

Moonville Rail-Trail Connection Plan



Athens Conservancy / Version of 21 June 2019

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www.athensconservancy.org / version of 21 June 2019

Summary

The Moonville Rail-Trail is a muscle-powered trail that currently extends from the unincorporated village of Mineral in Athens County, Ohio (at Ohio State Route 356), 16 miles west and southwest to the Diamond Powder Plant in Vinton County. It is open to all muscle-powered users, including pedestrians, bicyclists, and equestrians. This plan entails the necessary steps that need to be taken to connect the existing Moonville Rail-Trail, currently terminating at its east end in Mineral on Route 356, with the Hockhocking Adena Bikeway at Athens. It also calls for three new trailheads, at Good Works, at Salem Road, and at Mineral. It is a combination of needed property acquisition and development needs. Active players must include the Athens Conservancy, Athens County, the Athens Township Trustees, the Waterloo Township Trustees, and Moonville Rail-Trail, Inc.

History

The Moonville Rail-Trail is principally known for the Moonville Tunnel, which is a popular tourist and recreational destination in Vinton County, Ohio. The Moonville Tunnel has a broad reputation for being haunted. Currently, most of the rail-trail, around 14 miles, is in Vinton County, with only 1.9 miles in Athens County.

The trail is known to be the former railroad right-of-way of the B&O (Baltimore & Ohio) Railroad, but it is actually the railroad grade of the oldest railway in our area, the Marietta- Cincinnati Railroad (MCC), established in 1853. This was long known as the most desolate, wildest stretch on the entire B&O line, and is still, today, known for its beauty. There is a second tunnel, the King Switch Tunnel, which is a timber tunnel near Mineral.

The current rail-trail totals 16 miles long, extending from the Diamond Powder Plant south of Zaleski in Vinton County to the community of Mineral in Athens County. The Vinton County portion is owned by Vinton County, while the Athens County portion is owned by Athens County. Much of the rail-trail is embedded within the Zaleski State Forest and passes very close to Lake Hope State Park. It also intersects with the Zaleski State Forest horse trail system and comes very close to the Zaleski backpacking trail.

In 2002?, a team of Ohio University students, under the guidance of Dr. Gene Mapes, created a study of the railway corridor in view of establishing the rail-trail. A coordinating group was then established, the Moonville Rail-Trail, Inc., which wrote a grant application to the Clean Ohio Green Space Fund for purchase of 16 miles of railroad right-of-way from T&D Properties on behalf of the Vinton and Athens County Commissioners. The property was transferred in 2004.

As yet, only three of twelve missing bridges have been replaced. Two of the bridges were built over Raccoon Creek between the Village of Zaleski and Wheelabout Road using old railroad flatcar beds, providing a continuous 6.1 miles of accessible trailway. The third bridge, recently completed over Raccoon Creek, provides access to the Moonville Tunnel from the road. Four of the remaining missing bridges are over Hewitt Fork in Athens County, with the other eight being in Vinton County, two over Hewitt Fork and three over Raccoon Creek. Moonville Rail-Trail, Inc. currently has a funding program in place to replace the remaining three Raccoon Creek bridges.

In 2010, the Athens Conservancy began an effort to acquire right-of-way to connect the existing Moonville Rail-Trail to the

Hockhocking Adena Bikeway. The effort began with the purchase that year of 1.4 miles in Athens Township, along Luhrig Road, from Hayes Excavating & Pipeline (Brent Hayes), as part of a larger purchase that also initiated the Athens-Belpre Rail-Trail effort, using Clean Ohio Green Space grant funding. The Conservancy then purchased 1.0 mile of right-of-way from Marc Toppercer, mostly in Athens Township with a very short stretch in Waterloo Township. Next, a donation of five acres was received from AEP along Luhrig Road enabling a continuous right-of-way around the Toppercer House, and an additional 0.5 mile was purchased from the Taulbee family in Waterloo Township, which currently does not connect to any other segment.

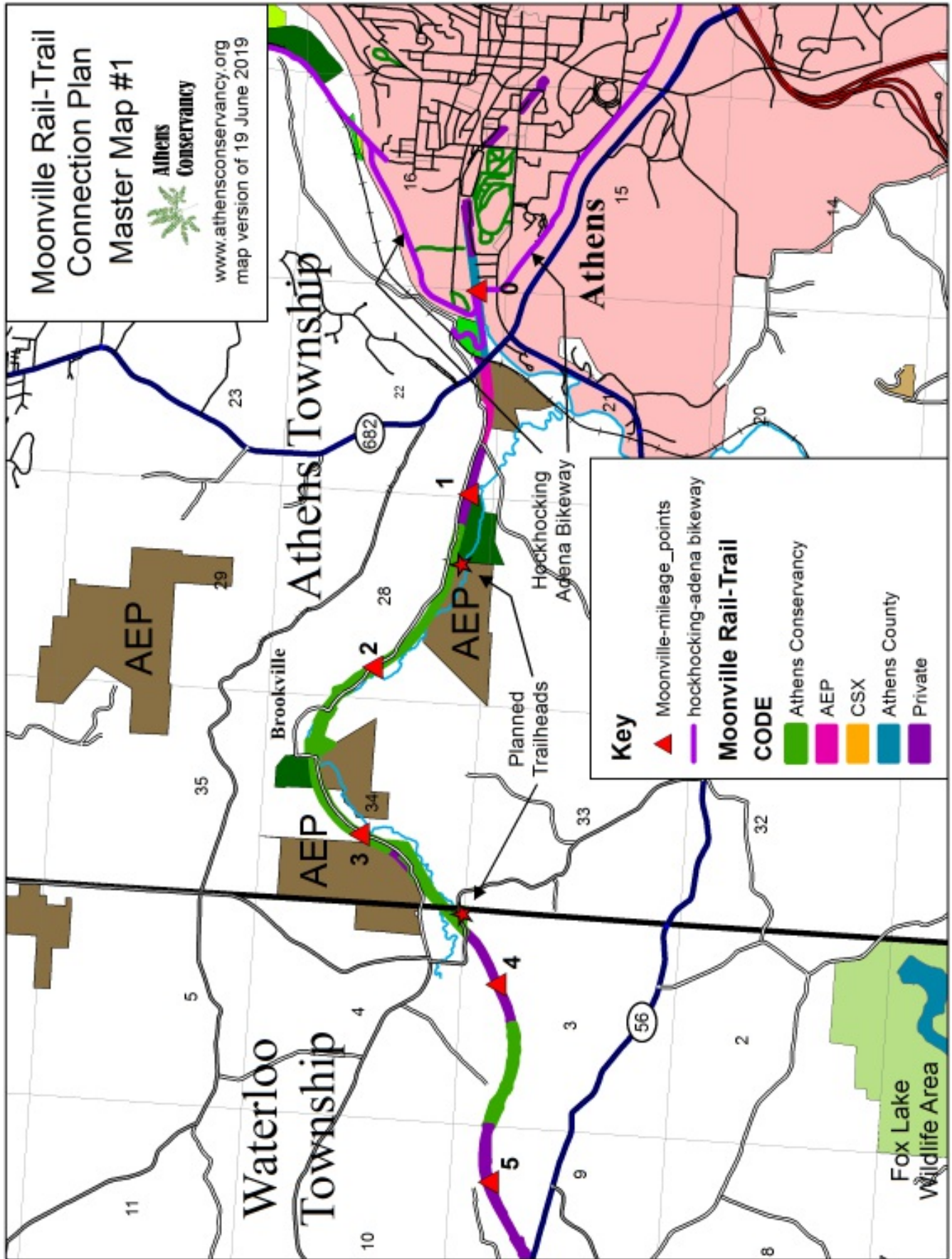
Today, the Athens Conservancy has continuous right-of-way from the Good Works driveway (Hannah House) to Salem Road. We have the opportunity to create a lease with Franklin Realty (AEP) to connect Ohio State Route 682 with Lavelle Road.

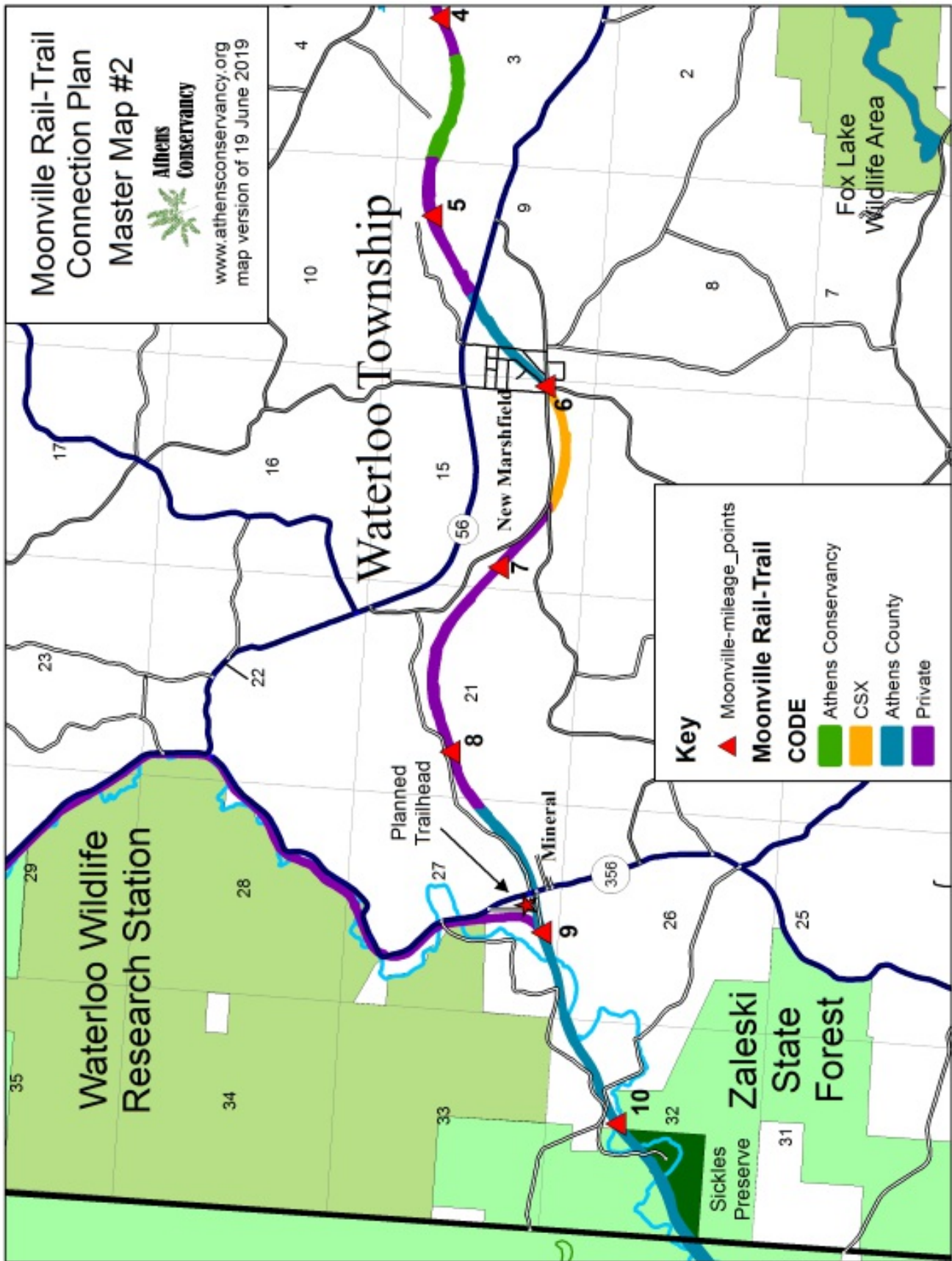
The greatest barriers in extending from the Hockhocking Adena Bikeway to Salem Road are:

1. Crossing Ohio State Route 682.
2. Getting around two properties between the AEP facility and Good Works where the only practical solution may be a shared roadway.
3. Getting across Luhrig Road and Factory Creek at two points on either side of Brookville where there were once trestles over both the road and creek. Probably the best outcome for the easterly such crossing would be to grade it down to road level and have a grade crossing across the road, with a small bridge across the creek.

Getting from Salem Road west to New Marshfield is going to be difficult. There is no good alternate route. West Wilson Road once connected to Allison Lane, but has been closed for years. Negotiating use of that right-of-way would be equivalent to negotiating use of the railroad grade itself. Getting from New Marshfield to Mineral will necessitate using part of Bidyville Road, but that is fortunately a fairly convenient alternative.

Note on the maps: Mileage points noted are on the former railroad grade, measuring from its intersection with the existing main course of the Hockhocking Adena Bikeway. Mileage points on the ground will change as the trail is developed.





Right-of-Way Acquisition

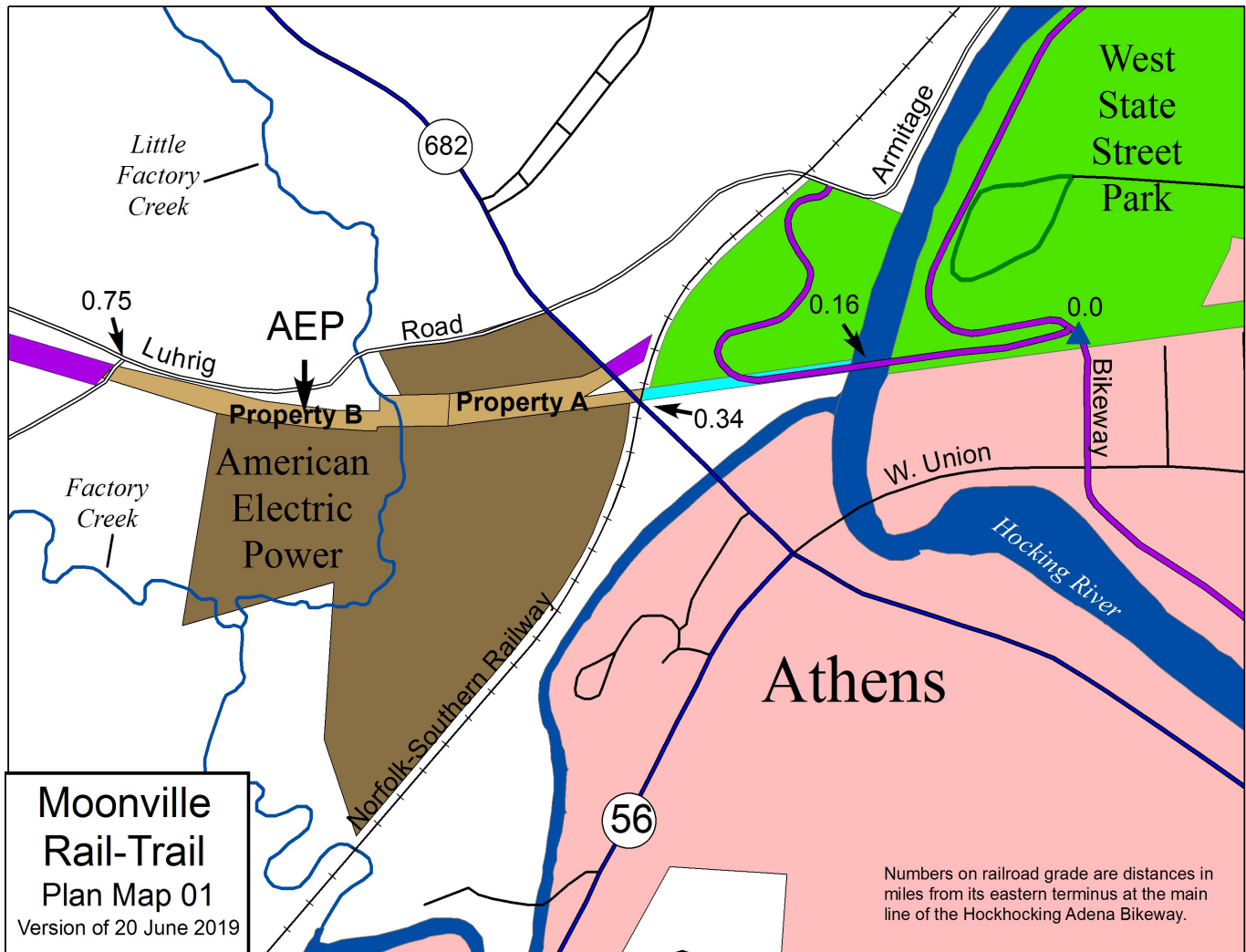
1. OH-682 to Lavelle Road

Map: 1, Properties A (part), B (Ohio Franklin Realty)
Parcel ID: A010010044505, A010010045402 (3.87 acres)

From Ohio State Route 682 to Lavelle Road, the right-of-way is owned by Franklin Realty, the real estate arm of AEP (American Electric Power). They have expressed a willingness to enter into a lease for this section. It is in two parts. The existing grade owned by AEP is shown on Map 1, Property A, in light brown (A010010044505). The part from Lavelle Road east to a point short of the AEP service drive stands alone, and is a suitable target for acquisition. This is the part designated Property B (A010010045402). AEP has declined to sell this to the Athens Conservancy because the Athens Township Trustees have been considering the possibility of establishing a new township garage on the western (undeveloped) part of the AEP tract, west of Little Factory Creek. However, they are willing to extend a lease.

The other part of this property is developed as an AEP facility. Here the lease would not be based on the old right-of-way, but would take a different course, probably crossing the service drive from the west, then going north parallel to the service drive to a point close to Luhrig Road, then curving back east to OH-682.

Action: Find out if the Athens Township Trustees still plan to build a new garage there. If not, then ask AEP to sell the Athens Conservancy (or Athens County) the TBA parcel. Then submit a development plan to AEP and secure a lease.

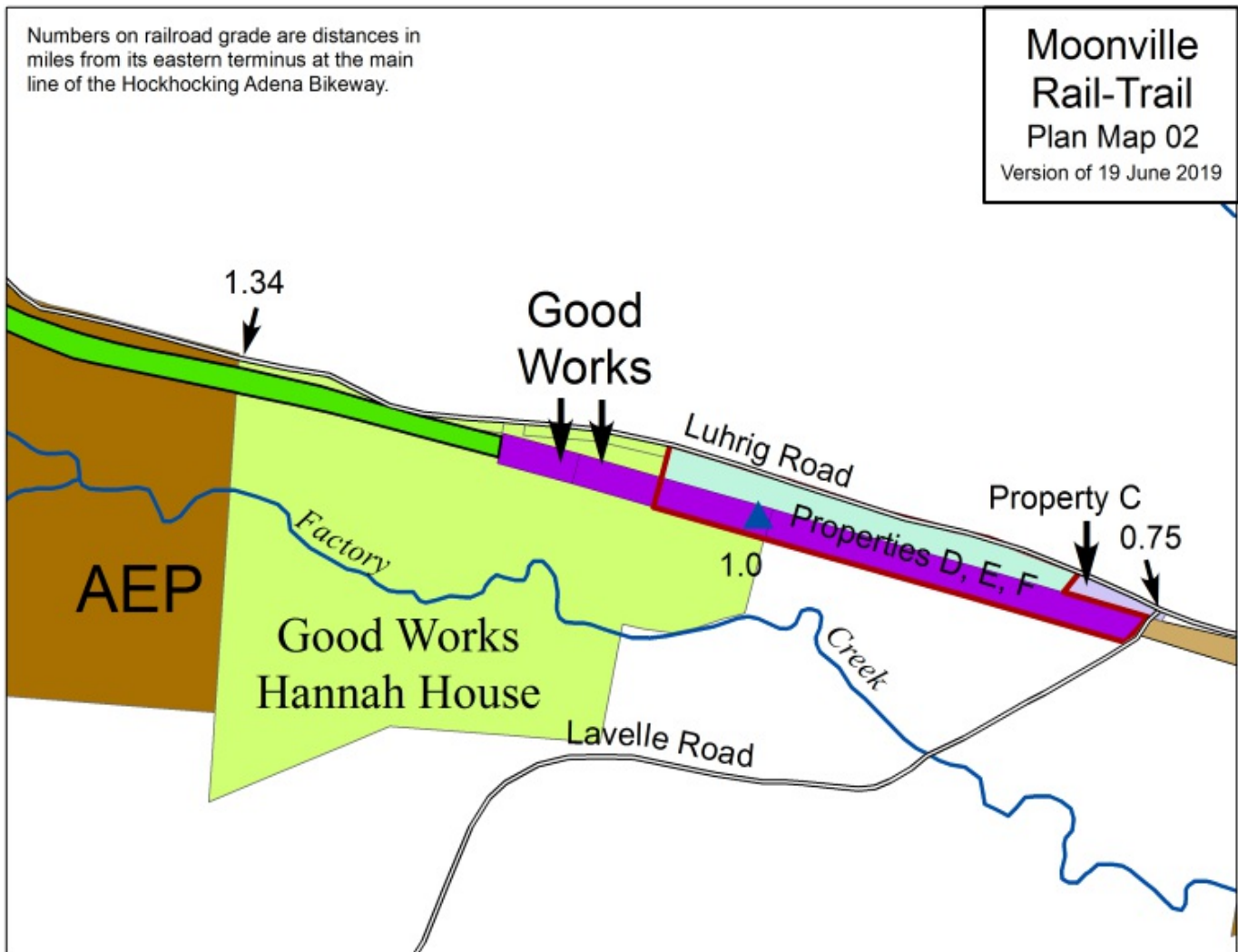


2. Corner of Lavelle Road and Luhrig Road

Map: 2, Property C (part)
 Parcel ID: A040020003600 (split)

There is a small area on the southwest corner of Lavelle Road and Luhrig Road, next to Sundown Garage. The area in question is approximately 0.4 acre. It would need a survey and a split to separate it from the remainder of the property across Luhrig Road. The owner has been contacted twice in the past with no reply. This property is essential. See Property C on Map 2.

Action: Purchase it from the owner. This requires a survey and property split.



3. Land Owned by Danny Reese

Map: 2, Properties D, E, F (parts of all three)
 Parcel IDs: A040040007900, A040040008100, A040020003406

Danny Reese, owner and proprietor of Sundown Garage, owns a strip of land from Lavelle Road to Good Works Hannah House (see area labeled on Map 2). He has a house, cabin, apartment, and car repair shop built on this land. He will not be willing to sell right-of-way, but may be amenable to a lease along the road.

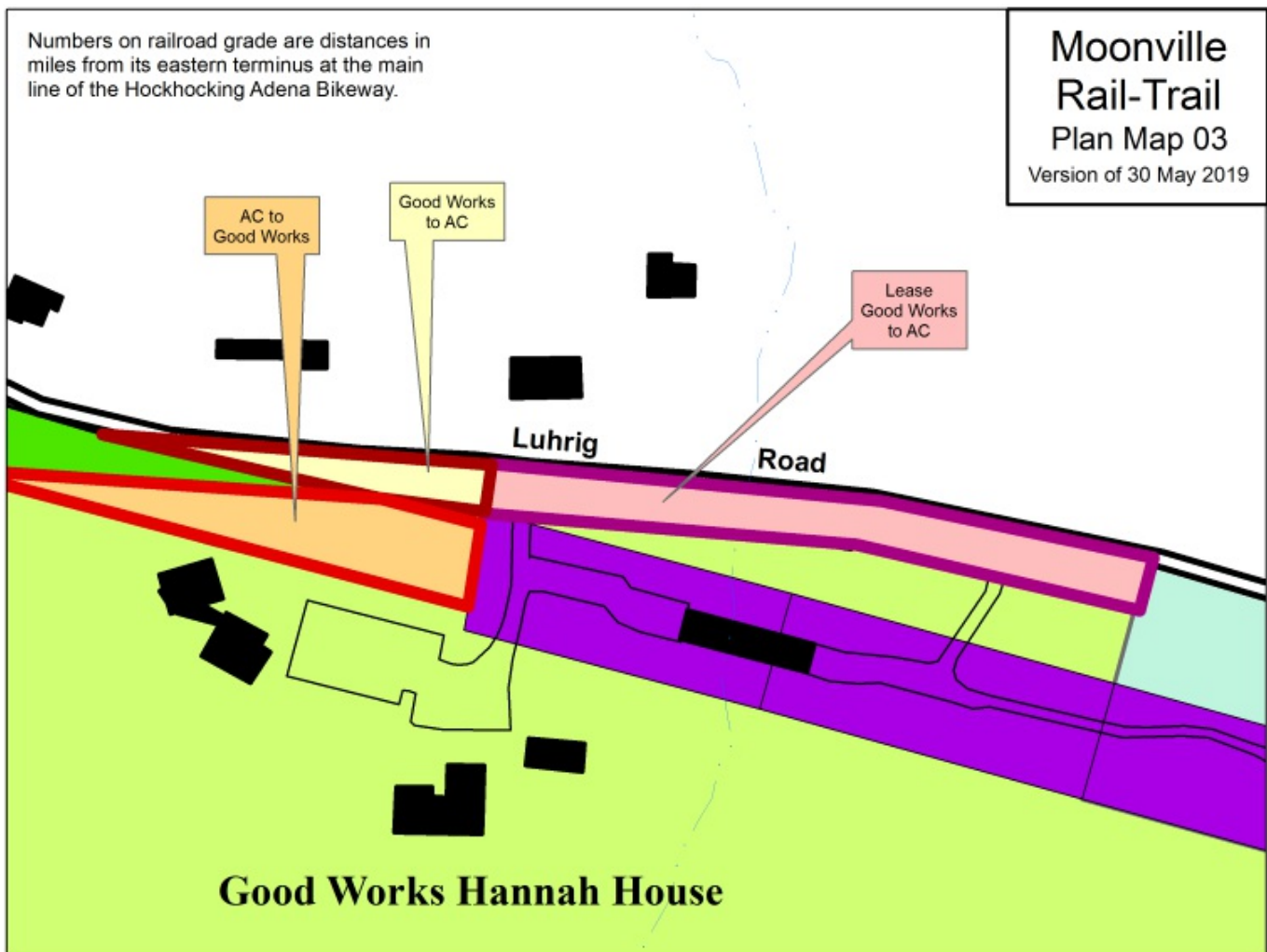
Action: Lease a 30-foot-wide strip along the northern edge of the Reese property (this is thirty feet from the center line of Luhrig Road).

4. Land Owned by Good Works

Maps: 2,3, Property G (part)
Parcel ID: A010010044300

Good Works owns a property called Hannah House on Luhrig Road. The railroad grade owned by the Athens Conservancy begins at their driveway and proceeds westward. Good Works would like to expand their parking lot into the right-of-way. They are considering acquiring the AEP property next door under a Clean Ohio Conservation Fund grant. See Map 2.

Action: Make a property swap with Good Works, requiring OPWC approval, to enable their parking expansion needs and to accommodate the Moonville right-of-way, with an additional lease on their land east of the driveway (see Map 3).



5. Land Bypass at Salem Road

Map: 4, Properties H, I, J

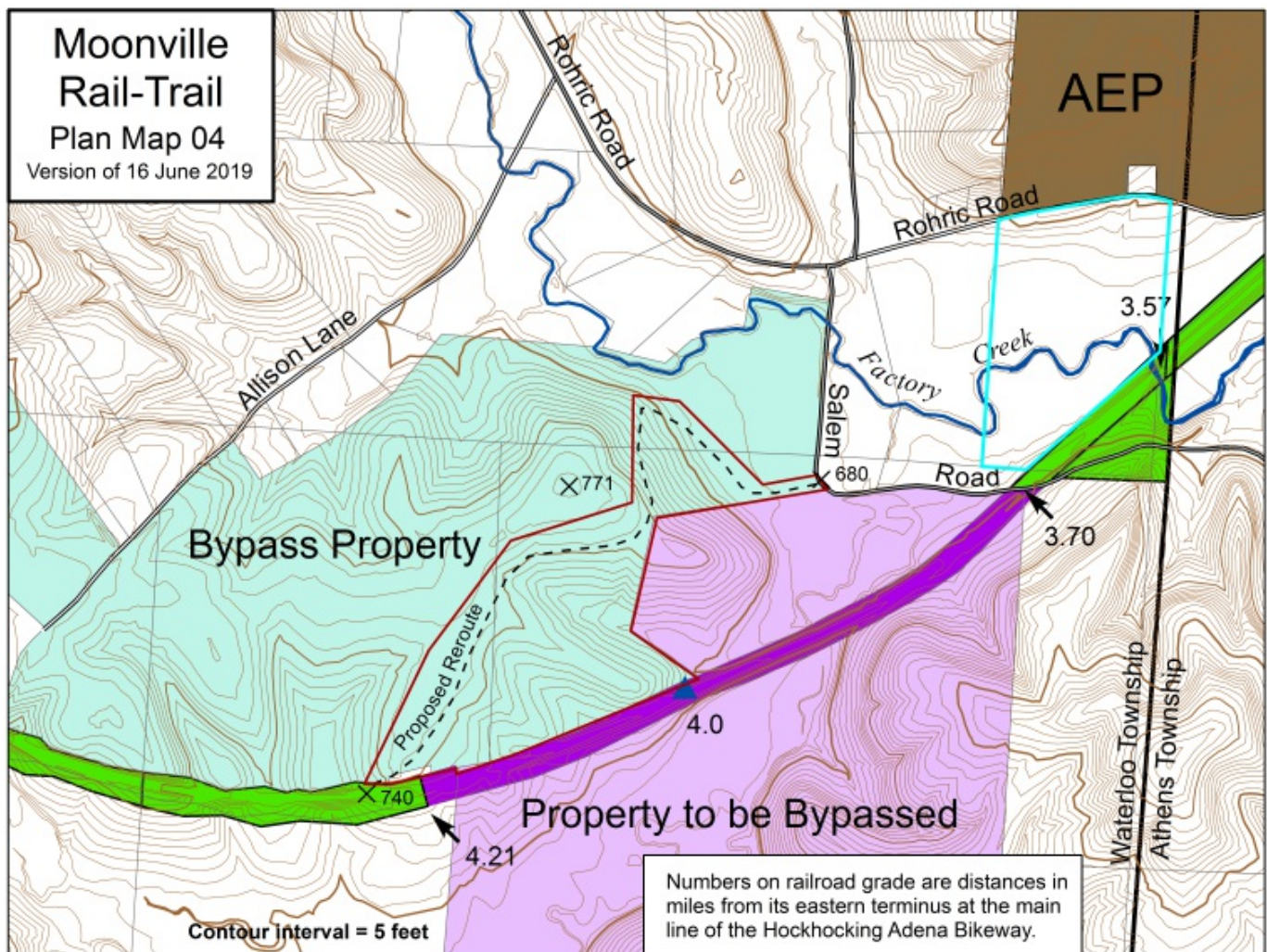
Parcel ID: N020020014900, N020020016500, N020020016400 (parts of all three)

Bypassing properties K, L, Parcel IDs N020020016702, N020020016601

The railroad grade already owned extends west to Salem Road. A half-mile west of Salem Road, ownership again begins for a half-mile. The half-mile between is owned by a family who are not willing to sell or lease. There was a missed opportunity a few years ago to purchase a property they sold which might have solved this problem, but the current owner is also not interested in the rail-trail effort.

An alternate possibility is to purchase a property from other local properties owners. They have never been contacted, so their opinion is unknown. See Map 4 for a possible route for a bypass that could be created.

Action: Negotiate with the owners to purchase about 20 acres of their property.



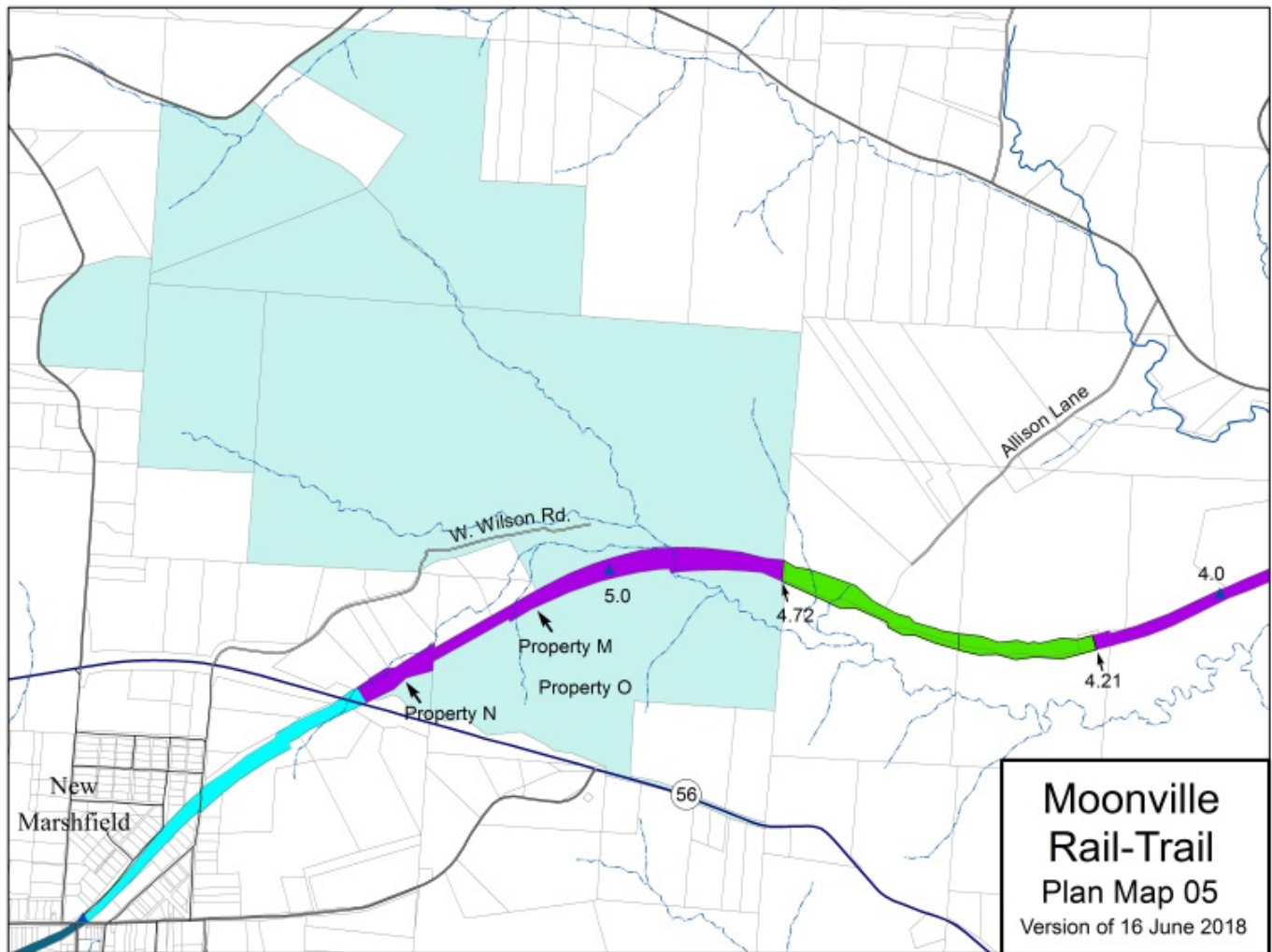
6. Land Northeast of New Marshfield

Map 5, Properties M, N, O (possible)

Parcel IDs: N010010074300, N010010075501 (railroad grade), possibly also N010010003000

A single owner owns a sizeable area of land north and northeast of New Marshfield, including 0.7 mile of the old B&O Railway grade. In discussion in the past, he was not interested in selling. But that was a good five years ago. It's time to re-approach him. It may be desirable to make an offer for the 74 or so acres southeast of the railroad grade, as well as the 12.6 acres of railroad grade. Unlike in the case of the Item 5, above, there is no feasible bypass.

Action: Negotiate with the owner to buy the railroad grade or the railroad grade plus land southeast of it.

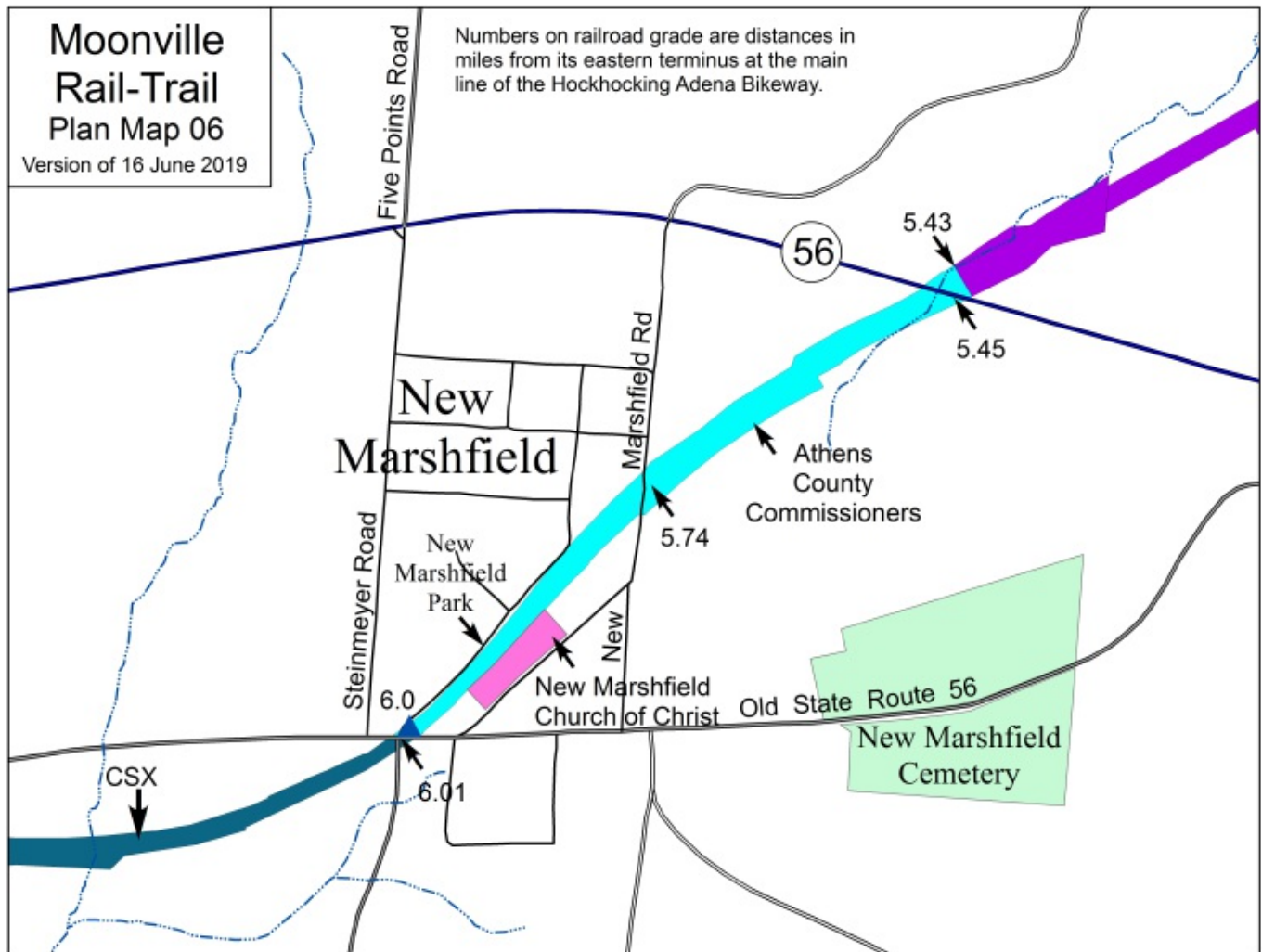


7. Land Owned by Athens County in New Marshfield

Map: 6, Properties P, Q (partial)
Parcel IDs: N010010075500, N010090113400 (partial)

The county already owns the railroad grade in New Marshfield, from Ohio State Route 56 to Old Ohio State Route 56. However, it is under lease for use as a park. The lease would have to be modified or revoked in order to enable its use as a rail-trail. It is also desirable to lease or buy an adjacent narrow strip of land from the New Marshfield Church of Christ or to obtain a lease on it.

Action: Renegotiate the lease and obtain additional right-of-way on the church property.

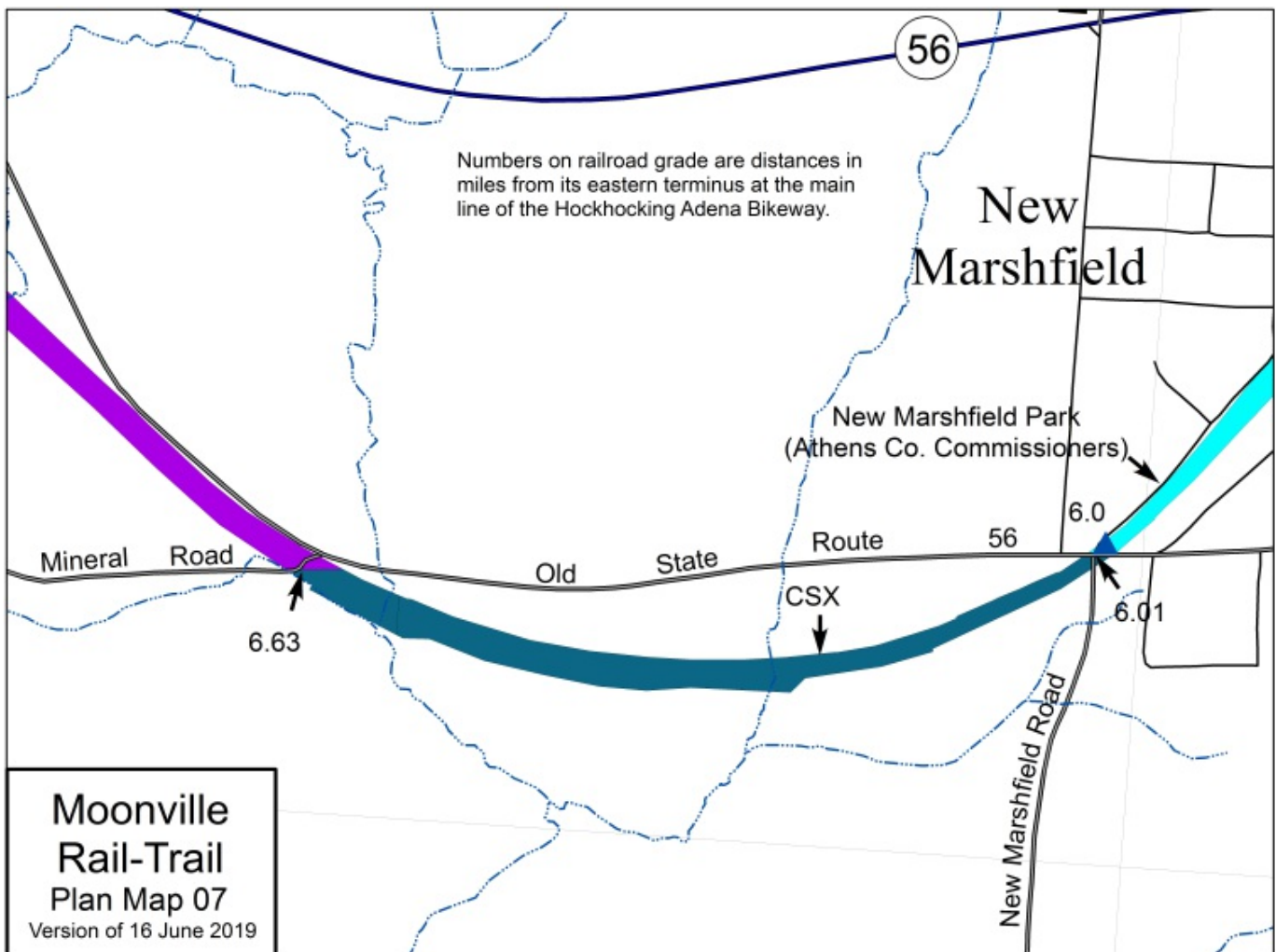


8. Land Owned by CSX

Map: 7, Properties R, S
Parcel IDs: N010010074500, N010010074401

CSX Transportation owns 0.63 mile of the track, from Old State Route 56 in New Marshfield west to Mineral Road next to Old State Route 56. They have been repeatedly contacted about selling this land, but declined to consider any deal, claiming that they don't really own it all—i.e., that at least part of it is actually leased. This is error on their part, and is based apparently on the fact that the original deeds were recorded in the lease books, not the deed books, because the original deeds were contingent on the railroad actually being built. However, they are the owners on the books, have been for more than a century and a half, and are paying taxes on it.

Action: Exercise eminent domain over this tract. This is probably the only way to obtain it.

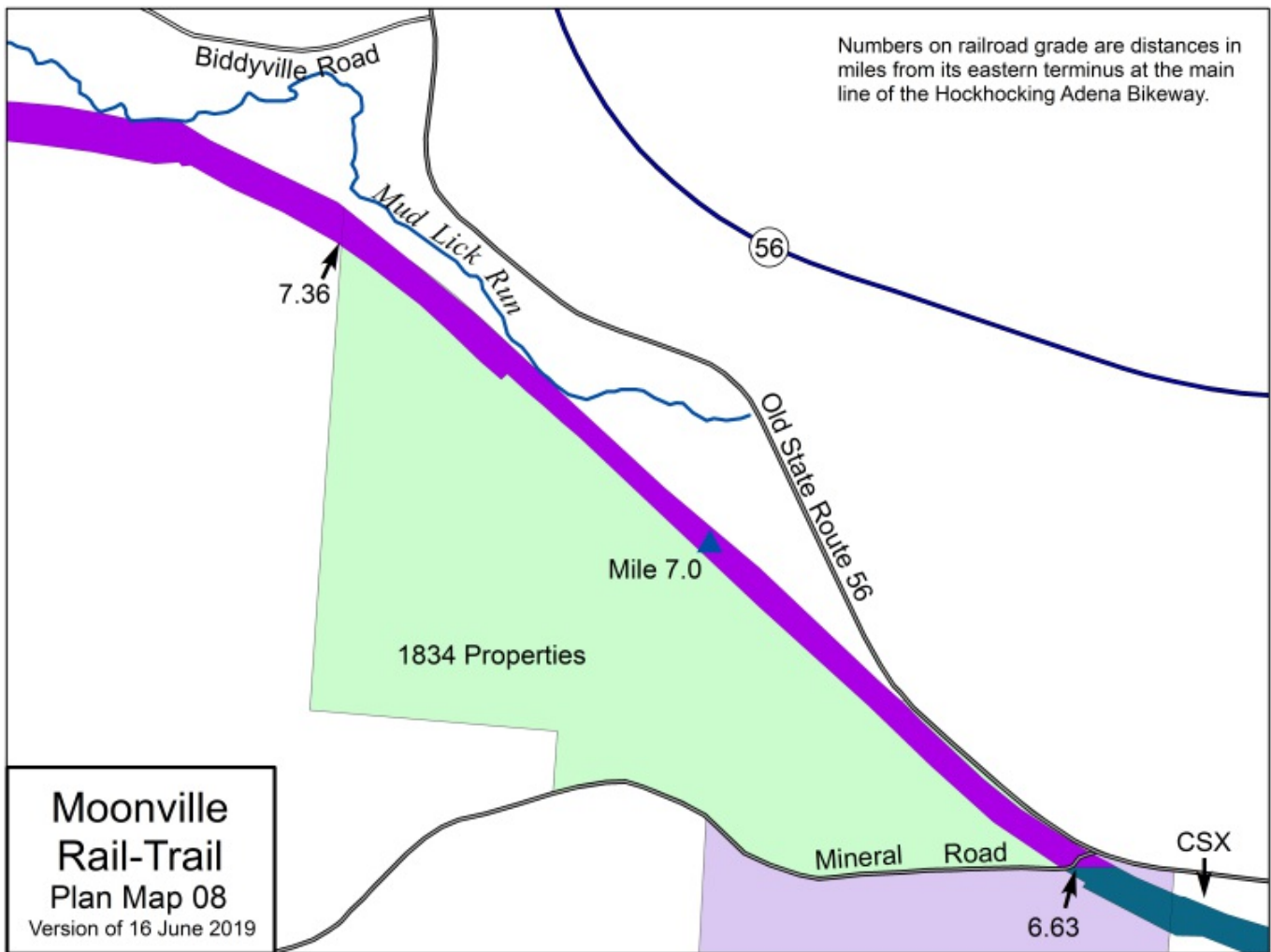


9. 1834 House Land

Map: 8, Property T
Parcel ID: N010010019700

The railroad grade extending west 0.73 mile from Mineral Road to Mile Point 7.36 was purchased several years ago. The owners have since merged the railroad grade into the adjoining property and have renamed it “1834 Properties,” and it is now an airbnb. The previous owner refused to sell the right-of-way to the Conservancy. When the current owners purchased it, they seemed amenable to it being part of the rail-trail in the future but were not interested in selling it. Since the parcels have been merged, it’s very unlikely that they would now sell it, but they might consider a lease for right-of-way.

Action: Negotiate a lease with the owners. This should actually be a positive for their airbnb business.

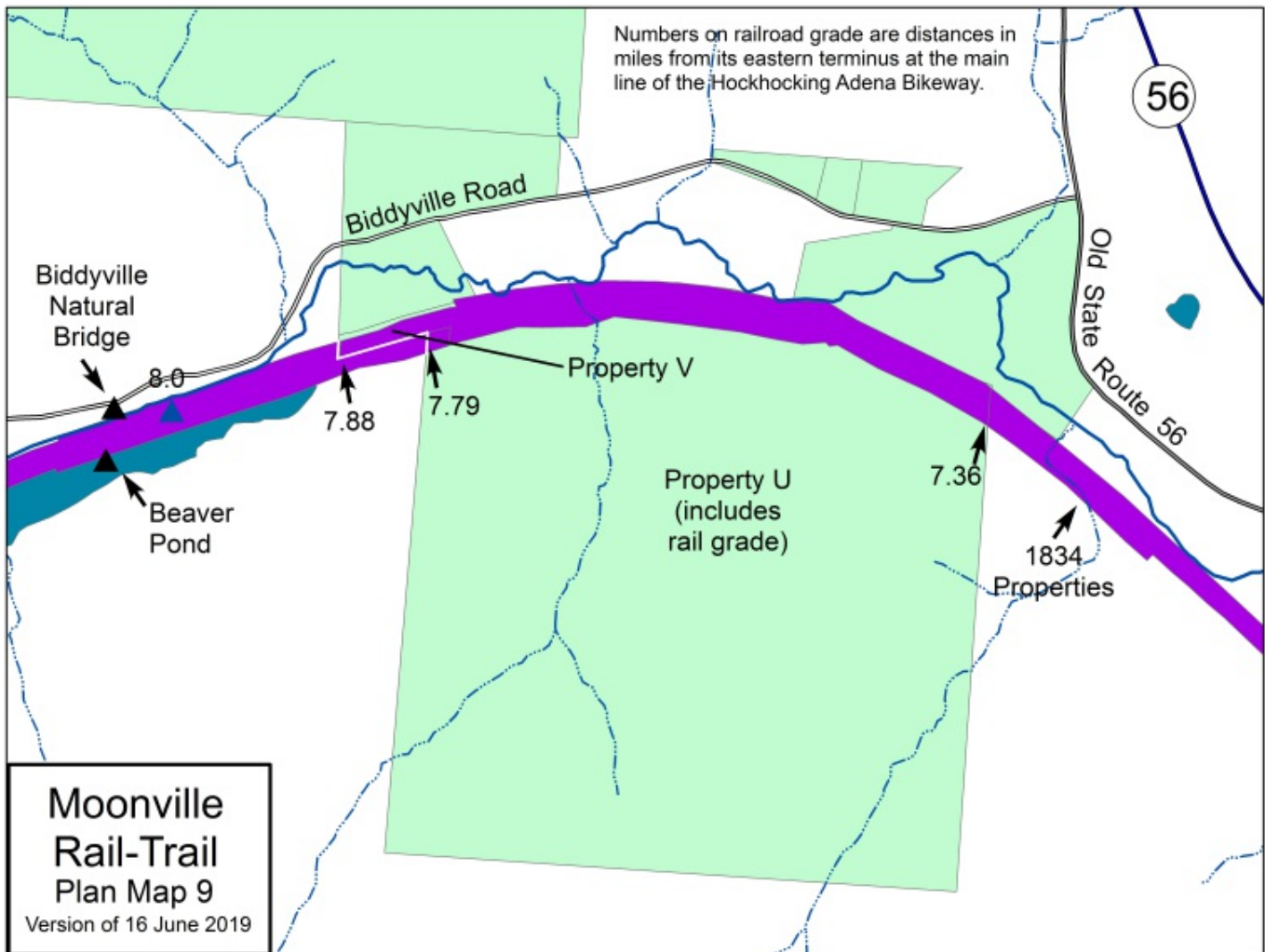


10. Land from 7.36 to 7.88

Map: 9, Properties U, V
Parcel ID: N010010020200 (part), N010010049102 (all)

The owner in past discussions has been uninterested in selling the right-of-way, but has been friendly towards the idea of a lease for the rail-trail. However, he prefers that adjoining properties be lined up first. There is an ownership anomaly between him and the property owner to the west; for a short distance, delineated by the white line on the map on the railroad grade, he owns one-half of the grade and the other owner owns the other half.

Action: Negotiate a lease with the owner.

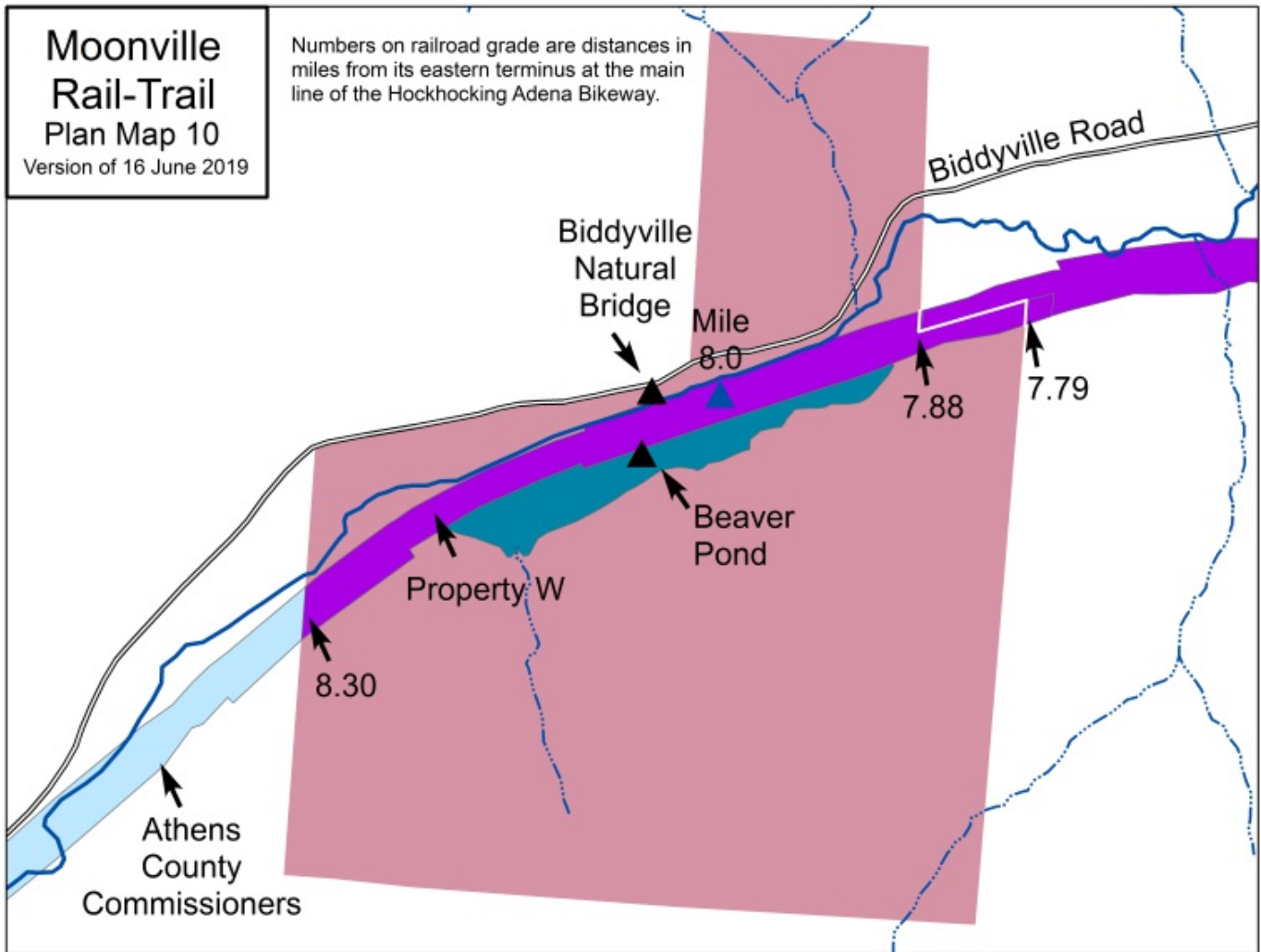


11. Land from 7.79 to 8.30

Map: 10, Property W
Parcel ID: N010010074701, 7.19 acres

This land was given by the Waterloo Township Trustees to a private out-of-town owner who owns adjacent land. He appears to have no interest in the rail-trail.

Action: Again approach the owner and offer to purchase. If he is not willing, then should this land ever come up for sale, work with the Athens Conservancy to cooperatively purchase it. In the meantime, plan for a bypass on Biddiville Road (see action item 17).



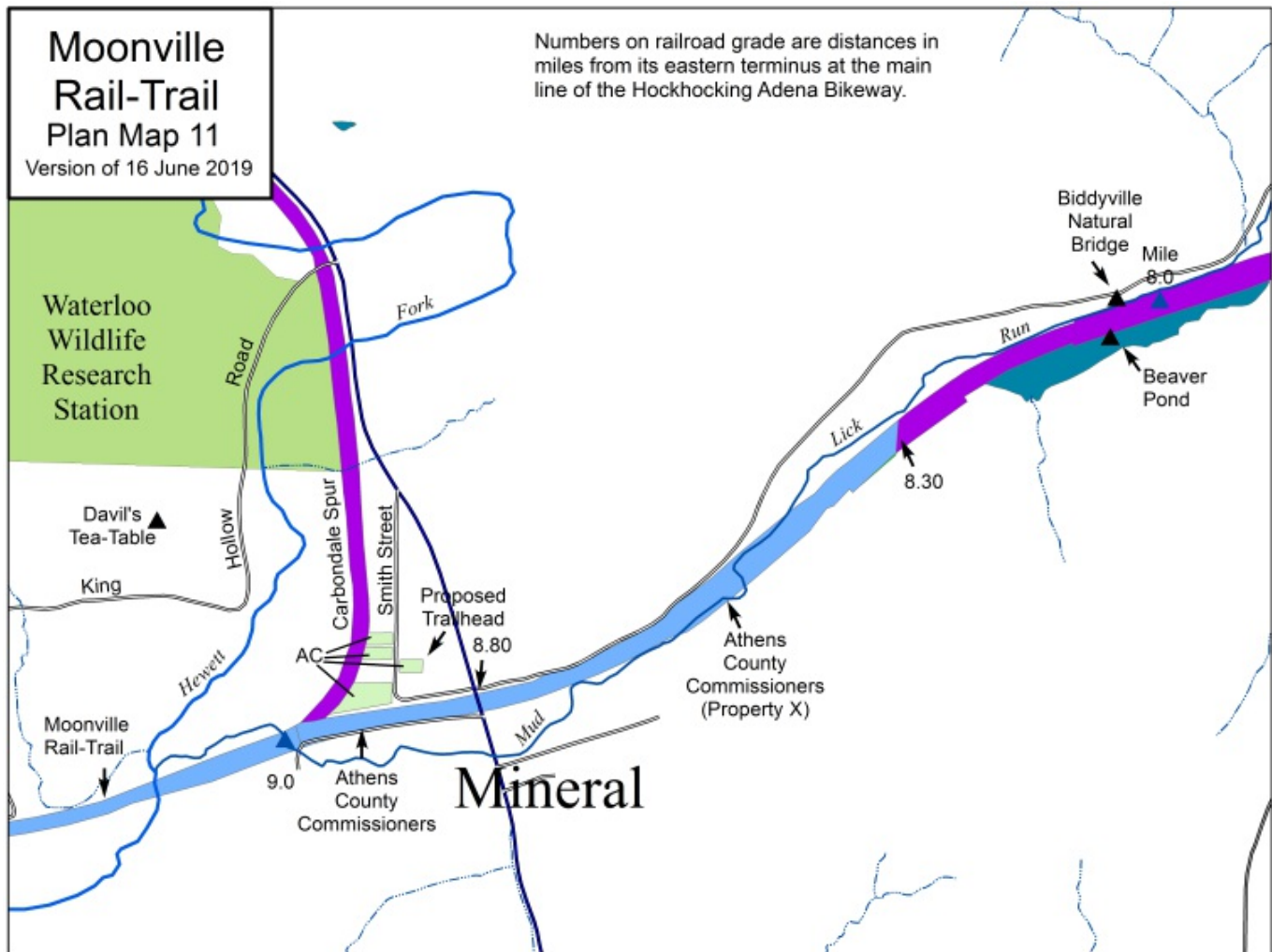
12. Land Owned by Athens County

Map: 11, Property X

Parcel ID: N010010074900, 6.93 acres

The portion of the railroad grade from Ohio State Route 356 eastward to Property W was ceded to Athens County by the Waterloo Township Trustees. No action is needed to change its status. However, this, ironically, includes one of the very few sections of the original MCC Railroad that was acquired by lease, not fee-simple, and does incur a future risk of challenge.

Action: Ask the court to confirm title.

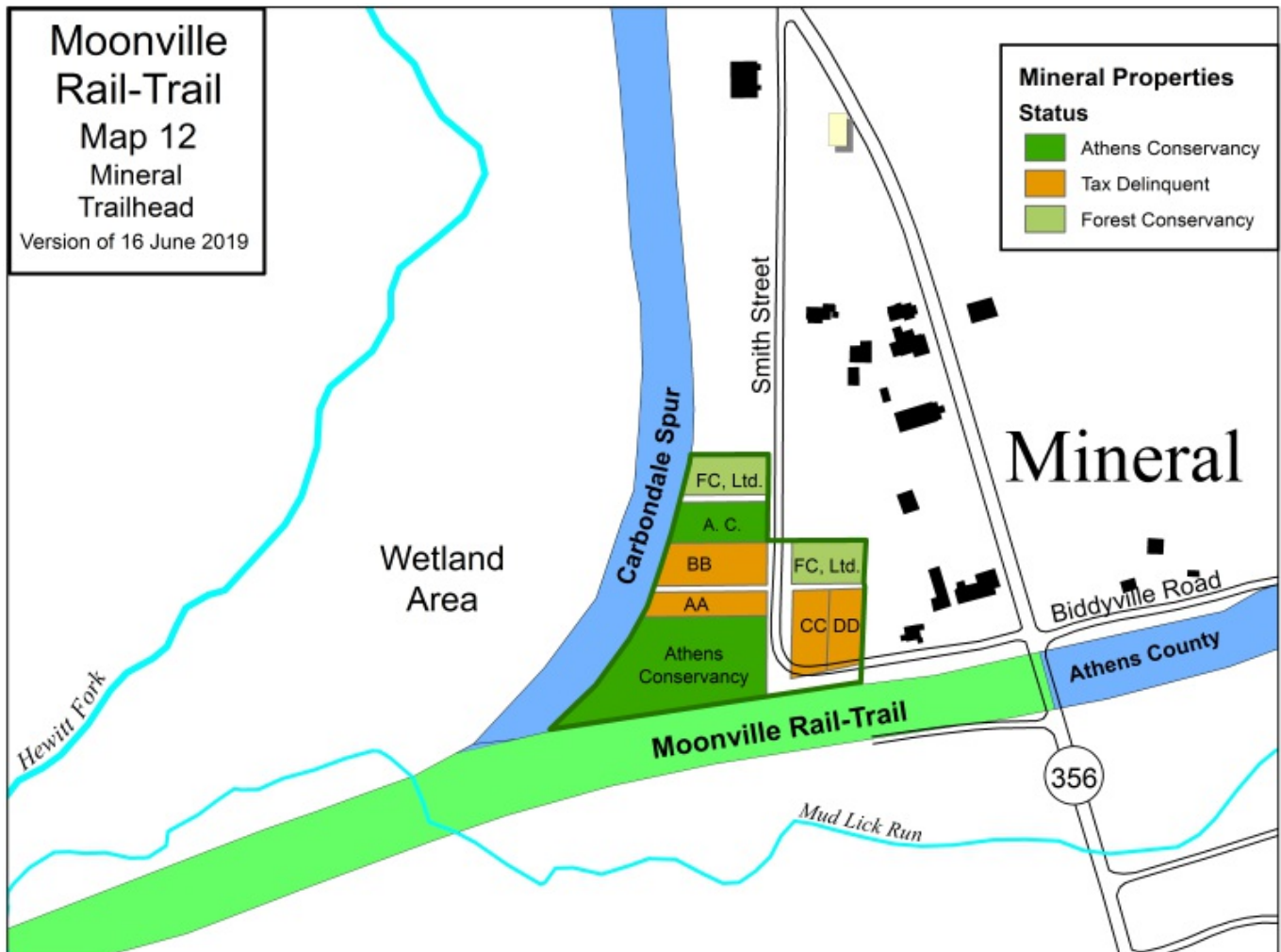


13. Land for Mineral Trailhead

Map: 12, Properties AA, BB, CC, DD
AA: N010270100200
BB: N010270100300
CC: N010270103200
DD: N010270103300
All small lots

The Athens Conservancy to date has purchased two tax-delinquent lots in the old residential subdivision in Mineral on Smith Street. Forest Conservancy, Ltd., has purchased two more and is holding them for the Athens Conservancy. All other lots to the north are either owned by Faith Believers Ministry, a local church, or an absentee Canadian landowner who is not friendly to the project. Fortunately, with the addition of four more tax-delinquent lots, the Conservancy can consolidate the land necessary for this trailhead. In addition, several small alleys need to be closed.

Action: The four tax-delinquent lots have already been referred to the Athens County Land Bank, but no action has been taken on them to date. When these lots are secured, then the alleys can be closed. Three of the lots are “normally” delinquent and are eligible for sheriff’s sale, but the county, although asked, has declined to foreclose because the income from the sale would not cover the costs of processing. The fourth lot (AA) is so delinquent that it was dropped off the tax rolls many years ago.



14. Tenure over Carbondale Spur

Map: 12 (above), Property EE

Parcel ID: N010010075000 (split), about 7.5 acres

Although this was originally termed the Mineral Spur by the MCC Railway, it's more accurately called the Carbondale Spur as it served coal mines in Carbondale, joining the mainline at Mineral. During the early years of the Clean Ohio Conservation Fund Green Space Fund, a grant was secured to purchase the grade, currently nominally "owned" by T&D Development, all the way to Carbondale. Unfortunately, and unlike the main line, the entire spur was leased, not purchased, although it's shown as separate tracts on the county tax plats, so it could not be purchased. To properly secure title would require an exhaustive amount of research and negotiation with a large number of parties, or else purchase rights from T&D and pursue a quiet-title claim.

However, for the purposes of the Mineral Trailhead, it's desirable to concentrate on only one stretch of the grade while dealing with only one other property owner, Roger and Ellen Johnson, who own the property on the west side of the grade.

Action: The plan would be to secure a quit-claim deed from the Johnsons, then pursue a quiet title for the western half of the grade from the main line to King Hollow Road, and also for the east half of the grade where it borders the land for the trailhead area.

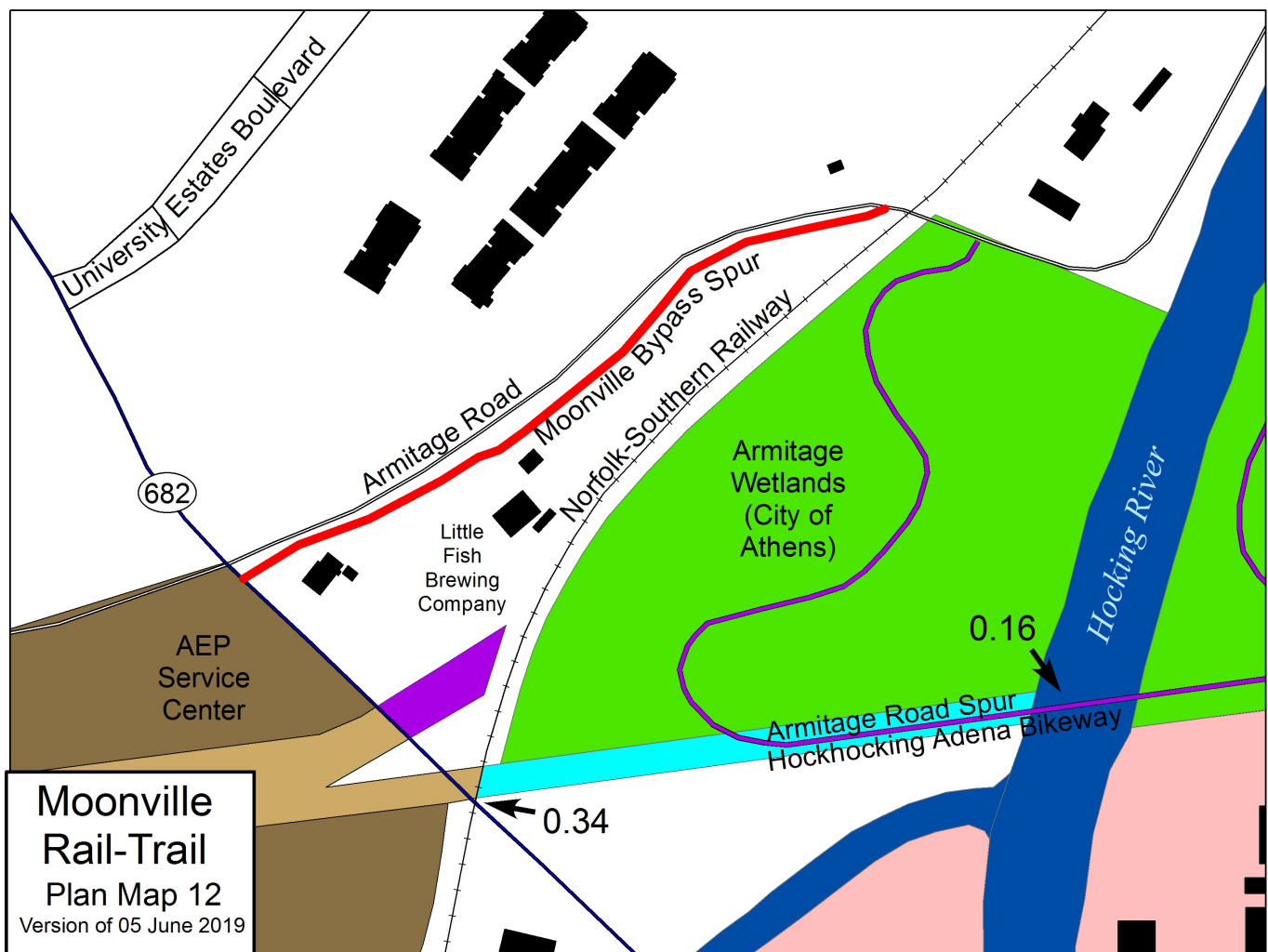
Development and Other Problems to Be Overcome

1. Crossing Ohio State Route 682

Map: 13

The former B&O Railway crossed Ohio State Route 682 at grade level as it, at the same time, crossed the Norfolk-Southern Railway tracks. There is no possibility of re-creating this grade crossing, although the City of Athens does own the railroad grade to the centerline of the highway. There are two alternate possibilities: install a below-grade culvert to pass below the highway, which may be barely feasible close to Armitage Road, but it may be prone to flooding, or create a spur to connect with the city’s bikeway spur to Armitage Road from the Hockhocking Adena Bikeway, involving either shared use of Armitage Road or a new bikeway segment on the edge of the road.

Action: Investigate the possibility of a culvert. If that is not feasible, then seek to connect with the Hockhocking Adena Bikeway spur between Armitage Road and the railroad tracks, then to connect at OH-682. At minimum, crossing signs, preferably with flashing lights, will have to be installed on OH-682.

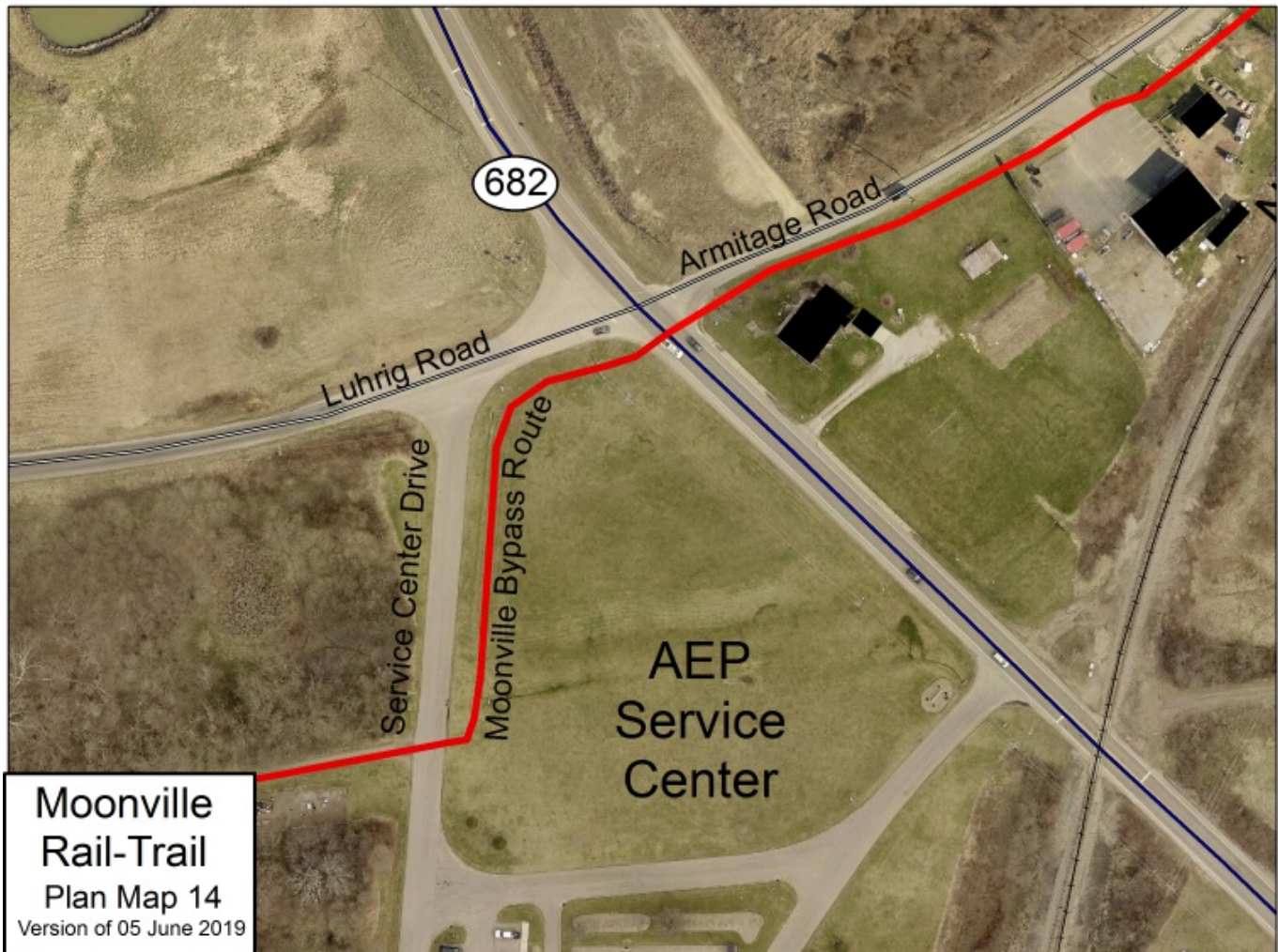


2. Crossing the AEP Service Center Property

Map: 14

There is no usable, clearly-defined path currently in place to cross the AEP Service Center property. It will be necessary to build one from scratch. It could closely parallel Luhrig Road from Ohio State Road 682 to just short of the service center drive, then to parallel that drive to a point opposite the gravel road that leads onto the existing remaining railroad grade.

Action: Build the new bikeway segment, including caution signage where it crosses the service drive.



3. Creating Trail from the AEP Service Center to Lavelle Road

Map: 1

Action: In this quarter-mile stretch, it's simply necessary to clear, grade and surface and provide edge drainage and signage.

4. Creating Trail from Lavelle Road to a Point just West of the Good Works Driveway

Map: 2

This will have to involve either shared roadway with Luhrig Road – NOT a good idea – or a trail segment closely paralleling the edge of the road. The latter concept will necessitate creative drainage solutions to deal with the roadside ditch and the Luhrig Road drainage.

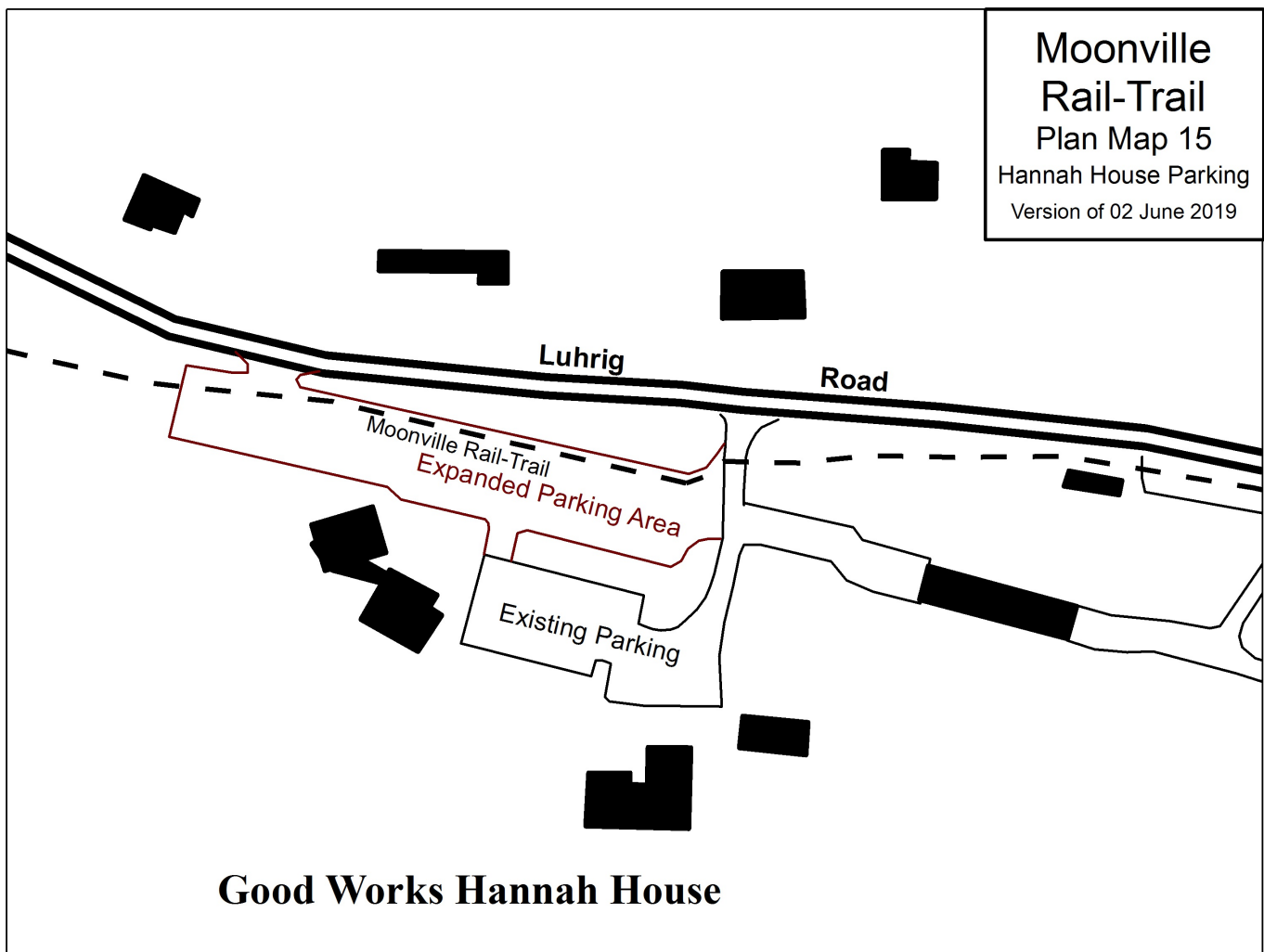
Action: If lease tenure can be gained from the owners, provide for drainage solutions and build new trail, but separate it from the road edge by ten feet.

5. Creating Horse-Friendly Trailhead West of or at Hannah House

Map: 15

It is not feasible to allow horse traffic to travel all the way east on the Moonville Rail-Trail to the Hockhocking Adena Bikeway. A reasonable cutoff point would be the Good Works' Hannah House property on Luhrig Road. About 700 feet west of their property boundary is a flatter area that may be usable. However, this would necessitate using part of the AEP property adjacent to the Good Works property. Good Works is interested in acquiring this property, so the negotiation would probably ultimately be with Good Works in any case. An alternate possibility is that, since Good Works wishes to greatly expand the parking area at Hannah House, to cooperately create an expanded parking area that would be horse-trailer friendly. The railway would occupy one side of the parking lot, with space for several horse trailers parallel to it. The other side of the parking lot would feature pull-in parking. This would more than double the available parking space for Hannah House while enabling parking for horse trail use.

Action: For now, discuss this with Good Works.



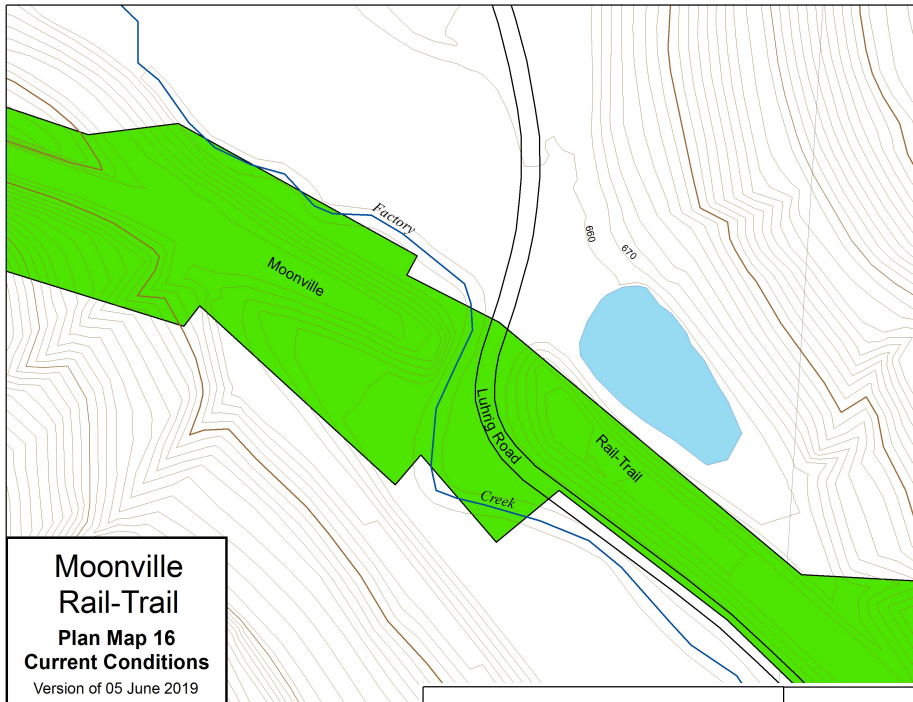
6. Creating Trail from just West of the Good Works Driveway to the first Luhrig Road crossing at Brookville

Map: See master maps and maps 2 and 3.

Action: The Athens Conservancy already owns this stretch. It's simply necessary to clear, grade and surface and provide edge drainage and signage, along with access control.

7. Crossing Luhrig Road East of Brookville

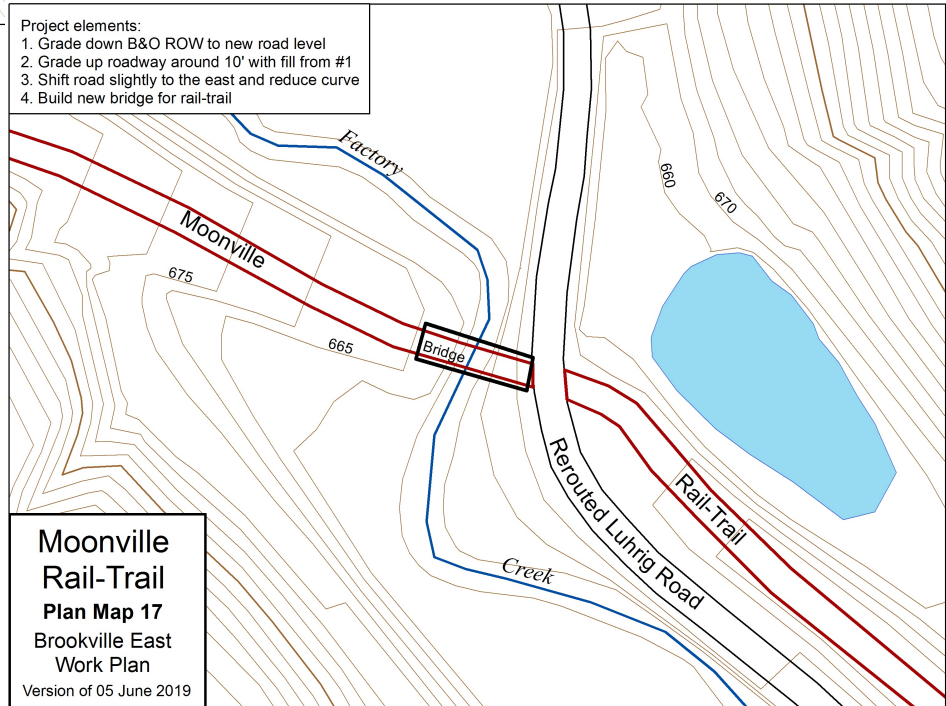
Maps: 16, 17



Moonville Rail-Trail
Plan Map 16
Current Conditions
 Version of 05 June 2019

Formerly, the railroad passed well above Luhrig Road at this point at a significant height overhead, and crossed over Factory Creek at the same time. The eastern bridge abutment was removed years ago and the western one needs serious repair. It would also require a bridge replacement at least approximately 110 feet long.

Action: Grade down the railroad grade to either side of the road, reducing its elevation above the existing roadway to a height of 5-10 feet, and use the excavated fill to raise the level of the road surface, so that the bikeway will cross the road at grade level. In the process, sight lines can be improved and road flooding can be improved. The trail would then need only a bridge over Factory Creek, which would need to be only about fifty feet long.



- Project elements:
1. Grade down B&O ROW to new road level
 2. Grade up roadway around 10' with fill from #1
 3. Shift road slightly to the east and reduce curve
 4. Build new bridge for rail-trail

Moonville Rail-Trail
Plan Map 17
Brookville East Work Plan
 Version of 05 June 2019

8. Creating Trail between the Brookville Crossings of Luhrig Road.

Map: See master map #1

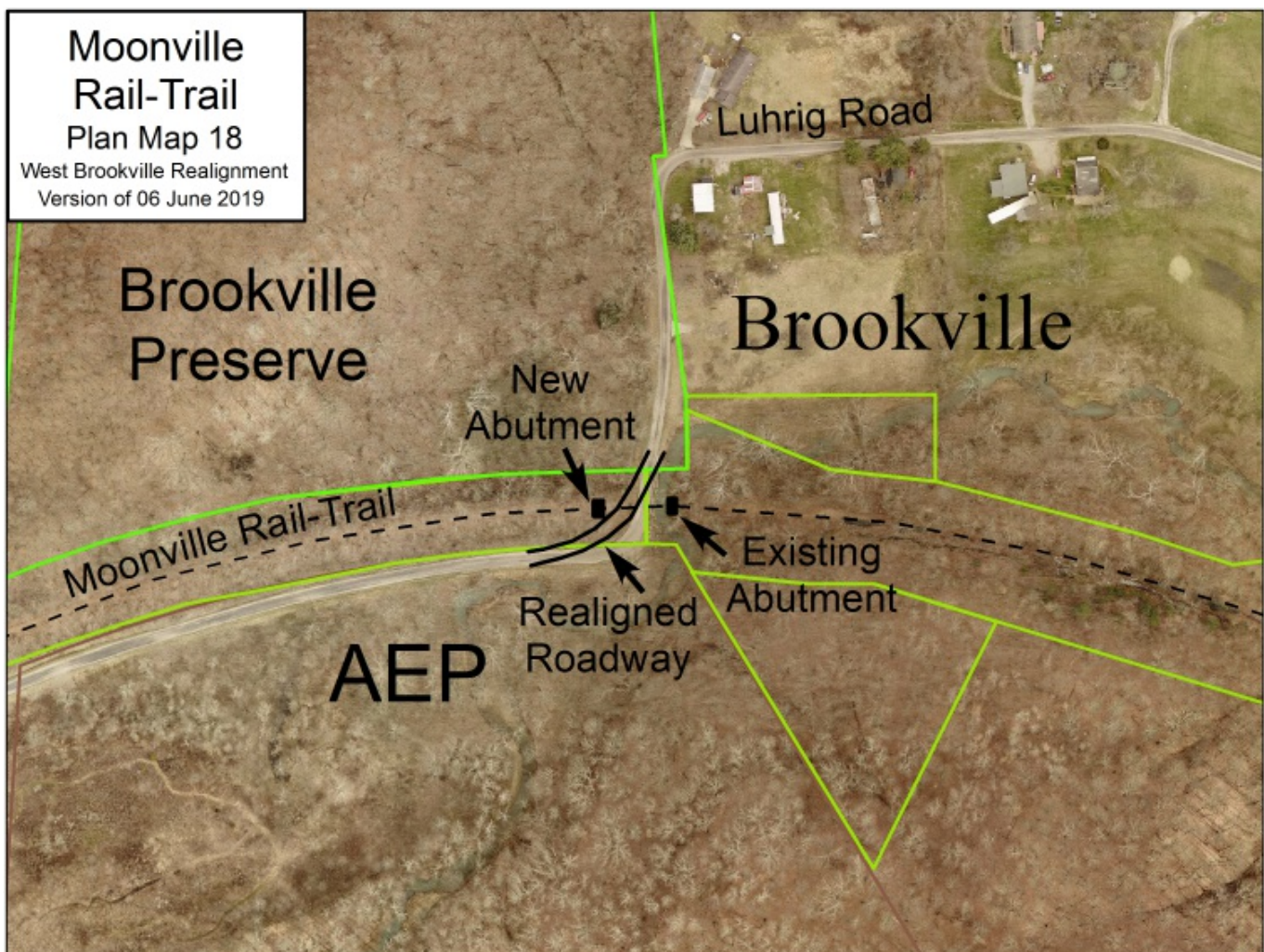
Action: In this less-than-quarter-mile stretch, it's simply necessary to clear, grade and surface and provide edge drainage and signage.

9. Crossing Luhrig Road West of Brookville

Map: 18

The situation here was very similar to the crossing east of Brookville (see item number 6, above). However, it is probably not feasible to create a similar solution because grading down the grade on the east side of the road would necessitate very heavy rock blasting and excavation. About three years ago, the Athens Conservancy gave the Athens Township Trustees permission to remove much of the abutment on the west side of the road because of severe visibility problems and a high accident rate.

Action: Cut back the exposed fill face on the west side of the road perhaps another 15 feet, build a new abutment, repair the abutment east of the road, and install or build a bridge. In the meantime, slightly straighten the road to improve sight lines.



10. Creating Trail from Luhrig Road West to Toppercer Property

Map: See master map #1

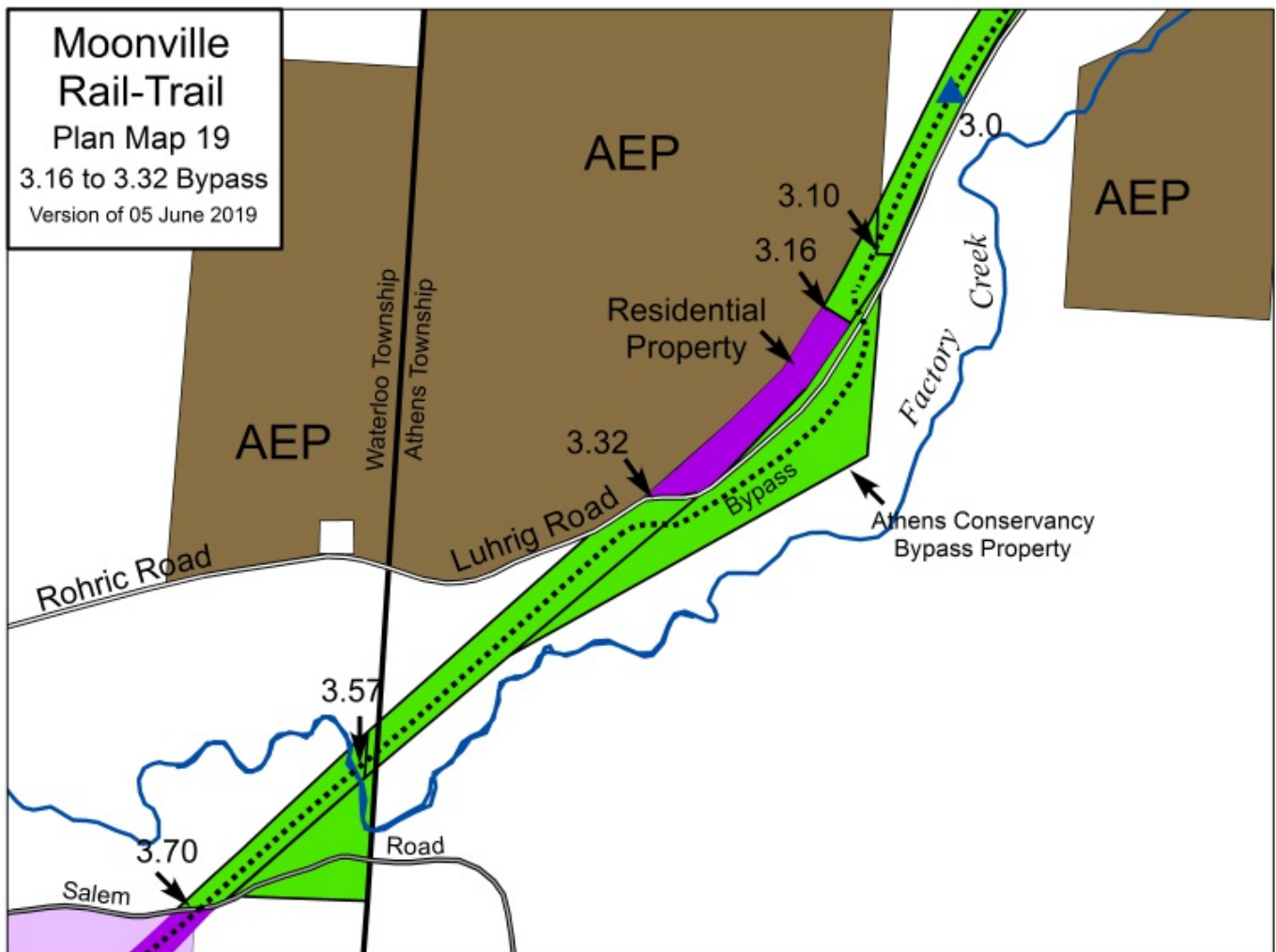
Action: In this 0.6-mile stretch owned by the Athens Conservancy, it's simply necessary to clear, grade and surface and provide edge drainage and signage.

11. Creating Trail to Bypass Toppercer

Map: 19

When the Athens Conservancy purchased right-of-way for the rail-trail, a 0.16-mile segment including a house, which is built on the railroad grade, was excepted. In order to remedy this problem, the Conservancy requested a five-acre donation from AEP (American Electric Power) in order to bypass the house. The land is in place, and construction of the trail will not be difficult there.

Action: Build a 0.2-mile section of new trail on the donated land to bypass the house.



12. Creating Trail from 3.16 to Salem Road

Map: See map 19

Action: In this 0.4-mile stretch owned by the Athens Conservancy, it's simply necessary to clear, grade and surface and provide edge drainage and signage as well as access barriers.

13. Creating Bypass Trail from Salem Road to the Next Segment Owned by the Athens Conservancy

Map: 4

Action: Here it will be necessary to build entirely new trail to bypass the unavailable property, and it may be necessary to use shared roadway on Salem Road for 0.16 mile. This will involve some heavy grading, and will be fairly expensive to build.

14. Creating Trail from the West End of the Bypass to New Marshfield

Map: 5

Action: Assuming that a deal can be reached with the owner of Properties M and N, then in this 1.2-mile stretch, it's simply necessary to clear, grade and surface and provide edge drainage and signage as well as access barriers.

15. Creating Trail through New Marshfield

Map: 20

This 0.55-mile section has a couple of special problems. One is that the configuration of the park built on the railroad grade has left no clear right-of-way through the middle, and may require moving a basketball court. The other is that a bridge was removed and a high fill bank was installed to carry New Marshfield Road over the grade. There are also some significant drainage problems here.

Action: With a modified lease and a lease from the New Marshfield Church of Christ, move the basketball court, install a box culvert under New Marshfield Road, and build new trailway.



16. Creating Trail from Old State Route 56 through Properties R, S, T, U, and V

Map: See maps 7, 8, and 9 and master maps

This 1.9-mile stretch, given acquisition of the CSX tract and permissions from the next two property owners, simply needs grading, stoning, drainage, signage, and access barriers except for where it crosses Mineral Road. There a low overpass was taken out, so the grade is elevated above the road with the buttresses removed. The obvious solution is to grade down the trail on both sides to cross the road at grade. The fill could then go for creating the Mineral Trailhead, and possibly also for the new trail spurs to Bidyville Road.

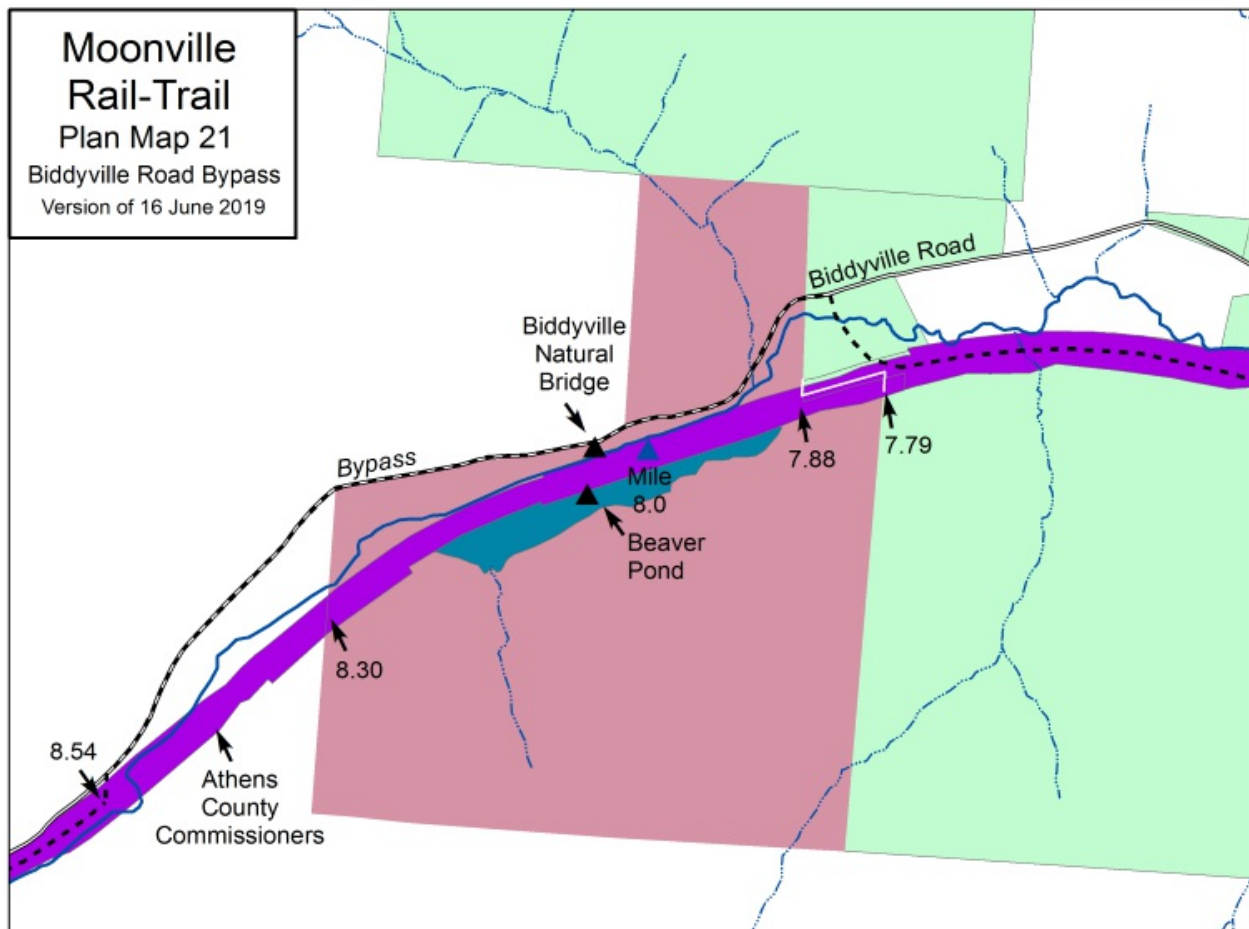
Action: Grade down the trail at Mineral Road for a grade-level crossing, and otherwise build trail.

17. Creating Bypass around Property W

Map: 21

The owner has made it quite clear that they have no interest in this project. Fortunately, it is possible to bypass this section by using Bidyville Road, although, admittedly, the likelihood for injury is far, far higher than it would be otherwise. This would require a new length of trail of about 480 feet, and a new length of trail of about 100 feet, plus a new bridge over Mud Lick Run. The trailway would run on Bidyville Road for 0.75 mile or so.

Action: Build the new railway segments connecting the rail-trail with Bidyville Road, and provide appropriate signage. Consider closing the road periodically for planned periods of exclusive use.

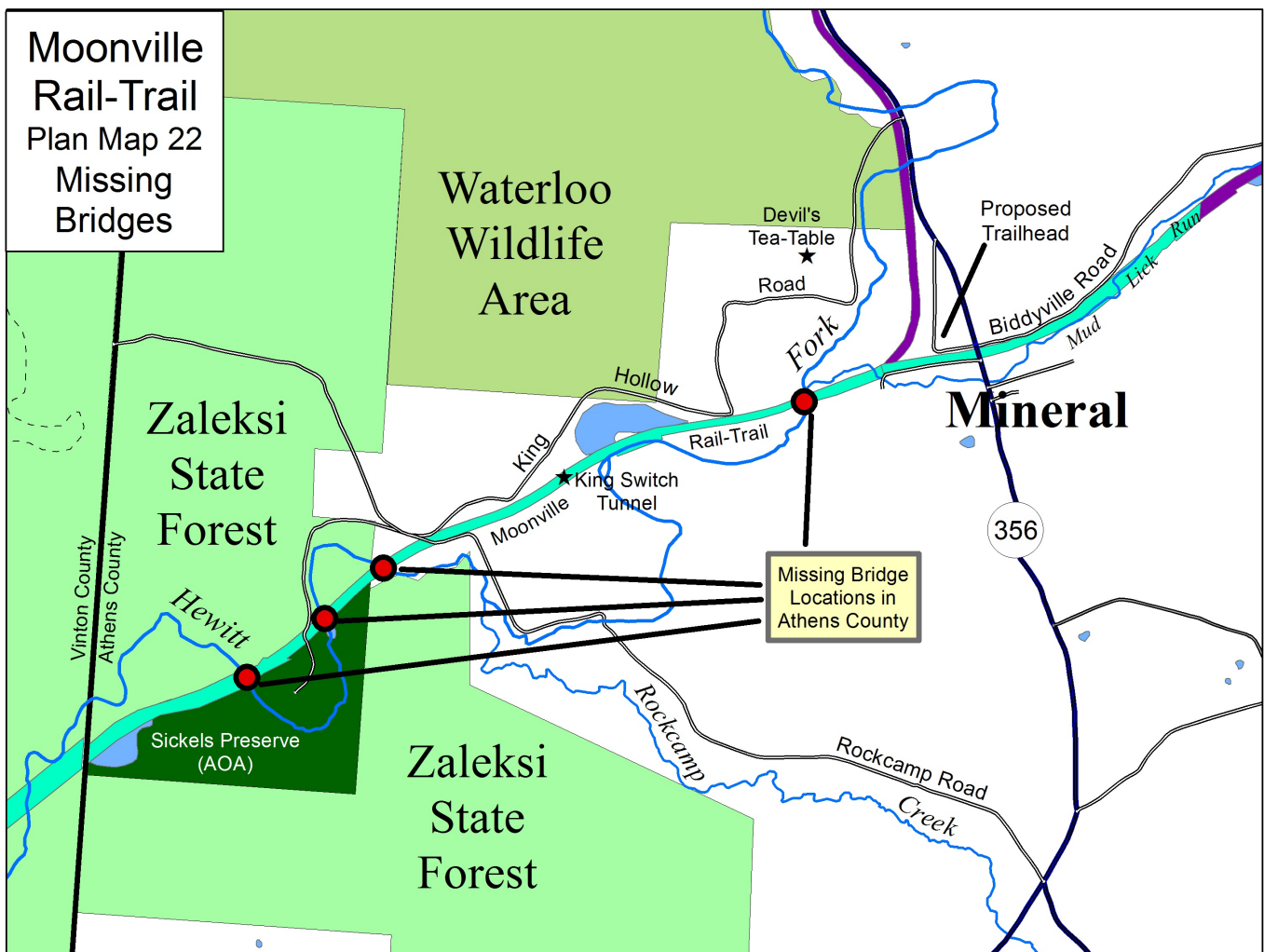


18. Replacing Missing Bridges west of Mineral in Athens County

Map: 22

There are four missing bridges in Athens County on the existing Moonville Rail-Trail between Mineral and the Vinton County line. All have the old abutments in place. A superstructure salvaged from an old bridge has been placed at the King Switch Tunnel bridge, awaiting installation. The other three stream crossings need bridges. Abutment-to-abutment bridge length needed, east to west, is 89 feet, approximately 83? feet, 51 feet, and approximately 78? feet. This was measured from the newest Athens County ortho imagery, not in the field.

Action: If possible, secure salvaged bridge structures for the three bridges that don't have a structure available, and rebuild all four of the bridges.

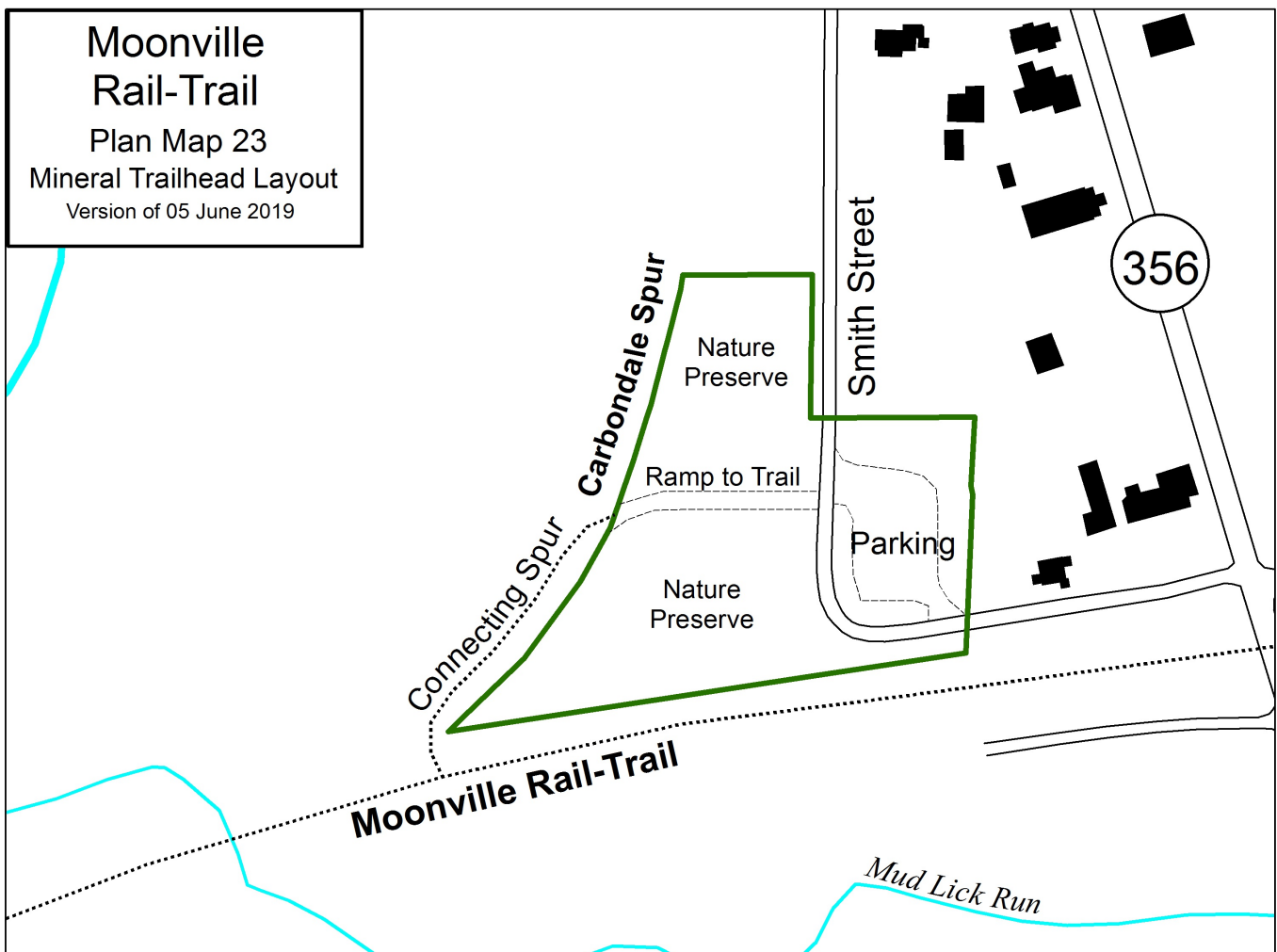


19. Creating the Mineral Trailhead

Map: 23

Once the lots are secured and the alleyways closed, the lots consolidated, and tenure gained over the adjacent Carbondale Spur section, then a parking area can be built on the inside corner of Smith Street, the location being chosen because of the ease of creating a pull-through parking lot for horse trailers. This will require a large amount of fill. Most or all of the fill can come from grading down the railway grade at Mineral Road. A ramp could be built on one of the former alleyways up to the Carbondale Spur, where the trail will then connect with the Moonville Rail-Trail. The ramp would be around 220 feet long, and the new connecting trailway would be around 360 long. In addition, an information kiosk and small picnic area would be provided.

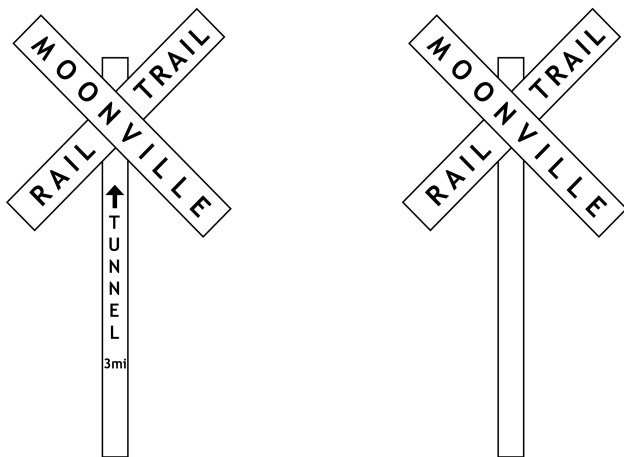
Action: Build the parking area and ramp as specified.



Standards

Signage

Use a standardized identifying signage for the trail at all road crossings and other public access points. These are the signs already in use as shown. The “crossing” signs are the general trail marker signs, while the logo appears on the “Rail-Trail Rules” signs. A website designation should be added to either or both sign types. They should be oriented as to be usable for trail users. Each road intersection should also feature, on the trail approaching the intersection from each side, separate identifying signs for the road with the name, type and number. Significant stream crossings should also be signed. Also, mileage point signs should be installed. Mileage points will change from the maps as the trail is developed.



Trailway

It is suggested that the standard minimum width for this trail is ten feet of finished surface, with a minimum of an additional two feet of cleared area beyond this on both sides. Top with a minimum of four inches of crushed stone, with ½ washed stone being the finished surface, drainage ditches to be provided wherever the hillside above the trail presents a significant drainage problem.

Access Control

One of the greatest difficulties for a trail such as this is access control. While it is a muscle-powered trail, motorized users will attempt to use it. Therefore, the access control is targeted to keep motorized vehicles out. There should be access barriers at every road crossing. Suggested are six or eight-inch steel pipe filled with concrete, with a piece of rebar down the center, and set in concrete in the ground. These should be spaced so that they leave two gaps for traffic passage each way, which should be a gap no greater than 39.5 inches, and no less than 36 inches for traffic. For non-traffic areas to the sides, they can be closer together, but not farther apart. An alternate method is to use boulders of such a size that a standard pickup truck cannot easily move them. In the case of the existing rail-trail extending west from Ohio State Route 356, there is a driveway to a private property sharing the right-of-way for a short distance, and the barriers should be beyond that. Such barriers should also be placed at each end of the King Switch Tunnel. No barriers are to be placed in New Marshfield Park, but should separate any trailhead parking areas from the trail.

RAIL TRAIL RULES



- CARRY OUT WHAT YOU CARRY IN
- ALL TRAIL USERS YIELD TO HORSES
- MUSCLE-POWERED MACHINES WELCOME
- WEAR APPROPRIATE SAFETY GEAR
- STAY ON THE TRAIL
- RESPECT PRIVATE PROPERTY
- REPORT VANDALISM AND ILLEGAL ACTIVITY



- NO MOTORIZED VEHICLES
- NO LITTERING
- NO FIRES OR OPEN FLAMES
- NO DRUGS OR ALCOHOL
- NO HUNTING FROM TRAIL
- DO NOT DAMAGE, DEFACE, OR VANDALIZE THE TRAIL'S NATURAL & HISTORIC BEAUTY

THIS TRAIL IS COUNTY PROPERTY

VANDALISM AND ILLEGAL ACTS PUNISHABLE BY LAW.
 USE TRAIL AT YOUR OWN RISK. NOT LIABLE FOR ACCIDENTS.
 DIAL 911 FOR EMERGENCIES OR 740-596-5242 TO REPORT ILLEGAL ACTIVITY.



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