

**ULSTER COUNTY
U&D CORRIDOR EVALUATION**

Highest and Best Use Evaluation Matrix by Segment

11/30/2015 Stone Consulting

TRAVELING WEST FROM KINGSTON TO HIGHMOUNT

MP	Location	Description	Status	Significant issues	Rail only use notes	Trail only use notes	RWT notes	Initial Stone Recommendation
5.9 to 6.74	Hurley Mt. Road to Siding Area	Hurley Mt. Road; Includes current Polar Express "North Pole" location for 2014 and 2015	in service passenger to aprox 6.5	Narrow Bluestone cut; tight ROW, encroachments, difficult trail placement for .75 miles, recr. width only	Hurley crossing protection. Allows continued operations to a "North Pole" area for Kingston special events	Hurley crossing protection. Connectivity to Ashokan. Will require excavation for clearing 12' trail section even if no rail presence	Most difficult area to resolve on lower end of corridor	*** critical area *** RWT but very difficult to accomplish; recr. trail cross section only for .75 miles. NYDOT issues
6.74 to 7.28	Siding Area with double track space	Former passing siding double-track width	out of service passable	relatively easy to accomplish for additional run distance of half a mile for rail events	Extends operations for events with minimal trail interference for full width trail section Extends run to 3.7 miles	Connectivity to Ashokan Easy construction area with full trail width even w/rail	Easiest RWT section on entire county profile without conflicts	RWT if can be reached through 6.74 Full width trail possible
7.28 to 8.33	Hill to Rt. 28A crossing	Single track on hillside in original construction zone from 1868.	out of service passable	Narrow ROW above Rt. 28 with various shale cuts, 2 significant fills	General drainage rehab. destination issue remains	Some minor fill widening necessary for 12' trail profile. Area is on 2% grade and subject to highway noise. Provides connectivity to Ashokan	Recreational trail only with some shale fill excavation and fill widening toward hillside Possible environmental issues on upper forested hillside	RWT but subject to any access to hill destination site availability for rail. Delay for trail ROW cleanup
8.33 to 10	28A to Basin Road DEP boundary	Original line to 8.79, then relocation to 10	out of service passable	Zone of high fill through wetlands, commercial zone adjacent, then deep but wide Bluestone cut	Clean out cuts but generally just tie work for rail only Crossing at 28A hazard	Large fill will require possible lowering to achieve 12'+railings both sides. Commercial activity beside trail. Provides connectivity to Ashokan Crossing at 28A hazard	Virtually infeasible based on high fill issues across wetland with steep side slopes. Trail relocation on 28A unlikely just as narrow a corridor	RWT not feasible on fill. Rail depends on potential site availability for rail. Delay for trail ROW cleanup <i>Research Basin Rd. - all</i>
10 to 11	Boundary to Glenford Dike	Boundary line to west end of Glenford Dike (CMRR business plan destination zone)	out of service passable	Within DEP agreement area signed 2015. Rail OR trail usage, not both Contested area of interest creating conflicting use.	No significant impediments. Provides special events area at West Hurley and viewscape at Glenford Dike. Next reservoir view is at Boiceville end 8 miles away	Grade decreases. Trailhead area proposed. 600' back from Rt. 28. Likely prime trailhead location on east end Reservoir view excellent from dike areas for trail users Full width feasible and designed Destination trail features present	Very feasible based on original RWT beside stone wall and wide cut widths DEP did not sign agreement for RWT provision No incentive for DEP	Trail if DEP does not allow rail access to W. Hurley or Glenford Dike as destination
11 to 16.4	Glenford Dike to Shokan MOW shed	Glenford Dike to Shokan generally parallel to Rt. 28	out of service passable	Within DEP agreement area signed 2015. Rail OR trail usage, not both	Generally 'green tunnel' beside Rt. 28 with no remarkable views for rail use	Flat and wooded alternative to paved Rt. 28 shoulders Full width trail designed Destination trail features present	Not proposed by CMRR as active rail usage in business plan. No alternative trail alignment proposed. Single-track ROW on minor cuts and fills	Destination trail usage

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16.4 to 18.?	Shokan to Butternut Cove	Generally woodland alignment well away from Rt. 28 and Reservoir	out of service passable	Within DEP agreement area signed 2015. Rail OR trail usage, not both	Generally 'green tunnel' through forest with no remarkable views	Flat and wooded alternative to paved Rt. 28 shoulders Full width trail designed Destination trail features present Removed from highway noise	Not proposed by CMRR as active rail usage in business plan. proposed. Single-track ROW on minor cuts and fills	Destination trail usage
18.? to 21.6	Butternut Cove to Boiceville Bridge (Rt. 28A crossing)	Reservoir views and possibly most scenic specific area for any usage of corridor	out of service (washout and bridge down)	Within DEP agreement area signed 2015. Rail OR trail usage, not both	Best scenery on a restorable segment, but far from Kingston	Best trail experience on entire corridor area, likely 'most used' area of proposed trail sections	Not proposed by CMRR as active rail usage in business plan. Portions of ROW on narrow causeway	Destination trail usage
21.6 to 23.3	Rt. 28A to Coldbrook Washout	Generally creekside; Coldbrook Sta. at 22.1	out of service (washout and bridge down)	inaccessible to any use due to washout. Funding received but question on sufficiency	Coldbrook sta. historic/restored but privately owned No passing siding at 28A or at Coldbrook	Good creekside and waterway access where Rt. 28 cannot reach Proposed by county as 'rail only'	Does not appear to be proposed for RWT due to County rail designation	Rail usage w/proper site incl. Stand-alone only with full feature event site/term. and interface with trail
23.3 to 25.7	Washout to Rt. 28 crossing Mt. Tremper	Generally creekside and isolated	In service passenger	Current CMRR operations zone to washout	Current most scenic area away from Rt. 28 highway corridor in operation	Good creekside and waterway access where Rt. 28 cannot reach Proposed by county as 'rail only'	Does not appear to be proposed for RWT due to County rail designation	Rail usage
25.7 to 27.8	Rt. 28 to Mt. Tremper and Phoenicia	Generally roadside with Route 28 visible	In service passenger	Current CMRR operations to Mt. Tremper	Washout recently rebuilt to allow operations to Phoenicia <i>Museum owns parcels adjacent</i>	Generally in same corridor as highway but on creekside. Proposed by county as 'rail only'	Does not appear to be proposed for RWT due to County rail designation	Rail usage
27.8 to 28.8	Phoenicia - Bridge C34 washout	Entire roadbed missing to Woodland Valley Road short section visible	Out of service roadbed partially missing	Grade wiped out for significant portions of parallel distance generally visible from 28	Grade missing Bridge out at 28.8 ROW heavily overgrown	Bridge out at 28.8 Out of Rt. 28 corridor beyond ROW heavily overgrown	Not proposed	Future trail usage
28.8 to 33.?	C34 bridge to Rt. 28 crossing Shandaken	South creek alignment with limited washouts at creekside locations Crossing removed on 28	Out of service roadbed partially missing	Grade wiped out in isolated locations Difficult to field-check	Alloben bridge remains Rail intact but heavily overgrown	Good location south of Rt. 28 corridor with alternate woodland and creekside locations. Bridge intact at Alloban	Not proposed	Future trail usage

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33.? to 36.77	Rt. 28 Shandaken to Big Indian bridge	South creek alignment with limited washouts at creekside locations Crossing removed on 28	Out of service roadbed partially missing	Grade wiped out in isolated locations Difficult to field-check	Big Indian bridge, piers and abutments removed after Irene in 2011	Likely detour via highway around missing Big Indian bridge beyond Lasher Rd. bridge	Not proposed	Future trail usage
36.77 to 36.89	Big Indian bridge to Lasher Rd. br	Begin 3.4% grade Bridge removed at Lasher Rd. due to low clearance	Bridges removed out of serv.	Grade heavily overgrown	Lasher Rd. bridge removed for emergency vehicle clearance.	Trail will likely have to detour with two missing bridges	Not proposed	Unlikely for rail or trail
36.89 to 40	Lasher Rd. Br to Pine Hill	3.4% grade to former station site at Pine Hill	very narrow underpass on Station Rd E. of site	Overgrown but bridges intact	Accessible from west end (DURR) with track rehab only	Potential for winter use with rails remaining in place Ski resort.	Not proposed but could be seasonal	Trail potential but subject to connectivity. High potential for ski-related trail or seasonal use
40 to 41.6	Pine Hill to County Line Highmount 1.6 miles	3.4% grade around 2 sharp curves uphill to former Grand Hotel station	Out of service partially cleared at Grand Hotel DURR has operated from west in 2013	Spectacular but difficult railroad alignment down mountainside 2 horseshoe curves	Accessible from west end (DURR) with track rehab only <i>DURR has expressed specific interest in this portion</i>	Potential for winter use with rails remaining in place Ski resort in vicinity.	Not proposed but could be seasonal wintertime and meet Camoin goals	DURR Tourist rail use if agreement reached with County w/lease payment as economics favor Delaware County