

State Land/Easement Project Work Plan
for
Construction of New Facilities and Expansion or
Modification of Existing Facilities
Fiscal Year 2022

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

| <u>Region</u> | <u>Project Title</u> |
|---------------|-----------------------------------|
| 5 | Rail Trail Construction – Phase 1 |

| <u>Project Type</u> | <u>Town(s)</u> | <u>County</u> | <u>Management Unit</u> |
|---------------------|----------------------------|-----------------|---|
| New Construction | Harriestown, North Elba | Essex, Franklin | Remsen-Lake Placid Travel Corridor, Adirondack Rail Trail |

Project Description/Desired Condition(s):

Construction of the Adirondack Rail Trail - Phase 1:

Per the approved 2020 Remsen-Lake Placid Travel Corridor Unit Management Plan (UMP) Amendment/Supplemental Environmental Impact Statement (SEIS) (page 25), a 10-foot wide trail with a minimum 2.5 foot shoulder width on each side (total minimum cleared width of 15 feet) will be constructed between Tupper Lake and Lake Placid. The total distance of all phases of the trail will be 34 miles.

Construction of the Adirondack Rail Trail will be done in stages. As each stage is completed, that portion of trail will open to the public and be managed according to the 2020 UMP Amendment.

This work plan covers the first phase of rail trail construction, which includes the following activities:

1. Trail tread construction from Station Street in Lake Placid to Route 86 in the village of Saranac Lake (approximately 9.75 miles)
2. Construction of parking areas at Fowler's Crossing (adjacent to Route 86 in the Town of North Elba), Tupper Lake (just north of the Tupper Lake Depot), and improvements to the existing parking at the Saranac Lake Depot.

The Adirondack Rail Trail will be designed to add a new, unique experience on the Forest Preserve. Unlike the more primitive trails that make up the majority of Forest Preserve opportunities, the rail trail will be designed to accommodate larger numbers of people recreating simultaneously over a long distance. The Travel Corridor classification, combined with existing infrastructure designed to withstand heavy use and sustain a flat grade, provides a unique opportunity to allow a diverse array of recreational uses while minimizing new impacts to natural resources. Furthermore, the Adirondack Rail Trail in many locations runs parallel to other Forest Preserve classifications and a variety of natural settings, providing a great opportunity for education, interpretation, and appreciation of the Forest Preserve and the value of these resources.

Well designed and strategically located parking and access are essential to maximizing the benefit of the Adirondack Rail Trail. Parking areas will be adjacent or in close proximity to major highways and/or populated

places. Where possible, previously cleared and/or established parking areas will be utilized. Where tree cutting is required, they will be cut and dispersed in a manner to minimize visual impacts. Terrain modifications and soil disturbance will be minimized, and the final parking area design will allow for safe ingress and egress from public highways, and safe pedestrian access to the trail.

Four major trail user groups were identified by the NYSDEC and Stakeholder Group which includes walkers, bicyclists (including Class I e-bikes), cross-country skiers and snowmobilers. The proposed trail and associated attributes and amenities shall be designed to best accommodate these four user groups.

Trees to be Removed:

Up to 355 trees, including 147 trees 3" or larger in diameter at breast height (DBH), and 208 trees less than 3" in diameter (DBH) will be removed from Forest Preserve lands to construct parking areas adjacent to Route 86 at Fowler's Crossing (See attached tree tally).

Earthwork and Disturbance, Including Identification of Work Outside Trail Corridor:

The existing rail-bed will be re-surfaced with crushed stone and finished with stone dust to provide a uniform, firm, and stable trail tread for trail users. Approximately 2.6 miles of the trail will be paved. The paved section will include the portion of trail from Fowler's Crossing (NY Route 86) to Route 86 in the Village of Saranac Lake, and the bridge surfaces located within segment 1.

To provide a consistent trail width, some sections of the existing railbed may be lowered, while others may be built up using additional crushed stone. Fill will be used to stabilize side slopes (max slope steepness of 1:2). Fencing will be installed for safety where the max slope is exceeded.

All work will be done within the travel corridor.

Analysis of Project Location and Design Alternatives:

This project is located on the former railbed of the Remsen-Lake Placid Travel Corridor. The location and design were determined through the development of the 2020 Remsen-Lake Placid Travel Corridor UMP Amendment/SEIS. As part of the UMP process, several alternatives were considered for the travel corridor (See attached UMP pages 103-108). Alternative 7, which includes construction of the rail trail from Tupper Lake to Lake Placid was the preferred alternative.

Description of Measures Taken to Mitigate Impacts on Vegetation, Water Quality, Wild Forest Character and the Aesthetics of the area:

The project will impact State and Federally regulated wetlands, and will occur within the ½ mile corridor of Saranac River, a designated Recreational River under New York State's Wild, Scenic, Recreational Rivers Act (WSRR).

The construction project will be undertaken utilizing best management practices and will be subject to conditions included in a Storm Water Pollution Prevention Plan (SWPPP), wetland permits from the Adirondack Park Agency and Army Corps of Engineers, a Water Quality Certification - Under Section 401 - NY Clean Water Act (Permit ID 5-1646-00404/00001), and Wild, Scenic & Recreational Rivers Permit - Under Article 15, Title 27 (Permit ID 5-1646-00404/00002).

Identification of Rare, Threatened or Endangered Species:

Dwarf Shrub Bog Community (Vulnerable)

A peatland dominated by low-growing evergreen ericaceous (heath-like) shrubs and peat mosses. The surface of the peatland has small mounds and depressions called hummocks and hollows. These bogs have more than 50% cover of low-growing shrubs, and the hummocks tend to have a higher abundance of shrubs than the hollows. Water is usually nutrient-poor and acidic. The dominant shrub is often leatherleaf (*Chamaedaphne calyculata*), which may make up more than 50% of the total vegetation cover. Shrubs are typically 1 m or less in height, and are taller than the herbs. (<http://guides.nynhp.org>)

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

The trail will constructed primarily using motorized equipment and motor vehicles. All motor vehicle and equipment use will be confined to the Travel Corridor. Access may also occur over existing administrative roads that intersect with the rail corridor.

Other Relevant Considerations:

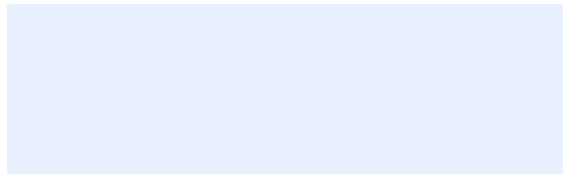
NA

Prepared by (Name & Title): Robert Daley, Forster 3
Phone: 518-897-1291

Date: 10/7/2022

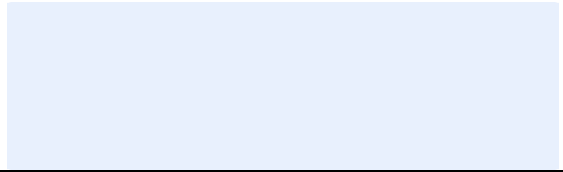
Approvals:

Comments:



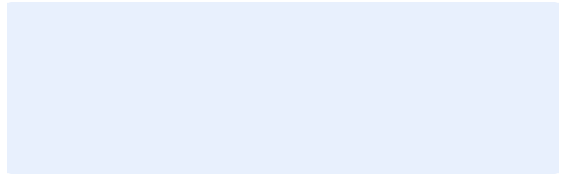
Regional Forester

Date: Click or tap to enter a date.



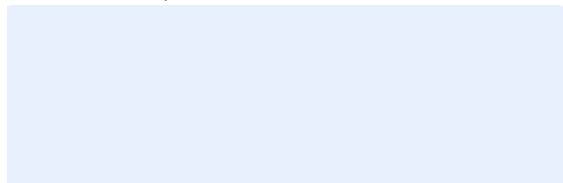
Regional Supervisor of Natural Resources

Date: Click or tap to enter a date.



Regional Director

Date: Click or tap to enter a date.

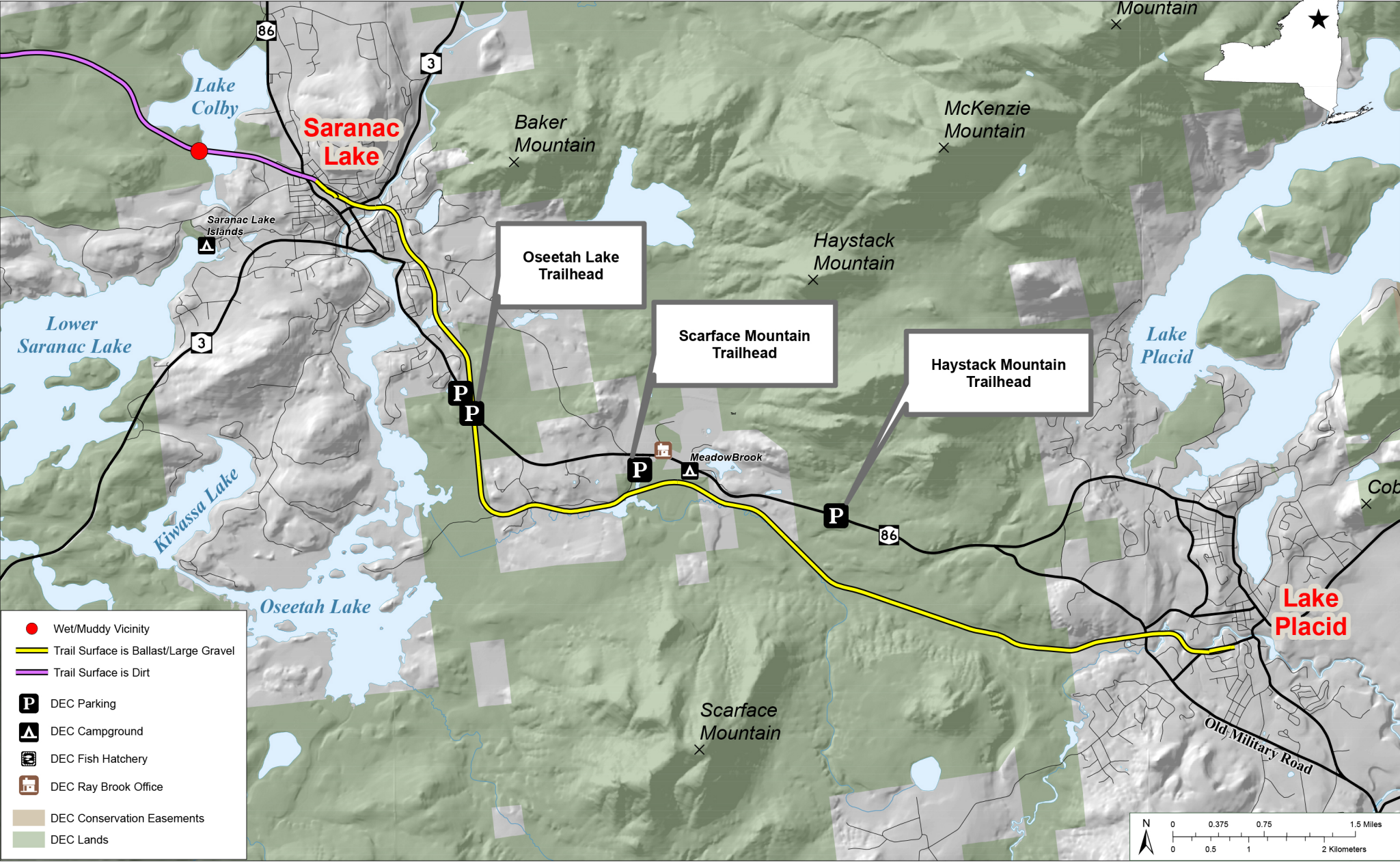


Division Director

Date: Click or tap to enter a date.

REGULATORY CLEARANCE CHECKLIST – STATE LANDS and CONSERVATION EASEMENT PROJECTS

| PROGRAM | PERMIT | REQUIRED | | SECURED BY | COMMENTS |
|----------------------|---|-------------------------------------|-------------------------------------|------------|----------|
| | | YES | NO | (NAME) | |
| Air Resources | Restricted Burning | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| Mineral Resources | Mining | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| Materials Management | Solid Waste Mgt. Fac. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| Water | Dam Safety Review | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | Const. in Flood Hazard | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | Public Water Supply | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | SPDES | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| Spills Management | Petro. Bulk Storage | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| Lands and Forests | Unit Management Plan | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| | Tree Cutting | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| | Protected Native Plants | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| | Historic Preservation | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| Fish and Wildlife | Freshwater Wetlands | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| | Wild Scenic & Rec. River | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| Compliance Services | Other Protection of Waters | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | EAF | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | Negative Declaration | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | Env. Impact Statement | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | Water Quality Cert. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| DEC (other) | CP-17 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | Commissioner (aircraft,motorized equipment) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | Flight Request | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | Contract Clearance Sh. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | DOB Exemption | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| Other Agencies | APA MOU | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | APA Wetlands Permit | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| | Corps. of Engineers | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| | Building Permits | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | Local Permits | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | Easements | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| | Highway Enter DOT | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| | Wastewater Disposal | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |



State Land Tree Tally

Project: Adirondack Rail Trail- Route 86 parking and trail realignment

State Land Unit: Remsen to Lake Placid Travel Corridor

County: Essex

Town: North Elba

Date Talled: 5/10/2022

Talled By: Steve Guglielmi & Keith Carrow

| Species | Diameter | | | | | | | | | | | | | | | Total |
|-----------------|----------|----|----|---|----|----|----|----|----|----|----|----|----|----|----|-------|
| | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 | |
| ash, black | | | | | | | | | | | | | | | | 0 |
| ash, white | 2 | | 2 | | | | | | | | | | | | | 4 |
| aspen | | | | | | | | | | | | | | | | 0 |
| beech, Amer. | 13 | | | | | | | | | | | | | | | 13 |
| birch, paper | 37 | 17 | 9 | 1 | | | | | | | | | | | | 64 |
| birch, yellow | 9 | | | | | | | | | | | | | | | 9 |
| cherry, black | | | | | | | | | | | | | | | | 0 |
| fir, balsam | 51 | 32 | 9 | 3 | 2 | 1 | | | | | | | | | | 98 |
| hemlock | 1 | | | | | | | | | | | | | | | 1 |
| maple, red | 42 | 25 | 15 | 2 | 1 | | | | | | | | | | | 85 |
| maple, sugar | 2 | | | | | | | | | | | | | | | 2 |
| oak, red | | | | | | | | | | | | | | | | 0 |
| pine, red | 1 | | | | | | | | 2 | | 1 | | | | | 4 |
| pine, Scotch | 4 | 4 | 1 | 1 | | | | | | | | | | | | 10 |
| pine, white | 22 | 1 | | | | | | | | | | 1 | 1 | 1 | | 26 |
| spruce, black | | | | | | | | | | | | | | | | 0 |
| spruce, Norway | | | | | | | | | | | | | | | | 0 |
| spruce, red | 20 | 11 | 2 | | | | | | | | | | | | | 33 |
| spruce, white | | | | | | | | | | | | | | | | 0 |
| cedar, n. white | 2 | 2 | | | | | | | | | | | | | | 4 |
| tamarack | 2 | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | | | | 0 |
| Total | 208 | 92 | 38 | 7 | 3 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 1 | 0 | 355 |

X. Cumulative Impacts

Refer to Section VIII of this 2020 UMP Amendment/SEIS.

XI. Unavoidable Adverse Impacts

Refer to Section VIII of this 2020 UMP Amendment/SEIS.

XII. Irreversible and Irretrievable Commitment of Resources

Refer to 1996 UMP/EIS.

XIII. Growth Inducing Aspects

Refer to Section 1996 UMP/EIS.

XIV. Effects on the Use and Conservation of Energy Resources

Refer to Section 1996 UMP/EIS.

XV. Corridor Management Alternatives

A. DESCRIPTION AND ANALYSIS OF CORRIDOR MANAGEMENT ALTERNATIVES

The 1996 UMP/EIS analyzed six alternatives for management of the RLPTC and calls for re-evaluation of the Corridor UMP every five years. In the twenty-plus years since that document's adoption, the Corridor remains an underutilized public resource.

The analysis of the first six alternatives can be found in the 1996 UMP/EIS. This 2020 UMP Amendment/SEIS will discuss the preferred alternative from the 1996 UMP/EIS (Alternative 6) and propose a new preferred alternative for managing the Corridor (Alternative 7) that supersedes the preferred alternative in the 1996 UMP/EIS:

Discussion of Alternative 6 from the 1996 UMP/EIS:

Alternative 6 of the 1996 UMP/EIS, the preferred alternative in that document, called for permitting rail uses along the entire length of the Corridor and encouraging compatible recreational trail uses.

As noted on Page xiv of the 1996 UMP/EIS:

“PRIVATE ENTERPRISE WILL BE PROVIDED THE OPPORTUNITY TO DEVELOP TOURIST EXCURSION, PASSENGER, AND FREIGHT RAIL SERVICES ALONG THE ENTIRE LENGTH OF THE CORRIDOR. RAIL DEVELOPMENT WILL LARGELY DEPEND UPON PRIVATELY SECURED FUNDING SOURCES BECAUSE, ALTHOUGH THERE ARE POTENTIAL PUBLIC SOURCES, GOVERNMENT FUNDING AVAILABILITY CAN NOT BE GUARANTEED.”

As a result of considerable grassroots advocacy, the State has put forth considerable effort to research and determine how to best utilize the Corridor since most people considered it underutilized. The State determined in this time that falling back on the preferred alternative from the 1996 UMP/EIS was not the best way to move forward. That management scenario which had over twenty years to come to fruition, did not satisfy the full potential public benefit of the State-owned resource. The 1996 UMP/EIS called for revisiting the UMP management philosophy every five years, and over twenty years later, the majority of people in the Tri-Lakes region, visitors and residents alike, want change.

During draft stages of the 1996 UMP/EIS, many public commenters encouraged the State to embrace the construction of a recreational trail parallel to the train tracks, where feasible. This solution became a part of the Final 1996 UMP/EIS as Alternative 6. It is understandable why so many in the public support such an approach; it would seemingly accommodate all outdoor enthusiasts while preserving the train. However, in the 20+ years that have transpired, attempts by many, including the Town of North Elba, NYSDOT, NYSDEC, and APA, to design and construct such a parallel trail in the Lake Placid to Ray Brook to Saranac Lake area, have failed because of extensive terrain limitations and wetlands.

People generally envision a railroad corridor as wide, dry, and flat. Most railroad corridors across the country are indeed like that. Many, if not most, of the current commenters that have requested this solution for the Remsen-Lake Placid Travel Corridor, may not realize that flat, wide, and dry are by far the exceptions along this Corridor, not the rule. The Right-of-Way (ROW) itself is at least 100 feet wide for most of the Corridor, which would be sufficient for most rail corridors throughout the country, but the surrounding landscape this Corridor traverses embodies significant wetlands, open water (causeways), ledge, and fluctuating topography along its entire length. The bed is raised above the surrounding landscape for most of its course from Lake Placid to Big Moose. A safety buffer distance and safety fencing to separate a train from other uses adds significantly to the expenses and compounds the amount of cantilevering, and wetland filling necessary to accommodate both uses. These alterations adversely impact the historic character and rail-bed of the Corridor.

The nature of the rail-bed in this Corridor is not conducive for a recreational trail alongside it for most of its length. Such a trail has been attempted. The Town of North Elba received grant funds to build it. The Town applied to the Adirondack Park Agency (APA) and the United States Army Corps of Engineers (USACOE) for permits to construct a parallel trail. While the APA ultimately permitted the Town to build this trail, the USACOE took issue with the analysis of wetland impacts and identified the need to augment existing engineering documents. Following this USACOE determination, North Elba abandoned the construction of the parallel trail because the town concluded it would be cost prohibitive. Subsequently, the town passed a resolution supporting the removal of the rails to allow the construction of a multiple use recreational trail (See Appendix A and Appendix I).

Other proposals have attempted to design a recreational trail that starts within the Corridor ROW and runs parallel to the rails along suitable stretches, and when terrain with constraints are encountered, the recreational trail would move off the ROW and onto existing trails or public roads. Such a design attempts to loop around obstacles and return the trail back to the Corridor ROW.

As recently as 2014, NYSDOT put forth a trail design that would avoid wetland impacts. The design of this trail, however, would result in off-Corridor impacts to adjacent Forest Preserve lands in a manner that is contrary to Forest Preserve standards, and is therefore unacceptable to the State.

Trails with Rails Action Committee (TRAC) is an organization that has spent considerable time and effort developing an alternative trail plan for the Corridor between the communities of Tupper Lake and Saranac Lake.

The T.R.A.C. Alternative

Retaining rail service for the entire Corridor, with parallel trails going on and off the Corridor as necessary, is abbreviated in this document as “The TRAC Alternative”.

After extensive internal review, the State has determined that the designs were not feasible because they are out of character with the best public use for the Corridor, and provide the following reasons why TRAC’s proposal is not a viable solution (maps that highlight specific examples of these points are in Appendix E):

- A) TRAC’s design does not provide the type of trail being sought by the public. The State has determined, based on years of substantial public input, that the Corridor is underutilized, and the public would prefer a wide, relatively flat, family-oriented trail (i.e., baby strollers and kid’s bicycles), and a more snowmobile-friendly trail in lieu of the train tracks in the Tri-Lakes Region. This comment during a prior public input sums up the predominant public sentiment in the Tri-Lakes Region:

“There are many hundreds of miles of foot trails in the [A]dirondacks, but one would be hard pressed to find a trail where you could push a stroller or a baby jogger, run a [wheelchair], or take my 83 year old mother for a walk. We have it all here in the Adirondacks except for a rail trail: a well graded, relatively level, safe, scenic pathway free of vehicle traffic that can be enjoyed via multiple forms of human powered conveyance.”

- B) TRAC's off-Corridor spur trails that currently exist on the ground are already being used by the public and do not currently offer a new way to travel the direction of the Corridor without having to get back onto the Corridor at regular intervals. Once the public is dropped back onto the Corridor ROW, according to TRAC's plan, the same limitations exist that prohibit the strict parallel trail as noted in section one above. TRAC's proposed trail sections 'along the Corridor' do so in many unsuitable segments. Their own maps bear out the extensive wetlands they propose to run a trail through. The large wetland complex just west of Lake Colby is a perfect example of a location that would need cost-prohibitive cantilevering and fencing or result in unacceptable environmental impacts from the filling in of wetlands, triggering potential federal and State wetlands permitting regulations.
- C) Several of TRAC's proposed routes utilize the shoulder of state highways. This conflicts with one of the core reasons why local communities want this trail. The proposed trail in the Amendment purposely avoids highways (except at crossings) in order to provide a safe route of travel for alternative modes of transportation (e.g., bicycle commuting between Tri-Lakes communities), family recreation, and active-recreation (as opposed to passive-recreation) for people with disabilities.
- D) Snowmobiles would be prohibited on several of TRAC's proposed routes due to Forest Preserve classification (e.g. TRAC's proposed route in the St. Regis Canoe Area). In the cases where snowmobiles are not allowed on the detours proposed by TRAC, snowmobiles could remain in the Corridor, but would be subject to the same limitations as riding elsewhere in the Corridor with rails, such as having sufficient snow pack to cover the rails (See Section VI.C.2).
- E) NYSDEC is in initial planning stages of developing recreation locations along the Corridor for people with disabilities. There appears to be excellent potential for disabled access along the Corridor for fishing, wildlife viewing, paddling, and camping. TRAC's alternative routes conflict with the most conducive locations for such projects, such as bypassing the Corridor at Lake Clear and Lake Colby.

Amended Preferred Alternative: The RTL Segment and TLLP Segment Alternative, Alternative 7

This alternative, the amended preferred alternative for the Remsen-Lake Placid Travel Corridor, is treated as an addendum to the alternative analysis in the 1996 UMP/EIS, and is referred to here as, "Alternative 7". This alternative proposes two main management actions:

1. Rehabilitate rail service from Big Moose to Tupper Lake, and the end of the line infrastructure in Tupper Lake. This will create a tourist rail opportunity from Remsen to Tupper Lake of approximately 85 miles. This segment is the "RTL Segment".
2. From Tupper Lake to Lake Placid, removal of enough rails and ties to create a rail-trail entirely within the Corridor. This would create an approximately 34- mile rail-trail. This segment of the Corridor is called the "TLLP Segment".

This preferred alternative, as an addendum to the 6 alternatives outlined in the 1996 UMP/EIS, supersedes the preferred alternative in that document:

7. DIVIDE THE CORRIDOR INTO RAIL/TRAIL AND TRAIL ONLY SEGMENTS

Description of Alternative 7

This is the preferred alternative. See Section V.B.

Analysis of Alternative 7

Alternative 7 will concentrate on the continuation and expansion of rail services on the RTL Segment, where existing tourist attractions and services will benefit from tourist rail development. Rail services will provide a means for large numbers of people to gain access with minimal environmental impact to the scenic open space and recreational resources of the Adirondack Forest Preserve. The access and educational opportunities provided by rail development will be especially important to the people with physical disabilities, older people, and other people that would not otherwise be able to enter the backcountry.

In terms of economic benefits, Alternative 7 will be superior to all of the previous alternatives. The development of excursion rail services to Tupper Lake and the establishment of a recreation trail between Tupper Lake and Lake Placid will likely lead to increases in summer and fall tourist populations in affected hamlets.

The Corridor and its associated features are listed in the State and National Registers of Historic Places. The National Register application, from 1993, identifies 10 station buildings, 17 contributing bridges, 13 other buildings, and the railroad right-of-way, including tracks and ties (which are counted as a single structure), all of which contribute to the National Register listing. While this preferred alternative calls for the removal of rail infrastructure between Tupper Lake and Lake Placid, the Corridor itself will remain intact. The NYSDEC has developed an Historic Preservation Plan for Implementation of Alternative 7 (HPP) in consultation with OPRHP.

In the HPP, Appendix D, trail-development options are evaluated. This is an important step in explaining the extent of rail infrastructure that will need to be removed to implement Alternative 7. The HPP discusses the adverse impacts to the Corridor and measures to mitigate them. A Letter of Resolution (LOR) was created between NYSDEC, NYSDOT, APA, and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The LOR outlines the ongoing consultation and required management actions that NYSDEC and NYSDOT must undertake to address adverse impacts to the historic resources in the Corridor.

All the stations in public ownership will remain in place and be interpreted as deemed appropriate through consultation with OPRHP. The track in the RTL Segment will be rehabilitated track structures in order to restore train service to Tupper Lake from its current terminus at Big Moose. This will preserve the infrastructure, integrity, and character of the listed features in that segment of the historic property. A public or private shuttle system could be created to service those train riders who want to continue on to Saranac Lake or Lake Placid after getting off the train in Tupper Lake.

When fully implemented, this UMP Amendment/SEIS will result in the capability of rail service on approximately 85 contiguous miles (as opposed to its current 45-mile operation) nearly doubling its usable length and consolidating it into one continuous operation from Remsen to Tupper Lake.

Although it is acknowledged that there will be some demand for rail use between Tupper Lake and Lake Placid, rail removal on that segment is being pursued because of the significant increase in demand, especially from the communities along this segment of the Corridor, for environmentally compatible recreational trail uses. With the tracks removed, the TLLP Segment will be in optimum condition for trail uses. The elimination of rail activity and the removal of the rail infrastructure will allow the TLLP Segment to be managed for recreational trail use than would be possible under the preferred alternative from the original 1996 UMP/EIS (Alternative 6).

The “Travel Corridor” classification will be retained along the entire 119-mile length of the Corridor to assure that the integrity of the Corridor is maintained for future travel needs and current recreational uses. The State is retaining the right to convert the entire Corridor back to rail uses. The Corridor will retain the Travel Corridor classification and bridges, trestles, and rail infrastructure will continue to be conforming structures, and conforming motorized uses will continue to be allowed. There is continued support for allowing the Corridor to be used as an essential link in a long-distance snowmobile trail system. The existing classification will preserve the potential for creating a long-distance bicycle trail in the Corridor.

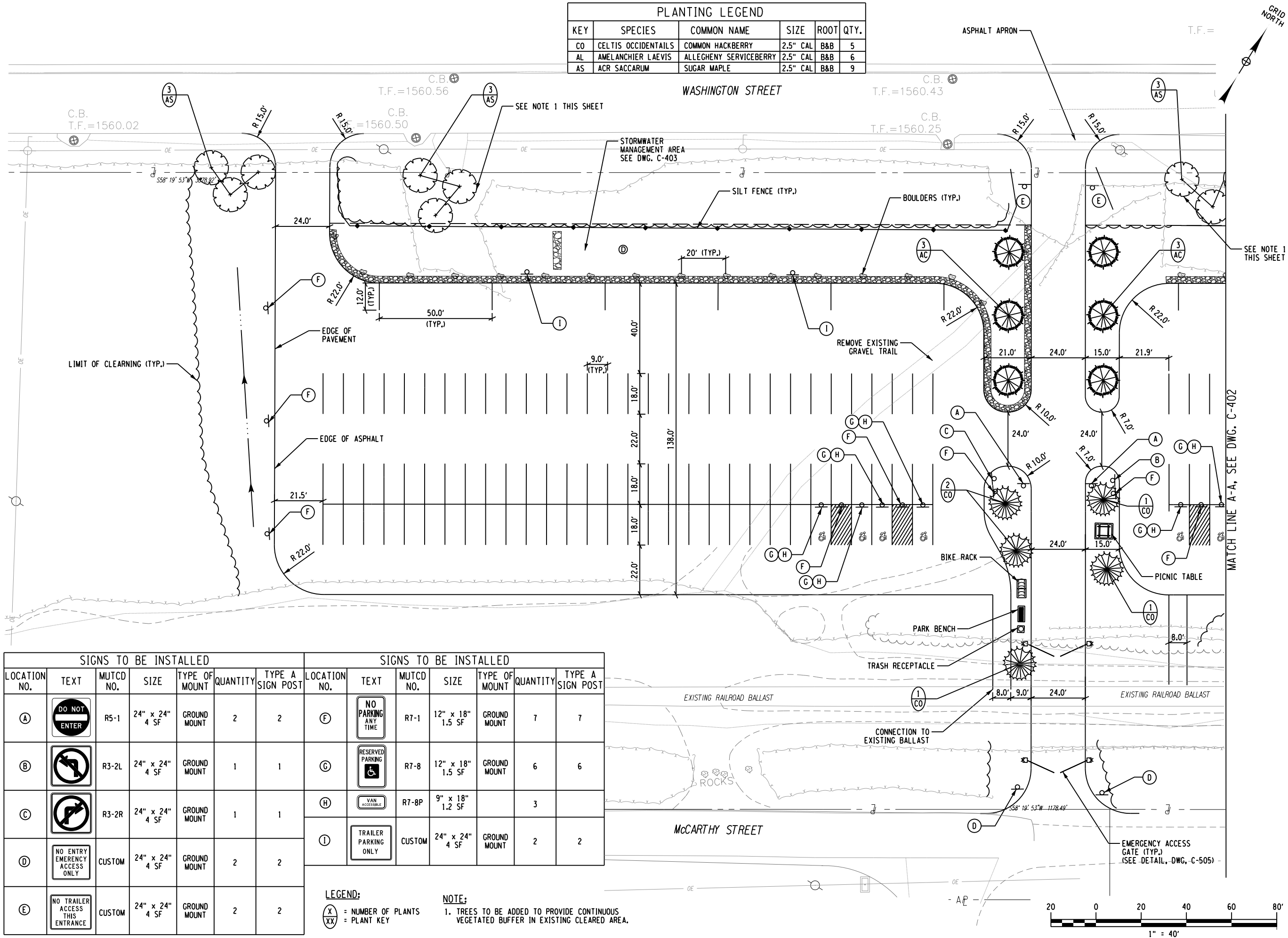
Since it will lead to rail development on the RTL Segment and recreation trail development on the TLLP Segment, Alternative 7 will allow the State to fully realize the Corridor’s potential. It is important to recognize that, while the devotion of the TLLP Segment to trail uses will eliminate rail uses on that segment, the occupancy of a rail in the RTL Segment by trains will not exclude trail connections and “connecting trail” uses in the RTL Segment.

Conclusion

Both the rail and trail potential of the Corridor should be developed.

FILE: W:\Projects\45525-C\45525-C-01.dgn - 17x11 PLOT SHEET
DATE: 4/5/2022
USER: Kibrick

| PLANTING LEGEND | | | | | |
|-----------------|---------------------|------------------------|----------|------|------|
| KEY | SPECIES | COMMON NAME | SIZE | ROOT | QTY. |
| CO | CELTIS OCCIDENTALIS | COMMON HACKBERRY | 2.5" CAL | B&B | 5 |
| AL | AMELANCHIER LAEVIS | ALLEGHENY SERVICEBERRY | 2.5" CAL | B&B | 6 |
| AS | ACR SACCARUM | SUGAR MAPLE | 2.5" CAL | B&B | 9 |



| SIGNS TO BE INSTALLED | | | | | | | SIGNS TO BE INSTALLED | | | | | | |
|-----------------------|---------------------------------|-----------|----------------|---------------|----------|------------------|-----------------------|----------------------|-----------|------------------|---------------|----------|------------------|
| LOCATION NO. | TEXT | MUTCD NO. | SIZE | TYPE OF MOUNT | QUANTITY | TYPE A SIGN POST | LOCATION NO. | TEXT | MUTCD NO. | SIZE | TYPE OF MOUNT | QUANTITY | TYPE A SIGN POST |
| A | DO NOT ENTER | R5-1 | 24" x 24" 4 SF | GROUND MOUNT | 2 | 2 | F | NO PARKING ANY TIME | R7-1 | 12" x 18" 1.5 SF | GROUND MOUNT | 7 | 7 |
| B | NO LEFT TURN | R3-2L | 24" x 24" 4 SF | GROUND MOUNT | 1 | 1 | G | RESERVED PARKING | R7-8 | 12" x 18" 1.5 SF | GROUND MOUNT | 6 | 6 |
| C | NO RIGHT TURN | R3-2R | 24" x 24" 4 SF | GROUND MOUNT | 1 | 1 | H | VAN ACCESSIBLE | R7-8P | 9" x 18" 1.2 SF | | 3 | |
| D | NO ENTRY EMERGENCY ACCESS ONLY | CUSTOM | 24" x 24" 4 SF | GROUND MOUNT | 2 | 2 | I | TRAILER PARKING ONLY | CUSTOM | 24" x 24" 4 SF | GROUND MOUNT | 2 | 2 |
| E | NO TRAILER ACCESS THIS ENTRANCE | CUSTOM | 24" x 24" 4 SF | GROUND MOUNT | 2 | 2 | | | | | | | |

LEGEND:

(X) = NUMBER OF PLANTS
(XX) = PLANT KEY

NOTE:

1. TREES TO BE ADDED TO PROVIDE CONTINUOUS VEGETATED BUFFER IN EXISTING CLEARED AREA.

WARNING:
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CONSTRUCTION

TITLE: PROVIDE RECREATIONAL MULTI-USE RAIL TRAIL
LAKE PLACID TO SARANAC LAKE

LOCATION: LAKE PLACID TO SARANAC LAKE

CLIENT: NYS DEPARTMENT OF ENVIRONMENTAL CONSERVATION

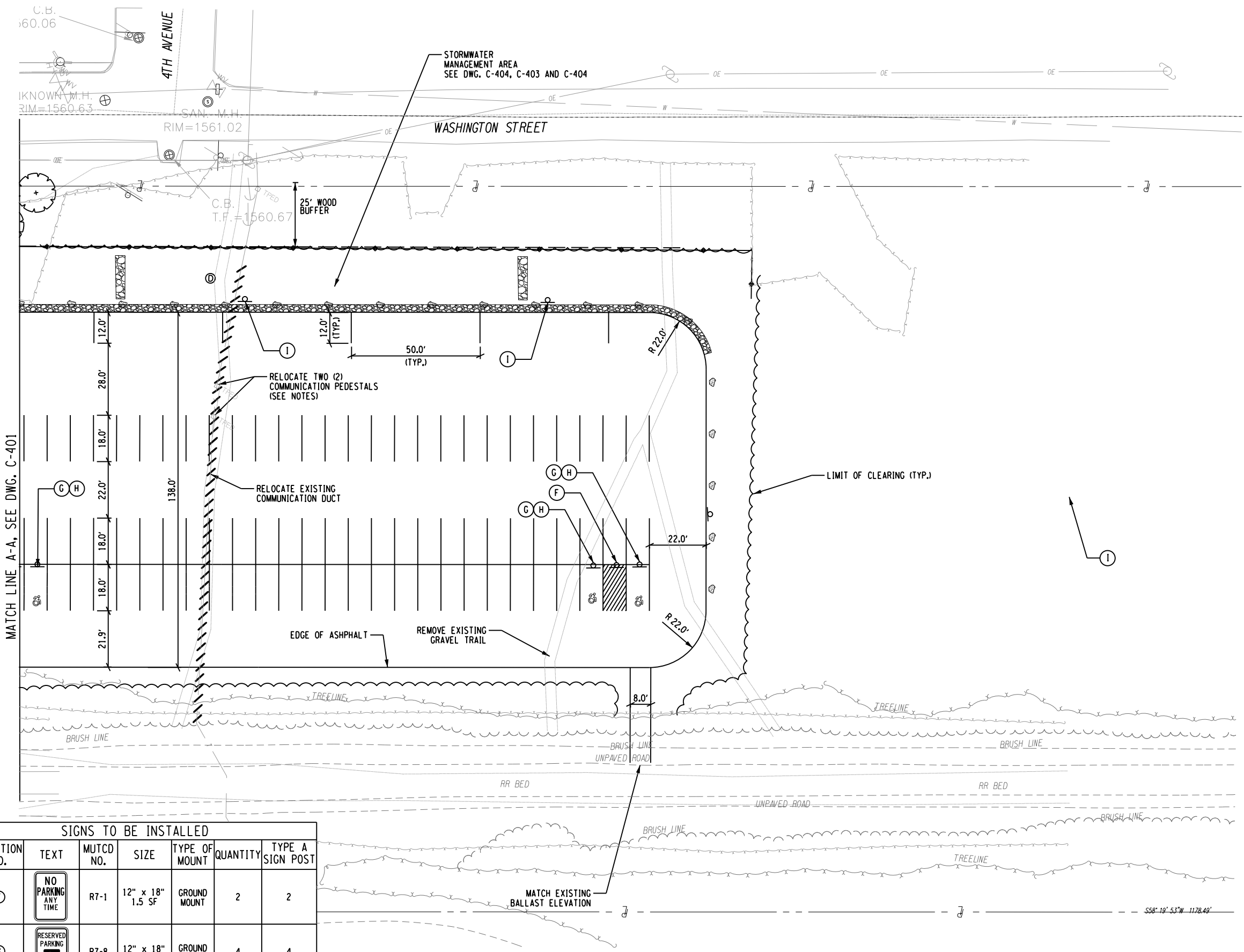
| MARK | DATE | DESCRIPTION |
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|-----------------|-------------------|
| PROJECT NUMBER: | 45525-C |
| DESIGNED BY: | M.R., T.R. & A.C. |
| DRAWN BY: | K.H.D. |
| FIELD CHECK: | 4/5/2022 |
| APPROVED: | D.D.A. |

SHEET TITLE: **PARKING LOT LAYOUT PLAN TUPPER LAKE**

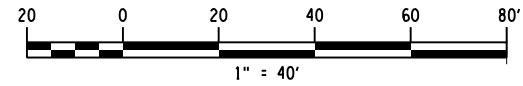
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DATE: 4/5/2022
USER: Kibrick

17x11 PLOT SHEET



| SIGNS TO BE INSTALLED | | | | | | |
|-----------------------|----------------------|-----------|------------------|---------------|----------|------------------|
| LOCATION NO. | TEXT | MUTCD NO. | SIZE | TYPE OF MOUNT | QUANTITY | TYPE A SIGN POST |
| F | NO PARKING ANY TIME | R7-1 | 12" x 18" 1.5 SF | GROUND MOUNT | 2 | 2 |
| G | RESERVED PARKING | R7-8 | 12" x 18" 1.5 SF | GROUND MOUNT | 4 | 4 |
| H | VAN ACCESSIBLE | R7-8P | 9" x 18" 1.2 SF | | 3 | |
| I | TRAILER PARKING ONLY | CUSTOM | 24" x 24" 4 SF | GROUND MOUNT | 2 | 2 |

NOTE:
1. COORDINATE RELOCATION WITH VERIZON.





Office of
General Services

DESIGN & CONSTRUCTION



Creighton
Manning

CREIGHTON MANNING ENGINEERING, LLP

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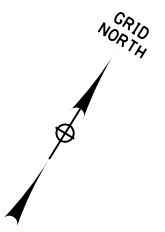
CONTRACT: **CONSTRUCTION**

TITLE:
PROVIDE RECREATIONAL
MULTI-USE RAIL TRAIL
LAKE PLACID TO SARANAC LAKE

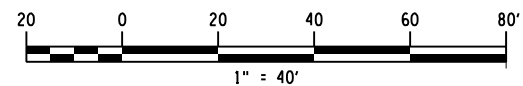
LOCATION:
LAKE PLACID TO SARANAC LAKE

CLIENT:
NYS DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

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| MARK | DATE | DESCRIPTION |
| PROJECT NUMBER: | 45525-C | |
| DESIGNED BY: | M.R., T.R. & A.C. | |
| DRAWN BY: | K.H.D. | |
| FIELD CHECK: | 4/5/2022 | |
| APPROVED: | D.D.A. | |
| SHEET TITLE: PARKING LOT LAYOUT PLAN TUPPER LAKE | | |
| DRAWING NUMBER: C-402 | | |
| SHEET 93 OF 145 | | |

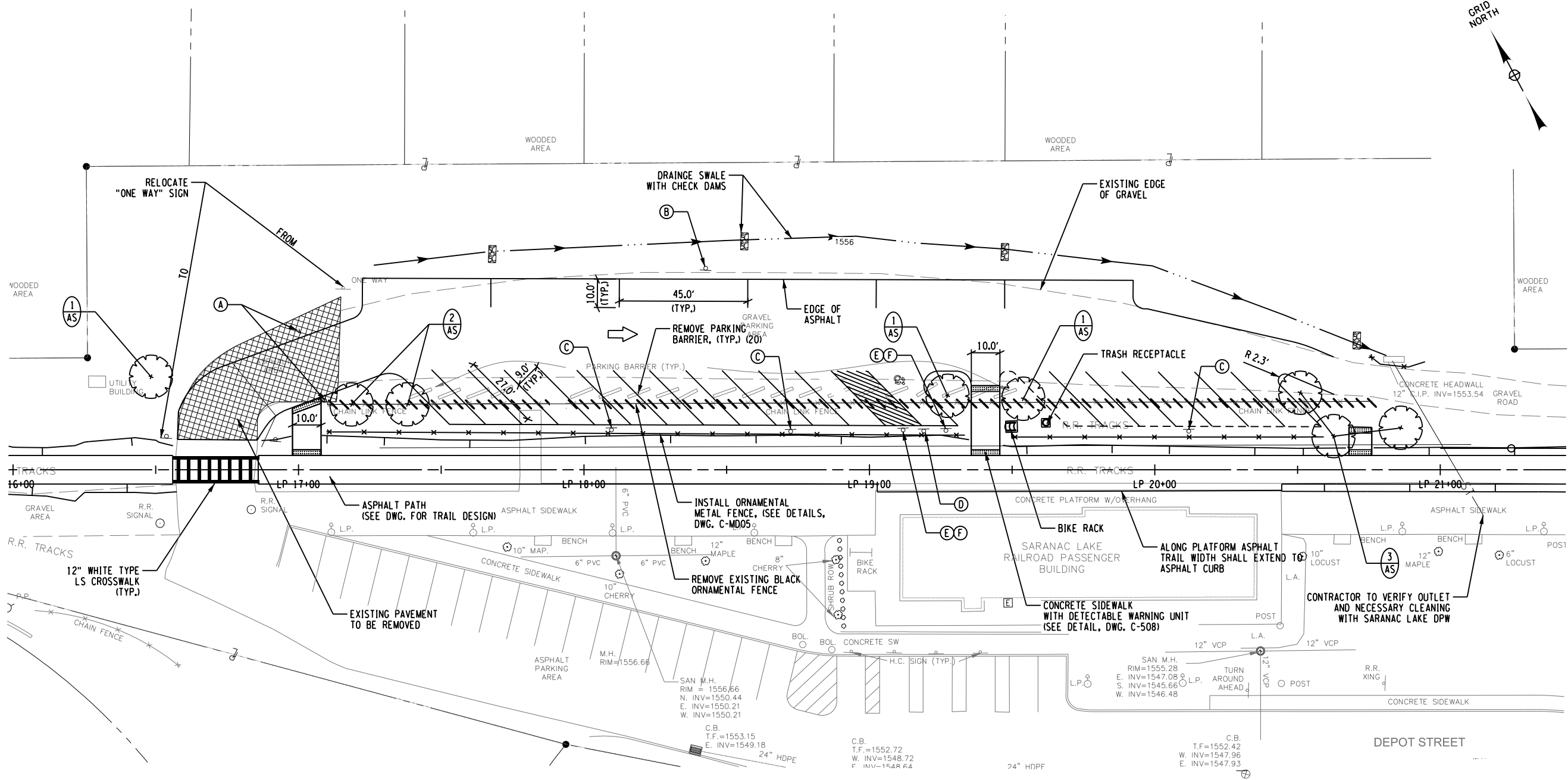


1. ALL DISTURBED AREAS ARE TO BE STABILIZED AND SEEDED WITH GRASS SEED MIXTURE ADIRONDACK SEED MIX SPECIFICATION 329219 SEEDING.
2. INFILTRATION BASIN TO BE CONSTRUCTED WITH ON SITE NATIVE SOIL PER GRADING SHOWN.



FILE: W:\Projects\2021\121-303\121-303_121-303_121-303.dgn - ART: LP to TL Working\CAD\DWG\45525-C-LP.dwg
DATE: 12/12/2022
USER: Kibrick

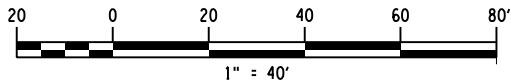
17x11 PLOT SHEET



| SIGNS TO BE INSTALLED | | | | | | |
|-----------------------|----------------------|-----------|------------------|---------------|----------|------------------|
| LOCATION NO. | TEXT | MUTCD NO. | SIZE | TYPE OF MOUNT | QUANTITY | TYPE A SIGN POST |
| A | DO NOT ENTER | R5-1 | 24" x 24" 4 SF | GROUND MOUNT | 2 | 2 |
| B | TRAILER PARKING ONLY | CUSTOM | 24" x 24" 4 SF | GROUND MOUNT | 2 | 2 |
| C | ANGLED PARKING ONLY | CUSTOM | 18" x 24" 3.5 SF | GROUND MOUNT | 3 | 3 |
| D | NO PARKING ANY TIME | R7-1 | 12" x 18" 1.5 SF | GROUND MOUNT | 2 | 2 |
| E | RESERVED PARKING | R7-8 | 12" x 18" 1.5 SF | GROUND MOUNT | 2 | 2 |
| F | VAN ACCESSIBLE | R7-8P | 9" x 18" 1.2 SF | | 2 | |

| PLANTING LEGEND | | | | | |
|-----------------|--------------|-------------|----------|------|------|
| KEY | SPECIES | COMMON NAME | SIZE | ROOT | QTY. |
| AS | ACR SACCARUM | SUGAR MAPLE | 2.5" CAL | B&B | 8 |

LEGEND:
(X) = NUMBER OF PLANTS
(XX) = PLANT KEY



NEW YORK

Office of General Services

DESIGN & CONSTRUCTION

CONSULTANT

Creighton Manning

CREIGHTON MANNING ENGINEERING, LLP

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STATE OF NEW YORK

RONALD D. ADAMS

EXCELSIOR

071966

LICENSED PROFESSIONAL ENGINEER

CONTRACT:

CONSTRUCTION

TITLE:

PROVIDE RECREATIONAL MULTI-USE RAIL TRAIL LAKE PLACID TO SARANAC LAKE

LOCATION:

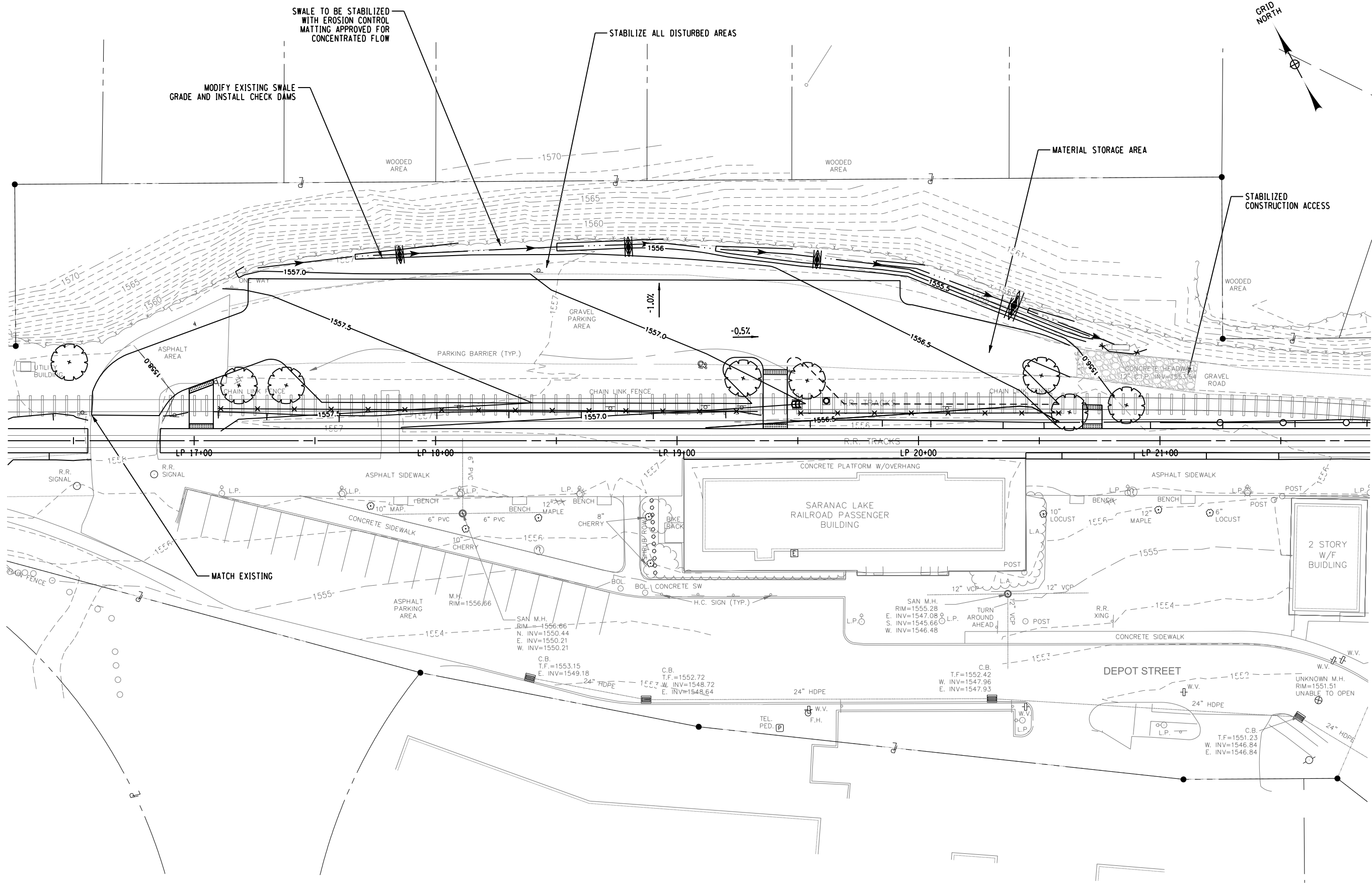
LAKE PLACID TO SARANAC LAKE

CLIENT:

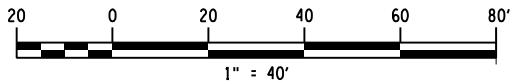
NYS DEPARTMENT OF ENVIRONMENTAL CONSERVATION

| MARK | DATE | DESCRIPTION | | |
|--------------------------------------|-------------------|-------------|--|--|
| PROJECT NUMBER: | 45525-C | | | |
| DESIGNED BY: | M.R., T.R. & A.C. | | | |
| DRAWN BY: | K.H.D. | | | |
| FIELD CHECK: | 4/5/2022 | | | |
| APPROVED: | D.D.A. | | | |
| SHEET TITLE: | | | | |
| PARKING LOT LAYOUT PLAN SARANAC LAKE | | | | |
| DRAWING NUMBER: | | | | |
| C-405 | | | | |
| SHEET 96 OF 145 | | | | |

FILE: W:\2025\45525-C\45525-C-06.dgn - ART: LP to TL Working CADD User: Kibrick
DATE: 4/5/2022
USER: Kibrick
17x11 PLOT SHEET



NOTE:
ALL DISTURBED AREAS ARE TO BE STABILIZED AND SEEDED
WITH GRASS SEED MIXTURE ADIRONDACK SEED MIX
SPECIFICATION 329219 SEEDING.



WARNING:

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NEW YORK STATE EDUCATION LAW AND/OR REGULATIONS
AND IS A CLASS 'A' MISDEMEANOR.



CONSTRUCTION

TITLE: PROVIDE RECREATIONAL
MULTI-USE RAIL TRAIL
LAKE PLACID TO SARANAC LAKE

LOCATION: LAKE PLACID TO SARANAC LAKE

CLIENT: NYS DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

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| MARK | DATE | DESCRIPTION |
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| PROJECT NUMBER: | 45525-C | |
| DESIGNED BY: | M.R., T.R. & A.C. | |
| DRAWN BY: | K.H.D. | |
| FIELD CHECK: | 4/5/2022 | |
| APPROVED: | D.D.A. | |
| SHEET TITLE: | | |

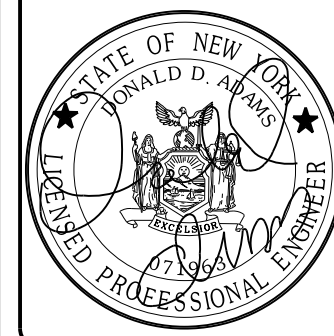
PARKING LOT
GRADING PLAN
SARANAC LAKE

DRAWING NUMBER:

C-406

WARNING:

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CONTRACT:

CONSTRUCTION

TITLE: PROVIDE RECREATIONAL
MULTI-USE RAIL TRAIL
LAKE PLACID TO SARANAC LAKE

LOCATION:
LAKE PLACID TO SARANAC LAKE

CLIENT: NYS DEPARTMENT OF ENVIRONMENTAL CONSERVATION

| MARK | DATE | DESCRIPTION |
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| PROJECT NUMBER: | 45525-C |
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| DESIGNED BY: | M.R., T.R. & A.C. |
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| DRAWN BY: | K.H.D. |
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| FIELD CHECK: | 4/5/202 |
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| APPROVED: | D.D.A. |
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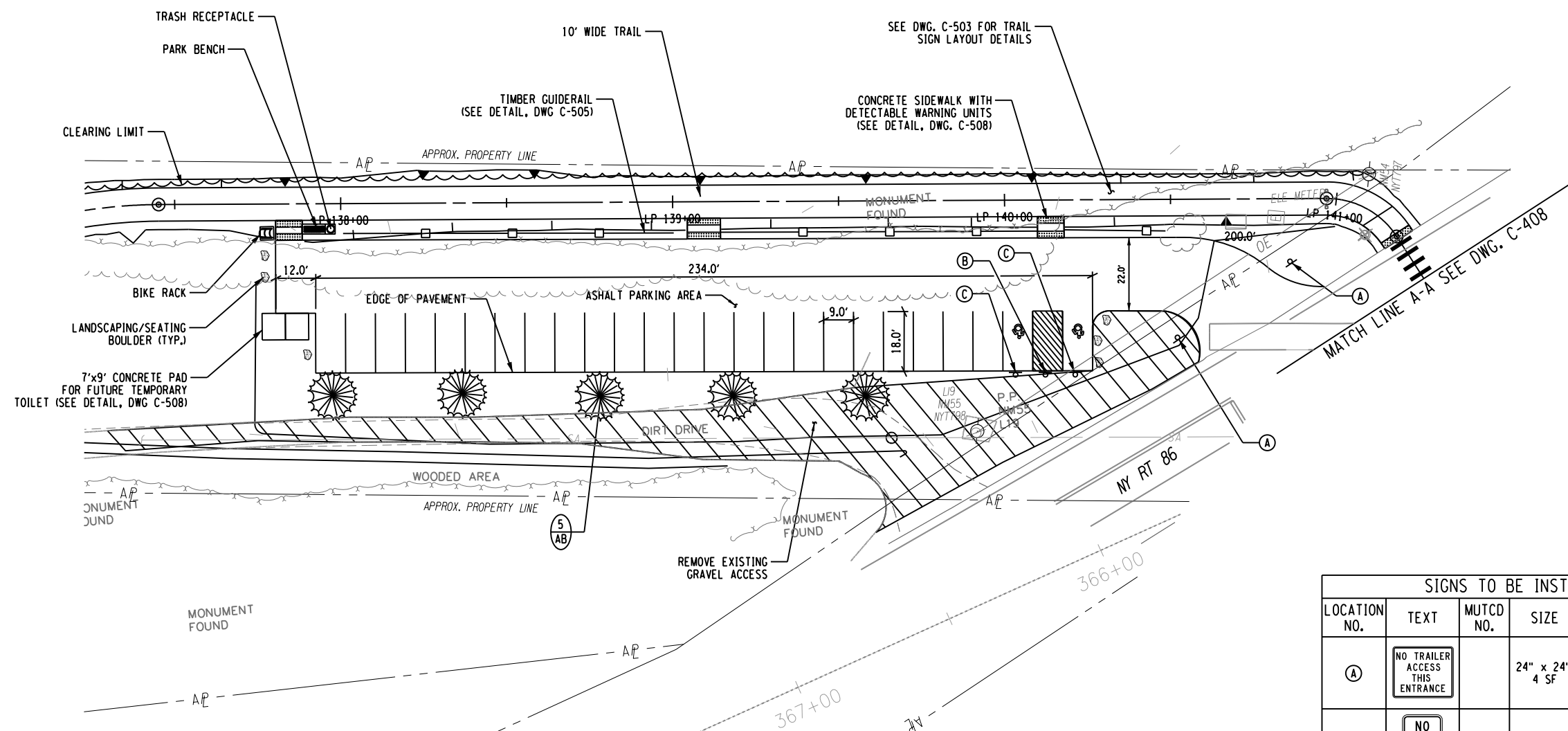
SHEET TITLE





PARKING LOT
LAYOUT PLAN -
NY 86 - NORTH LOT

DRAWING NUMBER

C-407

SHEET 98 OF 145



| SIGNS TO BE INSTALLED | | | | | | TYPE A SIGN POS |
|-----------------------|---|--------------|---------------------|------------------|----------|--------------------|
| LOCATION NO. | TEXT | MUTCD NO. | SIZE | TYPE OF MOUNT | QUANTITY | |
| (A) |  | | 24" x 24" 4 SF | GROUND MOUNT | 2 | 2 |
| (B) |  | R7-1 | 12" x 18" 1.5 SF | GROUND MOUNT | 1 | 1 |
| (C) |  | R7-8 | 12" x 18" 1.3 SF | GROUND MOUNT | 2 | 2 |
| |  | R7-8p | 9" x 18" 1.12 SF | | 2 | |

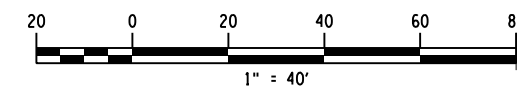
| PLANTING LEGEND | | | | | |
|-----------------|----------------|-------------|---------|------|------|
| KEY | SPECIES | COMMON NAME | SIZE | ROOT | QTY. |
| AB | ABIES BALSAMEA | BALSAM FIR | 7' TALL | B&B | 5 |
| | | | | | |
| | | | | | |

LEGEND:

 = NUMBER OF PLANTS
 = PLANT KEY

| TREE CUTTING TABLE | | |
|--------------------|---------|------|
| NO. | SPECIES | DIA. |
| | | |
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| | | |

D.E.C. TO PROVIDE UPDATED
INFORMATION TO DIRECTOR'S
REPRESENTATIVE AND CONTRACTOR



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DATE = 4/13/2022
USER = KDetrick
17.11 PLOT SHEET



20 0 20 40 60 80'

1" = 40'

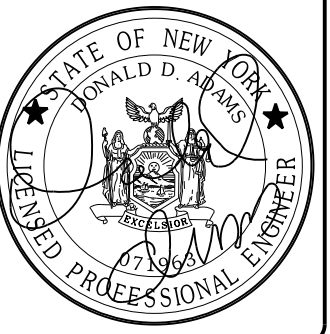


CONSULTANT



WARNING:

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CONTRACT:

CONSTRUCTION

TITLE: PROVIDE RECREATIONAL
MULTI-USE RAIL TRAIL
LAKE PLACID TO SARANAC LAKE

LOCATION:
LAKE PLACID TO SARANAC LAKE

CLIENT: NYS DEPARTMENT OF ENVIRONMENTAL CONSERVATION

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| MARK | DATE | DESCRIPTION |

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| PROJECT NUMBER: | 45525-C |
| DESIGNED BY: | M.R., T.R. & A.C. |
| DRAWN BY: | K.H.D. |
| FIELD CHECK: | 4/5/2022 |
| APPROVED: | D.D.A. |

SHEET TITLE:

PARKING LOT GRADING PLAN - NY 86 SOUTH LOT

DRAWING NUMBER:

C-410

SHEET 101 OF 145

FILE = N:\Projects\2021\121-303 NYSGCS - ART LP to TL\Working\CA00\dgn\45525C-LI_GRO_PL04.dgn
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USER = KDetrick
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