

Figures MP-3 to MP-6, SP 23+000 to SP 67+500 Allan H. Treman State Marine Park/ Cass Park to Taughannock Falls State Park

Location

The Black Diamond Trail between Allan H. Treman/Cass Park and Taughannock Falls State Park will be located on the State-owned, former Lehigh Valley Railroad corridor where the renowned Black Diamond luxury train traveled. The corridor passes through woodlands, agricultural fields and meadows, crossing many hillside creeks along the way. The condition of the corridor varies along the route north. Some sections have been kept open by adjacent landowners or are informally used as a walking trail. Where no maintenance or use has occurred the corridor has begun to fill with second-growth native and invasive plant species.

Land Acquisition

OPRHP owns, through permanent easement and fee, most of the trail corridor, with the exception of a short section near SP 31+250. The parcel is associated with three additional parcels that total approximately 107 acres under single ownership. The current owners are in the process of preparing preliminary residential development plans for a portion of the property nearest to N. Y. S. Route 96. They have indicated a willingness to convey some of the property to progress the Black Diamond Trail. Negotiations to finalize a state acquisition are underway.

A trailhead facility is planned east of SP 50+300 on property owned by the Cayuga Nature Center. OPRHP will need to acquire a permanent easement over the property to develop the BDT facilities.

A temporary construction easement may be desired along the trail between SP 23+000 and SP 41+250. This is the longest unbroken stretch of trail where trucking surface material for installation would benefit by having an intermediate access point. The likely point of entry would be to utilize an old service road located off the east side of property owned by the Cayuga Medical Center at

Ithaca, Inc. This access could also be considered for a permanent administrative access easement for emergency services access and long-term maintenance access.

Trail Uses

The trail will be designed for walking, running, biking, and use by families with strollers. During winter months the trail can be used by cross-country skiers and snowshoers. The trail surface recommended for this segment of trail is compacted limestone dust, which is not suitable for bicycles with thin, racing wheels, inline skates, or roller skiing.

During the public input sessions, two other potential user groups expressed interest in having access to portions of this trail segment. The groups include a snowmobile club and equestrians. With respect to the snowmobile club use, consideration will be given to allowing the group to use a portion of the trail near the west end of Taughannock Falls State Park as a pass-through corridor for the club's existing trail system.

Equestrian use may be allowed on the trail if adequate room is available in the former railroad corridor to construct the recommended facilities. For the safety of all trail users and to provide an appropriate surface for horses, a separate dirt/grass trail or wide grass shoulders are recommended for trails that will accommodate equestrian use. The final decision on this trail use will need to be made as construction progresses.

Surface and Width

This approximately 8-mile-long trail segment will pass through a rural, formerly largely agricultural, landscape. In keeping with the setting, the trail surfacing recommended for the segment is compacted limestone dust.

Consistent with the other segments of the Black Diamond Trail, the treadway width is recommended to be 10 feet. As noted previously, consideration may be given to constructing a trail facility

that could accommodate equestrian use. As construction plans proceed, a determination will be made whether the land available for the trail can accommodate either two parallel treadways or extra-wide grass shoulders for horse use.

Existing Conditions and Recommended Design Treatments

This 8-mile segment of the future Black Diamond Trail is the rail-to-trail component of the project, occupying the corridor where the Lehigh Valley Railroad line ran between the cities of Ithaca and Geneva. Unique to this segment are the existing railroad-era structures, or remnants thereof, including bridges, culverts, fences, and foundations. These will be incorporated into the trail. Also unique to this segment are the at-grade road crossings. The compacted limestone dust trail treadway construction will follow Section 1 illustrated on Figure V-17, page V-113.

Generally, over the length of the abandoned rail corridor second-growth vegetation has encroached into the corridor where it has not been maintained for utility or adjacent neighbor uses. The vegetation will need to be removed to establish the recommended vertical and horizontal clearances for the trail, as shown on Figure V-18 on page V-114. Vertical clearance is typically 10 feet above trail surface. Much of the encroaching vegetation includes invasives species like honeysuckle, autumn olive and multi-flora rose.

The multiple culverts and drainage structures that are along the corridor range from single corrugated-metal culvert pipes to stone and concrete box culverts. Each drainage unit will be assessed and replaced accordingly. If a unique railroad-era structure exists, it will be evaluated for restoration.

There are eight at-grade road crossings along this segment of trail. The most heavily-traveled of the roads is Perry City. This road is a County Route and serves as a connector between N.Y.S. Routes 96 and 89 for the southern area of the Town of Ulysses and the northern area of the Town of Ithaca. The other seven roads are town secondary roads with

moderate to low traffic volumes. All road crossings will conform to design guidelines on Figure V-19, and Figure V-20, pages V-115 and V-116, which include gates, bollards and traffic safety signage.

The following sections further detail the existing conditions of the old Lehigh Valley Railroad corridor.

SP 23+000 to SP 32+500: Co-location with Utility Transmission Lines

The proposed Black Diamond Trail will leave the Cayuga Waterfront Trail in Cass Park across from the Ithaca Childrens Garden and at the foot of the a gravel trail that leads from the Cliff Street/ N. Y. S. Route 96 West Hill parking area down to Cass Park. Figure V-10 on page V-77 shows a concept sketch of the proposed trailhead that will begin this segment of the BDT.

From this point north to Taughannock Falls State Park, the trail is on the old Lehigh Valley Railroad right-of-way. Between SP 23+000 to SP 32+500 the trail will co-exist with a New York State Electric & Gas Corporation (NYSEG) overhead electric transmission line. The trail will pass on either the east or west side of the utility poles in this area, depending on where the poles fall within the corridor. The exact location of the trail is to be determined in consultation with NYSEG at the time of trail construction. Photos on the following page illustrate current conditions along the transmission line segment.

At SP 24+800 there is an existing gravel access road from the railroad grade down and east to N. Y. S. Route 89, northwest of the Cass Park ballfields. This access road can serve as an emergency vehicle or maintenance access, being a more direct access point to the northbound BDT from Cass Park and Allan H. Treman State Marine Park off N. Y. S. Route 89. Development of this access road will require approval and coordination with the City of Ithaca, the property owner.

Between SP 23+000 and SP 43+000, the surrounding hillside is steeper than the section north to Taughannock Falls State Park. There are

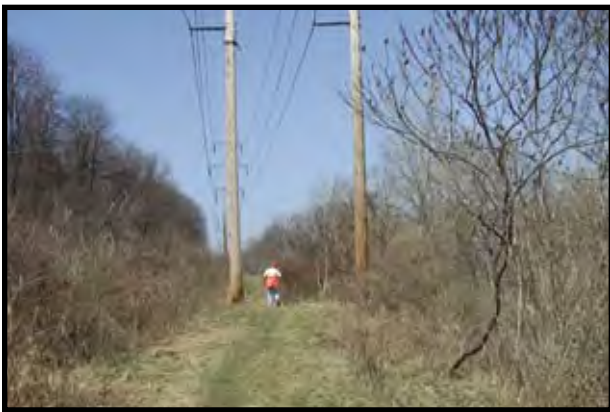
**ABANDONED RAILROAD CORRIDOR
EXISTING CONDITIONS
SP 23+000 to 32+500**



SP 24+000: Between the Cass Park Trailhead and approximately SP 32+500 the trail will co-exist in the corridor with an existing electric transmission line. The trail weave around the poles.



SP 24+800: Dirt access road from N. Y. S. Route 89 near Cass Park. Road could provide emergency and maintenance access to the trail.



SP 25+000: Typically there is only one utility pole in the right of way. Two poles exist where the line shifts direction. Under these conditions the trail will pass between the poles. Distance between poles is 12 feet.



SP 27+500: Proposed location for a trail overlook and interpretive site. This is located at where the trail crosses Williams Creek.



SP 32+500: Double utility poles mark the location where the transmission line turns west, off the trail corridor. The trail will transition to a more enclosed overhead canopy.



SP 32+500: For the first 4 miles north from Allan H. Treman, the trail passes through a woodland setting. Glimpses of Cayuga Lake through the woods occur occasionally at hillside stream crossings.

numerous locations where the railroad corridor crosses over hillside creeks. Each of the crossings has a culvert structure built by the railroad to accommodate the creek water flow. Over time some of the structures have been modified. All of the drainage/culvert structures will require cleaning and some will require upgrading to accommodate runoff volumes that have changed over time with changes in upslope land uses.

The creek crossings also are areas that due to their aesthetic qualities are appropriate locations for seating, rest areas and overlooks. Often the views to the west upslope to the creek beds and waterfalls are very attractive. To the east, the vegetation is generally less dense due to the creek and associated culvert structures, thus views of Cayuga Lake are generally more open than in other wooded sections. In addition, the sound of water cascading down the hillside is enjoyable and can help to mask road noise where the corridor is adjacent to N. Y. S. Route 89. At SP 27+500, one such overlook is possible with filtered views of Treman Marina, Lighthouse Woods, the City and Cayuga Lake. Figure V-11 provides a concept plan for this overlook area.

The overhead utility lines in the railroad corridor end at SP 32+500, where they turn due west. From this point north the corridor is clear of utility poles and lines to Taughannock Falls State Park.

SP 32+500 to 41+300: North of Utility Line to Glenwood Heights Road

The BDT continues north from SP 32+500 on the railroad grade. This section of the trail is relatively clear and passes through dense second growth woodland. The Cayuga Medical Center (CMC) developed walking trails from the hospital downslope to the trail corridor near SP 33+000 and utilized 3,600 linear feet of the railbed under a license with NYSEG, the previous owner. CMC surfaced the corridor with 2 - 4" diameter stone. The stone will provide a firm base for the stonedust surfacing.



SP 33+000: This section of trail was formerly used by the Cayuga Medical Center, under license agreement with NYSEG, as part of their fitness trail.

The hospital trails are steep, which make them difficult for any therapeutic program uses offered at the hospital, but they can serve as access for employees to commute to and from work on the trail or exercise during their lunch breaks.

At SP 34+000 the trail passes an access road, the site of the former hospital heating plant, which was demolished and removed. This roadway can provide emergency or maintenance access to the trail.

At SP 35+000 there are very nice views of Indian Creek, one of the larger hillside creeks, to the west. The area provides an excellent spot for a seating and rest area.



SP 35+000: View west from the trail corridor to Indian Creek. This site is a proposed overlook and interpretive site.

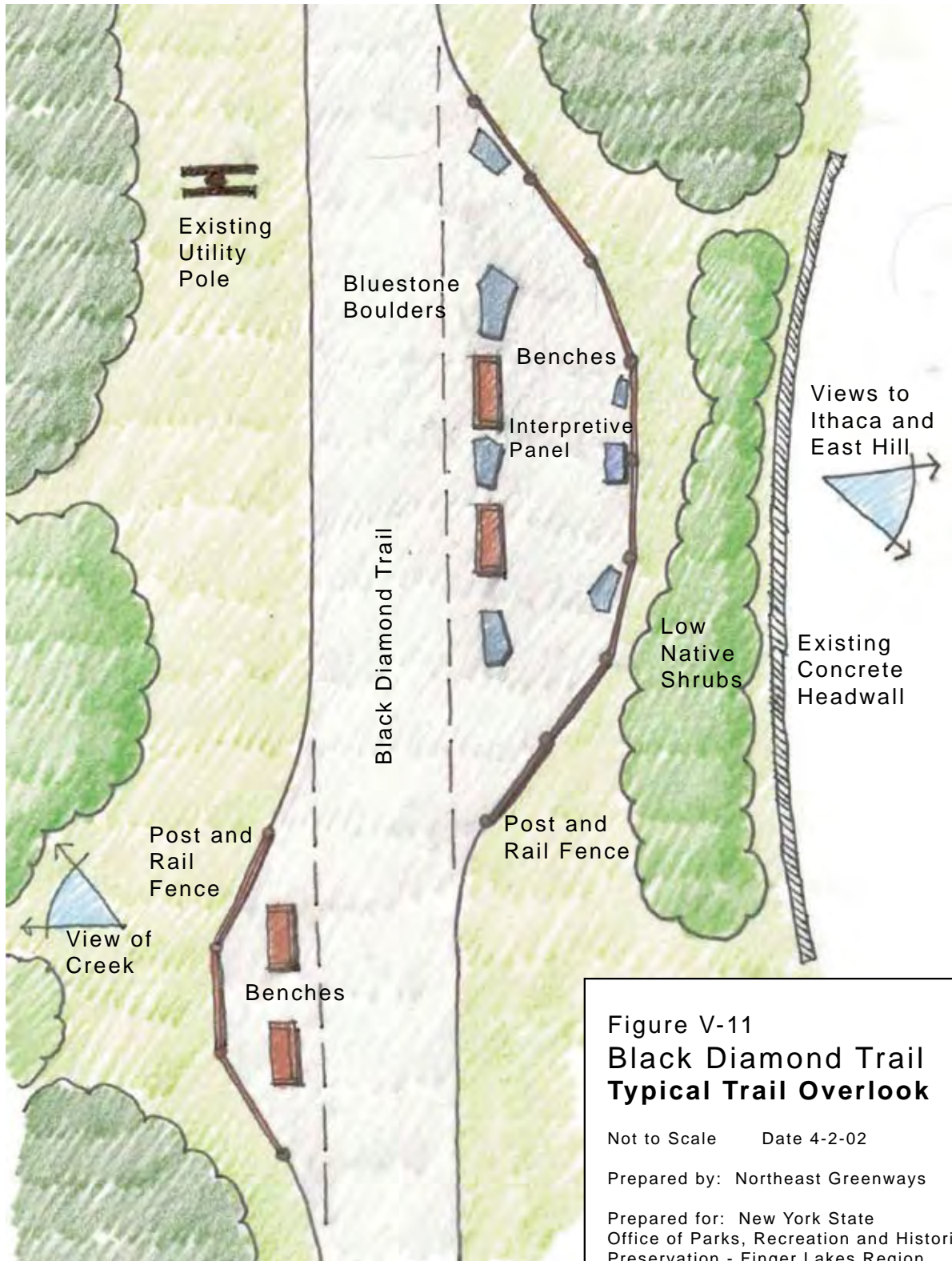


Figure V-11
Black Diamond Trail
Typical Trail Overlook

Not to Scale Date 4-2-02

Prepared by: Northeast Greenways

Prepared for: New York State
 Office of Parks, Recreation and Historic
 Preservation - Finger Lakes Region

From SP 35+000 to the crossing of Glenwood Heights Road, at SP 41+300, the trail is clear and open with a packed gravel and dirt surface as illustrated in the photo below. Between SP 39+000 and Glenwood Heights Road, the adjacent property owners are preparing their lands on both sides of the trail corridor to accommodate a bison farm. The farm will use an existing farm crossing from the days of the railroad operation to periodically move the bison between pastures. Special signs alerting trail users to the bison farm operation and crossing conditions will be required along this trail segment.



SP 36+000: Railroad corridor north of segment of trail with NYSEG transmission lines. Trail will pass through a second-growth forest landscape.

The intersection at Glenwood Heights Road has good visibility to the west, as illustrated in the photo SP 41+300 W, but the road is very steep on the uphill side. East of the crossing, the site distance from the trail traveling north is limited, due to the continued steep gradient and a curve to the south before the road intersects with N. Y. S. Route 89, as illustrated in photo SP 41+300 E. Roadside swales will require culvert installations and grading to meet ADA requirements to create a smooth and accessible transition from the road to trail.

The trail/road interfaces will include the standard gate/bollard system with traffic warning signs as illustrated in Figures V-19 and V-20, pages V-115 and V-116.

Signs warning motorists of the trail crossing will be installed on the road in consultation with the Town of Ulysses Highway Departments.



SP 41+300 W: View west at intersection of the trail crossing of Glenwood Heights Road. Site distance is adequate in the upslope direction from both north and south trail approaches.



SP 41+300 E: View southeast at the intersection of the trail and Glenwood Heights Road. Site distance for trail users traveling north is limited downslope. Selected clearing of vegetation may improve the condition with the support of the warning sign program.

SP 41+300 to 43+700: Glenwood Heights Road to Perry City Road

This 2,400 linear feet of the BDT continues on the former railroad corridor, which is currently a grass, dirt packed surface with remnant railroad ballast. At SP 42+250 the trail will cross Glenwood Creek. Up to the mid-1990s, an earthen embankment with culverts served as the crossing of the creek. Two large winter thaw/rainstorm events in the mid-1990s resulted in the earthen embankment washing out. The remains of the structure include a trestle-like support system, as seen in the following photo. A new crossing will be required in this location. Options include a box-culvert system or a bridge. The span for a bridge is approximately 150 feet in length.



SP 42+250: A new structure for the trail crossing of Glenwood Creek is required. A bridge unit could allow the old trestle-support timbers to be left in place for an interpretive opportunity.

The scenic quality of the Glenwood Creek would be better supported by a bridge structure. In addition, if possible, some of the former trestle structure could be stabilized and saved for interpretation as it illustrates how trestle crossings were constructed in the 19th century. South of the creek, on the west, uphill side of the proposed trail, there is an access ramp down to the creek level that was likely constructed for maintaining the culvert pipes. The uphill views of the creek and falls, represented in the following photo, are very scenic and present a unique opportunity to develop a seating area in this location.



SP 42+250: View west of Glenwood Creek.

North of Glenwood Creek the corridor is packed gravel and clear of vegetation. Property to the east of the corridor has been developed for residential use. Screening between the trail and buildings on the property is recommended between SP 42+500 and SP 43+000.



SP 42+500: A residence has been built along the east side of the corridor. A screening treatment is recommended between the trail and adjoining land use.

Views of Cayuga Lake and the lake's basin are found between SP 43+000 and Perry City Road. The adjacent property owners have managed the vegetation on their property to maintain the views. A cooperative effort between the owner and OPRHP should be established to maintain the views for trail users as well.

Perry City Road has higher traffic volumes than Glenwood Heights Road. Visibility from the trail crossing and for motor vehicle traffic on the road both uphill and downhill is good. To the east the

road steepens as it approaches N. Y. S. Route 89. The following photos illustrate the crossing conditions at Perry City Road.



SP 43+700: Trail crossing of Perry City Road. View downslope to N.Y.S. Route 89. Visibility is good in both directions.



SP 43+700: View of the trail south of Perry City Road. Road crosses at a 45-degree angle and has a steep cross slope towards the east (left in photo.)

The trail/road interfaces will include the standard gate/bollard system with traffic warning signs as illustrated in Figures V-19 and V-20, pages V-115 and V-116.

Signs warning motorists of the trail crossing will be installed on both roads in consultation with the Town of Ulysses and Tompkins County Highway Departments.

SP 43+700 to 48+500: Perry City Road to Garrett Road

North of Perry City Road, between SP 43+700 and SP 47+000, the corridor surface is grass and packed dirt and fairly clear of vegetation encroachment, though some additional clearing will be required, as represented in the following photo. Drainage swales upslope of the former railbed will need to be re-established along this segment.



SP 44+500: Former railroad corridor north of Perry City Road is accessible but will require clearing of shrubs and small trees to achieve the required 16-foot horizontal clearance.

North of SP 47+000 the corridor has been used as a driveway for a house located east of the trail at SP 47+000. No permanent agreement exists for the corridor to be used in the future. The property owner was notified that the residence access will have to be relocated to their road frontage on N. Y. S. Route 89. The trail surface to Garrett Road is packed gravel and the corridor is clear of vegetation.

Between SP 47+250 and 48+300 the landscape adjacent to the corridor upslope, or to the west of the trail, changes to rural residential. In the meetings with adjacent property owners, the installation of screen plantings or fencing was discussed to create a more pronounced visual or physical barrier between adjacent houses and the proposed trail.

The trail intersection at Garrett Road, SP 48+500, has very good visibility in both directions and the road is relatively flat. North of the road, an asphalt

driveway is located west of and adjacent to the trail corridor, separated from the proposed trail by a narrow hedgerow. The following two photos



SP 48+500: View of trail corridor south of Garrett Road intersection. An adjacent property owner has used the corridor to reach a residence. The property has road frontage on N.Y.S. Route 89, owner notified a new driveway will have to be constructed.



SP 48+500: View of trail corridor north of Garrett Road. Adjacent property owners reconstructed their driveway, to the left, to eliminate a perpendicular crossing of the trail.

represent the existing condition at Garrett Road. The trail/road interfaces will include the standard gate/bollard system with traffic warning signs as illustrated in Figures V-19 and V-20, pages V-115 and V-116.

Signs warning motorists of the trail crossing will be installed on the road in consultation with the Town of Ulysses Highway Department.

SP 48+500 to 50+200: Garrett Road to Houghton Road

As the trail travels north toward Taughannock Falls State Park, the surrounding landscape characteristics transition from forested hillside to active and inactive agriculture. The abandoned rail corridor takes on the characteristic of a hedgerow between the crop fields. Within this area, the agricultural lands surrounding the trail corridor now lay fallow and some fields have been subdivided and sold as house lots, changing the character to rural residential.

Much of the vegetation that is reclaiming the inactive portions of the corridor is non-native, invasive species like honeysuckle and multi-flora. In reclaiming the corridor for the Black Diamond Trail, OPRHP will have the opportunity to remove the invasives and replant with native species that enhance the habitat for the variety of wildlife migrating through and inhabiting the area.

The trail intersects with Houghton Road at SP 50+200. Visibility for both trail users and motorists is good in both directions at this intersection. On the southwest side of the Houghton Road/BDT intersection, a driveway to serve an adjacent property will be developed similar to the situation existing at the Garrett Road intersection. Grading and culvert installation will be required to make smooth transitions from the road to the trail. The following photos document the existing condition at the trail/road intersection.



SP 50+200: View of trail corridor from Houghton Road intersection. Trail corridor located to the right of the utility pole in the forefront of the photo.



SP 50+200: View of trail corridor north from Houghton Road intersection. This segment of trail is fairly overgrown and difficult to locate in the landscape.

The trail/road interfaces will include the standard gate/bollard system with traffic warning signs as illustrated in Figures V-19 and V-20, pages V-115 and V-116.

Signs warning motorists of the trail crossing will be installed on the road in consultation with the Town of Ulysses Highway Department.

SP 50+200 to 55+500: Houghton Road to Kraft Road

In cooperation with the Cayuga Nature Center, a trailhead facility for the Black Diamond will be developed on CNC property northeast of the trail after it crosses Houghton Road. A spur trail will connect with CNC trails and provide the opportunity for BDT patrons to visit the nature center's many exhibits. Figures V-13 and V-14 on pages V-99 and V-100 illustrate the proposed interface concept between the two facilities. OPRHP and CNC will work together to refine the final layout.

From Houghton Road to SP 54+000 the trail corridor is not excessively overgrown with second-growth vegetation. There are two drainage structures noted on the trail plan, at SP 51+700 and SP 52+800, that require repair or replacement. The following photo illustrates the culvert situation at SP 51+700.



SP 51+700: The lack of maintenance on the drainage structures/system along the abandoned railroad has resulted in several of them failing. Repair and replacement will be needed on many.

Between SP 54+000 and SP 55+000 the corridor has been maintained by the adjacent landowners who own land on both sides of the trail. In on-site meetings with the adjacent owners options for discouraging trail users from venturing off the trail to visit private facilities included vegetation screening, gates and potentially fencing. Prior to the start of construction, OPRHP will meet with adjacent owners again to finalize the treatment that will be most effective.



Safety railing, as illustrated in this photo, can also serve to discourage trail users from leaving the corridor and trespassing on adjacent private property. This installation is on the Catharine Valley Trail in the Finger Lakes State Parks Region.

At SP 55+000 the trail will cross Willow Creek on an existing steel railroad bridge. A preliminary assessment of the steel structural members and abutments determined them to be in good condition. A more extensive review will be conducted prior to the start of construction. The bridge is approximately 100 feet in length. At a

minimum, the bridge will require new decking and safety railing following ASHTO and NYDOT specifications for bicycle facilities. The existing bridge structure is illustrated in the following photo.



SP 55+100: View, looking south, of the existing railroad bridge over Willow Creek. Redecking and safety railing are needed to put the structure in use for the trail.

Between the bridge and Kraft Road there is an area including OPRHP and private property formerly used by the Tompkins County Highway Department to store road-repair materials. During the railroad era, the area was a siding for a hay, grain and coal storage building. The area would lend itself easily to be developed as a small trail access/parking area. With the privately-operated, 200-site Spruce Row Campground within three-quarters of a mile to the west, an access point in this location might be appropriate. OPRHP will explore this option in the future after the trail is open and operating to assess the need for additional access points.



SP 55+500: Potential future trail access point along trail corridor between Willow Creek bridge and Kraft Road.

The Kraft Road intersection has good visibility and is relatively flat in both directions, southwest and northeast.

The trail/road interfaces will include the standard gate/bollard system with traffic warning signs as illustrated in Figures V-19 and V-20, pages V-115 and V-116.

Signs warning motorists of the trail crossing will be installed on the road in consultation with the Tompkins County Highway Department.



SP 55+500: Trail crossing at Kraft Road has good visibility in both directions.

SP 55+500 to 58+900: Kraft Road to Agard Road

Heading northwest from Kraft Road, the trail corridor has been maintained by the adjoining landowner as lawn. Two residences flank the trail corridor, both with frontage on Kraft Road. There is sufficient vegetation screening between the trail and the residence to the west, but to the east a visual or physical separation may be needed.

After passing the residences, the corridor is overgrown with vegetation and will require clearing to meet vertical and horizontal trail clearances as identified on V-18 page 114. As experienced on the sections to the south, the majority of regenerating vegetation is the invasive species honeysuckle, autumn olive and multi-flora rose.

Between SP 55+750 and SP 57+500, the adjacent landowner has property on both sides of the corridor. Agricultural use is still active on this

property. The existing, grandfathered farm crossing will need to be maintained and the trail signed to alert trail users of periodic farm equipment crossing the trail. OPRHP will work with the landowner to address appropriate gate facilities and vegetation screening.

There are two drainage and erosion problem areas in this section, requiring repair or placement of small drainage structures under the proposed trail.

Between SP 58+500 and the intersection of Agard Road, enhancing the existing vegetation to buffer and provide privacy screening for a residence located southwest of the trail is recommended.

The intersection at Agard Road will require the installation of culverts for the trail to cross drainage ditches in road shoulders. Visibility toward the west is moderate and good toward the east. The road is gently sloped toward the northeast. The following photo illustrates the southwest condition of the trail crossing of Agard Road.

The trail/road interfaces will include the standard gate/bollard system with traffic warning signs as illustrated in Figures V-19 and V-20, pages V-115 and V-116.

Signs warning motorists of the trail crossing will be installed on the road in consultation with the Town of Ulysses Highway Department.



SP 58+900: Trail intersection at Agard Road. Trail crosses road at a cross-slope. Culverts will need to be installed for the trail crossing on both sides of the road.

SP 58+900 to 60+500: Agard Road to Willow Creek Road

As the trail proceeds north, after crossing Agard Road, it passes close to two residential properties. Screening with vegetation and fencing will be needed in this area to preserve the adjoining owners privacy as the houses sit very close to the corridor.

The majority of this 1,600 linear-foot trail segment was the subject of a volunteer clearing day in October 2006. Some minor clearing for recommended trail clearances will be needed prior to the start of construction.

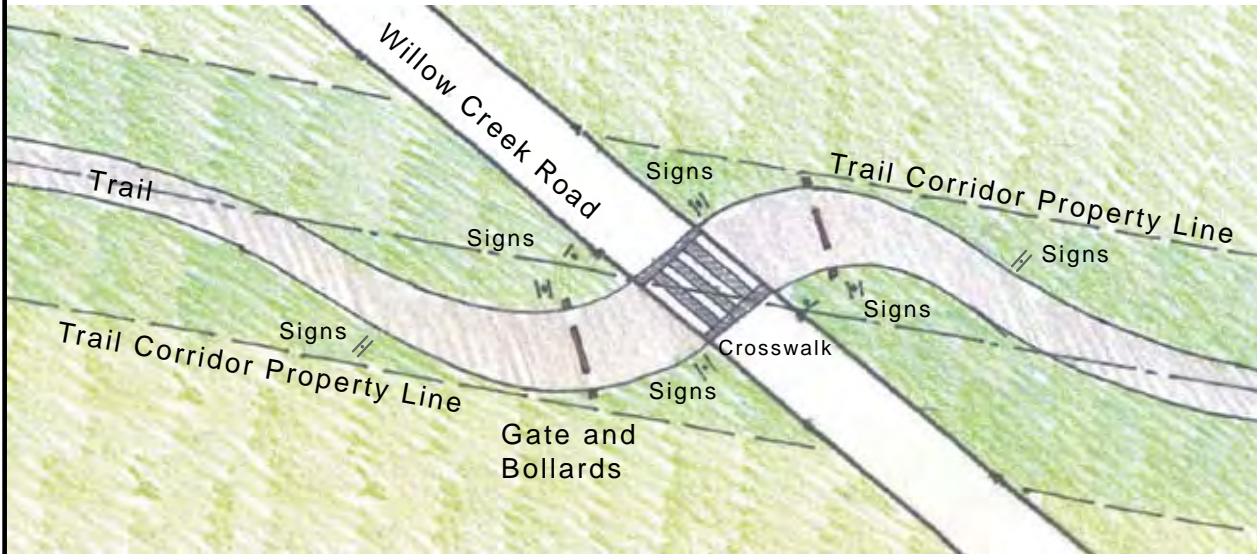
The trail crossing of Willow Creek Road is nearly flat and has good visibility in both directions. The corridor, however, crosses the road at an acute angle. It is recommended that the trail be realigned closer to a 90 degree crossing if possible as illustrated in Figure V-12 on page V-91. The following photo illustrates the trail crossing of Willow Creek.

The trail/road interfaces will include the standard gate/bollard system with traffic warning signs as illustrated in Figures V-19 and V-20, pages V-115 and V-116.

Signs warning motorists of the trail crossing will be installed on the road in consultation with the Town of Ulysses Highway Department.



SP 60+500: View looking south of trail intersection with Willow Creek Road. Trail realignment at this crossing is recommended to have trail users approach the road at a 90° angle.



When the trail crosses roadways at an acute angle, such as the Willow Creek Road intersection, trail alignment should be adjusted to create a crossing perpendicular, or as close to perpendicular as possible to the roadway. Not only will this enhance visibility, but tight radii will slow down trail users as they approach the intersection. It is important to maintain sight lines to traffic control devices (gates and bollards) and signage for trail users approaching the intersection.

Figure V-12
**Black Diamond Trail
 Trail Intersection at
 Willow Creek Road**

Not to Scale Date 4-2-02

Prepared by: Northeast Greenways

Prepared for: New York State
 Office of Parks, Recreation and Historic
 Preservation - Finger Lakes Region

SP 60+500 to 66+300: Willow Creek Road to Gorge Road

This section of trail was cleared by volunteers working with State Parks crews in 2000 and park maintenance staff in 2005-2006 and again by volunteers in spring 2007.



SP 61+000: In 2000, a group of volunteers came to clear brush from the trail corridor between Taughannock Falls State Park and Willow Creek Road.

Much of the trail corridor along this section still has remnant railroad ballast (2"-4" in diameter) as the surface. The ballast will provide good base for the trail treadway.

At times the corridor is raised on an embankment with nice views into the surrounding woods and field. In other areas it is in a cut with steep banks on either side of the proposed trail. There are many wet areas in the cut sections and drainage improvements will be needed when surfacing the proposed trail.



SP 65+000: Sections of the railroad corridor south of Gorge Road are below the elevation of surrounding fields. These areas tend to be wet and will require establishing better drainage systems.

Gorge Road is approximately 8 feet higher in elevation than the surrounding landscape and will require constructing ramps on both approaches for the trail to meet ADA slope requirements. Visibility at the crossing is good in both directions and the road is level at the point of crossing.



SP 66+300: View south from Gorge Road to trail corridor. Gorge Road is 8 feet above the trail elevation. Ramps will need to be constructed in this area.

The trail/road interfaces will include the standard gate/bollard system with traffic warning signs as illustrated in Figures V-19 and V-20, pages V-115 and V-116.

Signs warning motorists of the trail crossing will be installed on the road in consultation with the Town of Ulysses Highway Department.

SP 66+300 to 67+500: Gorge Road to Taughannock Falls State Park

North from Gorge Road, the trail enters Taughannock Falls State Park. This corridor was cleared in 2000 with volunteers and maintained in 2005-2006 by state park crews. Remnants of the Taughannock railroad station, built in 1873, exist along the west side of the corridor and will provide an opportunity to interpret the railroad era and Taughannock as a prominent vacation destination in the late 1800s.



SP 66+500: Former railroad corridor north of Gorge Road. The Taughannock railroad station was located on the left side. Remnants of the station foundation still exist.

The trail will cross Taughannock Creek on an existing railroad bridge that is currently used as a creek crossing for the park’s Upper Rim Trail. The bridge should undergo some decking repairs and a structural analysis to determine the condition of its abutments and its overall structural integrity. A new railing system will also be needed. The views of the gorge from this bridge are exceptional in both upstream and downstream directions. Design of the railing system should take the aesthetics into



SP 67+200: Existing railroad bridge over Taughannock Creek gorge. The bridge is currently part of the state park’s rim trail system. Upgrades to the structure will be needed.

account. The BDT will continue north on a short section of the Upper Rim Trail until it turns to the northwest and ends where it intersects with the Taughannock Park Road. Bicyclists can use this park road to access the park’s camping, swimming and picnicking areas at the lower elevations to the northeast or follow existing roads to the Village of Trumansburg and surrounding countryside.

The trailhead at Taughannock Falls State Park is proposed to be located off Gorge Road, to the west of the trail corridor. Currently an existing parking area is located off Jacksonville Road at the bottom of a short, steep incline to serve patron using the rim trail system. Site distance to the south exiting this existing lot is very limited. Relocating and developing a joint park and trail access point is recommended. Figures V-15 and V-16 on pages V-100 and V-101 illustrate the association of the Black Diamond Trail and the Taughannock Falls State Park trails facilities.

Spur Trails and Links to Other Facilities

Opportunities exist along this trail segment to develop links to facilities adjacent or near to the trail corridor. At the time of construction, spur trails should be considered to connect the BDT to the following areas:

- Paleontological Research Institute/Museum of the Earth (PRI)
- Cayuga Nature Center (CNC)
- Village of Trumansburg

Future connections are encouraged as other facilities are developed within the vicinity.

The connection to the PRI facilities will require land acquisition or an easement from NYSEG to use the existing utility corridor up the west slope above the trail corridor.

As noted earlier under the discussion for the trail segment SP 50+200 to 55+400: Houghton Road to Kraft Road, a BDT trailhead facility will be constructed on CNC property in cooperation with the Center. Spur trails to link the BDT with the core CNC facilities have been discussed with the Center and will be progressed as funding can be secured.

A spur link to the Village of Trumansburg can be accomplished on the existing abandoned railroad corridor transferred from NYSEG to OPRHP.

While this spur can be progressed as part of the mainline trail development, this sole connection will not provide the best situation to serve the interests of the community or vacationers to the area. It is recommended that OPRHP meet with the Town of Ulysses and Village of Trumansburg boards to discuss opportunities to develop multiple connections from the Black Diamond to the village and surrounding town neighborhoods.