - 18-32" (48-82 cm): gravelly loam H4 - 32-50"(82-127 cm): gravelly loam	0-3%	Very Poorly Drained	Depressions
		<i>Atherton Complex</i> H1 - 0-7" (0-18 cm): silt loam H2 - 7-19" (18-49 cm): silt loam H3 - 19-34" (49-86 cm): gravelly loam H4 - 34 - 65" (86-165cm): stratified very gravelly sandy loam to sand	0-2%	Poorly Drained	Depressions
Pa	Palms Muck	H1- 0-7" (0-18 cm): muck H2 - 7-44"(18-112 cm): muck H3 - 44-60"(112-153 cm): sandy clay loam	0-2%	Very Poorly Drained	Swamps Marshes

C: Recorded Archaeological Sites and Surveys

In order to gather information on the history and prehistory of the Project Corridor and the surrounding region, HVCRC consulted historical documents and maps available at the Library of Congress, David Rumsey Cartography Associates and the New York Public Library. HVCRC reviewed the combined site files of the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) and the New York State Museum (NYSM) for information regarding previously recorded archeological sites within one mile (1.6 km) of Project Area. HVCRC also consulted OPRHP and regional prehistoric sources (e.g. Beauchamp 1900; Parker 1920; Ritchie 1980; Ritchie and Funk 1973) for descriptions of regional archeological sites. In addition, HVCRC consulted the files at the OPRHP for information regarding cultural resources listed on the State and/or National Register of Historic Places (S/NRHP) within one mile of the Project Area.

Previously Recorded Archaeological Sites

Table 2: Previously Recorded Archaeological Sites within 2- mile radius					
Site Number	Site Name	Distance from Project Area	Time Period	Site Type	Materials Recovered
11107.000059	Elting Corners Precontact Site	1381' / 421 m	Prehistoric	Unknown	Debitage, chert biface
A11143.000077	Prehistoric site 16d-p1	11080' / 3380 m	No date	No information	Debitage
11110.000645	M. Hasbrouck Site	>10560' / 3.2k	19 th century	Domestic	Hardware, glass, ceramic

No previously documented prehistoric sites were identified within or adjacent to the boundaries of the project corridor. Although some archaeological sites have been located in the general vicinity of the project area, the majority of the prehistoric sites are located to the east of the project corridor along the Hudson River and to the west along the banks of the Wallkill River. Smaller specific resource procurement sites would be expected to occur along some of the tributaries that drain into the Hudson River, such as Black Creek. However, due the level of development that took within the boundaries of the project corridor, it is unlikely that prehistoric sites remain in-situ.

Previously Completed Archaeological Surveys

As part of the research for this project, surveys completed for sites in the general area were consulted, identifying a total of six surveys completed within a one mile radius of the project area.

Table 3: Previously Completed Archaeological Surveys within one mile radius		
Project Name	Survey Findings	Reference
Phase 1A Literature Review, Archaeological Sensitivity Assessment and Phase 1B Archaeological Field Reconnaissance Survey, The Crossroad at New Paltz. South Ohioville Road. Town of Lloyd. Ulster County, New York	Phase 1B investigated 2 acres (<1 hectares), using surface inspection methods. A hammerstone and chert core were recovered, and considered to be isolated finds. No further work recommended.	CITY/SCAPE 2006
Phase 1A and 1B Reconnaissance Survey, Archaeological Addendum Proposed Lowe's Home Improvement Warehouse, Town of Lloyd, Ulster County NY	Phase 1B investigated 3 acres (1.2 hectares) with the excavation of 16 shovel tests. No significant cultural material identified, no additional work recommended.	HAA, 2005
Phase 1 Cultural Resource Survey, Proposed Delardi Subdivision, Town of Lloyd, Ulster County New York	Phase 1B investigated 84.8 acres (34.31 hectares), with the excavation of 237 shovel tests. No significant cultural material was identified, no further work recommended	Diamond, 2005
Phase 1A Literature Review, Archaeological Sensitivity Assessment and Phase 1B Archaeological Field Reconnaissance Survey, Mountainside Woods Vista Lane, Hilltop Lane and New Paltz Road. Town of Lloyd. Ulster County, New York	Phase 1B investigated 153.07 acres (61.94 hectares), with the excavation of 828 shovel tests. No significant cultural material was identified, no further work recommended	CITY/SCAPE 2010
Phase 1A and 1B Archaeological Survey, Woodland Pond at New Paltz. Village of New Paltz, Ulster County New York	Phase 1B investigated 158.07 acres (63.94 hectares), with the excavation of 234 shovel tests. Survey identified historic cultural material and the M. Hasbrouck Site	Berger, 2005
Phase 1A Literature Review, Archaeological Sensitivity Assessment and Phase 1B Archaeological Field Reconnaissance Survey, Highland Square NYS 299/ Rte. 9W Town of Lloyd. Ulster County, New York	Phase 1B investigated 22 acres (8.9 hectares), with the excavation of 272 shovel tests. No significant cultural material was identified, no further work recommended	CITY/SCAPE 2007

None of the sites identified by these surveys have been recommended for additional archaeological investigation, nor are they considered to be eligible for listing on the National/State Register of Historic Places.

D: Historic Context

The following discussion of historic and cartographic research provides information concerning the likelihood of encountering Map Documented Structures (MDS) and other intact historic cultural resources within the boundaries of the project area.

Historic Background

Located about half way between New York City and Albany, the town of Lloyd is situated on the western bank of the Hudson River. The town includes the hamlets of Highland and Highland Landing, as well as Elting Corners, Oakes and Clintondale Station. New Paltz, from which the town of Lloyd was formed, was settled in 1677 by French Huguenots who had taken refuge in Mannheim Germany before migrating to the United States. In 1675 a Huguenot named Abraham Hasbrouck joined his brother Jean and a small group of Huguenots living in Hurley, New York. In an effort to obtain land for a French settlement, these Huguenots first sought out the Native Americans who inhabited the land. The Huguenots purchased land from the Esopus Indians, and with the British Governor's approval, received a royal patent for the land in 1677.

The next year 12 patentees left Hurley with their families to travel to the east bank of the Wallkill River, to establish their new home. They named their settlement New Paltz. The origin of the name stems from the German *Pfalz am Rhein*, the palatinate region of Germany in which Mannheim is located, and where many of the Huguenots settled temporarily after fleeing France (Vanderlyn, 1907).

By 1753 the influx of Dutch Settlers to New Paltz had become so great that the Huguenot parishioners agreed to change the language of their service from French to Dutch (Van Benschoten 2005). Although services were conducted in the Dutch Language, there was little assimilation with the Dutch, and teaching continued very much in the Huguenot tradition.

The town of Lloyd was formed in 1845, when the New York State Legislature took the territory from New Paltz. Among the largest land owners in the town of Lloyd at the time were the Hasbroucks and Eltings. Zachariah Hasbrouck, grandson of the Abraham who established the patent, was born in 1749, and according to the division of the New Paltz grant in 1774, was given one 120th of the tract as his share. One of the largest landowners in the town of Lloyd, he and his family lived in the southwestern part of the town

In 1770 the Swartekill Road, which crossed through Ohioville south to Plattekill, was the first major roadway to be built in the Town of Lloyd and was the first road to be laid out by a surveyor. The old road from New Paltz to the Hudson River and Highland Landing was laid out in 1766. In 1853 New Paltz Road was upgraded to a Turnpike. Present day Route 299 follows portions of New Paltz Road out of the village, before making a more direct route east of Eltings Corners.

Cartographic Research

HVCRC examined historical maps of Ulster County to identify possible structures, previous road alignments and other landscape features or alterations that could affect the likelihood that archeological and/or historic resources could be located within the Project Corridor. These maps are included in this report, with the boundaries of the Project Corridor superimposed. Nineteenth century maps frequently lack the accuracy of location and scale present in modern surveys. As a result of this common level of inaccuracy on the historic maps, the location of the project area is drafted relative to the roads, structures, and other features as they are drawn, and should be regarded as approximate. The historic maps included in this report depict the sequence of road construction and settlement/development in the vicinity of the Project Area.



Figure 3: 1853 Tillson & Brink. *Map of Ulster County, New York*. Scale: 1"=2600'. (Source: Library of Congress)

The earliest map included in this report is the 1853 *Map of Ulster County, New York* surveyed by P. Henry Brink and Oliver J. Tillson. (Figure 3) The project area is south of New Paltz Road, in an area identified as Centerville. The western portion of the project corridor is located north of property owned by A.D. B. Elting. The project corridor crosses Black Creek near its terminus at New Paltz Road. The project corridor is depicted near structures that front on New Paltz Road, but the ownership of these buildings is not identified. South of the eastern portion of the project corridor are two mills, a saw mill and a grist mill, as well as the California Hotel. A small stream, likely a tail or head race from the mills, is shown as near the eastern boundary of the project corridor. There are no structures or features identified within the project corridor.

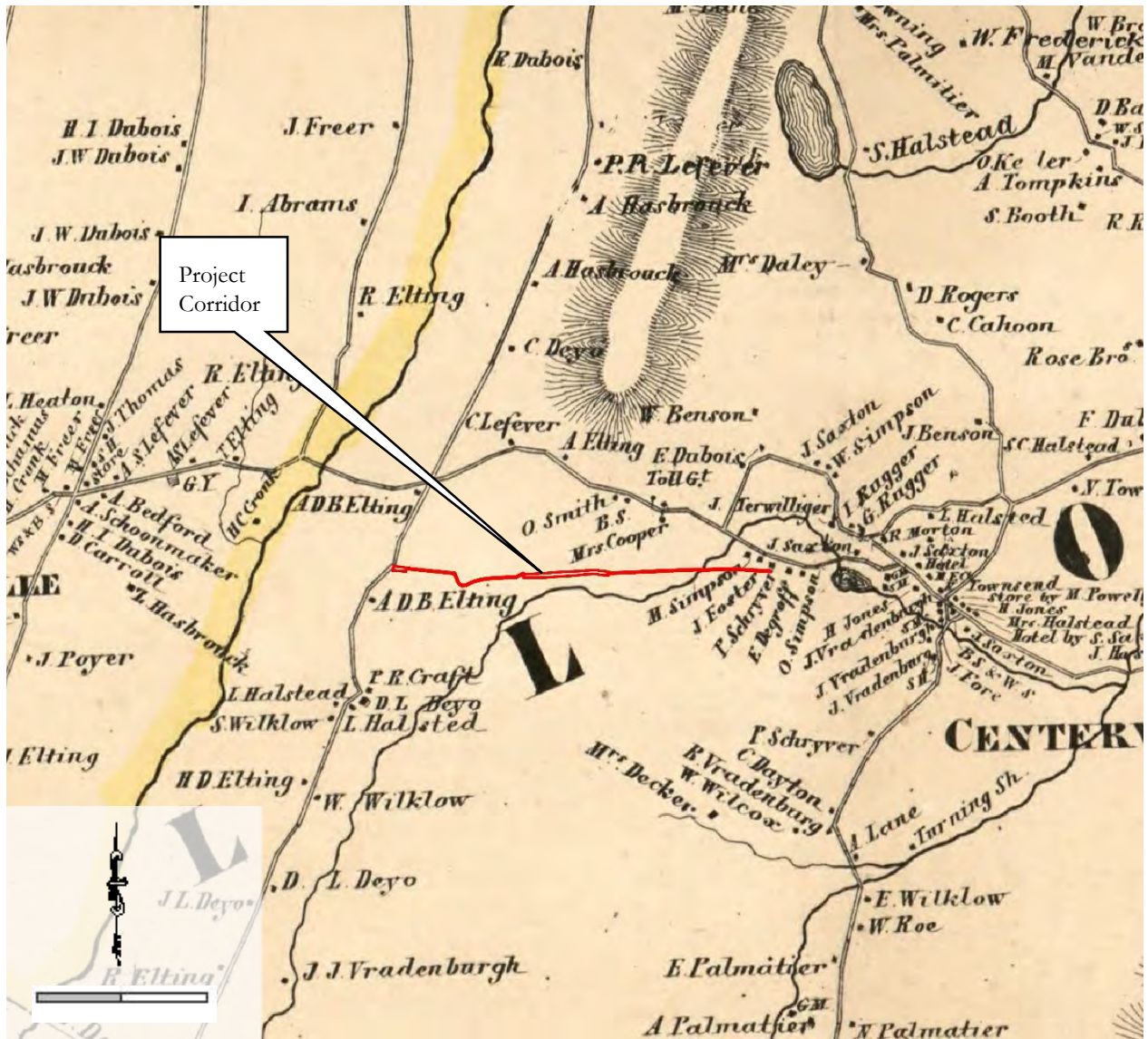


Figure 4: 1858 J.H. French. *Map of Ulster County, New York*. Scale: 1"=2000'. (Source: Library of Congress)

The second map consulted is the J. H. French 1858 *Map of Ulster County, New York*. (Figure 4) On this map the structures located at the eastern terminus of the project corridor have been identified. The structures are owned by H. Simpson, J. Foster, P. Schryver, and O. Simpson. The mills are still located further to the east along New Paltz Road. At the western terminus, along South Street, the landscape is still owned by A.D.B. Elting. There are no structures or features located within the project corridor.

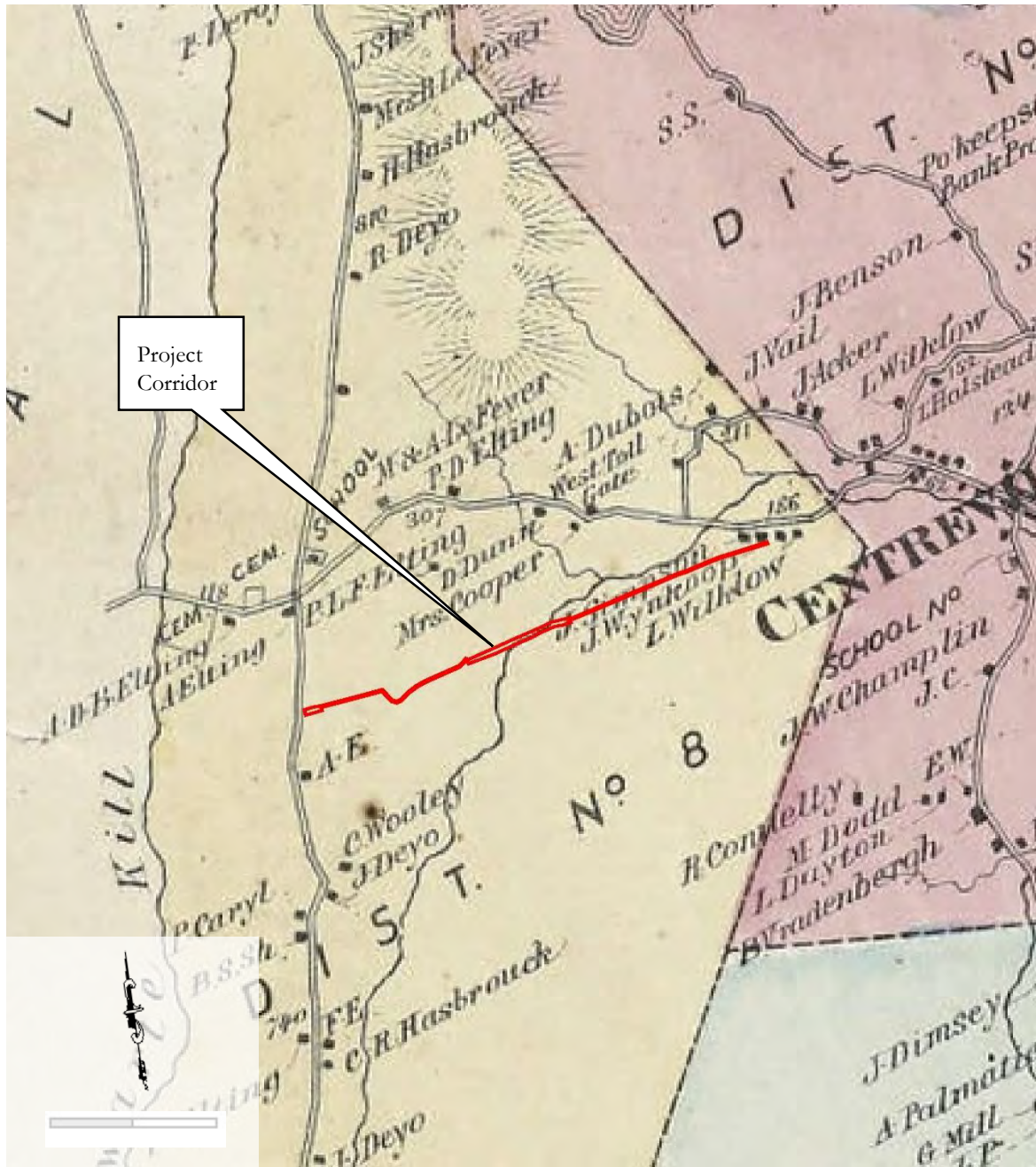


Figure 5: 1875 F.W. Beers *County Atlas of Orange*. Scale: 1"=1720'. (Source: Library of Congress)

The 1875 Beers map indicates that there have been few changes in the vicinity of the project corridor between 1858 and 1875. At the eastern terminus of the project corridor the structures are now owned by J. Simpson, J. Wynkoop and L. Wilklow. The saw mill and grist mill formerly located in this area are no longer depicted.

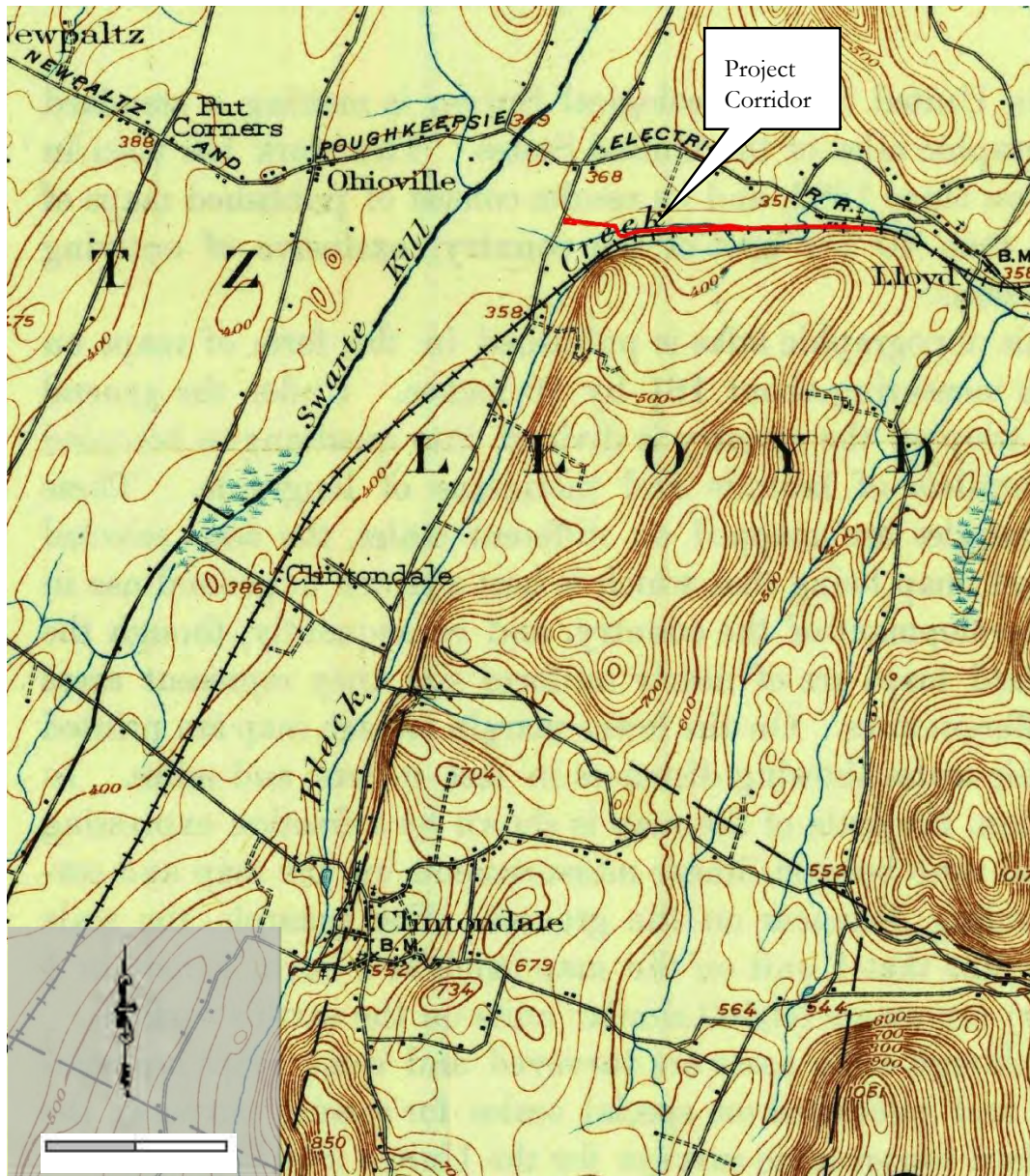


Figure 6: 1903 USGS Topographical Map. Newburgh Topographical Map. 15 Minute Series. (Source: USGS.gov) Scale: 1"=3000'.

The 1903 USGS topographical map shows that the New York, New Haven and Hartford Rail line has been constructed through the town of Lloyd. The railroad traverses north from Clintondale to New Paltz Road. This map indicates that the corridor of New Paltz Road also served as the New Paltz and Poughkeepsie Electric Railroad, a nine-mile electric line that connected Highland and New Paltz. The central and eastern portions of the project corridor follow the path of the New York, New Haven and Hartford Rail line. The residential structures near the eastern portion of the project corridor are still present. The ownership of these structures is not depicted on this map. There is a structure located adjacent to the eastern portion of the project corridor that is identified as Centerville Station, which was built in 1893 and owned and operated by Henry Eihmer.

The history of the New York, New Haven and Hartford Rail line begins in 1838 in New Haven, Connecticut. Over the course of the next 150 years the Railroad Corporation expanded and contracted, building and subsequently abandoning various rail lines in the states of Connecticut, New York, and Massachusetts. The

rail line through the town of Lloyd opened in 1888 and the tracks closed in 1974 due to the loss of the Poughkeepsie railroad bridge, which was destroyed by fire.

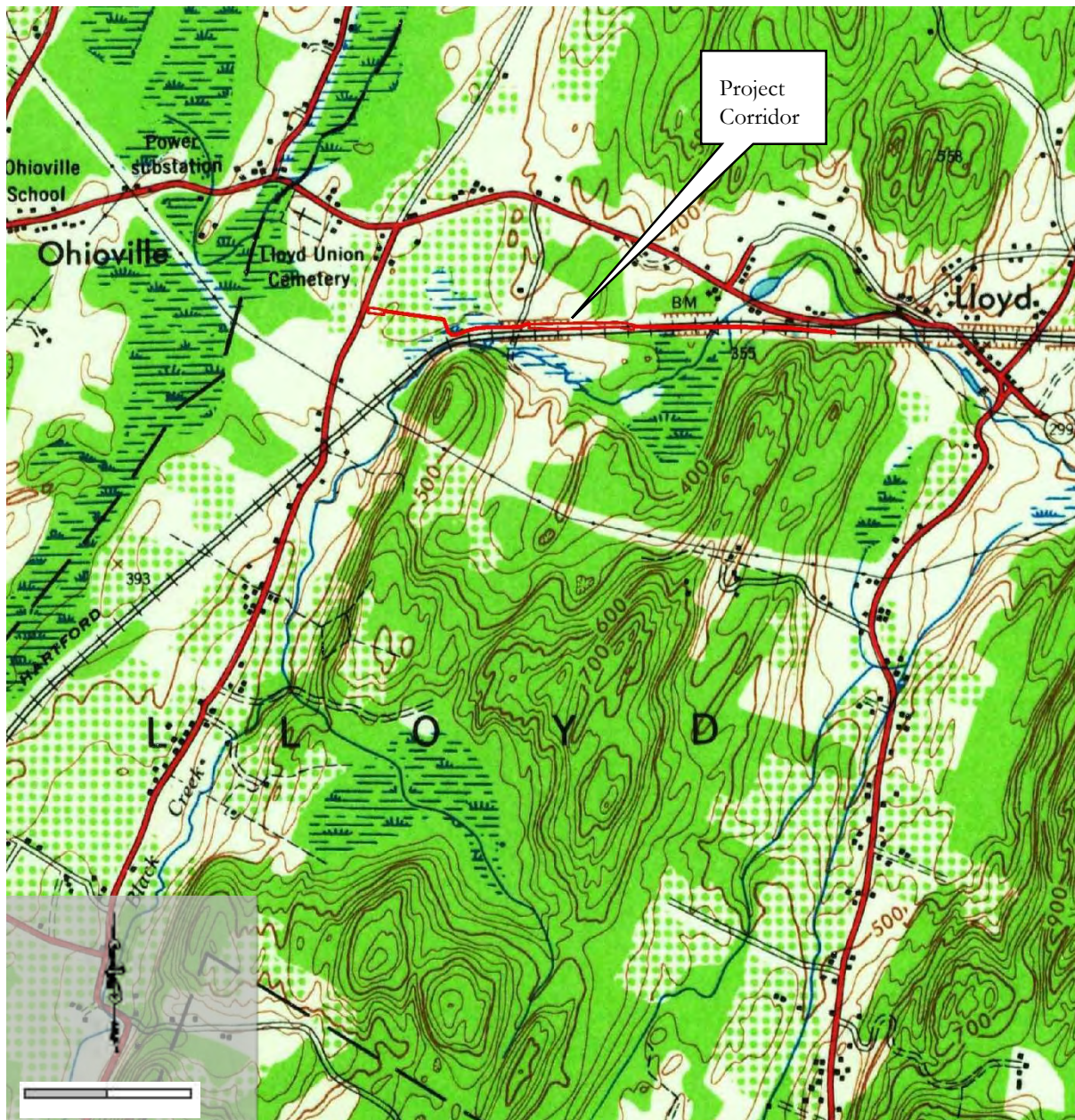


Figure 7: 1946 USGS Topographical Map. Newburgh Topographical Map. 7.5 Minute Series. (Source: USGS.gov) Scale: 1"=2400'.

The 1946 USGS topographical map indicates that the New York, New Haven and Hartford Railroad is still operational. New Paltz Road is now identified as a major thoroughfare. This map indicates that the railroad corridor crosses through large wetland areas associated with Black Creek. Several structures are located along New Paltz Road at the eastern terminus of the project corridor. NYS Route 299 was assigned to portions of New Paltz Road as part of the state wide numbering system in the 1930's, however the current Route 299 was not constructed until the 1950's. There are no structures located within the boundaries of the project corridor.

E: National Register Eligible/Listed Sites

The National Register Database and OPRHP files were reviewed to identify structures on or in the vicinity of the project area that have been listed on the National Register or identified as National Register Eligible. There are no National Register Eligible or Listed sites within the vicinity of the project area.

F: Assessment of Sensitivity for Cultural Resources

Prehistoric Sensitivity

The banks of the Hudson River were populated by prehistoric peoples for millennia, making this landscape highly sensitive for prehistoric cultural resources. The project area is located west of the Hudson River along Black Creek. The Walkill River, a known resource for prehistoric populations, is located to the west of the project corridor. A single prehistoric site is located within a one mile radius of the project area, with only two prehistoric sites identified within a two mile radius of the project corridor. The site inspection and surface examination of the project area, as well as the documented history of profound disturbance on the site confirm that the stratigraphic integrity of the project area has been eliminated. It is the opinion of HVCRC that there is no potential for the landscape within the boundaries of the project corridor to yield intact prehistoric cultural material.

Historic Sensitivity

A single historic site has been identified within a two mile radius of the project area, however this site will not be impacted by the proposed project. There are several Map Documented Structure (MDS) located adjacent to the boundaries of the project corridor; however, the profound disturbance on the site caused by the construction of the New York, New Haven and Hartford Railroad has eliminated the potential for intact historic cultural resources to be present on the project area.

G: Summary and Recommendations

The history of the Hudson Valley Rail Trail West Phase 4 Project Corridor has been a series of development phases that have resulted in profoundly disturbed stratigraphy within the boundaries of the project corridor. As a result of this history of disturbance, these sediments have lost any potential to yield intact archaeological deposits. For this reason, the project area is not considered to have the potential to produce prehistoric or historic cultural resources that would contribute to the understanding of either the history or the prehistory of the region. It is the opinion of Hudson Valley Cultural Resource Consultants that no further archaeological investigation is warranted, and it is recommended that the project be permitted to proceed without further consideration of prehistoric and historic cultural resources.

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Appendix A: Photo Documentation of Rail Trail



Photo 1: The western portion of the project corridor is located adjacent in the NYS Route 299 right of way. View to the east.



Photo 2: The western terminus of the project corridor is located adjacent to South Street, southeast of its intersection with NYS Route 299. View to the north.



Photo 3: The project corridor follows the NYS Route 299 right of way. Push piles, associated with highway construction, are located within the project corridor. View to the west.



Photo 4: A large wetland associated with Black Creek is located south of the project corridor. View to the west.



Photo 5: The project corridor bends south to avoid the Gray's Woodworking property. The corridor will be within the tree line to the left of structures seen in the photo. View to the west.



Photo 6: Phragmites are located within the Route 299 right of way, south of the Gray's Woodworking property. Soils in this area are saturated. View to the south.



Photo 7: The project corridor follows the former New York, New Haven and Hartford railroad bed, east of the Gray's Woodworking property. View to the east.



Photo 8: The tree line bordering the NYS Route 299 right of way and the former rail bed consists of new growth forest, with thick understory. View to the south.



Photo 9: A large soil berm separates NYS Route 299 from residential properties off of Kristen Drive. View to the west.



Photo 10: Residences along Kristen Drive and Rose Drive are improved mobile homes. View to the south.



Photo 11: The project corridor is located adjacent to the residential properties on Kristen Drive. View to the east.



Photo 12: A small branch of Black Creek is located on the north side of the project corridor, south of NYS Route 299. View to the west.



Photo 13: A small pond is located to the east of the small stream shown in Photo 12. View to the northwest. Route 299 can be seen on the far side of the trees.



Photo 14: The eastern portion of the project corridor follows the New York, New Haven and Hartford Railroad. The rail bed can be characterized as railroad ballast overgrown with opportunistic weeds. View to the west.



Photo 15: A USGS Survey marker was identified at the concrete bridge/culvert that crosses Black Creek. View to the south.



Photo 16: In some areas, the project corridor is significantly raised above grade: in this photo approximately 10'. View to the south.



Photo 17: The eastern terminus of the project corridor currently a level overgrown gravel driveway. View to the east.



Photo 18: A large concrete and fabricated steel structure is located adjacent to the eastern portion of the project corridor. View to the northwest.



Photo 19: Late 19th century structure is located adjacent to the eastern terminus of the project corridor. The sign on the building indicates it was built in 1893, and served as Centerville Station. This structure will not be impacted by the proposed project. View to the north. .



Photo 20: The project corridor terminates near New Paltz Road. A 19th century structure is located on the eastern side of New Paltz Road, and will not be impacted by the proposed project. View to the southeast.



Photo 21: A late 19th century structure that has been significantly renovated, is located adjacent to the project corridor. This structure will not be impacted by the proposed project. View to the west.



Photo 22: A Speedway Gas and Convenience station is located on the southeastern side of the intersection of New Paltz Road and NYS Route 299. View to the north.



Photo 23: Ultimate Auto service center is located on the north side of NYS Route 299, across from Kristen Drive. View to the northeast.



Photo 24: Residential town houses located at #500 NYS Route 299, across from the central portion of the project area. View to the north.



Photo 25: Commercial business area located on the north side of NYS Route 299 near the western portion of the project corridor. View to the west.



Photo 26: Commercial structures located on the northeastern side of NYS Route 299, across from Gray's Woodworking. View to the northwest.

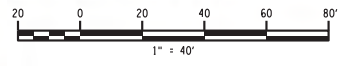
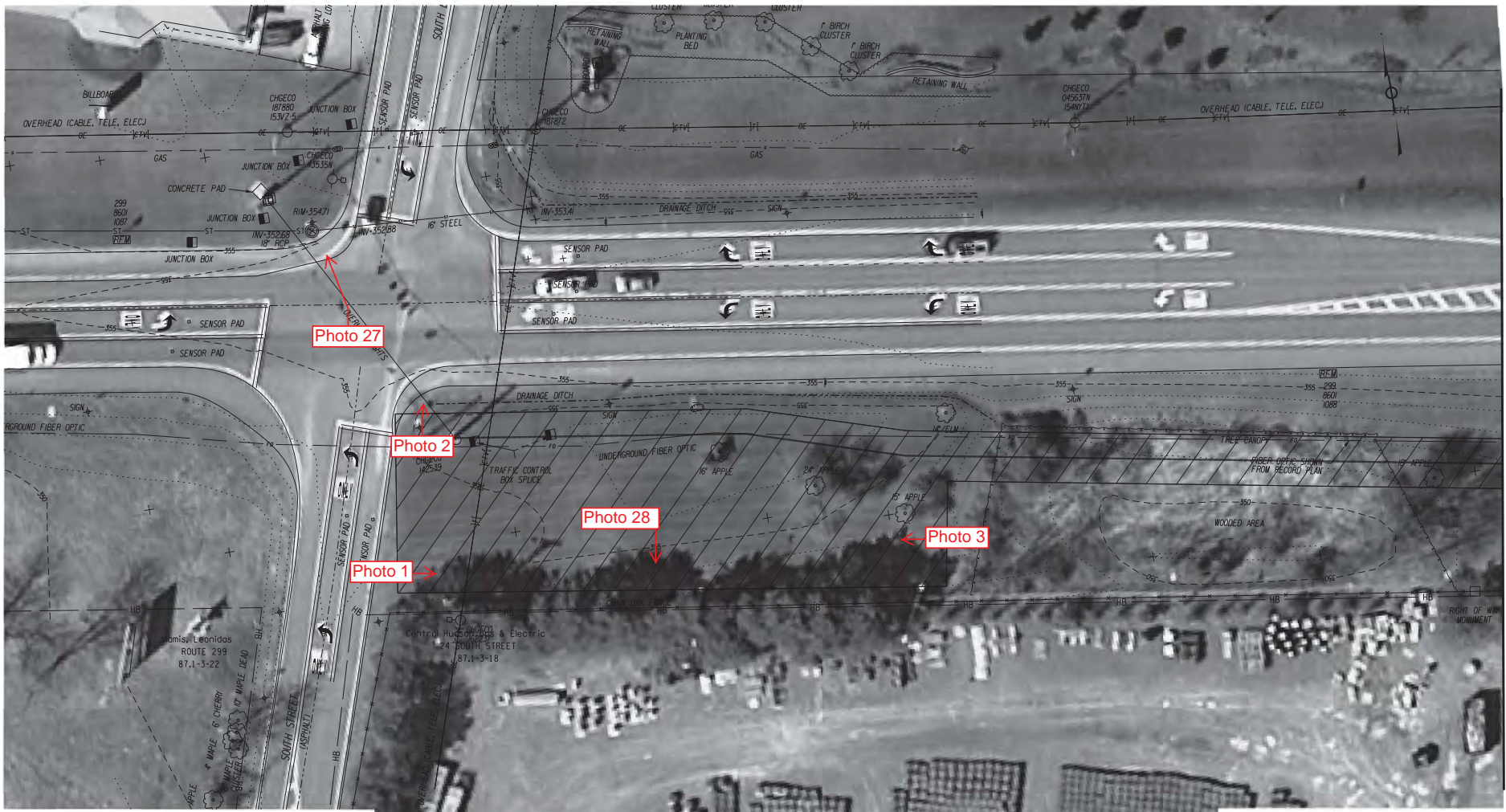


Photo 27: An office building is located on the north side of NYS 299 at the intersection with South Street. View to the northwest.



Photo 28: A Central Hudson vehicle and equipment storage facility is located south of the project corridor at its western terminus adjacent to South Street.

Appendix B: Project Corridor Maps with Photographic views



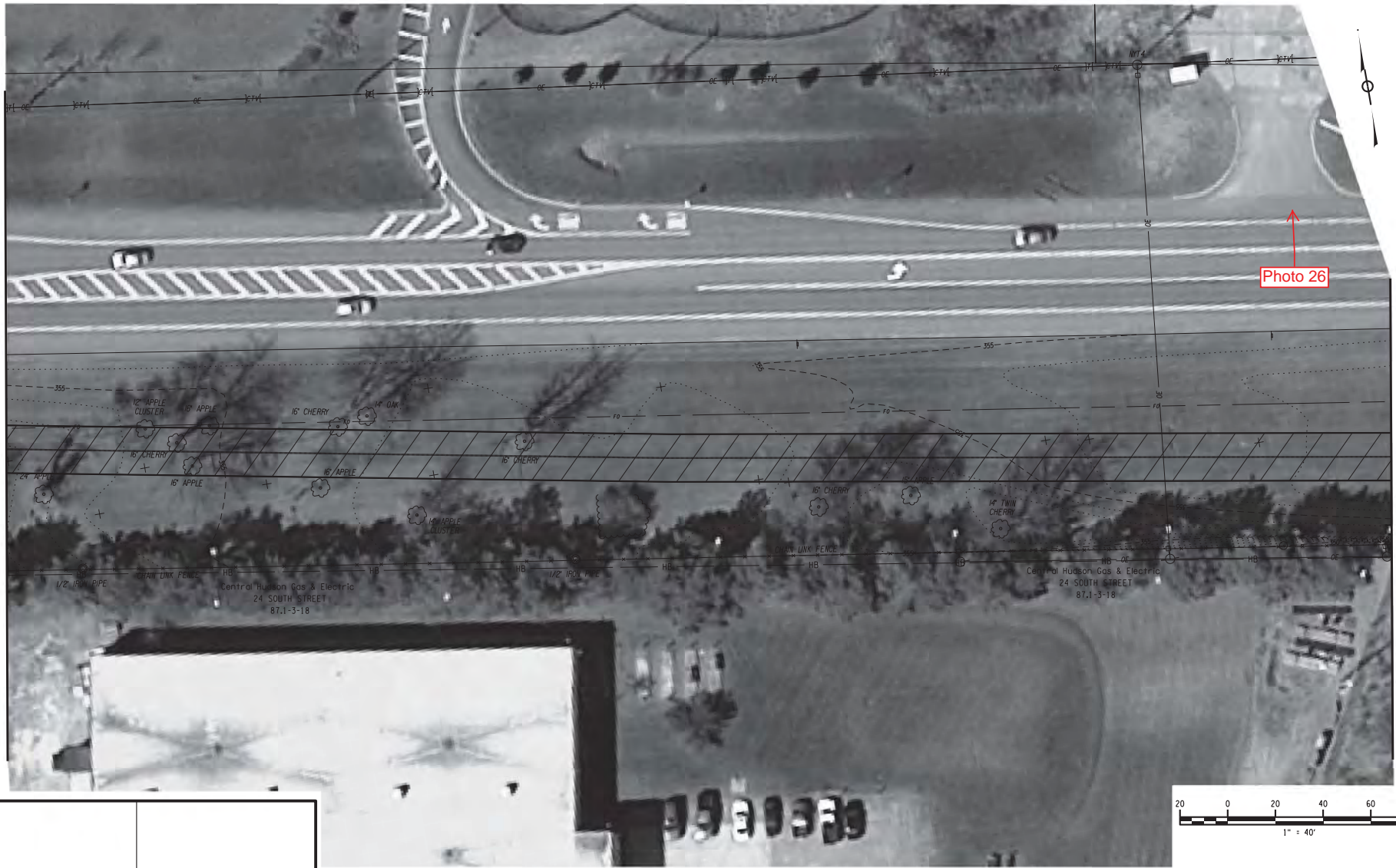
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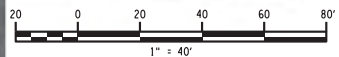
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Photo 26



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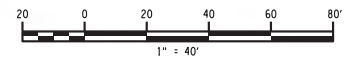
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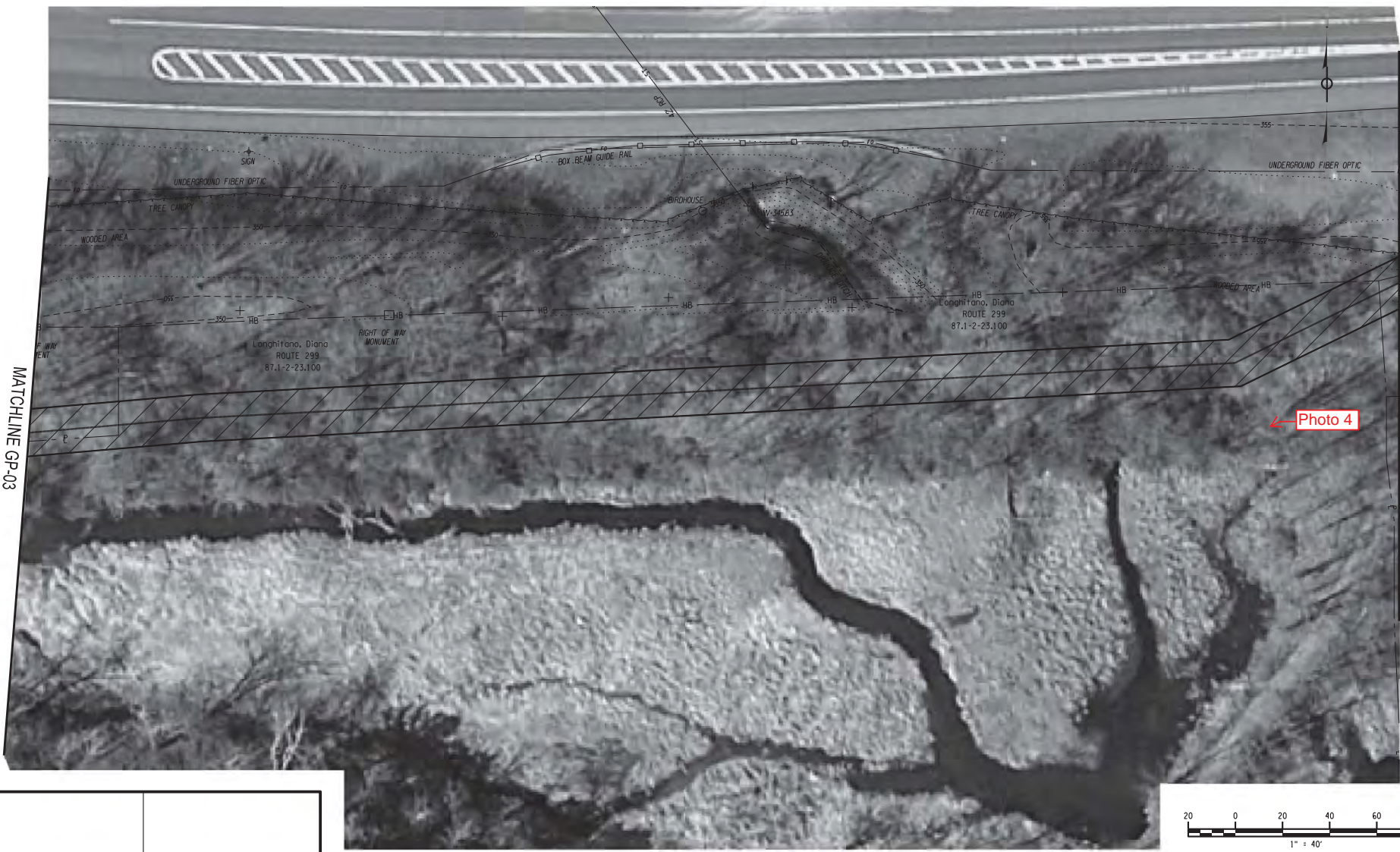
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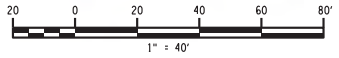
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Photo 4



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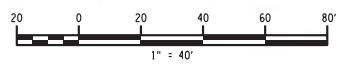
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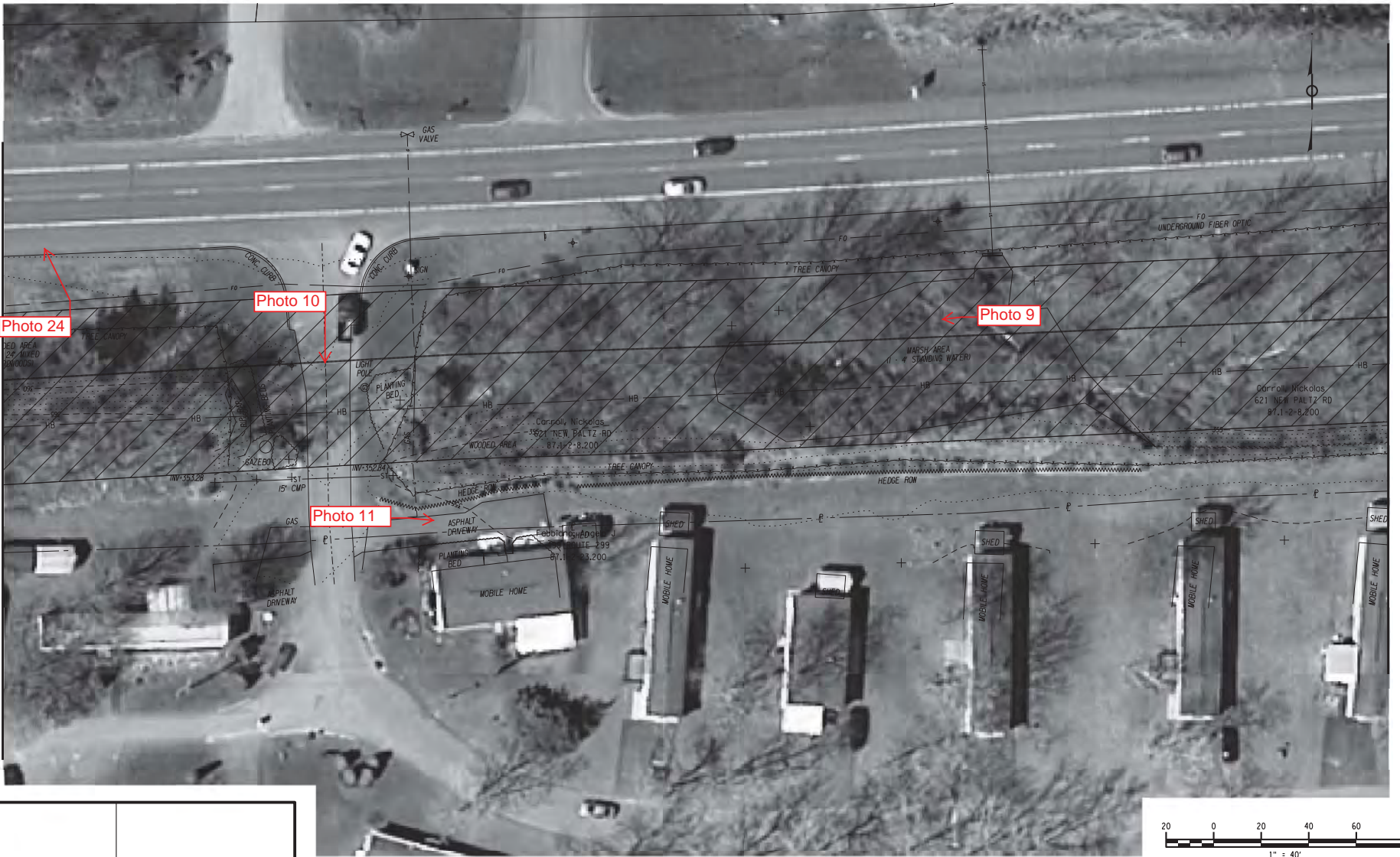
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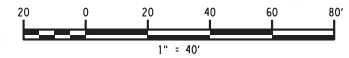


Photo 23

Photo 12

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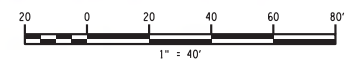
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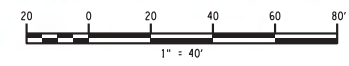
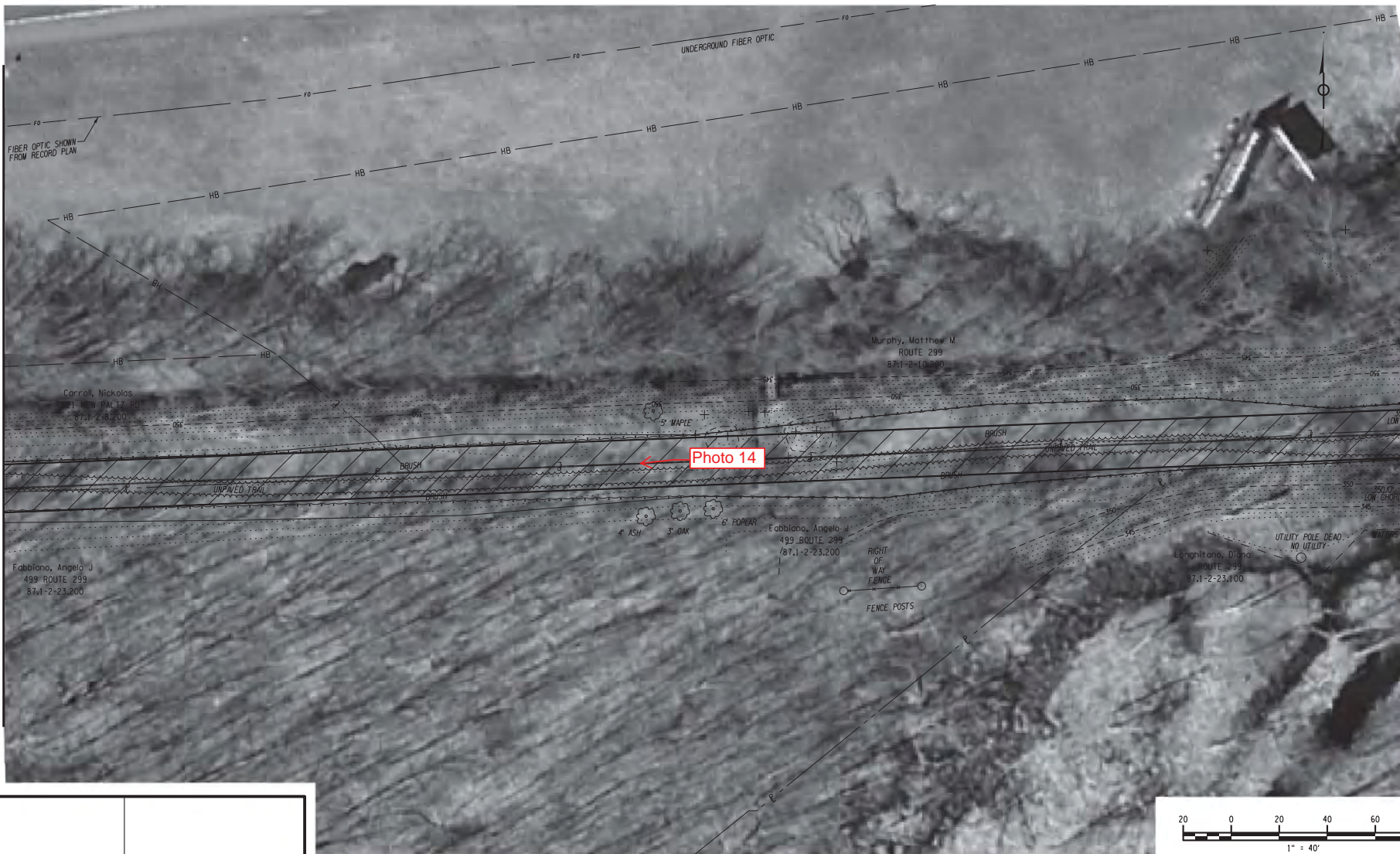
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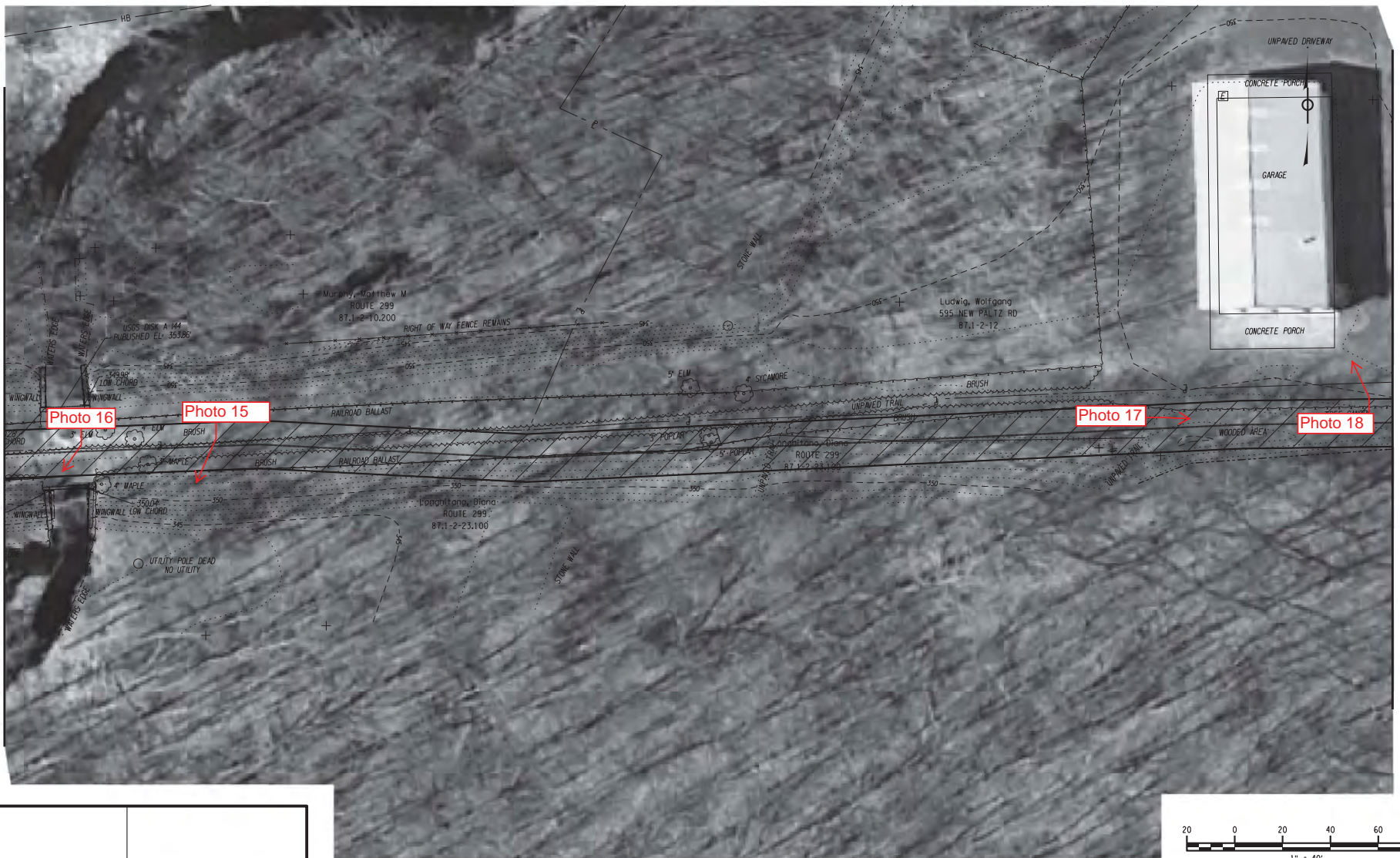
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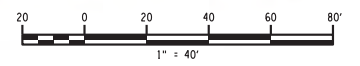
**HUDSON VALLEY RAIL TRAIL WEST
PHASE 4**

PN:	8761.21	TITLE:	GENERAL PLAN
SCALE:	AS SHOWN	DRAWING:	GP-09
DATE:	AUGUST 2015	SHEET:	



MATCHLINE GP-09

MATCHLINE GP-11



AS SHOWN REVISIONS
DESCRIPTION OF ALTERATIONS:

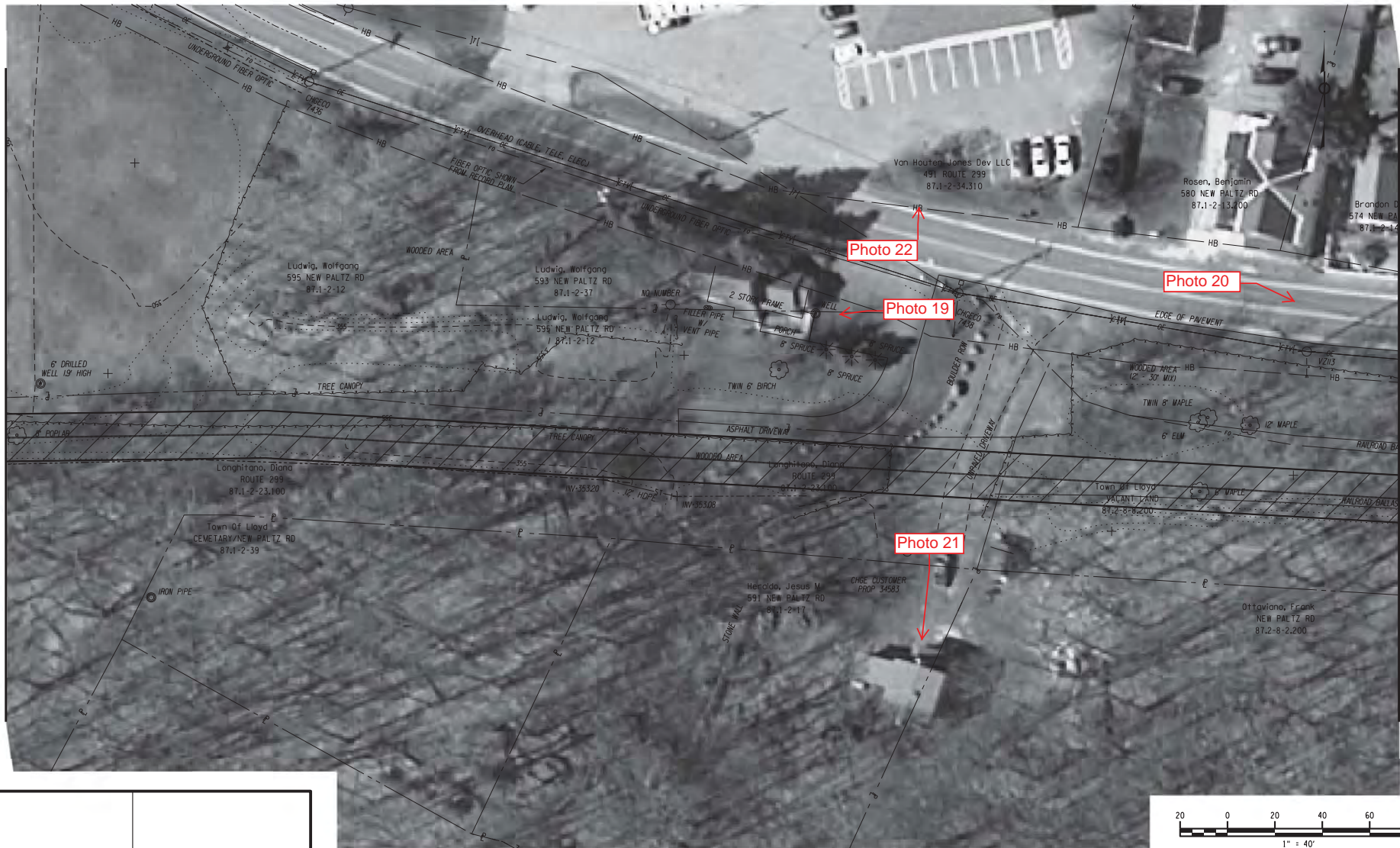
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

HVEA
ENGINEERS
BEACON, NEW YORK 12508
(845) 838-3600
www.hveapc.com



ULSTER COUNTY
PLANNING DEPARTMENT
244 FAIR STREET, 6TH FLOOR
KINGSTON, NEW YORK 12401

HUDSON VALLEY RAIL TRAIL WEST PHASE 4			
PN:	8761.21	TITLE:	GENERAL PLAN
SCALE:	AS SHOWN	DRAWING:	GP-10
DATE:	AUGUST 2015	SHEET:	



MATCHLINE GP-10

MATCHLINE GP-12

AS BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

HVEA
ENGINEERS

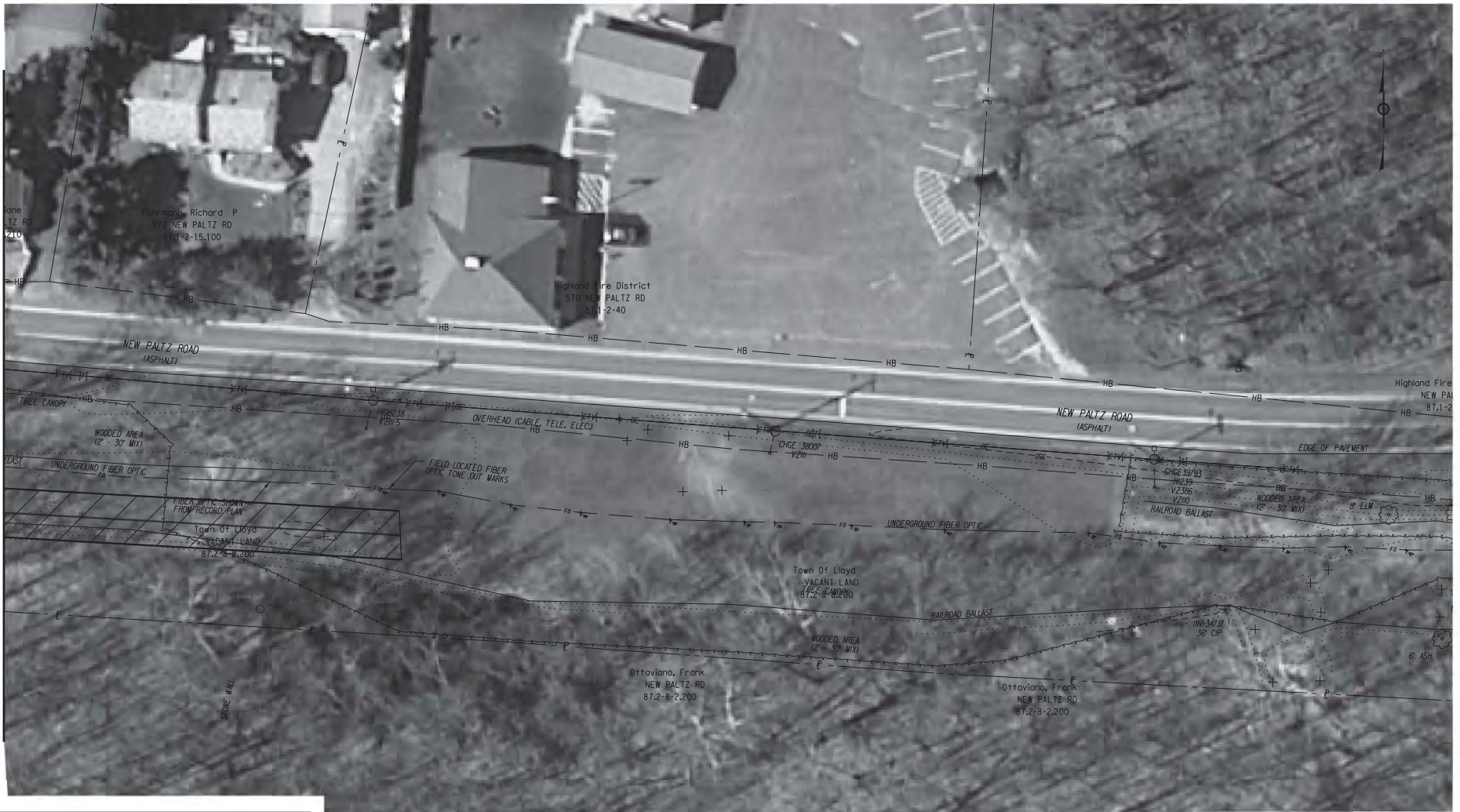
BEACON, NEW YORK 12508
(845) 838-3600
www.hveapc.com



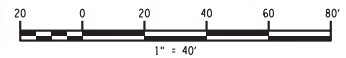
ULSTER COUNTY
PLANNING DEPARTMENT
244 FAIR STREET, 6TH FLOOR
KINGSTON, NEW YORK 12401

HUDSON VALLEY RAIL TRAIL WEST
PHASE 4

PN:	8761.21	TITLE:	GENERAL PLAN
SCALE:	AS SHOWN	DRAWING:	GP-11
DATE:	AUGUST 2015	SHEET:	



MATCHLINE GP-11



AS BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



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ULSTER COUNTY
PLANNING DEPARTMENT
244 FAIR STREET, 6TH FLOOR
KINGSTON, NEW YORK 12401

**HUDSON VALLEY RAIL TRAIL WEST
PHASE 4**

PN:	8761.21	TITLE:	GENERAL PLAN
SCALE:	AS SHOWN	DRAWING:	GP-12
DATE:	AUGUST 2015	SHEET:	



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

October 09, 2015

Ms. Sandra Jobson
Regional Cultural Resources Coordinator
NYSDOT - Region 8
4 Burnett Blvd
Poughkeepsie, NY 12603

Re: FHWA
PIN 8761.21 Hudson Valley Rail Trail West - Phase Four
NYS Route 299, Lloyd, NY
15PR05854

Dear Ms. Jobson:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York State Environmental Conservation Law Article 8).

I have reviewed the report entitled "Phase 1A Literature Review and Sensitivity Analysis, Hudson Valley Rail Trail West Phase 4, South Street, NYS Route 299 and New Paltz Road, Town of Lloyd, Ulster County, New York" (September 2015). I concur with the NYS DOT's finding that the project will have No Effect upon cultural resources in or eligible for inclusion in the National Registers of Historic Places.

If further correspondence is required regarding this project, please refer to the SHPO Project Review (PR) number noted above. If you have any questions I can be reached at 518-268-2186.

Sincerely,

Tim Lloyd, Ph.D., RPA
Scientist - Archaeology
timothy.lloyd@parks.ny.gov

via e-mail only

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com



Delaware Tribe Historic Preservation Representatives
Department of Anthropology
Gladfelter Hall
Temple University
1115 W. Polett Walk
Philadelphia, PA 19122
temple@delawaretribe.org

October 25, 2015
NYS DOT – Hudson Valley
Att: Sandra Jobson
4 Burnett Blvd.
Poughkeepsie, NY 12603

Re: PIN 8761.21 Hudson Valley Rail Trail West, Phase 4

Ms. Jobson:

Thank you for informing the Delaware Tribe regarding the above referenced project. The Delaware Tribe is committed to protecting historic sites important to our tribal heritage, culture and religion. We do require archaeological testing along the portions of the project that divert from the original railbed. The absence of known archaeological sites does not preclude the possibility. We also ask that the results from the survey be forwarded to us for review.

Finally, We ask that in the event that a concentration of artifacts and/or in the unlikely event any human remains are accidentally unearthed during the course of the project that all work is halted until the Delaware Tribe of Indians is informed of the inadvertent discovery and a qualified archaeologist can evaluate the find.

We appreciate your cooperation and look forward to working together on our shared interests in preserving Delaware cultural heritage. If you have any questions, feel free to contact this office by phone at (610) 761-7452 or by e-mail at temple@delawaretribe.org.

Sincerely,

Susan Bachor
Delaware Tribe Historic Preservation Representative
Department of Anthropology
Gladfelter Hall Rm. 207
1115 W. Polett Walk
Philadelphia, PA 19122
temple@delawaretribe.org
610-761-7452

APPENDIX D
RIGHT-OF-WAY ACQUISITION TABLE
& COST ESTIMATE

HVRT West Phase 4
 PIN 8761.21

PRELIMINARY PROPERTIES TO BE ACQUIRED

Map #	Parcel #	Reputed Owner(s)	Tax Map Information			Parcel Size ±AC	Area Of Acquisition ±SF	Area Of Acquisition ±AC	Type of Take	% of Take
			Section	Block	Lot					
1	1	Galm	87.1	3	17	1.3	14540	0.33	FEE	25.7%
2	2	Longhitano	87.1	2	23.100	302.4	41673	0.96	FEE	0.3%
3	3	Highland Woods LLC	87.1	2	23.200	41.1	124751	2.86	FEE	7.0%
4	4	Murphy	87.1	2	10.200	2.25	34323	0.79	FEE	35.0%
2	5	Longhitano	87.1	2	23.100	302.4	47889	1.10	FEE	0.4%
5	6	Ludwig	87.1	2	12	2.42	9584	0.22	FEE	9.1%

**LOCAL PROJECT
ROW COST ESTIMATE**

PIN#: 8761.21

Project Name: Hudson Valley Rail Trail West Phase 4 Acquiring Agency: Ulster County

Local #: _____

Local Sponsor: Ulster County

Preliminary Estimate _____

Updated Estimate X

1) Property Costs, # Properties. <u>5</u>	\$90,000
2) Interest	\$1,000
3) Appraisal Costs a) Appraisals	\$25,335
b) Appraisal Review	\$2,500
4) Condemnation Factor	\$5,300
5) Title Search	\$5,000
Last Owner/20 Year/ Full	
6) Certifications & Closing Papers	\$0 (To be done by County)
7) Negotiations	\$0 (To be done by County)
8) Proration of Taxes	\$4,500
9) Mortgage Prepayment Fees	\$0
10) Demolition Costs, # Bldgs. _____	N/A
11) Relocation Assistance, # Relocs. _____	N/A
12) Moving Expenses a) Families	N/A
b) Business	N/A
c) In Lieu Of	N/A
d) Re-estab.	N/A
13) Repl. Housing a) Housing Supp.	N/A
b) Rent Supp.	N/A
14) Last Resort Housing a) Owner	N/A
b) Tenant	N/A
15) Mortgage Int. Diff.	N/A
16) Closing Costs	N/A
TOTAL	\$133,635

Prepared By: Jack Gorton, P.E., HVEA Engineers

Date: January 11, 2016

Approved By: Christopher White (Signature)

Christopher White (Typed)

Title: Deputy Director of Planning/ Project Manager

APPENDIX E

TRAFFIC DATA

**New York State Department of Transportation
Traffic Count Hourly Report**

ROAD #: CR 0110	ROAD NAME: SOUTH STREET	FROM: STATION RD	TO: NY299	COUNTY: Ulster
DIRECTION: Northbound	FACTOR GROUP: 30	REC. SERIAL #: 0087	FUNC. CLASS: 19	TOWN: LLOYD
STATE DIR CODE: 1	WK OF YR: 22	PLACEMENT: .10 Mi S of SR 299	NHS: yes	LION#:
DATE OF COUNT: 05/31/2011		@ REF MARKER:	JURIS: County	BIN:
NOTES LANE 1: North Bound Travel Lane		ADDL DATA:	CC Str:	RR CROSSING:
		COUNT TYPE: AXLE PAIRS	BATCH ID: DOT-Week 23	HPMS SAMPLE:
COUNT TAKEN BY:	ORG CODE: DOT	INITIALS: BEK	PROCESSED BY: ORG CODE: DOT	INITIALS: SB

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR	
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12				
31	T												67	70	78	76	67	91	95	102	67	70	48	23	14	5			
1	W	2	4	0	0	5	9	34	66	99	59	67	79	67	63	60	92	73	81	58	66	47	29	14	8	1082	99	8	
2	T	0	1	2	0	2	13	43	80	86	59	60	55	60	70	70	86	92	107	87	61	51	21	9	8	1123	107	17	
3	F	4	2	0	0	2	13	35	84	48																			

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																						ADT		
2	2	1	0	3	12	37	76	77	58	64	67	67	69	65	89	86	96	70	65	49	24	12	7	1098
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	ESTIMATED (one way)																
4	71	4	71	96	9%	0.990	1.091	AADT 1006																

**New York State Department of Transportation
Traffic Count Hourly Report**

ROAD #: CR 0110	ROAD NAME: SOUTH STREET	FROM: STATION RD	TO: NY299	COUNTY: Ulster
DIRECTION: Southbound	FACTOR GROUP: 30	REC. SERIAL #: 0087	FUNC. CLASS: 19	TOWN: LLOYD
STATE DIR CODE: 2	WK OF YR: 22	PLACEMENT: .10 Mi S of SR 299	NHS: yes	LION#:
DATE OF COUNT: 05/31/2011		@ REF MARKER:	JURIS: County	BIN:
NOTES LANE 1: South Bound Travel Lane		ADDL DATA:	CC Stn:	RR CROSSING:
		COUNT TYPE: AXLE PAIRS	BATCH ID: DOT-Week 23	HPMS SAMPLE:
COUNT TAKEN BY:	ORG CODE: DOT	INITIALS: BEK	PROCESSED BY: ORG CODE: DOT	INITIALS: SB

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR	
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12				
31	T												64	73	85	54	81	109	90	128	70	56	48	34	15	12			
1	W	9	2	2	0	3	9	27	71	74	71	47	48	66	54	89	94	114	91	51	48	50	41	17	10	1088	114	16	
2	T	7	1	3	1	2	15	25	70	68	70	50	65	79	68	79	101	109	125	64	50	41	37	25	7	1162	125	17	
3	F	4	3	2	1	2	11	29	82	28																			

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												ADT												
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	% of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)																
7	2	2	1	2	12	27	73	56	69	53	61	76	58	82	100	103	114	61	50	46	37	19	10	1121
4	71	4	71	114	10%	0.990	1.091	AADT 1027																

County of Ulster Traffic Count Hourly Report

ROAD #:	CR 0110	ROAD NAME:	SOUTH STREET	FROM:	STATION RD	TO:	NY299	COUNTY:	Ulster
DIRECTION:	Northbound	FACTOR GROUP:	30	REC. SERIAL #:	0086	FUNC. CLASS:	19	TOWN:	LLOYD
STATE DIR CODE:	1	WK OF YR:	15	PLACEMENT:	180YDS S OF 299	NHS:	yes	LION#:	
DATE OF COUNT:	04/08/2014			@ REF MARKER:		JURIS:	County	BIN:	
NOTES	LANE 1: NB TRAVEL LANE			ADDL DATA:		CC Str:		RR CROSSING:	
COUNT TAKEN BY:	ORG CODE:	TST	INITIALS:	KAJ	COUNT TYPE:	AXLE PAIRS	BATCH ID:	ULS-Processed	HPMS SAMPLE:
					PROCESSED BY:	ORG CODE:	ULS	INITIALS:	DS

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR	
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12				
1	T																												
2	W																												
3	T																												
4	F																												
5	S																												
6	S																												
7	M																												
8	T																												
9	W	0	3	3	3	10	10	40	100	80	49	61	51	61	51	53	84	72	55	50	36	18	14	11	3				
10	T	3	4	4	1	8	10	42	98	107	80	74	66	97	89	85	99	117	115	90	67	59	27	23	7	6	1035	100	7
11	F	3	2	4	0	8	13	49	120	94	83	80	85																
12	S																												
13	S																												
14	M																												
15	T																												
16	W																												
17	T																												
18	F																												
19	S																												
20	S																												
21	M																												
22	T																												
23	W																												
24	T																												
25	F																												
26	S																												
27	S																												
28	M																												
29	T																												
30	W																												

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																	ADT									
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	% of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)																		
2	3	4	1	9	11	44	105	93	70	71	66	69	68	68	84	91	86	68	56	25	19	10	6	1129		
3	72	3	72	105	9%	0.989	1.052	AADT 1073																		

County of Ulster Traffic Count Hourly Report

ROAD #:	CR 0110	ROAD NAME:	SOUTH STREET		FROM:	STATION RD	TO:	NY299	COUNTY:	Ulster	
DIRECTION:	Southbound	FACTOR GROUP:	30		REC. SERIAL #:	0086	FUNC. CLASS:	19	TOWN:	LLOYD	
STATE DIR CODE:	2	WK OF YR:	15		PLACEMENT:	180YDS S OF 299		NHS:	yes	LION#:	
DATE OF COUNT:	04/08/2014				@ REF MARKER:			JURIS:	County	BIN:	
NOTES	LANE 1: SB TRAVEL LANE				ADDL DATA:			CC Str:		RR CROSSING:	
COUNT TAKEN BY:	ORG CODE:	TST	INITIALS:	KAJ	COUNT TYPE:	AXLE PAIRS		BATCH ID:	ULS-Processed	HPMS SAMPLE:	
					PROCESSED BY:	ORG CODE:	ULS	INITIALS:	DS		

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR	
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12				
1	T																												
2	W																												
3	T																												
4	F																												
5	S																												
6	S																												
7	M																												
8	T																												
9	W	1	2	0	0	3	2	30	68	44	50	37	47	50	51	78	104	91	99	50	41	37	25	14	7				
10	T	3	5	0	1	2	0	22	79	59	67	59	78	76	57	80	93	102	87	100	67	50	37	26	9	6	947	102	15
11	F	7	3	2	1	1	3	29	87	46	72	45	74													5	1072	102	16
12	S																												
13	S																												
14	M																												
15	T																												
16	W																												
17	T																												
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24	T																												
25	F																												
26	S																												
27	S																												
28	M																												
29	T																												
30	W																												

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)															ADT									
4	3	1	1	2	2	27	77	49	62	46	65	58	52	78	99	92	99	56	47	37	26	11	6	1000
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>High Hour</u>	<u>% of day</u>	<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	ESTIMATED (one way)														
3	72	3	72	99	10%	0.989	1.052	AADT 951																

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: CR 1590 ROAD NAME: NEW PALTZ RD FROM: NY299 TO: PANCAKE HOLLOW RD COUNTY: Ulster
DIRECTION: Eastbound FACTOR GROUP: 30 REC. SERIAL #: 0037 FUNC. CLASS: 19 TOWN: LLOYD
STATE DIR CODE: 1 WK OF YR: 20 PLACEMENT: 2/10 OF A MILE E. OF NY299 NHS: no BIN:
DATE OF COUNT: 05/12/2008 @ REF MARKER: JURIS: County RR CROSSING:
NOTES LANE 0: 86804531 ADDL DATA: CC Stn: HPMS SAMPLE:
COUNT TYPE: AXLE PAIRS BATCH ID: R08-R08ulscowWvaried

COUNT TAKEN BY: ORG CODE: LOC INITIALS: ZJW PROCESSED BY: ORG CODE: DOT INITIALS: SB

Table with columns: DATE, DAY, AM (1-12 TO), PM (1-12 TO), DAILY TOTAL, DAILY HIGH COUNT, DAILY HIGH HOUR. Rows 1-31 showing hourly counts for each day of the month.

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

Summary table with columns: DAYS Counted, HOURS Counted, WEEKDAYS Counted, WEEKDAY Hours, AVERAGE WEEKDAY High Hour, % of day, Axle Adj. Factor, Seasonal/Weekday Adjustment Factor, ESTIMATED (one way) AADT 1981.

**New York State Department of Transportation
Traffic Count Hourly Report**

ROAD #: **CR 1590** ROAD NAME: **NEW PALTZ RD** FROM: **NY299** TO: **PANCAKE HOLLOW RD** COUNTY: **Ulster**
 DIRECTION: **Westbound** FACTOR GROUP: **30** REC. SERIAL #: **0037** FUNC. CLASS: **19** TOWN: **LLOYD**
 STATE DIR CODE: **2** WK OF YR: **20** PLACEMENT: **2/10 OF A MILE E. OF NY299** NHS: **no** BIN:
 DATE OF COUNT: **05/12/2008** @ REF MARKER: JURIS: **County** RR CROSSING:
 NOTES LANE 0: **86804571** ADDL DATA: CC Stn: HPMS SAMPLE:
 COUNT TYPE: **AXLE PAIRS** BATCH ID: **R08-R08ulscoWWvaried**

COUNT TAKEN BY: **ORG CODE: LOC INITIALS: ZJW** PROCESSED BY: **ORG CODE: DOT INITIALS: SB**

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR											
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12														
1	T																																						
2	F																																						
3	S																																						
4	S																																						
5	M																																						
6	T																																						
7	W																																						
8	T																																						
9	F																																						
10	S																																						
11	S																																						
12	M																																						
13	T	10	6	2	4	6	18	52	121	161	136	118	113	138	166	176	202	226	191	138	116	89	55	35	13	2292	226	16											
14	W	5	4	3	2	4	25	58	105	168	144	130	140	119	137	200	187	189	194	154	130	79	41	34	17	2269	200	14											
15	T	16	3	2	3	4	23	50	104	147	130	119	131	127	126	173	212	188	197	194	149	83	59	29	27	2296	212	15											
16	F	7	12	4	2	9	27	53	99																														
17	S																																						
18	S																																						
19	M																																						
20	T																																						
21	W																																						
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24	S																																						
25	S																																						
26	M																																						
27	T																																						
28	W																																						
29	T																																						
30	F																																						
31	S																																						

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)											ADT													
10	6	3	3	6	23	52	106	157	135	121	127	127	141	181	198	199	192	150	129	79	47	37	17	2246
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>		<u>ESTIMATED (one way)</u>															
5	86	5	86	199	9%	0.989	1.080		AADT 2080															

APPENDIX F

PHOTOGRAPHS



Photo 1 - This picture was taken looking east on the abandoned rail bed adjacent to the Black Creek.



Photo 2 - This picture was taken looking east on the abandoned rail bed near the hunting club access road.



Photo 3 - This picture was taken looking east on the south side of Route 299 at the corner of the hunting club access road.



Photo 4 - This picture was taken looking east on the south side of Route 299 along the former railroad alignment. Note the close proximity of the mobile homes to the abandoned rail bed.



Photo 5 - This picture was taken looking east on the south side of Route 299 in front of the Highland Woods mobile home park.



Photo 6 - This picture was taken looking east on the abandoned rail bed east of the Highland Woods mobile home park.



Photo 7- This picture shows the general condition of the existing abutments/wingwalls of the culvert crossing the Black Creek.



Photo 8 - This picture was taken looking south at the existing culvert crossing the Black Creek.



Photo 9 - This picture was taken looking east along the former rail road alignment. Note the close proximity of the commercial garage.



Photo 10 - This picture was taken looking south at the commercial garage located adjacent to the former rail bed. The rail bed runs behind the garage.



Photo 11 - This picture was taken looking west at a residential building adjacent to the former rail road and New Paltz Road.

APPENDIX G

MISCELLANEOUS SCREENINGS

HAZARDOUS WASTE SCREENING FORM

PIN No. 8761.21

PROJECT LOCATION: Town of Lloyd, Ulster County

PROJECT DESCRIPTION: Hudson Valley Rail Trail West – Phase 4

I. SITE INSPECTION FROM () SITE WALK OVER () AERIAL PHOTOS

- () Presence of noxious odors from () soil and/or () water
- () Discoloration of () soil, () water, and/or () foundation
- () Site contains () dead vegetation and/or () little to no vegetation
- () Observed () leaking pipes, () transformers, () tanks, () barrels
- () Other Observations () pipes, () sewers or manholes
- () No potential hazardous waste observed

II. IDENTIFY HAZARDOUS WASTE GENERATORS ON YOUR PROJECT

CHECK	TYPE	NAME	COMMENTS
	Auto Body/Repair Shop		
	Chemical Plant/Refinery		
	Chemical Spill Area		
	Dry Cleaning Plant		
	Electronics Manufacturer		
	Electro-Plating		
	Junk/Scrap Recycling		
	Metal/Machine Fabricating		
	Municipal Landfill		
	Paint Shop		
	Printing Shop		
	Sludge Management Area		
<input checked="" type="checkbox"/>	Gasoline Service Station	Speedway	No hazardous waste observed
	Other		

III. RECOMMENDATIONS

- () Further investigation is required () No further investigation is required

PEDESTRIAN GENERATOR CHECKLIST

Note: The term “generator” in this document refers to both pedestrian generators (where pedestrians originate) and destinations (where pedestrians travel to)

A check of yes indicates a potential need to accommodate pedestrians and coordination with the Regional Bicycle and Pedestrian Coordinator is necessary during project scoping. Answers to the following questions should be checked with the local municipality to ensure accuracy.

1.	Is there an existing or planned sidewalk, trail, or pedestrian crossing facility?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
2.	Are there bus stops, transit stations, or depots/terminals located in or within 800 m of the project area?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
3.	Is there more than occasional pedestrian activity? Evidence of pedestrian activity may include a worn path.	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
4.	Are there existing or approved plans for generators of pedestrian activity in or within 800 m of the project that promote or have the potential to promote pedestrian traffic in the project area, such as schools, parks, playgrounds, places of employment, places of worship, post offices, municipal buildings, restaurants, shopping centers or other commercial areas, or multiuse paths?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
5.	Are there existing or approved plans for seasonal generators of pedestrian activity in or within 800 m of the project that promote or have the potential to promote pedestrian traffic in the project area, such as ski resorts, state parks, camps, amusement parks?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
6.	Is the project located in a residential area within 800 m of existing or planned pedestrian generators such as those listed in #4?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
7.	From record plans, were pedestrian facilities removed during a previous highway reconstruction project?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
8.	Did a study of secondary impacts indicate that the project promotes or is likely to promote commercial and/or residential development within the intended life cycle of the project?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
9.	Does the community’s comprehensive plan call for development of pedestrian facilities in the area?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Note: This checklist should be revisited due to a project delay or if site conditions or local planning changes during the project development process.

APPENDIX H

PUBLIC INVOLVEMENT

By KAITLYN BENNETT

Members of the public approached the Plattekill Town Board this past week complaining of trash dumping instances on a number of properties in the town.

According to the complaints that were confirmed by members of the board, several properties have fallen victim to illegal dumping across the area. One property on Sunny Acres Road is an eyesore, home to abandoned sofas.

Residents expressed their frustration, saying that they have complained to the building department, pleading for action.

Jamie Pagan, one resident who approached the board at the meeting, suggested that they turn the matter over to law enforcement instead. He suggested that the issue is a criminal matter since the property is not covered in trash from a hoarding situation. While board member Cindy Delgado agreed that others were dumping on the property, and even stated that she watched them do so in broad daylight, the board seemed in agreement that the property owner was directly responsible for the lot's current condition.

"I don't think it's appropriate to go onto somebody else's property and remove items from their property," said Supervisor Joseph Croce, when the public began to discuss taking matters into their own hands and cleaning the mess up.

"We as a town can't be liable ... the only thing we can do is say we are very aware of it," said board member Dean DePew, who then advised that complaints be followed up with the building inspector's office.

Board member Lawrence Farrelly confirmed that the building inspector's report, approved later in the meeting, included several dumping complaints. In total, the approved report included more than 10 complaints registered at the inspector's office this past month.

"I am certain that our building department does not enforce our code in one area of our town more than other areas of the town," said Supervisor Croce, when one member of the public stated that she believed faster and more effective action would have been taken if the dumping occurred in another part of Plattekill.

The board also discussed the ongoing

zoning issue related the Hudson Valley Flyer airpark. Over the past few months, the airpark has been left bouncing between the Town Board and the Zoning Board searching for answers.

During this meeting, Thomas Wilkin, a Planning Board member, reported his research findings to the board. In essence, he discovered that, previously, when the airpark came into existence, the Town Board chose that their ruling took precedence over all other boards regarding any matter for the airpark following a letter from the Ulster County Planning Board. Wilkin also reported that the previous board required a positive confirmation from the Department of Transportation before approving the airpark's construction plans. The board will follow this precedent in this current zoning matter, which presents plans to alter the property through what they are deeming "improvements."

"I did find a letter from the Ulster County Planning Board when they did the original referral notice," said Wilkin, who then explained that the letter cited General Business Law 249.

After a lengthy discussion, which

Public Information Meeting

Ulster County Executive Mike Hein and the Ulster County Department of Planning invite you to a Public Information Meeting to discuss preliminary plans for the

Hudson Valley Rail Trail West: Phase 4 Project

New Paltz Road to South Street, Town of Lloyd

Town of Lloyd Town Hall
12 Church Street, Highland
Wednesday, September 30, 2015 • 7:00 pm

For additional information, (845) 340-3338
or email cwhi@co.ulster.ny.us



Ulster County voter registration deadline is Oct. 9

The Ulster County Board of Elections reminds all county residents that Oct. 9 is the deadline for mailing or hand-delivering new voter registrations for the Nov. 3 General Election.

Any enrollment change made before the Oct. 9 deadline will become effective for all elections in 2016.

Absentee Ballot Applications are also available for the General Elections, but applications must be completed and postmarked no later than Oct. 27, or hand-delivered



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Ulster County meeting to discuss Rail Trail project

The Ulster County Department of Planning will be hosting a public informational meeting to discuss the County's project to extend the Hudson Valley Rail Trail (HVRT) from New Paltz Road to South Street in the Town of Lloyd.

County Executive Mike Hein encourages local officials, residents and businesses to attend the meeting on Wednesday, September 30 at 7 p.m. at the Town of

Lloyd Town Hall. The County's engineering consultants, HVEA Engineers, will make a presentation highlighting preliminary plans for a 1.25-mile rail trail extension, for which the County received nearly \$1.6 million in federal transportation funding. Following the presentation, the Planning Department will solicit public input on the preliminary trail design.

The project builds upon the Town of Lloyd's Phase

3 project to extend the HVRT from its existing eastern terminus at Tony Williams Park westward to New Paltz Road. The County's HVRT Phase 4 project will further extend the bicycle and pedestrian trail eastward to South Street as part of the County Executive's vision to eventually connect the Hudson Valley Rail Trail in Lloyd with the Wallkill Valley Rail Trail in New Paltz.

Robert T. Feld

Robert T. Feld, age 97 of Highland, passed away on Thursday, September 17, 2015, at his home in Highland.

Born on July 5, 1918, in Newark, NJ, and grew up in Caldwell, NJ. He was the son of the late August Otto and Clara Zandler Feld. He married Marion Allen in Woodbury, New Jersey on August 22, 1942. Mrs. Feld died on Sept. 27, 2004.

Prior to retirement, he was a mechanical and chemical engineer. He was employed by Mobil Oil, New York, NY. He enjoyed music, and was an accomplished organist. In early adulthood, he owned and flew his plane. He also enjoyed his sailboat on Tom's River, NJ.

Surviving are one son, Robert A. Feld and companion, Kathleen Sergeant, of Gardiner, NY; a grandson, William Feld of Redlands, CA; and a great granddaughter, Macy Feld, of Redlands, CA. He was predeceased by his wife, Marion Feld, and a son, Paul Feld.

Funeral services were held Monday, September 21, 2015, at Copeland Funeral Home, New Paltz, with the Rev. Arlene Dawber, officiating. Burial was on Tuesday, September 22, 2015, at Eglinton Cemetery, Clarkstown.

OBITUARIES

Christian burial was celebrated by the Rev. Matthew A. Yatkauskas, Pastor. Burial was at St. Charles Cemetery, Gardiner.

In lieu of flowers, donations may be made to St. Charles Helping Hands, 2212 Route 44/55, Gardiner, NY 12525.

Antoinette Mazzola

Antoinette Mazzola of Newburgh passed away on Friday, September 11, 2015. Antoinette was the daughter of the late Sylvester and Maria Mautone Felicello. She was born in Marlboro, NY on December 27, 1930. She was 84.

Antoinette married Leo Mazzola who predeceased her on June 2, 1990.

Antoinette was a beautician for Sheddons, Newburgh before her retirement.

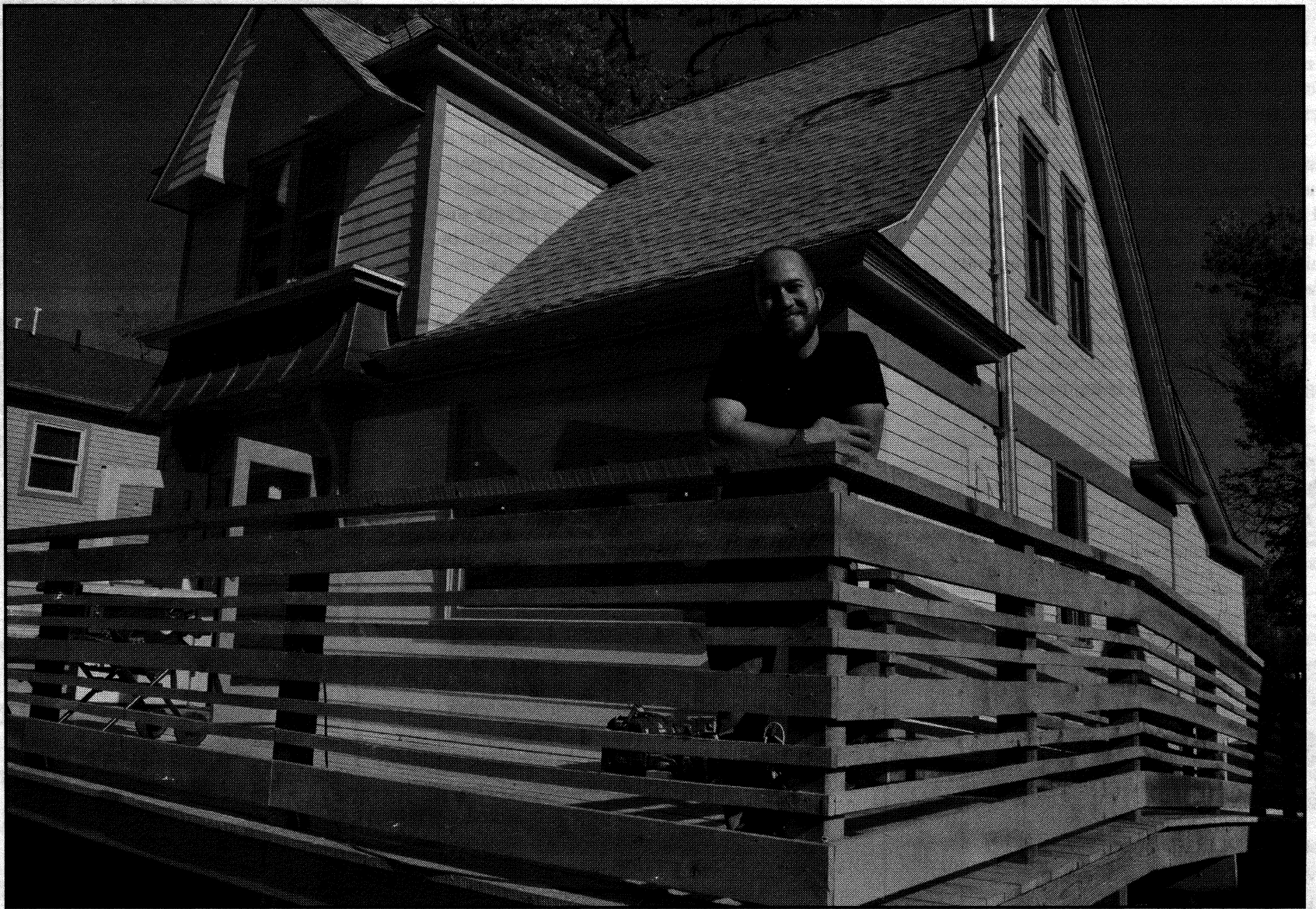
Antoinette is survived by her sons Alan Mazzola and his wife Donna of Tampa, Florida and Lee Mazzola and his wife Merethe of Marlboro, NY, her grandsons Steffen & Anthony Mazzola and her sister, Nancy Mazzola.

her husband Philip. They were married on June 30, 1957 and eventually settled in Modena in the early 1960s.

She was a highly valued and active community member. A long-time member of the New Paltz United Methodist Church, she served on the flower committee and participated in numerous fundraising activities. She was a founding member of the Plattekill Public Library and served on the Board of Trustees for 30 years, helping to establish the first reading room. Working at the John G. Borden Middle School as a reading aide for many years, she left a positive impact on many students. Selected as the Town of Plattekill's first Citizen of The Year in 2003, she was honored for her dedication, participation, and long-term impact within the community. An avid crafter, she voluntarily shared her crafting talents with children at the Plattekill Day camp, the Friends of the Plattekill Public Library, and with her many friends, never forgetting a birthday or holiday with a handmade card. She will be greatly missed for doing so much for so many.

A Memorial Gathering took place on September 18, 2015, at the Newburgh Community Center.

GARDINER | BUSINESS



PHOTOS BY LAUREN THOMAS

Gardiner Liquid Mercantile Farm Bar will open in the Village of Gardiner in October. Pictured is proprietor Gable Erenzo

Spirited company

Gable Erenzo's GLM Farm Bar & Mercantile brings unique eating, drinking and retail establishment to Gardiner

by Sharyn Flanagan

IF YOU'RE DRIVING through the hamlet of Gardiner one of these evenings and do a double-take because you think you see moving images in the window of the building next to the post office, don't worry; you're not imagining things. A short video about the new business coming to the

space – along with some vintage footage of undetermined origin – is being projected onto a sheet hanging in the large front window that faces the street. But it won't be there for long, because it's all just an eye-catching way of drawing attention to the soon-to-open-there GLM Farm Bar & Mercantile.

The proprietor of the new business is Gable Erenzo. He is the son of Ralph Erenzo, who founded Tuthilltown Spirits in Gardiner in 2005 (along with his business partner, Brian Lee). Gable Erenzo was initially chief distiller in the family business, later moving into sales and marketing and then serving as Brand Ambassador. Now Erenzo is going out on his own, "stepping out on the plank," as he words it, to start his own business, Gardiner Liquid Mercantile, LLC.

And just as Tuthilltown Spirits was revolutionary a decade ago as the first whiskey distillery in New York State since Prohibition, Gardiner Liquid Mercantile is a new type of venture breaking ground as the first of its kind.

One arm of the enterprise is a nano-distillery that Erenzo has set up at Dressel Farms in New Paltz,

where he's distilling small batches of spirits in his "old-school" 50-gallon copper still, sharing the space with the farm's Kettleborough Cider House operation. The other arm of Gardiner Liquid Mercantile (GLM) is the opening of a "branch office," so to speak, of the new distillery; an eating and drinking establishment on Main Street in Gardiner that will include a retail shop on site.

GLM Farm Bar & Mercantile will offer craft cocktails made with the spirits produced in small batches by Gardiner Liquid Mercantile along with other locally produced artisan farm beverages – hard cider wine, beer and spirits – served by the glass. Patrons who find a new favorite beverage product can then step into the Mercantile shop on site and purchase a bottle to take home with them. The menu will offer "small plates" – basically appetizer-sized – of seasonal local fare produced with fresh and locally sourced ingredients. "We're working now on pickling some of this year's harvest in order to have vegetables throughout the winter," says Erenzo. "The goal is to keep it as fresh as possible, to be seasonal and local and not have freezers and microwaves." The price



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Public Information Meeting

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New Paltz Road to South Street, Town of Lloyd
Town of Lloyd Town Hall, 12 Church Street, Highland
Wednesday, September 30, 2015 — 7:00 pm



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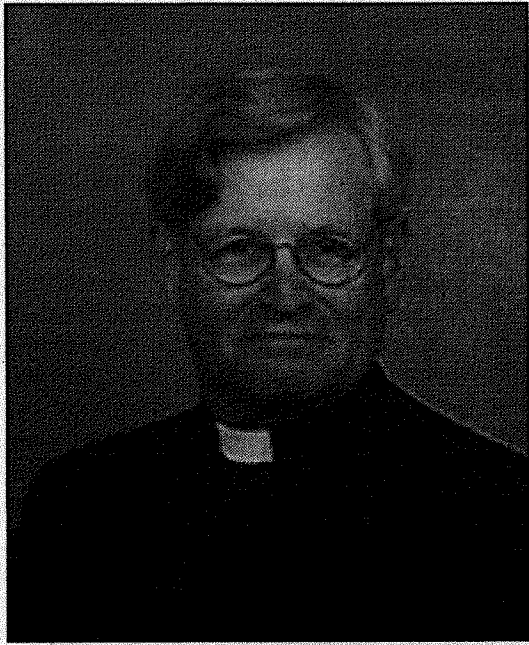
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NEW PALTZ | MEMORIAL



Ralph E. Fogg.

Service of celebration for the life of the Reverend Ralph Fogg

A SERVICE OF CELEBRATION and thanksgiving for the life of the Reverend Ralph E. Fogg will be held on Wednesday, September 30, 6:30 p.m., at St. Andrew's Episcopal Church, located at 163 Main Street in New Paltz. The service will be followed by a 7 p.m. reception in the parish hall.

Reverend Fogg served as priest at St. Andrew's from 1969 to 2002; during the same period he worked as a therapist at the next-door office of the Foundation for Religion and Mental Health. He died on June 14 in North Carolina.

BERNING New Paltz set for Sunday, September 27

New York for Sanders (NYFS) announces that it will be organizing a leafleting event to take place supporting Bernie Sanders for president this Sunday, September 27 from 1 to 3 p.m. on the sidewalk in front of Elting Memorial Library in New Paltz. NYFS is seeking volunteers to hand out flyers, which can be a PDF provided by NYFS if participants wish to print their own flyers at home.

The purpose of the event is to bring Sander's platform to the attention of the New Paltz public. Wear your Sanders gear, and don't forget to bring a snack and some water.

Sign up for a station at www.bernie2016events.org/berning-new-paltz/. For more information, call Jacob Weinstein at (845) 891-6726 or write to garcoyle6283@gmail.com.

Meeting will discuss the extension of the Hudson Valley Rail Trail

The Ulster County Department of Planning will be hosting a public informational meeting to discuss the county's project to extend the Hudson Valley Rail Trail (HVRT) from New Paltz Road to South Street in the Town of Lloyd on Wednesday, September 30, 7 p.m., at the Lloyd Town Hall, located at 12 Church Street in Highland.

The county's engineering consultants, HVEA Engineers, will make a presentation highlighting preliminary plans for a 1.25-mile rail trail extension, for which the county received nearly \$1.6 million in federal transportation funding. Following the presentation, the Planning Department will solicit public input on the preliminary trail design.

The project builds upon the Town of Lloyd's Phase 3 project to extend the HVRT from its existing eastern terminus at Tony Williams Park westward to New Paltz Road.

Following the meeting, written comments on the project will also be accepted and can be forwarded to: HVEA Engineers, 560 Route 52, Suite 201, Beacon, NY 12508, Attn. Brendan Fitzgerald, Project Manager.

Fall Family Fun Day slated for September 26

Pumpkin painting, square dancing, face painting

NEW PALTZ | BOOK SIGNING

THE GUNKS Ridge and Valley Towns Through Time

RONALD KNAPP AND Michael Neil O'Donnell have announced the publication of a new illustrated history book titled *THE GUNKS Ridge and Valley Towns Through Time*.

As those who live locally know, The Shawangunk Mountains (The Gunks) are renowned for stunning landscapes on and off the ridge in a region that has remained a favorite destination for visitors since the middle of the 19th century. In addition to presenting information about the fabled Lake Mohonk and Lake Minnewaska hotels, the book ranges across the ridge from Sam's Point in Wawarsing to Joppenberg in Rosendale. It puts a spotlight on the economic and social changes over the past century in the towns of New Paltz, Gardiner and Rosendale in the Wallkill Valley and to a lesser extent on locations in the Rondout Valley.

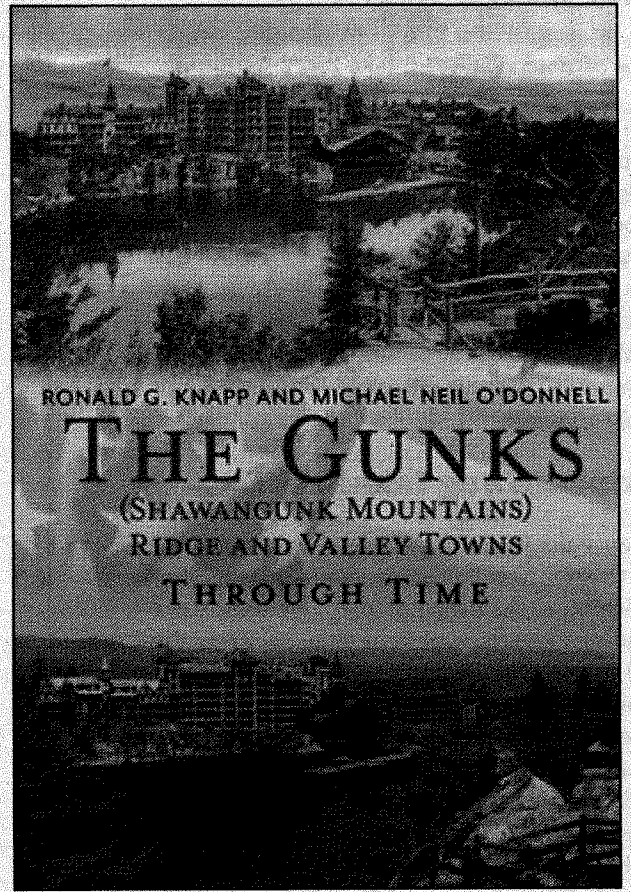
With some 200 illustrations – most in full color – the book contrasts century-old *then* images from local archives with specially photographed *now* images taken by a core of Mohonk Preserve volunteer photographers: Fred Gerty, John Hayes, Maxine Kamin, Glenn Koehler, Susan Koehler, Susan Lehrer and Carol Rietsma, all working under the direction of Michael Neil O'Donnell, whose photographic work is well known in the community.

All proceeds for the sale of the book benefit the Mohonk Preserve – author and photographers receive no royalties.

The book is available in New Paltz at Rock and Snow, Inquiring Minds, Barner Books, Handmade & More and The Treehouse. In Gardiner at the Gardiner Library and at the Mohonk Preserve. In Marletown at Mohonk Mountain House.

Knapp and O'Donnell will do a book signing and discussion at Inquiring Minds bookstore in New Paltz on Sunday, October 4 at 2 p.m.

For additional information, visit <http://www.gunksthroughtime.com/>.



and lots of other fall games and crafts will all be a part of the first annual Fall Family Fun Day this Saturday, September 26 from 2 to 5 p.m. at the New Paltz Sports and Recreation Park – formerly known as the "Field of Dreams" – on Libertyville Road across from the Ulster County Fairgrounds.

The event is free to the public and will include refreshments and live music by the band Yard Sale.

The event is sponsored by the New Paltz Central School District Foundation For Student Enhancement.

New Paltz rabies clinic

A rabies clinic for dogs and cats will be held on Wednesday, September 30 from 4 to 6 p.m. at the New Paltz town highway garage, located on Clearwater Road. The clinic is offered by the Town of New Paltz dog control officer and the town clerk's office.

Vaccinations for rabies, distemper and heartworm will start at \$10 and will be administered by Dr. Laurie Stein, the traveling veterinarian. Rabies certificates will be presented at the completion of the vaccination. These certificates are essential for licensing dogs where they reside, as required by New York State law. Dogs must be leashed and cats must be in carriers. Only the first 30 people on line will be accepted.

Hearing loss group forming in Gardiner

The first meeting of a Hearing Loss Support Group will be held in the Gardiner Library on Thursday, September 24 from 1 to 2 p.m. Future meetings will be held on the second Thursday of the month: October 8, November 12 and December 10. The goal of the group is to provide information and support to those who have or live with someone who has hearing loss. Hearing loss can be an isolating condition. The group will provide strategies for maintaining and improving the quality of life for hard-of-hearing people in the area. Group leaders Florence Butler and Alice Tenuto are members of the Hearing Loss Associa-

tion, a group that provides support and resources for people with hearing loss and their families.

Meetings will be held in the library community room, located at 133 Farmer's Turnpike. The community room is equipped with a hearing loop, which magnetically transmits sound to hearing aids and cochlear implants with telecoils (T-coils). For further information, call 255-1255 or visit www.gardinerlibrary.org.

New Paltz Golf Course to host first State FootGolf Championship

The New Paltz Golf Course has been selected to host the first-ever New York State FootGolf Championship on September 26. The individual winner and team winners win cash and will then compete in the National FootGolf Championship the following week in Texas.

The State championship match includes men's, women's and club divisions. The New Paltz Golf Course is located at 215 Huguenot Street in New Paltz. For more information about the championship or about the game itself, call (845) 255-8282 or visit www.newpaltzfootgolf.com.

SUNY New Paltz alumni reunion to be held October 2-4

SUNY New Paltz alumni will be welcomed back to campus for an alumni weekend and reunion on October 2-4.

As part of the festivities, the College will present its heritage and alumni awards on Saturday, October 3 from 11:45 a.m. to 1:30 p.m., honoring Amber Greene (public relations), Onika Jarvis (biology, educational administration) and Emeritus Professor Dr. William B. Rhoads (art history) during the all-class heritage luncheon.

Registration is now open for the luncheon and the lantern ceremony and all-anniversaries dinner. Visit the alumni weekend and reunion website (www.newpaltz.edu/alumni/reunion) for the complete schedule and registration information.



September 18, 2015

Resident
Highland, New York 12528

***Re: PIN 8761.21 – Hudson Valley Rail Trail West – Phase 4
Notice of Public Informational Meeting***

Dear Resident,

The County of Ulster is progressing a federally funded project to extend the Hudson Valley Rail Trail in the Town of Lloyd, and HVEA Engineers is working with the County on preliminary engineering designs for the trail project

The project will extend the shared-use path from the Phase 3 terminus of the Hudson Valley Rail Trail at New Paltz Road and the Highland Fire District Station 2 eastward to South Street near the Central Hudson property. The trail will follow the general alignment of the abandoned rail bed but will deviate from the rail bed to the Route 299 right-of-way in select areas to avoid residential and commercial developments. The project involves the construction of a 10-12 foot wide asphalt shared-use path for pedestrians and bicyclists.

The County and HVEA Engineers invite you to join us for a public informational meeting, which will be held at 7:00 PM on September 30, 2015 at the Lloyd Town Hall located at 12 Church Street, Highland, New York.

If you have any questions or require further information, please contact Brendan Fitzgerald or Jack Gorton of HVEA Engineers at (845) 838-3600.

Sincerely,

A handwritten signature in blue ink that reads "Brendan Fitzgerald".

Brendan Fitzgerald, P.E.
Project Manager

**County Executive Mike Hein and
the Ulster County Planning Department
Invite You to a Public Information Meeting**
*Hudson Valley Rail Trail West:
Phase 4 Project*

*Extending the Hudson Valley Rail Trail
from New Paltz Road to South Street, Town of Lloyd*

**September 30, 2015 – 7:00 PM
Town of Lloyd Town Hall
12 Church Street, Highland**



Ulster County has been awarded federal transportation grant funding for the *Hudson Valley Rail Trail West: Phase 4* project (PIN 8761.21) to extend the Hudson Valley Rail Trail westward from the planned Phase 3 terminus at New Paltz Road to South Street in the Town of Lloyd.

Ulster County's engineering consultant, HVEA Engineers, will present and discuss preliminary plans for the trail extension and is soliciting public input on the trail design from local officials, residents and businesses.



*For more information, please contact
Chris White at Ulster County Planning -- (845) 340-3338*



ULSTER COUNTY - HUDSON VALLEY RAIL TRAIL: PHASE 4
 PUBLIC INFORMATIONAL MEETING ATTENDEES - WEDNESDAY, SEPTEMBER 30, 2015, 7PM

Name	Address	Phone Number	Email Address
John Prestipino	Rock Tavern NY	NO	NO
DAVID HILLARD Darlene + Dave Planchak	Kingston, NY Highland	— —	— —
Rafael Diaz	Highway		
Karl Beard	Kingston, NY		
Kathy Nolan	Shandaken NY	845- 688-9702	Kathy@ catskillmountainkeeper.org
Kevin Smith	BEARSVILLE NY	845-461-0068	kevin.smith@ic@gmail.com
Michael Reade	NEW PALTZ, NY	845.323.1391	michael.reade@gmail.com



ULSTER COUNTY - HUDSON VALLEY RAIL TRAIL: PHASE 4
 PUBLIC INFORMATIONAL MEETING ATTENDEES - WEDNESDAY, SEPTEMBER 30, 2015, 7PM

Name	Address	Phone Number	Email Address
Ray Costantino	128 Grand St Highland NY	845-527-8773	Rebenw Rebenw@Aol.com
Frank Peter Brubaker	20 Bellvue Rd Highland NY	845-691-9316	panofhwa@gmail.com
Jane Gerardi	591 Glen Palter Rd Highland N.Y. 12524	845-505-0639	
Amy Durham	499 Rt 299 Highland	691-9381	
Taylor Deiny	611 N. Elting Ave Road Highland	845-583-7655	
Clarice Costantino	128 Grand St Highland NY	845 691 2066	rebenw1@aol.com
Doreen Deplan	124 Parake Hill Highland		rpepow@townof1094.com
Facette Miller	5 Woodlawn Dr.	845-691-8332	

Mark Reynolds Sec. Ulster Times 691-9390



ULSTER COUNTY - HUDSON VALLEY RAIL TRAIL: PHASE 4
 PUBLIC INFORMATIONAL MEETING ATTENDEES - WEDNESDAY, SEPTEMBER 30, 2015, 7PM

Name	Address	Phone Number	Email Address
Peter Bellizzi	29 white st	845 691 6313	Peterbellizzi@optonline.net
Gary Pregno	203 Sterling Place		greg55@aol.com
Bill Hveston	—	—	billhveston@yahoo.com
Samantha Dunham	499 R1299 Highland, NY 12528		
Barron Rockwell	572 New Pt 1/2 Rd Highland, NY 12528	845-691-9274	barronrock2@aol.com
John Rockwell	—		
Laura Kelly	50 Macks Ln Highland NY 12528	845-691-6870	lakellyz@aoptonline.net
Claire Winska	120 North Rd Highland, NY	914 329-4686	Cherew@optonline.net



ULSTER COUNTY – HUDSON VALLEY RAIL TRAIL: PHASE 4
 PUBLIC INFORMATIONAL MEETING ATTENDEES – WEDNESDAY, SEPTEMBER 30, 2015, 7PM

Name	Address	Phone Number	Email Address
NICHOLAS TANTILLO	101 MARABAK RD	(845) 544 0124	n.tantillo@gmail.com
Peggy Kremer	170 Upper Grand st	(845) 691-3728	Pegkrem@gmail.com
Dennis Douglas	4 Jennifer Ct. New Paltz	255-0027	ddwebmail@gmail.com
Peter Kaufman	6 Pinecrest Rd - New Paltz	845 256 1530	KAUFMANP@NEWPALTZ.EDU



ULSTER COUNTY - HUDSON VALLEY RAIL TRAIL: PHASE 4
 PUBLIC INFORMATIONAL MEETING ATTENDEES - WEDNESDAY, SEPTEMBER 30, 2015, 7PM

Name	Address	Phone Number	Email Address
Paul Bussell	2 Fenwood Ave Highland NY	691-8545-	beko1225@opt.mon.net
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Hudson Valley Rail Trail West — Phase 4

Ulster County Planning Dept.

Public Informational Meeting

September 30, 2015

Project Highlights

Project Description:

The project will extend the existing Hudson Valley Rail Trail 1.24 miles westward from the planned Phase 3 terminus at New Paltz Road to South Street in the Town of Lloyd. The path will be a 10-12' wide asphalt trail dedicated for pedestrians and bicyclists. The abandoned railbed will be utilized to the maximum extent practical; however the trail will diverge from the railbed in select areas to avoid commercial and residential development. A small trailhead parking lot will be constructed at South St.



Project Goals:

- Provide and encourage travel opportunities for non-motorized modes of travel.
- Provide safe, ADA compliant facilities for pedestrians.
- Progress an extension towards New Paltz and the Wallkill Valley Rail Trail.
- Correct existing structural deficiencies and preserve structures from further deterioration.
- Preserve a vital resource of the community for transportation and recreational benefits.
- Improve recreational opportunities and quality of life.

Project Cost & Funding:

The estimated total cost including design, property acquisition and construction is estimated to be \$2 million. The project is being undertaken with a mix of federal (80%) and county (20%) funds. The federal funds are provided through the Federal Highway Administration (FHWA) under the oversight of the NYS Department of Transportation (NYSDOT).

Anticipated Schedule:

Design: Fall 2015—Summer 2016

Property Acquisition: Spring/Summer 2016

Approval to Proceed to Construction: Fall 2016

Construction: 2017

Design Standard:

The project is being designed using NYSDOT standards and the guidelines contained in the AASHTO Guide for the Development of Bicycle Facilities. Application of these standards is mandated by the NYSDOT and the FHWA, and it is a condition of the project funding.

Project Team:

The project is being designed and constructed under the oversight of the Ulster County Planning Department in conjunction with a community advisory committee with representatives from the Town of Lloyd, the Hudson Valley Rail Trail Association, the Wallkill Valley Rail Trail Association, Scenic Hudson and the Walkway Over the Hudson. Design services are being provided by the County's design consultant, HVEA Engineers.

Contact Information:

Ulster County Planning Department:

Chris White, Deputy Director

(845) 340-3338

HVEA Engineers:

(845) 838-3600

Brendan Fitzgerald, P.E., Project Manager

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Jack Gorton, P.E., Project Engineer

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COMMENT SHEET

Project: PIN 8761.21 – HUDSON VALLEY RAIL TRAIL WEST – PHASE 4
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Name: Kathleen Nolan, MD, MSL

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Mount Tremper NY 12457

Contact Information:

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COMMENT

Great project! I will use this as soon as it is constructed!
Consider connecting east end of South Street parking
lot directly to trail (so travel on South St not required).
Consider adding a pull-off or enlarged trail
area for wetlands & wildlife viewing east of Highland Woods

Please either:

Place in box at Exit or
Mail to: HVEA Engineers
560 Route 52
Suite 201
Beacon, New York 12508
Fax to: (845) 838-5311 or
Email: jgorton@hveapc.com

Contact Jack Gorton of HVEA Engineers for assistance @ (845) 838-3600.

In Highland, Hudson Valley rail trail is growing



John Ferro, Poughkeepsie Journal 1:39 a.m. EDT October 8, 2015

Additions will bring trail closer to New Paltz town line



(Photo: Alex H. Wagner/Poughkeepsie Journal)

HIGHLAND — Seventeen hundred feet.

That's the distance that will remain between the end of the [Hudson Valley Rail Trail](http://hudsonvalleyrailtrail.net/) (<http://hudsonvalleyrailtrail.net/>) in Highland and the [New Paltz town line](#) by the end of 2017.

[Ulster County](#) planners recently unveiled plans for the latest extension of the paved trail, which now runs from the western end of [Walkway Over the Hudson State Historic Park](http://nysparks.com/parks/178/details.aspx) (<http://nysparks.com/parks/178/details.aspx>) to Tony Williams Park in the Town of Lloyd.

The \$2 million project will add 1.24 miles, bringing the trail's end to South Street, which intersects Route 299 across the street from a Lowe's home improvement store. It is being funded primarily through a federal transportation grant, with 20 percent coming from the county.

It will connect to another extension that also is in the works. An extension from [Tony Williams Park](http://www.townoflloyd.com/pages/lloydny_recreation_parks) (http://www.townoflloyd.com/pages/lloydny_recreation_parks) to Old New Paltz Road is being overseen by the town and is expected to be completed next year. It will measure about seven-tenths of a mile.

"This is how these projects happen," said Chris White, deputy director of the [Ulster County Planning Department](http://ulstercountyny.gov/planning) (<http://ulstercountyny.gov/planning>). "They happen section by section, piece by piece."

The county's section will be an asphalt trail, between 10 and 12 feet wide, running primarily along a former rail bed. A small parking lot will be built at the end of the trail on South Street.

The trail will be diverted from the rail bed to avoid running directly through Highland Woods, a small residential area located just off of Route 299.



This image provided by HVEA Engineers shows Route 299, alongside which will be a 1.24 mile extension to the Hudson Valley Rail Trail in Highland (Photo: Courtesy of HVEA Engineers)

There, the trail will run along Route 299 between two berms, one providing privacy to Highland Woods residents and the other separating riders from the busy state highway.

Paul Medici, a 58-year-old resident of Stone Ridge, uses the rail trail to commute to his job in Poughkeepsie, parking at one of the existing lots and then biking across the Walkway. The South Street lot would shorten the driving part of his commute.

"It would be nice," he said. "Get a little more riding in. A little less use of the car. Less air pollution."

When the two pieces are completed, a single trail system will connect [East Fishkill](#) to within a short ride of New Paltz, where plans are under way to connect the [Wallkill Valley Rail Trail \(http://www.wvrta.org/\)](http://www.wvrta.org/) to the carriage road system in the [Mohonk Preserve \(http://www.mohonkpreserve.org/\)](http://www.mohonkpreserve.org/) and [Minnewaska State Park Preserve \(http://parks.ny.gov/parks/127/details.aspx\)](http://parks.ny.gov/parks/127/details.aspx).



THE POUGHKEEPSIE JOURNAL

[Trail link to 'Gunks' is unveiled](#)

[\(http://www.poughkeepsiejournal.com/story/news/local/ulster-county/2015/07/28/trail-link-gunks-takes-shape/30776587/\)](http://www.poughkeepsiejournal.com/story/news/local/ulster-county/2015/07/28/trail-link-gunks-takes-shape/30776587/)

The Highland project is part of a [broader effort \(http://ulstercountyny.gov/planning/rail-trail-project\)](http://ulstercountyny.gov/planning/rail-trail-project) by Ulster County Executive Michael Hein to transform disparate trails into one large, interconnected system.

It will also mark the latest expansion of a vision that dates back to the mid-1990s, when a Schenectady-based company approached Lloyd town officials about running fiber-optic cable along the old [Penn Central](#) rail bed.

Lloyd officials negotiated a deal in which the company paid \$400,000 for a right of way. The money was used to help fund the trail, which opened in 1997 as a dirt trail and began being paved in 1998.

Some town residents opposed the development of the trail, arguing the money should be used for other purposes. They attempted to force a permissive referendum, but a state Supreme Court judge invalidated their petition.

"It was new to them, and people don't like change," said Ray Constantino, a former Lloyd councilman and supervisor who now serves as project manager for the town's extension project. "Now those same people are walking on it. ... Now, these people see me and say 'thank you.'"

John Ferro: 845-437-4816; jferro@poughkeepsiejournal.com (mailto:jferro@poughkeepsiejournal.com); Twitter: @PoJoEnviro

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Rail Trail Phase 4 unveiled

October 6th, 2015 [Leave a comment](#) [Go to comments](#)

Last week the Town of Lloyd hosted a public informational meeting on Phase 4 of the Hudson Valley Rail Trail.

The proposal, presented by engineers Brendan Fitzgerald and Jack Gorton of HVEA Engineers, is to extend the existing Rail Trail in Lloyd westward by 1.24 miles from the end of Phase 3 at New Paltz Road (projected for construction in 2016) on out to South Street where a small parking lot will be built.

The project will utilize the old rail bed where possible but will diverge in parts in order to avoid present commercial concerns and provide privacy berms near residential areas. The path will have gentle grades and curves with fencing where needed and will be up to 12 feet wide of paved asphalt with 3-foot shoulders. It will be used for safe ADA compliant, non-motorized purposes by pedestrians and bicyclists and will enhance Lloyd's recreational opportunities, promote economic development and to provide a better quality of life.

Phase 4 is estimated to cost \$2 million, which includes the design work, property acquisition where needed, and the actual construction of the trail. The project will be paid for with 80 percent in federal funding and 20 percent by Ulster County. The federal share is coming from the Federal Highway Administration and will be overseen by the New York Department of Transportation.

The engineers listed what will be done in this beginning phase of the project; a topographic survey, an evaluation of traffic and drainage, a review of the project's impact to the Black Creek and to the state and federal wetlands in the area, an assessment of all habitat and a consideration of the historical resources along the trail.

The preliminary design work and property appraisals will be done during the winter of 2015-16; the final design and property acquisitions are to be completed by the Spring/Summer 2016; final construction documents will be completed by Fall 2016 and construction (by the lowest qualified bidder) is slated for the 2017 building season.

The project will be overseen by the Ulster County Planning Department along with a community advisory committee made up of members of the Hudson Valley and Wallkill Valley Rail Trail associations, residents of the Town of Lloyd and staffs of Scenic Hudson and the Walkway Over the Hudson.

Developing the rail trail was originally the idea of former Lloyd Supervisor Ray Costantino and his wife

Claire, with planning and conceptual design work done in the mid 1990s. A \$3,000 grant paid for a design (by a UConn professor and his students) that eventually led to the first section being paved in 1999 for \$73,000 during his tenure in office.

Costantino said he did not expect that it would take 20 years to get to this point. He is, however, pleased that Ulster County is stepping in to assist with Phase 4 at this critical juncture, calling it a “dream come true.” Claire concurred, saying “it’s been a long haul; it’s great to see it come to fruition.”

Supervisor Paul Hansut is looking forward to the completion of the trail.

“The rail trail gets a lot of use [and] it will bring some economic development to our community. A lot of people enjoy going out walking with their kids, and my daughter and my grandson were out there yesterday ... so this will be a great thing for our recreation in town.”

Karl Beard, of the Rivers, Trails and Conservation Services for the National Park Service, attended the informational meeting. Over the years he has provided technical and planning assistance with the development of the Lloyd and county-wide rail trail systems. He said he helps communities “understand what the alternatives are and what the best practices might be in addressing problems.”

Chris White, deputy director of the Ulster County Planning Department, is the project manager for Phase 4 of the Rail Trail. He said he is working to ensure that people living near the proposed trail are not negatively impacted.

“I think people were here because they liked the idea of the trail and some of them had specific concerns,” White said. “We want to make sure that the trail is both an amenity for them and does not in any way ruin their privacy. We want to be very sensitive that this is in their backyard.”

By MARK REYNOLDS
mreynolds@tcnewspapers.com

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