Trail Design Plans for the Woodstock Riverwalk

Prepared for the:
Town of Woodstock

and the

Two -Rivers Ottauquechee Regional Planning Commission

Prepared by:

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View of Riverwalk location below the confluence of the Kedron Brook and the Ottauquechee River.

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1. Introduction

A Vision for a Riverwalk for Woodstock:

Like so many rivers in New England towns and cities, the Ottauquechee River provided waterpower for the mills and factories in Woodstock. For many years, the river was regarded as a source of power and utility and was dammed to run factories, drain away wastes, and serve other utilitarian needs. Until well through the 20th century, the river was not appreciated as a community asset. Today, the water is clean and pure, worthy of affection as a special resource in Woodstock and the other communities upstream and downstream. As the community's appreciation of the river has grown, so has the desire for a trail along the river. While there are a few locations where private trails have been developed, public access to the river is only minimal. Whereas the town turned away from the river for more than a century, the next 100 years promises a renewed connection between the community and the river. This can be made possible with the development of the Woodstock Riverwalk.

The Woodstock Riverwalk is envisioned as a trail connection between the village and points east. The Riverwalk will be developed into discrete sections. Some sections are for walking only, as in the village areas, designed to provide safe and comfortable access along the Ottauquechee riverbanks, while not becoming an imposition on the natural surroundings. Other sections of the pathway can accommodate multiple uses: bicycles, pedestrians, and joggers. Three bridges are anticipated: two small bridges over the Kedron Brook and Hartland Hill brook, and a large bridge, probably a suspension or prefabricated bridge over the Ottauquechee River at the eastern path terminus near River Road.

Much of the proposed village section route follows an existing sewer line easement, and parts of the trail east of the village follow the old White River Junction-Woodstock RR bed, abandoned since 1932. The flat surface existing in each of those locations will enable the trail to be built with minimal negative environmental impacts. These features also allow the trail to be ADA accessible and minimize construction expenses. Most of the trail can be built using on-site materials, cuts and fills, and rearranging existing stone rip-rap and other features. To achieve compliance with the ADA, a hardpack surface is proposed that will be durable, but not impose an unnatural material into the river corridor. Permission to have the trail on private land is also a key element.

The project is dependent upon the participation and good will of the community of Woodstock, the support of town and village officials, and funding from local, state and federal sources. This concept plan has been funded by a matching grant received from the State of Vermont and the Village of Woodstock. Management of the project was completed by the Two Rivers-Ottauquechee Regional Planning Commission, the planning and fieldwork were overseen by members of the Woodstock Conservation Commission, and the project consultants were Robert A, White, ASLA, Landscape Architect with assistance from Peter Jensen of OpenSpace Management.

The following report provides a description of the trail locations by phases, the necessary construction approach, defines probable costs, and permitting/implementation requirements.

Woodstock Riverwalk
with side path

Prepared for the Town of Woodstock & the
Two Rivers-Ottauquechee Regional Planning Commission

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Walking Path

The village section of the path from Frost Mills to the waste treatment plant is envisioned as a walking path only. Similar to the many trails around Woodstock, this will be a narrow path built mostly from on site materials, natural in appearance, and have minimal impact on the riverbank.

Multi-use Path

East of the waste treatment plant area the trail is envisioned to be a multipurpose pathway for both pedestrians and light bike travel. The trail will be surfaced in a durable gravel or hardpack material and graded to be relatively flat for family recreational use.

Legend
- Village Trail Segment
- Rail Trail Segment
- Side Path
- River Road Link
- = Bridge Crossing
- TH/P = Trailhead Parking
- OV = River Overlook

Graphic Scale
0 100 200 400

Like so many rivers in New England, the Ottauquechee River provided water-power for the mills and factories in Woodstock. For many years, the river was dammed, polluted, and regarded as infrastructure but not a community asset. Today, the water is clean and pure, worthy of affection as a special resource for Woodstock. Whereas the town turned away from the river for more than a century, the next 100 years promises a renewed connection between the community and the river. The Woodstock Riverwalk can be an important part of that dream.

The Woodstock Riverwalk is envisioned as a pathway providing safe and comfortable access along the southern riverbanks of the Ottauquechee from the back of the Frost Mills parking area to the eastern edge of town on River Road. A path route has been explored that could generally follow the location of the

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3. Description of the Riverwalk Project by Phases

Description of the path location and design features:
The route of the proposed Riverwalk as presented in this concept plan follows the southern riverbank of the Ottauquechee from the back of the Frost Mills parking area to the eastern edge of town on River Road. The path can generally follow the route of a municipal sewer easement. When the sewer line was built, in many locations a flat graded terrace was created above the high water level, that can, in most areas easily accommodate a path.

The following pages describe the progressive segments of the Woodstock Riverwalk. The trail segments are presented in sections (see map) for more detailed discussion. The Riverwalk is presented in four segments distinguished by trail use:

- A **Rail Trail Segment**: from the sewer treatment plant site to the east end of Maxham Meadows along the old Woodstock – White River Junction RR bed.
- A **Village Segment**: from the sewer treatment plant west to Frost Mills Parking Lot.
- A **River Road Link**: from the end of the Rail Trail segment across the Ottauquechee River to Terminate at river Road.
- possible **Riverwalk Side Trails**: that skirt the edge of the Billings Farm fields along the banks of the Ottauquechee river.

The report format is organized into segments, and it is very likely that implementation of the Riverwalk will follow the same approach, given the overall extent of the project. It is also possible that even smaller incremental establishment of the trail could occur. As an example, for the Rail Trail segment, the project costs (see Cost sheets) define a task for "initial trail establishment" where the route of the trail is cleared and opened up for foot - traffic use, but the cost intensive trail development work including drainage and surfacing with hardpack comes at a later time. Most of the initial trail establishment can be done with volunteer labor, donated materials and equipment.

Phase 1: Rail Trail Segment:

The Rail Trail section of the Woodstock Riverwalk is designed as a multi-purpose trail for pedestrians, bikes, horses, and ADA accessibility. The trail width is 8' and has a hardpack surface for stability, natural appearance and durability, without the cost or intrusion of asphalt pavement. An additional advantage of the gravel surface is that rollerblades and faster road bike traffic would not be accommodated, allowing uses more compatible with the local character. Also, given the nature of River Road, a gravel surface, a full loop system for roller blades and road bikes is not feasible. The typical trail sections are described below:

Rail Trail Segment along the abandoned Woodstock – White River Junction Railroad bed. Existing conditions

Rail trail Section	Length in ft.	Work description
1	350	Trailhead behind Sunset Farm Trail follows riverbank berm and service road

Description:

Sunset Farm is a potential location for a trailhead to access both the village trail and the rail trail routes. Use of the parking area is subject to approval by the landowners and the village, which owns the adjacent sewer plant. Alternative trailhead locations have also been identified, should this location not prove feasible. Both the Mill Building parking area for weekend use, or a new parking

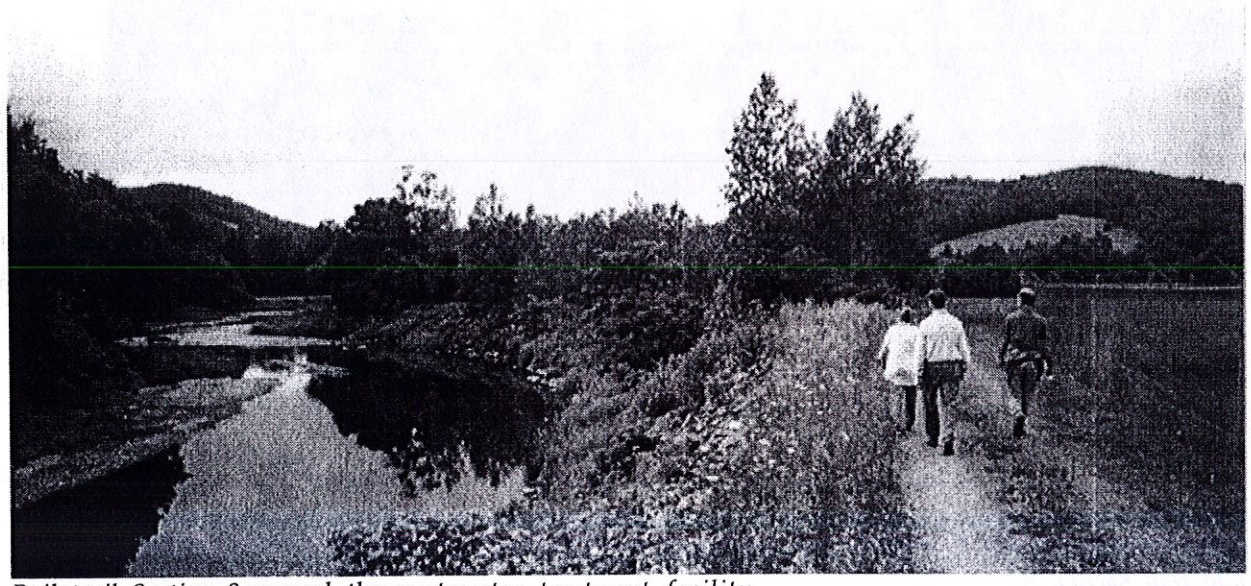
area located at the corner of Maxham Meadow Way below RT. 4 are possible locations for trailhead parking .

The trail passes along the northern edge of the Sunset Farm parking area along the sewer line route, and at the top of the riverbanks of the Ottauquechee River, meeting a service road for the sewer plant.

Rail trail Section	Length in ft.	Work description
2	450	Junction with walking trail loop along Ottauquechee Trail follows wastewater treatment service road

Description:
The trail continues along the riverbank of the Ottauquechee to a location northeast of the wastewater treatment facility, where a farm road departs along the river and the service road passes behind the wastewater treatment facility, and turns to meet Maxham Meadow Way across from the Mill Building. Note: this location will require fencing to separate trail users from the fields that are spread with plant discharge. Alternative routes are possible but require several crossings for Maxham Meadow Way and interface with traffic for the mill, wastewater treatment facility, and the Agway oil dealer. The route described is the preferred route for a trail.

The trail map and later section of this report defines a possible side trail that could follow the Ottauquechee River in this location. This envisioned as a future phase of the Riverwalk and not part of the initial trail establishment for the Rail Trail. (See Side Trails descriptions.)



Rail trail Section 2 around the wastewater treatment facility.

Rail trail Section	Length in ft.	Work description
3	510	Parallel trail to sewer plant road, separated from farm fields with fencing

Description:
Once meeting Maxham Meadow Way, the trail turns to follow the roadside – with a widened shoulder or separated lane for trail use. The route passes the Mill Building, CVPS substation, and the recycling center.

Rail trail Section	Length in ft.	Work description
4	NA	Trailhead and parking at corner of Maxham Meadows Junction with walking trail loop along Ottauquechee

Description:
At the corner of Maxham Meadow Way, the trail route leaves the roadside and turns across the fields of Maxham Meadow to join the route of the old White River – Woodstock Railroad. The old RR bed, obvious in some places, obscured in others by 50 years of abandonment, farm use, and vegetation growth, provides a relatively level and wide base for the trail. Built of a stable rock and soil base, it is ideal for adaptive reuse for a rail trail. A trailhead could readily be sited at this location, requiring only the relocation of the gate and some fencing to prevent vehicular access to the fields and trail.

Rail trail Section 5.

Rail trail Section	Length in ft.	Work description
5	650	Trail follows old RR bed across open fields

Description:
The trail location skirts the edge of the field and parallels RT. 4 along the old RR bed.

Rail trail Section 6.

Rail trail Section	Length in ft.	Work description
6	700	Through wooded (scrub) section of old RR bed

Description:
Leaving the open fields, the trail follows the RR bed into an overgrown wooded area. Clearing and trimming will be required for the trail to be reopened, but the bed allows an adequate base for the trail surfacing and drainage.

View of section 7, Rt. 4 is on the other side of the house on the upper left corner. The path location is at the edge of the fields below the steep slope.

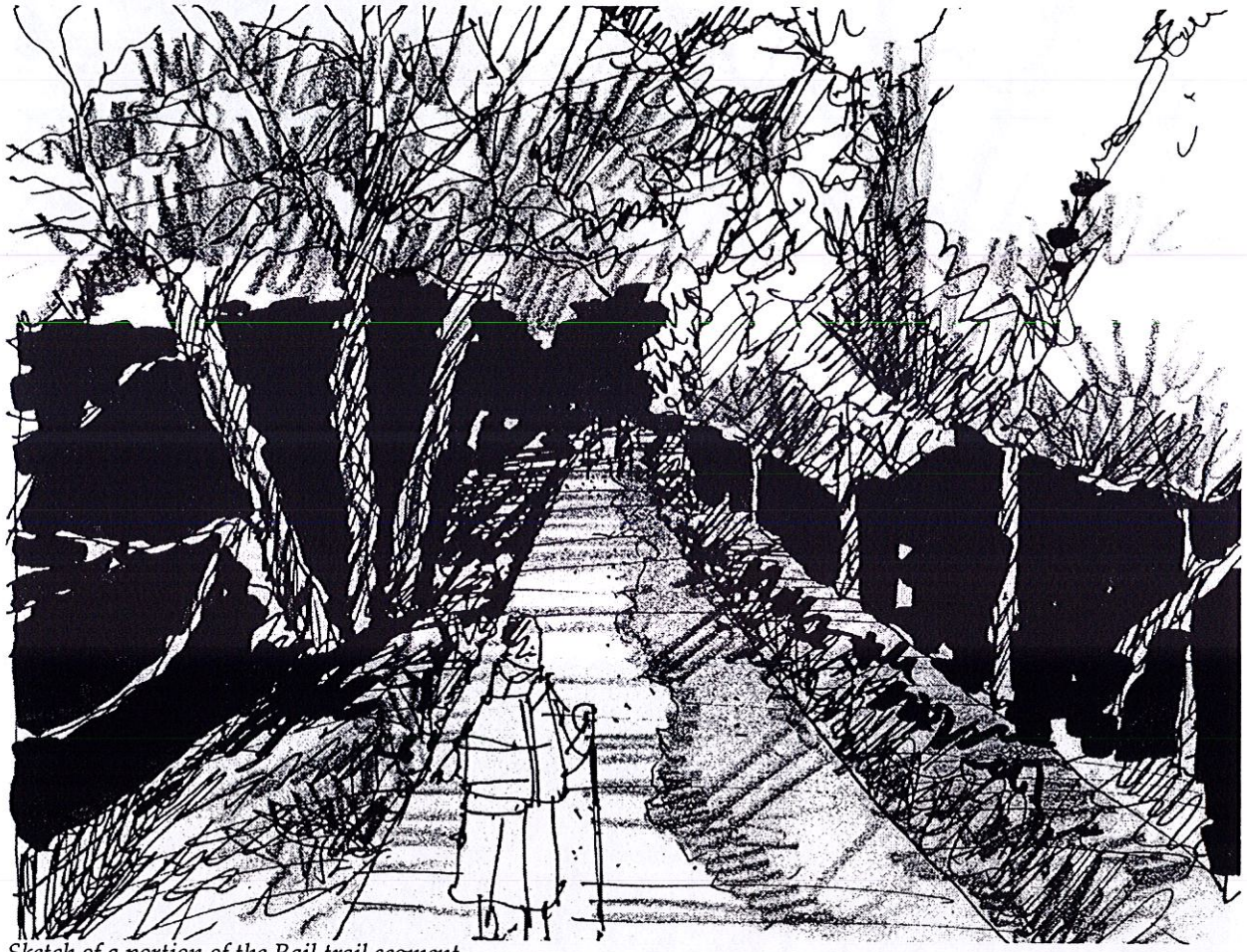
Rail trail Section	Length in ft.	Work description
7	850	Along base of RT. 4 along old RR bed

Description:
Leaving the wooded area, the trail again parallels RT. 4 at the base of the highway fill slope, following the RR bed. This area has considerable run-off from the highway, so drainage and geotextiles are required to provide a stable and well - drained trail surface. Several drainage channels from highway culvert outlets will need to be extended across the trail. New swales and diversion ditches will also be required.

Rail trail Section 8.
Existing conditions

Rail trail Section	Length in ft.	Work description
8	1050	Across open fields along old RR bed

Description:
The trail crosses a long extent of fields following the RR bed and then enters the wooded area near the banks of the Ottauquechee River. As the route travels east, the RR bed becomes more prominently elevated above the surrounding grade.



Sketch of a portion of the Rail trail segment
Rail trail Section 8.

Rail trail Section	Length in ft.	Work description
9	1100	Side loop to the bank of the Ottauquechee River

Description:
A side trail loop, is also defined to offer access to the riverbanks. The side trail leaves the rail trail and heads into a wooded bank of the Ottauquechee River before returning to the Rail Trail at the same point from which it left. The extension of the Rail Trail proceeds to the edge of the river, and a future phase of the Riverwalk to accommodate a large bridge for the river crossing and connection to River Road is described in Segments 10 and 11.

Total length of the Rail Trail section **5,660LF**

Phase II: Village Trail Segment:

The trail in the Village section is designed as a walking trail and ADA accessible trail only – with a 5' width and surface able to sustain wheelchair and heavy foot traffic. The typical trail section is shown below:

Village Trail Segment along the Ottauquechee River.

Example of a historic truss bridge that could be used at the Kedron Brook crossing in section 1 of the village path.

Village Section	Length in ft.	Work description:
1	260	Path at Frosts Mills parking area
	80	Connector path from end of parking to riverbank
	100	Abutments and bridge crossing of Kedron Brook
	450	On -grade section for trail between Kedron Brook and area behind Ottauqueechee Health Center (OHC). Side trail connector beside OHC to parking area

Description:
The trail originates at the Frost Mills parking area owned by the Woodstock Resort Corp. The first path section is in the form of a pathway along the parking area from the foot of the driveway from Pleasant Street heading towards the river. Installation of the path will require gravel and pavement. The existing wood curbs may need to be relocated to make room for the new sidewalk. This will not result in the loss of parking spaces, but rather a shift of about 5'.

From the eastern edge of the parking area, the trail proper leads across the open area to the banks of the river at the confluence of the Ottauquechee River and Kedron Brook. A bridge crossing and overlook will be built in this location, requiring a 55' span across the Kedron. Bridge abutments will need to minimize filling in the 100 yr. flood plain as well as infringement on the floodway of the rivers. Bridge choices in this location include adaptive reuse of a historic steel truss bridge, a new prefabricated steel bridge or a site - built steel frame /wood deck/rail bridge. Concrete foundations and stone approach retaining walls will be required.

From the southern landing point of the bridge, the path follows the sewer line route on a generally level terrace except for a 55' section where the slope will require cutting to reduce the trail grade.

The terminus of this section is at the intersection of the Riverwalk and the side trail from the Riverwalk to the Central street grade of the Ottauquechee Health Center (OHC).

The side trail to the OHC will require set of stone stairs and handrails to ascend the steep grade.

Frost Mill trailhead parking area and beginning of Village Trail Segment.

Sketch of a segment of the village trail

Village Section	Length in ft.	Work description:
2	800	On-grade section from Ottauquechee Health Center to LD Sutherland property

Description:
This section of the trail follows a level terrace along the riverbanks. The trail route lies in from the edge of bank so that trees and other riverbank vegetation can be preserved. Most of the trail construction for this segment is for defining a path surface and associated minor drainage accommodations. This segment would also benefit from additional riverbank revegetation for bank stabilization and river corridor wildlife habitat enhancement.

The trail passes below the Mellishwood complex, the Shire Motel, and follows the level grade of the sewer line until it terminates at a private driveway near the LD Sutherland property near the "jungle".

Village Section	Length in ft.	Work description:
3	475	On-grade section between LD Sutherland property, village yard, and end of snow-storage yard.

Description:
This section of the trail must recognize the transitional character of the "jungle". Presently used as a snow dumping area for the village, the integration of a trail with this section will interface with either a long - term plan for development of the area, or be co -located with the other uses of the location. The plan assumes the location of the trail, along the riverbank, to be out of the way of service uses of the site and that the trail can be included with a riverbank improvement plan for revegetation.

Village Section	Length in ft.	Work description:
4	250	Sidehill trail and bridge over Brook
	500	On-grade section along sewer easement to terminus at the Sunset Farm parking area.

Description:

At the edge of the "jungle" parking area, the trail moves onto a steep slope and traverses over to the crossing of Hartland Hill Brook. This will require stone retaining for the sidehill and imported backfill. The approach to the bridge is relatively level terrain, but will require extensive clearing from windfallen trees. The bridge crossing requires 35' span and the bridge will be a steel structure with wood deck and railings, similar to the bridge at Kedron Brook. The remaining trail section follows the sewer line to a location behind the Sunset Farm barn where the village trail section terminates at a trailhead/parking area.

Total length of village section: **2,965 LF**

Phase III: River Road Link Segment:

The trail from the Rail Trail segment continues east and then crosses the Ottauquechee River to connect with River Road, allowing for bicyclists and pedestrians to make a loop back to the Frost Mills parking area on the opposite side of the river. The typical trail section is shown below:

River Rd Link Section	Length in ft.	Work description
9	350	Transition into woods section of old RR bed

Description:
Leaving the open area, the RR bed enters a wooded area above the Ottauquechee River. The RR bed moves closely to the steep embankment of the river, and continues eastward. Future connections of the trail may afford a continuous trail from Woodstock to Taftsville and beyond, as only a few sections of the old line are buried by RT. 4 fill - slopes, but these are beyond the scope of this current plan.

The rail trail turns northward to the edge of the river embankment, where it meets the southern approach to the Ottauquechee River bridge crossing.

River Rd Link Section	Length in ft.	Work description
10	175	Bridge crossing of Ottauquechee River

Description:
Crossing the Ottauquechee River is a major undertaking, requiring a bridge estimated at 175 ft. in length. The southern approach is on relatively level ground at an elevated position some 30' above the river level. This should provide adequate freeboard above flood and ice levels in the river, a significant concern for the Ottauquechee. The raised location presents some challenges on the northern bridge landing for the bridge to be relatively level from end to end. An elevated ramp – designed similar to a barn ramp – made from dry laid stone and filled to a 5% slope will allow the bridge grade to transition to the surrounding terrain.

For the purposes of estimating the project, a pre-engineered bridge has been included in this plan. However, alternative bridge types may also be considered. Both cable-stay and suspension bridges could be used in this location and would adequately accommodate the span requirements. Pros and cons for each bridge type should be weighed in the future as implementation of this section is planned for. One of the benefits of the suspension and cable-stay bridges is the reduced mass of the structures and possible visual impacts of the bridge on the valley scene.

River Rd Link Section	Length in ft.	Work description
11	300	Trail terminus to River Road

Description:
From the northern terminus of the bridge and ramp, the trail turns gradually northwest, and traverses a long slope bearing towards River Road where the trail terminates, joining the River Road bike loop. This route either returns to Woodstock, or continues to Taftsville and Quechee, as the alternative bike route to RT 4. A trailhead is not provided in this location due to traffic concerns and the availability of parking at trailheads near to the village.

Total length of the River Road Link **8,25LF**

Phase IV: Side Trail

This trail is envisioned as secondary trail to the rail trail described earlier and is subject to a cooperative agreement and management plan between the village and the Billings Farm. The side trail is a walking path offering closer views of the river and the prominent role of agriculture in the Ottauquechee River Valleys. Whereas the other trails are envisioned to be more formally defined, theis side trail is seen more as simple rustic path made from native ground, even just mowed grass. One of the benefits of this path is that a dedicated riparian buffer along the riverbank could be established to preserve riverbank stability.

Side trail along river and cornfields.

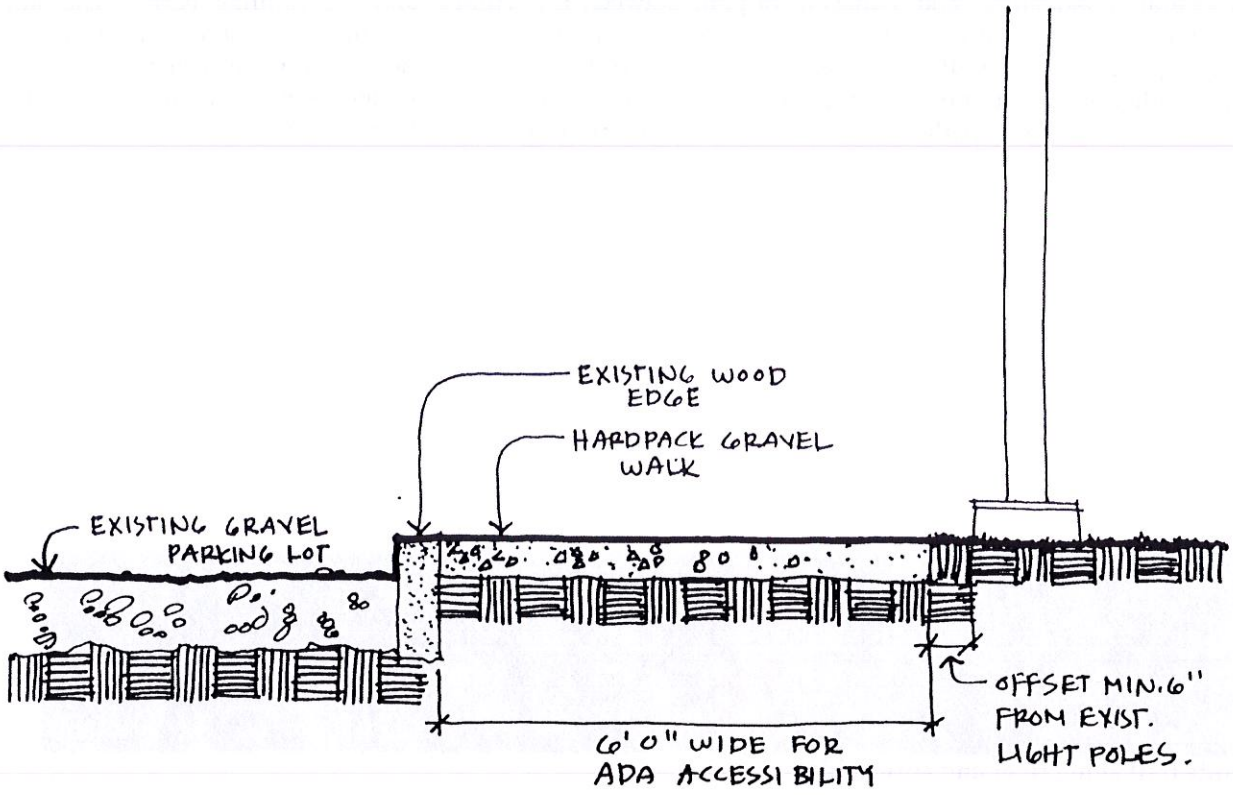
Side Trail Section	Length in ft.	Work description
1	6300	Side trails along the banks of the Ottauquechee River

Description:
The side trail leaves the rail trail just west of the sewer plant, and continues along the riverbank of the Ottauquechee along a farm road and then between the river and the farm fields. Note: this location will require fencing to separate trail users from the fields that are spread with plant discharge. Additional management measures may need to be implemented to close the path with a gate, or to otherwise restrict path use when chemical farm fertilizers are in use and sludge spreading takes place. The side trail includes a connection to the trailhead parking before meeting back up with the rail trail before the bridge, creating a loop experience. A river overlook is also included in a wooded section of the riverbank.

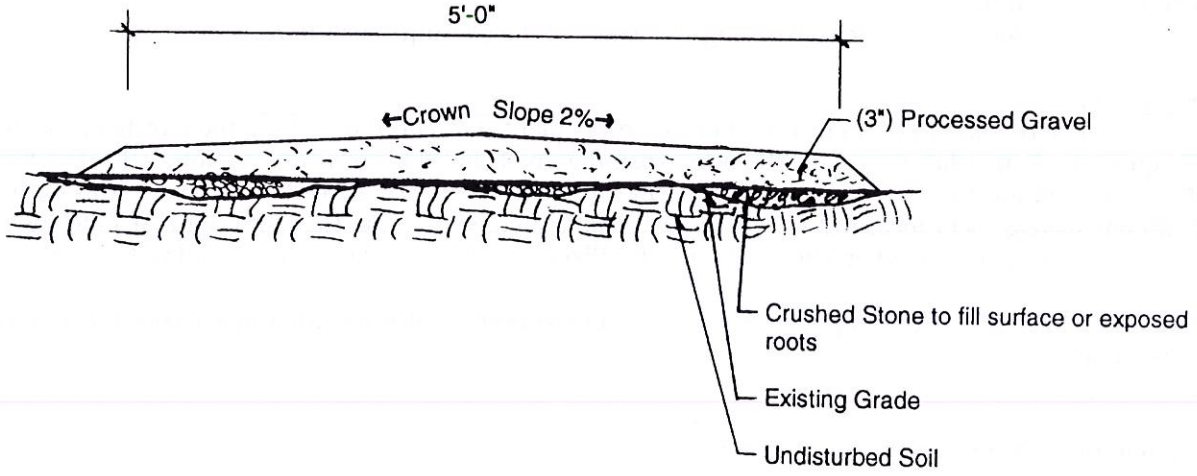
Total length of the side trail **6,500 LF**

Directory of trail construction types/typicals:

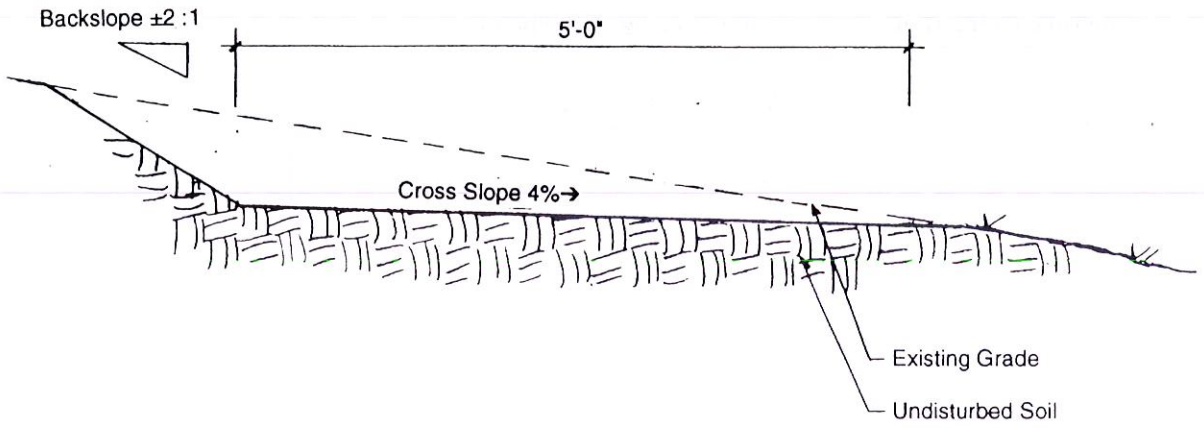
1. **Sidewalk section:** Asphalt or gravel hardpack sidewalk with granite curbing



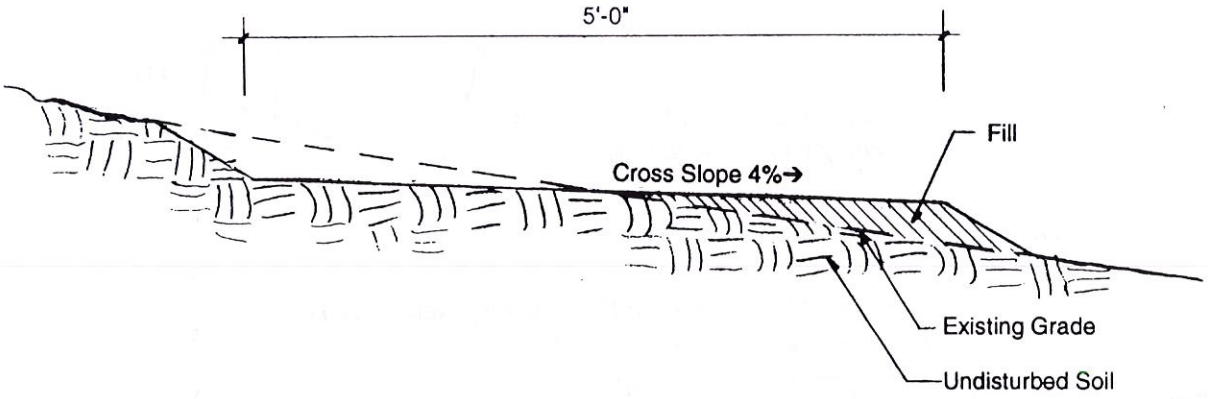
2A. **Pedestrian pathway:** On level ground



2B. Pedestrian pathway: On cross -slope with full bench slope cut



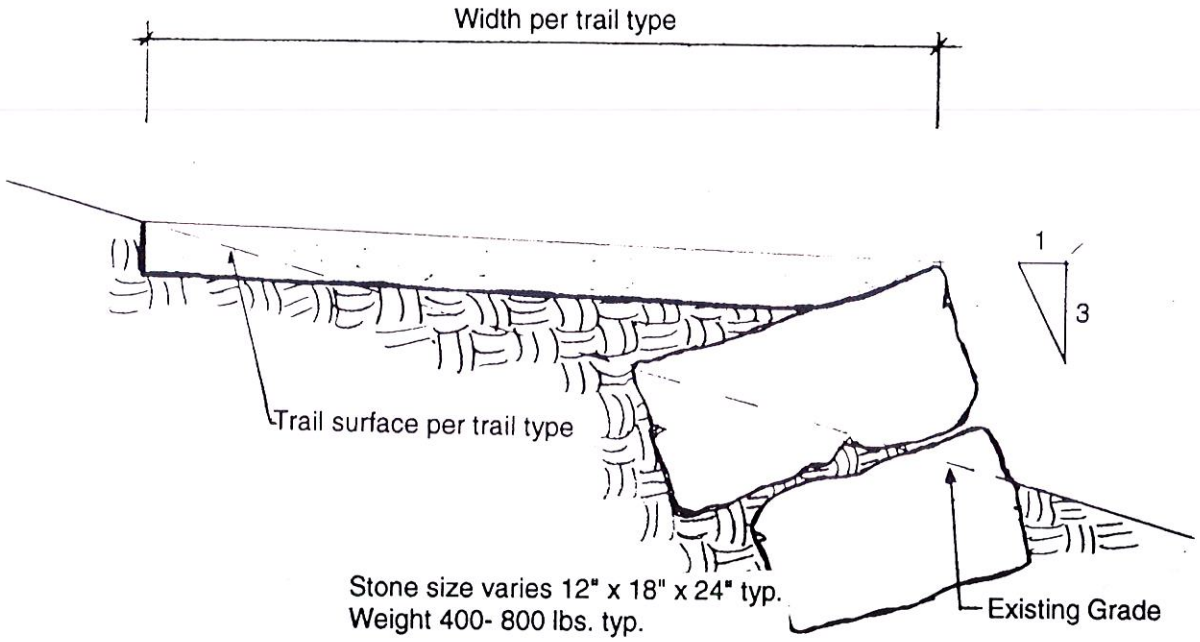
2C. Pedestrian pathway: On cross -slope with balanced cut/fill



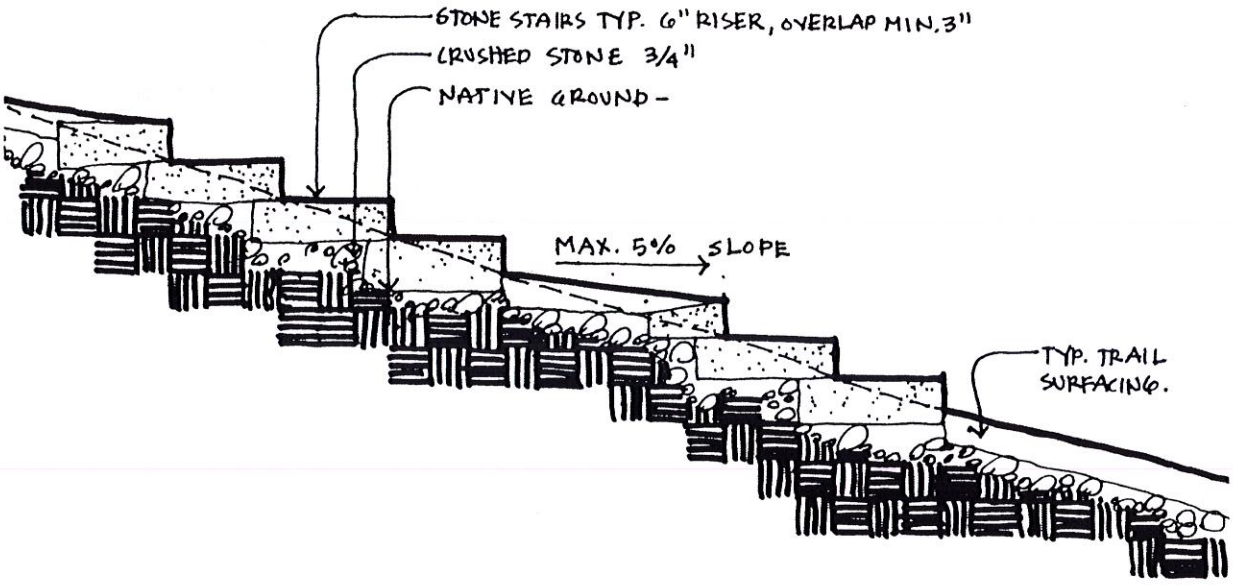
3. Multi-purpose pathway: Typical section on level ground

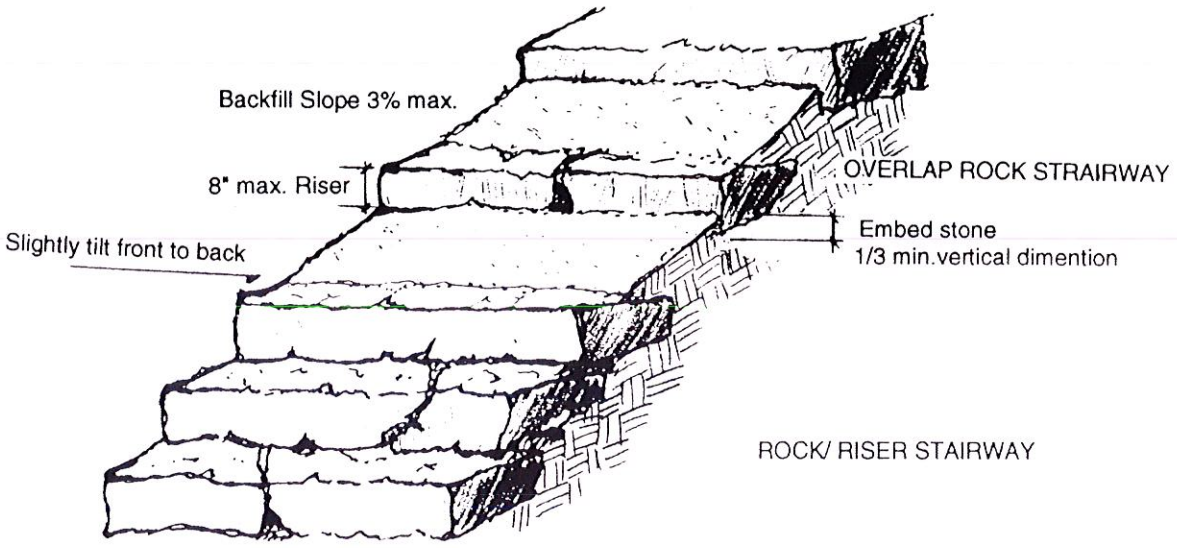
4. **Pedestrian path bridge:** See separate plans.

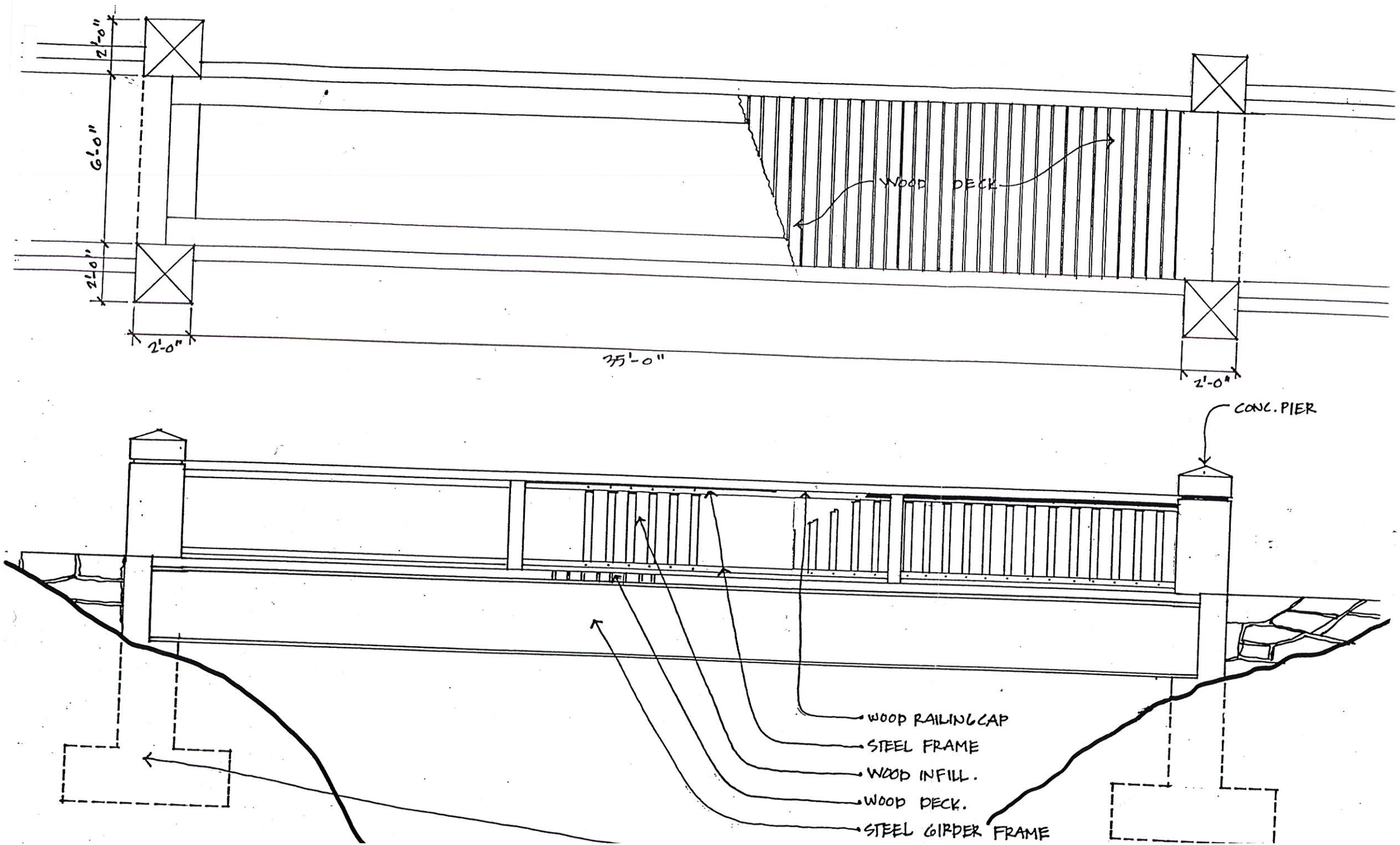
5. **Sidehill construction:** Stone retaining /cribbing



6. **Stone stairs**




Backfill Slope 3% max.
8" max. Riser
Slightly tilt front to back
OVERLAP ROCK STRAIRWAY
Embed stone
1/3 min.vertical dimention
ROCK/ RISER STAIRWAY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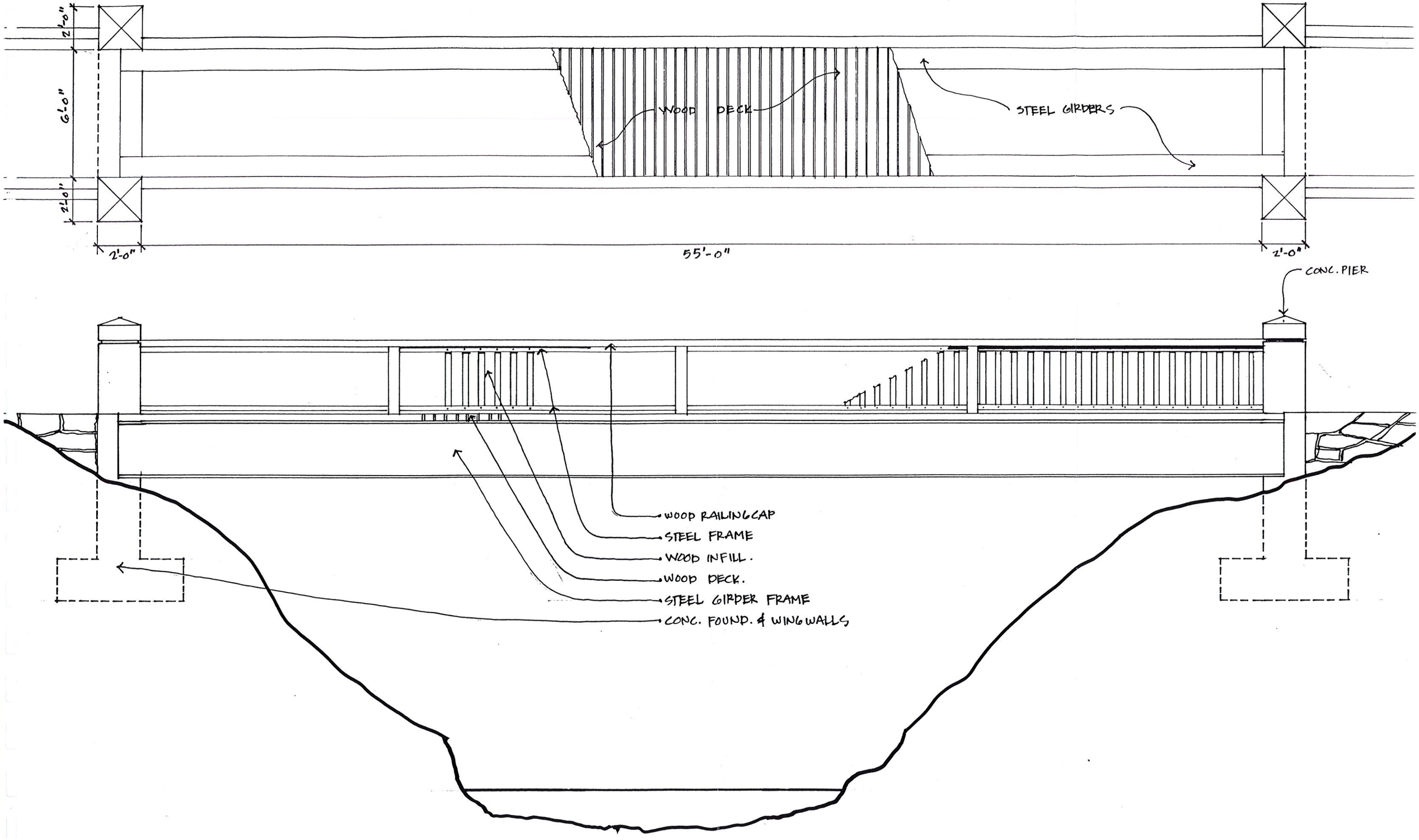
WOOD DECK
CONC. PIER
WOOD RAILING CAP
STEEL FRAME
WOOD INFILL.
WOOD DECK.
STEEL GIRDER FRAME


2'-0"
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WOOD DECK
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CONC. PIER
WOOD RAILING CAP
STEEL FRAME
WOOD INFILL.
WOOD DECK.
STEEL GIRDER FRAME
CONC. FOUND. & WING WALLS

5. Project cost estimate by sections

The following pages define costs estimated by section of the path project for implementation by phases.

Woodstock Riverwalk — Estimate of Probable Project Cost

Note: project costs may vary depending on project phasing, finding requirements, engineering costs and other factors.

Village Pathway

Section	from	to	length in ft.	Work description
1	0+00	2+60	260	Sidewalk at Frosts Mills parking area
	2+60	3+40	80	Connector path from end of parking to riverbank
	3+40	4+10	70	Abuttments and bridge crossing of Kedron Brook
	4+10	8+60	450	On - grade section for trail between Kedron Brook and area behind Ottauqueechee Health Center
	8+60	9+40	80	Side trail connector beside OHC to parking area
2	9+40	17+40	800	On - grade section from Ottauqueechee Health Center to LD Sutherland Property
3	17+40	22+15	475	On - grade section between LD Sutherland Property, Village yard and end of snow storage yard
4	22+15	24+65	250	Sidehill trail and bridge over brook
	24+65	29+65	500	On-grade section along sewer easement to terminus at the Spooner Barn parking area
total			2965.0	

Village Section			unit	unit cost	quantity	subtotal	in - kind value	donated mats/labor	contracted value	match %
1	Frosts Mills to OHC	clearing & pruning	LF	$1.00	860.00	$860.00	$860.00			*100.0%*
940 LF		overall length path surface: 6" hardpack gravel	LF	$6.50	2965	$19,272.50			$19,272.50	*0.0%*
		gravel fill	CY	$25.00	15	$375.00		$375.00		*100.0%*
		return disturbed areas to native ground	SF	$0.13	420	$52.50	$52.50			*100.0%*
		grade slope	CY	$15.00	50	$750.00			$750.00	*0.0%*
		new 6'x55' steel bridge w/wood deck/rails or 20% historic bridge retrofit	SF	$45.00	330	$14,850.00		$7,425.00	$7,425.00	*50.0%*
		bridge foundations	CY	$300.00	12	$3,600.00		$1,800.00	$1,800.00	*50.0%*
		trail kiosk	allow	$1,500.00	1	$1,500.00			$1,500.00	*0.0%*
		riverbank buffer and waterquality plantings	SY	$1.50	500	$750.00		$375.00	$375.00	*50.0%*
		stone steps to sidetrail to OHC parking level	ea	$90.00	40	$3,600.00			$3,600.00	*0.0%*
		sub - total:				**$45,610.00**	**$912.50**	**$9,975.00**	**$34,722.50**	*23.9%*
2	OHC to LDS	clearing & pruning	LF	$1.00	800.00	$800.00	$800.00			*100.0%*
800 LF		overall length path surface: 6" hardpack gravel	LF	$6.50	800	$5,200.00			$5,200.00	*0.0%*
		geotextile; assume 6' wide sheet trimmed as needed	LF	$5.63	300	$1,689.00		$844.50	$844.50	*50.0%*
		trail and shoulder drainage	LF	$2.00	375	$750.00		$375.00	$375.00	*50.0%*
		gravel fill	CY	$25.00	10	$250.00			$250.00	*0.0%*
		return disturbed areas to native ground	SF	$0.13	420	$52.50	$52.50			*100.0%*
		trail kiosk	allow	$1,500.00	1	$1,500.00			$1,500.00	*0.0%*
		riverbank buffer and waterquality plantings	SY	$1.50	1253	$1,879.50			$1,879.50	*0.0%*
		sub - total:				**$12,121.00**	**$852.50**	**$1,219.50**	**$10,049.00**	*17.1%*
3	Village Jungle	overall length path surface: 6" hardpack gravel	LF	$6.50	475	$3,087.50		$1,543.75	$1,543.75	*50.0%*
475LF		geotextile; assume 6' wide sheet trimmed as needed	LF	$5.63	250	$1,407.50				*0.0%*
		trail and shoulder drainage	LF	$2.00	200	$400.00		$200.00	$200.00	*50.0%*
		seed disturbed areas	SF	$0.13	420	$52.50	$52.50			*100.0%*
		riverbank buffer and waterquality plantings	SY	$1.50	1000	$1,500.00			$1,500.00	*0.0%*
		sub - total:				**$6,447.50**	**$52.50**	**$1,743.75**	**$3,243.75**	*27.9%*
4	Jungle to Spooner Barn	clearing and thinning (no grubbing)	LF	$1.00	450.00	$450.00	$450.00			*100.0%*
750 LF		overall length path surface: 6" hardpack gravel	LF	$6.50	750	$4,875.00			$4,875.00	*0.0%*
		geotextile; assume 6' wide sheet trimmed as needed	LF	$5.63	100	$563.00		$281.50	$281.50	*50.0%*
		stone sidehill: assume 20' length @24" ave. height	LF	$60.00	20	$1,200.00			$1,200.00	*0.0%*
		trail and shoulder drainage: assume 2'swathe	LF	$2.00	100	$200.00			$200.00	*0.0%*
		gravel fill for depressions	CY	$25.00	25	$625.00		$312.50	$125.00	*50.0%*
		return disturbed areas to native ground: seeded	SF	$0.12	2250	$273.38	$273.38			*100.0%*
		bridge: 5+E19' wide, steel beam structure, wood deck/rails	SF	$45.00	330	$14,850.00		$7,425.00	$7,425.00	*50.0%*
		bridge foundations	CY	$300.00	12	$3,600.00		$1,800.00	$1,800.00	*50.0%*
		sub - total:				$26,636.38	$723.38	$9,819.00	$15,906.50	*39.6%*
subtotal village section: Construction Costs						$90,814.88				
other costs:		**Final design and engineering**	fee allowance at 20%			$18,162.98				
		Admin.	10% of const cost			$9,081.49				
		contingency	25% of const. Cost			$22,703.72				
		TOTAL				$140,763.06				

Note: project costs may vary depending on project phasing, finding requirements, engineering costs and other factors.

Woodstock Riverwalk — Estimate of Probable Project Cost

Note: project costs may vary depending on project phasing, finding requirements, engineering costs and other factors.

Old Railbed pathway

Section	from	to	length in ft.	Work description
1	0+00	3+50	350	trailhead behind Spooner Barn
				trail follows riverbank berm and service road
2	3+50	8+00	450	junction with walking trail loop along Ottauchechee
				trail follows sewer plant service road
3	8+00	13+10	510	parallel trail to sewer plant road
				seperated from farm fields with fencing
4	13+10	13+10	NA	trailhead and parking at corner of Maxham Meadows
				junction with walking trail loop along Ottauchechee
5	13+10	19+60	650	trail follows old RR bed across open fields
6	19+60	26+60	700	through wooded (scrub) section of old RR bed
7	26+60	35+10	850	along base of Rt 4 along old RR bed
8	35+10	45+60	1050	across open fields along old RR bed
total			3510.0	

Rail trail section #					initial path development	unit	unit cost	quantity	subtotal	in - kind value	donated mats/labor	contracted value	match %
1				trailhead behind Spooner Barn, trail follows riverbank berm and service road	$3,500.00	SF	$1.00						
350 LF				Junction with walking trail loop along Ottauchechee									
				overall path surface: 8' wide, 6" hardpack		LF	$14.00	350	$4,900.00			$4,900.00	0.0%
				trail and shoulder drainage		LF	$2.00	150	$300.00			$300.00	0.0%
				gravel fill for depressions		CY	$25.00	10	$250.00		$125.00	$125.00	50.0%
				grade slope		CY	$15.00	100	$1,500.00			$1,500.00	0.0%
				return disturbed areas to native ground: seeded		SF	$0.12	5600	$680.40	$680.40			100.0%
				trailhead signage		ea	$1,500.00	1	$1,500.00			$1,500.00	0.0%
				fencing along river		LF	$12.00	350	$4,200.00			$4,200.00	0.0%
				signage and gate to walking trail		allow	1	2000	$2,000.00			$2,000.00	0.0%
				sub - total:					$15,330.40	$680.40	$125.00	$14,525.00	5.3%
2				trail follows sewer plant service road	$4,500.00	SF	$1.00						
450 LF				overall path surface: 8' wide, 6" hardpack		LF	$14.00	450	$6,300.00			$6,300.00	0.0%
				trail and shoulder drainage		LF	$2.00	450	$900.00			$900.00	0.0%
				gravel fill for path along roadside		CY	$25.00	1000	$25,000.00		$12,500.00	$12,500.00	50.0%
				return disturbed areas to native ground: seeded		SF	$0.12	6250	$759.38	$759.38			100.0%
				fencing along service road/fields		LF	$12.00	450	$5,400.00			$5,400.00	0.0%
				sub - total:					$38,359.38	$759.38	$12,500.00	$25,100.00	34.6%
3				seperated from farm fields with fencing	$5,100.00	SF	$1.00						
510LF				clearing and thinning		LF	$1.00	200.00	$200.00	$200.00			100.0%
				overall path surface: 8' wide, 6" hardpack		LF	$14.00	510	$7,140.00			$7,140.00	0.0%
				trail and shoulder drainage		LF	$2.00	100	$200.00			$200.00	0.0%
				gravel fill for depressions		CY	$25.00	25	$625.00		$312.50	$312.50	50.0%
				return disturbed areas to native ground: seeded		SF	$0.12	7000	$850.50	$850.50			100.0%
				fencing along fields		LF	$12.00	300	$3,600.00			$3,600.00	0.0%
				sub - total:					$12,615.50	$1,050.50	$312.50	$11,252.50	10.8%
4				Junction with walking trail loop along Ottauchechee									
NA				overall path surface: 8' wide, 6" hardpack		LF	$14.00	750	$10,500.00			$10,500.00	0.0%
				trail and shoulder drainage		LF	$2.00	100	$200.00			$200.00	0.0%
				gravel fill for depressions		CY	$25.00	10	$250.00		$125.00	$125.00	50.0%
				return disturbed areas to native ground: seeded		SF	$0.12	2250	$273.38	$273.38			100.0%
				sub - total:					$11,223.38	$273.38	$125.00	$10,825.00	3.5%
5				follow edge of Maxham Meadow road along fields	$6,500.00	SF	$1.00						
650 LF				mowing		LF	$0.10	650.00	$65.00	$65.00			100.0%
				overall path surface: 8' wide, 6" hardpack		LF	$14.00	750	$10,500.00			$10,500.00	0.0%
				geotextile; assume 10' wide sheet		LF	$12.50	100	$1,250.00		$625.00	$625.00	50.0%
				trail and shoulder drainage		LF	$2.00	100	$200.00			$200.00	0.0%
				gravel fill for depressions		CY	$25.00	10	$250.00		$125.00	$125.00	50.0%
				return disturbed areas to native ground: seeded		SF	$0.12	2250	$273.38	$273.38			100.0%
				sub - total:					$12,538.38	$338.38	$750.00	$11,450.00	8.7%

Woodstock Riverwalk				Estimate of Probable Project Cost										Note: project costs may vary depending on project phasing, finding requirements, engineering costs and other factors.
6				through wooded (scrub) section of old RR bed	$7,000.00	SF	$1.00							
700 LF				clearing and thinning and grubbing		LF	$2.50	700.00	$1,750.00	$1,750.00				100.0%
				overall path surface: 8' wide, 6" hardpack		LF	$14.00	750	$10,500.00			$10,500.00		0.0%
				geotextile; assume 10' wide sheet		LF	$12.50	100	$1,250.00		$625.00	$625.00		50.0%
				trail and shoulder drainage		LF	$2.00	100	$200.00			$200.00		0.0%
				gravel fill for depressions		CY	$25.00	50	$1,250.00		$625.00	$625.00		50.0%
				return disturbed areas to native ground: seeded		SF	$0.12	2250	$273.38	$273.38				100.0%
				sub - total:					$15,223.38	$2,023.38	$1,250.00	$11,950.00		21.5%
7				along base of Rt 4 along old RR bed	$8,500.00	SF	$1.00							
850 LF				mowing		LF	$0.10	850.00	$85.00	$85.00				100.0%
				overall path surface: 8' wide, 6" hardpack		LF	$14.00	750	$10,500.00			$10,500.00		0.0%
				geotextile; assume 10' wide sheet trimmed as needed		LF	$12.50	600	$7,500.00		$3,750.00	$3,750.00		50.0%
				trail and shoulder drainage		LF	$2.00	100	$200.00			$200.00		0.0%
				gravel fill for depressions		CY	$25.00	10	$250.00		$125.00	$125.00		50.0%
				return disturbed areas to native ground: seeded		SF	$0.12	2250	$273.38	$273.38				100.0%
				sub - total:					$18,808.38	$358.38	$3,875.00	$14,575.00		22.5%
8				across open fields along old RR bed	$10,500.00	SF	$1.00							
1050 LF				mowing		LF	$0.10	1050.00	$105.00	$105.00				100.0%
				overall path surface: 8' wide, 6" hardpack		LF	$14.00	750	$10,500.00			$10,500.00		0.0%
				geotextile; assume 10' wide sheet		LF	$12.50	100	$1,250.00		$625.00	$625.00		50.0%
				trail and shoulder drainage		LF	$2.00	100	$200.00			$200.00		0.0%
				gravel fill for depressions		CY	$25.00	45	$1,125.00		$562.50	$1,125.00		50.0%
				return disturbed areas to native ground: seeded		SF	$0.12	16800	$2,041.20	$2,041.20				100.0%
				culverts		allow	1	1500	$1,500.00			$1,500.00		0.0%
				sub - total:					$16,721.20	$2,146.20	$1,187.50	$13,950.00		19.9%
subtotal old railbed section: Construction Costs					$45,600.00				$140,819.98					
other costs:				Final design and engineering		fee allowance at 20%			$28,164.00					
				Admin.		10% of const cost			$14,082.00					
				contingency		20% of const. Cost			$28,164.00					
				TOTAL					$211,229.96					

River Road Connection/Bridge				
Section	from	to	length in ft.	Work description
9	45+60	49+1	350	transition into woods section of old RR bed
10	49+1	50+85	175	bridge crossing of Ottauquechee River
11	50+85	53+85	300	trail terminus to River Road
total			825.0	

section #						unit	unit cost	quantity	subtotal	in - kind value	donated mats/labor	contracted value	match %
9				transition into woods section of old RR bed									
350 LF				clearing and thinning		LF	$1.00	350.00	$350.00	$350.00			
				overall path surface: 8' wide, 6" hardpack		LF	$14.00	750	$10,500.00			$10,500.00	
				geotextile; assume 10' wide sheet		LF	$12.50	100	$1,250.00		$625.00	$625.00	
				trail and shoulder drainage		LF	$2.00	100	$200.00			$200.00	
				gravel fill for depressions		CY	$50.00	25	$1,250.00		$625.00	$625.00	
				return disturbed areas to native ground: seeded		SF	$0.12	5600	$680.40	$680.40			
				sub - total:					$14,230.40	$1,030.40	$1,250.00	$11,950.00	16.0%

Woodstock Riverwalk	Estimate of Probable Project Cost	Note: project costs may vary depending on project phasing, finding requirements, engineering costs and other factors.								
10	**bridge crossing of Ottauquechee River**									
175 LF	clearing and thinning	LF	$1.00	100.00	$100.00	$100.00				
	geotextile; assume 10' wide sheet	LF	$12.50	75	$937.50		$468.75	$468.75		
	stone retained bridge approach	FF	$60.00	600	$36,000.00			$36,000.00		
	structural gravel fill for abuttments	CY	$50.00	350	$17,500.00			$17,500.00		
	gravel fill for depressions	CY	$25.00	50	$1,250.00		$625.00	$625.00		
	return disturbed areas to native ground: seeded	SF	$0.12	1500	$182.25	$182.25				
	bridge: assume pre engineerred steel structure	SF	$90.00	1750	$175,000.00		$87,500.00	$87,500.00		
	bridge foundations	CY	$275.00	24	$6,600.00		$3,300.00	$3,300.00		
	approach railings and fencing	LF	$16.00	175	$2,800.00			$2,800.00		
	sub - total:				$240,369.75	$282.25	$91,893.75	$148,193.75	*38.3%*	
11	**trail terminus to River Road**									
350	clearing and thinning	LF	$1.00	150.00	$150.00	$150.00				
	overall path surface: 8' wide, 6" hardpack	LF	$15.00	350	$5,250.00			$5,250.00		
	geotextile; assume 10' wide sheet	LF	$12.50	150	$1,875.00		$937.50	$937.50		
	trail and shoulder drainage	LF	$4.00	300	$1,200.00			$1,200.00		
	gravel fill for depressions	CY	$25.00	50	$1,250.00		$625.00	$625.00		
	return disturbed areas to native ground: seeded	SF	$0.12	4800	$583.20	$583.20				
	sub - total:				$10,308.20	$733.20	$1,562.50	$8,012.50	*22.3%*	
project total for construction					$264,908.35	$2,045.85	$94,706.25	$168,156.25	*36.5%*	
other costs:	**Final design and engineering**	fee allowance at 30%			$79,472.51					
	Admin.	10% of const cost			$26,490.84					
	contingency	20% of const. Cost			$66,227.09					
	TOTAL				$437,098.78	$2,045.85	$94,706.25	$168,156.25		

Woodstock Riverwalk				Estimate of Probable Project Cost									Note: project costs may vary depending on project phasing, finding requirements, engineering costs and other factors.
River walk Side Trails section #						unit	unit cost	quantity	subtotal	in - kind value	donated mats/labor	contracted value	match %
1				side trail along the banks of the Ottauchechee River									
6300 LF				trail establishment for 5' wide path		SF	$5.00	6300	$31,500.00		$31,500.00		
2				side trail loop to the wooded bank of the Ottauquechee River									
1100 LF				trail establishment for 5' wide path		SF	$5.00	1100	$5,500.00		$5,500.00		

Woodstock Riverwalk Estimate of Probable Project Cost

Note: project costs may vary depending on project phasing, finding requirements, engineering costs and other factors.

River walk Side Trails Project cost summary sheet

Section #	cost
village	
1	$45,610.00
2	$12,121.00
3	$6,447.50
4	$26,636.38
subtotal construction cost	$90,814.88
Admin/A/E costs	$27,244.46
cont. cost	$22,703.72
total project cost	$140,763.06
RR bed	
1	$15,330.40
2	$38,359.38
3	$12,615.50
4	$11,223.38
5	$12,538.38
6	$15,223.38
7	$18,808.38
8	$16,721.20
9	$14,230.40
10	$240,369.75
11	$10,308.20
subtotal construction cost	$264,908.35
Admin/A/E costs	$105,963.34
cont. cost	$66,227.09
total project cost	$437,098.78
side trails	
1	$31,500.00
2	$5,500.00
subtotal construction cost	
Admin/A/E costs	
total project cost	$37,000.00

6. Implementation issues, permitting and other considerations

Project permitting:
The Ottauquechee River is under the jurisdiction of a number of state and federal agencies that will need to be included in future planning and permitting of the Riverwalk. Compliance with these respective agency policies is partly dependent upon the use of state and federal funds, which link agency permits to funding sources. Additional agency jurisdiction is also triggered by construction activities in areas of the trail corridor. It appears that the following permits or reviews are likely to be required for this project:

1. Stream Alteration Permit
2. Conditional Use Determination (Wetlands)
3. Water Quality Certification
4. Section 106 Review
5. 4(f) Review
6. Categorical Exclusion
7. Act 250 Land Use Permit

It is not likely that the following permits or reviews will be required:

1. Stormwater Discharge Permit
2. 6(f) Review

Additional permits from the Town of Woodstock may also be required.

Permitting and resources:
The following resources typically must be addressed either in the Categorical Exclusion process or in Project scoping, depending on funding sources received for project implementation.

ARCHEOLOGICAL RESOURCES:
The VT Division of Historic Preservation has jurisdiction over below ground historic resources, and compliance with federal regulations will need to be satisfied either through the Categorical Exclusion process, a finding of no significant impact by the State Archaeologist, or some other form of agreement between the town and the VT Division of Historic Preservation.

It is generally expected that construction of the path will result in some subsurface impacts to areas where the path will be located. If there are areas of the route that have not been disturbed by past development or farming, then there may be Archaeological remains that might be disturbed. These conditions may be present both along the RR line as well as some areas adjacent to housing, industrial sites, and the riverbanks. Future development of these plans should include appropriate archaeological assessments for the land in question so that compliance with Section 106 of the National Historic Preservation Act can be assured. Use of any federal funds will trigger this permit requirement. Additionally, use of state funds will require the same sign – off process.

The scope of this study does not allow the research of potential arch sites in the corridor at this time. However, it is not uncommon that the physiographic characteristics of portions of the area, specifically those areas in the vicinity of Ottauquechee River, suggest a high sensitivity for archeological deposits associated with Native American occupation or use. There may also be 19th century farming era remains and RR activity. Due to the urbanized nature of the village section and the construction of the sewer line along the river that the path follows, it is likely in most areas that archeological remains are either destroyed or are well below existing grade.

Archeological testing is often recommended wherever grading, cutting or excavation is necessary for construction of a path, especially where new bridges will be constructed. Depending on the nature of proposed alterations for this project, protective and/or documentation measures may be required as a

part of the implementation of this plan. In cases where sensitive resources may be present the town may also have the option of building the trail over the top of undisturbed ground, separated by geotextiles.

HISTORIC RESOURCES:
Review of Historic Resources data from the VTDHP indicate a number of structures which appear eligible for listing, or are already listed on the National Register are in the project vicinity. However, the construction of the project will not have an adverse impact upon them. Therefore, compliance with state and federal regulations for the Section 106 Review process should not be a difficult task.

Natural Resources
FLOODPLAINS:
Much of downtown Woodstock and the surrounding agricultural lands along the bottom of the valley are in the 100-year flood plain. The town of Woodstock allows filling in the 100-year floodplain, so that first flood elevations can be elevated above that height for flood insurance purposes. The town does not allow construction within the floodway as delineated by FEMA.

The report appendix includes relevant sections of the FEMA and FIRM mapping for the project area. Much of the project lies within the 100-yr. flood hazard areas as identified on the Flood Insurance Rate Maps.

While the proposed alignment passes through flood hazard areas, this is not anticipated as a problem. It appears possible to design and construct these sections in a manner that should not result in any increase to the base flood elevation.

Copies of the Flood Insurance Rate Map panels are attached in the Appendix.

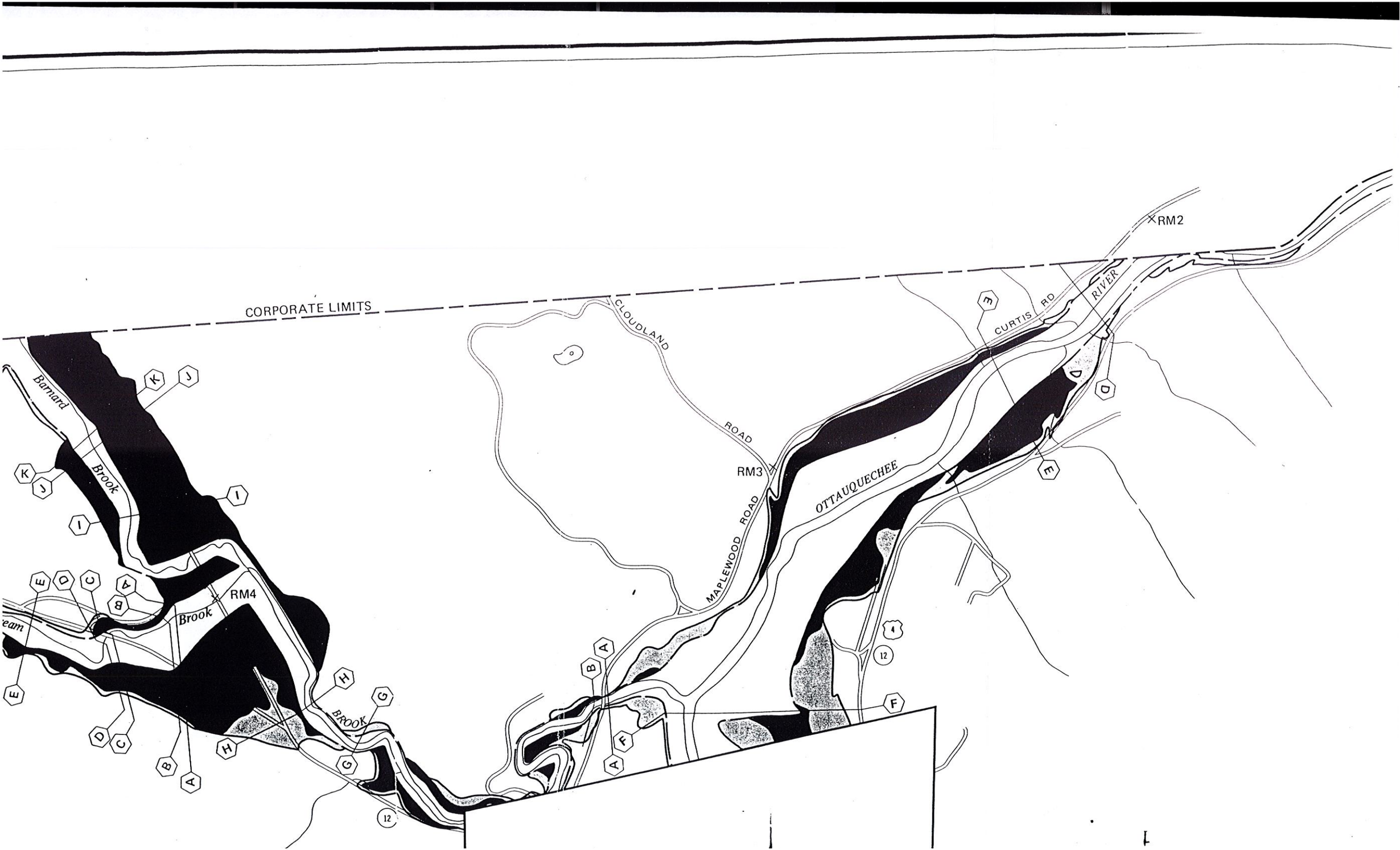
WETLANDS:
Based on a review of National Wetlands Inventory (NWI) mapping, there are no jurisdictional (Class II) wetlands within the project area. It is also highly likely that additional wetlands exist beyond those mapped by NWI. For sections of the path along the old railbed, construction will not result in any excavation or placement of fill within any wetland areas. Based upon these conditions, it is concluded that U.S. Army Corps of Engineers jurisdiction in this area can likely be avoided. However, construction may possibly occur within some state-mandated 50-foot buffers of Class III jurisdictional wetlands that may be present along riverbank areas. This may trigger the need for a Conditional Use Determination Permit from the Water Quality Division of the Agency of Natural Resources. Based upon review of the project area, the locations of those concerns will included bridge sites on the Kedron and Hartland Hill brooks, and the bridge over the Ottauquechee River across the north branch for a future bikepath and street connection to Main/Barre Street.

It is recommended that wetlands delineation be completed in these areas to complete the Conditional Use determination (if required). Additionally, treatment of these areas should be coordinated with other areas of the project where riverbank vegetation buffers have been recommended. This coordination should include the state wetlands office, Vermont Rivers Program and Stream Alteration Engineer. Further design will be necessary to determine the extent of possible impacts in those areas.

A copy of the NWI mapping is also attached in the Appendix.

STREAM ALTERATION:
The project will involve the construction of new bridges. Although these locations have not been reviewed by the Vermont Rivers Program and VTANR Stream Alteration Engineer, typical protocol is the work adjacent to a stream requires a state review and permit process. The primary issues for this bridge location will be bank stability, depth of flood levels, stabilizing vegetation, and resultant impacts that might threaten river water quality and public safety. In all bridge locations, adjacent riverbanks will need to be stabilized during and after construction. This may be in the form of rip rap stone or vegetated plantings to retain slopes and soils.

B. Flood Insurance Rate Maps


CORPORATE LIMITS
CLOUDLAND ROAD
MAPLEWOOD ROAD
CURTIS RD
OTTAUQUECHEE RIVER
RM2
RM3
RM4
Barnard Brook
Brook
BROOK
12
4

CORPORATE LIMITS

RM2

RM3

RM4

RM5

Barnard Brook

Gulf Stream

Brook

BROOK

CLOUDLAND ROAD

MAPLEWOOD ROAD

CURTIS RD

RIVER

OTTAUQUECHEE

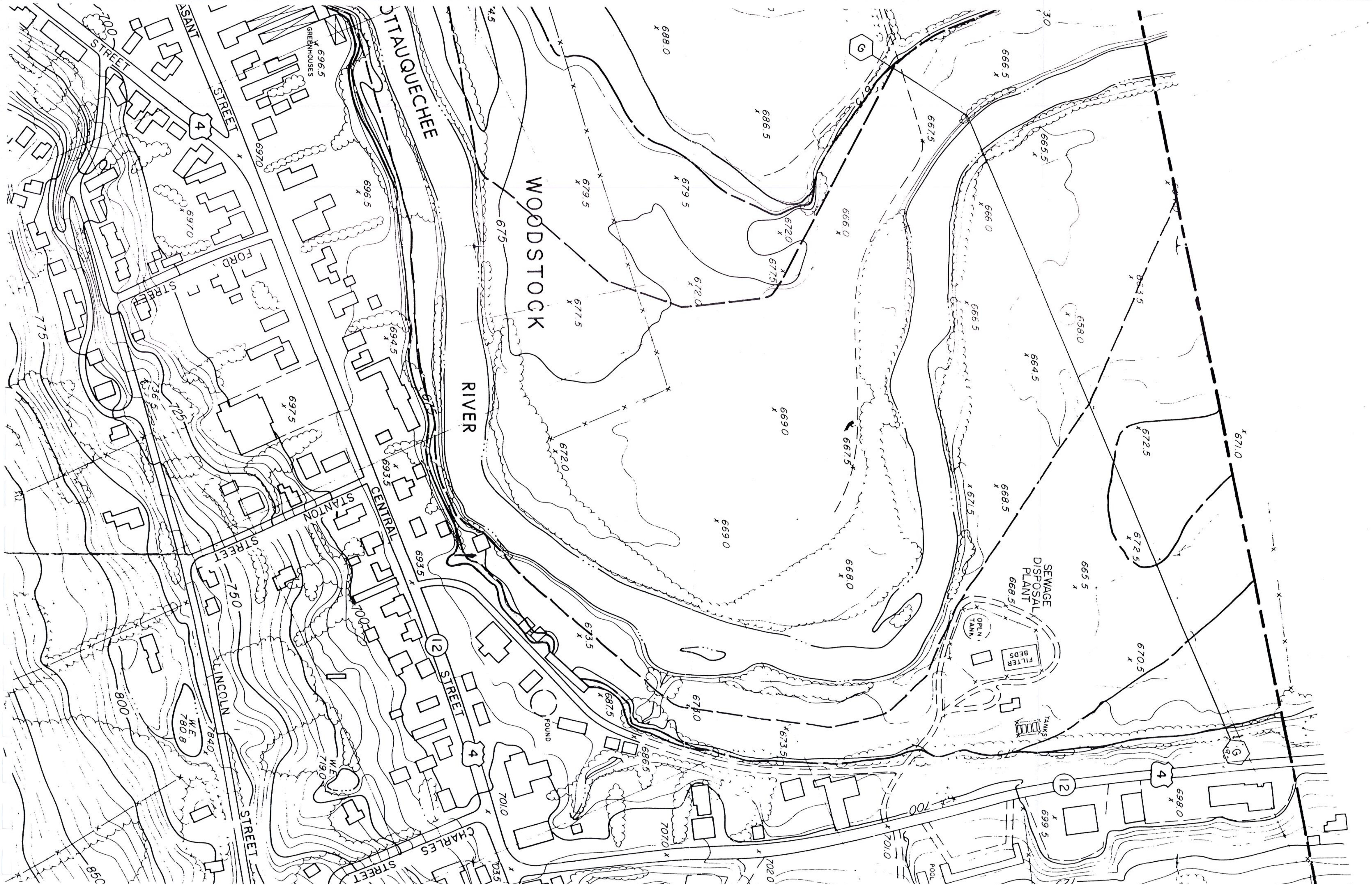
BRIDLE PATH

THE POGUE

HARTLAND

Village of Woodstock
AREA NOT INCLUDED

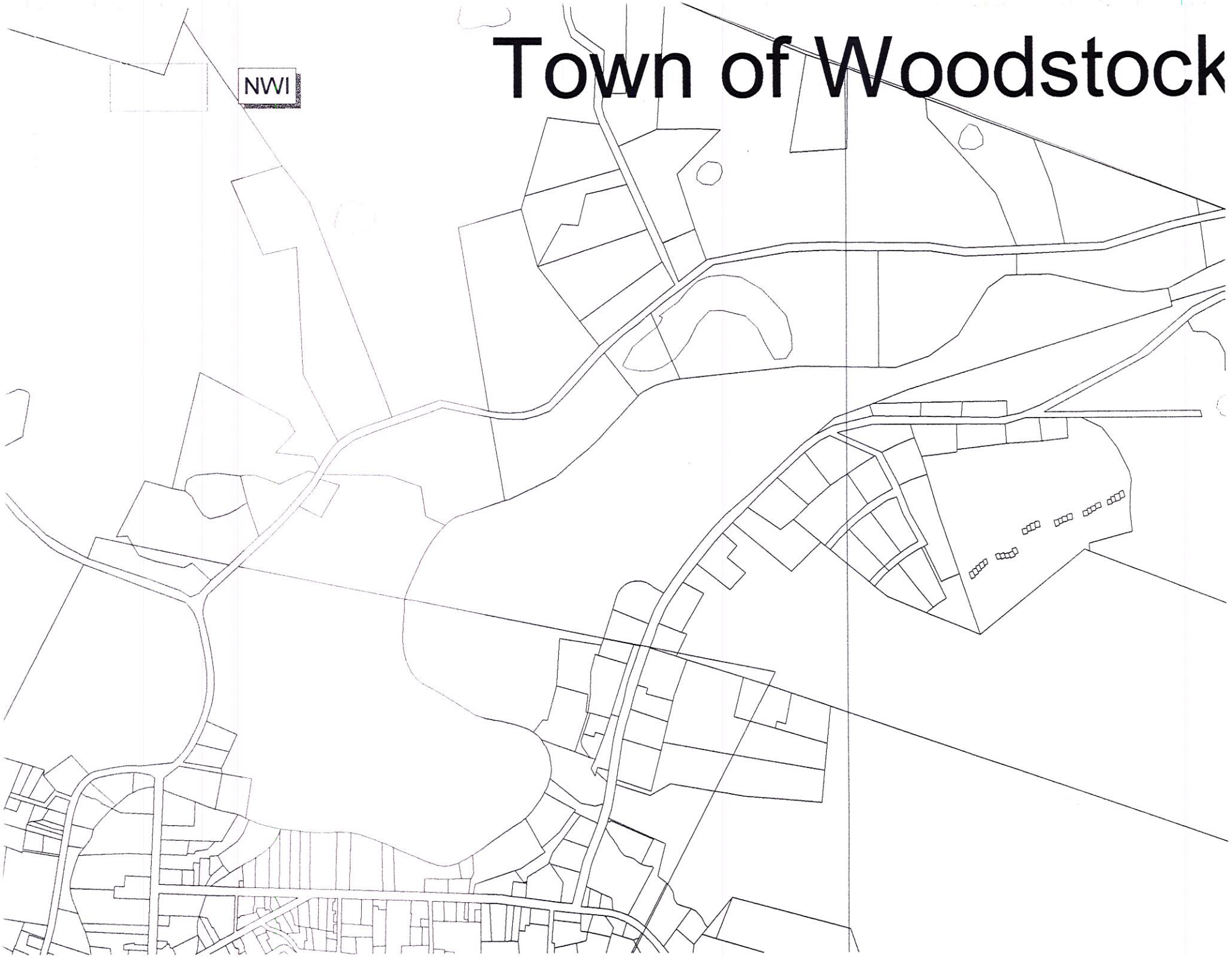

ELM
STREET
CORPORATE LIMITS
OTTAUQUECHEE
FLOW
PLEASANT STREET
BOND STREET
CENTRAL STREET
TENNIS COURTS
GREENHOUSES
POOL
BM
12
4



WOODSTOCK
RIVER
CENTRAL STREET
STANTON STREET
FORD STREET
LINCOLN STREET
CHARLES STREET
SEWAGE DISPOSAL PLANT
FILTER BEDS
TANKS
GREENHOUSES
FOUND

C. National Wetlands Inventory Map

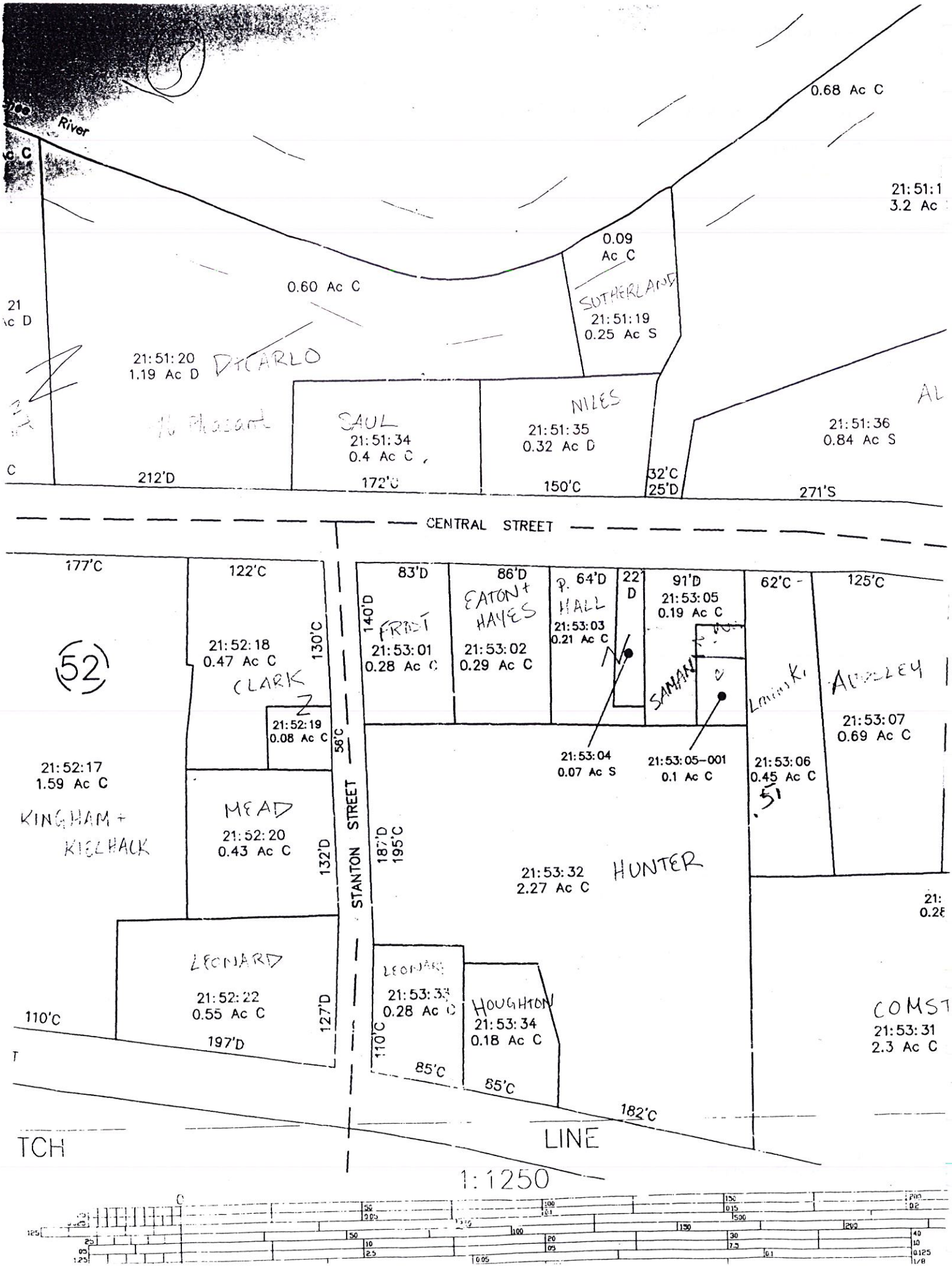
Town of Woodstock

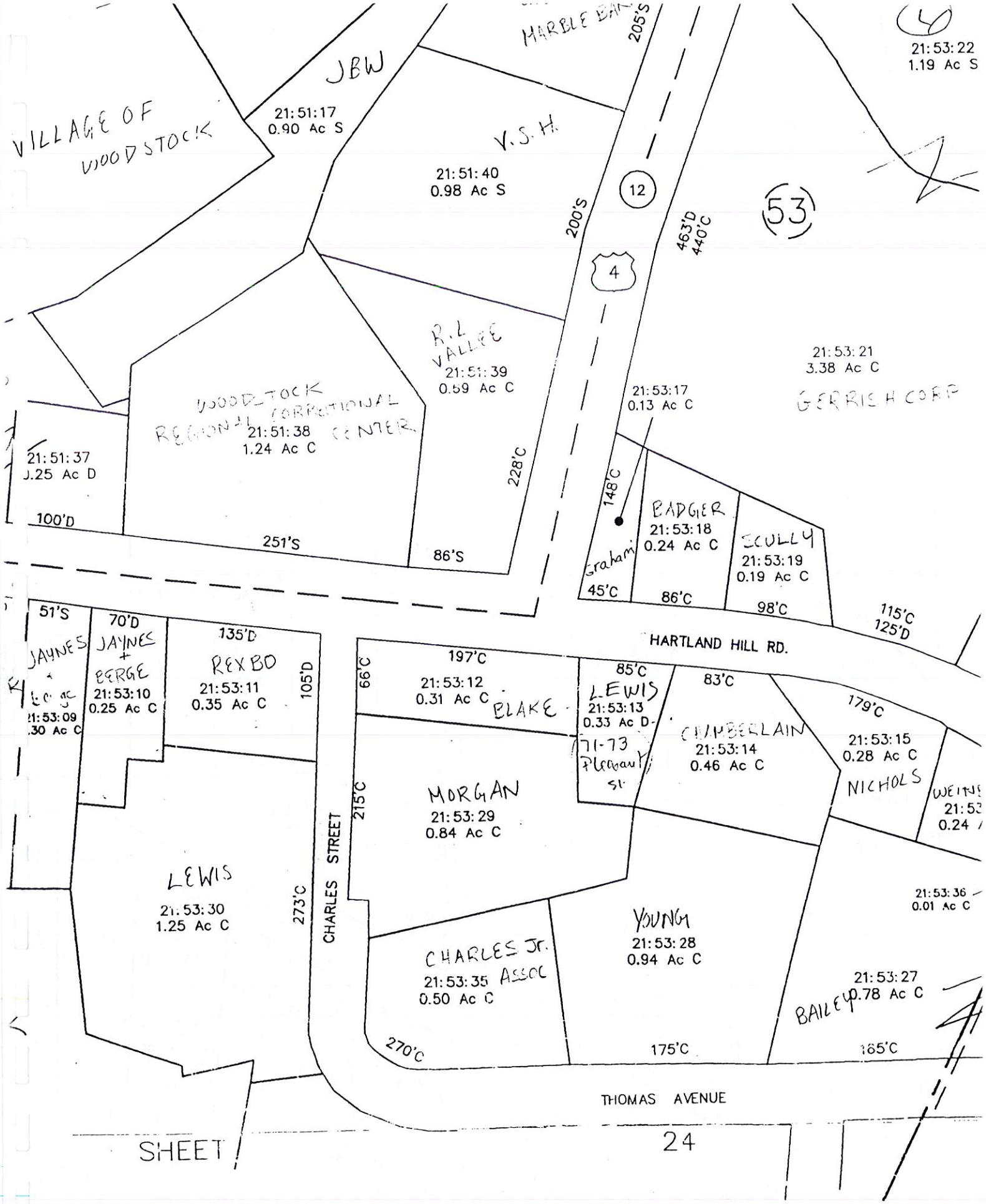


D. Property Tax Maps

List of Affected Property Owners from West to East

Eagle Property
Dunleavy
Eagle Property
Lees
Peech
Ottauquechee Health Center
Masonic Temple
Nichols
Dicarlo
Sutherland
Village of Woodstock
Eagle Property
Jaynes Berge Wright
Spooner Barn Condos
Town of Woodstock
Eagle Property

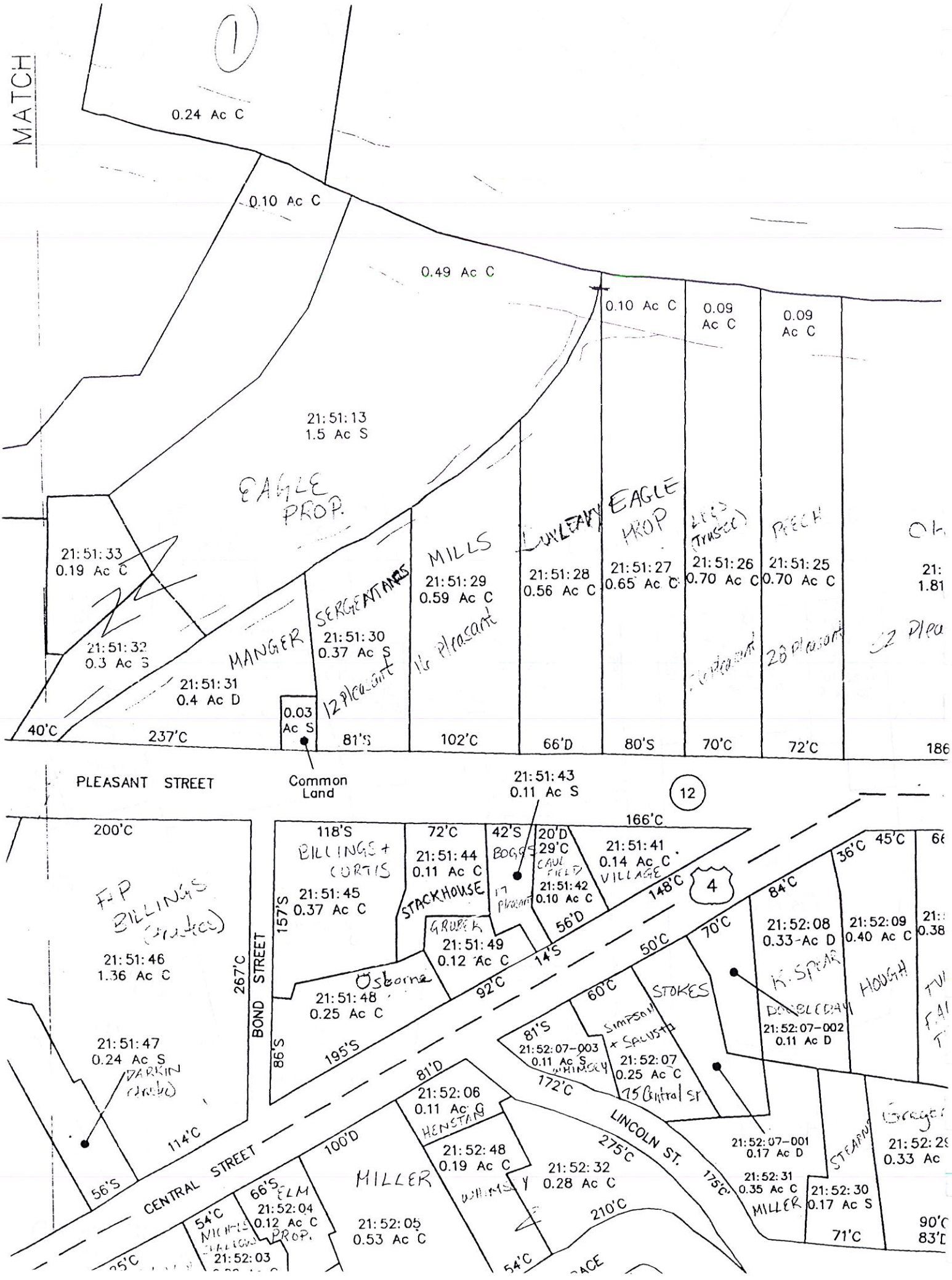

River
0.68 Ac C
21:51:1
3.2 Ac
0.09
Ac C
SUTHERLAND
21:51:19
0.25 Ac S
0.60 Ac C
21:51:20
1.19 Ac D
DICARLO
N. Pleasant
SAUL
21:51:34
0.4 Ac C
NILES
21:51:35
0.32 Ac D
21:51:36
0.84 Ac S
212'D
172'C
150'C
32'C
25'D
271'S
CENTRAL STREET
177'C
122'C
83'D
86'D
P. 64'D
22'
D
91'D
21:53:05
0.19 Ac C
62'C -
125'C
140'D
FRIOT
21:53:01
0.28 Ac C
EATON + HAYES
21:53:02
0.29 Ac C
HALL
21:53:03
0.21 Ac C
(52)
21:52:18
0.47 Ac C
130'C
CLARK
21:52:19
0.08 Ac C
56'C
21:53:04
0.07 Ac S
21:53:05-001
0.1 Ac C
21:53:06
0.45 Ac C
21:53:07
0.69 Ac C
21:52:17
1.59 Ac C
KINGHAM + KIELHACK
MEAD
21:52:20
0.43 Ac C
132'D
STANTON STREET
187'D
195'C
21:53:32
2.27 Ac C
HUNTER
LEONARD
21:52:22
0.55 Ac C
127'D
LEONARD
21:53:33
0.28 Ac C
HOUGHTON
21:53:34
0.18 Ac C
110'C
197'D
110'C
85'C
85'C
182'C
COMST
21:53:31
2.3 Ac C
TCH
LINE
1:1250

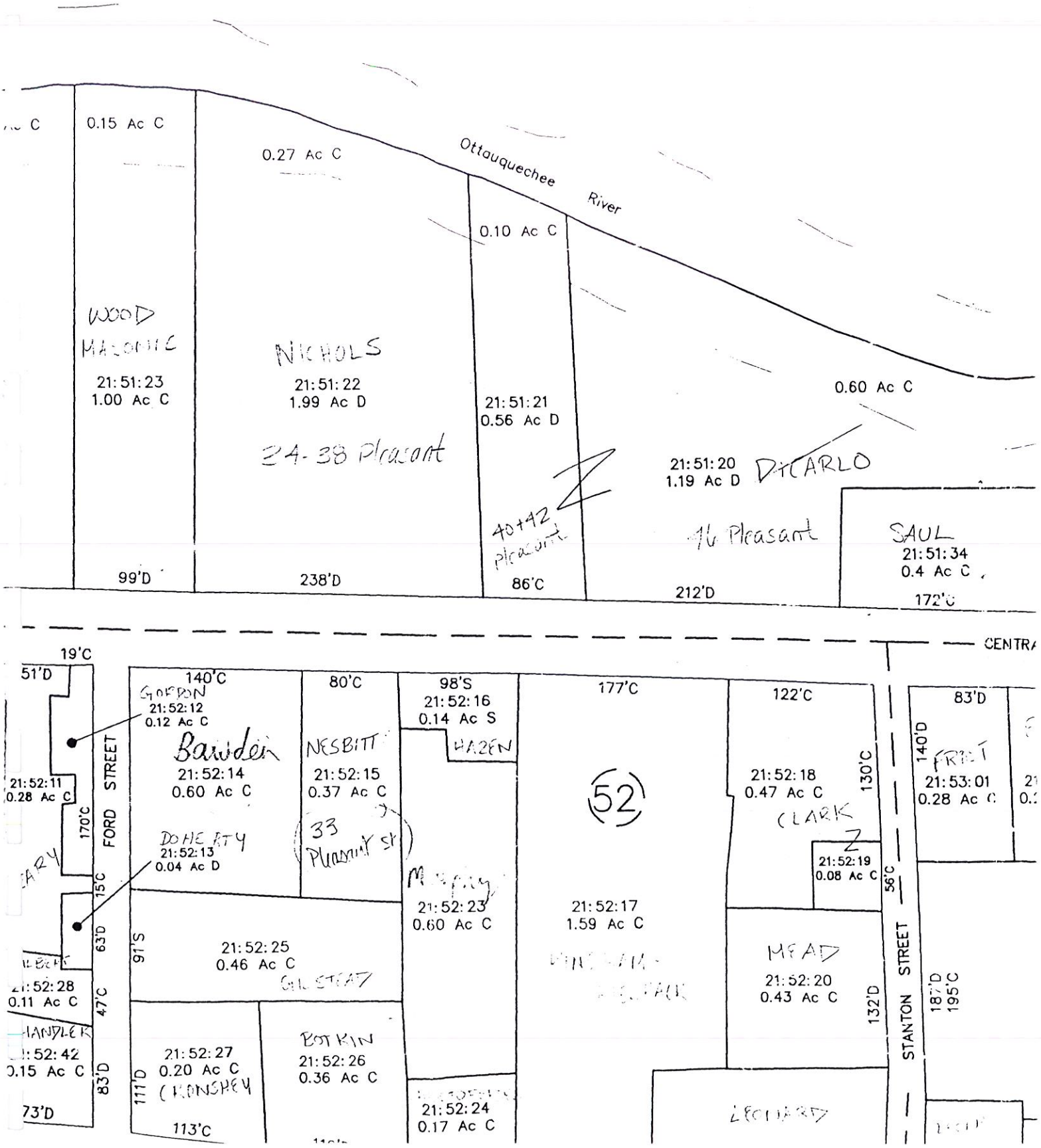


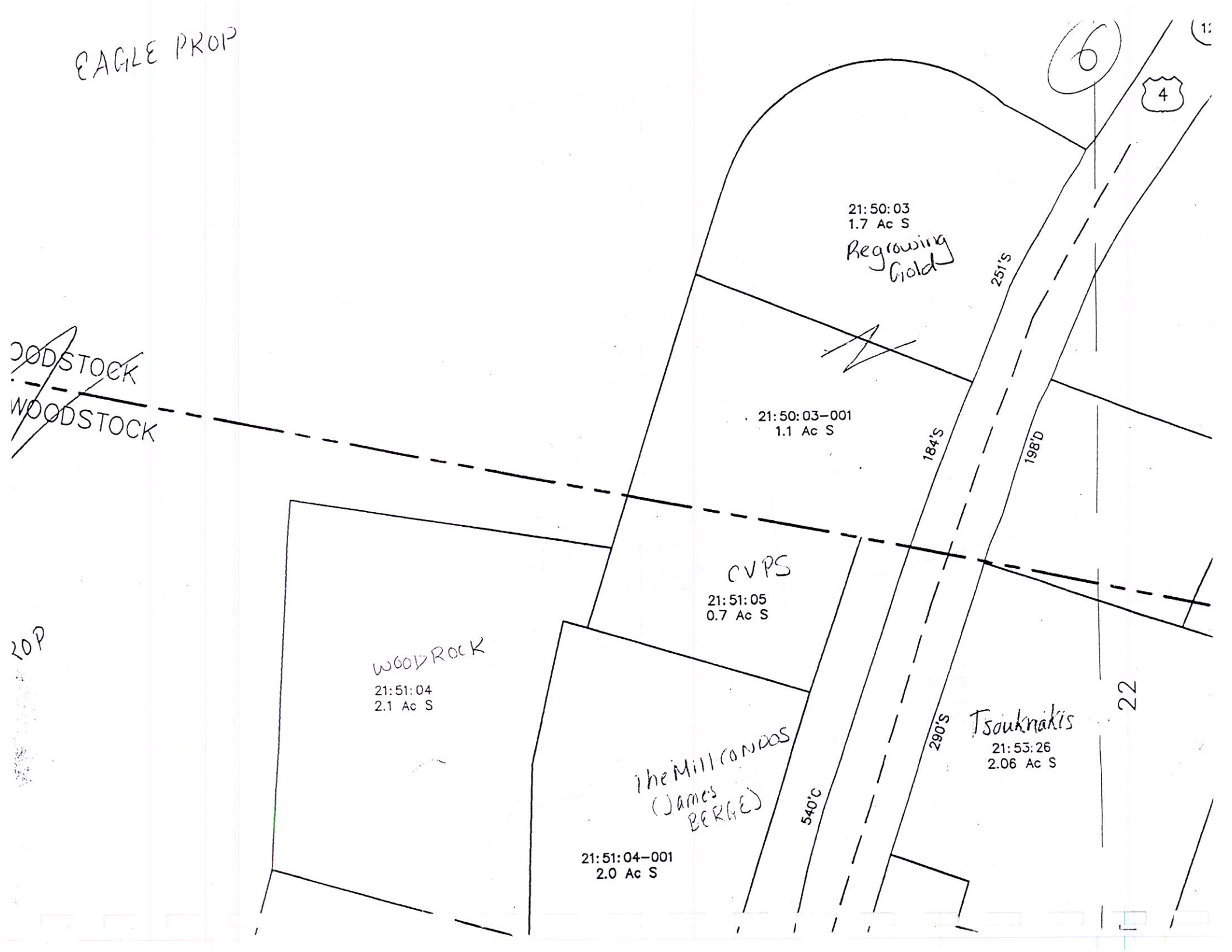
PROPERTY MAP

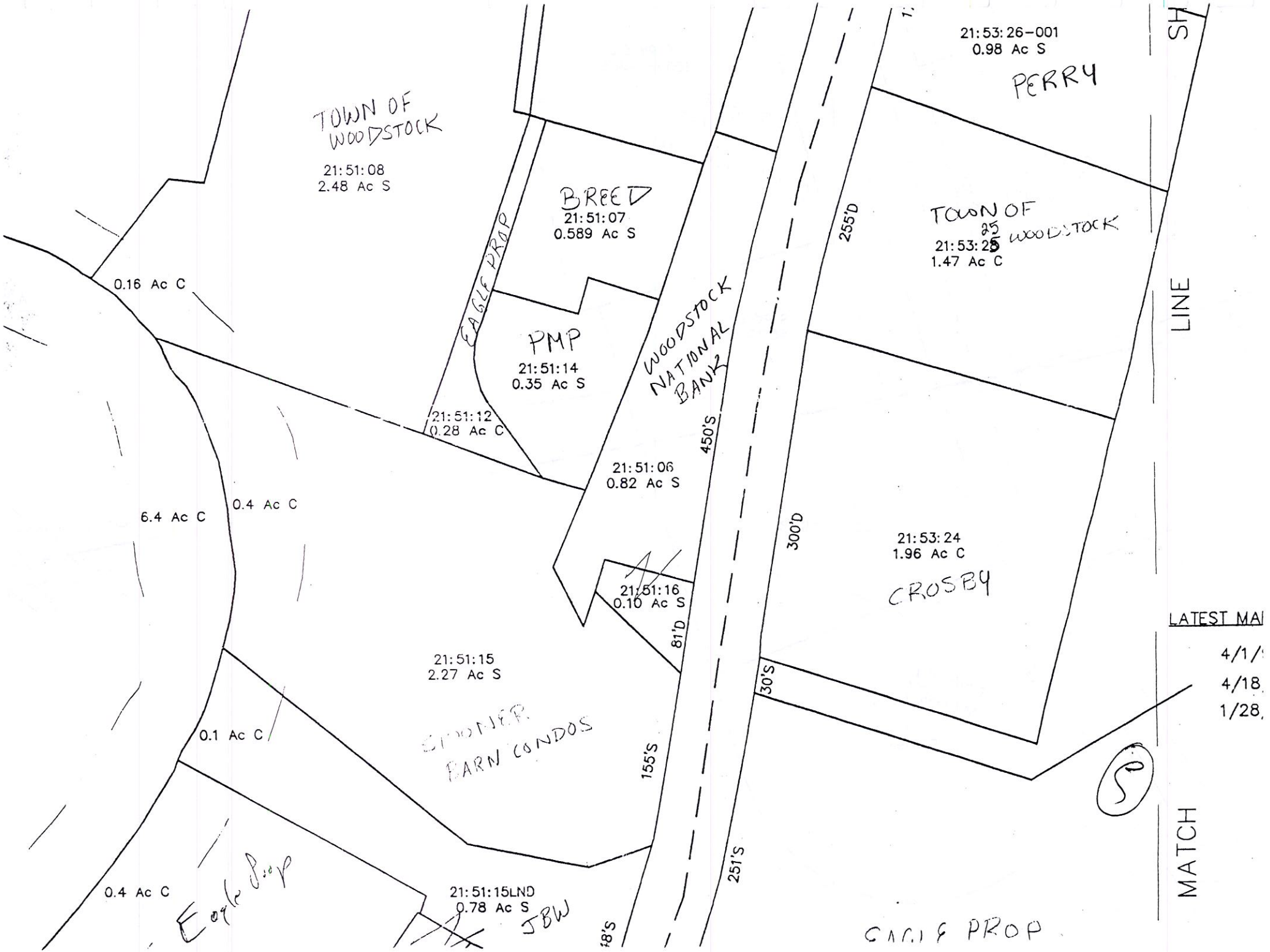
TOWN OF WOODS

WINDSOR COUNTY, VERMON


MATCH
1
0.24 Ac C
0.10 Ac C
0.49 Ac C
0.10 Ac C
0.09 Ac C
0.09 Ac C
21:51:13
1.5 Ac S
EAGLE PROP.
21:51:33
0.19 Ac C
21:51:32
0.3 Ac S
21:51:31
0.4 Ac D
MANGER
SERGEANTANTS
21:51:30
0.37 Ac S
MILLS
21:51:29
0.59 Ac C
21:51:28
0.56 Ac C
21:51:27
0.65 Ac C
21:51:26
0.70 Ac C
21:51:25
0.70 Ac C
0.03 Ac S
40'C
237'C
81'S
102'C
66'D
80'S
70'C
72'C
PLEASANT STREET
Common Land
21:51:43
0.11 Ac S
12
166'C
200'C
118'S
72'C
42'S
20'D
29'C
148'C
4
84'C
36'C
45'C
F.P. BILLINGS (trustees)
21:51:46
1.36 Ac C
BILLINGS + CURTIS
21:51:45
0.37 Ac C
21:51:44
0.11 Ac C
STACKHOUSE
BOGGS
CAUL FIELD
21:51:42
0.10 Ac C
21:51:41
0.14 Ac C
VILLAGE
GRUBER
21:51:49
0.12 Ac C
56'D
157'S
267'C
BOND STREET
14'S
50'C
70'C
21:52:08
0.33-Ac D
21:52:09
0.40 Ac C
K. SPEAR
HOUGH
Osborne
21:51:48
0.25 Ac C
92'C
60'C
STOKES
21:52:07-002
0.11 Ac D
86'S
195'S
81'S
21:52:07-003
0.11 Ac S
WHINCUP
Simpson + Salusti
21:52:07
0.25 Ac C
75 Central St
21:51:47
0.24 Ac S
DARKIN (trustee)
81'D
21:52:06
0.11 Ac C
HENSTAN
172'C
LINCOLN ST.
21:52:07-001
0.17 Ac D
114'C
CENTRAL STREET
100'D
21:52:48
0.19 Ac C
21:52:32
0.28 Ac C
275'C
175'C
21:52:31
0.35 Ac C
MILLER
21:52:30
0.17 Ac S
56'S
66'S
ELM
21:52:04
0.12 Ac C
PROP.
MILLER
21:52:05
0.53 Ac C
210'C
71'C
90'C
83'D
54'C
21:52:03


0.15 Ac C
0.27 Ac C
Ottauquechee River
0.10 Ac C
0.60 Ac C
WOOD
MASONIC
21:51:23
1.00 Ac C
NICHOLS
21:51:22
1.99 Ac D
24-38 Pleasant
21:51:21
0.56 Ac D
40+42 pleasant
21:51:20
1.19 Ac D
DICARLO
½ Pleasant
SAUL
21:51:34
0.4 Ac C
99'D
238'D
86'C
212'D
172'C
CENTRA
19'C
51'D
140'C
GORDON
21:52:12
0.12 Ac C
80'C
98'S
21:52:16
0.14 Ac S
177'C
122'C
83'D
Bawden
21:52:14
0.60 Ac C
NESBITT
21:52:15
0.37 Ac C
HAZEN
(52)
21:52:18
0.47 Ac C
CLARK
21:53:01
0.28 Ac C
140'D
130'C
21:52:11
0.28 Ac C
170'C
FORD STREET
DOHERTY
21:52:13
0.04 Ac D
(33 PLEASANT ST)
21:52:19
0.08 Ac C
56'C
15'C
63'D
91'S
21:52:25
0.46 Ac C
GILSTRAP
21:52:23
0.60 Ac C
21:52:17
1.59 Ac C
MEAD
21:52:20
0.43 Ac C
STANTON STREET
187'D
195'C
21:52:28
0.11 Ac C
47'C
132'D
21:52:42
0.15 Ac C
83'D
21:52:27
0.20 Ac C
BOTKIN
21:52:26
0.36 Ac C
111'D
21:52:24
0.17 Ac C
73'D
113'C


EAGLE PROP
6
4
21:50:03
1.7 Ac S
Regrowing
Gold
251'S
OODSTOCK
WOODSTOCK
21:50:03-001
1.1 Ac S
184'S
198'D
CVPS
21:51:05
0.7 Ac S
ROP
WOODROCK
21:51:04
2.1 Ac S
The Mill Condos
(James
BERGE)
21:51:04-001
2.0 Ac S
540'C
290'S
Tsoukrakis
21:53:26
2.06 Ac S
22


TOWN OF WOODSTOCK
21:51:08
2.48 Ac S
BREED
21:51:07
0.589 Ac S
EAGLE PROP
PMP
21:51:14
0.35 Ac S
WOODSTOCK NATIONAL BANK
21:53:26-001
0.98 Ac S
PERRY
TOWN OF WOODSTOCK
21:53:25
1.47 Ac C
255'D
SH
LINE
0.16 Ac C
21:51:12
0.28 Ac C
21:51:06
0.82 Ac S
450'S
6.4 Ac C
0.4 Ac C
21:53:24
1.96 Ac C
CROSBY
300'D
21:51:16
0.10 Ac S
81'D
LATEST MAI
4/1/
4/18
1/28
21:51:15
2.27 Ac S
SPOONER BARN CONDOS
30'S
0.1 Ac C
155'S
MATCH
0.4 Ac C
Eagle Prop
21:51:15LND
0.78 Ac S
JBW
48'S
251'S
EAGLE PROP