TOWN OF GREECE

# HOJACK TRAIL FEASIBILITY STUDY

## WELCOME

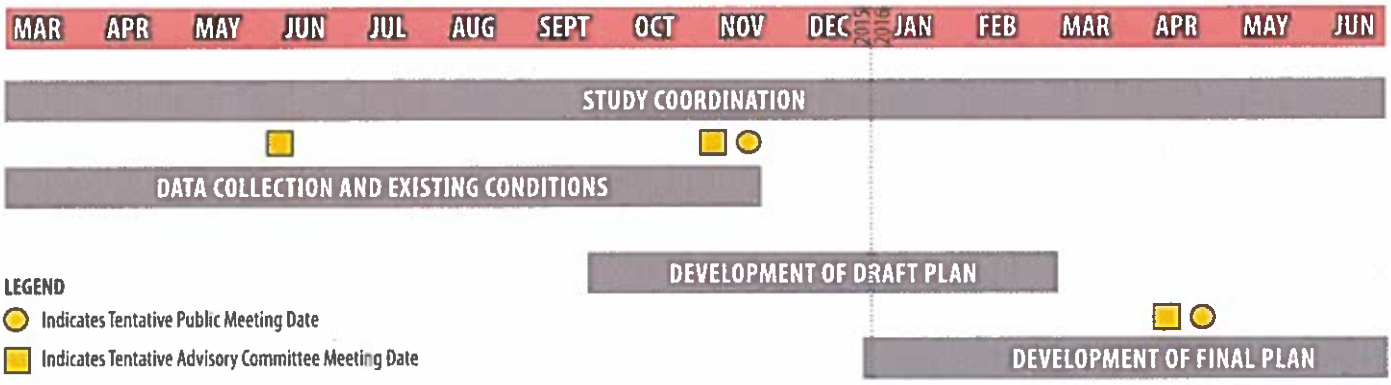
## OPEN HOUSE :: THURSDAY MARCH 03RD FROM 4:00-7:00PM

**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.




**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

TOWN OF GREECE
**HOJACK TRAIL FEASIBILITY STUDY**

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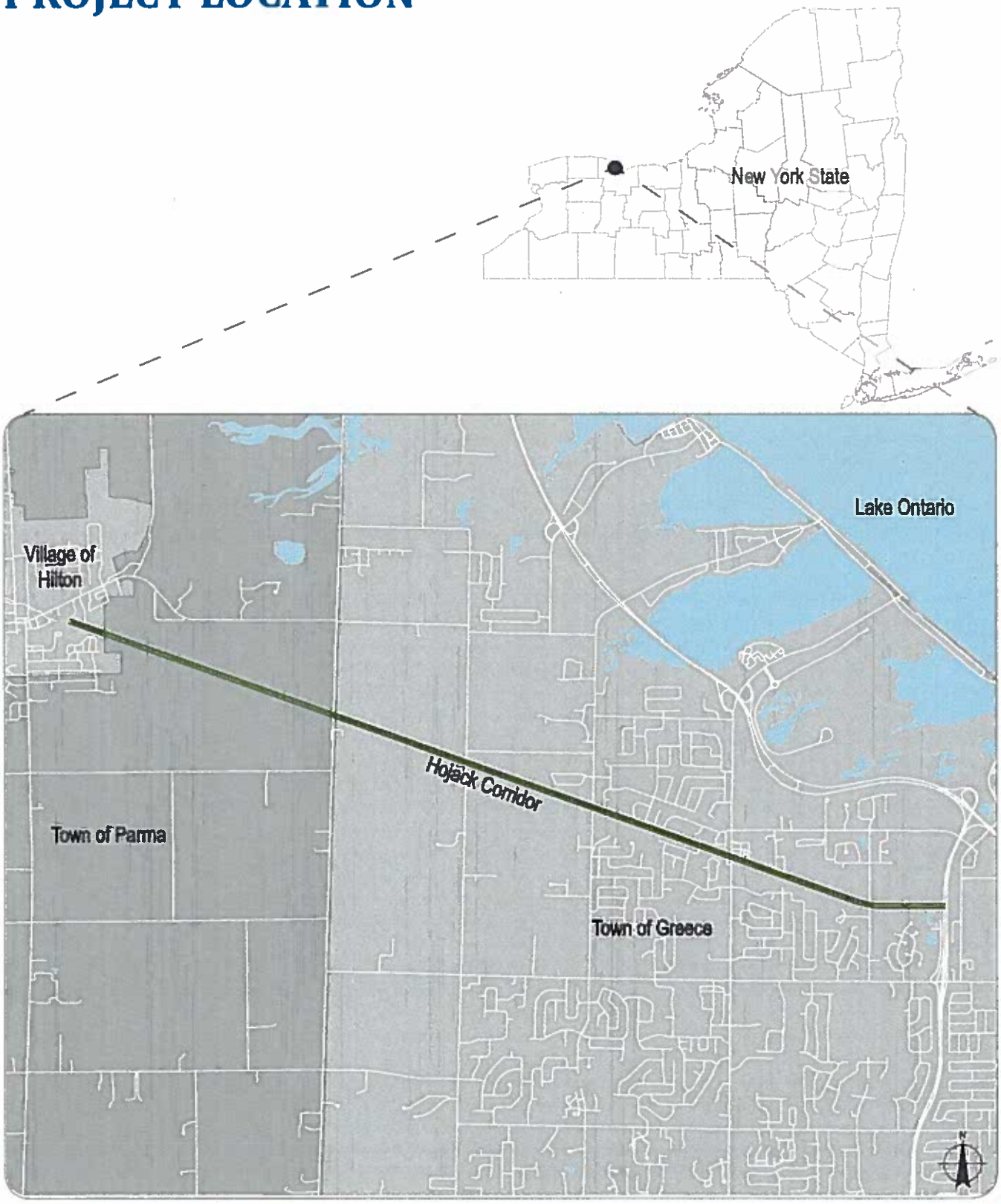
# PROJECT LOCATION




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

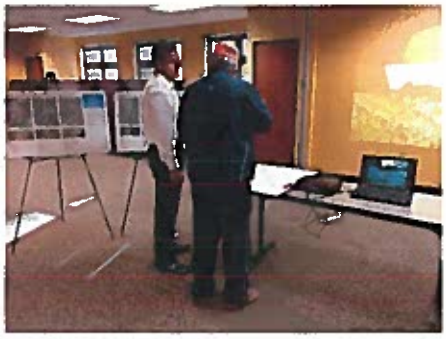
- Long-term responsibility for bridges and structures?

## 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***

# HOJACK TRAIL FEASIBILITY STUDY

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

FIGURE
## SOILS

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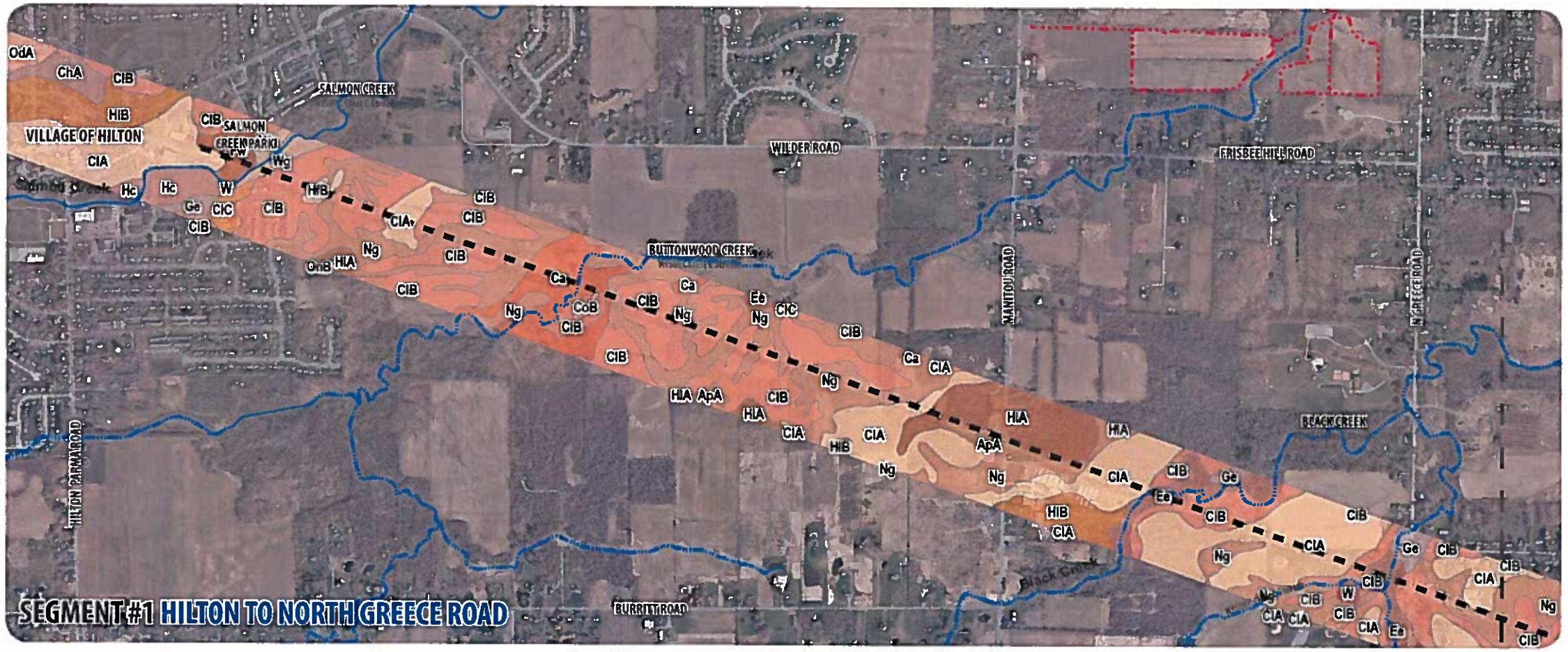


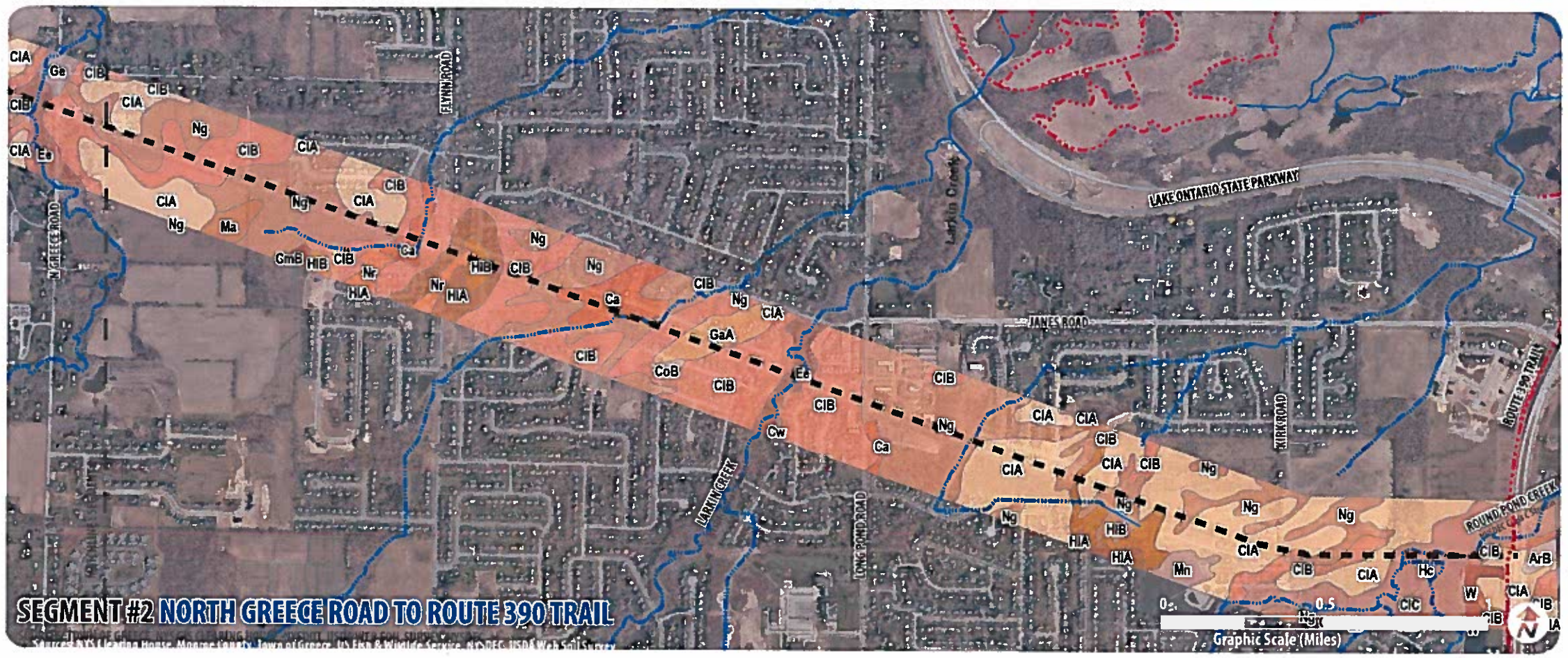


## LEGEND

### Soil Classifications

- ApA - Appleton Loam
- ArB - Arkport Very Fine Sandy Loam
- Ca - Canandaigua Silt Loam
- ChA - Churchville Silt Loam
- CIA - Collamer Silt Loam (0-2% slopes)
- CIB - Collamer Silt Loam (2-6% slopes)
- CIC - Collamer Silt Loam (6-12% slopes)
- CmB - Collamer Silt Loam, Loamy Subsoil
- CoB - Colonie Loamy Fine Sand
- Cw - Cut and Fill Land
- Ee - Eel Silt Loam
- Fw - Freshwater Mars
- GaA - Galen Very Fine Sandy Loam
- Ge - Genesee Silt Loam
- Hc - Hamlin Silt Loam
- HfB - Hilton Fine Sandy loam
- HIA - Hilton Loam (0-3% slopes)
- HIB - Hilton Loam (3-8% slopes)
- Ma - Madalin Silty Clay Loam
- Mn - Minoa Very Fine Sandy Loam
- Ng - Niagara Silt Loam
- Nr - Niagara Silt Loam, Loamy Subsoil
- OdA - Odessa Silt Loam
- OnB - Ontario Loam
- W - Water
- Wg - Wayland Soils Complex

# HOJACK TRAIL FEASIBILITY STUDY

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

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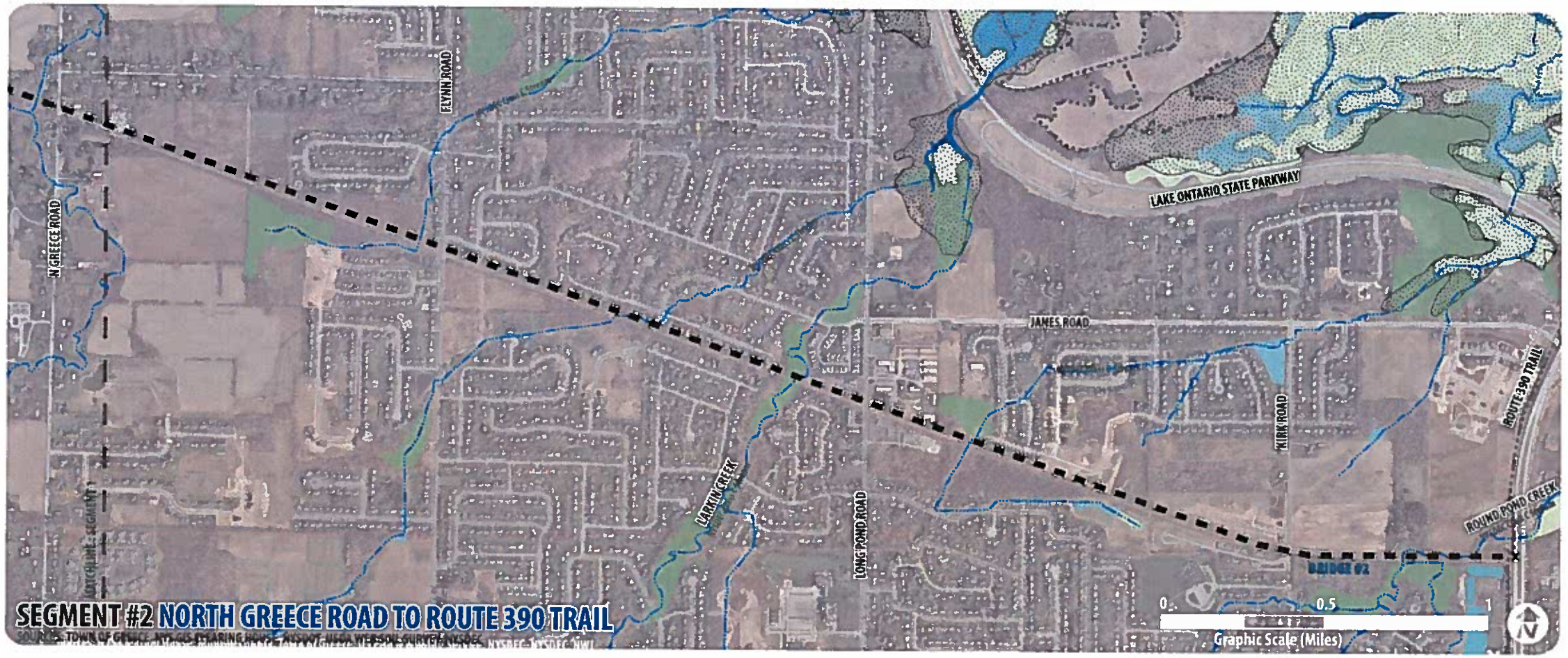
FIGURE
## ENVIRONMENTAL FEATURES




## LEGEND

- NYSDEC Wetlands

**NWI Wetlands**

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub We
- Freshwater Pond
- Lake
- Riverine

# HOJACK TRAIL FEASIBILITY STUDY

TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
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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
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FIGURE

## HISTORIC RESOURCES

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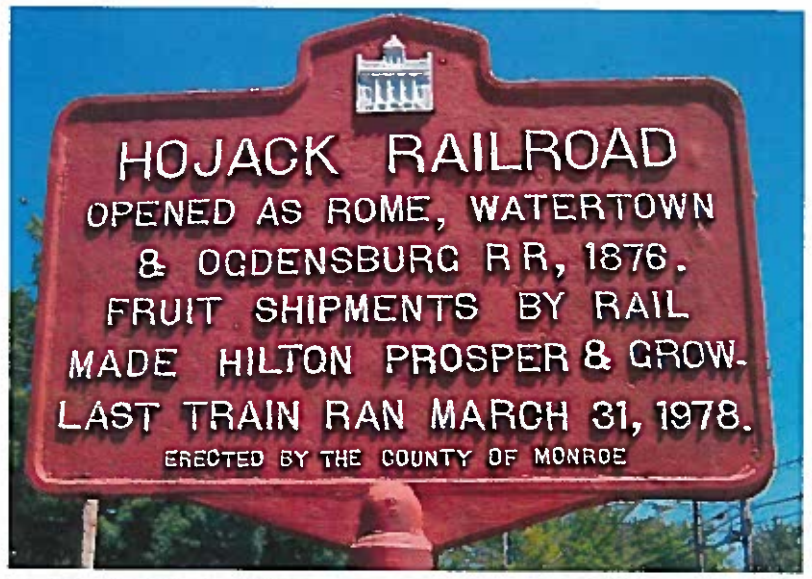
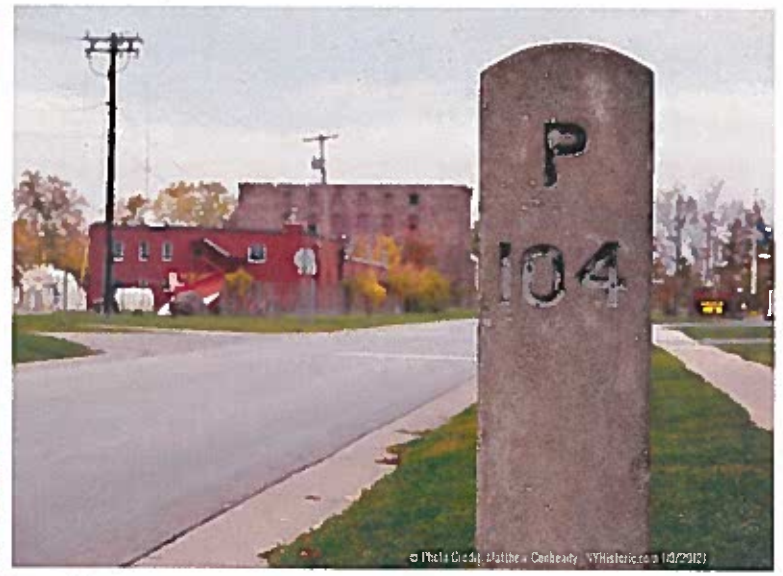


### ERECTED

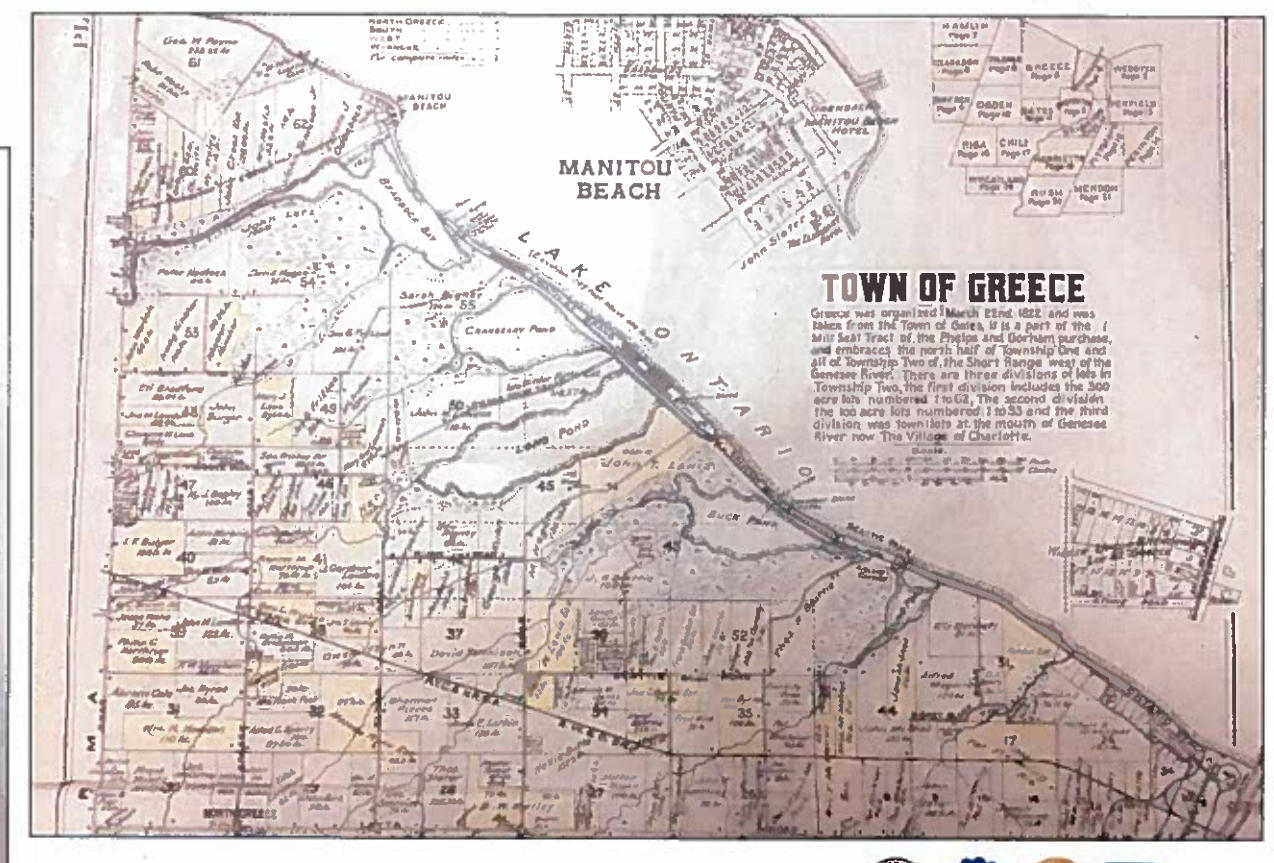
- By the County of Monroe — Date unknown

### 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 storehouses 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.




*Source: New York Historic, Matt Conheady*

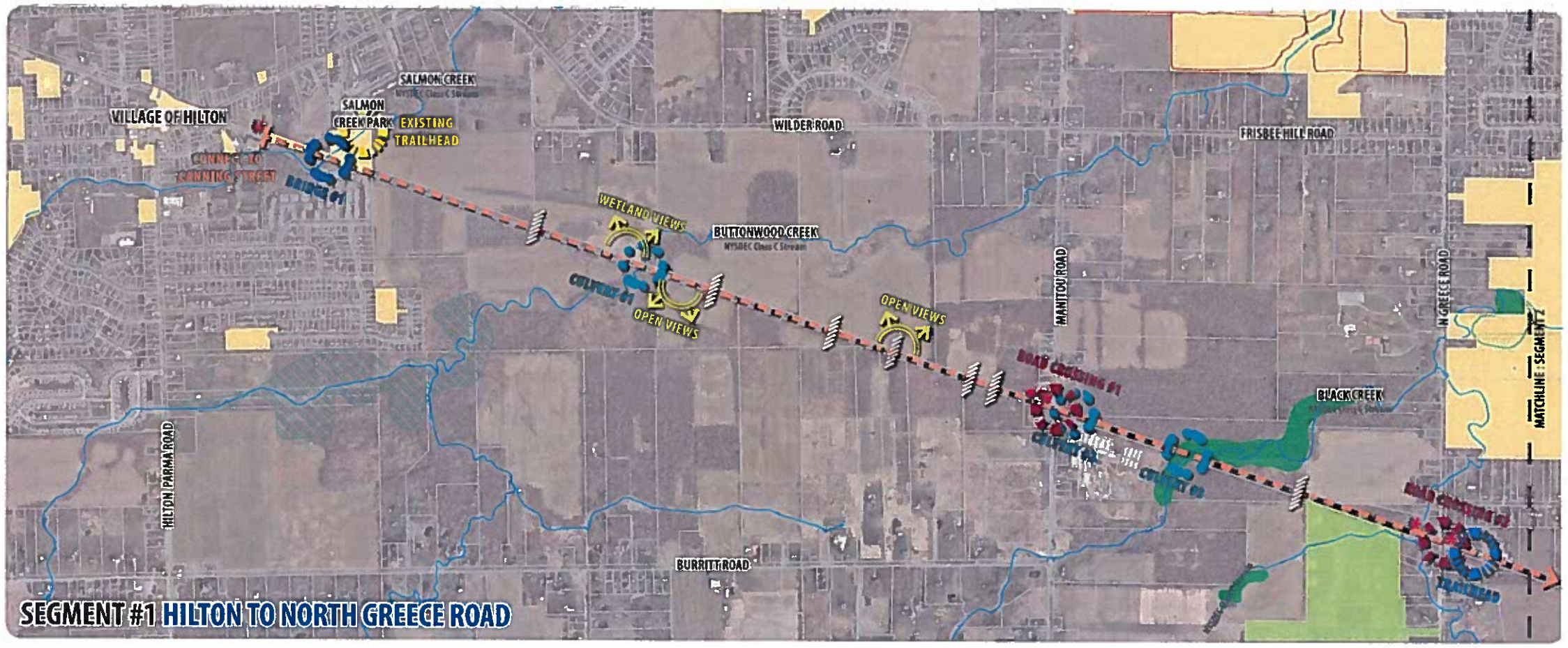
# HOJACK TRAIL FEASIBILITY STUDY

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

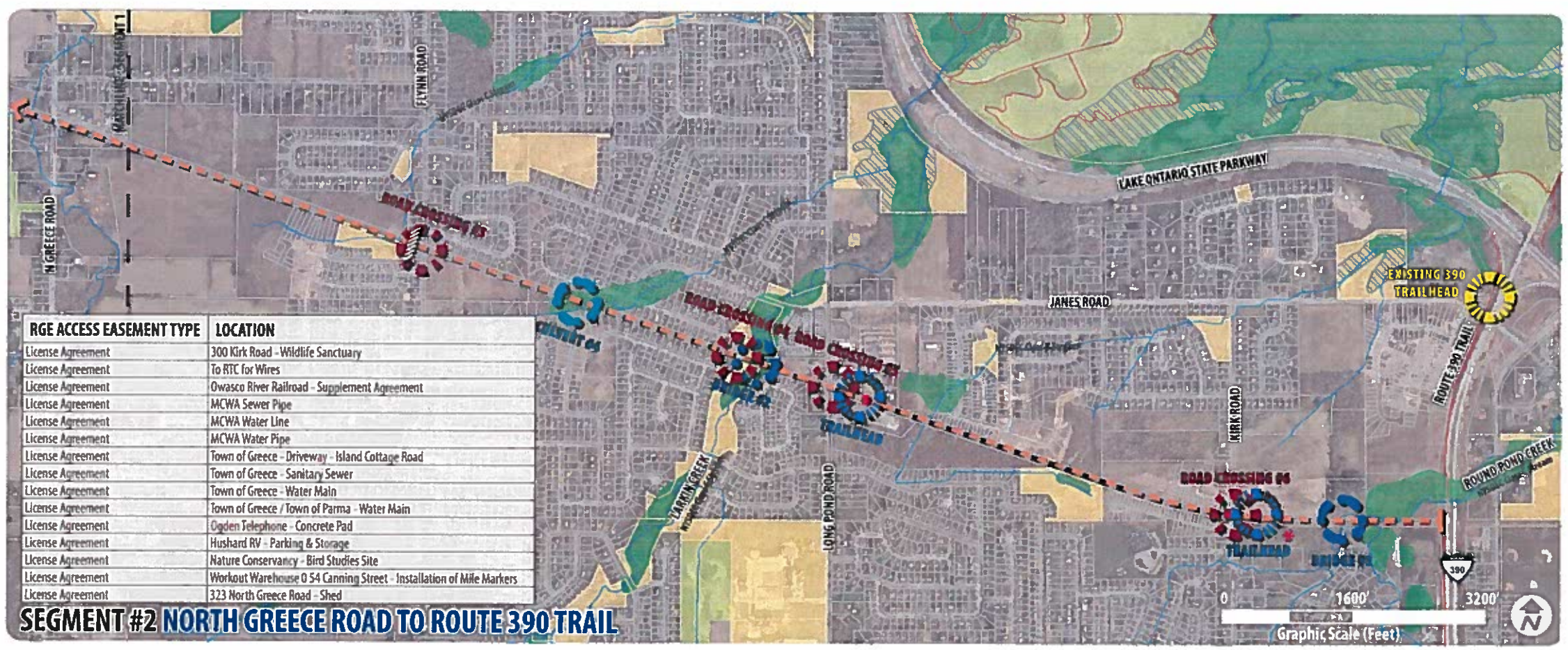
DRAFT

FIGURE

## RECOMMENDED TRAIL IMPROVEMENTS




SEGMENT #1 HILTON TO NORTH GREECE ROAD




| 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 |

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*

# HOJACK TRAIL FEASIBILITY STUDY

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

FIGURE
## EXISTING CONDITIONS CULVERTS

*DRAFT*

## CULVERT #1 BUTTONWOOD 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

## 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. 6in.
- Water depth: 2 ft.
- Concrete head walls

## 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

## RECOMMENDED IMPROVEMENTS (TYPICAL)

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

# HOJACK TRAIL FEASIBILITY STUDY

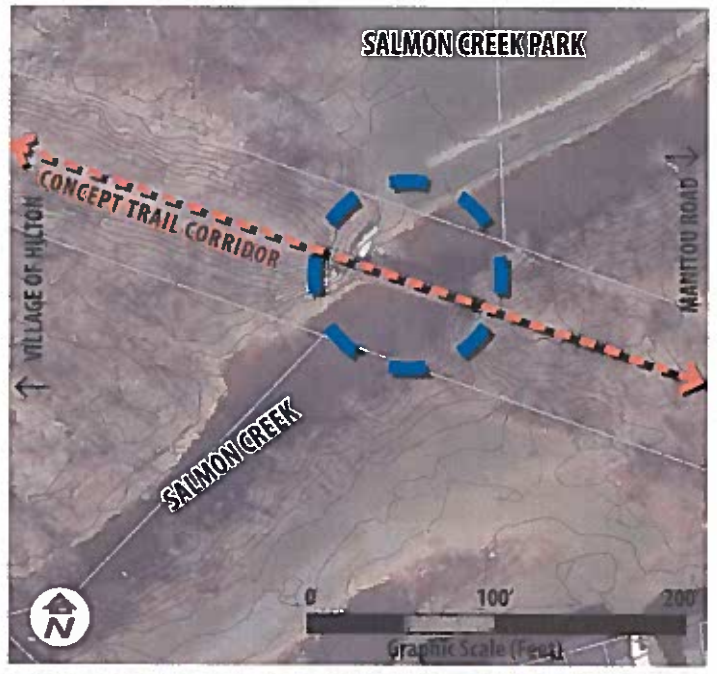
TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

FIGURE

DRAFT

## EXISTING CONDITIONS BRIDGES

## 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.

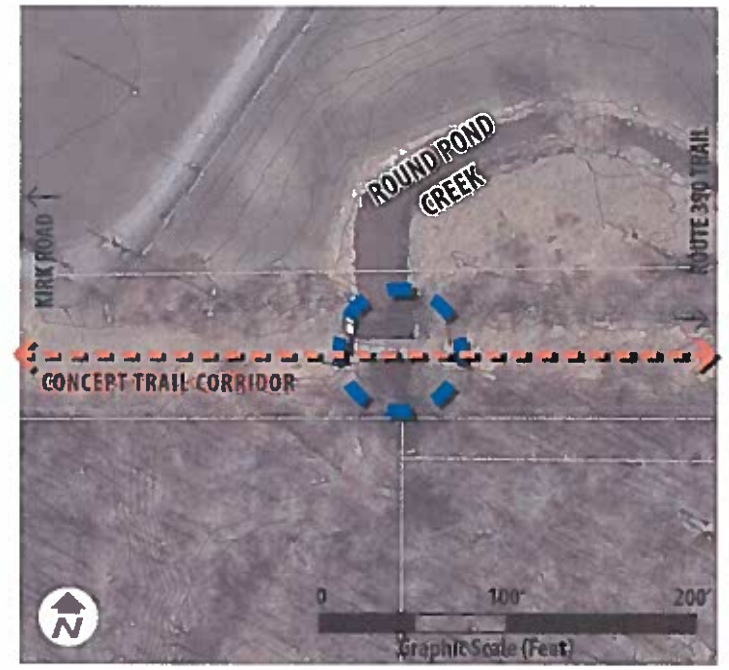
## BRIDGE #2 SMITH CREEK

**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.

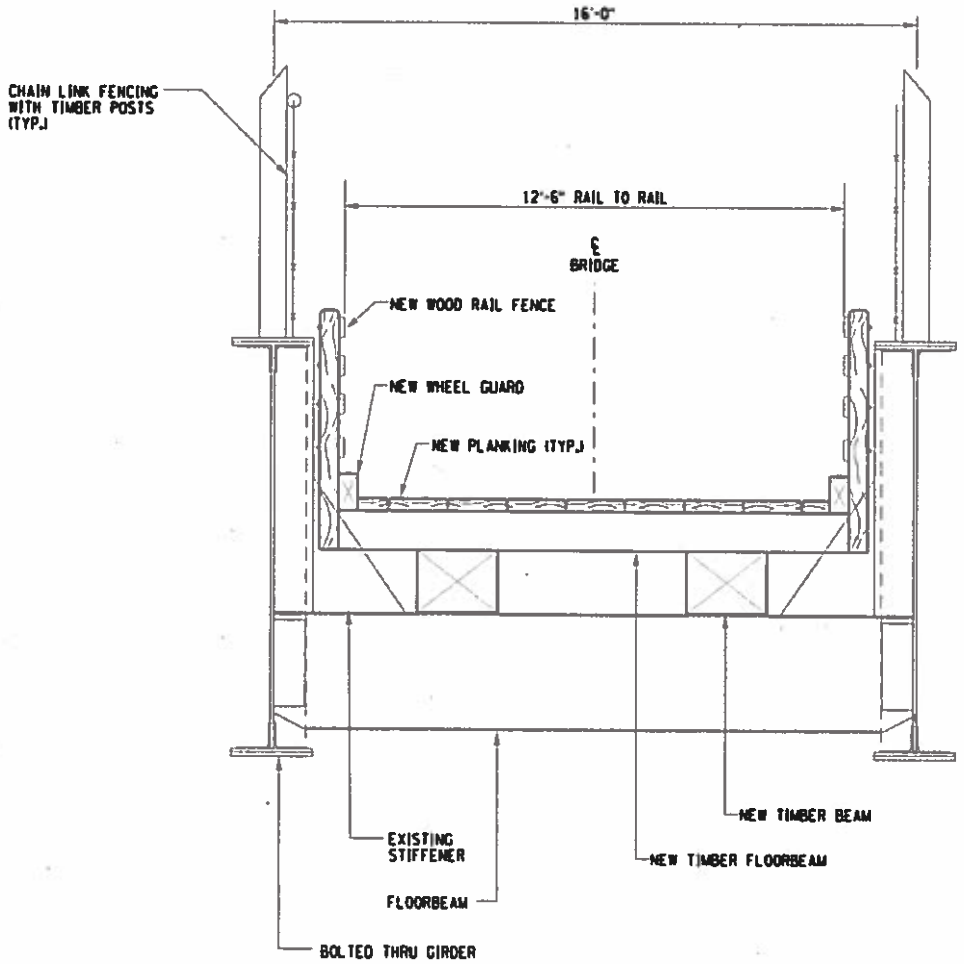
# HOJACK TRAIL FEASIBILITY STUDY

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

FIGURE

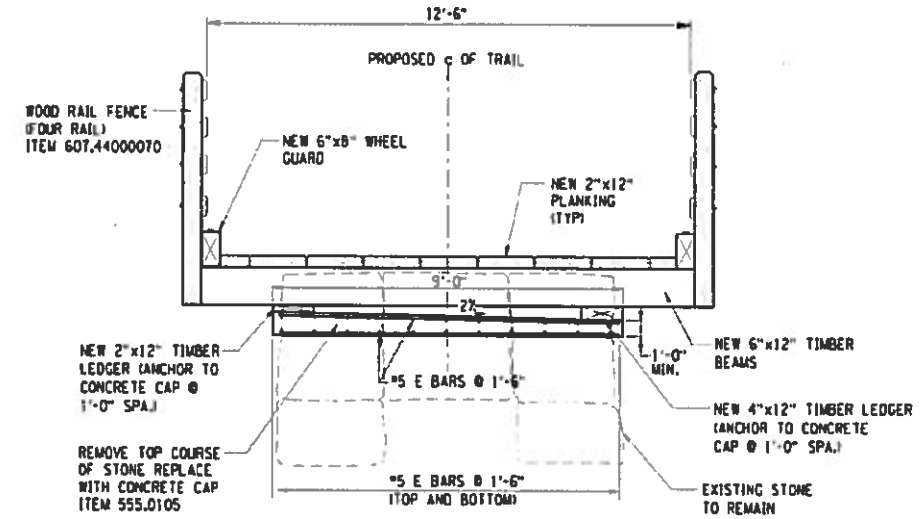
DRAFT

## RECOMMENDED IMPROVEMENTS BRIDGES



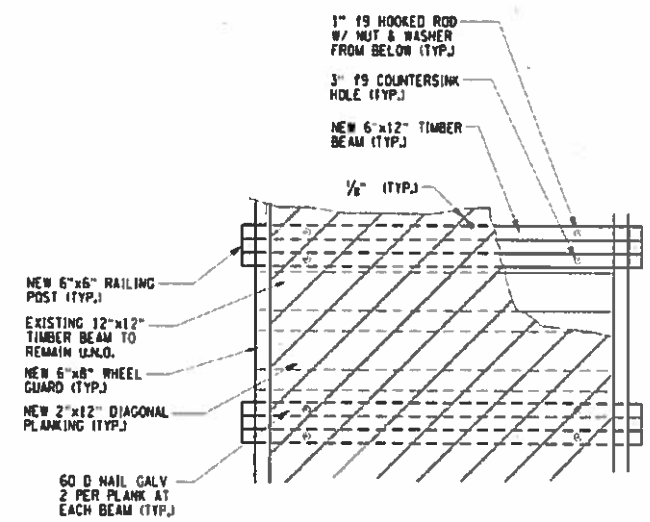

### BRIDGE IMPROVEMENTS DETAIL: DECKING & HANDRAIL

*FOR REFERENCE ONLY, NOT TO SCALE, NOT FOR CONSTRUCTION*




### BRIDGE IMPROVEMENTS DETAIL: APPROACH, DECKING & HANDRAIL

*FOR REFERENCE ONLY, NOT TO SCALE, NOT FOR CONSTRUCTION*

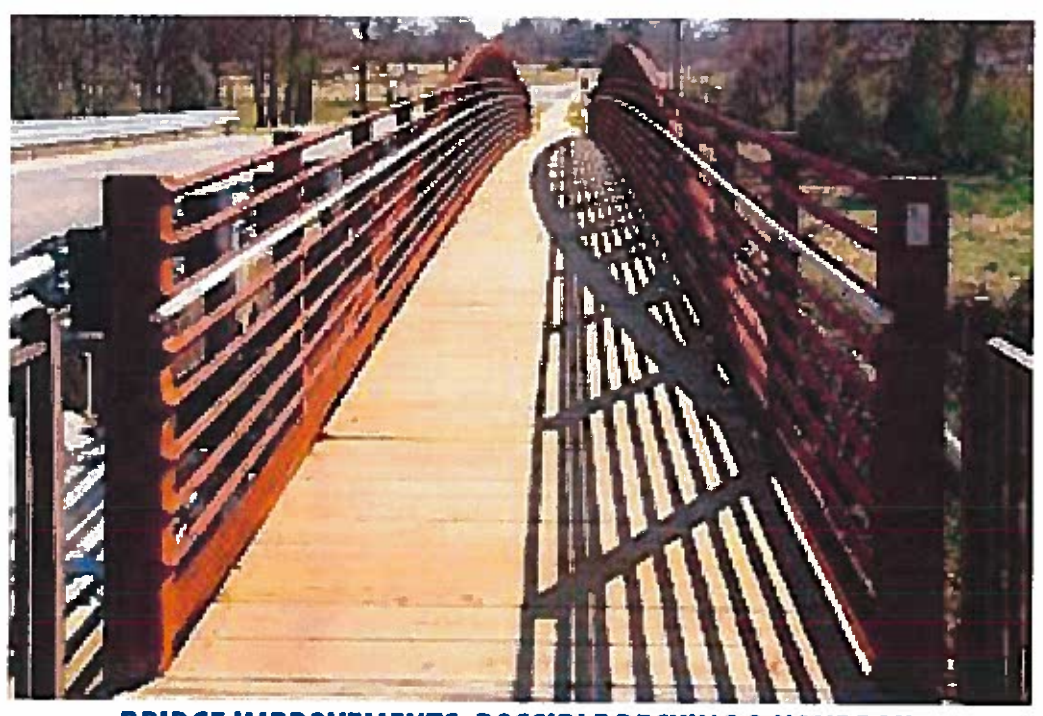



### BRIDGE IMPROVEMENTS DETAIL: DECKING

*FOR REFERENCE ONLY, NOT TO SCALE, NOT FOR CONSTRUCTION*

### BRIDGE IMPROVEMENTS: POSSIBLE DECKING & HANDRAIL

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

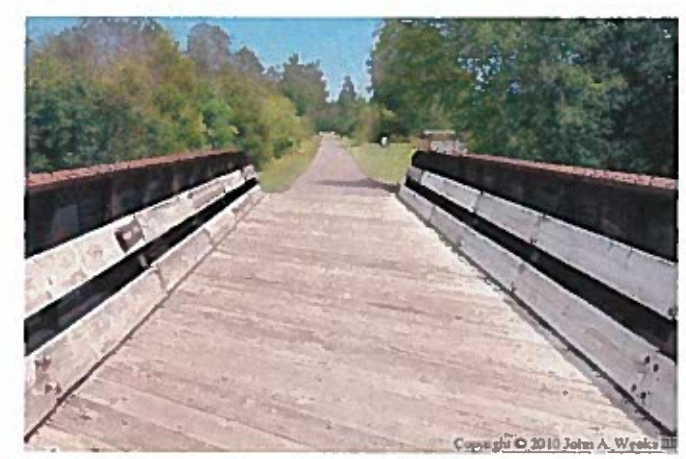


### BRIDGE IMPROVEMENTS: POSSIBLE DECKING & HANDRAIL

*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/stlL16.html*

# 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.

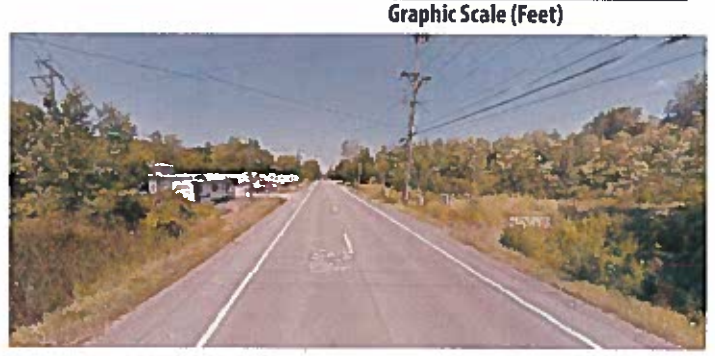
The Bicycle LOS Model includes the following factors in determining the bicycling suitability of the study roadways:

- 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 #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
(NYSDOT 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
(NYSDOT 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
(NYSDOT Traffic Data Viewer, 2013)
**Functional Classification:** Major collector
(NYSDOT 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

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**Refer to Typical Trailhead Detail**

- 2-Way Vehicular access
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**SITE DISTANCE**

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## 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
(NYSDOT 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
(NYSDOT 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
(NYSDOT 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

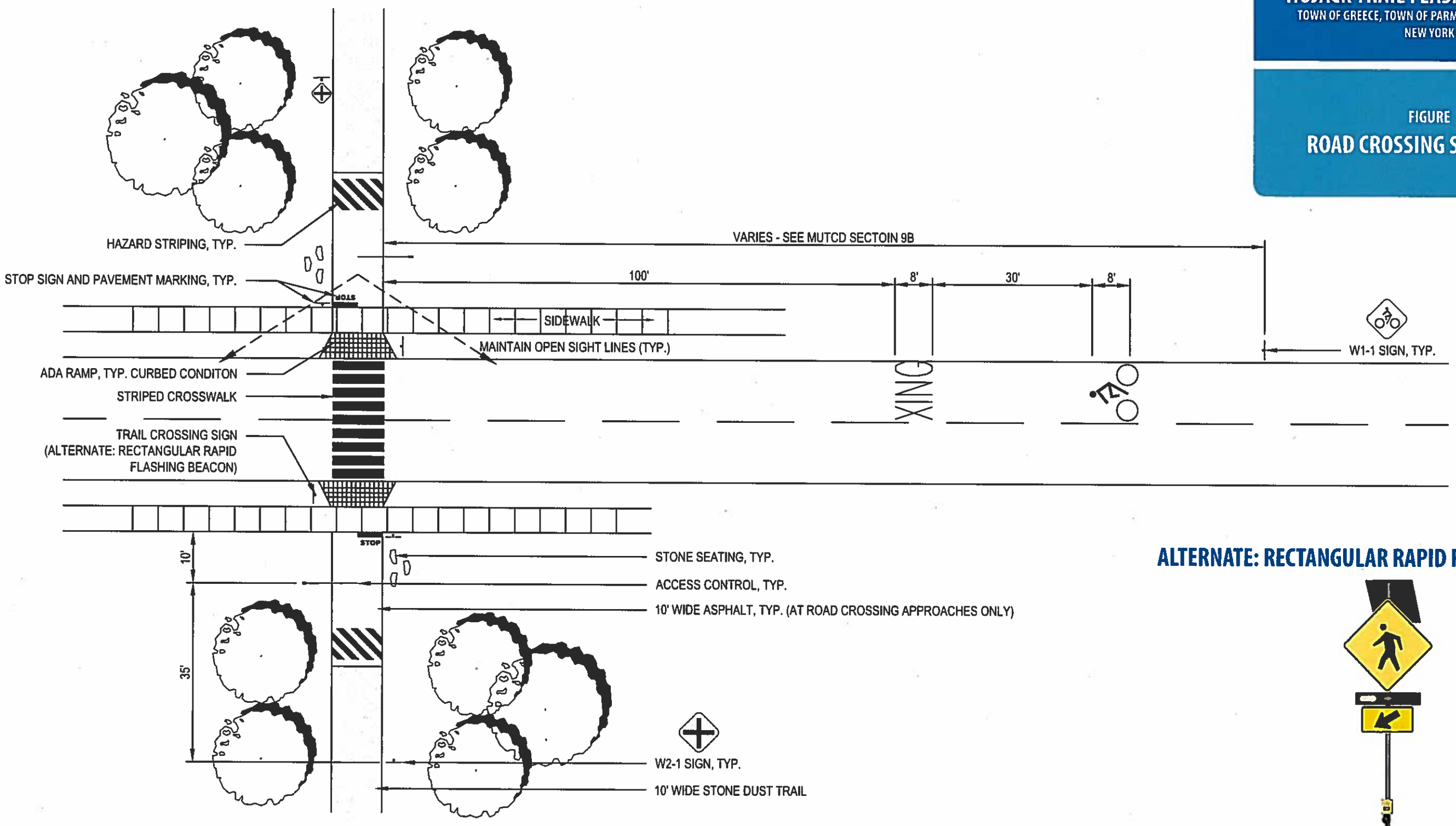
TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
NEW YORK

DRAFT

FIGURE
## ROAD CROSSING STANDARDS

## 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).

# HOJACK TRAIL FEASIBILITY STUDY

TOWN OF GREECE, TOWN OF PARMA, VILLAGE OF HILTON
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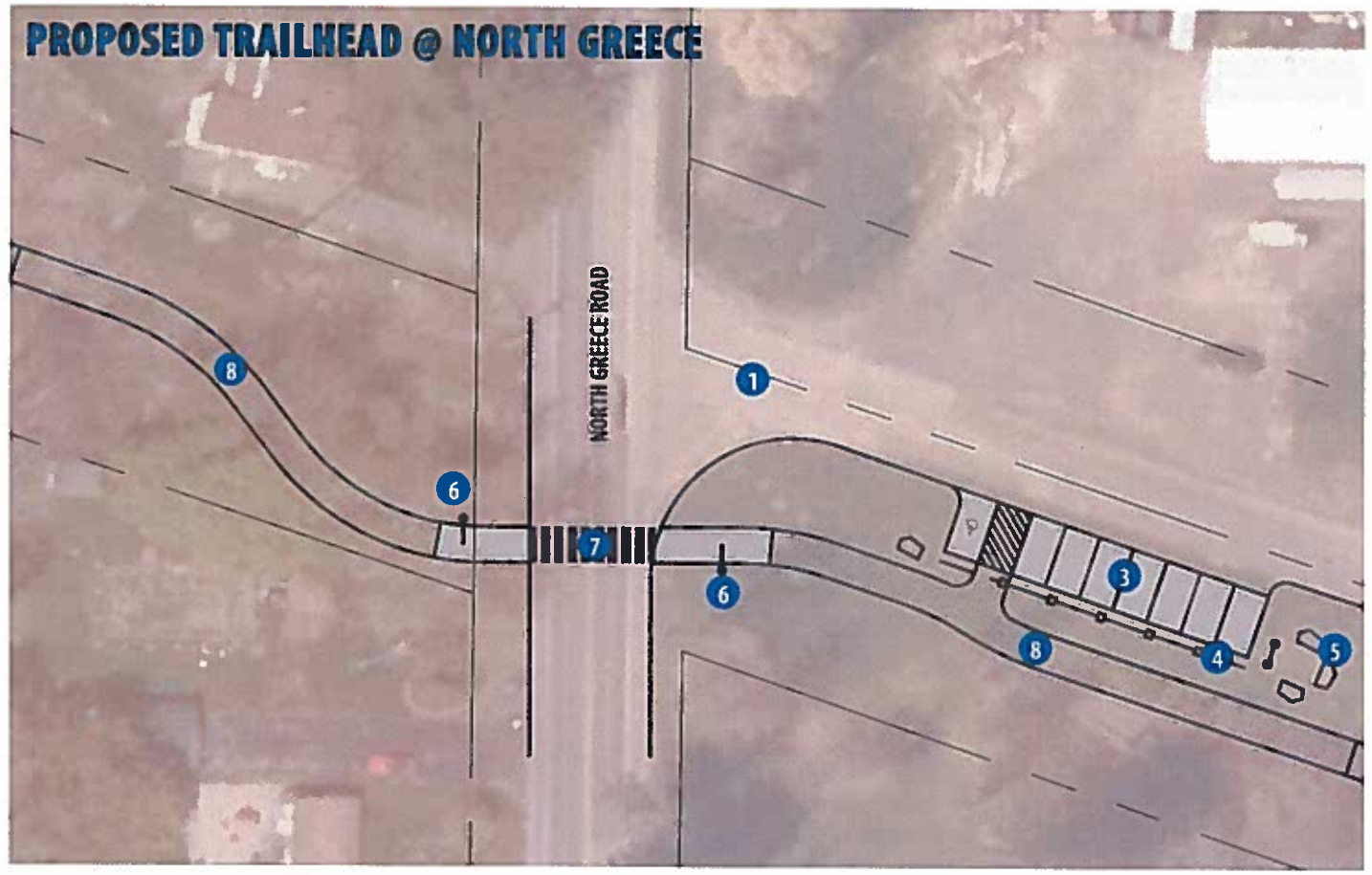
FIGURE
## PROPOSED TRAILHEADS

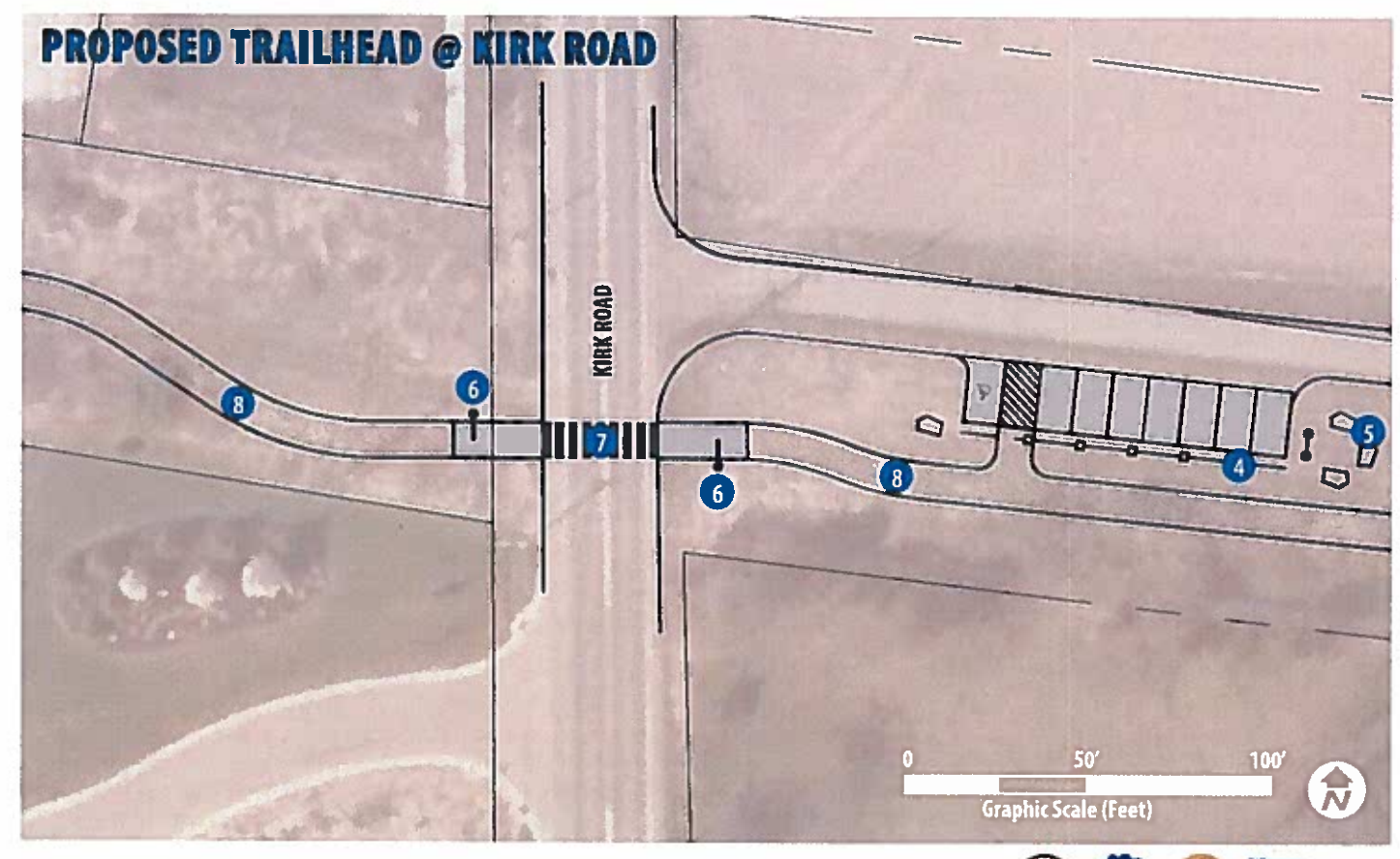
## PROPOSED IMPROVEMENTS LEGEND

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.

**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.*





# HOJACK TRAIL FEASIBILITY STUDY

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

FIGURE
GATEWAYS

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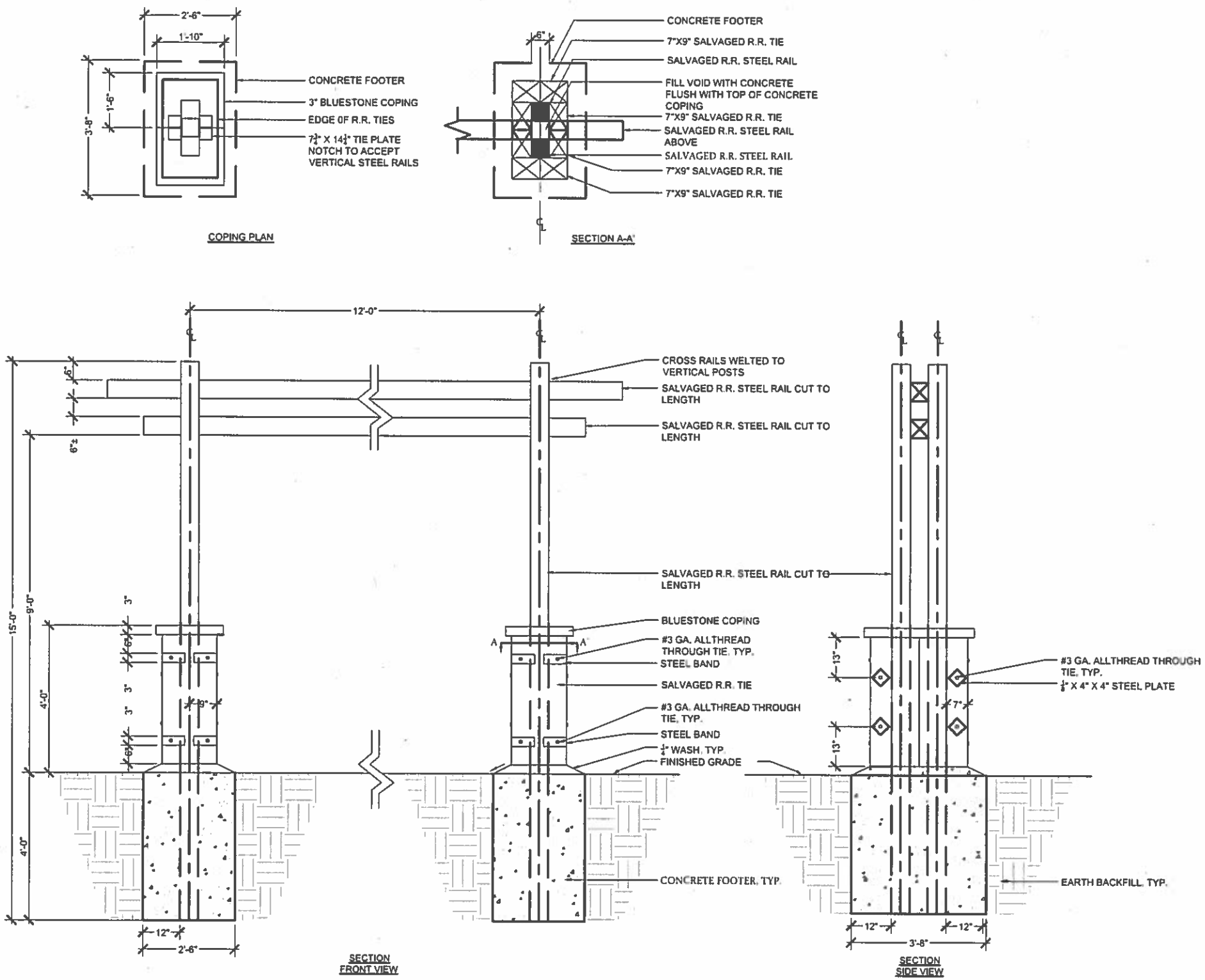
## RECLAIMED RAIL GATEWAY (LOCATED AT TRAILHEADS)

*FOR REFERENCE ONLY, NOT TO SCALE*




NOTE:

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

## 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.

# HOJACK TRAIL FEASIBILITY STUDY

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

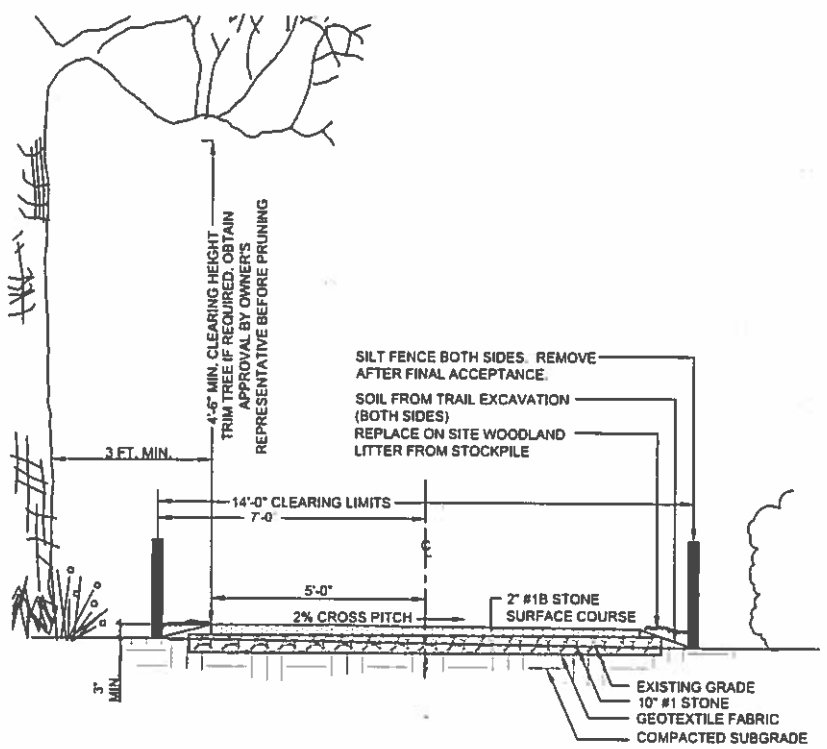
FIGURE

DRAFT

## TYPICAL TRAIL CONCEPT DETAILS

SHEET 1 OF 2

## CONSTRUCTION DETAIL *FOR REFERENCE ONLY*




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

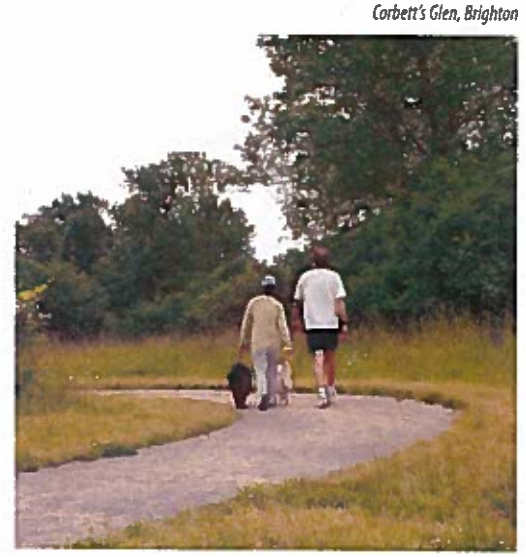
10' WIDE STONEDUST TRAIL

Scale: NOT TO SCALE

## EXAMPLES

*Corbett's Glen, Brighton*

*El Camino Trail, Rochester*



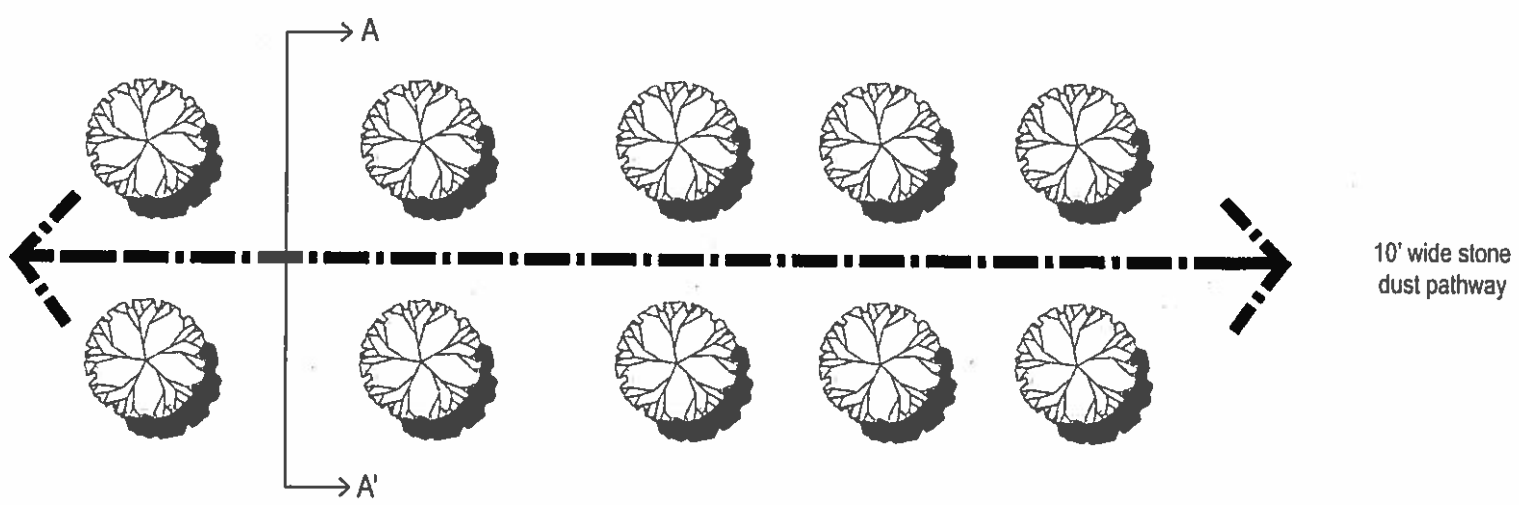
*Erie Canalway Trail, Brighton*

*Channing Philbrick Park, Penfield*

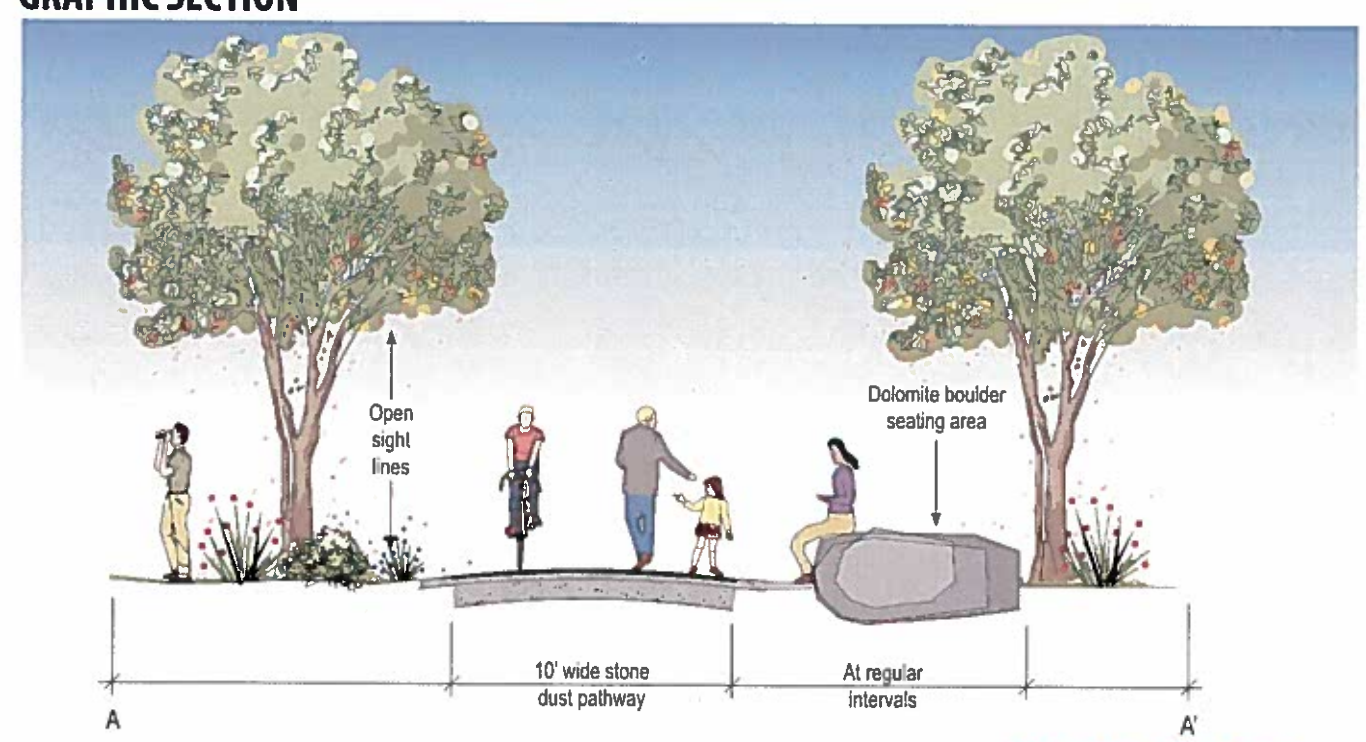
## TRAIL SURFACE BENEFITS

- 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



# HOJACK TRAIL FEASIBILITY STUDY

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

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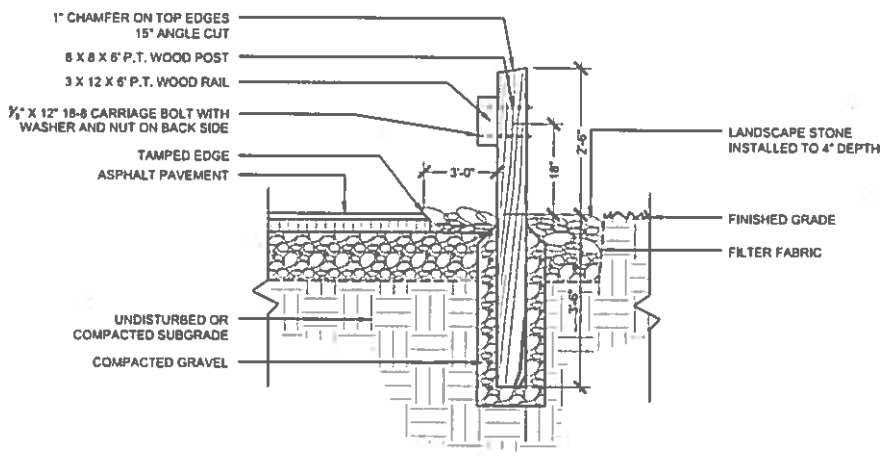
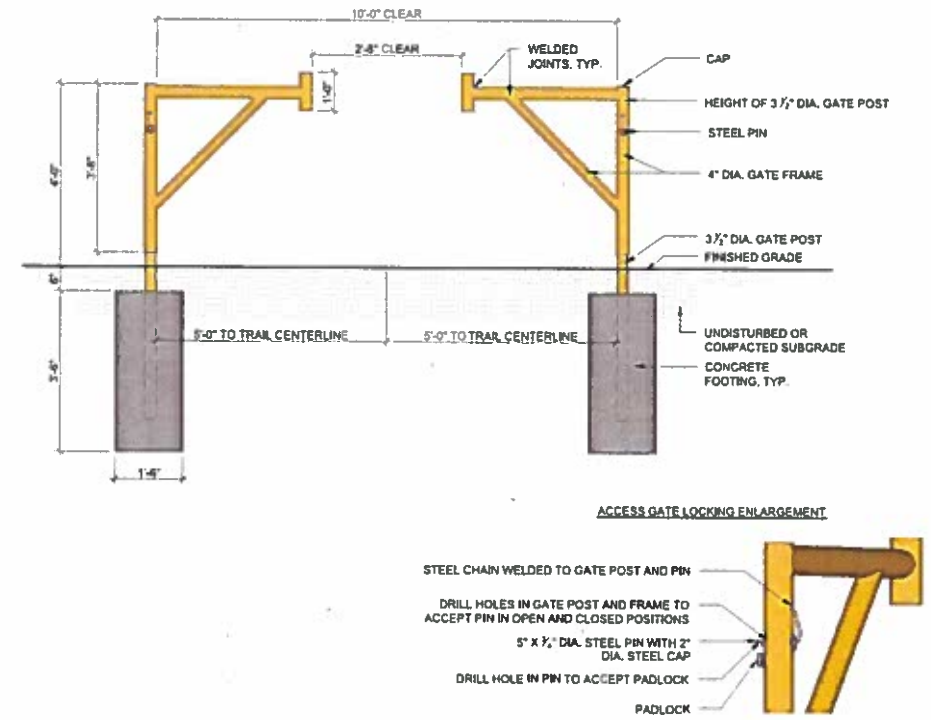
FIGURE

## TYPICAL TRAIL CONCEPT DETAILS

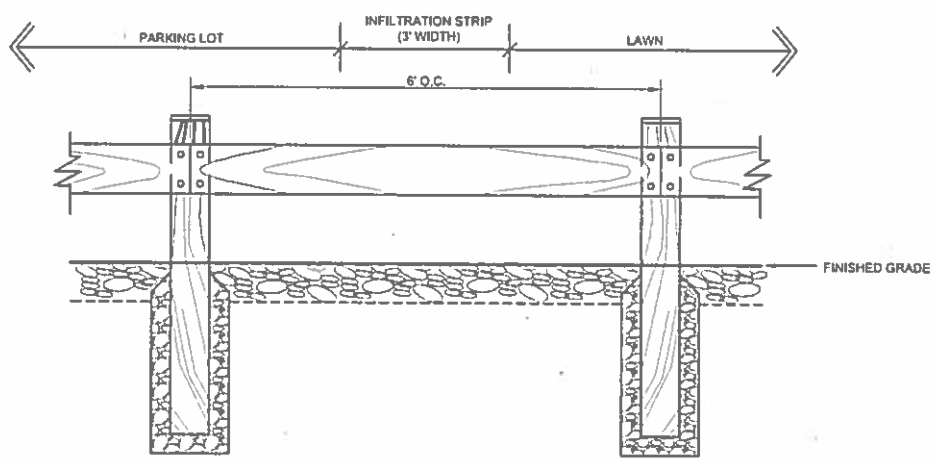
SHEET 2 OF 2



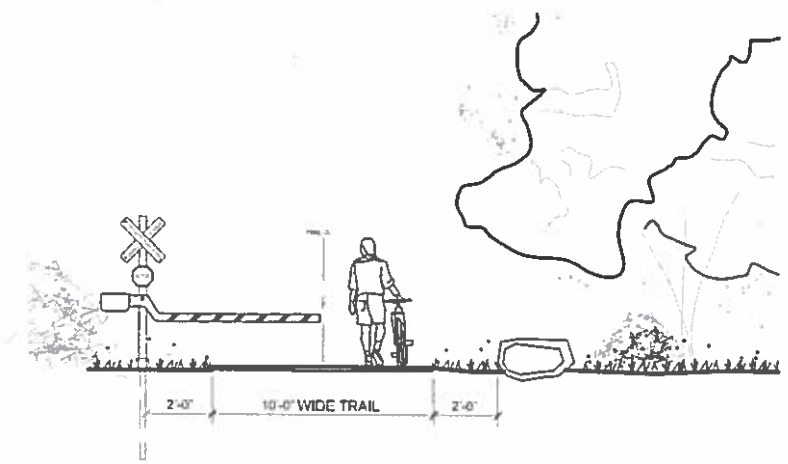

### TRAIL ACCESS GATE OPTION 1

Scale: NOT TO SCALE



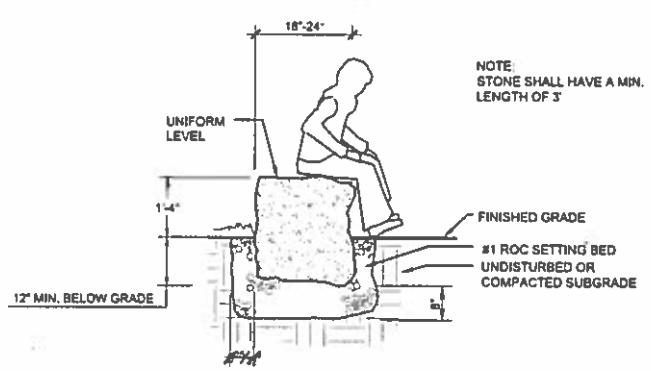

### TIMBER GUIDE RAIL

Scale: NOT TO SCALE



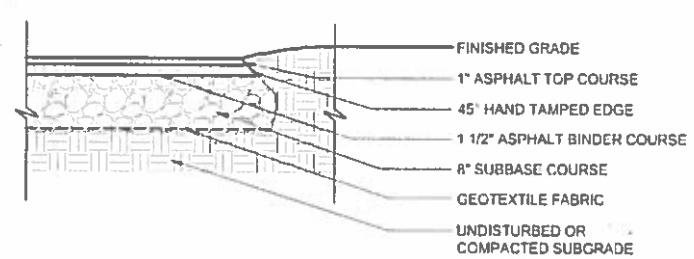

### TRAIL ACCESS GATE OPTION 2

Scale: NOT TO SCALE



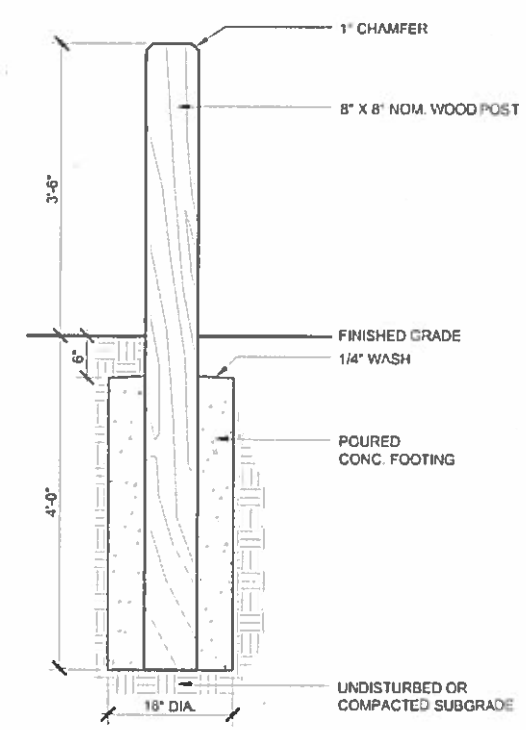

### STONE SEAT

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

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FIGURE
## PRELIMINARY SIGNAGE SCHEDULE

## 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

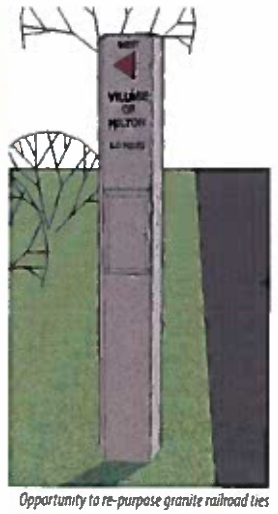
### FREQUENCY
- As needed

### 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*



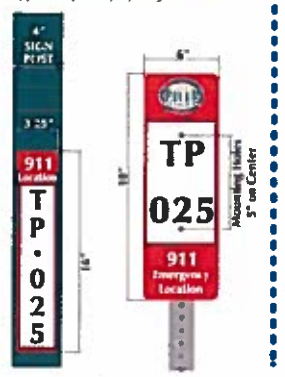
*Opportunity to re-purpose granite railroad ties*

### 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




*Example from Turning Point Park in Rochester, NY*

## ROAD & TRAIL SIGNAGE

# HOJACK TRAIL FEASIBILITY STUDY

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

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FIGURE

## CONCEPTUAL TRAIL RENDERING

## 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.

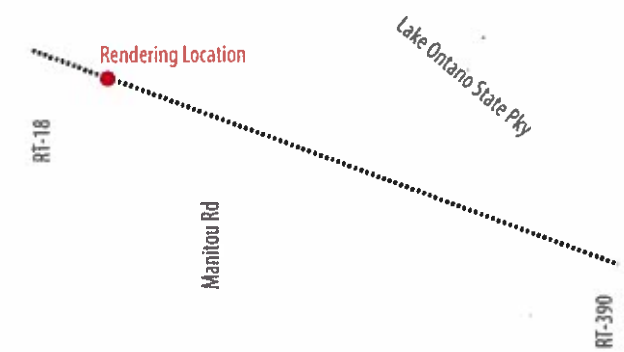
**5 HISTORIC AND WAY FINDING SIGNAGE**

- 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.

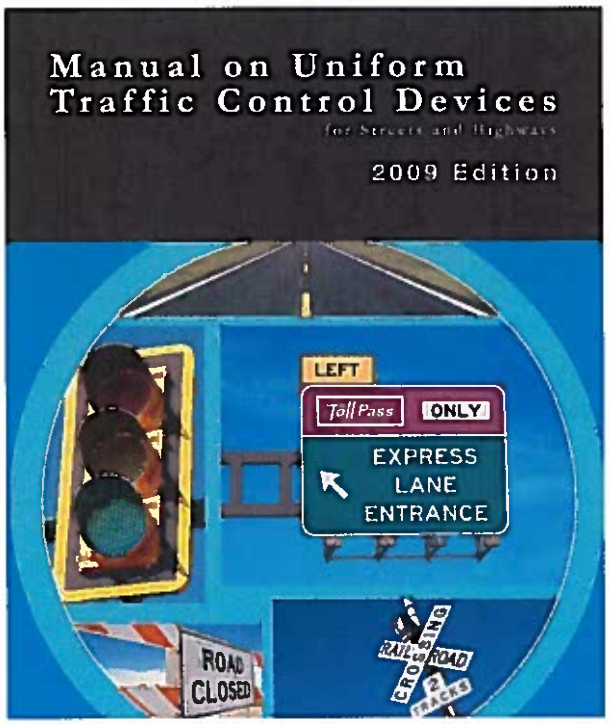
## PROJECT LOCATION

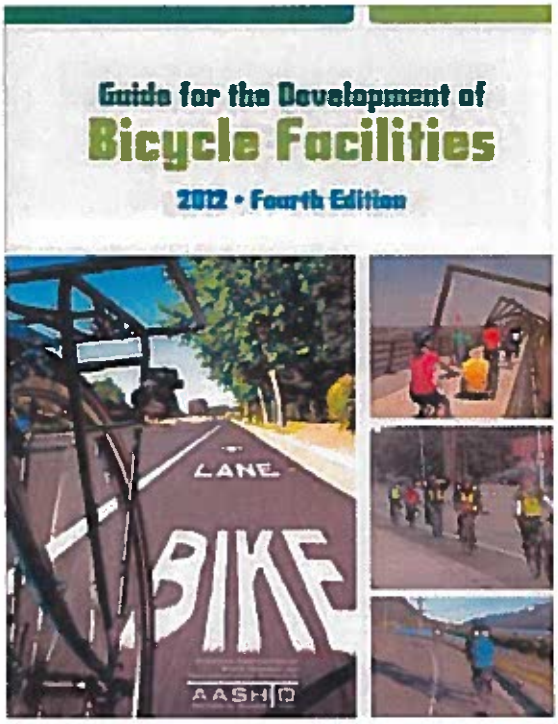


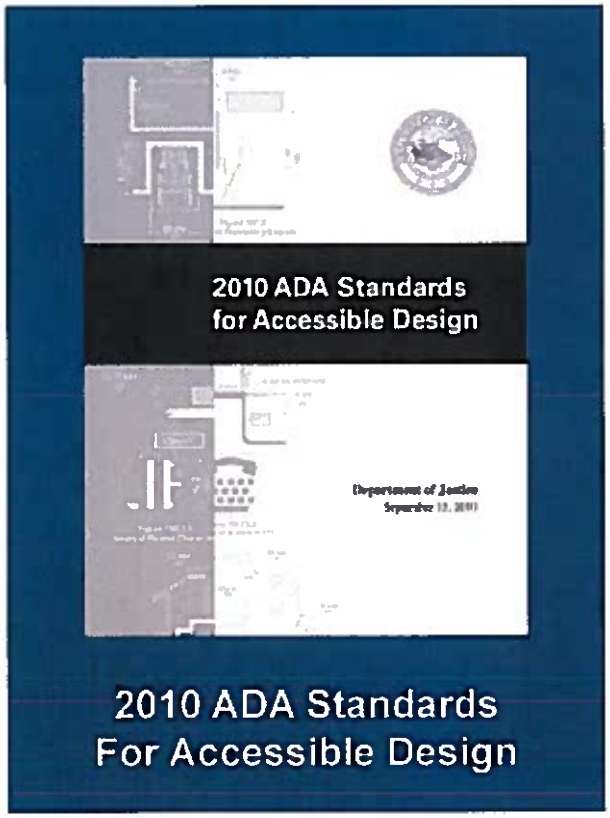

## EXISTING CONDITIONS

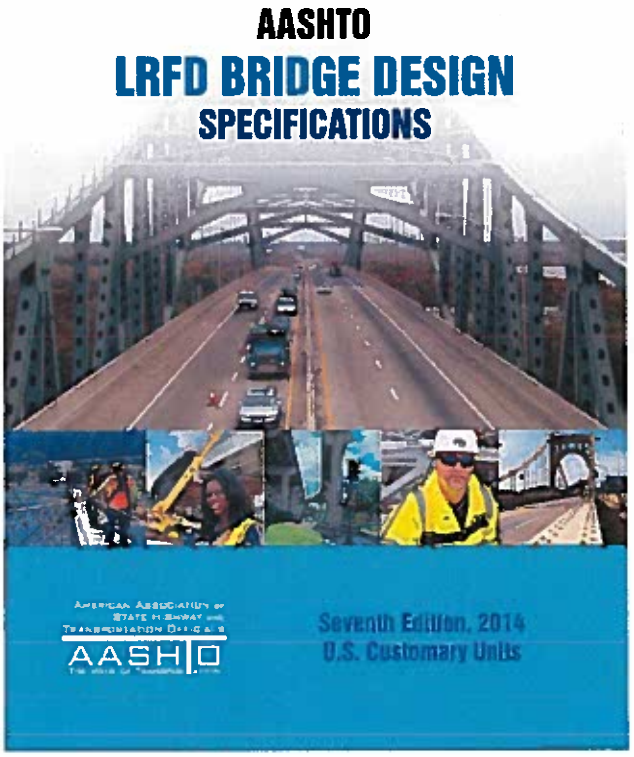
## PROPOSED CONDITIONS

# 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