NEW YORK STATE OF OPPORTUNITY. | Department of Environmental Conservation

Remsen-Lake Placid Travel Corridor

Draft Amendment

to the

1996 Remsen-Lake Placid Travel Corridor Unit Management Plan

Draft Supplemental Environmental Impact Statement

Draft River Area Management Plans

for the

Main Branch Saranac River, Main Branch Raquette River, Middle Branch Moose River, and North Branch Moose River

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Executive Summary

The 119-mile Remsen-Lake Placid Travel Corridor (Corridor) is a unique public land resource. Its uninterrupted length, historical significance, and extremely gradual and low cumulative gradient set it apart from other public land resources in the Adirondack Park. No other state land Forest Preserve unit intersects as many natural and human communities. From the remoteness of the Five Ponds Wilderness Area to the community centers it traverses, the Corridor connects Adirondack inhabitants and visitors alike with the landscape, allowing them to directly access core Wilderness and Wild Forest lands within the Adirondack Park.

The 1996 Remsen-Lake Placid Travel Corridor Unit Management Plan / Environmental Impact Statement (1996 UMP/FEIS) has governed the use of the Corridor for more than 20 years. The 1996 UMP/FEIS provided for continuation and expansion of rail use along the entire length of the Corridor and prescribed the development of a parallel trail where feasible.

However, based on the growing public interest to plan and implement a strategy for the Corridor that maximizes its full public benefit and the challenges of implementing the continuous rail-with-trail concept within the Corridor, the Commissioners of the New York State Department of Environmental Conservation (NYSDEC) and Department of Transportation (NYSDOT) reached out to the public in 2013 to ask if the 1996 UMP/FEIS should be revisited to determine the best future uses of the Corridor. In response to public input, the Commissioners agreed that the 1996 UMP/FEIS should be amended to consider the conversion of the Tupper Lake to Lake Placid segment to a recreational trail. A second round of public involvement in 2014 confirmed their decision to amend the 1996 UMP/FEIS to consider a new preferred alternative that would divide the Corridor into rail with parallel trail where feasible and trail-only segments.

The 1996 UMP/FEIS identified 6 alternatives and selected Alternative 6 (full rail development and parallel trail where feasible) as the preferred alternative. **This 2020 UMP Amendment/SEIS proposes a new alternative, Alternative 7, which calls for rehabilitating rail service between Remsen and Tupper Lake (RTL Segment), *which includes the extension of operating rail service 45 miles from the Big Moose Station to the Tupper Lake Station,* and for the conversion of the Corridor between Tupper Lake and Lake Placid (TLLP Segment) to a 34-mile multi-use recreational trail.**

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I. Introduction

A. Purpose of this Amendment

The Amended 1996 Remsen-Lake Placid Travel Corridor (Corridor[1]) Unit Management Plan and Final Environmental Impact Statement (1996 UMP/FEIS) governs the use of the 119-mile Corridor. Out of the six analyzed alternatives, the preferred alternative in the 1996 UMP/FEIS provided for rail use to be developed along the entire length of the Corridor and encouraged the development of a parallel trail where feasible. The 1996 UMP/FEIS concluded that "both the rail and trail potential of the corridor should be developed; no action should be taken to eliminate the rail potential of any segment of the corridor at this time." However, the 1996 UMP/FEIS also noted (on page 9) that:

"It must be recognized that, although Alternative 6 has been selected for implementation as a result of this planning process, a number of factors outside the control of the managing agencies will affect the progress and direction of Corridor development. This plan should be considered a living document which may be modified when deemed necessary by the managing agencies, who will continue to monitor the development of the Corridor through the coming years."

During the past 20-plus years, tourist rail excursion opportunities have been operated along the segments of the Corridor where the rail infrastructure has been upgraded to support passenger trains: between Remsen and Big Moose and between Saranac Lake and the end of the line in Lake Placid. Recreational trail advocates have since argued that these modest tourist rail operations, especially north of Saranac Lake, have not utilized the Corridor to its full potential. Rail advocates have asserted that the Corridor should retain the rail for the full length and continue to improve it for extended service.

Based on growing public interest to develop a long-distance recreation trail, the infeasibility of developing a parallel trail with the rail, and interest in extending the scenic train route, the Commissioners of the New York State Department of Environmental Conservation (NYSDEC) and Department of Transportation (NYSDOT) reached out to the public, starting in 2013, to ask if the 1996 UMP/FEIS should be revisited to achieve the best future uses of the Corridor and maximize its potential. In response to public input, the Commissioners agreed that the 1996 UMP/FEIS should be amended to consider the conversion of the Tupper Lake to Lake Placid segment to a recreation trail. A second round of public involvement in 2014 confirmed their decision to amend the 1996 UMP/FEIS to consider a new preferred alternative that would divide the Corridor into rail-and-trail and trail-only segments.

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[1] The term "Corridor" used throughout this document applies solely to the State-owned land, approximately 119 miles long and generally 100 feet wide.

The 1996 UMP/FEIS presented six management alternatives. This 2020 Amendment/Supplemental Environmental Impact Statement to the 1996 UMP/FEIS (2020 Amendment) proposes an Alternative 7, which calls for dividing the Corridor into rail-and-trail, and trail-only segments. The track will be retained within the Corridor from Remsen to Tupper Lake, and track will be removed from the Corridor from Tupper Lake to Lake Placid. The Historic Preservation Plan (Appendix D) will identify locations within the TLLP to retain railroad features for interpretive purposes.

In the Remsen to Tupper Lake segment (RTL Segment), rail infrastructure will be improved from Big Moose to Tupper Lake, operating rail service will be extended 45 miles from the Big Moose Station to the Tupper Lake Station, connections to existing trail systems on neighboring public lands will be established, and facilities such as engine houses and fueling facilities will continue to be supported where necessary. The details of these connections to public lands will be the subject of separate public planning processes.

The Tupper Lake to Lake Placid segment (TLLP Segment) will be converted to a multiple-use recreational trail. The entire length of the Corridor in State ownership will remain classified by the Adirondack Park State Land Master Plan (APSLMP) as a Travel Corridor. This Amendment proposes that the NYSDOT will continue to have jurisdiction of the RTL Segment, and the NYSDEC will acquire jurisdiction of the TLLP Segment contingent upon approval of this Amendment, and termination of operating railroad status of the TLLP Segment.

An important aspect of the 2020 Amendment/SEIS is the proposal to connect the Corridor to recreational opportunities on adjacent Forest Preserve and conservation easement lands. Recreational opportunities will be accessed along the entire Corridor by snowmobile in the winter, seasonally by train on the RTL Segment or seasonally by foot, bicycling, snowshoeing or cross-country skiing north of Tupper Lake on the TLLP Segment.

This 2020 Amendment/SEIS provides that snowmobile use will continue along the entire length of the Corridor. In response to concerns raised about the impacts the rails have when they are exposed during the snowmobile season, the 2020 Amendment/SEIS outlines conceptual alternatives to locate and construct snowmobile trail connections that do not rely on travel along the Corridor where rail service will continue along the RTL Segment (See Section VI.C.2). Some of the communities that could be connected along these alternative trails include Long Lake, Raquette Lake, Eagle Bay, and Inlet. The 2020 Amendment emphasizes that snowmobile trail connections will be encouraged from Tupper Lake to link with existing trail systems on the Tug Hill and in the western Adirondacks, consistent with the 1996 UMP/FEIS.

Removing rail infrastructure in the TLLP is an adverse impact to the historic district (see Chapter VII). This 2020 Amendment proposes enhancing the interpretation of historic assets along the Corridor and considers the option of rehabilitating them within the Corridor for educational purposes year-round and for warming stations in the winter.

SEQRA and Other Interagency Coordination

The 1996 UMP/FEIS is supplemented herein by the discussion of potential environmental impacts (Chapter VIII) and measures proposed to mitigate such impacts (Chapter IX).

One of the basic purposes of the State Environmental Quality Review Act (SEQRA) is to incorporate the consideration of environmental factors at an early stage of project development. This often means that an environmental impact statement (EIS) would be prepared before final detailed plans are available. As a general rule, the amount of detail regarding a specific impact in an EIS should depend on the magnitude and importance of the impact. Although final plans are not necessary, the EIS should contain enough detail on size, location and elements of the proposal to allow an understanding of the proposed action, the associated impacts and the effectiveness of the proposed mitigation.

The adoption of this 2020 Amendment/SEIS will serve as a roadmap for obtaining all required permits for the proposed management actions, in coordination and consultation with all involved agencies. Detailed design and work plans will be shared and coordinated with other involved agencies as they are developed pursuant to the 2020 Amendment.

The APA has different jurisdiction over the two segments of the Corridor. Where DOT retains jurisdiction and the rails are to remain on the RTL Segment. including the Tupper Lake Station. the review of new land use and development will be accomplished through APA Act Section 814, the Freshwater Wetlands Act [ECL Article 249 NYCRR Part 579], and Executive Order 150. Where DEC assumes jurisdiction and a rail trail is developed on the TLLP Segment. the review of new land use and development will be accomplished through APA Act Section 816, the Freshwaters Wetlands Act ECL Article 24, the APSLMP, and this UMP Amendment/SEIS.

Remsen to Tupper Lake Segment (RTL Segment)

The railroad currently operates on the RTL Segment between Remsen and Big Moose Station. This 2020 Amendment/SEIS calls for existing rail use to be extended from Big Moose to Tupper Lake and facilitates a longer-term lease agreement with a train operator, as called for in the 1996 UMP/FEIS. In addition, it identifies a strategy to link NYSDEC recreational facilities on adjacent Forest Preserve and conservation easement lands, as called for in the 1996 UMP/FEIS. See Section V.F.1 for maps that identify possible connections and recreational opportunities.

In order to facilitate railroad operation beyond Big Moose Station, to Tupper Lake, the 2020 UMP Amendment/SEIS calls for the rail infrastructure in this 45-mile segment be rehabilitated to support rail passenger service. Tupper Lake Station will be redeveloped

to serve as a terminus for rail operations which includes rehabilitation and reconfiguration of the rail infrastructure to accommodate rail and trail construction including the installation of a 12' wide and 550' long high-level platform with canopy. An ADA compliant ramp will be integrated into the platform.
A maintenance area and locomotive maintenance building approximately 30'x200' will be constructed between Washington St. and the track mainline. The maintenance area and building will be fenced and will be serviced with power and potable water. In addition, a jacking pad, compressor, inspection pit and lavatory dump will be included in the building.

To bolster trail connectivity during times of year when the trains are operating along the RTL Segment, Beaver River can serve as a launching-off point for paddlers and hikers heading to unique wilderness destinations on Forest Preserve lands adjacent to the Corridor. The establishment of trailheads and trails that link the Corridor to Lake Lila is a priority, to be closely coordinated with the railroad operator and subject to an amendment to the UMP for the Whitney Wilderness Area, and possible review under APA Act Section 814. Rail sidings will be rehabilitated at Beaver River and Sabattis including installation of platforms with canopies. The platforms will be 12' wide and split in length to consist of 150' of low-level and 150' of high-level platform for passenger access to train service. The platforms will provide ADA compliant ramps. The details of these connections to public lands and new rail service infrastructure will be the subject of separate public planning processes.

Tupper Lake to Lake Placid Segment (TLLP Segment)

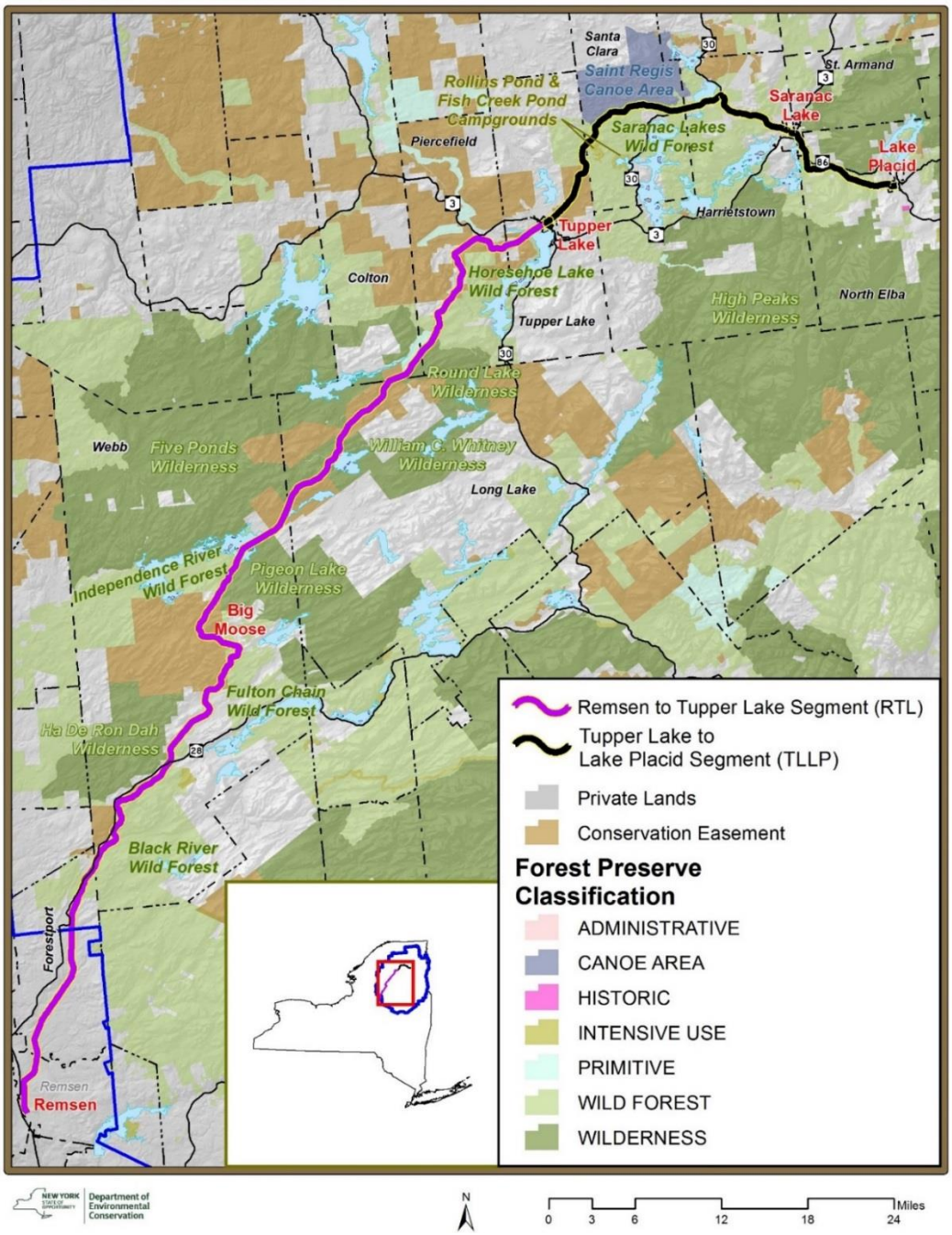
The 2020 Amendment/SEIS calls for the removal of rail infrastructure between Tupper Lake and Lake Placid and conversion of the TLLP Segment to a recreation trail suitable for a wide range of activities including walking, running, biking, cross-country skiing, and snowmobiling. The Corridor without rail infrastructure is wide enough to accommodate multiple recreation activities, unlike a "rail with trail" development that would in many places require a barrier to safely separate recreation activity within the Corridor from the train. This would necessitate widening of the cleared and developed portion of the Corridor, resulting in impermissible wetland impacts and other major changes in Corridor character.

The TLLP Segment traverses through communities that have some densely populated neighborhoods adjacent to the Corridor. In order to avoid conflicts with neighbors, the 2020 Amendment/SEIS calls for common-sense measures that may include speed limits, noise reduction and strict enforcement measures for snowmobiling.

The 2020 Amendment/SEIS calls for NYSDEC to establish partnerships and volunteer management agreements with communities and recreation users to help maintain the recreation trail along the TLLP Segment.

B. Planning Area Overview

Remsen-Lake Placid Travel Corridor



C. Planning Timeline

1996

Unit Management Plan / Final Environmental Impact Statement (March 1996).

2008

UMP Amendment – Vegetation Management Plan (July 2008).

2013

Public Listening Sessions to determine whether to propose a new preferred alternative to the 1996 UMP/FEIS (see Chapter IV).

2014

Public Listening Sessions to determine the nature of the proposal in a new amendment (see Chapter IV).

2015

Public Draft Unit Management Plan Amendment/Supplemental Environmental Impact Statement, proposing new Alternative 7. Several public meetings (see Chapter IV).

2018

APA Action – APA amends the Adirondack Park State Land Master Plan (APSLMP) to re-define Travel Corridor classification and attendant management guidelines and criteria (see Chapter IV). The final proposed amendment was approved by the Governor on June 21, 2019.

2019

- NYS Purchases the North Country Community College parcel (5/9/2019).
- SEQRA Final Scoping Document – NYSDEC and NYSDOT release a final scoping document, after 45-day public comment period.
- NYSDEC and Lake Placid-North Elba Historical Society LPNEHS develop a public access agreement.
- NYSDEC and NYSDOT Staff develop concept plans for the Tupper Lake rail and trail termini.
- NYSDEC. OGS, and NYSDOT reach consensus on Corridor rail rehabilitation, track removal, and trail construction contract timing and process.

  Yet to be completed:
- NYSDEC, NYSDOT, and OGS develop Draft Historic Preservation Plan.

- NYSDEC, NYSDOT, and OGS consult with OPRHP about the Historic Preservation Plan.
- NYSDEC and NYSDOT release Draft UMP Amendment.
- NYSDEC and NYSDOT hold public information meetings in Remsen, Tupper Lake and Lake Placid.
- NYSDEC, NYSDOT, APA and OPRHP finalize Letter of Resolution (LOR).

2020

Yet to be completed:

- NYSDEC and NYSDOT release Final UMP Amendment.
- APA reviews UMP Amendment/SEIS for APSLMP conformance.
- NYSDEC, NYSDOT adopt Final UMP Amendment.
- NYSDOT awards rail rehabilitation and rail removal contract.
- NYSDEC and OGS develop contracts for construction of trail in the TLLP Segment. Transfer of Jurisdiction of the TLLP Segment from NYSDOT to NYSDEC
- NYSDEC and LPNEHS develop permanent solution for public access to portion of LPNEHS property.

2021-2023

- NYSDEC and OGS award contracts for trail construction.

D. General Guidelines and Objectives for Management of the Unit

1. Accessibility Guidelines

1a. Tupper Lake – Lake Placid Segment (TLLP)

The Americans with Disabilities Act (ADA), along with the Architectural Barriers Act of 1968 (ABA) and the Rehabilitation Act of 1973; Title V, Section 504, have had a profound effect on the manner by which people with disabilities are afforded equality in their recreational pursuits. The ADA is a comprehensive law prohibiting discrimination against people with disabilities in employment practices, use of public transportation, use of telecommunication facilities and use of public accommodations.

Consistent with ADA requirements, the NYSDEC incorporates accessibility for people with disabilities into the siting, planning, construction and alteration of recreational facilities and assets supporting them.

In addition, Title II of the ADA requires in part, that services, programs and activities of the NYSDEC, when viewed in their entirety, are readily accessible to and usable by people with disabilities. The NYSDEC is not required to take any action which would result in a fundamental alteration to the nature of the service, program or activity or would present an undue financial or administrative burden. When accommodating access to a program, the NYSDEC is not necessarily required to make each existing facility and asset accessible, as long as the program is accessible by other means or at a different facility.

This plan incorporates an inventory of existing and proposed recreational facilities and assets in the Corridor. In the development of the management actions of this UMP, the NYSDEC employs guidelines which ensure that programs are accessible, including buildings, facilities, and vehicles, in terms of architecture and design, transportation and communication to individuals with disabilities.

For outdoor recreation facilities not covered under the current ADA standards, the NYSDEC will use standards provided under the Architectural Barriers Act, to lend credibility to the assessment result and to offer protection to the natural resource.

The NYSDEC uses the U.S. Access Board's Final Guidelines for Federal Outdoor Developed Areas as amended in 2013 (Access Board Guidelines) as guidance for complying with the ADA. The Access Board Guidelines recognize the existence of constraints and limitations in the outdoor environment and allows for departures from the Guidelines in situations where terrain and other factors make compliance impracticable or when the fundamental nature of the program would be altered. A record of accessibility determination is kept with the work planning record.

For further information, contact the ADA Coordinator at UniversalAccessProgram@dec.ny.gov

1b. Remsen to Tupper Lake Segment (RTL)

Title II of the Americans with Disabilities Act (ADA) applies to State and local government entities, and protects qualified individuals with disabilities from discrimination, on the basis of disability, in services, programs, and activities provided by State and local government entities. The prohibition on discrimination applies to all activities of State and local governments, regardless of whether these entities receive Federal financial assistance. NYSDOT has adopted the U.S. Access Board's *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way* (PROWAG) as the standard for alterations or new construction on NYSDOT projects. All new and altered facilities will be designed and built to comply with the applicable standards to the maximum extent practicable.

2. Remsen to Tupper Lake Segment (RTL Segment)

NYSDOT will maintain jurisdiction of the RTL Segment, with the exact location of the transition to NYSDEC jurisdiction in Tupper Lake will be determined during detailed design, considering the intersection of the rail and trail, public safety requirements, security of railroad equipment and supplies, and maintenance needs of both the railroad and the trail. This will be wholly within the Village of Tupper Lake. NYSDOT will administer and manage the RTL Segment as outlined in the 1996 UMP/FEIS.

This project includes construction of a high-level passenger platform at the Tupper Lake Station. Rail sidings will be rehabilitated at Beaver River and Sabattis including the installation of high/low level platforms for passenger access to train service.

A maintenance facility will be constructed in Tupper Lake to provide service to train cars and locomotives as needed.

3. Tupper Lake to Lake Placid Segment (TLLP Segment)

The main objectives of this amendment as it pertains to the TLLP Segment are to implement the preferred alternative in this document and proceed as conceptually outlined in the Program Report (Bergmann Associates, 2017) for the final trail design. Specific elements of this report include:

- NYSDOT to remove track infrastructure per trail objectives as outlined in the Bergmann Associates Program Report (Appendix F), and the Historic Preservation Plan (Appendix D).
- NYSDEC to obtain jurisdiction of the TLLP Segment. As noted in the RTL Segment section above, the exact delineation between NYSDOT and NYSDEC jurisdiction will be determined during final design based upon engineering and maintenance considerations.
- NYSDEC will enter into administrative agreements with local municipalities, perhaps under an umbrella Adirondack Rail Trail steward group, to assist the State with the day-to-day monitoring and maintenance of the rail-trail.
- NYSDEC and OGS will build the trail segments as engineering design and yearly NYSDEC funding permit.
- NYSDEC will oversee the administration, monitoring, and maintenance of the Adirondack Rail Trail.
- NYSDOT will transfer administration of all use and occupancy (U&O) permits including utility, private property owners, businesses, NYS Snowmobile Association, etc. within the TLLP segment to NYSDEC.

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II. Description of the Corridor

Please refer to Section VI of this document, and the 1996 UMP/EIS.

III. History of the Corridor

Refer to the Historic Preservation Plan (Appendix D) and the 1996 UMP/EIS.

IV. Citizen Participation

1991 – 1996

The 1996 UMP/FEIS outlines the nature and extent of public outreach that the planning team did for that UMP/EIS. It will be summarized in this subsection.

In 1991 three public meetings were held to gather public input about appropriate uses of the railroad corridor. The Commissioners of NYSDOT and NYSDEC then appointed a twenty-four-member "Citizen Advisory Committee" to work with the planning team in developing a plan. Members of the committee included representatives of each county through which the rail line runs, local officials, the business community, landowners, hunting and fishing advocates, railroad interests, recreationists and environmentalists.

The Final Draft Plan, incorporating the work of the Committee, was completed and available for distribution for public review and comment in September 1994. Public hearings on the draft plan were held in Lake Placid, Old Forge and Utica, NY. Considerations and input from the hearings were compiled following these public meetings and incorporated into the Final Remsen-Lake Placid Corridor Unit Management Plan/EIS.

2013

Based on the growing public interest (particularly in Tupper Lake, Saranac Lake and Lake Placid) in using the Corridor for recreational purposes, the NYSDEC and NYSDOT Commissioners reached out to the public in 2013 to ask if the 1996 UMP/FEIS should be revisited to determine the best future use of the Corridor. NYSDEC and NYSDOT jointly held a series of meetings in the summer of 2013, in Utica, Old Forge, Tupper Lake and Ray Brook, and a public comment period was established, between August 27 and September 25, 2013.

Approximately 650 people attended the four public listening session and NYSDEC received more than 2,000 written comments. At these “listening” sessions, NYSDEC and NYSDOT staff described the history of the corridor and management actions of the preferred alternative in the 1996 UMP/FEIS. The public was then asked whether changes to the management actions were warranted. A great deal of public interest was generated through these public listening sessions and the subsequent public comment period. Comments were essentially geographically split between those who felt that the 1996 UMP/FEIS should be retained, and those that felt the 1996 UMP/FEIS should be amended to allow removal of rails and creation of a rail-trail. Commenters south of Tupper Lake tended to be more supportive of continuing the management of the Corridor according to the 1996 UMP/FEIS, and those that favored a rail-trail were more prominent along the Corridor from Tupper Lake, north. Impacted municipalities also commented on amending the 1996 UMP/FEIS

2014

In 2014, based on the 2013 listening session public comments, , the NYSDEC and NYSDOT sought additional public comment on a proposal to create a recreational trail from Lake Placid to Tupper Lake (a distance of about 34 miles) by removing the rails. The proposal called for retaining the rest of the corridor for rail operations and committed to rehabilitating the rail line from Big Moose (current terminus) to Tupper Lake, a distance of about 45 miles. A series of public listening sessions were held: in Utica on October 28th, Old Forge on October 29th, Tupper Lake on November 6th, and Lake Placid on November 7th. Another public comment period was established (October 17-December 15, 2014).

At these public meetings, NYSDEC and NYSDOT staff described what the two agencies had learned during the 2013 review of the UMP, and requested public comment on:

1) Should the 1996 RLPTC UMP be amended to convert the Tupper Lake to Lake Placid segment of the corridor to a recreational trail?
2) Should the 1996 UMP/FEIS be amended to bolster rail service along the remainder of the corridor?
3) What opportunities exist to expand snowmobile routes and other recreational trails to connect communities between Old Forge and Tupper Lake?

2015

The 1996 UMP/FEIS analyzed six alternatives. Based on public comment, NYSDEC and NYSDOT prepared a Draft UMP Amendment\Supplemental Environmental Impact Statement (UMP Amendment/SEIS) that proposed a new preferred Alternative

(Alternative 7). Alternative 7 evaluates removing the track from Tupper Lake to Lake Placid and constructing a rail-trail. The UMP Amendment/SEIS included the rehabilitation of the track from Big Moose to Tupper Lake, and a long-term lease for a train service operator on that segment.

2016

A Stakeholder Group was established in 2016, and as of June 2019, the group had met fourteen times. The Stakeholder Group continues to have strong participation by its members, which include:

- State Agencies
  - Department of Environmental Conservation
  - Office of General Services (and its contractor, Creighton Manning)
  - Department of Transportation
  - Adirondack Park Agency
- Municipalities
  - Village of Lake Placid
  - Village of Saranac Lake
  - Village of Tupper Lake
  - Town of Harrietstown
  - Town of North Elba
  - Town of Santa Clara
  - Town of Tupper Lake
- Organizations
  - Adirondack Recreational Trail Advocates
  - Adirondack Trail Improvement Society
  - Barkeaters Trail Alliance
  - Lake Placid–North Elba Historical Society
  - Lake Placid Snowmobile Club
  - Regional Office of Sustainable Tourism

The Lake Placid-North Elba Historical Society was the only historic preservation entity to participate in the Stakeholder Group. Other historical preservation stakeholders were invited to participate but declined pending release of a Draft UMP Amendment. The NYSDEC and NYSDOT will reach out to historic preservation stakeholders again when the amendment is released to the public.

The meetings with the Stakeholder Group have resulted in the development of a Program Report (Conceptual Plan) by the architectural, engineering, and planning firm, Bergmann Associates. This plan is an engineering study that will inform the design and construction of the proposed multi-use recreation trail in the TLLP Segment. One of the goals of this report was to establish the practical surface-width of the trail for various sections. It addressed bridge and culvert re-habilitation needs, safety infrastructure necessary to accommodate trail-users on bridges, culverts, and causeways,

parking/access facilities, and safety and ingress/egress infrastructure needed at several at-grade public road crossings. Bergmann Associates worked with the Stakeholder group to develop the content of the plan, and NYSDEC released a draft for public review. A total of seven public meetings/availability sessions were held in Lake Placid, Ray Brook, Saranac Lake and Tupper Lake to provide information and obtain feedback about the Program Report from the public. From this feedback, Bergmann Associates completed the final draft in October 2017. The report can be found in Appendix F.

2017

In May of 2017, a Historic Preservation and Signage Subcommittee of the Stakeholder group was formed and began to hold meetings. The Subcommittee's charge was to inform and assist with the development of the Historic Preservation Plan and to develop guidelines for signage in the Adirondack Rail Trail Corridor. As part of the development of a Historic Preservation Plan, the Subcommittee was tasked to develop a branding statement for the Adirondack Rail Trail.

2018

In March 2018, the APA began a process to amend the APSLMP to allow lands established as Travel Corridors originally serving as operating railroads and still contain rail infrastructure, recreational uses such as rail-trails may exist alongside, or in place, of traditional railroad transportation use. The amendment also acknowledged that NYSDOT should have jurisdiction over railroad segments of travel corridors, and NYSDEC should have jurisdiction over rail-trail segments of travel corridors.

Public outreach and public comment opportunities were provided by APA, including public hearings on April 11, 2018 in Ray Brook, on April 25, 2018 in Old Forge and on April 25, 2018 in Albany. The public comment period ran from March 8 through May 7, 2018. In December 2018, the APA board voted to recommend that the amendment to revise the APSLMP regarding Travel Corridors be advanced to the Governor for approval. This APSLMP amendment was approved by Governor Cuomo on June 21, 2019.

2019

In 2019 NYSDEC, NYSDOT, and OGS developed a conceptual plan for the Tupper Lake rail/trail junction.

On June 19, 2019 NYSDEC moderated a Stakeholder Meeting intended to keep the Stakeholder group up-to-date on progress of the project.

On June 26, 2019 NYSDEC and NYSDOT released the Draft Scoping document which initiated a public comment period that ended on August 12, 2019. Approximately 400 pieces of correspondence were received during the comment period,

The NYSDEC and NYSDOT released the Final UMP Amendment/SEIS Scoping Document, on October 9, 2019.

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V. Description of Management Proposed (Proposed Action)

A. PROJECT PURPOSE AND NEED

There continues to be a strong interest in ensuring that the Corridor is managed to yield the greatest benefit to the people living, working, and visiting along the Corridor. The Corridor continues to have public support for rail services. The rail services that have been developed and enhanced since 1996 bring visitors to the Park for a tourist train experience from May to November. Many people support the expansion of this service. At the same time, there has been a variety of recreationists, including bicyclists and cross-country skiers advocating for conversion of the Corridor to a multi-use recreational trail. Removal of the rail infrastructure has been a desire of the snowmobiling community for many years. This community contributes significantly to the winter economy in the Adirondack region. Local support for conversion from rail to trail is especially great in the Tri-Lakes region communities of Tupper Lake, Saranac Lake, and Lake Placid. Regardless of the perspective, public and private interests virtually all agree on one thing; the Corridor is currently underutilized and there are significant opportunities for enhancement of both the rail and recreational trail potential of the Corridor.

In 2013, the Town of North Elba attempted to develop a full-length, continuous parallel trail along the Lake Placid to Ray Brook segment of the Corridor ("rails with trails"), with assistance from NYSDEC, NYSDOT, and APA staff. North Elba ultimately determined that the project was not economically or physically feasible due to wetland and terrain constraints.

Extensive wetlands along the rail bed for its entire length combined with legal limitations for moving segments of such a highly developed multi-use trail onto neighboring Forest Preserve lands, has led the NYSDEC to conclude that the establishment of a recreational trail within the Corridor, parallel with the rail bed, is not environmentally, physically, or economically feasible. The Trails with Rails Action Committee (TRAC), a local group from Tupper Lake, developed a rail-with-trail proposal (see Appendix E). The proposal included extensive earth-work and engineering and, while no formal cost analysis was completed, the concept appears to be cost prohibitive, causes trail-users to leave and re-enter the Corridor to avoid wetlands or other obstacles, contains significant wetland impacts, and would not result in a long-distance, low-gradient trail capable of safely accommodating bicyclists and pedestrians. Thus, having a long-

distance, contiguous “rails with trails” infrastructure developed within the Corridor is no longer considered a viable option.

The 2020 UMP Amendment/SEIS seeks to maximize public benefit, with minimum environmental impact, including the expansion of a unique wilderness excursion train[1], as well as the development of a unique experience in the Adirondack Park, a long-distance, safe, low-gradient, recreational trail that would accommodate a wide variety of users and abilities. This would be a unique recreational opportunity in the Adirondack Park, as no similar or equivalent trail exists.

B. DESCRIPTION OF THE PROPOSED ACTION

With implementation of the actions proposed in this amendment, the Corridor will continue to be an uninterrupted travel route between Remsen to Lake Placid. The entire length of the Corridor will retain its Travel Corridor classification pursuant to the Adirondack Park State Land Master Plan (APSLMP), and therefore maintain its integrity as a long-distance route.

The Corridor will be divided into two segments. The RTL Segment will retain its rail infrastructure, which will be rehabilitated, and continue to be open to rail uses and snowmobiling. Rail infrastructure will be salvaged from the TLLP Segment and used in the rehabilitation of the RTL Segment. All of the RTL Segment will remain under the jurisdiction of NYSDOT and continue to be the management responsibility of NYSDOT. The TLLP Segment will have rail infrastructure removed and will be converted to a multi-use recreational trail. Jurisdiction of the TLLP Segment will be transferred from NYSDOT to NYSDEC and will then become the management responsibility of NYSDEC. Thus, Tupper Lake will become the terminus of the rail segment and beginning of the trail to Lake Placid. Snowmobiling will continue to be allowed along the entire length of the Corridor.

The Historic Preservation Plan in Appendix D discusses the re-use of some rail infrastructure in the TLLP for interpretive purposes.

1. General

<u>Physical</u>
The Corridor keeps its “Travel Corridor” classification under the Adirondack Park State Land Master Plan (APSLMP).

In accordance with the proposed action, the Corridor will be developed and maintained as follows, and as subject to the relevant APSLMP management guidelines and criteria for Travel Corridors:

a. Rail infrastructure will remain in place between Remsen and the Big Moose Station.

b. Rail infrastructure between Big Moose Station and Tupper Lake will be rehabilitated to meet rail service operating requirements.

c. Rail sidings will be rehabilitated at Beaver River and Sabattis, high and low-level platforms will be installed.

d. Rail infrastructure will be removed between Tupper Lake and Lake Placid, and this segment of the Corridor will be converted to a recreational trail.

e. Tupper Lake will become the location where the train service ends, and the proposed trail begins, requiring infrastructure and amenities be constructed, including parking lots and facilities for maintaining and servicing rail equipment.

f. Adverse impacts on historic resources resulting from the implementation of the 2020 Amendment/SEIS will be mitigated through consultation in accordance with the Section 14.09 of the State Historic Preservation Act. Detailed design and work plans will be shared and coordinated with other involved agencies as they are developed.

g. The rehabilitation and maintenance of rail infrastructure will conform to applicable Federal Railroad Administration safety standards.

h. The Corridor bisects or shares a border with neighboring Forest Preserve and conservation easement lands for many miles and intersects or comes in close proximity to many existing or proposed recreational trails along its length:

    - Within the TLLP Segment, connections to existing trail systems neighboring the Corridor will be made and, where necessary, travel within the Corridor will serve to provide connections to trails that cross the Corridor at various points.

[1] This would be one of the longest scenic tourist trains in the US at approximately 108 miles from Utica to Tupper Lake.

- Within the RTL Segment, where rail infrastructure will remain, connections to existing trail systems on neighboring lands will be established and could serve as "flag stops" along the rail during the months when the train is in operation. The number, location, design and procedure for use of such 'flag stops" adjacent to Forest Preserve shall be subject to public input, review and discussion among NYSDOT, NYSDEC, APA, and the rail operator (when selected). In cases where travel within the Corridor is necessary or desired to provide connecting trails that exist within the Corridor for short or long distances, these "rail with trail" purposes will be allowed, depending on site conditions and conformance with Unit Management and Recreation Management Plans for the neighboring areas. This minor "rail with trail" use will be established within standard operating procedures that minimize environmental impacts, such as erosion and sedimentation controls, and only when it is possible to ensure the safety of train patrons and recreationists alike by utilizing safety structures as deemed necessary for each situation. Any such use adjacent to Forest Preserve will be subject to review by APA, NYSDOT, NYSDEC, and the rail operator, and a public planning process.

<u>Operational</u>
Rail services and recreational uses in the Corridor will be managed to provide a wide range of benefits to the public. The RTL Segment will be managed by NYSDOT, and the TLLP Segment will be managed by NYSDEC. The following will be consistent with all safety requirements:

a) For the RTL Segment, NYSDOT will bring track, structures and grade crossing signal systems up to a State of Good Repair for operation at not less than FRA Track Class 2 passenger train speeds prior to release of a Request for Proposals for a rail operator/developer.

b) For the RTL segment, NYSDOT will prepare and issue a Request for Proposals to solicit a rail developer to lease, operate and maintain rail infrastructure in the RTL Segment.

Rail services on the RTL Segment may include scheduled passenger and tourist excursion services, rail bike rides, and may, after careful consideration of the consequences, include freight services should the need present itself. The RFP will include the level of operating and maintenance commitments to be required of the respondent to the RFP. Freight services in the Corridor would preclude snowmobile use in the Corridor due to Federal Railroad Administration rules and New York State Railroad Law Section 83-a. NYSDOT will provide an opportunity for public comment prior to permitting the rail operator to seek federal authorization to operate freight service in the Corridor.

c) Recreational trail construction and use within the Corridor property will be coordinated with existing and planned off-Corridor trail systems and uses. The locations where recreational trails cross the tracks in the RTL Segment of the

Corridor will be identified through a planning process with APA, NYSDOT and NYSDEC. Notwithstanding this UMP amendment, the establishment of new or modification to existing crossings remains subject to NYSDOT regulatory approval pursuant to §90 and §91 of New York State Railroad Law. The number and location of proposed "connecting trails" in the RTL Segment will be subject to approval by NYSDOT and a public review process.

d) Local governments, and snowmobile and other outdoor recreation organizations may be canvassed to establish partnerships for management of trail facilities in the Corridor, to more effectively maintain and enforce applicable regulations and to provide trail stewardship.

e) Public use of most motor vehicles, such as ATV's, will continue to be prohibited within the Corridor.

f) Utility installations longitudinal and perpendicular will be accommodated through NYSDOT and NYSDEC permit processes.

2. Tupper Lake to Lake Placid Segment (TLLP Segment)

Description of Proposal

The proposed design is a 10-feet wide stone dust trail with a minimum 2.5 feet shoulder width on each side for a total minimum cleared width of 15 feet along the entire 34-mile length between Tupper Lake and Lake Placid. It is the intent that the rails and ties will be removed, under a separate contract, prior to the construction of the trail.

Identified Trail User Groups

Four major trail user groups were identified by the NYSDEC and Stakeholder Group and include walkers, bicyclists (including Class I e-bikes), cross-country skiers and snowmobilers. No public motorized uses will be allowed other than snowmobiles. The proposed trail and associated attributes and amenities shall be designed to best accommodate these four user groups.

Typical Trail Cross Section Proposal

When the railroad was initially built in the 1890's, the relief of the mountainous terrain of the Adirondacks along the travel corridor was reduced by grading the natural topography. This included filling in low-lying areas to elevate the railroad bed and excavating soil and rock in steep terrain areas to create the relatively level and flat, 10 to 20 feet-wide railroad bed that exists today. Additionally, the project corridor contains several causeways, bridges, and culverts that cross streams, rivers, and wetland areas.

The Corridor is predominantly 100-feet wide-(width varies along its length from 30 to 310 feet-wide) is steeply sloped with rock cuts and filled embankments resulting from the creation of the rail bed. The width of the rail bed upon which the ties and tracks lie can be as narrow as 16 feet in areas where the grade was raised to keep the tracks out of the wetlands or adjacent waterbodies.

Major portions of the lands surrounding the corridor are designated as “Forever Wild” Forest Preserve and much of the surrounding land is mapped as wetlands. Due to the environmental sensitivity of the adjacent lands surrounding the corridor, a major objective of the proposed trail construction is to avoid filling in wetlands or waterbodies. Therefore, all grading and trail improvements must utilize the existing rail bed when wetlands or waterbodies are near the rail bed. The proposed trail cross section consists of a 10 feet-wide stone dust trail with 2.5-feet-wide vegetated shoulders on each side for a minimum total cleared width of 15 feet. This will comfortably accommodate two-way traffic of both cyclists and pedestrians during the summer months, and snowmobiles and cross-country skiers during periods of snow cover. At bridge, culvert, and roadway crossings, the trail may narrow due to the constraints of the existing bridges, culverts, and typical standard roadway crossings.

At the approaches to paved roadways and within the developed village centers, sections of the trail are proposed to be asphalt pavement rather than stone dust. At roadway crossing approaches, an apron of asphalt pavement will contain the stone dust and prevent it spilling out into the sidewalk and roadway system. Asphalt pavement will be utilized in segment(s) of the TLLP as determined prudent and feasible during engineering design, especially within certain areas of the villages (at the Saranac Lake Depot, and trail segments between Broadway and Cedar Street for example). Asphalt surfacing is recommended to better fit the adjacent character and to maintain a neat and tidy appearance. Pervious asphalt or concrete may also be used, if feasible.

Where the Corridor width is constricted due to either land ownership or topography, sections of the trail may need to share the available right-of-way with adjacent roadways or drives if present. Segments of the trail must share the roadway with portions of Paradise Lane and Little Green Pond Road. These areas will be clearly signed so both motorists and trail users are aware of each other’s presence on the trail.

Logo, Branding, and Marketing

After the Stakeholder group agreed upon naming the new rail-trail the “Adirondack Rail Trail” it was determined that marketing would be an important component of the success of the rail-trail. NYSDEC agreed with the Stakeholders that in order to maximize marketing efforts, a unique logo and brand were required that were different from the standard NYSDEC trail brand.

NYSDEC contracted with Regional Office of Sustainable Tourism (ROOST) to develop a branding statement, which was needed in the development of the Historic

Preservation Plan, and a logo. ROOST kicked off the process by consulting the Historic Preservation and Signage Subcommittee of the Stakeholder group, and then followed up with their own research and public participation effort.

The proposed branding statement and logo were reviewed by the Subcommittee and the Stakeholder Group. NYSDEC then conducted a review and approval of the final product.

Logo

ADIRONDACK RAIL TRAIL

Branding Statement

The Adirondack Rail Trail offers a unique opportunity for residents and visitors alike to immerse themselves in nature while remaining close to civilization. The accessible trail provides 34 miles of flat, primarily uninterrupted passage through the heart of the mountains, connecting the communities of Tupper Lake, Lake Clear, Saranac Lake, Ray Brook, and Lake Placid.

Long, continuous stretches of nature set the backdrop for your adventure. On foot or bike, snowmobile or skis, rail trail enthusiasts will travel through a variety of natural habitats including scenic pine forests, wetlands, waterways, and mountain views.

Unique among recreational paths, users will note minimal crossroads. Where roads do intersect the trail, one can choose to continue on or follow signage to explore the quaint downtowns and abundant amenities found just off the trail.

Envisioned and conceived as a linear museum, interpretive signs and exhibits complement the experience with a narrative about the rail corridor and the influence it had on the surrounding communities. Signs also highlight facts about the Forest Preserve and the local flora and fauna. The rail trail provides a way to experience history and nature in a safe, accessible way.

Created to be an accessible trail, the wide, gentle-grade path attracts outdoor enthusiasts ranging from athletes to family groups and casual explorers. Whether gearing up for a quick out-and-back or taking advantage of an extended, easy-access

backcountry tour, the Adirondack Rail Trail welcomes people of diverse ages, backgrounds, and abilities.

The Adirondack Rail Trail Brand Book can be found in Appendix G.

Trail Elements Proposal

a) **Trailheads:** Trailheads will be located at major trail intersections, at select major roadway crossings, and at parking areas. The main purposes of a trailhead are to provide an entry point or access to the trail, and to provide information such as orientation (destination points and distances), general trail usage instructions (hours/seasons of operation, usage), trail etiquette, and safety information. Depending upon its location, additional interpretive or educational signage may also be present to inform trail users of specific historic or environmental resources or events.

   Trailheads may include a signage kiosk (major or minor), seating, sign-in/out register, and bicycle racks where appropriate. Seating can be typical timber or steel benches in the village centers, with more natural, large rock seating in the long wild stretches between the populated centers. The kiosk design itself should be unique, rustic, low maintenance and characteristic of the Adirondack Rail Trail. At select trailheads, the kiosks can incorporate a roof to provide shade for resting or picnic opportunities. The trailhead elements used consistently and repetitively throughout the corridor in conjunction with other trail amenities will reinforce the branding of the trail corridor. Future rehabilitation or expansion efforts at the Tupper Lake, Saranac Lake, or Lake Placid depots can augment those trailheads with additional features such as water stations and rest room facilities. Trail counters may be installed to monitor use.

b) **Rest Areas:** Two types of rest areas could be provided. Pedestrian rest areas could be located approximately every 1-1/2 mile or every 30 minutes of travel on foot. The rest areas will be small stone-dust areas (roughly 5’ x 15’) located to one side of the trail to allow pedestrians and cyclists the opportunity to stop out of the main path of travel. The rest areas will be informally lined with native rocks and boulders along their perimeters to define them, offer seating opportunities, and contain the stone dust. To maintain a natural look, a variety of rock sizes is recommended, with a few flat-topped at 18” height for typical seating comfort. When trail users see arranged rock clusters in the distance, they will know they are approaching a rest area. Where possible, rest areas will be located at particular scenic viewing spots, at trail junctions, or at locations of cultural or environmental interest, and may have accompanying interpretive signage.

   Snowmobiler and cyclist pull-off areas will be larger rest areas (approximately 5’ x 50’) spaced at approximately 10-mile intervals along the corridor. These are designed to accommodate a group of cyclists or snowmobilers who have pulled off to the side to rest, regroup, make repairs, allow for passing, or wait for others to catch up while

remaining out of the way of the main path of travel. These refuges will be an important safety feature given the higher travel speed of snowmobilers and cyclists. Similar to the smaller pedestrian rest areas, the snowmobile pull-off areas will be stone-dust surfaces edged by informal groupings of various sized rocks to both define and brand the area and provide alternative seating in a manner harmonious to the natural setting.

Naturalistic bike racks could be provided at rest areas where other trails intersect the corridor to allow trail users the opportunity to safely park their bicycles out of the travel lane and explore on foot.

c) **Fishing/Observation Decks:** Based on stakeholder input, two areas have been identified for proposed fishing/observation decks: one located near the existing culvert on the western end of the Lake Colby causeway, and a second located in Ray Brook on the bridge over Ray Brook Pond. Further design, coordination, permitting and consultation with APA may be required with approval agencies prior to installation of these features.

d) **Parking Areas:** Recommended proposed parking areas have been identified based upon stakeholder input, design considerations, land ownership, and existing conditions. These areas have been located along the length of the trail to provide convenient access for both summertime as well as wintertime access to the trail system for hikers and bikers as well as snowmobilers. Final plans for construction will be coordinated with APA under the APA-NYSDEC MOU and Freshwater Wetlands Act, as required.

<u>Snowmobile Parking Areas</u>

Beginning in Tupper Lake, an area off Washington Street has been identified as a potential parking area for snowmobile trailers. This area is part of the Corridor and will be utilized by the NYSDOT as a salvage yard and contractor staging area during the rail rehabilitation and removal project. It is anticipated that upon completion of that project and vacancy by the NYSDOT, the area will be converted into a gravel-surface parking lot for snowmobile trailers that will potentially feature 70 or more parking spaces.

Due to the presence of the active rail turn-around at the Tupper Lake Station, a trail will be located on the south side of the tracks, running on the east-side or the rail wye, and connect with the Village trail system that runs to the Tupper Lake depot along Webb Road. A detail of the Tupper Lake rail and trail intersection is located in Appendix B.

In the Village of Saranac Lake snowmobile trailer parking may be developed within the Corridor northwest of the Saranac Lake Depot. Another potential lot for snowmobile trailer parking in the Village of Saranac Lake has been identified off Will Rogers Drive on the west side of the corridor. A third possible location for snowmobile trailer parking identified by the Stakeholders is the ‘snowfields’ lot on Old Military Road in the Town of North Elba. Construction and maintenance of these parking lots and any future connections to the trail will be the responsibility of the local municipalities. The three potential snowmobile parking areas span the entire

TLLP Segment and can provide convenient access and entry points to the trail. Each will require further design and coordination between the landowners and the governing municipalities.

Trailhead Parking

Proposed parking opportunities for cars-only have been sited at various points in an effort to provide convenient access to segments and/or features of the trail along its entire 34-mile length. There are five primary trailheads (access points) – Tupper Lake Depot, Saranac Lake Depot, Fowler's Crossing (2), and Lake Placid Depot. The remainder of parking areas discussed in the following are considered secondary trailheads and may be phased in, based on parking demand that evolves over time.

Car parking opportunities include the Tupper Lake parking lot off Washington Street, the NYSDEC Fish Hatchery site, NYSDEC-owned lands at the end of Van Buren Street in the Village of Saranac Lake/Town of Harrietstown, the Saranac Lake Depot site, at the trail's intersection with NYS Route 86 (Fowler's Crossing), on Ray Brook Road just east of the State Office Complex, and at the trail terminus associated with the Lake Placid Historical Society campus at the lake Placid Depot.

The recommendation for the proposed lot at the intersection of the trail with NYS Route 86 (Fowler's Crossing) consists of two smaller lots (approximately 20 cars each), one located on each side of the highway. Due to the higher speeds of NYS Route 86 (posted 45 mph) and the higher traffic volumes, locating lots on each side can minimize crossings of NYS Route 86. Trail users wishing to travel south/east to Lake Placid can park on the south side of 86, those wishing to travel north/west into Saranac Lake can park on the north side. The crossing will be re-aligned to a 90-degree perpendicular crossing to shorten the crossing distance and maximize sight visibility for safety.

An existing parking area located on NYS Route 86 at the McKenzie Mountain Trail trailhead will be signed to direct users to the Adirondack Rail Trail (via the Prison Waterline Truck Trail), providing additional parking opportunity for the trail. Parking areas have been located adjacent to public rights-of-way or associated with activity centers to keep the areas in full view of the public. Isolated or off-the-beaten-path sites have been avoided due to potential vandalism concerns. Each parking area is envisioned to be gravel surfaced and to have, at a minimum, timber fencing or guide rail, as necessary to define the parking area and discourage unauthorized access onto the trail, orientation signage directing users to the nearby trail destinations, and trail etiquette information.

e) **Depot Street Extension:** In the Village of Saranac Lake, near the depot, a portion of the Corridor may include an extension of Depot Street to connect with Upper Broadway or Cedar Street. NYSDEC and NYSDOT are currently considering this request from the Village of Saranac Lake. The street extension will be secondary to the primary use of the Corridor as a rail-trail.

Trail Signage

Trail signage is an important component for any trail system. It can enhance user experience by informing and educating the trail user, make them feel safe by knowing where and how to get help in an emergency, and foster economic development by directing users to goods and services accessible by the trail. Bi-lingual trail signage (English and French) should be considered to accommodate the large Canadian tourist population. Five types of trail signage are recommended for the rail-trail:

a) **Identity** – identifies the trail system itself and can take the form of a custom pylon or structure with the trail name and logo, sited at important locations (major entry points, beginning/ending of trail, high visibility areas, etc.) to act as an identifier for the trail system and as a marker for trail entry. This is a key element in the branding of the trail. The logo developed for the trail should be repeated on key trail amenities and as a supporting element on other sign types to reinforce and strengthen the identity of the trail as a destination resource. Key recommended locations for the trail identity marker are at the west end at Tupper Lake, at Charlie's Inn at Lake Clear, at the depot, Broadway, and Brandy Brook in Saranac Lake, at the intersection of NYS Route 86 in North Elba, and at the eastern limits of the trail in Lake Placid. The logo can be seen in the Adirondack Rail Trail Brand Book in Appendix G.

b) **Wayfinding** – orients and directs trail users throughout the trail system as well as beyond to additional surrounding resources and destinations. It can indicate distances to destination points and even travel times so trail users can make informed decisions. Each trailhead will have orientation signage indicating the overall trail route with a "you are here" label, and the distances and approximate travel times (on foot and by bike) to the nearest or major attractions. Wayfinding signage will be mounted within a kiosk (major or minor) depending on its location within the system. Major kiosks will be sited at prominent locations (major trailheads, parking areas, key trail entry points) and minor kiosks will be located at secondary or interior locations along the trail. Kiosk design will be an important branding element for the trail. Other signage that orients trail users is identification signage for destination points, nearby trails, and street names at road crossings. These will be post-mounted signs located at the approach to roadway crossings, at trail junctions, or at arrival points of major features (campgrounds, information centers, restrooms, etc.). All signage will adhere to the Adirondack Sign Law, the APSLMP, and the New York State Environmental Conservation Law (ECL), ECL 9-0305.

c) **Regulatory** – guides and informs trail users on the rules of the trail, including safety-warning signage along the trail and at roadway crossings. Warning signage will follow the Manual on Uniform Traffic Control Devices (MUTCD) standards and are typically individual post-mounted signage (Stop, Trail Narrows, etc.) located along the length of the trail. Operational or usage signage (trail etiquette, user guidelines) will be located on the major or minor kiosk at the trailheads and parking areas.

d) **Interpretive** - highlights unique features, events, locations, or history of the trail corridor and its adjacent surroundings. This can provide another level of experience for the trail user and foster a deeper understanding, connection, and sense of pride for the trail and the region. Interpretive opportunities exist with the remaining historic resources along the corridor, as well as for the unique and diverse Adirondack ecology. It is anticipated that many rest areas will contain a post-mounted interpretive sign highlighting an adjacent significant feature of the Corridor. Refer to the Historic Preservation Plan in Appendix D for a comprehensive description of the proposed interpretive signage.

e) **Emergency** – provides a system of location identification while on the trail in the event of an emergency. These are typically in the form of regularly spaced, low trailside markers with a number or other identification that allows trail users in need to communicate their whereabouts to emergency personnel in order to quickly pinpoint the location of an incident that is called into 911. On rail-trails similar to this one, there are typically mile markers at 1/2- or 1-mile intervals that indicate the distance trail users have traveled. In keeping with the rustic nature of the corridor, a simple wooden post spaced at ½-mile intervals with an engraved number indicating the mile increment is proposed for the trail.

Desired Barriers/Screening

Fencing and plantings will be provided as needed along the trail to direct traffic and to block views. Two types of barrier structures are proposed for the trail: A post and rail fence, and timber guide rail. The post and rail fence is a 42-inch high rough-hewn timber fence located in areas to control movement. It is proposed adjacent to the active rail on the west end of the trail in Tupper Lake to prevent crossing of the rail at unauthorized locations and on all bridge and culvert crossings that require railing. It is proposed adjacent to steep drop-offs or slopes; in downtown Saranac Lake to keep the trail users within the corridor and off private property; and in many instances where access roads or roadways are adjacent to the proposed trail (Pine Street, NCCC athletic fields access road, etc.) to maintain adequate separation from vehicular traffic. In the more remote areas of the trail, a combination of boulders, berms and plantings is the preferred barrier treatment to better fit the aesthetic and to minimize future maintenance demands of the trail. Timber guide rail is proposed around many of the parking areas to help define the area and discourage unauthorized access onto the trail. When practical, it can be modified to accommodate seating.

A variety of control features will be utilized as necessary to control access and occupation of the trail by unauthorized users. These will consist of iron gates, timber guide rails, timber fencing, fixed and removable bollards, saloon or half gates, offset gates, etc. Each situation will require a tailored approach and combination of controls. These locations have been indicated on the concept plan (Bergmann Associates, 2017).

Select berming and landscaping will also be installed at specific locations to control views, particularly at trail alignment shifts that deviate from the typical linear nature of the trail, such as at the Tupper Lake west end when the trail shifts to accommodate the rail

terminal, and at NYS Route 86 (Fowler's Crossing) when the trail switchbacks to create a 90-degree crossing of the road.

Plantings

As noted, plantings will be provided at trailheads and parking areas, to screen adjacent uses and control traffic, and to support other trail features such as trailhead and rest areas. The beginnings of a suggested species list can be found in Appendix 6 of the Bergmann Program Report (Bergmann Associates, 2017).

Bridge Analysis

Recommendations to existing bridges and large culverts for conversion to the multi-use trail is as follows:

Open Timber Tie Decks

- Remove debris from waterways and implement a program to remove obstructions annually. Consider measures to discourage recurring beaver activity.
- Make repairs to concrete substructures at Culverts C120304 and C120307. Alternatively, monitor and consider future program to replace structures with precast concrete box culverts if/when conditions warrant.
- Remove and dispose existing hook bolts, countersink existing ties, and install new hook bolts flush to or below the top surface of the existing bridge ties.
- Remove and dispose of the existing tie spacing bar.
- Install timber plank decking:
  - Option 1 – All decking oriented at 45 degrees to centerline of trail, with annually installed provisions to protect the deck from damage by snowmobiles.
  - Option 2 – a 4' wide section of deck at centerline of trail oriented parallel to the trail for snowmobiles, flanked by two 6' wide sections of deck oriented at 45 degrees to centerline for pedestrian and bicycle users.
- Install new timber bridge and approach railing

Closed Decks with Ballast Section

- Remove debris from waterways and implement a program to remove obstructions annually. Consider measures to discourage recurring beaver activity.
- Make repairs to the inlet of C120301, including the removal of existing inlet structure and replacement with a precast inlet structure.
- Install railing at culverts as needed.,

Roadway Crossings

Based on NYSDOT Record Mapping and survey plans for the project corridor, ten

crossings were identified that cross the road at approximately 90 degrees (perpendicular) to the road. The remaining eight crossings are at a skewed angle to the road. The preferred angle of 90-degrees is not feasible based on the Corridor width and grading restraints for all but one of the eight crossings (River Street /Brandy Brook crossing). Several of the crossings that are less than 90-degrees can be skewed slightly to approach the preferred angle of 90-degrees.

Additionally, the interim gates that will be installed as part of the rail infrastructure/track removal project will remain in place to control unauthorized access of the corridor until the trail improvements are installed.

Roadway crossings are proposed to be a minimum of 12-feet wide (10 feet plus 1-foot borders) to accommodate cyclists, pedestrians and snowmobiles. Typically, crosswalks are 6 feet wide with 90- degree ladder bar striping and have 1-foot wide borders for a total of 8–feet in width. The recommended 12-feet is intended to provide a more noticeable visual contrast for both trail users as well as motorists. Road crossings should be treated with a skid-resistant surface-applied thermoplastic material to armor the underlying asphalt roadway from damage caused by the snowmobile drive tracks. Thermoplastic and/or polymer coatings have been used in New York State for several snowmobile crossing at major roadways. Crossings will be marked, and appropriate warning signage will be located at all approaches per the applicable MUTCD standards as part of the NYSDOT track removal project. The design of crossings and approaches will be revised as necessary for implementation of the proposed trail improvements.

Trail Connections

Many existing trail systems intersect with the project corridor. The Adirondack Rail Trail will provide a new access opportunity for these local and regional trail systems. Identification signage will be located at each trail junction to assist trail users in wayfinding among the various trail opportunities.

Two proposed trail connections are being investigated to connect the Fish Creek/Rollins Pond Campgrounds to the trail. The northern connection occurs at the northern end of the campground and involves an approximately ¼-mile trail connection through forested lands to the Adirondack Rail Trail. The proposed trail will be ADA-accessible with one bridge crossing the Rollins Pond to Floodwood Pond outlet to allow campers to access the Adirondack Rail Trail approximately 1.1 miles south of Floodwood Road, or approximately 7.3 miles from Main Street in Tupper Lake.

The more challenging southern connection consists of an approximately 1-mile long trail from the south end of the campgrounds routing along the south end of Rollins Pond. The proposed trail will not be ADA-accessible due to the steep and varied terrain between the campground and the trail corridor. Two creeks that drain into Rollins Pond will need to be crossed in order to access the Adirondack Rail Trail corridor. The existing ground cover is primarily forested with some wetlands associated with the drainage ways.

Trails in the Corridor connecting to neighboring or nearby Forest Preserve units will be in accord with the unit management plans for those units.
At the eastern terminus of the Adirondack Rail Trail, the State's fee-ownership of the Corridor ends at Station Street. The Lake Placid depot and surrounding lands are privately owned by the Lake Placid-North Elba Historical Society (LPNEHS) and the state holds a railroad easement over a portion of the LPNEHS parcel. The LPNEHS has developed a Master Plan for its campus and are cooperatively working with the NYSDEC and Stakeholder group to accommodate a suitable origin/termination for the trail. This will include a major trailhead with kiosk and signage, a trail connection through the campus to the depot, and at the west end of the campus a car parking area and restroom facilities.

Until the State can acquire a more permanent interest in the Lake Placid depot parcels, such as an easement, NYSDEC and the LPNEHS have developed a public access agreement for a portion of the LPNEHS property (see Appendix C).

Emergency Access

As noted under the Trail Signage section, a trail marker system is proposed for the trail, spaced at ½-mile intervals with the corresponding mile labeled on the trailside marker. Emergency vehicle access points will be available at all roadway crossings along the 34-mile trail length. At least 22 roadway intersections cross the trail (refer to the "At Grade Road Crossings" Table on page 10 of the Bergmann report) and provide potential access points for emergency responders. The longest segment between access points from the nearest public roadway intersections is the section of trail from Floodwood Road to the NYSDEC Fish Hatchery. This is an approximately 6.4-mile stretch of trail, or 3.2 miles at its midpoint. Each municipality should develop emergency responder plans for the trail with all known access points and a clear understanding of the trail marker system for use by all emergency responder personnel.

Maintenance

The proposed trail system has been conceptually designed with future maintenance in mind. Due to the sheer length of the system, minor repairs can quickly add up, and seemingly small tasks become overwhelming when spread out over 34 miles. Efforts will be made to reach out to the local municipalities through which the trail traverses and non-profit recreational groups to help NYSDEC in the maintenance of the trail, a common feature in other recreational trail developments in New York and around the country.

The existing character of the Adirondack region, and in particular the trail setting, lends itself to rustic, durable materials and finishes. Roughhewn timber, rocks, stone, and stone dust are the recommended materials due to their availability, appropriateness, and ability to withstand climate and use. Timber elements may be oversized to last longer, hold up to snowmobile use, and withstand potential vandalism in the public travel corridor. Their proposed use has been minimized as well, replaced by plantings, berming, and

rocks when practical and sufficient room exists. The only care required by the timber guide rails and timber fencing is replacement of broken or rotted parts.

Erosion is the biggest enemy of stone dust trails. It is imperative that during the design and construction of the trail, surface drainage is accounted for and no water is allowed to flow over or across the constructed stone dust trail. Beaver activity should be closely monitored to prevent flooding and changes to drainage patterns that could damage the trail. Washouts aside, the stone dust path will require topping or grooming as necessary, depending upon intensity of use, to keep the trail open and functioning. Some popular sections of trail may require more frequent attention than others.

Trail signage will perhaps be the most frequent item for repair or replacement based upon the nature of the materials used. Most sign types have a shelf life of a few years in an outdoor environment exposed to the hot sun and freezing temperatures. They are more susceptible to vandalism since they are easily accessible. Locating the signs in populated areas in full view of residences, businesses, or thoroughfares will help minimize the risk of vandalism.

Vegetation Management

The cleared zone (minimum 15' horizontal, 10' vertical) will be maintained as needed to preserve good sight distance and prevent obstacles (trees, large shrubs) from growing within the Corridor. The trail will be edged as needed to keep weed growth back and prevent trail narrowing. Invasive species will be kept in check (See Section V.R). With more frequent people and animal movement along the cleared and developed trail, undesirable plant species also have the ability to migrate deeper into the wild areas. Monitoring of the quantity and type of exotic invasive species will be performed regularly.

The objective of the 2008 Vegetation Management (2008 Amendment) was to provide a safe operating and working environment in the Corridor that meets or exceeds all Federal Railroad Administration requirements and accepted industry standards, as set forth by the American Railroad Engineering and Maintenance-of-Way Association. Therefore, with implementation of the proposed management actions in this amendment, the 2008 Amendment will apply only to the RTL segment of the Corridor.

Because the TLLP Segment proposed multi-use trail will be located in an existing cleared Corridor, tree cutting may be undertaken in accordance with NYSDEC Policy LF 91-2, and Article XIV of the NYS Constitution.

Construction Access and Recommendations

The length of the proposed trail (34 miles), the narrow linear project site, the presence of regulated wetlands adjacent to the proposed work area, and the limited access points will require a well-planned construction sequencing and schedule.
Due to the unique nature of the project, it is recommended to hold an advertised Constructability Review meeting with local contractors prior to completion of design documents to garner their input and ideas on construction sequencing, staging, and

access, and modify the design or maintenance and protection of traffic details as appropriate prior to bidding.

Special Conditions may be considered for inclusion in the bid documents including:

- Specifying a construction period duration to ensure a timely completion.;
- Limiting areas of simultaneous disturbance and specifying full completion and opening of specific trail segments before beginning other sections of trail;
- Identifying any known construction equipment type or size restrictions, or specialty construction means and methods that will be required at limited or restricted access locations;
- Including dates of festivals, known events, or special areas in each community to ensure that trail construction operations do not prevent access to or interfere with such events or places; and
- Implementing a construction coordination and notification program, keeping communities, agencies and local jurisdictions well informed of planned construction activities.

3. Remsen to Tupper Lake Segment (RTL Segment)

The RTL Segment will be managed pursuant to the management actions as outlined in the preferred alternative of the 1996 UMP/FEIS. Rail uses will continue with recreational uses allowed if they do not interfere with rail operations or present increased safety risks.

4. Project Costs

	NYSDOT	NYSDEC	TOTAL
Rail Rehabilitation - Core	$18.9 million	--	$18.9 million
Trail Construction and Rail Removal – Core [(1)(2)(3)]	--	$13.2 million	$13.2 million
Tupper Lake - Improvements	$12.7 million	--	$12.7 million
Total	$31.6 million	$13.2 million	[(1)] $44.8 million

1. Project costs can be reduced by $6.7 million by combining the rail rehabilitation and rail removal contracts during construction; these savings would accrue to NYSDOT.

2. The conversion of the rail to trail from Tupper Lake to Lake Placid may be phased in over several years

5. Maintenance Costs

Annual Maintenance costs are estimated to be similar for either an active rail or a recreational trail: about $1,500 a mile. This estimate is consistent with NYSDOT's actual maintenance costs, which has included reimbursement of maintenance expenditures made by the Adirondack Scenic Railroad and cost estimates prepared by others, including the Rails to Trails Conservancy in Washington, DC. Costs include those for vegetation management, beaver control, and emergency washout repairs. Efforts will be made to reach out to the local municipalities through which the trail traverses and non-profit recreational groups to help NYSDEC in the maintenance of the trail, a common feature in other recreational trail developments in New York and around the country.

6. Economic Impact Projections

While important, economic impact generated by the Corridor is not the single critical factor in the decision by the State to move forward with this Amendment.

In 2015, Empire State Development (ESD) contracted Camoin Associates of Saratoga Springs to perform an economic impact analysis of various options for rail/trail development in the Remsen-Lake Placid Travel Corridor. Their full study (Camoin 2015) concludes that Alternative 7 is projected to provide the greatest positive economic impact to New York State, when compared to rail for the entire Corridor, or trail for the entire Corridor.

7. Tourism

The TLLP Segment is approximately 34 miles-long and traverses the "Tri-Lakes" region. Compared to other parts of the Corridor, there are relatively short distances between communities in this segment. Lake Placid to Saranac Lake is about 9 miles, Saranac Lake to Lake Clear is about 7 miles, and Lake Clear to Tupper Lake is about 18 miles. These communities offer many shopping, dining, and lodging options and could draw large numbers of tourists. Camoin Associates (Camoin 2015) predicts (they refer to this segment of the Corridor as, "Northern Segment"):

""The northern segment is likely to attract leisure hikers and cyclists interested in a shorter-distance excursion. A cyclist traveling at a very leisurely speed of 10 mph could make the trip from Lake Placid to Tupper Lake in about 3 ½ hours and would be able to make a return trip the same day if desired. A round-trip ride from Lake Placid to Saranac Lake would take just 2 hours. Hikers and runners would more likely take short-

distance, half-day- or-less round trips leaving from the tourist hubs of Lake Placid and Saranac Lake."

Camoin Associates interviewed trail advocates and tourism professionals and the results indicated that visitors of all types will likely utilize the trail, from families with small children to "empty nesters" to expert cyclists. To determine the potential number of cyclist users of the trail, Camoin Associates reviewed 19 studies of multi-use trails located throughout the United States for their similarity to the recreational trail proposed in this amendment. Of the 19 trails studied, 6 trails had similar characteristics to the proposed trail in the TLLP Segment. Based upon the average use of these trails, Camoin projected an estimated 73,215 annual users of the proposed trail.

Camoin Associates analyzed the potential rail ridership from Remsen to Tupper Lake, and under this scenario, they determined that an increase in riders can be expected as a result of a rail operation being extended from its current terminus at Big Moose to a new terminus at Tupper Lake. They factored the loss in ridership of the former service between Saranac Lake and Lake Placid.

C. IMPLEMENTATION STRATEGY

The preferred alternative will be implemented in accordance with the following conditions:

1. **A long-term operations and maintenance agreement will be necessary to attract a stable rail developer and provide assurance of the rail developer's financing and long-term investment in the Corridor.**

   Because a large investment will be required for the restoration of rail infrastructure between Big Moose and Tupper Lake and to maintain rail services between Remsen and Tupper Lake, potential rail developers will need to be assured of a long-term commitment from the State. The continuation of the current practice of management through 30-day permits could jeopardize the goal of full rail service development.

   - NYSDOT will prepare and issue a Request for Proposals (RFP) to solicit a rail developer to lease, operate and maintain the segment between RTL Segment.
   - The coordination of all rail activities on the RTL Segment will be the responsibility of a single developer to ensure the efficient implementation of the final UMP amendment and the safety of all Corridor users.
   - The approved rail developer will be given freedom to make the daily business decisions necessary to assure success of the rail development venture in conformance with the Plan.
   - NYSDOT will require RTL Segment development to proceed within the guidelines of the final Corridor UMP, as determined through a program of regular monitoring.

- If any Corridor development activity is determined by the State to exceed the scope of the final Corridor UMP amendment, the activity will not be implemented unless the final Corridor UMP is amended.

Economics do not support the use of freight service in the Corridor at this time. Furthermore, hauling freight would involve obtaining "common carrier" status for the railroad.

Freight services in the Corridor would preclude snowmobile use in the Corridor due to Federal Railroad Administration rules and New York State Railroad Law Section 83-a. NYSDOT will provide an opportunity for public comment prior to permitting the rail operator to seek federal authorization to operate freight service in the Corridor.

2. **NYSDEC will be responsible for implementing the recreational trail component of the final 2020 UMP Amendment/SEIS.**

   - The rail infrastructure will be removed within the TLLP Segment and a recreational trail for hiking, biking, running, walking, skiing, and snowshoeing will be built. The details of recreational trail development within the TLLP Segment will be developed pursuant to the APSLMP and all applicable law, regulations, policy and guidance.
   - A transfer of jurisdiction from NYSDOT to NYSDEC will enable NYSDEC to manage this segment of the Corridor.
   - Active participation of the stakeholders, local governments, and snowmobile and trail advocates will be essential for the long-term maintenance and management of the proposed recreational trail along the TLLP Segment.
   - Trail development may be implemented using funding from a variety of sources.

3. **NYSDOT will be responsible for maintaining the rail infrastructure in the RTL Segment.**

   - Rail infrastructure rehabilitation for RLP Segment and rail removal from the TLLP Segment.
   - Rehabilitation of sidings at Beaver River and Sabattis with construction of high/low platforms.
   - Re-development of rail in Tupper Lake, installation of high-level passenger platform.
   - Construct maintenance facility for rail locomotive and cars

4. **Snowmobiling will continue to be allowed along the entire length of the Corridor.**

   Snowmobiling is a popular recreational activity throughout the Adirondack region. The yearly influx of snowmobile enthusiasts brings significant economic benefits to local communities. Within the Adirondacks, the Corridor has been identified as one of the most important long-distance snowmobile trunk trails.

- Snowmobiling within the TLLP Segment will be allowed as conditions permit. Further discussion is in Section H-4.
- Snowmobile use within the RTL Segment will continue to be allowed between December 1 and April 30 each year. The railroad operator may propose rail operations on this segment of the corridor between December 1 and December 31. Any such proposal shall describe the physical limits and schedule of rail operations, projected ridership and coordination with snowmobile use. The proposal will be reviewed by NYSDOT, assessed through public comment, and if accepted, permits for use of the corridor will be adjusted as necessary to accommodate rail use through December 31st.

D. POTENTIAL FUNDING

Funding to implement any of the alternatives could come from private, public or a combination of public and private sources or in-kind services such as labor.

1. Private Sources

The NYSDEC has a proven track record working with volunteer organizations to manage State trails. A nonprofit, third-party organization would have the ability to apply for private grants and donations. An example is the Adirondack Mountain Club's 90-year relationship with the State in maintaining the 122-mile Northville-Lake Placid Trail. Experience with the Adirondack Scenic Railway Preservation Society and the NYS Snowmobile Association demonstrate that volunteers can provide a great deal of labor to maintain the Corridor. Philanthropic, volunteer, and outdoor recreational organizations could be actively pursued by NYSDEC to manage the recreational trail segment between Lake Placid and Tupper Lake, and by NYSDOT between Tupper Lake and Remsen.

2. Public Sources

Public funds from local, State and federal sources have been used for improvement on the Corridor. Future public funding will be pursued.

E. OWNERSHIP AND CONTROL OF THE CORRIDOR

1. Ownership & Jurisdiction

In 1974, the State acquired the Remsen-Lake Placid Travel Corridor from Penn Central Transportation Company to preserve the Corridor. More details about this,

and a thorough discussion of the history of the Corridor, can be found in the 1996 UMP/FEIS.

The People of the State of New York own the parcels upon which the railbed lies in the Remsen-Lake Placid Travel Corridor, except for the Lake Placid-North Elba Historical Society (LPNEHS) parcel at the northern rail terminus, The LPNEHS has granted an access agreement to the public to support public trail use (See Appendix C), the fee interest is held by the LPNEHS.

The 1974 acquisition preserved the deeded rights of adjacent property owners to cross the corridor, where such rights previously existed. This UMP does not alter such deeded rights where they continue to exist.

The State will retain title of real property currently owned by the State in the Corridor, and no further fee acquisitions are being considered at this time. Any leases or other agreements that allow others to use, operate, or control the Corridor, exclusive of any deeded rights noted above, will be constructed to allow the State to reassign or regain full control of the Corridor if those persons allowed an interest are deemed to be in default of a clearly defined set of goals, or are otherwise acting contrary to the public interest.

In addition to the Use and Occupancy Permits issued by NYSDOT to the rail operator and snowmobile association for use of the Corridor, there are numerous other existing Use and Occupancy permits in the Corridor. These permits provide for utility occupancies (both crossings and longitudinal occupancy), private crossings, right of way encroachments, emergency access and other public and private uses of the corridor. Those permits in the RTL Segment will be retained by NYSDOT, while those in the TLLP Segment will be transferred to NYSDEC.

Prior to this amendment, NYSDOT maintained jurisdiction over State-owned lands of the Remsen-Lake Placid Travel Corridor. This amendment proposes that NYSDOT retain jurisdiction of the RTL Segment, and NYSDOT will transfer jurisdiction of the TLLP Segment to NYSDEC. See Appendix B for a map of the Tupper Lake rail and trail (jurisdictional) junction and the draft transfer of jurisdiction correspondence.

2. Responsibility for Past Facilities Alterations

All at-grade road crossings have been updated since the 1996 UMP/FEIS. The State will ensure that all crossings will be visible and safe along the entire length of the Corridor.

In the case of private parties encroaching on the right-of-way, if it is not possible to have the encroachment permitted, the encroaching party will be required to remove the encroachment.

As the rail rehabilitation project is implemented, grade crossings of the State and local highway system will be reconstructed as necessary.

F. EXISTING FACILITIES MAINTENANCE AND REHABILITATION

See Section B, Description of Proposed Action

G. FACILITIES DEVELOPMENT AND REMOVAL

See Section B, Description of Proposed Action

1. Trackage

For the most part, the railroad infrastructure consists of the earthworks, structures, and tracks and ties that are commonly associated with a railroad. The Corridor already includes a “railroad” that is substantially sound, although repairs are required in a number of locations.

2. Stations

NYSDOT proposes stops at the following locations.

Station	Building Ownership	Platform	On RLP Corridor
Utica	Oneida County	Low-Level	No
Remsen	Village of Remsen	Low-Level	No
Otter Lake	n/a	Low-Level	Yes
Thendara	NYSDOT	Low-Level	Yes
Carter	n/a	Low-Level	Yes
Big Moose	Private	Low-Level	No
Beaver River	n/a	n/a	Yes
Sabbattis	n/a	n/a	Yes
Tupper Lake	Town of Tupper Lake	Low-Level	No

In the RTL Segment, passenger station buildings and parking infrastructure currently exist at Thendara. It is functional and adequate for passenger service between Remsen and Tupper Lake. In Tupper Lake, the Town of Tupper Lake owns the passenger station. As part of the proposed alternative, the rail infrastructure will be re-aligned to accommodate train service and trail use. A high-level passenger platform will be constructed. New station facilities are proposed at Beaver River and Sabattis.

In the TLLP Segment, passenger station buildings and parking infrastructure currently exist at Saranac Lake and Lake Placid. The station at Lake Placid is owned by the Lake Placid-North Elba Historical Society. With the removal of the track, passenger train service at these stations will cease.

Adirondack Railway Preservation Society (ARPS) has recently vacated the Saranac Lake Station. The NYSDEC will take jurisdiction of the depot from NYSDOT as part of the transfer of jurisdiction of the TLLP Segment.

3. Flag Stops

Flag Stops are locations along the right-of-way where a train would stop only if there are passengers to be picked up or dropped off at the location. In the context of the RLPTC Corridor, Flag Stops could provide wilderness adventurers with access to remote, back country areas of the Forest Preserve. Facilities provided at Flag Stops would be limited to a small graded area for passengers to safely await the trains arrival and board or alight from the rail car. The establishment of flag stops adjacent to Forest Preserve is a complex issue in which the NYSDEC, NYSDOT, APA and the rail operator must explore to identify specific locations. Each individual location would have unique circumstances associated with it. The number, location, design, and procedure for use of such “flag stops” at trail crossings would be subject to public input, review and discussion among stakeholders.

4. Rail Maintenance Facilities

There is currently a facility for the maintenance of rail cars and locomotives and the storage of track maintenance equipment and supplies in close proximity to the Thendara station. Other rail maintenance activities are based in Utica, outside the limits of the Corridor.

As part of the proposed alternative, an additional railroad maintenance facility will be constructed at Tupper Lake to service rail locomotives and cars and to provide additional storage of track maintenance equipment and supplies.

5. Regional Highways

Rail passenger services must be supported by an adequate system of roadways. Although the establishment of passenger and excursion services on the Corridor could lessen highway use in the region, the reduction would be small. Care would need to be taken to ensure the local road system is adequate at train station areas.

6. Signage

Appropriate signage will enhance user experience and safety on both segments of the Corridor. The APSLMP notes that a comprehensive plan for all signing within travel corridors should be prepared by the APA jointly with NYSDEC and NYSDOT, and adhere to the Adirondack-Catskill Sign Law. One of the goals of this policy document, as outlined in the APSLMP, should be to provide:

> *"…a comprehensive visitor information program designed to inform the travelling public of the availability of state and private services and facilities, which minimizes the need for the erection of additional signs along travel corridors and ensures compliance with the [APA's] private sign standards."*

This Corridor is unique among travel corridors in the Park, reinforcing the need for NYSDOT and NYSDEC to develop acceptable and appropriate signage in consultation with the APA, the Office of Parks, Recreation, and Historic Preservation (OPRHP), and local governments, and consistent with Adirondack-Catskill Sign Law.

Section V.B.2 discusses signage in the TLLP segment in more detail.

All signage on public highways will conform with the National Manual of Uniform Traffic Control Devices (MUTCD).

All signage in the RTL segment will conform to the railroad operating rules adopted by the rail operator.

7. Facilities Considerations for Persons with Disabilities

RTL Segment

The continuation of excursion passenger rail services between Remsen and Big Moose and the extension of excursion and passenger rail services to Tupper Lake offers a means to afford persons of all ages and abilities a unique opportunity to travel through the remote interior of the Adirondack Park. All new and altered facilities will be designed and built to comply with the applicable ADA accessibility standards to the maximum extent practicable.

TLLP Segment

The American with Disabilities Act (ADA) requires that programs (e.g. camping and boating) are readily accessible to and usable by individuals with disabilities. The NYSDEC uses the US Access Board's *Final Guidelines for Outdoor Developed Areas* as guidance for the creation and alteration of facilities to

ensure compliance with the requirements of the ADA. The NYSDEC's *Standard Accessible Designs for Outdoor Recreational Facilities* provides resources for creating accessible outdoor facilities not covered under either the ADA or the Architectural Barriers Act (ABA).

The conversion of the TLLP Segment to a recreational trail will involve assessing opportunities for access onto and along the trail for persons of all ages and abilities. Every effort will be made to build trails and facilities in the Corridor to the Final Guidelines for Outdoor Developed Areas standards. Where this cannot be accomplished, the NYSDEC will construct facilities that are compatible with as many levels of user-ability as possible.

H. PUBLIC USE MANAGEMENT AND CONTROLS

1. Trespass

Although experience with other recreational trails shows that a travel corridor with extensive public use deters illegal trespasses, education of the user public about the need to respect the rights of private landowners is important to prevent trespass on private land as much as possible. As with hiking trails on other State land, signs will be posted at all junctures and private roads and trails, indicating the adjacent property is private and access is not permitted.

It is the intent of the State to monitor user counts and trespass. The issuance of an annual Corridor snowmobile permit will continue. If documented misuse becomes substantial and illegal intrusion onto adjacent land is verified, the permit could be revoked.

It is necessary to provide a mechanism of law enforcement for those law enforcement personnel involved with this unique series of linear State parcels, especially where the Corridor is not adjacent to existing Forest Preserve land. To promote more effective enforcement and maintenance, the State will seek the active participation of local governments and snowmobile clubs. As has been noted, horses and ATVs, and public motor vehicles other than snowmobiles, are prohibited throughout the entire Corridor.

2. Controlled Access to the Forest Preserve

It is readily apparent that recreational opportunities abound along the Corridor. It is unusual that concern for State land over-use can be alleviated, and perceived

impacts can be mitigated, through public access by train in the RTL Segment. The ease of controlled access offered by recreationists traveling to the backcountry by rail is an enviable land management advantage. Maximum visitor limits to any given area accessible from the Corridor can be easily set and controlled by ticket sales and destination regulation through determinations made in the unit management planning process. This will prevent environmental degradation as well as provide for a quality Forest Preserve experience.

Most people using the travel corridor will likely stay on the corridor and the large majority of those who access the adjacent Forest Preserve lands will do so on trails and roadways designed for that type use. NYSDEC experience with other trail systems has demonstrated this.

3. Rail/Trail Safety

The dangers posed by railroads to pedestrians and motorists are well known. While there are a number of places across the country where trails share rights-of-way with operating railroads, such partnerships have succeeded because various measures have been taken to protect trail users. On the Remsen-Lake Placid Travel Corridor, safety considerations will play a major part in the process of determining what segments are suitable for construction of connections to recreational trails.

Even though rail traffic may be limited during the period of initial rail development on the RTL Segment, rail and trail uses will not be allowed to occupy the rail bed concurrently. Physical dangers exist on the rail bed even when trains are not running. Bridges unprotected by deck planking or safety rails will be off limits. Such restrictions are imposed with the safety of the public in mind.

Where connections to recreational trails will be constructed in the RTL Segment, they will be developed in such a way as to emphasize the separation of rail and trail. Where physical barriers will be necessary to prevent trail users from entering the active track area, fences will be erected, and appropriate warning signs will be posted. The design of any such fence will consider the Adirondack Park setting and avoid introduction of a hazard to snowmobile users.

4. Public Use within the Tupper Lake to Lake Placid Segment (TLLP Segment)

Management of public use on this trail is likely to present many challenges. Reasons for this include: the trail may receive high levels of use, there is the potential for conflicts between different user groups, and there will be interactions between adjacent property owners and trail users. The management actions specified in this UMP Amendment/SEIS have been developed based on a review of management actions used for shared used trails and rail-trails in other areas of New York and the

United States. Management of this trail will require flexibility to alter public use controls as needs and experience dictate.

The following will apply to public recreation use of the trail; this will not apply to private or public rights-of-ways that cross the trail. The following does not apply to administrative uses of the trail.

- Allowable public uses of this trail will include any pedestrian activities (including but not limited to running, cross-country skiing, and snowshoeing), bicycling (which includes use of multi-wheeled cycles and class 1 electric bikes), and snowmobiling. The trail will be open for public use at all hours. Rules for trail users will include stopping at all road crossings and keeping to the right except when passing.

- Public uses not allowed will include horse riding, camping, discharging a firearm from or across the trail, operating motorized vehicles (except for snowmobiles, electric mobility wheelchairs, and Class 1 electric bikes), and starting fires outside of provided fire rings.

- Pets will be allowed on the trail, but they must be kept under the control of their owner and be restrained on a leash no more than 6 feet long. People will need to clean up after their pet.

- Since much of the trail is adjacent to private property, the public should only leave the trail at officially designated points or onto State Land, and in compliance with all rules and regulations.

- A speed limit of 15 miles per hour will be established where the trail passes through a village and at the area along Lake Clear. In addition, all snowmobile laws and regulations will apply to the trail, including that snowmobiles cannot be operated within one hundred feet of a dwelling between 12 midnight and 6 AM at a speed greater than the minimum speed required to maintain forward motion.

- Proper monitoring will be critical for the long-term success of this project. Monitoring for the desired conditions of public use will measure and determine impacts, which will help in development of management actions and for long-term planning. Desired conditions for the trail will be ones that have minimal erosion and expansion from the designed footprint of the built facilities, doesn’t negatively impact trailside vegetation, is free of occurrences of human waste or litter, provides an enjoyable user experience, and respects adjacent property owners. Monitoring could include photo points; control points measuring for erosion, tread expansion, beaver activity, or trash; and

surveys of users and adjacent landowners.

I. FISH AND WILDLIFE

1. Fisheries Management

From a fisheries perspective, the primary benefit of opening and maintaining the Remsen-Lake Placid Travel Corridor to public use will be to provide access to the remote waters in Forest Preserve units adjacent to the line.

Supplemental inventory data and recommended fisheries management can be found in unit management plans for adjacent Forest Preserve units.

2. Wildlife Management

The habitat on and near the Corridor will always be conducive to beaver occupancy. Although population densities in this corridor may vary, problems with beavers must be expected. At the same time, the presence of beavers at some locations will not affect the integrity of the Corridor.

Based on the assumption that preservation of the existing rail bed is basic and desirable, it is clear that washouts must be prevented. In order to accomplish this objective, culverts must remain open to allow the passage of water. Upstream and downstream impoundments must be monitored and removed as necessary to prevent washouts of culverts and embankments.

This is a significant task because in some cases the probability of clogged culverts is higher with snow melt and torrential spring through autumn rainfalls, and further restricted by accumulation of fallen leaves, sticks, branches and trees in culvert passageways.

Preventing beaver problems from occurring must be an integral part of managing the Corridor. Control of beavers in the RTL Segment will be a track and structure maintenance issue under control of the rail operator. NYSDEC will provide the rail operator with the necessary permits and other authority to either trap or kill beavers which threaten the stability of the railroad roadbed, bridges, culverts or other drainage structures. Control of beavers in the TLLP Segment will be a maintenance issue under control of the NYSDEC or the trail sponsor. NYSDEC will trap or kill beavers, or provide the necessary permits or other authority, which threaten the stability of the trail roadbed, bridges, culverts or other drainage structures.

It is noted that permission from adjacent landowners to implement any control technique on their land will be required.

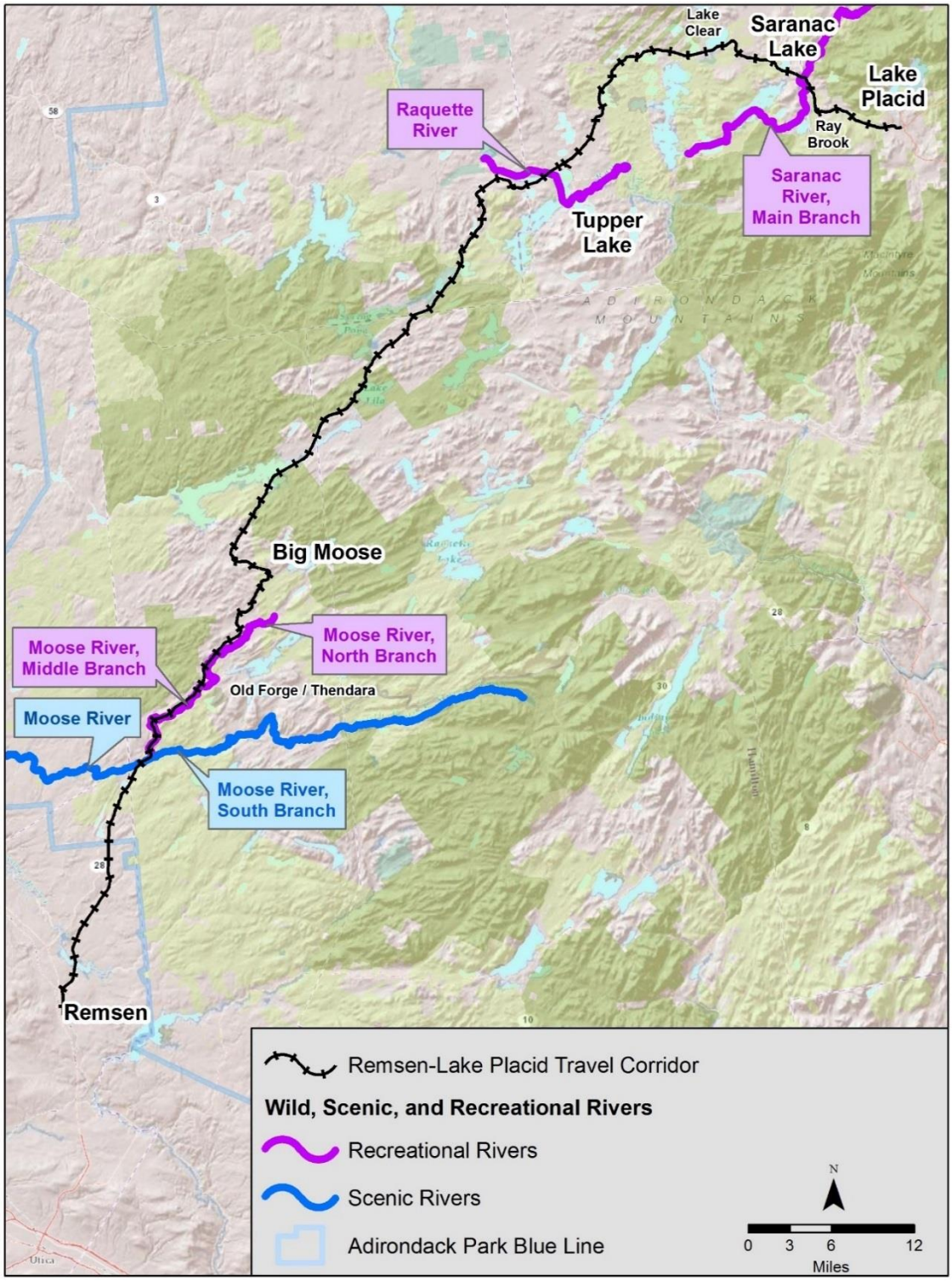
J. WILD, SCENIC, AND RECREATIONAL RIVERS

This 2020 UMP Amendment/SEIS serves as a River Area Management Plan pursuant to the New York State Wild, Scenic and Recreational Rivers System Act (WSRRA) and its implementing regulations (6 NYCRR Part 666).

The classifications of those rivers intersecting or adjacent to the Corridor under the Wild, Scenic and Recreational Rivers System Act (Article 15, Title 27 of the Environmental Conservation Law) are noted below. Guidelines for the various river classifications are specified in the Adirondack Park State Land Management Plan.

As shown in the following map, there are five named river sections that intersect the Corridor that are classified under the Wild, Scenic and Recreational Rivers System Act. Four of the rivers are classified as Recreational: The Main Branch of the Saranac River, the Main Branch of the Raquette River, the Middle Branch of the Moose River and the North Branch of the Moose River (which is classified as Scenic farther upriver of the Corridor). Two of these river sections are classified as Scenic: The South Branch of the Moose River, and the main stem of the Moose River.

Any proposals found in this amendment that fall within the River Areas (½ mile from the bank of each designated river) are compliant with the WSRRSA and its implementing regulations.



K. FIRE MANAGEMENT

Refer to the 1996 UMP/FEIS for discussion on Fire Management in the Corridor.

L. ADMINISTRATION

Subsequent to the completion of this UMP Amendment/SEIS and removal of rail infrastructure in the TLLP Segment and prior to the construction of the trail, the administration of the TLLP Segment will be transferred from NYSDOT to NYSDEC through a formal transfer of jurisdiction.

NYSDEC is committed to creating a management structure with stakeholders, including municipalities, to ensure efficient and appropriate day-to-day management of this 34-mile segment of the Corridor.

The RTL Segment will continue to be administered by the NYSDOT and managed per the 1996 UMP/FEIS guidelines.

NYSDEC will explore a shuttle system between Tupper Lake and Lake Placid with outside partners.

Tupper Lake rail service and rail-trail junction map is located in Appendix B.

M. STAFFING

Refer to the 1996 UMP/FEIS for discussion on Staffing in the Corridor.

N. FOREST PRESERVE INTERPRETATION AND PUBLIC EDUCATION

The Corridor has the potential of being an excellent aid to education about the environment, history, and social value of the Adirondack Park.

The Historic Preservation Plan in Appendix D proposes a series of interpretive signs along the proposed trail between Lake Placid and Tupper Lake that will provide information regarding the historic significance of the railroad on the nature, culture, and infrastructure of the Forest Preserve and the Adirondack Park. Please refer to the Historic Preservation Plan for a more comprehensive look at proposed interpretive signage.

O. LAND TITLES AND/OR SURVEYS NEEDED

Refer to the 1996 UMP/EIS for more information on this topic.

NYSDEC has funded a survey effort for the TLLP Segment. The following work was completed between 2016 and 2018:

- Conducted research to determine adjacent property owners, property rights or interests such as crossing rights and reversionary clauses that affect the rail corridor. This included gathering sufficient information to establish the boundary and determine any easements that may exist;
- Conducted a field review of the corridor to obtain field evidence including, but not limited to, monuments, pipes, pins, fences or other manmade features and natural boundaries such as watercourses. Evidence was used to verify the information obtained by research;
- Prepared right-of-way plans to formally document the boundaries established by the office and field research; and
- Aerial LIDAR, photogrammetric survey and ground survey along the corridor to obtain topographic information and locate existing features.

P. LAND ACQUISITION

Recreation-oriented public use of certain areas of the Corridor may be enhanced by the acquisition of sufficient adjacent acreage to allow “connecting trail use” concurrently with train service in the RTL Segment. Any properties available for sale that will improve access to the Corridor for specific purposes, or which will enhance the Corridor’s recreational potential, should be acquired expeditiously as funds allow, and consistent with the State Open Space Conservation Plan.

Q. ADIRONDACK PARK STATE LAND MASTER PLAN (APSLMP)

The absence of rail uses from the Tupper Lake to Lake Placid segment of the Corridor will allow an increase in use of a long-distance snowmobile, bicycle, and foot trail. The possibility of reactivating it for rail purposes should be preserved should the need arise at some time in the future. Thus, the existing classification of the Corridor as a “Travel Corridor” by the APSLMP should be retained, and the management guidelines for this classification will apply.

In June 2019, the Governor approved the revision of the APSLMP to allow rail and rail-trail use on the Remsen-Lake Placid Travel Corridor and future State-owned railroad corridors with existing rail infrastructure. This allows for the Corridor to be converted to and managed as a rail-trail, and that this rail-trail may be managed by the NYSDEC.

R. CONTROL of EXOTIC and INVASIVE SPECIES

There are known occurrences of invasive species within the TLLP Segment, so preventing the spread of these is a significant concern both during the construction of the trail and when the trail is in use as a recreation facility.

The negative impacts of invasive species on natural forest and aquatic communities are well documented. Unrestrained growth of invasive species causes the loss of biodiversity; interruption of normal hydrology; suppression of native vegetation; and significant aesthetic, human safety, and economic impacts. Terrestrial and aquatic invasive species have been identified at increasing rates of colonization along roadsides, in campgrounds, and in water bodies of the Forest Preserve. Some of these species have the potential to colonize backcountry areas and degrade natural resources of the Forest Preserve.

Although in the context of a global society, the transfer of species from one location to another may be viewed as part of a “natural process,” there may be occasions when this relocation of non-native species becomes unacceptable and an active response is warranted.

The NYSDEC has created a Bureau of Invasive Species and Ecosystem Health to work with various universities, state agencies, and non-profit groups in coordinating a response to invasive species. The NYSDEC is a member and will continue to collaborate with other partners of the Adirondack Park Invasive Plant Program (APIPP) (Adirondack PRISM) to support education, inventory, research, and control of invasive species. An inventory and analysis of the current distribution of invasive species on Forest Preserve lands will provide the necessary information on the present extent of invasive exotics and provide the basis for long term decision making.

In 2010 NYSDEC and APA developed Inter-Agency Guidelines for Implementing Best Management Practices to Control Invasive Species on NYSDEC Administered Lands of the Adirondack Park (https://www.dec.ny.gov/docs/lands_forests_pdf/adkisg.pdf)These guidelines provide a template for the process through which comprehensive active terrestrial and aquatic invasive species management will take place on Forest Preserve lands in the Adirondack Park. The NYSDEC shall be responsible for management of terrestrial and aquatic invasive species on Forest Preserve lands while APA will be responsible for providing review of, and advice on, APSLMP compliance and permit jurisdiction.

The control methods and Best Management Plans (BMPs) contained in the guidelines restrict the use of herbicides so that adverse impacts to non-target species are avoided and native plant communities are restored. The guidelines are meant to be a dynamic document that is periodically revised to reflect new invasive species threats, continuing

inventory of the Forest Preserve, and evolving invasive species management techniques. APA permits may be required.

Efforts should be made to restore and protect native ecological communities through early detection and rapid response efforts to eradicate or control existing or newly identified invasive species populations. Adoption of the guidelines and implementation through the UMP and site-specific work planning process, gives Department the basic tools needed to preserve, protect and restore the natural native ecosystems of the Forest Preserve.

Prior to implementing containment and/or eradication controls, terrestrial invasive plant infestations need to be assessed on a site-by-site basis. The geophysical setting and the presence, or absence, of sensitive native flora within or adjacent to the targeted infestation often predicts the BMP's and limitations of the control methodology. Infestations occurring within specific jurisdictional settings may trigger a permitting process, as do most terrestrial infestations occurring within an aquatic setting. The species itself often dictates whether manual management controls, e.g. hand-pulling or cutting, or the judicious, surgical application of herbicides is warranted in order to best control that specific species in that specific setting. No single BMP guarantees invasive plant containment or eradication. Many infestations require multiple, seasonal control efforts to reduce the density and biomass at that setting. Adaptive management protocols suggest that implementation of integrated control methodologies may provide the best over-all efficacy at specific infestations.

Many, if not all, invasive plant infestations will have multiple transport and distribution vectors. All "easy to contain – low abundance" terrestrial and aquatic invasive plant infestations are immediate targets for containment and/or eradication controls. Minimizing the spread of newly documented and immature infestations before they have the chance to become established is a priority management action.

Facilities and activities may influence invasive plant species introduction, establishment, and distribution. These facilities and activities are likely to serve as "hosts" for invasive plant establishment. Perpetual early detection and rapid response protocols will be implemented at probable locations of invasive plant introductions, such as parking/trailhead areas.

Protocols to minimize the introduction and transfer of invasive plant species will be incorporated during all operations, particularly removal of rail infrastructure and conversion of the Corridor to trail, and emergency maintenance activities.

Restoration of sites where invasive plant management occurs is critical to maintain or enhance historical ecological function and structure. Restoration will incorporate best available science to determine effective techniques and the use of appropriate native or non-invasive plant species for site restoration.

All management recommendations are based on knowledge of non-native invasive species present and their location, species, abundance and density. A complete

inventory is necessary to identify aquatic and terrestrial invasive plant threats. Inventory should be based on existing inventories, formal or informal inventories during routine operations, and by soliciting help from volunteers to actively study and report on invasive species presence, location, and condition.

Information about the location of invasive species are maintained on New York iMapInvasives. *http://www.nyimapinvasives.org/* The webpage states:

*i*MapInvasives is New York State's on-line, all-taxa invasive species database and mapping tool. The comprehensive database can be used for:

- Documenting and sharing invasive species observation, survey, assessment and treatment data
- The coordination of early detection and rapid response efforts through email alerts
- Data analysis and summaries in the web interface and GIS

*i*MapInvasives partners with many organizations to leverage collaboration in the fight against invasive species.

An objective for this UMP will be to prevent the introduction of new invasive species and eliminate occurrences of invasive species in the TLLP Segment.

Actions will include:

- Continue vegetation management activities in RTL Segment in accordance with the 2008 Vegetation Management Plan.
- Implement Best Management Practices for the control of invasive species during construction (DOT *Best Management Practices for Roadside Invasive Plants In The Adirondack Park*).
- Complete comprehensive inventory of the presence and extent of invasive plants in the unit.
- Train those working within the TLLP Segment to identify and document the location of invasive plant species.
- Continue periodic monitoring and management of identified invasive plant populations, if any. This will be critical during the first several years after the trail is built to identify any new occurrences spread during the construction of the trail.

VI. Environmental Setting

With regard to the environmental setting along the Remsen-Lake Placid Travel Corridor, the 1996 UMP/FEIS provides a thorough discussion of the physical, biological, man-made facilities, land use, economic profiles, cultural resources and community character that occur along the 119-mile Corridor (refer to 1996 UMP/FEIS Section VI and Appendices 1, 2, 6 10, 11, 12, 13, 24 and 27). The following information in this chapter either supplements or replaces the corresponding information in the 1996 UMP/FEIS.

A. Natural Resources

1) Vegetation

In 2008, an amendment to the 1996 UMP/FEIS was developed jointly by the New York State Department of Environmental Conservation (NYSDEC) and the New York State Department of Transportation (NYSDOT). That amendment clarifies and describes the purpose, objectives, and methodology associated with vegetation management along this travel corridor. This Vegetation Management Plan is to be inserted into the 1996 UMP/EIS on Page 98, under Chapter IX - Mitigation Measures, Section A. - Environmental Impacts, Subsection 3 - Removal of Vegetation, where it would replace paragraph 2 - "Herbicide applications made to remove vegetation will only be performed by certified applicators in accordance with applicable laws. No applications will be made in wetlands or within 100 feet of wetland boundaries".

The objective of the 2008 Vegetation Management (2008 Amendment) was to provide a safe operating and working environment in the Corridor that meets or exceeds all Federal Railroad Administration requirements and accepted industry standards, as set forth by the American Railroad Engineering and Maintenance-of-Way Association. Therefore, with implementation of the proposed management actions in this amendment, the 2008 Amendment will apply only to the RTL segment of the Corridor.

Because the TLLP Segment proposed multi-use trail will be located in an existing cleared Corridor, tree cutting may be undertaken in accordance with NYSDEC Policy LF 91-2, and Article XIV of the NYS Constitution.

2) Rare, Threatened, and Endangered Species, Species of Special Concern, and Other Unique Species

The New York Natural Heritage Program (NYNHP) maintains records of rare

plants, animals and natural communities within the State. These records were reviewed for the purpose of identifying listed species within a quarter-mile of the Corridor on both sides. NYNHP has no record of rare species or exemplary natural communities within the Corridor, however the following tables include several rare species and exemplary natural communities that occur adjacent to the Corridor.

Plants & Animals

Group	Name	Location	NY Status/Description	Global Status
Vertebrate Animal:				
Fish	Round Whitefish (*Prosopium cylindraceum*)	Buck Pond, Hoel Pond, Little Green Pond	Endangered/Critically Imperiled	Secure
	Bridle Shiner (*Notropis bifrenatus*)	Raquette Pond	Unlisted/Imperiled	Vulnerable
	Lake Chub (*Couesius plumbeus*)	Beaver River and Tribs, Little Ray Brook	Unlisted/Imperiled	Secure
Birds	Spruce Grouse (*Falcipennis canadensis*)	Bog Lake	Endangered/Imperiled	Secure
	Tennessee Warbler (*Oreothlypis peregrina*)	Bog River	Protected Bird/Imperiled	Secure
	Northern Harrier (*Circus hudsonius*)	Sabbatis Wetlands	Threatened/Vulnerable	Secure
	Common Loon (*Gavia immer*)	Mount Arab Lake, Lake Lila, Lake Colby, Horseshoe Lake, Stillwater Reservoir, Lake Clear Outlet, Turtle Pond, Little Green Pond, Little Clear Pond, Little Safford Lake, Long Pond, Lake Clear, Floodwood Pond, Nehasane Lake, Hoel Pond	Special Concern/Common	Secure
Vascular Plant:	Pod Grass (*Scheuchzeria palustris*)		Rare/Vulnerable	Secure

Natural Communties

Group	Name	Location	Status Description
Upland/Terrestrial	Balsam Flats	Deer Pond Marsh	Vulnerable
	Spruce-Northern Hardwood Forest	Five Ponds Old-Growth	Vulnerable
	Shoreline Outcrop	Lake Lila	Vulnerable
Wetland/Aquatic	Confined River	Moose River	Vulnerable
	Winter-stratified Monomictic Lake	Horseshoe Lake	Imperiled
	Black Spruce-Tamarack Bog	Clear Pond	Vulnerable
	Inland Poor Fen	Clear Pond	Vulnerable
	Dwarf Shrub Bog	Lake Colby Bog, Ray Brook Bog	Vulnerable
	Spruce-Fir Swamp	Black Pond Swamp	Vulnerable
	Deep Emergent Marsh	Lake Lila	Abundant

Species and natural communities listed above are described below:

PLANTS & ANIMALS

Bridle Shiner (*Notropis bifrenatus*)
Bridle Shiner lives in near shore areas of lakes and streams with submerged aquatic vegetation and is native to 16 of 18 watersheds. Its status in northern New York watersheds is relatively unchanged but it has declined in western and central watersheds and in the lower Hudson watershed. (www.dec.ny.gov/)

Lake Chub (*Couesius plumbeus)*
Lake Chub inhabits cold-water lakes and streams with clean gravel and is native to 11 of 18 watersheds in New York State. Its distribution in the Adirondacks has undergone little change but there has been a substantial decline in six of the 11 watersheds. It has declined to levels below detection in the Ontario, Oswego and Lower Hudson watersheds. Its abundance in the Delaware, Saint Lawrence and Raquette watersheds has declined. These declines occurred in peripheral and lower-elevation areas where water temperature may be a factor. (www.dec.ny.gov/)

Round Whitefish (*Prosopium cylindraceum*)
A freshwater species of fish that is found in lakes from Alaska to New England, including the Great Lakes. It has an olive-brown back with light silvery sides and underside and its length is generally between 9 and 19 inches (23 and 48 cm). (https://en.wikipedia.org)

Common Loon (*Gavia immer*):
A large-bodied, elongate loon with a heavy bill. Breeding adults have a black head and bill and white checkering on the back. Juveniles and winter adults are rather plain gray on the upper side and white below, with an irregular edge to the gray-white junction on the side of the neck. Wingspan around 46 inches (117 cm). (http://explorer.natureserve.org)

Northern Harrier (*Circus hudsonius*)
The Northern Harrier is a slim, medium-sized hawk with long, broad wings and long legs and tail. There are two features that are useful in identifying this species: a facial ruff that gives them an owl-like appearance and a white rump that is visible when in flight. Northern Harriers are confirmed breeders in the western Great Lakes plain, open habitats of the Adirondacks, western Finger Lakes, Long Island, and the Hudson, Saint Lawrence, and Lake Champlain valleys. The winter range is similar depending on prey abundance and snow cover. (http://guides.nynhp.org)

Spruce Grouse (*Falcipennis canadensis*)
Spruce grouse range across northern North America in the area generally congruent with the coniferous boreal forests. Within this range, spruce grouse prefer early to mid-successional stage coniferous forests of primarily spruce and fir, especially with an understory of blueberries and other ericaceous plants, with scattered openings of a few hundred square feet. Low, wetland areas are preferred as well. Today, populations remaining in the Adirondack Mountains are fragmented and sparse. The reduction and fragmentation of spruce-fir forests in the Adirondacks (45 to 50 percent) due to historical logging and the maturation of remnant stands is probably most responsible for decline of this species. (www.dec.ny.gov/)

Tennessee Warbler
In New York, the Tennessee warbler nests in the Adirondack Mountains in young mixed deciduous and coniferous forests with a boreal plant assemblage. The population is disjunct from the main distribution to the north. It is one of several warbler species whose occurrence is strongly linked to periodic outbreaks of the spruce

budworm. (www.dec.ny.gov/docs/wildlife_pdf/spcnbirds.pdf)

Pod Grass (*Scheuchzeria palustris*):
A grass-like perennial herb with stems that are 2-4 dm high and arising singly from creeping rhizomes. Alternate, strap-like leaves that are 1-4 dm long, sheath the stem and become smaller upward. The lower stems are usually covered with old membranous sheathing bases. 3-12 stalked flowers are borne on the upper stem in the axils of reduced leaf sheaths. Each flower has 6 undifferentiated, greenish white, separate petals and sepals that are ca. 3 mm long, 6 stamens, and 3 ovaries that are united at the base. The (usually) 3 capsules are 5-8 mm long and have 2 seeds. (http://explorer.natureserve.org)

NATURAL COMMUNITIES

Balsam Flats:

A conifer forest that occurs on moist, well-drained soils of low flats adjoining swamps, gentle low ridges, and knolls within swamps, often in a tight mosaic with spruce flats. The canopy is dominated by balsam fir (Abies balsamea) with red spruce (Picea rubens), red maple (Acer rubrum) and a variety of possible associates. Seedlings of the canopy species dominate the sparse shrub layer, and the forest floor is a carpet of bryophytes and herbs. (http://guides.nynhp.org)

Black Spruce-Tamarack Bog:
A conifer forest that occurs on acidic peatlands in cool, poorly drained depressions. The characteristic trees are black spruce (Picea mariana) and tamarack (Larix laricina); in any one stand, either tree may be dominant, or codominant. (http://guides.nynhp.org)

Confined River:
Confined rivers are relatively large, fast flowing sections of streams with a moderate to gentle gradient. They have a well-defined pattern of alternating pools, riffles, and runs, and usually have poorly defined meanders (i.e., low sinuosity). Confined rivers occur in confined valleys and are most typical of the mid-reaches of stream systems. (http://guides.nynhp.org)

Deep Emergent Marsh:
A marsh community that occurs on mineral soils or fine-grained organic soils; the substrate is flooded by waters that are not subject to violent wave action. Water depths can range from 15 cm to 2 m (6 inches to 6.6 feet); water levels may fluctuate seasonally, but the substrate is rarely dry, and there is usually standing water in the fall. Deep emergent marshes are quite variable. They may be codominated by a mixture of species or have a single dominant species. (http://guides.nynhp.org)

Dwarf Shrub Bog:
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)

Inland Poor Fen:
A weakly minerotrophic, flat peatland that occurs inland from the coastal plain in which the substrate is peat composed primarily of peat mosses (Sphagnum spp.) with admixtures of graminoid or woody peat. The dominant plants are peat mosses (Sphagnum spp.), with scattered sedges, shrubs, and stunted trees. Poor fens are fed by waters that are weakly mineralized, and have low pH values, generally between 3.5 and 5.0. This community typically develops where water moves through the peat mat, thus it often forms linear patches closely associated with open water. (http://guides.nynhp.org)

Shoreline Outcrop:
A community that occurs along the shores of lakes and streams on outcrops of non-calcareous rocks such as anorthosite, granite, quartzite, sandstone, gneiss, or schist. The shoreline is exposed to wave action and ice scour. The vegetation is sparse; most plants are rooted in rock crevices. Characteristic species include lowbush blueberries (Vaccinium angustifolium, V. pallidum), black huckleberry (Gaylussacia baccata), povertygrass (Danthonia spicata), and common hairgrass (Avenella flexuosa). Crustose and foliose lichens may be common on the rocks. More data on this community are needed. (Edinger, G. J., et al.)

Spruce-Fir Swamp:
A conifer swamp with little to no peat development that typically occurs in a drainage basin, at the edge of a lake or pond, or along gentle slopes of islands where there is some nutrient input from groundwater discharge or subsurface flow. These swamps are usually dense, with a fairly closed canopy (80 to 90% cover). The dominant tree is usually red spruce. Codominant trees include balsam fir and red maple. In the Catskills, balsam fir may be absent, and in the Adirondacks, black spruce or white spruce may replace red spruce as a dominant tree. (http://guides.nynhp.org)

Spruce-Northern Hardwood Forest:
Spruce-northern hardwood forest is a mixed forest that occurs on lower mountain slopes and upper margins of flats on glacial till. This is a broadly defined community with several regional and edaphic variants; it is one of the most common forest types in the Adirondacks. (http://guides.nynhp.org)

Winter-Stratified Monomictic Lake:
A large, shallow lake that has only one period of mixing each year because it is very shallow in relation to its size (e.g., Oneida Lake, with a mean depth less than 6 m (20 ft), and surface area of approx. 200 k2 (80 square miles), and is completely exposed to winds. These lakes continue to circulate throughout the summer;

stratification becomes disrupted at some point during an average summer. These lakes typically never become thermally stratified in the summer and are only stratified in the winter when they freeze over and become inversely stratified (coldest water at the surface). They are eutrophic to mesotrophic. (Edinger, G. J., et al.)

B. Man-Made Facilities

Remsen to Tupper Lake Segment (RTL Segment)

Refer to the 1996 UMP/FEIS for information pertaining to man-made facilities in the RTL Segment.

Tupper Lake to Lake Placid Segment (TLLP Segment)

This section excerpted from Bergmann Program Report, October 2017. Refer to this document for specific structures and NYSDOT inspection reports. The document provides specific details for 3 subsections of the TLLP Segment. This document is available at: https://www.dec.ny.gov/lands/62816.html

The transportation network around the TLLP Segment is not particularly congested. Given that the entire TLLP Segment is within the Adirondack Park, the number of major and local roads is limited. A number of unpaved, seasonal roads and numerous driveways cross, occupy, or are adjacent to the corridor. Several bridges and culverts, as well as causeways cross drainage ways, streams, rivers, and lakes. In addition, several trail systems intersect with and/or exist proximate to the trail corridor.

At-Grade Crossings

At-grade crossings include roadway and driveway crossings for light volume and higher–volume roads. There are 22 crossings identified in the Roadway Crossing Table provided below. Ideally, crosswalks should meet the edge of the road perpendicular to the flow of traffic for the shortest crossing path. Out of the 22 crossings listed, seven have been identified as having angles less than 90 degrees to the roadway. Out of those seven crossings, two have enough right-of-way to accommodate the perpendicular (90 degree) preferred crossing angle. Realignment of the other five skewed crossings is not possible based on the existing right-of-way and existing land features. Additional topographic and boundary survey may be helpful in determining if any of the remaining crossings could be realigned in the future with major earthwork modifications or additional right-of-way acquisition.

In addition to the approach angles discussed in the Bergmann Program Report, all crossings will be designed to maximize crossing visibility and safety for both trail users and

road users. Advance signs will be placed on the road with signs at each crossing to alert motorists. Paved public road crossings will be marked on the pavement. Advance signs on the trail and other regulatory trail signs will be considered, as appropriate, to alert trail users that they are approaching and entering a road. Clear lines of sight, both to and from the trail, will be evaluated and improved, if necessary and practicable. Additional safety countermeasures that may be considered, depending upon the context (e.g., village or rural setting, traffic volume, road surface, public or private road) include:

- High-visibility crosswalks,
- Retroreflective sign posts,
- In-street pedestrian crossing signs (with local sponsor),
- Pedestrian signals, Rectangular Rapid Flashing Beacons (RRFBs) or High-intensity Activated CrossWalk beacons (HAWKs),
- Crossing illumination (subject to Dark Skies/light pollution regulations, with local agreement for maintenance and utility costs), or
- Traffic calming measures.

At-Grade Roadway Crossings

ROAD NAME	Designation	Owner	Crossing Length (ft.)	Condition	Proposed Crossing Width (ft.)	Posted Speed Limit (mph)	Existing Angle°	Proposed Angle°
Lead Pond Road	Local	Private	20	Gravel	10		90	-
Floodwood Road	Local	Public	20	Asphalt/ Gravel	10		90	-
Hoel Pond Road				-				
Fish Hatchery Rd	Local	Public	20	Gravel	10		90	-
Station Road				-				
Conley Road	Local	Public	30	Asphalt	10		90	-
Lavairs Road		Private	15	Asphalt/ Gravel	10		90	-
NYS Rt. 30	State	Public	35	Concrete	10	40	90	-
NYS Rt. 186	State	Public	40’	Asphalt	10		75	90
McMaster Road	Local	Public	35’	Asphalt	10	30	90	-
NYS Rt. 86 / Broadway	State	Public	60’	Concrete	10	30	50	-
Cedar Street	Local	Public	90’	Asphalt	10	30	90	-
Margaret Street	Local	Public	45’	Concrete			45	-
Bloomingdale Ave	Local	Public	45’	Concrete		30	45	-
Pine Street (N)	Local	Public	45’	Asphalt	10	30	45	-
Pine Street (S)	Local	Public	50’	Asphalt	10	30	80	-
Brandy Brook Ave.			35’	Asphalt	10	30	80	-
NYS Rt. 86 / Fowler’s Crossing			40’	Asphalt	10	45	75	90
Prendergast Way	Local	Public	20’	Asphalt	10		90	-
Prison Driveway		Public	40’	Asphalt	10		90	-
Old Military Road			28’		10	45	90	-
Station Street	Local	Public	20’	Asphalt	10	30	45	-

Bridges and Major Culverts

The proposed 34-mile multi-use trail corridor (TLLP Segment) traverses four (4) bridges and nine (9) large culverts. NYSDOT defines a bridge as having a span length greater than 20 feet, and large culverts as having a span length less than or equal to 20 feet but greater than 5 feet. For the purposes of considering how these 13 structures may be integrated into the proposed multi-use trail corridor, they are categorized based on the type of deck system currently supporting the railroad track. The two deck systems are open timber tie decks and closed decks with a ballast section. The various structures of each deck type share numerous similarities in both configuration and condition.

A discussion of each category of includes the following:

1) Describes the typical configuration and condition of the deck and deck level appurtenances, superstructure, substructure, and the crossed feature (waterway or roadway).
2) Summarizes the anticipated effects of track removal to establish a baseline condition for the proposed trail construction project.
3) Provides recommendations for modifications of the structures to accommodate the proposed multi-use trail.

Open Timber Tie Decks

All four of the bridges and five of the nine large culverts include open timber tie decks.

Current NYSDOT inspection reports provide that the overall condition of seven structures is very good, with a General Recommendation of 5 indicating “Minor deterioration but functioning as originally designed”. However, two culverts are rated 4 & 3, indicating more serious deterioration, and those conditions are specifically discussed.

<u>Deck and Deck Level Appurtenances</u>
This deck configuration consists of timber bridge ties (nominally 8” wide by 10” deep) oriented transverse to the centerline of the railroad and bridge/culvert. Hook bolts in every third tie anchor the ties to the top flange of steel girders that span longitudinally between substructures. Steel spacing bars maintain a nominal tie spacing of approximately 16” to 18”. The ties are typically 16’ wide, with alternating ties offset four feet resulting in a 20’ total width. The existing ties are in good condition at all open tie deck bridges/culverts.

Four-foot-wide, serrated metal grating walkways and steel railing flank the track and extend for the entire span length of the open tie deck bridges. The grating and railings provide safe access for railroad maintenance of way personnel that may be walking across the bridges/culverts. The existing grating is in good condition at all open tie deck

bridges/culverts. The railings are in good condition for their original purpose, but do not satisfy code requirements and design criteria for the proposed multi-use trail.

Longitudinal planks installed between the rails accommodate use of the corridor by snowmobiles. These planks support snow pack between the ties and protect the ties from damage by snowmobile treads when snow pack is thin. The various snowmobile clubs that obtain a use and occupancy (U&O) permit to access the right-of-way from NYSDOT to install and maintain these planks.

Typical Open Tie Deck

Superstructure

Beneath the deck, the superstructures consist of two or four longitudinal steel girders. These primary members are consistently in good condition with mild to moderate levels of corrosion that do not affect the ability of the span to support current loads.

Secondary members, including diaphragms, bottom flange lateral bracing, and related gusset/connection plates are in good condition. Isolated locations of more extensive section loss in secondary members do not significantly affect function.

The paint system is typically in poor condition; however, this has not resulted in a significant level of corrosion and does not affect the functional performance of the superstructure. The sole purpose of the former paint system was to protect against corrosion. Despite the poor condition of the paint system, the extent and rate of corrosion has not resulted in significant deterioration.

Substructure

Substructures consist of reinforced concrete abutments/piers/wing walls. These units are in fair to good condition, with typical conditions including scaling, spalled concrete at edges and faces, and cracks with efflorescence. However, at two culverts (C120304 and C120307), more extensive deterioration includes large cracks, uneven displacement/settlement of abutments, and undermining of bearing plates at the bridge

seats. The deterioration at C120307 is sufficiently advanced such that NYSDOT has issued a red flag and closed the bridge to rail traffic.

Crossed Features

With the exception of BIN 7714460, all structures span waterways. The waterways beneath bridges are in good condition, with no evidence of deleterious debris accumulation, sediment deposition, erosion, or scour. However, most of the culverts exhibit poor waterway alignments, approaching the structures at large skews, and thus creating conditions conducive to erosion or scour. In addition, debris, sediment, or beaver activity partially or extensively obstructs most culvert waterways. Despite these conditions, NYSDOT inspection reports do not indicate any noteworthy scour or erosion induced conditions.

Bridge/Culvert Status after Proposed Track Removal

Upon approval of this UMP, the State will contract to remove the railroad track from the corridor. The effect of this contract on the condition of the open tie deck bridges/culverts will be as follows. The existing bridge ties, last long tie at the bridge backwalls (which serves to retain ballast), hook bolts, and spacing bars will remain. The grating railings, and existing snowmobile planks are not subject to the track removal contract; however, these should be maintained until such time that proposed multi-use trail is implemented.

Closed Decks with Ballast Section

Four of the nine large culverts include closed decks carrying a ballast track section.

Current NYSDOT inspection reports provide that the overall condition of three structures is very good, with a General Recommendation of 6 or 5 indicating “Minor deterioration but functioning as originally designed”. One culvert is rated 4, indicating more serious deterioration, and those conditions are specifically discussed in the Program Report.

Deck and Deck Level Appurtenances

All four culverts carry a typical track on ballast section.

Typical Existing Ballast Track Section over Large Culvert

C120308 is the only culvert of this type that currently includes railing. The railing provides safe access for railroad maintenance of way personnel that may be walking along the track. This railing is in very good condition for its original purpose but does not satisfy code requirements and design criteria for the proposed multi-use trail.
There are no other deck level appurtenances.

Superstructure
C120308 is a recently installed precast concrete box culvert in very good condition. The other three culverts consist of single span adjacent rail superstructures with a concrete topping slab. These superstructures are in good condition with some concrete spalling and mild to moderate levels of corrosion that do not affect the ability of the span to support current loads.

Substructure
Substructures for C72R002, C120301, and C120305 are gravity abutments of stone masonry, concrete faced stone masonry, or cast-in-place concrete construction. The abutments are in fair to good condition, with spalling, map cracking, and efflorescence that does not adversely affect the function of the structures.

Crossed Features
All structures span waterways. The waterways beneath bridges are in good condition; however, debris, sediment, vegetation, or beaver activity partially obstructs some waterways. Despite these conditions, NYSDOT inspection reports do not indicate any noteworthy scour or erosion induced conditions.

At culvert C120301, the inlet has poor alignment that has caused erosion in the past. An ad hoc CMU structure covered by a wooden pallet armors the inlet against erosion; however, this protection is in poor condition.

Culvert Status after NYSDOT Track Removal Contract
Upon approval of this UMP the State will prepare a construction contract to remove the railroad track from the TLLP Segment. The effect of this contract on the condition of the ballast deck culverts will be that all track infrastructure will be removed. The existing fence at C120308 and ballast will remain.

C. Public Recreation and Interpretive Opportunities

Please refer to the 1996 UMP/FEIS, Chapter V (Section F), the Historic Preservation Plan (Appendix D), for information pertaining to public recreation and interpretive opportunities in the Corridor.

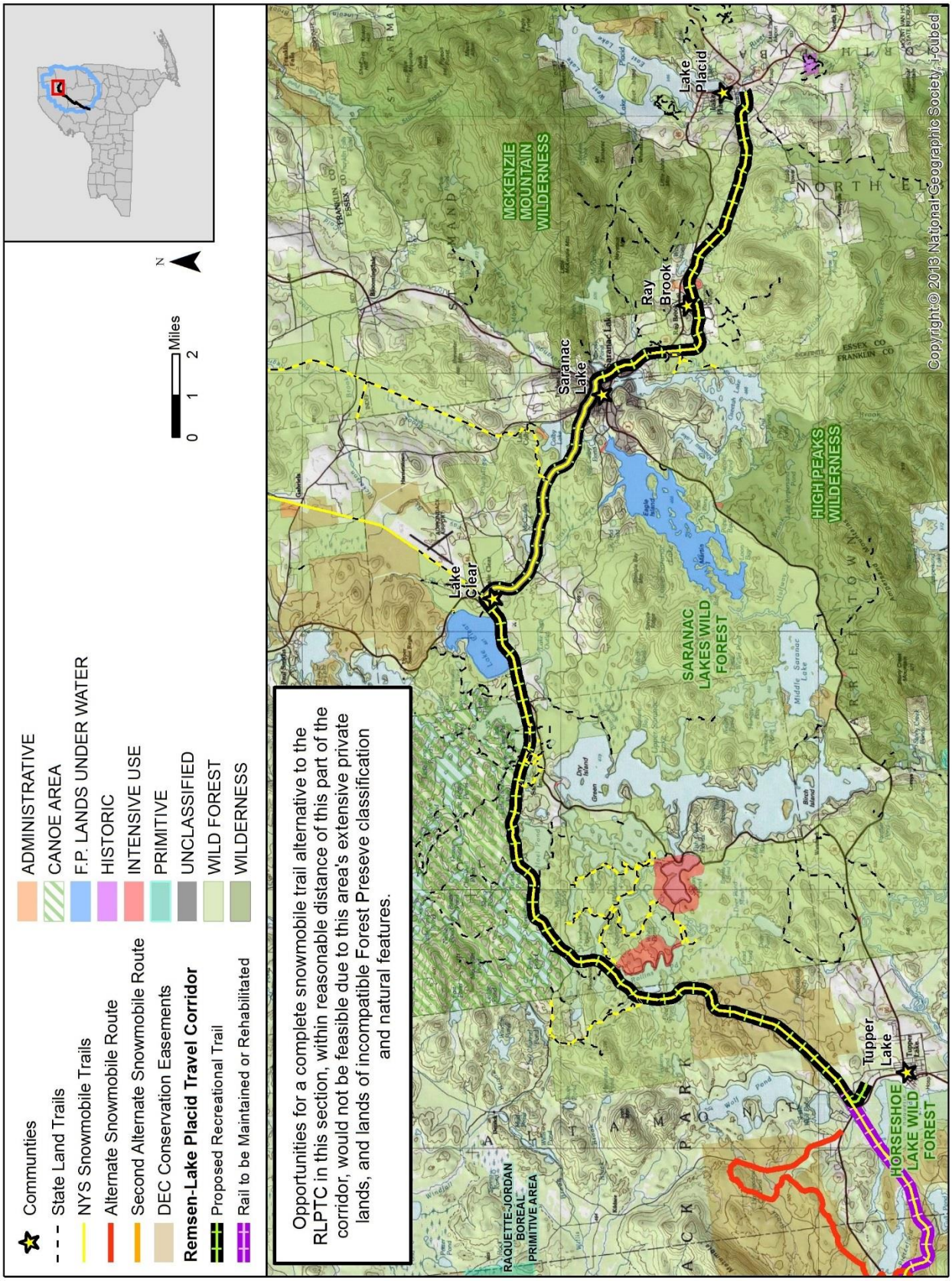
2. Snowmobiling

Alternative Snowmobile Routes

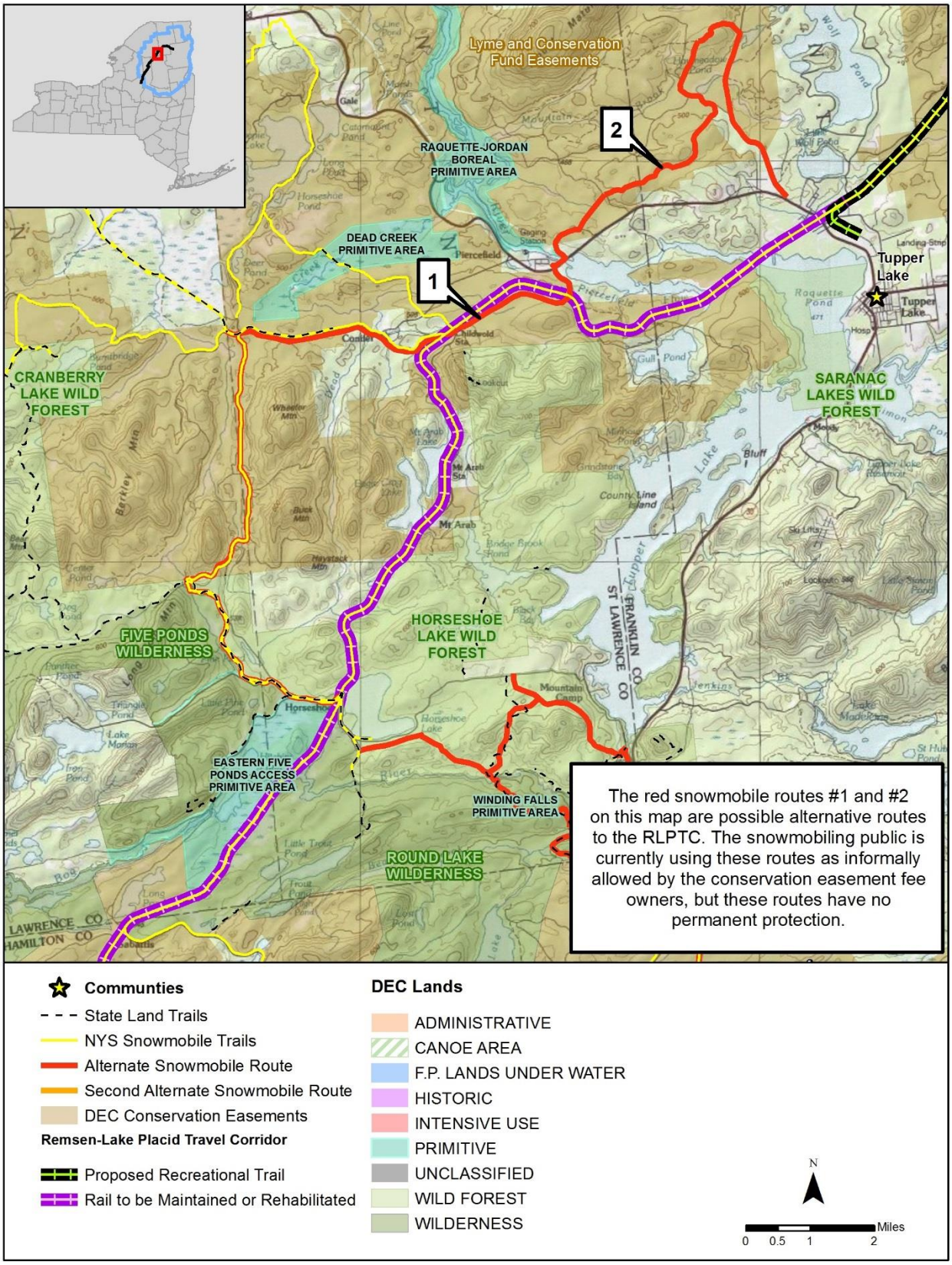
Snowmobile recreation contributes significantly to local economies in the Adirondacks. The Corridor serves as a snowmobile trail, but it is far from ideal for two main reasons. One is that it takes a considerable amount of snow to cover the rails when compared to surrounding areas. Exposed rails can damage snowmobiles and many snowmobilers avoid the corridor for that reason. Secondly, once the rails become exposed, the sun can heat up and melt the snow faster in the immediate proximity of the rails when compared to snow directly adjacent to the rail bed. For these reasons there is generally a shorter snowmobiling season within the Corridor compared to trails in other areas.

Determining snowmobile routes that can serve as alternatives to the Corridor over the geographic extent of the Corridor is a challenge along many stretches. Lake Placid to Tupper Lake has too much private land and incompatible State land classification for providing realistic alternative routes in that area. Along the Corridor south of Tupper Lake, much of the State land is classified as Wilderness, so alternative routes must swing significantly wide of the corridor. These wide swings, however, have the benefit of connecting local communities, and thereby could contribute favorably to the economies of those communities along and outside of the Corridor.

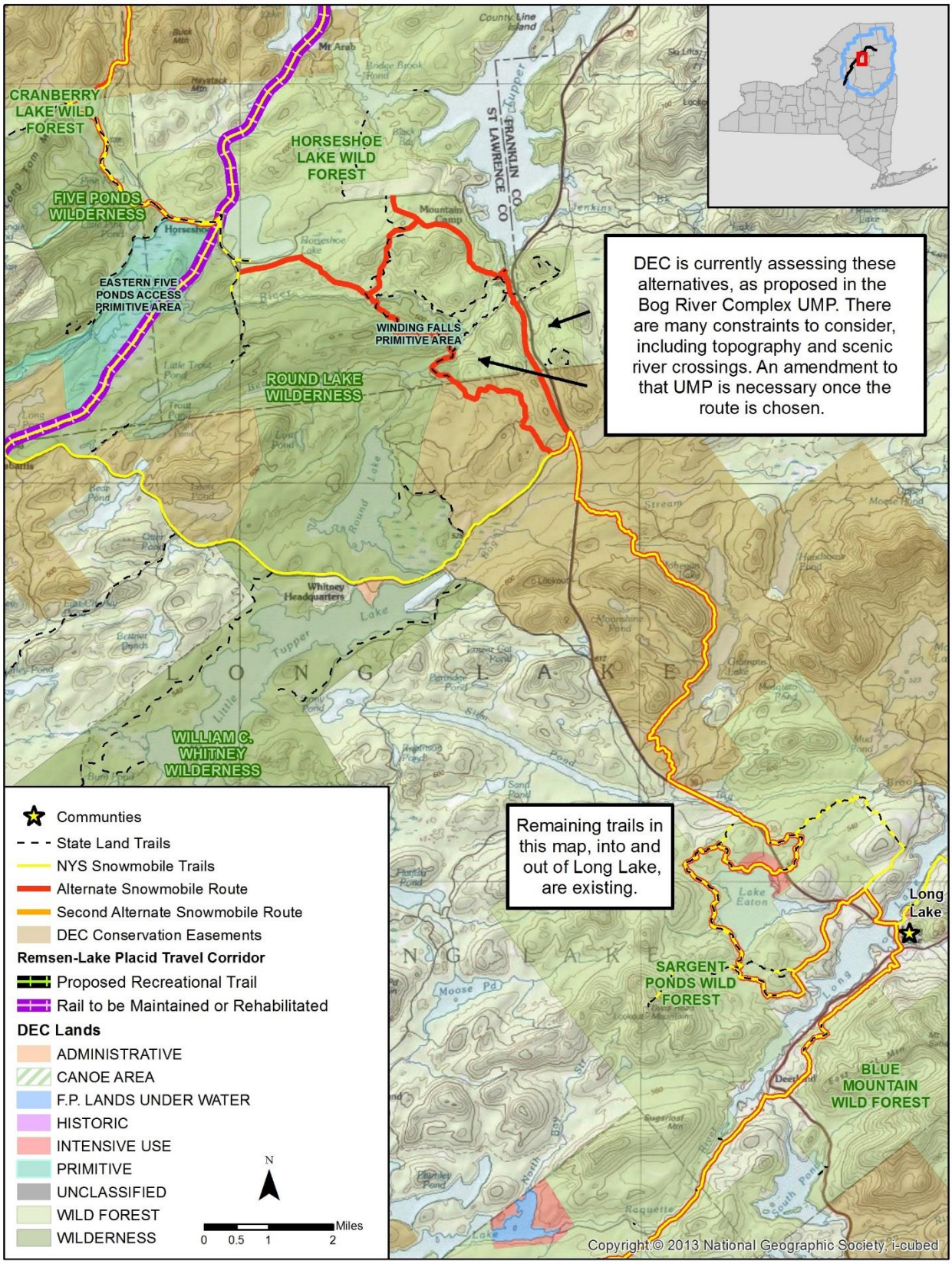
The alternative routes depicted on the following maps either already exist as snowmobile trails, are proposed in Unit Management Plans (UMP's), are approved in UMP's but not yet implemented, or are allowed by the private land owners (including Conservation Easement land owners) for informal use by the public for snowmobiling. In many cases, UMP's for relevant units would need to be amended, and in the case of Conservation Easements and private lands, permanent protection should be sought.



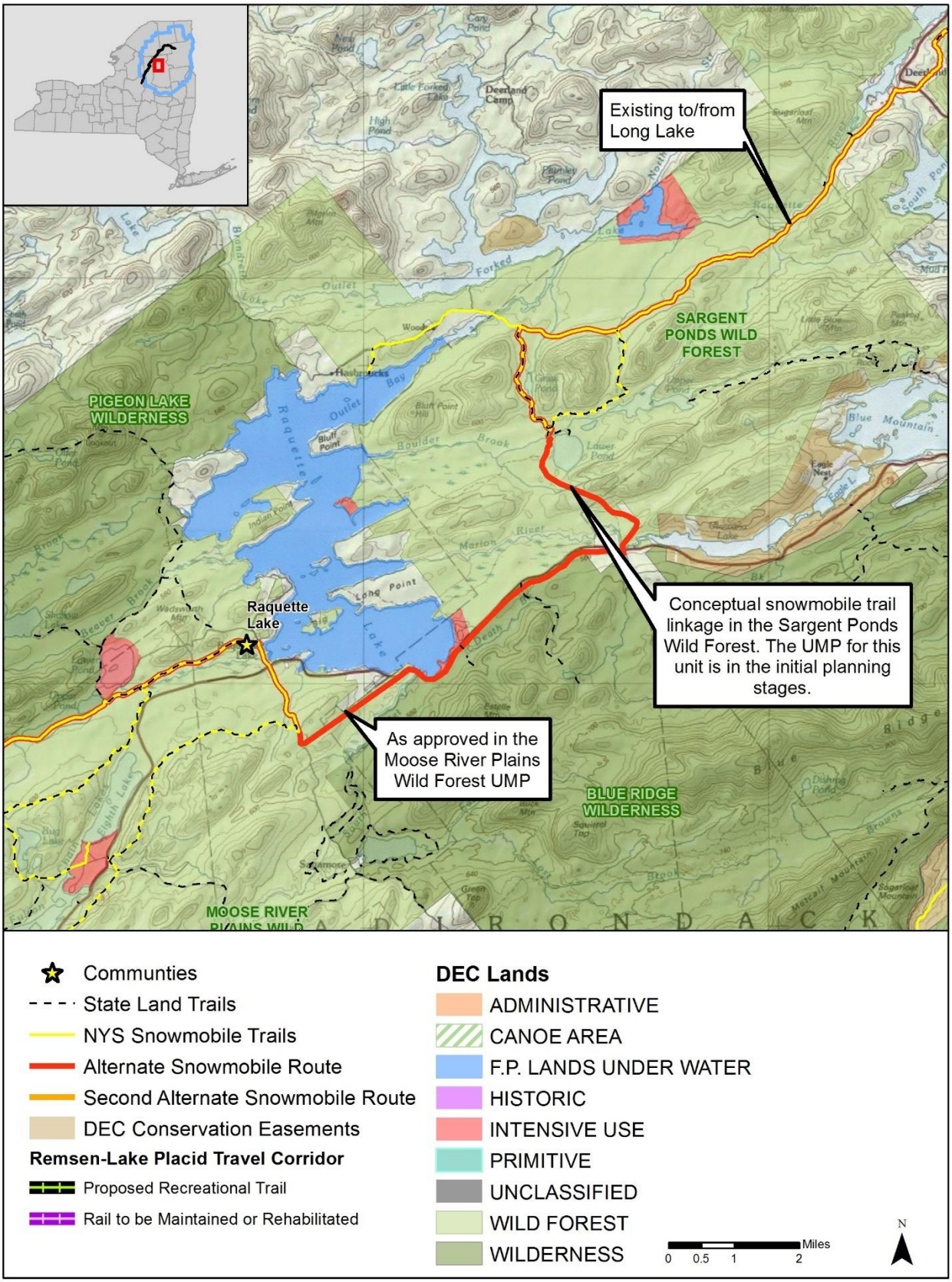
Snowmobile Trail Alternative Map #1: Lake Placid to Tupper Lake



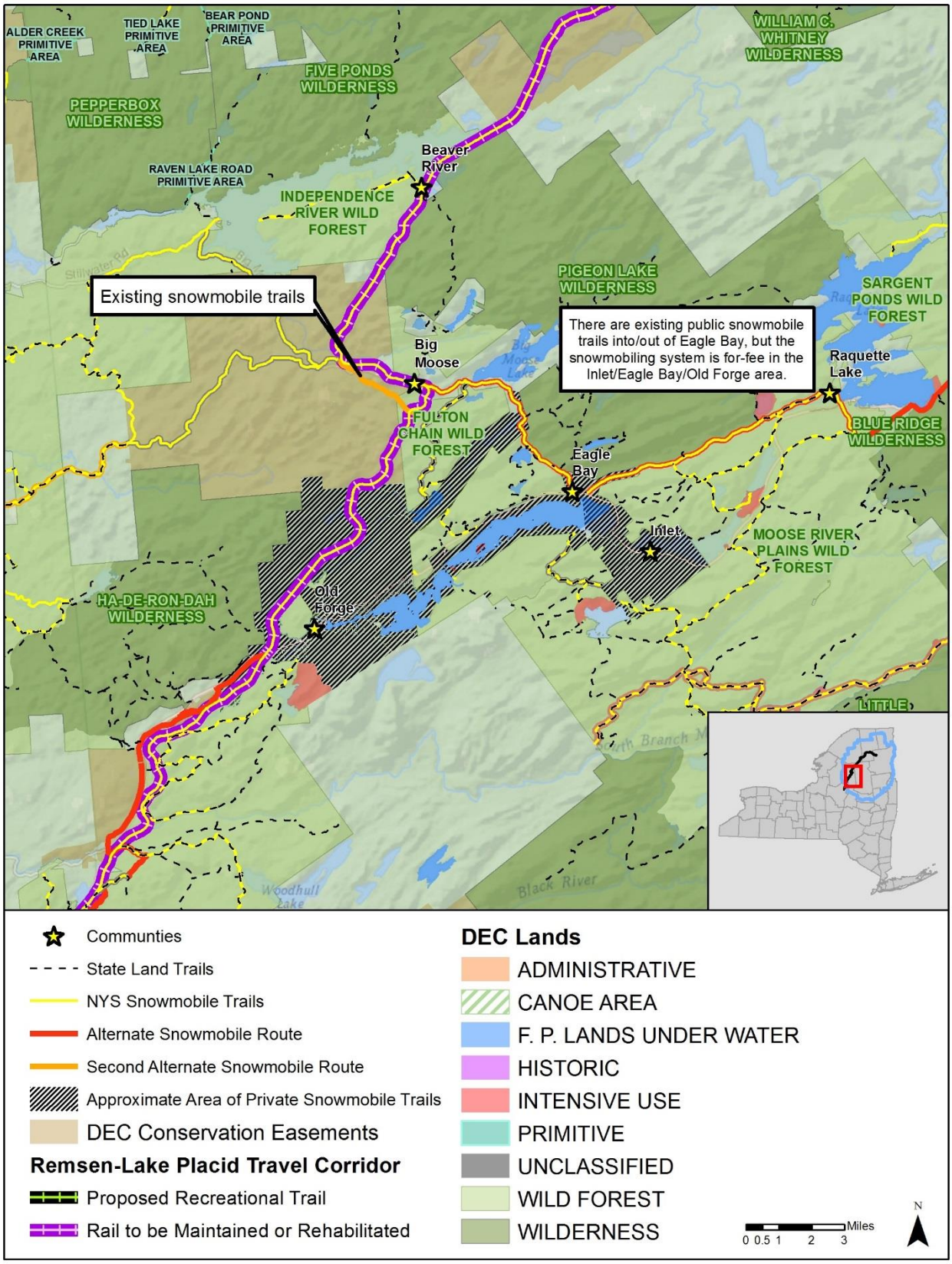
Snowmobile Trail Alternative Map #2: Tupper Lake to Horseshoe Lake area.



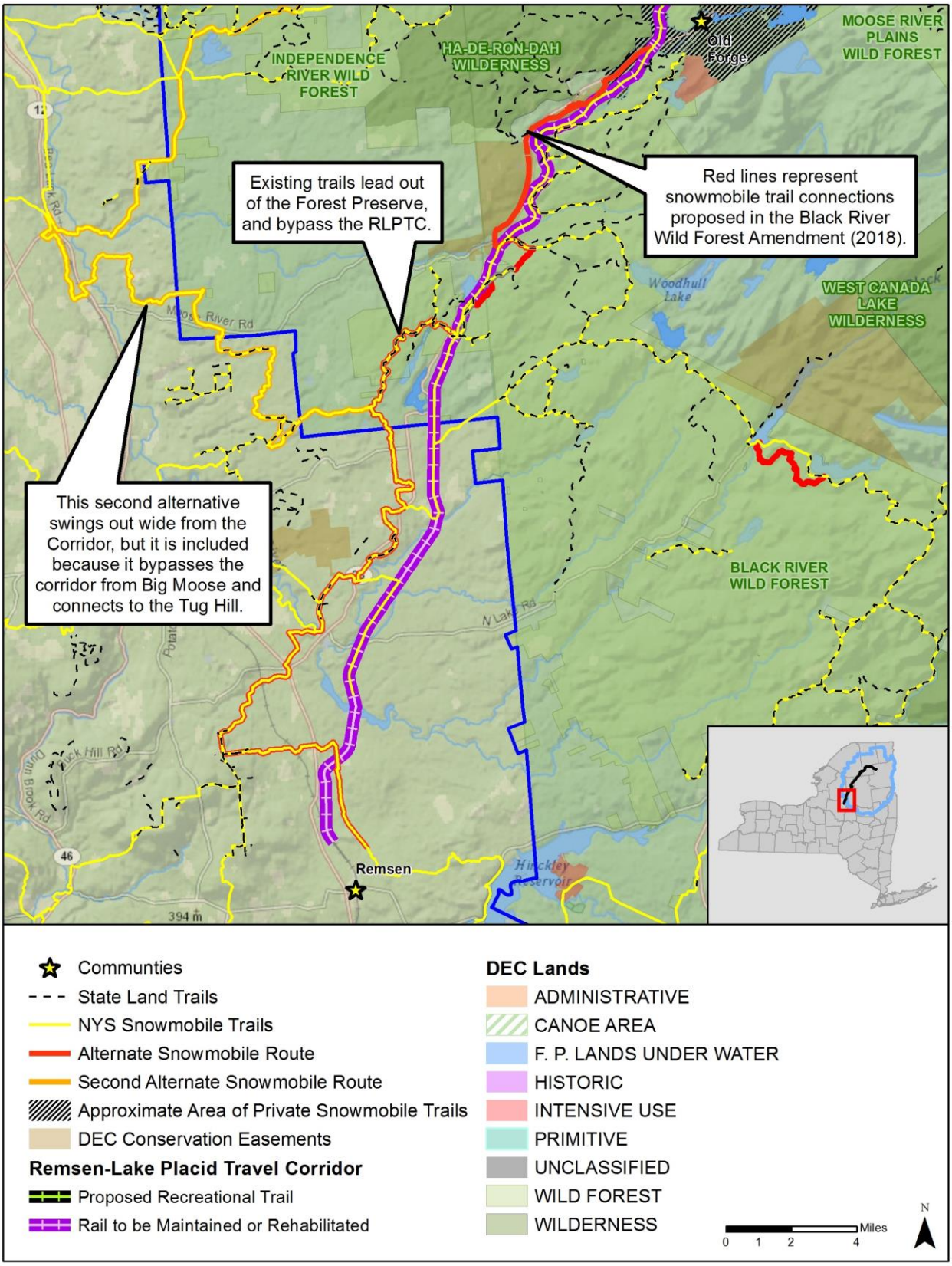
Snowmobile Trail Alternative Map #3: Horseshoe Lake to Long Lake areas.



Snowmobile Trail Alternative Map #4: Long Lake to Raquette Lake areas.



Snowmobile Trail Alternative Map #5: Inlet/Eagle Bay/Old Forge/Big Moose.



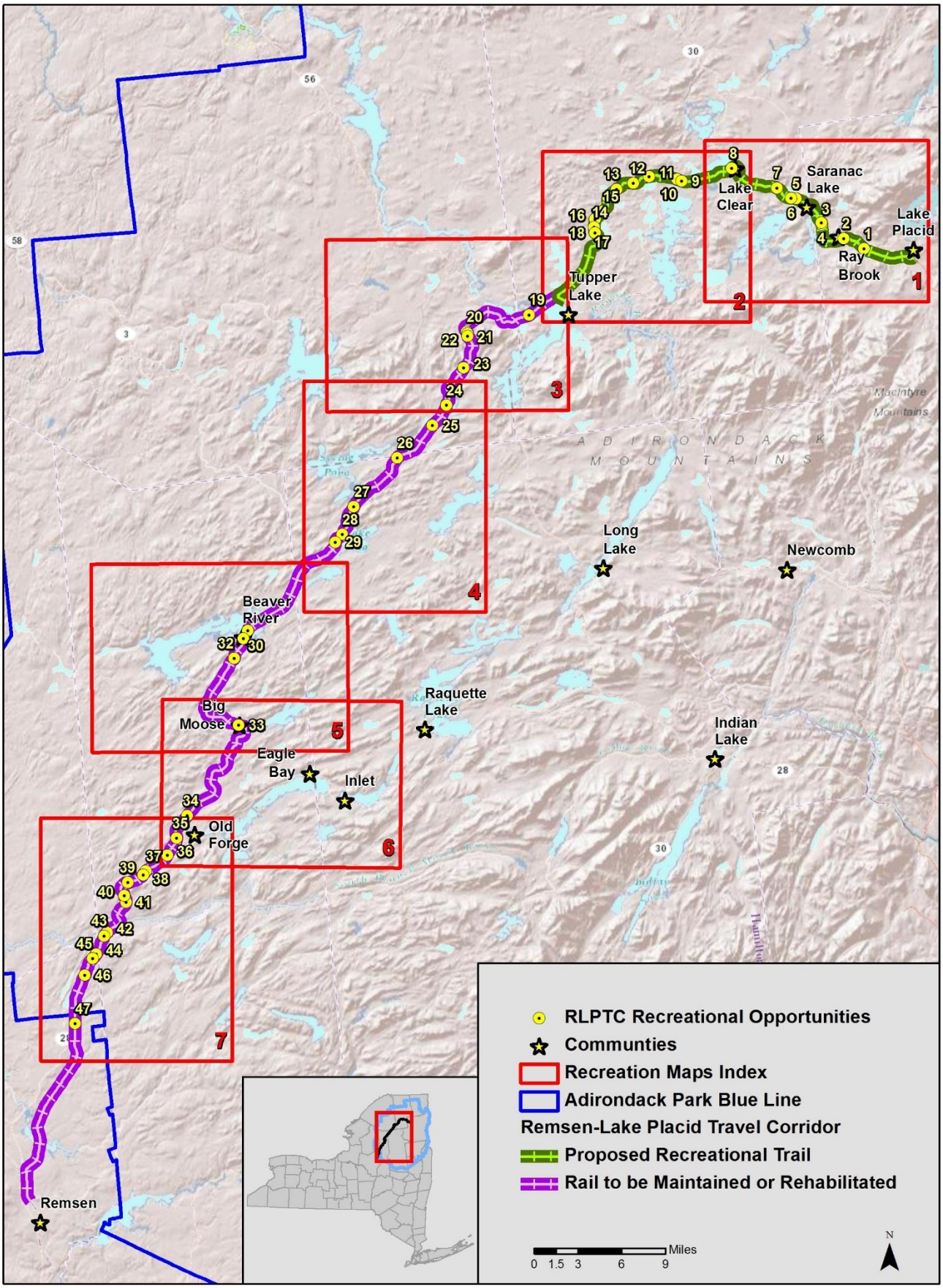
Snowmobile Trail Alternative Map #6: Inlet/Eagle Bay/Old Forge/Big Moose to outside the Blue Line.

4. Additional Recreational Opportunities

The Remsen-Lake Placid Travel Corridor provides unique recreational access in the Adirondacks. Its length, straight sections, and gradual gradient present recreational opportunities like no other trail in the region. Regardless of where rail infrastructure will remain and where it will be removed from the Corridor, many such opportunities exist, or could exist, along its relatively flat course. The Big Moose to Tupper Lake segment can provide opportunities for remote hunting, fishing, paddling, camping, and hiking and additional trail connections to remote areas. For example, the Corridor runs along the eastern side of the Five Ponds Wilderness Area to places only accessible from trailheads much farther away. Opportunities exist for traditional train station stops or flag stops along this segment, and these opportunities are often in close proximity to the Corridor, such as at Lake Lila and the Boy Scout Camp at Sabattis. In winter, the Corridor will continue to provide access for snowmobiling, as well as expedition camping via cross country-skiing and snowshoeing during the same time period allowed for snowmobiles on the RTL Segment. This wilderness-access train route could potentially serve as a means by which people of all ages and abilities can access remote areas they would otherwise never see.

The Tupper Lake to Lake Placid (TLLP) Segment will provide in-Corridor recreation, such as hiking, biking, running, cross-country skiing, and snowmobiling, and new opportunities for hunting, fishing, camping, paddling, and hiking on adjacent State lands, since multiple state trail connections will be made. This route can serve as an environmentally-friendly way for local residents to commute safely between communities, and local residents and tourists alike to recreationally enjoy the Corridor by biking, hiking, running or skiing.

For new developments outside the Corridor for both segments, existing UMPs for neighboring Forest Preserve units would need to be amended or new UMPs created. An assessment of the physical, biological, and social carrying capacity of the area may be required for those UMPs or amendments. The following map provides an index of a subsequent seven-map series (at a more localized scale), that highlights the recreational access potential along the Corridor.


Lake Placid
Ray Brook
Saranac Lake
Lake Clear
Tupper Lake
Long Lake
Newcomb
Raquette Lake
Indian Lake
Beaver River
Big Moose
Eagle Bay
Inlet
Old Forge
Remsen
ADIRONDACK MOUNTAINS
MacIntyre Mountains
1
2
3
4
5
6
7
RLPTC Recreational Opportunities
Communtiies
Recreation Maps Index
Adirondack Park Blue Line
Remsen-Lake Placid Travel Corridor
Proposed Recreational Trail
Rail to be Maintained or Rehabilitated
Miles
0 1.5 3 6 9
N

Tupper Lake to Lake Placid (TLLP) Segment

The 1996 UMP/FEIS noted that this section of the Corridor will serve the following recreational purposes: bicycle route, fitness path, tourism and dinner train possibilities between Saranac Lake and Lake Placid. Removal of the rail infrastructure in this location will enable all the original recreational possibilities to remain except for the "tourism and dinner train". In addition to the original recreational opportunities noted in the 1996 UMP/FEIS, a variety of opportunities for families with small children, as well as for people of all ages and abilities will be established along the recreation trail, pursuant to the unit management planning process for neighboring public lands, as appropriate.

a) Lake Placid to Saranac Lake Area (Recreation Map 1)

SARANAC LAKES WILD FOREST

(1) Trail Connection: **Prison-Waterline Truck Trail** *– this half-mile unpaved State road in Saranac Lakes Wild Forest links to Route 86 in Ray Brook and serves as an access point along the Corridor.*

(2) Trail Connection: **Scarface Mountain Trail -** *this trail is approximately a 3.5-mile hike from the railbed. The lower portions of the trail are open to mountain bike riding.*

(3) Trail Connection: **Turtle Pond Trails** *and* **Oseetah Lake Trails -** *these trail systems connect with the Corridor; however, this proposal does not enhance them since Route 86 intersects these trails at this location.*

(4) Trail Connection: **Jack Rabbit Trail.**

b) Lake Colby Area (Recreation Map 1)

SARANAC LAKES WILD FOREST

(5) A trail network and water access north of the Corridor, on the east side of Lake Colby, is proposed in the Saranac Lakes Wild Forest Unit Management Plan (2019).

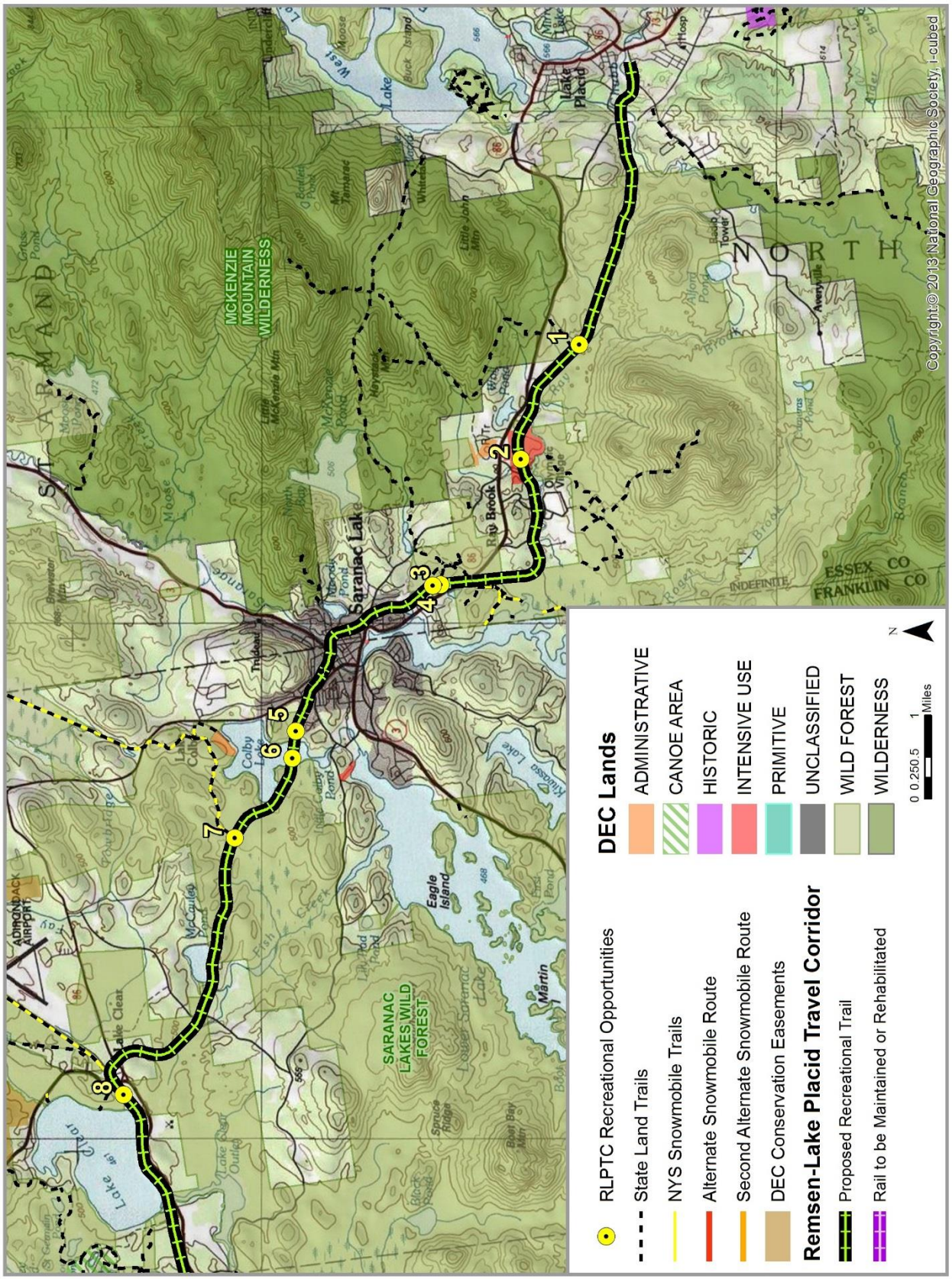
(6) There is access to the water on the Corridor along the Lake Colby causeway.

(7) Trail Connection: **Lake Colby Bypass -** *this is a trail that goes around the north end of Lake Colby and leads to the former D&H rail bed, which connects with communities to the north.*

c) Lake Clear Area (Recreation Map 1)

SARANAC LAKES WILD FOREST

(8) Old woods roads exist that could be improved to provide non-motorized access to the small beach area for swimmers. The trail would be about 0.4 miles from the rail bed.



Recreation Map #1: Lake Placid to Lake Clear

d) Rat Pond Area (Recreation Map 2)

SARANAC LAKES WILD FOREST / SAINT REGIS CANOE AREA

(9) Trail Connection: **Rat Pond Road.**

(10) Fishing/Water access to Rat Pond.

e) Hoel Pond and Long Pond Area (Recreation Map 2)

SARANAC LAKES WILD FOREST / SAINT REGIS CANOE AREA

(11) Trail Connection: **Hoel Pond Beach Path -** *access to a small beach.*

(12) Trail Connection: **Hoel Pond Trail -** *this trail leads to a few campsites and a fishing/water access site.*

(13) Trail Connections: **Long to Track Carry** *and* **Track Pond Trail.**

(14) Trail Connection: **Floodwood to Long Carry Trail -** *this provides access to a water access site at Floodwood Pond.*

f) Rollins Pond & Fish Creek Campgrounds Area (Recreation Map 2)

SARANAC LAKES WILD FOREST

(15) Two proposed connections between Rollins Pond Campground and the Remsen to Lake Placid Travel Corridor in the Saranac Lakes Wild Forest UMP Amendment:

(1) "A mountain bike trail will be built to connect Rollins Pond Campground to the Remsen to Lake Placid Travel Corridor. This trail will leave the campground near the "A" loop campsites. This trail is intended to provide an easier connection to Tupper Lake for those staying at Fish Creek and Rollins Pond campgrounds than other routes. It will be built to accommodate novice riders and will be built as wide as trail standards allow. The trail will be about 1 mile long, and it will cross two brooks and some wetlands (see map 8).

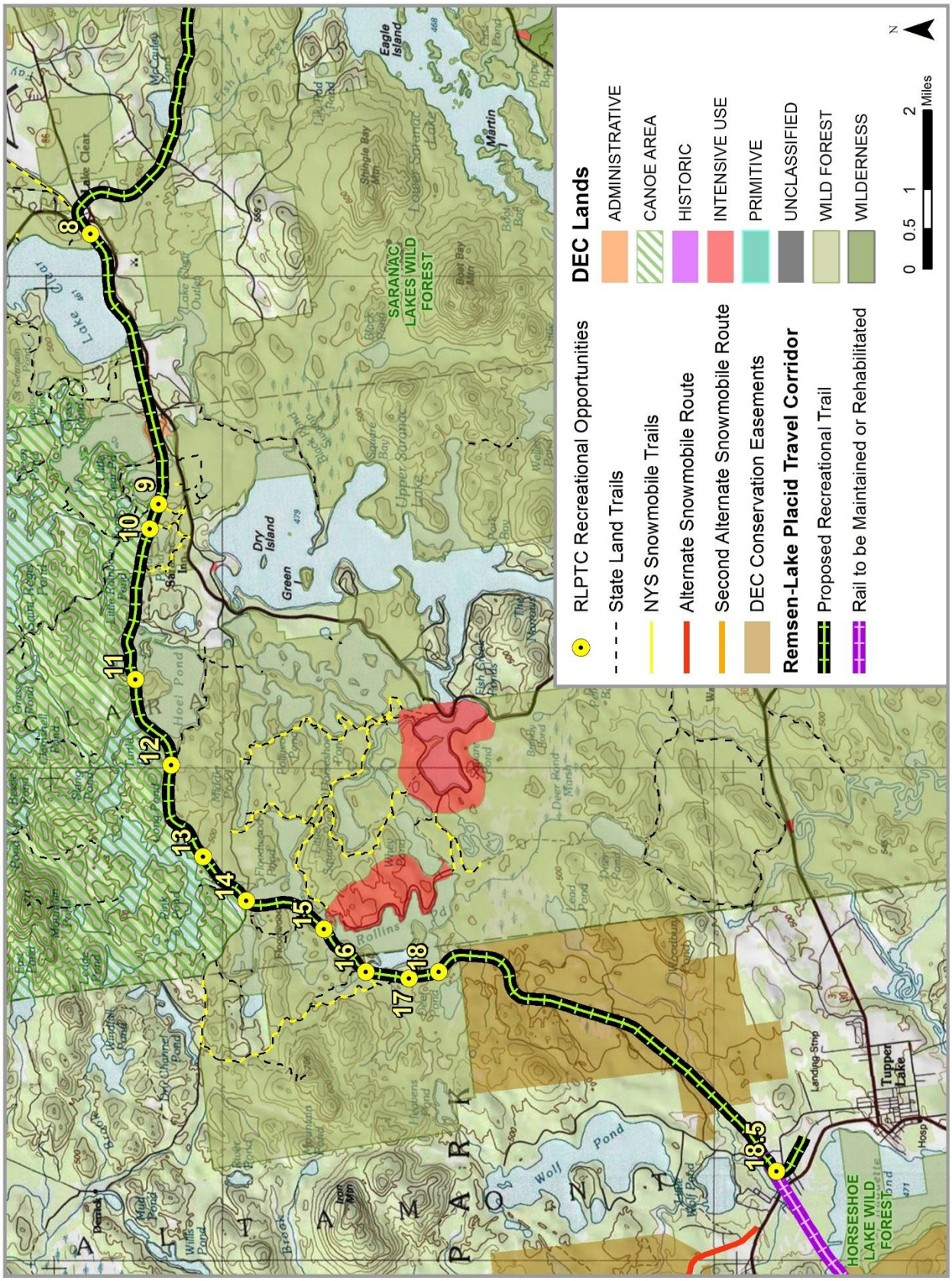
(2)" Create a snowmobile trail from the Remsen to Lake Placid Travel Corridor to a proposed bridge over Rollins Pond Outlet the Rollins Pond Campground. This trail will be about 0.25 miles long. This will be a Class I trail. (see map 12)"

(16) Trail Connection: **Floodwood Scout Trail -** *this could be used to reach Floodwood Mountain, but it would be a long hike, about 3.5 miles (one way), from the railbed.*

(17) Trail Connection: **Heaven's Pond Trail.**

(18) Trail Connection: ***Rollins to Deer Pond Canoe Carry.***

(18.5) Trail Connection: **Tupper Lake Town/Village trail system**



Recreation Map #2: Lake Clear to Tupper Lake

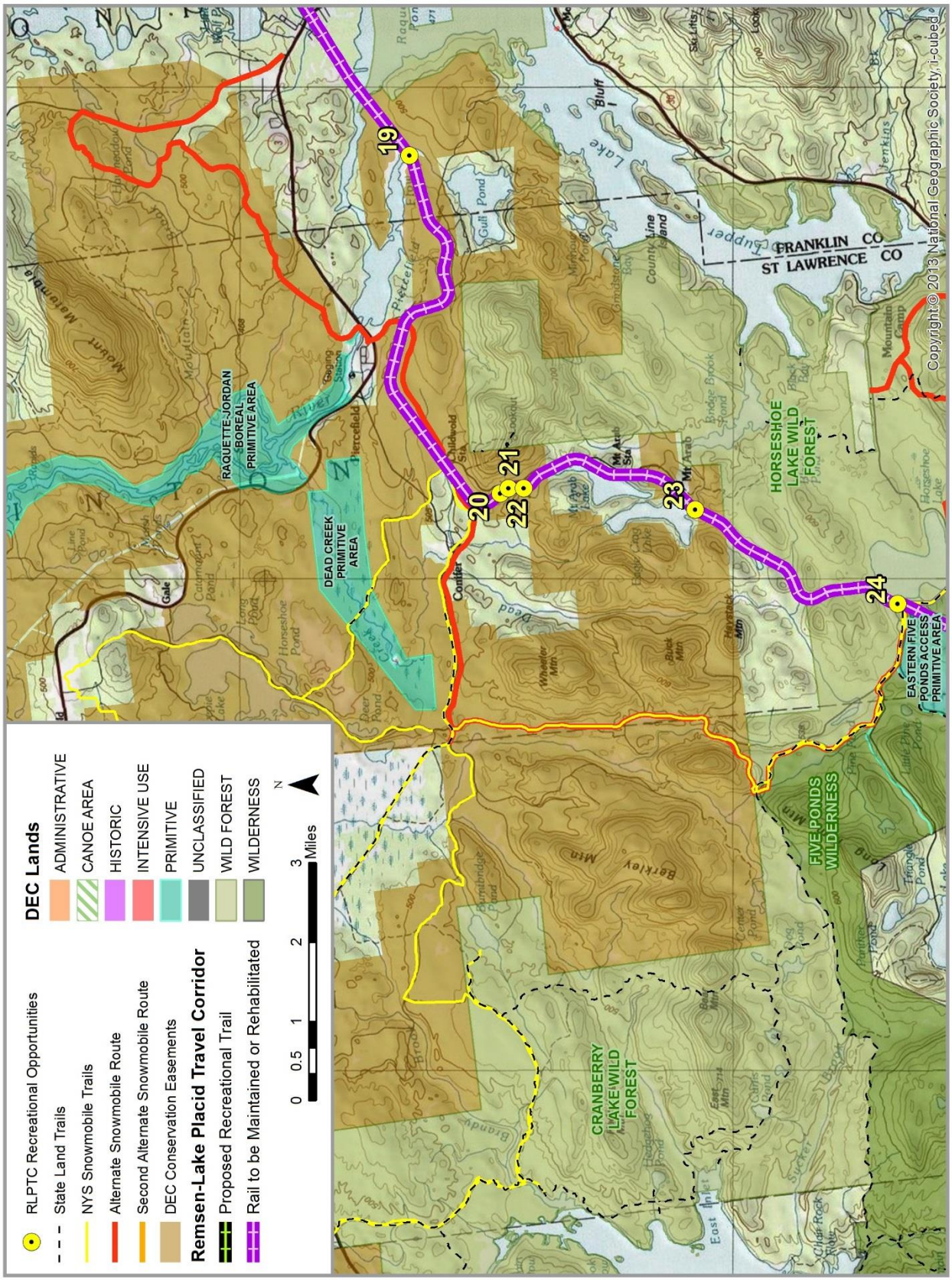
Remsen to Tupper Lake (RTL) Segment

Passenger train service from Remsen to Big Moose will continue and be developed from Big Moose to Tupper Lake. This rail service offers fantastic potential for recreationists to access remote sections of the Forest Preserve via trail connections, station-stops, and potential flag-stops.

Recreation: *Snowmobiling, Fitness/Training, Hiking, Hunting, Fishing, Camping, and Skiing*

g) Piercefield Flow Area (Recreation Map 3)
CONSERVATION EASEMENT – IP PHASE 1A – PIERCEFIELD FLOW
(19) Fishing/Water Access along this bay (there is a lean-to on north side waterfront, on easement).

h) Conifer Area (Recreation Map 3)
CONSERVATION EASEMENT – CONIFER-EMPORIUM
(20) Potential hunting/camping access.
(21) Potential Trail Access to Mt. Arab Mountain Fire Tower.
(22) Potential future mountain bike access/routes (west side of corridor, on easement).
(23) Potential hunting/camping access.



Recreation Map #3: Tupper Lake to Horseshoe Lake

i) Horseshoe Lake Area (Recreation Map 4)

HORSESHOE LAKE WILD FOREST / EASTERN FIVE PONDS ACCESS PRIMITIVE AREA / ROUND LAKE WILDERNESS

(24) Trail Connection: **Otter Brook Trail/Otter Brook Road.**

(25) Potential water access (paddling/fishing) and future potential mountain biking access.

j) Sabattis Area (Recreation Map 4)

ROUND LAKE WILDERNESS / CONSERVATION EASEMENT – LYME EASEMENT B – ROBINWOOD TRACT

(26) Trail Connection: **Sabattis – C7B Snowmobile Trail.**

k) Lake Lila Area (Recreation Map 4)

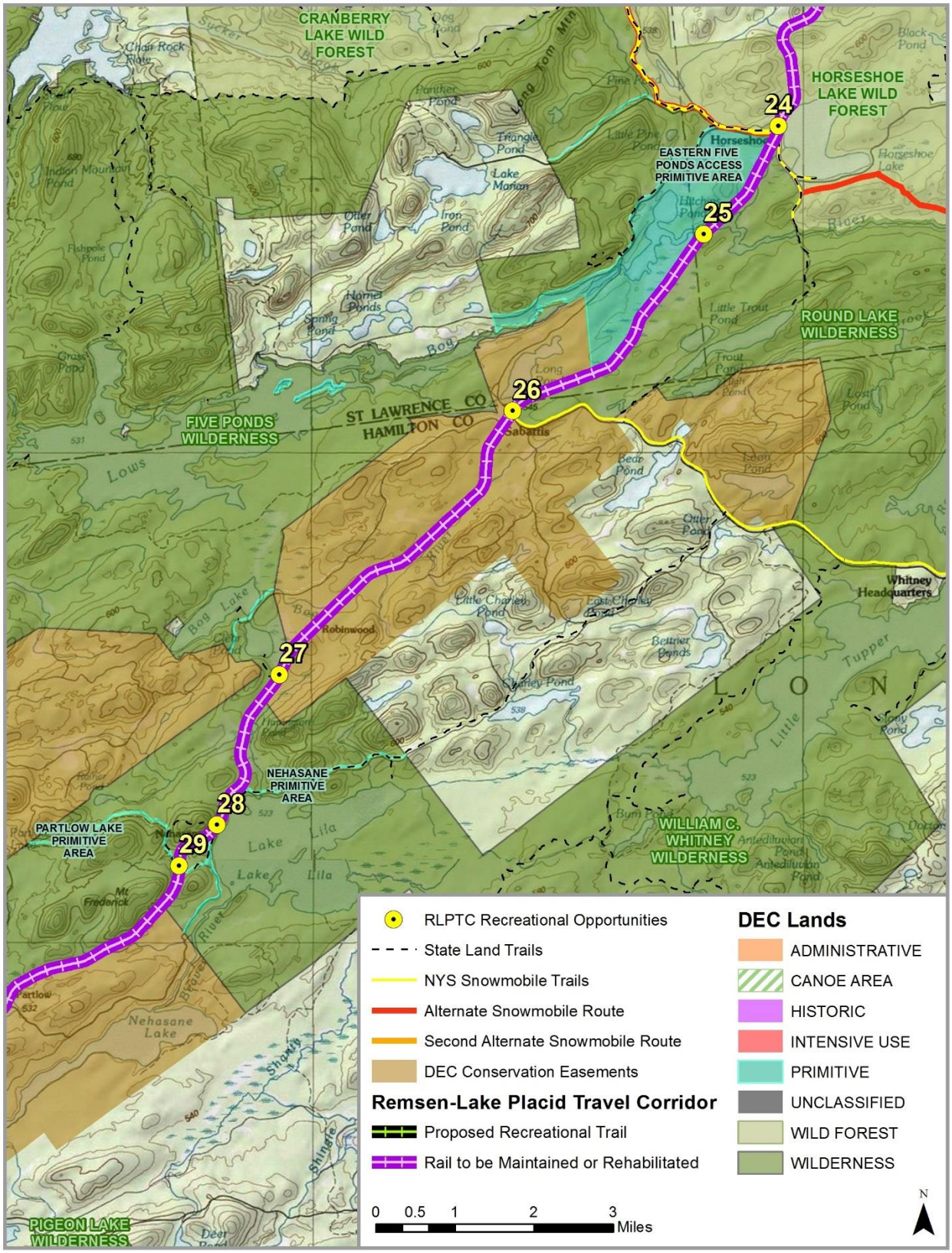
FIVE PONDS WILDERNESS / CONSERVATION EASEMENT – LYME EASEMENT B – ROBINWOOD TRACT

(27) Paddling/Fishing Access - from the Corridor, it is possible to paddle from Harrington Pond, down Harrington Brook and into Lake Lila.

FIVE PONDS WILDERNESS / WILLIAM C. WHITNEY WILDERNESS

(28) Canoe Drop-Off to Lake Lila.

(29) Trail Connection: **Frederica Mountain Trail.**



Recreation Map #4: Horeshoe Lake to Nehasane Station

l) Beaver River Area (Recreation Map 5)

INDEPENDENCE RIVER WILD FOREST

(30) Beaver River Community - Canoe Access to Stillwater Reservoir and Campsites.

(31) Trail Connections: **Beaver River – S86 Snowmobile Trail** *and* **Twitchell Lake Norridge Trail.**

INDEPENDENCE RIVER WILD FOREST / PIGEON LAKES WILDERNESS

(32) Good Access for Hunting and Trapping in this remote area.

m) Big Moose Area (Recreation Map 6)

FULTON CHAIN WILD FOREST

(33) Trail Connections: **Big Moose – C8 Snowmobile Trail** *and* **Safford Pond Trail** *(hiking, fishing) access to Safford Pond area.*

n) Old Forge/Thendara Area (Recreation Map 6)

FULTON CHAIN WILD FOREST

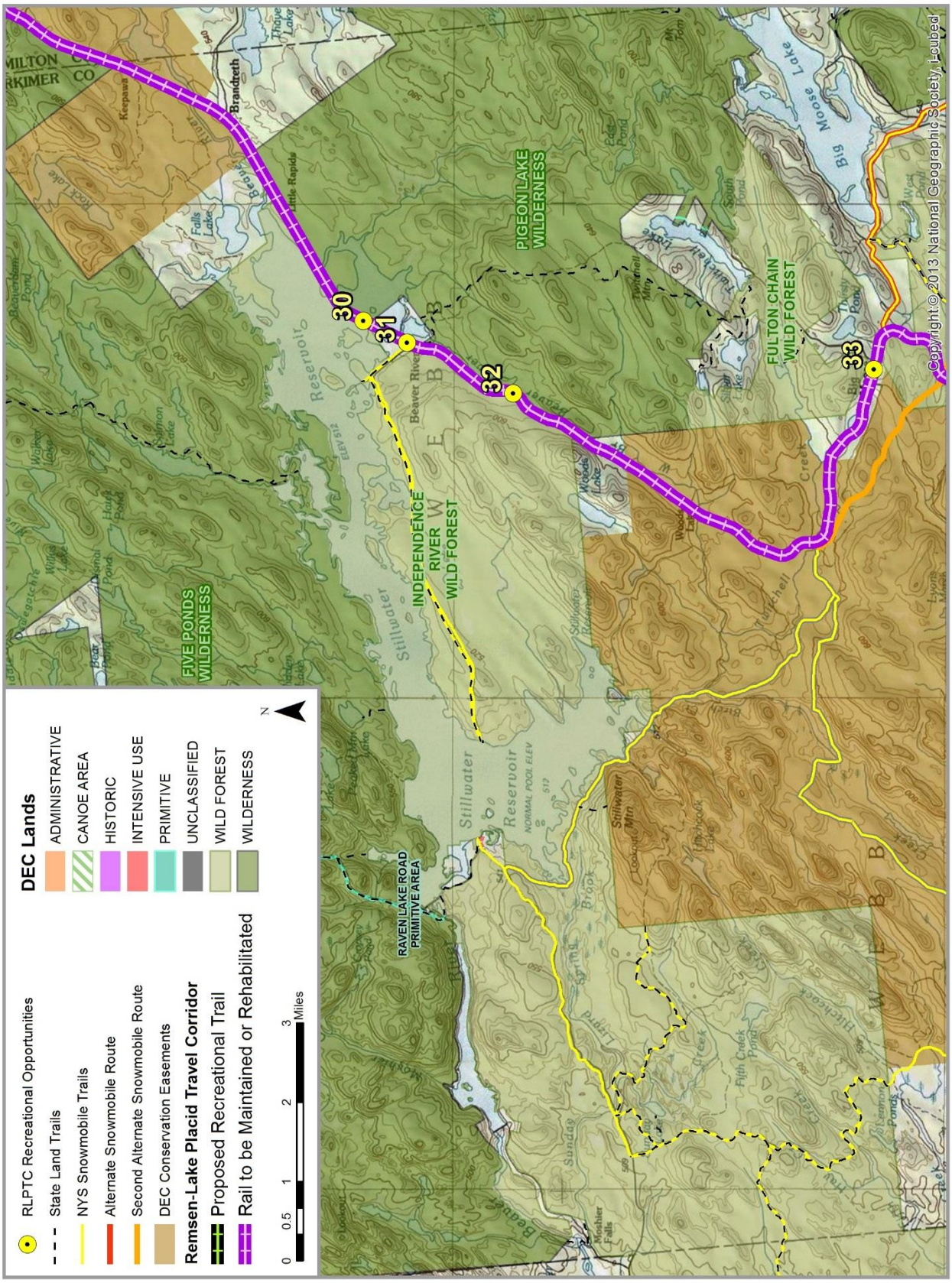
(34) The segment of the North Branch of the Moose River that runs parallel to the Corridor north of Old Forge offers excellent flat-water opportunity for a summer canoe trip. Purchase of the appropriate property (or an easement) for a flag-stop would link the Corridor with the river, perhaps near Moulin Mountain. This, combined with the currently operating train, provides access for canoeing down the North Branch to its intersection with the Middle Branch in Old Forge, then down the Middle Branch to the Thendara Station parking lot. This is an easy trip with enough water for summer paddling, with one portage below the Thendara Golf Course at a rapid which would likely have insufficient water.

HA-DE-RON-DAH WILDERNESS AREA

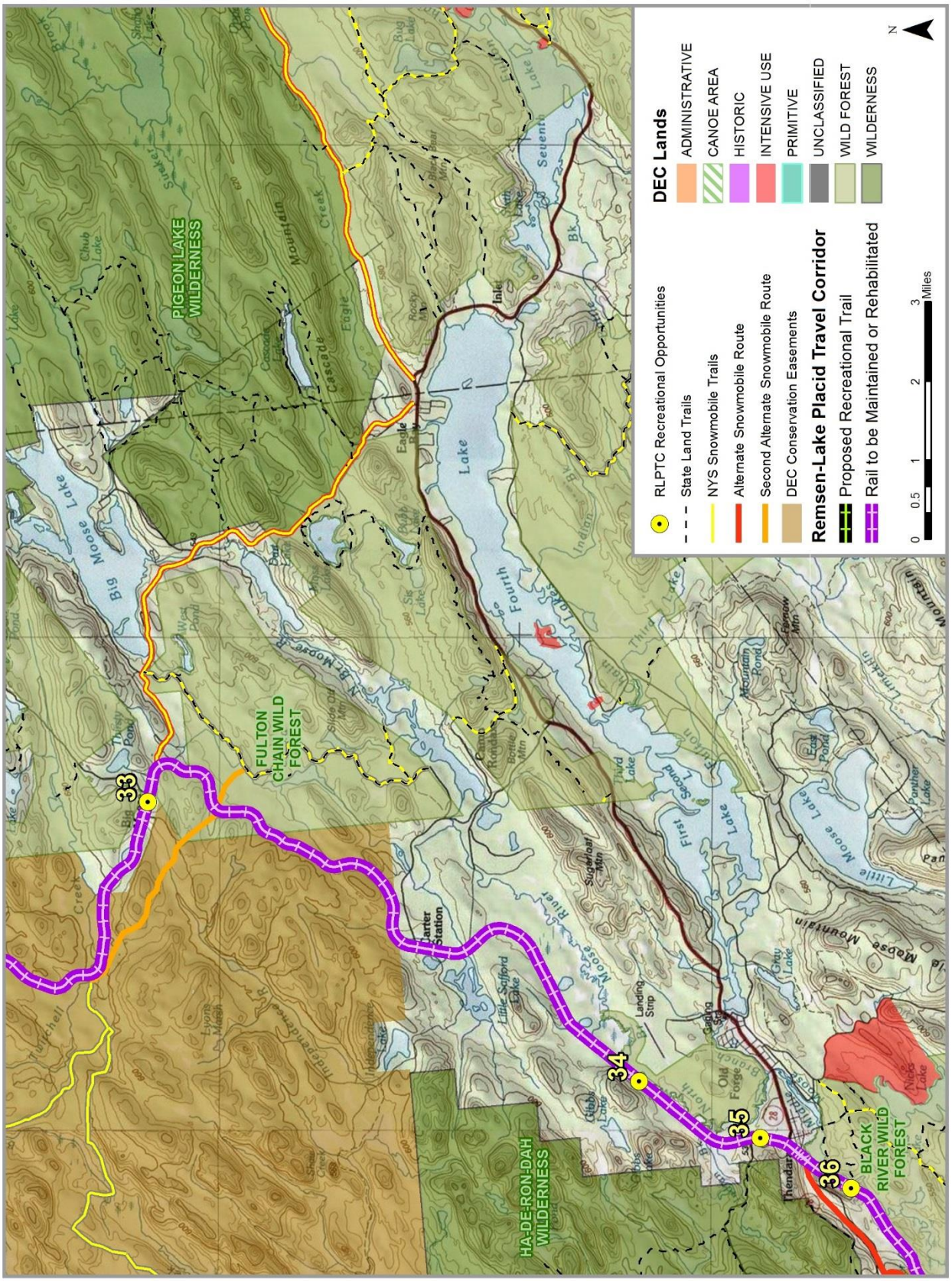
(35) Trail Connection: **Big Otter Lake Trail/ Herreshoff (a.k.a. Pete's Tower Road)***. It should be noted that instead of turning to the left (west) to access the Ha-De-Ron-Dah Wilderness Area, the Town of Webb's snowmobile trail system (which becomes a mountain biking trail network in the summer) can be accessed by proceeding north (straight). See http://www.oldforgeny.com/recreation.html*

BLACK RIVER WILD FOREST

(36) Trail Connection: **Lock n Dam Trail***, and dam site canoeing/kayaking, fishing, hunting, and hiking.*



Recreation Map #5: Nehasane Station to Big Moose area



Recreation Map #6: Big Moose area to Old Forge/Thendara

o) Minnehaha Area (Recreation Map 7)

BLACK RIVER WILD FOREST / CONSERVATION EASEMENT – FLATROCK MOUNTAIN

(37) Trail Connection: **Onekio Road** *- Historical site, fishing, hunting, hiking, and potential biking opportunities (on adjacent Flatrock CE).*

(38) Trail Connection: **Big Moose – Flatrock Mountain Snowmobile Trail.**

(39) Currently a popular paddling pick-up site.

p) Nelson Lake Area (Recreation Map 7)

BLACK RIVER WILD FOREST

(40) Trail Connection: **Nelson Lake Road (Unpaved).**

(41) Tracks generally parallel to Moose River along this section of Corridor with the potential for numerous recreational opportunities.

q) McKeever Area (Recreation Map 7)

BLACK RIVER WILD FOREST

(42) Trail Connection: **Wolf Lake Landing Road** *- hiking, biking, close access to the Moose River (fishing, paddling).*

(43) Trail Connection: **John Brown Track Snowmobile Trail.**

r) Otter Lake Area (Recreation Map 7)

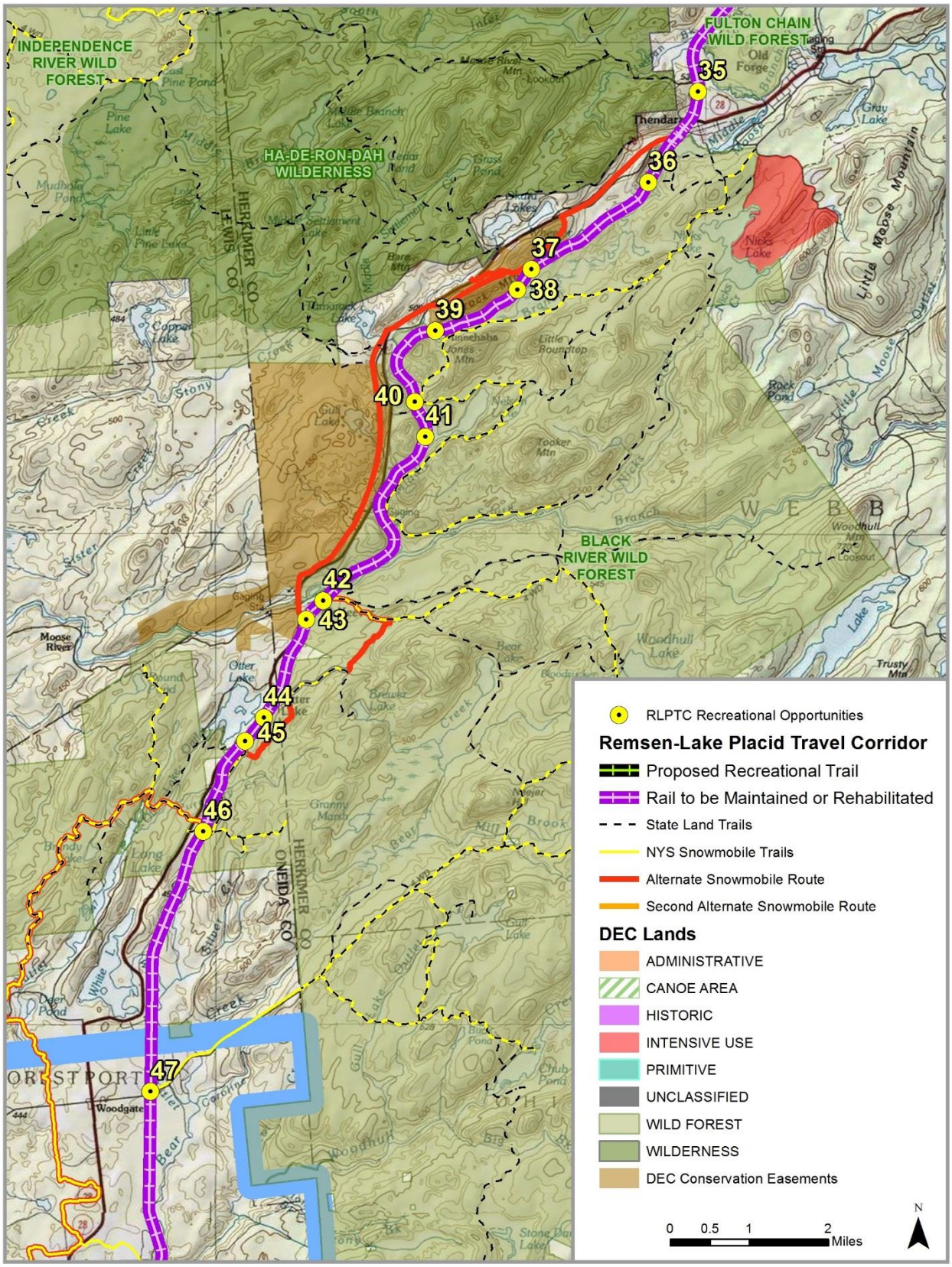
BLACK RIVER WILD FOREST

(44) Trail Connection: **Brewer Lake Trail***- trail to Brewer Lake approximately 2 miles.*

(45) Trail Connection: **Overlook Road.**

(46) *Trail Connection:* **Brandy Lake trailhead** / **Cohen Road** *- access to hiking, camping.*

(47) Trail Connection (outside Adirondack Blue Line): Access to Mill Creek Road (~2 miles away) - hiking, biking, fishing, and camping.



Recreation Map #7: Old Forge/Thendara to outside the Adirondack Blue Line

D. Cultural Resources

The 1996 UMP/FEIS is a thorough source of information pertaining to the cultural resources of the Corridor.

The Remsen-Lake Placid Travel Corridor (Corridor) is a transportation corridor 119 miles in length and owned by the people of the State of New York. It encompasses an historic rail line in the Adirondack Park and is managed by the New York State Department of Transportation (NYSDOT) in accordance with the 1996 UMP/EIS. An Historic Preservation Plan has been prepared as a companion document for this 2020 UMP Amendment/SEIS by the NYSDEC and NYSDOT.

This UMP Amendment/SEIS proposes to: 1) rehabilitate 45 miles of the Corridor between Big Moose and Tupper Lake for contiguous rail service between Remsen and Tupper Lake, and 2) develop a 34-mile long segment of the Corridor, between Tupper Lake and Lake Placid, as a multi-use, all-season recreational trail for people of all abilities. The rail trail will connect the outdoor recreation-oriented communities of the Tri- Lakes area (Lake Placid, Saranac Lake and Tupper Lake) in the Adirondack Park. The rail trail, access points, and infrastructure on the trail will be designed to comply with the Americans with Disabilities Act (ADA) to the maximum extent possible.

The entire Corridor is listed on the National Register of Historic Places. Since the rails, ties, and other railroad infrastructure are contributing components of the National Registry listing, their removal needs to be conducted consistent with the requirements of the State Historic Preservation Act.

The Historic Preservation Plan in Appendix D evaluates three trail-development options: 1) trail with operational rail, 2) trail with rail removal, and 3) trail with non-operational rail. These trail-development options were compared to one another and a preferred trail-development option, Option 2, was chosen. This preferred trail-development option proposes to remove all rails and ties except where sidetracks exist at train depots. The trail will then be constructed on the existing rail prism. Preservation and mitigation measures will be discussed for the preferred trail-development option.

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VII. Public Use of Area

Refer to the 1996 UMP/EIS

VIII. Significant Environmental, Social, and Economic Impacts

SEQRA requires an objective description of potential significant environmental impacts, to the degree possible and include both quantitative and qualitative information to determine how likely it is that an impact would occur, how large the impact would be, how important the impact would be and the time frame in which the impact is anticipated.

One of the basic purposes of SEQRA is to incorporate the consideration of environmental factors at an early stage of project development. This often means that an EIS would be prepared before final plans are available. As a general rule, the amount of detail regarding a specific impact in an EIS should depend on the magnitude and importance of the impact. For instance, in terms of ground disturbance, the EIS should use accepted methods of calculating the area of ground disturbance, identify the structural and non-structural best management practices (BMP's) for minimizing ground disturbance and identify the approximate location and size of structures. Although final plans are not necessary, the EIS should contain enough detail on size, location and elements of the proposal to allow an understanding of the proposed action, the associated impacts and the effectiveness of the proposed mitigation.

In order to allow the full range and magnitude of the environmental, social and economic impacts which could result from the adoption of the proposed management actions, the descriptions of the impacts which follow reflect the assumption that the alternative is fully implemented.

A. Beneficial Impacts

With rehabilitation of the rail infrastructure from Big Moose to Tupper Lake, the historic character of that segment will be retained and enhanced. Rail usage in that segment will allow the public an opportunity to ride a train into the heart of the Adirondacks. The rehabilitated rail will provide an opportunity for an increase in rail-based recreational uses such as rail bikes.

Aside from the mitigation measures noted above, there are numerous potential benefits to the local communities and tourists by converting the TLLP from rail service to a rail-trail.

The rail-trail may reduce the potential conflicts between bicycles, pedestrians and vehicular traffic among and within local communities when compared to riding or walking on the highway shoulder. Increased number and frequency of users will likely be able to monitor and report unlawful activity, including ATV and dirt bike use along and from TLLP.

A rail-trail serves a wider range of recreational users and is not limited to train riders. It would be different from any other Adirondack trail, in that it would have gentler grades, wide, large radius curves and straight sections, and therefore provide access to a larger spectrum of user-abilities. It would increase recreational (wildlife viewing, fishing, hunting) and scenic opportunities for some persons with disabilities. The public would be able to use a rail-trail free of charge, travel at one's own pace, and stop along the trail for an unlimited amount of time, as compared to train and rail bike service which are one-way, on a limited schedule, and cost patrons money.

A rail-trail promotes and enables physical fitness for residents and visitors to the region. Residents can benefit by having healthier, human-powered, multimodal transportation commuting options available to them. Commuting in the TLLP may also result in a decrease in automobile traffic between the local communities, emissions, and fuel consumption.

The Corridor, as a railbed, is designed and built for high-traffic and heavy use. As a rail-trail the TLLP has the potential to become a popular day-use destination for tourists. The rail-trail could draw hiker traffic away from some of the nearby Forest Preserve trails that are experiencing overuse, and significantly lessen the impacts to those trails. The rail-trail could improve access to Forest Preserve trail connections and facilities, such as beaches and campgrounds, thereby reducing parking problems (carrying capacity) near trailheads elsewhere.

The rail-trail could utilize the rail corridor, which until recently had a very limited, one-way-at-a-time train schedule with a lot of down-time, to a bi-directional rail-trail open 365 days a year, 24 hours a day, and it is conducive to special community events, and their resultant economic benefits.

B. Adverse Impacts

A. Soils, Drainage, Wetlands, and Water Resources

The existing rail corridor was constructed prior to the development of modern environmental and ecological concerns. It was constructed along natural water courses and through wetland areas in order to take advantage of the generally low relief and minimal elevation changes that are characteristic of such areas. These lands would have been considered marginal for human use at the time of construction. Today these wetland areas are protected by state and federal law and the surrounding state land is forest preserve.

The potential impacts to soils, drainage, wetlands, and water resources could be soil erosion into adjacent wetlands and water bodies that can cause increased sedimentation and turbidity, or soil compaction. These impacts could be a result of temporary disturbance from rail rehabilitation and removal, trail construction, or maintenance activities associated with the use of heavy equipment and vehicles, although these impacts could also result from storm events or other naturally occurring phenomenon such as beaver dams.

B. Noise

There are potential impacts to the local community, non-motorized trail-users, and wildlife from noise associated with increased use of the Corridor. These potential impacts in the RTL Segment could include an increase in train traffic and temporary disturbance from rail rehabilitation. In the TLLP Segment, potential noise impacts could include temporary disturbance from rail removal and trail construction, rail-trail users, and increased snowmobile usage. Both segments could experience noise impacts from maintenance activities.

C. Historic Resources

Management actions of the preferred alternative outlined in this Draft 2020 UMP Amendment/DSEIS will adversely impact historic and cultural resources. The Remsen-Lake Placid Corridor is encompassed by the New York Central Railroad Adirondack Division Historic District, which is listed on the New York State and National Registers of Historic Places (S/NR).

Refer to the 1996 UMP/EIS and the Draft Historic Preservation Plan in Appendix D for a comprehensive discussion of the Corridor's history, impacts, and proposed mitigation measures.

1) Methodology

i. Regulatory Context

This document was prepared in accordance with the New York State Historic Preservation Act (SHPA) of 1980, as set forth in Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law. This law requires that state agencies consider the effects of their actions on any properties listed on or determined eligible for listing on the S/NR. The law requires the opportunity for public comment on the Project's impacts on cultural resources. The Project's public outreach program was developed to comply with SHPA and the New York State Environmental Quality Review Act (SEQRA

The SHPA was established as a counterpart to the National Historic Preservation Act of 1966 (described below) and declares historic preservation to be the public policy and in the public interest of New York State. The act created the New York State Register of Historic Places, the official list of sites, buildings, structures, areas or objects significant in the history, architecture, archeology or culture of the state, its communities or the nation. SHPA requires that state agencies consider the effect of their actions on

properties listed on or determined eligible for listing on the State Register of Historic Places (SR). This includes consulting with the State Historic Preservation Officer (SHPO) of the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) for actions that may cause any change, beneficial or adverse, in the character of a property that is listed on or determined eligible for listing on the SR. It also requires state agencies to avoid or mitigate adverse impacts to such properties to the fullest extent practicable, and to fully explore all feasible and prudent alternatives that would avoid or mitigate adverse impacts to such properties.

The Section 14.09 process is outlined below.

- The Section 14.09 process is initiated when a state agency is involved in an undertaking – defined as any physical activity undertaken by a state agency, any physical activity funded by a State agency, and the approval, licensing, or permitting of any activity by a state agency, including the alteration, demolition, transfer, lease or sale of property.
- Properties listed on or determined eligible for listing on the SR must be identified in the Project Impact Area—the geographic area(s) within which potential project impacts may occur. If it appears that any property in the Project Impact Area may meet criteria for listing on the SR, the state agency shall consult with the SHPO to determine eligibility or ineligibility for listing on the SR.
- The undertaking's impact on all properties listed on or eligible for listing on the SR ("historic properties") shall be assessed in consultation with the SHPO.
- If an undertaking would have an adverse impact on a historic property, the undertaking state agency must consider all prudent and feasible alternatives that would avoid or mitigate adverse impacts. If adverse impacts cannot be avoided, the measures agreed upon between the undertaking state agency and the SHPO to mitigate adverse impacts are set forth in a Letter of Resolution to be executed among the project applicant, undertaking state agency, and the SHPO.

ii. Identifying Historic Properties

Section 14.09 regulations define historic properties as any building, structure, district, area, site or object, including underground and underwater sites, that is significant in the history, architecture, archaeology or culture of the State, its communities, or the nation (Section 426.2(f)).

In general, historic properties are generally those determined eligible for listing on, or have been listed on, the S/NR. Criteria for inclusion in the NR are listed in the Code of Federal Regulations, Title 36, Part 63. Criteria for listing in the SR (Section 427.3) are based on the NR criteria. Districts, sites, buildings, structures, and objects are eligible for the NR if they possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

A. Are associated with events that have made a significant contribution to the broad patterns of history;
B. Are associated with significant people;

C. Embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. May yield [archaeological] information important in prehistory or history.

iii. Project Impact Area

Under Section 14.09, the Project Impact Area is defined as the geographic area or areas within which a proposed undertaking may cause any change, beneficial or adverse, in the character or use of an S/NR eligible or listed property. Adverse impacts on historic properties occur when the project is likely to cause destruction or alteration or all or part of the property; isolation or alteration of the property's environment; introduction of visual, audible or atmospheric elements which are out of character with the property or alter its setting; or neglect of the property resulting in its deterioration or destruction.
For this Remsen-Lake Placid Travel Corridor Unit Management Plan Amendment, the Project Impact Area for historic properties encompasses the entire 119-mile Travel Corridor between Remsen, Oneida County, passing through Herkimer, St. Lawrence and Franklin Counties, and terminating in Lake Placid, Essex County. The Corridor's Project Impact Area has been subdivided into the Remsen to Tupper Lake (RTL) Segment and the Tupper Lake to Lake Placid (TLLP) Segment, as the management actions proposed within these segments are different.

The Project Impact Area established for the identification of archaeological resources is the area that would be directly disturbed for the Project's construction (the proposed limits of disturbance). For the Remsen-Lake Placid Travel Corridor Unit Management Plan Amendment, the Project Impact Area for archaeological resources encompasses the present and former rail bed of the railroad.

2) EXISTING CONDITIONS

The Project Impact Area was evaluated to identify the presence of any historic properties. These are described below.

i. National and State Heritage Area Program

The segment of the corridor between Saranac Lake and Lake Placid lies within the Champlain Valley National Heritage Partnership National Heritage Area. The National Heritage Area includes the interconnected waterways of Lake Champlain, Lake George, the Champlain Canal and portions of the Upper Hudson River in Vermont and New York. The Management Plan for the Champlain Valley National Heritage Partnership makes no mention of the Remsen-Lake Placid Travel Corridor.

ii. Historic Resources

New York Central Railroad, Adirondack Division Historic District

The Corridor is encompassed by the New York Central Railroad, Adirondack Division Historic District (Historic District), listed in the State and National Registers of Historic Places. The National Register nomination describes the Historic District as within the existing railroad right-of-way and associated buildings, extending an approximate distance of 119 miles from its southern terminus at a point approximately 0.9 miles north of the Village of Remsen to its northern terminus in the Village of Lake Placid. The privately-owned Lake Placid Depot parcel at the end of the line is located within the Historic District, but as privately-owned lands are not classified as part of the corridor by the APSLMP.

The district was listed in the New York State and National Register of Historic Places in 1993 where it was found to be primarily significant "...*for its role in shaping the social and economic history of the Adirondack-Northern New York region between 1891 and the Second World War.*" It was determined to derive additional significance *"...as a distinctive collection of railway, buildings, structures, and infrastructure reflecting engineering design and practices during a transitional period when wood, stone, and iron were replaced by concrete and steel."* The nomination document goes on to state that *"...the historic features of the Adirondack Division Historic District represent a rare and significant collection associated with the opening of a vast wilderness region of New York State at the turn of the century.*"

The railroad line received extensive upgrading in the period 1912-1931, by which time all wood bridges had been replaced. The 17 extant contributing bridges on the Adirondack Division date from the early twentieth century, and are generally of two types, metal plate girder spans and metal truss spans. Thirteen other contributing buildings constructed or used by the railroad to support its operation are included as part of the nominated property. All but one are wood frame, utilitarian structures largely devoid of ornamentation or architectural distinction (National Register 1993, section 7, page 3).

Beginning in the early twentieth century, the line was ballasted with locomotive cinders, slag and crushed stone. The existing rails consist of 35 and 39-foot sections installed periodically between 1910 and 1940, with tie plates of comparable vintage. (National Register, 1993, section 7, pages 1-3).

The original Adirondack line was completed in just 18 months across the state's most difficult terrain. The railroad was designed by chief engineer W.N. Roberts, who also supervised initial construction. As work progressed section by section, Roberts enlisted the aid of his brother, Herschell Roberts, as assistant chief engineer. The first right-of-way consisted of an earthen embankment, with rails crossing streams and rivers carried on timber bridges with cut stone abutments. At the time the New York Central and Hudson River Railroad formally acquired the Adirondack line in the early twentieth century, extensive repairs were undertaken to upgrade the rails and bridges. The majority of bridges were replaced with plate girder and metal truss span s in 1912-13. Most of the line's typical bridges are the ballast deck type, in which railroad ties are seated in a pan of ballast rock atop the bridge beams. The spans installed on the Adirondack Division were designed with deck drainage systems and set on mortared granite piers and

abutments, reflecting a carefully considered engineering design solution to the problems caused by prolonged exposure to extreme Adirondack weather conditions (National Register, 1993, section 8, page 4).

Contributing Features within the RLP Segment

The proposed RTL Segment Project Impact Area is congruent with a segment of the New York Central Railroad, Adirondack Division Historic District between the southern end of the Corridor in Remsen and the Tupper Lake Depot. In addition to the right-of-way (rails and ties) counted as one structure, and minor features such as culverts, switch stands and mile markers not individually inventoried, this segment includes the following contributing features:

Table 1. List of NR Contributing Features within/adjacent to the RTL Segment[1]

Specifically named Contributing Structures in the National Register Nomination

Name	Description	Location	Milepost	Built
Kayuta Lake Bridge	Warren Deck Truss Bridge	178+139	33.74	1912
Forestport Station	Combination Station	187+805 Lt	35.57	1893
Little Woodhull Creek Bridge	Steel deck plate girder bridge	189+057	35.81	1912
Big Woodhull Creek Bridge	Warren Deck Truss Bridge	211+079	39.98	1912
Bear Creek Bridge	Steel deck plate girder bridge	213+184	40.37	1912
Woodgate Station	Combination Station	224+424 Rt	42.50	1893
Otter Store	Wooden Residential Quarters	251+150 Lt	45.57	ca. 1900
McKeever Station	Combination Station	259+220 Lt	49.15	1908
Moose River Bridge	Steel deck plate girder bridge	261+401	49.50	1912
Little Moose River Bridge	Steel thru plate girder bridge	268+686	50.89	1916
Nelson Bunkhouse	Bunkhouse	273+750 Lt	51.79	1908
Nelson Tool House No. 11	Tool Shed	273+850 Lt	51.85	1900
Moose River Bridge	Steel deck plate girder bridge	278+374	52.82	1912
Minnehaha Bridge	Steel through girder bridge	283+409	53.68	1913
Fulton Chain Freight	Freight House	305+630 Rt	57.85	1896
Thendara Station	Passenger Station	305+855 Rt	57.93	1894
Thendara Post Office	Post Office Building	305+925 Rt	57.94	ca. 1900
Carter Bunkhouse	Bunkhouse	337+635 Lt	64.00	1905
Carter Dwelling	Section Foreman House	337+925 Rt	64.01	1895
Big Moose Station	Combined Station	365+956 Lt	69.50	1924
Twitchell Creek Bridge	Steel deck plate girder bridge	377+932	71.58	1912
Champlain Realty Co	Office Building	387+750 Rt	73.47	1903
Beaver River Dwelling	Section Foreman House	409+800 Lt	77.70	1916
Alder Creek Bridge	Concrete arch bridge	414+508	78.50	1924
Beaver River Bridge	Steel through girder bridge	432+512	81.95	1914
Nehasane Station	Passenger Station	463+550 Rt	87.82	ca. 1900
Bog River Bridge	Steel through girder bridge	520+054	98.48	1913
Horseshoe Lake Dwelling	Bunkhouse	526+605 Rt	99.84	1908
Raquette River Bridge	Steel Warren thru truss bridge	593+296	112.37	1914
Wolf Creek Bridge	Steel deck girder bridge	599+576	113.56	1927

Contributing Features within the TLLP Segment

The proposed TLLP Segment Project Impact Area is congruent with a segment of the New York Central Railroad, Adirondack Division Historic District between the Tupper Lake Depot and the Lake Placid Depot In addition to the right-of-way (rails and ties) counted as one structure, and minor features such as culverts, switch stands, and mile markers not individually inventoried, this segment includes the following contributing features:

[1] National Register 1993, section 7, pages10-12.

Table 2. List of NR Contributing Features within/adjacent to the TLLP Segment[2]
Specifically named Contributing Structures in the National Register Nomination

Name	Description	Location	Milepost	Built
Lake Placid Station*	Passenger Station	0+00 R15	0	1903
Lake Placid Freight*	Freight House	0+67 L75	0	1903
Ray Brook Station	Passenger Station	304+13 /R15	5.76	1930
Chubb River Bridge	Steel timber deck bridge	33+69 C/L	5.96	1903
Saranac River Bridge	Steel timber deck bridge	496+92 C/L	9.62	1903
Saranac Lake Station	Passenger Station	513+01 L24	9.73	1903
Saranac Lake Freight	Freight House	514+61 R55	9.71	1915
Lake Clear Junction Station	Passenger Station	695+294 40	131.68	1909
Clear Pond Outlet Bridge	Steel timber deck bridge	686+061 C/L	129.94	1914
Floodwood House	Section Foreman Dwelling	644+410 L30	121.84	1898

* The Lake Placid Station and Freight House are privately owned by the and is not considered a part of the Remsen-Lake Placid Travel Corridor.

iii. Archaeological Resources

All construction proposed within both the RTL and TLLP Segments would occur in previously disturbed soils associated with construction and operation of the railroad corridor for more than 100 years. As such, no archaeological resources have been identified.

3) IMPACTS ASSESSMENT

a) Alternative 6 – No Action Alternative

As described in the analysis, the full length of the district will remain unchanged. A trail would not be constructed within the district and NYSDOT would continue routine inspections and maintenance. Rail operations would continue in the RTL Segment between Remsen and Big Moose. No alteration to the setting of the resource will occur.

This option would not have an impact on the resource in the short term. However, if contributing features between Big Moose to Tupper Lake in the RTL Segment and the entire TLLP Segment deteriorate through a continued lack of reuse, this could be considered adverse to the resource as the condition of rails, ties, culverts, bridges and infrastructure degrade.

Section 9 NYCRR Part 428.7(c) states that an adverse impact occurs when neglect of a historic resource results in its deterioration or destruction. Thus, in assessing the long-term (indirect) effects that this option may have on the district, this alternative may have an adverse impact upon the district.

[2] National Register 1993, section 7, pages10-12.

b) Alternative 7 –

As described in the analysis, under this alternative, the rail infrastructure in the RTL Segment would be restored to full functionality and rail service would be extended north to Tupper Lake. In the TLLP Segment, the tracks would be removed, and a multi-use trail would be constructed on the rail bed. Thus, the impacts on historic resources within each segment are different and are discussed below:

RTL Segment

Alternative 7 proposes to rehabilitate the rail infrastructure in the RTL Segment for continued and expanded tourist rail service. Impacts to each of the contributing features are discussed below:

- *Track Structure*
  The track structure within the RTL Segment will be rehabilitated for rail operations. In the area of current rail operation south of Big Moose, this work will involve replacement of ties with treated timber ties (5-10% replacement), new ballast in spot locations, joint tightening, surfacing and alignment. The work in the out-of-service section between Big Moose and Tupper Lake will be similar, but with a significantly higher rate of tie replacement and heavier application of ballast. Thereafter, the track will be maintained for rail operations in accordance with applicable FRA safety regulations.

- *Passenger Stations (Forestport, Woodgate, McKeever, Thendara, Big Moose, Nehasane)*
  No physical alteration to any of the passenger stations within the RTL Segment is proposed as part of Alternative 7. The adjacent track structure would remain in place and rail service would continue within the corridor. Those buildings in private ownership would continue to be utilized in a manner determined by their owner while those which are part of the Corridor would continue to be maintained with no anticipated change in use.

- *Bridges (Kayuta Lake, Little Woodhull Creek, Big Woodhull Creek, Bear Creek, Moose River #1, Little Moose River, Moose River #2, Minnehaha, Twitchell Creek, Alder Creek, Beaver River, Bog River, Raquette River, Wolf Creek)*
  No physical alteration to any of the bridges within the RTL Segment are proposed as part of Alternative 7. Between Big Moose and Tupper Lake, bridge timbers, rails and railings will be replaced in-kind as necessary as part of the corridor rehabilitation. Thereafter the bridges will be inspected and maintained in accordance with applicable FRA safety regulations.

- *Miscellaneous Buildings (Otter Store, Nelson Bunkhouse, Nelson Toolhouse, Fulton Chain Freight House, Thendara Post Office, Carter Bunkhouse, Carter Dwelling, Champlain Realty Co., Beaver River Dwelling, Horseshoe Lake Dwelling)*
  Like the station buildings, no physical alteration to any other buildings associated with the corridor is proposed under Alternative 7. The adjacent track structure

would rehabilitated for continued rail operation and these structures would retain their setting and context as part of a railroad corridor. Those buildings in private ownership would continue to be utilized in a manner determined by their owner while those which are part of the Corridor would continue to be maintained with no anticipated change in use.

TLLP Segment
Alternative 7 proposed to remove the rails and ties from the TLLP Segment of the district. The trail would be developed on a slightly recontoured existing rail bed. The width of the existing maintained corridor would remain intact with limited need for additional clearing. Existing bridges would be modified as needed to accommodate the trail but would not be widened or twinned.

The visual aspects of the involved section of the district would remain largely unchanged with the width of the existing open right-of-way and the retention of the existing historic rail bed being repurposed for the trail. This alternative would have limited impacts on the district's setting, feeling and engineering design. However, the loss of the rails and ties would have direct adverse impacts on the district's materials.

Impacts to each of the contributing features are discussed below:

- *Track Structure*
  Under Alternative 7, the track structure, including rails, ties and ballast, would be removed within the TLLP segment. Fit material will be salvaged for reuse within the RTL Segment. Unfit and excess material will be sold for scrap or otherwise disposed of.

- *Passenger Stations (Lake Placid, Ray Brook, Saranac Lake, Lake Clear Jct)*
  No physical alteration to any of the passenger stations within the TLLP Segment is proposed as part of Alternative 7. The removal of the adjacent track structure would modify the context and setting of each of these structures. Those buildings in private ownership would continue to be utilized in a manner determined by their owner. Jurisdiction over the Saranac Lake station would be transferred from NYSDOT to NYSDEC. While the building would no longer serve rail passengers, it is anticipated that the station would continue to be maintained and put to public use.

- *Bridges (Chubb River, Saranac River, Clear Pond Outlet)*
  Under Alternative 7, all the bridges within the corridor would be retained. The rails and walkway grating would be removed and replaced with a pedestrian-friendly surface. Railings would be removed and replaced with railings appropriate for public pedestrian, bicycle and snowmobile use.

- *Miscellaneous Buildings (Lake Placid Freight House, Saranac Lake Freight House, Floodwood House)*
  Like the station buildings, no physical alteration to any other buildings associated

with the corridor is proposed under Alternative 7. The removal of the adjacent track structure would modify the context and setting of each of these structures. Those buildings in private ownership would continue to be utilized in a manner determined by their owner while those which are part of the corridor would be transferred from NYSDOT to NYSDEC and would continue to be maintained for public use.

In consideration of the proposed changes to the District as a whole and each of the contributing resource, Alternative 7 would have direct and adverse impacts to the historic resource.

D. Railroad Passenger and Freight Service

Removal of the rail infrastructure will result in the discontinuation of recent tourist train service and will preclude freight or passenger use in the immediate future. While common carrier passenger service in this corridor ceased in 1965 and freight service was discontinued in 1972, due to the remoteness of the surrounding area and limitations on the regional highway network, the availability of the railroad for future shipping and passenger travel must be considered. Moreover, as the Lake Placid area was used as an Olympic venue in 1980 and is scheduled to host major sporting events in the future, its inability to transport passengers or freight for the purpose of any future Olympic venue selection must also be considered. Based on the foregoing, the NYSDEC and NYSDOT consider this to be a significant adverse environmental impact.

E. Community Character

With discontinuation of train service, there will also be loss of user-experience of riding a train in TLLP; loss of tourist train access (including for persons with disabilities) to remote or scenic areas along the TLLP; loss of revenue for a tourist train operator; loss of employment for train employees; loss of opportunities for the public to enjoy the train service; and loss of revenue to local businesses that provide goods and services to the train operator or benefit from spending by the patrons of the previous train service.

With removal of rails and ties, there could be an increase in snowmobile usage. There will be a loss of opportunity to ride rail pedal bikes, a loss of revenue for potential rail pedal bike operators, and there could be a loss of revenue to local businesses from an absence of rail pedal bike patrons.

Multimodal travel on a rail-trail by trail users could lead to trespassing onto adjacent private property, non-conforming uses on adjacent Forest Preserve, loss of privacy to adjacent landowners, or multimodal travel conflicts and safety issues (e.g., skiing and snowmobile use, bicyclists and pedestrian use, etc.).

C. Potential Impacts Not Considered Significant

The following issues were considered in the review of the environmental assessment form or raised during scoping, and determined to be neither relevant nor environmentally significant:

1) Impacts to wildlife, fisheries, vegetation and habitat.

The NYSDEC and NYSDOT reviewed the proposed action and determined that impacts to wildlife, fisheries, vegetation and habitat will not be significant. Several potential impacts were considered including damage or disturbance to habitat caused by rail removal and trail construction; disturbance to wildlife by trail users; controlling beaver population as a result of any flooding caused by beavers; and impacts to rare, threatened or endangered species, and significant natural communities during rail removal and construction.

The NYSDEC and NYSDOT have used existing natural resource information, Natural Heritage biologists and databases, and existing reports documenting the locations of rare, threatened, or endangered species in order to examine the potential impacts of operational and construction activities in the TLLP and have determined that potential impacts to these resources are not significant.

NYSDEC wildlife and fisheries staff have been consulted and conclude that impacts to wildlife and fisheries will not be significant. The timing of construction activities can be controlled, if necessary, so that nesting/breeding periods of relevant wildlife species are not impacted. Public education, with signs and kiosks, about adjacent significant natural communities, or wildlife nesting areas, and the need for protection of such places, can be implemented.

2) Air Resources and Climate Change.

The NYSDEC and NYSDOT do not anticipate significant adverse impacts to air resources due to rail rehabilitation and removal, trail construction, or operation activities associated with this project. Several potential impacts were considered including the reduction in air quality due to a potential increase in snowmobile traffic, and acceleration of climate change due to a potential increase in fossil fuel combustion from snowmobiles.

The NYSDEC and NYSDOT have determined that any potential increase in snowmobile traffic and resultant air quality will not be a significant impact.

3) Perceived decrease in property values with conversion to rail-trail.

There are numerous studies that have been compiled on this issue. According to a report by the University of Delaware (Racca and Dhanju, 2006) that compiled many reports/studies on this topic:

> *"The majority of studies examined indicate that the presence of a bike path/trail either increases property values and ease of sale slightly or has no effect."*

4) Perceived increase in non-motorized unlawful activity along rail-trails.

With a potential increase in the number and frequency of users on a rail-trail, there could be less unlawful activity as the trail users may be able to monitor and report illegal activity along the TLLP. A report by the University of Delaware (Racca and Dhanju, 2006) that compiled many bike path studies/reports (included converted rail-trails) concluded, that quality of life has improved in neighborhoods through which bike path/trails pass. An improved quality of life is not consistent with an increase in unlawful activity.

5) Increase in unlawful ATV/dirt bike use on the TLLP Segment.

ATVs and dirt bikes have allegedly been using the TLLP unlawfully for a long period of time. A rail-trail will foster more responsible and appropriate usage since it will have year-round activity, and this year-round activity may help monitor and report illegal motor vehicle usage in the TLLP.

6) Landowners adjacent to the TLLP assuming the railroad had an easement over their property

In 1974, the State acquired the Corridor from Penn Central by exercising the power of eminent domain in order to preserve the right-of-way until the best use could be determined. In May of 2019, the State purchased the NCCC parcels. There are no reversionary rights to adjoining landowners, and the State's control over the Corridor is not by railroad easement over any of the properties, but by fee ownership except for a few parcels at the end of the line at the Lake Placid depot, where the State has an access agreement to a portion of the property owned by the Lake Placid-North Elba Historical Society (LPNEHS).

IX. Mitigation Measures

A. MITIGATION BY DESIGN

The 1996 UMP/FEIS presents six management alternatives. This Plan proposes Alternative 7, dividing the corridor into two segments. For the Remsen to Tupper Lake segment (RTL Segment) this alternative proposes to retain the rails and improve the tracks and support facilities such as engine houses and fueling facilities where necessary and continuing to be open to rail and snowmobile use. The RTL Segment includes the extension of operating rail service approximately 45 miles from the Big Moose Station to the Tupper Lake Station. The Tupper Lake to Lake Placid segment (TLLP Segment), is the section where most of the rails will be removed and the Corridor is proposed to become a rail-trail. Within the RTL Segment, connections to existing trail systems on neighboring lands could serve as stops along the rail and could be established in conformance with management plans for these units of state land.

The potential beneficial and adverse impacts, and measures proposed to mitigate such impacts, of continued use of the RTL Segment, including those related to the extension of service from Big Moose Station to the Tupper Lake Station, are documented in the 1996 UMP/FEIS and are incorporated herein by reference (see Sections Summary, VIII, IX, X, XI, XII, XIII and XIV). This section supplements that information.

Because the TLLP Segment multi-use trail is located in an existing cleared Corridor, tree cutting may be undertaken in accordance with NYSDEC Policy LF-91-2 (and Article XIV of the NYS Constitution). After removal of the rail infrastructure, the surface will need to be graded and some rocks and boulders may need to be removed. Bridges will be retrofitted to accommodate the appropriate trail surface. Drainage improvements may also be necessary. These improvements will occur in accordance with applicable law, regulations, policy and guidance.

Wetlands will be avoided to the greatest extent possible. When wetlands crossings or trail locations adjacent to wetlands are proposed, the trail will be designed to minimize potential adverse impacts. Any activity in a wetland or that may impact a wetland will be undertaken with prior consultation with the APA and permitting from APA and/or the Army Corps of Engineers' permit requirements.

B. MEASURES PROPOSED TO MITIGATE IMPACTS OF PLAN IMPLEMENTATION

1. Soils, Drainage, Wetlands, and Water Resources

To minimize or avoid potential adverse impacts to these resources to the greatest extent practicable, the NYSDEC will use on-the-ground data and observations collected

by field staff to assess and monitor the soil conditions. The NYSDEC will employ mitigation by design and use best management practices to ensure soil stabilization on exposed soils during rail rehabilitation and removal, trail construction, or maintenance, which will be temporary activities. Construction can also be timed to periods of low or normal rainfall.

Most soils in the Corridor were modified by the construction of the railway. Along the TLLP Segment, trail construction will consist of removal and salvage of rail infrastructure and installation of final surface material. Minor surface modification and installation of erosion control best management practices will occur. Terrain modification and installation of water control devices will be another step of the trail construction process. Regular monitoring along the trail length will allow for terrain modification in select locations consisting of bench cuts, rearrangement of specific rocks, installation of water bars, and repair of any eroded portions of pre-existing Corridor.

The NYSDEC will develop a trail-monitoring program to identify and correct trail erosion, illegal trail building, or the presence of invasive species in a timely fashion, before the problems become permanent. The NYSDEC will work with willing partners and outside groups to help maintain the rail-trail through the issuance of Temporary Revocable Permits (TRP's) or stewardship agreements (such as Volunteer Stewardship Agreements (VSA) or Adopt A Natural Resource (AANR)).

The trail work plan will lay out the location of trail modification, bridges, water bars and other trail structures. This Stormwater Pollution Prevention Plan (SWPPP) designates the procedures and BMPs to be used in construction of these structures. The SWPPP is an integral part of the trail project plans.

Water is by far the worst enemy of a sustainable trail. Through proper layout the trail is designed to avoid or minimize developed drainage devices. Using water bars, broad-based dips, trail hardening and other trail building methods, water will be diverted off the trail tread and minimize down-trail water travel to reduce erosion and sedimentation and create a sustainable trail tread. New construction where possible will be built in a method that results in water being shed to the side of the trail, preventing "trail rutting." Bench-cut areas will be out-sloped to encourage lateral shedding of water.

Water/sediment control structures will be installed at locations of terrain modification locations as required to minimize any potential sources of erosion or sedimentation. When active work is complete, disturbed portions of this trail will be seeded and mulched and any temporary erosion and sediment control structures will be left in place until the site is stabilized.

It is expected that railroad tracks and related materials will be removed, followed by installation of water/erosion/sediment control structures as necessary for terrain modification and trail construction. Then trail segments will be completed with various portions being put to bed, with seeding and mulch as they are individually completed. Temporary drainage/erosion/sediment control structures will remain in place until the areas have stabilized.

Description of the minimum erosion and sediment control practices:
All erosion and control practices will be installed during the terrain modification or trail construction phases of the project. Areas targeted for ground manipulation or rehabilitation and subject to erosion will be identified and control practices will be installed to avoid, minimize, or repair erosion hazards. All temporary practices will remain in place until the areas have stabilized.

The following sedimentation and erosion control practices will be utilized in implementation of this work plan:

- DRAINAGE

  - Proper drainage will carry the water either over the trail, under the trail, or will intercept the water before it crosses the trail.
  - Surface runoff which is intercepted by erosion-control measures must be collected by drainage ways and discharged in stabilized areas or sediment basins.
  - The drier the terrain, the more stable the trail, which keeps potential erosion problems at a minimum, and also minimizes the need to perform maintenance.
  - Examine topography, surface flow patterns, soils, and the water table to help determine the area's potential wetness, preferably during the wettest months of the year, to help prevent future erosion problems.
  - The ideal trail will be located on soil which has a seasonal high-water table of two to four feet below the surface.
  - Poor drainage is the primary cause of a majority of trail maintenance problems which can be avoided with proper planning.
  - Cross-drainage techniques, such as swales, and water bars should be utilized to divert water off of the trail as soon as possible.
  - Attempts should always be made to maintain natural drainage patterns.

  Outsloping
  - Outslope will be used on bench cuts and other locations prescribed in the work plan.
  - Outsloping is a process where the trail surface is sloped in the same direction (with) as the slope on which it is located
  - Outsloping is appropriate in areas where the grade of the slope is relatively high and in areas where the amount of water flow is relatively low.
  - Be sure to maintain the slope pitch at approximately 1-2%.
  - No intermittent or perennial streams should cross over the trail.
  - No drainage ditches should be laid on the upslope side of the trail.
  - Make sure the water is not being diverted towards streams or other bodies of water. If water drainage is unavoidable in areas adjacent to streams, make sure there are vegetative buffers.
  - If water flow is more extensive than outsloping can control, larger structures such as diversion ditches may be necessary.

Swales, Dips and Berms

- These features constitute a depression constructed across a slope, above and in conjunction with an earthen berm.
- These features are used in areas where surface runoff might create erosion problems running across a trail.
- These features are used on slopes which have a trail grade less than 10%.
- Install swales at the top of any slope and at proper spacing along sloping sections of the trail.
- The swale can be as shallow or as deep as necessary, taking into consideration the expected trail use and the conditions.
- Soil should be removed from the swale and transferred to the downhill side to form the berm.
- The swale should be constructed at a 30-45 degree angle downslope from a line perpendicular to the direction of the trail.
- The downhill end of the swale should extend far enough to disperse the water flow away from the trail.
- If erosion is a potential problem at the outlet (downhill end) of the swale, riprap or other velocity dissipaters should be utilized.
- The uphill end of the swale should extend far enough beyond the trail in order to fully intercept the flow of water.
- Alternative water drainage techniques may be required if the swales are consistently becoming filled or breached.
- The frequency that the swale and the berm may need to be cleaned or restored depends on the amount of sedimentation which occurs.
- A broad-based dip is the recommended practice on trails where distinct bumps pose an erosion problem.

Open Top Culverts

- Open top culverts constructed of 4”x4”s will be used where small drainages and seeps cross high traffic sections of the trail.
- Open top culverts will be in place before machinery crosses small drainages.
- Larger drainage crossings will follow BMP guidelines appropriate for the site.
- Crossing streams prior to bridge construction will follow BMP guidelines.
- Open top culverts can be constructed of either stone or sawn timber, depending on the availability of materials.
- Log culverts may be constructed with two 6-10" logs set into the trail and pinned to prevent movement.
- Line the base of the culvert with riprap and install spreaders if necessary.
- Sawn timber open-top culverts are usually constructed of two 3" x 8" planks set on a 3" x 12" plank, spiked at the bottom. This will create a water flow area 8" deep x 6" wide.
- Open-top culverts are most appropriate when water runoff is light.

- SEDIMENT BARRIERS

Silt Fences

- Silt fences will be used around all bridge foundations where possible to keep sediment from entering the stream. Silt Fences will remain in place until the area is firm and stable. After the area has stabilized the silt fence can be removed.
- The filter fabric should be purchased in a continuous roll and cut to the length of the carrier to avoid the use of joints. When joints are unavoidable, filter cloth should be spliced together only at a support post, with a minimum of a six-inch overlap, and sealed.
- When wire support is used, a standard-strength filter cloth may be used. When wire support is not being used, extra-strength cloth should be used.
- The fabric should be stapled or wired to the fence and a minimum of 4 inches of the fabric should be extended into the trench.
- The trench should be backfilled, and the soil compacted over the filter fabric.
- Inspect bales and barriers after heavy rains.
- Sediment deposits should be removed when the level of deposits reaches one-half of the height of the bale or the silt fencing.
- Barriers should be removed when the area has re-vegetated and the barriers are no longer needed. The sediment should be removed or graded out before removal.
- Straw (weed free) barriers require more maintenance than geotextiles due to the permeability of the bales being less than that of silt fencing.
- Silt fences should be removed when they have served their useful purpose, but not before the upslope area has been permanently stabilized.

- STABILIZATION

Mulching and Seeding

- Upon completion of the trail, the area will be seeded with a NYSDEC approved conservation mix and mulched with straw to stabilize the trail tread. Disturbed areas outside of the trail tread may also be additionally mulched with woody debris from on site to aid in stabilization.
- Active work areas will not require mulch, until work in the area is completed.
- Seed will be non-invasive grass species.
- Seeded areas should be inspected periodically and after heavy rain events to check for erosion and loss of vegetative cover.
- Areas that have lost mulch prior to establishment of vegetation will be re-established.

Water Crossings

- Water crossings are a major concern in the construction and use of trails because of the potential for large amounts of sediment to enter a stream.
- Existing Corridor water crossings will be utilized. Decking will be added to allow use by mountain bikes and snowmobiles.

- Erosion and sedimentation-control devices should be utilized whenever trail construction occurs in or near a wetland, stream, or water body.

Temporary Culverts

- Temporary culverts consist of a metal, plastic, cement, or wood pipe placed under a trail to permit crossing an intermittent or active stream.
- Temporary culverts are used on trails where water consists of small or intermittent flows that have not been bridged before winter.
- In general, cross-drainage culverts are more effective for drainage areas under ten acres.
- Culverts should be of a size appropriate to carry potential maximum water flow. The minimum size recommended is 12" to facilitate cleaning with a shovel.
- The culvert should extend one foot beyond the base of the trail on either side.
- Culverts should be sloped at least 6% to produce water velocities that will prevent the pipe from becoming unduly silted.
- It may be necessary to construct a berm across the side ditch to assist in water removal.
- Stream alignment should be straight at the point of crossing and of uniform profile so as not to obstruct the flow of water.
- For larger water flows, a corrugated metal culvert is recommended.
- Seat the pipe, backfill to half the diameter with clean fill, and tamp.
- Then fill over and around the culvert with snow and tamp at six inch intervals to pack in, add strength to the pipe, and to prevent seepage along the pipe. Cover the pipe with 12” of snow.

Temporary and Permanent Soil Stabilization Plan:
All water/sediment control structures will be installed on the first pass. When active work is complete on the trail, it will be mulched and seeded. Installation of water/erosion/sediment control structures or other terrain manipulation will take place when soil conditions permit and will be stabilized section by section as work is completed. Upon completion of the trail, temporary water/erosion/sediment control structures can be removed once the trail has become firm and stable.

Maintenance Inspection Schedule:
Maintenance inspections will be carried out under NYSDEC oversight by NYSDEC personnel, municipal employees, members of supporting organizations, or volunteers on a weekly basis and after significant rain events and after the spring thaw. After completion, the trail will be inspected seasonally.

Pollution Prevention Measures:

- All equipment and machinery will be maintained in accordance with manufacturer’s maintenance recommendations.
- All equipment will be inspected for leaks.
- Care will be taking during refueling of equipment to avoid spills.
- Refueling will be done at least 100 feet from wetlands and streams.
- A spill kit will be available on site in case of fuel spills.

- Carry it in, carry it out. All materials and litter not used in construction of the trail or trail structures will be removed from the site.
- Work areas will be inspected for litter at the end of each day.

Conformance with New York State Standards and Specifications for Erosion and Sediment Control:
All proposed structures are in conformance with required standards.

2. Noise

The NYSDEC will work with local communities and snowmobile clubs to mitigate impacts associated with noise generated by a potential increase in rail-trail users and snowmobiles in the TLLP Segment. These mitigation measures could include implementation of NYSDEC regulations or town/village ordinances requiring quiet areas or times, and speed limits designated for part or parts of the TLLP Segment. Appropriate signs and educational material can be posted to further this objective. Snowmobile clubs can assist in monitoring trail users' adherence to regulations and ordinances through reports to law enforcement. The increase in use of snowmobiles with four-stroke engines and the introduction of electric snowmobiles will reduce noise impacts from snowmobiles. Rail removal and trail construction noise will be temporary and limited to daytime hours, and the NYSDEC wildlife staff can be consulted to ensure that the annual and daily timing of rail rehabilitation and removal and trail construction activities do not disrupt breeding times for potentially sensitive wildlife species in the vicinity. In the TLLP Segment, note that the sound of train locomotives will no longer be heard during the typical rail operation season.

Noise associated with rail rehabilitation in the RTL Segment will be temporary and limited to daytime hours. When rail rehabilitation is complete in the RTL Segment, noise from trains will increase with an increase in train traffic to Tupper Lake. Train connections to existing trail systems on neighboring lands along the RTL Segment could be established and serve as "flag stops". The number, location, design and procedure for use of such flag stops at rail crossings shall be subject to public input, review and discussion among NYSDEC, APA, NYSDOT, and the rail operator.

3. Historic Resources

Refer to the 1996 UMP/EIS and the Draft Historic Preservation Plan in Appendix D for a comprehensive discussion of the Corridor's history, impacts, and proposed mitigation measures.

SUMMARY OF AVOIDANCE, MINIMIZATION AND MITIGATION
The mitigation measures that would be developed and implemented in consultation with the State Historic Preservation Office for the Preferred Alternative – Alternative 7 will be set forth in a Letter of Resolution (LOR) among the NYSOPRHP, NYSDEC, NYSDOT, and APA. Further consultation with the NYSOPRHP with respect to mitigation measures will be undertaken prior to the execution of the LOR.

Preferred Alternative: Alternative 7 –

The Draft Historic Preservation Plan (Appendix D) proposes to mitigate potential adverse impacts to the New York Central Railroad Adirondack Division Historic District within the APE of the TLLP Segment in the following ways:

1. Document contributing features of the Historic District contained within the TLLP Segment Project Impact Area.
2. Develop and implement a plan of Interpretive Signage and Exhibits to inform the recreating public about the historic nature and importance of the New York Central Railroad Adirondack Division Historic District. The signs and exhibits should be located in the TLLP Segment, and including educational narratives highlighting historic features, as identified in the NR nomination and discussed in the Context Statement.
3. Consider that some contributing elements could be preserved, reused or relocated, for example retaining small segments of track near contributing buildings, to show the context and relationship of the structures and tracks, or incorporating salvaged material into distinctive sign structures.
4. NYSDOT will continue to manage the RTL Segment, 85 miles or 71% of the Corridor, in conformance with the Memorandum of Agreement Between the Federal Highway Administration, the New York State Department of Transportation and the New York State Historic Preservation Officer Regarding the Rehabilitation and Reactivation of the Remsen/Lake Placid Travel Corridor, dated April 4, 2000

4. Railroad Passenger and Freight Service

Conversion of the corridor from rail use to trail use will maintain the railroad alignment and grade, such that rail infrastructure could be re-installed in the corridor should the need arise. NYSDEC will consider railroad loadings during the rehabilitation or replacement of any culverts or bridges in the corridor. The State will maintain the Travel Corridor designation of the TLLP segment of the corridor and will not seek to merge the TLLP corridor into adjacent state land units.

5. Community Character

While there will be a discontinuation of train service and a loss of that user-experience in the TLLP, a rail-trail is expected to bring in a larger variety and volume of users to that segment of the Corridor. A rail-trail in the TLLP will introduce bicycling, cross-country skiing, and running, among other modes of travel, as opposed to the only two uses currently allowed: train-travel or rail bikes (snowmobiling is allowed in either scenario). The rail-trail, access points, and infrastructure on the trail will be designed to comply with the Americans with Disabilities Act to the maximum extent practicable.

The loss of the rail service in the TLLP segment will be offset by the improved rail service between Remsen and Big Moose Station, and the rehabilitation of the rail line between Big Moose Station and the Tupper Lake Depot. The distance by rail from

Remsen to Tupper Lake is approximately 85 miles. If rails are rehabilitated between Big Moose and Tupper Lake as proposed, and when including the rail service beyond the southern end of the Corridor to Utica, there will be potential for one of the longest scenic railroads in the eastern United States. A beneficial impact of this proposal will be the restoration and preservation of rail infrastructure in the RTL, where these features are currently in a state of disrepair and not capable of safely handling rail traffic.

The removal of rails and ties may create new business opportunities along the TLLP to offset lost revenue the scenic train service provided to existing businesses. It is anticipated that the rail-trail will generate a demand for businesses that provide goods and services to rail-trail patrons, and it is expected that these patrons will often be families. Additionally, new opportunities for rail-based business opportunities may be created in the segment of the Corridor where the rails will be rehabilitated.

Railroad tracks exposed in snow inhibit safe snowmobiling because rails can “catch” the skis, causing the rider to lose control. This deters some riders from using the Corridor. Removal of track infrastructure is expected to lead to an increase in snowmobile usage, because the TLLP can be ridden in times of low snow accumulation. This may lead to greater business opportunities due to a potential increase of snowmobile traffic, and the season can start earlier and potentially extend later into the season. More snowmobiles and a longer snowmobiling season within the TLLP can translate to economic benefits for local businesses. While rail and tie removal will preclude future use of pedal car rail bikes in the TLLP, rail bikes may be used elsewhere in the Corridor. New opportunities for traditional, recumbent, and surrey bicycle enthusiasts will be available in the TLLP, and this could encourage bike rental business opportunities for the communities along the segment.

The rail-trail will be an improvement over existing conditions for those using the corridor for cross-country skiing, running, and walking. The completed trail is expected to encourage more responsible and safer usage. Unlawful motor-vehicle use, such as that which currently occurs with dirt bikes and ATVs, should be less likely to occur with an expected increase in year-round rail-trail users. Increased enforcement and better enforcement agency access on the rail-trail will be a disincentive for unlawful activity.

A multi-use trail will allow a larger number of travel modes than before the rail-trail, which has been train, snowmobile, and for two summers, rail bikes. Instead of a limited number of train excursions between May and November, a rail-trail will be available to users 365 days a year, 24 hours a day, and free to the public. Many residents who live in the villages of Tupper Lake, Saranac Lake, and Lake Placid often commute between these villages for work, and this rail-trail will offer the opportunity to take daily traffic off the local roads and give these residents a healthy and safe opportunity to commute.

NYSDEC will mitigate the effects of potential impacts associated with a new multimodal user-base (trail users) in the Corridor, and an increase in usage of the Corridor, by employing proper signage for notification of safety risks, respect for private property and neighboring landowners, responsible use of the rail-trail, and proper trail etiquette. Travel lanes can be established, and speed zones and hours of operation can be

utilized if the need arises. The trail will be maintained in accordance with Snowmobile Grooming Guidelines. Trail guide signage will be in accordance with Snowmobile Trail Signage Guidelines. Snowmobile safety materials will be available at kiosks and snowmobile stops along the Corridor.

X. Cumulative Impacts

Refer to Section VIII.

XI. Unavoidable Adverse Impacts

Refer to Section VIII.

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/FEIS 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/FEIS. 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/FEIS:

Discussion of Alternative 6 from the 1996 UMP/FEIS:

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/FEIS 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/FEIS 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/FEIS, 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/FEIS 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 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 H).

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). Cantilevering, fencing, and wetland filling arguably alters the historic character of the Corridor more so than removal of rails.
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/FEIS, 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/FEIS, 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 physically challenged, the elderly and others who will not be able to enter the backcountry otherwise.

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 been developing a Draft 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) between NYSDEC, NYSDOT, APA, and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) is under development. The LOR will outline 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 work proposed for the RTL Segment is to rehabilitate 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 don't want to utilize the rail-trail but would like 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/FEIS (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. There is a need to preserve the possibility of reactivating it for rail purposes should the need arise at some time in the future. 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 go a long way toward realizing 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.

XVI. Glossary of Terms

APA	Adirondack Park Agency
APSLMP	Adirondack Park State Land Master Plan
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
EIS	Environmental Impact Statement
FEIS	Final Environmental Impact Statement
LOR	Letter of Resolution
NYS	New York State
OGS	New York State Office of General Services
OPRHP	New York State Office of Parks, Recreation, and Historic Preservation
RLPTC	Remsen-Lake Placid Travel Corridor
RTL Segment	Remsen to Tupper Lake segment of the Remsen-Lake Placid Travel Corridor
SEIS	Supplemental Environmental Impact Statement
SHPO	State Historic Preservation Office
TLLP Segment	Tupper Lake to Lake Placid segment of the Remsen-Lake Placid Travel Corridor
UMP	Unit Management Plan

Class 1 E-Bike: is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
Source: http://www.ncsl.org/research/transportation/state-electric-bicycle-laws-a-legislative-primer.aspx

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XVIII. Appendices

Appendix A: Town Resolutions
Appendix B: Tupper Lake Design Map
Appendix C: LPNEHS Public Access Agreement
Appendix D: Historic Preservation Plan
Appendix E: TRAC Rail-with-Trail Proposal and Analysis
Appendix F: Bergmann Report
Appendix G: Branding
Appendix H: Town of North Elba Resolution

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