NEW YORK STATE OF OPPORTUNITY. Department of Environmental Conservation

Remsen-Lake Placid Travel Corridor

Proposed Final Historic Preservation Plan

for Implementation of Alternative 7 of the

2020 Remsen-Lake Placid Travel Corridor Unit Management Plan Amendment/Supplemental Environmental Impact Statement

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
625 Broadway, Albany NY 12233

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
50 Wolf Road, Albany, NY 12232

www.dec.ny.gov **March 2020**

This page intentionally left blank.

Executive Summary

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 Remsen-Lake Placid Travel Corridor Unit Management Plan/Environmental Impact Statement (1996 UMP/EIS). This document has been prepared as a companion document for the 2020 Unit Management Plan Amendment/ Supplemental Environmental Impact Statement (2020 UMP Amendment/SEIS) from the New York State Department of Environmental Conservation (NYSDEC) and NYSDOT.

The State has proposed in the 2020 UMP Amendment/SEIS 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 in the New York State and National Registers of Historic Places. Since the rails, ties, and other railroad infrastructure are contributing components of the listed district, their removal and development of a rail trail need to be conducted consistent with the requirements of Section 14.09 of New York State parks, Recreation and Historic Preservation Law, also known as the New York State Historic Preservation Act (NYSPRHPL).

This Historic Preservation Plan describes in comprehensive fashion the steps to take to preserve the character and historic fabric of the corridor and future efforts to mitigate direct and indirect impacts to historic resource. The plan responds to impacts that will arise from the implementation of the selected alternative (Alternative 7) in the 2020 UMP Amendment/SEIS.

This document 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 will be compared to the no-build option and a preferred trail-development option will be selected. Preservation and mitigation measures will be discussed for the preferred trail-development option.

This page intentionally left blank.

Contents

This page intentionally left blank.

I. Introduction

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 in accordance with the 1996 Remsen-Lake Placid Travel Corridor Unit Management Plan/Environmental Impact Statement (1996 UMP/EIS). This document has been prepared as a companion document for the 2020 Unit Management Plan Amendment/ Supplemental Environmental Impact Statement (2020 UMP Amendment/SEIS) from New York State Departments of Environmental Conservation (NYSDEC) and Transportation (NYSDOT). The 2020 UMP Amendment/SEIS will propose converting 34 of the 119 miles from a railroad line to a rail trail and, in the process of building the rail trail, most of the historic rail infrastructure in that segment will be removed. The 34-mile segment proposed to be converted to a rail trail is between Tupper Lake and Lake Placid and will hereinafter be referred to as the "Adirondack Rail Trail Project" in this document.

The Adirondack Rail Trail Project proposes to develop a 34-mile long segment of the Remsen-Lake Placid Travel Corridor, between Tupper Lake and Lake Placid, as a multi-use, all-season recreational trail for people of all abilities. It 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 in the New York State and National Registers of Historic Places. Since the rails, ties, and other railroad infrastructure are contributing components of the listed district, their removal and development of a rail trail need to be conducted consistent with the requirements of Section 14.09 of New York State Parks, Recreation and Historic Preservation Law, also known as the New York State Historic Preservation Act (NYSPRHPL).

This Historic Preservation Plan describes in comprehensive fashion the steps that have been taken to preserve the character and historic fabric of the corridor and future efforts to mitigate direct and indirect impacts to historic resource. The plan responds to impacts that will arise from the implementation of the selected alternative (Alternative 7) in the 2020 UMP Amendment/SEIS and includes:

- An assessment of trail-development options that led the State to recommend the removal of railroad infrastructure on 34 miles of the corridor, between Tupper Lake and Lake Placid;

- Acknowledgement that the 2020 UMP Amendment/SEIS will propose to preserve 85 miles of railroad infrastructure south of Tupper Lake in the Corridor (this will preserve fully 71% of the travel corridor);

- Acknowledgement that the 2020 UMP Amendment/SEIS will propose to rehabilitate 45 miles of the corridor from Big Moose to Tupper Lake, utilizing railroad infrastructure removed from the Saranac Lake to Lake Placid segment, where feasible;

- A narrative describing the history of the historic railroad;

- Components of a historic mitigation plan, developed with input from community members and user groups that includes locations for interpretive signage, re-use of removed railroad materials in such signage, and full photographic and video documentation of the 34 miles of the historic district that will be directly impacted.

- The plan also calls for the use of the Tupper Lake/ Saranac Lake/ Lake Placid depots as locations to preserve the rails in situ, and to use the depots as places for historic interpretation. The Lake Placid depot is owned by the Lake Placid-North Elba Historical Society, the Tupper Lake depot is owned by the town of Tupper Lake, and the Saranac Lake depot is owned by the State; and

- An inventory of the contributing components of the Register listed historic district and other elements in the 34 miles of the travel corridor which will be preserved, including bridges, culverts, open timber tie decks and road crossing devices.

This plan considers four program options: no build option, which is not consistent with the preferred alternative in the 2020 UMP Amendment/SEIS; trail with Operational Rail (Option 1); trail with rail removal (Option 2); and trail with non-operational rail (Option 3).

The proposed trail design is a 10-foot wide stone dust trail with a minimum 2.5-foot shoulder width on each side within a 15-foot wide cleared right-of-way for the entire 34-mile length between Tupper Lake and Lake Placid (see Figure 1).

This plan is based on direct input from the Adirondack Rail Trail Stakeholder group that 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 2020 UMP Amendment/SEIS. After release of the 2020 UMP Amendment/SEIS, the Lake Placid-North Elba Historical Society reviewed the Historic Preservation Plan and provided comment, as did the Preservation League of New York State, Adirondack Railway Preservation Society, and the Tupper Lake Heritage Museum. Other local and regional historic associations were invited again to review the plan and provide comment but declined.

The shared goal of the NYSDEC and the Stakeholder group is to develop and manage a recreational trail that is a world-class destination, while:

- Preserving the historic rail corridor setting and interpreting its history along the trail;
- Progressing with the rehabilitation of other segments of the historic railroad's infrastructure;
- Maximizing public use by residents and visitors of all abilities;
- Ensuring a safe and enjoyable experience for trail users; and,
- Minimizing negative effects on
    - Natural resources,
    - Adjacent residents, and
    - Other trail users

The *Program Report* for the Adirondack Rail Trail Project, prepared by Bergmann Associates, (2017, page 5) defines the proposed Adirondack Rail Trail Project's Impact Area. The *Program Report* divides the proposed route into three segments:

Section A: Tupper Lake to Lake Clear
Beginning in the Village and Town of Tupper Lake at Main Street (NYS Route 3)[1] in the southwest corner of Franklin County, the trail will traverse in a northeasterly direction through the Towns of Tupper Lake, Santa Clara, and Harrietstown to NYS Route 30 in the hamlet of Lake Clear on the shore of a lake of the same name.

Section B: Lake Clear to NYS Route 86
Beginning in the hamlet of Lake Clear in the Town of Harrietstown at NYS Route 30, the trail will traverse in a southeasterly direction through the Towns of Harrietstown and North Elba, passing through the Village of Saranac Lake and into the Essex County, ending at the intersection with NYS Route 86 (Lake Flower Avenue).

Section C: NYS Route 86 to Lake Placid
Beginning at the intersection with NYS Route 86 (Lake Flower Avenue), the trail will traverse in a southerly, then easterly direction through the Town of North Elba roughly paralleling NYS Route 86 to the Village of Lake Placid, ending at the intersection with Station Street.

Creighton Manning Engineering, LLP (CM) prepared a *Trail Alternative Assessment* for the NYSDEC. The assessment evaluated four trail-development options for the proposed Adirondack Rail Trail Project. CM's assessment was inserted and modified for this plan, and a preferred option was chosen. The preferred trail-development option in Section II was then analyzed for proposed historic preservation and mitigation measures. The draft of this plan was presented to the public for comment with the Draft 2020 UMP Amendment/SEIS.

Members of the public have been confused by the term "right of way", which in this context is the State's fee ownership of the Corridor and is not affected by the deeds from adjacent private landowners. *Black's Law Dictionary* defines Right of Way when referring to railroads as a term to "describe that strip of land upon which railroad companies construct their roadbed, and which, when so used, the term refers to the land itself, not the right of passage over it."

Figure 1 shows the proposed Adirondack Rail Trail Project location (from Bergmann, 2017, page 6). Photos 1-11 show conditions in the project location (MARS, September 1, 2017).

[1] *Currently, the trail has been reconfigured to begin at Hebert Lane and Webb Road.

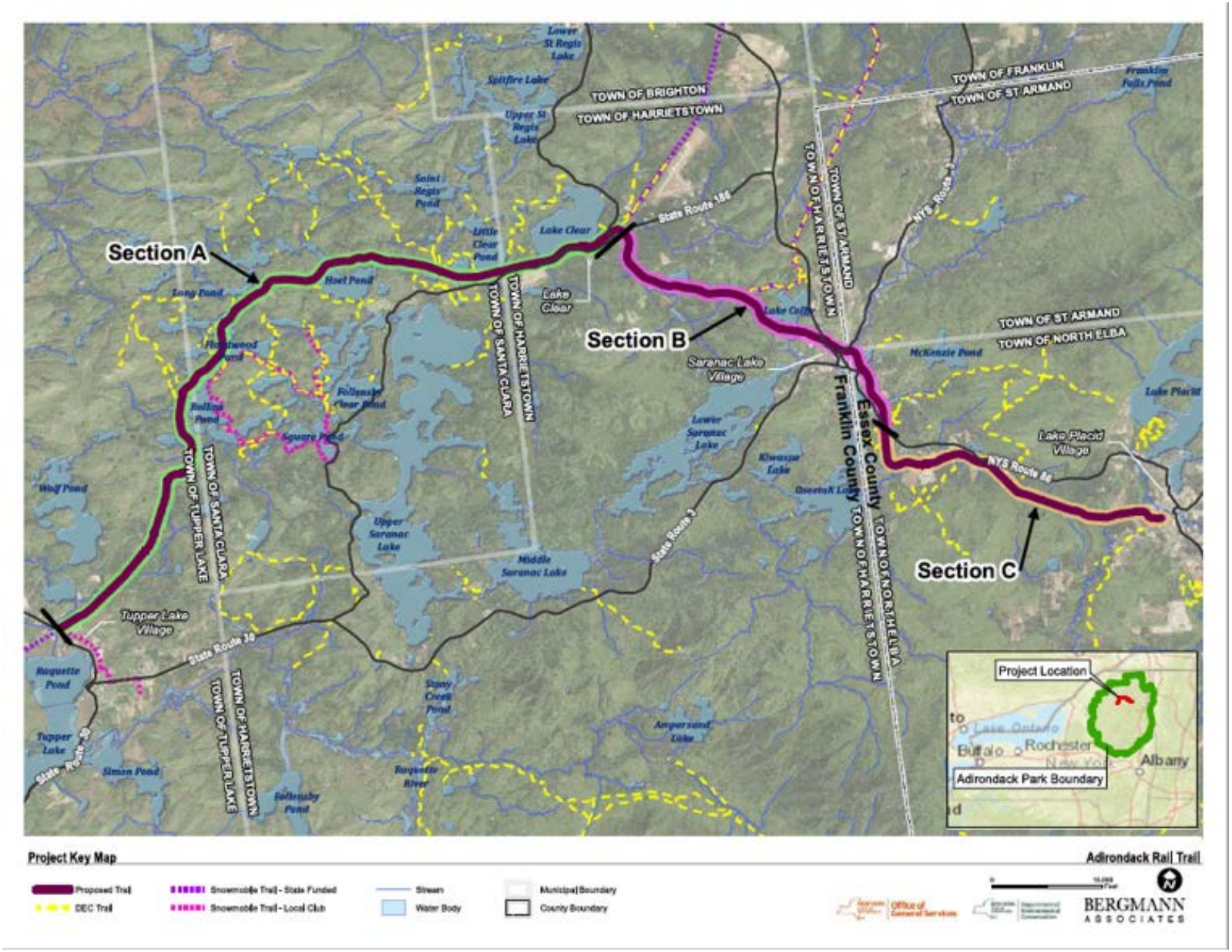


Figure 1. Proposed Adirondack Rail Trail Project, Remsen-Lake Placid Travel Corridor (Bergmann, Program Report, 2017: 6).

II. Options for Trail-Development

An assessment of trail-development options is provided here to inform analysis of historic preservation and mitigation measures for the rail trail that is being proposed from Lake Placid to Tupper Lake in the 2020 UMP Amendment/SEIS by NYSDEC and NYSDOT. The results provided in this assessment are preliminary in nature and should not be considered a detailed engineering assessment. Final impacts will be revised based on detailed engineering efforts for the selected option.

A. Defining Trail-Development Options

The no-build option (which is not consistent with preferred Alternative 7 in the 2020 UMP Amendment/SEIS) was evaluated as a baseline to compare with the trail development options.

> **No-Build (Rail Only) –** The existing rail infrastructure will remain, and no trail construction will occur within the corridor. Management of the entire 119-mile corridor would remain with NYSDOT, which would likely focus on rehabilitating the rails and ties as necessary to support continued railroad use. This option would not meet the program need to construct a family-friendly multi-use trail on a portion of the corridor.

Three proposed trail options were evaluated for the Tupper Lake to Lake Placid segment of the Corridor. In accordance with the project objectives, all of the build options evaluated locate the trail within the existing rail corridor and do not follow other routes or roadways. The following trail development options were evaluated:

> **Option 1: Trail with Operational Rail** – The trail will be constructed alongside (parallel) to the existing track within the travel corridor. The existing rail line will remain operational. The trail will change sides of the tracks at existing road crossings, if needed, in order to minimize impacts to sensitive features such as private property, wetlands, or waterbodies, while limiting the hazards associated with crossing an active rail.
>
> **Option 2: Trail with Rail Removal** – Rail will be removed except where sidetracks exist at trail depots. Trail will be developed on existing rail prism.
>
> **Option 3: Trail with Non-Operational Rail** –Trail will be built with preservation of as much in-situ rail as feasible, while maintaining trail design standards. This could include leaving exposed rail and routing the trail next to the rail, burying the rail and placing the trail on top of the rail, or removing the rail where the previous two scenarios are not feasible. Rails will be removed at all roadway crossings. Similar to Option 1, the trail will change sides of the

tracks as necessary to avoid sensitive features such as private property, wetlands or waterbodies.

Graphical representations of the trail options including a plan and section views are included in attached to this plan (Appendix HPP-F).

B. Trail-Development Methodology and Approach

NYSDEC has obtained the assistance of the Office of General Services (NYSOGS) to help with the trail-development options and the construction of the rail trail proposed in the 2020 UMP Amendment/SEIS. NYSOGS contracted with Creighton Manning Engineering, LLP (CM), to assist with this analysis.

CM has completed a field review of the existing conditions for the proposed trail corridor. Using existing mapping and topographic data collected by ground survey, CM developed preliminary horizontal and vertical alignments for each option covering all 34 miles. The alignments were used to develop preliminary grading limits required to construct each option and assist in the assessment.

The following criteria and were identified as key considerations when comparing the options and are not listed in order of importance:

1. Impacts to Historic/Cultural Resources
2. Conformance to trail design standards
3. Barrier and fencing needs
4. Health and safety
5. Access to adjacent land
6. Snowmobile access and safety
7. Constructability
8. Sustainability/Durability of the trail
9. Impacts to Drainage Patterns and Culverts
10. Impacts to Bridges and Large Culverts
11. Long Term Maintenance
12. Need for Retaining Walls
13. Impacts to Wetlands
14. Impacts to Waterways
15. Impacts to Forested Areas
16. Impacts to NYS Forest Preserve Land
17. Impacts to Private Property
18. Length of Rail Preserved

C. Summary of Trail-Development Options

The table below summarizes the results of the assessment. Section D, below, provides technical discussion supporting the information shown in the table.

Comparison of Considered Options					
Criteria Category		**Rail only (No-Build)**	**Trail with Operational Rail (Alternative 1)**	**Trail with Rail Removal (Alternative 2)**	**Trail with Non-Operational Rail (Alternative 3)**
1.	Impacts to Historic/ Cultural Resources	Medium	Medium	Medium	Medium
2.	Meets design standards(1)	NA	Yes	Yes	Yes
3.	Barrier and fencing needs (2)	None	36.8 miles +/-	2.8 miles +/-	2.8 miles +/-
4.	Health and Safety	Medium	Low	High	Medium
5.	Maintains access to adjacent land	Yes	Yes (Requires frequent breaks in fencing and active rail crossings)	Yes	Yes
6.	Snowmobile access and safety	Access – Yes Safety - Medium	Access – Yes Safety - Low	Access – Yes Safety - High	Access – Yes Safety – Medium
7.	Constructability	N/A	Complex construction staging and contractor operations; Large quantities of material imported	Moderate construction staging and contractor operations; Reuse existing materials	Complex construction staging and contractor operations; Large quantities of material imported
8.	Sustainability and Durability Of The Trail	N/A	Low	High	Low
9.	Drainage patterns and culvert impacts	None	High (26 foot minimum extension to all pipes)	Low (Existing maintained)	Medium (18 foot minimum extension to all pipes)
10.	Impacts to bridges and large culverts	Low (Existing structures maintained)	High (4 new bridges and 9 new large culverts)	Low (Existing structures maintained)	Low (Rail removed across structures)

11.	Long term maintenance	No trail maintenance; Rail maintenance only	High cost, more frequent	Lower cost, less frequent	Lower cost, less frequent (assumes rails are not buried)
12.	Need for retaining walls(3)	None	High	Low	Medium
13.	Impacts to wetlands	None	TBD	TBD	TBD
14.	Impacted waterways	None	10	0	0
15.	Impacts to Forested Areas	None	16.6 acres	0.3 acres	0.5 acres
16.	Impacts to NYS Forest Preserve	None	4.3 acres	0 acres	0 acres
17.	Impacts to private property	None	0.9 acres +/-	0 acres	0 acres
18.	Length of rail preserved (4)	34 miles +/-	34 miles +/-	0 miles	3 miles +/-

(1) All build options use the same design criteria
(2) These quantities are assumed based on preliminary cost estimates completed for the *Adirondack Rail Trail Program Report* dated October 2017. Detailed barrier locations and quantities will be developed during final design.
(3) Retaining walls will be needed to minimize the trail footprint near waterways, wetlands and other sensitive features.
(4) To identify locations and limits of rail preservation it was assumed the minimum contiguous length of rail is 0.5 miles. This length was assumed to limit the number of short, isolated segments that would becreated.

D. Assessment of Trail-Development Options

Criterion 1 - Impacts to Historic/Cultural Resources

This assessment reviews each of the three option's potential to adversely impact Historic/Cultural resources. An adverse impact occurs when an undertaking is likely to cause the *"(1) destruction or alteration of all or part of a property, (2) isolation or alteration of the property's environment; (3) introduction of visual, audible or atmospheric elements which are out of character with the property or alter its setting; and/or (4) neglect of the property resulting in its deterioration or destruction."* (9 NYCRR Part 428.7(a)). In this case it is the direct impact to the historic and contributing physical fabric of the resource and the indirect impacts to its setting that are to be considered under Section 14.09 (NYSPRHPL).

The New York State and National Registers of Historic Places listing for the New York Central Railroad Adirondack Division Historic District, which includes all of the Corridor plus the Lake Placid Train Deport parcel, notes the following related to contributing features:

> *Extant contributing features encompassed in the nomination include the right-of-way (tracks and ties, counted as one structure), bridges, stations, freight houses and ancillary railroad buildings (bunkhouses, section foremen's dwellings, tool storage building, company store, post office, logging company office building). [….] Minor features related to the operation of the railroad, such as culverts, switch stands, and mile markers are present on the right-of-way, but are not individually counted as contributing features (National Register 1993, section 7, page 1).*

The New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) has informed NYSDEC that removal of portions of the rail within the corridor will have a direct Adverse Impact on the New York State and National Register listed New York Central Railroad Adirondack Division Historic District (NR Listed 1993) dated in an October 29, 2019 letter. NYSDEC and NYS DOT concur with this assessment.

This following assessment reviews the options and their potential impacts on the historic resource.

No-Build – This option will not have an immediate impact on the resource. All contributing features associated with the National Register listing will remain. However, this option will not meet the goal to construct a flat, family friendly trail on a portion of the Corridor (preferred Alternative 7) in the 2020 UMP Amendment/SEIS).

Potential Preservation Impacts: If features along the Tupper Lake to Lake Placid section deteriorate through a continued lack of maintenance, this could be considered adverse to the resource as the condition of rails, ties, culverts, bridges and infrastructure degrade.

Option 1 – Trail with Operational Rail – This option will not remove the existing railroad tracks and ties. New trail-only bridges will be constructed adjacent to the existing bridges however the existing bridges may need to be altered to accommodate the trail/bridges alongside the existing rail. Changes or alterations to the existing bridges will need to be reviewed and approved by the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP).

Potential Preservation Impacts: While the actual railroad right-of-way (real property) will not be expanded, the combined footprint of the rail with the parallel trail, new fencing and barriers, new trail bridges, and new retaining walls will alter the historic character

of the corridor and result in visual impacts. Changes in setting, feeling and design of the historic rail corridor would be anticipated resulting in adverse impacts to the historic district. No changes will occur to the existing buildings noted as contributing features.

Option 2 - Trail with Rail Removal – This option will have a direct impact on the resource by removing contributing features (rails and ties) with the exception of small segments located on sidetracks near existing depots. This will affect about 28.5% of the travel corridor. The remaining 71.5% of the travel corridor will remain a railroad, with 45 miles, or 37.8%, to be rehabilitated. A portion of the rails removed from the corridor is proposed for reuse on the corridor as part of NYSDOT's rail rehabilitation contract. The NYSDOT contract will rehabilitate the railroad infrastructure between Remsen and Tupper Lake. NYSDEC is also considering the potential for salvaged material, such as rails, ties, mile markers and train signage to be incorporated into interpretive signs and displays along the trail corridor. The existing bridges will remain intact with alterations made to provide safety railings. New railings and fencing will be limited which lessens their visual impact. Construction of the trail within the existing rail bed will maintain the Corridor as a linear facility.

Potential Preservation Impacts: The visual aspects of the involved section of the historic 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 option 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. No changes will occur to the existing buildings noted as contributing features.

Option 3 - Trail with Non-Operational Rail – This option will have a direct impact on the resource by removing contributing features (rails and ties) where the trail crosses the rail bed. Where feasible, small segments of rail and ties located on side tracks will be retained near depots. Similar to Alternative 2, rails and ties removed from the corridor will be reused elsewhere in the corridor by the NYSDOT. NYSDEC is also considering the potential for salvaged material, such as rails, ties, mile markers and train signage to be incorporated into interpretive signs and displays along the trail corridor. The existing bridges will remain intact with alterations made to provide safety railings. As discussed under other criteria in this document, burying the existing rails and ties will not preserve them and instead will accelerate the deterioration of the contributing feature. Construction of the trail in close proximity of the existing rail bed will maintain the corridor as a linear recreational facility. No changes will occur to the existing buildings noted as contributing features.

Potential Preservation Impacts: Like Alternative 2, removal of all or a portion of the contributing rail and ties would retain the existing cleared width of the rail right-of-way. Although where the trail and track are aligned side-by-side more clearing may be required to accommodate the parallel structures. Overall, the visual aspects of the

involved section of the district, including the width of the existing clear right-of-way and the repurposed historic rail bed, would remain largely unchanged.

This option also retains in-situ short sections of rail along the trail route, which could help reinforce the historic use and engineering design to the new users. As such, this option 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.

Criterion 2 – Meets Trail Design Standards

Design standards to be applied for the three trail Options were developed based on a review of the following references:

- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition, 2012
- New York State Railroad Law
- FHWA Rails-with-Trails: Lessons Learned, 2002
- Empire State Trail Design Guide, 2017
- United States Forest Service Trail Accessibility Guidelines, 2013

Based on the *Adirondack Rail Trail Program Report*, the desirable width to accommodate snowmobiles and non- motorized traffic for the proposed rail trail is 10 feet with 2.5-foot wide shoulders. According to the *AASHTO Guide for the Development of Bicycle Facilities*, the minimum recommended width for a multi-use trail is 10 feet, however a trail width of 8 feet can be used for short distances due to physical constraints. It should be noted that trail widths less than 10 feet can result in conflicts between trail users due to a decrease in operational space.

According to the *US Forest Service Trail Accessibility Guidelines*, when designing a trail for snowmobiles a double lane trail has a design width of 10 to 12 feet. During the winter months, the minimum 8-foot trail with 2-foot shoulders can be groomed to accommodate snowmobiles.

According to New York State Railroad Law, Section RRD § 51-a:

> "*All structures and obstructions above the top of the rail except those hereinafter specifically mentioned are to have a side clearance of not less than eight feet six inches as measured from the center line of the track*."

It should be noted that barrier and/or fencing is not a listed exemption. Given this law and the guidance provided by the *AASHTO Guide for the Development of Bicycle Facilities,* a minimum of 10.5 feet should be used as separation from the center of rail to the barrier. For purposes of this evaluation the fence was assumed to be located 8.5

feet away from the center of the tracks, which matches the distance specified in New York State Railroad Law. If additional separation is dictated by the owner or operator, it will increase the required offset to the edge of the trail.

Based on the above design standards, typical sections were developed for each trail Option and are included for reference in Appendix A. All three trail Options will meet design standards for trails.

Criterion 3 - Barrier and Fencing Needs

This assessment reviews the barrier and fencing needs for each option. Fencing is used in areas to control movement. Barrier is added to protect trail users from drop offs or other hazards, separate types of traffic, direct traffic and block views. The use of fencing and barriers should be minimized as it can pose a risk to trail users, can negatively interfere with wildlife movements, and creates long-term maintenance. The *Adirondack Rail Trail Program Report* proposes both a post and rail fence and a timber guide rail for use on the trail. Plantings, graded earthen berms, and boulders are recommended for more remote locations, and the timber guide rail is proposed adjacent to many of the parking areas.

No-Build – No new fencing or barrier required. Maintenance of any existing fencing or barriers will be required.

Option 1 – Trail with Operational Rail - To limit impacts to adjacent land, wetlands, and other sensitive features, the offset between the rail and the trail was kept at a minimum, 11 feet from the edge of the trail to the centerline of the rail. This distance meets the offset required by law and provides a 2.5-foot-wide shoulder between the edge of the trail and the fence. Due to the active rail being in close proximity to the trail, a fence or barrier system is necessary to prevent crossover traffic and limit trespassing on the rail. Based on the *Empire State Trail Design Guide*, the minimum recommended fence height for this application is 5 feet. The specific barrier requirements and offsets will need to be coordinated and confirmed with the railroad operator to verify that it meets operational requirements. The railroad operator may require a greater separation which will increase the required offset to the edge of the trail. The barrier will significantly increase the cost associated with construction and maintenance. Fencing damaged by blowdowns, collisions or vandalism will need to be repaired. While it will be outside the trail clear zone (2 feet from the edge of the trail), the presence of the fence could create a snagging hazard for snowmobile trail users. Miscellaneous fence/railing may also be required on the trail edge away from the rail to protect users from steep slopes, drop offs at retaining walls or to avoid impacts to natural resources or other features along the trail. This double fence will create a “cattle chute” appearance, which according to the *AASHTO Guide for the Development of Bicycle Facilities* is not desirable for long distances because this creates personal security issues, prevents users who need help from being seen, and prevents users from leaving the path in an emergency. The option of using a removable fence was considered and determined to be impractical for the

entire length of the trail. This option can be utilized for short segments if it is deemed necessary during final design. A detailed assessment of the points of need and location for fencing and barriers was not completed as part of this evaluation. Fencing requirements across bridges and large culverts are discussed within those sections of this document.

Option 2 - Trail with Rail Removal - Miscellaneous fence/railing may be required along either edge of the trail to protect users from steep slopes or avoid impacts to natural resources or other features along the trail. A detailed assessment of the points of need and location was not completed as part of this evaluation. Fencing requirements across bridges and large culverts are discussed within those sections of this document.

Option 3 - Trail with Non-Operational Rail - Miscellaneous fence/railing may be required along either edge of the trail to protect users from steep slopes or avoid impacts to natural resources or other features along the trail. A detailed assessment of the points of need and location was not completed as part of this evaluation. Fencing requirements across bridges and large culverts are discussed within those sections of this document.

Criterion 4 - Health and Safety

This assessment evaluates the health and safety of the options based on items including roadway crossings, conflicts between train and trail traffic, tripping hazards, obstructions for trail users, and the number of active rail crossings.

No-Build – There will generally be no changes to the health and safety. Existing roadway crossings will be maintained and used by trains during summer months and snowmobiles during winter months. The underlying railroad features will continue to pose a hazard to snowmobilers.

Option 1 – Trail with Operational Rail – This option will create potential points of conflict between trail users and the train traffic as they will be located close to each other in the same corridor. The installation of a fence can deter users from accessing track; however, users may still be able to climb over the fence. This may be an issue at locations such as intersecting trailheads, if an active crossing is not provided. When possible, it is best practice to limit trail/rail crossings. In order to minimize the number of trail/rail crossings, the design was analyzed utilizing existing road crossings as locations to have the trail cross the rail if required. Each trail crossing of the active rail line for the public use must comply with Section 90 of Railroad Law, which involves administrative law hearings. This option incorporates a buffer width of 11 feet measured from the center of the rail to edge of the trail. The separation fencing between the rail and trail, while intended to prevent trespassing poses a hazard to trail users. Each roadway crossing of the rail corridor will also have a trail crossing adjacent to the existing rail crossing. This will require motorists to interpret signage for both crossings in a short length of roadway. This option includes 27 road crossings of the railroad, 27 road crossings of the trail, and will have an additional 2 locations where the trail will cross the

active railroad (located at existing road/rail crossings).

Option 2 - Trail with Rail Removal – Removing the rails and eliminating rail service will eliminate potential conflicts between trail users and train traffic. It will result in a single trail/road crossing (as opposed to both a trail/road and rail/road crossing) of each roadway that will include appropriate warning signs for both the trail and roadway. Physical obstructions, such as existing mile markers that could pose a hazard to users, will be removed as part of the design and construction process. Any new potential obstructions will be located outside the proposed clear zone. No active rail crossings will be required with this option.

Option 3 - Trail with Non-Operational Rail – Leaving the inactive rail in place, adjacent to the new trail may create a hazard for trail users. Portions of the existing rails and ties will remain in place and exposed. Although a 2.5-foot wide shoulder is provided, the potential exists for a bicyclist, skier, or snowmobile to strike the exposed rail, lose control, and potentially harm the user. To avoid sensitive areas (e.g. wetlands), this option will remove the rail and utilize the rail prism. This will be completed by removing the existing rails and ties, or by burying the existing infrastructure. The buried ties will slowly degrade and settle which will create low spots and potholes, which will be hazards for trail users. No active rail crossings will be required with this option.

Criterion 5 – Maintains Access to Adjacent Land

This assessment reviews the impacts of each option as it affects private property owner ability to access their lands adjacent to the corridor. The need for access varies throughout the corridor. Numerous property owners own land on both sides of the rail corridor and need to cross the corridor for access. Upon completion of a trail, users may utilize the corridor to access State-owned lands and waterways for recreation.

No-Build –No changes in access to adjacent land. Existing access will be maintained.

Option 1 – Trail with Operational Rail – As noted previously, this option requires a fence/barrier system to separate trail users from the active rail. If access across the corridor is needed, at places such as trailheads and private property access, a break in this barrier is needed in addition to appropriate crossing measures (signs, signals, etc.). These measures include but may not be limited to, gates and warning lights. Excessive breaks will lessen the effectiveness of the fence/barrier system and create blunt ends in which a trail user could collide.

Option 2 - Trail with Rail Removal – This option will retain access to all adjacent parcels of land along the corridor. Where necessary, the property owners or users will be able to cross the trail to access adjoining parcels. Vehicular access across the trail will require individual coordination with the NYSDEC and appropriate signage.

Option 3 - Trail with Non-Operational Rail - This option will retain access to all adjacent parcels of land along the corridor. Where necessary, the property owners or users will be

able to cross the trail to access adjoining parcels without the need to cross active rail. Vehicular access across the trail will require individual coordination with the NYSDEC and appropriate signage.

Criterion 6 - Snowmobile Access and Safety

This assessment reviews the impacts of each option on snowmobile access and safety. Snowmobiles currently use the rail corridor during winter months and generally follow the existing tracks. The current rail operator does not use the rail corridor during winter months. The corridor also intersects other snowmobile trails that provide access to other areas of the park. All the trail options were evaluated using widths and offsets associated with the minimum requirements for snowmobile access, as provided in, the *Forest Service Trail Accessibility Guidelines.*

No-Build – Snowmobile access will be retained throughout the corridor. Existing snowmobile trail crossings will be maintained. Snowmobiles will be able to utilize the existing rail bed similar to current operations (with approval from NYSDOT). The existing rails and ties will present a potential hazard for snowmobiles. Snowmobiles could strike the rails or ties, catch a ski and cause the driver to lose control.

Option 1 – Trail with Operational Rail – Snowmobile access will be retained throughout the corridor. Existing snowmobile trail crossings will need to be reconstructed, to ensure the connection of the proposed trail with other intersecting trails can safely accrue at the appropriate locations. Although it is not encouraged, snowmobiles may also utilize the existing rail bed similar to current operations. As noted previously, this option will require a barrier/fence the entire length of the corridor to separate train traffic from the trail traffic. This barrier will be located 3 feet from the edge of the trail, will be at least 5 feet high and will present a hazard to snowmobiles. Openings in the barrier will be required to connect to adjacent snowmobile trail networks. Removable fence was considered, and although it is considered impractical for use along the entire length of trail, it may be an option for short segments such as snowmobile trail intersections.

Option 2 - Trail with Rail Removal – Snowmobile access will be improved along the corridor and to all existing trails.

Option 3 - Trail with Non-Operational Rail - Snowmobile access will be retained to all existing trails. The existing tracks/ties will present a potential hazard for snowmobiles. Snowmobiles could strike the rails or ties, catch a ski and cause the driver to lose control.

Criterion 7 - Constructability

This assessment reviews the complexity of the construction operations required to build the option. Items for this criterion include an assessment of estimated impacts to contractor operations and the amount of material required to be transported to and from

the site. The existing corridor is very narrow and constructing the trail within the existing railroad prism will be a challenge.

No-Build – This criterion is not applicable to the no-build option.

Option 1 – Trail with Operational Rail - This option will require large quantities of additional cut and fill materials to construct the trail. The impacted area is very large in comparison to the other options. Construction equipment requires space to move and operate safely. If the rails are to remain, and be preserved in place, it will make construction of the trail difficult. Contractors will have less room to operate equipment and will need to be careful not to undermine or damage the integrity of the existing tracks and ties. This option may require replacement of existing drainage pipes (see discussion in Criterion 12) which will require the contractor to temporarily remove sections of rail and replace them. Building a trail parallel to the tracks will require a significantly higher volume of new stone materials and embankment to be transported to the site.
Building the trail alongside the existing ballast will require removal of at least the existing topsoil with additional undercuts likely to provide a stable subgrade. This topsoil, undercut, trees and stumps will need to be transported out of the corridor and disposed of or reused at a different site. A benefit of this option is that the contractor may be able to use the existing rail to transport machinery and materials to the site. This would require approval of the railroad operator.

Construction of the new bridges and large culverts will require transport and placement of steel and concrete through the narrow corridor. Depending on soil and hydraulic conditions, special equipment may be needed to install structural piles as part of the bridge/culvert substructures.

Option 2 - Trail with Rail Removal – This option is simpler construction than the preservation options. With the rails removed the contractor will be able to work more efficiently and won't be concerned with damaging the rails and ties. Depending on the order of operations determined by the contractor, the rails and ties may be removed as part of the first stages. Reuse of the existing rail ballast will lessen the amount of additional materials required to construct the trail. The removal option minimizes the transport costs and associated environmental impacts including emissions and fuel use associated with brining in all new materials.

If the rails are in good condition, construction could be staged to utilize the existing rails for transportation of materials and equipment to and from the site.

Option 3 - Trail with Non-Operational Rail - This option will require large quantities of additional cut and fill materials to construct the trail. In locations where the non-operational rail is maintained, the impacted area is very large in comparison to Option 2. Construction equipment requires space to move and operate safely. If the rails are to remain, and be preserved in place, it will make construction of the trail difficult.

Contractors will have less room to operate equipment and will need to be careful not to undermine or damage the integrity of the existing tracks and ties. This option may require replacement of existing drainage pipes (see discussion in Criterion 12) which will require the contractor to temporarily remove sections of rail and replace them. Burying the existing rails and ties, or building a trail parallel will require a significantly higher volume of new stone materials and embankment to be transported to the site.

Building the trail alongside the existing ballast will require removal of at least the existing topsoil with additional undercuts likely to provide a stable subgrade. This topsoil, undercut, trees and stumps will need to be transported out of the corridor and disposed of or reused at a different site. A benefit of this option is that the contractor may be able to use the existing rail to transport machinery and materials to the site. This would require approval of the railroad operator.

Criterion 8 – Sustainability and Durability of the Trail

This assessment reviews the sustainability and durability of the options. The long-term sustainability of the trail is a function on the quality of the underlying materials. Poor subgrade conditions will result in increased maintenance over time requiring additional labor and materials to maintain the trail.

No-Build – This Criterion is not applicable to the no-build option.

Option 1 – Trail with Operational Rail– Construction of the trail with this option will be over previously undisturbed soil. Although the soil will be compacted during construction, with this option there may be more settlement and heaving over time. This is because it will be constructed outside the more stable soils of the existing rail prism, which have undergone years of natural compaction from train use and the loading of the rails, ties and ballast.

Option 2 - Trail with Rail Removal - Locating the trail on the existing rail prism will retain the existing crushed stone that makes up the rail ballast. Unsuitable organic materials will be identified during construction, removed and replaced with suitable materials. The crushed stone will be supplemented as needed to provide a stable, compacted base for the trail.

Option 3 - Trail with Non-Operational Rail - Construction of the trail with this option will be over previously undisturbed soil. Although the soil will be compacted during construction, with this option there may more be settlement and heaving over time. This is because it will be constructed outside the more stable soils of the existing rail prism, which have undergone years of natural compaction from train use. Burying the ties will accelerate their deterioration. This will result in settling of the trail surface and a "washboard" effect on the trail. A similar concern is present for areas where the rail ballast

is contaminated with organic materials. These materials will breakdown over time and settle. These materials will also absorb and trap moisture, leading to frost heaves and damage to the trail surface. If retaining walls or boardwalk systems are used to reduce impacts to sensitive areas, these systems will have a finite service life and eventually require rehabilitation or replacement.

Criterion 9 – Impacts to Drainage Patterns and Culverts

This assessment reviews the impacts of the options to the existing drainage patterns and infrastructure that includes small pipes and ditches. Based on records provided by NYSDOT, there are approximately 100 drainage pipes that cross the rail corridor. The condition varies and a detailed assessment of each was not performed as part of this effort.

No-Build – No changes to existing drainage patterns or culverts will occur. Culverts will however eventually need to be replaced to maintain the functionality of the railroad.

Option 1 – Trail with Operational Rail - All of the pipes will need to be extended by at least 26 feet. This will result in additional construction costs, impacts to waterways, wetlands, and aquatic life. Wetland permits and mitigation will be required to complete the work which will increase both the engineering/permitting costs and construction costs. Permitting agencies may require that existing culverts be upsized to provide hydraulic connectivity, which will require complete replacement of the culvert. These culvert replacements will add to the life cycle for both the trail and existing rail by improving drainage conditions and extending the restarting the culverts lifecycle. This option will have the greatest impact to the existing drainage patterns. In addition to the extension of the existing culverts, changes to the drainage system will require the addition of drainage swales to direct water away from the trail and rail, and new drainage structures (e.g. concrete catch basins) in the area between the trail and the rail for the length of the project.

Option 2 - Trail with Rail Removal – The existing culverts will remain in service and will not be impacted. Cleaning of the pipes will be considered as part of the construction to restore functionality of the drainage system. This concept will maintain the existing drainage patterns with minor upgrades as necessary to accommodate design features such as rest areas or shifts in alignments.

Option 3 - Trail with Non-Operational Rail - Each culvert will need to be extended by at least 18 feet in the locations where the rail is to be maintained. Based on record data, there are 6 existing culverts in locations where the rail could be preserved. This will result in additional construction costs. Permitting agencies may require that existing culverts be upsized to provide hydraulic connectivity, which will require complete replacement. This option will have a moderate impact to the project's drainage patterns in areas where the rail will be preserved, while only minimal impacts in locations where

the rail is removed. Although it is similar to existing conditions, where the rail is to be preserved, the culvert extensions will require the establishment of new flow paths in order to prevent ponding or areas of flooding.

Criterion 10 – Impacts to Bridges and Large Culverts

This assessment reviews the impacts to existing bridges and culverts of each option and the need for new bridges and culverts. The existing corridor 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.

No-Build - No changes to existing bridges or large culverts are necessary. The structures will however eventually need to be replaced or rehabilitated to maintain the functionality of the railroad. An example of this is the bridge over Ray Brook which was closed in 2018 due to structural deficiencies.

Option 1 – Trail with Operational Rail - The trail with active rail option will require the most significant work to the system. This will require new structures be installed parallel to all existing bridges and large culverts to carry the trail. Due to the condition and type of structures that exist, it is not feasible to widen the existing structures to accommodate the trail.

Option 2 - Trail with Rail Removal – To limit impacts to the adjacent features (wetlands, waterways, forested areas, etc.), the rail will be removed across the existing bridges and large culverts. The existing bridges will remain in place and rehabilitated as needed. This may include safety railings, new decking, and construction of a trail wearing surface across the structure.

Option 3 - Trail with Non-Operational Rail - To limit impacts to the adjacent features (wetlands, waterways, forested areas, etc.), the rail will be removed across the existing bridges and large culverts. The existing bridges will remain in place and rehabilitated as needed. This may include safety railings, new decking, and construction of a trail wearing surface across the structure.

Criterion 11 – Long Term Maintenance

This assessment reviews the long-term maintenance demands for each option that will be placed on various agencies and groups. This includes maintenance of the trail, bridges, culverts, railroad infrastructure, fencing, signage, and crossings. All of the options will require maintenance for any retaining walls, miscellaneous fencing, barriers, and parking lots. The trail itself will require maintenance activities such as surface treatments, clearing and grubbing to maintain clearances to vegetation, and maintaining signage.

No-Build – The existing railroad infrastructure will require maintenance, rehabilitation,

and possible replacement to allow for continued rail service.

Option 1 – Trail with Operational Rail – This option will require the most maintenance of the three. Proposed barrier and fencing between the trail and rail will need to be maintained and cleared of debris. The new drainage systems (see discussion in Criterion 8) will require upkeep and maintenance to maintain functionality. Four additional bridges and nine additional large culverts will be added to the corridor and will require inspections and upkeep to ensure structural integrity. The current culverts and bridges are in varying condition after years of being subjected to heavy railroad loading and, later, lack of use and neglect. Increasing maintenance time and money will be required to maintain the bridges and culverts in a condition suitable for railroad loading. In addition to the trail infrastructure, the existing railroad infrastructure (rails, ties, crossings, switches, etc.) will need to be maintained by the operator. Roadway crossings and signaling equipment will need to be maintained in a condition that provides a safe roadway surface and adequate warning to motorists. If boardwalks or elevated structures are constructed to reduce impacts to the environment, the surface and railing system will require maintenance and upkeep.

Option 2 - Trail with Rail Removal – This option is estimated to require the least maintenance once the trail is complete. This option will maintain the existing drainage patterns, bridge structures, and culverts. Maintenance of the existing bridges and culverts will be similar to current conditions however the removal of railroad loading will slow their deterioration. With the rails removed from the roadway crossings, only the pavement markings and signage will need to be maintained. The existing railroad signal equipment, switches, and other infrastructure will be removed and may be stored for future use or historic interpretation.

Option 3 - Trail with Non-Operational Rail - Keeping the rail and ties in place will require annual maintenance to prevent deterioration. A preservation plan will need to be developed and implemented which will require ongoing labor to maintain the rails and ties. This maintenance is in addition to the trail itself. This is less effort than if the rail was left active (Option 1), however the fact that the rails and ties will be left in close proximity to the trail means that they can become more of a hazard to trail users if they deteriorate. The existing railroad signal equipment, switches and other infrastructure will be removed and may be stored for future use or historic interpretation.

Criterion 12 – Need for Retaining Walls

Retaining walls are discussed in several other criteria and will generally be used to limit impacts to sensitive features (e.g. wetlands, waterbodies, etc.). Retaining walls will add to the construction cost and long-term maintenance of the facility. The location and height of retaining walls will require detailed design to be completed.

No-Build – This option will not require additional retaining walls.

Option 1 – Trail with Operational Rail – This option will have the greatest need for retaining walls to limit the impacts of the widened footprint.

Option 2 - Trail with Rail Removal – This option may require short lengths of low retaining walls where the rail prism is not wide enough to construct the trail.

Option 3 - Trail with Non-Operational Rail – This option will have a greater need for retaining walls than Option 2, but not as great as Option 1. The use of walls will need to be balanced with the need to preserve the existing rail. A wall may be avoided if the rails are removed and the trail is located on the existing alignment.

Criterion 13 – Impacts to Wetlands

This assessment reviews the direct physical impacts to existing wetlands of each option. Based on the design standards and typical sections developed for the options, preliminary grading was developed to determine estimated impacts. The use of retaining walls and a narrower trail may reduce the grading limits. Retaining walls will significantly increase costs for the construction and the maintenance throughout the life of the trail. For purposes of this evaluation, the standard 10-foot wide trail with 2.5-foot shoulders on either side was assumed.

No-Build – This option will not impact existing wetlands.

Option 1 – Trail with Operational Rail – This is estimated to result in the greatest potential impacts to wetlands due to the expanded grading and width of the travel corridor. This assumes that the trail width of 10 feet wide with 2.5 foot shoulders will be maintained for the entire project area. Impacts could be reduced if the trail is narrowed and retaining walls are used extensively. Per the *AASHTO Guide for the Development of Bicycle Facilities*, the use of walls with a height of 1 foot or greater will require railing to protect users from the drop-offs.

Option 2 - Trail with Rail Removal - The trail-development option is estimated to result in the least amount of potential impacts to wetlands. Removal of the rails allows for the trail profile to be adjusted in locations where wetlands are directly adjacent to the rail prism. Lowering the proposed profile of the trail will take advantage of the wider base of the prism and allow for the standard trail width to be provided. Lowering the profile of the trail will also reduce the trailside slopes and drop-offs, resulting in less safety railing.

Option 3 - Trail with Non-Operational Rail – This option is estimated to have wetland impacts less than Option 1, but greater than Option 2.

Criterion 14 – Impacts to Waterways and Waterbodies

This assessment reviews the direct, physical impacts to established waterways and waterbodies (e.g. lakes, ponds, streams, etc.) of each option. This includes waterbodies within the right-of-way crossed by the travel corridor and features alongside (parallel to) the travel corridor.

No-Build – This option will not impact existing waterways or waterbodies.

Option 1 – Trail with Operational Rail – To construct the trail alongside the rail, extensive boardwalk systems will be required through lakes and ponds and along causeways to avoid significant permanent impacts. This will result in both temporary and permanent impacts to these waterbodies due to the installation of the support system. New bridge structures and large culverts will be added to accommodate the trail users, which will require impacts to waterways. The following waterbodies will be impacted:

- Rollins Pond
- Floodwood Pond
- Turtle Pond
- Little Rainbow Pond
- Rat Pond
- Little Clear Pond
- Lake Clear
- McCauley Pond
- Lake Colby
- Saranac River
- McKenzie Brook
- Ray Brook
- Chubb River

Option 2 - Trail with Rail Removal – This option will not impact waterways or waterbodies. All work will be located within the existing railroad prism and existing bridges and culverts.

Option 3 - Trail with Non-Operational Rail – To avoid impacts to waterbodies, the trail will be located on the existing track alignment with the tracks/ties removed. As with Option 2, in these constrained areas, all work will be located within the existing railroad prism.

Criterion 15 – Impacts to Forested Areas

This assessment reviews the impacts to existing forested areas for each option. Impacts shown are an estimate of the clearing of existing forested areas required to construct the option. Final clearing limits will be identified and confirmed during detailed design.

Numbers shown below do not include areas proposed for clearing as part of proposed parking lots.

No-Build – This option will not require additional clearing of forested areas.

Option 1 – Trail with Operational Rail – To construct the trail alongside the rail, extensive clearing is required to widen the existing travel corridor. The impacts are located throughout the project area and vary in size.

Option 2 - Trail with Rail Removal – This option will require a small amount of additional clearing to construct the trail.

Option 3 - Trail with Non-Operational Rail – This option will require a small amount of additional clearing to construct the trail.

Option	Impacts to Forested Areas (Acre)
Option 1	16.6
Option 2	0.3
Option 3	0.5

Criterion 16 - Impacts to New York State Forest Preserve Land

This assessment reviews the impacts to land/property designated as part of the New York State Forest Preserve of each option. The limits of the Forest Preserve are based on GIS data provided by NYSDEC in May 2018. It should be noted that in accordance with New York State Law, Forest Preserve land can be used for recreational trails, however it needs to be proposed in the appropriate Unit Management Plan (UMP), determined by the Adirondack Park Agency (APA), to comply with the Adirondack Park State Land Master Plan, and then approved by the NYSDEC Commissioner.

No-Build – This option will not directly impact land designated as part of the New York State Forest Preserve.

Option 1 – Trail with Operational Rail – To construct the trail alongside the existing rail several acres of Forest Preserve land will be needed. The impacts are located throughout the project area and vary in size.

Option 2 - Trail with Rail Removal – This option will not require the use of Forest Preserve land.

Option 3 - Trail with Non-Operational Rail – This option will not require the use of Forest Preserve land.

Option	Impacts to NYS Forest Preserve (Acres)
Option 1	4.3
Option 2	0
Option 3	0

Criterion 17 – Impacts to Private Property

This assessment reviews the amount of privately-owned property that will need to be acquired by the State to construct a given option. Property lines are based on right-of-way research and ground survey completed by Creighton Manning and MJ Engineering and Land Surveying. Based on the results of that survey, the entire corridor is owned by the State of New York. The parcel where the Lake Placid Depot is located is owned by the Lake Placid/North Elba Historical Society. The Historical Society and the NYSDEC have entered into an access agreement that will enable the public to access the trail near the Lake Placid Depot. The offset from the rails to the private property lines varies throughout the right-of-way corridor. Preliminary trail grading limits were used to identify approximate areas of private property that need to be acquired. Final grading limits will be identified and confirmed during detailed design.

No-Build – This option will not impact private property.

Option 1 – Trail with Operational Rail – To construct the trail alongside the existing rail will require the acquisition of nearly 1 acre of private property. The impacts are located throughout the corridor and vary in size.

Option 2 - Trail with Rail Removal – This option will not require the acquisition of private property.

Option 3 - Trail with Non-Operational Rail – This option will not require the acquisition of private property.

Option	Private Property Impacts (Square Feet)	Private Property Impacts (Acres)
Option 1	39,000 +/-	0.90 +/-
Option 2	0	0
Option 3	0	0

Criterion 18 – Length of Existing Rail Preserved

This assessment reviews the length of rail and tracks that will be maintained for each option.

No-Build – This option preserve all existing rail.

Option 1 – Trail with Operational Rail – The existing length of rail and ties will remain intact and preserved.

Option 2 - Trail with Rail Removal – This option will remove the main tracks and ties. Existing sidetracks (parallel tracks and spurs) will be preserved where feasible and appropriate at the existing depots. The exact lengths will not be known until later in final design, once rest areas and parking lot footprints have been developed in these areas.

Option 3 - Trail with Non-Operational Rail – To identify locations and limits of rail preservation it was assumed the minimum contiguous length of rail is 0.5 miles. This length was assumed to limit the number of short, isolated segments that would be created.

Option	Existing Rail Preserved (Miles)
Option 1	34 +/-
Option 2	0
Option 3	3 +/-

E. The Preferred Trail-Development Option: Trail-Development Option 2

As a result of this option analysis, the trail-development option selected for the 2020 UMP Amendment/SEIS (Alternative 7) is Option 2, trail with rail removal, which will have an adverse impact to a portion of the historic resource. This trail-development option will allow the State to accomplish the management objectives outlined in the new preferred option that is proposed in the 2020 UMP Amendment/SEIS. These management actions will include sufficient removal, and reuse where appropriate, of rail infrastructure to build a trail on the former rail bed to the specifications outlined in the 2020 UMP Amendment/SEIS.

Building the rail trail entirely within the Corridor and removing rail infrastructure will allow the public contiguous recreational travel without having to leave and reenter the Corridor or compromise the trail dimensions that are necessary for public safety with proposed modes of travel (snowmobile, skiing, biking, running, and walking).

This option also preserves significant aspects of the register listed historic district within the trail development area.

F. Summary of References Used in this Section

1. Adirondack Rail Trail Program Report, 2017, prepared for New York State Department of Environmental Conservation by Bergmann Associates : https://www.dec.ny.gov/lands/62816.html
2. Rails-with-Trails: Lessons Learned, 2002, Federal Highway Administration: https://www.fhwa.dot.gov/environment/recreational_trails/publications/rwt/page00.cfm
3. Guide for the Development of Bicycle Facilities, Fourth Edition, 2012, American Association of State Highway and Transportation Officials
4. New York State Railroad Law - https://www.nysenate.gov/legislation/laws/RRD
5. Empire State Trail Design Guide, 2017: https://www.ny.gov/sites/ny.gov/files/atoms/files/2017.10.18_EST_Design_Guide_lr.pdf
6. Trail Accessibility Guidelines, 2013, United States Forest Service: https://www.fs.fed.us/recreation/programs/accessibility/FSTAG_2013%20Update.pdf

III. Adirondack Rail Trail Project

This Historic Preservation Plan proposes to offer treatment options that would mitigate potential adverse impacts to the New York Central Railroad Adirondack Division Historic District (93NR00500) associated with the 2020 UMP Amendment/SEIS's preferred Alternative 7 selection and the selection of Option 2 above.

The first task in the Historic Preservation Plan is to survey and document the contributing features of the Historic District located in the Adirondack Rail Trail Project Project's Impact Area that could be impacted by the Project. Documenting the location and condition of these features is an important first step to the development of a comprehensive impact mitigation program.

The Historic Preservation Plan will further define how some identified contributing elements can be preserved, reused or relocated, including retaining small segments of track near contributing buildings, preserving road crossing devices, culverts, bridges and mile markers to show the context and relationship of the structures and tracks or incorporating salvaged material into distinctive sign structures, all of which will help preserve the integrity and character of the corridor.

The plan proposes preservation opportunities for areas of the listed district outside of the area of direct impacts associated with the trail development. Fully 85 miles (71% of the Travel Corridor) of the existing railroad, south of Tupper Lake, will remain available for railroad use. The 2020 UMP Amendment/SEIS calls for the rehabilitation of 45 miles of the railroad (31% of the corridor) from its current usable terminus at Big Moose to Tupper Lake. Rails removed between Tupper Lake and Lake Placid may be re-used on the railroad line south of Tupper Lake.

This proposed rehabilitation program will offer additional opportunities to extend proposed mitigation opportunities beyond the impacted segment.

A. Need for the Historic Preservation Plan

The Remsen-Lake Placid Travel Corridor is largely contiguous with the New York Central Railroad Adirondack Division Historic District ("Adirondack Division," 93NR00500). The Trail Project Impact Area is entirely within the Historic District and includes contributing features of the District (see Adirondack Division, National Register Listing). NYSOPRHP has identified, and NYSDEC and NYSDOT concur, that the potential removal of the rails and ties, would constitute an Adverse Impact (see Appendix A, NYSOPRHP correspondence March 27, 2019):

> Removal of portions of the rail will have an Adverse Impact on the New York State and National Register listed New York Central Railroad

Adirondack Division Historic District (NR Listed 1993). As you know the physical components that comprise the rail line are considered contributing to the nominated property. The nomination states:

Because of both the extensive upgrading that occurred between 1910 and 1931 and the relatively light traffic on the line, the tracks, ties and roadbed of the Adirondack Division retain a high degree of integrity to the period of significance.

An adverse impact occurs when an undertaking is likely to cause the *"(1) destruction or alteration of all or part of a property, (2) isolation or alteration of the property's environment; (3) introduction of visual, audible or atmospheric elements which are out of character with the property or alter its setting; and/or (4) neglect of the property resulting in its deterioration or destruction."* (9 NYCRR Part 428.7(a)). In this case it is the direct impact to the historic and contributing physical fabric and indirect impacts to the setting of the resource that are is to be considered under Section 14.09 (NYSPRHPL).

Project Conditions—Photos

Photos 1-11 Morton Archaeological Research Services, September, 2017).

Photo 1. Tupper Lake Depot (looking north east). The Depot is not part of the NR listing.

Photo 2. Tupper Lake Depot, looking north west. Proposed beginning of the active rail line. The Adirondack Rail Trail will terminate to the south east along Hebert Lane.

Photo 3. Saranac Lake Depot looking west along the Travel Corridor.

Photo 4. Saranac Lake Depot (looking north west). The building is a contributing element to the Historic District.

Photo 5. Saranac Lake Depot looking east at the Travel Corridor approach.

Photo 6. “Fowler’s Corners” looking east along the Travel Corridor at the junction with Rt. 86.

Photo 7. The Remsen-Lake Placid Travel Corridor at Route 86, looking south, "Fowler's Corners".

Photo 8. Junction of the Travel Corridor and Old Military Road, Lake Placid, looking south.

Photo 9. The Remsen-Lake Placid Travel Corridor, looking west at the junction with Old Military Road, Lake Placid.

Photo 10. The Lake Placid Depot (looking east). The Depot is owned by the Lake Placid-North Elba Historical Society.

Photo 11. At the Lake Placid Depot, looking west to the start of the proposed Adirondack Rail Trail Project.

B. Historic Preservation Plan Background

Morton Archaeological Research Services (MARS) was retained by CM to provide historic preservation services for the Adirondack Rail Trail Project on April 5, 2017. MARS reports to CM, who report to New York State Office of General Services (NYSOGS), who works with NYSDEC and NYSDOT on this project.

Following consultation conducted with NYSOPRHP in January 2017, NYSDEC requested that MARS develop an Historic Preservation Plan for potential adverse impacts to the New York Central Railroad Adirondack Division Historic District (93NR00500) by the proposed Adirondack Rail Trail Project. Adverse impacts associated with an undertaking are mitigated in the Letter of Resolution (LOR), between State agencies, of which the HPP can be a part.

Roles and Responsibilities

- NYSOGS: is developing and managing the Adirondack Rail Trail design and construction for NYSDEC.
- Creighton Manning, LLP (CM): is the engineering consultant for design and trail construction and reports to NYSOGS.
- Morton Archaeological Research Services (MARS): is the archaeological subconsultant to CM and assists NYSDEC and NYSDOT in developing the Historic Preservation Plan. MARS works with the Signage and Historic Preservation (S&HP) Subcommittee.
- NYSDEC: is progressing plans for the construction of the Rail Trail from Tupper Lake to Lake Placid. They are responsible for implementing the Remsen-Lake Placid Travel Corridor UMP in coordination with NYSDOT.
- NYSDOT is progressing with plans to rehabilitate the railroad infrastructure south of Tupper Lake. Plans include improvements at Tupper Lake for rail service and trail interface. In addition, flag stops are planned for Beaver River and Sabattis.
- NYSDOT progressing plan to remove rail between Tupper Lake and Lake Placid.
- Adirondack Rail Trail Project Stakeholders Group (Stakeholders Group): is assisting NYSDEC in developing plans for the Adirondack Rail Trail construction and management.
- S&HP Subcommittee: A subcommittee of the Stakeholder's Group. They are developing the design guidelines for Adirondack Rail Trail signage. They worked with MARS on the Historic Preservation Plan.
- Regional Office of Sustainable Tourism (ROOST): They are developing the "Brand identity" for the Adirondack Rail Trail Project. They work with the S&HP Subcommittee.

Input to the Historic Preservation Plan

NYSDEC, NYSOGS and MARS gathered input for the Historic Preservation Plan from numerous individuals and groups, that formed the Adirondack Rail Trail Stakeholder group, established in 2016. The Stakeholder Group included the following entities:

- 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 2020 UMP Amendment/SEIS. After release of the 2020 UMP Amendment/SEIS, the Lake Placid-North Elba Historical Society reviewed the Historic Preservation Plan and provided comment, as did the Preservation League of New York State, Adirondack Railway Preservation Society, and the Tupper Lake Heritage Museum. Other local and regional historic associations were invited again to review the plan and provide comment but declined.

The Stakeholder's Group and municipal officials undertook an exercise to map features of the proposed Adirondack Rail Trail corridor. Features included potential locations for interpretive signage (historic, cultural and natural history) relevant to the Historic Preservation Plan. This information was incorporated into the *Program Report* prepared by Bergmann Associates (Bergmann, 2017, Appendices, page 97). MARS and the S&HP Sub-committee used this information in developing the Historic Preservation Plan. The Stakeholder's Group has received regular updates on the development of the Historic Preservation Plan and has provided review and comment on Plan development.

The S&HP Sub-committee of the Adirondack Rail Trail Project Stakeholder's Group was convened by NYSDEC in May 2017. The S&HP Sub-committee includes representation from the:

- Adirondack Experience
- Lake Placid North Elba Historical Society
- Saranac Lake Parks & Trails Advisory Board
- Wild Center
- ARTA
- ROOST (co-chair)
- NYSDEC (co-chair)
- NYSDOT
- MARS, CM
- Village of Saranac Lake
- Village of Tupper Lake

The S&HP Sub-committee worked with MARS to establish the outline of the Historic Preservation Plan. MARS and the S&HP Sub-committee worked together to develop some major and minor themes to guide the development of proposed interpretive signage for the Adirondack Rail Trail, considered options for signage formats, discussed ADA and other regulations, and selected locations for different types of interpretive signage.

Additionally, MARS met separately with the Adirondack Experience, the Wild Center, the Lake Placid-North Elba Historical Society, and the Lake Placid Library and Archives to discuss the mitigation effort and assess available resources. MARS toured the interiors of the Lake Placid Depot and collections, and the Saranac Lake Depot. MARS also visited and viewed the collections of the Saranac Lake Free Library, the Saranac Lake Laboratory Museum (Historic Saranac Lake) and the Robert Louis Stevenson Cottage, Saranac Lake.

C. New York Central Railroad Adirondack Division: History

Geographically, the Adirondacks are a 9,000 square-mile oval of highlands located between Lake Champlain and the Black River Valley. The land is cold, wet, rocky and barely farmable, and so remained forested and unsettled long after the surrounding valleys had filled up with roads and farms (Jenkins, 2004, page 1).

The Adirondacks were a source for resource procurement (hunting and fishing) for Native populations from the end of the last glacial period, about 8,000 to 10,000 years ago. Settlement was not permanent but seasonal with the region used as hunting

territories. The area was divided between the Oneida and Mohawk Nations of the Iroquois in the pre-Contact period.

Early Euro-American activity began with the fur trade. Europeans explored the Hudson Valley and Lake Champlain at the beginning of the 1600's and established trading posts. Following the Revolutionary War, the Euro-American settlement of the region began in earnest, and focus shifted to different resources, particularly iron and timber (Kudish, 2007, page 86). The Elba Ironworks at Lake Placid was established by Duncan McMartin and Archibald McIntyre in 1809, using local ore from the Ray Brook area[2]. Iron and timber remained the main industrial resources into the early 20th century and drove the need for improved access to the central Adirondack region.

By the mid-nineteenth century, the activities of hunting and fishing, which had previously been primarily for food procurement, began to shift focus to activities of sport. Scattered hotels, lumber camps, and small settlements were staffed by a small resident population of innkeepers, hunters and guides who serviced a larger, transient population of loggers, teamsters, sportsmen, and guests. Inns and hotels appear in Saranac Lake in 1849, Lake Placid in 1850, Upper Saranac Lake in 1854, Paul Smiths' in 1859 and Tupper Lake in 1868 (Jenkins, 2004, page 87).

For the developing tourist trade in the 1880's, touring the Adirondacks was fashionable. From rustic lean-to shelters to the "Great Camps" there was a desire on the part of those, with enough money to do so, to take part in the "great wilderness." Travelers to the region also drove concerns about the loss of wilderness to logging, with reports of clear-cutting and burns. It is estimated that about 29% of the Adirondack Park area had been cleared in 1885 and another 10% burned, mostly on the eastern side (Jenkins, 2004, page 101). The perception that the Adirondack wilderness was about to vanish was the catalyst for the creation of the Forest Preserve and the Adirondack Park (Jenkins, 2004, page 101).

The desire to "see the wilderness," particularly on the part of those with substantial wealth, coupled with the need to open up access for the lumber industry, were important factors in the rapid development of railroads in the Adirondack region, despite significant difficulties with topography. By 1893 all the main Adirondack railroad lines were in place, and a number of lines existed specifically to serve the sawmills and paper mills that developed within the Park. The Chateaugay railroad reached the iron mines at Lyon Mt. in 1880 and the villages of Saranac Lake and Lake Placid in 1887 and 1893. The New York and Ottawa line reached Tupper Lake in 1890, triggering a building boom. And the Adirondack Division of the New York Central, the only line which crosses the Park, connected Herkimer to Malone in 1892 (Jenkins, 2004, page 89).

[2] NYSOPRHP CRIS *Historic Archaeological Site Inventory*, A03142.000005

The New York Central Railroad Adirondack Division Historic District includes portions of two railroads: the Mohawk & Malone—Adirondack & St. Lawrence and the Saranac and Lake Placid railways (Kudish, 2007).

> Railroads made possible the commercial and industrial development of the interior Adirondacks. By 1900 most of the major Adirondack towns had rail service, and almost every major Adirondack mill, mine and hotel moved its products and clients by rail (Jenkins 2004, page 88).
>
> By 1900 the railroads had created the first major Adirondack travel corridor along which there were about a dozen large resort hotels and a million acres of private parks and preserves. Much of the geography of the turn-of-the century Adirondacks was defined by where visitors wanted to go and how they got there (Jenkins, 2004, pages 91, 93).

Construction of the New York Central Adirondack Division (Remsen to Malone Junction) railroad line, including the segment of the Adirondack Division Historic District between the Village of Tupper Lake and Saranac Lake, began in 1891. Six different segments were constructed simultaneously, including the segments north and south from Tupper Lake Junction. By 1892, trains were running from Malone Junction to Childwold Station, including branch service from Saranac Junction (renamed Lake Clear Junction) into Saranac Lake (Kudish, 2007, pages 340-341).

> The Adirondack Division is integrally associated with the career of its chief financier and developer, William Seward Webb (1851-1925). Educated in medicine at Columbia University, Webb remained a practicing physician for only a few years before joining a Wall Street investment firm, which by 1888 had become the W.S. Webb Company. Soon after his marriage to Lila, youngest daughter of William H. Vanderbilt of the New York Central and Hudson River Railroad, Webb himself became active in railroading. In 1885, he became president of the Wagner Palace Car Company, which he transformed into one of the foremost coach manufacturers in the railroad industry. In addition to his direct role in founding and overseeing construction of the Adirondack line, Webb was president and chairman of the Rutland Railroad, as well as a director of the Lake Shore and Michigan Southern and the Central Vermont Railroad. Webb established the Adirondack line in part for his personal convenience; travelling in his private palace car, Webb used the railroad as his personal route to Nehasane Park, his vast wilderness summer estate at Lake Lila in Hamilton County (National Register 1993, section 8, page 1).

In May 1893, the New York Central & Hudson River Railroad took over the Mohawk & Malone—Adirondack & St. Lawrence (Kudish, 2007, page 341). Webb's Mohawk & Malone—Adirondack & St. Lawrence did not originally extend from Saranac Junction (Lake Clear Junction) into the Village of Saranac Lake. To provide service to Saranac

Lake, an additional branch line 5.93 miles long was constructed from Lake Clear Junction into the Village. This line opened in July 1892, in advance of the completion of the main line to Remsen (which was not complete until October 1892). When the New York Central took over the line in 1893, they changed the name of the Saranac Junction station to Lake Clear Junction (Kudish, 2007, page 508).

The Saranac & Lake Placid Railroad Company was organized in 1890, and began construction of the line from Saranac Lake to Lake Placid, completing it in August 1893. The line was distinctive because of its dual-gauge (three rail) track, to accommodate rail traffic from both the narrow gauge Chateaugay line and the standard gauge New York Central lines. When the Chateaugay line was converted to standard gauge by the Delaware and Hudson (D&H) in 1903, one of the rails of the triple track between Saranac Lake and Lake Placid was removed (Kudish, 2007, page 518).

> Constructed in the short span of 18 months through rugged terrain, the railroad was a significant engineering accomplishment of the late Nineteenth century, reflecting sophisticated design solutions to the problems of building through a wilderness environment. The line was instrumental in opening the Adirondack region to commerce, transporting passengers and supplies into the mountains, hauling industrial products out of the area. Formally absorbed by the New York Central and Hudson River Railroad as its Adirondack Division in 1913, the line remained a significant regional transportation artery until it went into decline after the Second World War (National Register 1993, section 8, page 1).

By then end of 1893, the New York Central Railroad Adirondack Division (as defined in the National Register Historic District nomination from Remsen to Lake Placid) was complete.

> The influence of Webb's line was not only profound in how it affected the region's human inhabitants, tourists, transportation, employment, and economy but in how it affected the forests as well.
>
> No sooner was the line open when sawmills, other forest product mills, and pulp and paper operations rapidly appeared and by the dozens, frequently as close to one another as one per mile—with even greater density in hamlet and village areas. Hotels sprang up in similar fashion (Kudish, 2007, page 283).

The Adirondack Division railroad line was important to the growth and development of the towns and villages it passed through: Tupper Lake, Lake Clear, Saranac Lake, Ray Brook and Lake Placid, in the Adirondack Rail Trail Project area. For each town or village the focus was different: the timber industry at Tupper Lake, connection to Paul Smiths at Lake Clear, the tuberculosis cure houses and clinics at Saranac Lake and Ray Brook, and the winter sports industry, particularly the Olympics, at Lake Placid.

The Adirondack rail system developed quickly and vanished equally quickly. In 1850 the only railroads were interurban lines in the major river valleys. By 1875 main lines had been completely encircled the Adirondacks, and four spur lines had entered the park. By 1900 railroads entered the park at nine points, four of which were interconnected by a main line that crossed the interior.

After 1900 no new main lines were built. A number of logging railroads were built between 1900 and 1930. The last new tracks in the Adirondacks were laid in 1944 to connect the D&H main line at North Creek to the National Lead titanium mine at Tahawus. After that, massive public investment in highways and air travel doomed the railroad system. Passenger service was largely gone by 1960, and most freight service by 1980. The New York Central tracks through the center of the park are still maintained but are unused except for short segments used by excursion trains (Jenkins 2004, page 88).

D. Adirondack Division: National Register Listing

The New York Central Railroad Adirondack Division Historic District was listed on the National Register of Historic Places (93NR00500) in 1993, having met the criteria for listing:

National Register Criteria for Evaluation

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of significant persons in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded or may be likely to yield, information important in history or prehistory (National Register Bulletin, 2002)

> The New York Central Railroad Adirondack Division Historic District is Significant under Criteria A and C as an historic transportation line and engineering work integrally linked to the economic development and settlement patterns of the Adirondack region during the late Nineteenth-early Twentieth centuries (National Register 1993, section 8, page1).

Additionally, the New York Central Railroad, Adirondack Division Historic District was determined to have a high degree of Integrity, to retain the essential physical features that enable it to convey its historic identity[3].

> **Criteria A and B**
> A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s).
>
> **Criterion C**
> A property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible *if* it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style (National Register Bulletin, 2002).
>
> Because of both the extensive upgrading that occurred between 1910 and 1931 and the relatively light traffic on the line, the tracks, ties and roadbed of the Adirondack Division retain a high degree of integrity to the period of significance (National Register, 1993, section 7, pages 3).

Historic District Description and Contributing Features

> The New York Central Railroad Adirondack Division Historic District is an existing railroad right-of-way extending through portions of Oneida, Herkimer, Hamilton,-St. Lawrence, Franklin, and Essex Counties. The nominated railroad line extends for an approximate distance of 118 miles in a northeasterly arc, from its southern terminus at a point approximately 0.9 mile north of the village of Remsen to its northern terminus in the village of Lake Placid.

[3] National Register Bulletin, 2002

> The period of significance for the district extends from 1891, when the railroad was originally constructed, to ca. 1940, the eve of the Second World War, when the railroad went into a decline from which it never recovered. The nominated property includes a total of 41 contributing features (23 buildings, 18 structures) historically associated with the operation of the Adirondack rail line that retain integrity to the period of significance. Extant contributing features encompassed in the nomination include the right-of-way (tracks and ties, counted as one structure), bridges, stations, freight houses and ancillary railroad buildings (bunkhouses, section foremen's dwellings, tool storage building, company store, post office, logging company office building). Minor features related to the operation of the railroad, such as culverts, switch stands, and mile markers are present on the right-of-way, but are not individually counted as contributing features (National Register 1993, section 7, page 1).

The proposed Adirondack Rail Trail 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 counted, this segment includes the following contributing features:

Table 1. List of NR Contributing Features in/adjacent to the Adirondack Rail Trail Project[4]
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

Description of Contributing Features (National Register Nomination)

The two stone stations (Lake Placid and Saranac Lake) were constructed

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

in 1903 by the Delaware and Hudson Railway, which shared operation of the line between Lake Placid and Saranac Lake with the Adirondack Division of the New York Central. Six wood frame stations of the main line (Forestport, Woodgate, McKeever, Fulton Chain/Thendara, Big Moose, Lake Clear Junction) are of relatively standardized design. Built between 1893 and 1909, sheathed with cedar shingles and/or clapboard, the buildings were all constructed of regional native materials, with hipped roofs, broad sheltering eaves, exposed rafters, and a trackside bay window for observation of the line. The latest station building included in the nomination is Ray Brook, a masonry block building erected in 1930 to replace an earlier wood frame station destroyed by fire.

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).

Modifications to Contributing Features since 1975

The following discussion is not exhaustive, and is drawn primarily from two sources:

- Fenton, Richard T. and Gray, David V. 1996 *Remsen-Lake Placid Travel Corridor Final Management Plan/Environmental Impact Statement ("1996 UMP")*
- NYSDOT Maintenance Records
- Kudish, Michael 2007 *Where Did the Tracks Go in the Central Adirondacks? Mountain Railroads of New York State*, vol. 2

> New York Central Railroad Adirondack Division line was operated continuously by the New York Central Railroad, and then the Penn Central Railroad, until freight service ceased in 1972. In 1974, the Corridor was purchased by New York State. In 1977, the State leased the line to the Adirondack Railway Corporation. After the bankruptcy of the lessee, and following a long period of litigation, the State acquired the remainder of the lease in 1991. (Fenton, 1996, page xvi).

Rails and Ties

Fenton and Gray reported that the rails consist primarily of 105 pounds per yard steel stock from Remsen to Saranac Lake and 90 pounds per yard steel stock from Saranac Lake to Lake Placid. All of the rail was at least 60 years old in 1996. Further, they reported that there are approximately 360,000 railroad ties on the Adirondack line. The ties on the route averaged 30 years of age in 1996, with the exception of the 29,700 ties installed between 1978-1980 (Fenton, 1996, page 64). Assuming those figures to be correct, no ties from the period of significance (1891 – 1940) are still in place.

Kudish notes the following modifications to the rails: a new grade crossing installed in Saranac Lake at Margaret Street and Bloomingdale Avenue, 1999, Broadway grade crossing rebuilt, 1999, North Country Community College grade crossing rebuilt, 1999, Ray Brook Prison grade crossing rebuilt, 1999, Lake Placid station trackwork, 1999, new runaround track at Saranac Lake Station, 2000, and the main track in front of the Lake Placid Depot removed, regraded and replaced in 2004 (Kudish, 2007, pages 538, 539).

Bridges and Culverts

The Adirondack Rail Trail Project area includes four bridges[5] and nine large culverts (Bergmann 2017, page 12). Fenton and Gray reported that most of the bridges and

[5] The railroad bridge which crosses Woodruff Street in the Village of Saranac Lake (BIN7714460) is not included in the 1993 NR nomination.

culverts are original structures and are generally in good condition for their age (Fenton, 1996, page 64).

Stations

Four stations are listed on the National Register nomination between the Village of Lake Placid and the Village of Tupper Lake: Lake Placid, Ray Brook, Saranac Lake and Lake Clear Junction.

The Tupper Lake Station is a reconstruction. The original wooden station was built 1895 and demolished in 1975. The present station was constructed using the original plans on the same footprint in 2006 (Kudish 2007, page 361).

The Saranac Lake Station, Union Depot, was built 1904. It was renovated in 1979-80 for use by the Adirondack Railway during the Olympic Games, and again in 1997 for use by the Adirondack Scenic Railroad (Kudish, 2007, pages 511, 537).

Mile Markers

There are four mile-marker numbering systems in the Adirondack Rail Trail Project location. Three of these were established during the period of significance as part of the development of the Adirondack Division railroad and are contributing features. The fourth was instituted by the Adirondack Scenic Railroad in 2000 (Kudish, 2007, page 509).

From Tupper Lake to Lake Clear Junction (part of the Remsen to Malone Junction line begun in 1891) the mile 0 marker is in Herkimer and numbering proceeds from south to north. The Tupper Lake Station is at MP113.64 and the Lake Clear Junction Station is at MP131.68. Kudish states that most mileposts in this segment have disappeared (Kudish, 2007, page 341).

From Lake Clear Junction to Saranac Lake Depot (the line begun by Webb in 1892 and acquired by the New York Central in 1893) numbering of mile markers began at Lake Clear and ends at the Saranac Lake Depot. The 0 marker was originally at the passing siding of the Lake Clear wye, now under the north-bound lane of Route 30 (Kudish, 2007, page 509). Kudish has identified at least one New York Central mile marker (MP2 near the McCauley Pond outlet) that was still present in 2007 (Kudish, 2007, page 514).

From the Saranac Lake Depot to the Lake Placid Depot (the line the Delaware & Hudson extended to Lake Placid in 1903) numbering of mile markers begins in Lake Placid and ends in Saranac Lake. The 0 marker is 0.2 mile or 1056 ft. east of the Lake Placid Depot (Kudish, 2007, page 515). Kudish has identified at least one Delaware & Hudson mile marker (D&H MP10 near the northwest end of the runaround track) that was still present in 2007 (Kudish, 2007, page 519). The Adirondack Scenic Railroad mile posts instituted in 2000 were laid out measuring from the centerline of the Lake Placid Station instead of from the theoretical starting point 0.2 mile east of the station (that the historical

concrete mile markers were laid out from). This resulted in the Scenic Railroad modern posts being staggered 0.2 mile further down the track from the surviving historic concrete posts.

Other Maintenance

A number of different Agencies and groups have undertaken maintenance efforts on the Adirondack Division railroad line. Fenton reports that he Adirondack Railway Preservation Society (ARPS) cut brush for access and inspection purposes from Lake Placid to Saranac Lake (9.5 miles) between 1992 and 1996, and conducted inspections of bridge and culvert structures, and undertook stabilization and safety repairs (Fenton, 1996, pages 91-92).

Kudish notes trackwork at the following locations: brush cutting between Lake Placid and Saranac Lake, 1993, brush cutting at Tupper Lake Junction, 1996, and repair of a washout at Rollins Pond near Floodwood, 2000 (Kudish, 2007, pages 538, 539).

During its long existence, the Corridor has required a variety of annual maintenance activities. One of these activities has involved the removal of beaver structures (dams and lodges) or in some cases, removal of the animals themselves. Depending on railroad ownership and operations, one or more individuals have handled problems associated from the activity of beaver. There are places where beaver have existed in close proximity to the railroad bed without causing conflict or damage. For more than two decades, Wildlife Unit personnel from Regions 5 and 6 have provided temporary remedial action at numerous points along the line where beaver have caused serious damage. (Fenton, 1996, page 10).

NYSDOT records indicate that in the past 20 years, the rail infrastructure has been upgraded to support passenger trains on the segment between Remsen and Big Moose and the segment between Saranac Lake and Lake Placid, including repair of washouts, rehabilitation of the track structure, upgrades to grade crossing warning devices, and bridge rehabilitation and replacement. Some repairs have been completed between Big Moose and Saranac Lake, to make the infrastructure passable with rail equipment, but this segment is not currently suitable for operation of passenger trains. Union Depot in Saranac Lake was restored in 1997-98 with federal funding and was used for passenger rail service until the State terminated the service between Saranac Lake and Lake Placid in 2016.

E. Context Statement

The New York Central Railroad Adirondack Division Historic District is significant for the impact it had on the growth and development of the Adirondack region in the late nineteenth and early twentieth centuries and for its engineering achievements in an environment with substantial topographic challenges.

The Adirondack Division was important for the industrial development of the Adirondack region in the late nineteenth century, particularly the pulp and paper mills. It also played a role in the destruction caused by the timber industry, because the speed and ease of access it provided enabled the wholesale and unrestricted cutting and milling of timber across the region. The burning of large swathes of the Adirondacks that resulted from this access pushed forward the conservationist movement, and as an aside, created the Forest Service fire-fighting service (Jenkins, 2007, page 103). In this way the Adirondack Division was a factor in the creation of the Forest Preserve and the Adirondack Park.

The Adirondack Division brought good and services, sportsmen and tourists to the region. In the late nineteenth century, Adirondack Division trains pulled the private cars of wealthy patrons, aiding them to reach their "Great Camps," and carried the increasing volume of middle-class tourists to inns and hotels to experience "wilderness life." It brought the sick from all over the United States for the tuberculosis "Cure" at Saranac Lake and was thus important in the modern public health movement (Historic Saranac Lake at the Saranac Laboratory Museum). It played a role in the Winter Olympics of 1932, carrying passengers, providing additional housing in special Pullman cars, and even bringing snow for Olympic events (Lake Placid Historical Society).

The Adirondack Division is the only railroad line to cross the Adirondack Park, linking up the communities it served. It carried goods and people into the area and carried Adirondack residents out to the wider world. It carried young men and their families to Utica, as a departure point for World War II (Lake Placid Library).

The Adirondack Division railway buildings, structures and infrastructure are representative of period in which engineering design and practice were in transition from wood, stone and iron to concrete and steel (National Register 1993, section 8, page 3). Contributing features in the Adirondack Rail Trail Project Impact Area, in addition to the right-of-way (rails and ties) and minor features such as culverts, switch stands, and mile markers, include the Lake Placid Station and Freight House, the Ray Brook Station, the Chubb River Bridge, the Saranac River Bridge, the Saranac Lake Station and Freight House, the Lake Clear Junction Station, the Clear Pond Outlet Bridge and the Floodwood Section Foreman House. The high degree of integrity of the right-of-way and bridges, stations, freight houses and ancillary railroad buildings convey the sense of the Historic District during the period of significance (National Register, 1993, section 7 page 2 and section 8, page 1).

F. Preliminary Proposed Mitigation Measures

Whenever a State agency is proposing to undertake, fund or approve a project which may cause any change, whether beneficial or adverse, to a property listed on the

National or State registers, or which is eligible for such listing, it must consult with the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP). If the extent of the identified impacts cannot be avoided or lessened the involved agencies seek opportunities that would mitigate the direct and indirect impacts associated with the undertaking.

The Historic Preservation Plan proposes to identify a suite of mitigation options designed to offset potential adverse impacts to the New York Central Railroad Adirondack Division Historic District. Once comments are received on the preferred alternative in the 2020 UMP Amendment/SEIS and NYSOPRHP has issued their comments, consultation on a Letter of Resolution (LOR) and an appropriate mitigation plan (which would include this Historic Preservation Plan) will be undertaken. The following is a list of is an initial mitigation recommendations:

1. Document contributing features of the Historic District contained within the Adirondack Rail Trail Project Impact Area.
2. Develop and implement an interpretive plan that will include signage and exhibits intended 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 Adirondack Rail Trail Project Impact Area and other sections of the line that will be impacted by this undertaking. Typical examples of this option will include educational narratives highlighting historic features relating to the history of the listed railroad and the surrounding region.
3. Some of the identified contributing elements of the railroad may be preserved, reused or relocated near contributing buildings or along the new trail. Examples would include small segments of track, switches, mile markers and lights.
4. The rail infrastructure will be rehabilitated and preserved from Remsen to Tupper Lake for 85 miles (71.5% of the Corridor).

1. Document Contributing Features

Documentation of contributing features that will be impacted by a proposed project is an established standard mitigation technique when faced with an Adverse Impact to a State and/or National Register listed building, structure, district or landscape. The *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*[6] and/or the NYSOPRHP guidelines provide instructions for the appropriate level of documentation.

Examples of appropriate documentation opportunities include:

[6] Federal Register, Vol. 48, No. 190, Thursday, September 29, 1983, pp. 44731-34

Photographic and Video-graphic Documentation

The National Park Service (NPS) Heritage Documentation Program (HDP) Historic American Buildings Survey (HABS) /Historic American Engineering Record (HAER) / Historic American Landscapes Survey (HALS) contains guidelines for film photography standards, and these can also be useful to guide videography:

> **Aerial Photographs:**
> Aerial photographs are generally used to record large complexes, historic districts and landscapes, as well as geographic or urban contexts. Recommended flying altitude ranges from a low of 150' to 1,000' or more for broader contextual views.
>
> **Linear resources:**
> 1. For railroads the photographs should be organized in a logical progression with the captions including mile markers.
> 2. The following types of views should be captured along with views of the resource itself:
> i. Significant or typical structures; depending on the resource, this might include culverts, retaining walls, bridges, switches, gates or mile-markers.
> ii. Contextual shots that illustrate the resource's path through the landscape. (HDP, 2015, photo guidelines, pages 3-4)

HAER Documentation of the Contributing Features

HAER standards are a useful guideline to document the contributing features of NR-listed engineering structures:

> For HAER, the focus on structures and processes rather than buildings has shaped the elements of the documentation in distinct ways. The historical report employs a narrative format that has proven useful in tracing the evolution of engineering practices and their manifestation at a particular site. A drawing set can include an evolution of the site plan; typical plans, sections and elevations; exploded details; a subset of process drawings that depict the machinery and its placement as well as the flow of raw materials and product; and interpretive and axonometric drawings. Large-format, black-and-white photographs record the environmental setting (for bridges, this will include abutments; elevations; machinery and tool details, and significant details, both inside and out [….] each component of the documentation conveys an important piece; together they create a comprehensive understanding of the site (Heritage Documentation Program, 2003).

2. Develop and Implement a Plan of Interpretive Signage and Exhibits

The Historic Preservation Plan proposes to develop and implement a plan for interpretive signage and exhibits along the length of the Adirondack Rail Trail Project corridor as a mitigation measure for potential adverse impacts to the New York Central Railroad Adirondack Division Historic District. The interpretive content of the signage will focus on the contributing features of the Historic District located within the Adirondack Rail Trail Project Impact Area and its environ.

The concept of including interpretive signage with historic and natural environment content has been part of the Adirondack Rail Trail Project design concept from its initial stages. In the *Program Report* interpretive signage is included as a component of the overall signage plan for the project. Trail signage is discussed on page 25 of the report and notes the following:

> Interpretive - highlights unique features or history of the trail corridor or its adjacent surroundings. This can bring 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 (refer to Land Use, Ownership, and Resources Maps), 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. (Bergmann, 2017, Item d., page 26).

MARS worked with the S&HP Sub-committee, the Adirondack Rail Trail Stakeholder's Group, the various agencies and project sponsors to develop signage guidelines and identify potential historic content for the creation of interpretive signage to be installed along the Adirondack Rail Trail Project Impact Area, with the goal of informing the recreating public about the historic nature and importance of the New York Central Railroad Adirondack Division Historic District.

The S&HP Sub-committee reviewed previous public engagement studies by the Stakeholder Group, and gathered suggestions for historic content from the historians and historical institutions working with them. They reviewed the corridor maps and selected locations and topics for interpretation. They applied the following general guidelines:

1. The interpretive signage content could be stand-alone (low profile wayside) or combined with other signage types (upright kiosks) such as wayfinding, regulatory and emergency[7].

2. The interpretive content should relate directly or indirectly to the New York Central Railroad Adirondack Division Historic District as part of the mitigation effort.

3. The interpretive content should follow from the identified major themes and sub-themes (research questions).

4. The interpretive content should reflect local knowledge, events and priorities. It should be clearly relevant to the local adjacent communities (e.g. Olympics at Lake Placid, tuberculosis at Saranac Lake).

5. The interpretive signage should be placed at important junction points (major and minor kiosks) or where the signage content is relevant to the visitor viewpoint.

Following a review of the proposed signage plan by NYSDEC, NYSOGS and the Stakeholder Group, the S&HP Sub-committee prepared "index card" outlines for each proposed interpretive sign. The "index cards" provided a topic sentence to "flesh out" the proposed sign in a little more detail and guide sign development during the implementation phase of the project.

The S&HP Sub-committee reviewed the signage locations they had selected in Summer 2017, and assigned "index card" outlines for each sign to different committee members:

Table 2. Excerpt from the Proposed Adirondack Rail Trail Signage Plan

#	Location	Type	Theme(s)	Description
1	Lake Placid Depot (western end)	Major kiosk	Transportation, Social Life	The trains traveling to/from Lake Placid were transporting people, rather than goods/resources
2	Lake Placid Depot	Sign	Recreation, Social Life	Social history relating to the Lake Placid Club
3	Chubb River Bridge	Sign	Natural environment	Forest Preserve/Majesty—mountains and water
4	Snowmobile parking	Minor kiosk	Economics	Ironworking history
5	Ray Brook	Sign	Natural environment	Adirondacks have a wide array of habitats

[7] Other types of signage content are not relevant to the Mitigation effort and are not discussed in this Historic Preservation Plan.

Sub-committee members had a template to work from and created index card snapshots for each proposed interpretive sign. These cards, along with the signage locations and types were reviewed by the S&HP Sub-committee, the Stakeholder Group, NYSDEC, NYSOGS and others.

The list of all proposed interpretive signage for the Adirondack Rail Trail is included in Appendix B. Additional guidelines for signage development (for example ADA requirements) not relevant to the historic content proposed as part of the mitigation effort are included in Appendix C. The full set of “index cards” is included in Appendix D. The proposed locations for the Adirondack Rail Trail Interpretive signage (maps) are in Appendix E.

Figure 2. Example of a Signage Index Card: #1 Major Kiosk, Lake Placid

#1 HF-01 History of the Rail Trail Major Kiosk Gateway Theme: Rail Road social History

Title: History of rail travel Location: #1, Lake Placid Depot Theme: Early travel and tourism

Topic/Focus: The trains traveling to/from Lake Placid were transporting people, rather than goods/resources. This was the first convenient access into the High Peaks, versus stagecoach and steamships.

Develop Potential Exhibits At Or Near Publicly Accessible Stations

NYSDEC, NYSOGS, the Stakeholder Group, and the S&HP Sub-committee are discussing the potential to include interpretive exhibits in or near stations along the Adirondack Rail Trail Project Impact Area (PIA). This Historic Preservation Plan recommends developing interpretive exhibits at accessible stations as a component of effort to mitigate potential adverse impacts to the New York Central Railroad Adirondack Division Historic District within the impact area of the Adirondack Rail Trail Project.

Stations currently under discussion include:

- Lake Placid Depot
- Saranac Lake Depot
- Tupper Lake Depot

The Lake Placid Depot and the Saranac Lake Depot (Union Depot) are contributing features of the National Register nomination for the New York Central Railroad Adirondack Division Historic District. The depot at Tupper Lake is a modern reconstruction on the footprint of the original building.

The Lake Placid Depot, Station Street, Lake Placid

Photo 12. Lake Placid Depot c. 1900 (Lake Placid-North Elba Historical Society collection)

The Lake Placid Depot is owned by Lake Placid-North Elba Historical Society and currently operates as the Society's museum. The Society has been a regular member of the S&HP Sub-committee and has actively participated in the development of the Adirondack Rail Trail Signage Plan. Discussions with the Lake Placid-North Elba Historical Society have focused on creating complementary signage and exhibits between the Adirondack Rail Trail and the Lake Placid-North Elba Historical Society (LPNEHS) and coordinating efforts for public education. The LPNEHS has signed an access agreement with the State to allow the public to walk through a portion of their property to access the rail trail (see Appendix C). Discussions are underway with the LPNEHS to build a parking area and comfort station on the northwest portion of their property to accommodate the public.

The LPNEHS will continue to maintain the Depot as a historic museum with the structure remaining intact. The Freight House and a section of track immediately adjacent to the Depot will also be retained. The location of the train turntable will be cleaned up to be more visible. Interpretive signage will be developed regarding each of these features.

Ray Brook Station

The Ray Brook Station is the latest station building included in the nomination. The masonry block building erected in 1930 replaced an earlier wood frame station destroyed by fire. In the short term, the station house will be secured to preserve the building and prevent trespass and vandalism. Future use of the Ray Brook Station will

be developed with input from Lake Placid North Elba Historic Society, officials from the Town of North Elba, and others, in consultation with the NYSOPRHP, and in accordance with all applicable rules and regulations. Retaining and interpreting the character and historic structure and features of the station will be paramount.

The Saranac Lake Depot (Union Depot)
The Saranac Lake Depot (Union Depot) is owned by New York State and is currently managed by NYSDOT. The building, constructed in 1904, has had a Historic Building Survey performed (Bero Associates, c. 2000). The Adirondack Scenic Railroad used the building seasonally as a depot stop until 2015.

Upon removal of the rails and ties NYSDOT plans to transfer jurisdiction of the corridor, including Union Depot and the Freight House, to NYSDEC. The rail siding closest to the backyards of homes on Margaret Street will be retained with the intent to someday having a train engine, railcar, caboose, or other rail equipment displayed on the track for interpretive purposes. (See Appendix HPP-G.)

It is anticipated that the Depot will be one of the main access points to the rail-trail and a tremendous asset for the trail and trail users. Future use of Union Depot will be developed with input from Historic Saranac Lake, officials from the Village of Saranac Lake, and others, and in consultation with the NYSOPRHP, and in accordance with all applicable rules and regulations. Under NYSDEC jurisdiction, retaining and interpreting the character and historic structure and features of the Depot and Freight House will be of prime importance.

Tupper Lake Depot
The Tupper Lake Depot is a reconstruction of the original (built about 1895 and razed about 1975). The present depot was rebuilt about 2006 on the original footprint. The space was in use by the Adirondack Scenic Railroad as a depot stop. This depot will be the end point for the active rail line, along with adjacent tracks. The Town is a regular participant in the Stakeholder Group and has expressed interest in including historical interpretive content at the depot at a future date.

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

Beaver River and Sabattis
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.

Measures to avoid or mitigate potential visual impacts due to new elements at Tupper Lake, Beaver River or Sabattis will be considered in consultation with OPRHP and APA. Such measures may include elements of architectural design, materials, screening consistent with the historic character of the Corridor.

Photo 13. Union Station, Saranac Lake, c. 1909 (Historic Saranac Lake https://localwiki.org/hsl/Railroads 4/26/19)

Photo 14. Tupper Lake Depot, date unknown (Historic Saranac Lake Wiki https://localwiki.org/hsl/Railroads 4/26/19)

Bridges

There are three historic bridges located in the Corridor between Tupper Lake and Lake Placid. The bridges, listed below, will be retained and interpretive signage will be placed on and or near the bridges. This signage will include information about the engineering features.

- Lake Clear Outlet Bridge
- Saranac River Bridge
- Chubb River Bridge

Contributing Elements Preserved, Reused or Relocated

See Appendix 6 of the 1996 UMP/EIS (Remsen-Lake Placid Travel Corridor Complete Facilities Inventory), for a listing of bridges, culverts, and other facilities.

The historic structures and appurtenances currently present within the corridor will be maintained in their current locations to the fullest extent possible. Stations and nearby segments of tracks will be retained and interpreted as previously described. Historic mile markers, whistle posts, and other historic appurtenances and remnants will be preserved and interpreted.

NYSDEC, NYSOGS, the Stakeholder Group, local historic organizations and others will determine how best to preserve, restore, reuse, or relocate, those structures and appurtenances. NYSDEC will incorporate appurtenances that must be relocated and salvaged materials from the rail removal in interpretive signs and displays in the Adirondack Rail Trail Project area.

NYSDOT will reuse salvaged rails, tie plates, and joint bars in rehabilitation of the rail line between Remsen and Tupper Lake to the maximum extent practicable.

Ray Brook Dual Gauge Railbed

While researching and surveying the Corridor, NYSDEC surveyors discovered a short section of the dual gauge railbed adjacent to and inside a large bend of the current railbed. The 0.2-mile long dual gauge railbed lies completely within the Corridor on the inside bend of a 90 degree turn of the main rail bed and connects with main rail bed at each end. DEC will clear the rail bed of enough vegetation to make the rail bed clearly visible. A foot trail and interpretive signage describing the historic dual gauge railway between Saranac Lake and Lake Placid will be placed on the old railbed.

Mile Posts – A total of 11 historic concrete mile posts are located in the corridor between Tupper Lake and Lake Placid. The mile posts reflect two of the three different historic mile post stationing systems used in the Corridor. No mile posts were located between Lake Clear and Saranac Lake. The mile posts in good condition will be retained, restored, and interpreted. Those in poor condition will be removed, or restored as best as possible, and used in interior interpretation displays.

Whistle Posts – A total of 8 Whistle Posts have been located in the corridor between Lake Placid and Tupper Lake. The posts informed the train engineers that the train was approaching a crossing and to begin engaging the whistle to warn people at the crossing of the approaching train. The posts in good condition will be retained, restored and interpreted. Those in poor condition will be removed, or restored as best as possible, and used in interior interpretation displays.

Semaphore – One damaged semaphore is located in the corridor between the Saranac River and Woodruff Street in Saranac Lake. The semaphore may have warned of the approach of Union Station yard limits, Bloomingdale Avenue crossing and the junction with a former run-around track to the right of the main track just north of this crossing. The blades on this semaphore are a combination of the yard limit aspect (Y) on top and a flanger signal aspect, which in this case, is one blade extending to the right below the yard limit blades on the right side of the track. A

flanger was used in conjunction with a snowplow on the locomotive to clear ice and snow from the inside of the rails. Its cutting blades would be damaged if not raised at switches and other obstructions such as road crossings and track frogs. If the semaphore had lettering on it, it likely would have been white with black letters. The semaphore will be restored and interpreted.

Switches – Switches, which include switch rails, frogs, and switch mechanisms, are mainly located at the depots. Switches were used to move trains and railcars off the main rail line onto sidings for short term storage, to allow other trains to move through, or to turn trains around. The switches at the Tupper Lake Wye and the rail sidings at Tupper Lake Deport will remain in use. Depending on the location in relationship to the proposed trail, switches related to rail sidings that will be retained will either be retained or relocated where possible.

Tell-tale (bridge warning) – One tell-tale (bridge warning) is located in Saranac Lake south of the Forest Hill Avenue (formerly known as Moody Pond Road Bridge) that tracks go under. The tell-tale was used by train employees to ensure that loads, such as logs on railcars, would pass underneath the bridge and not hit it. The tell-tale will be restored and interpreted.

Platform Lamp – One metal lamp post is located just north of the Tupper Lake Depot. A historic photograph was found showing it or a similar lamp along the station platform. The lamp will be restored and interpreted.

Privately held elements in the Corridor

Several contributing elements listed in the original Historic designation are located on private property and not subject to this HPP or UMP. The State's action to build a rail trail between Tupper Lake and Lake Placid, and the rehabilitation of railroad infrastructure from Big Moose to Tupper Lake will have no impact on these resources. These include the Lake Clear Junction Station and the Floodwood Foreman's Dwelling.

IV. Bibliography

Bergmann Associates 2017 *PROGRAM REPORT, Adirondack Rail Trail, Various DEC - Land and Forest Locations*, Project No. S8624, (draft March 31, 2017).

Creighton Manning 2019 *NYSOGS Project No. 45525 – Lake Placid to Tupper Lake Recreational Trail, Essex and Franklin Counties Trail Alternative Assessment* (February 28, 2019).

Fenton, Richard T. and Gray, David V. 1996 Remsen-Lake Placid Travel Corridor Final Management Plan / Environmental Impact Statement, NYSDEC—Division of Lands and Forests, March 1996, https://www.dec.ny.gov/docs/lands_forests_pdf/remplacidump.pdf , Accessed 6/4/19.

Heritage Documentation Programs 2003 *Standards and Guidelines* (published 1983, updated 2003) *National Park Service* https://www.nps.gov/hdp/standards/index.htm , Accessed 4/26/19.

Heritage Documentation Programs 2015 *HAER Photography Guidelines November 2011, (updated June 2015), National Park Service* https://www.nps.gov/hdp/standards/PhotoGuidelines.pdf , Accessed 4/26/19.

Jenkins, Jerry 2004 *The Adirondack Atlas, a geographical portrait of the Adirondack Park*, Syracuse University Press, Syracuse.

Kudish, Michael 2007 *Where Did the Tracks Go in the Central Adirondacks? Mountain Railroads of New York State*, vol. 2, Purple Mountain Press, Fleischmanns, New York, chapters 36 and 49.

National Park Service 2009 *Wayside Exhibits: a guide to developing outdoor exhibits*, National Park Service, Harpers Ferry Center.

National Register of Historic Places 1993 *Documentation Report for the New York Central Railroad Adirondack Division Historic District* (93NR00500) National Park Service.

National Register of Historic Places 2002 *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin 15, (edited by Rebecca H. Shrimpton) National Park Service, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_8.htm#seven%20aspects , Accessed 4/26/19.

New York State 1995 “Chapter 10 Interpreting and Marketing the Canal,”*Canal Recreationway Plan*, NYS Canal Corporation.

NYS Dept of State 2005 *Legal Aspects of Municipal Historic Preservation* James A. Coon Local Government Technical Series, New York State Department of State, 99 Washington Avenue, Albany, New York 12231-0001

https://www.dos.ny.gov/lg/publications/Legal_Aspects_of_the_Municipal_Historic_Preservation.pdf
, Accessed 6/3/19

Rails to Trails Conservancy July 2012 *The Adirondack Rail Trail Lake Placid to Old Forge Stage One: Lake Placid to Tupper lake Development Plan*, RATA
www.railstotrails.org
, Accessed 4/26/19.

V. Glossary of Abbreviations

ADA	Americans with Disabilities Act
APA	Adirondack Park Agency
ARPS	Adirondack Railway Preservation Society
ARTA	Adirondack Recreational Trail Advocates
CM	Creighton Manning, LLP
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HALS	Historic American Landscapes Survey
HDP	NPS Heritage Documentation Program
MARS	Morton Archaeological Research Services
NPS	National Park Service
NR	National Register of Historic Places
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
NYSOGS	New York State Office of General Services
NYSOPRHP	New York State Office of Parks, Recreation and Historic Preservation
NYSPRHPL	New York State Park, Recreation and Historic Preservation Law
ORDA	Olympic Regional Development Authority
PIA	Project Impact Area
ROOST	Regional Office of Sustainable Tourism
S&HP	Signage and Historic Preservation Subcommittee (Stakeholder Group)
SEQRA	New York State Environmental Quality Review Act
Stakeholders Group	Adirondack Rail Trail Project Stakeholders Group
UMP	Unit Management Plan for the Remsen-Lake Placid Travel Corridor

This page intentionally left blank

VI. Appendices

Appendix HPP-A: NYSOPRHP Correspondence

See document: Appendix_HPP-A.pdf

Appendix HPP-B:
Proposed Preservation Plan Signage

#	Location	Type	Theme(s)	Description
1	Lake Placid Depot (western end)	Major kiosk	Transportation, Social Life	The trains traveling to/from Lake Placid were transporting people, rather than goods/resources
2	Lake Placid Depot	Sign	Recreation, Social Life	Social history relating to the Lake Placid Club
3	Chubb River Bridge	Sign	Natural Environment	Forest Preserve/Majesty—mountains and water. The bridge also contains unique engineering, which helps convey the sense of the Historic District during the period of significance.
4	Snowmobile parking	Minor kiosk	Economics	Ironworking history
5	Ray Brook	Sign	Natural Environment	Adirondacks have a wide array of habitats and different animal species are found in different habitats
10	Ray Brook Pond	Minor kiosk	Natural Environment	Settlement Patterns over time Natural Resource Extraction, Commercial Goods Brought in and Taken Out, Wildlife, (fish)
11	Ray Brook Station	Minor kiosk	Social Life	Ray Brook Sanitarium
12	Olympic Village	Sign	Recreation	Secure Housing for Olympians

#	Location	Type	Theme(s)	Description
13	Beavers!	Sign	Natural Environment	Beaver activity, wetlands
15-16	Rt 86 Crossing-Fowler's Crossing	Major kiosks (2)	Transportation, Social Life, Recreation	Intro to Ray Brook, Fowler's Crossing
17	Will Rogers	Sign	Social Life	The Last Giant of Its Kind NVA sanatorium, Rail Corridor along Will Rogers
20	Scenic view--Mackenzie Mtn	Sign	Natural Environment, Recreation	Mackenzie Mtn, arts and beauty, Saranac Lake 6er Program
23	Pine Ridge Cemetery	Sign	Social Life	Related to the cemetery, sanitarium patients buried here
26	Saranac Lake Depot	Major Kiosk	Transportation, Social Life, Recreation	Passengers on the train, Union Depot, Reasons to ride: Recreation & Curing
27	Saranac Lake Depot	Sign	Architecture	Saranac Lake Depot
29	Lake Colby Causeway	Sign	Engineering	Construction of Lake Colby causeway
30	Lake Colby	Minor kiosk	Natural Environment	Fishery and Wildlife/History

#	Location	Type	Theme(s)	Description
34	McCauley Pond	Sign	Natural Environment, Social Life	Settlement Patterns, APA
35	Charlie's Inn	Minor kiosk	Transportation, Social Life	Charlie's Inn, Lake Clear Depot
38	Lake Clear Lodge	Minor kiosk	Engineering, Recreation, Social Life	History of Lake Clear, Paul Smiths
39	Clear Pond Outlet Bridge	Minor kiosk	Natural Environment, Recreation	History of Lake Clear, Water Recreation The bridge also contains engineering which helps convey the sense of the Historic District during the period of significance
40	Lake Clear Fish Hatchery	Sign	Natural Environment, Recreation	History of Hunting and Fishing in the Adirondacks
44	Rat Pond	Sign	Engineering, Natural Environment	Railroad, Muskrats, Fishing
47	Little Rainbow Pond Causeway	Sign	Natural Environment, Recreation	Moose

#	Location	Type	Theme(s)	Description
49	Turtle Pond and Hoel Pond	Sign	Natural Environment	Wilderness Forest Preserve State Land Classifications Trail is boundary between Canoe Area and Wild Forest Clear cut and restore Change composition of forest Change in wildlife community Solitude
51	Track Pond	Sign	Natural Environment	Natural History of Brook Trout Native Strains Impacts of Non-native Fish
52	Floodwood Road	Minor Kiosk	Natural Environment, Recreation	Mountains, Water, St Regis outfitters, Railroad
57	Wetland on the Lime easement	Sign	Natural Environment	Natural History of Bogs
58	Lead Pond Road	Sign	Natural Environment	Sustainable Forestry/Natural Resource Extracting
61	Tupper Lake	Minor kiosk	Transportation	History/Faust
63	Tupper Lake Station	Major kiosk	Social Life	Tupper Lake is a center for learning via both self-guided discovery and today's version of the classic Adirondack guide.

#	Location	Type	Theme(s)	Description
64	Tupper Lake Station	Sign	Natural Environment	Lumbering industry

Appendix HPP-C:
Adirondack Trail Signage: Proposed Guidelines

Section 1: Location Plan of Interpretive Signage

The purpose of this section is to provide an outline for the interpretation of the New York Central Railroad Adirondack Division Historic District in the Adirondack Rail Trail corridor, based on themes and potential locations for signage.

Bergmann's *Program Report* (2017: 8) estimated a total of 129 signs, not including 68 mile-markers. Of those, 27 had interpretive content: 7 major kiosks, 10 minor kiosks, and 10 interpretive signs. This report was a program level projection of signage needs prior to any detailed planning. The report also identified five types of trail signage for the Adirondack Rail Trail: identity, wayfinding, regulatory, interpretive, and emergency.

In October 23, 2016, the Stakeholder Group had reviewed the proposed Adirondack Rail Trail corridor map, and identified a number of features, including a few locations of interpretive signage. They created 13 maps of the Adirondack Rail Trail corridor. Bergmann's *Program Report* and the Stakeholder maps were used as the base maps by the S&HP Sub-committee to develop the interpretive signage plan pieces. In August and September 2017, the S&HP Sub-committee went through the Stakeholders map and the Program Report (Bergmann) and identified 65 locations for signage (66 signs).

Prior to signage location selection, the Sub-committee reviewed the National Park Service signage guidance from the 2009 *Wayside Exhibits: a Guide To Developing Outdoor Exhibits*, (National Park Service, Harpers Ferry Center).

The Sub-committee selected three interpretive styles based on NPS guidelines: major kiosk (upright, 4 sign faces), minor kiosk (upright, 2 sign faces) and interpretive sign (low profile, 1 sign face). The Sub-committee reviewed the NPS guidelines for the type of signage appropriate to different locations, and the level of content each type of signage should contain (NPS 2009: 7-17):

> Most national parks use two types of waysides, Low-profile exhibits (above) give site-specific interpretation about features that visitors can readily see. Upright waysides (left) typically inform visitors about an area or a trail. Both styles are described in greater detail beginning on page 11.
>
> Four key factors lead to successful wayside exhibits: a significant landscape feature with a well-documented story; at least one compelling, site-specific, reproducible-quality graphic that illuminates the story; a safe, accessible place for visitors; and routine maintenance of the site and the sign.

> The low-profile wayside exhibit is a caption on the landscape. It is not designed to stand alone any more than a caption for a photograph is intended to be read by itself. It is incomplete until it is placed within the environment it is meant to interpret. The best low-profile wayside illuminates what visitors see.
>
> A specific landscape feature should drive the content and focus. If done well, waysides, like lightning bolts on the landscape, cause thundering moments of "Aha!" in the visitor. The combination of compelling graphics, title, and text designed into the landscape illuminates and enhances what the visitor is seeing, experiencing, or passing by.
>
> What sets uprights apart from low-profile waysides is that they do not direct a visitor's attention to a specific landscape feature within view. They introduce a trail or an area suitable for a day-hike. They are placed at a pedestrian's decision point and provide orientation, safety, and site significance. They are part of a wayfinding system that may include signs, brochures, and other media.
>
> Like low-profile waysides, orientation waysides are a graphic medium that must attract the pedestrian en- route. They should answer the natural questions related to a safe, comfortable, and meaningful experience. They should help visitors decide whether to invest the time and energy required to reach the destination described. The balance between orientation and interpretation depends on the nature and complexity of the site or trail.

The S&HP Sub-committee made several changes to the number and types of signage identified in the *Program Report*. They selected locations for 5 major kiosks, 9 minor kiosks and 19 interpretive signs. All these signage types include interpretive content.

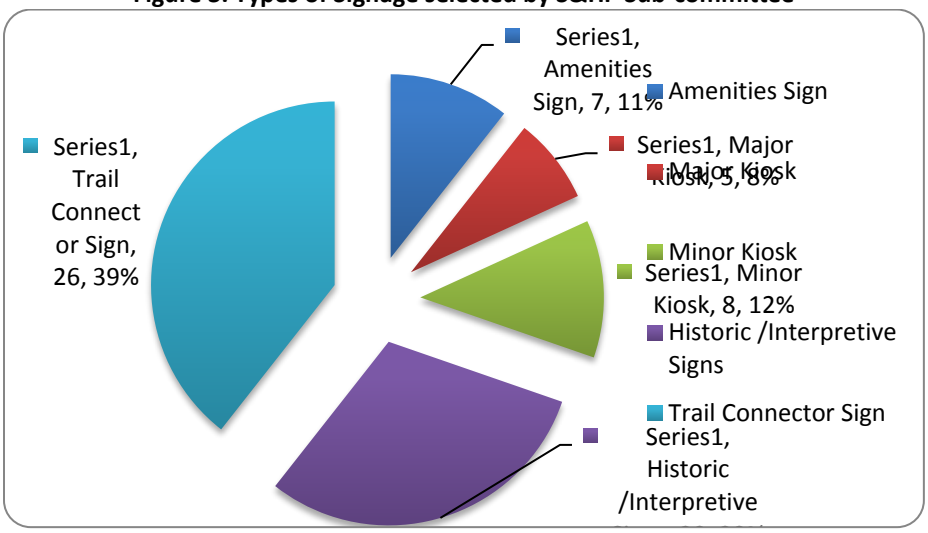
They also identified 7 amenities sign locations, and 26 NYSDEC trail connector locations. These signs are not a part of the mitigation effort. Amenities signs will have the branding "look and feel" of the Adirondack Rail Trail but will not include any interpretive content. They will be developed by the S&HP Sub-committee in conjunction with local communities. NYSDEC trail connectors will be developed by NYSDEC using NYSDEC's existing signage standards. They will be consistent with other NYSDEC trail signage, and will not contain any interpretive content.

The proposed signage list was put into a spreadsheet (see Appendix B). Each proposed sign is identified by a sequential number, beginning in Lake Placid and proceeding west to Tupper Lake. Each location has an additional location reference number, from the Stakeholder's corridor base mapping. Each interpretive sign also identifies the theme(s) it relates to, a description of the proposed content, and other signage information that may be present.

Table 3. Types of Signage selected by S&HP Sub-committee

TYPE	COUNT
Amenities Sign	7
Major Kiosk	5
Minor Kiosk	9
Historic /Interpretive Signs	19
Trail Connector Sign	26
TOTAL	66

Figure 3. Types of Signage selected by S&HP Sub-committee



Plan of interpretive pieces: Summary and Recommendations

The S&HP Sub-committee reviewed the National Park Service signage guidance from the 2009 *Wayside Exhibits: a guide to developing outdoor exhibits*, National Park Service, Harpers Ferry Center. The Sub-committee selected three interpretive styles based on NPS guidelines. They selected locations for 5 major kiosks, 9 minor kiosks and 19 interpretive signs.

Following a review of the proposed signage plan by NYSDEC, NYSOGS and the Stakeholder Group, the S&HP Sub-committee prepared "index card" outlines for each proposed interpretive sign. The "index cards" provided a topic sentence to "flesh out" the

proposed sign in a little more detail and guide sign development during the implementation phase of the project.

The proposed Adirondack Rail Trail Signage Plan has received substantial input from the S&HP Sub-committee, including community members and museum/historical society professionals. It is recommended that the selected locations and index card outlines be used as the basis to create meaningful signage for the public that both reflects the importance of the New York Central Railroad Adirondack Division Historic District and the communities it connected as part of the mitigation effort.

Section 2: Format of exhibits

The purpose of this section is to define and give examples of the physical format for the proposed interpretive signs and kiosks.

Prior to signage location selection, the Sub-committee reviewed the National Park Service signage guidance from the 2009 *Wayside Exhibits: A Guide to Developing Outdoor Exhibits*, National Park Service, Harpers Ferry Center. The Sub-committee selected three interpretive style based on NPS guidelines: major kiosk (upright, 4 sign faces), minor kiosk (upright, 2 sign faces) and interpretive sign (low profile, 1 sign face).

These signage types appear to be the most suitable for the Adirondack Rail Trail. Low profile interpretive signs will allow for specific elements of history and nature, related to the major themes and sub-themes to be interpreted "in place." Upright major and minor kiosks, in addition to interpretive content, will have the ability to include other information (wayfinding, regulatory, etc.).

Figure 4. Example of a low profile wayside sign (NPS 2009: 15).

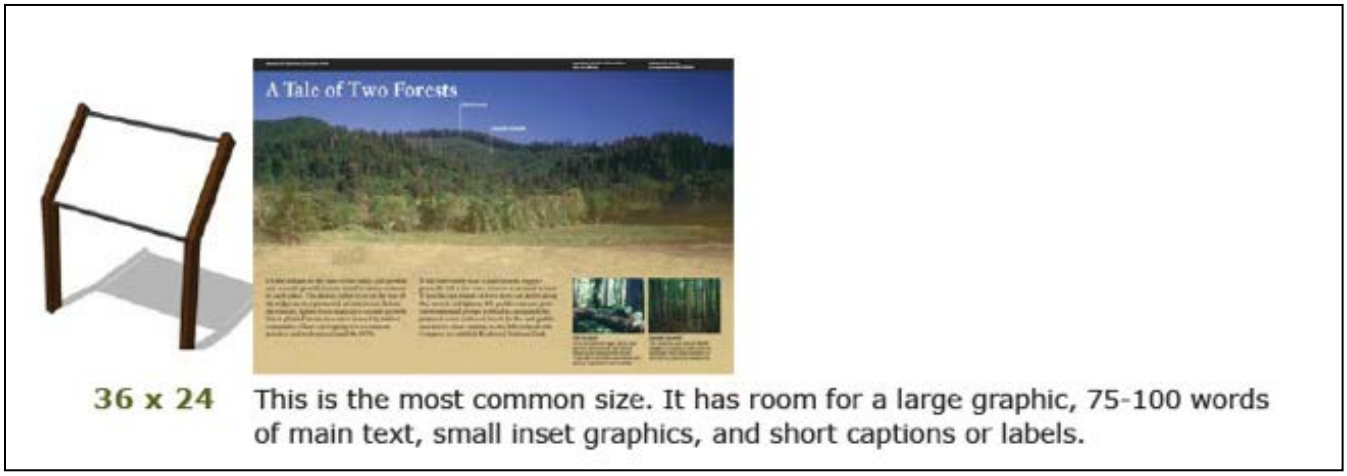


Figure 5. Example of a low profile interpretive sign, in its context (NPS 2009: 7).

Figure 6. Example of an upright sign—2 sided (NPS 2009: 17).

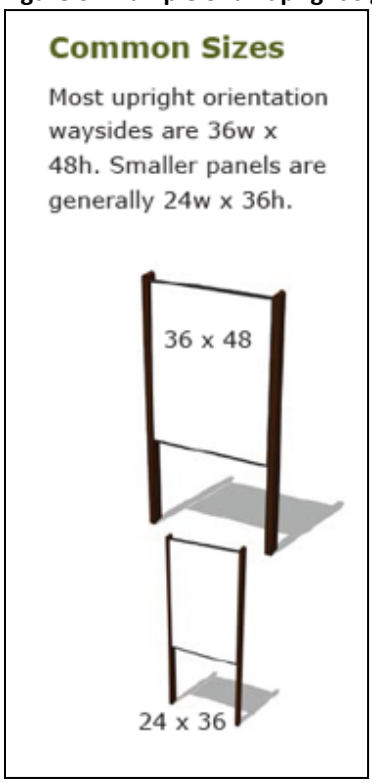


Figure 7. Example of a 2 sided upright (minor kiosk) interpretive sign (NPS 2009: 17).

Figure 8. Example of a 4 sided(major kiosk) upright interpretive sign (NPS 2009: 20).

Format of Exhibits: Summary and Recommendations

The S&HP Sub-committee reviewed the National Park Service signage guidance from the 2009 *Wayside Exhibits*. They selected three interpretive style based on NPS guidelines: major kiosk (upright, 4 sign faces), minor kiosk (upright, 2 sign faces) and interpretive sign (low profile, 1 sign face).

These signage types appear to be the most suitable for the Adirondack Rail Trail. Low profile interpretive signs will allow for specific elements of history and nature, related to the major themes and sub-themes to be interpreted "in place." Upright major and minor kiosks, in addition to interpretive content, will have the ability to include other information (wayfinding, regulatory, etc.).

Section 3: Signage Guidelines

The purpose of this section is to provide details for the visual appearance of all signage on the Adirondack Rail Trail, including signs with interpretive content. The S&HP Sub-committee did give some consideration to the guidelines for the visual appearance of the proposed signage, however, most of the guidelines were developed by the NYSDEC to coordinate with their existing signage regulations and at the same time provide "brand recognition" for the Adirondack Rail Trail. Interpretive signage created as part of the mitigation effort should follow these guidelines.

Guidelines and Template for Signage on the Adirondack Rail Trail

I. Identity: Brands the trail with the trail's logo and brand colors. Considers branding the different communities along the trail and how those communities will be represented.

a. These will be part of all interpretive and most wayfinding signs.

II. Wayfinding (Directional): Orients and guides people through the trail system and beyond.
    a. Maps
        i. Major Kiosks
        ii. Major Road Crossings
    b. Amenity Signs will be posted at or near:
        i. Gateways
        ii. Parking Lots
        iii. Major Road Crossings
    c. Directional Signs will be posted at
        i. Minor Road Crossings
        ii. Trail crossings
            1. Standard NYSDEC Trail Directional signs (brown with yellow lettering) will be used at NYSDEC trail crossings

III. Interpretive: Provide meaning and enriches the trail experience by telling the story of the trail, the history of the railway, the culture of the communities, and the natural environment.
    a. General Structure
        i. Major Kiosks
            1. 3-4 sided
            2. Height:
                a. Posters and textual signs – maximum 6’
                b. Structure and headings – maximum 7’6”
            3. Sign face area: 36” wide by 48” high
            4. Aspect: Vertical
        ii. Minor Kiosks
            1. Double-sided
            2. Height:
                a. Posters and textual signs – maximum 6’
                b. Structure and headings – maximum 7’6”
            3. Sign face area: 36” wide by 48” high (or 24” by 36”)
            4. Aspect: Vertical
        iii. Interpretive
            1. Single sided
            2. Height: Front of sign 30”
            3. Sign face area: 36” wide by 24” high
            4. Aspect: 45° angle
        iv. Materials
            1. Exact materials to be determined during implementation phase
            2. Structures and bases

a. Preferably from recovered rails and ties or similar materials to provide rail-trail brand
b. Must be able to withstand weather, particularly winter conditions

3. Posters
a. Must be able to withstand weather, particularly winter conditions

b. Text
i. Font is Proxima Nova on all text
1. Title/Heading: 60pt. bold
2. Subheadings: 42-48 pt. bold
3. Text: 36-42 pt. regular
4. Captions: 30-36 pt. regular
ii. Reading Level: 8th Grade

IV. Regulatory and Warning Signs: Regulatory signs give notice to road users of traffic laws or regulations.
a. Warning signs give notice to road users of a situation that might not be readily apparent.
b. Regulatory and warning sign plans will be developed by Creighton Manning and adhere to NYS Department of Transportation standards. Regulatory signs will comply with the Federal Manual of Uniform Traffic Control Devices (MUTCD) and the New York State Supplement.

V. Emergency: Markers to locate trail users in time of need by first responders.
a. Mile markers will look like the original rail mile markers which are marked with an "H" for Herkimer.
b. Numbering will be based on "Mile 0" being the northwest side of Station Street in the Village of Lake Placid.

Exhibit Guidelines: Summary and Recommendations

Guidelines have been developed primarily by the NYSDEC to coordinate with their existing signage regulations and at the same time provide "brand recognition" for the Adirondack Rail Trail. Interpretive signage created as part of the mitigation effort should follow these guidelines. ADA requirements will also impact the visual appearance of signage. ADA requirements are covered in Section 4.

Section 4: ADA Regulations

The purpose of this section is to enumerate the ADA requirements and recommendations for inclusion in signage development. The following ADA regulations have been provided by the NYSDEC Access Coordinators, and should be incorporated into the Adirondack Rail Trail Signage design at the implementation phase. Interpretive signage created as part of the mitigation effort should follow these guidelines.

Interpretive Signage: Effective Communication Design

The following guidance includes tips for providing effective communication to individuals with disabilities as they visit NYSDEC sites and facilities. While effective communication is a requirement under the ADA, the various elements of a universally designed interpretive sign provides a richer educational experience for the majority of our visitors.

1. Important considerations are presentation of text and availability of text in an alternative format such as audio, inclusion of tactile elements, personal device-based compliments and the construction, installation and approach of the signage itself.
2. QR codes are one option to provide access to the information on the sign for people who are blind or have low vision. QR codes will require cellular service at the sign location.
3. A combination of illustrations, maps, drawings, colors, fonts and general aesthetics will attract and engage larger numbers of visitors, including visitors with disabilities.
4. The goal is to ensure that communication with people with various types of disabilities is equally effective as communication with people without disabilities.

Text

1. For the kiosk in a primitive setting, the main concern should be an appropriately large point size, accessible font, use of maps, graphics and photos to illustrate text.
2. Adequate letter size and spacing must be maintained to assure readability. A 24 point font is suggested for outdoor signage.
3. Text should be written at a level accessible to a wide range of visitors. Research has shown that when text blocks exceed 50 to 75 words, visitor involvement declines rapidly.
4. Font style should be clear and readable. Simple sans serif fonts are suggested. Boldface, italics and words with all capital letters should be used moderately.

Coloring

1. Contrast should be high; a 70% contrast is recommended.
2. White or lightly coloring ink on a dark background is preferred for outdoor signage/displays. Dark ink on a light background is preferred for indoor signage/displays.
3. Avoid overlaying the following color combinations in order for individuals with certain types of colorblindness to be able to read content:
   - Red and Green
   - Blue and Green
   - Yellow and Violet

Tactile Elements

1. Tactile elements may include mounted aspects of nature, a map with a bead of glue defining the trail and features, or other three-dimensional elements. Tactile elements allow children and people with visual or intellectual disabilities to participate in the educational experience.

Audio

Audio description of the sign may be provided in a number of ways.

1. The simplest method would be to provide an audio file on the web page for the area or the installation of a QR code which leads to an audio file. QR codes will require cellular service at the sign location
2. Other options would be solar powered audio boxes with a pre-recorded message, audio pens, crank boxes, or the purchase of a mobile device application.

Construction

1. The eye level for a person in a seated position is between 43" and 53". The goal with positioning flat signage is to provide as much text as possible within that range. Depending on the size of the sign it usually works out that the position of the sign will be in the middle of this range.
2. A slanted sign should be positioned so that the topmost part of the sign is no higher than the eye level range. This will likely work best with the top of the sign at the lower end of the range; about 45 inches.
3. Trail brochure boxes and sign-in boards should be within reach of a person in a seated position for all trails that are wheelchair accessible, which is between 25" and 43" approximately.

Installation

1. In order to achieve accessibility, 48 inches of firm and stable surface must be provided in front of the readable panel and around the kiosk if both sides are used.
2. In addition, an accessible route must be established connecting accessible parking to the kiosk.

Additional information on auxiliary aids and services for people with disabilities may be obtained from NYSDEC Access Coordinators.

ADA Regulations: Summary and Recommendations

The ADA guidance includes tips for providing effective communication to individuals with disabilities as they visit NYSDEC sites and facilities. While effective communication is a requirement under the ADA, the various elements of a universally designed interpretive sign provides a richer educational experience for the majority of our visitors.

ADA regulations have been provided by the NYSDEC Access Coordinators, and should be incorporated into the Adirondack Rail Trail Signage design at the implementation phase. Interpretive signage created as part of the mitigation effort should follow these guidelines.

Section 5: Schedule for implementation

The purpose of this section is to provide guidance for the scheduling of documentation and interpretation of the New York Central Railroad Adirondack Division Historic District as part of the mitigation effort. All documentation efforts should be scheduled to be completed prior to any construction activity. Preferably, enough time prior to the start of

construction activity start should be allowed so that both completion of documentation and review and comment by the relevant Agencies can take place.

The S&HP Sub-committee and the Stakeholders Group recognized that the creation and installation of the interpretive signage would require in some cases (for example major kiosks) substantial time and would likely need to be developed in phases. Signage implementation would also need to be coordinated with construction.

Some discussion has taken place in the S&HP Sub-committee and the Stakeholders Group regarding the implementation schedule for the Historic Preservation Plan. Rather than develop a time-dependent schedule, the S&HP Sub-committee considered the order in which the creation and installation of the proposed Adirondack Rail Trail Signage plan would provide the greatest positive impact for the Adirondack Rail Trail and the adjacent communities.

It is the recommendation of the S&HP Subcommittee the proposed signage be developed and installed in size order, with the major kiosks created first, followed by the minor kiosks, and then the interpretive signs. This approach has the benefit that:

1. Signage will be in the most visible areas, advertising the trail to the public.
2. Major and minor kiosks will provide the most trail information of all types.
3. Major and minor kiosks will include the branding and historic significance statements, orienting the public to the value of the trail.
4. Major and minor kiosks will be at connection points, leading the public onto and off the trail, from locations in the adjacent communities.

Schedule for Implementation: Summary and Recommendations

All documentation efforts should be scheduled to be completed prior to any construction activity. Preferably, enough time prior to construction activity start should be allowed so that both completion of documentation and review and comment by the relevant Agencies can take place.

The S&HP Subcommittee recognized that the creation and installation of the interpretive signage would require in some cases (for example major kiosks) substantial time and would likely need to be developed in phases. It is recommended that the proposed signage be developed and installed in size order, with the major kiosks created first, followed by the minor kiosks, and then the interpretive signs.

The order and locations of major and minor kiosks to be developed and installed will need to be coordinated with the proposed construction schedule, as early as possible in the project implementation phase.

Appendix HPP-D:
Adirondack Trail Signage: Proposed Guidelines

See document: Appendix_HPP-D.pdf

Appendix HPP-E: Proposed Signage Location Maps

This Historic Preservation Plan has been prepared to address potential adverse impacts to the New York Central Railroad Adirondack Division Historic District (Adirondack Division) by the proposed Adirondack Rail Trail Project, as required under Section 14.09 (NYSPRHPL).

See document: Appendix_HPP-E.pdf

Appendix HPP-F:
Trail-Development Option Section Views

See document: Appendix_HPP-F.pdf