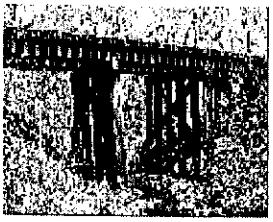

Friends of the Clinton River Trail

Trail Surface Survey

Of all of the elements of the trail, the surface has the most profound impact on the ultimate use of the trail.

That's why we want to know your preference for the Clinton River Trail!

Three basic surfaces are being considered: stabilized crushed stone, asphalt, and crushed fines. All three are have their various advantages and disadvantages as listed below. We've also excerpted a portion of the Clinton River Trail Master Plan on **Surfacing Alternatives**.

Please review this information, decide what your preferences are, and vote. Only one vote per household please. Multiple votes will be discarded.

Surface Type	Crushed Fines
Supported Uses	hiking, running, biking, wheelchairs, cross-country skiing
Advantages	Low initial cost; safety would be enhanced by lower traffic speeds and because it would be easier to hear oncoming cyclists
Disadvantages	Requires more frequent maintenance than solid paving due to erosion and vegetation encroachment; relatively dusty; not smooth enough for inline skating
Local Example	Paint Creek Trail

Surface Type	Asphalt
Supported Uses	hiking, running, biking, wheelchairs, inline skating
Advantages	Moderate initial cost; moderate long life; opens the trail for more uses such as road bikes and rollerblading; works well with pavement markings; can be plowed in the winter
Disadvantages	Higher initial cost; initial pollution runoff; potential hazards due to higher traffic speeds including inline skating; less suitable for cross-country skiing due to reduced snow retention
Local Examples	Metroparkway trail and local sidepaths

Surface Type	Stabilized Crushed Stone

Supported Uses	hiking, running, biking, wheelchairs, cross-country skiing
Advantages	Uses non-toxic organic plant-based binder; Considered "green"; easy to repair; very low run-off problems; longterm maintenance benefits may outweigh the higher initial cost compared with stabilized fines
Disadvantages	Higher initial cost (similar to asphalt); prolonged saturation will result in a surface prone to rutting; not smooth enough for inline skating
Local Example	Test surface on Clinton River Trail east of Crooks & Hamlin

Trail Surface Survey			
1st choice	○ asphalt	○ crushed fines	○ stablized stone
2nd choice	○ asphalt	○ crushed fines	○ stablized stone
Comments (optional)			
Your email			
Click to Vote			

Additional trail surface information from the Clinton River Trail Master Plan
*(The entire Master Plan is on-line. It's quite large so we recommend you right-click on this **link** and select "Save target as...". This is a PDF file and you'll need **Adobe Acrobat** to read it.)*

Of all of the elements of the trail, the surface has the most profound impact on the ultimate use of the trail. Opinions about what the surfacing of the Clinton River Trail should be fall mainly into two separate groups: asphalt vs. fines. One group advocates a crushed fines surface, keeping the trail as natural as possible and simultaneously slowing bicycle speeds and restricting inline skaters. The other group advocates asphalt pavement primarily because of its ease of bicycling and ability to support inline skating.

At issue is how the trail fits into the matrix of recreation and transportation options in the communities it goes through. Rochester Hills and Auburn Hills have an extensive existing system of asphalt paths along the major roads throughout their communities. Fines advocates point to those paths and the MetroPark's asphalt path systems as the appropriate place for inline skating. Asphalt advocates point to the Paint Creek Trail, and the West Bloomfield Trail, other rail-trails that are fines. They argue that one of the railtrails in the area should be asphalt to support bicycling and inline skating.

Another option for trail surfacing is the use of a plant-based aggregate binder. Resin or powder-based binders are increasingly being used as environmentally friendly compromises for trail construction. The plant-based binders are relatively new technologies. A variety of companies have competing products. Although the surface of

the plant-based fines is smoother than loose fines, it is not an appropriate surface for inline skating.

In the end, it is a decision that will be made by each community based on available construction dollars, long-term maintenance costs, and community sentiment.

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