

TOWN OF WARRENSBURG

River Street Streetscape Revitalization Plan

WHERE HISTORY & WATER MEET



MARCH 2015
THE CHAZEN COMPANIES



TABLE OF CONTENTS

INTRODUCTION.....	1
HISTORICAL CONTEXT	3
VISION & OBJECTIVES	5
RIVER STREET CONCEPT PLAN	7
PRELIMINARY COST ESTIMATES & IMPLEMENTATION STRATEGY...	17

APPENDICES:

A: EXISTING CONDITIONS ANALYSIS

INTRODUCTION

Classified as a “Rural Minor Collector” roadway, the Town of Warrensburg’s River Street (NYS Route 418 and County Route 14) may not seem like it is a significant transportation corridor.¹ However, as an Adirondack gateway community, Warrensburg’s roadways serve as a vital link to a sizable portion of the Adirondack Park, particularly for northern and western portions of Warren County. River Street is no exception. As one the primary connections to the Town of Thurman (including Thurman’s recently redeveloped railroad station), River Street has long been conduit for locals, recreationists, visitors, and business alike.



Residents and visitors enjoying the bustling local farmers market located along Rivers Street

Approximately 2.3 miles in length, River Street runs parallel to the Schroon River’s southern bank, providing important waterfront access. The western portion of the corridor is the principal collector road for Town’s Adirondack Park Agency (APA) southern Hamlet Area. It also provides a critical link to the Town’s Main Street (via Richards Ave and Judd Street bridges) as well as to Warrensburg Elementary School and the Town’s Recreation Field (via Milton Street Bridge and Library Avenue) for residents that live south of the Schroon River. Approximately a 0.25 mile beyond the Milton Street intersection (near the National Grid Substation) the corridor becomes increasingly rural in nature, offering splendid views of the Schroon River and nearby forested mountain landscape (see Study Area Map located at the end of this section).

Adjoining land uses include a concentration of residential neighborhoods along Alden, Commercial, Mill, Ridge, and Burdick Avenues. There are also a variety of recreation and commercial uses: the proposed Paper Mill Park (former Warrensburg Board & Paper Mill site), the Town’s Historic Mills District Park and Riverfront Farmer’s Market, Grist Mill Restaurant, River Street Plaza, Curtis Lumber, and Hickory Ski Center. This mix of land use supports a small but vibrant and revitalizing community center.

¹ NYS Department of Transportation (NYSDOT) roadway classification

The Town desires to enhance the River Street corridor. A handful of pocket parks, a disconnected network of sidewalks, variable roadway conditions, and a number of impediments within the right of way result in a streetscape that is visually unappealing and conducive to a number safety related concerns. Among the greatest concerns is the number of vehicular accidents involving utility poles as well as the lack of pedestrian accommodations in select areas. The River Street Existing Conditions Analysis (see Appendix A) provides a summary of these conditions.

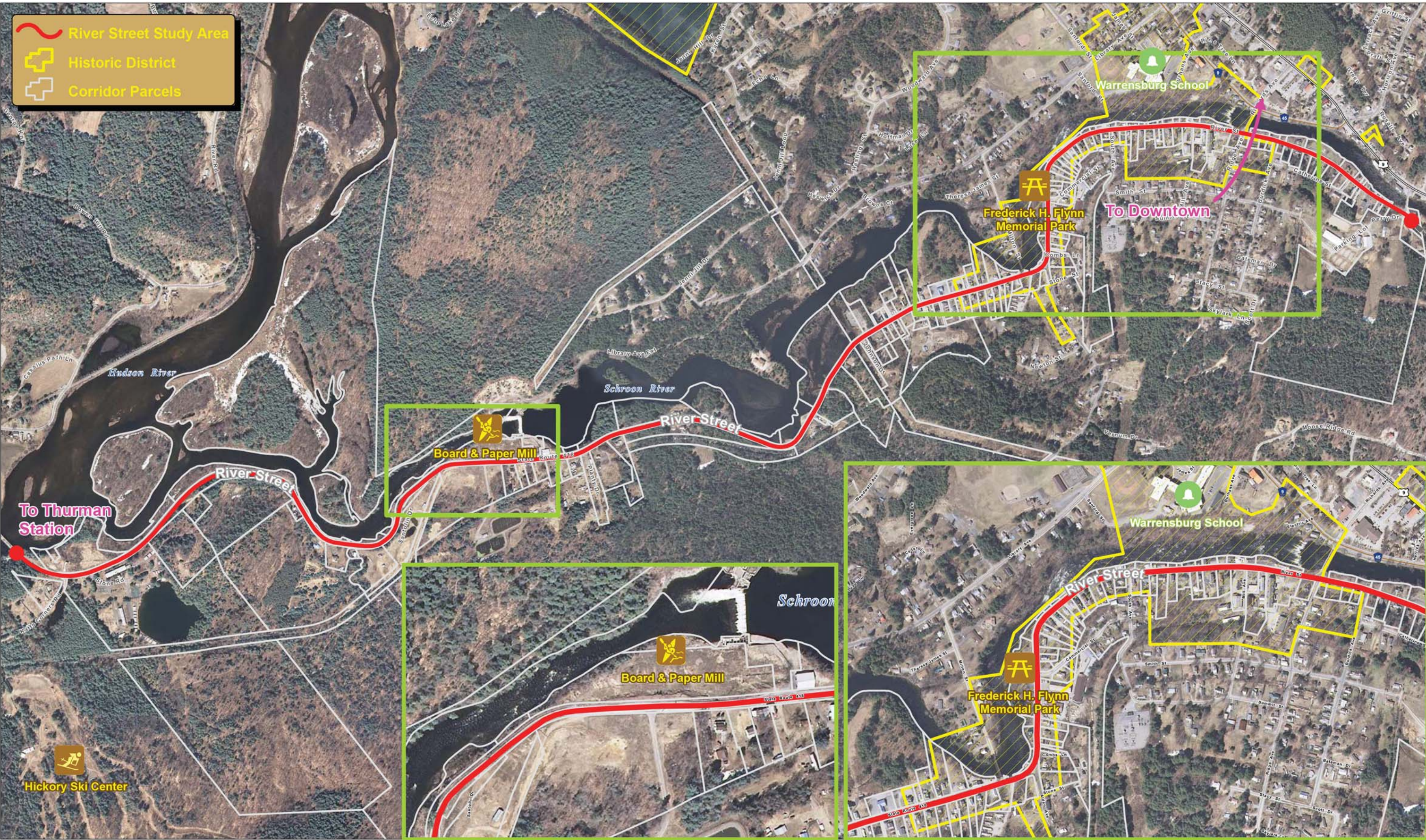
In light of these issues, the Town of Warrensburg, with funding and technical support from the Adirondack/Glens Falls Transportation Council (A/GFTC), has developed the River Street Streetscape Revitalization Plan to address these issues. The River Street Streetscape Revitalization Plan is also intended to create a strategy that will help further revitalize the corridor by attracting funding opportunities for improvements, promote new private investments, encourage new visitors, and provide facilities that meets the needs of existing and future residents.

Developed by a committee that consisted of local staff and elected officials, as well as A/GFTC and NYS Department of Transportation representatives, the River Street Streetscape



From local commuting to recreationist, anecdotal evidence suggest that cycling has increased in popularity along the River Street corridor

Revitalization Plan was prepared following an extensive inventory and analysis process, walking tours of the corridor, Farmers Market visits, stakeholder input, and a Town Board workshop that was held March XX, 2015. This participatory planning approach has resulted in a plan that is based on a shared community vision. Furthermore, the plan acknowledges that there are a limited local, state, and federal funding opportunities. Therefore, the plan is intended to be both practical in design and implementable through strategic partnerships and with diverse range of grant support.



SCALE: N.T.S.

TOWN OF WARRENSBURG, NY
MARCH 6, 2015

PROPOSED STREET IMPROVEMENTS
WARRENSBURG ROUTE 418 & RIVER STREET

STUDY AREA MAP



HISTORICAL CONTEXT

Rivers Street’s close proximity to the Schroon River (and confluence with the Hudson River) has had a strong influence on the Town’s industrial heritage. According to the Historical Park and Riverfront Farmer’s Market plaque (located along River Street), “timber, water, location...this winning combination sparked development and fortunes of early Warrensburg.”² This convergence of natural resources led to the growth of sawmills, gristmills, planing mills, and tanneries along the Schroon River in early nineteenth century, supporting job growth and development of working-class residential neighborhoods. During this time period River Street evolved to accommodate the demands of these industrial land uses.

In 1870, Thomas C. Durant brought the ‘Adirondac’ railroad to nearby Thurman.³ In 1909 a dam along the Schroon River was constructed, forming a large impoundment (Schroon River Pond) and providing hydropower to the nearby Schroon River Pulp Company (eventually renamed Warrensburg Wood & Paper Corporation).⁴ This, coupled with roadway reconstruction in 1912 by the NYS Department of Highways

² The eastern portion of River Street is located within the Warrensburg Hamlet Historic District (01NRO1752)

³ Lake to Locks Passage (www.lakestolocks.org)

⁴ Warren County Historical Society (www.warrencountyhistoricalsociety.org)

(now NYSDOT), buoyed the production and transshipment of goods and services, as well as visitors to the region.



However, according to the National Park Service (NPS), much of this industrial base would quickly “succumbed to the economic pressures of expanding national markets...” throughout the early part of twentieth century. While a handful of operations (particularly milling) continued through the middle twentieth century, a precipitous decline in local manufacture resulted in the shuttering of many business along the River Street corridor (including the end of passenger and

freight service at Thurman Station). In the absence of manufacturing, recreation and tourism emerged as the region's economic base industry. Throughout the latter part of the twentieth century this economic shift resulted in the adaptive reuse of several buildings, which were turned into locally owned shops and restaurants. For example, in 1976 the Grist Mill was sold and converted into a restaurant and museum. Later, the Empire Shirt Factory was converted into the River Street Plaza, a mix of commercial uses that include office, retail, and dining space. In addition to these conversions some sites were redeveloped into open space resources. For example, the Town's Historic Mills District Park was once home to the J.R. Foster's Shoe Peg Factory and the proposed Paper Mill Park was once the Warrensburg Wood & Paper Corporation. These changes have resulted in River Street corridor that is significantly different from its industrial past. From its charming commercial district and quaint residential neighborhoods to its open space and outdoor

recreation resources, the River Street corridor is now a place where residents and visitors can enjoy shopping, dining out, riding their bike, paddling, fishing, picnicking, or just watching the Schroon River float on by.

As interest in heritage tourism, cycling, and water-based recreation continues to grow, coupled with an increasing desire among Baby Boomers and Millennials to live, work, and play in more walkable mixed use communities, there are many new opportunities to capitalize on when it comes to the continued revitalization of the River Street Corridor (as well as the entire Town of Warrensburg). These opportunities included new and improved waterfront access, expanded cultural and recreational resources, improved pedestrian access and amenities, historic interpretation design features, wayfinding signage, aesthetic enhancements, and increased multimodal opportunities (e.g., cycling, leveraging the reopening of Thurman Station passenger service, etc.).

VISION & OBJECTIVES

Today River Street is an important transportation, residential, commercial, recreation, waterfront, and historical access corridor. On any given day you will find residents going about their daily lives, walking, shopping, and traveling to school and work. You may also find outdoor and recreation enthusiasts fishing, kayaking, canoeing, jogging, or cycling up and down the roadway and along the Schroon River. Local shops and restaurants are often filled with patrons, particularly during the warm months when seasonal residents and tourists fill the area. In order to support the continued revitalization of the River Street corridor, the future vision for its streetscape is multifaceted and needs to address the following:

- Improved vehicular, multimodal, and pedestrian access and safety for existing users and to support future demands, taking into consideration new businesses, cultural and recreational opportunities.
- Improved physical and visual access to existing and new recreation and waterfront facilities.
- Improved interpretation of the corridor’s historic resources and industrial legacy.
- Improved aesthetic quality of the corridor in order to encourage new private investment and increased visitation.
- Encouraged use of the Thurman Station by improving physical and informational (e.g., signage, web based,

etc.) connectivity to River Street business and the Town’s hamlet center.

- Acknowledgment that the corridor is not homogenous when it comes nearby land uses and/or physical settings and that pedestrian related improvements need to be context sensitive.

Ultimately the design objective for the River Street corridor is to create a more “complete street.” While traditional roadway designs use a classification system based on increasing volumes and speeds, a more “complete street” integrates various design elements to control access and speed, thereby making for a more safe and efficient experience for all users. This integrated design approach helps to reduce vehicle miles traveled and promotes pedestrian mobility. Formally recognized by the NYS Complete Streets Act in 2011 and by the Warrensburg’s Complete Streets policy in 2012 and Complete Streets ordinance in 2013, a complete streets approach often includes a variety of design features that make streets and communities more livable.

According to the National Complete Streets Coalition (NCSC), “a complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian

signals, curb extensions, narrower travel lanes, roundabouts, and more.”⁵ The NCSC further states, “A complete street in a rural area will look quite different from a complete street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.”

The River Street corridor consists of two (2) distinct land use patterns, a more developed eastern portion and a rural western portion. Therefore, a complete streets design approach that recognizes these differences is appropriate. More specifically, the area between the Judd Bridge and just beyond the Milton Street bridge neighborhood should include more robust streetscape improvements. While the western portion (towards Thurman) should incorporate more subtle improvements, including additional safety signage and wider road shoulders wherever practicable.

Although complete streets enhancements can at times be cost prohibitive, the River Street Streetscape Revitalization Plan acknowledges this and advances a new vision for the corridor by using practical and cost-effective design solutions. Furthermore, future improvements are intended to be done iteratively, thus spreading the potential costs over a longer period of time or as part of series of interrelated public and private projects.



Residence and adaptively reused buildings line the eastern portion of the River Street corridor (courtesy Google Street View)



Western portions of the River Street corridor is predominantly defined by a more rural characteristic (courtesy Google Street View)

⁵ <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq>

RIVER STREET CONCEPT PLAN

The River Street Streetscape Revitalization Plan (located at the end of this section) is divided into four (4) sections: Judd Bridge to west of Mill Avenue (Figure 1); west of Mill Avenue to Alden Avenue (Figure 2); Alden Avenue to the National Grid Substation (Figure 3); and the National Grid Substation to the Thurman Bridge (Figure 4). Figures 1-3 provide a detailed rendering of the proposed corridor improvements. Given the more rural character of the corridor's western portion, Figure 4 provides a general overview of the proposed improvements.

The River Street Concept Plan illustrates site-specific improvements. However, it is important to note that the proposed design elements are conceptual in nature and do not commit the Town of Warrensburg, Warren County, AGFTC, or NYSDOT to fund any of these improvements. Furthermore, additional analysis of the proposed design elements is necessary (e.g., traffic safety analysis, warrant analysis, etc.) during future design phases and/or before any financial commitments can be made. Finally, it will also be important to work with willing land owners in order to implement select features. This includes any design elements that extends beyond the right of way limits and onto privately owned lands.⁶

⁶ Note the River Street right of way (ROW) is approximately 50 feet. Based on real property data, approximately five (5) or six (6) parcels may be

While further analysis is needed for select design features, as it relates to the Town's 2012 Comprehensive Plan hamlet sustainability and complete streets goals, it is important to recognize that the revitalization of the River Street corridor is a priority initiative for Warrensburg. Currently the repaving of the roadway is not scheduled until 2017 at the earliest. Given the existing road conditions this schedule should be reconsidered, at a minimum, in light of the Town's priorities. In some locations full depth reconstruction may be appropriate. However, if NYSDOT is going to invest in roadway improvements, even for preservation purposes, elements of the River Street Streetscape plan should be taken into consideration in order to support future growth and economic development opportunities.

For organizational purposes the River Street Streetscape Revitalization Plan recommendations (next page) have been divided into the following categories: pedestrian safety and amenities; multimodal access and safety; vehicle access and safety; waterfront access and recreation; and interpretation, wayfinding, and visual enhancements.

impacted by the proposed improvements. Please note this estimate does not include in-kind replacement of existing sidewalks or the relocation select utility poles onto adjoin parcels. Furthermore, expanded road shoulders may result in additional encroachments.



Pedestrian Safety & Amenities:

Proposed pedestrian safety enhancements to the River Street corridor include sidewalk replacements from the Judd Bridge to the National Grid Substation. It also includes new sidewalks that are intended to improve safety and connectivity between existing sidewalk segments as well as to adjoining places of interest. This includes the Richards Avenue Bridge park, the southern side of River Street between Richards Avenue and Mill Avenue, and between the Historical Park and Riverfront Farmer’s Market (hereafter ‘Farmers Market Park’) and National Grid Substation. Please note that some these improvements may require minor realignment of the roadway and/or intersection and guiderail reconfiguration.

Sidewalks should comply with ADA accessibility requirements and efforts to maintain them during winter months should be made. Wherever sidewalks are impracticable due to existing infrastructure, site access, or parking configurations (e.g., Judd Bridge, Grist Mill, Curtis Lumber, etc.), pedestrian spaces may be defined using striping or textured/contrasting surfaces (e.g., at grade concrete, etc.).

The plan also calls for improved crosswalks and new crossing opportunities throughout the corridor. At a minimum, all existing crosswalks should be restriped. Existing, relocated,

modified, and proposed crosswalks at Judd Bridge, Veterans Park, Richards Avenue, Mill Avenue, Commercial Avenue and Farmers Market, Alden Avenue, and Milton Avenue should be well-connected to the interrelated pedestrian access and/or intersection improvements. For example, the proposed Veterans Park midblock crosswalk should link with the Parks pedestrian walkway improvements. These improvements may also include modification to the existing guiderails as well.



In the absence of crosswalks pedestrians are more likely to cross at unsafe or illegal locations (courtesy Google Street View)

In addition to the above physical improvements, enhanced pedestrian signage should be used to alert drivers. This not only includes crosswalk signage but flashing beacons in advance of the Veterans Park midblock crosswalk as well as the crosswalks at Mill and Commercial avenues (Farmers Market). In effort slow vehicle traffic, a variable speed sign should also be installed west of the National Grid Substation.



Multimodal Access & Safety: Cycling continues to increase in popularity as a mode of transportation, a method of exercise, and as a recreational activity. In response the River Street Streetscape Plan calls for a number of cycling related improvements. While narrow travel

lanes, slower travel speeds, relocation of problematic utility poles, and the installation of more bicycle friendly stormwater grates will (and already does) encourage and support cycling between Judd Bridge and the National Grid Substation, expanded road shoulders from the substation to the Thurman Bridge, coupled with shared roadway signage, will enhance bicyclist safety throughout the remainder of the River Street corridor. Ongoing maintenance (e.g., street cleaning, snow removal, etc.) of these improvements will further encourage safe cycling as well. Additionally, bicycle racks at Veterans Park, Richards Avenue Park, Farmers Market Park, and the proposed Paper Mill Park will help facilitate cycling.

The redevelopment and expanded use of Thurman Station presents additional multimodal opportunities for the River Street corridor and Town of Warrensburg. With increased ridership, the Town, Warrensburg Chamber of Commerce, Greater Glens Falls Transit (GGFT), or an alternative entity may consider providing scheduled shuttle service from the Thurman Station to points along River Street and downtown

Warrensburg. Improvements to River Street should take into consideration possible transit service stops.



Narrow and poor road shoulder conditions along River Street can deter cycling and can contribute to a number of safety related concerns



Passenger train service at the Thurman Station continues to increase in popularity (courtesy of flickr user Ironmike9)



Vehicle Access & Safety: While the primary focus of the River Street Streetscape Revitalization Plan is to improve pedestrian access and aesthetic quality of the corridor, several vehicular related improvements were identified through the planning process

(it is important to reiterate that traffic related improvement will require further traffic safety and warrant analysis during subsequent design and/or funding phases).

Proposed vehicle related improvements include the installation of stop signs at each approach to the Judd Bridge intersection. The current configuration, which currently has a single yield sign at the Judd Street approach, can be confusing to nonlocal drivers, conducive to fast turning speeds, and has no opportunities for pedestrians to cross. Reduced turning radii using restriping and guiderails, coupled with new signage, stop lines, crosswalks, and walkway and sidewalk segments will make for a safer intersection for all users.

Similar improvements to the Richards Avenue intersection are proposed. According to the existing conditions analysis there a number of vehicle accidents at this intersection. Based on community input, limited line of sight and the current two-way stop configuration may play a role. Lack of crosswalk, is a cause for concern among residents. As such, the installation of four-way stop, the narrowing of turning radii, and the moving

of stop lines in order to improve line of sight is suggested. Turning radii need to accommodate truck traffic and that further traffic analysis is needed to ensure that these improvements will have a positive impact. An alternate, more subtle approach, may include simple restriping to accommodate truck traffic or a mountable curb, and clearly defined stop lines and crosswalks.



Poor striping, no stop lines, lack of crosswalks, wide turning radii, and an awkward stopping configuration make for seemingly unsafe intersection (courtesy of Google Street View)

The Alden Avenue intersection may be improved by slightly realigning (to make a T-intersection) and narrowing the intersection in order to reduce turning speeds and limit the distance pedestrians must cross.

Finally, the plan calls for a number of vehicle related access and safety improvements. This includes resurfacing or reconstruction of the roadway, traffic calming measures (e.g., additional speed limit signage, variable speed signs, etc.), and select access management improvements. Perhaps one of the most important improvements is the relocation of utility poles that are located within close proximity to travel lanes. According to the existing conditions report there are a number of accidents that have involved problematic utility poles, some of which have resulted in personal injury. It also appears that a handful of utility poles have also been struck by snow plows, which may impact the structural integrity of the poles.



Evidence of vehicle and/or snow plow impacts can be seen on several utility poles within the corridor. Other utility poles are considerably closer to the travel lane.



Waterfront Access & Recreation: There are several formal and informal points of access to the Schroon River within the River Street corridor. This includes Veterans and the Farmers Market parks, as well as small pocket parks at Richards and Milton Avenues. Each offers opportunities for both active (primarily fishing) and passive recreation. The Town is also currently in the process of developing a new waterfront park at the form Warrensburg Board & Paper Mill Company site, which was recently named

Paper Mill Park. In addition to these park facilities park are a number of informal locations where outdoor enthusiasts can access the waterfront via the River Street right of way. However, these locations have a tendency to be somewhat overgrown, along steep embankments, and/or have limited parking opportunities.

While canoe and kayak enthusiasts may take advantage of these waterfront opportunities, the only formal boat launch is located directly above the Schroon River hydroelectric dam. The site is owned by Boralex and the boat launch is required as part of their Federal Energy Regulatory Commission (FERC) license. This access point allows paddlers to enjoy the Schroon River Pond impoundment, which extends from the dam to the Milton Avenue Bridge. There are no formal access

opportunities below the dam or above the Richards Avenue Bridge.

The plan identifies several fishing and canoe and kayak access improvements in order to enhance recreational opportunities within the Schroon River corridor. This includes enhancements to Richards Avenue pocket park (a popular fishing location) as well as the pocket park opposite Alden Avenue. More specifically, improved sidewalk connectivity and small



With no sidewalks and only small gap in the guiderail, the small pocket park located opposite the Alden Avenue intersection has limited accessibility (courtesy of Google Street View)

riverfront trails at both locations should help increase accessibility and usage. It also includes a more well-defined parking area at Richards Avenue pocket park. The plan also includes a new waterfront park at the National Grid

Substation. The proposed park includes a parking area and a cartop boat launch, which would provide access to the upper reaches of the Schroon River Pond impoundment.

Finally, the plan supports the Town of Warrensburg's effort to develop Paper Mill Park at the site of the former Warrensburg Board and Paper Mill Company. The proposed park is currently in the design phase and the Town is now identifying elements of the project that can be done using local labor forces. Once complete, the park will include a portage from the existing boat launch located above the dam to a cartop boat launch that will be located below the dam. This will not only improve accessibility for direct user of the park, but it may also support through paddlers and perhaps be part of a future Hudson River and Schroon River blueway trail. A concept plan for the proposed Paper Mill Park is included as the end of this section (see Figure 5).



The Town's proposed Paper Mill Park will provide enhanced waterfront access below the Schroon River Dam. The park will also include a host of other passive and active recreation opportunities



Interpretation, Wayfinding, and Visual Enhancements:

One of the Town of Warrensburg greatest resources is the Hamlet of Warrensburg and Warrensburg Mills Historic Districts designations. As previously noted a significant portion of the River Street Streetscape Revitalization Plan's study area is within these historic district boundaries. With minor exceptions, signage identifying the hamlet and historic district are lacking. The River Street corridor should include

informational signs that better identify the limits of the historical districts and help interpret its historical resources. Additional signage that helps visitors navigate the corridors numerous points of interest and local business should also be included.

The River Street corridor the plan identifies several locations where wayfinding signage should be considered. This includes: town-wide, historic district, and River Street gateway signage at the Thurman Bridge, National Grid Substation, and Judd Bridge, respectively; natural resource signage at select River Street pull offs; a comprehensive wayfinding signage system at the proposed Paper Mill Park; and historical interpretive and waterfront access signage at the Farmers Market, Richards Avenue, and Veterans parks, and proposed Schroon



River Overlook (see below for more information). It is important to note that such signage should be attractive, include uniform and complimentary design elements,



appropriately scaled for the intended user (e.g., vehicular traffic versus pedestrians), and highlight landmarks, points of interest and access, and local businesses. The Town should consider a preferred signage design strategy to

ensure visual continuity. It may consider using the signage design scheme that is currently being developed for the Paper Mill Park (see image left).

Finally, the Town should explore additional ways to improve visual access to the Schroon River waterfront and enhance the aesthetic quality of corridor. For example, a unique design feature that was identified during the planning process was the Schroon River overlook near the Grist Mill Restaurant. The concept includes a proposed walkway along the existing Grist Mill parking lot that connects to an observation deck situated

along the Schroon River riverbank. The walkway and overlook could incorporate a number historical interpretive signs and or features (e.g., historical industrial equipment that is currently located on the property). While located on private property, a public private partnership could bring this unique opportunity to fruition.

As for the aesthetic quality of the corridor, a host of landscaping improvements, reconfiguration of select parking areas, and pedestrian scale design features and amenities can be employed to beautify the River Street streetscape and its adjoining public spaces. Often referred to as corridor beautification, the use of attractive period lighting (that compliments the historic district), banner, pavers or pressed asphalt, street furniture, planters, street trees, flowerbeds, as well as public art displays not only instill a sense of local pride and foster a greater sense of place, it can help attract new investments and promote tourism. A rendering that illustrates these design elements along the River Street is provided below (next page).



Streetscape elements that are designed to complement one another provide for an attractive and unique user experiences. These features, coupled with landscaping and other enhancements, will help improve the visual quality of the River Street corridor

New sidewalks and striping can be used to reduce curb cuts, improve access management, and enhance safety

Wayfinding signage should be used to help residents and visitors navigate the corridor and to identify local business and points of interests

Encourage local property owners to reinvest in properties along the corridor. Provide support through funding opportunities and/or technical assistance

Attractive streetscape features such as period lighting, bollards, benches, banners, plantings and landscaping are important design elements



Narrower travel lanes (wherever practicable) along with thoughtfully planned and designed crosswalks are important pedestrian safety and traffic calming features

New or improved sidewalks, wider shoulders, and relocated utility poles, coupled with additional pedestrian and bicycle signage, will make for a safer user experience and a more complete street



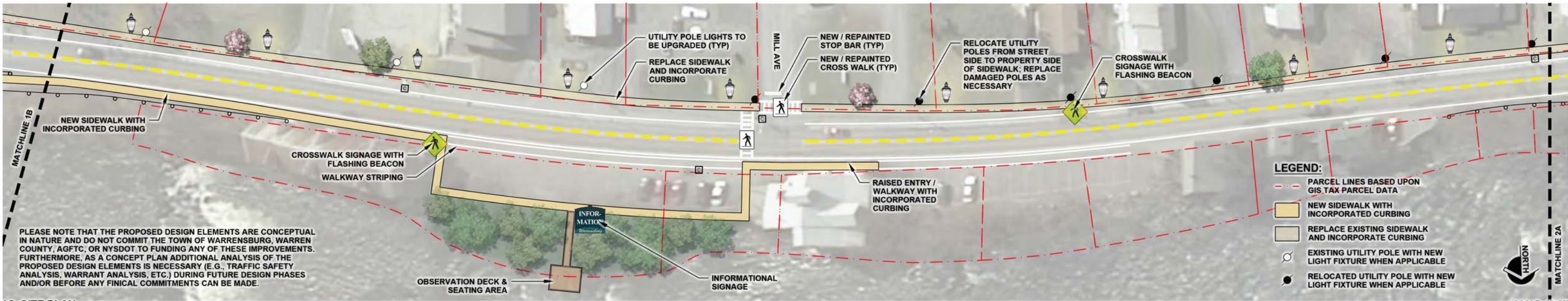
1A. SITE PLAN

SCALE: 1"=60'



1B. SITE PLAN

SCALE: 1"=60'



1C. SITE PLAN

SCALE: 1"=60'

TOWN OF WARRENSBURG, NY
MARCH 6, 2015

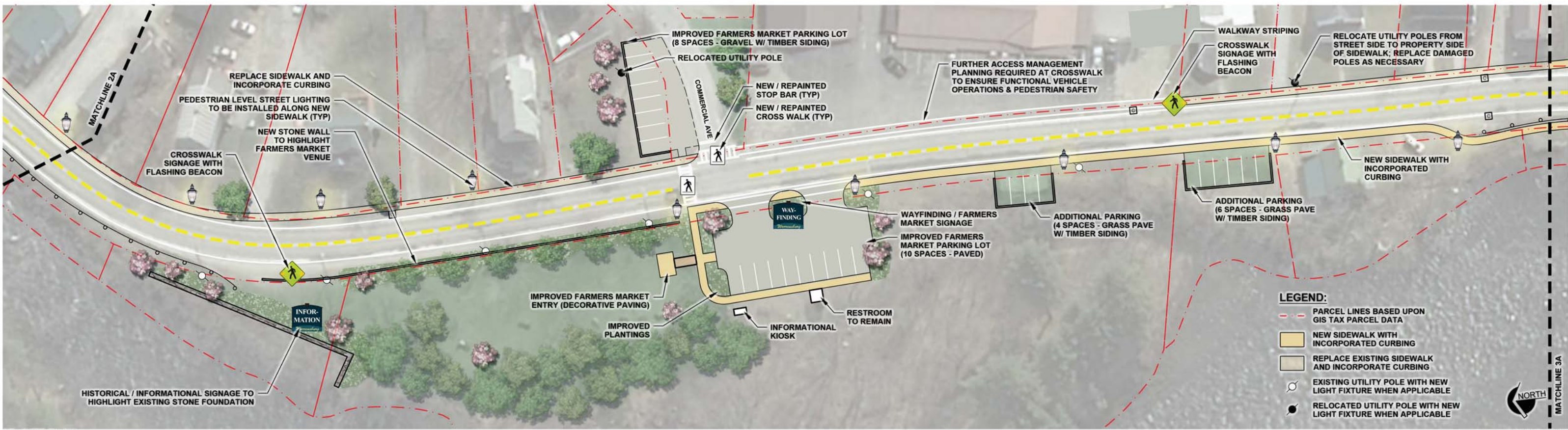
PROPOSED STREET IMPROVEMENTS
WARRENSBURG ROUTE 418 & RIVER STREET

CONCEPT PLAN: FIGURE 1





2A. SITE PLAN



2B. SITE PLAN

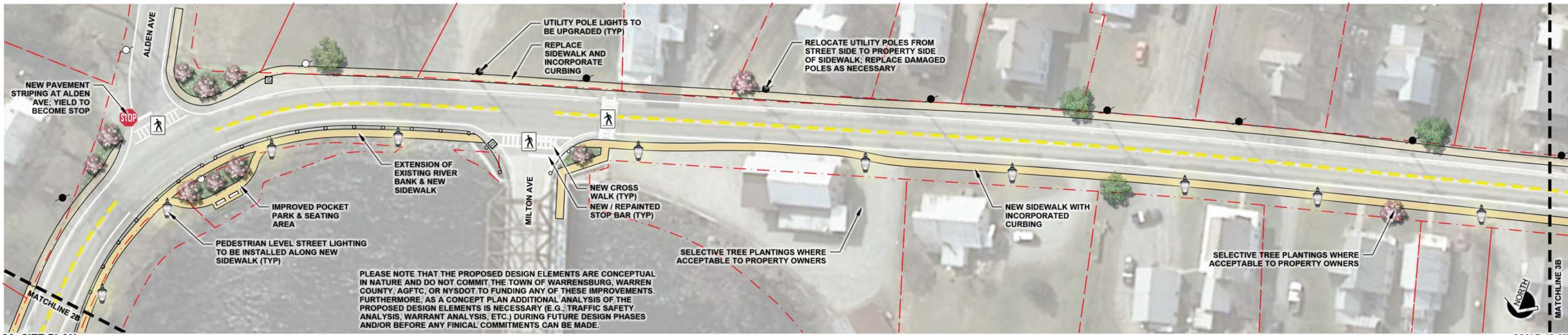
TOWN OF WARRENSBURG, NY
MARCH 6, 2015



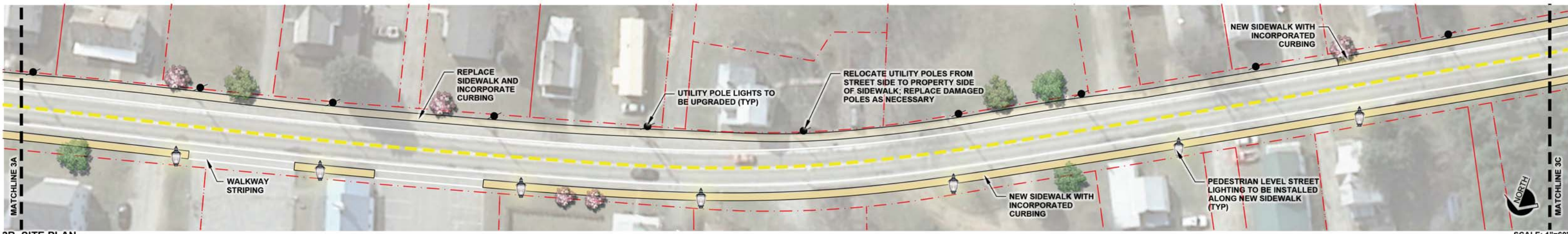
PROPOSED STREET IMPROVEMENTS
WARRENSBURG ROUTE 418 & RIVER STREET

CONCEPT PLAN: FIGURE 2





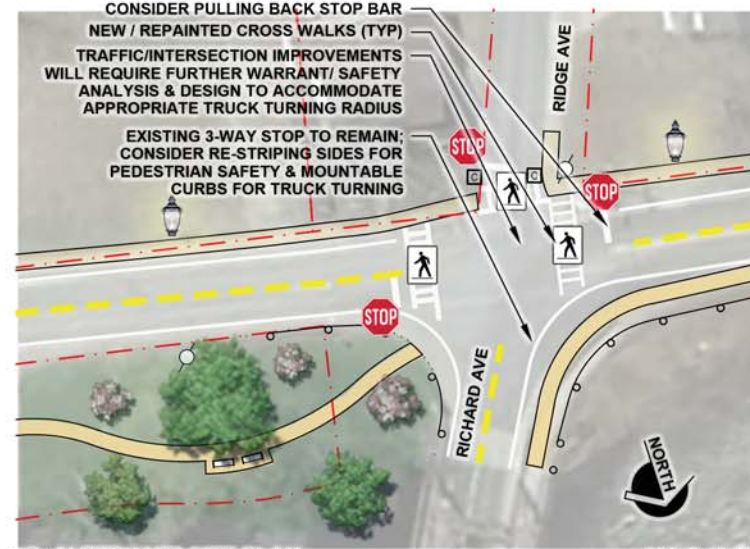
3A. SITE PLAN SCALE: 1"=60'



3B. SITE PLAN SCALE: 1"=60'



3C. SITE PLAN SCALE: 1"=60'



1B. ALTERNATE SITE PLAN SCALE: 1"=60'



VARIABLE SPEED SIGN



INTEGRATED CATCH BASIN / CURB INLET

- LEGEND:**
- PARCEL LINES BASED UPON GIS TAX PARCEL DATA
 - NEW SIDEWALK WITH INCORPORATED CURBING
 - REPLACE EXISTING SIDEWALK AND INCORPORATE CURBING
 - EXISTING UTILITY POLE WITH NEW LIGHT FIXTURE WHEN APPLICABLE
 - RELOCATED UTILITY POLE WITH NEW LIGHT FIXTURE WHEN APPLICABLE

TOWN OF WARRENSBURG, NY
MARCH 6, 2015

PROPOSED STREET IMPROVEMENTS
WARRENSBURG ROUTE 418 & RIVER STREET

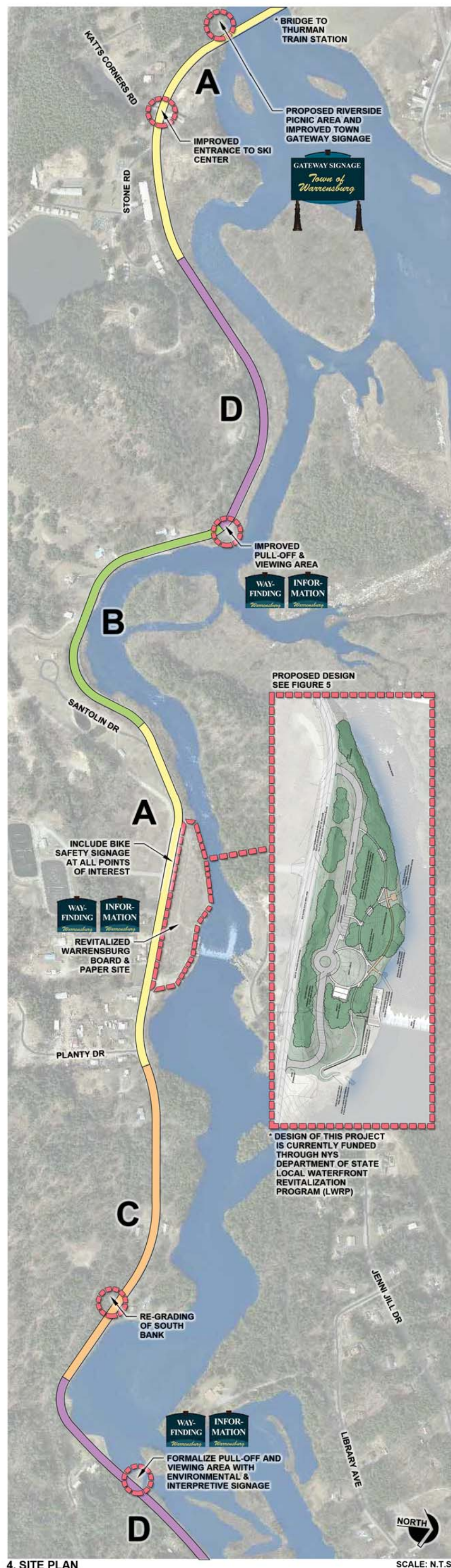
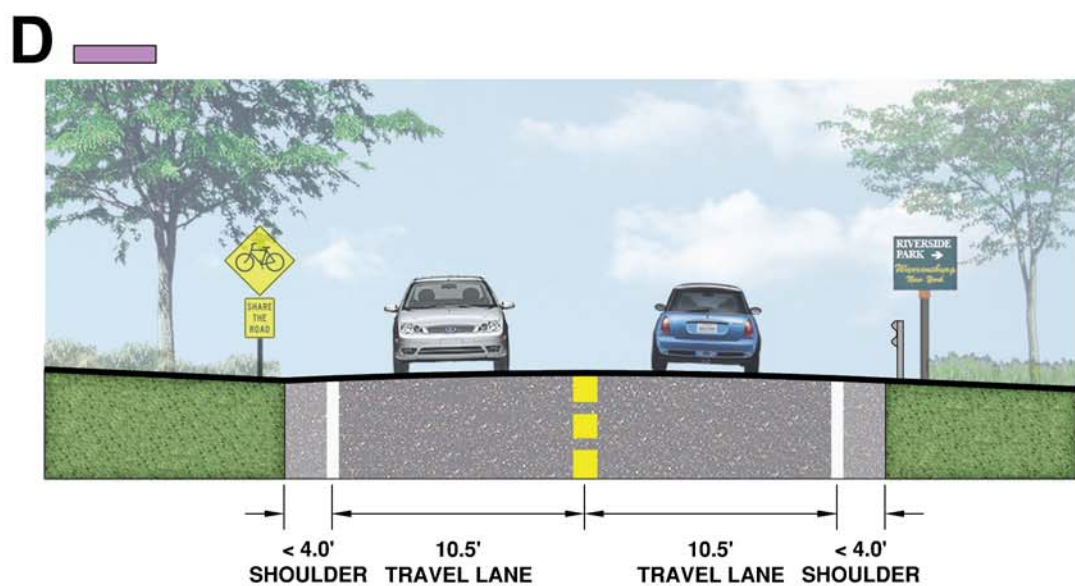
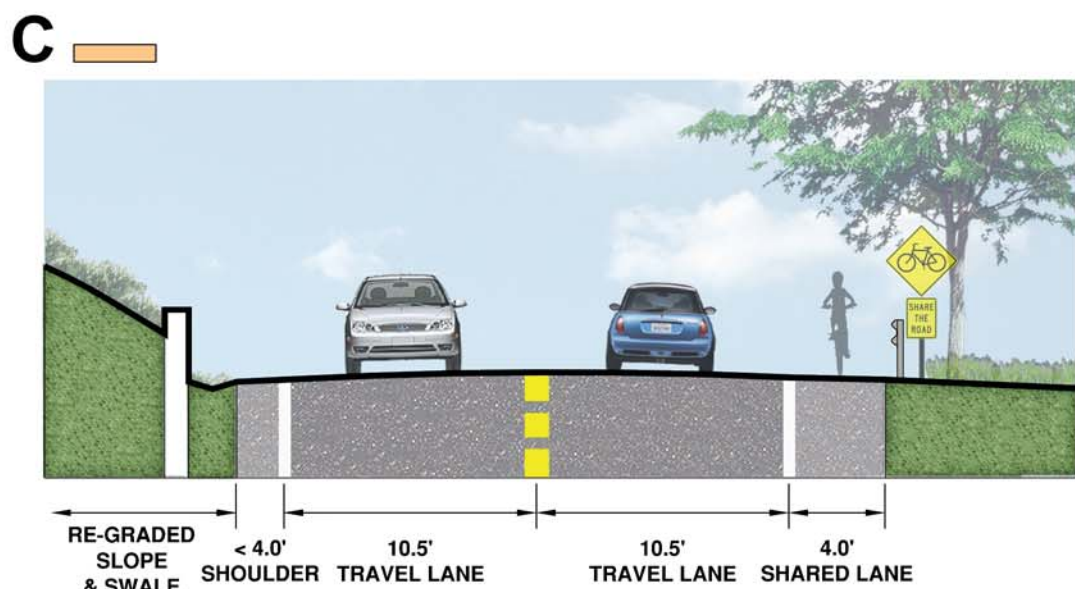
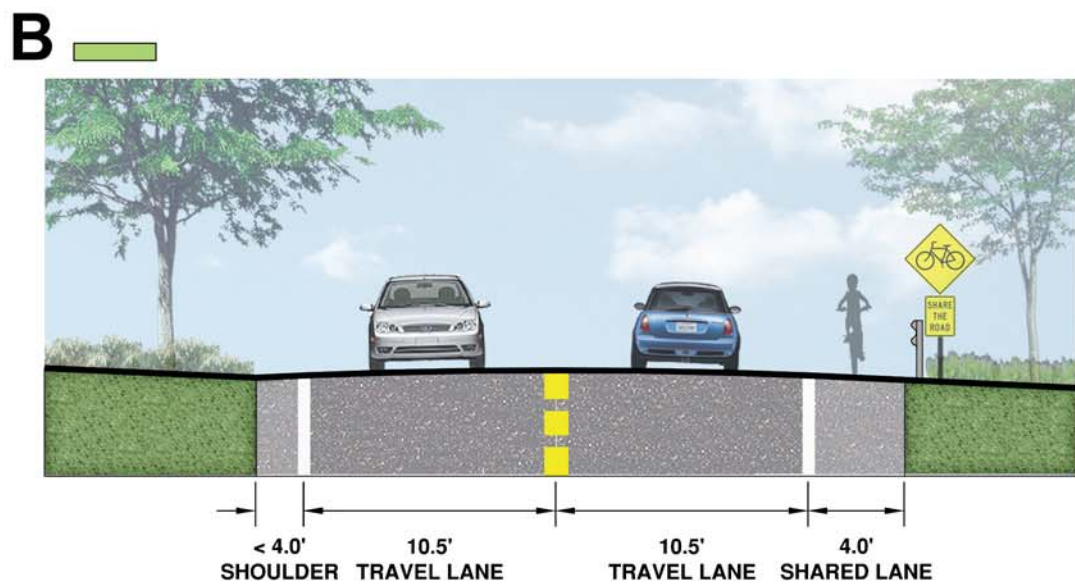
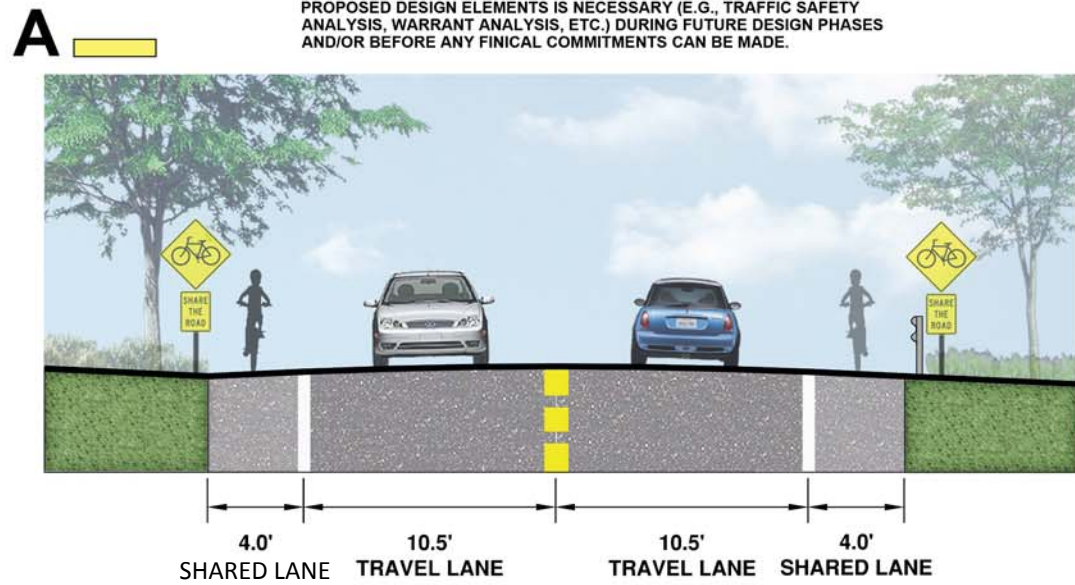
CONCEPT PLAN: FIGURE 3



RIVER STREET RURAL ROAD SEGMENT

THE WESTERN PORTION OF WARRENSBURG'S RIVER STREET (NYS 418) CAN BE DESCRIBED AS MORE RURAL IN NATURE, WITH FEW PEDESTRIAN GENERATING LOCATIONS OR ACTIVITIES. HOWEVER, CYCLING CONTINUES TO BE A POPULAR ACTIVITY ALONG THIS SECTION, AS IS FISHING & SIGHTSEEING. WHILE RIVER STREET'S RIGHT-OF-WAY LIMITS PROVIDE ENOUGH ROOM FOR EXPANDED PEDESTRIAN ACCESS (E.G. INCREASED ROAD SHOULDERS), SUCH IMPROVEMENTS ARE LIKELY COST PROHIBITIVE DUE TO A NUMBER OF PHYSICAL CONSTRAINTS INCLUDING STEEP UPLAND AND RIVERSIDE EMBANKMENTS, ROCK OUTCROPPINGS, WETLANDS, AND STORMWATER SWALES. NEVERTHELESS, GIVEN THE POOR CONDITION OF THE ROADWAY, FUTURE IMPROVEMENTS REMAIN NECESSARY. DUE TO VARIATIONS IN THE ROADWAY, A NUMBER OF DESIGN SOLUTIONS SHOULD BE EMPLOYED WHEN MAKING FUTURE UPGRADES. BELOW ARE 4 SECTIONS THAT REPRESENT THE DESIRED IMPROVEMENTS IN LOCATIONS THAT RANGE FROM LEAST TO MOST CONSTRAINED.

PLEASE NOTE THAT THE PROPOSED DESIGN ELEMENTS ARE CONCEPTUAL IN NATURE AND DO NOT COMMIT THE TOWN OF WARRENSBURG, WARREN COUNTY, AGFTC, OR NYS DOT TO FUNDING ANY OF THESE IMPROVEMENTS. FURTHERMORE, AS A CONCEPT PLAN ADDITIONAL ANALYSIS OF THE PROPOSED DESIGN ELEMENTS IS NECESSARY (E.G., TRAFFIC SAFETY ANALYSIS, WARRANT ANALYSIS, ETC.) DURING FUTURE DESIGN PHASES AND/OR BEFORE ANY FINICAL COMMITMENTS CAN BE MADE.





TOWN OF WARRENSBURG, NY
 MARCH 6, 2015



PROPOSED STREET IMPROVEMENTS
 WARRENSBURG ROUTE 418 & RIVER STREET

PAPERMILL PARK CONCEPT: FIGURE 5



PRELIMINARY COST ESTIMATES & IMPLEMENTATION STRATEGY

There are several potential funding sources that may be used to implement River Street Streetscape Revitalization Plan. However, no one source will likely fund the project in its entirety. As such, it is important to explore and leverage all funding opportunities. Given the variety of funding sources and strategies, it is important to continually examine

priorities, possible alternatives, and implementation strategies to champion the projects that are identified with this plan.

The estimated 2015 project cost for the River Street Streetscape Revitalization Plan is approximately \$4.0 to \$5.9 million. Below is a summary of these estimates:

RIVER STREET STREETScape REVITALIZATION PRELIMINARY COST ESTIMATES

River Street Roadway (resurface vs. reconstruction)	\$865,000-\$4,100,000 ¹
Sidewalk Improvements (new segments only vs. new segments and replacement of existing)	\$236,400-\$1,004,000 ²
Intersection Improvements (Judd Bridge, Ridge Avenue, Alden Avenue)	\$63,000 ³
Other Pedestrian Safety Improvements (e.g., bike safe stormwater drainage grates)	\$11,00
Other Streetscape Improvements (trees, lighting, utility pole relocation, gateway signage)	\$454,00
Select Park Improvements (Veterans, Richards Ave Bridge, Proposed Grist Mill Overlook , Historic Mills District, Alden Ave Riverfront , Proposed Schroon River Waterfront Access)	\$274,000
Total	\$1,903,400 - \$5,906,000⁴

¹Estimate does not include Warren County Portion of River Street

²From Judd Bridge to National Grid Substation

³Includes full depth reconstruction, paving striping, and select signage and guide rail improvements

⁴Estimate does not include Paper Mill Park project cost estimates

IMPLEMENTATION STRATEGY

While NYSDOT will likely be responsible for much of the work within the immediate limits of the River Street right of way, other projects (particularly improvements that fall outside the limits of the right of way or along adjoining properties) will require strong Town leadership. The portion of River Street between Judd Bridge and Richards Avenue Bridge will also require strong support from Warren County. Because of this the Town will need to partner with NYSDOT, Warren County, and adjoining landowners in order to implement the River Street Streetscape Revitalization Plan. The cost estimates are generally divided into more site-specific improvements. The Town of Warrensburg could divide the project into phases or by priority as a means of managing the scale and cost in order to make a project more readily fundable. This may include: 1) roadway improvements; 2) sidewalks and pedestrian connections; 3) wayfinding and gateway signage; and, 4) recreation and waterfront access.

- **Roadway improvements:** It is assumed that the NYSDOT will complete a majority of the roadway reconstruction and/or resurfacing a component of their ongoing maintenance and preservation efforts. In order to help facilitate these improvements, early engagement with the NYSDOT is recommended in order to help foster a positive and proactive partnership with the Town. According to the NYSDOT,

other routes within the region have a higher priority (e.g., NYS Route 9L, Route 28N, and Route 8) and repaving of River Street will not occur until 2017 at the earliest. As such, the Town should have ongoing discussions regarding paving prioritization and scheduling with AGFTC, NYSDOT, and elected officials in order to establish a clearer/more predictable timeframe.

- **Sidewalk, pedestrian connections, and amenities:** The Town could construct select pedestrian improvements (e.g., sidewalks) that it considers to be a priority. While some pedestrian improvements could be incorporated into a NYSDOT funded work plan, other design elements will likely require ongoing Town leadership and grant support. This likely includes select streetscape amenities (e.g., lighting, wayfinding signage, etc.), park improvements, and waterfront access opportunities (e.g., the proposed Grist Mill Overlook and Schroon River waterfront access area). This would also include any improvements that are not within the NYSDOT right-of-way.
- **Wayfinding and gateway signage:** Certain wayfinding signage could be installed throughout the corridor as part of a standalone initiative or as a compliment to site specific (e.g., parks) improvements. However, the timing and layout of future improvements must be

considered to avoid subsequent impact, removal, or replacement when making other physical improvements. Because wayfinding and gateway signage often require more in-depth design or branding considerations, it is recommended that the Town develop a wayfinding strategy (e.g., logos, signal art elements, etc.) for the corridor in the near-term in order to achieve the desired results (i.e., a visually appealing, uniform, and well-coordinated user experience). The Town may consider expanding the wayfinding strategy that is currently being developed for the Paper Mill Park for the entire River Street corridor.

- **Site-specific enhancements:** The Town may choose to design and construct other site-specific projects identified in the River Street Streetscape Revitalization Plan (i.e., Veterans, Richards Ave Bridge, Proposed Grist Mill Overlook, Historic Mills District, Alden Ave Riverfront, Proposed Schroon River Waterfront Access, Paper Mill Park). The Town could select a single site to focus their initial efforts and manage costs. On a larger-scale the Town could choose to pursue funding for all the site-specific projects. This latter strategy would likely be more successful if the individual projects were woven together by a single theme (e.g., as one single waterfront and/or historic resource access initiative). Finally, absent NYSDOT support, the

Town may choose to advance select streetscape improvements.

POTENTIAL FUNDING SOURCES

Given the overall cost to revitalize the River Street corridor, responsibility cannot solely be borne by the Town of Warrensburg. As such, funding assistance and material support is essential in order for the project to be successful. Because of limited federal and state funding, NYSDOT is primarily focused on “preservation” of roadways and is less likely to take on more elaborate reconstruction initiatives. The Town of Warrensburg will have to take a greater leadership role when it comes to advocating for redevelopment of the corridor.

With the exception of Urban Local, Rural Minor Collector, and Rural Local classified roadways, all state road are eligible for federal funding.⁷ As noted in the Existing Conditions Analysis (Attachment A), River Street is classified as a Rural Minor Collector and is therefore not a “Federal Aid” eligible roadway. However, according to the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), “Special rule allows States to use up to 15% of funds suballocated for areas with a population of 5,000 or less on rural minor collectors.”⁸ With a US Census Bureau 2013 American Community Survey (ACS)

⁷ <https://www.dot.ny.gov/divisions/engineering/technical-services/highway-data-services/functional-class-maps>

⁸ <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>

population estimate of 4,086, there is a possibility that Surface Transportation Program (STP) Federal Aid could be allocated to the River Street Streetscape Revitalization Plan initiatives. In order to determine the availability of funds and/or project eligibility the Town should meet with NYSDOT and AGFTC representatives to discuss next steps in this process.

In addition to NYSDOT and Federal Aid, the Town should work with the representatives from the Capital Region Economic Development Council (CREDC) in order to identify priority project or Consolidated Funding Application (CFA) opportunities.⁹ Some of these opportunities are identified below while others are standalone funding initiatives and programs:

- **AGFTC Make the Connection Program** is intended to assist with small-scale projects that “will improve the region’s bicycle and pedestrian travel network.” Announced on annual basis, the Make the Connection Program requires a 20 percent local match and can be used for a variety of small projects. However, it is important to note that funding is limited and project administration can be technically difficult in relation to award amount due to administrative guidelines and/or requirements. Nevertheless, the program may help implement a critical piece of the River Street Streetscape Revitalization Plan.

⁹ <http://regionalcouncils.ny.gov/content/capital-region>

- **NYSDOT Transpiration Alternative Program (TAP)** provides funding for transportation alternatives including “on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation.” It also provides Safe Routes to School Funding. Because the proposed improvements are primarily focused on transportation alternatives, several aspects of the project may be eligible for funding through TAP program. It is also important to note that River Street provides access to the Warrensburg Elementary School for nearby students. As such, certain aspects of the project may be eligible for Safe Routes to school funding.
- **New York State Department of State (NYSDOS) Local Waterfront Revitalization Program (LWRP)** funds are available through the State’s Consolidated Funding Application (CFA) process. As a Hudson River community, and with the Schroon River recently being identified as a designated inland waterway, monies from the State’s Environmental Protection Fund (EPF) may be used to prepare a wide variety of community planning initiatives and projects. Because the Town has already developed a partnership with the NYSDOS through its LWRP funded Comprehensive Plan, there is a greater likelihood of being awarded funding support.

When perusing LWRP funding for the River Street Streetscape Revitalization Plan the Town should focus on Schroon River access and waterfront revitalization. LWRP Grant requirements include a 50 percent local match.

- Also available through the State’s CFA process are **New York State Office of Parks, Recreation, and Historic Preservation Parks (OPRHP)** funded programs. This includes its Parks, Historic Preservation, and Recreation Trails Programs. These individuals programs could be used to advance a number of the plan recommendations. This includes proposed park improvements, building preservation, and select pedestrian improvements (if pitched as a transportation alternative or historic trail experience). If the Town does choose to pursue OPRHP funding it should leverage River Street’s historic district designations.
- **The NYS Environmental Facility Corporation (EFC) Green Innovation Grant Program** is a highly competitive grant program that uses funding from the US Environmental Protect Agency (EPA) and is administered under the Clean Water State Revolving Fund. The Green Innovation Grant Program will provide seed money for projects which spur green innovation, build green capacity, and facilitate technology transfer throughout the State. Eligible projects are should be designed to water quality and demonstrate sustainable wastewater infrastructure in communities across the State. The Town could use this funding source to design and construct stormwater management features that are part of the proposed River Street Streetscape Revitalization Plan. For example, the Town of Lake George used EFC funding to construct new sidewalks along it NYS Route 9 Gateway project.
- **The NYS Department of Environmental Conservation (NYSDEC) Adirondack Park Smart Growth Implementation Grants** were announced in 2014. According to the NYSDEC announcement, municipalities and not-for-profits may request up to \$75,000 (with no required match) for “smart growth” related projects that are wholly within the Adirondack Park. This includes “capital projects and community development initiatives that link environmental protection, economic development and community livability within the special conditions of the Adirondack Park.” Given the flexibility of this program, funding could be used for a number of recommended River Street improvements.
- **NYSDEC Urban and Community Forestry Grants Funding** seeks to encourage and assist municipalities as they develop and implement sustainable local urban forestry programs. Grants are designed to encourage

communities to actively enhance tree cover along their streets and in their parks, to properly care for and maintain their community trees, to develop tree inventories and management plans, and to inform their residents of the value and benefits of urban trees. The Town should consider pursuing this funding for street trees along River Street.

- **Glens Falls Hospital’s Creating Healthy Places to Live, Work & Play** program provides monies for projects, after the adoption of a local complete streets resolution or through its grant program, that meet its programs goals. This may include monies for signage and small site-specific improvements. The Town of Warrensburg has adopted a complete streets resolution and worked with Glens Falls Hospital on a number of complete streets initiatives. The Town should continue to work with Glens Falls Hospital in order to identify new funding and partnership opportunities.

APPENDIX A: EXISTING CONDITIONS ANALYSIS

MEMORANDUM

To: Project Advisory Committee
From: Paul Cummings, AICP, LEED AP
Date: March 9, 2015
Re: Warrensburg River Street Streetscape Revitalization Plant
Job #: 91418.00

This Existing Conditions Analysis has been prepared by gathering information through field visits, review of existing resources, research, and Computer Aided Design (CAD) and Geographic Information Systems (GIS) mapping.

Introduction

The focus of this streetscape project is River Street within the Town of Warrensburg (Warren County) from the Judd Street Bridge west to the bridge across the Hudson the Town of Thurman (see Figure 1 in Attachment A). Warren County owns the portion of roadway between Judd Street and Richards Avenue (County Route 14) and NYS Department of Transportation (NYSDOT) controls from Richards Ave to Thurman Station (NYS Route 418). River Street is functionally classified as a Rural Minor Collector, and as such are generally not Federal Aid eligible. Consistent with the US Federal Highway Administration, NYSDOT states that a Rural Minor Collector should have the following characteristics:

- Be spaced at intervals to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.
- Provide service to the remaining smaller communities.
- Link the locally important traffic generators with their rural areas.

The overall length of this roadway is approximately 2.3± miles. Over the length of this roadway a total of three bridges span the Schroon River at Judd Street, Richards Avenue, and Milton Street. At the western end of the Study Area a bridge crosses the Hudson River to Thurman Station. Land use along this section of River Street is predominantly a mix of uses including residential, vacant, commercial, and community services. The Warrensburg Mills Historic District is a national historic district and was added to the National Register of Historic Places in 1975 from the Woolen Mill Bridge to the Osborne Bridge. It encompasses a number of mill complexes and homes related to the development of Warrensburg (see Photo Log in Attachment B).

The River Street right of way in this area is approximately 50 feet (three rods). However, this may be less due to existing land uses and physical restrictions that may have limited the overall width of the road in sections. Acquisitions along this roadway occurred in: 1916, 1933, 1936 and 1939 (2 each), 1941 and 1994 (see historic mapping in Attachment C). Portions of River Street run adjacent to the Schroon River, resulting in narrow shoulders and steep banks along the river in in various locations.

River Street serves as a link to Warrensburg's "downtown" via the three bridges that cross the Schroon River and provides a link to Thurman across the Hudson River. Traffic speeds along this section of roadway are posted 30 mph and 55 mph, with numerous advisory speed limit signs due to geometrics. The two lane roadway (one lane each direction) travels in an eastbound/westbound direction along the Schroon River. Roadway width varies throughout and is generally between 25 – 30 feet in width. Parking along this roadway is prohibited near the intersection with Commercial Avenue at the site of the farmer's market.

Road Conditions

One of the tools that NYSDOT uses to identify where pavement work is needed (and what type of work should be done) is based on a Surface Rating that describes the severity and extent of pavement surface distress for each segment of highway. The measurement of ride quality is also considered. While a rating of 1-10 is used, the following four generalized surface conditions are used by NYSDOT to classify roadways.

- Excellent – no significant surface distress
- Good – Surface distress beginning to show
- Fair – surface distress is clearly visible
- Poor – distress is frequent and severe

Surface rating of the roadway was given a score of 6 by NYSDOT which represents a fair condition with surface distress clearly visible. However, in some locations the roadway condition may be described as poor as the roadway moves further west towards the Hudson River. Existing condition photographs illustrate the cracking, potholes, and cold patch within the roadway (see Photo Log in Attachment B). The photos further show broken pavement along the shoulder's edge as it transitions to an unpaved surface. Years of patching and alligator cracking are evident. Recently a washout west of a National Grid Substation (near Big Brook) occurred and has since been temporarily repaired. According to NYSDOT, while it is recognized that paving 418 would be beneficial, due to the priority of other routes, repaving will not likely occur until 2017 at the earliest.

Roadway and crosswalk striping is also generally poor throughout the Study Area as the striping is broken, faded, and unclear in many spots. According to NYSDOT, this is a paint (as opposed to epoxy) route, which should be painted yearly. More detail is provided in the Vehicular Travel and Safety section below.

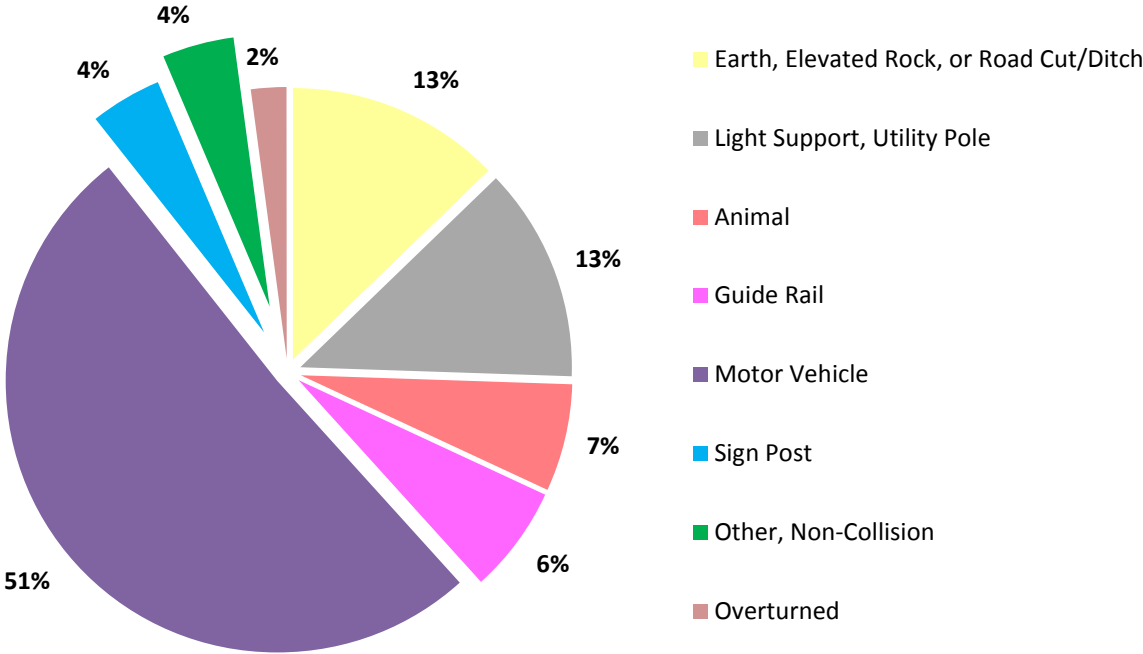
Vehicular Travel and Safety

In July 2014, NYSDOT obtained updated traffic data for the section of River Street from Alden Ave to the junction with Route 9 (see Table 1 and Attachment B). The estimated average annual daily traffic (AADT) was 1,336 vehicles eastbound and 1,288 vehicles westbound. During the period of data collection, the average weekday peak was 136 vehicles per hour travelling eastbound, and 144 vehicles travelling westbound. The average speed travelling eastbound was 30.9 mph and westbound was 31.2. The 85th percentile speeds for eastbound and westbound was 36.3 mph and 37.4 mph, respectively. The percent of F4-F13 heavy vehicles was 4.36, while the percent of F3-F13 trucks and buses was 28.12.

Table 1 – Traffic Count Notable Findings		
	Eastbound	Westbound
AADT (vehicles)	1,336	1,288
Average Weekday Peak (vehicles/hour)	136	144
Average Speed (MPH)	30.9	31.2
85 th Percentile Speed (MPH)	36.3	37.4
Percent Heavy Vehicles (Class F4-F-13)	4.32%	4.40%

According to traffic accident data obtained from Adirondack/Glens Falls Transportation Committee (A/GFTC), for the past three years there have been a total of 47 accidents between 2011 and 2013 for the section of River Street within the Study Area (see travel data in Attachment D). Accidents have largely been with other vehicles over this period of time. However, averages of nearly six accidents a year are a result of a collision with fixed objects (light support, utility pole, guide rail, sign post) and the roadway shoulder, ditch, or elevated bank. As shown in photos included within Attachment B, there are a number of locations where utility poles are located within the roadway shoulder and in some instances as close as 1-3 feet to the active travel lane.

Collisions (2011-2013)



Further, the GIS data showing the location of these collisions indicate that four out of six collisions with utility poles along River Street are between Richards Avenue and South Street (see Figure 2 in Attachment A). This presents safety concerns for not only motor vehicles, but also for pedestrians and bicyclists using this portion of the roadway. Another concentration of accidents, related to roadway shoulder, ditch, or elevated bank was identified along River Street near Sue Ann Drive at the western end of the Study Area. Sight lines in this location are likely an influencing factor. Accidents with other vehicles are concentrated at intersections with Richards Avenue, South Avenue, and Milton Street. Based on Town input, a lack of a four-way stop, proper signage, and roadway striping could be contributing factors.

Data related to contributing factors for these accidents varies as they involve multiple factors and multiple vehicles. Of note, over the three year period failure to yield right of way was identified as an influencing factor 13 times and slippery pavement was counted 6 times. Other influencing factors of note include driver's inattention, animal involvement, alcohol, unsafe speed, disregarded traffic control devices, and backing unsafely.

A site visit conducted in August 2014 identified the following observations as they related to vehicular and pedestrian movement and safety along this portion of River Street (see Figure 3).

- A number of utility poles are located within very close proximity to the travel between the Judd Street Bridge and Veterans Park and between Richards Avenue to the Grist Mill.
- Guiderail along portions of the Richards Avenue Bridge can obstruct line of sight for motorists
- The intersection of River Street with Judd Street is controlled by a yield sign for traffic on Judd Street with no roadway striping or crosswalks..
- There are multiple houses within 10± FT of travel lane in the section of roadway between the Grist Mill and Curtis Lumber.
- A bank along a section of the road has been washed out along River Street near Big Brook where water was impounding along an old rail bed (see Photo Log in Attachment B).

Pedestrian and Multi-Modal Travel and Safety

Sidewalks within the Study Area are located on the non-river side of River Street beginning at the Judd Street Bridge west to the intersection with Commercial Avenue. Sidewalks begin again approximately 300 feet further along River Street past the Curtis Lumber parking lot. They continue another 250 feet just past Pebble Drive. Sidewalks pick up again at the intersection of River Street and Alden Avenue on the non-river side. There is a 125± ft sidewalk gap before they pick up again at the intersection with Johnson Drive. No other sidewalks are located within the Study Area, and no sidewalks are located along the river side of River Street. In general, sections of sidewalk east of Richards Avenue are 3.5 feet wide and are in fair to poor conditions. Sidewalks west of Richards Avenue are generally 5 feet in width and are in good condition.

Crosswalks along River Street are limited to the intersections with Commercial Avenue, and Milton Street (Bridge). Crosswalks were not found at intersections with Judd Street (bridge), Richards Avenue (bridge), Alden Avenue, or near the Board and Paper Mill site. A single pedestrian crossing sign is

located at the northern end of the Warrensburg Historical Park (see River Street Inventory Map). The Warrensburg Riverfront Farmers' Market can be found at this location. During the farmers market orange cones are placed along the roadway and temporary pedestrian crossing signs are put up. However, parking for the farmers market is scattered along the roadway and adjoin properties. As vehicles and pedestrians navigate this area there are at times pedestrian and vehicular related safety concerns. More specifically, vehicles are parked in the shoulder and grass areas along River Street, in the Historical Park parking lot, at Curtis Lumber, and in unpaved areas at the intersection of River Street with Commercial Avenue. All the while pedestrians cross the street as vehicles navigate a somewhat congested roadway.

As discussed in the Vehicular Travel and Safety section, there are a number of impediments within the right of way that present concerns for pedestrians and bicyclists within this area. This includes the following:

- include utility poles located adjacent to travel lanes that limits bicycle and pedestrian movements,
- Narrow travel lanes and shoulders (particularly west of Milton Street to the Hudson River) that offers limited shared roadway opportunities,
- Inconsistent/disconnected sidewalk network that limits pedestrian mobility in select areas and raises safety concerns,
- Unclear or nonexistent crosswalks at Judd Bridge and Richards Avenue intersection (note a lack of crosswalks in other locations may also contribute to unsafe midblock crossing by pedestrians),
- Storm drains along road shoulders that below surface grades due to repaving and have grate designs that present safety concerns for bicyclist,
- Guard rail that may inhibit line of sight and/or restrict pedestrian access and mobility (particularly near the bridges),
- Limited poor pedestrian signage.

Finally, It should be also noted that there is limited access to the Schroon River along this section of roadway. While this may not be a pedestrian safety issue, members of the community have suggested that additional access to the waterfront is desirable.

Land Use Characteristics

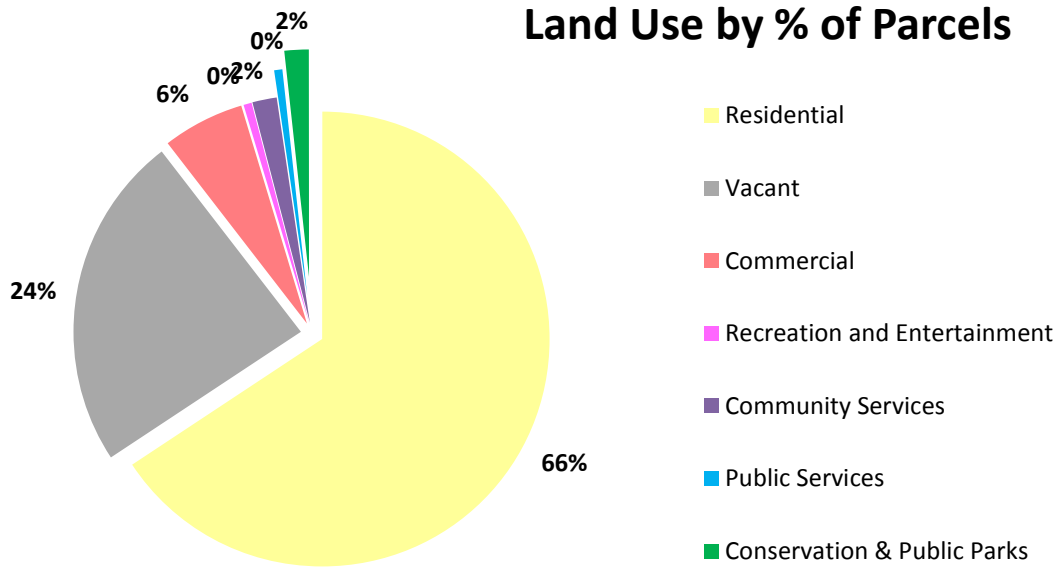
Land use along this section of River Street is predominantly a mix of uses including residential, vacant, commercial, and community services (see Figure 4 in Attachment A). Noted land uses include: the Board and Paper Mill sites, the site of a future waterfront park and car top boat/fishing access, the wastewater treatment plant, and a cluster of other businesses and the Veteran's Park. Within the Study Area a total of 172 parcels are located adjacent to River Street. These parcels account for a total of 579 acres of land (see Table 2).

Table 2 – Land Use

Property Class Code	Property Class	Total Parcels	% of Parcels	Total Acres	% of Acres
100	Agriculture	--	--	--	--
200	Residential	113	65.7%	283	48.8%
300	Vacant	41	23.8%	68.8	11.9%
400	Commercial	10	5.8%	15.3	2.6%
500	Recreation and Entertainment	1	0.6%	0.2	0.0%
600	Community Services	3	1.7%	101.0	17.4%
700	Industrial	--	--	--	--
800	Public Services	1	0.6%	1.1	0.2%
900	Wild, Forested, Conservation Lands and Public Parks	3	1.7%	110.0	19.0%
Total		172	100.0%	579.4	100.0%

Source: Warren County Real Property Tax Service Agency

Residential uses are the most predominant land use in terms of parcels and overall acreage. Vacant, community services, and wild, forested conservation lands and public parks are the next most common land use. The balance of the study area is largely made up of commercial, public services, and recreation and entertainment. As shown on Figure 4, it should be noted that there are a number of large parcels at the western end of the Study Area that account for a majority of the land area. Businesses within the Study Area along River Street are limited and include: the Grist Mill on the Schroon (restaurant), R&D Transmissions, River Street Plaza, Curtis Lumber, and the Hickory Ski Center.



Within the Study area there are a number of recreational resources that provide fishing, kayaking, water access and cycling opportunities for residents and tourists to the area. These resources often generate pedestrian activities and the Town desires to improve accessibility along River Street to these facilities. Some of these recreational resources include the following:

- Veteran’s Park is located on the Schroon River side of River Street between Catherine Street and Burdick Avenue. The park includes picnic tables and a gazebo. Current access to the park includes a parking area. There are no adjoining sidewalks or a crosswalk that would provide improved access to the park.
- The Warrensburg Board and Paper Site (recently renamed Paper Mill Park) is the location for a new Town recreation park along the Schroon River, which is currently in the planning stages. Alternative concepts have been developed that include: an observation deck, seating/viewing areas, an event lawn, kayak put in, pavilion, parking, and trails throughout the site. The site will include a new driveway and parking area for vehicle access. Along this portion of River Street there are very limited/narrow road shoulders. Expanded road shoulder and shared roadway signage would improve access to the proposed park.
- The Hickory Ski Center operates a surface lift only ski area with more than five miles of skiing on 18 beginner to expert trails. The facility reopened during the 2009-2010 season and again during the 2013-2014 season. Although Hickory Ski Center is primarily a winter operation, there are discussions about expanding services, amenities, and/or events during the warmer months. Expanded road shoulders and shared roadway signage along River Street would improve pedestrian and bicycle access to this important economic development entity.
- The pocket park located across from Alden Avenue near the Milton Street Bridge is blocked by the guardrail and primarily includes a bench.

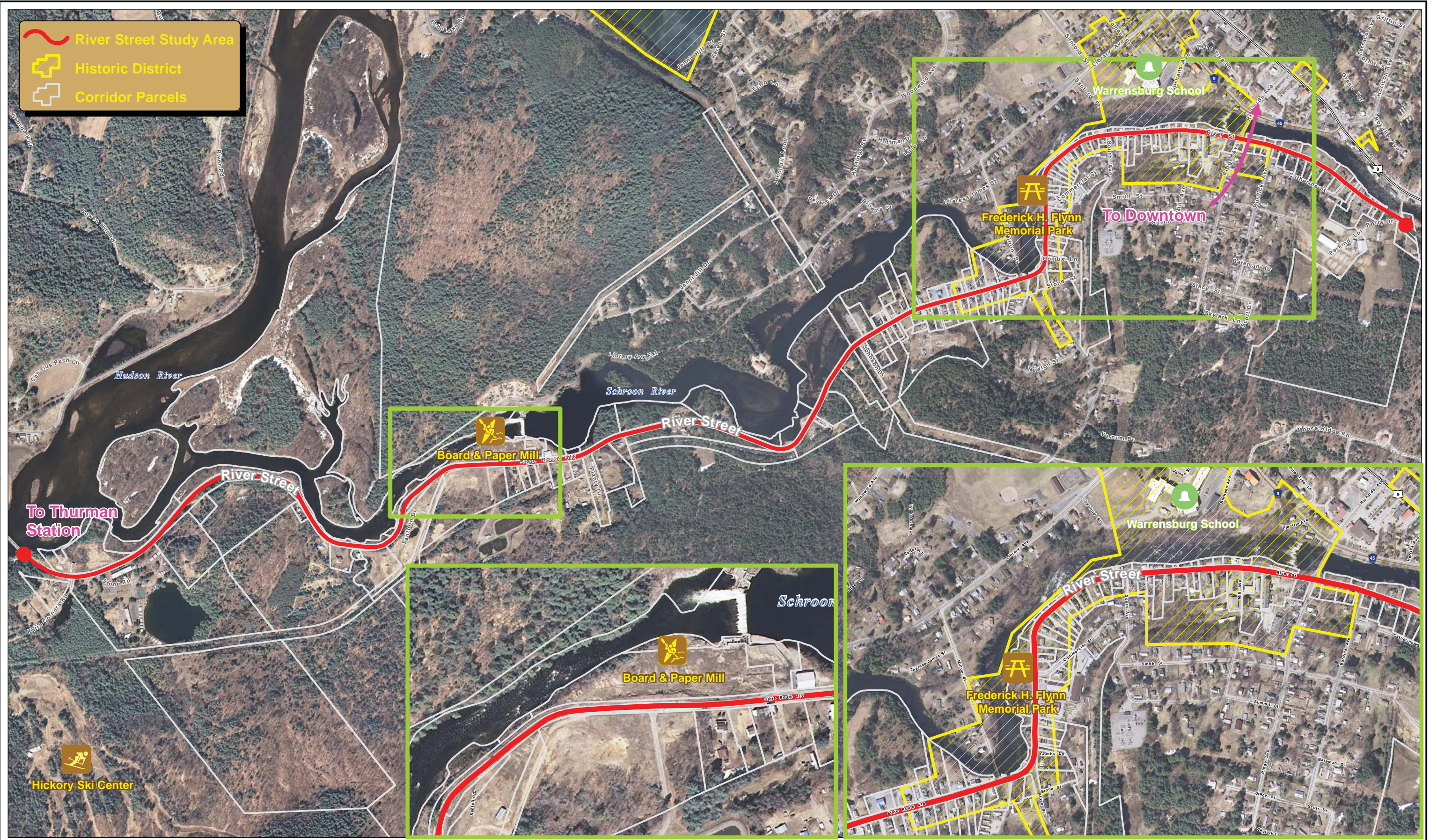
The Study Area is within the Warrensburg Mills Historic District, where historic manufacturing mills were once located. Improvements to the River Street corridor will need to take into consideration the district's historical resources, particularly any potential impacts to unique landscape features and historic properties.

The Warrensburg Riverfront Farmers' Market is located on the Schroon River. The farmers market was established in 1998 and sells locally grown, raised and prepared products including produce, plants, cut flowers, dairy, poultry, meats, maple syrup, honey, wine, preserves, baked goods and refreshments. The market is held Friday afternoons from 3-6 p.m. from Memorial Day Weekend thru the end of October.

Attachments

- A. Figures
 - a. Study Area Map
 - b. Collision Data Map
 - c. Roadway Inventory Map
 - d. Land Use Map
- B. Travel/AADT Data
- C. Photo Log
- D. Historic Mapping

Attachment A
Figures



 River Street Study Area
 Historic District
 Corridor Parcels

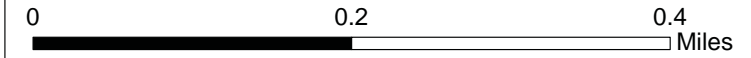
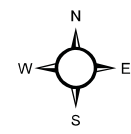


THE Chazen COMPANIES
 Engineers/Surveyors
 Planners
 Environmental Scientists
 Landscape Architects

CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTS CO., P.C.

Dutchess County Office: 21 Fox Street Poughkeepsie, NY. 12601 Phone: (845) 454-3980	Capital District Office: 547 River Street Troy, NY. 12180 Phone: (518) 273-0055	North Country Office: 375 Bay Road Queensbury, NY. 12804 Phone: (518) 812-0513
--	--	---

This map is a product of The Chazen Companies. It should be used for reference purposes only. Reasonable efforts have been made to ensure the accuracy of this map. The Chazen Companies expressly disclaims any responsibilities or liabilities from the use of this map for any purpose other than its intended use.



Warrensburg River Street Plan

Study Area Map

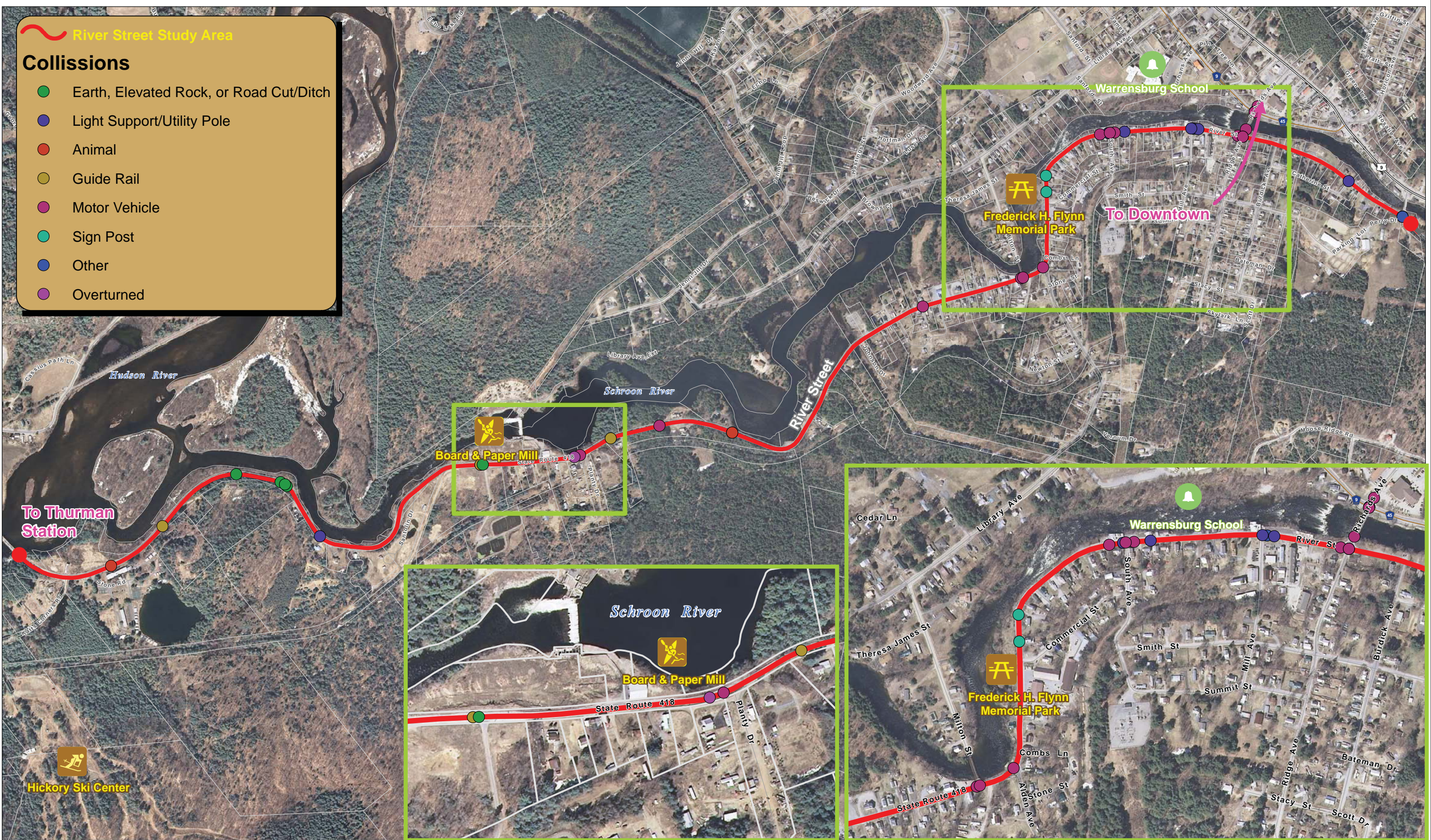
Town of Warrensburg
Warren County, New York

Drawn:	PWC
Date:	07/14/2014
Scale:	1" equals 420'
Project:	91418.00
Figure:	NA

River Street Study Area















Collisions

- Earth, Elevated Rock, or Road Cut/Ditch
- Light Support/Utility Pole
- Animal
- Guide Rail
- Motor Vehicle
- Sign Post
- Other
- Overtaken



<p>THE Chazen COMPANIES Engineers/Surveyors Planners Environmental Scientists Landscape Architects</p>	<p>CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTS CO., P.C.</p> <table style="width: 100%; font-size: small;"> <tr> <td>Dutchess County Office: 21 Fox Street Poughkeepsie, NY. 12601 Phone: (845) 454-3980</td> <td>Capital District Office: 547 River Street Troy, NY. 12180 Phone: (518) 273-0055</td> <td>North Country Office: 375 Bay Road Queensbury, NY. 12804 Phone: (518) 812-0513</td> </tr> </table> <p style="font-size: x-small;">This map is a product of The Chazen Companies. It should be used for reference purposes only. Reasonable efforts have been made to ensure the accuracy of this map. The Chazen Companies expressly disclaims any responsibilities or liabilities from the use of this map for any purpose other than its intended use.</p>	Dutchess County Office: 21 Fox Street Poughkeepsie, NY. 12601 Phone: (845) 454-3980	Capital District Office: 547 River Street Troy, NY. 12180 Phone: (518) 273-0055	North Country Office: 375 Bay Road Queensbury, NY. 12804 Phone: (518) 812-0513	<p>0 0.175 0.35 Miles</p>	<p>Warrensburg River Street Plan</p> <p>Inventory of Collisions Map</p> <p>Town of Warrensburg Warren County, New York</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Drawn:</td><td>GHM</td></tr> <tr><td>Date:</td><td>09/24/2014</td></tr> <tr><td>Scale:</td><td>1" equals 420'</td></tr> <tr><td>Project:</td><td>91418.00</td></tr> <tr><td>Figure:</td><td>NA</td></tr> </table>	Drawn:	GHM	Date:	09/24/2014	Scale:	1" equals 420'	Project:	91418.00	Figure:	NA
Dutchess County Office: 21 Fox Street Poughkeepsie, NY. 12601 Phone: (845) 454-3980	Capital District Office: 547 River Street Troy, NY. 12180 Phone: (518) 273-0055	North Country Office: 375 Bay Road Queensbury, NY. 12804 Phone: (518) 812-0513															
Drawn:	GHM																
Date:	09/24/2014																
Scale:	1" equals 420'																
Project:	91418.00																
Figure:	NA																



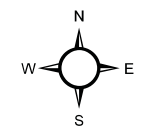
-  Building
-  Hydrant
-  Pocket Park
-  Sidewalk Start
-  Sidewalk End
-  Telephone Poles
-  Storm Drains
-  Guide Rails
-  No Parking Sign
-  Pedestrian Crossing Sign
-  Temporary Speed Sign
-  Building Corner
-  Cross Walk
-  Stone Wall



CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTS CO., P.C.

Dutchess County Office: 21 Fox Street, Poughkeepsie, NY, 12601, Phone: (845) 454-3980
 Capital District Office: 547 River Street, Troy, NY, 12180, Phone: (518) 273-0055
 North Country Office: 375 Bay Road, Queensbury, NY, 12804, Phone: (518) 812-0513

This map is a product of The Chazen Companies. It should be used for reference purposes only. Reasonable efforts have been made to ensure the accuracy of this map. The Chazen Companies expressly disclaims any responsibilities or liabilities from the use of this map for any purpose other than its intended use.



Warrensburg River Street Plan

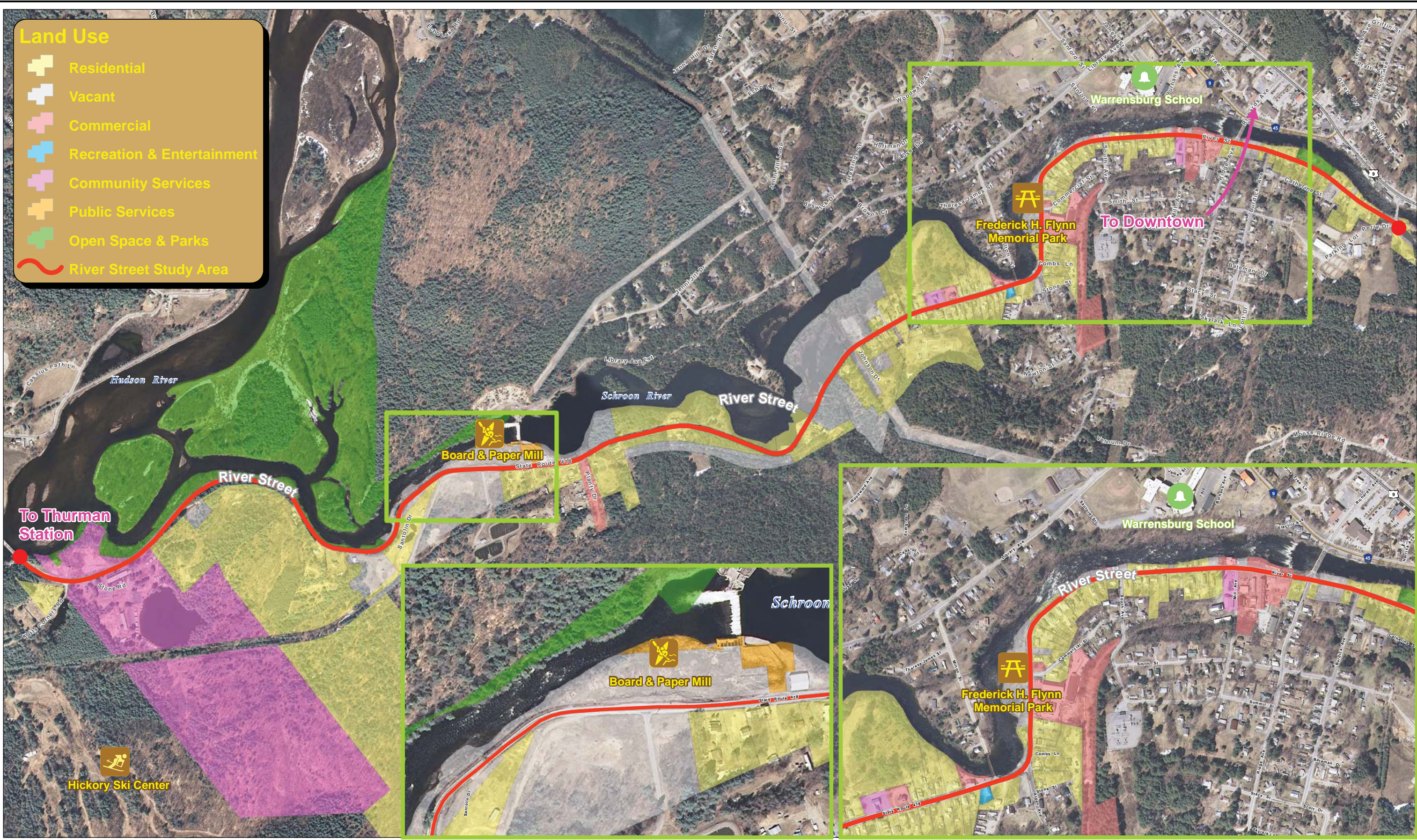
River Street Inventory Map



Town of Warrensburg
Warren County, New York

Drawn:	GHM
Date:	09/24/2014
Scale:	1" equals 100'
Project:	91418.00
Figure:	NA

Land Use

-  Residential
-  Vacant
-  Commercial
-  Recreation & Entertainment
-  Community Services
-  Public Services
-  Open Space & Parks
-  River Street Study Area



 <p>THE Chazen COMPANIES Engineers/Surveyors Planners Environmental Scientists Landscape Architects</p>	<p>CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTS CO., P.C.</p> <table style="width: 100%; font-size: small;"> <tr> <td>Dutchess County Office: 21 Fox Street Poughkeepsie, NY. 12601 Phone: (845) 454-3980</td> <td>Capital District Office: 547 River Street Troy, NY. 12180 Phone: (518) 273-0055</td> <td>North Country Office: 375 Bay Road Queensbury, NY. 12804 Phone: (518) 812-0513</td> </tr> </table> <p style="font-size: x-small;">This map is a product of The Chazen Companies. It should be used for reference purposes only. Reasonable efforts have been made to ensure the accuracy of this map. The Chazen Companies expressly disclaims any responsibilities or liabilities from the use of this map for any purpose other than its intended use.</p>	Dutchess County Office: 21 Fox Street Poughkeepsie, NY. 12601 Phone: (845) 454-3980	Capital District Office: 547 River Street Troy, NY. 12180 Phone: (518) 273-0055	North Country Office: 375 Bay Road Queensbury, NY. 12804 Phone: (518) 812-0513	 <p>0 0.2 0.4 Miles</p>	<p>Warrensburg River Street Plan</p> <p>Land Use Map</p> <p>Town of Warrensburg Warren County, New York</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Drawn:</td><td>PWC</td></tr> <tr><td>Date:</td><td>07/14/2014</td></tr> <tr><td>Scale:</td><td>1" equals 420'</td></tr> <tr><td>Project:</td><td>91418.00</td></tr> <tr><td>Figure:</td><td>NA</td></tr> </table>	Drawn:	PWC	Date:	07/14/2014	Scale:	1" equals 420'	Project:	91418.00	Figure:	NA
Dutchess County Office: 21 Fox Street Poughkeepsie, NY. 12601 Phone: (845) 454-3980	Capital District Office: 547 River Street Troy, NY. 12180 Phone: (518) 273-0055	North Country Office: 375 Bay Road Queensbury, NY. 12804 Phone: (518) 812-0513															
Drawn:	PWC																
Date:	07/14/2014																
Scale:	1" equals 420'																
Project:	91418.00																
Figure:	NA																

Attachment B
Travel Data

**New York State Department of Transportation
Traffic Count Hourly Report**

ROUTE #: **NY 418** ROAD NAME: FROM: **ALDEN AVE JCT RIGHT** TO: **JCT RT 9 WARRENSBURG END RT** COUNTY: **Warren**
 DIRECTION: Eastbound FACTOR GROUP: 40 REC. SERIAL #: CM27 FUNC. CLASS: 08 TOWN: **WARRENSBURG**
 STATE DIR CODE: 6 WK OF YR: 29 PLACEMENT: 180' N of Pebble Dr NHS: no LION#:
 DATE OF COUNT: 07/18/2014 @ REF MARKER: JURIS: City BIN: 1048240
 NOTES LANE 1: EB Lane ADDL DATA: CC Stn: RR CROSSING:
 COUNT TYPE: VEHICLES BATCH ID: DOT-R1 WW29C ClassHPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: MDB PROCESSED BY: ORG CODE: DOT INITIALS: JLB

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR																						
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10				10 TO 11	11 TO 12																				
1	T																																															
2	W																																															
3	T																																															
4	F																																															
5	S																																															
6	S																																															
7	M																																															
8	T																																															
9	W																																															
10	T																																															
11	F																																															
12	S																																															
13	S																																															
14	M																																															
15	T																																															
16	W																																															
17	T																																															
18	F																																															
19	S	6	2	3	6	6	16	39	77	110	123	122	151	125	113	117	124	105	100	82	77	72	51	46	21	1694	151	11																				
20	S	6	5	4	5	5	22	34	55	81	114	106	129	138	97	125	91	102	83	107	77	56	32	24	12	1510	138	12																				
21	M	4	4	2	4	18	47	97	138	103	107	118	97	111	100	97	111	96	90	77	54	48	35	16	5	1579	138	7																				
22	T	2	2	3	4	17	46	96	144	101	99	98	112	112	97	109	108	93	95	71	58	45	47	19	9	1587	144	7																				
23	W	7	0	1	6	14	52	92	129	124	96	120	95	113	102	101	99	89	85	77	50	33	34	11	9	1539	129	7																				
24	T	8	2	4	9	18	47	91	139	105	115	100	100	106	98	120	97	97	92	94	49	50	59	18	14	1632	139	7																				
25	F	5	2	2	9	21	48	93	129	129	107	116	90	91																																		
26	S																																															
27	S																																															
28	M																																															
29	T																																															
30	W																																															
31	T																																															

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

6	2	2	7	18	48	94	136	112	105	110	99	110	99	107	104	94	90	80	53	44	44	16	9	1589
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>		ESTIMATED															
8	168	4	102	136	9%	1.000	1.189	AADT 1336																

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: NY 418 ROAD NAME: FROM: ALDEN AVE JCT RIGHT TO: JCT RT 9 WARRENSBURG END RT COUNTY: Warren
 DIRECTION: Westbound FACTOR GROUP: 40 REC. SERIAL #: CM27 FUNC. CLASS: 08 TOWN: WARRENSBURG
 STATE DIR CODE: 7 WK OF YR: 29 PLACEMENT: 180' N of Pebble Dr NHS: no LION#:
 DATE OF COUNT: 07/18/2014 @ REF MARKER: JURIS: City BIN: 1048240
 NOTES LANE 1: WB Lane ADDL DATA: CC Stn: RR CROSSING:
 COUNT TYPE: VEHICLES BATCH ID: DOT-R1 WW29C ClassHPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: MDB PROCESSED BY: ORG CODE: DOT INITIALS: JLB

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR														
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10				10 TO 11	11 TO 12												
1	T																																							
2	W																																							
3	T																																							
4	F																																							
5	S																																							
6	S																																							
7	M																																							
8	T																																							
9	W																																							
10	T																																							
11	F																																							
12	S																																							
13	S																																							
14	M																																							
15	T																																							
16	W																																							
17	T																																							
18	F																																							
19	S	21	11	12	7	1	5	16	33	63	94	92	118	143	126	144	149	111	120	99	101	94	64	59	35	1718	149	15												
20	S	27	9	5	3	3	5	12	28	41	72	77	109	112	83	161	121	120	92	81	92	79	57	36	30	1455	161	14												
21	M	7	7	2	2	4	10	40	41	43	78	83	84	114	98	94	131	132	142	117	90	93	65	32	14	1523	142	17												
22	T	8	5	6	5	5	7	40	33	71	84	84	82	106	90	100	146	153	138	95	72	76	71	29	32	1538	153	16												
23	W	9	3	11	2	1	6	38	42	52	64	93	73	90	108	104	130	140	137	92	82	59	52	29	23	1440	140	16												
24	T	11	8	3	7	1	12	26	38	62	58	70	76	107	94	123	133	151	149	107	97	89	76	69	33	1600	151	16												
25	F	10	5	8	3	2	6	42	42	62	63	85	102	118																										
26	S																																							
27	S																																							
28	M																																							
29	T																																							
30	W																																							
31	T																																							

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED AADT 1288
				High Hour	% of day			
				AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)				
8	168	4	102	144	9%	1.000	1.189	
								ADT 1532

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 170028
Route #: NY 418 Road name:
From: ALDEN AVE JCT RIGHT
To: JCT RT 9 WARRENSBURG END RT
Direction: East

Start date: Fri 07/18/2014 12:00
End date: Fri 07/25/2014 13:45
County: Warren
Town: WARRENSBURG
Speed limit: 30
LION#:

Count duration: 170 hours
Functional class: 8
Factor group: 40
Batch ID: DOT-R1 WW29C Class
Count taken by: Org: TST Init: MDB
Processed by: Org: DOT Init: JLB

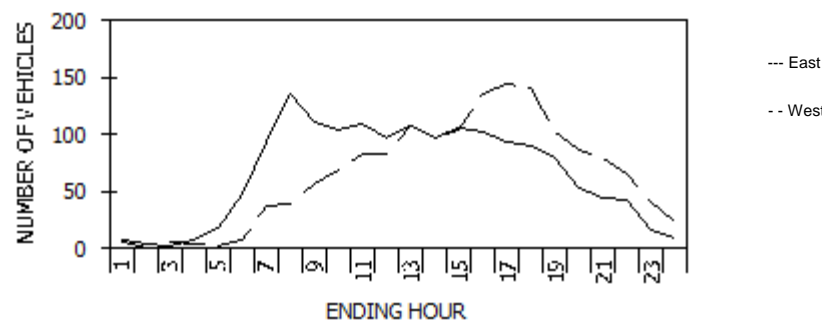
Speeds, mph

Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	1	3	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.0	33.4	37.8	6
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.5	22.6	24.3	1
3:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.8	35.0	38.6	2
4:00	1	1	1	2	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.2	31.3	39.8	7
5:00	0	0	2	8	6	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.2	34.4	39.5	18
6:00	1	2	6	23	13	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.9	33.3	38.4	48
7:00	0	3	13	47	29	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.7	33.3	38.0	94
8:00	1	3	27	74	28	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.7	32.6	36.9	136
9:00	0	3	26	59	22	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.7	32.3	36.7	112
10:00	1	3	26	58	15	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.9	31.9	35.2	104
11:00	2	6	40	50	12	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.5	30.8	34.6	110
12:00	1	7	27	49	13	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.2	31.5	35.0	98
13:00	1	7	35	53	10	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.9	31.0	34.6	107
14:00	2	9	32	38	16	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.4	30.8	35.8	98
15:00	0	6	34	51	15	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.5	31.3	35.0	106
16:00	0	6	30	52	14	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.7	31.5	35.0	103
17:00	0	4	26	47	16	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.1	31.9	36.0	94
18:00	1	2	20	47	20	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.4	32.4	36.9	91
19:00	1	3	17	39	18	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.3	32.5	37.3	80
20:00	1	3	14	24	12	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.4	31.9	36.7	54
21:00	0	4	14	20	6	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.3	31.2	35.3	45
22:00	0	4	13	20	6	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.2	31.2	34.9	43
23:00	0	0	4	7	4	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.6	32.9	38.3	16
24:00	0	0	2	4	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.6	33.2	37.8	9
Avg. Daily Total	13	77	410	776	282	24	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.9	31.9	36.3	1582
Percent	0.8%	4.9%	25.9%	49.1%	17.8%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	0.8%	5.7%	31.6%	80.7%	98.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	1	3	17	32	12	1	0	0	0	0	0	0	0									66

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	30.9	31.9	36.3
West	31.2	32.4	37.4

Peak Hour Data					
Direction	Hour	Count	2-way A.M. P.M.	Hour	Count
East	8	136		11	194
West	17	144		16	238



**New York State Department of Transportation
Speed Count Average Weekday Report**

Station: 170028
Route #: NY 418 Road name:
From: ALDEN AVE JCT RIGHT
To: JCT RT 9 WARRENSBURG END RT
Direction: West

Start date: Fri 07/18/2014 12:00
End date: Fri 07/25/2014 13:45
County: Warren
Town: WARRENSBURG
Speed limit: 30
LION#:

Count duration: 170 hours
Functional class: 8
Factor group: 40
Batch ID: DOT-R1 WW29C Class
Count taken by: Org: TST Init: MDB
Processed by: Org: DOT Init: JLB

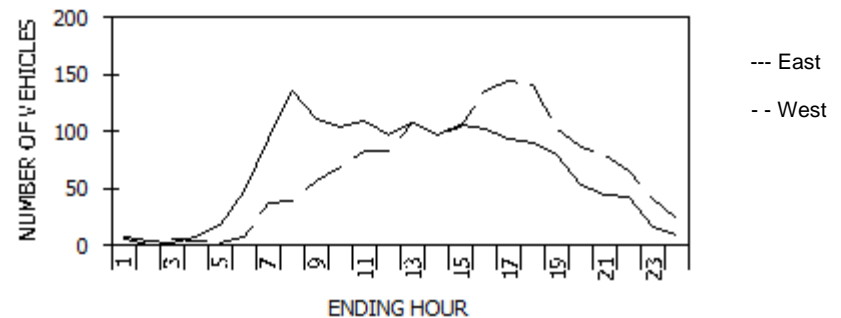
Speeds, mph

Hour	0.0- 20.0	20.1- 25.0	25.1- 30.0	30.1- 35.0	35.1- 40.0	40.1- 45.0	45.1- 50.0	50.1- 55.0	55.1- 60.0	60.1- 65.0	65.1- 70.0	70.1- 75.0	75.1- 95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	0	6	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.6	33.4	37.0	8
2:00	0	0	1	2	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.1	33.8	38.2	5
3:00	0	1	1	2	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.7	32.6	37.8	6
4:00	1	0	1	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.7	30.0	37.0	4
5:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.8	35.0	38.6	2
6:00	0	1	0	4	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.2	33.2	39.8	7
7:00	0	2	6	15	11	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.7	33.6	38.9	37
8:00	0	2	8	17	11	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.0	32.8	37.8	39
9:00	2	3	14	22	14	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.2	32.2	37.7	57
10:00	1	5	17	31	13	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.6	32.0	37.2	70
11:00	1	8	25	36	12	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.8	31.2	35.6	84
12:00	0	6	23	40	12	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.7	31.6	35.7	83
13:00	2	7	27	50	19	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.3	31.8	36.4	107
14:00	3	5	23	46	18	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.1	32.0	36.6	97
15:00	2	6	21	54	18	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.7	32.2	36.8	105
16:00	2	6	26	68	31	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.2	32.5	37.1	135
17:00	1	4	26	76	32	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.9	32.7	37.5	144
18:00	2	3	23	68	39	6	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.1	33.2	38.1	141
19:00	1	2	16	50	28	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.4	33.2	38.2	102
20:00	0	4	20	38	21	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.8	32.6	37.7	86
21:00	1	2	17	37	19	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.6	32.7	37.7	79
22:00	0	3	16	34	11	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.3	32.0	36.1	65
23:00	0	1	11	20	7	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.7	32.2	37.1	41
24:00	0	0	2	12	9	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.0	34.2	38.6	24
Avg. Daily Total	19	71	324	730	334	50	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.2	32.4	37.4	1528
Percent	1.2%	4.6%	21.2%	47.8%	21.9%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	1.2%	5.9%	27.1%	74.9%	96.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	1	3	14	30	14	2	0	0	0	0	0	0	0									64

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	30.9	31.9	36.3
West	31.2	32.4	37.4

Peak Hour Data					
Direction	Hour	Count	2-way A.M. P.M.	Hour	Count
East	8	136		11	194
West	17	144		16	238



Attachment C
Photo Log

River Street Photo Log

Town of Warrensburg
Warren County, New York

September 22, 2014



Engineers
Land Surveyors
Planners
Environmental Professionals
Landscape Architects



Judd Bridge
View northeast



Bridge at Richards Ave.
View northeast



West of Veteran's Park
View east



West of Veteran's Park
View east



Intersection of River St. and Ridge Ave
View southeast



East of Grist Mill
View west



East of Grist Mill
View west



West of Grist Mill
View east



West of Grist Mill
View west



West of Grist Mill
View east



East of South St.
View east



East of South St.
View west



East of South St.
View east



Intersection of River St. and South St.
View east



Warrensburg Historical Park
View southwest



Warrensburg Historical Park
View southwest



Warrensburg Historical Park



Warrensburg Historical Park
View west



Warrensburg Historical Park
View west



Warrensburg Historical Park
View west



Intersection of River St. and Commercial Ave.
View east



Intersection of River St. and Commercial Ave.
View east



Intersection of River St. and Commercial Ave.
View north



Curtis Lumber parking lot
View northeast



South of Curtis Lumber
View northeast



Crosswalk at Milton St.
View east



Bridge at Milton St.
View north



Bridge at Milton St.
View east



West of bridge at Milton St
View west



West of bridge at Milton St
View east



View east



East of substation
View west



At pull off near substation
View west



At washout near Big Brook
View southwest



At washout near Big Brook
View south



East of Board and Paper Site
View west



Near Browns Drive
View west



South of S Santolin Dr.
View east

Attachment D
Historic Mapping

SH 1021
 IR
 SHEET NO. 1
 WARRENSBURG-THURMAN STATION
 HIGHWAY NO. 1021
 WARREN COUNTY

STATE OF NEW YORK
 DEPARTMENT OF HIGHWAYS

PLANS FOR IMPROVING
 THE
**WARRENSBURG-
 THURMAN STATION
 COUNTY HIGHWAY**

From State Highway No. 5157, at Grand Army Hotel in the Hamlet of Warrensburg, southwesterly to the D. & H. Depot, at Thurman Station, a length of 3.21 miles in the Town of Warrensburg, 0.31 miles in the Town of Thurman, a total length of 3.52 miles, Warren County.

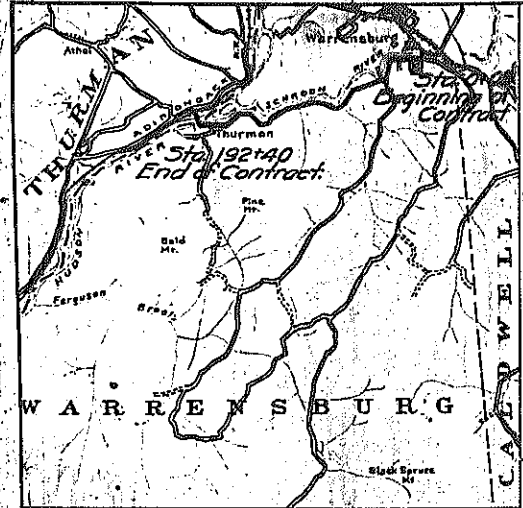
TYPE OF CONSTRUCTION
 3.52 MILES, BIT. MAC.

RE-EXAMINED AND APPROVED
 BY *H. J. DeWitt*, CIV. ENGINEER
 DATED *January 22 1914*

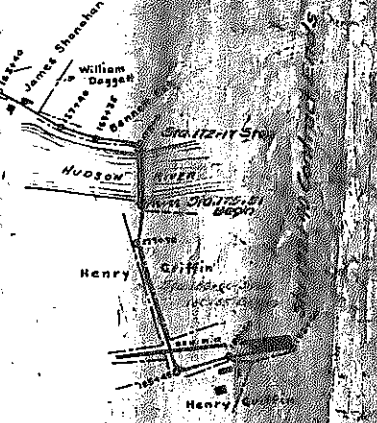
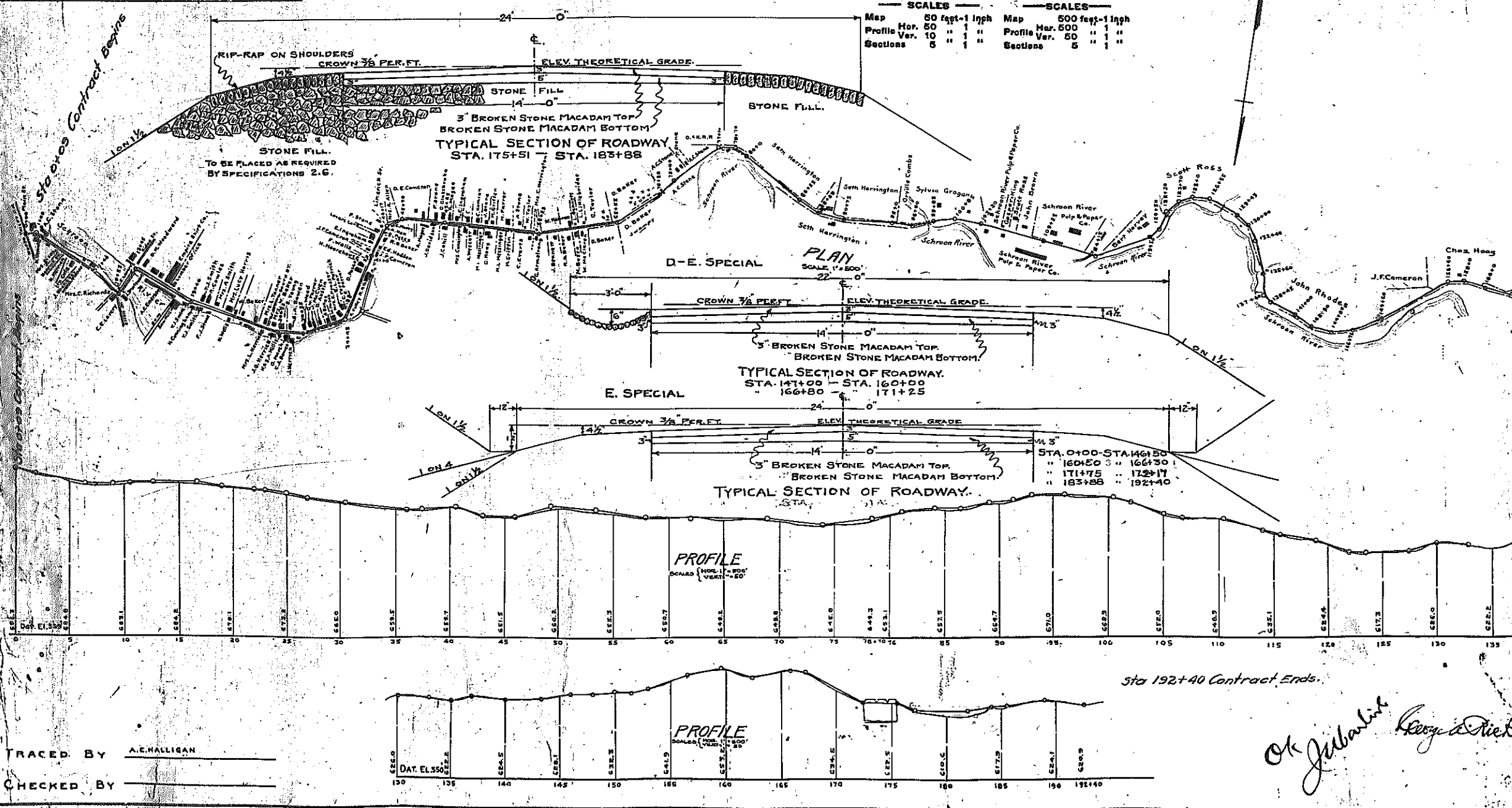
PREPARED UNDER SEC 125 OF THE HIGHWAY LAW AND RECORDED BY *A. J. ...*
 ENGINEER DIVISION NO. *2*
 DATED *July 17 1913*
 EXAMINED PURSUANT TO SEC 126 (See below) BY *Richard E. Manning*, CIV. ENGR.
 DATED *July 26 1913*
 APPROVED BY OFFICIAL ORDER OF THE STATE COMMISSION OF HIGHWAYS, IN ACCORDANCE WITH SECTION 127 OF THE HIGHWAY LAW
Aug 29 1913
 APPROVED AND ADOPTED BY RESOLUTION OF THE BOARD OF SUPERVISORS OF WARREN COUNTY PURSUANT TO SECTION 126 OF THE HIGHWAY LAW AT A REGULAR MEETING HELD ON *Aug 29 1913*
Robert R. ...
 CLERK OF BOARD OF SUPERVISORS
 Re-examined Pursuant To Sec 126 By *Richard E. Manning*, CIV. ENGR.
 Dated *August 1 1913*

11 Sheets Petition No. 3167 County Highway No. 1021

SCALES		SCALES	
Map	50 feet-1 inch	Map	500 feet-1 inch
Profile Hor.	50 " 1 "	Profile Hor.	500 " 1 "
Profile Ver.	10 " 1 "	Profile Ver.	50 " 1 "
Sections	5 " 1 "	Sections	5 " 1 "



NOTE 1K
 UNDER ITEM #73 THE CONTRACTOR SHALL FURNISH AND PLACE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, A MIXTURE OF NO. 2 AND NO. 3 STONE UPON THE SHOULDERS, DRIVES, HIGHWAY INTERSECTIONS AND IN TRENCHES. PAYMENT TO BE MADE FOR THE NUMBER OF CUBIC YARDS, LOOSE MEASURE IN PLACE COMPLETE.

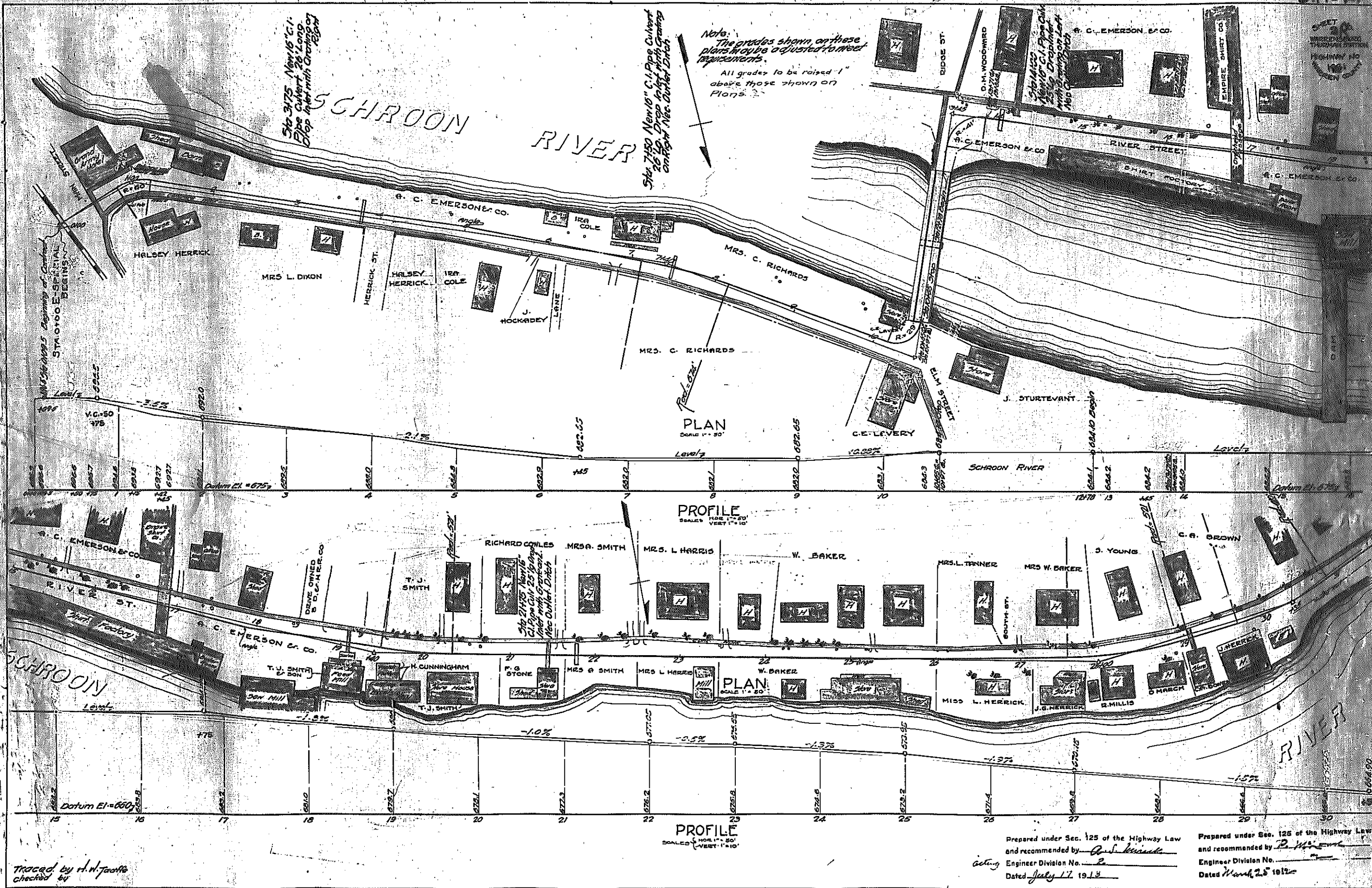


Prepared under Sec. 125 of the Highway Law and recommended by *P. M. ...*
 Engineer Division No. *2*
 Dated *March 25 1913*
 Examined pursuant to Section 126 by *Richard E. Manning*, CIV. ENGR.
 Dated *March 29 1913*

Approved at an Executive Session of the State Commission of Highways, pursuant to Section 127 of the Highway Law, on *March 29 1913*
 Approved and adopted by Resolution of the Board of Supervisors of Warren County pursuant to Section 126 of the Highway Law at a meeting held on *April 15 1913*
Robert R. ...
 CLERK OF BOARD OF SUPERVISORS

TRACED BY *A. E. HALLIGAN*
 CHECKED BY _____

Ok Julian ...
George ...

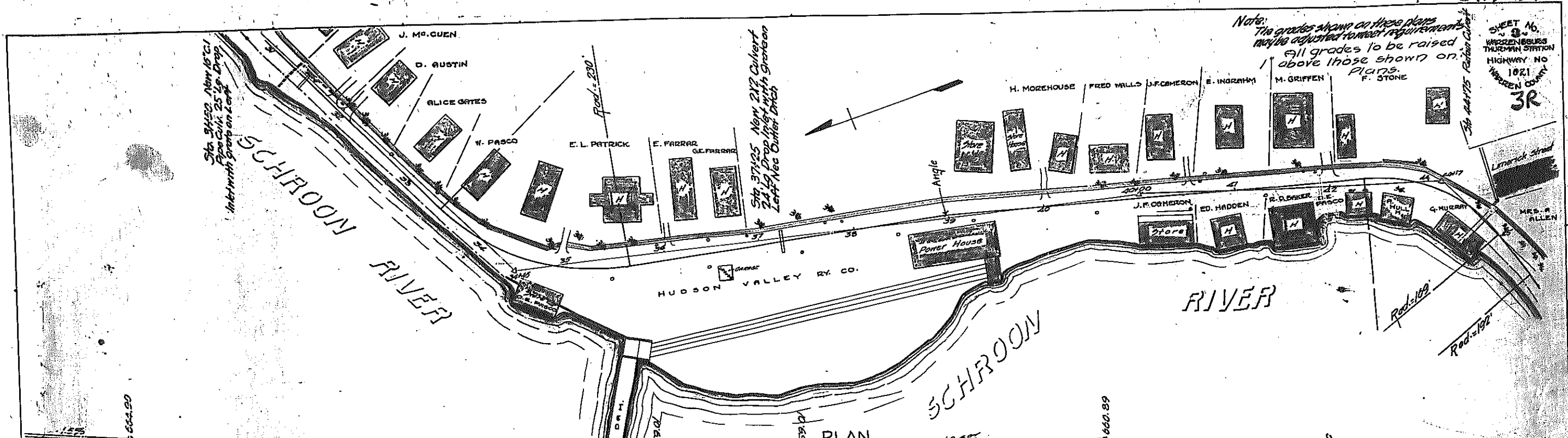


Traced by H. W. Trafts
 checked by

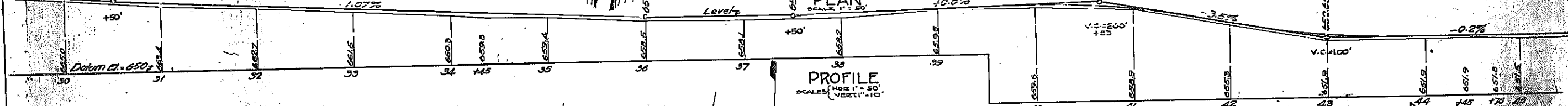
Prepared under Sec. 125 of the Highway Law and recommended by Paul Kraske
 acting Engineer Division No. 2
 Dated July 17, 1913

Prepared under Sec. 125 of the Highway Law and recommended by P. W. ...
 Engineer Division No. ...
 Dated March 25, 1913

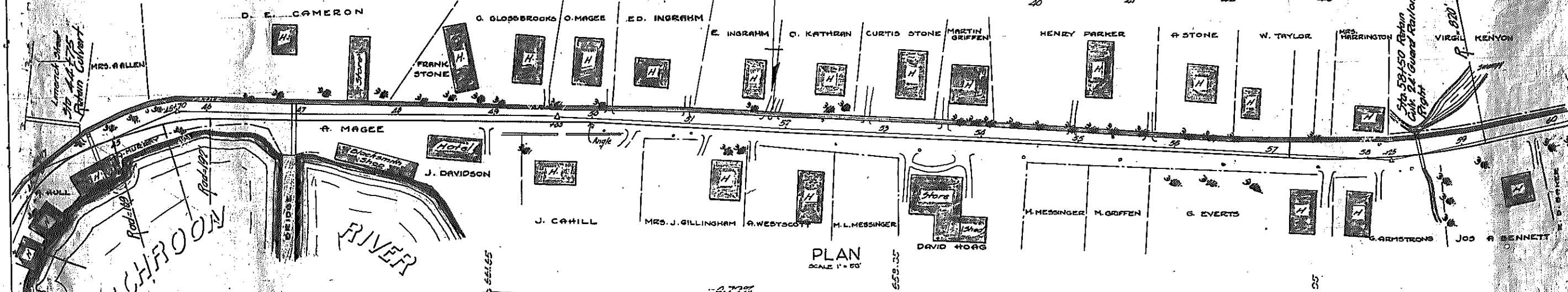
Note:
The grades shown on these plans
may be adjusted to meet requirements.
All grades to be raised
above those shown on
Plans.
F. STONE



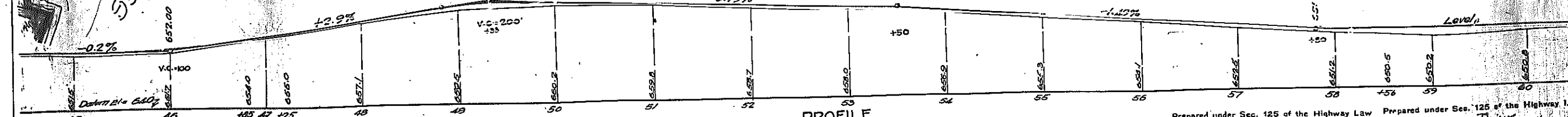
PLAN
SCALE 1" = 50'



PROFILE
SCALE (HORIZ. 1" = 50', VERT. 1" = 10')



PLAN
SCALE 1" = 50'



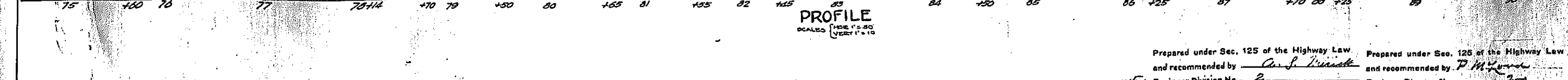
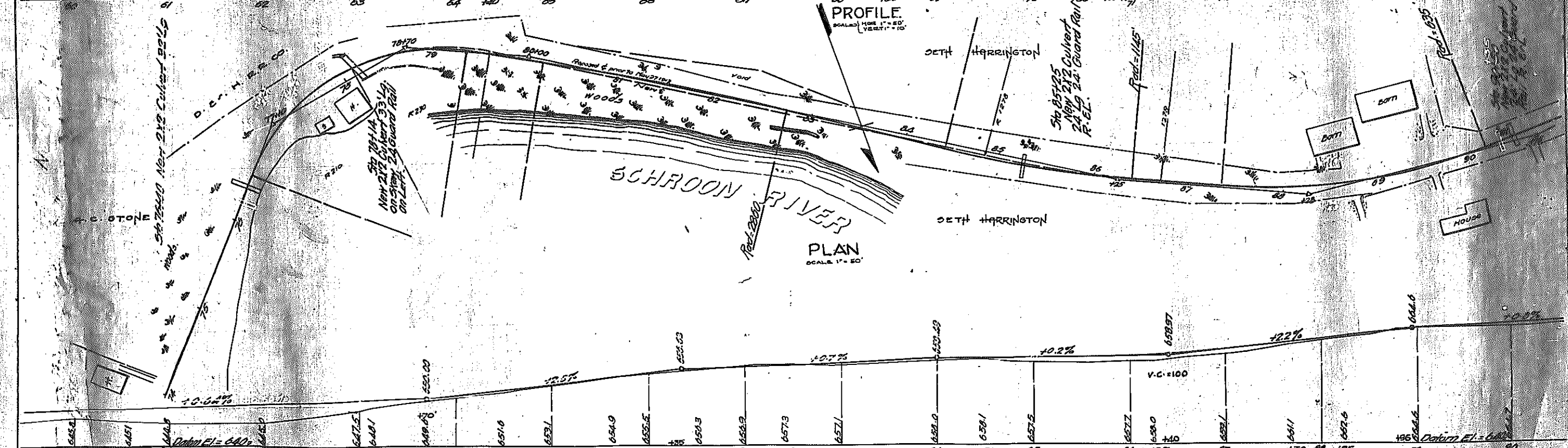
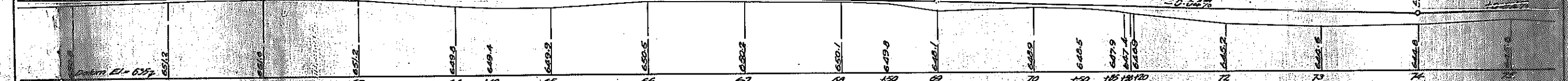
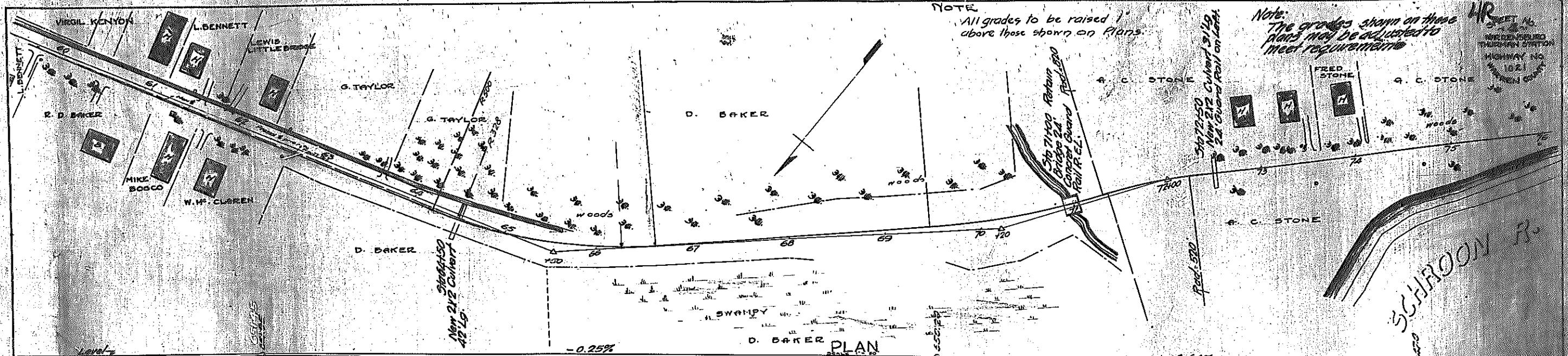
PROFILE
SCALE (HORIZ. 1" = 50', VERT. 1" = 10')

Prepared under Sec. 125 of the Highway Law and recommended by F. Stone acting Engineer Division No. 2 Dated July 17, 1913

Prepared under Sec. 125 of the Highway Law and recommended by P. H. Stone Engineer Division No. 2 Dated March 25, 1913

Traced by J. H. Tamm
checked by

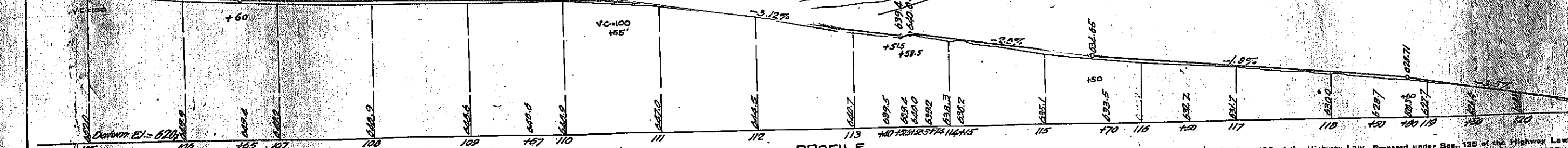
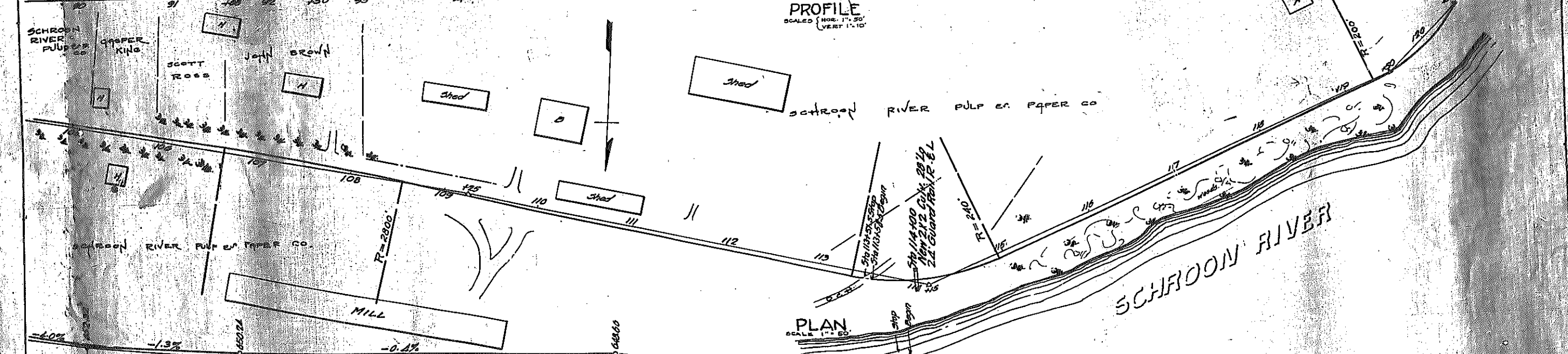
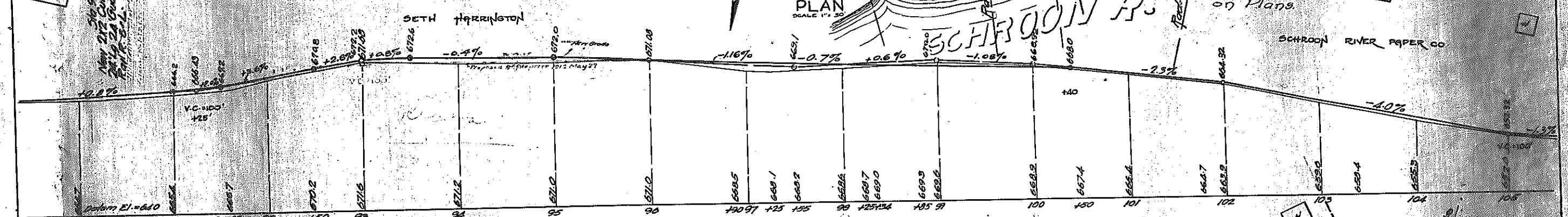
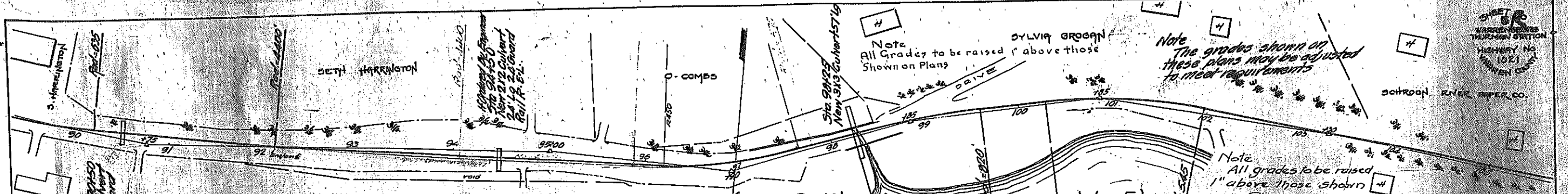
SH 1021
HR



Traced by HWT
Checked by

Prepared under Sec. 125 of the Highway Law and recommended by Carl J. Kinnick
 Engineer Division No. 2
 Dated July 12 1913

Prepared under Sec. 125 of the Highway Law and recommended by P.M. Linn
 Engineer Division No. 2
 Dated March 25 1913



Prepared under Sec. 125 of the Highway Law and recommended by A. S. Smith
 Engineer Division No. 2
 Dated July 17, 1913

Prepared under Sec. 125 of the Highway Law and recommended by P. W. ...
 Engineer Division No. ...
 Dated March 25, 1912

Traced by H. H. Trafton
 Checked by ...

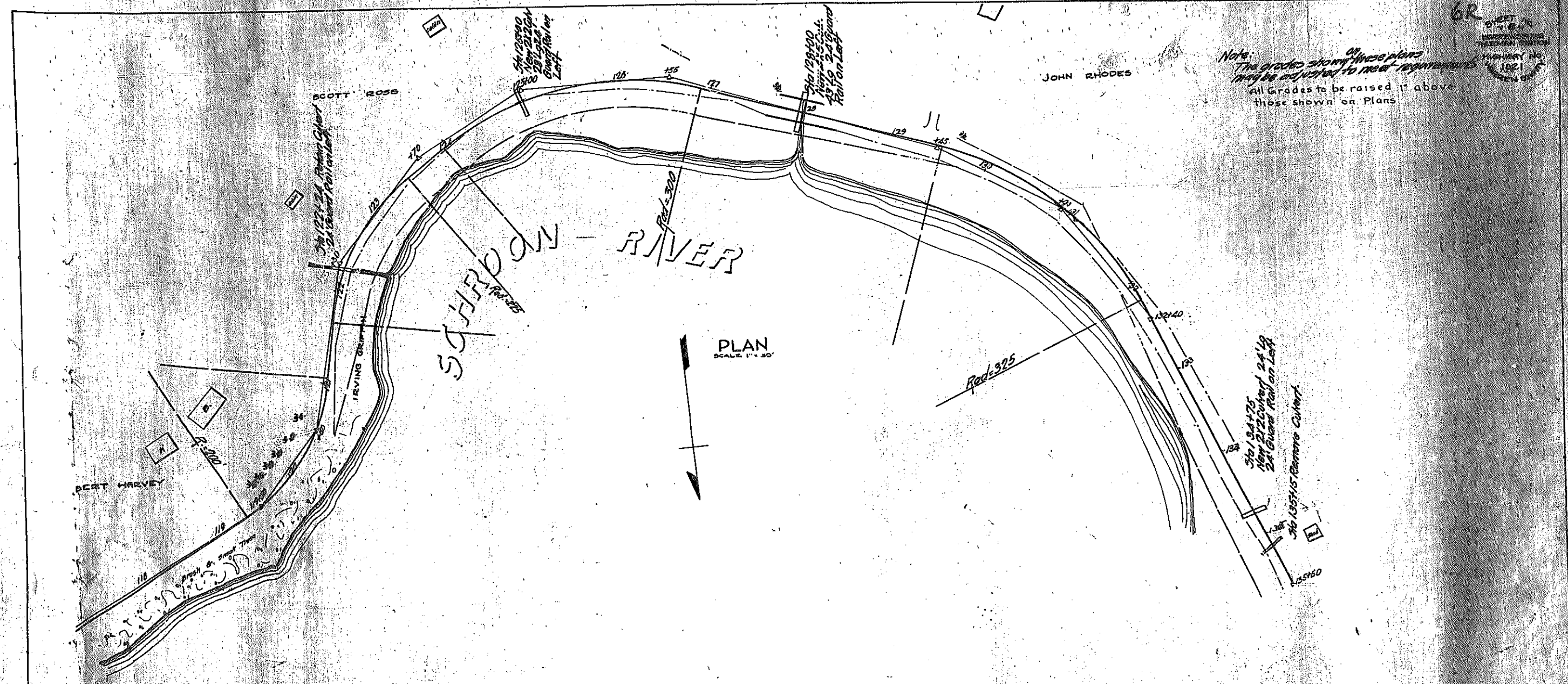
SH 1021

6R

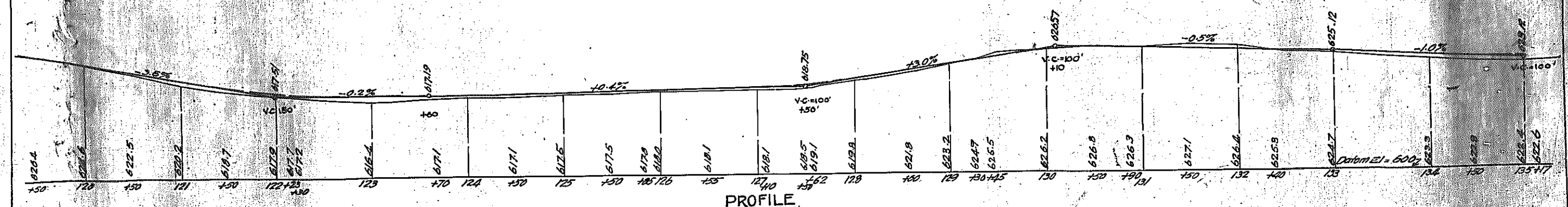
STATE OF TEXAS
HIGHWAY DEPARTMENT
DALLAS, TEXAS

Note:
On these plans
The grades shown
may be adjusted to meet requirements
All Grades to be raised 1' above
those shown on Plans

JOHN RHODES



PLAN
SCALE 1" = 50'



PROFILE
SCALE 1" = 50'

Traced by H.H. Taffie
checked by

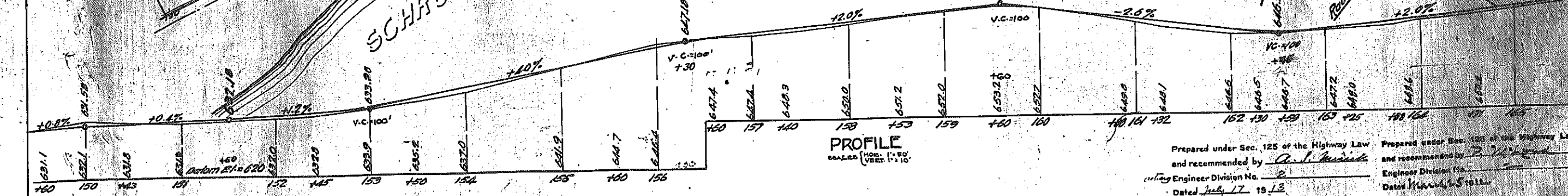
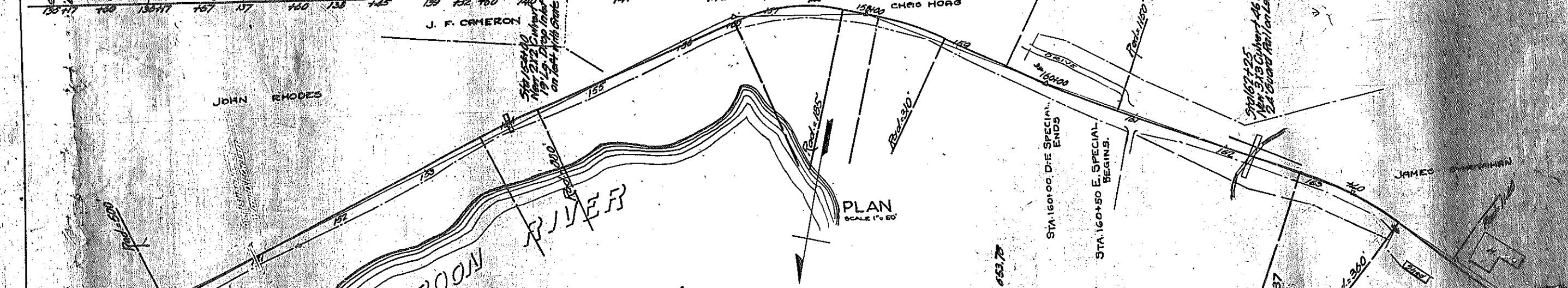
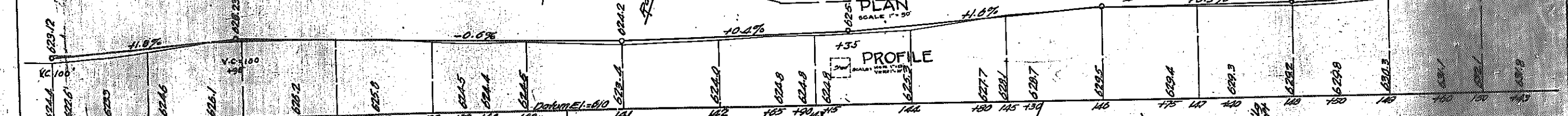
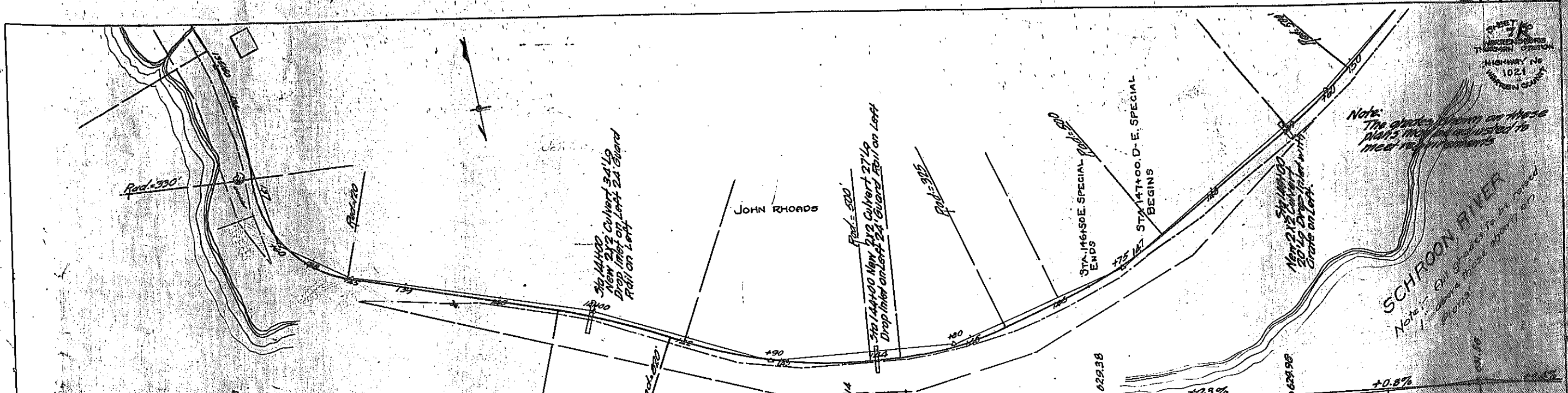
Prepared under Sec. 125 of the Highway Law
and recommended by C. S. Wainwright
Engineer Division No. 2
Dated July 17 1963

Prepared under Sec. 125 of the Highway Law
and recommended by P. J. ...
Engineer Division No. ...
Dated March 25 1963



Note: The elevations on these plans may be adjusted to meet requirements

SCHROON RIVER
Note: All grades to be raised above these elevations



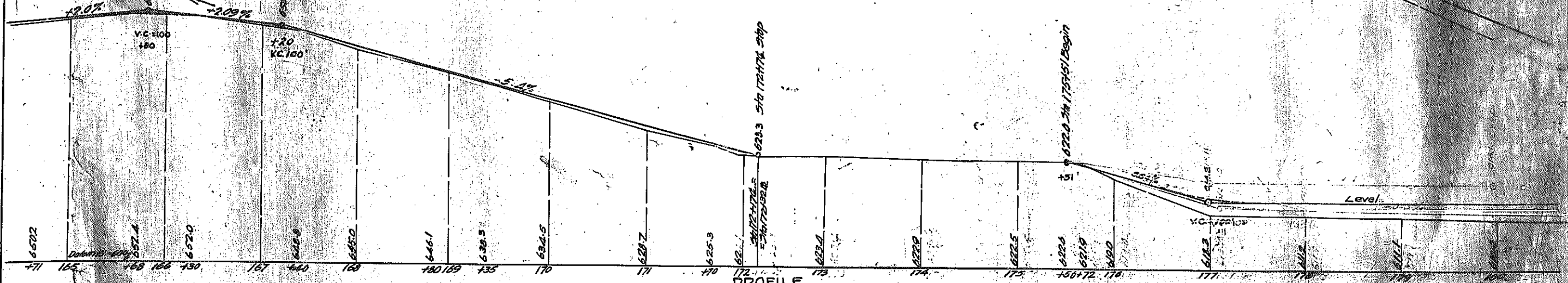
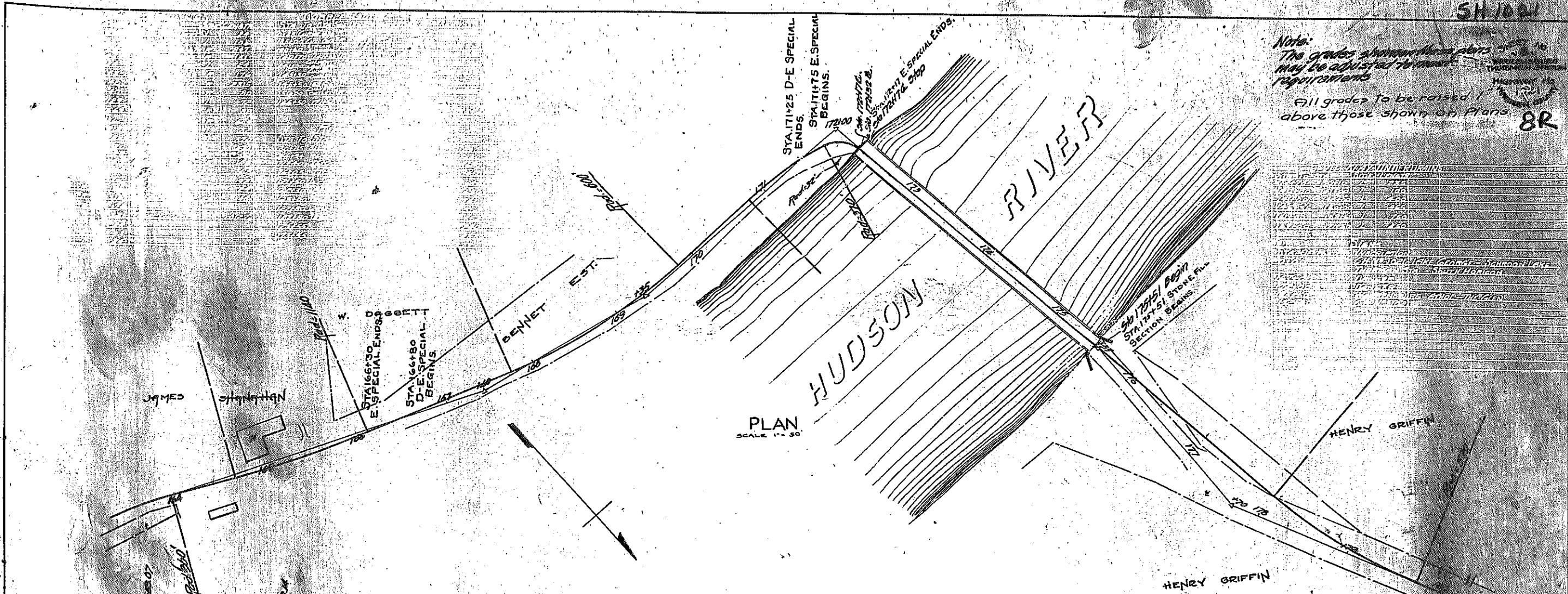
Traced by H.W. Wolfe
Checked by

Prepared under Sec. 125 of the Highway Law and recommended by *A. L. Waite*
Engineer Division No. *2*
Dated *July 17 1913*
Prepared under Sec. 125 of the Highway Law and recommended by *B. J. ...*
Engineer Division No. *...*
Dated *March 25 1911*

SH 100

Note:
The grades shown on these plans
may be adjusted to meet
regulations
All grades to be raised 1'
above those shown on Plans

8R



Traced by H. W. Traft
Checked by

Prepared under Sec. 125 of the Highway Law and recommended by C. P. [Signature]
 Engineer Division No. 2
 Dated July 17 1913

Prepared under Sec. 125 of the Highway Law and recommended by P. W. [Signature]
 Engineer Division No. 2
 Dated July 20 1913

Note: The grades shown on these plans may be adjusted to meet requirements. All grades to be raised 1" above those shown on Plans.

Station	Signs etc. location
0+00	Lake George 2 1/2 mi. Chester Conn 1 1/2 mi. Thurston 3/4 mi. C.H. No.
106+00	Wartensburg 3/4 mi. Lake George 1 1/2 mi. Chester Conn 1 1/2 mi. C.H. No.
	Work Ordered by Eng. A. Dargatzis

Station	Width of Roadway	Width of Right of Way	Typical Section
0+00	14	24	E - Special
107+00	14	20	D - E
107+50	14	20	E - A
108+30	14	20	D - E
109+80	14	24	E -
111+75	14	24	STONE FILL
115+51	14	24	E -
123+88	14	24	E -

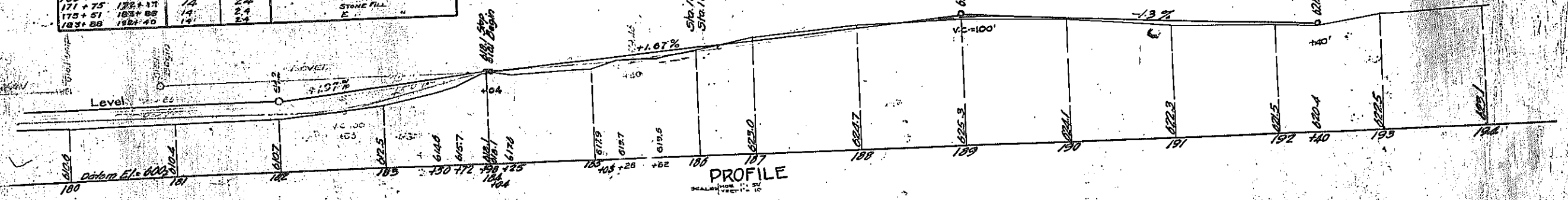
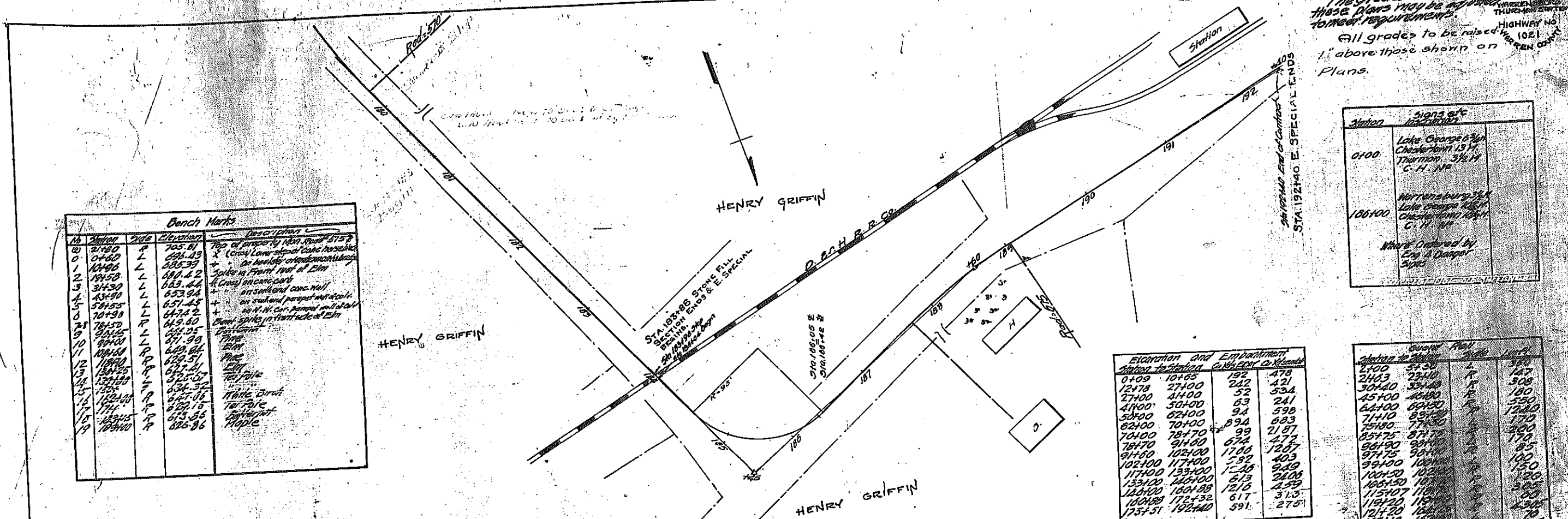
No.	Station	Side	Elevation	Description
0	21+80	R	705.81	Top of property Non Road 575 ft
1	0+60	L	686.43	Top of concrete curb
2	10+90	L	685.33	Top of concrete curb
3	19+58	L	685.42	Spikes in front of Elm
4	34+30	L	683.44	Top of concrete curb
5	43+30	L	653.94	on sidewalk concrete wall
6	58+55	L	651.45	on sidewalk parapet wall
7	70+38	L	647.2	on N.W. Cor. parapet wall
8	78+50	L	649.60	on sidewalk parapet wall
9	80+50	L	649.25	on sidewalk parapet wall
10	90+00	L	647.99	on sidewalk parapet wall
11	100+00	R	649.84	on sidewalk parapet wall
12	107+00	R	649.51	on sidewalk parapet wall
13	107+25	R	647.17	on sidewalk parapet wall
14	107+50	R	647.07	on sidewalk parapet wall
15	108+00	R	647.32	on sidewalk parapet wall
16	108+30	R	647.06	on sidewalk parapet wall
17	108+50	R	647.15	on sidewalk parapet wall
18	109+00	R	647.35	on sidewalk parapet wall
19	109+00	R	646.86	on sidewalk parapet wall

Station	Elevation	Embankment	Station	Elevation	Embankment
0+00	104.65	192	478		
12+78	27+00	242	421		
27+00	41+00	52	534		
41+00	50+00	63	241		
50+00	62+00	94	598		
62+00	70+00	894	683		
70+00	78+70	99	2187		
78+70	91+00	674	474		
91+00	102+00	1700	1207		
102+00	117+00	582	403		
117+00	133+00	1730	940		
133+00	146+00	613	2406		
146+00	160+88	1210	4539		
160+88	172+32	617	313		
172+32	192+00	591	275		

Station	Width of Roadway	Width of Right of Way	Typical Section
146+40	100+40	1100	3 457
106+30	171+85	555	3 185

Station	Width of Roadway	Width of Right of Way	Typical Section
0+00	14	24	E - Special
107+00	14	20	D - E
107+50	14	20	E - A
108+30	14	20	D - E
109+80	14	24	E -
111+75	14	24	STONE FILL
115+51	14	24	E -
123+88	14	24	E -

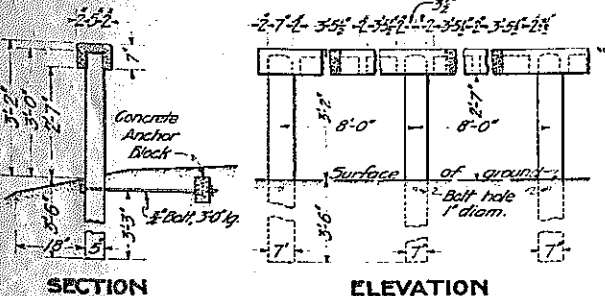
Station	Width of Roadway	Width of Right of Way	Typical Section
0+00	14	24	E - Special
107+00	14	20	D - E
107+50	14	20	E - A
108+30	14	20	D - E
109+80	14	24	E -
111+75	14	24	STONE FILL
115+51	14	24	E -
123+88	14	24	E -



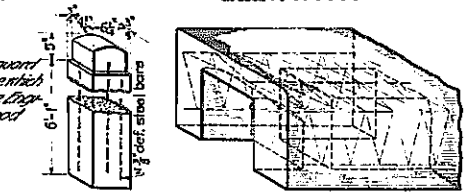
Prepared under Sec. 125 of the Highway Law and recommended by A. J. Maule Engineer Division No. 2 Dated July 17 1915

Prepared under Sec. 125 of the Highway Law and recommended by P. M. Ford Engineer Division No. 1 Dated March 25 1915

CONCRETE-STEEL GUARD RAILING

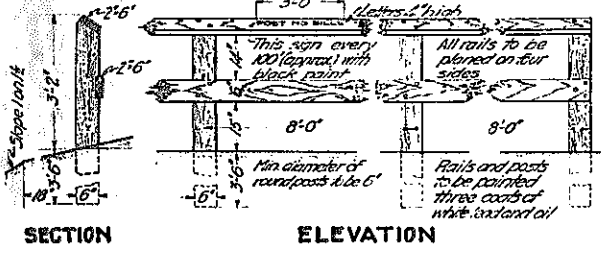


Note: This type of guard rail to be used on areas which in the opinion of the Engineer is equally good.



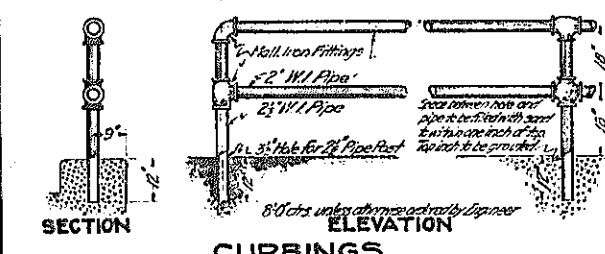
DETAIL OF POST SHOWING TOP AND REINFORCEMENT
SKETCH OF PORTION OF RAIL SHOWING TRAVEL MESH REINFORCEMENT No. 38, Wt. 1.51 Lb. Per Sq. Ft. or EQUIVALENT

WOODEN GUARD RAILING

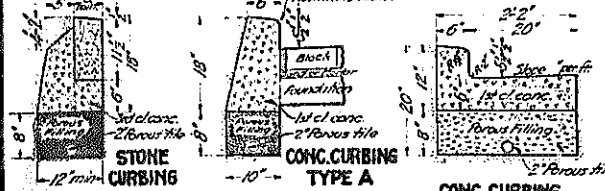


All rails to be planed on four sides.
Rails and posts to be painted three coats of white lead and oil.

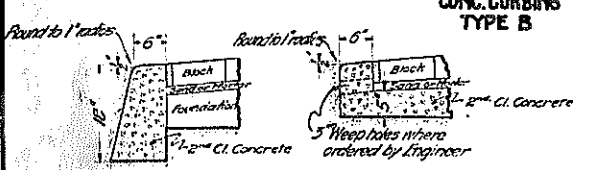
PIPE RAILING



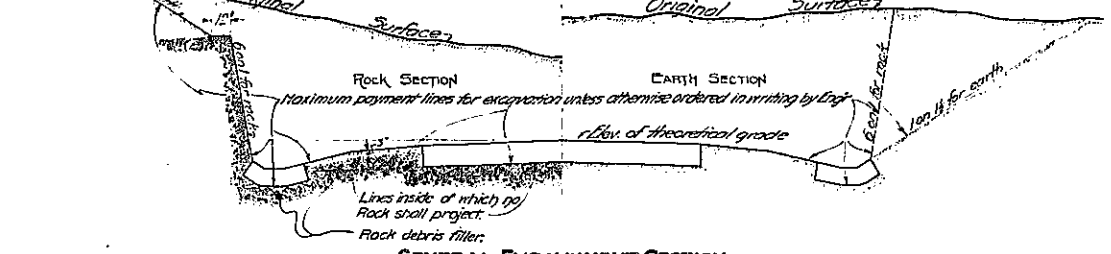
CURBINGS



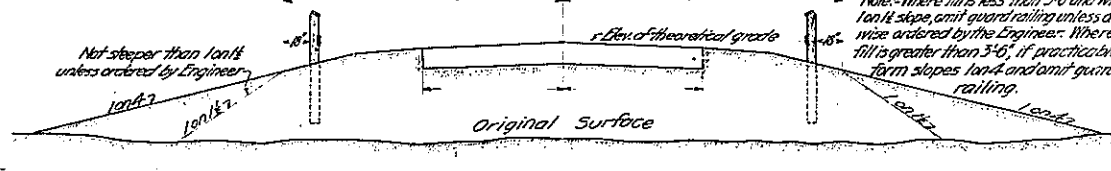
EDGINGS



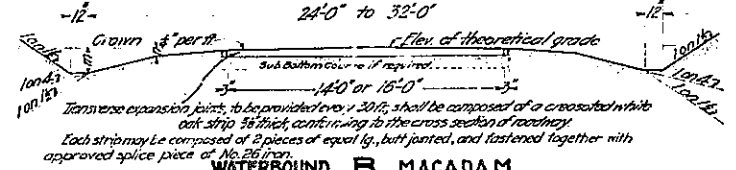
GENERAL EXCAVATION SECTION



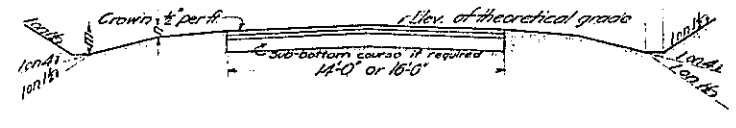
GENERAL EMBANKMENT SECTION



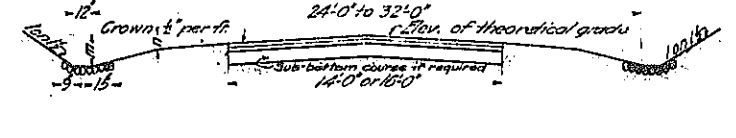
CEMENT A CONCRETE



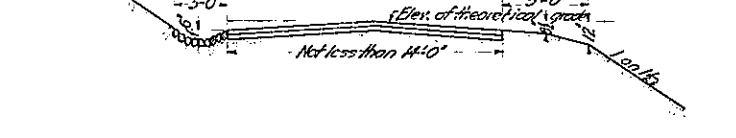
WATERBOUND B MACADAM



WATERBOUND C STEEP GRADES



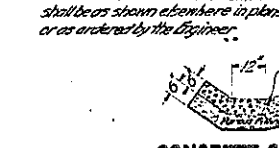
CONTRACTED D SECTION



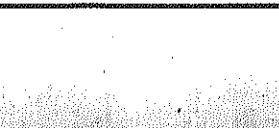
COBBLE GUTTER



BRICK GUTTER



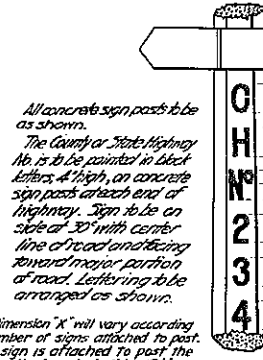
CONCRETE GUTTER



NUMBER	TYPICAL SECTION A		TYPICAL SECTION B		TYPICAL SECTION C		TYPICAL SECTION D	
	WIDTH OF ROAD METAL	WIDTH OF SHOULDER	WIDTH OF MACADAM	WIDTH OF SHOULDER	WIDTH OF MACADAM	WIDTH OF SHOULDER	WIDTH OF BRICK	
1	14 FT.	16 FT.	14 FT.	16 FT.	14 FT.	16 FT.	16 FT.	
2	14 FT.	16 FT.	14 FT.	16 FT.	14 FT.	16 FT.	16 FT.	
3	14 FT.	16 FT.	14 FT.	16 FT.	14 FT.	16 FT.	16 FT.	
4	14 FT.	16 FT.	14 FT.	16 FT.	14 FT.	16 FT.	16 FT.	
5	14 FT.	16 FT.	14 FT.	16 FT.	14 FT.	16 FT.	16 FT.	
6	14 FT.	16 FT.	14 FT.	16 FT.	14 FT.	16 FT.	16 FT.	
7	14 FT.	16 FT.	14 FT.	16 FT.	14 FT.	16 FT.	16 FT.	
8	14 FT.	16 FT.	14 FT.	16 FT.	14 FT.	16 FT.	16 FT.	

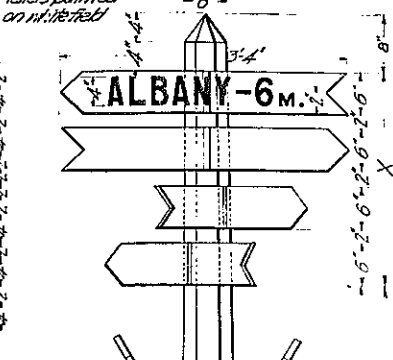
NOTE: "n" = difference in elevation between center of road and center of shoulder.
"m" = difference in elevation given in tables are measured from theoretical grade.
For widths of 20' or less provide an expansion joint 1' wide on each side.
12' to 20' 12'
20' to 30' 14'
30' to 40' 16'

HIGHWAY NO. SIGN



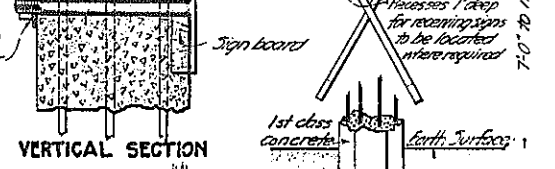
All concrete sign posts to be as shown.
The County State Highway No. is to be painted in black letters 4" high, on concrete sign posts at each end of highway. Sign to be on side of road on right hand side of road on right hand side of road. Lettering to be arranged as shown.
The dimension "K" will vary according to the number of signs attached to post. If no sign is attached to post the over-all length of post shall be 12'.

GUIDE SIGNS MF 10

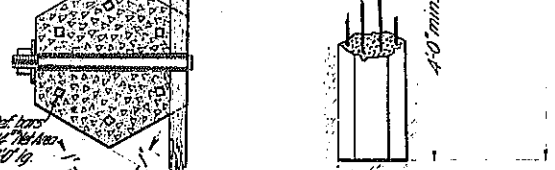


Sign board of 1" white paint with black letters painted on it. Lettering to be arranged as shown.

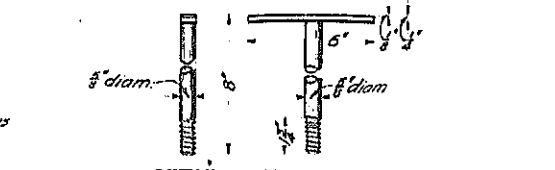
VERTICAL SECTION



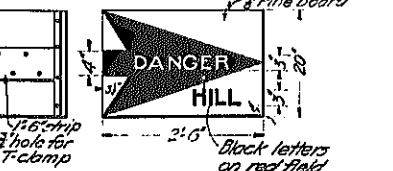
CROSS SECTION



DETAIL OF T-CLAMP

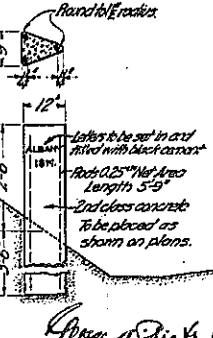


DANGER SIGN



Danger signs to be attached to posts by T-clamps same as shown for guide signs. Danger signs and posts to be placed so that lower edge of sign is 7'0" from earth surface and base is at 30" with center line of highway.

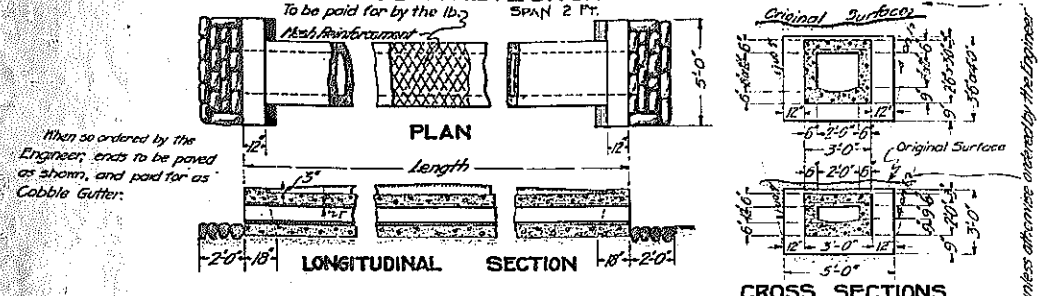
MILE POST



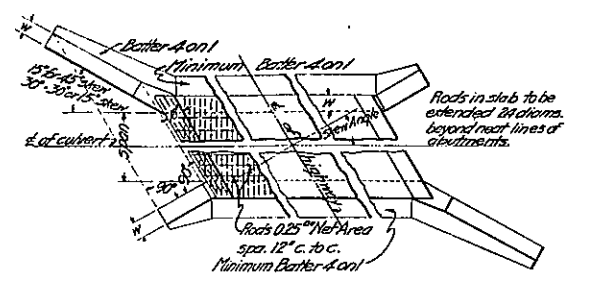
Approved by Official Order of the State Commission of Highways, pursuant to Section 127 of the Highway Law.

STATE OF NEW YORK
DEPARTMENT OF HIGHWAYS
STANDARD STRUCTURES
FOR STATE AND COUNTY HIGHWAYS

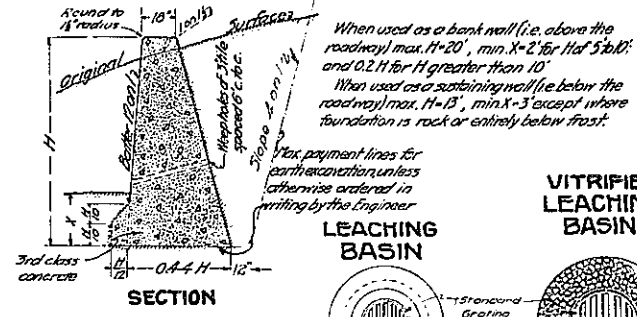
CONCRETE DITCH CROSSING



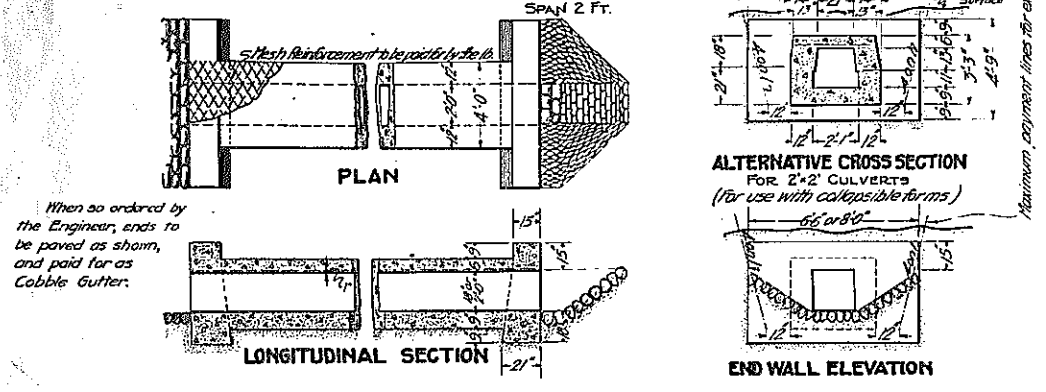
SKUEW CULVERT



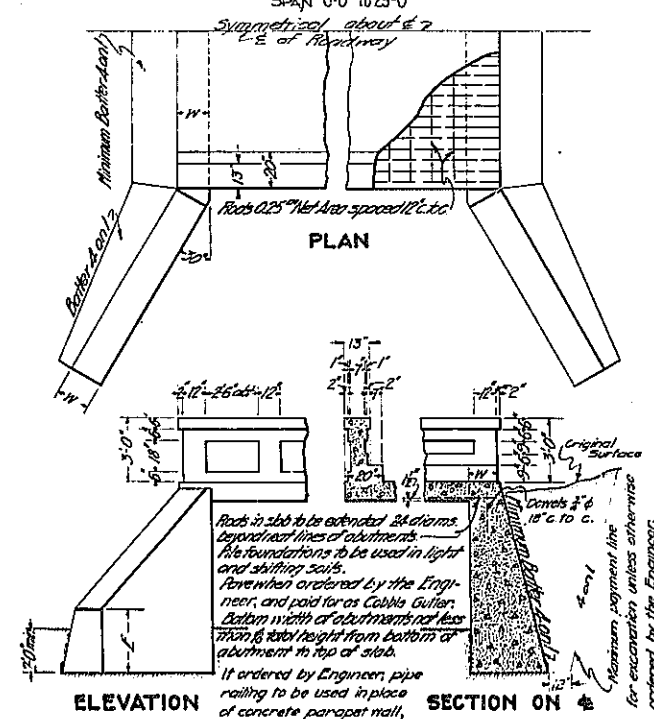
RETAINING WALL



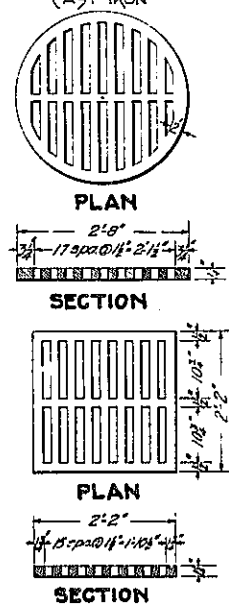
CONCRETE CULVERT



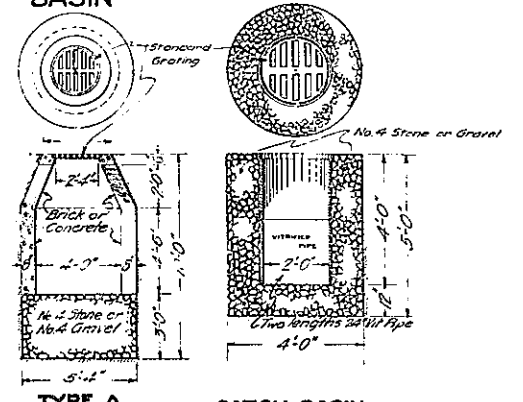
CONCRETE CULVERTS OR BRIDGES



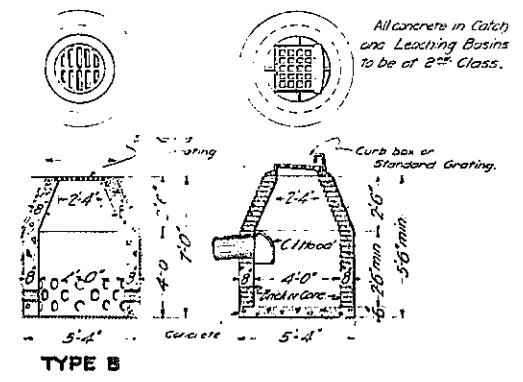
STANDARD GRATINGS



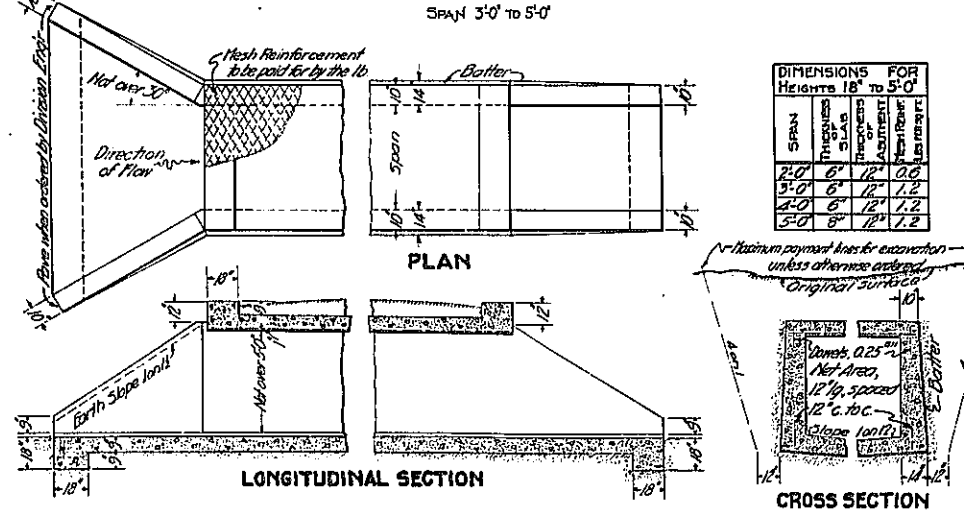
VITRIFIED LEACHING BASIN



CATCH BASIN



CONCRETE CULVERT



CONCRETE CULVERTS OR BRIDGES

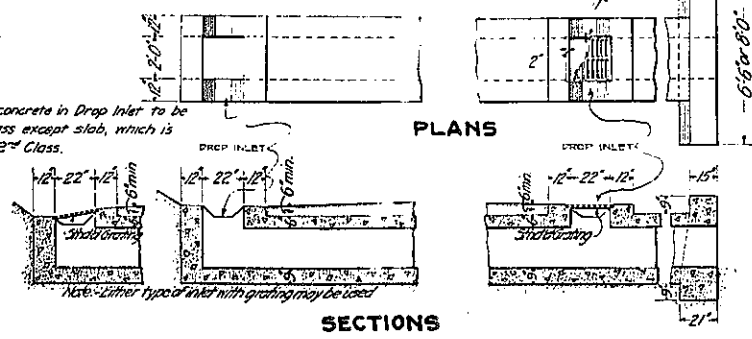
Dimensions for Spans 6'-0" to 25'-0"

SPAN	THICKNESS OF SLAB	NET AREA OF RODS	ROD SPACING	LENGTH OF JOISTS
6'-0"	9"	0.25"	4"	12"
7'-0"	10"	0.35"	5 1/2"	12"
8'-0"	10"	0.35"	5 1/2"	12"
9'-0"	11"	0.45"	6"	12"
10'-0"	12"	0.55"	6 1/2"	12"
11'-0"	12"	0.55"	6 1/2"	12"
12'-0"	13"	0.65"	7"	12"
13'-0"	13"	0.65"	7"	12"
14'-0"	14"	0.75"	7 1/2"	12"
15'-0"	14"	0.75"	7 1/2"	12"
16'-0"	15"	0.85"	8"	12"
17'-0"	15"	0.85"	8"	12"
18'-0"	16"	0.95"	8 1/2"	12"
19'-0"	16"	0.95"	8 1/2"	12"
20'-0"	17"	1.05"	9"	12"
21'-0"	17"	1.05"	9"	12"
22'-0"	18"	1.15"	9 1/2"	12"
23'-0"	18"	1.15"	9 1/2"	12"
24'-0"	19"	1.25"	10"	12"
25'-0"	19"	1.25"	10"	12"

All paving to be paid for as Cobble Gutter.
All rods to have a deformed cross section.
All mesh reinforcement to be of medium steel.
All slabs and parapets to be of 2nd class concrete.
All wings, inverts, also headwalls etc. to be of 3rd class concrete.
Wings on outlet end of all square culverts with concrete floors, to be built parallel to center line of culvert.
All exposed edges to be rounded to 1/4 radius.

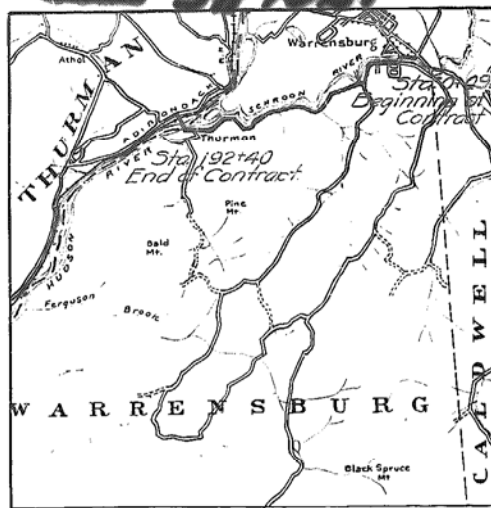
FOR TYPICAL SECTIONS F-14F2
Where culvert covers become a part of concrete base for back pavement, transverse reinforcement shall be extended beyond face of abutments into the concrete base.
For spans 5' to 19', W=18" for clear height of 10' or less.
5' to 13', W=24" for clear height of 11' to 15'.
20' to 25', W=24" for clear height of 15' or less.
clear heights 7' or less, E=3"
8' to 10', E=4"
above 10', E=5"

DROP INLET



STATE OF NEW YORK
DEPARTMENT OF HIGHWAYS
STANDARD STRUCTURES
FOR STATE AND COUNTY HIGHWAYS

Approved by Official Order of the State Commission of Highways, pursuant to Section 127 of the Highway Law, Jan. 17, 1914.
C. G. Dickler
Secretary



NOTE 1
 UNDER ITEM 73 THE CONTRACTOR SHALL FURNISH AND PLACE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, A MIXTURE OF NO. 2 AND NO. 3 STONE UPON THE SHOULDERS, DRIVES, HIGHWAY INTERSECTIONS AND IN TRENCHES. PAYMENT TO BE MADE FOR THE NUMBER OF CUBIC YARDS, LOOSE MEASURE IN PLACE COMPLETE.

STATE OF NEW YORK
 DEPARTMENT OF HIGHWAYS
 PLANS FOR IMPROVING
 THE
**WARRENSBURG-
 THURMAN STATION
 COUNTY HIGHWAY**

From State Highway No. 5157, at Grand Army Hotel in the Hamlet of Warrensburg, southwesterly to the D. & H. Depot, at Thurman Station, a length of 3.21 miles in the Town of Warrensburg, 0.31 miles in the Town of Thurman, a total length of 3.52 miles, Warren County.

Microfilm Note:
 Sheets 10 AND 11 were standard structure sheets and are not included in this set.

SHEET NO. 11
 WARRENSBURG-
 THURMAN STATION
 COUNTY HIGHWAY NO. 1021
 WARREN COUNTY

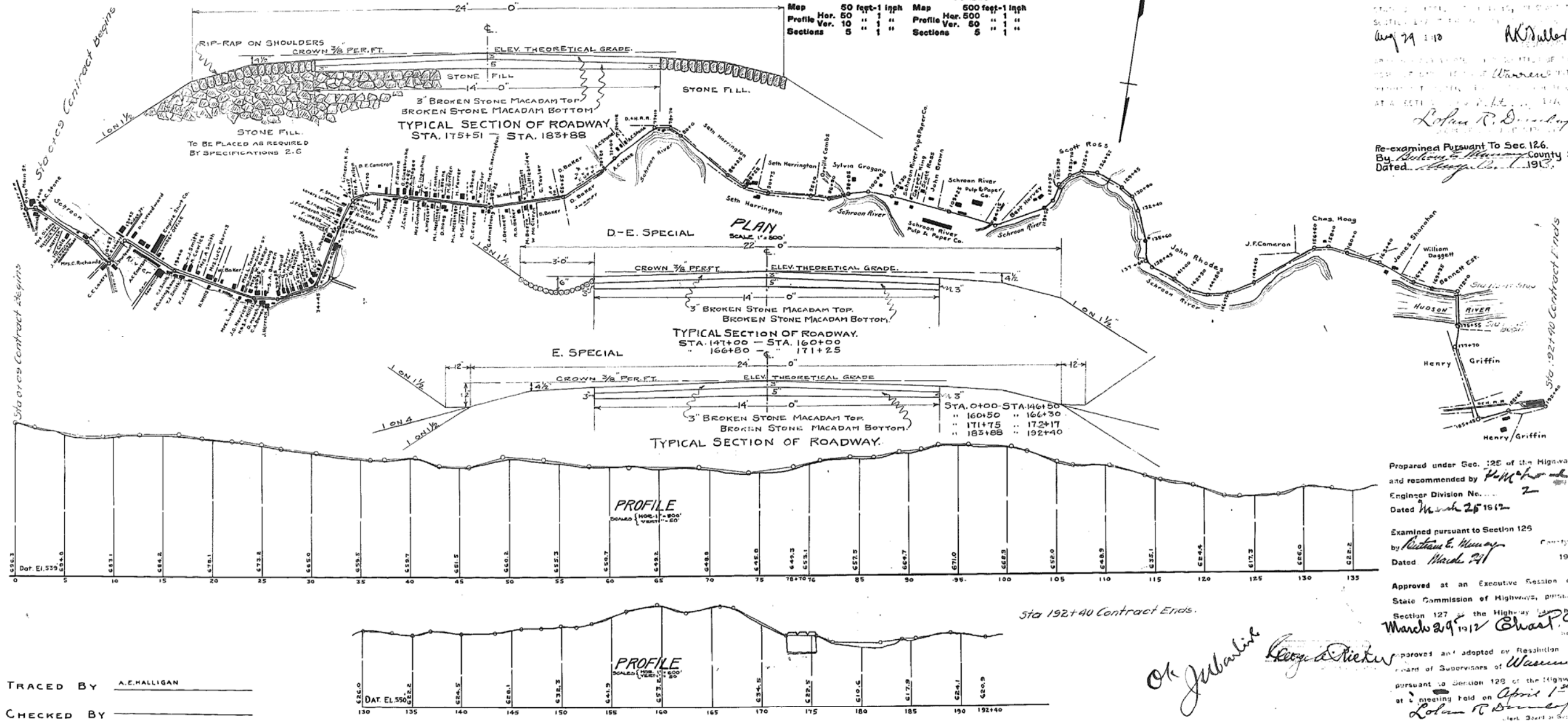
RE-EXAMINED AND APPROVED.
 BY *H. Johnson* DIV. ENGINEER
 DATED January 22, 1914

TYPE OF CONSTRUCTION
 3.52 MILES, BIT. MAC.

RECEIVED
 July 17 1913
 (See below)
 July 26 1913
 BY OFFICIAL ORDER
 Aug 29 1913
 A. S. Murch
 R. E. Mearns
 R. K. Diller
 Re-examined Pursuant To Sec. 126.
 By *R. E. Mearns* County Supt.
 Dated *August 29* 1913.

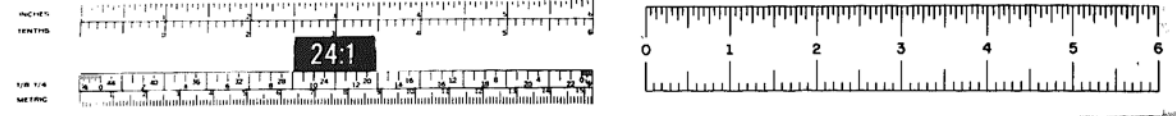
11 Sheets Petition No. 3167 County Highway No. 1021.

SCALES		SCALES	
Map	50 feet-1 inch	Map	500 feet-1 inch
Profile	10 " 1 "	Profile	50 " 1 "
Sections	5 " 1 "	Sections	5 " 1 "



TRACED BY A. E. HALLIGAN
 CHECKED BY _____

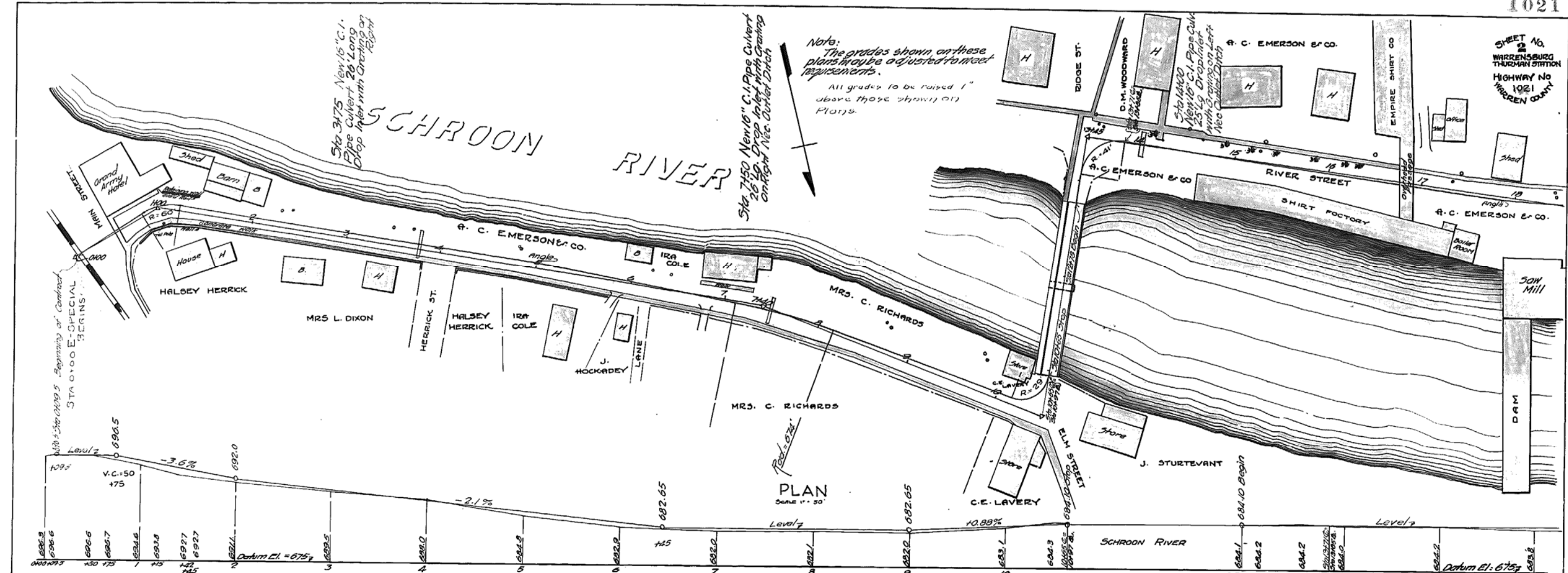
Approved at an Executive Session of the State Commission of Highways, pursuant to Section 127 of the Highway Law, held March 29, 1912
Chas. J. Dillon
 Secretary
 Approved and adopted by Resolution of the Board of Supervisors of Warren County pursuant to Section 128 of the Highway Law at a meeting held on April 15, 1912.
Lola R. Diller
 Clerk, Board of Supervisors



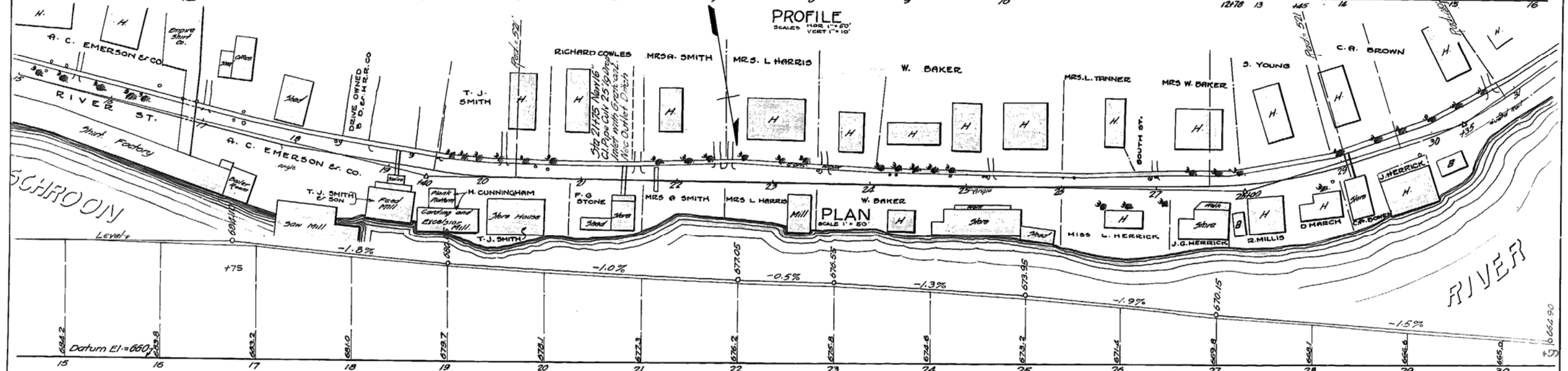
SH1021

1021

SHEET NO. 2
WARRENSBURG
THURMAN STATION
HIGHWAY NO. 1021
WARREN COUNTY



PLAN
SCALE 1" = 50'



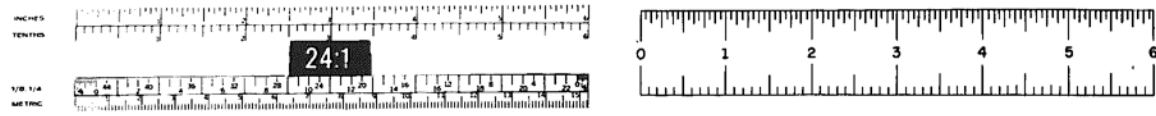
PROFILE
SCALED HORIZ. 1" = 50'
VERT. 1" = 10'

PROFILE
SCALED HORIZ. 1" = 50'
VERT. 1" = 10'

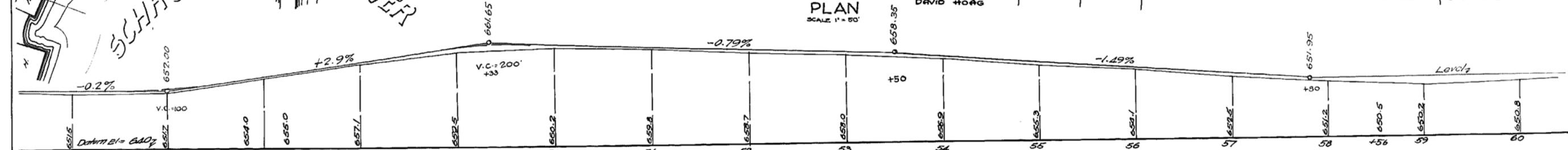
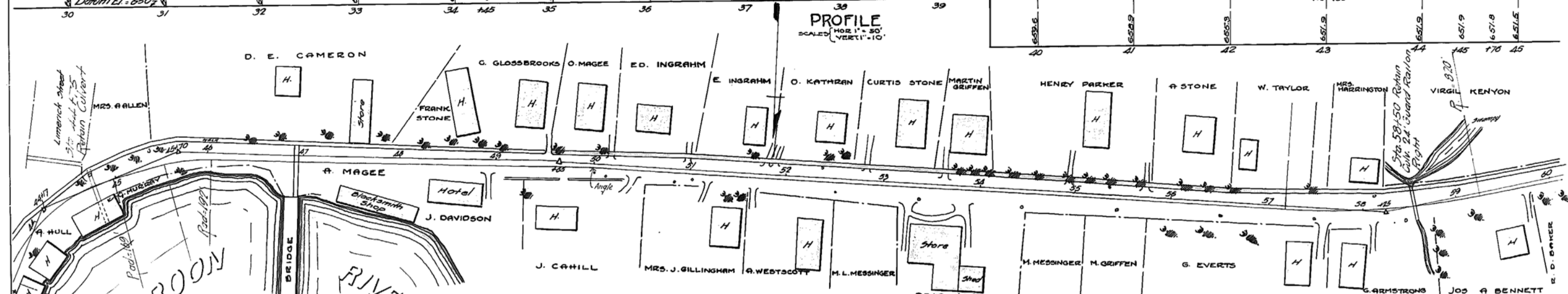
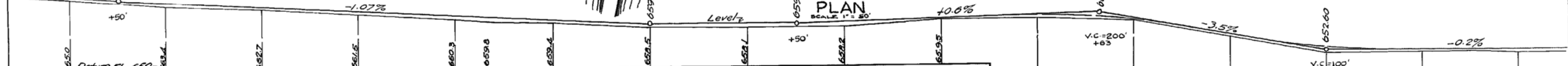
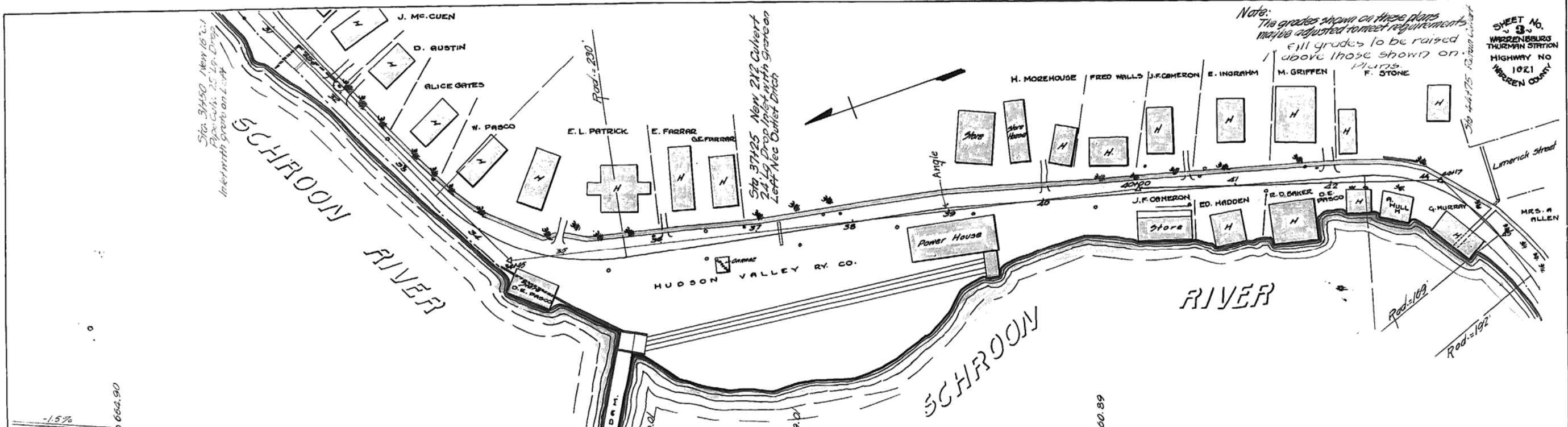
Traced by H.W. Jaffe
checked by

Prepared under Sec. 125 of the Highway Law
and recommended by *A.S. [Signature]*
acting Engineer Division No. *2*
Dated July 17, 1913

Prepared under Sec. 125 of the Highway Law
and recommended by *[Signature]*
Engineer Division No. *[Blank]*
Dated *Nov 25* 1913



SH1021



Prepared under Sec. 125 of the Highway Law and recommended by *A. S. Wick* acting Engineer Division No. *R* Dated *July 11, 1912*

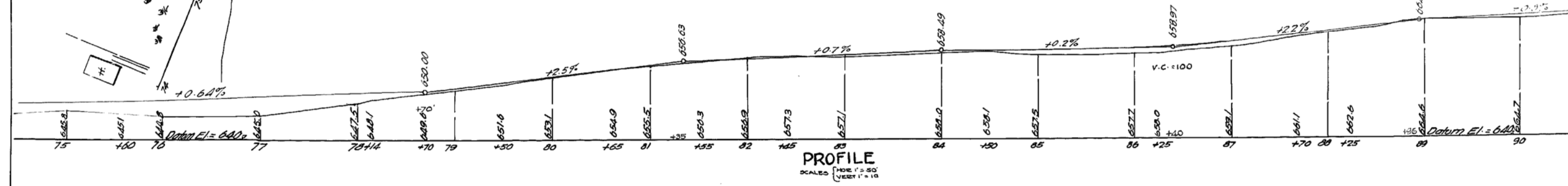
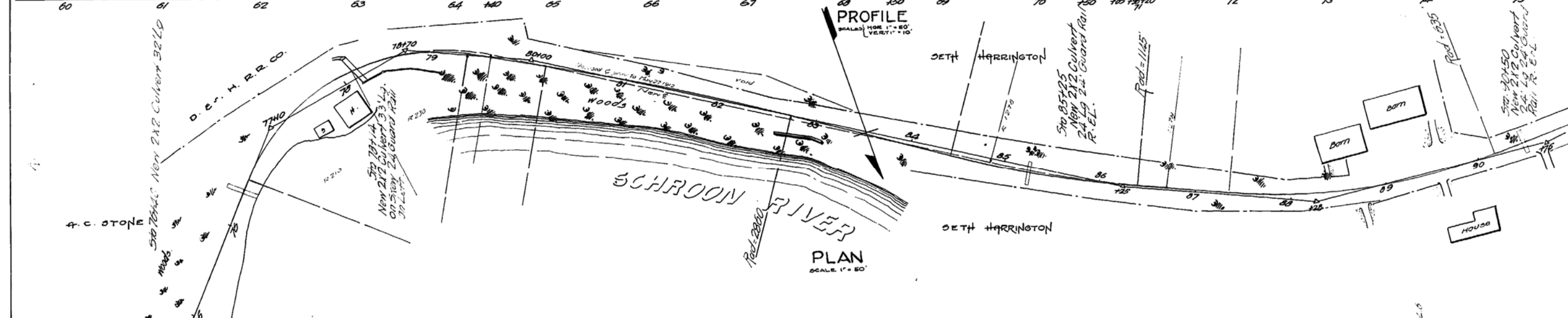
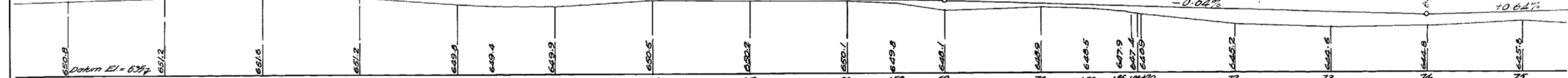
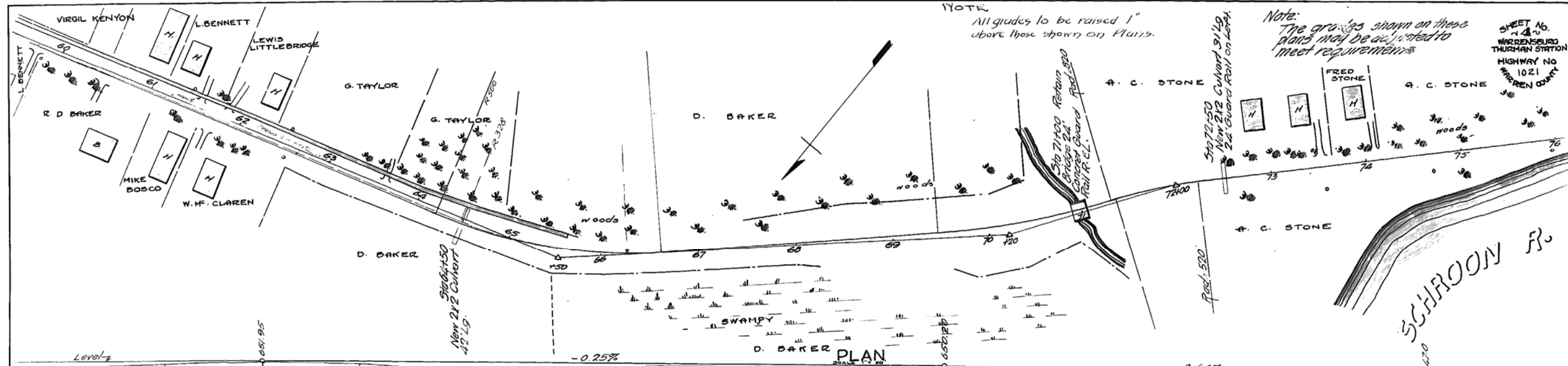
Prepared under Sec. 125 of the Highway Law and recommended by *P. H. ...* Engineer Division No. *...* Dated *... 25 1912*

Traced by *J. W. Toole*
Checked by *...*



SH1021

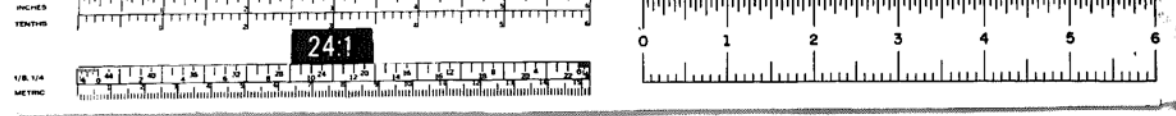
1021



Traced by HW Toaffe
checked by

Prepared under Sec. 125 of the Highway Law and recommended by *C. S. Smith*
 Engineer Division No. *2*
 Dated *July 17 1913*

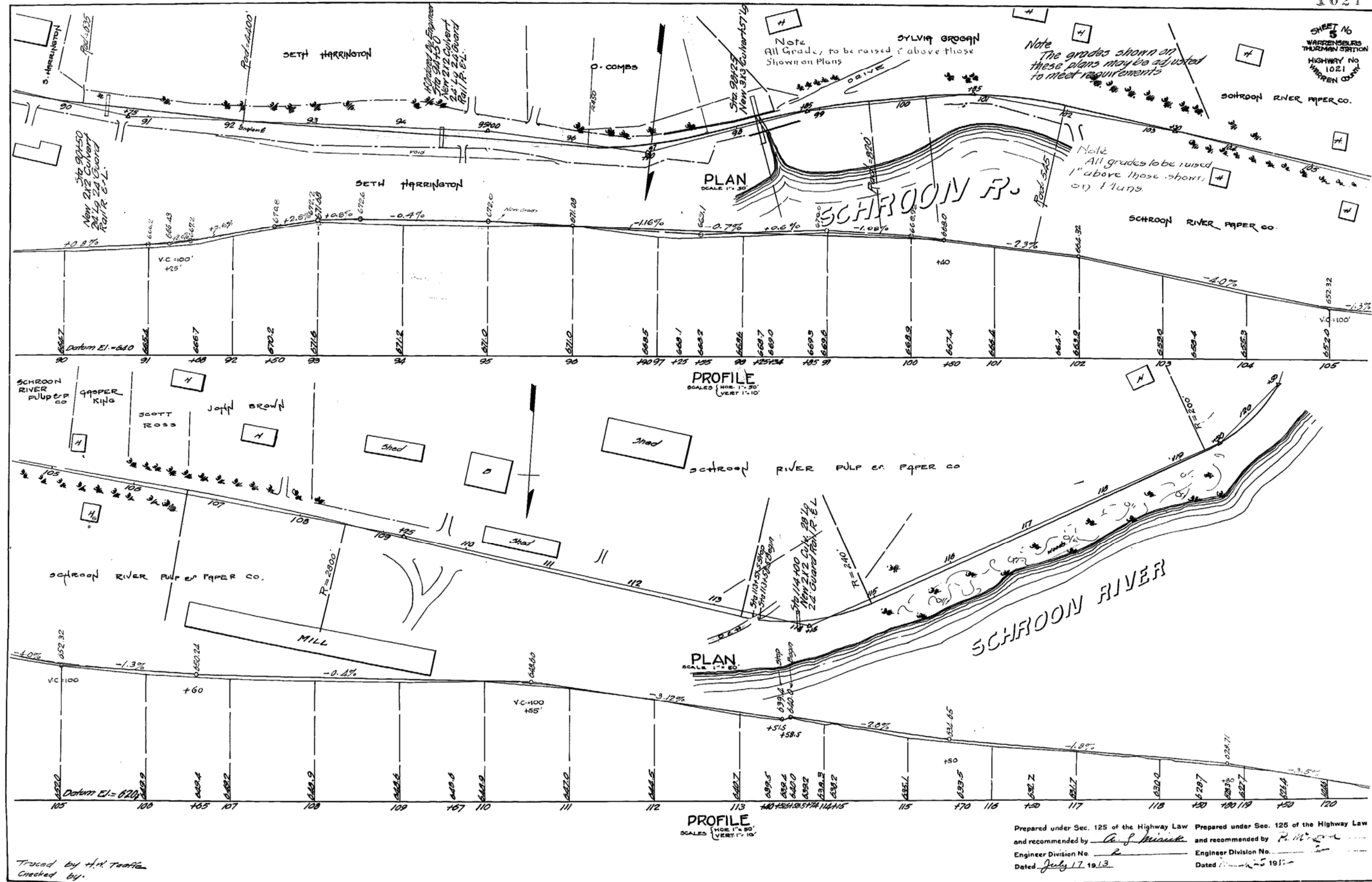
Prepared under Sec. 125 of the Highway Law and recommended by *P. M. ...*
 Engineer Division No. *...*
 Dated *...*



SH1021

1021

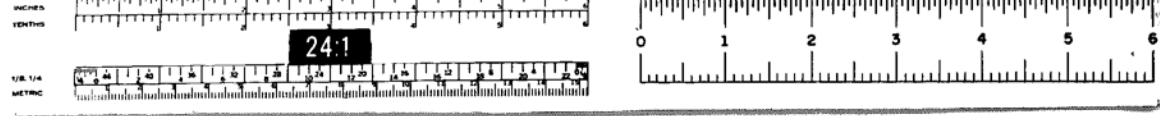
SHEET NO. 5
WARRENSBURG THURMAN STATION
HIGHWAY NO. 1021
WARREN COUNTY



Traced by H.H. Traffic
Checked by

Prepared under Sec. 125 of the Highway Law and recommended by A. J. [Signature]
Engineer Division No. 2
Dated July 17, 1913

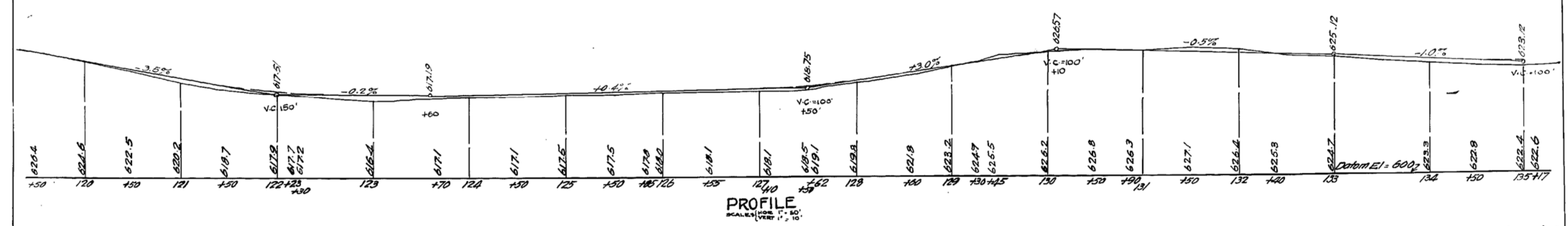
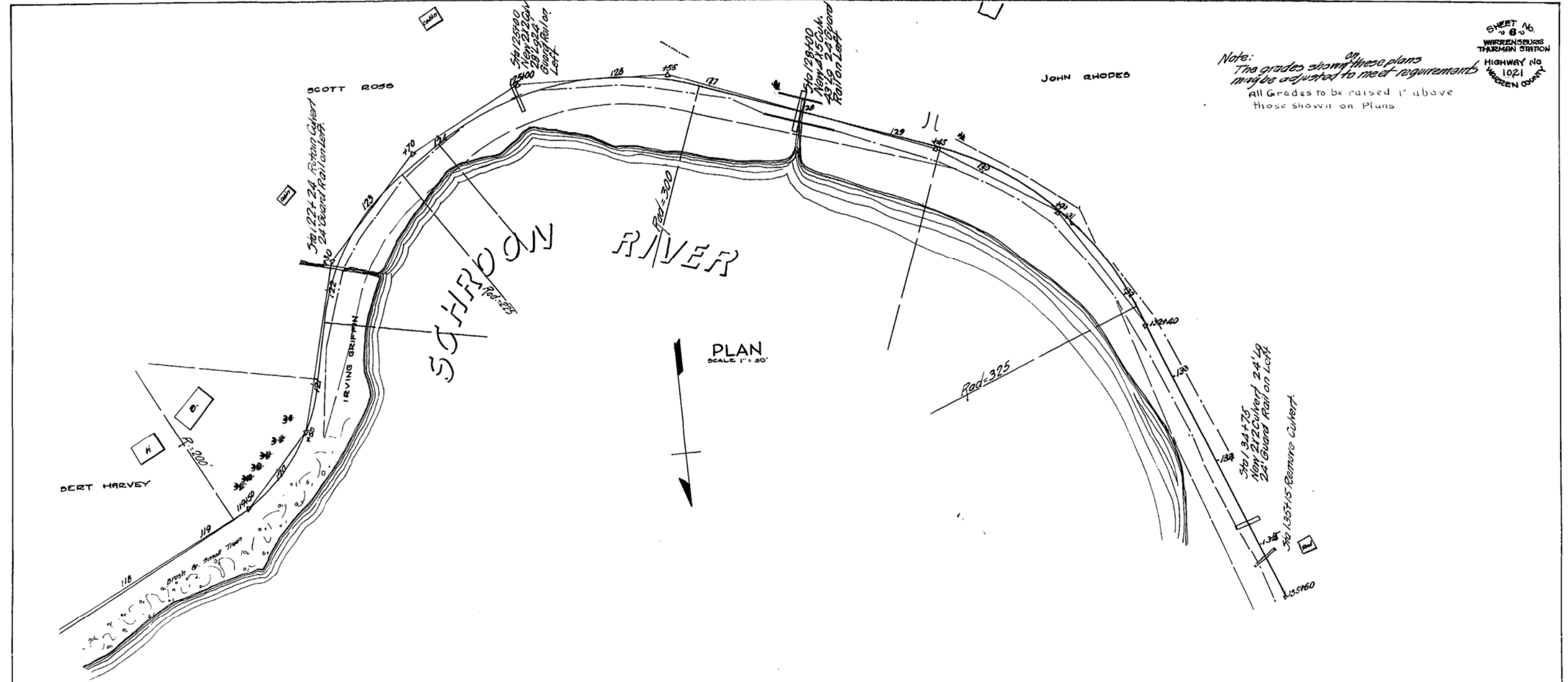
Prepared under Sec. 125 of the Highway Law and recommended by R. [Signature]
Engineer Division No. 2
Dated July 17, 1913



SH1021

SHEET NO. 6
WARRENBURG
TRUMAN STATION
HIGHWAY NO. 1021
WARREN COUNTY

Note:
The grades shown on these plans
may be adjusted to meet requirements
All Grades to be raised 1' above
those shown on Plans



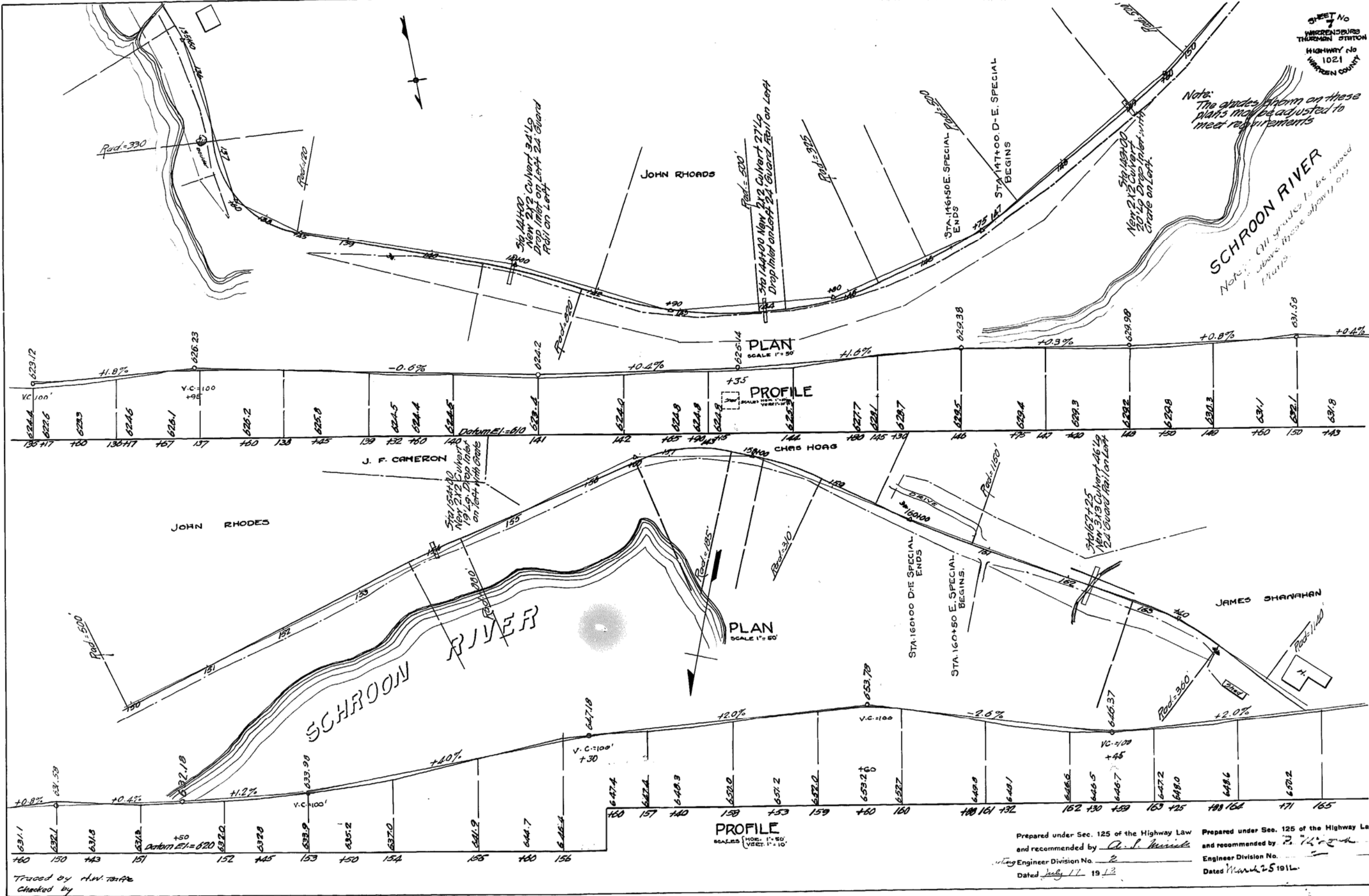
Traced by H.H. Taaffe
checked by

Prepared under Sec. 125 of the Highway Law
and recommended by Carl Mink
Engineer Division No. 2
Dated July 17, 1962

Prepared under Sec. 125 of the Highway Law
and recommended by P. W. ...
Engineer Division No. ...
Dated March 25, 1962



SHEET No 7
WARREN COUNTY
THURMAN STATION
HIGHWAY No
1021
WARREN COUNTY



Note: The grades shown on these plans may be adjusted to meet requirements

Note: All grades to be raised above those shown on plans

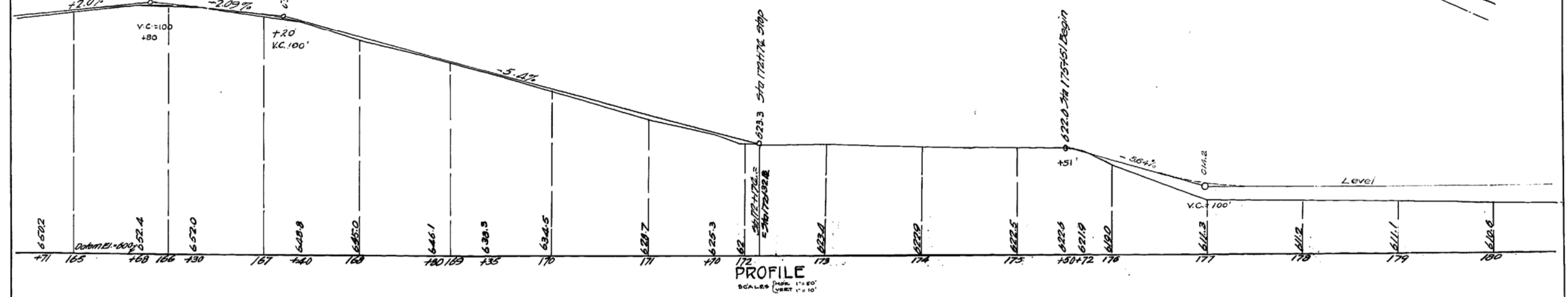
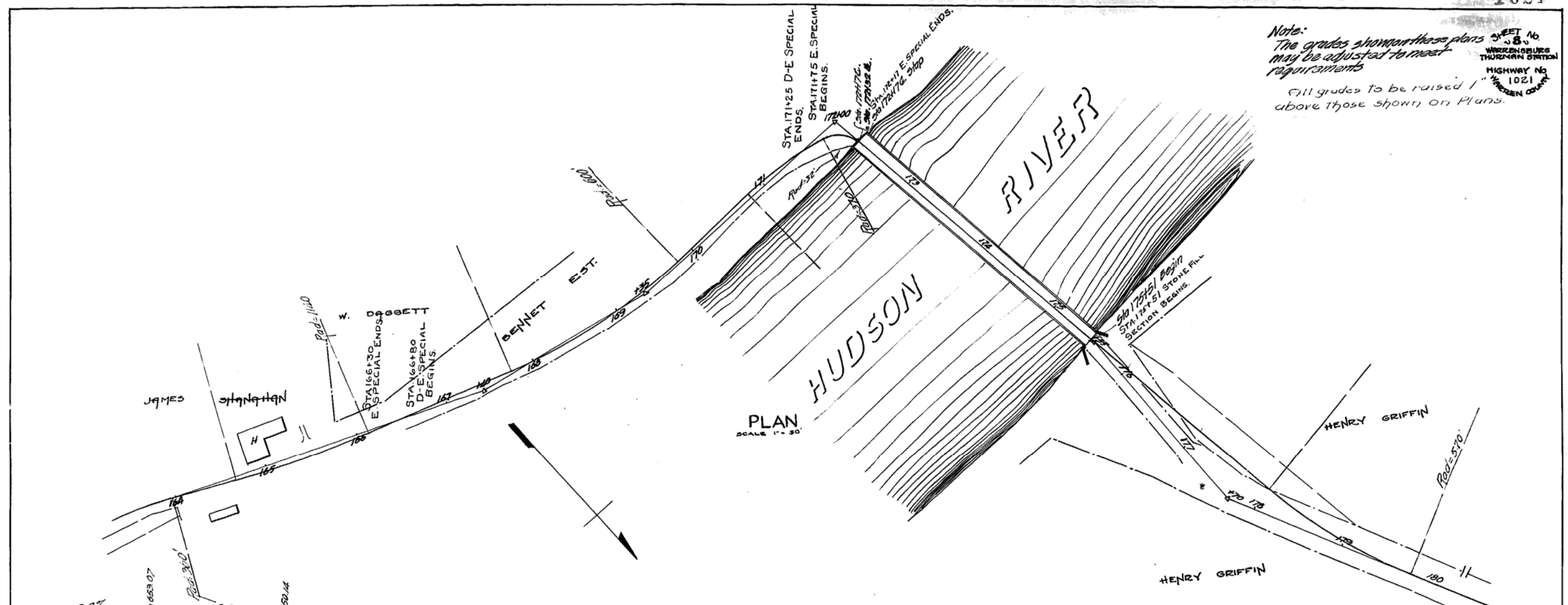
Traced by A.W. [unclear]
Checked by [unclear]

Prepared under Sec. 125 of the Highway Law and recommended by [unclear]
Engineer Division No. 2
Dated July 17 1913

Prepared under Sec. 125 of the Highway Law and recommended by [unclear]
Engineer Division No. [unclear]
Dated March 25 1914

Note:
 The grades shown on these plans may be adjusted to meet requirements.
 All grades to be raised 1" above those shown on Plans.

SHEET NO. 38
 WASHINGTON COUNTY
 THURMAN CTRICAL
 HIGHWAY NO. 1021
 GREEN COUNTY



Traced by H. H. Traftt
 Checked by

Prepared under Sec. 125 of the Highway Law and recommended by C. S. [Signature]
 Engineer Division No. 2
 Dated July 17 1913

Prepared under Sec. 125 of the Highway Law and recommended by P. M. [Signature]
 Engineer Division No. 2
 Dated July 25 1913

Note:
 The grades shown on these plans may be adjusted to meet requirements.
 All grades to be raised above those shown on plans.
 SHEET No. 9
 WARRENBURG THURMAN STATION
 HIGHWAY NO. 1021
 WARREN COUNTY

Ab	Station	Side	Elevation	Description
0	21+80	R	705.81	Top of property Mon. Post 5157
1	0+80	L	695.43	X (Cross) Lower support concrete
2	10+90	L	685.39	+ on bank of stream
3	19+30	L	681.42	Spike in front part of Elm
4	31+30	L	683.44	X (Cross) on concrete
5	43+90	L	653.94	+ on sidewalk concrete wall
6	58+55	L	657.45	+ on sidewalk parapet wall
7	70+90	L	647.42	+ on N.W. Cor. parapet wall of lake
8	78+50	R	649.80	Point spike in front side of Elm
9	80+05	L	649.05	Point
10	89+01	L	671.99	Point
11	104+51	R	649.84	Point
12	109+00	R	629.51	Point
13	130+25	R	627.47	Point
14	139+00	R	625.57	Tel. Pole
15	150+	R	634.32	"
16	162+00	R	647.06	White Birch
17	174+	R	622.15	Tel. Pole
18	183+45	R	613.86	Buffaloe
19	189+00	R	626.86	Maple

Station	Signs etc. Location
0+00	Lake George 6 3/4 mi Chesterboro 13 1/2 mi Thurman 3 1/2 mi C. H. No.
106+00	Warrenburg 3 1/4 mi Lake George 12 1/2 mi Chesterboro 18 1/2 mi C. H. No.
	Where Ordered by Eng. A. D. G. 5/15/12

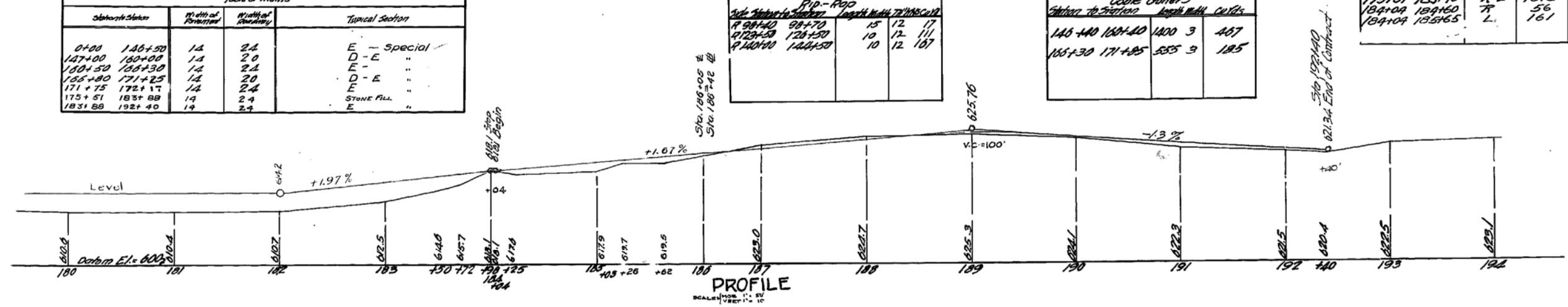
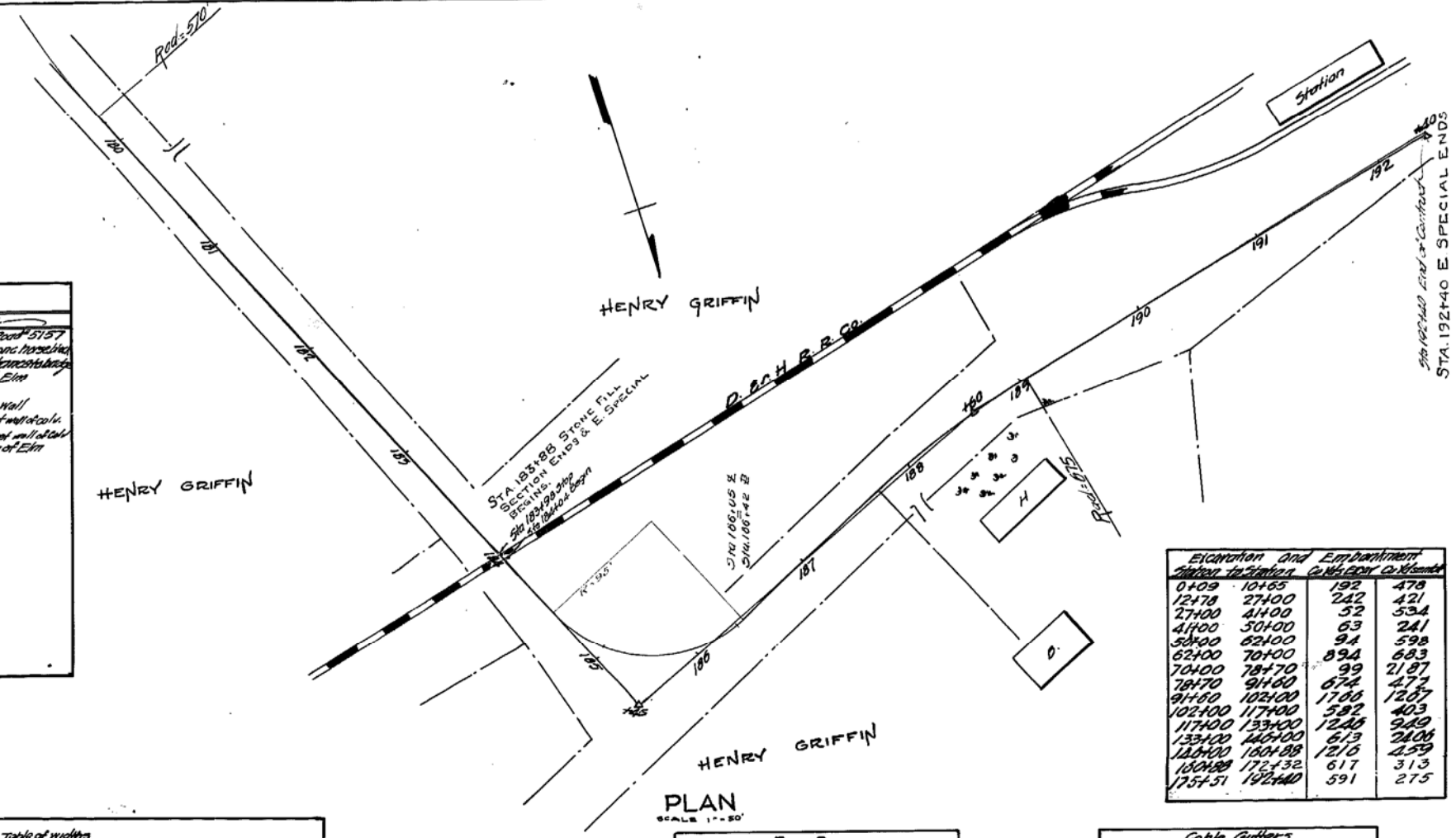
Station to Station	Elevation	Grade	Length
0+00	104.65	1.92	478
12+70	274.00	2.42	421
27+00	414.00	5.2	534
41+00	504.00	5.3	241
50+00	524.00	9.4	598
62+00	704.00	89.4	683
70+00	784.00	99	21.87
78+70	914.00	67.4	27.7
91+00	1024.00	17.06	12.67
102+00	1174.00	5.89	403
117+00	1374.00	12.8	240
133+00	1404.00	6.9	24.06
140+00	1404.88	12.12	2.59
140+00	171.32	6.17	31.3
175+51	1924.00	5.91	275

Station to Station	Grade	Width	Length
1+00	5+50	R	350
24+3	23+10	R	147
30+40	33+40	R	308
45+00	45+80	R	180
64+00	62+80	R	550
71+10	83+50	R	1240
75+80	77+50	L	170
85+75	87+75	R	200
98+00	98+50	R	170
97+75	98+50	R	85
99+00	100+00	R	100
100+50	103+00	R	150
100+50	107+00	R	120
105+07	118+75	R	305
119+20	119+25	R	50
121+20	124+25	R	4305
162+00	167+00	R	70
165+00	171+00	R	575
165+00	171+00	R	1678
175+51	183+90	R-L	56
184+04	184+60	T	161
184+04	185+65	L	

Station	Width of Pavement	Width of Shoulder	Typical Section	
0+00	146+50	14	2.4	E - Special
187+00	180+00	14	2.0	D - E
180+50	186+30	14	2.4	E - "
185+80	171+25	14	2.0	D - E
171+75	172+17	14	2.4	E
175+51	183+88	14	2.4	STONE FILL
183+88	192+40	14	2.4	E

Station	Width of Pavement	Width of Shoulder	Typical Section
R 98+40	98+70	15	12 17
R 123+50	128+50	10	12 111
R 140+00	144+50	10	12 187

Station to Station	Length	Width	Grade	
145+40	160+40	1400	3	467
165+30	171+85	555	3	185



Prepared under Sec. 125 of the Highway Law and recommended by A. S. Munde Engineer Division No. 2 Dated July 17 1913
 Prepared under Sec. 125 of the Highway Law and recommended by P. M. ... Engineer Division No. ... Dated ... 1913