

Forest Preserve Work Plan
for
Construction of New Facilities and Expansion or
Modification of Existing Facilities
Fiscal Year 2023

WP #287

Project # Click to enter Project Number (leave blank if not applicable)

<u>Region</u>	<u>Project Title</u>
3	Shandaken Wild Forest Mountain Bike Trails

<u>Project Type</u>	<u>Town(s)</u>	<u>County</u>	<u>Management Unit</u>
New Construction	Shandaken	Ulster	Shandaken Wild Forest

Description of Desired Condition(s) for Project: Since the completion of the 2005 Shandaken Wild Forest Unit Management Plan (UMP), approximately 610.4 acres of the “Big Indian acquisition” on the eastern slopes of Belleayre Mountain were classified and added to the Shandaken Wild Forest unit. In anticipation of the 2021 revision of the 2005 Shandaken Wild Forest UMP, the Catskill Watershed Corporation and DEC contracted with Tahawus Trails, and Sinuosity LLC to evaluate opportunities to develop a mountain bike and cross-country ski-trail system on the newly acquired lands on the eastern slopes of Belleayre Mountain traversing both the Shandaken Wild Forest and the Belleayre Mountain Ski Center Intensive Use Area. The 2018 Tahawus Trails Concept Mountain Bike/Cross-Country Ski Trail Plan proposed an extensive network of trails that would utilize two different land classifications: the Belleayre Intensive Use Area which is managed by the Olympic Regional Development Authority (ORDA) and the Giggle Hollow parcel of the Shandaken Wild Forest (managed by the NYSDEC). Plans for Mountain Bike trails were then included in the 2021 Shandaken Wild Forest Final Unit Management Plan Revision.

This work plan includes an overview of the proposed trail construction on the Giggle Hollow parcel of the Shandaken Wild Forest as illustrated on the attached map. Approximately 7 miles of trail have been identified and flagged for new construction to provide a cohesive unit of beginner --> intermediate mountain bike trails. In addition to the new trail construction, the trail network utilizes several miles of existing logging roads and provides connectivity with Belleayre Mountain Ski Center and the anticipated Ulster –Delaware Rail Trail corridor. The trail has been designed with the spirit of creating an enjoyable mountain biking experience compatible with the management and protection of Wild Forest Areas.

Description of Project Specifications: Treadway development and grading will be kept to a minimal earthen treadway along a sustainable grade. The majority of the trail will traverse level and rolling terrain with minimal slope following a curvilinear alignment to match the terrain. Areas of wet or poorly drained soils will be avoided in order to mitigate erosion. Some earthwork will be necessary in order to provide adequate trail inslope and outslope occasionally along sidehills and to install water control devices such as drainage dips. Trail benches will be composed of consolidated mineral soil, and no outside fill will be used in development of the trail bench. Crowning will be minimal, but will be built occasionally in areas where the trail route is not conducive to shedding water through outslope. Trail crews will perform work with a combination of hand and mechanized equipment. A powered wheelbarrow and a mini excavator will be used to perform the rough trail excavations and to set the treadway and water control devices for increased sustainability in the finished trail. Final shaping will be performed with hand tools. Excavation into the trail bed will be conducted only when necessary to remove protruding roots and rocks which pose a hazard to users of the trail. Any excavation into the trail bed to remove protruding roots or rocks that cause a hole will be filled with a combination of mineral soil/aggregate mix and fully compacted. The proposed new singletrack trail construction is approximately 7 miles in length with an average treadway width of 4 feet. New trail will be purpose built for mountain biking but will also accommodate hikers and trail runners. High quality mountain biking experiences are created through the development of riding opportunities that incorporate trail styles appealing to mountain bikers. The singletrack trail is designed as a trail narrow to the point that users must generally travel in single file. Tread surface will be firm and stable with some variability.

Description of Measures Taken to Avoid, Mitigate and Minimize Impacts to Natural Resources:

A.) Trees to be removed - Whenever possible, trail construction will be completed with minimizing tree

cutting in mind, with health and quality of trees influencing cutting selection. Much of the proposed route for the mountain bike trails in the Shandaken Wild Forest traverses old logging roads where minimum amounts of tree cutting is required. Trees have been tallied and counted for felling along routes designated for new construction. A tree tally is attached for all trees above 1 inch in diameter. A total of 424 were selected for cutting, with 211 trees being less than 3 inches diameter at breast height (dbh), and 213 trees more than 3" dbh.

B.) Earthwork and Disturbance - Treadway development and grading will be kept to a minimal earthen treadway along a sustainable grade. The majority of the trail will traverse level and rolling terrain with minimal slope following a curvilinear alignment to match the terrain. Areas of wet or poorly drained soils will be avoided in order to mitigate erosion. Some earthwork will be necessary in order to provide adequate slope along sidehills and to install water control devices such as drainage dips. Trail benches will be composed of consolidated mineral soil, and no outside fill will be used in development of the trail bench. Crowning will be minimal, but will be built occasionally in areas where the trail route is not conducive to shedding water through outslope.

Sections of existing skid roads to be included in this plan will need drainage installation and regrading in some areas to create appropriately out-sloped tread ways with frequent rolling grade dips (grade reversals). Choke stones should be incorporated to narrow the tread down and control user speeds on mountain bike trails.

C.) Mitigation of Impacts to Streams, Waterbodies, and Wetlands. Silt fencing will be placed around limits of disturbance during construction when working near stream channels or swales as per NYS Standards and Specifications for Erosion and Sediment Control. During bridge construction, disturbed areas will be restored, and cleaned of debris, graded to existing ground, seeded and mulched. All other disturbed areas including areas where silt fence was installed, areas where machines have entered the construction zone, will be graded, stabilized, seeded and mulched. Any areas where ditching has been crossed by machinery or a vehicle will be restored to operational condition. Construction ditching will be used, and modified as necessary, to direct storm water runoff during construction. Existing drainage swales will be used, and modified as necessary, to direct storm water runoff, and some minimal construction of new drainage swales with stone check dams will be used. Surface and ground water will be controlled at all times during all phases of construction to prevent erosion and siltation both on site and to off-site locations. Facilities within the unit will be monitored for natural resource degradation. If action is warranted, appropriate measures will be taken to address specific areas of concern.

D.) Identification of Rare, Threatened or Endangered Species No rare or endangered species are found in the project area.

Analysis of Project Location and Design Alternatives:

Alternative # 1 – Open only existing pathways and logging roads as trails. This alternative was not considered the preferred alternative for a variety of reasons. Many of the existing pathways and old logging roads are extremely steep and would not be conducive to an enjoyable mountain biking experience. Using only existing pathways, without new construction, does not offer the same type of connectivity that is necessary for a viable trail experience. Use of only existing pathways would also contribute to erosion and deterioration of the area due to the slope, alternatively building a purpose-built trail that will provide sustainable trail treadways and connections. Although constructed trails are themselves an impact on the land, they are a necessary response to the fact that people travel through natural areas. Concentrating travel on trails reduces the likelihood that multiple routes will develop and scar the landscape.

Alternative #2 – The No-Action Alternative. The “No-Action” alternative was not considered the preferred alternative due to the heavy interest by the public and mountain biking communities for mountain biking trails and activities at the Giggle Hollow parcel in the Shandaken Wild Forest.

Description of Use of Motorized Equipment and/or Motor Vehicles, if any:

Trail construction will require motorized equipment to carry in materials and tools in excess of 40 pounds and to aid in the efficiency of trail construction. To make the most efficient use of time during the construction season, it will be necessary to allow the entrance of small, tracked mini excavators and walk behind wheelbarrows. A Conceptual Use Plan for Administrative Access by Motor Vehicles in Wild Forest Areas (CP-17 Appendix A) has been approved for this area of the Shandaken Wild Forest. Access will be granted for motorized equipment via existing trail and roadways. During construction, operators of low impact motorized equipment will conduct their work in optimal environmental conditions and in a manner that will not contribute to any potential degradation of the wild forest setting. All work will be completed with appropriate DEC oversight.

Description of Applicable Standards for Accessibility by People with Disabilities: Consistent with ADA requirements, the Department incorporates accessibility for people with disabilities into the planning, construction and alteration of recreational facilities and assets supporting them. Modification of the Giggle Hollow trail network to fully accessible standards would result in a fundamental alteration in the nature of the service, and an undue financial or administrative burden to the Department in the case of this project. Implementation of this project will aim to make the facilities accessible to the largest population possible without making assumption about any particular user's ability. More compliant accessible features including trails, picnic area, and MAPPWD forest roads are found nearby within this management unit.

Other Relevant Considerations:

Trail layout has been refined with the aid of professional trail crew (Tahawus Trails) in a way that avoids drainages, and seeps. Treadway construction will be routed to avoid cutting any large trees and will be installed at a sustainable grade using Best Management Practices, such as reverse grades, whenever possible. Tree cutting will be limited by passing around large trees and cutting smaller understory trees blocking the route. Implementation of this plan is expected to manage and reduce recreational impact by concentrating use on maintained trails.

Prepared by (Name & Title): Ian Dunn
Phone: 845- 256 - 3083

Date: 1/30/2023

REGULATORY CLEARANCE CHECKLIST – STATE LANDS and CONSERVATION EASEMENT PROJECTS

PROGRAM	PERMIT	REQUIRED		SECURED BY	COMMENTS
		YES	NO	(NAME)	
Air Resources	Restricted Burning	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Mineral Resources	Mining	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Materials Management	Solid Waste Mgt. Fac.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Water	Dam Safety Review	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Const. in Flood Hazard	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Public Water Supply	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	SPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Spills Management	Petro. Bulk Storage	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Lands and Forests	Unit Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ian Dunn	2021 Shandaken Wild Forest Unit Management Plan Revision.
	Tree Cutting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ian Dunn	Documented all trees 1" and above
	Protected Native Plants	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ian Dunn	Natural Heritage data layer review indicated no species of special concern.
	Historic Preservation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ian Dunn	No historic structures present in project area.
Fish and Wildlife	Freshwater Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Wild Scenic & Rec. River	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Compliance Services	Other Protection of Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	EAF	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ian Dunn	
	Negative Declaration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ian Dunn	
	Env. Impact Statement	<input type="checkbox"/>	<input type="checkbox"/>		
	Water Quality Cert.	<input type="checkbox"/>	<input type="checkbox"/>		
DEC (other)	CP-17	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ian Dunn	Submitted December 2022
	Commissioner (aircraft,motorized equipment)	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Flight Request	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Contract Clearance Sh.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	DOB Exemption	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Other Agencies	APA MOU	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	APA Wetlands Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Corps. of Engineers	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Building Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Local Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

Easements	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Highway Enter DOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Wastewater Disposal	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		

Forest Preserve Work Plan Attachments

For

Construction of New Facilities and Expansion or
Modification of Existing Facilities

Shandaken Wild Forest – Giggle Hollow Mountain Bike Trails

Page 2 ... New Trail Construction Tree Tally

Page 3 ... Forest Preserve Level Map

Page 4.... Management Unit Level Map

Page 5 ... Trail Network Map

Pages 6-11 ...Excerpts from 2021 Shandaken Wild Forest Unit
Management Plan

Pages 12-15 ... Excerpts from the Tahawus 2018 Conceptual Shandaken-
Belleayre Mountain Bike / Cross Country Ski Trail Plan

State Land Tree Tally

Project: Shandaken Wild Forest - Giggle Hollow Trail Plan

State Land Unit: Shandaken Wild Forest

County and Town: Ulster /Shandaken

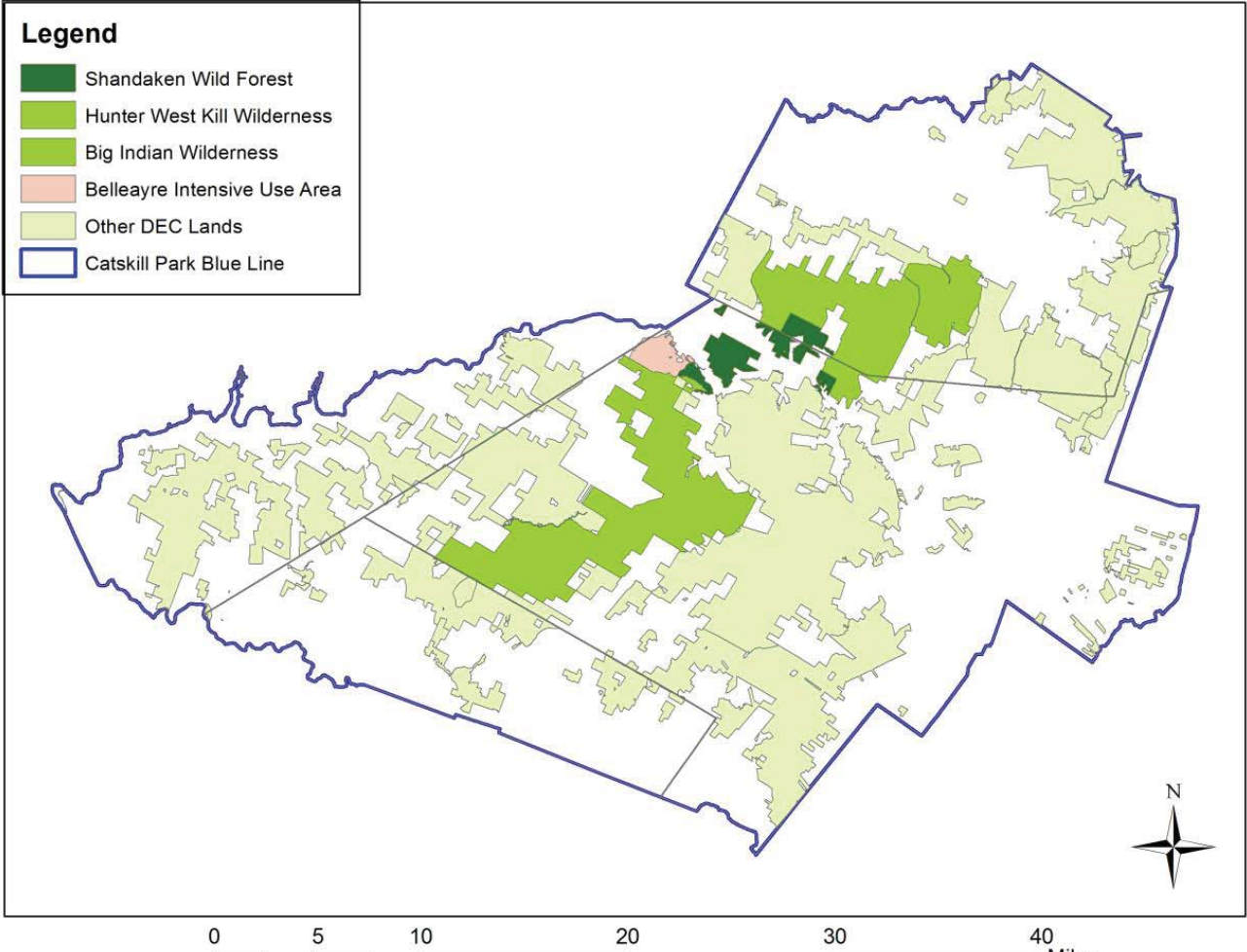
Date Talled: 7/19/2022

Talled by: Ian Dunn - Forester 1 - Region 3

	DIAMETER														TOTAL
	2	4	6	8	10	12	14	16	18	20	22	24	26	28	
hemlock		2	1	4	3										10
ash, white					1	1									2
beech, Amer.	115	43	16	6	5	1	1					2			189
birch,black	37	16	11	3	2	4									73
birch, yellow	11	2	2	4											19
maple, red					2										2
maple, sugar	6	8	5		4	1	2								26
maple,striped	40	29	9	4	3										85
hop hornbeam	2	5	4			1									12
black cherry					1	1									2
american hornbeam		1	3												4
TOTAL	211	106	51	21	21	9	3	0	0	0	0	2	0	0	424

Number of Trees less than 3" dbh =	211
Number of Trees more than 3" dbh =	213

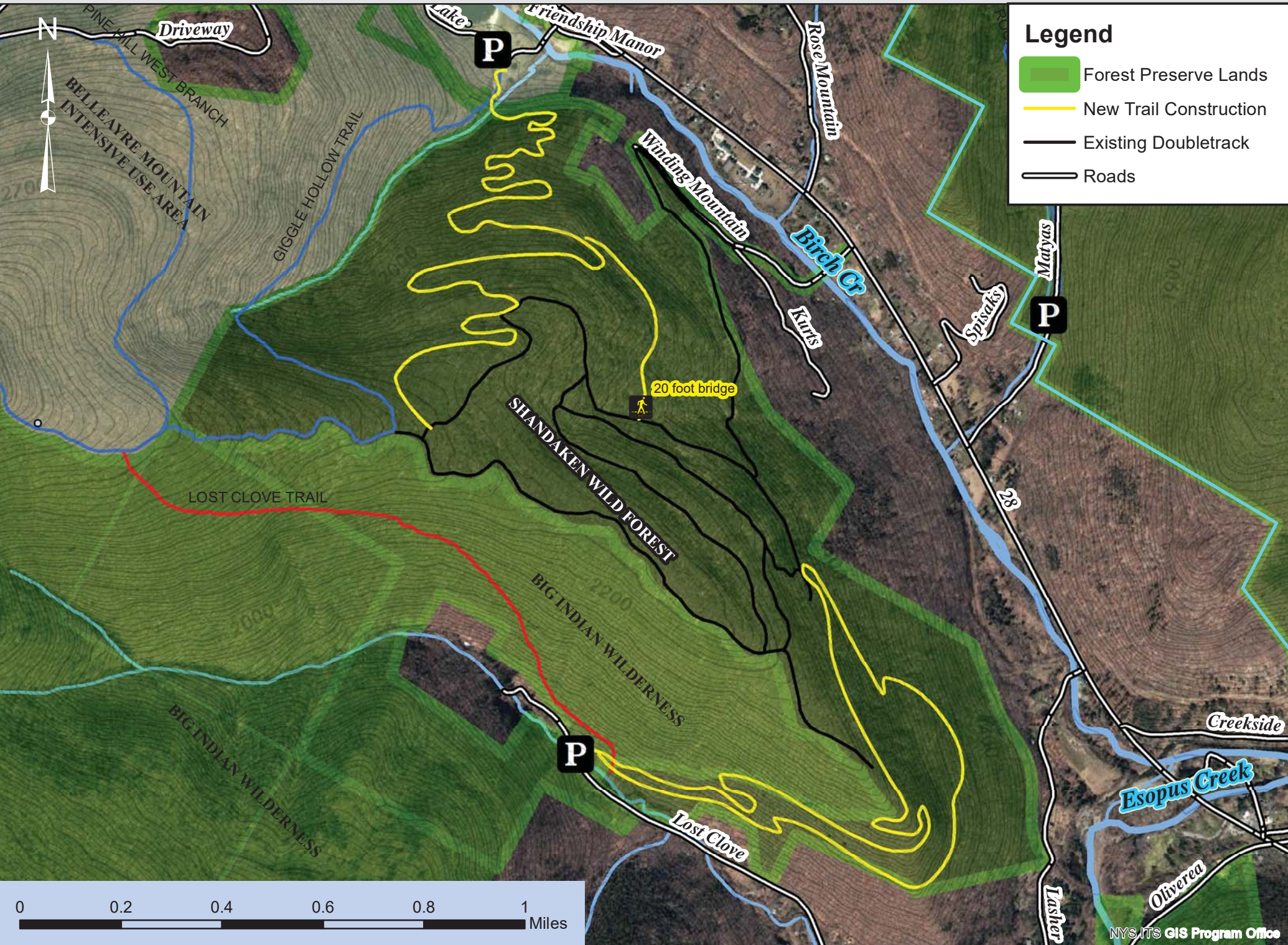
Shandaken Wild Forest Location Map



Shandaken Wild Forest



Shandaken Wild Forest - Giggle Hollow Parcel Trail Plan



Legend

- Forest Preserve Lands
- New Trail Construction
- Existing Doubletrack
- Roads

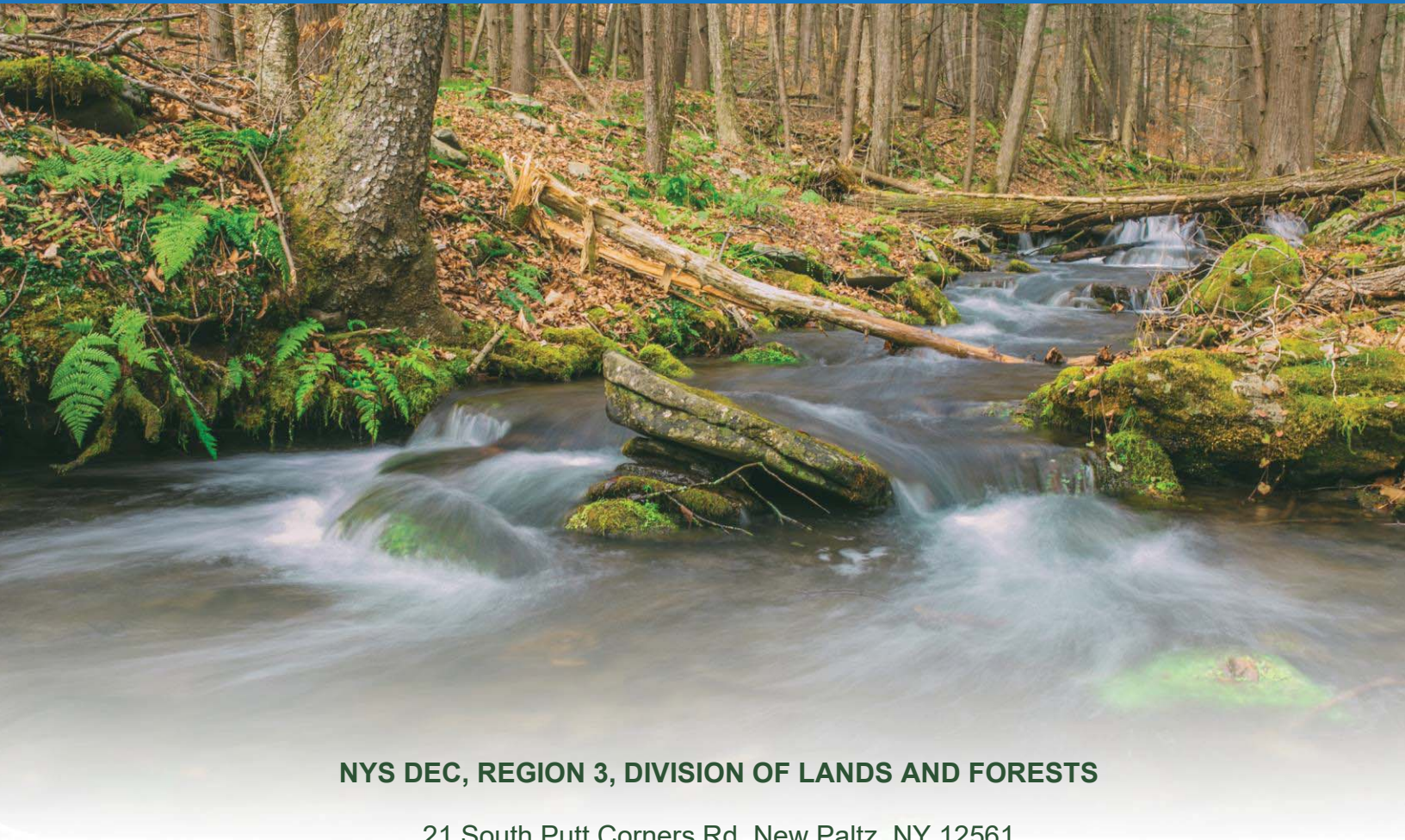




Department of
Environmental
Conservation

SHANDAKEN WILD FOREST

Unit Management Plan



NYS DEC, REGION 3, DIVISION OF LANDS AND FORESTS

21 South Putt Corners Rd, New Paltz, NY 12561
r3.ump@dec.ny.gov

- Work to establish partnerships that will provide the means to plow the parking areas and access roads so that more trails may be used in the winter.

R. Mountain Biking

New York's Forest Preserve is a destination for various road and trail-based cycling opportunities. Mountain biking opportunities on lands classified as Wild Forest have historically been offered on former woods roads and existing trails designed for other modes of travel. Former woods roads and multiple use trails will continue to be an important part of the Forest Preserve trail network open to bikes.

Double track trails are often former woods roads and allow for two users to travel side by side or to pass without one user having to yield the trail. A UMP is required to specify which trails are open for mountain bike use in wild forest areas. During the scoping session for this UMP the public expressed a desire for Shandaken Wild Forest to provide additional biking opportunities. Single track trails are characteristically so narrow that users must generally travel in a single file.

Accommodating more than one recreational use on a trail can help accomplish resource protection goals by reducing trail development and environmental impacts. Some trails can be shared successfully under a certain threshold in the number of users is reached. Alternatively, some trails are almost impossible to share due to the character of the trail, its location, and the type of use. The decision for a trail to be shared with cyclists (or not) should carefully balance land management goals, local community interests and resource protection.

Proposed Management

Objectives

- To provide recreation opportunities for mountain bike riders on suitable trails.
- To provide mountain bike trails in the Shandaken Wild Forest parcel that will have minimal environmental impacts.
- To educate recreational users about respectful multiple-use trail etiquette.
- To evaluate bicycling use and impacts.
- To maintain trails to an appropriate standard to minimize resource impacts and preserve recreational usability.

Action Steps

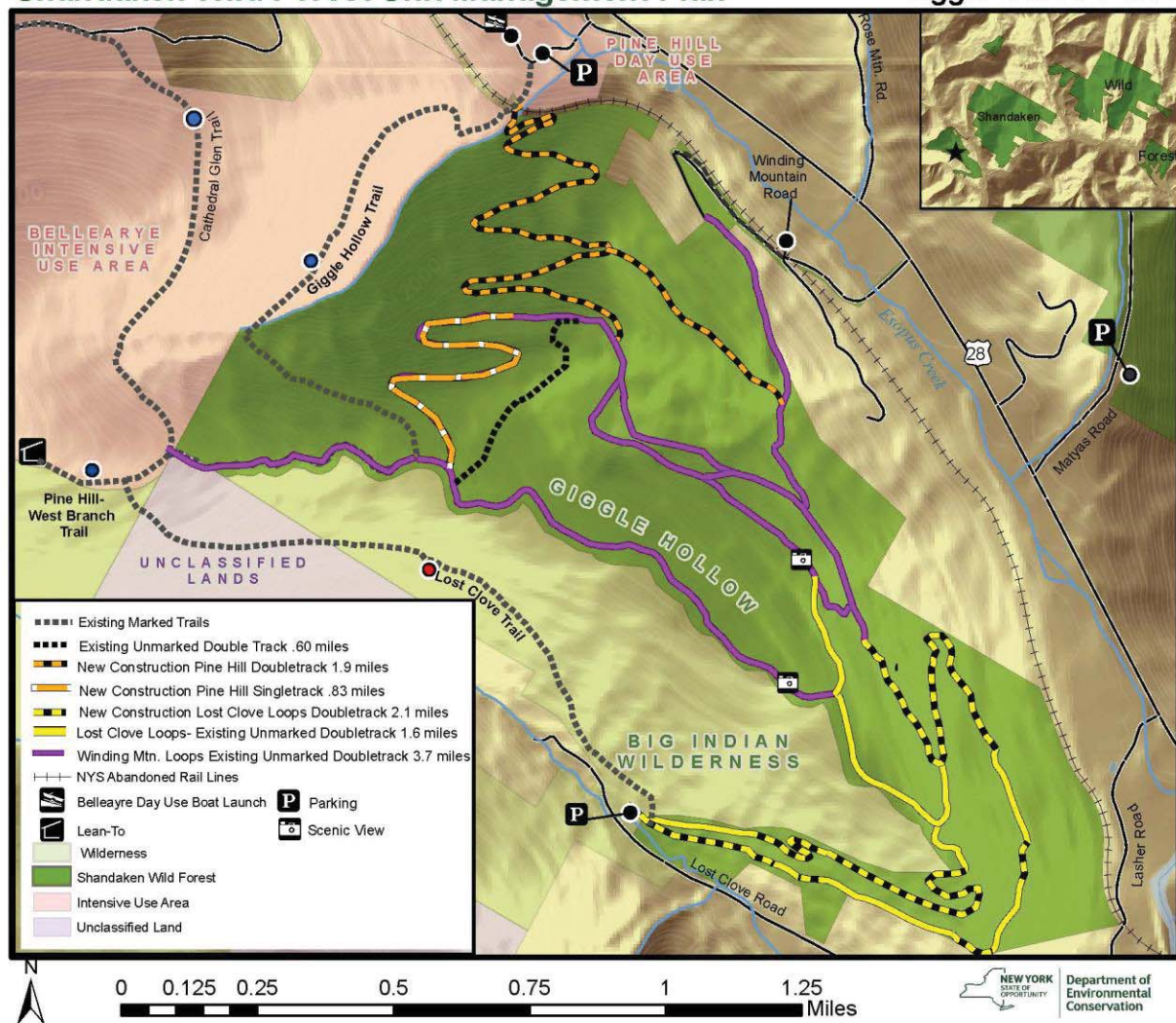
- Monitoring for the desired conditions of mountain bike trails will help measure and determine impacts to better inform carrying capacity development and long-term planning. Generally:
 - Desired conditions for mountain bike trails will be trails that have minimal expansion from the designed footprint of the built facility, minimal erosion,

VI. Shandaken Wild Forest Projected Use and Management

Descriptions of the six geographic areas of Forest Preserve lands are included in this section. Information provided includes, maps, and proposed projects.

1. Giggle Hollow

Shandaken Wild Forest Unit Management Plan **Giggle Hollow Parcel**



Background

Since the completion of the 2005 Unit Management Plan, approximately 610.4 acres of the “Big Indian acquisition” on the eastern slopes of Belleayre Mountain were classified and added to the Shandaken Wild Forest unit. Several recreational facilities included in the original plan have been completed including a trail system and lean-to in Rochester Hollow and an accessible fishing pier at the Lower Birch Creek property.

In anticipation of the revision of the 2005 UMP, the Catskill Watershed Corporation and DEC contracted with Tahawus Trails, and Sinuosity LLC to evaluate opportunities to develop a mountain bike and cross-country ski-trail system on the newly acquired lands on the eastern slopes of Belleayre Mountain traversing both the Shandaken Wild Forest and the Belleayre Mountain Ski Center Intensive Use Area. The “Shandaken- Belleayre Mountain Bike and Cross-Country Ski Trail System Concept Plan” (available for download at: http://www.dec.ny.gov/docs/lands_forests_pdf/shantrplan.pdf) was presented to the public at the Belleayre Ski Center) A public meeting was held on January 27, 2018 at the Belleayre Discovery Center Ski Lodge where Tahawus Trails/ Sinuosity presented the conceptual plan and the Department accepted public comments. The Department also accepted written comments on the draft conceptual plan for 30 days for those people who could not attend.

The Tahawus Trails Concept Mountain Bike/Cross-Country Ski Trail Plan proposed an extensive network of trails that would utilize two different land classifications: the Belleayre Intensive Use Area which is managed by the Olympic Regional Development Authority (ORDA) and the Giggle Hollow parcel of the Shandaken Wild Forest (managed by the NYSDEC). The proposed trails that will be discussed in this UMP revision will be limited to the trail proposals on the Giggle Hollow parcel in Shandaken Wild Forest. The trail proposals on the Belleayre Intensive Use area are outside the scope of this unit management plan revision and will be addressed in the Belleayre Intensive Use Area Unit Management Plan by the Olympic Regional Development Authority.

The Department recognizes that there are a number of new connections that will have to be developed between the Belleayre Intensive Use Area and the Giggle Hollow parcel to complete the build out of the trail proposals contained in the Tahawus Trails Conceptual plan.

- ★ Note: Advanced downhill backcountry skiing opportunities were not included in the Tahawus Conceptual plan since that style of skiing is generally not considered classic cross-country skiing.

Giggle Hollow Access Points

The primary access point for the Giggle Hollow parcel is the Lost Clove Trailhead. The Pine Hill Day Use area provides secondary, seasonal access to the parcel. The parcel

can also be accessed by Winding Mountain Road and Lasher Road. Winding Mountain Road has no opportunities for parking. However, users can access the parcel from Rochester Hollow by crossing Rt. 28. Additional connections may become possible if the Ulster & Delaware rail corridor is revitalized as a rail trail.

Lasher Rd has an undeveloped pull-off that provides access to the eastern portion of the giggle hollow parcel. Although this area could be developed into an additional parking lot and trailhead, it is an undesirable location due to steep terrain and poor drainage constraints that would be cost prohibitive to correct for recreationists to get to the ridgeline. The steepest terrain on the Giggle Hollow parcel can be found on the eastern edge of the ridgeline where Catskill ledge systems limit the amount of buildable terrain.

Existing Trails Adjacent to the Parcel

The Giggle Hollow trail extends from the Pine Hill Lake/ Belleayre Beach Day Use Area up to the ridgeline where it joins with the Pine Hill West Branch Trail. The uppermost section is suitable and in sustainable condition, but it deteriorates dramatically with its first integration with an adjacent stream. The rough texture of the tread, eroded surface, poor layout and steep alignment make it ill-suited for sustainable or high-quality mountain biking, hiking or cross-country skiing. The Giggle Hollow trail is part of the Belleayre Intensive Use Area

Pine Hill, West Branch Trail connects the ridgeline down to Woodchuck Hollow Rd. This trail offers a moderate ridge hike spanning five peaks that is long and somewhat strenuous. The northern trailhead is in the Town of Shandaken on Bonnie View Avenue in Pine Hill. The Pine Hill, West Branch Trail is part of the Big Indian Wilderness Unit.

Proposed Projects

- Install a register box at the Lost Clove trailhead
- Identify an area on the height of land on Giggle Hollow to establish and maintain a scenic vista.

The following project proposals do not represent trail alignments flagged in the field. They are conceptual only. The next phase of trail planning involves field locating precise trail alignments, developing construction plans, and then implementing those plans.

Construct the Lost Clove Multiple Use Trail Loops, (3.7 miles total, 1.6 existing, 2.1 new)

The Lost Clove Loops are on the north and south side of the ridge line at the far-eastern edge of the Shandaken Wild Forest parcel.

- The Lost Clove Loop trail starts with two trails (a high and a low trail) which climb steadily from the Lost Clove trailhead along the southern slopes of the Belleayre

Ridge. They both integrate sections of existing logging roads suitable for bike and ski travel with sections of new trail to create various loops. The main connection trails will be constructed as both bike and cross-country ski trails utilizing existing logging roads, where suitable new trail segments for connectivity and to increase suitability in areas. These main connection trails will be intermediate trails with advanced connections along steeper grades.

Trail width will be 4-6" and suitable for cross-country skiing and double track beginner mountain biking and intermediate to advanced cross country skiing.

Construct the Winding Mountain Multiple Use Trail Loops, (Intermediate, 3.7 miles existing)

These trails link the access on Winding Mountain Road to the central trails that traverse the ridgeline.

- The Winding Mountain Loop trails will be located on existing wide logging and developed truck trail roads that are suitable for mountain biking and in some areas can be narrowed down to create a single-track experience. With a few exceptions, these are well constructed and in maintainable status, though sections have sustained steeper grades that provide challenge in the uphill direction. Trails will be suitable for intermediate to advanced cross country skiing and mountain biking.

Construct the Pine Hill Multiple Use Connector Trail (2.7 miles total, 1.9 miles new construction double track, .83 miles new construction single track)

The Pine Hill Connector connects the Pine Hill Day Use Area to the Lost Clove Loops at the end of the southern end of the network.

- The Pine Hill Connector trail will be an intermediate trail climbing up from the Pine Hill Day Use Area to the south of Giggle Brook. It will traverse and switchback up the steady slope and be built as a dual direction trail for those interested in accessing the network with the support of the facilities located in this fee-based day use area. It connects with the Winding Mountain Trail Loop Section of the trail system in two places via a connector trail traversing to the east and directly via an uphill more southerly connection. The Pine Hill Connector will be suitable for Intermediate to advanced cross country skiers and mountain bikers.

Shandaken-Belleayre

Mountain Bike and Cross Country Ski Trail System Concept Plan



Prepared by Eddie Walsh of Tahawus Trails, LLC and Mariah Keagy, Brooke
Scatchard of Sinuosity: Flowing Trails, LLC at the request of the Catskill
Watershed Corporation

March 22 2018

Mountain Bike Trail Conceptual Design Descriptions, continued

Lost Clove Loops, (4.1 miles total, 2 miles existing, 2.1 miles new)

Location: The Lost Clove Loops are on the north and south side of the ridge line at the far eastern edge of the Shandaken Wild Forest parcel. They connect the Lost Clove Trailhead with the Winding Mountain and Woodchuck Loops.

Description: The Lost Clove Loops trail starts with two trails (a high and a low trail) which climb steadily from the Lost Clove trailhead along the southern slope of the Belleayre ridge. They both integrate sections of existing logging roads suitable for bike and ski travel with sections of new trail to create various loops. Trail width will be 4-6' and will be suitable for **beginner to intermediate** mountain bikers.



Existing Sidehill Skid Roads in Lost Clove Area

Mountain Bike Trail Conceptual Design Descriptions, continued

Winding Mountain Loops, Intermediate, 5.2 miles existing

Location: These trails and trail sections link the access on the Winding Mountain Road to the central trails that traverse the ridgeline.

Description: These trails will be located on existing wide logging and developed truck roads that are suitable for double-track mountain biking and in some areas can be narrowed down to create a single track experience.. With a few exceptions, these are well constructed and in a maintainable status, though sections have sustained steeper grades that provide challenge in the uphill direction.

Although this system connects with Winding Mountain Road, Winding Mountain Road does not provide parking. The intent is to connect users to other trailheads via the Ulster and Delaware Railroad grade or by crossing Route 28 and incorporating the parking lot at Rochester Hollow.



Winding Mountain Trail Ascent / Descent

Mountain Bike Trail Conceptual Design Descriptions, continued

Pine Hill Connector (1.9 miles new)

Location: The Pine Hill Connector connects the Pine Hill Lake Day Use Area to the Lost Clove Loops at the southern end of the network.

Description: The Pine Hill connector will be an **intermediate** trail climbing up from the Pine Hill Park to the south of Giggle Brook. It will traverse and switchback up the slope, and be built as a dual direction trail for those interested in accessing the network with the support of the facilities located in this fee-based day use area or directly to the Pine Hill village. It connects with the Winding Mountain Trail Loop section of the trail system in two places via a connector trail traversing to the east and directly via an uphill more southerly connection.



Railroad Trestle near Pine Hill Day Use Area