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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.

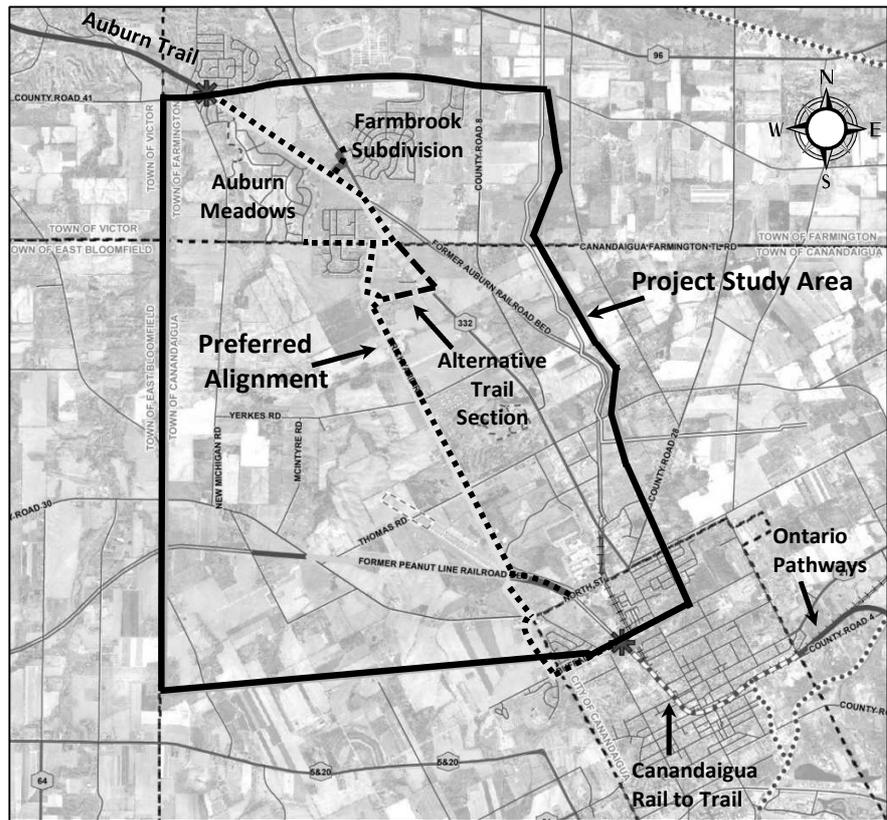
Prior to developing preliminary trail alignment alternatives, an existing conditions assessment was conducted to identify existing opportunities and challenges related to trail development within the project study area, as well as key destinations or points of connectivity. Identified opportunities and 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 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:**

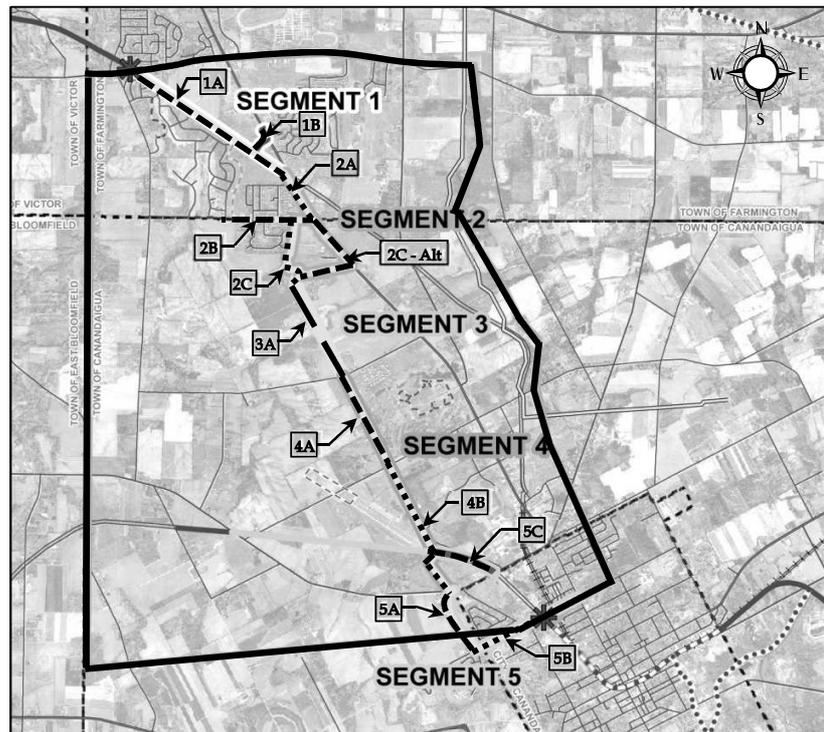
- On Canandaigua Farmington Town Line Road, at the point where the trail turns and heads south across private property, a trail spur would continue west along the south side of Town Line Road it intersects with Stablegate Dr./Birchwood Dr. At this intersection, the trail would then cross to the north 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.



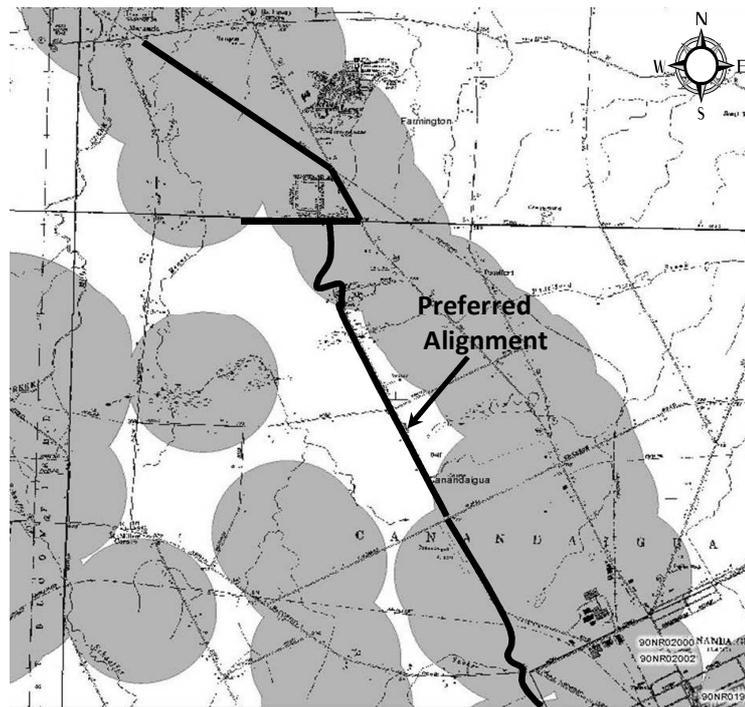
The cost breakdown for each segment is as shown in Table 1 below:

| <b>Trail Segment</b> | <b>Segment Length</b> | <b>Design</b>    | <b>Construction</b> | <b>Inspection</b> | <b>ROW</b>       | <b>Total</b>       |
|----------------------|-----------------------|------------------|---------------------|-------------------|------------------|--------------------|
| Segment 1            | 1.8 mi.               | \$85,800         | \$428,480           | \$64,400          | \$13,500         | \$592,180          |
| Segment 2            | 1.7 mi.               | \$157,000        | \$627,661           | \$94,200          | \$86,800         | \$965,661          |
| Segment 3            | 0.9 mi.               | \$186,900        | \$747,344           | \$112,200         | \$0              | \$1,046,444        |
| Segment 4            | 2.1 mi.               | \$126,900        | \$576,200           | \$86,500          | \$12,100         | \$801,700          |
| Segment 5*           | 1.1 mi.               | \$31,700         | \$135,710           | \$20,400          | \$8,500          | \$196,310          |
| <b>Total</b>         | <b>7.6 mi.</b>        | <b>\$588,300</b> | <b>\$2,515,395</b>  | <b>\$377,700</b>  | <b>\$120,900</b> | <b>\$3,602,295</b> |

\*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 \$59,991.

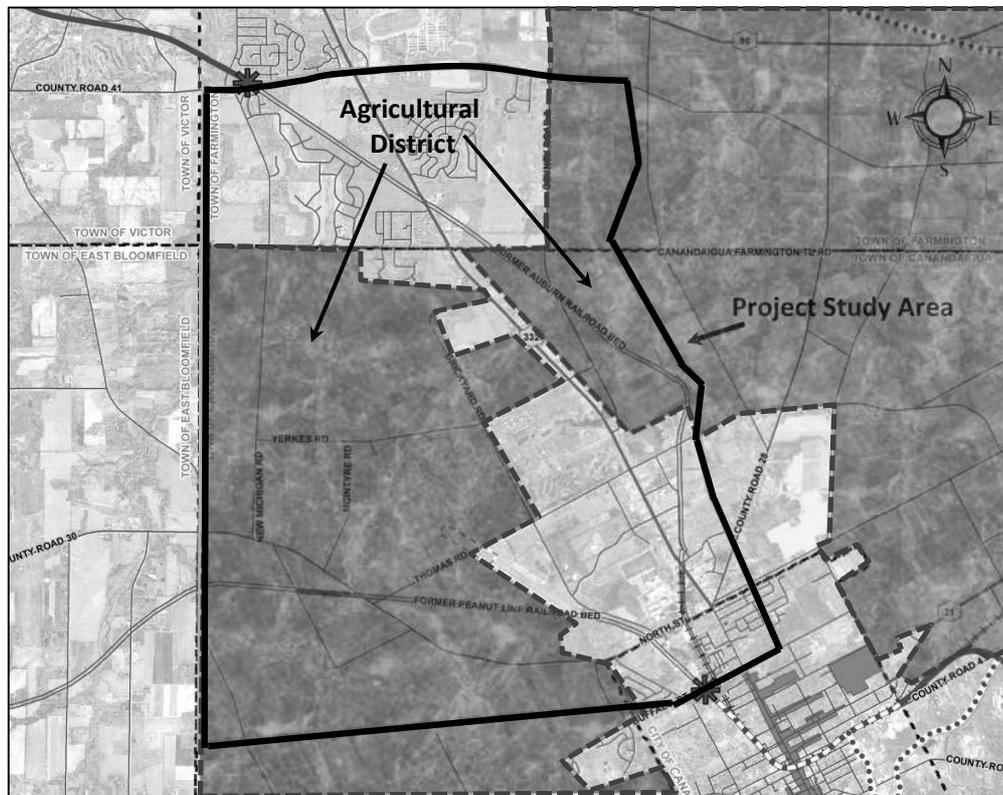
The primary environmental issues associated with the preferred alignment are: wetlands and waterbodies, archaeological sensitivity, and farmland. The trail section along the east side of Brickyard Road (i.e., Section 3A) will require crossing a NYSDEC wetland area. In addition, the section along the 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 be 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.