

New York State Department of Transportation Transportation Enhancements Program

PROJECT APPLICATION



Project Name:

Project Location:

Municipality:

County:

Sponsor:

Applicant:

Saranac River Trail (SRT)

Plattsburgh, NY

City of Plattsburgh

Clinton

City of Plattsburgh

City of Plattsburgh

FOR NYSDOT USE ONLY

Region & Proposal ID #: _____

Date Received: _____

Minimum Eligibility Criteria Met: ____ Yes ____ No

Within MPO Area:

____ Yes (MPO: _____) ____ No

NY Senate District Number _____

NY Assembly District Number _____

Regional or MPO Priority Ranking: _____ of _____

Funding Decision

____ Project Fully Funded

____ Project Partially Funded (Explanation Attached)

____ Project Not Funded

Attachment C — Project Description

The Saranac River Trail (SRT) is a non-motorized facility for bicycle and pedestrian transportation from the shoreline of Lake Champlain along the river through the City and Town of Plattsburgh, New York. The primary focus area of the SRT is the approximately 3 mile long shared-use path between the Imperial Dam site west of Plattsburgh High School and the Lake Champlain waterfront near the Plattsburgh Amtrak Station. The SRT connects schools, the State University of New York College at Plattsburgh (SUNY), downtown Plattsburgh, residential neighborhoods and the lakefront redevelopment area.

Previous funding applications and local matches have provided a 10 foot wide paved asphalt shared use path from a new trailhead at George Angell Drive / Saranac High School through the SUNY campus, along the River at Steltzer and Pine Streets to a trailhead at the existing pedestrian bridge at Saranac Street behind the Stafford Middle School.

Funding from this SRT Phase II application is designed to continue the development of the Trail with the construction of the Signature Bridge providing the downtown link at Durkee Street and better access to Stafford Middle School. Under this application the Saranac River Trail will be extended from its current terminus at the Saranac Street Bridge, across the Saranac Street Bridge, around the NYSEG site, across a new pedestrian signature bridge, and along Durkee Street to end at City Hall and MacDonough Park. Additionally, the funding awarded under this SRT Phase II application will provide a connection to the Middle School by extending the trail along the Saranac River behind the police station and providing a crosswalk across Pine Street.

When completed, the SRT Phase II project will have logical termini. The terminus at the east end of the project will be MacDonough Park, across from City Hall. To the west, there will be two termini: one at the Stafford Middle School, provided by the extension of the Saranac River Trail to the north; and a second at George Angell Drive/ Saranac High School through the SUNY campus. The proposed Saranac River Trail will have independent

utility and provide a direct connection between the Middle School and downtown Plattsburgh.

The SRT is a shared-use path facility that provides transportation, tourism, and economic development benefits. The original Transportation Enhancements project was the result of a feasibility study conducted with support from the office of New York State Senator Little, and in cooperation with the Saranac River Trail Advisory Group (SRTAG), which includes representatives of the public and private sectors from Plattsburgh. The project supports the City's current planning and economic development efforts, including downtown revitalization, making the Saranac River into the 'heart' of downtown, and the ongoing redevelopment of the Lake Champlain waterfront.

The completed SRT (the existing Phase I trail and the proposed Phase II trail), will connect to ferry and rail



Downtown Plattsburgh has sections of existing trail, such as this small pocket park, upstream of the Broad Street Bridge.

transportation facilities via New York State Bike Route 9 north to the existing Fleury Bike Path and Cumberland Head. Bike racks and benches will be provided along the route to improve connections to local bus services. Future phases of the SRT will also extend west along the river in the Town of Plattsburgh, and to existing shared use paths in the project area including the Gordon Bike Path along Lake Champlain (a rail-with-trail project parallel to the CP Rail / Amtrak main line from Montreal to New York City), the Fleury bike path from Scomotion Creek to the beach at Cumberland

Head and the new path along Route 9 south of the City. New York State Bike Route 9 in Plattsburgh is part of the Lake Champlain Bikeways tourism corridor and the Lakes to Locks Passage Scenic Byway.

Since the Trail's public launch in Spring 2012, the most common trail users on the Saranac River Trail in Plattsburgh have been people walking and bicycling. The trail provides for a wide range of short distance utilitarian trips including travel from the SUNY Campus to downtown, from residential neighborhoods to the elementary school, middle school and high school, and travel from downtown to the Lake Champlain waterfront. The trail also provides water trail access to people using the Northern Forest Canoe trail for fishing and boating along the river. The bridge connector path, part of this SRT Phase II application, will enhance canoe/kayak access to the Saranac River. Winter use includes cross-country skiing, and the SRT provides access to nearby single track mountain bike trails so that people don't have to drive from the city to nearby trailheads. The shared-use path has been designed to



The existing SRT is a natural surface trail along the bluffs overlooking the river behind Plattsburgh High School.

meet NYSDOT, AASHTO and ADA guidelines.

Response to the Trail has been overwhelmingly positive. The Trail's Facebook Page has garnered support from over three hundred people (most, as expected, from the United States). The Saranac River Trail app on the App Store has been downloaded by people from the United States (again, the majority) and Canada as well as from France, Greece, and Turkey. From the Facebook Page demographics it is possible to see that interest is centered on Plattsburgh and nearby, but there are also people who "like" the page from elsewhere in NY (Saratoga Springs, Brooklyn, and New York City),

Vermont and Virginia.

Issues that need to be resolved in order to advance this project were addressed by an opportunities and constraints analysis and a review of right-of-way availability conducted during the project feasibility study. Key opportunities and constraints are identified as follows:

Opportunities:

Existing pedestrian bridge at Saranac Street

Proposed new 'signature' pedestrian bridge between the NYSEG site and downtown

Middle and Secondary schools in the project corridor

City-owned waterfront land along Pine Street

Public easement along the Farmer's Market site

Significant heritage and cultural assets in the community, especially local history

New bike lanes are included in the 2006 reconstruction of City Hall Place

Constraints:

Coordination with NYSEG Environmental Remediation Site / "B-52" Park

Flood plain limitations on crossings limit potential bridge site alternatives

Cost of new pedestrian bridge between NYSEG site and downtown

These issues were integrated into the SRT Master Plan. Property acquisition, environmental issues (including historic preservation), public controversy, and coordination with other agencies (railroads, utilities, regulatory agencies, etc.) have been addressed in order to ensure that this project can be successfully implemented. The preferred alignment and project phasing was developed to limit the potential key issues for the first phase of the project to the following: 1) coordinating the agreement for the trail on the SUNY Campus, 2) design of the grade change from Steltzer Road to the Campus to meet ADA requirements, and 3) working closely with the Pine Street neighborhood to reach consensus on the project design (the project is on City-owned land in this section). These have all been completed in the section that was opened in the Spring of 2012.

The \$1,891,900 investment in Phase I of the Saranac River Trail is shown in the following table:

Saranac River Trail				
Grants & Funding Sources				
Agency	Program	Date	Purpose	Amount
NYS Senate Member Item Grant	Senator Betty Little	2005	Feasibility Study	\$50,000
NYSDOT	Multi Modal Funds	2008	Design & construct trail from George Angel Dr. to Saranac St. Bridge	\$1,200,000
Lake Champlain Basin Program		2011	Trail interpretive signage	\$6,900
Eastern Adirondack Health Care Network	Get Moving New York	2010	Playground equipment	\$2,500
Clinton County Department of Health	Tobacco Settlement Funds	2012	Public outreach video by Media Central, LLC	\$5,000
Clinton County Department of Health	Tobacco Settlement Funds	2013	Saranac River Trail Extended Greenway Feasibility Study	\$50,000
NYSDOT	Lakes to Locks	2013	Informational kiosk for downtown Plattsburgh	
SUNY Plattsburgh	Easement donation	2010	Granting of permanent easement to City	\$27,500
Waterfront Park / Trail	Environmental Restoration	2008	Design & Construct Waterfront Park incl trail system to Saranac River	\$500,000
NY State Canal Corp		2010	Waterfront Park / Trail including Trail head sign	\$50,000
				\$1,891,900

?

The table does not include the significant donations of time by volunteers including individual students and clubs at SUNY Plattsburgh, organizations such as the Adirondack Mountain Club, Plattsburgh Sunrise Rotary, and residents from across the area.

The Max Moore Accessible Treehouse has been adopted as a project by the Sunrise Rotary. They have spearheaded fundraisers for its development such as a 2012 Zumbathon (130 people, \$1850 raised) and a 2013 Zumbathon (150 people, \$2500 raised). In conjunction with the City's Recreation Department, the held a Treehouse 10K race with 155 runners and raised \$2300. For the Mayor's Cup Regatta in July (a major Plattsburgh event which draws local, regional and international visitors), The Mayor's Cup Bike Ride featured 20, 52, and 70 mile routes to help raise money for the Foundation of CVPH (Champlain Valley Physicians Health Medical Center); the bike ride marked the first time that the Trail itself was included in races and rides such as this one. In just over a year, the Saranac River Trail has become an integral part of Plattsburgh life not only for direct users but for organizations.

It is important to note that the SRT project captures the heritage and history of Plattsburgh as an integrated element of the trail design. Interpretive sites, themes and icons were developed through research into the community's internationally significant local history. The Saranac River Trail tells the story of Plattsburgh, including the region's Native American heritage, the American Revolution, the Battle of Plattsburgh in the War of 1812, the Strategic Air Command during the Cold War and natural history of the river itself.

The Trail itself is the feature of the Saranac River Trail app for iPhone, iPad, and iPod touch (available free from the App Store.)

The 200th anniversary of the Battle of Plattsburgh, (which took place on September 11, 1814) will be featured at the trail's endpoint at the Lake Champlain lighthouse, which will feature a "Peace Point" commemorating the events of 9/11/1814 and 9/11/2001. The SRT is about more than just a trail for walking and bicycling – it is also about redefining Plattsburgh and ensuring a connection between the past, present and future. These concepts are based on the work of the Sustrans national bikeway system in the U.K., and the efforts of the United States Millennium Trails

program. The SRT is a unique example of capturing the heritage of a community as an integrated element of the trail design, and serves as a model project for other communities in New York State. Proposed interpretive sites along the SRT will include destinations along the trail commemorating the region's Native American, British and French heritage, a "B-52" park, "Peace Point," an interpretative installation of the USS Saratoga, and a 'fish' themed playground along the river. These interpretive elements are integral to the community's vision for the SRT and will be developed during future phases of the project.



The SUNYA Plattsburgh Campus is a key part of the SRT. The trail will provide connections between campus facilities, and between the campus and the community.

present tense

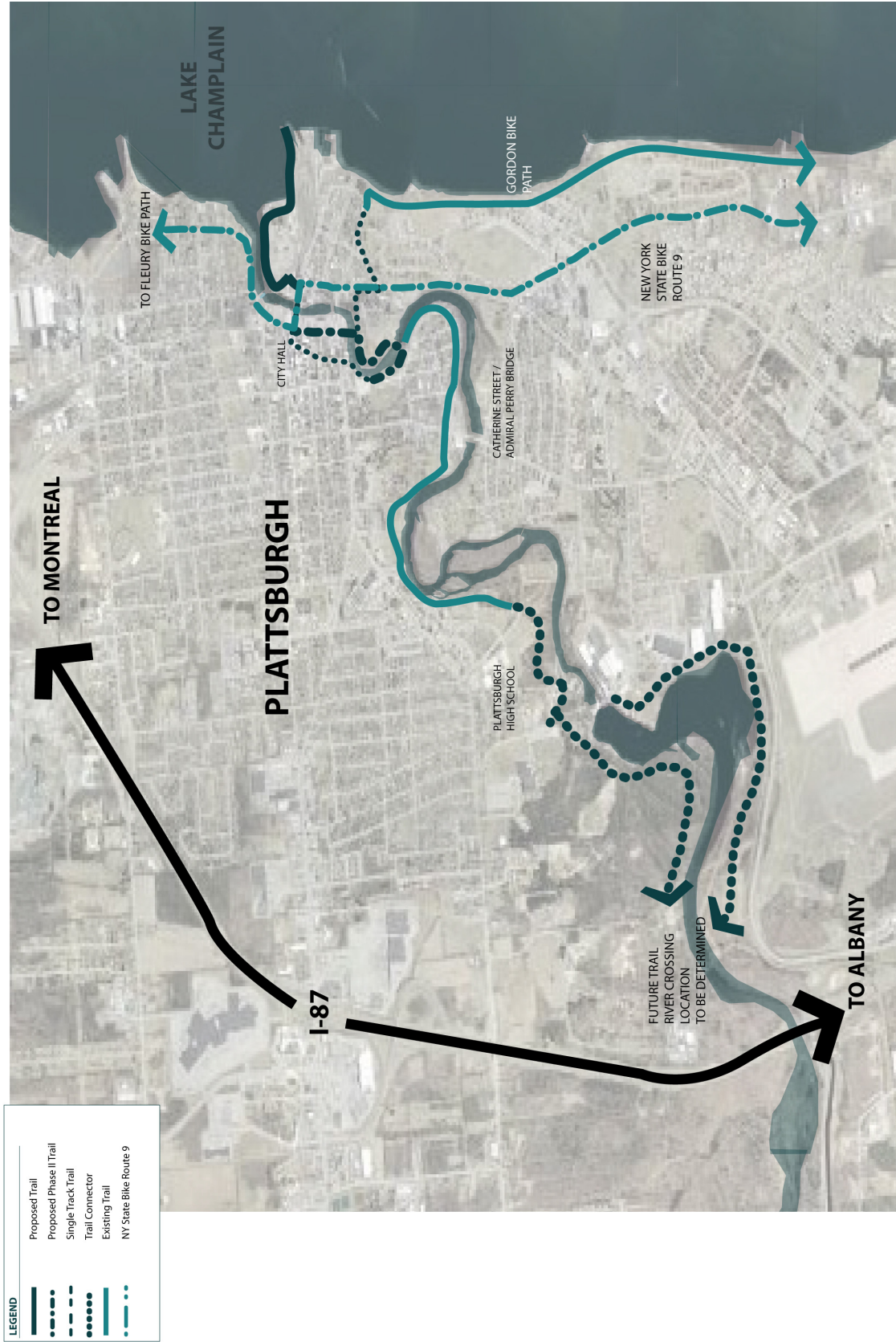


The SRT is about more than just a trail for walking and bicycling – it is also about redefining Plattsburgh and ensuring a connection between the past, present, and future.

General Location Map

SARANAC RIVER TRAIL

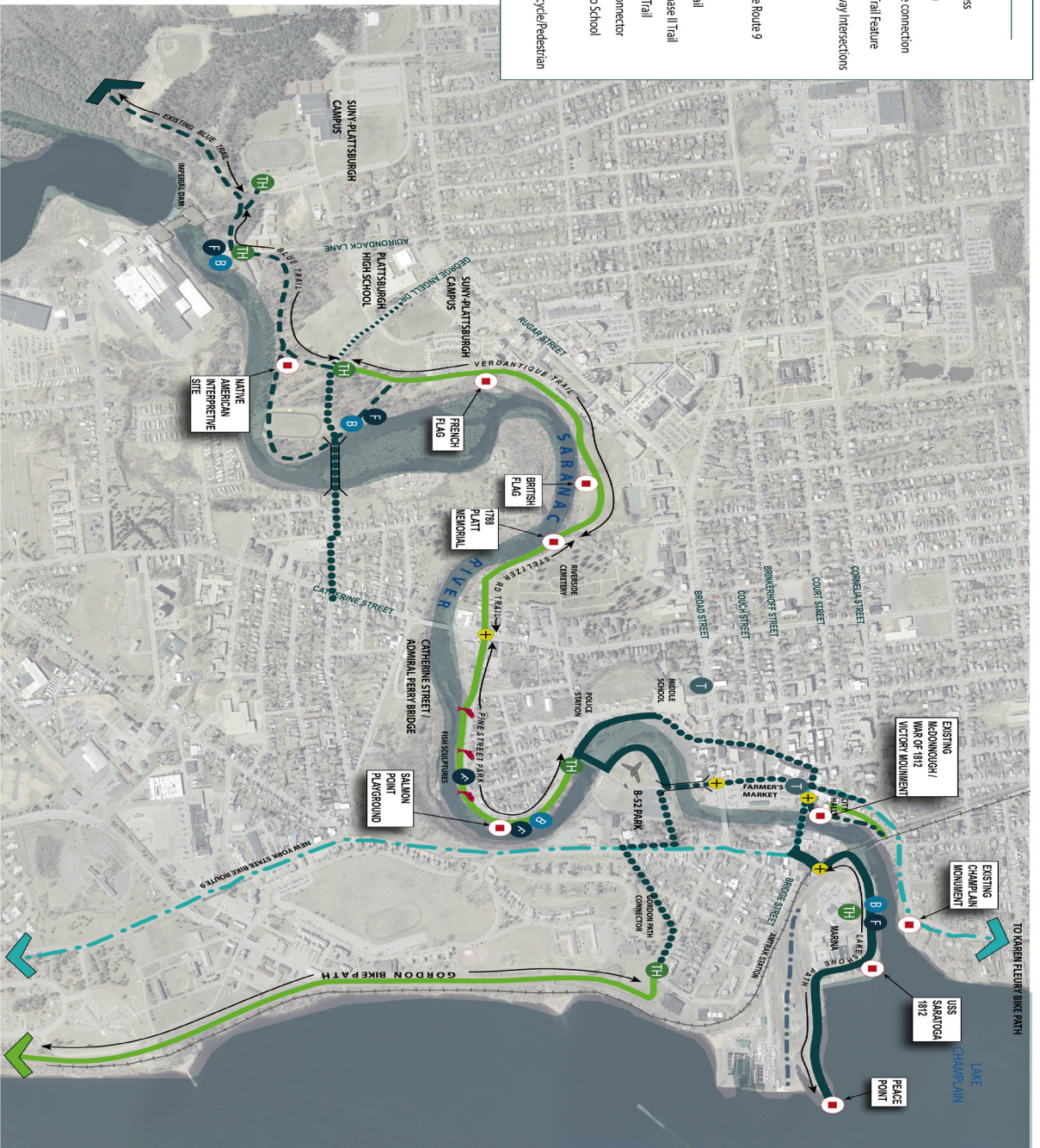
TRAIL CONNECTIONS



SARANAC RIVER TRAIL

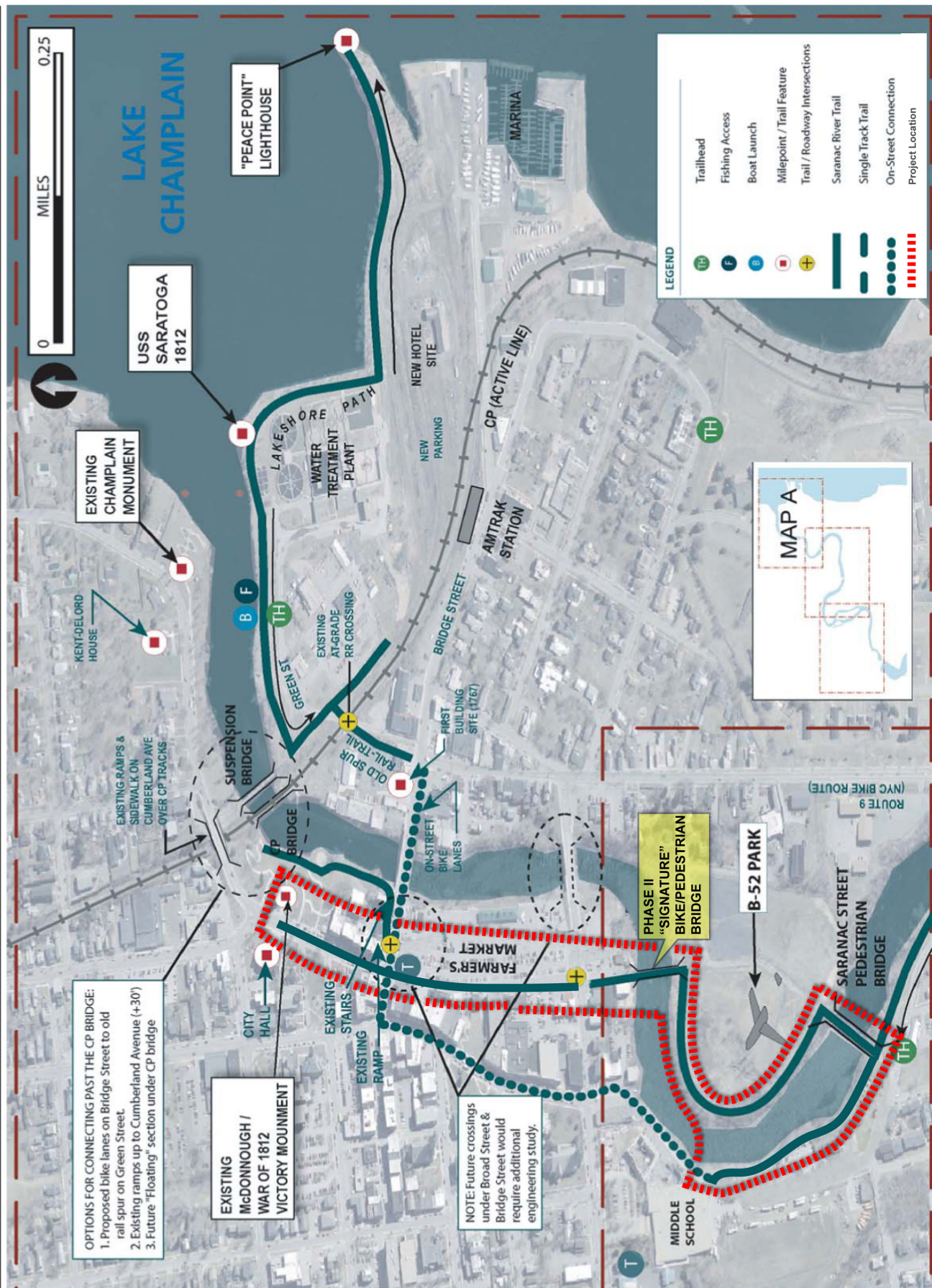
TRAIL CONCEPT MAP

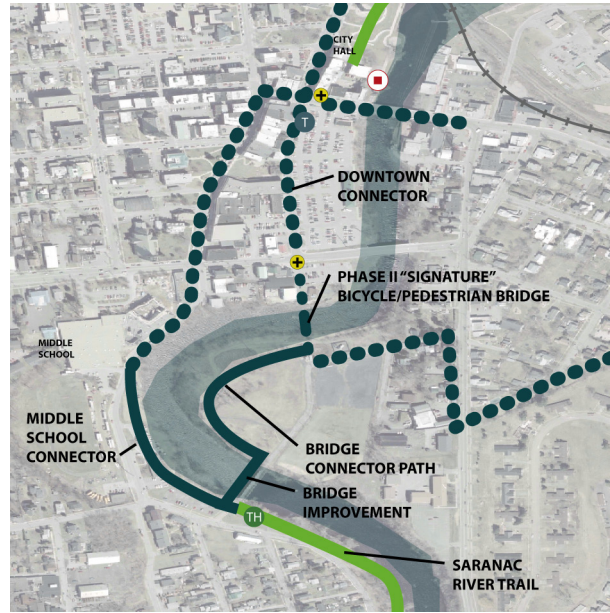
LEGEND	
	Trailhead
	Fishing Access
	Boat Launch
	Transfer / Bike connection
	Milepoint / Trail Feature
	Trail / Roadway Intersections
	Existing Facilities
	Proposed Trail
	Proposed Phase II Trail
	Single Track Trail
	On-Street Connector
	Safe Route to School
	Sidewalk
	Proposed Bicycle/Pedestrian Bridge



PROJECT LOCATION MAP - A

SARANAC RIVER TRAIL





Saranac River Trail – Plattsburgh, NY Proposed Signature Bridge



Attachment D — Eligibility: Project Category

The Saranac River Trail Signature Bridge is eligible for Transportation Enhancements funding under **Category I: Provision of Facilities for Pedestrians and Bicycles**. The SRT will be developed in a manner that meets the provisions of federal law 23 USC 217, which states that: “Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians.” Motorized vehicles will not be permitted on the SRT except for maintenance purposes, with exception of motorized wheelchairs or electric bicycles. The principal purpose of the SRT is for transportation, providing a facility for short-distance utilitarian travel within the center of Plattsburgh.

Guiding Questions for Eligibility and Viability:

How does the facility serve trips that could otherwise be made by motor vehicles?

There is currently no direct route for travel along the river through the center of Plattsburgh for pedestrians and bicyclists. The river is currently more of a barrier than a spine for non-motorized travel. The SRT Signature Bridge, and adjacent trail segments, will create a safe, effective facility that reduces travel time by bicycling and walking, provides a more direct route to trip generators, and provides an alternative to the private automobile for people who chose to walk or bicycle.

How does the facility enhance safety for pedestrians or bicyclists or fill a gap in a pedestrian, bicycle, or other non-motorized shared use path or trail network?

Currently, bicyclists travel only on streets shared with motor vehicles in the project corridor. Pedestrians have to contend with sections of missing sidewalks, and street crossings are a challenge in many locations, especially for children and seniors. The SRT Signature Bridge, the Saranac Street Bridge improvement, and Middle School Connector, and Durkee Street improvements (Saranac River Trail Phase II) will allow for a direct, continuous, safe route that allows for travel between downtown and adjacent neighborhoods. The project will also serve as a connector in the growing local trail system, including the Saranac River Trail Phase I, Gordon Bike Path, the Karen Fleury Bike Path and the Route 9 path.

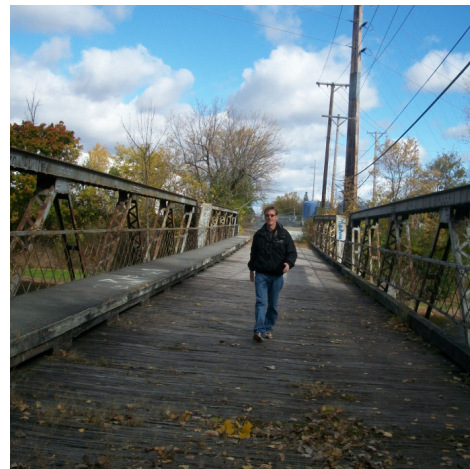
To what extent are the connecting locations (origin and destination) different and distinct? What activity centers are connected or link in a continuous system provided?

The SRT's primary focus is to connect trip origins and destinations that have a high potential for non-motorized transportation. These include the University, the high school and middle school, downtown, the Amtrak station and the Lake Champlain waterfront redevelopment area. Saranac River Trail Phase II will enable students, staff and faculty to bike to school, residents to commute to work, families to bike to the waterfront, and tourists to visit the city's destinations without a car.

Give a general description of how the facility will meet accessibility guidelines under the Americans with Disabilities Act?

The SRT Phase II will create continuous, accessible route across the Saranac River. This will allow for ADA accessibility, as well as an easier place to walk or bike for people of all ages and abilities. Without this extension of the Saranac River Trail, people have to travel a significant distance out of their way to cross the river to or from downtown. In addition, curb ramps, accessible signals and enhanced pavement markings will be provided along the SRT, extending this accessibility through the core of the City. Kiosks and other trail facilities and maps will include ADA appropriate information.

Saranac Street Pedestrian Bridge- current terminus of the trail



Attachment E — Eligibility: Relationship to Surface Transportation

The Saranac River Trail Phase II serves a current and future transportation purpose, providing mobility for non-motorized travel across the river and through the center of Plattsburgh. The project enhances the aesthetic, cultural, or historic aspects of the travel experience through the integration of locally themed interpretive elements. The SRT Phase II addresses the following key questions regarding its relationship to surface transportation:

In what way is the project related to surface transportation through present or past use as a transportation resource?

From the footpaths of the Native Americans to the traders of Colonial times to the mill towns of the industrial revolution and to the modern day city streets in Plattsburgh, the Saranac River corridor has played a significant role in surface transportation.

Is there a direct connection to a person or event nationally significant in the development of surface transportation?

The 200th anniversary of the Battle of Plattsburgh, (which took place on September 11, 1814) is featured at the existing trail's endpoint at the Lake Champlain lighthouse, which features a "Peace Point" commemorating the events of 9/11/1814 and 9/11/2001. The SRT also provides a significant connection to the 400th anniversary of the voyages of Henry Hudson and Samuel de Champlain, which were commemorated in 2009.

What is the extent of the relationship(s) to surface transportation?

The project's primary purpose will be to reconnect the historic routes of people walking along the river through the City. The SRT Phase II will also connect downtown Plattsburgh to the Plattsburgh Amtrak station and local bus services, as well as water transport services at Plattsburgh marina and the Lake Champlain ferry at Cumberland head via the Fleury Bike Path.

What groups and individuals are affected by the relationship(s)? When did the relationship(s) start and end or do the relationship(s) continue?

The SRT Phase II will provide mobility to residents and visitors of all ages and abilities, including people who cannot afford a car, people who choose not to drive in the City, seniors walking to the farmer's market, tourists visiting local businesses, and children walking or bicycling to school. Plattsburgh's history parallels the growth of our nation, and the Saranac River Trail Phase II and Signature Bridge will reconnect an ongoing relationship between people and their ability to move along and across the river.

Is the relationship substantial enough to justify the investment of transportation funds?

The relationship between this project and surface transportation is very direct: the SRT Phase II and Signature Bridge will allow more people to travel along and across the river more often. This is a substantial relationship that is clearly in support of the investment of transportation funds in the community. This is further justified by the investments that have already been made in completing Phase I of the Saranac River Trail.

View of Saranac River looking north, with Stafford Middle School in background and site of NYSEG environmental remediation along western riverbank



Attachment F — Eligibility: Benefit to the Public Interest

The SRT Phase II is a model project that supports the use of Transportation Enhancement Program funds to benefit the public interest. This project will grant access and use to the general public across an historic waterway in the middle of an urbanized area. The public access will be more than simply a visual use or benefit – it will allow people the ability to move through the center of their community in a way that has not been accessible in recent history. This new resource and connecting public spaces dedicated to public use will be commensurate with the amount of federal funding approved for the project – and the benefits will exceed the project cost for many years to come. This is evident by the high use of Phase I of the Saranac River Trail. The SRT meets the Transportation Enhancements program eligibility criteria by responding to the following points:

Access

The SRT will be open to the general public for non-motorized shared use path purposes. The Saranac Street Bridge improvement and the new Signature Bridge will provide improved public access to the City's waterfront, the Farmer's Market and local businesses.

Use

The most common trail users to be expected on the Saranac River Trail in Plattsburgh are people walking and bicycling. Additional trail uses will include cross-country skiing in winter, fishing and canoe/kayak access along the water trail, running and jogging, and mountain biking on the single track trails west of the project limits. Motorized trail uses will be prohibited by trail signage and trail gateway features.

Fees

There will be no user fees charged for the SRT.

Proposed first portion of trail alignment- north of Saranac Street Pedestrian Bridge



Proposed second section of trail extension (City Police Department in background)



Attachment G — Expected Benefits to Result from Project

The Saranac River Trail will provide the following benefits:

1. Enhancement of Regional & Local Environment

a) The SRT preserves or positively influences natural or cultural or water quality, wildlife habitat, or migration.

Since the SRT is an urban waterfront trail, it will provide environmental benefits in terms of connecting people with both the Saranac River and Lake Champlain ecosystems. Interpretation of the aquatic environment for trail users, improved fishing and non-motorized boat access will be integrated into the trail. The Signature Bridge design and Saranac Street Bridge improvements, including cross sections, drainage and materials selections, will minimize impacts on water quality and runoff to the greatest extent possible. A key element of the SRT Signature Bridge is the connection through the NYSEG remediation site, a former Superfund location that will become a new public park and redevelopment site along the trail.

b) The SRT will improve the quality of life in Plattsburgh through job creation, increased tourism, economic development, balanced distribution of funds, and other socio-economic factors.

Local businesses located along the trail will benefit from providing lodging, food and services for trail users. With improved access to Amtrak, rail passengers will be able to connect to the city's center. The SRT Phase II and Signature Bridge will continue to redefine the City's identity, creating a new 'riverfront' downtown to go along with the redevelopment of the Lake Champlain Waterfront. Since the trail will feature local history as mile points and interpretive areas, the Signature Bridge will also provide a significant benefit in terms of tourism and visitor revenues. It is also important to note the trail will provide transportation options for local residents who cannot afford a car (according to the 2000 Census, 10% of households in Clinton County do not have a car) or choose not to drive.

2. Enhancement of Transportation Plans, Projects

a) The SRT will provide increased or improved access to activity centers (businesses, schools, recreation, shopping, etc.) and additions or improvements to the existing transportation system.

With the majority of local travel being done by motor vehicle, people do not feel safe walking and bicycling. The proposed SRT Phase II has the potential to make significant changes possible in local travel patterns because it connects major destinations which are the source of numerous short distance trips by motor vehicle. The SRT Signature Bridge is a key link in creating a connected trail system throughout the community. This system (along with complimentary on-street improvements) is essential to reverse the decline in walking and bicycling in Plattsburgh. By making the 'trip experience' of traveling through Plattsburgh a safe, healthy, enjoyable from of transportation, the SRT Phase II will connect the key activity centers of the community.

b) The SRT reinforces or complements the regional transportation system, fills deficiencies in the system, has multi-modal aspects, and connects transport modes.

Transportation modes being connected by the SRT include: bikes and pedestrians, bikes and buses, bikes and autos, trains and pedestrians, and ferry services. The center of Plattsburgh does not have direct access to the Saranac River Trail Phase I, and the SRT Phase II will connect to the growing regional trail system along Lake Champlain. Clinton County Public Transit (CCPT) buses have bike racks as the result of a grant from the County Health Department, and the intermodal connections between the trail and bus service will provide improved access to a wide range of community residents and visitors.

3. Relationship to/Support for Other Plans, Projects

a) The SRT implements goals in regional plans or other federal, state, or local plans.

The SRT Phase II project supports the Lake Champlain Bikeways initiative, the Lakes to Locks Scenic Byway, the local waterfront redevelopment plan and the goals identified in both the NYSDOT State Bicycle and Pedestrian Plan and the Statewide Comprehensive Outdoor Recreation Plan (SCORP). Plattsburgh has an active Saranac River Trail Advisory Committee (SRTAC) that represents a wide range of community interests.

b) This application represents a rare one-time opportunity to accomplish the project.

The SRT was originally proposed in the 1980's as the Verdantique Trail, but that project did not materialize, in part because ISTEA and the Enhancements program had not been created at that time. Since the 1980's several potential trail alternatives have been lost, and the current plan will need to be implemented quickly both to prevent additional missed opportunities and to capitalize on the upcoming commemoration of historic events in 2014, and the redevelopment of the NYSEG site.

4. Size of Matching Share, Assurance of Availability

The SRT Phase II will be matched at the 20% level, for the proposed Transportation Enhancements project. The City's financial situation is limited due to the economic conditions resulting from the closing of Plattsburgh Air Base, but the community will continue with grant writing, fundraising and in-kind contributions towards this project and future phases. Federal regulations require a 20% match and the ability to provide a match in excess of 20% benefits the overall program as it allows federal funds to be used for additional enhancement projects. The rating committee will look favorably on projects that demonstrate a reasonable assurance that the 20% match is readily available, and will look even more favorably on projects exceeding the minimum 20% match. However, the economic situation of any Sponsor Application ability to finance a project's match will be considered. Those less wealthy project teams will not be downgraded because they can not afford to overmatch.

5. Direct User, Immediate Area and Environment Benefits

The SRT increases the availability, awareness, or protection of historic community, visual or natural resources and it provides a resource to the general population, including people with disabilities, who will benefit from or are likely to use the project.

According to the demand model developed during the project feasibility study, (based on 2000 U.S. Census data), an average of approximately 10,500 walking and bicycling trips are made to work and to school daily in Plattsburgh. However, walking and bicycling mode share for trips to work declined more than 30% between 1990 and 2000. Trail uses supported by this project include walking, running, bicycling, cross-county skiing, snow shoeing, canoeing, kayaking, fishing, and people using wheelchairs, strollers, and in-line skating. Providing all of these uses within an existing urban area will provide direct user benefits to the population of nearly 20,000 people living within approximately two miles of the SRT Phase II.

6. Innovative, Creative, or Mix of Activities

a) The SRT encompasses two or more eligible transportation enhancement activities.

While defined primarily under Category I: Provision of Facilities for Pedestrians and Bicycles, the SRT Phase II also provides an innovative and creative mix of eligible activities, including: historic preservation (interpretive elements utilizing local history themes), landscaping and scenic beautification (improvement of lands along the Saranac River), and the project also connects to a water trail component with enhanced non-motorized boating and fishing access.

b) The SRT is innovative and could serve as a model for similar enhancement projects.

There are a growing number of projects in the U.S. that integrate heritage and culture into the design of greenways and trails. This concept, based on the U.K. "Sustrans" model and the U.S. Millennium Trails program, will combine context sensitive solutions (CSS) with the trail design, and will be a model for other bridges and trails in New York State.

7. Supportive of Master Planning in Recognized Areas of Special Significance

The SRT Phase II includes elements identified in the Adirondack Bike Master Plan, the New York State Bike Route System, the Northern Forest Canoe Trail, Lake Champlain Bikeways, SCORP, the State Transportation Plan, and supports the City of Plattsburgh's ongoing efforts at ADA compliance.

8. Level of Community, Regional Support

By combining the resources of lands owned by the City of Plattsburgh, NYSEG, and existing public street rights-of-way, the overall SRT Phase II project cost will be significantly reduced. Since the City has professional engineering staff in house, project management and administration can be handled effectively. The City will work with the NYSEG remediation site, and with other agencies to minimize the capital and management costs of the SRT Phase II.

Consideration will be given for extensive efforts to reduce project costs (e.g. volunteer labor and other goods and services), and other efforts to improve the cost-effectiveness of the project (relationship between performance or productivity and the annualized total project cost). Increasing the match does not reduce the project cost. Do not confuse this criterion with criteria number 4.

While eligible as match funds, the donation of goods and labor, particularly from "grass-roots" organizations, for the completion and maintenance of the project deserve special attention if proposed to be non-participating or truly "donated" to the project. In addition, other efforts, such as financial packaging or the use of other grant funds that reduce the overall cost of the eligible project also deserve merit.

West bank of Saranac River, third portion of proposed trail segment



End of proposed trail link- at Stafford Middle School (entrance just to left of picture)



View of Saranac River (from the proposed trail link side) towards downtown Plattsburgh



Attachment H — Project Costs and Funding

1. Project Costs

The proposed Saranac River Trail Signature Bridge project will connect across the Saranac River from Broad Street to the former NYSEG site. The project costs are summarized as follows:

Saranac River Trail Project Cost Summary

Planning / Engineering: \$

Right-of-way (property) Acquisition: \$

Construction and construction inspection: \$

Phase I Project Cost: \$

- Construction costs should be broken down by key project elements. When estimating costs, be sure to:
- Get a certified professional in the appropriate field to develop the cost estimate
- Develop a realistic project schedule
- Include adequate time and expenses for the preparation of the design approval document and the required environmental review
- Adjust cost estimates for inflation over the expected project timeline
- Account for wage requirements associated with federal-aid construction projects
- Include contingencies if there is uncertainty about the costs

2. Project Funding

Funding for the first phase of the Saranac River Trail is proposed to be 80% federal share from the Transportation Enhancements program and 20% local matching funds as described in the table below.

Funding should be detailed in the second part of this attachment. Show all funding available for use in the project, the associated fund sources, and the status of the funds (e.g. – awarded and available until a certain date, requested and awaiting a decision, etc.). Include the amount of federal enhancement funds requested by phase, the amount of required non-federal share and a description of any donations or other innovative financing techniques to be used again by phase. Include funding that is projected to be available at the time the project is scheduled to be implemented (e.g. – funds available through future fund-raising activities or future appropriations by a municipality). Also include contingency funding that may be available if project costs exceed current estimates

Saranac River Trail Funding	Project Value
● 80% Federal Share	\$
● 20% Local Match	\$
Local Matching Funds	
● Saranac Street Bridge and Stelzer Road Improvements – City Funding	
● Value of SUNY / NYSEG Rights-of-Way	
● In-Kind Services (Engineering)	\$ 25,000
● Grants	\$ 40,000 (the SRT will apply for a Bikes Belong grant and New York State member item funding, along with other sources identified in the Master Plan)
● Donations / Fundraising	\$ 30,000 (commemorative pavers ‘adopted’ by local supporters)
● City Council Funding	\$
Total	\$ 1,395,000

Estimate of Construction Costs									
Pattsburgh - Saranac River Trail & Signature Bridge									
Item Description	Qty	Unit	Unit Cost	Total	Notes	Conversion Units			
Multi-Use Trails - 10ft width, asphalt						1 cubic foot =			
Clearing and Grubbing	20,000	SF	\$0.20	\$4,000.00		0.037	cubic yards		
Excavation	370	CY	\$16.00	\$5,926.00	assumes 10' width, 6" depth average	1 Square foot=			
Erosion Controls	2,000	LF	\$1.50	\$3,000.00	both sides, length of project	0.111	square yards		
Sedimentation Controls	2,000	LF	\$7.15	\$14,300.00	hay bales				
Grading	2,222	SY	\$10.00	\$22,222.00		Trail Segment Lengths			
Asphalt path over aggregate base	20,000	SF	\$9.00	\$180,000.00	assumes 10' width	Downtown Connection	1625 Ft		
Center yellow stripe (4" dashed throughout the entire length)	2,000	LF	\$0.15	\$300.00		Bridge Connector	1100 Ft		
Regulatory and Warning Signs	4	EA	\$300.00	\$1,200.00	Both ends of trail	Middle School Connector	900 Ft		
Subtotal				\$230,948.00					
Mid-Block Crossing (at School Site)									
Curb Ramps	2	EA	\$1,500.00	\$3,000.00					
Pavement Marking	2	EA	\$200.00	\$400.00					
Linear Striping (4" solid white stripes across the street 10ft long)	90	LF	\$0.50	\$45.00					
Regulatory and Warning Signs	2	EA	\$300.00	\$600.00					
Subtotal				\$4,045.00					
On Street Facility - 2 sides 5ft wide									
Striping removal	1,625	LF	\$0.50	\$813.00	Assumes 2 lanes				
Re-striping	1,625	LF	\$1.50	\$2,438.00	2 lanes w/ bike lanes				
Pavement Markings	18	EA	\$200.00	\$3,600.00	Every 175' each direction, standard painted bike lane marking				
Wayfinding Signs	8	EA	\$400.00	\$3,200.00	One each side of the street				
Regulatory Signs	8	EA	\$300.00	\$2,400.00	Every 400' each direction				

Subtotal \$12,451.00									
Bike-Ped Bridge									
Pre-fab steel truss structure (10'X200')	2,000	SF	\$265.00	\$530,000.00	Units cost per 2008 River Trail Signature Bridge TE Application	2008 costs adjusted with following Annual Index Cost Per http://enr.construction.com/economics/			
Abutments	2	EA	\$40,000.00	\$80,000.00		Construction Cost index 2.1% year			
Fill for retaining wall	50	CY	\$6.00	\$300.00		Construction material cost index 2.1%/year			
Approach ramps	2	EA	\$28,000.00	\$56,000.00		Steel cost index 1.1% year			
Bridge Gateway Monuments w/Banners	4	EA	\$11,000.00	\$44,000.00		Concrete cost index 3.1% year			
Signature Railing	400	LF	\$160.00	\$64,000.00		Labor cost index 1.1%/year			
Lighting	20	EA	\$800.00	\$16,000.00					
Electrical Service	1	EA	\$2,650.00	\$2,650.00					
Regulatory and Warning Signs	2	EA	\$300.00	\$600.00					
Directional Signage	2	EA	\$300.00	\$600.00					
Pavement Markings	4	EA	\$200.00	\$800.00					
Subtotal \$794,950.00									
Fishing Access									
Grading	50	CY	\$10.00	\$500.00					
Concrete Platform (15x30')x2	900	SF	\$12.00	\$10,800.00					
Steps (15'x10')x2	300	LF	\$60.00	\$18,000.00					
Accessible Ramp	120	LF	\$11.00	\$1,320.00					

Decorative Railing	120	LF	\$160.00	\$19,200.00				
Subtotal				\$49,820.00				
Erosion Control/construction								
Construction Access Drive (gravel)	2	EA	\$1,350.00	\$2,700.00				
Erosion Control Fencing	800	LF	\$5.50	\$4,400.00				
Subtotal				\$7,100.00				
Rehabilitation of Existing Bridge								
Includes new timber deck, lift bridge at the end abutment, new elastomeric bearings, minor class D concrete work on the bridge seat under the bearings	1	LS	\$50,000.00	\$50,000.00		Per 2009 Saranac Bridge Evaluation Report		
Subtotal				\$50,000.00				
Project Subtotal				\$1,099,314.00				
Contingency 20%				\$219,862.80				
Subtotal				\$1,319,176.80				
Architecture, Engineering & Environmental 20%				\$263,835.36				
Mobilization 15%				\$197,876.52				
Total				\$1,780,888.68				
Construction Management 10%				\$178,088.87				
Project Total				\$1,958,977.55				

Attachment I – Implementation Schedule

The SRT Signature Bridge will follow a multi-year project schedule from the award of Transportation Enhancements funding in December, 2008 to construction completion in 2012. This will allow for compliance with the NYSDOT project management process, compliance with SEQRA and NEPA. Project scheduling will allow for operations within the summer construction season. The following is the proposed project implementation schedule.

Task	Start Date	End Date
Enhancement funds awarded	Dec. 2013	
Execute agreement with NYSDOT	1/1/2014	3/31/2014
Select and hire architect/engineer	2/1/2014	5/15/2014
Prepare design approval document	5/15/2014	12/31/2014
Acquire property (if applicable)	1/1/2015	6/30/2015
Prepare contract documents	6/30/2015	12/31/2015
Bid and award project	1/1/2016	4/1/2016
Groundbreaking – National Trails Day	6/7/2017	
Construct and inspect project	6/1/2017	6/1/2017

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The draft design documents for the enhancements project will be completed in time for the commemoration of the 200th anniversary of the Battle of Plattsburgh in 2012-2014. The events planned for this anniversary provide a key opportunity for public outreach for the project.

Attachment J — Maintenance and Operation of Project

The operations of the Saranac River Trail Phase II will be integrated as seamlessly as possible, offering citizens and visitors a first class system. Coordination and cost-effective management and functions will be implemented prior to construction of the facility. The City of Plattsburgh will have jurisdiction and responsibility for the trail on City-owned property, and SUNY Plattsburgh will have responsibility for the sections on the University Campus. A project coordinator, with trails development and management skills will be designated who will have management authority over the SRT Phase II. The Saranac River Trail Advisory Committee (SRTAC) will continue its role as a coordinating entity representing the various project partners and community group. A “contract” will be established with the appropriate departments and/or outside private contractors as appropriate to carry out the various operations, management, and programming functions. These functions will include routine maintenance (sweeping, litter removal, vegetation trimming), user safety and security, emergency response, capital maintenance, special events, user programs, and planning / development of future project phases. These roles and responsibilities are already in place for the Saranac River Trail Phase I.

LETTERS OF SUPPORT

