

Kingston Rail Trail

Ulster County Department of Planning

Linking the City of Kingston to the O&W Rail Trail

209

NYSDOT - PIN 8758.04

December 8, 2015

Kingston, NY



Kingston Rail Trail

Linking the City of Kingston to the O&W Rail Trail

Agenda

- Project Team and Introductions
- Project Overview
 - Funding and Schedule
 - Objectives
 - Alternatives
 - Preferred Alternative
- Existing Conditions
- Environmental Studies

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Locally Administered Federal Aid Project

- \$ 1,375,000 Total Project Funding Currently Allocated
- 80% Federal/State Funds Through the Surface Transportation Program (STP-FLEX)
- 20% State Dedicated Funds
- Draft Ulster County Transportation Committee (UCTC) Transportation Improvement Program (TIP) includes Additional Funds to bring the Project Budget to \$2.03M

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Schedule

- Begin ROW Process January 2016
- Design Approval March 2016
- Design and ROW Complete August 2016
- Begin Bid Process October 2016
- Award Construction Contract January 2017
- Construction Start April 2017
- Construction Complete July 2017

Kingston Rail Trail

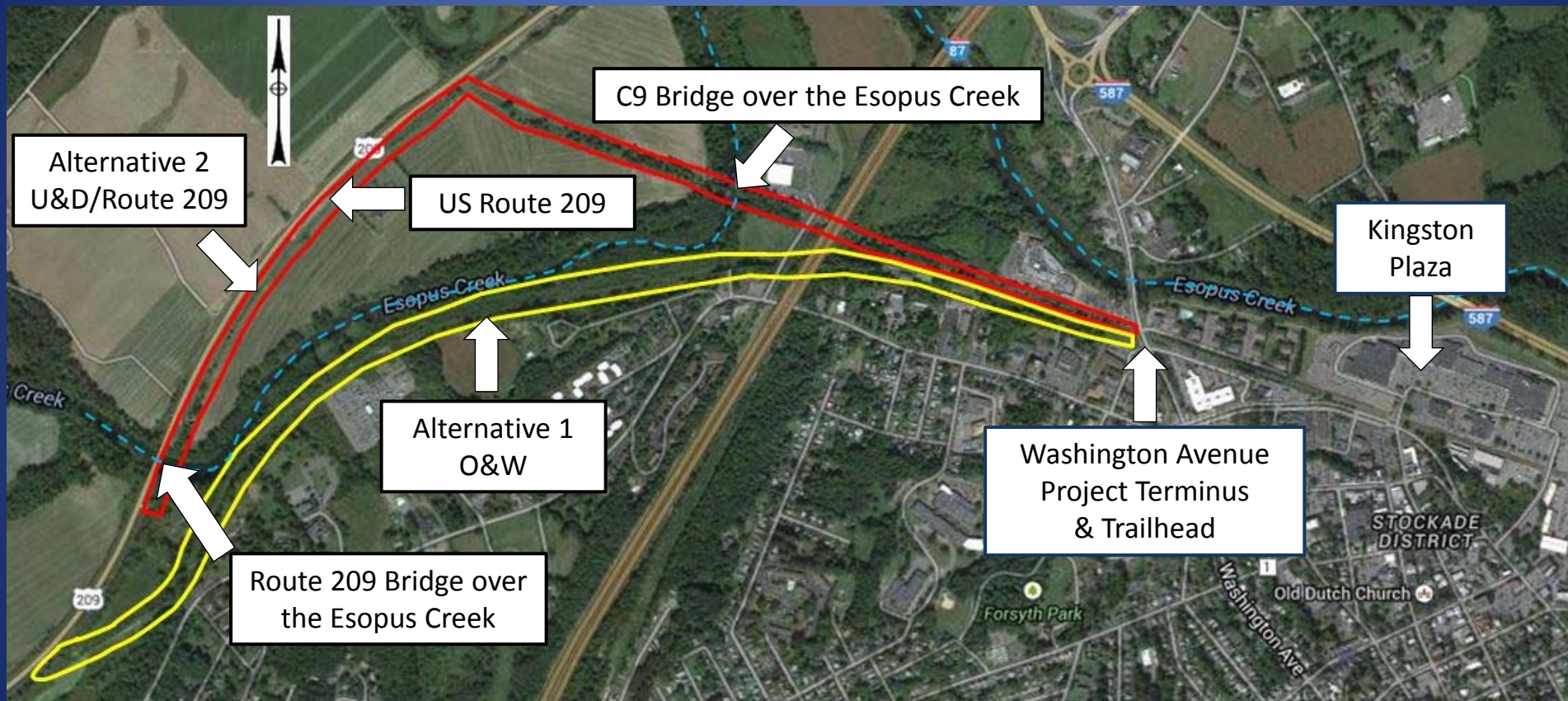
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Project Objectives

- Establish an Off-Road Pedestrian & Bicycle Trail Linking the City of Kingston to the Towns of Hurley & Ulster
- Expand the County's Rail Trail Network into a World-Class Tourism Destination and First-Class Quality of Life Amenity
- Link to the Kingston Greenline, Connections to Businesses, & Services in Kingston and the Towns of Ulster and Hurley
- Enhance Recreational Opportunities and Improve Quality of Life
- Create a Multi-Use Trail Hub in the City of Kingston

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Alternative 1 – O&W = 1.8 mi



Alternative 2 – U&D/Route 209 = 1.8 mi

Kingston Rail Trail Alternative Comparison

Preliminary Design

- Mapping & Data Gathering – Field Reconnaissance
 - Development of Digital Mapping
 - Property Boundaries, Ulster County Property Data
- Identify Challenges – Crossing the Esopus & Thruway
 - Cost and Feasibility
- Identify Property & Potential Environmental Impacts
 - Adjacent Landowners, Wetlands, Stormwater Management, Access
- Estimate Costs – Final Design, Right of Way, Construction
 - Limited Funding Available , Federal-Aid Project Requirements

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Bridges Associated with U&D/209 Corridor

**US Route 209 over the Esopus Creek
Approximately 285' Long**



Kingston Rail Trail

Linking the City of Kingston to the O&W Rail Trail

Bridges Associated with U&D/209 Corridor

U&D over the Esopus Creek (C9 Bridge)

Approximately 330 feet Long



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Alternative Comparison

Alternative 1 – O&W

- No Esopus Creek Crossing
- Acquisitions/Easements Required
- Minor Wetland Impacts
- No Effect on Historic Properties
- Coordination with CHG&E for its Project in the Corridor

Estimated Total Project Cost = **\$1.9 M**

Alternative 2 – U&D/RT 209

- Requires 2 Esopus Creek Crossings
- No Property Acquisitions
- Minor Wetland Impacts
- No Effect on Historic Properties
- Requires Permits from NYSDOT, NYSDEC, Army Corps of Engineers

Estimated Total Project Cost = **\$6.3 M**

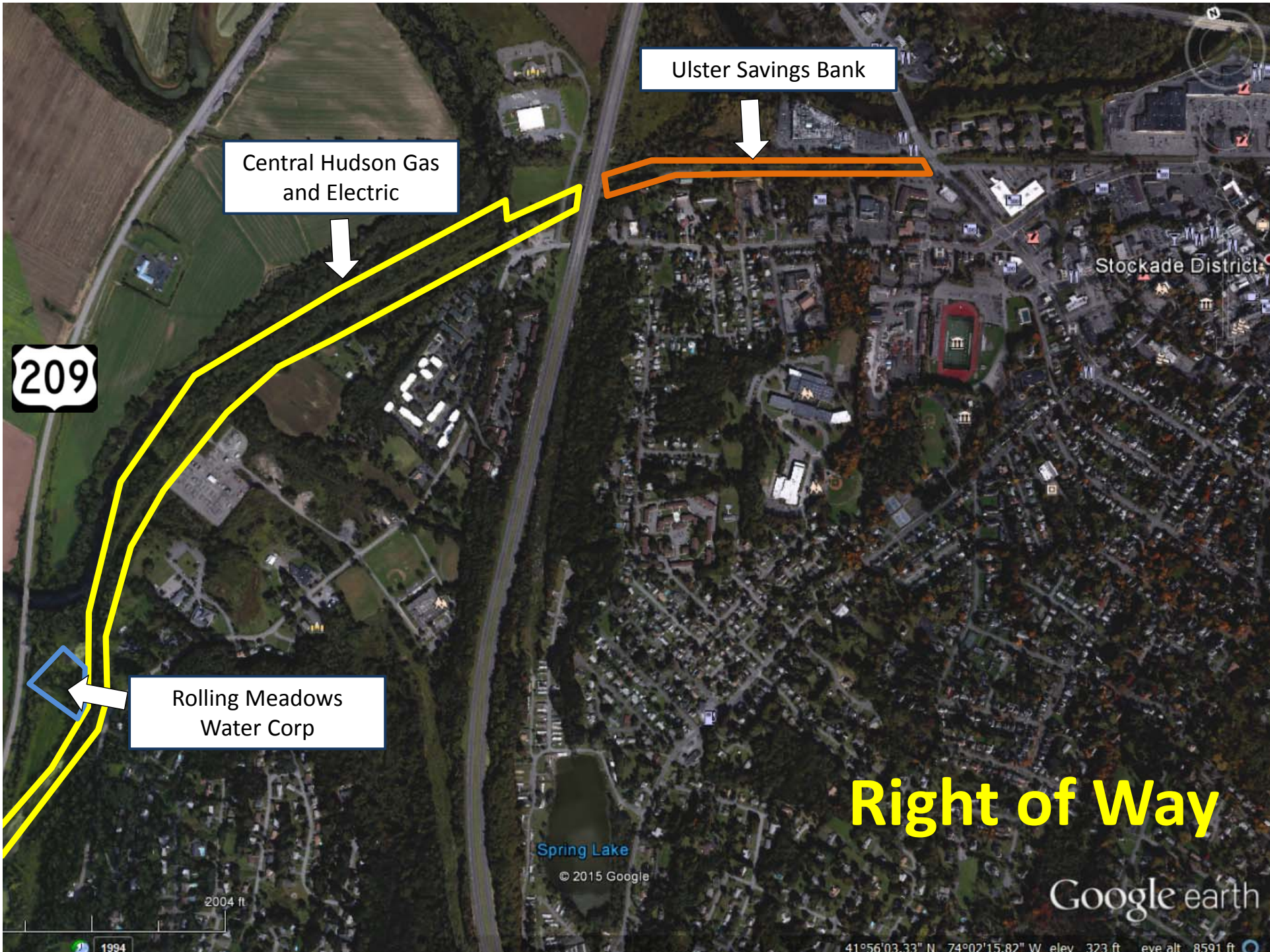
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Washington Avenue to Kingston Plaza



- Requires Signalization at Washington Avenue for Pedestrian Crossing
- Right of Way Involvement, Encroachments
- Estimated Total Cost = \$ 375,000



Ulster Savings Bank

Central Hudson Gas and Electric

209

Rolling Meadows Water Corp

Stockade District

Spring Lake

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Right of Way

Google earth

2004 ft

1994

41°56'03.33" N 74°02'15.82" W elev 323 ft eye alt 8591 ft

Preferred Alternative

The O&W Route (Alternative 1) is the Preferred Alternative

- Meets Objectives, Proposed Budget, & Schedule
- Unimproved Corridor Currently Informally Utilized by Walkers, Runners, & Mountain Bikers
- Logical Access Points and Links to Existing Trail
- Engineering and Construction Not Overly Complicated
- Most Direct Route From City of Kingston to Hurley Rail Trail

Existing Conditions – Alt. 1 - O&W





Existing Conditions – Alt. 1 - O&W

Existing Conditions – Alt. 1 - O&W



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Existing Conditions – Alt. 1 - O&W



Existing Conditions – Alt. 1 - O&W



Existing Conditions – Alt. 1 - O&W

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Existing Conditions – Alt. 1 - O&W

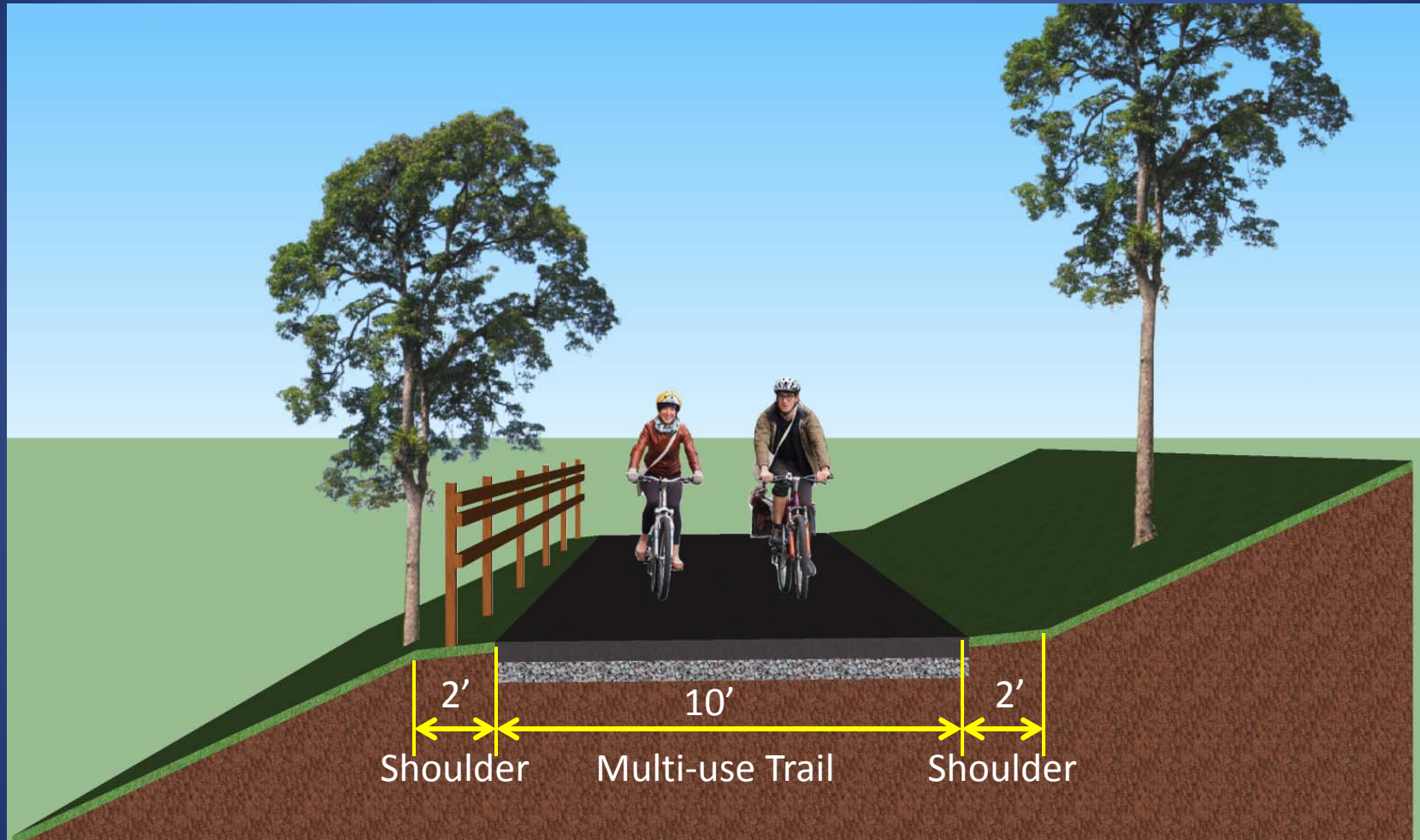


Cut slope along eastern side of corridor



Utility poles owned by CHG&E
New Transmission System
Planned by CHG&E

Rail Trail Section



Typical Trail Section Throughout O&W Corridor

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Existing Conditions – Alt. 1 – O&W

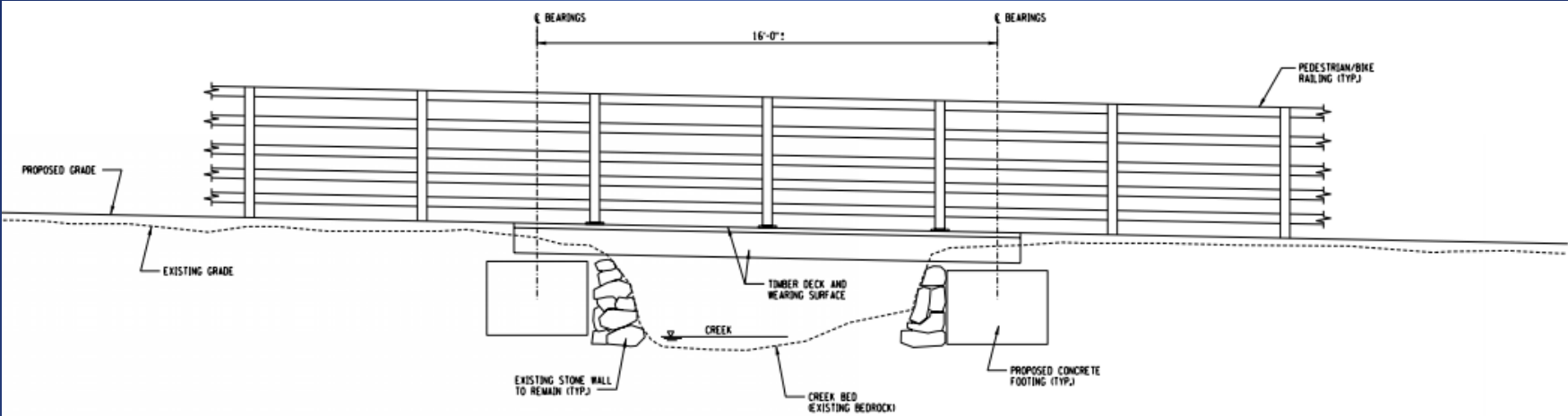


Existing Steel and Timber Structure

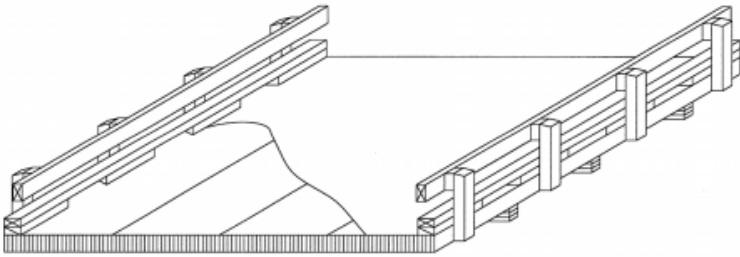


Potential Replacement Example

Kingston Rail Trail



PROPOSED FOOT BRIDGE ELEVATION
SCALE: 1/4" = 1'-0"



BY: BARTON & LOGUIDICE, D.P.C.

Kingston Rail Trail Project

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Existing Conditions – Alt. 1 – O&W



NYS Thruway Underpass – Coordination
with NYS Thruway on-going



Wetland Adjacent to Trail Corridor
Special Environmental Protections will be
Implemented

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Existing Conditions – Alt. 1 – O&W



Approximate Hurley Rail Trail
Connection Location at Western Link



Proposed Trailhead with Parking Lot
Location at Washington Avenue

Opportunities



Proposed Trailhead at Washington Avenue

An aerial photograph of a rural landscape. A road, marked with a '209' shield, runs diagonally from the top left towards the bottom center. To the right of the road, a yellow dashed line indicates a rail trail path that curves through a wooded area. A red dashed line follows the road. The background shows a mix of green fields, trees, and some buildings.

The Proposed Kingston Rail Trail Connection to the O&W Rail Trail

Opportunities

The O&W Rail Trail Extends Approximately 13 miles from the Town of Hurley Southwest through the Town of Marbletown and into the Town of Rochester



**Open Up Scenic Vistas,
Improve Creek Access**

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**Open Up Scenic Vistas,
Improve Creek Access**

US Route 209 Underpass



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Possible Connections to Future Trail Projects

Trail Surfaces

- Stone Dust
- Various Gradations of Stone or Stone and Sand and Clay Additives
- Conventional Asphalt Pavement
- Asphalt Millings / Sand Mixture
- Porous Materials
- Mechanically Constrained Stone
- Modified Stabilized Soils



Considerations:

Long Term Sustainability, Durability, Maintenance, Wetlands, Federal-aid Project, Consistency with Adjacent Trail, CHG&E Access, ADA Compliance, Cost

Recommended Surface is - Asphalt Pavement

Social, Economic and Environmental Considerations

- Improve Quality of Life and Public Health
- Benefits All Social Groups
- Positive Impacts on Local Businesses and Tourism
- Gives the Option of using Alternate Modes of Transportation

- Initial Screenings Completed
- Wetland Delineations
- Endangered Species
- No Historic Impacts

Approvals

- National Environmental Policy Act (NEPA)
- State Environmental Quality Review Act (SEQRA)

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Thank You!

Project materials including this presentation can be found at:

<http://ulstercountyny.gov/planning/krtip>

Written Comments and Feedback can be Directed to the County Website, via E-mail, or by Utilizing the Comment Forms Provided Tonight until December 22, 2015.

Please Address Comments to:

Chris White, Deputy Director of Planning

Please also reference the “Kingston Rail Trail”

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