



TOWN OF GREECE

HOJACK TRAIL FEASIBILITY STUDY



WELCOME

OPEN HOUSE :: THURSDAY MARCH 03RD FROM 4:00-7:00PM

Greece Town Hall Community Rooms A & B, 1 Vince Tofany Boulevard, Rochester, New York 14612

The feasibility study, which is funded by the Genesee Transportation Council, is a collaborative effort by the towns of Greece and Parma, and the village of Hilton which will study the possibility of establishing a multi-use trail on the former Hojack rail corridor (currently owned by RG&E), extending from the NYS Route 390 Bike Path in Greece to Canning Street in Hilton. This Plan will help to create an inclusive system that accommodates a wide range of pedestrians and bicyclists. The Hojack Trail will ultimately help the Town harvest the long-term economic, environmental, health and social benefits of Active Transportation and multi-use trails.

PROJECT OBJECTIVES INCLUDE

- Provide active transportation between community resources and destinations.
- Provide opportunities for universal access.
- Maintain user safety.
- Offer a high-quality user experience.
- Protect and enhance existing natural and cultural resources.
- Emphasize sustainability and maintainability.



Concept Rendering, Not to Scale, Not for Construction

MAR APR MAY JUN JUL AUG SEPT OCT NOV DEC 2015 2016 JAN FEB MAR APR MAY JUN

STUDY COORDINATION



DATA COLLECTION AND EXISTING CONDITIONS

DEVELOPMENT OF DRAFT PLAN



DEVELOPMENT OF FINAL PLAN

LEGEND

● Indicates Tentative Public Meeting Date

■ Indicates Tentative Advisory Committee Meeting Date

COMMENTS

Please share any additional comments or feedback you have related to the Hojack Trail Feasibility Study.

Additional comments may be sent to:

Scott Copey, Town Planner
scopey@greeceny.gov

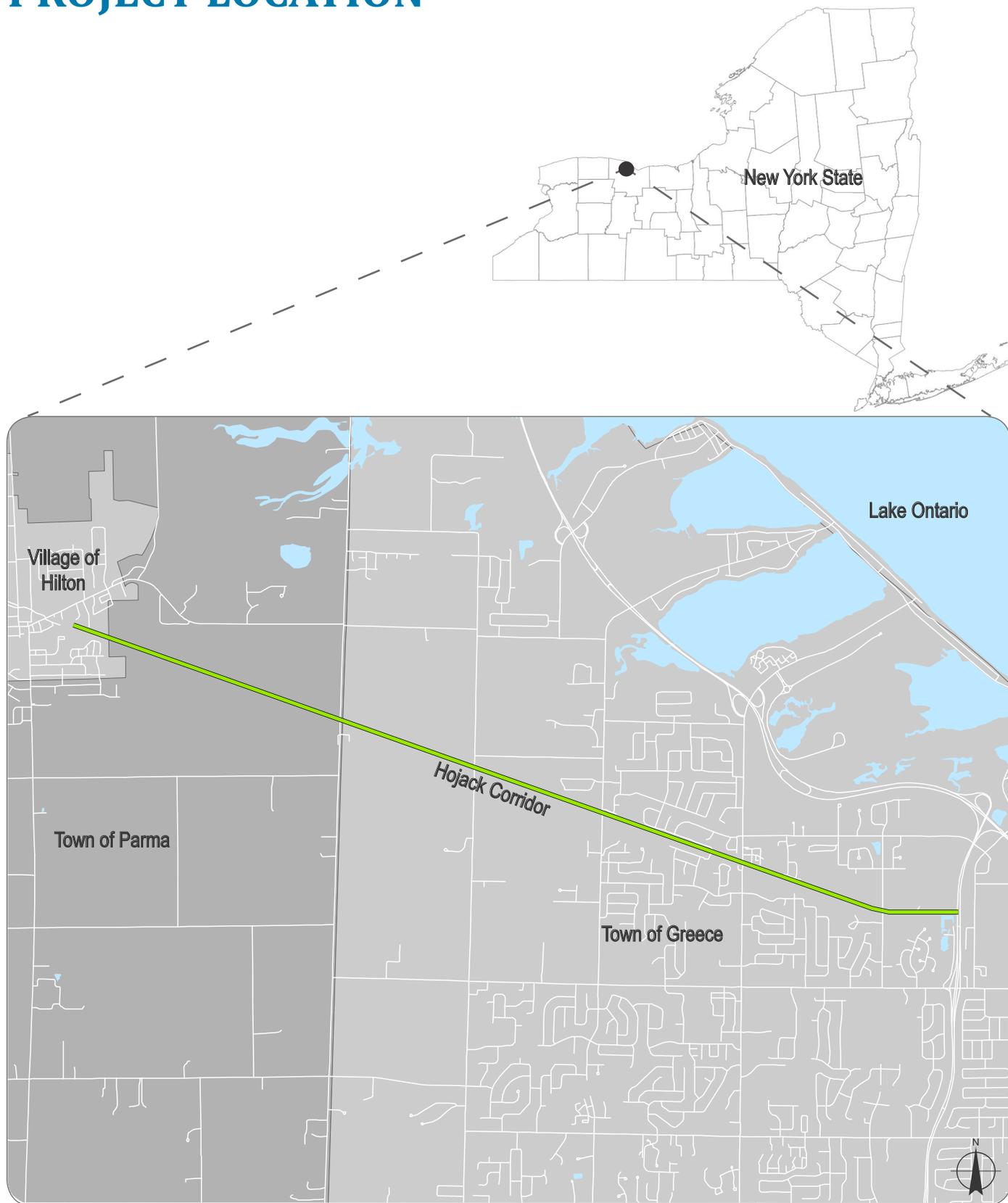
COMMENTS

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PROJECT LOCATION



Not to Scale

COMPILATION OF PUBLIC INPUT

Received to date (February 2016)

GENERAL COMMENTS

- Property value of homes on trail. Up? Down? Tax increase?
- Cost? How much will the Town/Village need? Need a rough idea for when the public asks.
- Good project.
- Information for study on Town website.
- What would be allowed – dogs? Picking up?
- Great idea!
- Great idea – the more trails the better!

TRAIL CORRIDOR COMMENTS

- Mile markers?
- Bird Sanctuary? Impacts?
- Cross country skiing
- Dog walking
- Need good junction with existing 390 trail.
- Ash trees along trail?
- Invasive species?

BRIDGE & CULVERT COMMENTS

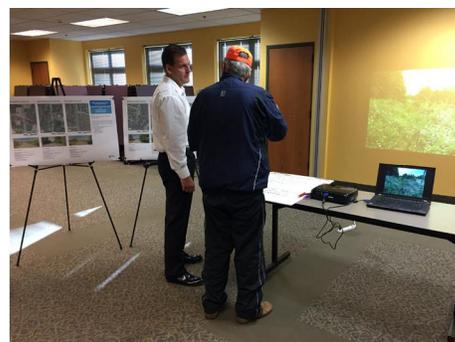
- Long-term responsibility for bridges and structures?

ROAD CROSSING COMMENTS

- Flashing light at road crossings (i.e. Long Pond)

SAFETY & PRIVACY CONCERNS

- What will be done to separate trail from private property? Privacy concerns.
- Fences for neighbors. Fence to screen neighbor's yards.
- Snow mobiles and ATVs are a big concern.
- Noise: Dirt bikes, etc.
- No motorized vehicles.
- Emergency response?
- Concern over motorized vehicles.
- People cutting through yards to get to trail.
- Mischief and noise.
- Liability – insurance?



Photos from Public Open House #1, held September 22, 2015

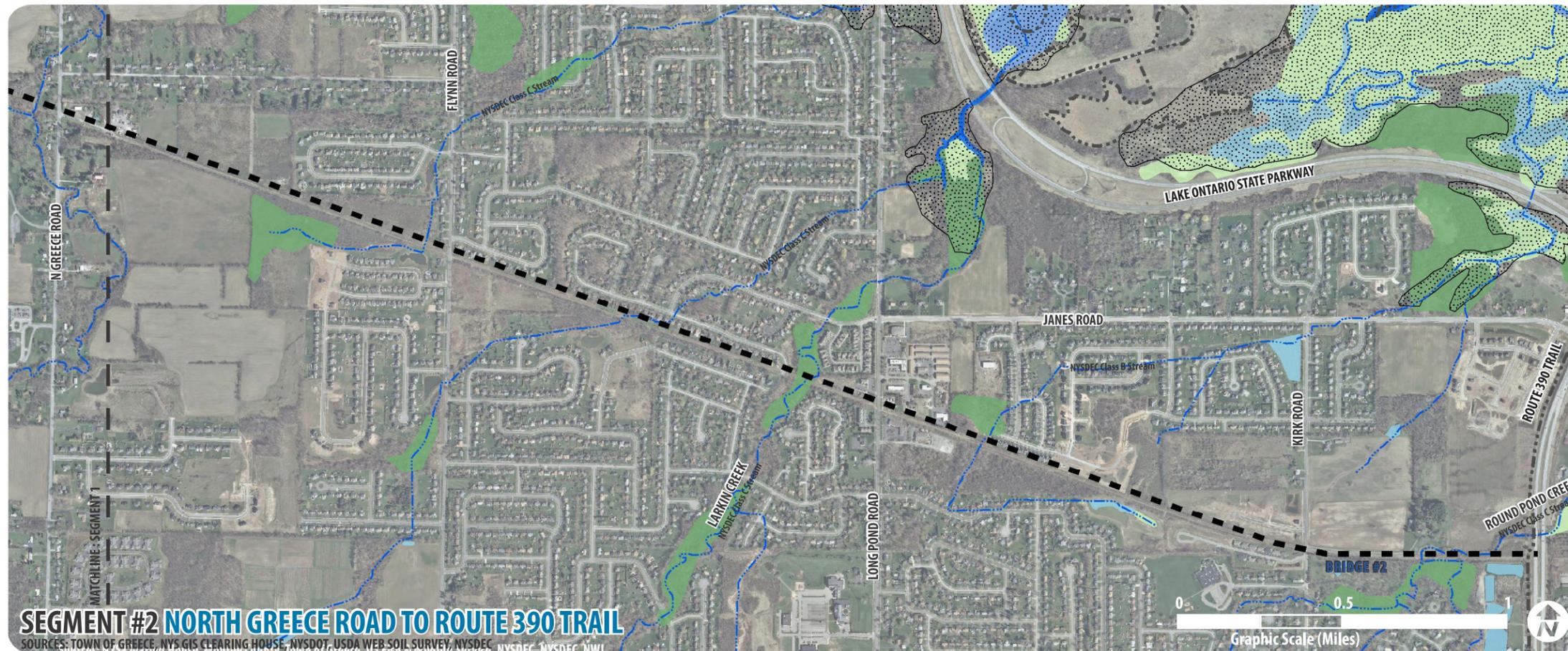
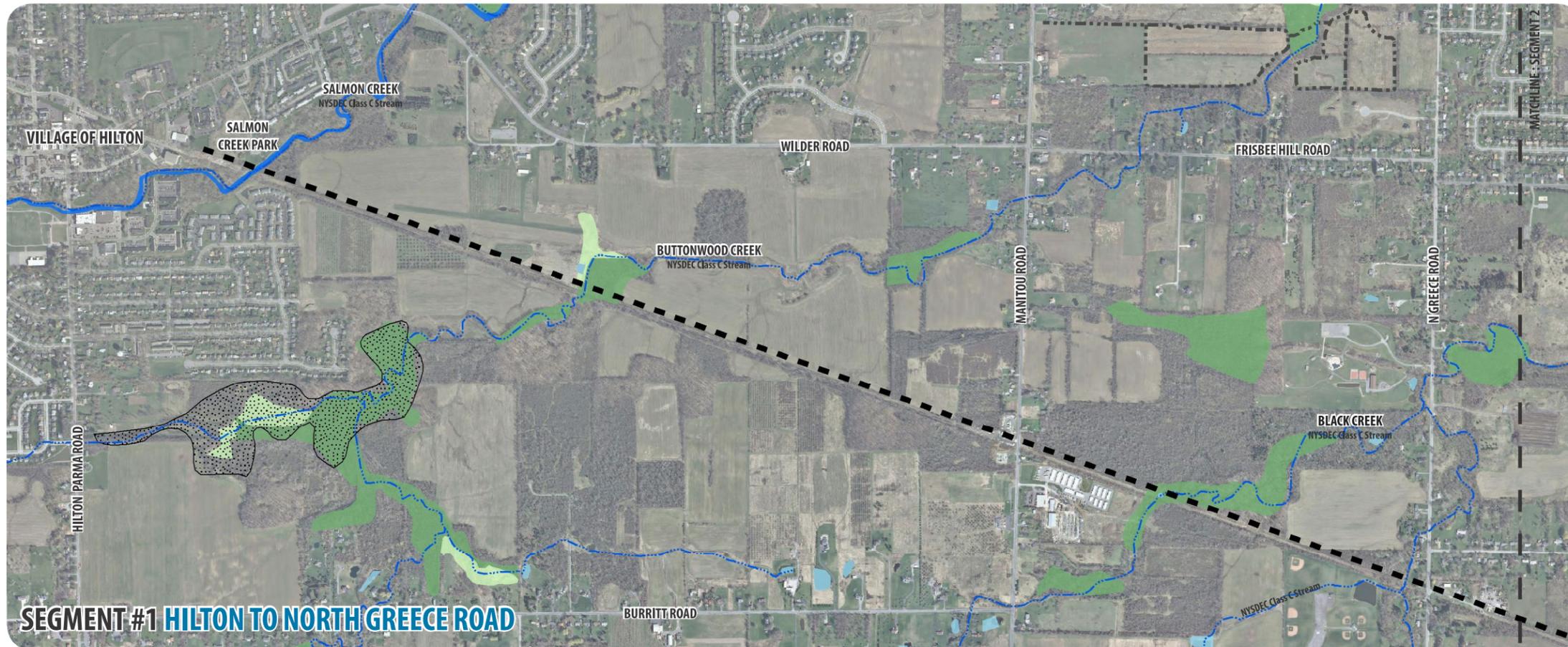
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TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

DRAFT

FIGURE
ENVIRONMENTAL FEATURES

LEGEND

-  NYSDEC Wetlands
- NWI Wetlands**
 -  Freshwater Emergent Wetland
 -  Freshwater Forested/Shrub We
 -  Freshwater Pond
 -  Lake
 -  Riverine



SOURCES: TOWN OF GREECE, NYS GIS CLEARING HOUSE, NYSDOT, USDA WEB SOIL SURVEY, NYSDEC, NYSDEC, NYSDEC, NWI

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NEW YORK

FIGURE
SLOPES

DRAFT

LEGEND

— Hojack Trail Corridor

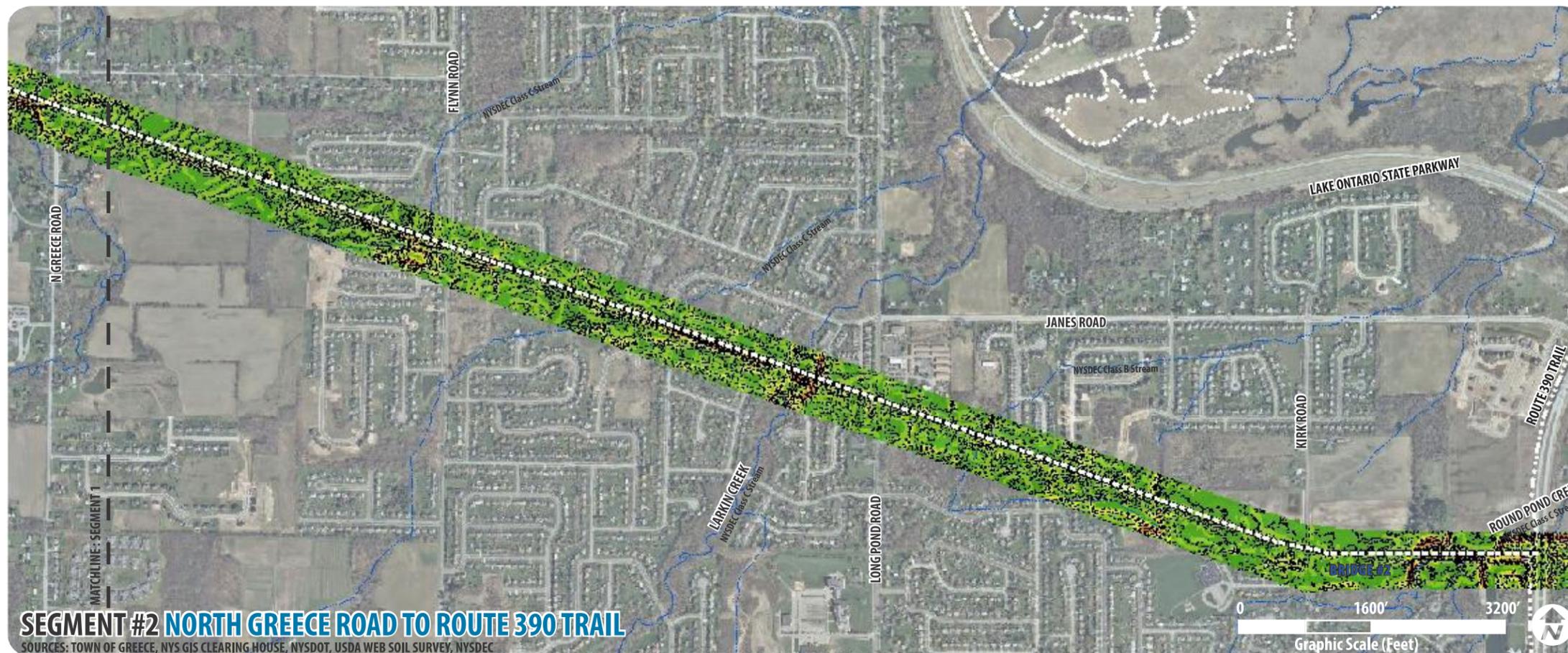
Streams

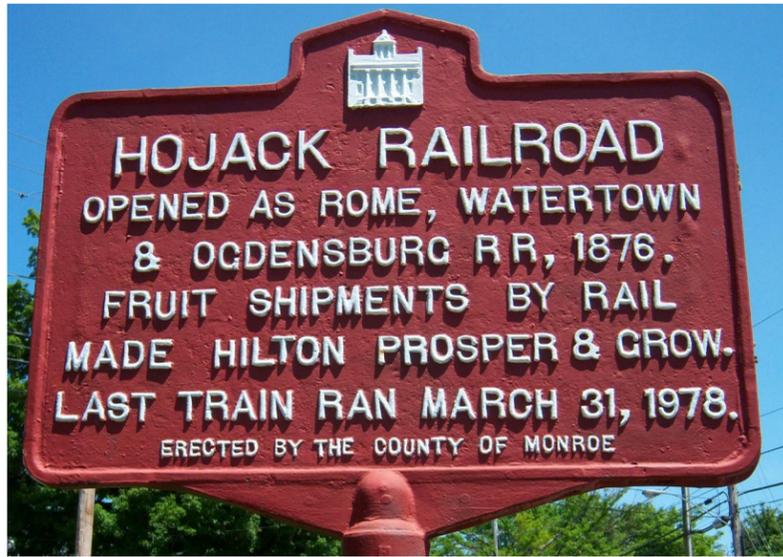
— Streams

--- 2ft Contours

% Slope

- 0-2
- 2-5
- 5-10
- 10-20
- 20+





HOJACK TRAIL FEASIBILITY STUDY
TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

FIGURE **DRAFT**
HISTORIC RESOURCES



- ERECTED**
- By the County of Monroe — Date unknown

- WHAT WAS THERE**
- Railroad Avenue in Hilton used to be a segment of the Rome, Watertown and Ogdensburg Railroad, commonly, but not officially referred to as the "Hojack Line." It served the agricultural northern towns along Lake Ontario, of which the Erie Canal, located south, did not cater to. A slow freight and passenger train, the Hojack had a 100 year history of servicing farmers and mercantiles on the northern counties from Niagara Falls to Oswego. Towns along Lake Ontario prospered as passengers could come to their lakeside resorts and villages, and Orchards could ship produce easily across the state.

- WHAT IS THERE NOW**
- Because of its slow speed, the construction of better north-south roads in the state, and consolidation in the rail industry, the route fell into neglect, and the line into bankruptcy.
 - Today, most of the track has been abandoned, including the stretch along the Genesee River in Rochester that extended down to Seneca Park. The Hojack Swing Bridge that sits in the middle of the Genesee at Charlotte has been removed. Some of the line is being used by other RR companies, as utility right-of-ways, or sits abandoned. Much of the track has been converted to trails, including the El Camino Trail in Rochester that now follows the Genesee tract along the east side of the river.
 - The path of the line still cuts away through communities along the lake and evidence of its economic impact can be seen through all the abandoned or re-purposed factories and stores along the way. Following the Hojack Avenue through Hilton, one can see all the former factories and stores that prospered along the line. The Hilton Station now serves several small business, including a salon. A milepost marker, "P 104" still stands along the route in the village.

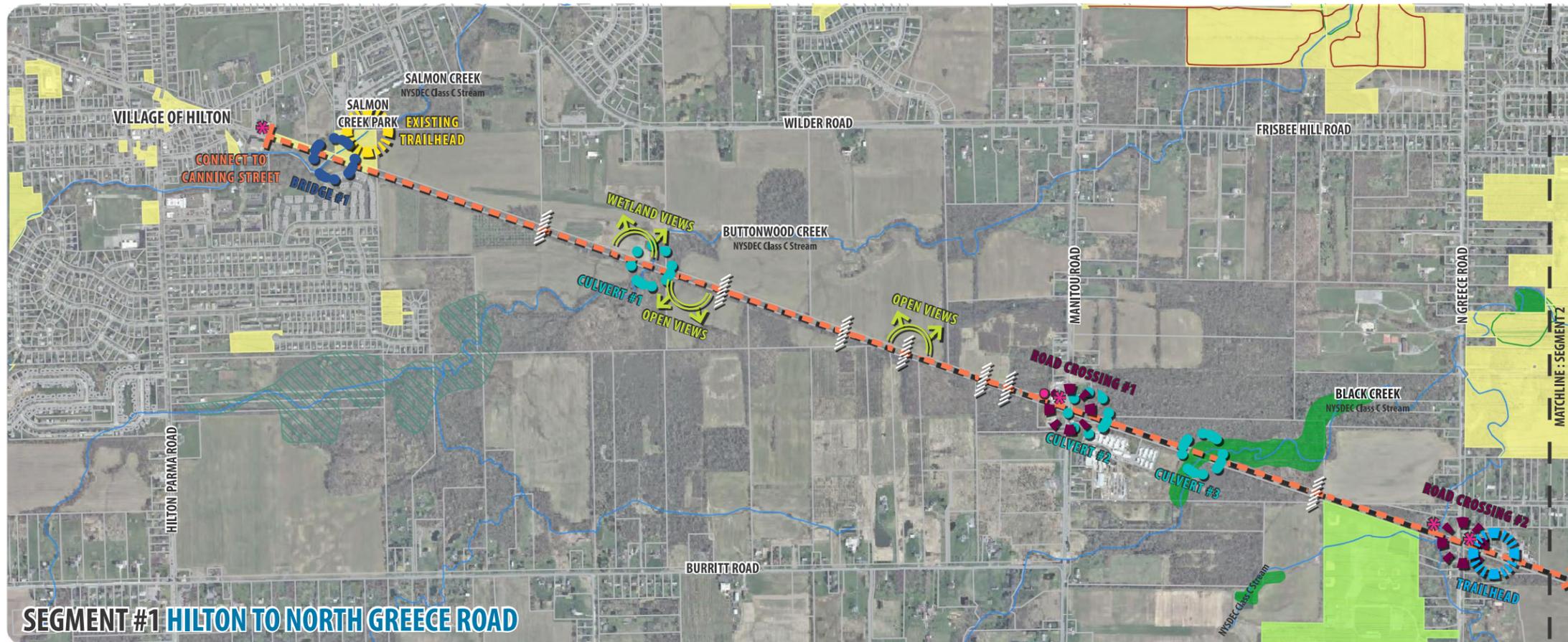
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HOJACK TRAIL FEASIBILITY STUDY

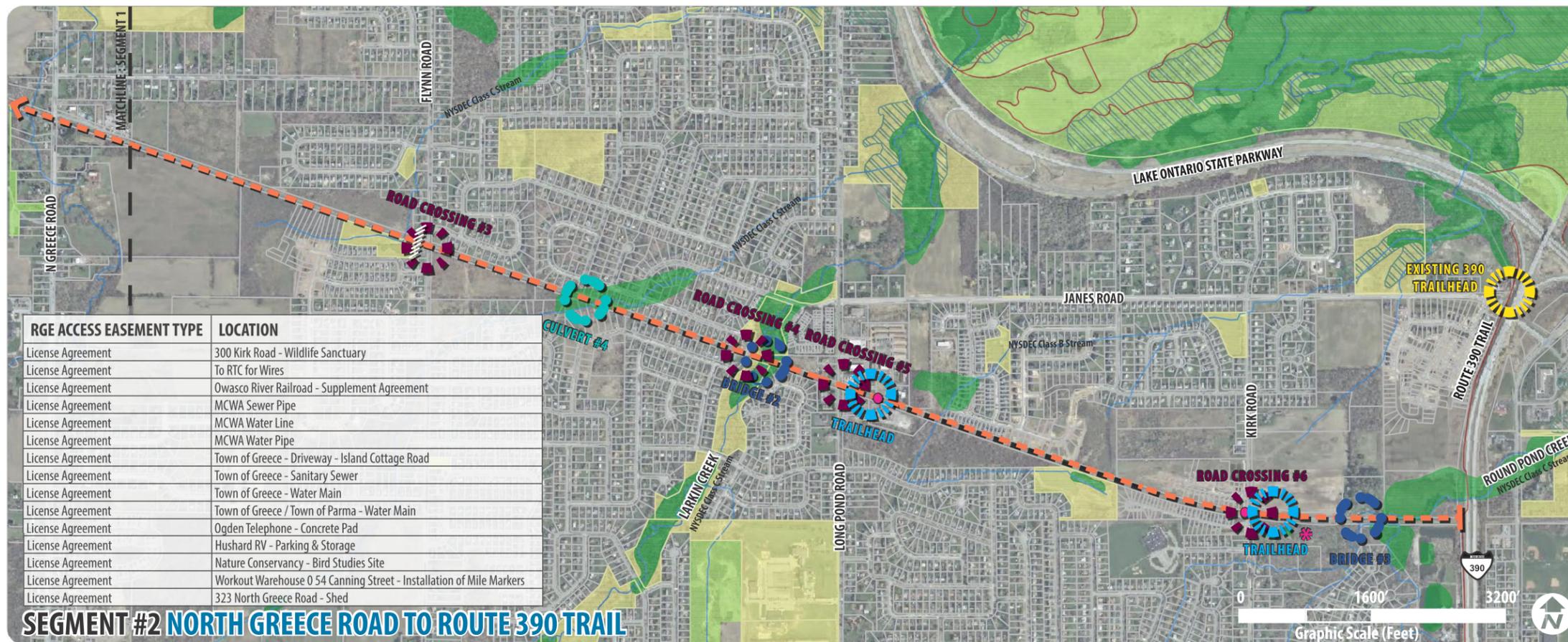
TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

FIGURE DRAFT

RECOMMENDED TRAIL IMPROVEMENTS



SEGMENT #1 HILTON TO NORTH GREECE ROAD



SEGMENT #2 NORTH GREECE ROAD TO ROUTE 390 TRAIL

LEGEND

- PROPOSED HOJACK TRAIL (6.5 +/- Miles)**
10' wide stonedust with asphalt approaches at road crossings. Shared-use ADA compliant surface. (Currently owned by RG&E. Trail to conform with AASHTO, ADA, and MUTCD design standards)
- ROAD CROSSINGS ENHANCEMENTS**
Refer to Typical Road Crossing detail.
- NEW TRAILHEAD WITH PARKING & ACCESS**
Refer to trailhead concept details.
- UTILIZE EXISTING TRAILHEAD PARKING & ACCESS**
- EXISTING BRIDGES**
Recommended improvements to approach, decking & handrails.
- EXISTING CULVERTS**
Recommended addition of handrails as required.
- EXISTING TRAIL ACCESS/FARM CROSSINGS**
Maintain farm crossing access. Enhance existing neighborhood connections.
- OPEN VIEW AREAS**
Views provide opportunities for seating/resting areas with trail signage/wayfinding. Locate ever 300yds.
- UTILITY ISSUES**
Existing concerns with nearby utility poles, subsurface utilities, or low hanging utility lines.
- RGE ACCESS EASEMENTS**
Existing easements. Will require coordination with landowners and RGE.
- EXISTING TRAILS**
- EXISTING STREAMS/CREEKS**
- EXISTING PARKS**
- EXISTING MUNICIPAL OWNED LAND**
- FEDERAL JURISDICTION WETLANDS**
- STATE JURISDICTION WETLANDS**

RGE ACCESS EASEMENT TYPE	LOCATION
License Agreement	300 Kirk Road - Wildlife Sanctuary
License Agreement	To RTC for Wires
License Agreement	Owasco River Railroad - Supplement Agreement
License Agreement	MCWA Sewer Pipe
License Agreement	MCWA Water Line
License Agreement	MCWA Water Pipe
License Agreement	Town of Greece - Driveway - Island Cottage Road
License Agreement	Town of Greece - Sanitary Sewer
License Agreement	Town of Greece - Water Main
License Agreement	Town of Greece / Town of Parma - Water Main
License Agreement	Ogden Telephone - Concrete Pad
License Agreement	Hushard RV - Parking & Storage
License Agreement	Nature Conservancy - Bird Studies Site
License Agreement	Workout Warehouse 0 54 Canning Street - Installation of Mile Markers
License Agreement	323 North Greece Road - Shed



CULVERT #1 BUTTWOOD CREEK



EXISTING CONDITIONS

Approximate Span: 20 ft.

Approximate Width: 24 ft.

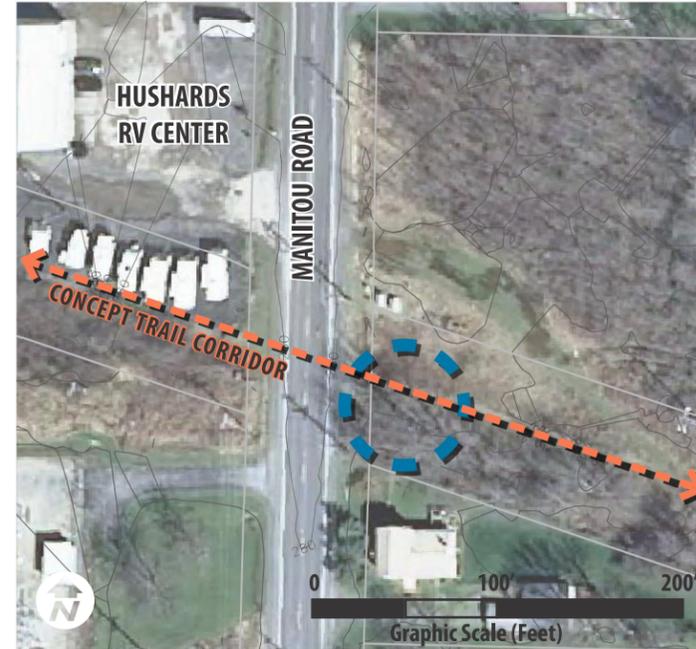
Structure Construction:

- Concrete box
- Rise: 6 ft. 6 in.
- Water depth: 4 ft.
- Concrete head walls & wing walls

RECOMMENDED IMPROVEMENTS (TYPICAL)

- Handrails are recommended as required. Refer to Recommended Bridge Improvements figure for examples of handrails.

CULVERT #2 EAST OF MANITOU ROAD



EXISTING CONDITIONS

Approximate Pipe Length: 24 ft.

Approximate Pipe Diameter: 24 in.

Structure Construction:

- Cast iron pipe
- Water depth: 3 in.
- Concrete head walls

CULVERT #3 BLACK CREEK



EXISTING CONDITIONS

Approximate Span: 14 ft. 6 in.

Approximate Width: 21 ft.

Structure Construction:

- Concrete box
- Rise: 8 ft. 6 in.
- Water depth: 2 ft.
- Concrete head walls

HOJACK TRAIL FEASIBILITY STUDY

TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

FIGURE **DRAFT**
EXISTING CONDITIONS
CULVERTS

CULVERT #4 WEST OF LONG POND ROAD



EXISTING CONDITIONS

Approximate Pipe Length: 50 ft.

Approximate Pipe Diameter: 8 ft.

Structure Construction:

- Reinforced concrete pipe
- Concrete end sections

BRIDGE #1 SALMON CREEK



EXISTING CONDITIONS

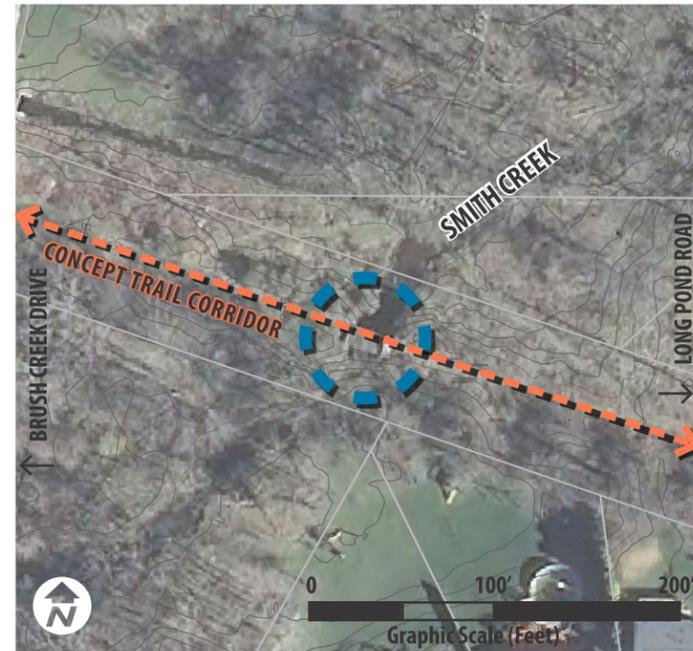
Approximate Span: 82 ft.

Approximate Width: 9 ft total, 4 ft. pedestrian width.

Structure Construction

- Single span
- Riveted steel girders supported on cast-in-place concrete abutments
- Steel grate decking supported on steel stringers and floor beams
- 4 ft. height steel tube handrails
- Visual observations of sub structures show some rehab may be required. Structural assessment of structures is recommended for future phases.

BRIDGE #2 SMITH CREEK



EXISTING CONDITIONS

Approximate Span: 24 ft.

Approximate Width: 12 ft.

Structure Construction

- Single span
- Riveted steel girders supported on cast-in-place concrete abutments
- Timber decking
- Visual observations of sub structures show some rehab may be required. Structural assessment of structures is recommended for future phases.

BRIDGE #3 EAST OF KIRK ROAD



EXISTING CONDITIONS

Approximate Span: 40 ft.

Approximate Width: 12 ft.

Structure Construction

- Single span
- Riveted steel girders supported on cast-in-place concrete abutments
- Timber decking
- Visual observations of sub structures show some rehab may be required. Structural assessment of structures is recommended for future phases.

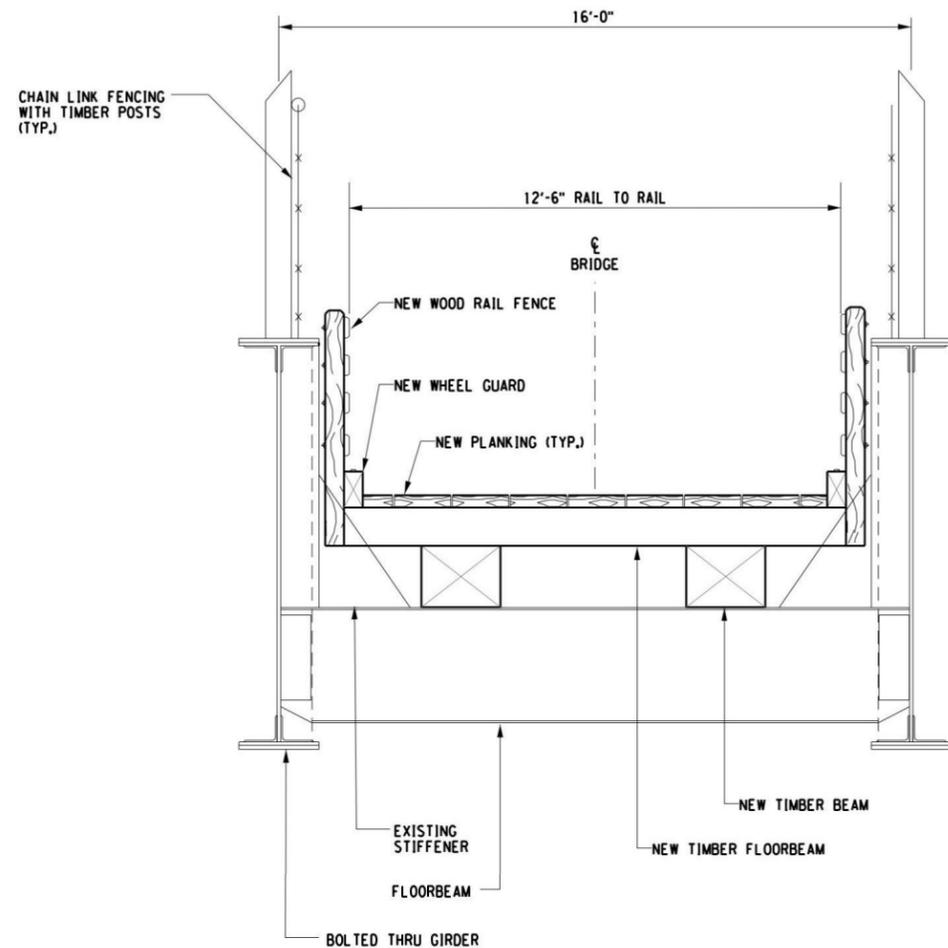
HOJACK TRAIL FEASIBILITY STUDY

TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

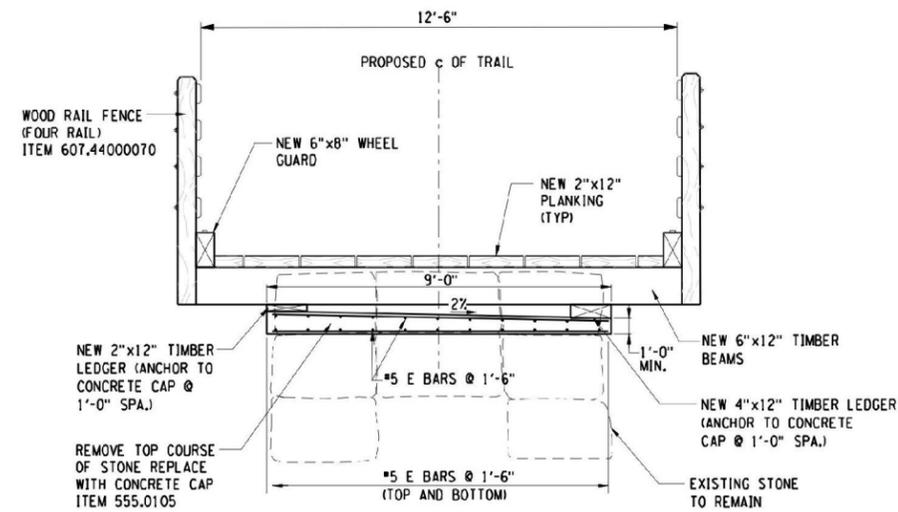
FIGURE *DRAFT* EXISTING CONDITIONS BRIDGES

HOJACK TRAIL FEASIBILITY STUDY
TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

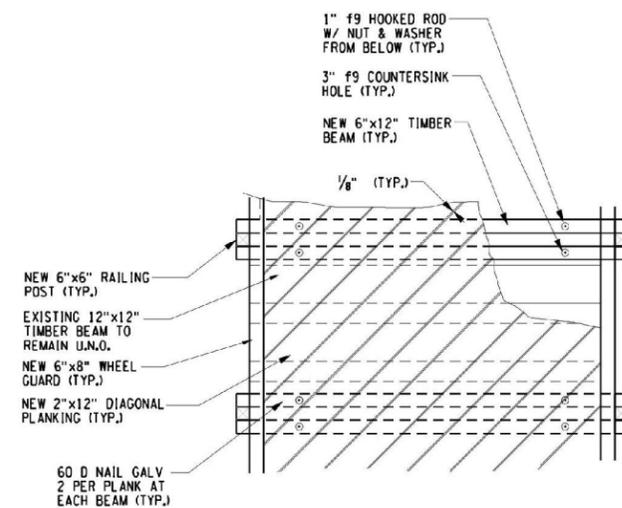
FIGURE *DRAFT*
RECOMMENDED IMPROVEMENTS
BRIDGES



BRIDGE IMPROVEMENTS DETAIL: DECKING & HANDRAIL
FOR REFERENCE ONLY, NOT TO SCALE, NOT FOR CONSTRUCTION



BRIDGE IMPROVEMENTS DETAIL: APPROACH, DECKING & HANDRAIL
FOR REFERENCE ONLY, NOT TO SCALE, NOT FOR CONSTRUCTION



BRIDGE IMPROVEMENTS DETAIL: DECKING
FOR REFERENCE ONLY, NOT TO SCALE, NOT FOR CONSTRUCTION



BRIDGE IMPROVEMENTS: POSSIBLE DECKING & HANDRAIL

<http://www.westernwoodstructures.com/index.php/timber-bridges/pedestrian-bridges/>



BRIDGE IMPROVEMENTS: POSSIBLE DECKING & HANDRAIL

<http://www.bigrbridge.com/en/home/news/bigrpedestrianengineeringexcellence.aspx>



BRIDGE IMPROVEMENTS: POSSIBLE DECKING & HANDRAIL

<http://acrow.com/wp-content/uploads/2013/05/acrow-web-bridges-pedestrian-13.jpg>



BRIDGE IMPROVEMENTS: POSSIBLE DECKING & HANDRAIL

http://www.johnweeks.com/river_stlouis/pages/stl16.html



ROAD CROSSING #1 MANITOU ROAD



EXISTING CONDITIONS

Roadway Jurisdiction: New York State DOT

Posted Speed: 40mph

Roadway Section: 34' wide (10' travel lanes, 7' shoulders) +/-

Annual Average Daily Traffic: 5735 vehicles per day
(NYS Traffic Data Viewer, 2013)

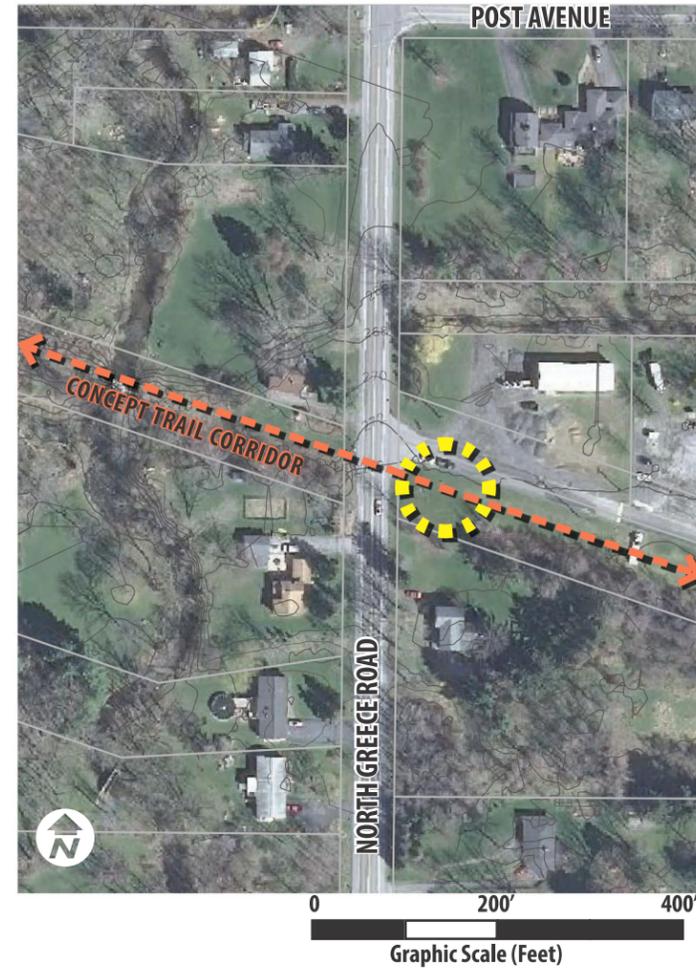
Functional Classification: Minor arterial
(NYS DOT Functional Class Viewer)

Bicycle Level of Service Rating: D
(2014 Greece Bicycle and Pedestrian Master Plan)

RECOMMENDATIONS

- Crosswalk striping and signage. Refer to Typical Road Crossing detail.

ROAD CROSSING #2 NORTH GREECE ROAD



EXISTING CONDITIONS

Roadway Jurisdiction: Monroe County

Posted Speed: 35mph

Roadway Section: 34' wide (11' travel lanes, 6' shoulders) +/-

Annual Average Daily Traffic: 3368 vehicles per day
(NYS Traffic Data Viewer, 2013)

Functional Classification: Major collector
(NYS DOT Functional Class Viewer)

Bicycle Level of Service Rating: A
(2014 Greece Bicycle and Pedestrian Master Plan)

RECOMMENDATIONS

- Crosswalk striping and signage. Refer to Typical Road Crossing detail.
- Recommend using alternate Rectangular Rapid Flashing Beacon (RRFB).
- Trailhead and parking located east of North Greece Road, north of trail.

ROAD CROSSING #3 FLYNN ROAD



EXISTING CONDITIONS

Roadway Jurisdiction: Monroe County

Posted Speed: 35mph

Roadway Section: 34' wide (11' travel lanes, 6' shoulders) +/-

Annual Average Daily Traffic: 2160 vehicles per day
(NYS DOT Traffic Data Viewer, 2013)

Functional Classification: Major collector
(NYS DOT Functional Class Viewer)

Bicycle Level of Service Rating: C
(2014 Greece Bicycle and Pedestrian Master Plan)

HOJACK TRAIL FEASIBILITY STUDY

TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

FIGURE **DRAFT** EXISTING CONDITIONS & RECOMMENDATIONS ROADWAY CROSSINGS



POTENTIAL TRAILHEAD & PARKING WITHIN RGE ROW

Refer to trailhead concept details for design

- 2-Way Vehicular access
- Parking for 8-10 cars, including a minimum of 1 ADA space
- Necessary turn around space
- Trail signage kiosk
- Rest area with seating for trail users

SITE DISTANCE

- All roads, from a visual assessment, appear to have safe sight distances from both vehicle and trail user perspective.
- Necessary clearing of vegetation near roadway may be required.

Note: The Bicycle Level of Service (Bicycle LOS) Model, a bicycling conditions performance measure, is a "supply-side" criterion. It is an objective measure of the bicycling conditions of a roadway which provides an evaluation of bicyclists' perceived safety and comfort with respect to motor vehicle traffic and roadway conditions.

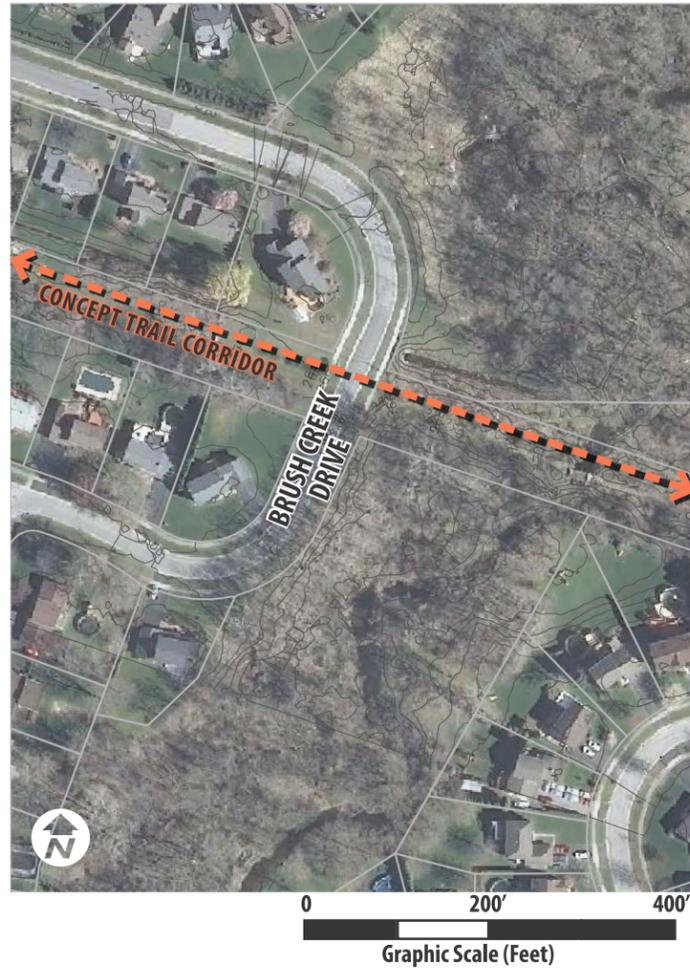
The Bicycle LOS Model includes the following factors in determining the bicycling suitability of the study roadways:

- bike lane or paved shoulder
- outside lane width
- traffic volume, speed, and type
- pavement surface condition
- presence of on-street parking

NOTE

Roadways within the trail corridor fall under the jurisdiction of NYS Department of Transportation, Monroe County Department of Transportation, and local. Road crossing recommendations and trail head driveway locations are conceptual in nature and will be subject to further study, review and approvals before advancing to design development and implementation.

ROAD CROSSING #4 BRUSH CREEK DRIVE



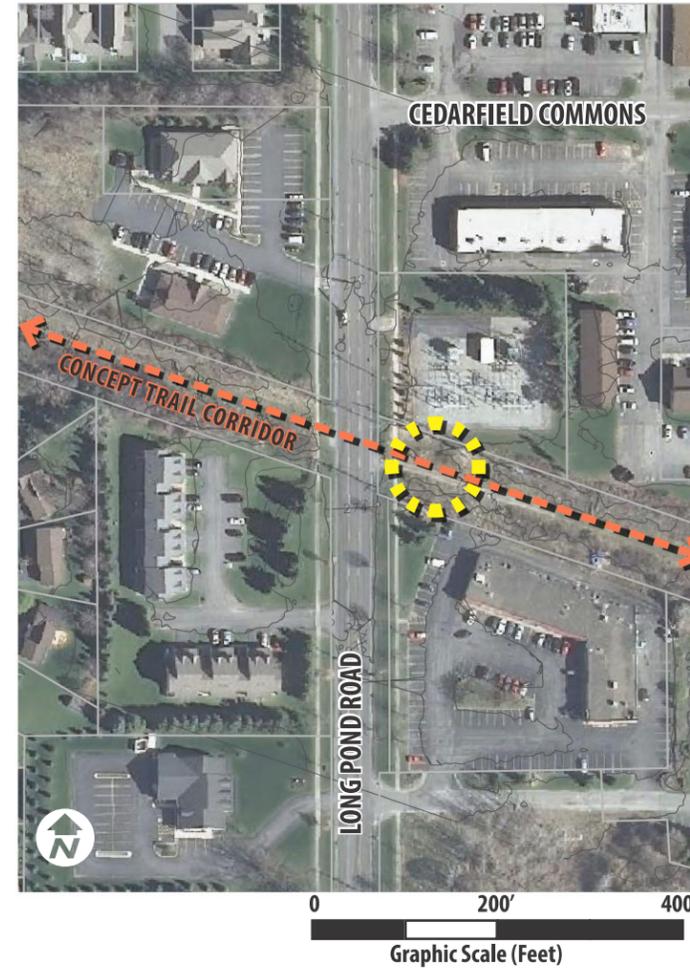
EXISTING CONDITIONS

Roadway Jurisdiction: Town of Greece
Posted Speed: 25mph
Roadway Section: 24' wide (10' travel lanes, 2' concrete gutters)
Functional Classification: Local road
(NYS DOT Functional Class Viewer)

RECOMMENDATIONS

- Crosswalk striping and signage. Refer to Typical Road Crossing detail.

ROAD CROSSING #5 LONG POND ROAD



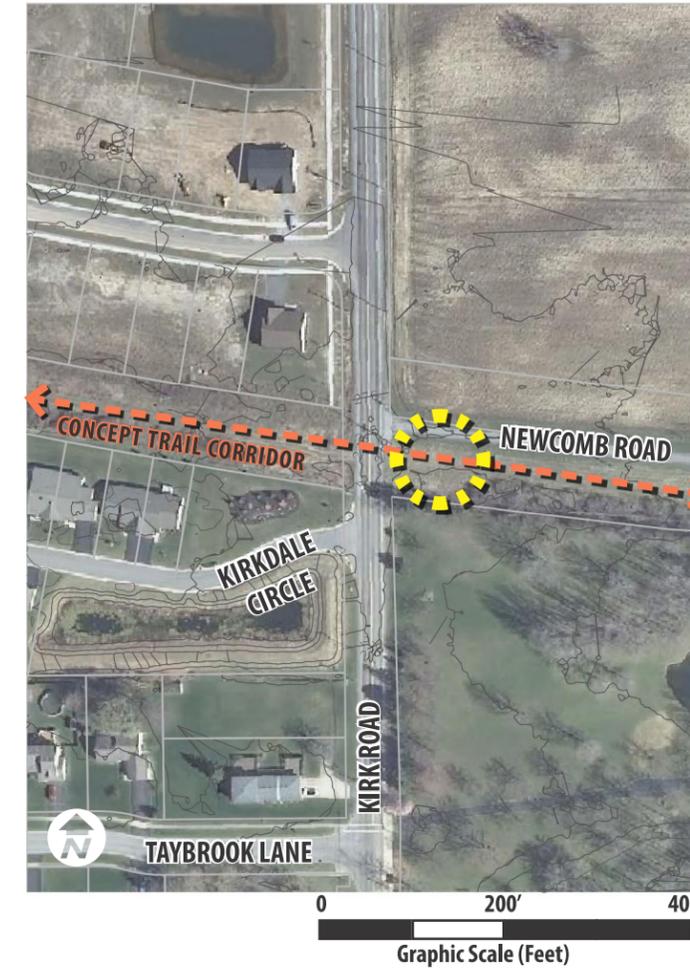
EXISTING CONDITIONS

Roadway Jurisdiction: Monroe County
Posted Speed: 35mph
Roadway Section: 38' wide (12' travel lanes, 10' center turn lane, 2' shoulders)
Annual Average Daily Traffic: 5247 vehicles per day
(NYS Traffic Data Viewer, 2013)
Functional Classification: Minor arterial
(NYS DOT Functional Class Viewer)
Bicycle Level of Service Rating: C
(2014 Greece Bicycle and Pedestrian Master Plan)

RECOMMENDATIONS

- Crosswalk striping and signage. Refer to Typical Road Crossing detail.
- Recommend using alternate Rectangular Rapid Flashing Beacon (RRFB).
- Trailhead and parking located east of Long Pond Road, north of trail.
- Recommend striping center turn lane for trail approach, both sides.

ROAD CROSSING #6 KIRK ROAD



EXISTING CONDITIONS

Roadway Jurisdiction: Monroe County
Posted Speed: 35mph
Roadway Section: 34' wide (11' travel lanes, 6' shoulders)
Functional Classification: Local road
(NYS DOT Functional Class Viewer)
Bicycle Level of Service Rating: A
(2014 Greece Bicycle and Pedestrian Master Plan)

RECOMMENDATIONS

- Crosswalk striping and signage. Refer to Typical Road Crossing detail.
- Trailhead and parking located east of Kirk Road, north of trail.

HOJACK TRAIL FEASIBILITY STUDY

TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
 NEW YORK

FIGURE **DRAFT** EXISTING CONDITIONS & RECOMMENDATIONS ROADWAY CROSSINGS



POTENTIAL TRAILHEAD & PARKING WITHIN RGE ROW

- Refer to Typical Trailhead Detail
- 2-Way Vehicular access
 - Parking for 8-10 cars, including a minimum of 1 ADA space
 - Necessary turn around space
 - Trail signage kiosk
 - Rest area with seating for trail users

SITE DISTANCE

- All roads, from a visual assessment, appear to have safe sight distances from both vehicle and trail user perspective.
- Necessary clearing of vegetation near roadway may be required.

Note: The Bicycle Level of Service (Bicycle LOS) Model, a bicycling conditions performance measure, is a "supply-side" criterion. It is an objective measure of the bicycling conditions of a roadway which provides an evaluation of bicyclists' perceived safety and comfort with respect to motor vehicle traffic and roadway conditions.

The Bicycle LOS Model includes the following factors in determining the bicycling suitability of the study roadways:

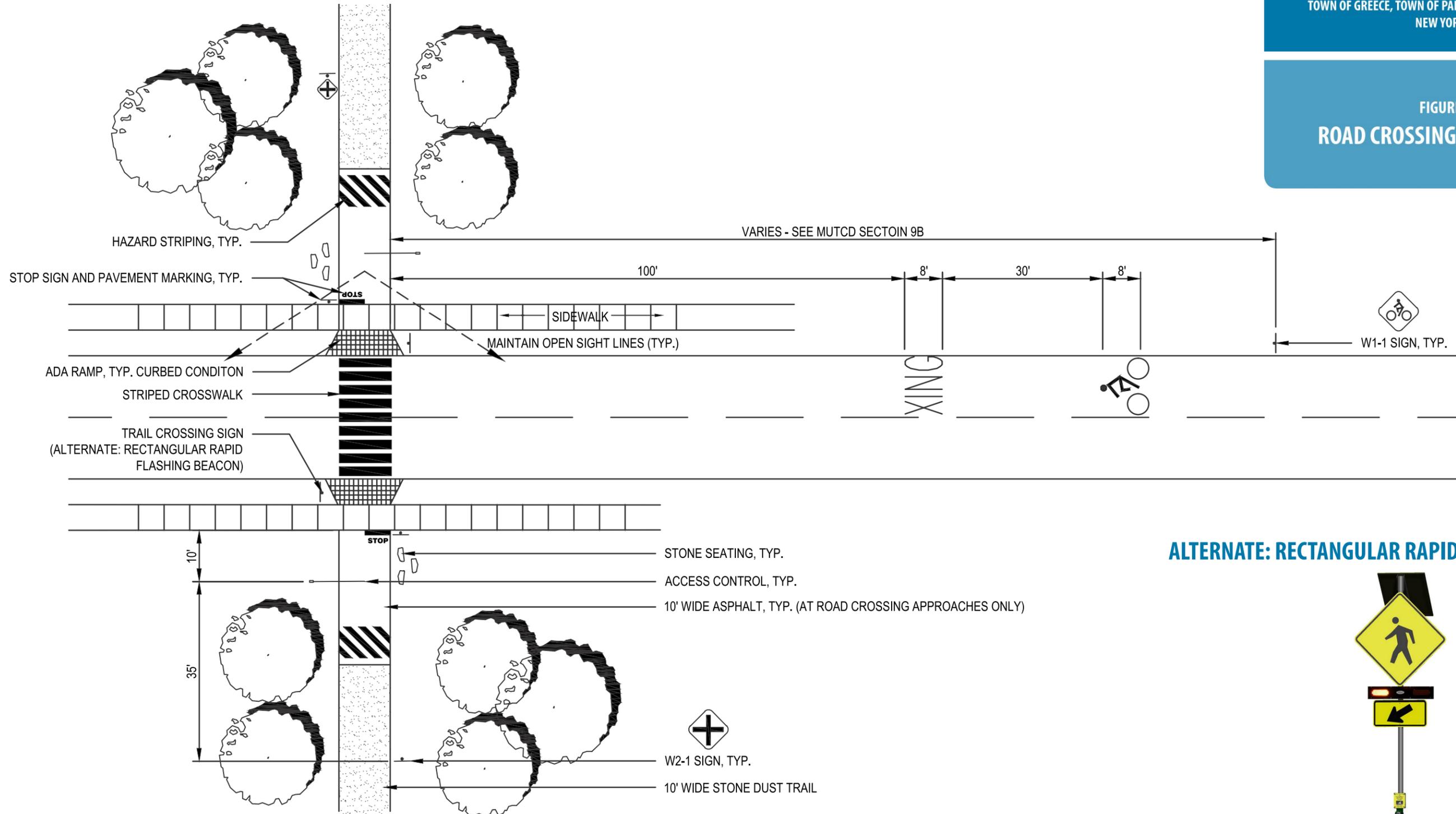
- bike lane or paved shoulder
- outside lane width
- traffic volume, speed, and type
- pavement surface condition
- presence of on-street parking

NOTE

Roadways within the trail corridor fall under the jurisdiction of NYS Department of Transportation, Monroe County Department of Transportation, and local. Road crossing recommendations and trail head driveway locations are conceptual in nature and will be subject to further study, review and approvals before advancing to design development and implementation.

AT-GRADE CROSSING ENHANCEMENTS

FOR REFERENCE ONLY, NOT TO SCALE



ALTERNATE: RECTANGULAR RAPID FLASHING BEACON



Notes

- Majority of trail surface to be stonedust, as required by RG&E. Asphalt surface recommended near at-grade crossings.
- Road crossings to comply with the American Association of State Highway Transportation Officials (AASHTO) Guide for Development of Bicycle Facilities. Signage to comply with the Manual on Uniform Traffic Control Devices (MUTCD).

PROPOSED TRAILHEAD @ NORTH GREECE



PROPOSED IMPROVEMENTS LEGEND

- 1 UTILIZE EXISTING ACCESS ROAD**
Improvements as necessary.
- 2 NEW ACCESS ROAD**
Improvements as necessary.
- 3 NEW PARKING FOR 8 VEHICLES**
Including 1 ADA accessible space.
- 4 TIMBER GUIDERAIL**
Preventive measure against vehicles accessing trail.
- 5 SEATING, SIGNAGE AND GATEWAY OPPORTUNITIES**
- 6 TRAIL ACCESS GATE**
Preventive measure against vehicles accessing trail. To comply with RG&E requirements.
- 7 STRIPED ROADWAY CROSSING & SIGNAGE**
Refer to Road Crossing Standards figure for pavement marking and signage recommendations. To comply with AASHTO and MUTCD standards.
- 8 PROPOSED SHARED-USE TRAIL**
Concept alignment. 10 ft. wide stonedust with asphalt aprons at road crossings. Trail traffic calming recommended near road crossings.

HOJACK TRAIL FEASIBILITY STUDY

TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

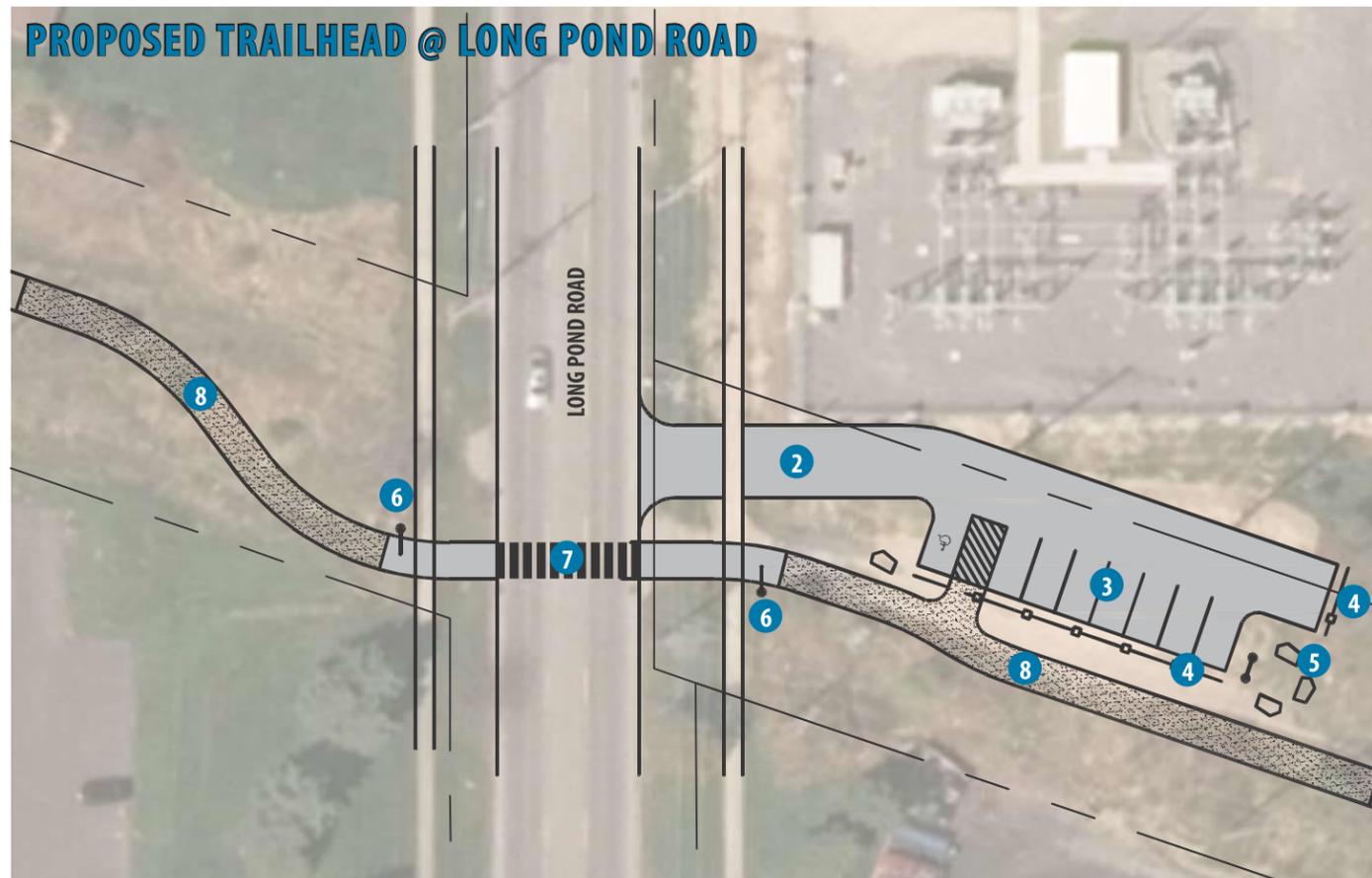
DRAFT

FIGURE PROPOSED TRAILHEADS

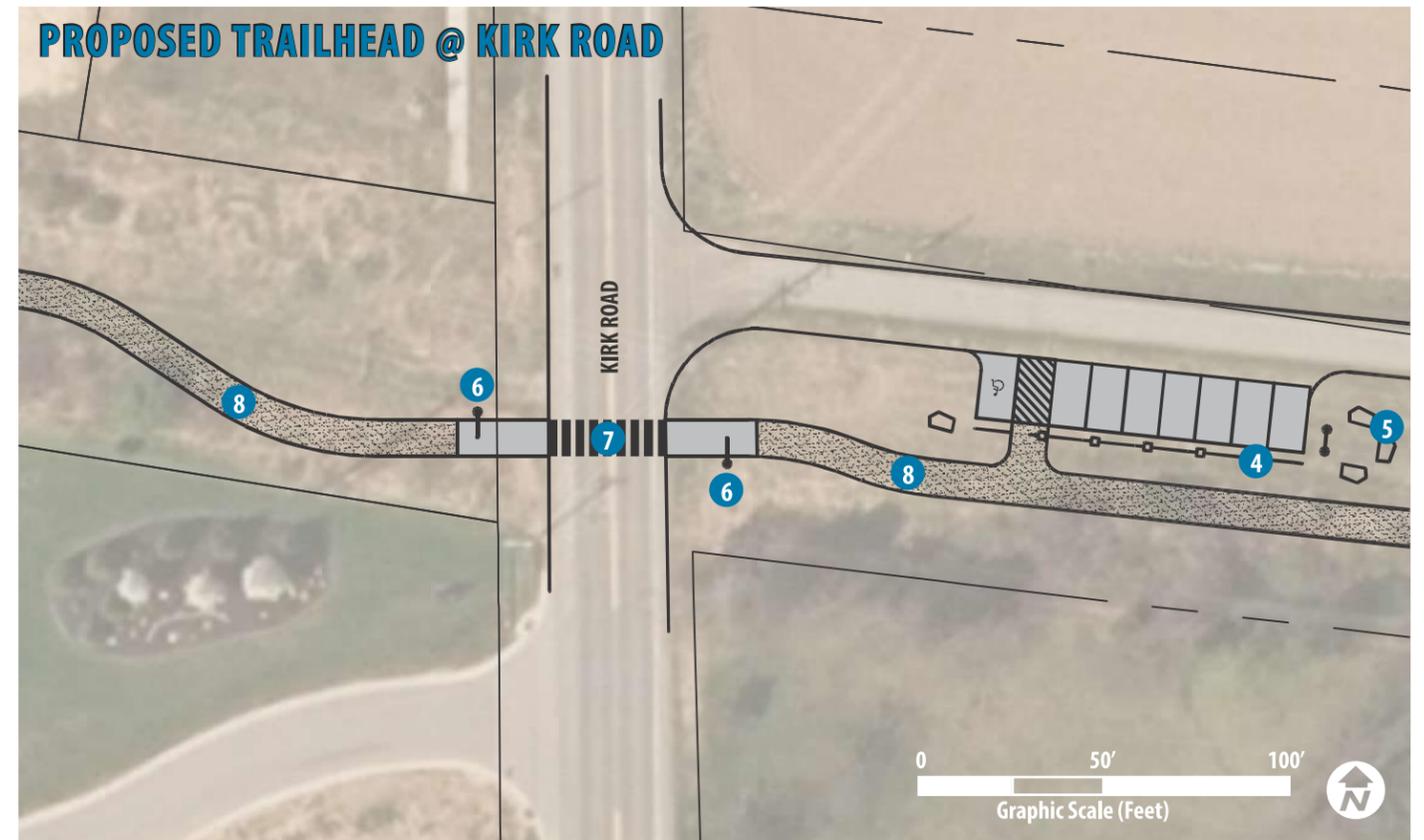
NOTE

RG&E requires new construction to be a minimum of 25' from all utility poles and structures. Utility location coordination with RG&E, Monroe County, Monroe County Pure Waters, Town of Greece, Town of Parma, and Village of Hilton will be required during future design phases.

PROPOSED TRAILHEAD @ LONG POND ROAD

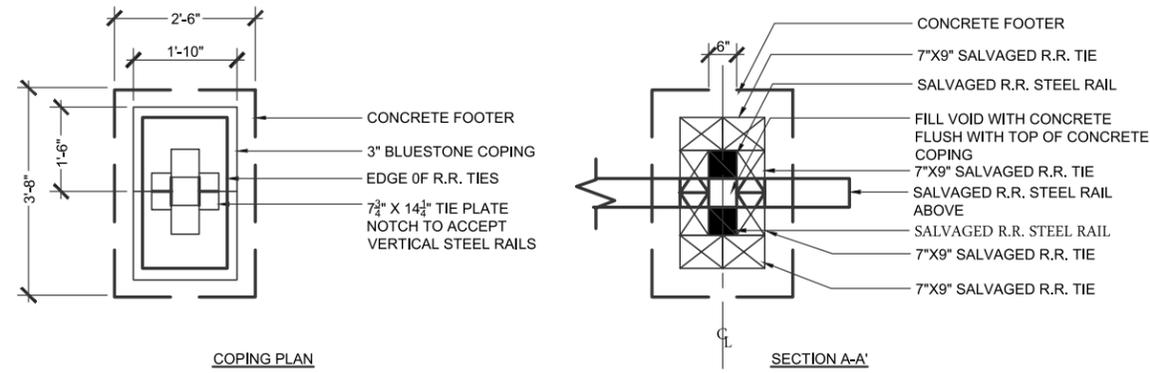


PROPOSED TRAILHEAD @ KIRK ROAD



RECLAIMED RAIL GATEWAY (LOCATED AT TRAILHEADS)

FOR REFERENCE ONLY, NOT TO SCALE



HOJACK TRAIL FEASIBILITY STUDY

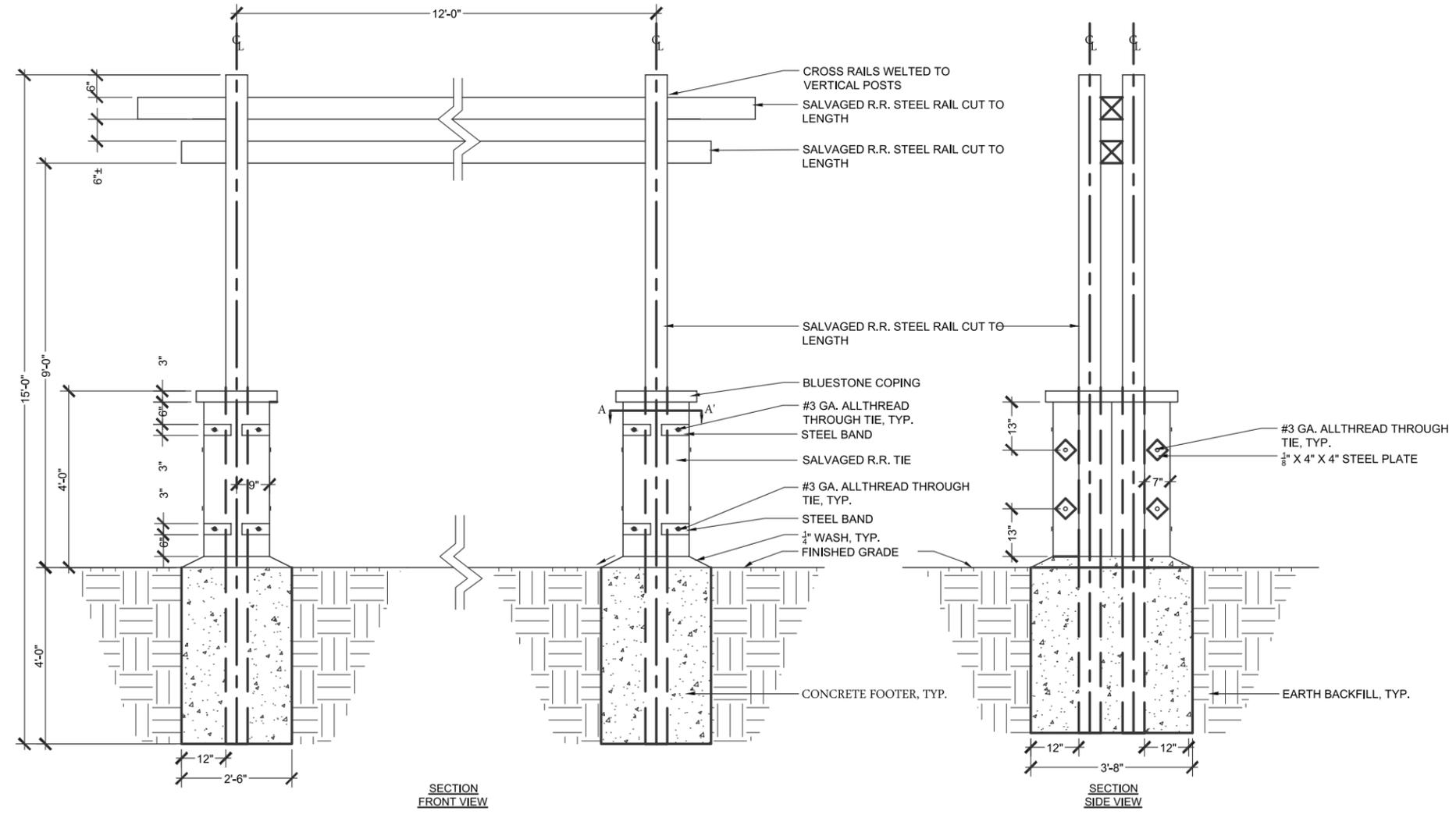
TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

DRAFT

FIGURE
GATEWAYS

RECLAIMED RAIL SIGN POSTS (LOCATED AT TRAIL ACCESS POINTS)

FOR REFERENCE ONLY, NOT TO SCALE

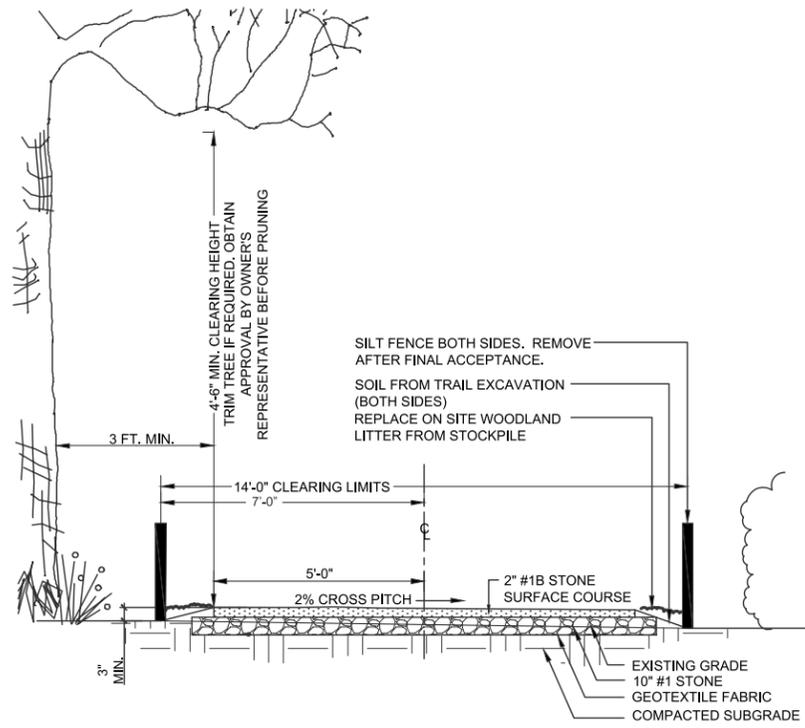


Trail gateways and signage displays identify the Hojack Trail as public space and draw attention to at-grade crossings. The design vocabulary highlights the adaptive re-use of an old railroad corridor. Gateways and sign posts are constructed of salvaged railroad ties, steel rails, and tie plates.



NOTE:
1. FOOTING DESIGN AND SHOP DRAWINGS SHALL BE REVIEWED AND APPROVED BY A STRUCTURAL ENGINEER.

CONSTRUCTION DETAIL FOR REFERENCE ONLY



NOTE:
RESTORE AND SEED ALL DISTURBED AREAS WITH RESTORATION SEED MIX

10' WIDE STONEDUST TRAIL
Scale: NOT TO SCALE

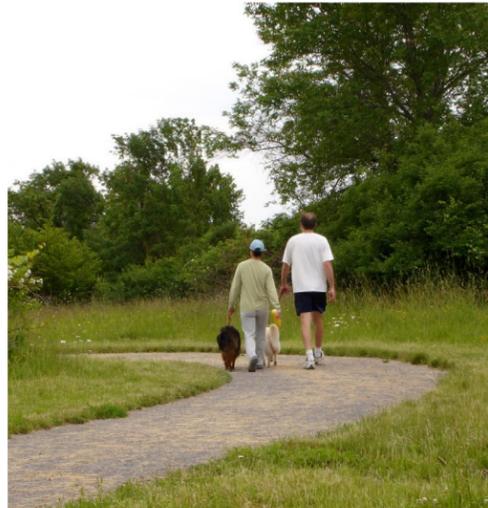
EXAMPLES



Corbett's Glen, Brighton



El Camino Trail, Rochester



Erie Canalway Trail, Brighton



Channing Philbrick Park, Penfield

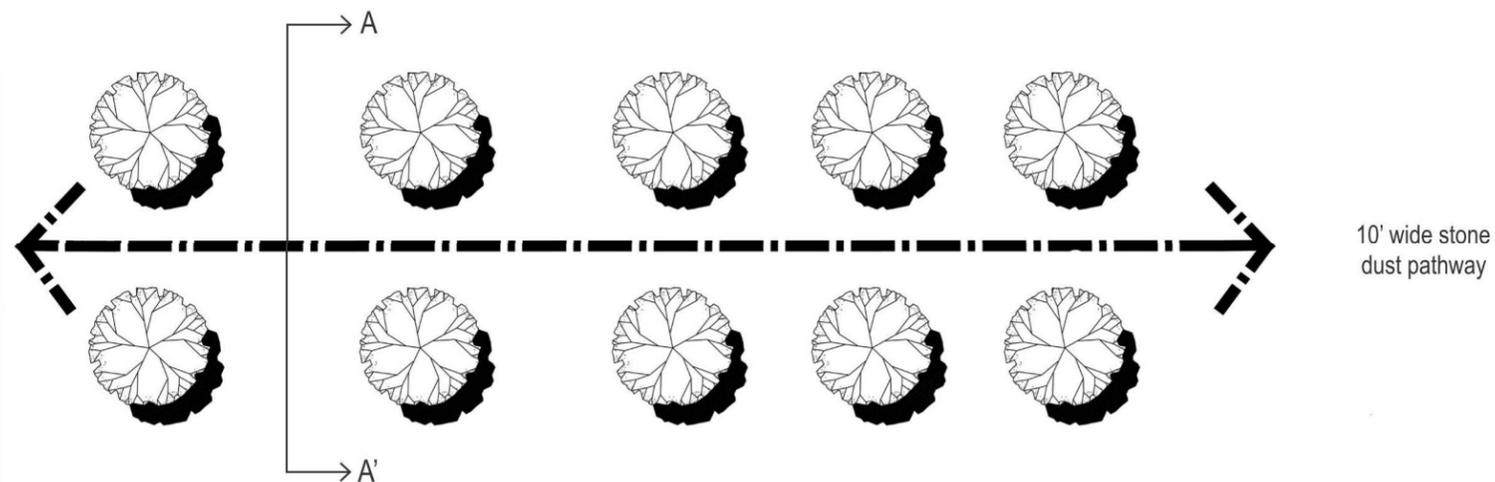
HOJACK TRAIL FEASIBILITY STUDY TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON NEW YORK

FIGURE *DRAFT*
TYPICAL TRAIL CONCEPT DETAILS
SHEET 1 OF 2

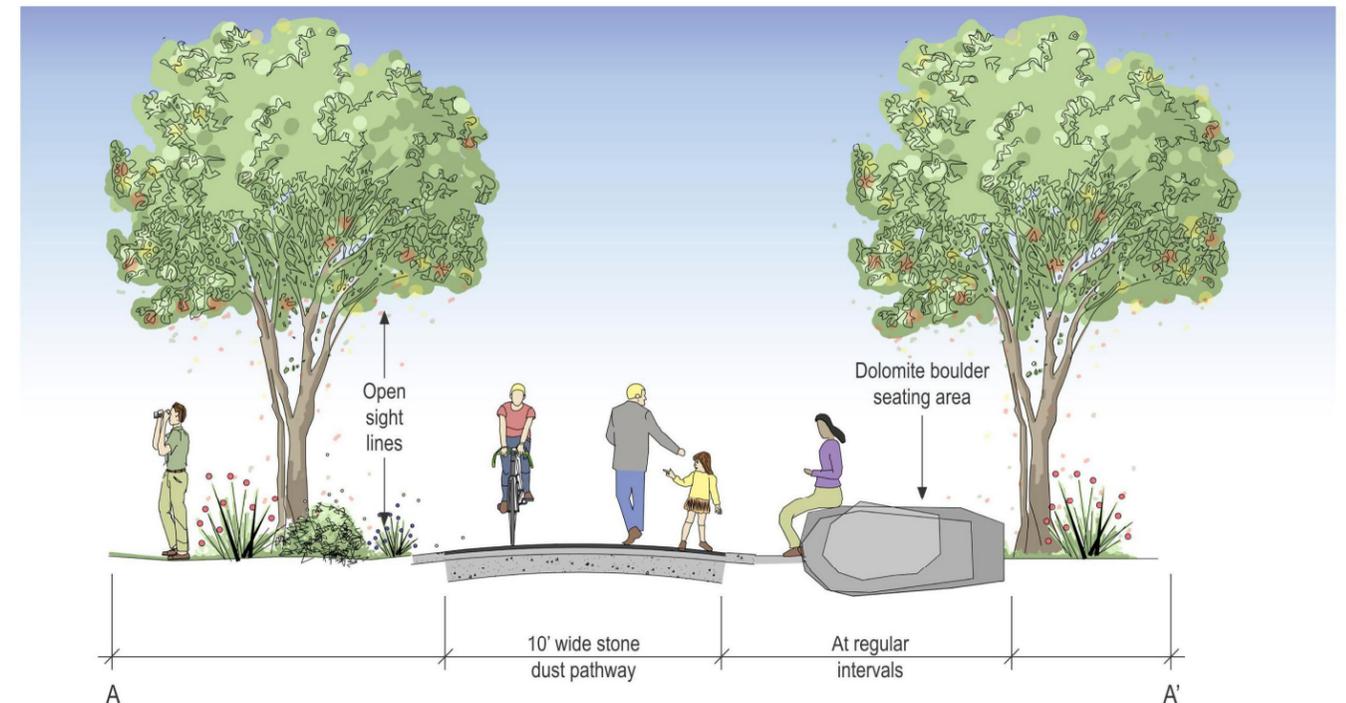
TRAIL SURFACE BENEFITS

- AASHTO compliant stonedust trails are ADA compliant allowing for users of all mobility levels.
- Acts as a speed reducer for bicyclists, creating a safer environment for all users.
- Installation cost is lower up front.
- Stonedust supports RG&E traffic.
- Limestone is a locally available material.

PLAN

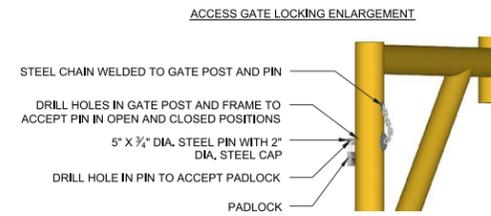
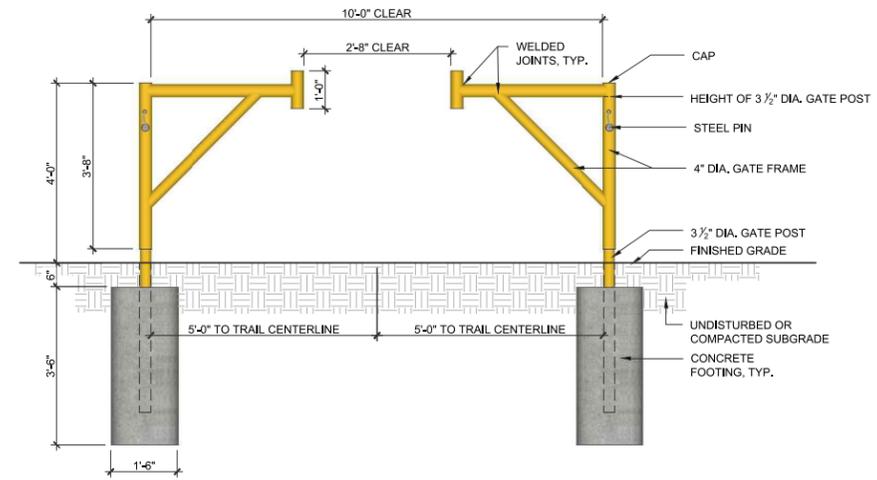
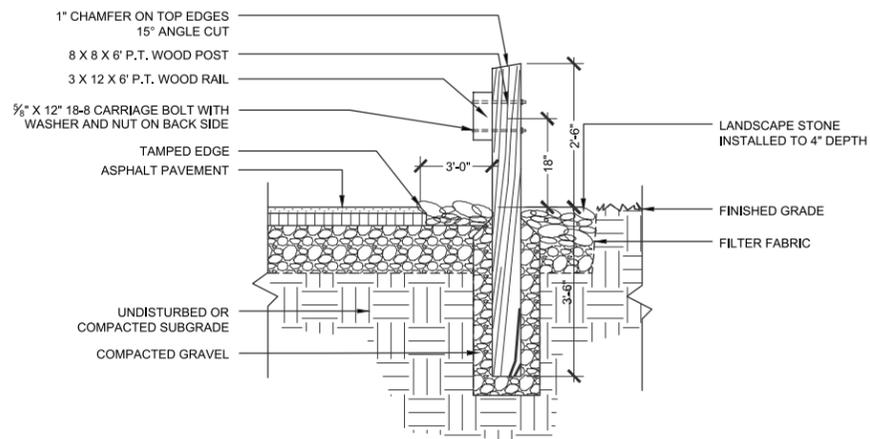


GRAPHIC SECTION

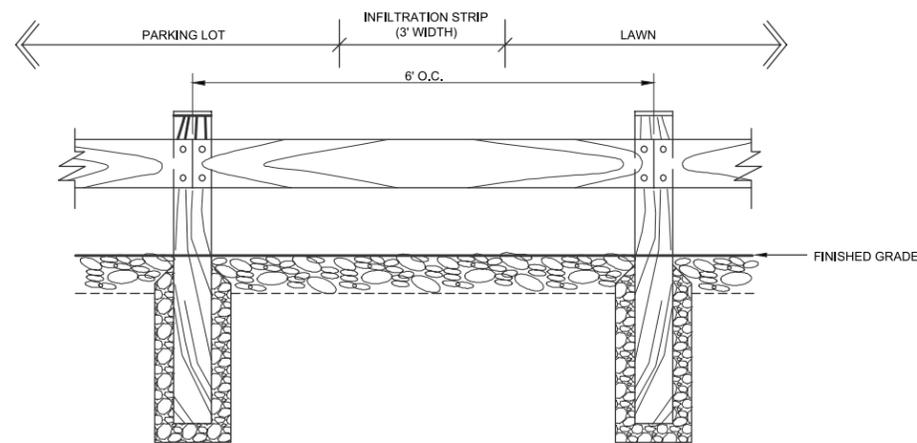


DRAFT

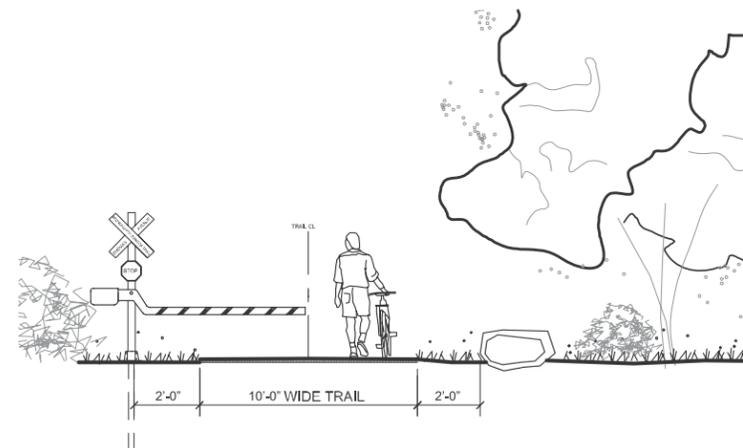
FIGURE
TYPICAL TRAIL CONCEPT DETAILS
SHEET 2 OF 2



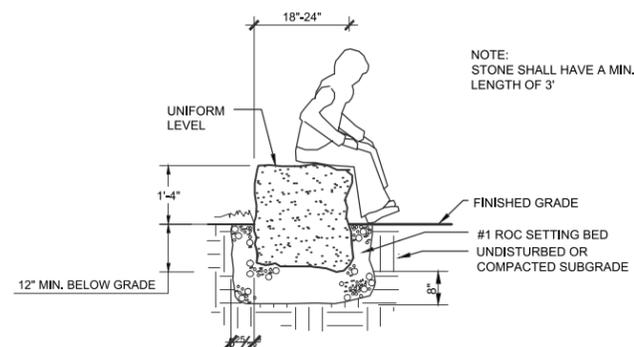
TRAIL ACCESS GATE OPTION 1
Scale: NOT TO SCALE



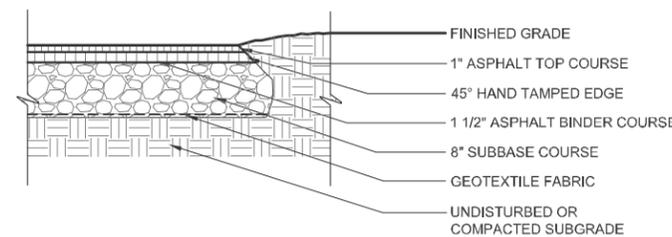
TIMBER GUIDE RAIL
Scale: NOT TO SCALE



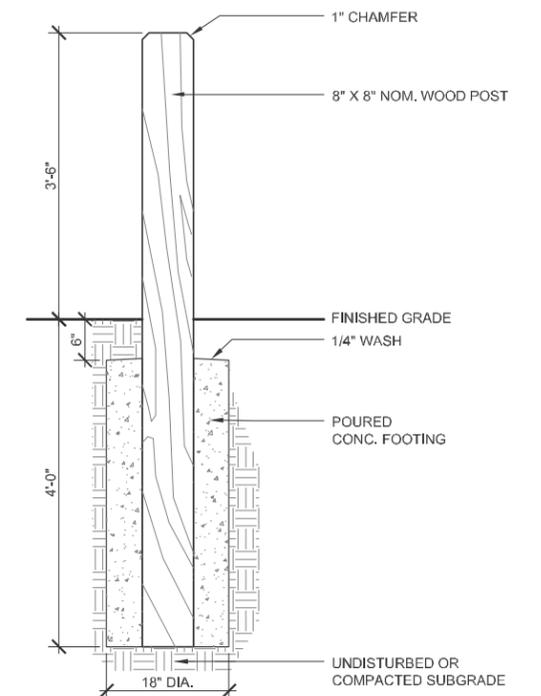
TRAIL ACCESS GATE OPTION 2
Scale: NOT TO SCALE



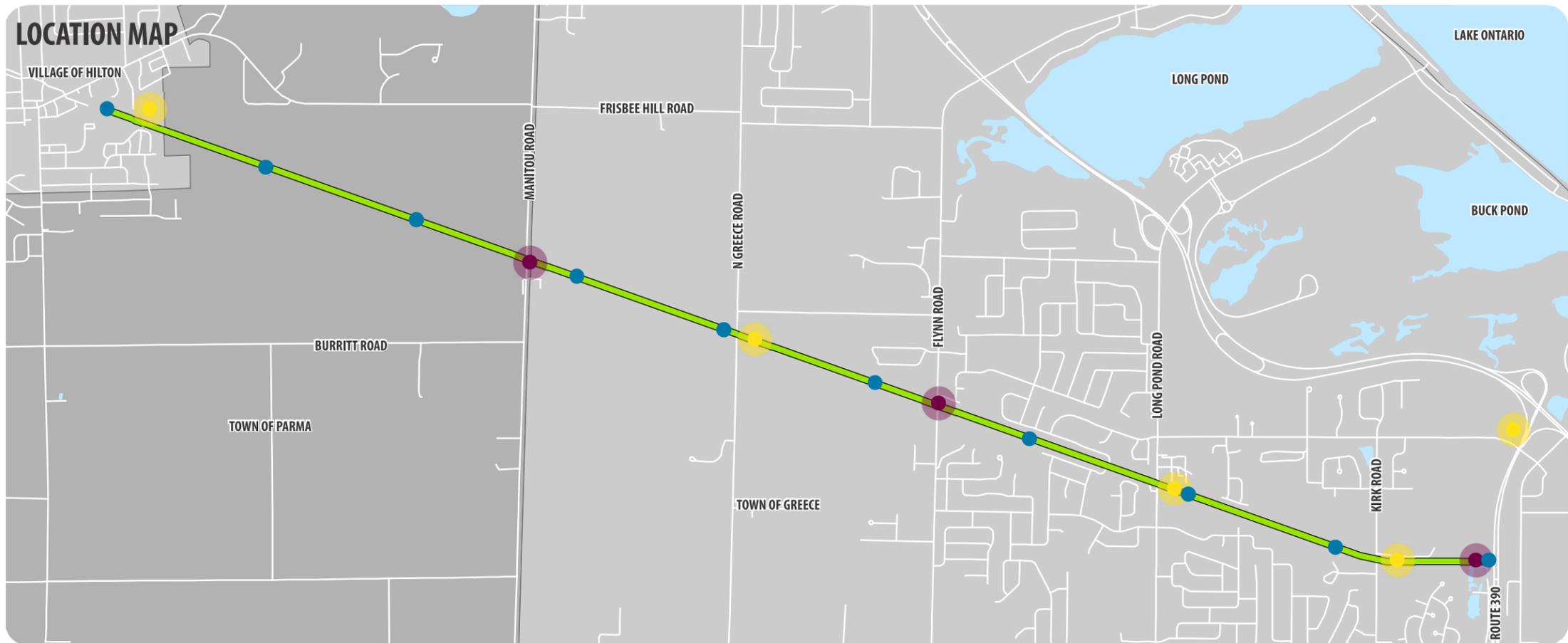
STONE SEAT
Scale: NOT TO SCALE



LIGHT DUTY ASPHALT PAVEMENT
Scale: NOT TO SCALE



TIMBER BOLLARD
Scale: NOT TO SCALE



HOJACK TRAIL FEASIBILITY STUDY
TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

FIGURE *DRAFT*
PRELIMINARY SIGNAGE SCHEDULE

ROAD & TRAIL SIGNAGE

KIOSK



Photo example from the El Camino Trail in Rochester, NY

TYPES OF LOCATIONS

- » Trailheads (existing and proposed)

FREQUENCY

- » All primary access points

ANTICIPATED QUANTITY

- » 5

INFORMATION

- » Trail map with trail length
- » Access points and destinations / points of interest
- » Connectivity to other trails / paths

DIRECTIONAL SIGN



Photo example from the El Camino Trail in Rochester, NY

TYPES OF LOCATIONS

- » Trail intersections

FREQUENCY

- » As needed

ANTICIPATED QUANTITY

- » 3

INFORMATION

- » Destinations / points of interest
- » Connectivity to other trails / paths
- » Directions

MILEPOST BOLLARD & EMERGENCY LOCATION MARKERS



Photo example from the El Camino Trail in Rochester, NY

TYPES OF LOCATIONS

- » Along trail corridor
- » Emergency markers located on remote sections of the trail where there is no easily identifiable landmarks

FREQUENCY

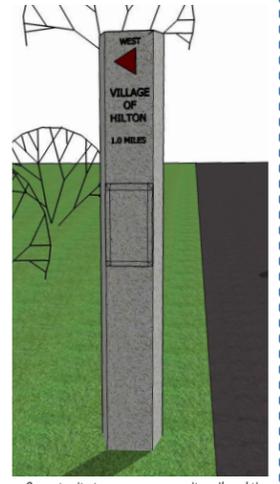
- » Every 1/4 of a mile

ANTICIPATED QUANTITY

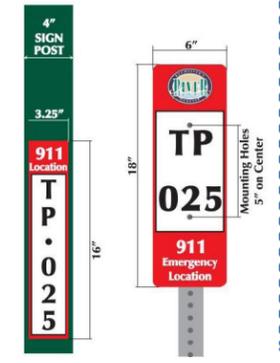
- » 34

INFORMATION

- » Trail icon
- » Trail distance
- » Each emergency marker has a unique code specific to its location and is GPS located and entered into the 911 system with notes on how to access each specific location



Opportunity to re-purpose granite railroad ties



Example from Turning Point Park in Rochester, NY

CONCEPTUAL IMPROVEMENTS

1 10' WIDE SHARED USE TRAIL

- Design follows AASHTO and ADA design guidance.
- Stable and maintainable surface: stonedust.
- Open curve and radii provide clear sight lines, prevent blind spots, and prevent user conflicts.
- Follow sustainable trail construction practices to reduce site disturbance and minimize erosion potential.
- 22,000 lb access load required to accommodate RG&E vehicles.

2 OPEN VIEW SEATING AREA

- Resting and seating provided to support various mobility levels and age groups.
- Placed at maximum intervals of 300 yards, typical (5-7 minutes walking time)

3 NATURAL STONE SEATING

- Locally sourced limestone slabs: theft and vandal proof. No maintenance required.

4 EMERGENCY LOCATION MARKER

- Located on remote sections of the trail where there is no easily identifiable landmarks.
- Each sign has a unique code specific to its location.
- Each sign is GPS located and entered into the 911 system with notes on how to access each specific location.

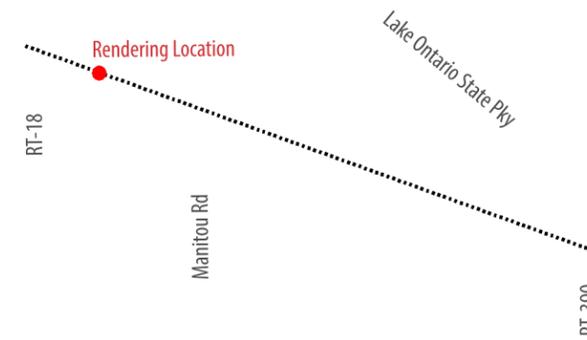
5 HISTORIC AND WAY FINDING SIGNAGE

- Displays trail icon and trail distance.
- Low maintenance and vandal resistant materials and finishes.
- Opportunities to display historic and ecological / environmental information.

6 HABITAT ENHANCEMENT

- Establish native under-story vegetation to prevent erosion, increase biodiversity, and enhance habitat views.

PROJECT LOCATION



HOJACK TRAIL FEASIBILITY STUDY

TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

FIGURE *DRAFT* CONCEPTUAL TRAIL RENDERING

EXISTING CONDITIONS

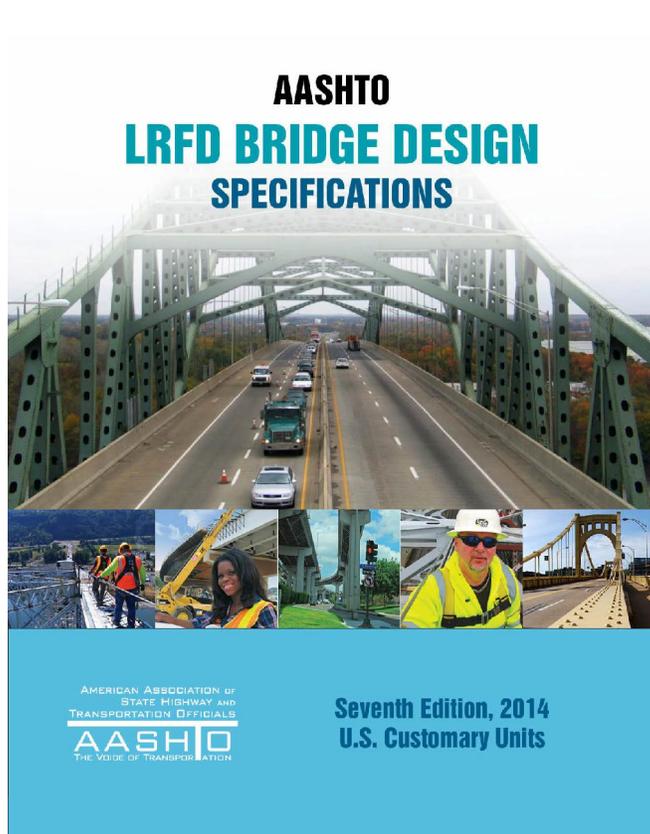
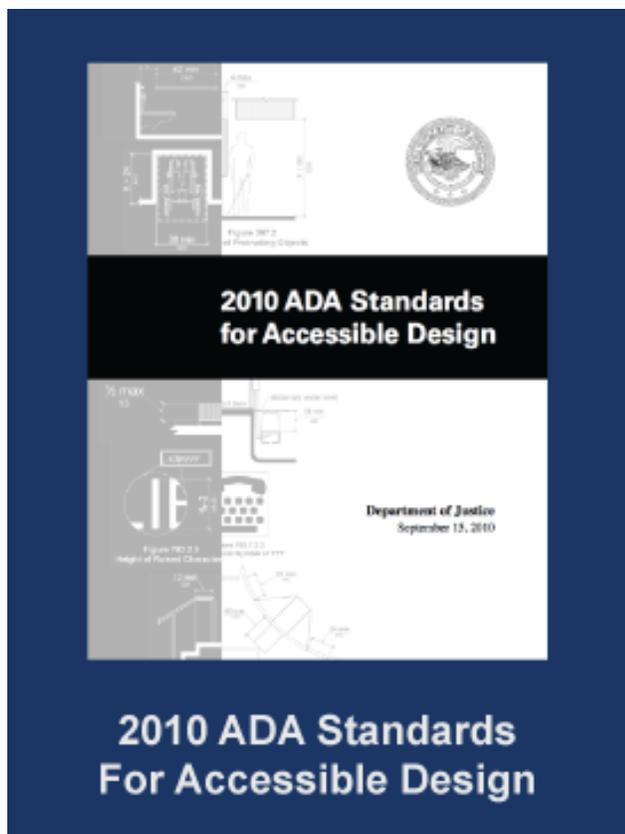
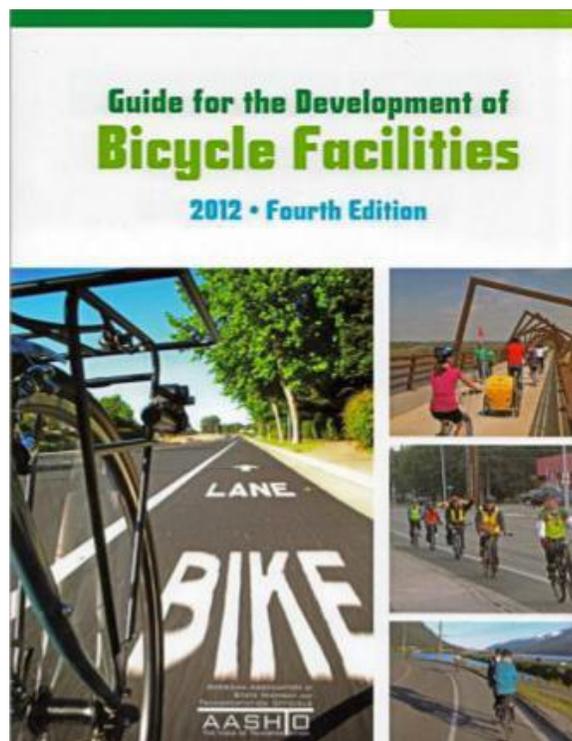
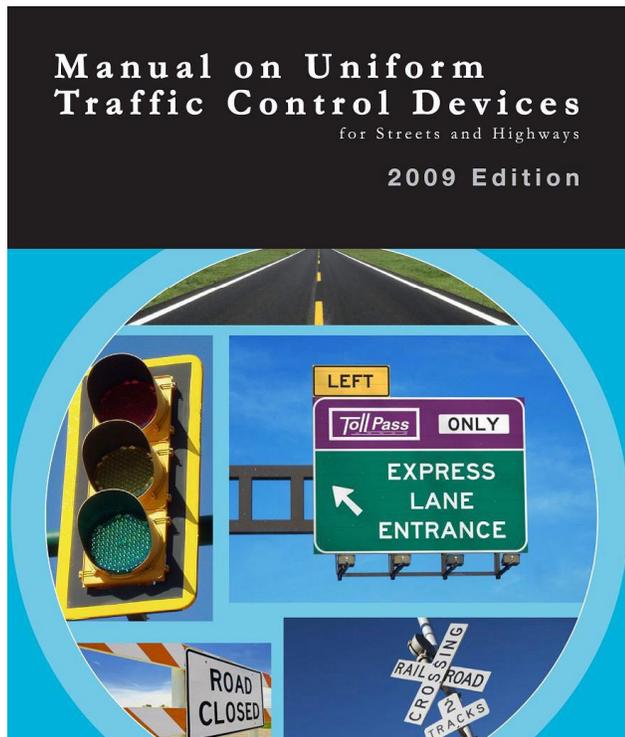


PROPOSED CONDITIONS



Concept rendering, not to scale, not for construction.

DESIGN STANDARDS TO CONFORM WITH THE FOLLOWING:



IN ADDITION TO: TOWN OF GREECE STANDARDS, TOWN OF PARMA STANDARDS, VILLAGE OF HILTON STANDARDS, LRFD NYSDOT BRIDGE DESIGN SPECIFICATIONS