

Auburn Trail Connection to Ontario Pathways

Feasibility Study

FINAL REPORT



Prepared for:

**Town of Farmington
Town of Canandaigua
City of Canandaigua**



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Acknowledgements

We wish to thank the many people who participated in the development of this study. They have provided their time and talents to deliver a recommendation for trail and recreational improvements that will benefit the residents, visitors and businesses within the project area and region.

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EXECUTIVE SUMMARY

The purpose of this study was to evaluate the feasibility of constructing the Auburn Trail Connector, a multi-use trail through the Towns of Farmington and Canandaigua and the City of Canandaigua. The proposed trail would connect the existing Auburn Trail, which currently terminates at CR 41 near Mertensia Road in the Town of Farmington to the Ontario Pathways Trail in the City of Canandaigua via the Canandaigua Rail to Trail Project. The Canandaigua Rail to Trail Project is a proposed trail segment that runs along the former railroad corridor from Buffalo Street just east of Baker Memorial Park to East Street where the Ontario Pathways trail begins. The proposed Auburn Trail Connector would close the gap that exists in the local and regional trails network. Potential trail alternatives were evaluated within the study area bounded by New Michigan Rd. to the west, the Empire gas line to the east, CR 41 to the north and Buffalo Street to the south.

Although the Town of Farmington was the lead municipality for this GTC-sponsored project, a Project Advisory Group (PAG) was established and coordination with the PAG, as well as the public, occurred throughout the duration of the project. The PAG, served as the primary decision-making body providing guidance on the key components of this project that were used to progress each task. The PAG provided input on the preferred trail type, trail users, the evaluation criteria used to assess the feasibility of each alternative, and project phasing. Project information was also presented to the public to obtain their input and feedback. Based on input received, the preferred trail type was determined to be a 10-foot-wide off-road trail with a stone dust surface course. In addition, the evaluation criteria consisted of 7 key criteria that were ranked in order of priority based on input received from the PAG and the public.

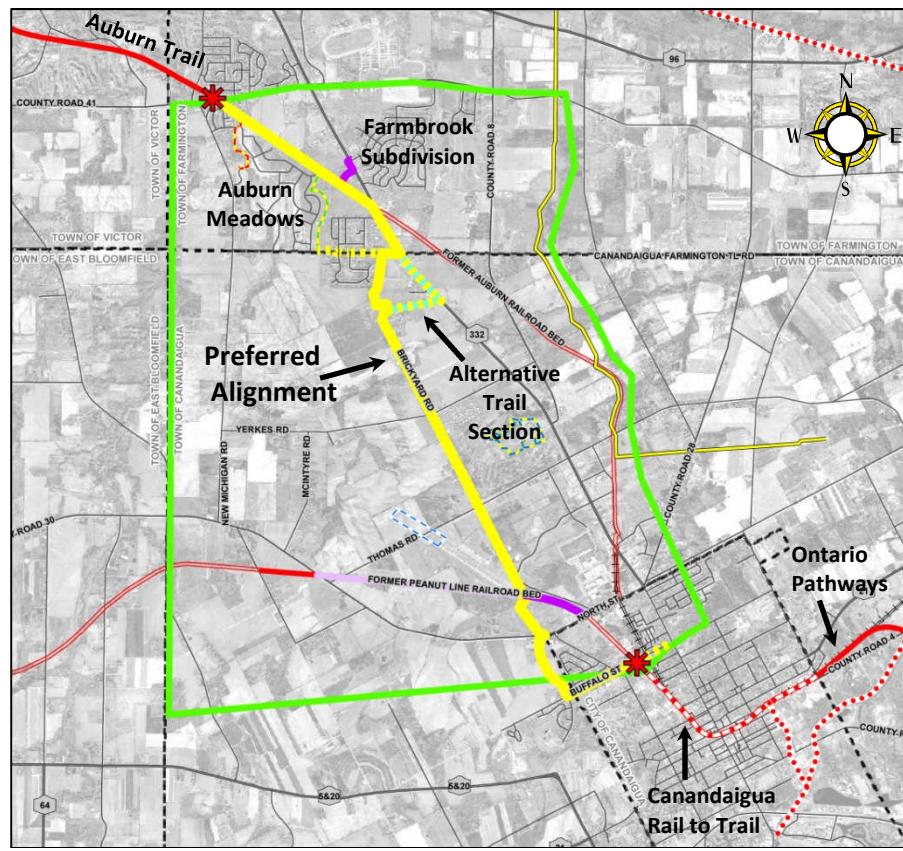
Prior to developing preliminary trail alignment alternatives, an existing conditions assessment was conducted to identify existing opportunities and challenges related to trail development within the project study area, as well as key destinations or points of connectivity. Identified opportunities and challenges include: environmental features, NYS Route 332 and other roadways within the study area, railroad corridors, agricultural properties, community resources, and utility easements/rights of way.

Subsequently, a total of 17 preliminary alternatives (with 5 sub-alternatives) were identified within the study area and assessed in accordance with the evaluation criteria established in consultation with the PAG. A two-step process was used to assess and rank each alternative against the established criteria. Following the second step of the evaluation process, the 17 preliminary alignments were narrowed down to three primary alignments (i.e., the Green, Purple, and Blue Alignments). Discussions with potentially impacted property owners then occurred to determine their willingness to grant a permanent easement across their property to accommodate the trail. As a result of the property owner discussions, the Green and Purple Alignments were eliminated as feasible alternatives, as not all owners impacted by these two alignments were willing to grant permanent easements for the trail. The Blue Alignment was

subsequently determined to be the only remaining feasible alternative. Adjustments were made to the Blue Alignment based on property owner feedback and comments received from the PAG.

The preferred alignment, as shown in yellow on the aerial inset below, is approximately 7.6 miles long and is described as follows:

- The trail begins at the current terminus of the Auburn Trail at CR 41 just east of Mertensia Road and follows the former Auburn Railroad corridor southeast to NYS Route 332.
- At the intersection with NYS Route 332, the trail progresses south as a sidepath along the west side the NYS 332 to Canandaigua Farmington Town Line Road. The trail would be



Preferred Trail Alignment

located parallel to and behind the existing sidewalk in locations where the sidewalk exists, or offset from the existing roadway a minimum of 5 feet in areas where no sidewalk exists.

- At Canandaigua Farmington Town Line Road, the trail crosses the road, turns west and proceeds along the south side of the road approximately 700 feet. At this point, the trail turns and heads south/southeast across private property until it reaches Purdy Road at the intersection with Brickyard Road. The trail then crosses Purdy Road and continues south along the east side of Brickyard Road.
- The trail continues south along the east side of Brickyard Road, crossing Yerkes Road until it reaches Thomas Road. At Thomas Road, the trail crosses to the west side of Brickyard Road and continues south along the eastern boundary of the Canandaigua

Airport property. The trail then crosses the former Peanut Line Railroad and continues south through private property to County Road 30.

- The trail crosses County Road 30 and enters Richard P. Outhouse Memorial Park, and continues south along eastern side of Outhouse Road to Buffalo Street where the proposed trail would terminate.

An on-road trail segment is recommended along Buffalo Street from Outhouse Park to connection to the Canandaigua Rail to Trail Project just east of Baker Memorial Park. This section would be comprised of minor improvements including re-striping the roadway to accommodate bicyclists. It is recommended that such improvements be constructed as part of the Canandaigua Rail to Trail Project as Richard P. Outhouse Memorial Park is a logical destination point for the Auburn Trail Connector until the Canandaigua Rail to Trail Project is constructed.

Three trail spurs or extensions of the main trail are proposed as follows:

Farmbrook Subdivision Trail Spur:

- On the former Auburn Railroad bed approximately 700 west of NYS Route 332, a trail spur extends northeast across private property to NYS Route 332 where the trail continues north parallel to the back edge of the sidewalk to the intersection Farmbrook Drive. Trail users would then cross at this existing signalized pedestrian crossing to the Farmbrook Subdivision and Farmbrook Park.

Auburn Meadows Trail Spur:

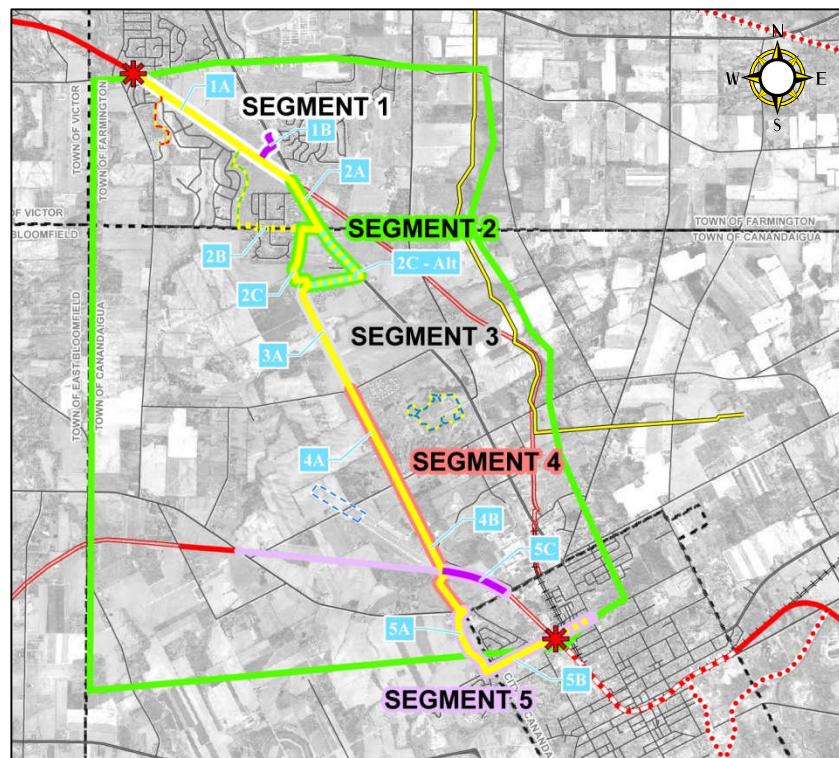
- On Canandaigua Farmington Town Line Road, at the point where the trail turns and heads south across private property, a trail spur would continue west along the south side of Town Line Road it intersects with Stablegate Dr./Birchwood Dr. At this intersection, the trail would then cross to the north side of the road and continue west to the Auburn Meadows Subdivision, connecting to the proposed 8' wide stone dust path along the eastern border of this development.

Peanut Line Trail Spur:

- At the point where the preferred alignment crosses the former Peanut Railroad corridor and continues south across private property, a trail spur would extend southeast along the Peanut Railroad line to North Street. Development of this spur would add to the sections of the Peanut Line that have been formalized as a multi-use trail and further the goal of formalizing the entire rail corridor as a multi-use trail.

Because the length of the preferred alignment is 7.6 miles, constructing it under one construction contract was determined to be cost prohibitive. Therefore, the trail alignment was

divided into 5 segments. Construction of the segments could occur in any order. However, it is desirable to have logical connection points for the segments as they are constructed. With this in mind, it seems most logical to construct the northern and southern segments prior to constructing the middle segments since the northern and southern segments have logical connections to the existing Auburn Trail and Richard P. Outhouse Memorial Park. Once these segments are constructed, the middle segments can be constructed to complete the trail.



The cost breakdown for each segment is as shown in Table 1 below:

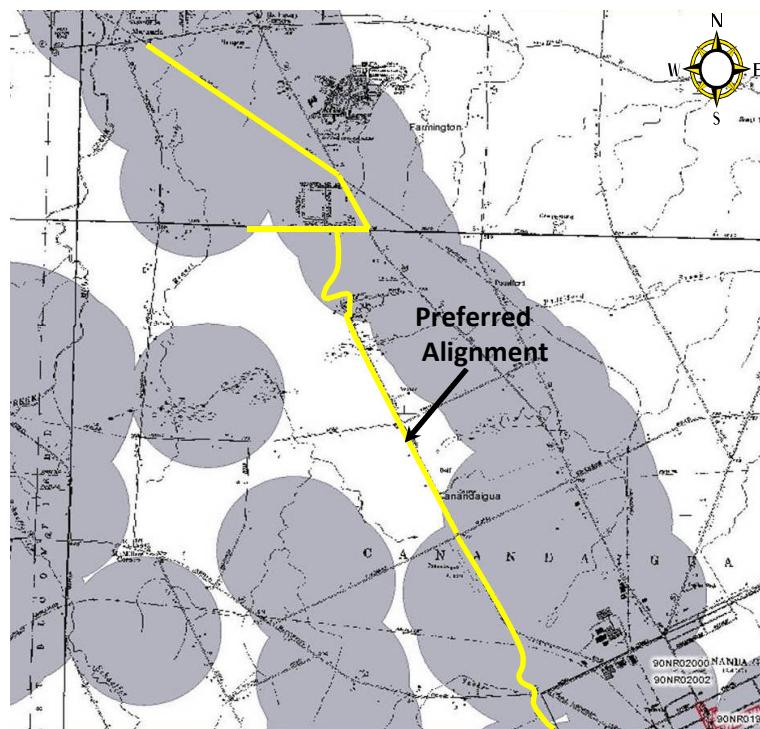
Table 1: Trail Segment Costs

Trail Segment	Segment Length	Design	Construction	Inspection	ROW Incidentals	ROW Acquisition	Total
Segment 1	1.8 mi.	\$125,700	\$529,316	\$100,040	\$12,000	\$24,000	\$791,056
Segment 2	1.7 mi.	\$162,900	\$690,863	\$130,730	\$108,000	\$66,700	\$1,159,193
Segment 3	0.9 mi.	\$165,000	\$747,344	\$135,000	\$0	\$0	\$1,047,344
Segment 4	2.1 mi.	\$120,000	\$576,200	\$104,200	\$12,000	\$12,100	\$824,500
Segment 5*	1.1 mi.	\$27,200	\$135,710	\$24,500	\$6,000	\$8,500	\$201,910
Total	7.6 mi.	\$626,000	\$2,804,942	\$518,200	\$138,000	\$111,300	\$4,024,003

*Note: The cost for Segment 5 excludes the cost for Section 5B along Buffalo Street as it is recommended that this section be constructed as part of the Canandaigua Rail to Trail Project. The cost for Section 5B is \$57,691.

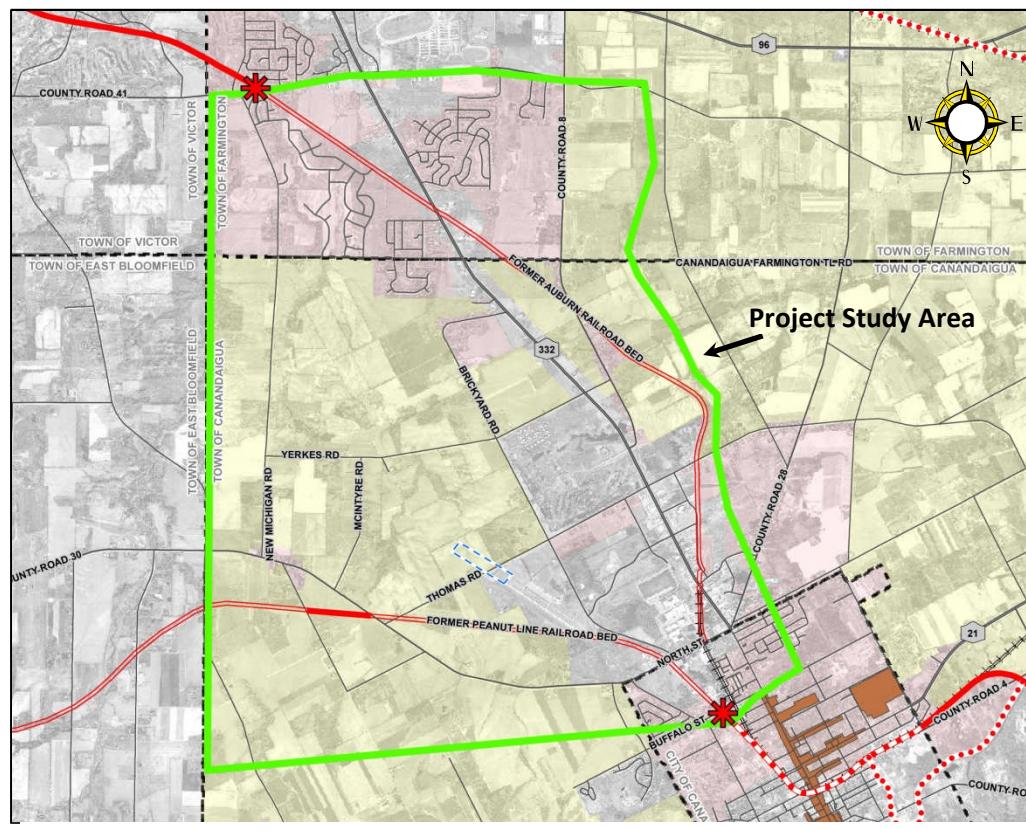
The primary environmental issues associated with the preferred alignment are: wetlands and waterbodies, archaeological sensitivity, and farmland. The trail section along the east side of Brickyard Road (i.e., Section 3A) will require crossing a NYSDEC wetland area. In addition, the section along the former Auburn Railroad bed (i.e., Section I) includes two blueline stream crossings. Blueline streams are also present within Richard P. Outhouse Memorial Park in the area where the trail would be located. Trail design in these areas should minimize impacts to these environmental resources to the greatest extent possible. Trail costs have included a boardwalk type crossing of the NYSDEC wetland and culvert crossings of the blueline streams where they don't already exist.

The project area is situated within an area determined to be archaeologically sensitive, as indicated by the gray shading shown in the inset, with the exception of the area along Brickyard Road from just south of Purdy Road to just north of Thomas Road. Consultation with the State Historic Preservation Office will be required during the design phase of each trail segment to determine the potential for impacts to archaeological resources.



Archaeological Sensitivity within Project Area

The majority of the project study area is located within the limits of Ontario County Agricultural District 1 as shown by the yellow shading in the inset below. Coordination with the NYS Department of Agriculture and Markets will be required during the design phase of each trail segment that results in impacts to Ag District 1 including completion of Form AD 1006 to determine the Farmland Conversion Rating for the portions of farmland to be converted for trail purposes.



Agricultural District within Project Area

Because the preferred alignment crosses three different municipalities (Town of Farmington, Town and Canandaigua, and City of Canandaigua) and the trail will be constructed in segments, it is necessary for the municipalities to determine who will be the project sponsor for each trail segment along with who will ultimately own and maintain each segment upon completion of construction. The proposed project sponsor would be the entity who will be responsible for administering design and construction of the respective segment once funding is obtained. The sponsor would also be instrumental in pursuing funding including preparation of the necessary funding applications.

Once constructed, the trail will require annual (short-term) maintenance as well as long-term maintenance including major resurfacing when the trail has reached its useful life expectancy. Annual trail maintenance costs are on the order of \$1500-\$2000 per mile. This cost includes labor, materials and supplies to maintain the trail and any access areas. Additionally, capital reserve funds for long-term maintenance including resurfacing should be allocated based on the type of material used and the anticipated life expectancy of such materials. A stone dust trail will require major resurfacing after approximately 9-10 years at an estimated cost of \$30,000/mile, while an asphalt trail will require an overlay after approximately 15-17 years at an estimated cost of \$50,000/mile.

A key follow-on recommendation is for the PAG to remain in effect to ensure the guiding principles and goals of this study are not lost should there be staff changes within the municipalities. Periodic meetings of the PAG, or at least the PAG representatives from the Towns of Farmington and Canandaigua and the City of Canandaigua, should be scheduled to share the progress being made on each respective trail section. It is expected that the ownership and maintenance responsibility of each section lies with the municipality in which that section is located. With this in mind, each municipality should formally adopt the recommendations of this study and assign a person who will responsible for continued coordination including: monitoring funding opportunities including the 2013 round of funding anticipated under the Transportation Enhancement Program and the 2014 round of funding anticipated under the new Transportation Alternatives Program, identifying local matching funding sources, continuing conversations with impacted property owners, and ensuring that the municipality has money for routine trail maintenance as well as major capital improvements.

This study evaluated the feasibility of constructing the Auburn Trail Connector, a multi-use trail connecting the Auburn Trail at its intersection with CR 41 to Buffalo Street and ultimately the Canandaigua Rail to Trail currently under development, which will connect to Ontario Pathways. A systematic procedure was used to evaluate trail alignment alternatives and extensive coordination with the Project Advisory Group and the public occurred throughout the duration of the project. Results of this study indicate that construction of the Auburn Trail Connector is feasible, although it is not without challenges. The recommended trail alignment is a combination of off-road, on-road and sidepath trail sections. This report documents the process used; the trail alignment recommendations including potential impacts associated with trail development; associated design, construction and maintenance costs; follow-on activities; and possible funding sources. The information included herein is intended to be used as a stepping stone to progress the Auburn Trail Connector to the design and construction phase.

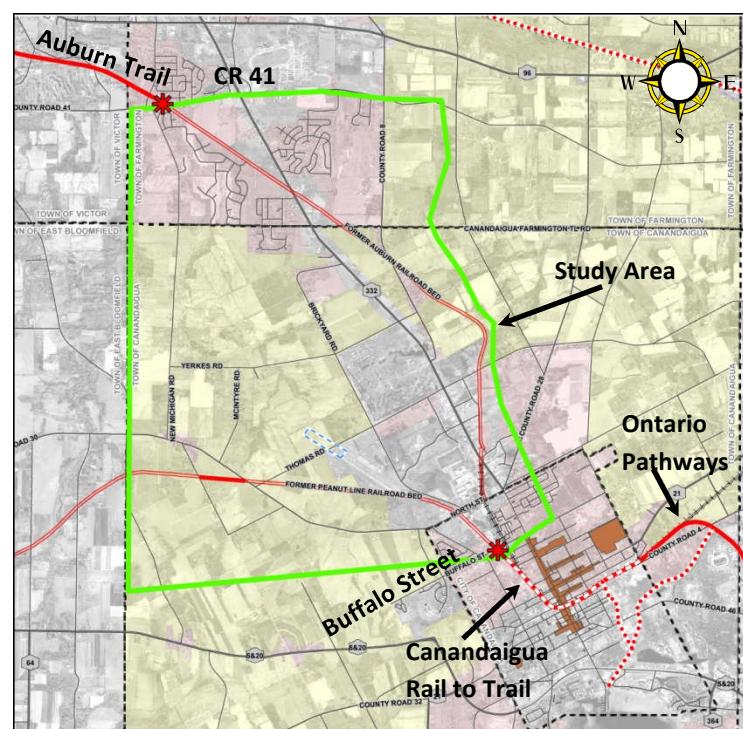
DISCLAIMER AND ASSURANCES

Financial assistance for the preparation of this report was provided by the Federal Highway Administration through the Genesee Transportation Council (GTC). The Town of Farmington is responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

GTC assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs' activities, whether those programs and activities are federally funded or not.

1 | INTRODUCTION

This study evaluates the feasibility of constructing the Auburn Trail Connector, a multi-use trail through the Towns of Farmington and Canandaigua and the City of Canandaigua. The proposed trail will connect the Auburn Trail near CR 41 (Boughton Hill Road) in the Town of Farmington to Richard P. Outhouse Memorial Park at Buffalo Street in the City of Canandaigua. It will ultimately connect to the Canandaigua Rail to Trail Project, which is currently under development, and connects to Buffalo Street just east of Baker Memorial Park at its northwest terminus and the established



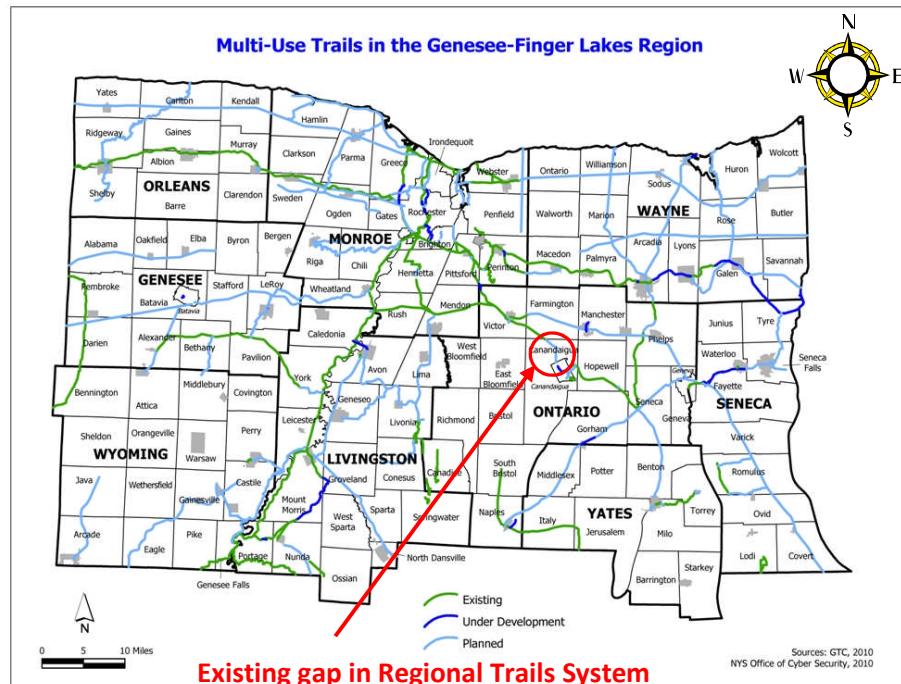
Ontario Pathways Trail at its southeast terminus (Refer to map inset and Figure 1, Project Map. Note: all figures are included at the end of the report before the appendices). A short segment of on-road trail along Buffalo Street will connect the Auburn Connector and Canandaigua Rail to Trail. Once both the Auburn Trail Connector and the Canandaigua Rail to Trail projects are completed, a continuous trail system will exist through the Town of Farmington, Town of Canandaigua, and City of Canandaigua.

At the time of this study, the Canandaigua Rail to Trail Project in the City of Canandaigua was in its preliminary design stage and construction is not presently funded with the Genesee Transportation Council's (GTC's) Transportation Improvement Program (TIP).

The Auburn Trail Connector is an important milestone effort aimed at improving the quality-of-life throughout the involved communities while providing connectivity to existing and proposed trails in adjacent communities. The trail will also serve as an alternative mode of transportation for local trips between residential communities and key destinations within the community, such as parks, as connectivity to those communities and destinations is a goal of the project.

2 | BACKGROUND

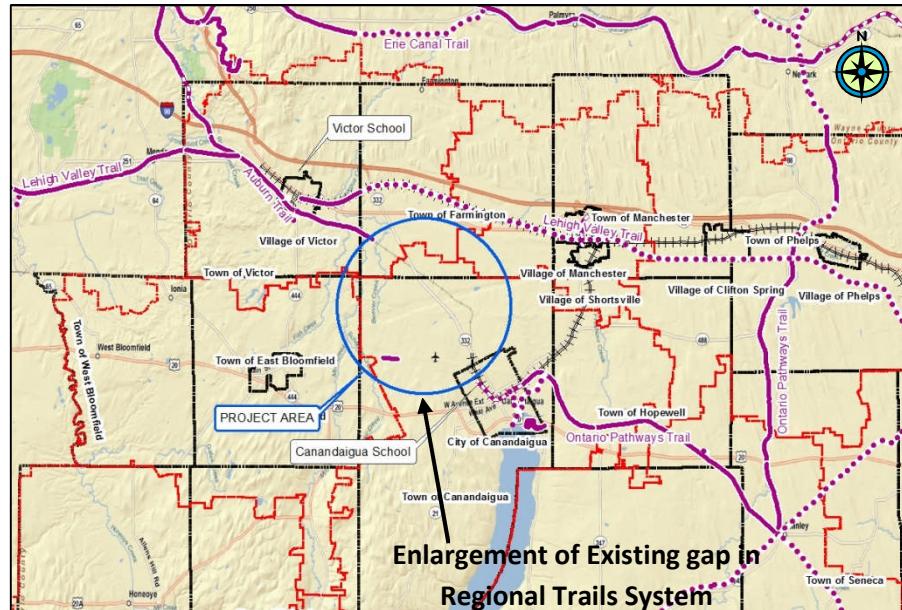
The proposed project consists of two Mid-Term Project Recommendations included in the Genesee Transportation Council (GTC) Regional Trails initiative (RTI). These are: the Auburn Line Trail –Farmington Section, and the Canandaigua-Farmington Trail Connection. The Town of Farmington Comprehensive Plan, Town of Canandaigua Comprehensive Plan, and the City of Canandaigua Comprehensive Plan each include recommendations supporting the connection



studied and discussed in this report. Completing this trail link is also identified as a priority implementation action in the adopted Parks and Recreation Master Plans for both Towns of Canandaigua and Farmington.

With the creation of the desired trail segment, Ontario County residents living in the Towns of Manchester, Phelps, Seneca, Hopewell, Canandaigua, Farmington, and Victor, in addition to the City of Canandaigua and the Villages of Phelps, Clifton Springs, and Victor will be linked together by a multi-use trail system.

This connection is recommended or supported as part of the Genesee Transportation Council (GTC) Regional Trails Initiative, and the Town of Farmington's, Town of Canandaigua's and City of Canandaigua's Comprehensive Plans and Park Master Plans. This connection will close a critical gap in the regional trail system,

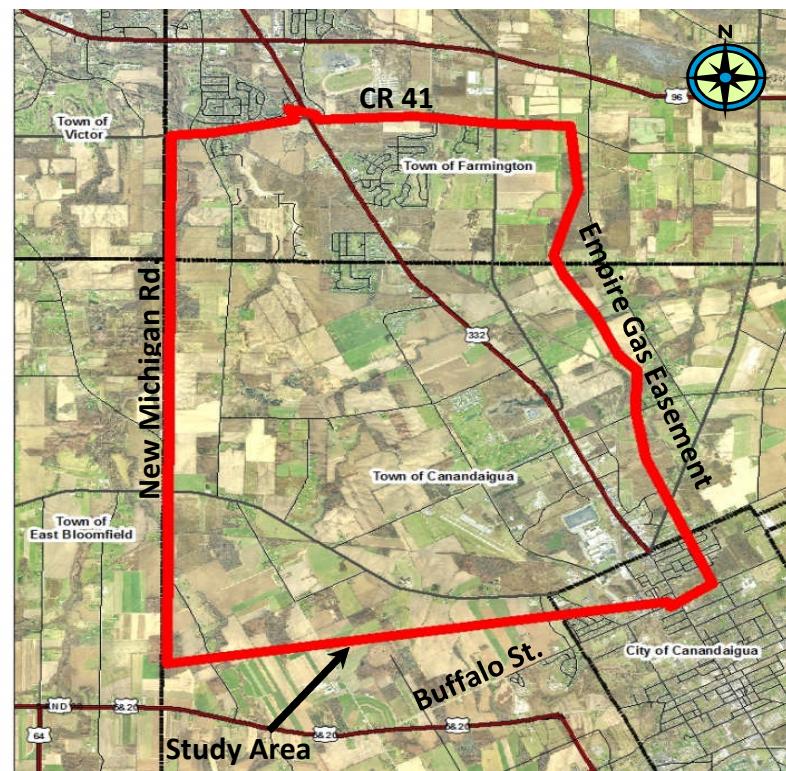


enhance recreational opportunities within the Towns of Farmington and Canandaigua and the City of Canandaigua, as well as provide a vital link between trail systems in the adjacent Town of Victor and the City of Canandaigua. It will serve to enhance the walkability of the community by providing pedestrian and bicycle accommodations that connect residential subdivisions to the numerous parks, recreational facilities, and other key destinations in the area.

Creating this link will also improve access to the existing Erie Canalway Trail, Genesee Valley Greenway and the Lehigh Valley Trail. Refer to the map inset on the previous page taken from the Genesee Transportation Council's Regional Trails Initiative showing the location of this trail segment with respect to the regional trails network.

3 | STUDY AREA

The study area is located in the Town of Farmington, Town of Canandaigua, and City of Canandaigua in Ontario County, New York. It is



bordered by County Road 41 in the Town of Farmington to the north, and Buffalo Street in the City of Canandaigua to the south. New Michigan Road forms the western border of the study area and the eastern boundary is formed by a gas utility right-of-way immediately east of Payne and Risser Road (see inset). The northern and southern limits of the study area were identified by the project sponsor. The western and eastern limits were determined to be the boundaries beyond which the desired community connectivity to the proposed trail could not be achieved.

4 | STUDY PARTICIPANTS AND COORDINATION

This study encompassed three different municipalities, including the Towns of Farmington and Canandaigua and the City of Canandaigua. The Town of Farmington was the project sponsor, and served as the primary point of contact throughout the duration of the study. The Town and City of Canandaigua were actively involved participants providing input and guidance throughout the project. In addition to these three municipalities, other interested study participants included: Ontario County, Victor Hiking Trails, Victor Parks and Recreation, Farmington Recreation Advisory Board, Ontario Pathways, Genesee Transportation Council, NYS Department of Transportation, NYS Office of Parks, Recreation & Historic Preservation, NYS Department of Environmental Conservation, as well as interested landowners and residents.

Project Advisory Group

A Project Advisory Group (PAG) was established at the onset of the study (April 2011) to represent a range of interests and provide guidance to the consultant team. The PAG was comprised of the following individuals:

Ronald L. Brand, Director of Planning & Development, Town of Farmington (Lead Agency Staff)

Robert R. Torzynski, AICP, PTP, Program Manager - Bicycle & Pedestrian Planning, Genesee Transportation Council (GTC Staff Lead)

Dennis Brewer, Director Parks & Recreation, Town of Canandaigua

Peter Ingalsbe, Deputy Town Supervisor, Town of Farmington

Stephen Beauvais, Regional Local Project Liaison, NYS Dept. of Transportation, Region 4

Rick Brown, Director Development and Planning, City of Canandaigua

David Wright, President, Victor Hiking Trails

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Brian Emelson, CPRP, Director of Parks & Recreation, Town of Victor

Kristen Hughes, Director, Ontario County Department of Planning

Scott E. Sheeley, Regional Permit Administrator, NYS Dept. of Environmental Conservation Region 8

Sue A. Poelvoorde, Sr. Natural Resources Planner, NYS Office of Parks, Recreation & Historic Preservation, Finger Lakes Regional Office

The PAG's primary task was to oversee the project and act as the decision-making body throughout the process. In addition, the PAG provided valuable local knowledge and input to further advance the study through each stage. The PAG contributed to the development of the project goals and objectives, the allowed uses of the proposed trail, the preferred trail type, the evaluation criteria used to rank the trail alignment alternatives, and the proposed trail features. A total of four PAG meetings were held to guide the study to the next stage and to corroborate findings and recommendations. Dates of the four PAG meetings were as follows:

- June 29, 2011
- August 25, 2011
- November 10, 2011
- June 9, 2012

All PAG meetings were open to the general public affording them additional opportunities to ask questions, provide input, and remain involved in the process. Minutes were prepared for all meetings and were posted on the Town of Farmington's website to keep the public informed of the project status and progress.

Public Outreach

Two additional public informational meetings were held at strategic points during the study to distribute information and to obtain input. The first public meeting was held on September 14, 2011 to present initial goals, objectives, and the evaluation process developed, in conjunction with the PAG, to rank the alignment alternatives. The public was invited to review and provide comments on the information presented, and community feedback was used to refine the goals, objectives and evaluation process. During the second meeting held on August 22, 2012, the project team presented the study findings, including the preferred alignment, cost, and project phasing, and discussed the next steps in the process.

In addition to the PAG and public informational meetings, a meeting was held with area property owners to discuss the potential impacts the proposed trail may have on private property and determine private property owners' willingness to grant access/easements for the trail to traverse their property. This meeting was held on March 28, 2012 and was supplemented by follow-up conversations with property owners not in attendance at the meeting, or those who requested additional discussion or information. Comment sheets were also distributed to the property owners of potentially impacted parcels to obtain their feedback and document their support and/or concerns.

5 | PROJECT FRAMEWORK

The key components that established the framework for the study were: the project objectives, the trail type and width, trail users to be accommodated, and the evaluation criteria that were utilized to assess and rank the trail alignment alternatives. The focus of the initial PAG meeting was to determine these key components, and the results of those discussions are listed below.

Project Objectives

The objectives of this project were established as follows:

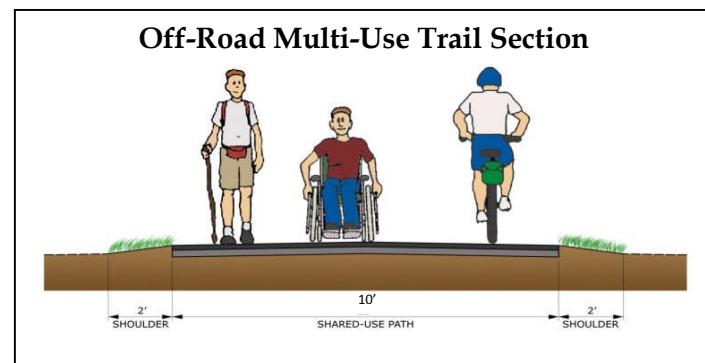
1. Connect area and regional trails
2. Connect key origins and destinations
3. Provide a multi-use trail for expected users
 - o Within the community
 - o Between communities
4. Provide a safe facility that meets design standards
5. Encourage people to walk and/or bike
6. Understand the ranking system of funding agencies

Subsequent to establishing these objectives, this information was presented to the public at the Public Informational Meeting held on September 14, 2011. The public concurred with these objectives but emphasized their desire for an off-road trail rather than an on-road facility that utilizes sidewalks and roadway shoulders. A sidepath was also discussed (i.e., a trail that runs parallel and adjacent to the roadway). This option was recognized as an improvement to an on-road facility, but the off-road option was the preferred option by the public as it was safer, more scenic and provided a better overall trail experience. Therefore, as a result of the public's comments, Project objective #3 was revised as follows:

3. Provide a multi-use trail for expected users
 - o Within and between communities
 - o Pursue and maximize off-road opportunities

Trail Type and Width

There are two primary trail types: off-road and on-road. An off-road trail is a multi-use trail that is separated from and



independent of the existing roadway network. The typical minimum width for off-road trails is 10 feet, with a desirable width of 13 feet. The surface treatment for off-road trails is generally asphalt or stone dust depending on the users to be accommodated. Although bicyclists and equestrians can share the same trail, measures to minimize conflicts should be included such as

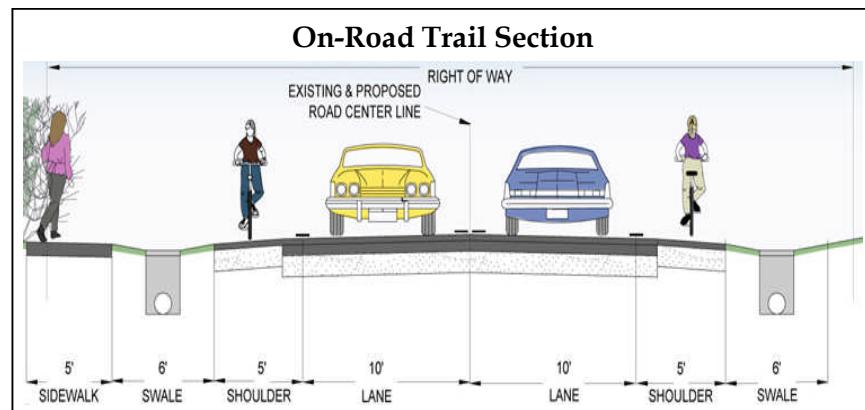
signage clarifying proper passing techniques and adequate sight lines. For trails with high to moderate use, it is desirable for equestrian trails to be separated from other trail users by a minimum 6 foot vegetative buffer or barrier. Separate equestrian trails (as shown in the photo on the next page) generally have a more natural surface treatment.

An on-road trail is a trail that utilizes existing shoulders, bike lanes, or shared-use travel lanes, and sidewalks along the roadway network to accommodate bicyclists and pedestrians. The minimum widths for these facilities are as follows:

- Shoulder Width = 4 feet
- Bicycle Lane = 5 feet
- Shared-use Travel Lane = 14 feet
- Sidewalk = 5 feet



Mowed Equestrian Path (on left) parallel to an Off-Road Multi-Use Trail



A hybrid of the off-road trail and the on-road trail is a sidepath which is a shared use path located adjacent and parallel to a roadway, where right of way and other physical constraints exist. It has the benefit of providing some level of separation from the roadway, however, since it is adjacent to the road, it does not provide a scenic off-road trail experience. In addition, there are potential operational conflicts that exist for sidepaths. In particular, bicyclists on two-way sidepaths travel against the flow of vehicular traffic, which is opposite from the direction that motorists typically expect bicyclists to be traveling (i.e., with the flow of traffic). This can cause conflicts for motorists at intersections and driveways, as motorists may not see the bicyclist approaching from the opposite direction. Other potential issues include motorists blocking the sidepath as they wait to enter the roadway from a driveway or cross street, roadway signs not being visible to



Sidepath Immediately Adjacent to Roadway

bicyclists since they are traveling against the flow of traffic, bicyclists continuing to travel against traffic after the sidepath ends. In spite of the potential conflicts, sidepaths are often the only option available given the existing constraints. Minimizing driveway and intersection crossings along sidepaths is desirable to alleviate potential conflicts with motorists.

The desired trail type and width were discussed with the PAG and the public and feedback received indicated that use of an on-road trail was the most undesirable due to safety concerns with utilizing roadway shoulders. Separation from the roadway is preferred and the most preferred option was an off-road trail as it not only provides the desired separation from motorists but also provides a more scenic trail experience. Based on the comments and feedback received from the PAG and the public, a 10-foot-wide off-road trail was determined to be preferred. The desired surface treatment for the trail was determined to be stone dust.

Trail Users

Trail users were established as follows based on collaboration with the PAG and the public:

- Pedestrians (including ability impaired pedestrians)
- Bicyclists
- Hobbyists (i.e., bird watchers, wildlife enthusiasts, etc.)
- Educational Groups
- Cross country skiers

Allowing horses and snowmobiles on the trail was discussed extensively with the PAG. Comments made by the PAG members included:

- The Genesee Valley Greenway allows horses and snowmobiles even though it is a narrow trail. This can work when trail usage is low but it is risky.
- The Town of Victor does not allow horses on the Auburn Trail because of the road crossings associated with the trail.
- People do ride horses on the Mertensia-East Victor Road section, leaving physical evidence of their presence which could be a concern.
- The Lehigh Valley Trail allows horses but has a separate equestrian trail parallel to the multi-use trail.
- The County offers a separate snowmobile trail system under a public-private partnership.

At subsequent public meetings, and meetings with potentially impacted property owners, the desire for the trail to accommodate horses was expressed. At these meetings, it was reiterated that, in general, horses should be accommodated on a separate trail parallel to a shared-use trail and not commingled with other trail users. The ability to accommodate horses will be dependent on the feasible trail options that result from this study and whether the feasible locations are conducive to allowing horses. Since designated snowmobile trails currently exist

elsewhere in the municipalities through which this trail will pass, it was decided to restrict snowmobiles. All-terrain vehicles (ATV's) were also determined to be restricted. It was noted that if federal funding is utilized to construct the trail, ATV use of the trail must be restricted.

Evaluation Criteria

In order to ensure a methodical, logical, and unbiased process was used to determine whether a feasible trail alternative exists, it was critical to establish evaluation criteria to assess and rank all possible alignment options. Members of the PAG participated in establishing these criteria by developing a list of factors that are important in determining the feasible location of the proposed trail, and subsequently prioritizing those factors in order of importance from highest priority to lowest priority. Results of this collaborative effort yielded the following evaluation criteria (shown in order of decreasing priority).

1. Connectivity to Origins and Destinations
2. Scenic Trail Locations/Trail Type
3. Consistency with Community Plans
4. Trail Cost
5. Environmental Issues
6. Property Impacts
7. Safety (including number of road crossings, types of roads crossed, etc.)

These evaluation criteria were used in subsequent assessment of all potential alignment alternatives to determine the feasibility of the trail, and if feasible, the most suitable alignment. More information on the ranking of trail alternatives is included in Section 8.

6 | EXISTING CONDITIONS

Existing features/conditions within the project study area impact the feasibility of alignment alternatives as well as the cost. Therefore, prior to establishing potential trail alignment alternatives, an existing conditions inventory was conducted to determine the opportunities and challenges associated with trail development in the project area. The project area, as previously described, is located within the Town of Farmington and Town and City of Canandaigua and is bounded by CR 41 to the north, Buffalo Street to the south, New Michigan Road to the west and the existing Empire Gas pipeline easement to the east. Existing conditions were assessed by conducting numerous site visits of the project area, as well as reviewing data available from GIS and the municipalities. The following sections describe in more detail the existing conditions of the project area which have been broken down into these categories: Land Uses, Existing Trail Network, Utilities, Railroad Corridors, Existing Roadway Network, Environmental Resources, and Historic/Cultural Resources.

Land Uses

Land uses within the project area include industrial, manufacturing, retail, residential, agricultural and recreational uses. One major land use that exists west of Route 332 just south

of Thomas Road is the Canandaigua Airport. A 2300-foot runway extension was recently completed (Refer to Figure 1 for location), which resulted in the truncation of Thomas Road between Brickyard Road and CR 30. There is ample green space between Brickyard Road and the existing fencing around the airport facility to accommodate a proposed trail. While geometrically feasible, coordination with the airport would be required to ascertain their willingness to allow the trail to be constructed on airport property.

The mix of land uses within the project area has enabled a variety of destinations to develop such as food retail, commercial retail, and recreational and tourist attractions (See Figure 3, Destination Locations). These amenities service a growing residential population and planned housing unit expansions will likely encourage further commercial development. In particular, the Auburn Meadows housing development in the Town of Farmington is currently being constructed and future expansion is planned. Incorporating a pedestrian transportation network is an important goal for this subdivision, and a sidewalk is being included in the design.

Identified trail alignment alternatives should be accessible to existing and future residential developments to encourage use as a local recreational resource. In addition, alignments should consider connectivity to existing parks and tourism and retail destinations. In this way, recreational networks not only serve to provide residents with opportunities for activity, but may support the local economy by linking users to retail establishments.

A significant amount of the land within the project area is located within Ontario County Agricultural District 1 and is actively farmed for crops or to raise livestock. Some agriculturally zoned parcels not actively farmed are utilized for hunting by the property owners. Minimizing adverse impacts to agricultural property must be considered in determining the locations of feasible trail alignments. Consultation with the NYS Department of Agriculture and Markets will be required during the design phase for each trail segment including the preparation of Form AD 1006 to determine the Farmland Conversion Rating for farmland that is to be converted for trail use.

Existing Trail Network

Several trails currently exist throughout the project area, and a goal of this study was to link these recreational resources and expand the regional trail network. A brief description of these existing transportation and recreational resources and planned improvements is provided below:

Auburn Trail: The Auburn Trail is a rail-to-trail project that currently terminates near Mertensia Road at County Road 41. The multi-use trail is a nine-mile multi-use trail that spans various communities. Over the past few years, the identity of the Auburn Trail has evolved as art and decorative trail structures have been incorporated into the trail. Today, this trail is quickly becoming an Arts Trail in the Town of Victor. It is recognized as a community and regional

asset, and has been incorporated into a broader regional plan. The towns of Brighton, Pittsford, Farmington, and Canandaigua are actively planning other trail sections to connect to this existing trail.

Canandaigua Rail to Trail: The City of Canandaigua is the sponsor of this trail project extending from Buffalo Street, east of Baker Memorial Park and opposite Constellation Brands, and following both abandoned and active rail lines. The trail design is being completed, however, easements are needed from both the Finger Lakes Railway and the Canandaigua School District to accommodate the trail across parcels owned by these entities. These easements, along with construction funding, must be secured before the trail can be constructed. Once constructed, the trail will extend for a distance of approximately 1.5 miles south and east through the City, crossing Main Street (NYS Route 332) and extending to the intersection of Pleasant and Niagara Streets, where it will formally connect to the Ontario Pathways Trail.

Ontario Pathways Trail: The Ontario Pathways Trail is a 23-mile multi-use rail-to-trail in the City of Canandaigua. The trail is composed of two "legs" that connect Canandaigua, Stanley, Seneca Castle, Orleans and Phelps/Clifton Springs. The surface is primarily grass with a bare single track of packed cinders down the center. Its uses include hiking, walking, running, biking, cross country skiing, and horseback riding. No motorized vehicles are allowed. The Ontario Pathways Trail is owned and operated by Ontario Pathways, Inc., a nonprofit organization consisting of over 300 members. The organization owns, develops and maintains the trail property on an all-volunteer basis.

Lehigh Valley Trail Connection: The Lehigh Valley Trail follows the alignment of the former Lehigh Valley Railroad, running east to west through Henrietta, Rush, Mendon and Caledonia. At the terminus of the existing Lehigh Valley Trail in Lehigh Crossing Park (near NYS Route 251 and NYS Route 96), there is a planned connection to the Town of Manchester, eventually connecting to Seneca Lake. Uses of the Lehigh Valley Trail include walking, hiking, biking,



Auburn Trail Bridge over Irondequoit Creek



Completed segment of the Ontario Pathways Trail

jogging, cross country skiing, and horseback riding. The Lehigh Valley Trail and the Auburn Trail in Victor are connected just east of Phillips Road in Victor by a multi-use trail ramp that was constructed by the Town of Victor during its Auburn Trail Improvements and Connections Project (TEP funded). In addition, a former Lehigh Valley Railroad bridge was retrofitted with a new deck surface by the Town of Victor to provide trail connectivity to Lehigh Crossing Park as well as to the abandoned Rochester Streetcar/Trolley Line, which is now maintained and used as a multi-use trail.



View of Lehigh Valley Trail Connection

Utilities

There is one major north-south utility easement located east of Route 332 near the former Auburn Railroad in the vicinity of Fire Hall Road (See Figure 2, Project Opportunities and Challenges). North of Fire Hall Road, the gas line and the railroad bed diverge with the gas line continuing north and the railroad bed continuing northwest. This easement is owned and maintained by Empire Gas and accommodates their underground high pressure gas line. If this easement is determined to be a preferred corridor for the trail, consultation with Empire Gas and the property owner would be required to determine the feasibility of co-locating the trail within this easement.



Aerial Utility Lines along Brickyard Road

A second gas line easement runs diagonally across the Canandaigua Airport property and is not a viable option for a trail corridor. A third utility easement to RG&E exists across a 30-acre parcel located west of Route 332 and north of Purdy Road. The easement runs east and west and does not lend itself to making the desired north/south connection between CR 41 and Buffalo Street.

Numerous utilities, both aerial and underground, exist within the right of way of the various roadways located within the project limits. Impacts to these existing utilities and the cost for

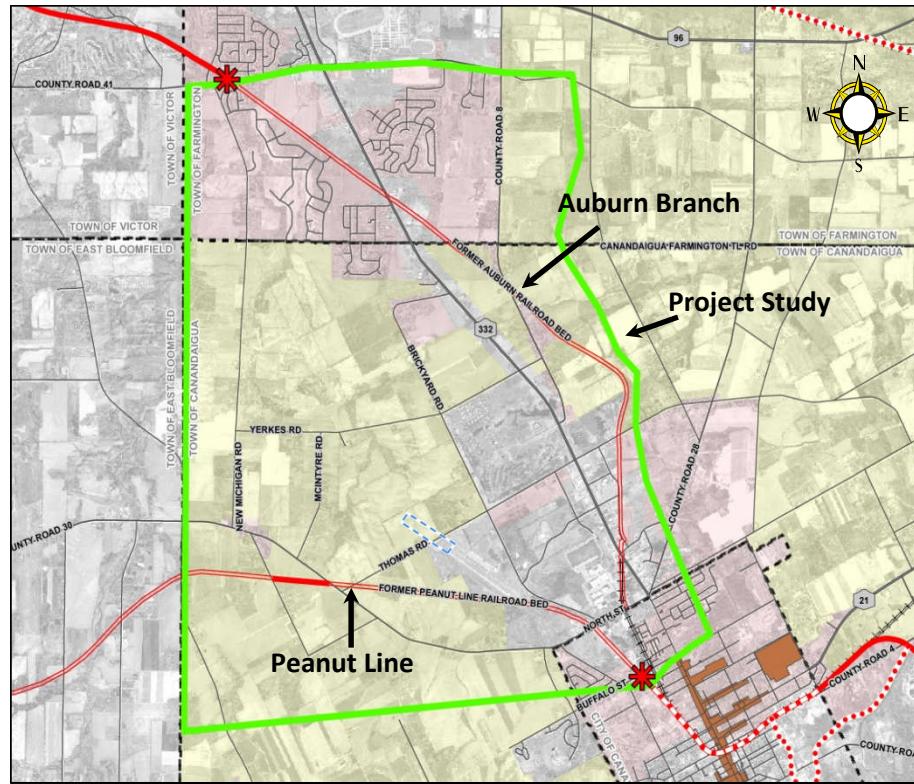
utility relocations must be considered for any trail alignment that runs parallel to an existing roadway.

Railroad Corridors

There are two former railroad beds in the project area, the Auburn Branch, which generally runs north-south, and the Peanut Line which is located in the southern portion of the project area and generally runs east-west (See Figure 2, Project Opportunities and Challenges).

The Auburn Branch and most of the Peanut Line railroad beds are privately owned with some sections occupied by residential homes, driveways/access roads, farmland, and wooded natural areas used for hunting. There is a section of the Peanut Line owned by the Town of Canandaigua that has been converted to a designated trail. It is located between North Bloomfield Road (CR 30) at Thomas Road and Cooley Road. The Peanut Line has the potential to connect the northwest corner of the City of Canandaigua, through the Town of Canandaigua, to the Town of Bloomfield and Village of Bloomfield, to the Hamlet of Ionia then east to Honeoye Falls in Monroe County. While former railroad corridors typically present opportunities for trails, the existing private uses of these two former railroad corridors may present challenges to utilizing them for the proposed trail.

In addition to these two inactive railroad corridors, there is one section of the Auburn Railroad line that is active. This active section is located near the southern project limits and runs from the intersection of NYS Route 332 and Parkside Drive south to approximately Scotland Road. This active section of rail services Pactiv Corporation.



Former Railroad Corridors within the Study Area

Existing Roadway Network

There are numerous roadways within the project study limits and opportunity exists to use road corridors for proposed trail alignments, either within the roadway right-of-way or adjacent to the right-of-way depending on the existing right-of-way widths. However, consideration must be given to the road classification, road design, existing intersection controls, and user safety. In addition, the PAG and public preference was an off-road trail alignment.

Road classification and design: Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow. These classifications are described as follows.

Arterial: Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.

Collector: Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.

Local: Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

Typically, travelers will use a combination of arterial, collector, and local roads for their trips. Each type of road has a specific purpose or function. Some provide land access to serve each end of the trip. Others provide travel mobility at varying levels, which is needed en route.

There is a basic relationship between functionally classified highway systems in serving traffic mobility and land access. Arterials provide a high level of mobility and a greater degree of access control, while local facilities provide a high level of access to adjacent properties but a low level of mobility. Collector roadways provide a balance between mobility and land access.

The majority of the roadways with the project study area are classified as local roads with the exception of NYS Route 332 which is classified as an arterial. In addition, CR 41 and Buffalo Street are classified as collectors.

Right-of-way widths, vehicular travel lane widths, and shoulder widths vary among the roadways within the study area. The presence of sidewalks adjacent to the roadways and drainage control measures also vary. These factors require consideration for any trail alignment that would be located within or adjacent to the roadway right of way.

One of the primary considerations during this study was NYS Route 332, which traverses the study area (Refer to Figure 2). This north-south transportation corridor is a major four-lane

principal arterial, which divides the study area into distinct eastern and western zones. The Average Annual Daily Traffic (AADT) on NYS Route 332 is approximately 20,000 vehicles and the posted speed limit from CR 41 to just south of Yerkes Road is 55 mph. The speed limit is reduced to 40 mph just south of Yerkes Road to the south limit of the study area at Buffalo Street.

Intersection Controls: Seven signal controlled intersections exist along NYS Route 332 within the project limits between CR 41 and Buffalo Street (Refer to Figure 2). These seven signals exist at the intersections of CR 41, Farmbrook Drive, Canandaigua Farmington Town Line Road, Campus Drive, Airport Road, Parkside Drive, and North Street. Potential trail crossings of NYS Route 332 would be limited to the locations where signals currently exist due to safety concerns associated with the high speeds, truck traffic, and large expanse of pavement that pedestrians must cross with 2 travel lanes in each direction plus turn lanes at the intersections. Any pedestrian crossing at an existing signalized intersection along NYS Route 332 would require installation of proper treatments including crosswalk striping, pedestrian signals, and signage.

Four or two-way stop sign controlled intersections are typical on secondary roadways (i.e., County and Town owned) within the study limits. A pedestrian crossing at the stop controlled intersections should also include appropriate treatments that increase motorists' awareness of the presence of the trail crossing.

The potential exists for mid-block crossings on secondary roads depending on the trail alignments. The adequacy of mid-block crossings must be considered in determining trail alignment feasibility to ensure that sufficient gaps in traffic exist to allow trail users the ability to cross the road.

Environmental Resources

Evaluating the existing environmental resources within the study area served two purposes: 1) To identify resources for which impacts should be avoided or minimized to the greatest extent possible, and 2) To identify resources that could serve to enhance the trail users' experience and offer opportunities for interpretive signage and educational experiences. A SEQR Long Form EAF was completed for the purpose of documenting the results of the environmental screening performed for this study to determine potential environmental impacts associated with the proposed trail. The SEQR Long Form is not intended to be a final SEQR document from which an environmental determination can be made. A copy of the SEQR Long Form EAF is included in Appendix A. Wetlands, streams/waterways, and rare and endangered species are the primary environmental resources that exist within the study area and require consideration in the location and cost of potential trail alignments.

Wetlands

Wetlands are defined as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Wetlands generally include swamps, marshes, bogs and similar areas. The NYSDEC identifies and regulates freshwater wetlands that are greater than 12.4 acres, including the 100-foot adjacent area from the delineated wetland edge. Three NYSDEC wetlands exist within the study area. Two are located just north of Yerkes Road between New Michigan Road and NYS Route 332. The third is located south of Yerkes Road between Brickyard Road and County Road 8 (Refer to Figure 2).

In addition to these wetlands, the U.S. Fish and Wildlife Service (USFWS) maintains a National Wetland Inventory (NWI) database that includes all wetland areas, regardless of size and regulatory status. Several NWI wetlands exist within the project area and include freshwater wetlands, freshwater forested/shrub, and freshwater ponds. The majority of these NWI wetlands within the study area are located just north and south of Yerkes Road between New Michigan Road and NYS Route 332. There are a few also located just north of North Road between Brickyard Road and NYS Route 332.

Wetland regulations require that impacts to wetlands be avoided if possible. If impacts cannot be avoided, then they must be minimized to the greatest extent possible. If impacts to wetlands exceed 0.1 acre, then mitigation is required. If it is necessary for a trail alignment to traverse these areas to provide for scenic views, a hierarchy of avoidance, minimization, and mitigation must be followed. By minimizing impacts, the ecological integrity of the natural resource is preserved while affording trail users an opportunity to enjoy scenic views. Efforts will be made to avoid or minimize wetland impacts associated with feasible trail alignment alternatives.

Streams

Several streams are present throughout the study area. All stream courses are classified as Class C streams and are therefore not considered protected streams by the New York State Department of Environmental Conservation (NYSDEC). A blue line (perennial) stream is located along the Auburn railroad corridor. The potential exists for identified trail alternatives to cross one or more of the streams located within the study area. Trail crossings should minimize impacts to the stream while enhancing the users' experience.

Rare and Endangered Species

According to the NYSDEC Environmental Resource Mapper, a rare plant and animal community exists to the east of NYS Route 332 near the Town of Farmington and Town of Canandaigua town line. Consultation with the NYSDEC will be required for alignments that

traverse this mapped sensitive area. In addition, federally listed rare or endangered species were reviewed. In Ontario County, listed species include the Bald Eagle, which has been delisted, and the Bog Turtle. The Bog Turtle is listed for Phelps Township, which is located outside of the study area. It is not anticipated that proposed alignments will impact any federally listed species.

Historic/Cultural Resources

A large portion of the study area is archaeologically sensitive, as identified by the State Historic Preservation Office (SHPO). Under Section 106 of the National Historic Preservation Act and Section 14.09 of the State Historic Preservation Act, SHPO's role is to ensure the effects and impacts to eligible or listed sites is considered and avoided or, where avoidance is not possible, mitigation measures are developed. Therefore, trail development will require consultation with SHPO during the design phase of each segment to ensure avoidance or the mitigation of impacts to archaeological resources.

There are no National Register Sites located within the project study area. However, several historic sites are located just outside the study area boundaries to the southeast. Consideration should be given to minimizing visual impacts to these resources when identifying placement locations for trail amenities.

7 | CHALLENGES AND OPPORTUNITIES

Subsequent to assessing existing conditions within the study area, a summary of the challenges and opportunities was developed which was used in guiding the layout of preliminary trail alignment alternatives and understanding the potential impacts associated with certain alignment alternatives. It was recognized that certain opportunities were also challenges and vice versa. Figure 2 depicts the challenges and opportunities which are summarized as follows:

Environmental Features

The presence of environmental features, including streams and wetlands, pose a challenge throughout the study area, particularly for off-road trail alignments which is the most desired trail option. These features should be avoided where possible, minimized where avoidance is not feasible, and impacts mitigated to preserve the integrity of their ecological functions. The environmental features within the study area also offer opportunities including scenic and educational opportunities on area plant and animal species as well as the ecology of wetlands. Locating trail alignments along the perimeter of such features or crossing them with appropriate structure types (such as boardwalk structures on piles) would minimize impacts while offering scenic and educational opportunities.

NYS Route 332

NYS Route 332 is a challenge, particularly for trail alignments that must cross this high volume, high speed roadway. There is a wide expanse of pavement that must be crossed, and measures to improve the safety of trail users should be considered for any trail alternative that requires crossing NYS Route 332. The existing signals along the NYS Route 332 corridor do provide opportunities for crossing this roadway. The NYSDOT, who maintains jurisdiction of this roadway, would likely not allow a trail crossing at an unsignalized crossing for safety reasons.

One opportunity that the NYS Route 332 corridor provides is direct connectivity to many key destinations. However, feedback received from the PAG and the public throughout the study indicated that the majority of people felt uncomfortable walking adjacent to this major roadway. Any trail alignment along this roadway should be separated from the road by as large a distance as possible.

Other Existing Roadways

There are numerous roadways within the project study area that could support an on-road trail or a sidepath (such as Purdy Road, Brickyard Road, Yerkes Road, Canandaigua Farmington Town Line Road, and Thomas Road). While these opportunities exist, use of existing roads as part of an on-road trail system, or constructing a sidepath parallel to existing roadways does pose safety challenges depending on the characteristics of the roadway. Any midblock road crossing will require a gap study to determine if adequate gaps in traffic exist for pedestrians to safely cross.

Railroad Corridors

Inactive railroad corridors typically provide opportunities for trail development. However, the two inactive railroad corridors within the study area are currently privately owned and some segments are being utilized by the private owners (i.e., driveways, farmland, etc.), which creates challenges for trail development along these segments. Property owners must be agreeable to granting an easement to allow a public trail to be constructed on their property. Modification of the existing uses of the abandoned railroad may be required by the property owners to accommodate the trail if they are agreeable to granting an easement.

The presence of the active railroad corridor at the southern project limit creates both opportunities for a rail with trail alternative (i.e., constructing a trail parallel to the active rail line) as well as challenges to provide a safe trail. The majority of the active railroad corridor is wide enough to accommodate a parallel trail. However, there are some industrial uses adjacent to the railroad that create obstacles and safety concerns for a trail along this corridor.

Agricultural Properties

The extensive amount of agricultural property within the study area presents opportunities for trail development, if such land is not being actively farmed or used. It also presents challenges if it is being actively used, as trail activity may be incompatible with and disrupt active agricultural operations.

Community Resources (Parks and Residential Neighborhoods)

The presence of numerous parks and residential neighborhoods within the study area provides opportunities for trail connectivity to these important destinations. For the trail to be successful and utilized, it must be accessible to the community and provide access to key points of interest within the community. Providing connectivity to residential neighborhoods and parks within the community will increase the use of the trail and provide an alternative mode of travel for residents destined for parks within their community.

Utility Easements/Rights of Way

Utility easements/rights of way can provide opportunities for trail development as they typically traverse a significant portion of a community and cannot be developed for private use. However, depending on the location of the utility right of way, it may not provide the desired connectivity. In addition, challenges exist with obtaining approval from the utility company to allow a trail to share their easement. Additional challenges are associated with negotiating the language of an easement or lease agreement with the utility company, particularly if federal funding is being utilized to design and build the trail because the utility companies have specific language they want included in the agreement and such language may not be acceptable under the federal funding requirements.

8 | TRAIL ALIGNMENT ALTERNATIVES

The first step in the trail alternatives evaluation process was to graphically depict all potential concept trail alignments within the project study area. Potential trail alignments were developed based on field visits, the existing conditions analysis, discussions with the PAG, and community feedback. A total of 17 preliminary concept alignments were established (Refer to Figure 4). These alternatives considered alignments both east and west of NYS Route 332 within the study limits previously defined (i.e., CR 41 to the north, Buffalo Street to the south, the Empire Gas utility easement to the east, and New Michigan Road to the west). The alternatives also considered on-road, off-road, and side path (i.e., parallel to the road) alternatives, but it was recognized that off-road options were preferred.

Screening of Alignment Alternatives

The next step was to evaluate and rank the concept alignments against the established set of criteria to eliminate alternatives that were determined to be not feasible and identify the top-

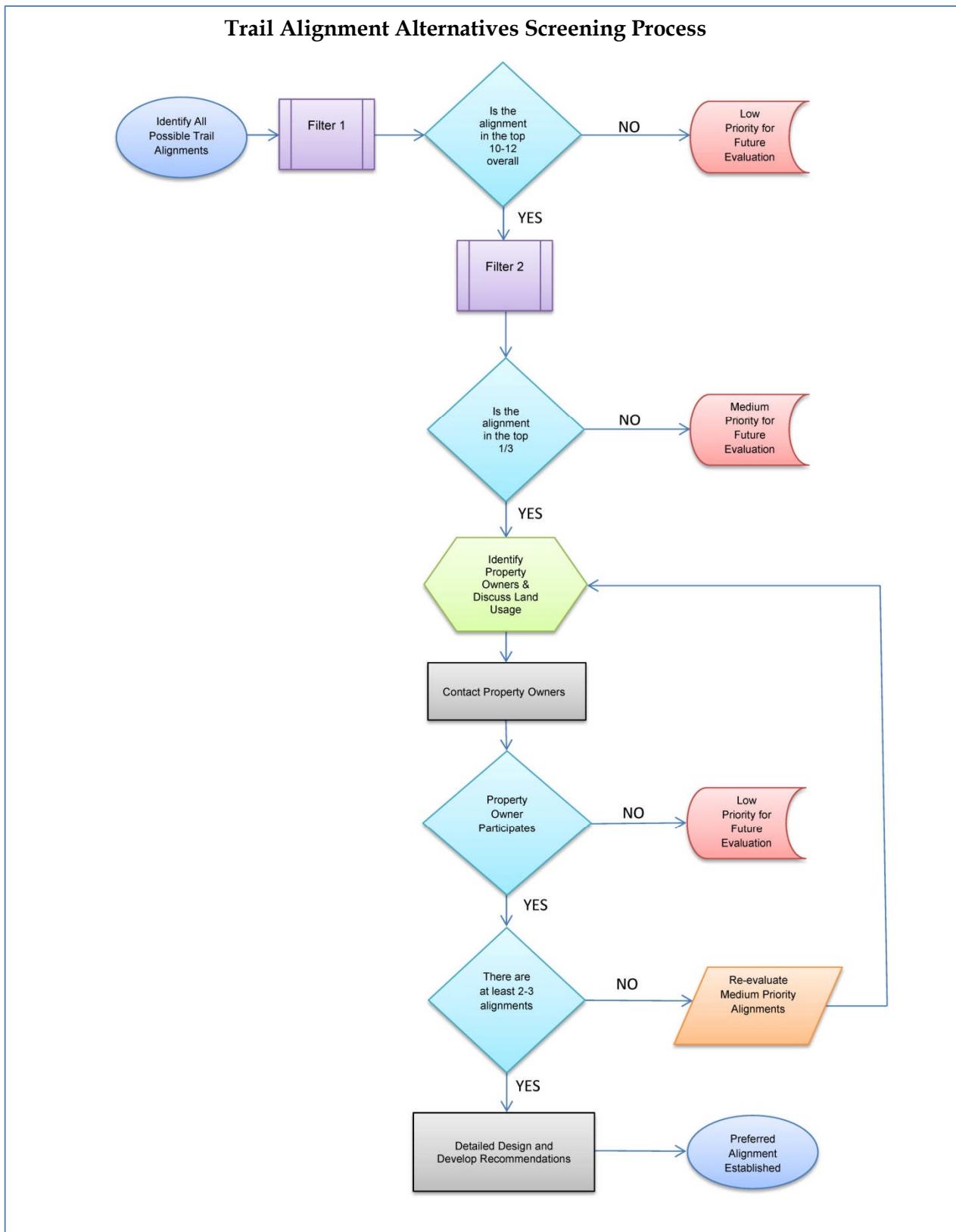
ranked alternatives among those determined to be feasible. As described in Section 5, the following evaluation criteria (shown in order of decreasing priority) were established.

1. Connectivity to Origins and Destinations
2. Scenic Trail Locations/Trail Type (i.e., on-road, off-road, side path)
3. Consistency with Community Plans
4. Trail Cost
5. Environmental Issues
6. Property Impacts
7. Safety (including number of road crossings, type of road crossed, etc.)

Using these criteria, concept alignments underwent a systematic ranking and evaluation process, which eliminated those that ranked lowest within the established set of criteria. Use of this screening process ensured that all trail alignment alternatives were evaluated in an unbiased and systematic manner.

The flowchart on the following page illustrates this filtering process. As shown in the flowchart, the process included two primary filtering steps. Filter 1 evaluated the alignment alternatives with respect to connectivity and trail type (i.e., on-road, off-road, side path). To assist in evaluating the connectivity of the alignments, key origins and destinations within the study area were identified in conjunction with the PAG. A $\frac{1}{4}$ mile radius was established around each identified origin and destination as this was determined to be a reasonable distance that trail users would travel to reach a desired destination or to access the trail from an origin.

Alignments received two ranking scores from this first filter. The first score was based on the number of origins and destinations that the alignment intersected. The second score was based on whether the alignment was on-road, off-road or a side path. If the alignment was on-road or a side path, the type of roadway that the trail was located along was considered as well as the length of the trail along this roadway. The two scores resulting from Filter 1 were then added together and the top ranking alignments were progressed to the next filtering step. Of the 17 preliminary alignments, 8 alignments received the top rankings, passing through Filter 1 and progressing to Filter 2. Refer to Figure 5.



Filter 2 considered the remaining evaluation criteria and specific factors relative to each as follows:

- *Consistency with Community Plans:* Is the trail alignment consistent with the goals outlined in specific community plans?
- *Cost of Trail Development and Construction:* Factors considered and ranked included how much clearing of vegetation was needed, whether ditches were impacted, and the need for boardwalks or structural crossings.
- *Environmental Issues:* Factors considered and ranked included whether streams or wetlands were impacted and the number of times each alignment impacted such features.
- *Property Impacts:* Alignment alternatives received a score based on the number of parcels impacted as well as whether there would be a loss of agricultural land associated with the alignment.
- *Safety:* Factors that were considered in the safety score for each alignment included whether the alignment was an on-road alternative or a sidepath (adjacent to the roadway), whether the alignment required crossing NYS Route 332, and the number of other roadway crossings that the alignment required.

Each alignment alternative received a total cumulative score from the above evaluations and the alignments with scores in the top 1/3 were progressed for further evaluation. A total of 3 primary alignments (Blue, Green, and Purple) were progressed through Filter 2. Sub-alternatives were also identified for certain segments of the Blue Alignment and the Green Alignment. Each of the three primary alignments is located west of NYS Route 332 and satisfies the project objective of connecting the Auburn Trail near Mertensia Park at CR 41 to Buffalo Street. Two of the three alternatives (Green and Purple) are substantially off-road, satisfying the goal of providing an off-road alternative which was identified by the PAG and the public as providing a more scenic and enjoyable experience. The third alternative is a combination of an off-road trail and a sidepath. Although this alternative is not substantially off-road like the Green and Purple Alternatives, it received high scores among the other evaluation criteria, making it one of the top three alternatives. All three alternatives are described in more detail in the following sections and are depicted on Figure 6.

Green and Purple Alternatives

The two substantially off-road routes, identified as the Green and Purple Alignments, follow the former Auburn Railroad bed for a short distance south of CR 41 (Boughton Hill Road). Both trail alignments then turn southerly through the Estates at Beaver Creek and the Auburn Meadows subdivision. Both alignments require crossing Canandaigua Farmington Town Line Road (Town Line Road), at slightly different locations, and then continue south on different alignments as follows:

Purple Alignment: The Purple Alignment follows the east side of a stream for some distance and subsequently skirts the edge of an agricultural field until it reaches a substantial wetland north of Yerkes Road. The trail continues around the perimeter of the wetland and through a wooded lot with a stream before reaching Yerkes Road, where it then crosses the roadway. From this point on the south side of Yerkes Road, the Purple Alignment continues to follow the stream bed for approximately one mile until it reaches County Road 30 (North Street).

Green Alignment: The Green Alignment crosses Canandaigua Farmington Town Line Road and heads southeast following the property lines of active farm fields. From there, the trail skirts around the eastern tip of the existing wetland just north of Yerkes Road and continues south along the property line of an agricultural parcel until it reaches Yerkes Road opposite Avon Road. The Green Alignment then follows Yerkes Road westerly for several hundred yards before turning south down McIntyre Road. McIntyre Road has few residential homes and low traffic volumes, making it a feasible option for trail development. The trail continues on McIntyre Road to County Road 30, where it turns easterly and continues for approximately $\frac{1}{4}$ -mile before intersecting with the former Batavia rail line, also known as the "Peanut Line."

The Purple and the Green Alternatives reconvene near the intersection of County Road 30 and Thomas Road on the former "Peanut Line" rail bed. Both alignments continue along the former rail line which extends easterly across private, active farmland and some wood lot stands toward the northern limits of the City of Canandaigua at North Street. From this point, the alignments continue across the Constellation Brands property to the trail terminus at Buffalo Street.

Sub-Alternative of Green Alignment: A sub-alternative of a segment of the Green Alternative was considered. This sub-alternative is depicted in white, and deviates from the Green Alternative alignment at the wetland located north of Yerkes Road, between Brickyard Road and New Michigan Road. This alignment parallels the Purple Alternative along an existing stream and wood lot on properties on the east side of McIntyre Road. Midway between Yerkes Road and County Road 30, the proposed white sub-alternative veers to the east side of an existing stream, crosses agricultural fields, and intersects the former Peanut Line railroad bed where it then connects back into the Green Alignment.

Blue Alignment

The third trail alignment, the Blue Alternative, follows the former Auburn Railroad bed running southwesterly from CR 41 to NYS Route 332. This Alternative then continues south on the west side of NYS Route 332 past Mountain Ash Drive until it reaches Canandaigua Farmington Town Line Road. At this point the alignment turns west and continues along the north side of Town Line Road a short distance before it crosses to the south side of the roadway and then continues south across vacant, private property before reaching Brickyard Road at the radius with Purdy Road. The Blue Alternative then continues on a sidepath parallel to and separate

from Brickyard Road crossing both Yerkes and Thomas Roads. South of Thomas Road, the Blue Alternative continues along the eastern boundary of the airport parcel until it intersects the former Peanut Line railroad bed, and subsequently coincides with the Green and Purple Alignments from this point southeast to Buffalo Street.

Sub-Alternatives of Blue Alignment: Two sub-alternatives were considered for short segments of the Blue Alignment. Blue Sub-Alternative 1 provides an alternative alignment for the segment from Canandaigua Farmington Town Line Road to Brickyard Road. Rather than turning west on Town Line Road, Blue Sub-Alternative 1 would continue south on NYS Route 332 to Purdy Road, where it would then turn west and continue down Purdy Road to Brickyard Road. Blue Sub-Alternative 2 provides an alternative to the segment along Brickyard Road, from Thomas Road to the former Peanut Line rail bed. This Sub-Alternative would proceed west on Thomas Road to just west of the existing runway where it would turn south and continue across private property until it intersects with the former Peanut Line rail bed (shown in pink on Figure 6).

Property Owner Consultations

Once the top 3 alignment alternatives (and sub-alternatives) were determined, the next step in the process was to reach out to the individual property owners potentially impacted to discuss their willingness to allow the trail to cross their property. Ontario County tax maps and related property databases were used to identify properties potentially impacted by the project and obtain contact information for property owners. Figure 7 depicts the property owners impacted by the three Green, Purple, and Blue Alignments and whether they were agreeable to granting an easement across their property for the trail.

As noted in Section 4, a meeting with potentially impacted property owners was held on March 28, 2012 to generally discuss the proposed trail, answer questions, and explain the process for obtaining permanent easements for the trail in locations where it crosses private property. A form was provided to attendees to document their willingness to allow a trail to cross their properties and to identify concerns. Contact information was requested by the project team to enable continued correspondence regarding advancement of the feasible trail alternatives.

Numerous property owners were not present at that meeting. Therefore, to engage these property owners, the project team conducted a direct mailing to inform them of the project and inquire about their willingness to consider an easement across their property for the trail. In addition to this mailing, phone calls were made to property owners resulting in one-on-one conversations with all but a few property owners despite numerous attempts to contact them.

Overview of Property Owner Responses

Two property owners favored postponing discussion for a later date. The property owner near New Michigan Road was in favor of the trail, however the owner plans to sell the property and

felt it important to permit the new owner to decide. In addition, a portion of the Peanut Line extends across property owned by the German Brothers. Project outreach occurred at a time when business was at a seasonal peak and they requested postponing discussion until later in the year. However, they did indicate their willingness to consider allowing the trail to cross their property.

The responses from remaining property owners ranged from conditional agreement for the trail to qualified rejection of the trail. Property owners indicated awareness of the project, and discussed their opinions with the project team. Feedback from respondents is summarized in the following sections.

Airport Property

The airport director was in favor of routing the trail on airport property on either the east or west side. The only restriction is that the trail be located outside of the security fencing. There is sufficient space between the security fence and the airport property line to accommodate the trail. Additionally, there is a planned expansion of the existing airport runway. As of the drafting of this report, contracts have been awarded and earth work activities have commenced. Thomas Road will be truncated west of Brickyard Road to accommodate the runway expansion, which will extend across Thomas Road. This action eliminates Blue Sub-Alternative 2 as a feasible option.

Private Residential and Agricultural Properties

Several property owners were in favor of the trail, but had legal and operational concerns. The primary property owner concerns included:

- Ownership and trail maintenance;
- Liability;
- Safety impacts associated with continued use of the property for hunting;
- Impacts to wetlands and migratory bird patterns;
- Interference with farming operations; and
- Intrusion on privacy.

The project team mapped those owners in favor of the trail (green) as well as property owners with concerns regarding the trail's impact to their property (yellow) to gain an understanding of where connectivity may be an issue. Refer to Figure 7 which depicts owners agreeable to the trail across their property in green, and those who were not in agreement in yellow. Unfortunately, property owners in favor of the trail were substantially interrupted by those with concerns, rendering the off-road and more scenic trail options not feasible.

Constellation Brands Property

A separate consultation with Constellation Brands was necessary to assess a means for connecting the former Peanut Line at North Street through the Constellation Brands property across Buffalo Street to the planned Canandaigua Rail to Trail system. The project team met with representatives of Constellation Brands at their facility and toured the property. From the site visit it was evident the former rail line had been obstructed by structures, access drives, and distribution staging areas, offering no safe route for potential trail users.

Because trail alignment on the Constellation Brands property was not an option, property owners along County Road 30 were engaged to identify possible alternatives. A trustee for the Richard Outhouse estate offered a possible solution, expressing Mr. Outhouse's passion for parks and desire to contribute to the Canandaigua community. Land south of County Road 30 had recently been donated to create Richard P. Outhouse Memorial Park, and would provide the opportunity to serve as a destination park while offering a continuation of the Auburn Trail to Buffalo Street. Access across the Mills' or German Brothers' property would be necessary to provide this connectivity, and would bring users to the Canandaigua Civic Center. Owners of the German Brothers property indicated their willingness to allow the trail across their property, making the trail connection to Outhouse Park feasible.

9 | RECOMMENDATIONS

Based on the property owner consultations related to the top 3 alignment alternatives (shown in Figure 6), it was determined that the Green Alternative and the Purple Alternative were not feasible as some of the owners of the parcels that these alternatives would cross were not agreeable to allowing an easement across their property for the trail. Therefore, the Blue Alternative remains as the only feasible alternative that best satisfies the goals and objectives of this project. Minor adjustments to the Blue Alternative were required based on property owner input and comments received from the PAG and the public. One modification is at the south end of the Blue Alternative, since it was determined not to be feasible to cross Constellation Brands property. This modification resulted in the Blue Alternative crossing the former Peanut Line rail bed and continuing south along private property to County Road 30, where it would then cross and enter Richard P. Outhouse Memorial Park. The Blue Alternative continues through Richard P. Outhouse Memorial Park to Buffalo Street, where it would continue east on road utilizing shoulders and sidewalks and eventually connect to the proposed Canandaigua Rail to Trail project.

The second modification is along NYS Route 332 from the former Auburn Railroad bed south to Canandaigua Farmington Town Line Road, where widening of the existing concrete sidewalk from 5' to 10' or construction of a new 10' wide sidewalk was originally proposed. Based on input received from the PAG, the preferred alternative is to maintain the existing 5' sidewalk and construct a 10' wide stone dust multi-use trail parallel to the sidewalk. In the area where

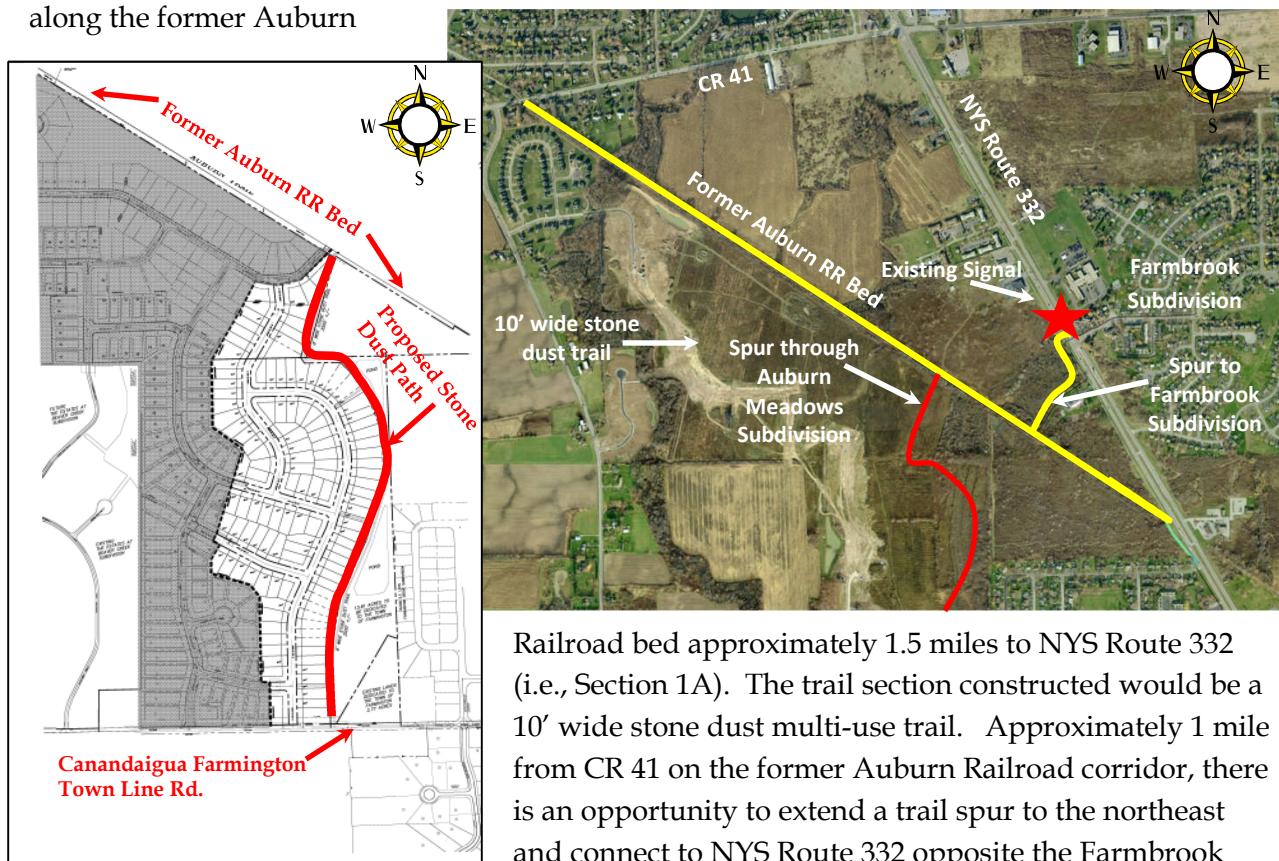
no sidewalk currently exists (i.e., from Mountain Ash Drive to Canandaigua Farmington Town Line Road), a new 10' wide stone dust multi-use trail would be constructed.

The third modification to the Blue Alignment is to extend the sidepath trail segment on Canandaigua Farmington Town Line Road further west to connect to the proposed stone dust path through Auburn Meadows Subdivision. Due to the approximate 8 mile length of this trail and the fact that it is comprised of on-road, off-road, and sidepath sections, trail signage will be integral to ensuring that trail users and the traveling public are aware of the trail route and locations where it either crosses or parallels the roadway network. Figure 9 shows recommended preliminary sign locations.

The overall alignment of the preferred alternative is depicted in Figure 8. For construction purposes, the alignment was broken into sections and certain sections were combined into larger segments which could then be constructed as separate construction contracts. Trail sections and segments are shown on Figure 10 and described in the following paragraphs. Note that the preferred alignment is depicted in yellow in Figures 8, 9 and 10 as well as the aerial insets in the following sections.

Section 1A: Former Auburn Railroad Bed and Section IB: Farmbrook Subdivision Spur

The proposed Auburn Trail would cross CR 41 near Mertensia Park and continue southeast along the former Auburn



subdivision, located on the east side of NYS Route 332 (i.e., Section 1B). Trail users would be able to cross Route 332 at the existing signalized intersection equipped with a pedestrian signal. The opportunity for a second trail spur exists through Auburn Meadows Subdivision where an 8' wide stone dust path is proposed running north and south along the eastern limit of this development. The former railroad bed from CR 41 to NYS Route 332 is currently privately owned. The same property owner also owns the parcel on which the trail spur from the railroad bed to NYS Route 332 is located. The Town of Farmington plans to acquire these 2 parcels for construction of this trail segment and spur to NYS Route 332. The Town has met with the property owner who is amenable to selling these parcels to the Town for development of the trail. The trail segment that continues north along NYS Route 332 to the Farmbrook Road intersection would be located within the existing highway boundary and, therefore, no easements or right of way acquisition would be needed for this segment adjacent to NYS Route 332.

Section 2A: NYS Route 332 Section from the Former Auburn RR Bed to Canandaigua Farmington Town Line Road

At the intersection of the former Auburn Railroad bed with NYS Route 332, the trail would continue south along the west side of NYS Route 332 to Canandaigua Farmington Town Line Road. The preferred option for this section is to construct a new 10' wide stone dust multi-use trail parallel to the existing sidewalk from the former Auburn Trail RR bed to

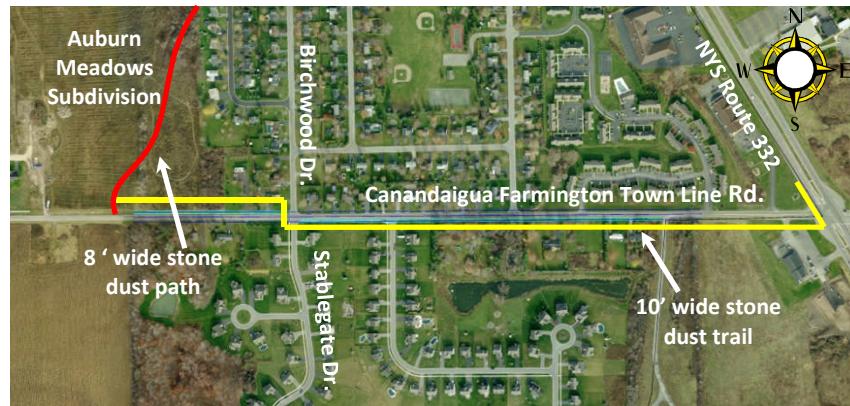


approximately 150 feet north of Mountain Ash Drive. At this point, due to space constraints, the trail would merge with the sidewalk which would be widened from 5 feet to 10 feet to the intersection of NYS Route 332 with Mountain Ash Drive. From Mountain Ash Drive to Canandaigua Farmington Town Line Road, where no sidewalk currently exists, a new 10' wide stone dust multi-use trail would continue along the west side of NYS Route 332. A total of 5 easements would be needed along this section as the sidepath would be constructed outside the existing highway boundary. A secondary option exists to widen the existing 5' concrete sidewalk to 10' and install a new 10' wide concrete sidewalk in lieu of a 10' wide stone dust

trail. However, this alternative was undesirable due to the high cost associated with a 10' wide concrete sidewalk and the desire to maintain a separate sidewalk system.

Section 2B: Town Line Road Section from Route 332 west to Auburn Meadows Path

From Route 332, the trail would continue west along the south side of Canandaigua Farmington Town Line Road until it intersects with Stablegate Dr./Birchwood Dr. Easements would be needed from 6 property owners along the south side of



Canandaigua-Farmington Town Line Road to accommodate this section of the trail. At the Stablegate Dr./Birchwood Dr. intersection, the trail would cross to the north side of the road and continue west to the proposed 8' wide stone dust path at the eastern boundary of the Auburn Meadows subdivision. Two additional easements would be needed from property owners on the north side of the road to accommodate the trail. The 8' wide path through Auburn Meadows will run north and south through the subdivision connecting to CR 41 to the north and Town Line Road to the south. The Auburn Meadows developer has stated that the land on which this 8' path is proposed would be donated to the Town.

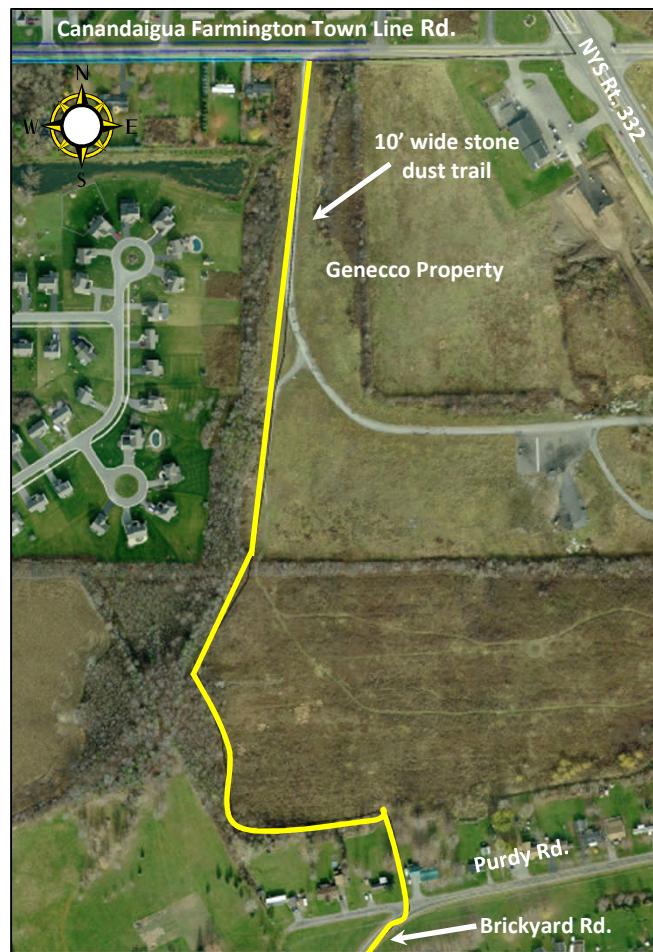
Section 2C: Trail from Canandaigua Farmington Town Line Road South across Genecco Property to Purdy Road and Brickyard Road

From Canandaigua Farmington Town Line Road, the recommended alignment turns south several hundred yards west of NYS Route 332 and follows the western and southern boundaries of two parcels owned by the Genecco family. A narrow strip of the Genecco property extends southerly between two residences on the north side of Purdy Road, and the proposed trail would be located on this strip connecting to the highway right-of-way where Purdy Road transitions to Brickyard Road. Two easements would be needed to construct the trail across the two parcels owned by the Genecco family. The Town of Farmington has discussed the need for these easements with the property owner who has stated that they are amenable to granting the easements for the trail. Upon reaching the highway right of way for Purdy Road, the recommended alignment then crosses Purdy Road and continues south along Brickyard Road.

A gap study was performed on Purdy Road where the proposed trail would cross. Gaps in the morning peak and evening peak traffic were observed and it was determined that adequate gaps exist in the traffic stream for trail users to cross at this location.

This alternative minimizes the length of trail along NYS Route 332, an important consideration expressed by the PAG and citizens in attendance at the public meeting due to undesirable features of this roadway including high speeds, significant truck traffic, and large paved bump outs for tractor trailer u-turns at the intersection with Canandaigua Farmington Town Line Road (See inset for Section 2A on previous page). An alternative to this section as shown on Figure 10 is Section 2C-Alt, which would continue south along NYS Route 332 to Purdy Road where it would then turn west and continue to Brickyard Road. This alternative was determined to be less

desirable than Section 2C because of the increased distance along NYS Route 332 and the fact that Segment 2C provides an off-road trail section, which is preferred over an on-road section.



**Section 3A: Sidepath Along Brickyard Road (Purdy Rd. to Yerkes Rd.) and
Section 4A: Sidepath Along Brickyard (Yerkes Rd. to Thomas Road Rd.)**

From Purdy Road, a sidepath would be constructed along the east side of Brickyard Road outside the existing traveled way, but within the existing highway boundary for approximately 2.25 miles, past Yerkes Road to Thomas Road. No easements are anticipated to be needed for Section 3A and 4A.

The sidepath would be a 10' wide stone dust multi-use trail. The trail would have a 5' separation from the edge of shoulder.



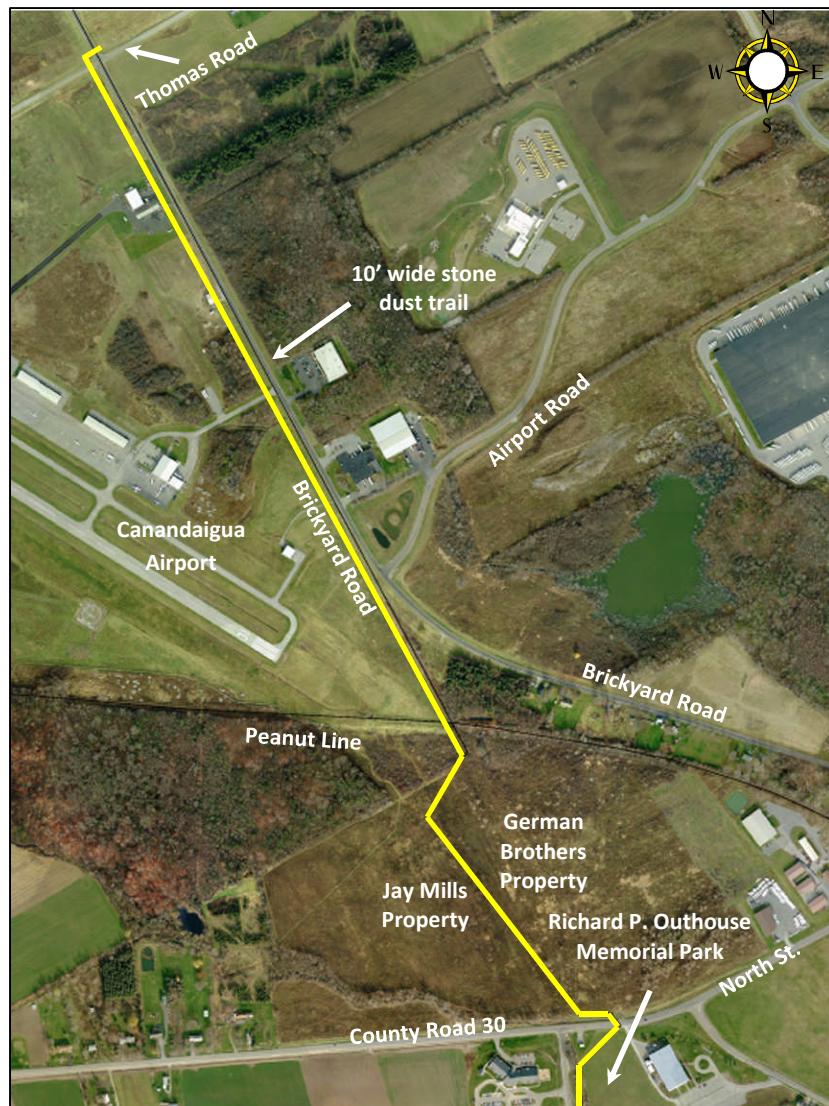
Section 4B: Sidepath Along Brickyard Road (Thomas Rd. to Airport Rd.) and Off-Road Trail (Airport Rd. to CR 30)

At Thomas Road, the trail would cross Brickyard Road and continue south on the west side of Brickyard Road along the eastern boundary of the airport property to a point opposite Airport Road, where Brickyard Road turns southeast. At this point, the trail alignment diverges from the Brickyard Road ROW and continues south around the end of the airport runway, intersecting with the former Peanut Line railroad bed and crossing the Jay Mills or German Brothers property, then crossing County Road 30 (North Street) opposite Richard P. Outhouse

Memorial Park. An easement would be needed from the Ontario County IDA who owns the airport property. An easement would also be needed from either the owner of the Jay Mills property or the owner of the German Brothers property. All three property owners have indicated that they are amenable to granting the necessary easements.

Due to steep side slopes, vegetation and the presence of guide rail along the north side of North Street, the trail will need to extend east along North Street to the end of the guide rail and require a mid-block pedestrian trail crossing to get trail users to the south side of North Street. On the south side of CR 30 (North Street) the trail enters Richard P. Outhouse Memorial Park.

A gap study was performed on Brickyard Road and North Street at the locations where the trail would cross. The study was conducted for the morning and evening peak



hours. Results of the studies indicated that adequate gaps exist in traffic for trail users to cross Brickyard Road and North Street at the proposed locations. The western leg of Thomas Road was recently truncated as part of the airport runway extension project, and therefore, Thomas Road west of Brickyard Road is now a dead end road and no longer accommodates through traffic to County Road 30. Therefore, crossing this leg of Thomas Road will not result in any safety concerns. The potential also exists to construct a small trailhead parking area in the southwest quadrant of the Thomas Road/Brickyard Road intersection.

Section 5A: Trail through Richard. P. Outhouse Memorial Park

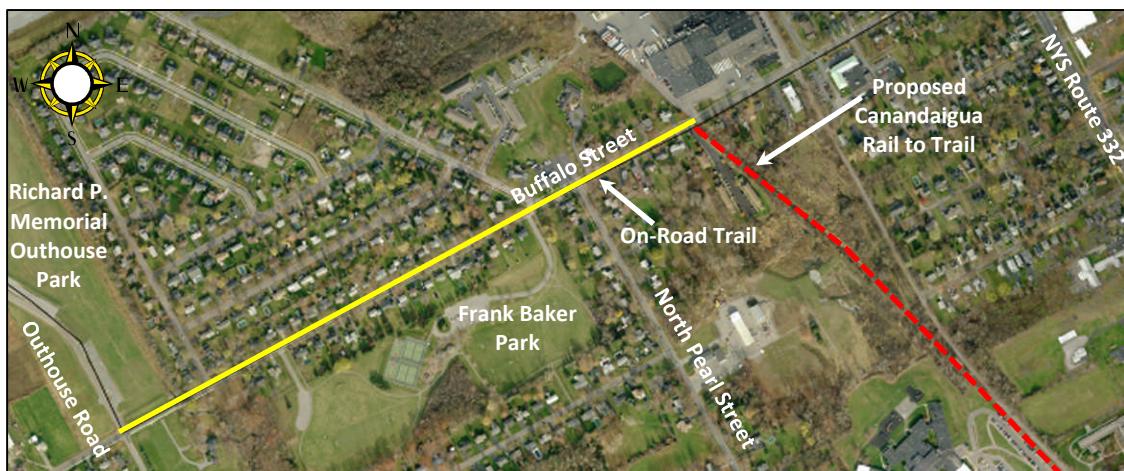
Once within Richard P. Outhouse Memorial Park, the trail extends south parallel to Outhouse Road where an existing 6' wide path is located. This path would be widened to 10' to meet

federal guidelines for multi-use trails. The trail would continue through the park until it intersects with Buffalo Street. No easements would be required for this section of the trail as this section would be owned by the Town of Canandaigua, who also owns Richard P. Outhouse Memorial Park.



Section 5B: On-Road Trail Along Buffalo Street

From Outhouse Park, the trail continues on-road along Buffalo Street. The street would be restriped to provide a designated shoulder for bicyclists and pedestrians would utilize the existing sidewalk. The trail would connect to Baker Memorial Park and the planned terminus to the Canandaigua Rail to Trail located at the abandoned rail line just east of North Pearl Street



and directly across from Constellation Brands property. Based on discussions with the PAG, it was determined that this on-road section of trail should be constructed when the Canandaigua Rail to Trail Project is constructed rather than as part of the Auburn Trail Connector Project, as it is desirable to have trails begin and end at logical termini. Outhouse Park is a logical terminus until the Canandaigua Rail to Trail Project is constructed at which time the connection from its terminus at Buffalo Street to Richard P. Outhouse Memorial Park can be made.

The Preferred Alignment as shown in Figure 10 was determined to be the most practicable and achievable alternative based on the evaluation process utilized and the physical and legal constraints identified throughout the course of this study.

With a “Preferred Alternative” identified, a meeting was held with Town of Canandaigua officials to present the proposed alignment and identify any additional opportunities or constraints that might impact implementation of the trail. Attendees included:

- Town Supervisor
- Director of Planning
- Parks and Recreation Director
- Planning Board Chairman
- Highway Superintendent
- Engineering Consultant from MRB Group

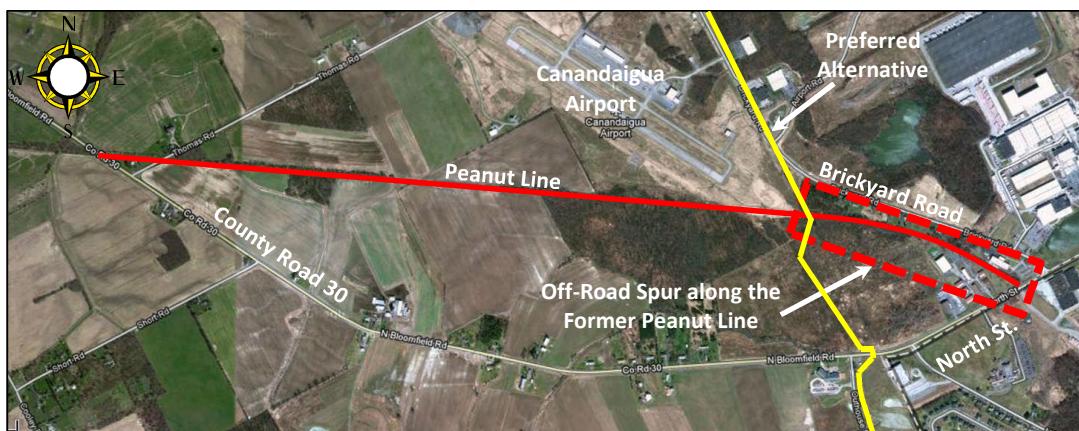
Topics of discussion included the location of existing utilities (e.g., water and sanitary sewer), drainage issues, private property owner concerns, and the impact the closure of Thomas Road may have on traffic volumes on Brickyard Road. Town officials identified an opportunity to incorporate the trail into a regional storm water management facility proposed for the north side of CR 30 opposite Richard P. Outhouse Memorial Park. Incorporation of the trail would provide users with the opportunity to observe the natural plant and animal species associated with existing wetlands.

Additionally, the “Outhouse Park” project was discussed. The Director of Parks presented a construction plan of a 6’ wide trail parallel to Outhouse Road for the length of the park from CR 30 to Buffalo Street. The project team noted that state and federal standards for shared-use trails require a minimum width of 10 feet, and the Town was asked to consider meeting this standard. Since that meeting, the 6’ wide trail within the park has been constructed, which can be widened when this segment of the Auburn Trail is funded and constructed. Otherwise, no major obstacles regarding construction of the trail along Brickyard Road within the highway right-of-way were identified.

Section 5C: Off-Road Spur along Former Peanut Line Railroad

Section 5C is a proposed trail spur that would extend southeast along the former Peanut Line Railroad from its intersection with the preferred alignment to North Street. This section of the

Peanut Line is privately owned, but the property owner is agreeable to granting an easement allowing the trail to be constructed in this location. This section would consist of a 10'-wide stone dust trail.



Presentation of Preferred Alternative

A meeting with the PAG was held on July 9, 2012 at the Farmington Town Hall to present findings of the alternatives analysis and the preferred alternative. Specific focus was placed on the property owner discussions, which eliminated the possibility of an entirely off-road alternative. Based on these factors, the majority of the PAG concurred with the proposed alignment. Concerns regarding the selected alignment included safety concerns associated with the trail section adjacent to Route 332, and lack of scenic quality on the sections of trail parallel and adjacent to Brickyard Road.

Additional recommendations related to the trail were identified through discussion with the PAG, as summarized below:

- The trail network being developed in Estates at Beaver Creek and the Auburn Meadows subdivision should be renovated or upgraded. Since their original construction, the stone dust surface has become infiltrated with weeds and there is a need for a simple stream crossing which typically washes out the trail during storm events. The trails in these neighborhoods offer users direct access to the main trail located on the former Auburn RR bed. These upgrades were added to Section 1A.
- The consultant and the PAG had initially recommended several trail alignments which utilized the former Peanut Line rail bed from the point where it crosses CR 30 near Thomas Road and then extending southeast through wooded areas and active agricultural properties until reaching North Street just a few hundred feet west of Brickyard Road. Only one property owner along this length of the Peanut Line was not in favor of the trail; all other property owners were in favor. With this in mind, the PAG agreed that the Feasibility Study should recommend this segment of the Peanut Line to

serve as a future connection to Canandaigua when the Peanut Line Trail is developed westerly to Bloomfield. At that time, the PAG can initiate further discussions with the unwilling property owner.

- Finally, the PAG expressed that the spur along the Peanut Line from the preferred alternative to North Street should be retained as part of the preferred alignment as it furthers the goal of development of the entire Peanut Line corridor into a multi-use trail and provides access to employment and commercial destinations at the north end of the City of Canandaigua. This trail section, discussed in this report as Section 5C, is feasible as it impacts only 1 property owner who is willing to grant an easement.

10 | TRAIL DESIGN AND POTENTIAL CONSTRUCTION COSTS

Based on PAG feedback, trail design, cost estimates and recommendations for phased implementation were prepared. Phased implementation was not based on the sequence that the trail must be constructed in, but rather was based on grouping sections of the trail into specific construction segments that could be constructed for less than \$2 million. This was determined to be a reasonable cost for which funds could be obtained based on historical data of the cost of other trails that previously received funding through various funding programs. The actual sequence of construction will be based on each municipality's ability to obtain funding for the respective segments of trail. However, based on discussions with the PAG, it is envisioned that the northern and southern segments would be constructed first followed by the middle segments that would then close the gap.

Cost estimates were developed based on the environmental and construction requirements of the various trail sections. The trail design, construction and cost considerations for each section are described in more detail below. Trail sections are grouped into segments as depicted on Figure 10.

Segment 1

Section 1A: Former Auburn Railroad Bed (Town of Farmington)

This section extends from the intersection of the railroad corridor with CR 41 (Boughton Hill Road) easterly to NYS Route 332. This section includes a connector trail to the Auburn Meadows subdivision and the existing trail within the subdivision. The cost estimate includes the following improvements:

- Clearing and grubbing of existing vegetation along the rail bed. The cost assumes a 16-foot clearing width.
- Construction of a 10-foot-wide stone dust trail along the railroad bed with an adequate subbase for positive drainage.

- Rehabilitation of the existing stone dust trail through Auburn Meadows by applying an herbicide to eliminate weeds, raking to remove organic materials, and a new overlay (1 to 2-inches) of stone dust. Additional improvements will be included if deemed necessary.
- Installation of a culvert/bridge structure to cross the drainage swale (intermittent stream) near Lillybrook.
- Repair of the existing stone drainage culvert under the rail embankment to support estimated trail loads.
- Trail amenities including signage, a bike rack and benches as well as pavement markings to connect the trail terminus on the south side of CR 41 with the existing trail on the north side of CR 41 near Mertensia Park.
- ROW acquisition consisting of the purchase of 2 railroad parcels to accommodate the trail along the former rail bed.



Photo simulation of the trail crossing at CR 41

A summary of features of this section is as follows:

Table 2: Section 1A Features

Section Length	8,200 feet
Trail Type	Off-Road
Trail Width	10 feet
Trail Surface	Stone Dust
ROW Required (Yes/No)/#	Yes/Purchase of 2 railroad parcels
Responsible Jurisdiction	Town of Farmington
Additional Features	Trail entrance treatments and amenities, signage, pavement markings, culvert repair, vegetation clearing, Auburn Meadows Trail improvements and culvert crossing

Section 1B: Farmbrook Subdivision Spur

This trail section provides a connection to the Farmbrook subdivision located on the east side of NYS Route 332. The Farmbrook subdivision, along with Farmbrook Park, is considered both an origin and destination of value to the proposed trail. The proposed spur diverges from the main trail along the former Auburn Railroad corridor approximately 2000 feet west of NYS Route 332. The trail runs northeast 845 feet, adjacent to the Cobblestone Art Center, before reaching the NYS Route 332 right-of-way. This segment of the trail is located on a railroad corridor parcel that will be acquired as part of Section 1A. Upon reaching the Route 332 right of way, the trail turns north and continues 450 feet within the existing highway right of way to the

intersection with Farmbrook Drive. One residential driveway would need to be crossed along this section of the trail. A new restroom building is proposed along the railroad corridor at the point where Section 1B diverges from Section 1A.

A summary of features of this section is as follows:



*Sidewalk along west side of NYS Route 332
Looking south from Farmbrook Drive*

Table 3: Section 1B Features

Section Length	845 feet from RR Corridor to NYS Route 332 450 feet north along NYS Route 332
Trail Type	Off-road from RR corridor to Route 332 Sidepath along Route 332 to Farmbrook Road
Trail Width	10 feet
Trail Surface	Stone dust from RR Corridor to NYS Route 332 Concrete sidewalk along Route 332 to Farmbrook Road
ROW Required (Yes/No)	No (Railroad parcels acquired under Section 1A)
Responsible Jurisdiction	Town of Farmington
Additional Features	Trail entrance treatments, signage, restroom building along RR corridor

The alternative along NYS Route 332 originally desired was a 10-foot-wide stone dust trail constructed adjacent to the existing sidewalk system. However, given the large offset of the existing sidewalk from the existing roadway, and to minimize the number of easements required, the preferred option was determined to be widening the existing sidewalk to 10 feet. This option does not require the acquisition of any right of way along NYS Route 332.

The following table summarizes the cost for Segment 1, which consists of construction of trail Sections 1A and 1B.



*Existing Signalized Pedestrian Crossing on NYS Route 332 at Farmbrook Drive
Looking west across NYS Route 332 from Farmbrook Drive*

Table 4: Costs Associated with Trail Segment 1		
Feature	Cost per Trail Section	
	Section 1A	Section 1B
Trail Construction	\$210,940	\$44,190
Closed Drainage/Culverts	\$3,500	\$3,500
Bridge/Boardwalk Structures	\$47,000	\$0
Trail Amenities	\$13,900	\$56,850
Striping (Crosswalks and Bike Lanes)	\$3,336	\$0
Standard Construction Items (Survey, WZTC, Mobilization, Erosion Control, Contingency)	\$106,200	\$39,900
Subtotal for Construction	\$384,876	\$144,440
Right of Way Incidentals	\$12,000	\$0
Right of Way Acquisition	\$24,000	\$0
Design	\$92,400	\$33,300
Construction Inspection	\$72,730	\$27,310
Total Section Cost	\$586,006	\$205,050
Total Segment 1 Cost	\$791,056	

Segment 2

Section 2A: NYS Route 332 Section from the Former Auburn RR Bed to Canandaigua Farmington Town Line Road

The third section of the trail begins on NYS Route 332 where the trail exits the Auburn rail bed, approximately 600 feet north of Mountain Ash Drive. The trail would extend south to Canandaigua Farmington Town Line Road and would be located along the west side of NYS Route 332. The preferred option for this section is construction of a 10' wide multi-use trail either parallel to the backside of the existing sidewalk (from the former Auburn RR bed at its intersection with NYS Route 332 to Mountain Ash Drive), or a minimum of 5' from the existing roadway shoulder in areas where no sidewalk exists (Mountain



West side of NYS Route 332 north of Canandaigua Farmington Town Line Road

Ash Drive to Canandaigua Farmington Town Line Road). A distance of 10' from the shoulder is desirable and would be provided where feasible. However, existing development features limit achieving the 10' separation in all areas along this section.

A secondary option is to widen the existing sidewalk to 10 feet and construct a new 10' wide stone dust trail where no sidewalk exists. However, this option was determined to be less desirable due to the cost associated with concrete compared to stone dust. In addition, a trail separate from the sidewalk was desired given the anticipated high volume of trail users and the speed at which bicyclists may be coming off the railroad bed and onto this section. It should be noted that widening a short section of existing sidewalk is required for all scenarios

due to existing constraints that limit building an adjacent stone dust trail. This section is located approximately 150 feet north of Mountain Ash Drive. For this short segment, the existing 5 foot wide sidewalk would be widened to 10 feet and the adjacent stone dust trail would merge with this section of sidewalk. One driveway crossing would be required along this proposed trail section along with the crossing of Mountain Ash Drive. Similar to Section 1B, construction of the trail along this portion of Route 332 will require right of way as the existing roadway right of way boundary is in close proximity to the edge of shoulder. A total of 5 easements would be required for this section of trail.

Design and cost considerations for this segment include:

- Construction of 465 feet of a 10-foot-wide, stone dust, multi-use trail parallel and adjacent to the existing sidewalk on the west side of Route 332 from the former Auburn RR bed to 150 feet north of Mountain Ash Drive. The trail would be constructed along the backside of the sidewalk.
- Widening of a 150-foot section of sidewalk north of Mountain Ash Drive from 5' to 10'.



Sidewalk widening north of Mountain Ash Drive



Existing stormwater management facility will require modification to accommodate the trail

- Construction of 1,800 feet of a 10-foot-wide stone dust multi-use trail from Mountain Ash Drive to the Canandaigua Farmington Town Line Road. Note that no sidewalk exists between Mountain Ash Drive and Canandaigua Farmington Town Line Road.
- Stormwater considerations, including reconfiguration of the existing retention pond.
- Necessary pavement markings to enhance user safety.
- ROW Acquisition consisting of 5 permanent easements.

A summary of features of this section is as follows:

Table 5: Section 2A Features

Section Length	2,415 feet from former Auburn RR corridor to Canandaigua Farmington Town Line Road consisting of: - 465 feet from former Auburn RR to 150 feet north of Mountain Ash Drive - 150 foot segment just north of Mountain Ash Drive - 1800 feet from Mountain Ash Drive to Canandaigua Farmington Town Rd.
Trail Type	Sidepath adjacent to existing sidewalk and sidepath adjacent to roadway (where no sidewalk exists), except for 150 ft. segment north of Mountain Ash Dr. where the existing sidewalk would be widened to 10 feet.
Trail Width	10 feet
Trail Surface	Stone dust except for 150' of concrete sidewalk widening just north of Mountain Ash Drive
ROW Required (Yes/No)/#	Yes/5 permanent easements
Responsible Jurisdiction	Town of Farmington
Additional Features	Stormwater structure improvements, pavement markings and signage at Mountain Ash Drive and entrance to RR corridor

Section 2B: Canandaigua Farmington Town Line Road Section from NYS Route 332 west to Auburn Meadows Path

This segment of the trail begins on the south side of Canandaigua Farmington Town Line Road and proceeds west to the intersection with Stablegate Dr. / Birchwood Dr. From this point, the trail crosses to the north side of the road and continues west connecting with the proposed 8' wide stone dust path along the eastern boundary of the Auburn Meadows Subdivision. Although constructing the proposed trail on the south side of the road would entail crossing 7 driveways and 2 roadways, it will provide



*Canandaigua Farmington Town Line Road
Looking West from NYS Route 332*

access to over 600 residential units located within the adjacent subdivisions on this road. Constructing the trail on the north side of the road would entail crossing 14 driveways and 4 roads, which was deemed less desirable. The existing right of way width of Town Line Road is 49.5' and construction of the proposed trail would require acquisition of permanent easements from 6 properties on the south side of the road and 2 properties on the north side.

A summary of features of this section is as follows:

Table 6: Section 2B Features

Section Length	2,661 feet to Stablegate Dr./Birchwood Dr. 775 feet from Stablegate Dr./Birchwood Dr. to Auburn Meadows proposed stone dust path
Trail Type	Sidepath adjacent to existing roadway
Trail Width	10 feet
Trail Surface	Stone dust
ROW Required (Yes/No) / #	Yes/6 easements on south side and 2 easements on north side
Responsible Jurisdiction	Towns of Canandaigua and Farmington
Additional Features	Vegetation clearing, signage, pavement markings, closed drainage, signal upgrades for pedestrians

Section 2C: Trail from Canandaigua Farmington Town Line Road South across Genecco Property to Purdy Road and Brickyard Road

Section 2C begins on Canandaigua Farmington Town Line Road approximately 790 feet west of NYS Route 332 where it turns south onto private property (Genecco Property) and continues south until it intersects with Purdy Road. This property shows evidence of prior farming activities, but is



currently fallow. The owner has expressed willingness to work with the PAG and designers on selection of a final route for the trail across their property. For the purposes of estimating, it was assumed the trail would follow an established gravel haul road for about half the distance and then edge closer to the westerly property line. Approaching the southerly property line, the trail would turn east for a short distance then turn south toward Purdy Road following an existing sewer easement on this parcel. A summary of features of this section is as follows:

Table 7: Section 2C Features

Section Length	3,055 feet
Trail Type	Off-Road
Trail Width	10 feet
Trail Surface	Stone dust
ROW Required (Yes/No)/#	Yes/2 permanent easements needed from same property owner
Responsible Jurisdiction	Town of Canandaigua
Additional Features	Vegetation clearing, signage, pavement markings, trail entrance treatments

The following table summarizes the cost for the Segment 2, which consists of construction of trail Sections 2A, 2B, and 2C.

Table 8: Costs Associated with Trail Segment 2

Feature	Cost per Trail Section		
	Section 2A	Section 2B	Section 2C
Trail Construction	\$65,905	\$88,910	\$64,346
Closed Drainage	\$0	\$228,450	\$0
Bridge/Boardwalk Structures	\$0	\$0	\$0
Trail Amenities	\$2,100	\$14,000	\$3,400
Striping (Crosswalks and Bike Lanes)	\$3,670	\$25,020	\$4,362
Standard Construction Items (Survey, WZTC, Mobilization, Erosion Control, Contingency)	\$27,400	\$135,500	\$27,800
Subtotal for Construction	\$99,075	\$491,880	\$99,908
Right of Way Incidentals	\$30,000	\$66,000	\$12,000
Right of Way Acquisition	\$50,700	\$10,500	\$5,500
Design	\$19,900	\$123,000	\$20,000
Construction Inspection	\$18,730	\$93,000	\$19,000
Total Section Cost	\$218,405	\$784,380	\$156,408
Total Segment 2 Cost	\$1,159,193		

Segment 3

Section 3A: Sidepath Along Brickyard Road from Purdy Road to Yerkes Road

This trail section from Purdy Road to Yerkes Road includes a structural crossing of a wetland area located adjacent to the roadway to minimize adverse impacts to wetlands. In addition, approximately 1,360 feet north of Yerkes Road there is a vertical curve (i.e., a hill) approximately 450' long with a steep grade of 10-12%. The proposed sidepath would generally

match the grade of the adjacent roadway in this area. The 10-foot-wide trail could be located on either side of the road, but based on review of existing features on each side, the east side is recommended for this section.

The proposed sidepath would be separated from the edge of shoulder by a 5'-wide swale area. A total of 7 driveways would need to be crossed along with the crossing of Purdy Road and Canandaigua County Estates access road.

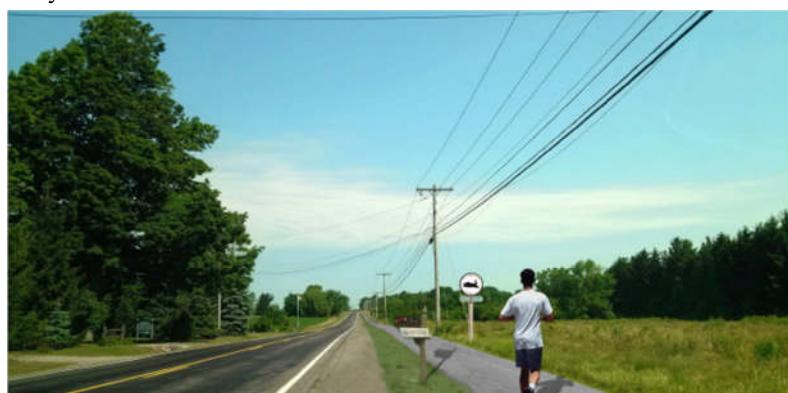
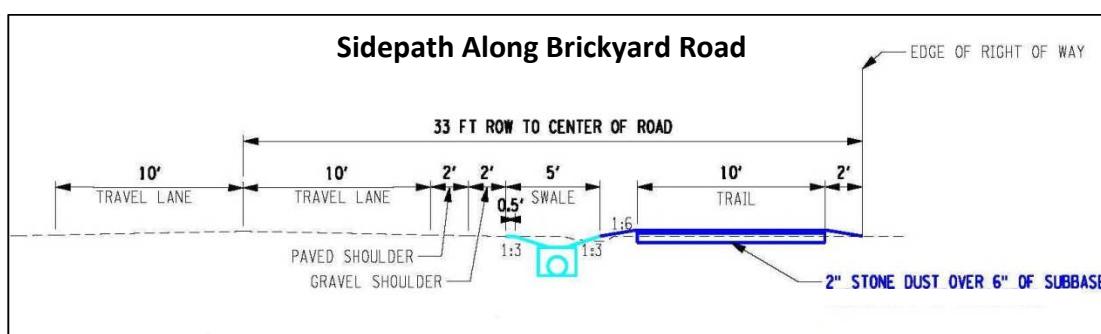


Photo Simulation of Sidepath on Brickyard Road



Costs for this trail section include:

- Installation of a boardwalk structure over the existing wetland to maintain the desired 10-foot trail width while minimizing impacts (fill) to the wetland.
- Installation of a 10' wide stone dust trail from Purdy Road to the wetland boardwalk.
- Installation of a 10' wide asphalt trail from the boardwalk south and up the steep grade where Brickyard Road flattens and reaches Yerkes Road. At this point, the trail would transition back to stone dust.
- Closed drainage.
- Relocation of utility poles near the edge of Purdy Road to accommodate the trail right-of-way.
- Relocation of a livestock fence on the northeast corner of Brickyard Road and Yerkes Road to accommodate the trail.

A summary of features of this section is as follows:

Table 9: Section 3A Features

Section Length	5,000 feet
Trail Type	Sidepath adjacent to existing roadway
Trail Width	10 feet
Trail Surface	Stone dust and asphalt in steep grade areas
ROW Required (Yes/No) / #	No
Responsible Jurisdiction	Town of Canandaigua
Additional Features	Vegetation clearing, signage, pavement markings, closed drainage, boardwalk across wetland area

The following table summarizes the cost for the Segment 3, which consists of construction of trail Section 3A.

Table 10: Costs Associated with Trail Segment 3

Feature	Cost per Trail Section
	Section 3A
Trail Construction	\$205,553
Closed Drainage	\$118,500
Bridge/Boardwalk Structures	\$200,000
Trail Amenities	\$11,300
Striping (Crosswalks and Bike Lanes)	\$5,791
Standard Construction Items (Survey, WZTC, Mobilization, Erosion Control, Contingency)	\$206,200
Subtotal for Construction	\$747,344
Right of Way Incidentals	\$0
Right of Way Acquisition	\$0
Design	\$165,000
Construction Inspection	\$135,000
Total Section Cost	\$1,047,344
Total Segment 3 Cost	\$1,047,344

Segment 4

Section 4A: Sidepath Along Brickyard Road from Yerkes Road to Thomas Road

From Yerkes Road south to Thomas Road (Section 4A), the trail extends a distance of 4,500 feet along the east side of Brickyard Road. Constructing the trail on the east side of the road results in the fewest interruptions to trail users due to driveways as there is only 1 driveway crossing at the entrance to Centre Point Golf Course along the east side of the road compared to 17 driveways along the west side. The trail would be offset from the edge of the shoulder a distance of 5 feet, similar to Section 3A, to fit the trail within the existing right of way and to minimize impacts to adjacent features. Installation of closed drainage would be needed as the existing ditches would be impacted by the proposed trail.



Brickyard Road just north of Yerkes Road

A summary of features of this section is as follows:

Table 11: Section 4A Features

Section Length	4,500 feet
Trail Type	Sidepath adjacent to existing roadway
Trail Width	10 feet
Trail Surface	Stone dust and asphalt in steep grade areas
ROW Required (Yes/No)/#	No
Responsible Jurisdiction	Town of Canandaigua
Additional Features	Vegetation clearing, signage, pavement markings, closed drainage, boardwalk across wetland area

Section 4B: Sidepath Along Brickyard Road from Thomas Road to Airport Road and Off-Road Trail from Airport Road to County Road 30

Trail Section 4B assumes the trail will cross to the west side of Brickyard Road at Thomas Road and then cross Thomas Road continuing south to a point opposite Airport Road. This section of trail would be located along the property owned by the airport where there is approximately 15 to 30-feet between the highway right-of-way and the chain link security fence on the airport property. The trail will cross 5 driveways in addition to crossing Thomas Road and Brickyard Road. Across from Airport Road, the trail will continue southwest, diverging from Brickyard Road, and cross the former Batavia Rail (Peanut) Line. The trail will then continue across private property until it intersects with CR 30 (North Street) opposite the Canandaigua Civic Center. The total length of the trail from Thomas Road to CR 30 is 6,520 feet. Cost and design considerations include:

- Installation of a small parking area in the southwest quadrant of the Thomas Road/Brickyard Road intersection.
- Installation of trail furnishings (e.g., benches and bike racks) at the trailhead.
- Inclusion of a trail system map.
- Installation of crosswalk pavement markings.
- Signage to direct users to cross CR 30, and to warn of snowmobile usage to avoid user conflicts during the winter season.
- ROW Acquisition consisting of 2 permanent easements.



Brickyard Road along the Airport Property

A summary of features of this section is as follows:

Table 12: Section 4B Features

Section Length	6,520 feet
Trail Type	Sidepath adjacent to existing roadway
Trail Width	10 feet
Trail Surface	Stone dust
ROW Required (Yes/No)/#	Yes/2 permanent easements
Responsible Jurisdiction	Town of Canandaigua
Additional Features	Signage, pavement markings, trailhead parking area, trailhead amenities

The following table summarizes the cost for the Segment 4, which consists of construction of trail Sections 4A and 4B.

Table 13: Costs Associated with Trail Segment 4

Feature	Cost per Trail Section	
	Section 4A	Section 4B
Trail Construction	\$121,906	\$136,723
Closed Drainage	\$118,500	\$0
Bridge/Boardwalk Structures	\$0	\$0
Trail Amenities	\$3,800	\$25,960
Striping (Crosswalks and Bike Lanes)	\$5,618	\$4,592
Standard Construction Items	\$95,100	\$64,000

(Survey, WZTC, Mobilization, Erosion Control, Contingency)		
Subtotal for Construction	\$344,924	\$231,275
Right of Way Incidentals	\$0	\$12,000
Right of Way Acquisition	\$0	\$12,100
Design	\$69,000	\$51,000
Construction Inspection	\$62,000	\$42,200
Total Section Cost	\$475,924	\$348,575
Total Segment 4 Cost	\$824,500	

Segment 5

Section 5A: Trail through Richard P. Outhouse Memorial Park

The proposed trail would cross CR 30 and enter Richard P. Outhouse Memorial Park. Recently completed improvements to the park include a 6' wide stone dust path that runs north and south along the east side of Outhouse Road connecting CR 30 at the north end of the park to Buffalo Street at the south end. Section 5A would widen this existing 6' path to 10'.

A summary of features of this section is as follows:



Outhouse Road

Table 14: Section 5A Features

Section Length	3,200 feet
Trail Type	Sidepath adjacent to existing roadway
Trail Width	10 feet
Trail Surface	Stone dust
ROW Required (Yes/No)/#	No (Town owned Park)
Responsible Jurisdiction	Town of Canandaigua
Additional Features	Signage, pavement markings

Section 5B: On-Road Trail Along Buffalo Street

Once the trail exits Richard P. Outhouse Memorial Park at Buffalo Street, it would continue on-road with bikes utilizing the shoulders and pedestrians utilizing the sidewalk system. The on-road trail would run along Buffalo Street for a distance of 4,900 feet where it then would

connect to the proposed Canandaigua Rail to Trail Project located just east of Baker Memorial Park. Based on discussions with the PAG, it was determined that this trail section should be constructed as part of the Canandaigua Rail to Trail Project rather than as part of the Auburn Trail Connector Project. This would allow Richard P. Outhouse Memorial Park to be terminus for each project.

A summary of features of this section is as follows:



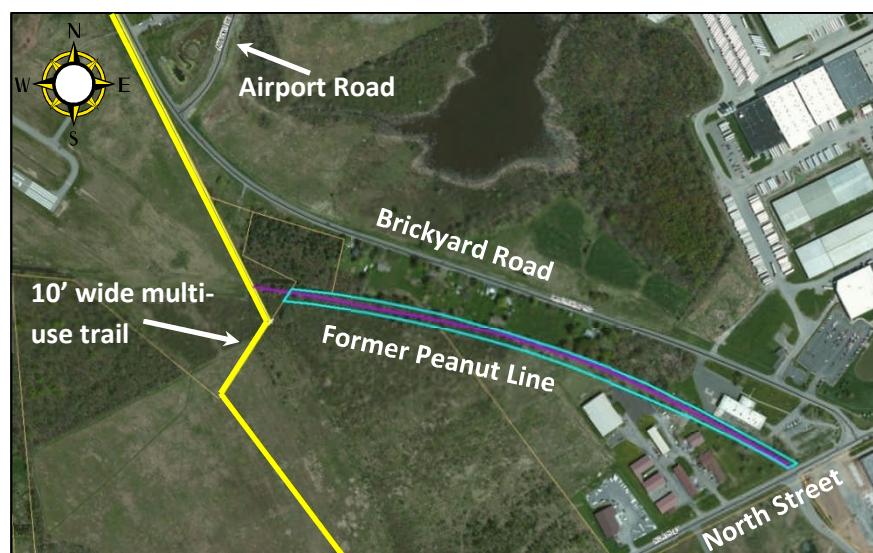
Photo simulation of bike lanes along Buffalo Street

Table 15: Section 5B Features

Section Length	4,900 feet
Trail Type	On-Road (shoulders and sidewalks)
Trail Width	5' shoulders; 5' sidewalk
Trail Surface	Asphalt shoulders; Concrete sidewalks
ROW Required (Yes/No)/#	No
Responsible Jurisdiction	Town of Canandaigua
Additional Features	Signage, pavement markings

Section 5C: Trail Along Former Peanut Line from South of Airport Road to North Street

Section 5C is a proposed spur of the main trail. A 10' wide stone dust trail would be constructed along the former Peanut Line Railroad corridor from approximately 750' south of Airport Road, where the Peanut Line intersects the proposed Auburn Trail Connector Road, to North Street. The western half of this spur is part of a local snowmobile route and, therefore, special



Former Peanut Line Railroad Corridor

signage would be required to alert snowmobilers and trail users of the shared use of this section of the trail during the winter months. Construction of this spur will further the goal of development of the entire Peanut Line Railroad corridor as a multi-use trail and will provide an alternate transportation route to businesses along North Street. This section of the Peanut Line is owned by a single property owner and an easement from that owner would be needed for construction of this spur. The Town of Farmington has spoken with this owner who is amenable to granting an easement.

A summary of features of this section is as follows:

Table 16: Section 5C Features

Section Length	2,870 feet
Trail Type	Off-Road
Trail Width	10 feet
Trail Surface	Stone Dust
ROW Required (Yes/No)/#	Yes/1 permanent easement
Responsible Jurisdiction	Town of Canandaigua
Additional Features	Signage

The following table summarizes the cost for the Segment 5, which consists of construction of trail Sections 5A and 5C.

Table 17: Costs Associated with Trail Segment 5

Feature	Cost per Trail Section		
	Section 5A	Section 5B*	Section 5C
Trail Construction	\$25,520	\$0	\$60,681
Closed Drainage	\$0	\$0	\$0
Bridge/Boardwalk Structures	\$0	\$0	\$0
Trail Amenities	\$4,700	\$800	\$3,110
Striping (Crosswalks and Bike Lanes)	\$2,825	\$31,191	\$1,074
Standard Construction Items (Survey, WZTC, Mobilization, Erosion Control, Contingency)	\$12,900	\$12,400	\$24,900
Subtotal for Construction	\$45,945	\$44,391	\$89,765
Right of Way Incidentals	\$0	\$0	\$6,000
Right of Way	\$0	\$0	\$8,500
Design	\$9,200	\$6,600	\$18,000
Construction Inspection	\$8,300	\$6,700	\$16,200
Total Section Cost	\$63,445	\$57,691*	\$138,465
Total Segment 5 Cost	\$259,601		

* The cost for Section 5B is not included in the total cost for Segment 5 as it is assumed that this section will be constructed as part of the Canandaigua Rail to Trail Project

City of Canandaigua Rail to Trail Project

Connection of the Auburn Trail Connector to the City of Canandaigua Rail to Trail Project and ultimately to Ontario Pathways was a desired goal of this project. However, since the Canandaigua Rail to Trail Project is not yet constructed, an interim terminus was determined to be Richard P. Outhouse Memorial Park to ensure a logical terminus exists for the project. The City of Canandaigua has completed a feasibility study and is in the preliminary design phase of the Canandaigua Rail to Trail Project, which utilizes abandoned and active rail corridors within the City. The Rail to Trail Project begins at Buffalo Street opposite Constellation Brands east of North Pearl Street. This abandoned rail line was once a section of the Batavia (Peanut) Line, which crossed North Street, and extended through the current Constellation facilities. The former right-of-way eventually merged and ran parallel with the Auburn Line south of Buffalo Street. The section of the Auburn Line from SR 322 and Parkside Drive remains an active line, servicing Pactiv Corporation, crossing North Street past Constellation and through the City of Canandaigua. The Canandaigua Rail to Trail Project turns east and connects to Ontario Pathways at East Street.

At the time this report was prepared, design of the Canandaigua Rail to Trail segment is complete, but execution of easements from 2 property owners is still outstanding. Construction funding also must be obtained. It is recommended that Section 5B (On-Road Trail Along Buffalo Street) be constructed by the City of Canandaigua when the Canandaigua Rail to Trail Project is constructed due to the uncertainty of the timeframe associated with this project. This would allow Outhouse Park to serve as the logical terminus for both projects. As shown in the following table, the cost for Section 5B is \$57,691. The Town of Farmington will continue coordination with the City of Canandaigua to ensure that when funding is sought for the Rail to Trail Project, it also includes funding for Section 5B along Buffalo Street to connect the Rail to Trail Project to the Auburn Trail Connector within Outhouse Park.

Summary of Costs

An analysis of probable costs was conducted for the chosen alignment. This analysis assumed a number of construction materials for the various trail sections as well as trail off-sets from roadways. The Preferred Option includes off-road trail sections and sidepath sections. The majority of the trail would be a 10-foot-wide stone dust path. However, in steep grade areas, the trail would be asphalt to minimize erosion. The following table presents a summary of the total project cost. Additional cost information is included in Appendix B.

Table 18: Summary of Total Project Costs for Preferred Alignment						
Trail Segment	Design	Construction	Inspection	ROW Incidentals	ROW Cost	Total
Segment 1	\$125,700	\$529,316	\$100,040	\$12,000	\$24,000	\$791,056
Segment 2	\$162,900	\$690,863	\$130,730	\$108,000	\$66,700	\$1,159,193
Segment 3	\$165,000	\$747,344	\$135,000	\$0	\$0	\$1,047,344
Segment 4	\$120,000	\$576,200	\$104,200	\$12,000	\$12,100	\$824,500
Segment 5*	\$27,200	\$135,710	\$24,500	\$6,000	\$8,500	\$201,910
Total Cost	\$626,000	\$2,804,942	\$518,200	\$138,000	\$111,300	\$4,024,003

*Note: The cost for Segment 5 excludes the cost for Section 5B along Buffalo Street as it is assumed that the City of Canandaigua will complete this section as part of the Canandaigua Rail to Trail Project. The cost for Section 5B is \$57,691.

Trail Maintenance

Trail maintenance is an inexact science with many variables. By far, the most influential component of trail maintenance is the original trail design; a well-designed trail will be easier to maintain, will deteriorate more slowly and will be more pleasant to use. However, regular maintenance will still be necessary, and the work required and associated costs will depend heavily on the materials used, the location of the trail, the soil, the climate, and the types of uses. In addition, ownership of the trail (government, private, volunteers, or some combination thereof) also has a direct impact on maintenance costs, as shown in the following information.

What Does Trail Maintenance Consist of?

Proper trail maintenance encompasses a wide range of topics, from graffiti removal to structural inspections and maintenance. The following list includes the most common elements of trail maintenance:

- Sign maintenance (replacement of worn or missing signs; graffiti removal)
- Structural maintenance of retaining walls, bridges, guide-rail, etc.
- General landscape care: mowing trail edges, cleaning ditches, removal of leaves, fallen trees, trash, and other debris; weed control; pruning of encroaching limbs, saplings, shrubs, etc.
- Erosion control
- Surface degradation (asphalt requires re-topping approximately every 15 years; non-asphalt trails require regrading/re-topping approximately every 9 years)
- Pavement markings for on-road trail sections (restriping frequency generally varies from 2-8 years based on traffic volumes and the type of pavement marking used)

- For stone dust trails, smoothing out the ruts once or twice a year depending on trail use and the types of users may be needed. This can be accomplished with a chain drag

Maintenance Cost Influencing Factors:

A number of variables can significantly affect trail maintenance costs and should be factored into any budget forecasting discussions. These include:

- The cost of fuel, which will affect material delivery costs (especially to remote locations), as well as the cost of the materials themselves
- Rising heavy equipment costs
- Number of structures along the trail (retaining walls, bridges, etc.)
- Trail Ownership: government vs. private / volunteer or combination of the two
- Availability of prevailing-wage labor (if required)
- Availability of volunteer labor and management/oversight (Adopt-a-trail programs, Boy Scouts, regular users/good Samaritans)
- Frequency of use/foot traffic
- Type of uses permitted
- Severe weather – heavy precipitation and frequent freeze/thaw cycling will accelerate trail deterioration

Cost:

Average annual trail maintenance costs range from \$1,500 to \$2,000/mile. This cost includes labor, materials and supplies to maintain the trail and any access areas. Additionally, capital reserve funds for long-term projects such as resurfacing should be allocated based on the type of material used, divided by its applicable life expectancy (for example, 15-17 years for asphalt, 9 years for non-asphalt). Regular, timely maintenance will help control these long-term costs, but significant capital improvements are inevitable, and a well-planned capital reserve fund will reduce the likelihood of funding deficiencies and subsequent deferred maintenance problems. The cost for resurfacing a stone dust trail with 2" of stone dust is on the order of \$30,000/mile, while the cost of resurfacing an asphalt trail with 1.5" of asphalt is approximately \$50,000/mile.

11 | FOLLOW-ON TASKS

The next steps required to advance the design development and implementation of the Auburn Trail Connector Project will focus on adopting the recommendations and pursuing project funding. There are several follow-on tasks that will help secure future funding by making the project's application more competitive. It is recommended that the Towns of Farmington and Canandaigua, along with the City of Canandaigua, pursue the following action items in an effort to move the proposed project to construction.

Project Advisory Group

It is recommended that the PAG remain in place and actively advocate for trail construction and closure of this gap in the regional trail network. Maintaining PAG continuity ensures that guiding principles and goals are not lost should there be staff changes within the municipalities. Implementation strategies and funding opportunities will remain dynamic as the project progresses and the committee can serve as a strong liaison between the community and public officials. It may be desirable for the PAG to meet periodically, or at a minimum, the municipal representatives from the Towns of Farmington and Canandaigua and the City of Canandaigua who served on the PAG. This will ensure the lines of communication remain open, and will allow information sharing among the municipalities regarding progress being made on respective trail segments. It is recommended that the Auburn Trail Connector be constructed in segments to keep the costs reasonable and funding achievable. Therefore, funding applications will be strengthened by including information related to efforts made to progress adjacent trail segments to achieve construction of the entire proposed trail.

Ownership and Maintenance

It is anticipated that the various sections of trail would be owned and maintained by the municipality in which each section is located. An alternative to this is if the municipality enters into an agreement for ownership and maintenance with another party, such as a not-for-profit trail organization. Within each municipality, ownership and maintenance responsibilities should be discussed and agreed upon so that when a funding application is prepared, these responsibilities can clearly be stated. The maintenance tasks and costs presented herein should be discussed to ensure that the entity assuming maintenance responsibility has the capability to perform these tasks, and is aware of the costs associated with maintenance. Each municipality should discuss the ability to fund the annual maintenance cost and the long-term capital improvement cost, and the viability of ideas to offset these costs, such as volunteer groups, donations, and fundraisers.

Formally Adopt the Feasibility Study

Each municipal entity should adopt the recommendations of this Feasibility Study through its standard project approval procedures and incorporate the development of the Auburn Trail Connector into their planned recreational and transportation development goals. It is also recommended that each municipality assign a person who is responsible for coordination of further actions needed to move each trail segment through design and construction including the actions discussed in the next section “Identify Funding Sources”.

Identify Funding Sources

Funding for trail projects is administered by a variety of State agencies. Several of the available funding sources are as follows:

Transportation Alternatives Program

Historically, the trail funding programs administered by the NYSDOT, and overseen by FHWA, included the Transportation Enhancement Program (TEP), the Safe Routes to School (SRTS) Program, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Separate funding was available under these three programs for a variety of project types including trail development. The current MAP-21 federal transportation bill consolidates the Transportation Enhancement Program (TEP) and the Safe Routes to Schools (SRTS) program under a new program entitled the Transportation Alternatives Program (TAP). CMAQ funding remains a separately funded program. The CMAQ program was implemented to support surface transportation projects, such as trails and other related efforts that contribute air quality improvements and provide congestion relief. Funding was provided to areas that did not attain National Ambient Air Quality Standards (i.e., nonattainment areas) in an effort to fund improvements that would reduce the amount of allowable vehicle tailpipe emissions in these nonattainment areas. However, this funding source is no longer available to this region as the relevant National Ambient Air Quality Standards are being attained and, therefore this region is no longer a nonattainment area.

The new Transportation Alternatives Program (TAP) provides funding for programs and projects including on- and off-road pedestrian and bicycle facilities, conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists and other non-motorized transportation users, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. The Recreational Trails Program is a funding set-aside from the TAP through MAP-21.

Available funding for the next two years under the Transportation Alternatives Program (TAP) is:

- Year 2013 - \$809M
- Year 2014 - \$820M

As previously stated, TAP funds are administered by the NYSDOT and must be obligated for eligible projects submitted by eligible entities through a competitive process. The eligible entities to receive TAP funds are:

- local governments;
- regional transportation authorities;
- transit agencies;
- natural resource or public land agencies;
- school districts, local education agencies, or schools;
- tribal governments; and
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible.

Under TAP, nonprofits are not eligible as direct grant recipients of the funds. Nonprofits are eligible to partner with any eligible entity on an eligible TAP project, if State or local requirements permit.

For most TAP projects the Federal share is the same as for the general Federal-aid highway program: 80 percent Federal/20 percent State or local. Each municipality should discuss and plan for contributing the 20% local match required for their respective trail segments if they wish to pursue funding under the TAP program as the local match must be clearly identified in the application. Local match funding sources could include:

- Capital Improvement funds
- Operating Funds used to perform in-kind services
- Public – Private partnerships or donations

The opportunities for public-private cooperation could take on several forms. Private owners could be asked to contribute the easement value associated with the trail being constructed on their property. This value could be used as a contribution to the local share matching fund requirement. A property appraisal by a qualified/certified appraiser would be required to establish each donated parcel's value if used as a match to federal transportation funds. Also, local businesses may choose to donate funds or gifts-in-kind to assist with implementation of the various trail segments.

In addition, regular communication with NYS Department of Transportation (NYSDOT) – Region 4 Regional Local Project Liaisons should be a priority to remain informed about the timeframe associated with administering the new TAP and when the call for applications for funding is expected. Based on recent information received from the NYSDOT, the first call for projects under the TAP is expected to be sometime in 2014.

National Scenic Byways Program

The NYSDOT also administers the National Scenic Byways Program which protects and enhances designated scenic roads. Bicycle and pedestrian facilities can be developed in conjunction with scenic roadway projects.

National Parks Service Rivers, Trails, and Conservation Assistance Program

This program provides technical assistance for community groups and local, state, and federal government agencies to conserve rivers, preserve open space, and develop trails and greenways.

Recreational Trails Program

The RTP is an assistance program of the US Department of Transportation Federal Highway Administration (FHWA). In New York State, RTP is a program of the NYS Department of Transportation administered by the Office of Parks, Recreation and Historic Preservation (OPRHP). RTP funding can be used to provide and maintain recreational trails for both motorized and non-motorized recreational trail use. The Recreational Trails Program is a funding set-aside from the TAP through MAP-21. Available funds are between \$5,000 and \$100,000. The regional OPRHP should be contacted for information on the availability of these funds.

Consolidated Funding Application (CFA)

This funding program streamlines the application process by matching one grant request with several available programs. Funding agencies under this program include: Empire State Development; NYS Canal Corporation; Energy Research and Development Authority; Environmental Facilities Corporation; Homes and Community Renewal; Department of Labor; Parks, Recreation and Historic Preservation Department of State; and Department of Transportation.

Programs administered by the NYS Office of Parks, Recreation and Historic Preservation are as follows. The OPRHP regional grants office should be contacted for more information about the availability of funds under these programs.

- **Parks matching Grants Program** – Program for the acquisition or development of parks and recreational facilities. A cap for grant award is established annually.
- **Acquisition** – A matching grant program for the acquisition of a permanent easement or fee title to lands, waters, or structures for use by all segment of the population for park,

trail, recreation, conservation or preservation purposes. A cap for grant award is established annually.

- **Land and Water Conservation Fund Program** – A matching grant program for the acquisition, development and/or rehabilitation of outdoor park and recreation facilities. A cap for grant award is established annually.

The NYS Department of State (DOS) administers the Local Waterfront Revitalization Program (LWRP) which provides up to \$500,000 for waterfront discovery projects; coastal education and tourism programs, as well as implementation of Local Waterfront Revitalization Program (LWRP) Plans. Information about this funding program can be obtained from the NYSDOS Division of Coastal Resources.

Non-Governmental Grants

Other small, non-governmental grant programs include:

- **Parks and Trails New York - Healthy Trails Healthy People Program** – Technical assistance to help communities to become more active through the creation of multi-use trails.
- **American Hiking Society National Trails Fund** – Provides funds for acquisition, constituency building campaigns, and traditional trail work projects. Applicants must be members of the AHS' Alliance of Hiking Organizations. Available funding is \$500 to \$5000 per project.
- **Bikes Belong Coalition** – Provides funds for advocacy work and capacity building; construction costs; matching funds; and education programs for bike paths, trials, routes, lanes, parking and transit, mountain bike and BMX facilities and innovative and unique high-profile projects. Available funding is up to \$10,000.
- **Walk Friendly Communities** – Technical assistance regarding specific suggestions and resources on how to make needed changes for pedestrian safety.

Coordination with Impacted Property Owners

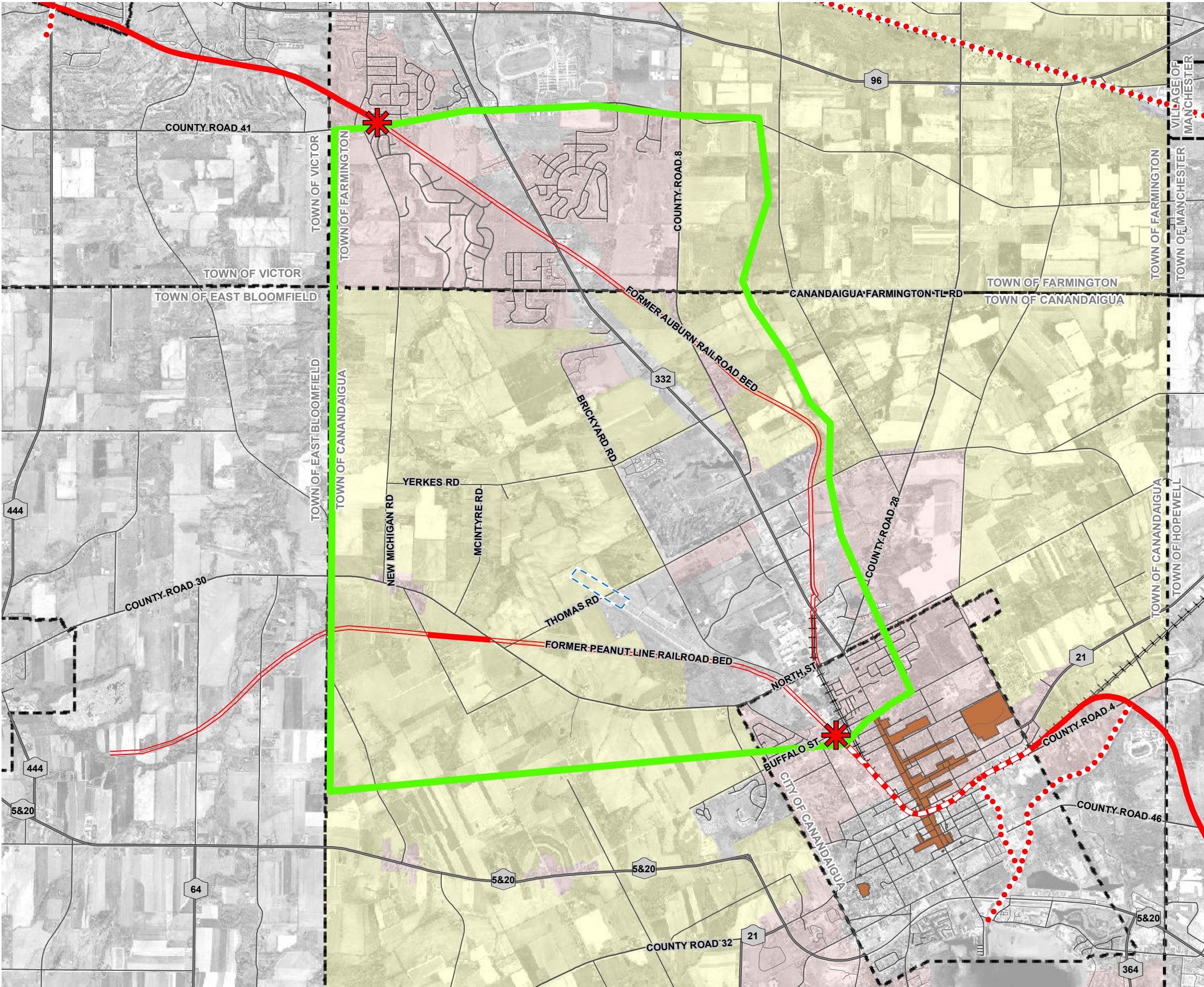
It is recommended that each municipality continue discussions and coordination with the potentially impacted property owners. If possible, a letter of intent should be solicited from the property owners indicating each owner's willingness to grant an easement for the trail. Letters such as this will strengthen each municipality's funding application. The possibility of donating the required easements should also be discussed with impacted property owners. Going one step further and actually obtaining the easements would significantly strengthen a funding application, as the hurdle for acquiring ROW would be eliminated.

12 | SUMMARY

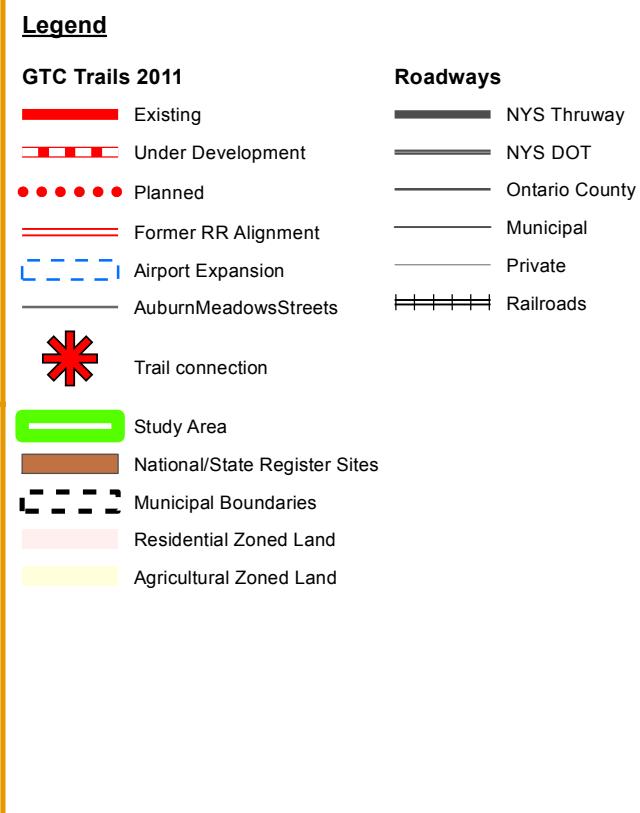
This study evaluated the feasibility of constructing the Auburn Trail Connector, a multi-use trail connecting the Auburn Trail at its intersection with CR 41 to Buffalo Street and ultimately the

Canandaigua Rail to Trail currently under development, which will connect to Ontario Pathways. A systematic procedure was used to evaluate trail alignment alternatives and extensive coordination with the Project Advisory Group and the public occurred throughout the duration of the project. Results of this study indicate that construction of the Auburn Trail Connector is feasible, although it is not without challenges. The recommended trail alignment is a combination of off-road, on-road and sidepath trail sections. This report documents the process used; the trail alignment recommendations including potential impacts associated with trail development; associated design, construction and maintenance costs; follow-on activities; and possible funding sources. The information included herein is intended to be used as a stepping stone to progress the Auburn Trail Connector to the design and construction phase.

FIGURES



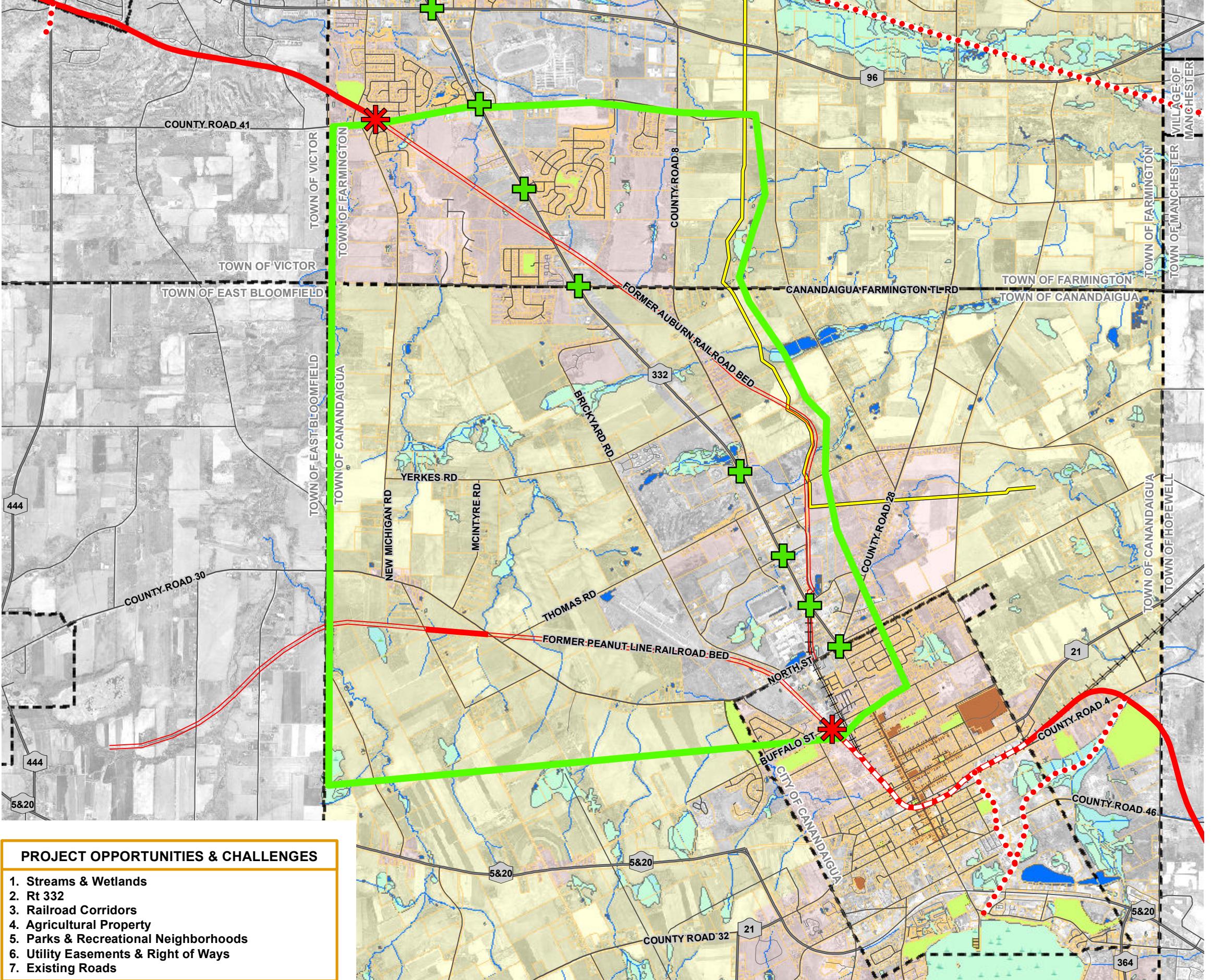
AUBURN TRAIL CONNECTIONS
TO
ONTARIO PATHWAYS
FEASIBILITY STUDY
ONTARIO COUNTY, NEW YORK
FIGURE 1
PROJECT MAP



REVISION DATE: 2/1/2013 04:10 PM
COORDINATE SYSTEM: NAD 1983 StatePlane New York Central FIPS 3102 Feet
UNITS: Foot US

DATA SOURCES:
All Basemap: From Ontario County GIS Department





**AUBURN TRAIL CONNECTIONS
TO
ONTARIO PATHWAYS
FEASIBILITY STUDY
ONTARIO COUNTY, NEW YORK
FIGURE 2
OPPORTUNITIES & CHALLENGES**



Legend

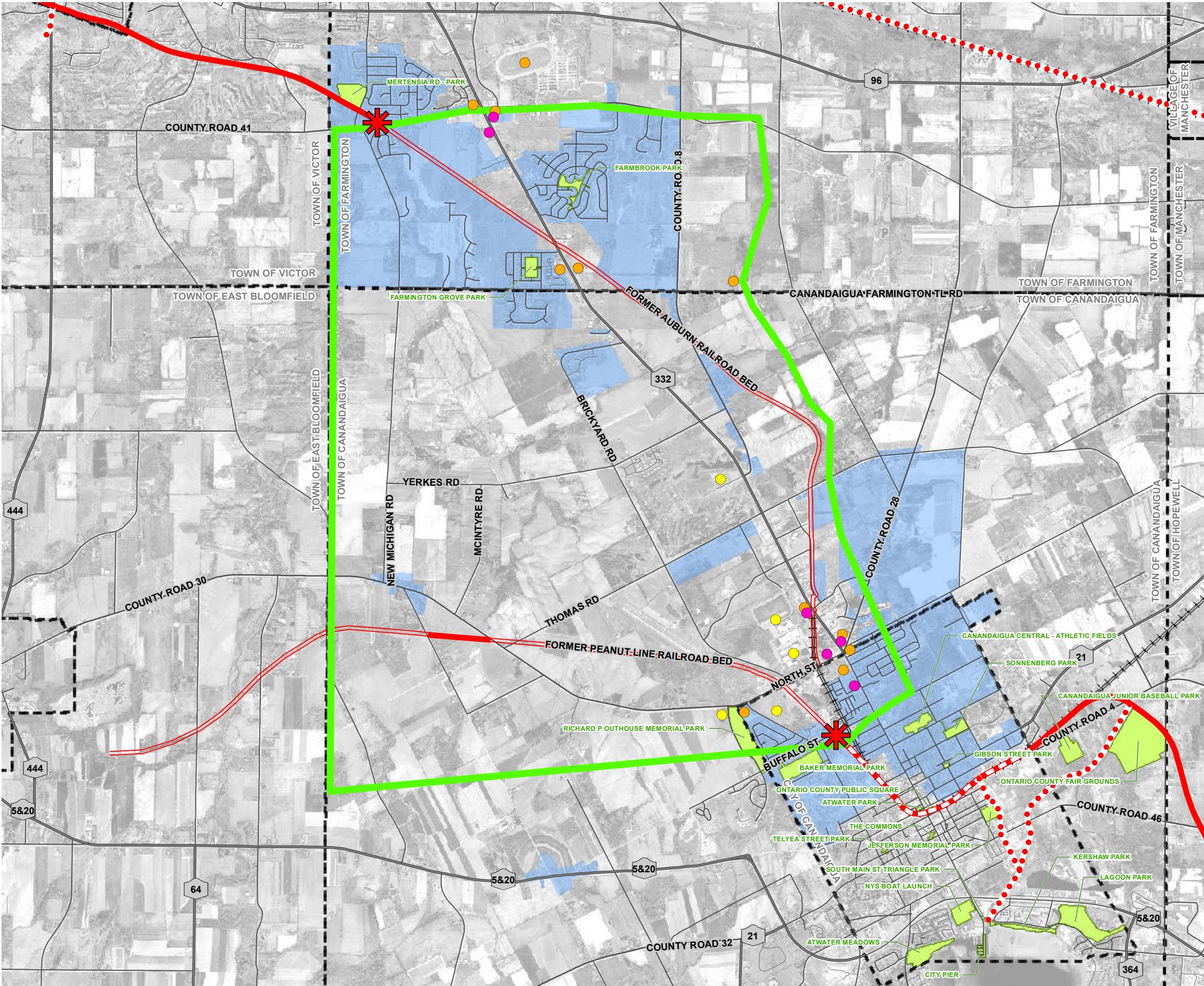
Roadways	
—	NYS Thruway
—	NYS DOT
—	Ontario County
—	Municipal
—	Private
—	Railroads
—	Gas Line
★	Trail connection
+	Signalized Intersection
—	Waterways
—	Parcels
—	Open Water
—	Wetlands (NWI)
—	Wetlands (NYS DEC)
—	Study Area
—	National/State Register Sites
- - -	Municipal Boundaries
—	Residential Zoned Land
—	Agricultural Zoned Land

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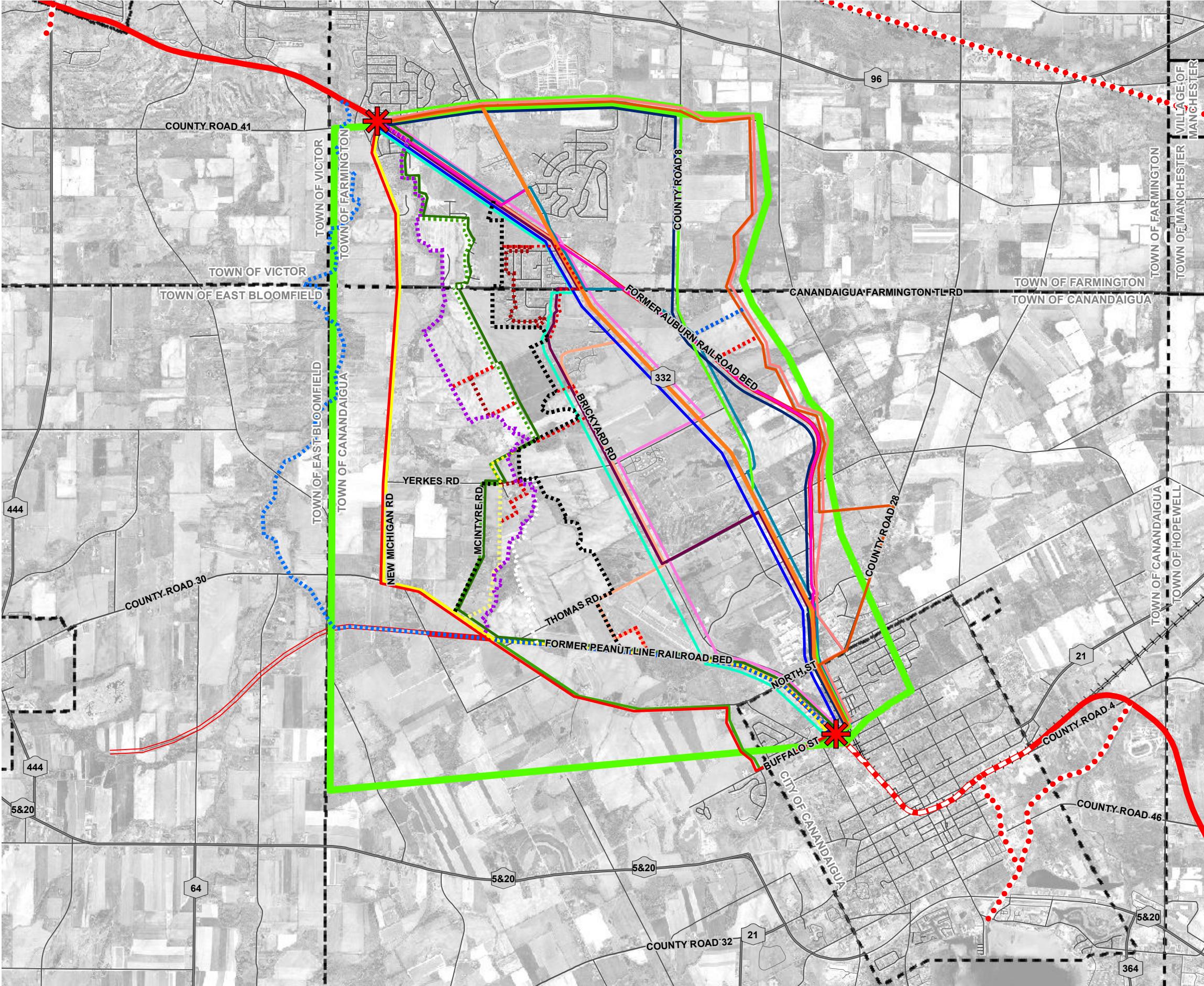


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**AUBURN TRAIL CONNECTIONS
TO
ONTARIO PATHWAYS
FEASIBILITY STUDY
ONTARIO COUNTY, NEW YORK
FIGURE 3
DESTINATION LOCATIONS**





AUBURN TRAIL CONNECTIONS
TO
ONTARIO PATHWAYS
FEASIBILITY STUDY
ONTARIO COUNTY, NEW YORK
FIGURE 4
ALL EVALUATED ALIGNMENTS



Legend	
Alignment 1-1	GTC Trails 2011
Alignment 1-2	Existing
Alignment 1-3	Under Development
Alignment 1-4	Planned
Alignment Alternative	Former RR Alignment
Alignment 1	Trail connection
Alignment 2	Study Area
Alignment 3	Municipal Boundaries
Alignment 4	Roadways
Alignment 5	NYS Thruway
Alignment 6	NYS DOT
Alignment 7	Ontario County
Alignment 8	Municipal
Alignment 9	Private
Alignment 10	Railroads
Alignment 11	
Alignment 12	
Alignment 13	
Alignment 14	
Alignment 15	
Alignment 16	
Alignment 17	

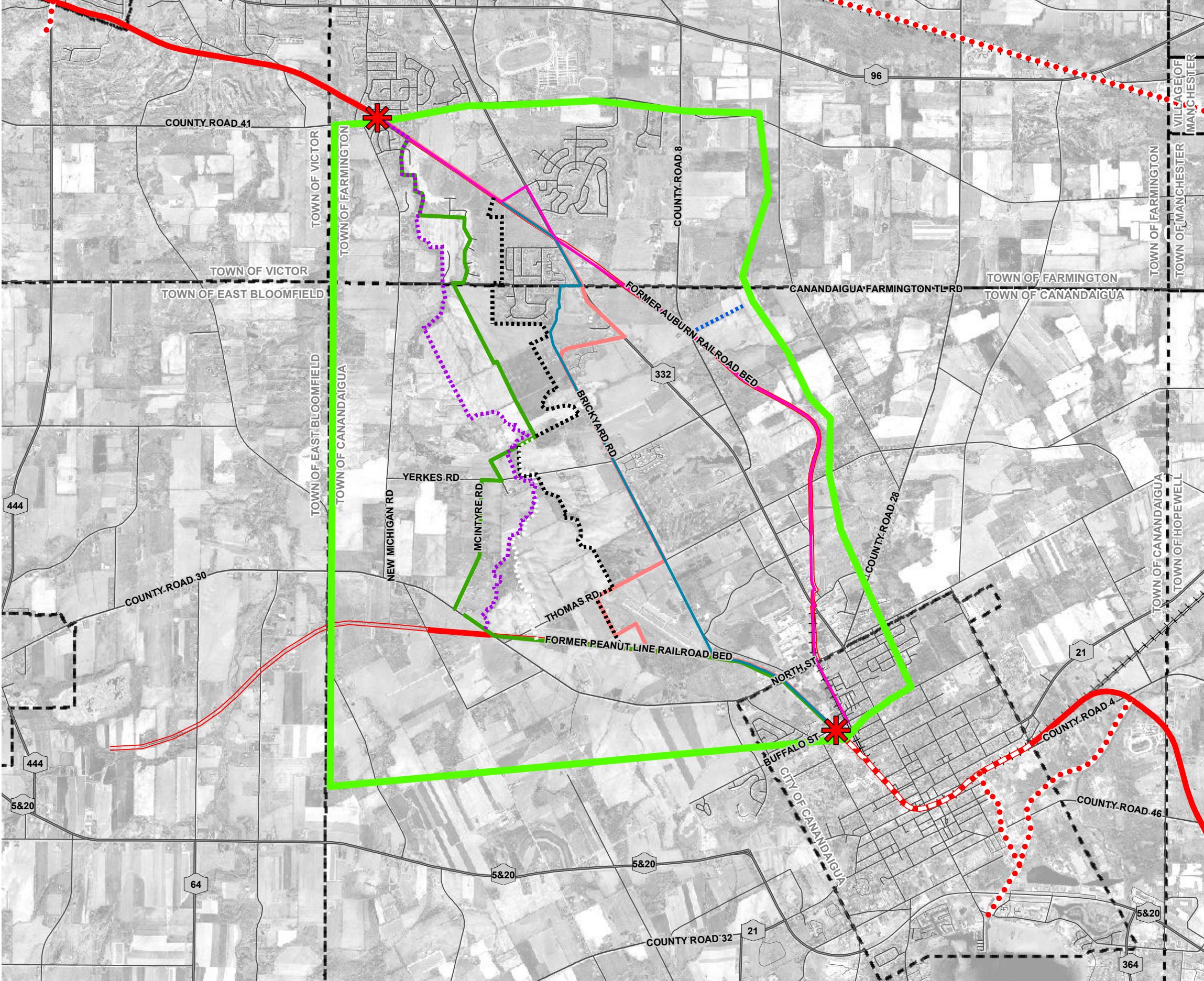
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UNITS: Foot US

DATA SOURCES:
All Basemap: From Ontario County GIS Department



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**AUBURN TRAIL CONNECTIONS
TO
ONTARIO PATHWAYS
FEASIBILITY STUDY
ONTARIO COUNTY, NEW YORK
FIGURE 5
ALIGNMENTS PAST FILTER 1**



- Legend**
- Alignment 1-1
 - Alignment 1-2
 - Alignment 1-3
 - Alignment 2-2
 - Alignment 6
 - Alignment 10
 - Alignment 11
 - Alignment 16
 - Study Area
 - Municipal Boundaries
 - Roadways**
 - NYS Thruway
 - NYS DOT
 - Ontario County
 - Municipal
 - Private
 - Railroads
 - Existing
 - Under Development
 - Planned
 - Former RR Alignment
 - Trail connection

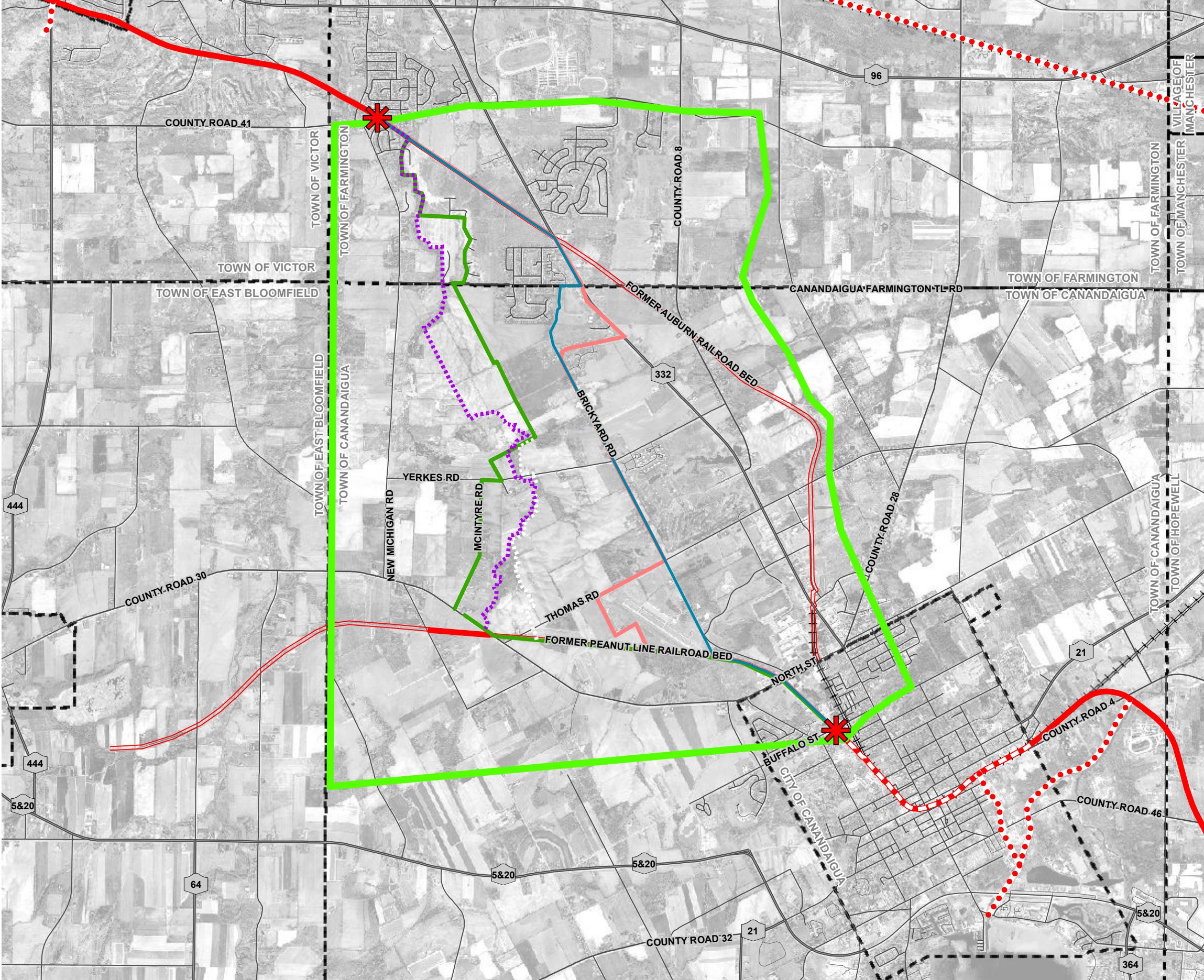
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COORDINATE SYSTEM: NAD 1983 StatePlane New York Central FIPS 3102 Feet
UNITS: Foot US

DATA SOURCES:
All Basemap: From Ontario County GIS Department



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FISHER ASSOCIATES



AUBURN TRAIL CONNECTIONS
TO
ONTARIO PATHWAYS
FEASIBILITY STUDY
ONTARIO COUNTY, NEW YORK
FIGURE 6
ALIGNMENTS PAST FILTER 2

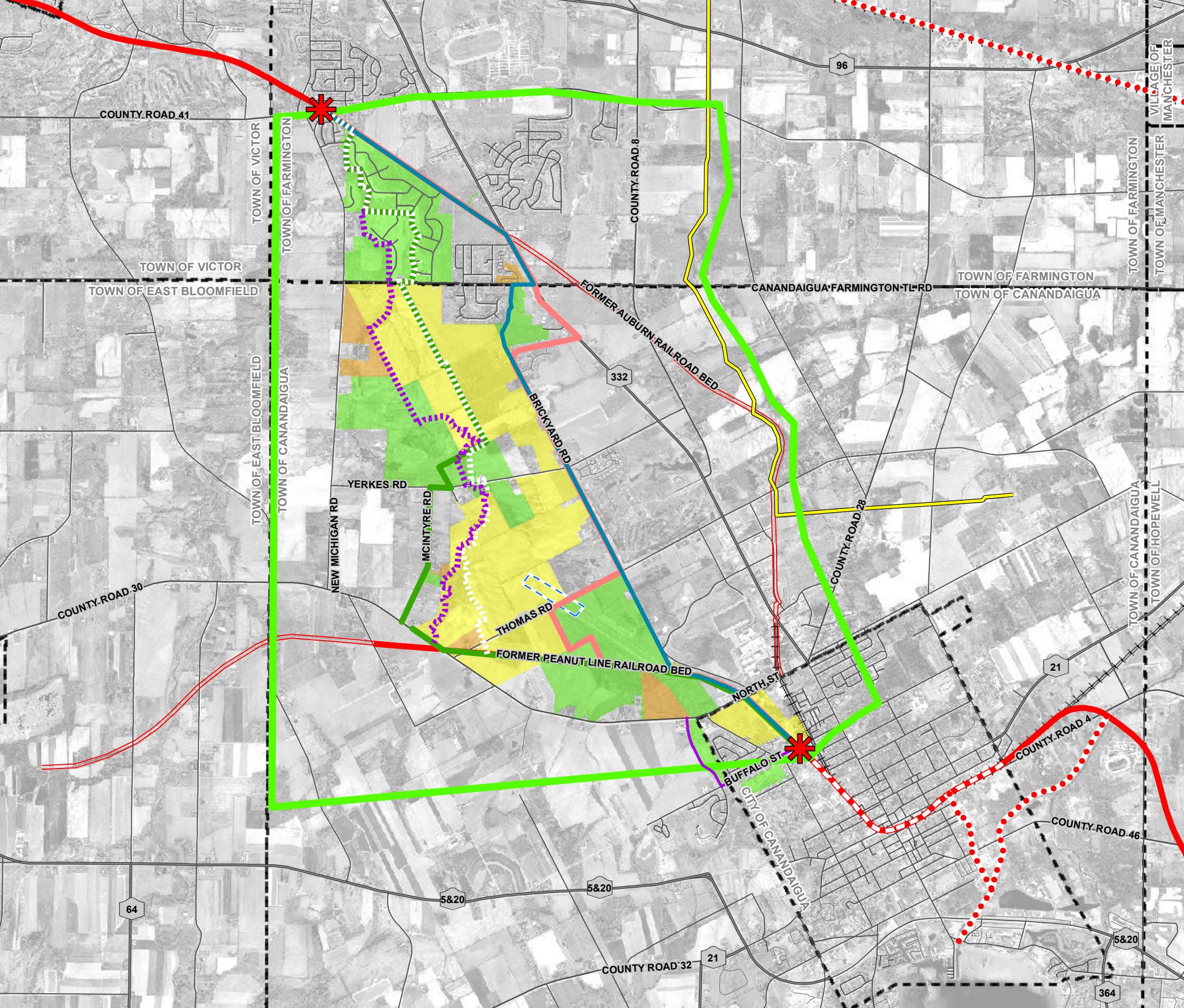


Legend	
Alignment 10	Study Area
Alignment 11	Municipal Boundaries
Alignment 16	Roadways
For Legend ONLY!	NYS Thruway
sectionNo	NYS DOT
..... Alignment 1-2	Ontario County
..... Alignment 1-3	Municipal
..... Alignment 1-4	Private
GTC Trails 2011	Railroads
Existing	
Under Development	
Planned	
Former RR Alignment	
Trail connection	

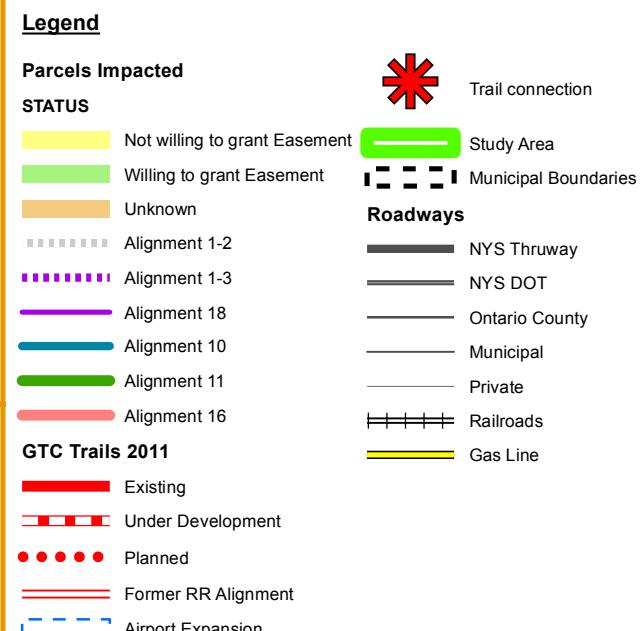
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UNITS: Foot US

DATA SOURCES:
All Basemap: From Ontario County GIS Department





**AUBURN TRAIL CONNECTIONS
TO
ONTARIO PATHWAYS
FEASIBILITY STUDY
ONTARIO COUNTY, NEW YORK
FIGURE 7**
PRIVATE PROPERTY OWNERS IMPACTED



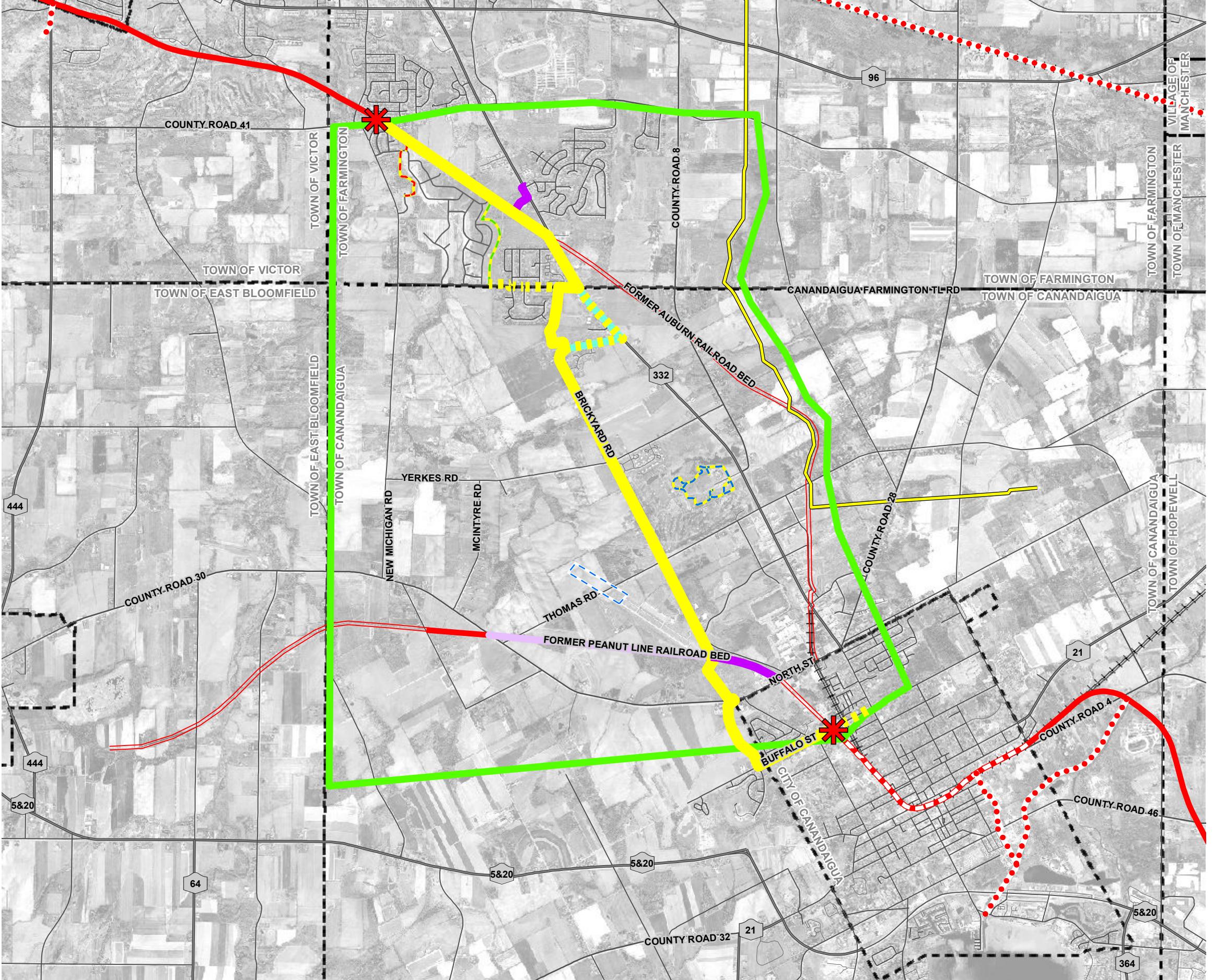
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UNITS: Foot US

DATA SOURCES:
All Basemap: From Ontario County GIS Department



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**AUBURN TRAIL CONNECTIONS
TO
ONTARIO PATHWAYS
FEASIBILITY STUDY
ONTARIO COUNTY, NEW YORK
FIGURE 8
PREFERRED ALIGNMENT**



Legend	
	Start & End Points
	Main Line
	Main Line Extension
	Feeder Connection
	Alternate
	Future Connection
	Auburn Meadows Trail
	Future Private Trail
	Farmington Trail System
	NYS Thruway
	NYS DOT
	Ontario County
	Municipal
	Private
	Railroads
	Gas Line
GTC Trails 2011	
	Existing
	Under Development
	Planned
	Former RR Alignment

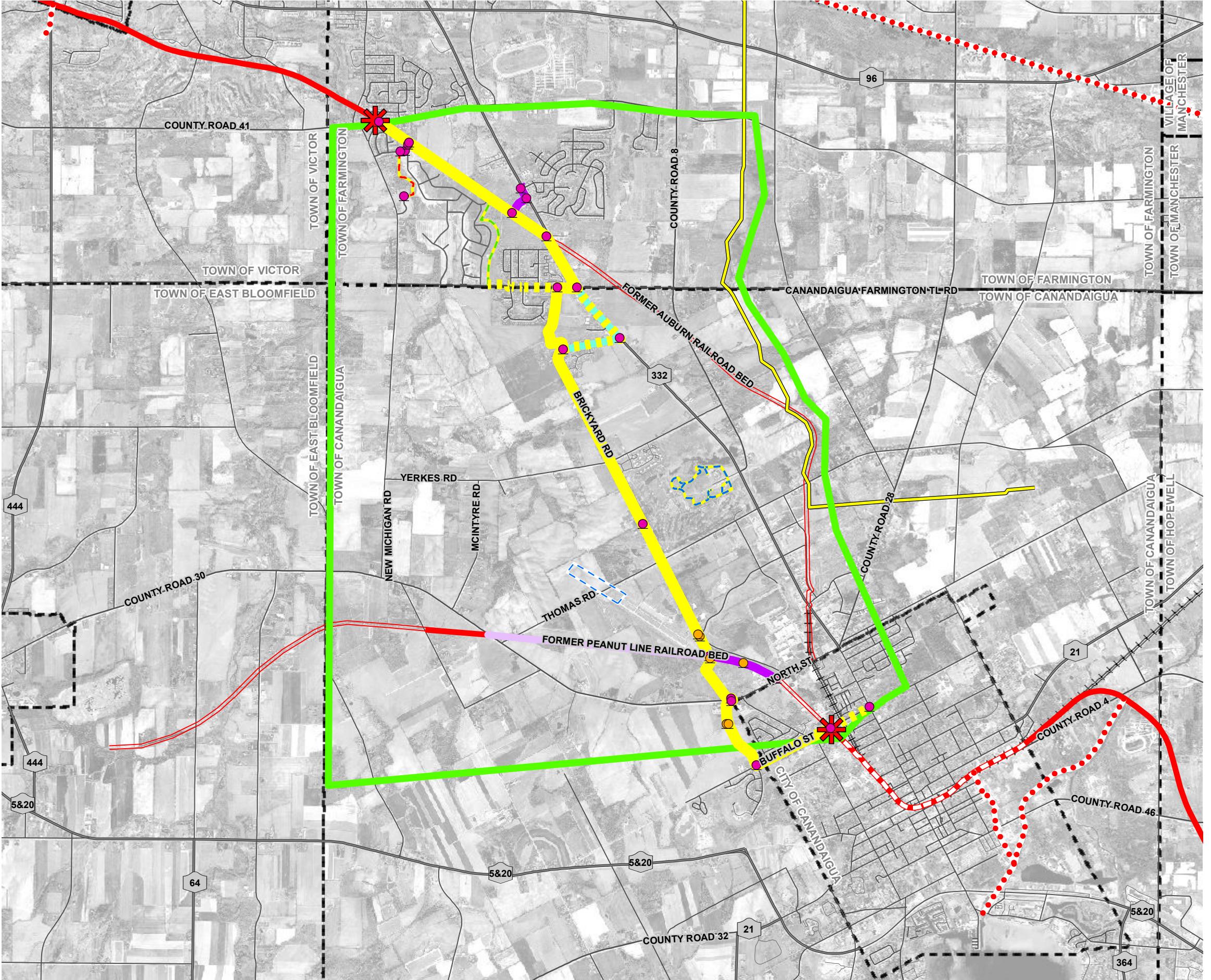
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UNITS: Foot US

DATA SOURCES:
All Basemap: From Ontario County GIS Department

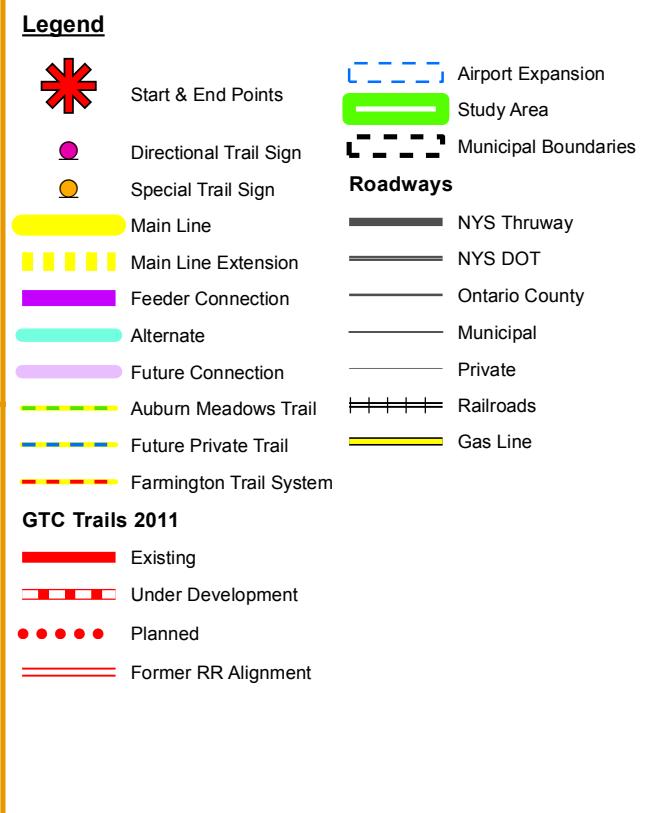


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**AUBURN TRAIL CONNECTIONS
TO
ONTARIO PATHWAYS
FEASIBILITY STUDY
ONTARIO COUNTY, NEW YORK
FIGURE 9
TRAIL DIRECTION SIGN LOCATIONS**



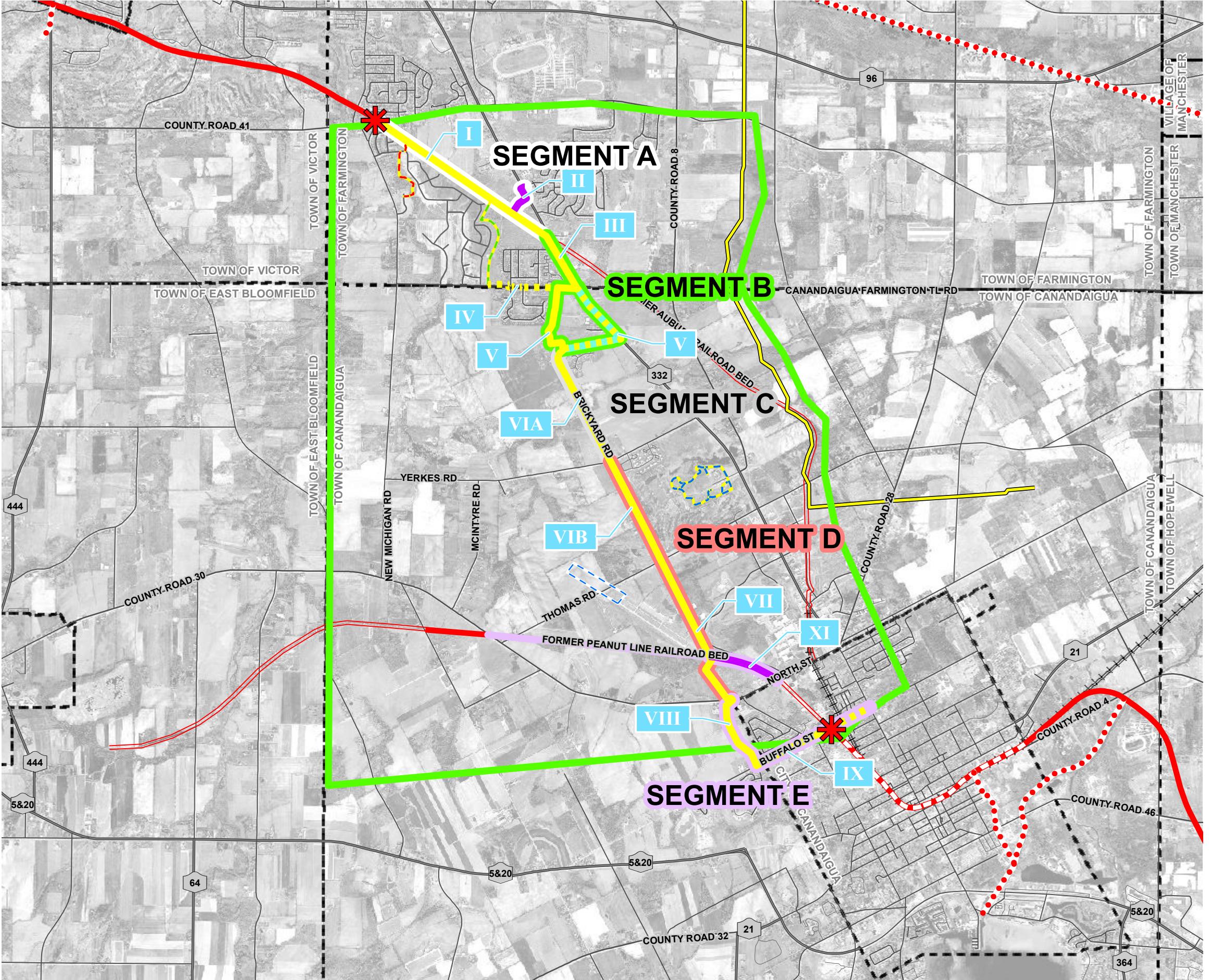
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UNITS: Foot US

DATA SOURCES:
All Basemap: From Ontario County GIS Department



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Feet





AUBURN TRAIL CONNECTIONS
TO
ONTARIO PATHWAYS
FEASIBILITY STUDY
ONTARIO COUNTY, NEW YORK
FIGURE 10
PREFERRED ALIGNMENT - PHASING



Legend	
	Start & End Points
	Airport Expansion
	Study Area
	Municipal Boundaries
	Roadways
	NYS Thruway
	NYS DOT
	Ontario County
	Municipal
	Private
	Railroads
	Gas Line
GTC Trails 2011	
	Existing
	Under Development
	Planned
	Former RR Alignment



FISHERASSOCIATES

APPENDIX A

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

THIS AREA FOR LEAD AGENCY USE ONLY

DETERMINATION OF SIGNIFICANCE -- Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: Part 1 Part 2 Part 3
Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which **will not** have a significant impact on the environment, therefore **a negative declaration will be prepared**.
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore **a CONDITIONED negative declaration will be prepared.***
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore **a positive declaration will be prepared**.

*A Conditioned Negative Declaration is only valid for Unlisted Actions

Name of Action

Name of Lead Agency

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)

PART 1--PROJECT INFORMATION

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

Name of Action

Location of Action (include Street Address, Municipality and County)

Name of Applicant/Sponsor

Address

City / PO	State	Zip Code
-----------	-------	----------

Business Telephone

Name of Owner (if different)

Address

City / PO	State	Zip Code
-----------	-------	----------

Business Telephone

Description of Action:

Please Complete Each Question--Indicate N.A. if not applicable

A. SITE DESCRIPTION

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Other

2. Total acreage of project area: acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	acres	acres
Forested	acres	acres
Agricultural (Includes orchards, cropland, pasture, etc.)	acres	acres
Wetland (Freshwater or tidal as per Articles 24,25 of ECL)	acres	acres
Water Surface Area	acres	acres
Unvegetated (Rock, earth or fill)	acres	acres
Roads, buildings and other paved surfaces	acres	acres
Other (Indicate type)	acres	acres

3. What is predominant soil type(s) on project site?

a. Soil drainage: Well drained % of site Moderately well drained % of site.
 Poorly drained % of site

b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? Yes No

a. What is depth to bedrock (in feet)

5. Approximate percentage of proposed project site with slopes:

0-10% % 10- 15% % 15% or greater %

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places? Yes No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No

8. What is the depth of the water table? (in feet)

9. Is site located over a primary, principal, or sole source aquifer? Yes No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? Yes No

According to:

Identify each species:

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations?)

Yes No

Describe:

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?

Yes No

If yes, explain:

14. Does the present site include scenic views known to be important to the community? Yes No

15. Streams within or contiguous to project area:

a. Name of Stream and name of River to which it is tributary

16. Lakes, ponds, wetland areas within or contiguous to project area:

b. Size (in acres):

17. Is the site served by existing public utilities? Yes No
- a. If YES, does sufficient capacity exist to allow connection? Yes No
- b. If YES, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No
20. Has the site ever been used for the disposal of solid or hazardous wastes? Yes No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).

- a. Total contiguous acreage owned or controlled by project sponsor: acres.
- b. Project acreage to be developed: acres initially; acres ultimately.
- c. Project acreage to remain undeveloped: acres.
- d. Length of project, in miles: (if appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed. %
- f. Number of off-street parking spaces existing ; proposed
- g. Maximum vehicular trips generated per hour: (upon completion of project)?
- h. If residential: Number and type of housing units:

One Family	Two Family	Multiple Family	Condominium
------------	------------	-----------------	-------------

Initially

Ultimately

- i. Dimensions (in feet) of largest proposed structure: height; width; length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? ft.
2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? tons/cubic yards.
3. Will disturbed areas be reclaimed Yes No N/A
- a. If yes, for what intended purpose is the site being reclaimed?
- b. Will topsoil be stockpiled for reclamation? Yes No
- c. Will upper subsoil be stockpiled for reclamation? Yes No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?

Yes No

6. If single phase project: Anticipated period of construction: months, (including demolition)

7. If multi-phased:

- a. Total number of phases anticipated (number)
- b. Anticipated date of commencement phase 1: month year, (including demolition)
- c. Approximate completion date of final phase: month year.
- d. Is phase 1 functionally dependent on subsequent phases? Yes No

8. Will blasting occur during construction? Yes No

9. Number of jobs generated: during construction ; after project is complete

10. Number of jobs eliminated by this project .

11. Will project require relocation of any projects or facilities? Yes No

If yes, explain:

12. Is surface liquid waste disposal involved? Yes No

- a. If yes, indicate type of waste (sewage, industrial, etc) and amount
- b. Name of water body into which effluent will be discharged

13. Is subsurface liquid waste disposal involved? Yes No Type

14. Will surface area of an existing water body increase or decrease by proposal? Yes No

If yes, explain:

15. Is project or any portion of project located in a 100 year flood plain? Yes No

16. Will the project generate solid waste? Yes No

- a. If yes, what is the amount per month? tons
- b. If yes, will an existing solid waste facility be used? Yes No
- c. If yes, give name ; location
- d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? Yes No

e. If yes, explain:

17. Will the project involve the disposal of solid waste? Yes No

a. If yes, what is the anticipated rate of disposal? tons/month.

b. If yes, what is the anticipated site life? years.

18. Will project use herbicides or pesticides? Yes No

19. Will project routinely produce odors (more than one hour per day)? Yes No

20. Will project produce operating noise exceeding the local ambient noise levels? Yes No

21. Will project result in an increase in energy use? Yes No

If yes, indicate type(s)

22. If water supply is from wells, indicate pumping capacity gallons/minute.

23. Total anticipated water usage per day gallons/day.

24. Does project involve Local, State or Federal funding? Yes No

If yes, explain:

25. Approvals Required:

		Type	Submittal Date
City, Town, Village Board	Yes	No	
City, Town, Village Planning Board	Yes	No	
City, Town Zoning Board	Yes	No	
City, County Health Department	Yes	No	
Other Local Agencies	Yes	No	
Other Regional Agencies	Yes	No	
State Agencies	Yes	No	
Federal Agencies	Yes	No	

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? Yes No

If Yes, indicate decision required:

Zoning amendment	Zoning variance	New/revision of master plan	Subdivision
Site plan	Special use permit	Resource management plan	Other

2. What is the zoning classification(s) of the site?
3. What is the maximum potential development of the site if developed as permitted by the present zoning?

4. What is the proposed zoning of the site?

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

6. Is the proposed action consistent with the recommended uses in adopted local land use plans? Yes No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile? Yes No
9. If the proposed action is the subdivision of land, how many lots are proposed?
 - a. What is the minimum lot size proposed?

10. Will proposed action require any authorization(s) for the formation of sewer or water districts? Yes No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection?)

Yes No

a. If yes, is existing capacity sufficient to handle projected demand? Yes No

12. Will the proposed action result in the generation of traffic significantly above present levels? Yes No

a. If yes, is the existing road network adequate to handle the additional traffic. Yes No

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name Date

Signature

Title

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- ! In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable?** The reviewer is not expected to be an expert environmental analyst.
- ! The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- ! The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- ! The number of examples per question does not indicate the importance of each question.
- ! In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be **any** impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
--	-------------------------------------	-----------------------------------	--

Impact on Land

1. Will the Proposed Action result in a physical change to the project site?

NO YES

Examples that would apply to column 2

- | | | | |
|---|--|-----|----|
| C | Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%. | Yes | No |
| C | Construction on land where the depth to the water table is less than 3 feet. | Yes | No |
| C | Construction of paved parking area for 1,000 or more vehicles. | Yes | No |
| C | Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface. | Yes | No |
| C | Construction that will continue for more than 1 year or involve more than one phase or stage. | Yes | No |
| C | Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year. | Yes | No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
--	-------------------------------------	-----------------------------------	--

- C Construction or expansion of a sanitary landfill. Yes No
- C Construction in a designated floodway. Yes No
- C Other impacts: Yes No

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)

NO YES

- C Specific land forms: Yes No

Impact on Water

3. Will Proposed Action affect any water body designated as protected?
(Under Articles 15, 24, 25 of the Environmental Conservation Law,
ECL)

NO YES

Examples that would apply to column 2

- C Developable area of site contains a protected water body. Yes No
- C Dredging more than 100 cubic yards of material from channel of a protected stream. Yes No
- C Extension of utility distribution facilities through a protected water body. Yes No
- C Construction in a designated freshwater or tidal wetland. Yes No
- C Other impacts: Yes No

4. Will Proposed Action affect any non-protected existing or new body of water?

NO YES

Examples that would apply to column 2

- C A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease. Yes No
- C Construction of a body of water that exceeds 10 acres of surface area. Yes No
- C Other impacts: Yes No

		1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
5. Will Proposed Action affect surface or groundwater quality or quantity?	NO YES			
Examples that would apply to column 2				
C Proposed Action will require a discharge permit.			Yes	No
C Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.			Yes	No
C Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.			Yes	No
C Construction or operation causing any contamination of a water supply system.			Yes	No
C Proposed Action will adversely affect groundwater.			Yes	No
C Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.			Yes	No
C Proposed Action would use water in excess of 20,000 gallons per day.			Yes	No
C Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.			Yes	No
C Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.			Yes	No
C Proposed Action will allow residential uses in areas without water and/or sewer services.			Yes	No
C Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.			Yes	No
C Other impacts:			Yes	No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
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6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?

NO YES

Examples that would apply to column 2

- C Proposed Action would change flood water flows Yes No
- C Proposed Action may cause substantial erosion. Yes No
- C Proposed Action is incompatible with existing drainage patterns. Yes No
- C Proposed Action will allow development in a designated floodway. Yes No
- C Other impacts: Yes No

IMPACT ON AIR

7. Will Proposed Action affect air quality?

NO YES

Examples that would apply to column 2

- C Proposed Action will induce 1,000 or more vehicle trips in any given hour. Yes No
- C Proposed Action will result in the incineration of more than 1 ton of refuse per hour. Yes No
- C Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour. Yes No
- C Proposed Action will allow an increase in the amount of land committed to industrial use. Yes No
- C Proposed Action will allow an increase in the density of industrial development within existing industrial areas. Yes No
- C Other impacts: Yes No

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species?

NO YES

Examples that would apply to column 2

- C Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site. Yes No

		1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
C	Removal of any portion of a critical or significant wildlife habitat.			Yes No
C	Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.			Yes No
C	Other impacts:			Yes No

9. Will Proposed Action substantially affect non-threatened or non-endangered species?

NO YES

Examples that would apply to column 2

C	Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	Yes	No
C	Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	Yes	No
C	Other impacts:	Yes	No

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will Proposed Action affect agricultural land resources?

NO YES

Examples that would apply to column 2

C	The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)	Yes	No
C	Construction activity would excavate or compact the soil profile of agricultural land.	Yes	No
C	The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.	Yes	No

		1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
C	The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).			Yes No
C	Other impacts:			Yes No

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)

NO YES

Examples that would apply to column 2

C	Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.	Yes	No
C	Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.	Yes	No
C	Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	Yes	No
C	Other impacts:	Yes	No

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?

NO YES

Examples that would apply to column 2

C	Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.	Yes	No
C	Any impact to an archaeological site or fossil bed located within the project site.	Yes	No
C	Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	Yes	No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
C Other impacts:			Yes No

IMPACT ON OPEN SPACE AND RECREATION

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?

NO YES

Examples that would apply to column 2

C The permanent foreclosure of a future recreational opportunity.	Yes	No
C A major reduction of an open space important to the community.	Yes	No
C Other impacts:	Yes	No

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)?

NO YES

List the environmental characteristics that caused the designation of the CEA.

Examples that would apply to column 2

C Proposed Action to locate within the CEA?	Yes	No
C Proposed Action will result in a reduction in the quantity of the resource?	Yes	No
C Proposed Action will result in a reduction in the quality of the resource?	Yes	No
C Proposed Action will impact the use, function or enjoyment of the resource?	Yes	No
C Other impacts:	Yes	No

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
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IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems?

NO YES

Examples that would apply to column 2

- | | | |
|--|-----|----|
| C Alteration of present patterns of movement of people and/or goods. | Yes | No |
| C Proposed Action will result in major traffic problems. | Yes | No |
| C Other impacts: | Yes | No |

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply?

NO YES

Examples that would apply to column 2

- | | | |
|---|-----|----|
| C Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality. | Yes | No |
| C Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use. | Yes | No |
| C Other impacts: | Yes | No |

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?

NO YES

Examples that would apply to column 2

- | | | |
|--|-----|----|
| C Blasting within 1,500 feet of a hospital, school or other sensitive facility. | Yes | No |
| C Odors will occur routinely (more than one hour per day). | Yes | No |
| C Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures. | Yes | No |
| C Proposed Action will remove natural barriers that would act as a noise screen. | Yes | No |
| C Other impacts: | Yes | No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
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IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety?

NO YES

- | | | | |
|---|--|-----|----|
| C | Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission. | Yes | No |
| C | Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.) | Yes | No |
| C | Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids. | Yes | No |
| C | Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste. | Yes | No |
| C | Other impacts: | Yes | No |

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will Proposed Action affect the character of the existing community?

NO YES

Examples that would apply to column 2

- | | | | |
|---|---|-----|----|
| C | The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%. | Yes | No |
| C | The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project. | Yes | No |
| C | Proposed Action will conflict with officially adopted plans or goals. | Yes | No |
| C | Proposed Action will cause a change in the density of land use. | Yes | No |
| C | Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community. | Yes | No |
| C | Development will create a demand for additional community services (e.g. schools, police and fire, etc.) | Yes | No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
C Proposed Action will set an important precedent for future projects.			Yes No
C Proposed Action will create or eliminate employment.			Yes No
C Other impacts:			Yes No

20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts?

NO YES

If Any Action in Part 2 Is Identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3

Part 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions (If you need more space, attach additional sheets)

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is **important**.

To answer the question of importance, consider:

- ! The probability of the impact occurring
- ! The duration of the impact
- ! Its irreversibility, including permanently lost resources of value
- ! Whether the impact can or will be controlled
- ! The regional consequence of the impact
- ! Its potential divergence from local needs and goals
- ! Whether known objections to the project relate to this impact.

APPENDIX B

PRELIMINARY COST ESTIMATE

	Approximate Length of Section (Linear Feet)	Trail Construction Costs (Earthwork, Clearing, Drainage, Tree Removal, Stone, Stone Dust, Asphalt Trail, Concrete Sidewalk, Topsoil & Turf)	Closed Drainage / Culverts	Bridge / Boardwalk Construction Costs	Trail Amenities (Benches, Bike Racks, Trail Signs, Parking Areas)	Crosswalks & Bike Lanes (Road Signs, Pavement Markings, Detachable Warning Units, Signal Upgrades)	Standard Construction Items (8% For Erosion Control, Survey & Stakeout, Mobilization, 20% Contingency)	Total Construction Cost:	Right of Way Incidental Costs	Right of Way Acquisition Costs	Design Costs	Inspection Costs	Total Cost per Section	Total Cost per Linear Foot of Trail
SEGMENT 1														
Section 1A - Stone dust trail along former railroad bed & stone dust trial connection to Auburn Meadows	8,200	\$210,940	\$3,500	\$47,000	\$13,900	\$3,336	\$106,200	\$384,876	\$12,000	\$24,000	\$92,400	\$72,730	\$586,006	\$71.46
Section 1B - Stone dust trail from RR bed to SR 332 & stone dust sidepath along SR 332 north to Farmbrook Road	1,295	\$44,190	\$3,500	\$0	\$56,850	\$0	\$39,900	\$144,440	\$0	\$0	\$33,300	\$27,310	\$205,050	\$158.34
Section 1C - 8' Stone dust trail from RR bed to Canandaigua Farmington Town Line Rd along New Auburn Meadows Subdivision	3,900	\$77,510	\$7,000	\$0	\$6,400	\$0	\$34,600	\$125,510	\$18,000	\$0	\$25,200	\$23,730	\$192,440	\$49.34
Segment 1 Total	13,395	\$332,640	\$14,000	\$47,000	\$77,150	\$3,336	\$180,700	\$654,826	\$30,000	\$24,000	\$150,900	\$123,770	\$983,496	\$73.42
SEGMENT 2														
Section 2A - Stone dust trail/sidepath along SR 332 from RR bed south to Canandaigua Farmington Townline Rd.	2,415	\$65,905	\$0	\$0	\$2,100	\$3,670	\$27,400	\$99,075	\$30,000	\$50,700	\$19,900	\$18,730	\$218,405	\$90.44
Section 2B - Stone dust trail/sidepath along Canandaigua Farmington Townline Road	3,436	\$88,910	\$228,450	\$0	\$14,000	\$25,020	\$135,500	\$491,880	\$66,000	\$10,500	\$123,000	\$93,000	\$784,380	\$228.28
Section 2C - Stone dust trail from Canandaigua Farmington Townline Rd. south across private property to Purdy Rd.	3,055	\$64,346	\$0	\$0	\$3,400	\$4,362	\$27,800	\$99,908	\$12,000	\$5,500	\$20,000	\$19,000	\$156,408	\$51.20
Segment 2 Total	8,906	\$219,161	\$228,450	\$0	\$19,500	\$33,052	\$190,700	\$690,863	\$108,000	\$66,700	\$162,900	\$130,730	\$1,159,193	\$130.16
SEGMENT 3														
Section 3A - Stone dust trail/sidepath along east side of Brickyard Rd. (Purdy Rd. to Yerkes Rd.)	5,000	\$205,553	\$118,500	\$200,000	\$11,300	\$5,791	\$206,200	\$747,344	\$0	\$0	\$165,000	\$135,000	\$1,047,344	\$209.47
Segment 3 Total	5,000	\$205,553	\$118,500	\$200,000	\$11,300	\$5,791	\$206,200	\$747,344	\$0	\$0	\$165,000	\$135,000	\$1,047,344	\$209.47
SEGMENT 4														
Section 4A - Stone dust trail/sidepath along east side of Brickyard Rd. (Yerkes Rd. to Thomas Rd.)	4,500	\$121,906	\$118,500	\$0	\$3,800	\$5,618	\$95,100	\$344,924	\$0	\$0	\$69,000	\$62,000	\$475,924	\$105.76
Section 4B - Stone dust trail/sidepath along west side of Brickyard Rd. (Thomas Rd. to Airport Rd.) and off-road trail (Airport Rd. to C.R. 30)	6,520	\$136,723	\$0	\$0	\$25,960	\$4,592	\$64,000	\$231,275	\$12,000	\$12,100	\$51,000	\$42,200	\$348,575	\$53.46
Segment 4 Total	11,020	\$258,629	\$118,500	\$0	\$29,760	\$10,210	\$159,100	\$576,200	\$12,000	\$12,100	\$120,000	\$104,200	\$824,500	\$74.82
SEGMENT 5														
Section 5A - Stone dust trail and trail widening through Richard P. Outhouse Memorial Park	3,200	\$25,520	\$0	\$0	\$4,700	\$2,825	\$12,900	\$45,945	\$0	\$0	\$9,200	\$8,300	\$63,445	\$19.83
Section 5B - On-road trail along Buffalo Street	4,900	\$0	\$0	\$0	\$800	\$31,191	\$12,400	\$44,391	\$0	\$0	\$6,600	\$6,700	\$57,691	\$11.77
Section 5C - Off-road stone dust trail spur along former Peanut Line Railroad	2,870	\$60,681	\$0	\$0	\$3,110	\$1,074	\$24,900	\$89,765	\$6,000	\$8,500	\$18,000	\$16,200	\$138,465	\$48.25
Segment 5 Total	10,970	\$86,201	\$0	\$0	\$8,610	\$35,090	\$50,200	\$180,101	\$6,000	\$8,500	\$33,800	\$31,200	\$259,601	\$23.66
Grand Total	49,291	\$1,102,184	\$479,450	\$247,000	\$146,320	\$87,479	\$786,900	\$2,849,333	\$156,000	\$111,300	\$632,600	\$524,900	\$4,274,133	\$86.71