

The Fort Ann to Whitehall Trail Feasibility Study

Washington County, New York



Acknowledgements

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Introduction

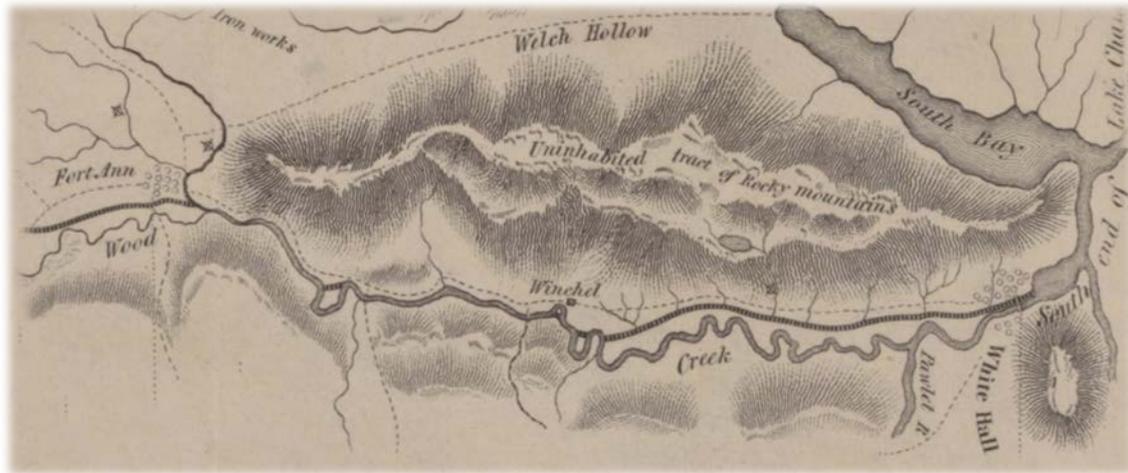
The Fort Ann to Whitehall Trail Feasibility Study, led by the volunteer Trail Advisory Committee, identifies a preferred alignment for the gap in the Champlain Canalway Trail (CCT) between the Village of Fort Ann and the Village of Whitehall in Washington County, New York. The study focuses on a 10-mile gap in the Champlain Canal Trail that is planned to span 62 miles between the Town of Waterford in Saratoga County and the Village of Whitehall. Large portions of the CCT are scheduled for construction and other portions have been planned, including a 12-mile section of trail between Fort Edward to Fort Ann. The study area for the project includes land in Whitehall and Fort Ann. Much of this construction is now being advanced as part of the New York State Empire State Trail Initiative, a 300-million-dollar effort to connect NYC to Canada via the Hudson River Greenway and Albany to Buffalo via the Erie Canalway.

In 2016, the Arts and Recreation Commission of Whitehall (ARCW) was awarded a grant through the Hudson River Valley Greenway's (HRVG) Greenway Conservancy Trail Grant Program to develop a conceptual multi-use trail plan that will connect Fort Ann to Whitehall. In partnership with the Village and Town of Whitehall and the Town of Fort Ann, the ARCW helped establish the volunteer Trail Advisory Committee (TAC). The Greenway Conservancy Trail Grant Program is funded by the Environmental Protection Fund (EPF) and supports HRVG's goal to establish a contiguous trail linking cultural and historic sites, parks, open spaces and community centers from New York City to the Adirondacks. The Trail Advisory Committee (TAC) consulted with many individuals and organizations through the planning process including:

- Town of Whitehall
- Town of Fort Ann
- The Champlain Canal Trail Working Group
- NYS Department of State
- The Empire Trail Initiative
- NYS Department of Transportation
- NYS Canal Corporation
- Washington County Economic Development Department
- The Open Space Institute

Background Information & Study Area

Native Americans established a footpath between Lake Champlain and the Hudson River long before this trail planning effort. 400 years after the first European explorers started using this route, roads, railways and two iterations of the Champlain Canal have connected the Town of Fort Edward on the Hudson River to the Village of Whitehall on Lake Champlain. Despite these marvels of modern transportation infrastructure, the call for a multi-use trail that is safe and convenient for pedestrians and cyclists is growing. History repeats itself.



"Map and Profile of the Champlain Canal" 1825 Credit: NYSED Digital Collections Archive

In 1995 the New York State Canal Corporation released a recreational plan for New York's underutilized canals, including the Champlain Canal. Since then, the Champlain Canalway Trail Working Group has been advocating the development of this trail. Interest in completing the trail has been growing and in 2017, Governor Andrew Cuomo launched the Empire Trail initiative to close the remaining gaps in a trail system spanning the state from north to south and east to west. The Empire Trail is funded with \$300 million and has a 2020 goal for completion.

Independently from the Empire Trail, the Champlain Canalway Trail has been the subject of various local and regional planning initiatives since the 1990s. Washington, Warren and Saratoga Counties and their canal-side communities have made the completion of the Champlain Canalway Trail a part of their long-range plans. As previously noted, the Champlain Canal Trail Working Group, a volunteer partnership involving a multitude of private and public partners has served as an organizing framework for efforts to complete the trail.

Despite the involvement of so many organizations and levels of government, this project is a grassroots effort to enhance local trails led by a committee of passionate volunteers from the area. Volunteers prepared a grant application in 2015, submitted it in 2016 and were awarded funding in 2017 from the Hudson River Valley Greenway. The trail planning grant required a funding match which was raised through the efforts of the volunteer committee and through donations from individuals, local businesses, and the Whitehall Chamber of Commerce.

After securing funding from the HRVG and identifying a potential route, the Washington County department of Economic Development identified a funding opportunity through the New York State Department of State's (DOS) Local Waterfront Revitalization Program (LWRP). The county was subsequently awarded funding for the planning, design and permitting of the Champlain Canalway Trail segment between Comstock and the Village of Whitehall. This plan is intended to serve as the basis of design for the project.

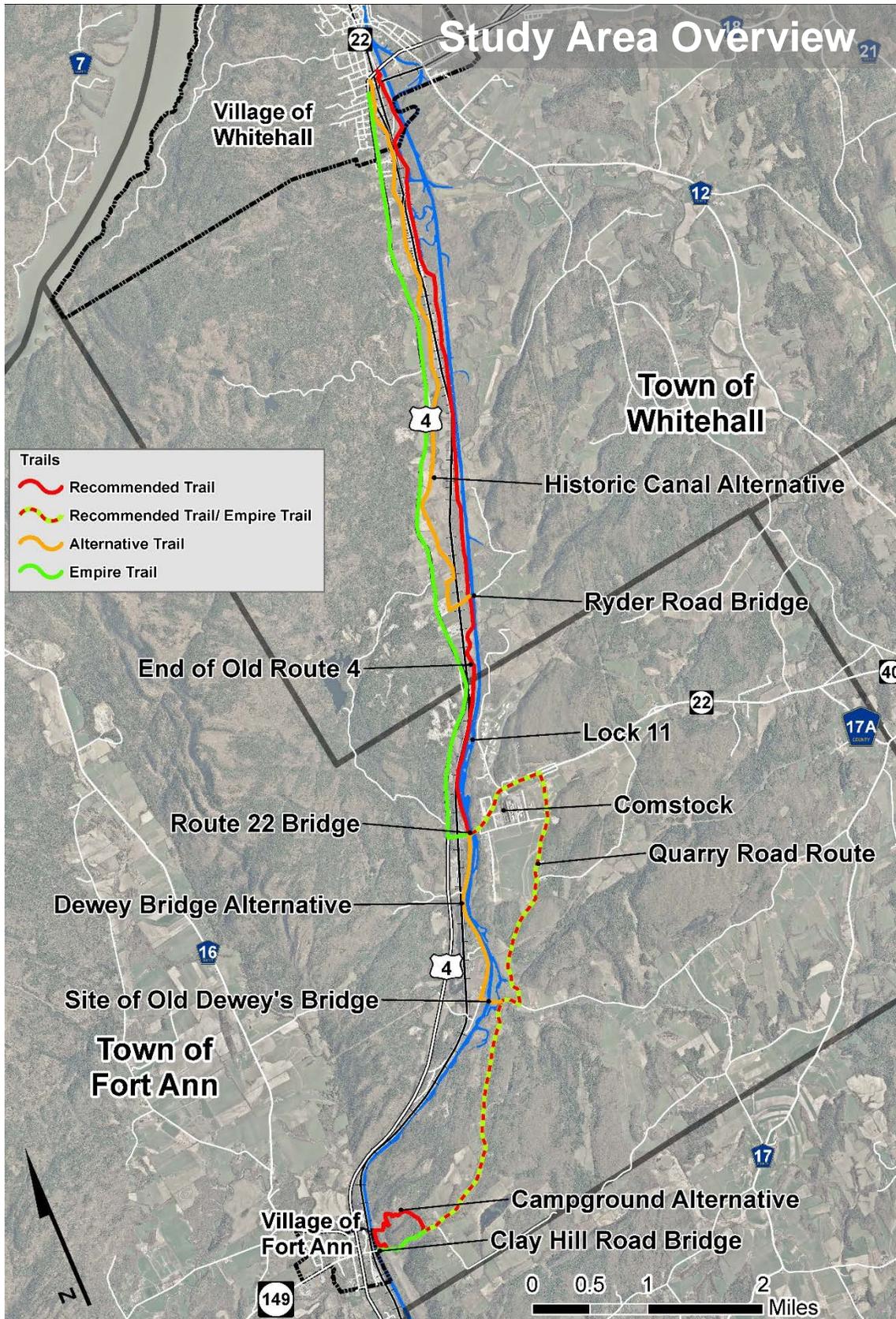


Credit: Digital Culture of Metropolitan New York

Study Area

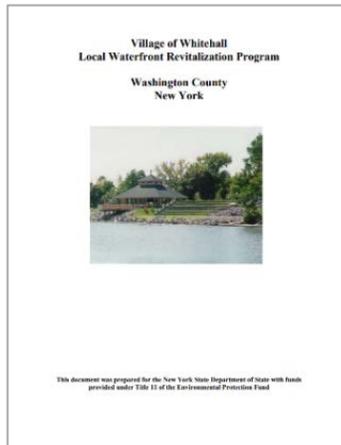
The study area for this project includes the Village of Fort Ann, the Town of Fort Ann, the Town of Whitehall and the Village of Whitehall. There are approximately 12,000 residents between the four municipalities. Population levels are below the areas peak population which occurred in the 1920's when canal shipping was more popular. The highest concentration of population is found in the Village of Whitehall.

The area of study is in the valley that NYS Route 4, the Delaware and Hudson Rail line and the Champlain Canal all pass through (See next page).



Existing Plans

Establishing a trail between Fort Ann and Whitehall and utilizing the presence of the historic Champlain Canal has been a longstanding local and regional priority. The following plans recognize the importance of the Champlain Canal as a historic and recreational asset.

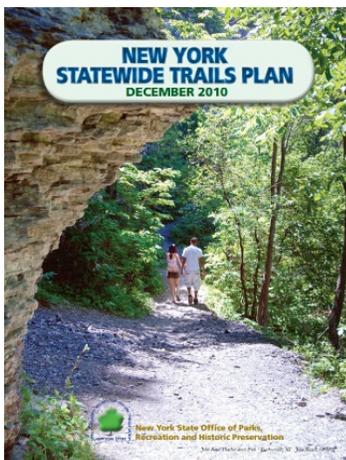


Village of Whitehall Local Waterfront Revitalization Plan (1998 and 2006)

The LWRP proposes connecting to Fort Ann’s planned trail to the south and to the South Bay Pier to the north. Some of the primary policies are to maintain and enhance the open space and recreational offerings and to promote waterfront recreation along the Canal. The plan states that “public access and new recreational facilities have the potential to attract tourists, improve quality of life for residents, and generate revenues for the community.”

Fort Ann Joint Community Draft Plan (2008)

While never adopted, this plan makes a case for leveraging the community’s location on the Champlain Canal as a tourism asset. The plan recommends “creating a tourist and resident recreational amenity along the canal using land made available by the Village of Fort Ann and the Canal Corporation.

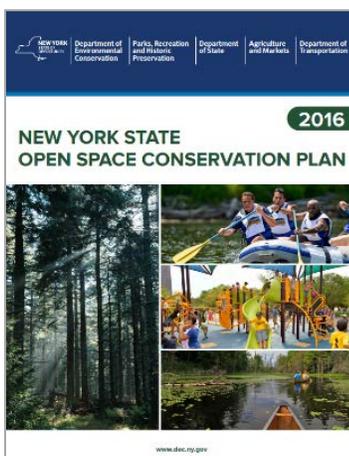


New York Statewide Trails Plan (2010)

The Champlain Canalway Trail is identified as a primary greenway trail in this NY State Office of Parks, Recreation and Historic Preservation funded document.

Champlain Canalway Trail Action Plan (2011)

Intensive public visioning occurred for this 2011 plan to close the gaps in the Canalway Trail. The primary gap identified in this plan is the Fort Ann to Whitehall segment. The HRVG has funded significant portions of additional Gap Assessment Studies.



New York State Open Space Conservation Plan (2016)

“The Champlain Canal is an underused resource serving Saratoga and Washington counties. The majority of public ownership along its length is under the jurisdiction of the NYS Canal Corporation. Additional open space acquisitions should focus on recreational water access, habitat protection along the Hudson River and completion of the Champlain Canalway Trail.”

Process Overview

The Fort Ann to Whitehall trail project began in early 2017. From the outset, the project was driven by the efforts of the volunteer Trail Advisory Committee. Considerable time was spent engaging members of the community and property owners to educate them on the nature of the project. The consultant team reached out to various state and local agencies to coordinate overlapping trail efforts over the course of multiple meetings held through the first half of 2018. The Trail Advisory Committee (TAC) met together and with town and county officials. Volunteers spoke with property owners along potential trail routes to consider different land acquisition options, from easements to purchase. The following provides a general overview of the planning process and next steps. Appendices outlining committee meetings and alternatives analysis are included at the end of this document.

- Working sessions with the Trail Advisory Committee
 - The TAC was convened to meet and discuss trail routing. At different times, the TAV has consisted of a mix of members from the Towns of Fort Ann and Whitehall.
- Field observations of various routes
 - The TAC walked the alternatives with stakeholders and made site visits to record and analyze important aspects of different routes and to better understand the existing conditions.
- Discussions with property owners
 - Committee members had a series of informal and informational discussions with landowners to inform them of the project and to discuss various options for land acquisitions including easements, fee simple purchases and temporary, renewable leases.
- Alternatives analysis
 - The project team used GIS to analyze physical data, regulatory information, critical environmental resources including wetlands and protected species, and ownership. The TAC engaged in discussions with landowners regarding usage rights. Proximity to existing ROW and safe corridors were examined. See the following section “Alternatives Analysis” for a complete list of variables.
- Decision on preferred routing of trail
 - The project team gathered a wide range of stakeholders on March 30th to discuss how to coordinate trail planning efforts between the Empire Trail, the Champlain Canalway and Washington County.
- Preliminary cost estimates
 - Design and construction documents that will bring the trail from concept to reality. Included at the end of this document are preliminary cost estimates which will help guide future grant applications.
- Exploration of additional funding opportunities
 - Once all detailed design and construction documents are complete the TAC will be eligible to apply for construction funding.

Alternatives Analysis

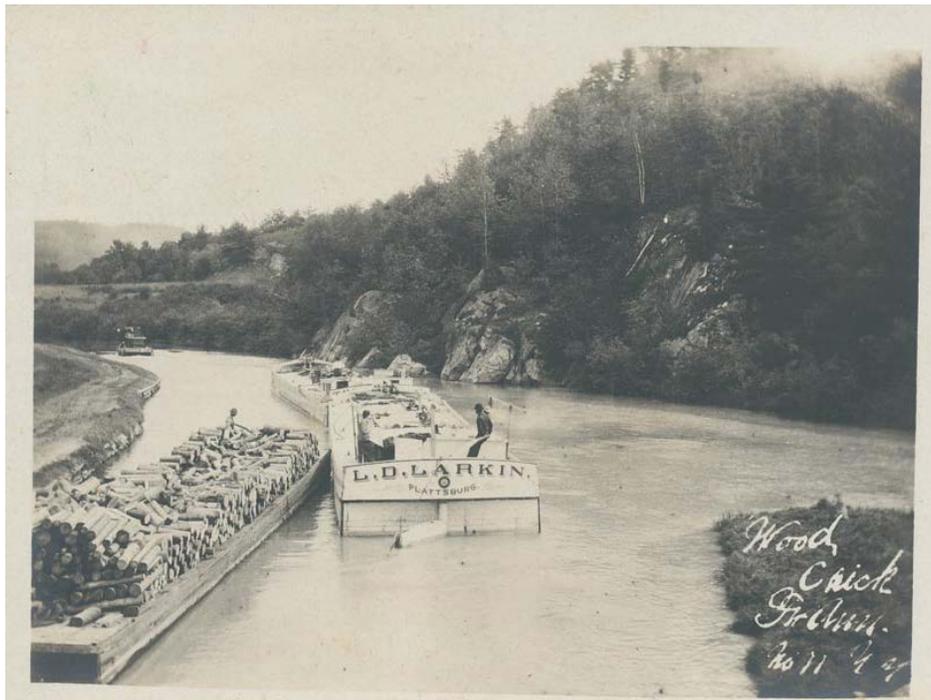
There are a wide range of potential routes between Whitehall and Fort Ann, but establishing an ideal route has been a stubborn challenge since the Champlain Canalway Trail was first conceived in the 1990's. Significant portions of land on either side of the Champlain Canal are owned by the State of New York, but water obstacles, rugged terrain and land use characteristics present obstacles. To find the best route, a series of variables were weighed against one another. The preferred route represents a series of decisions that were carefully considered.

Because the Empire Trail was being planned while this section of the Champlain Canalway Trail was studied, the two trails follow very similar routes. Since the Empire Trail is well-funded, but under a near term deadline, the timing of overlapping trail planning initiatives was not aligned. The Trail Advisory Committee has identified alternative routes that may provide better user experience but require a level of site preparation and landowner negotiations unattainable under the Empire Trail schedule.

To evaluate the best possible option the Trail Advisory Committee established some parameters including:

- Proximity to the Champlain Canal
 - o The Champlain Canal is historically and culturally important. A trail along the canal allows for historic interpretation displays and passive recreation areas.
- Rail crossings
 - o Due to the presence of an active railway in the study area crossings are an issue. At grade crossings are expensive to construct and getting permission from the rail operator can be time consuming.
- Ability to Access and Connect Historic Resources
 - o Multiple historic attractions are in the study area including Battle Hill and canal infrastructure. Connecting trail users to these attractions will provide added value to the trails.
- Economic Development Opportunity
 - o Multi-use trails are good for business, increasing visitor spending at restaurants, accommodations and other attractions. The routing of the trail considers proximity to existing and potential businesses.
- Avoidance of on-road routes, particularly Route 4
 - o Multi-use trail users prefer off-road trails that minimize the risk of automobile interaction. Serious cyclists who are comfortable riding in traffic may be fine with on road routes, but families with children and less experienced riders prefer the safety and atmosphere of an off-road trail.
- Environmental constraints
 - o Since much of the study area is along a waterway, there are a considerable number of wetlands. Routing a trail through wetlands increases the cost of permitting and can have a negative environmental impact if done improperly. Innovative techniques to avoid the impact of a multi-use trail make permit acquisition easier, but increase material costs. The presence of endangered and threatened species must also be considered.
- Possibility of easement acquisition

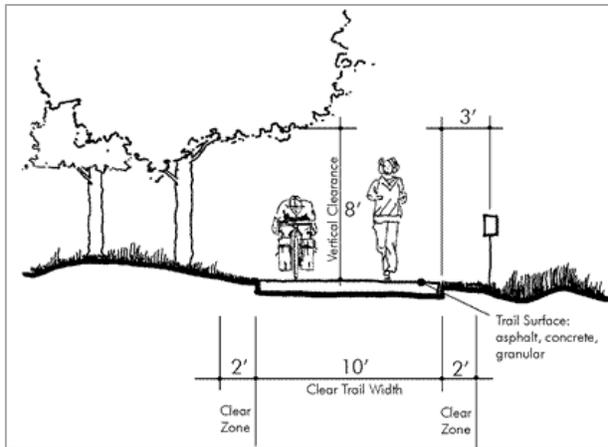
- The proposed trail will cross over and through private property. Some property owners share the vision for a connected regional trail network while some may be less comfortable allowing trail access through their property. Many property owners would consider allowing a trail through their property but are unfamiliar with what their rights and responsibilities would be as host to a trail. Engaging property owners at all stages of the trail planning initiative is important.
- Directness
 - Multi-use trails should be fun and have a practical value as a transportation route. Meandering trails that stray off course can be confusing and impractical and may deter users.
- Topography
 - The hills surrounding the Champlain Canal can be steep and rocky. Consideration must be given for universal accessibility when designing a trail.
- Cost Estimate
 - Bridges, boardwalks, at grade crossings and similar facilities can inflate the cost of a trail. Acquiring land to avoid water or rail crossings is often less expensive than building the required infrastructure.
 - Following the course of the Empire Trail is more cost effective because the state has already allocated funds for its design and construction. Diverging from the Empire Trail can increase costs but more favorably reflect some of the above parameters.



*Barge on Champlain Canal at Fort Ann
Credit: Digital Culture of Metropolitan New York*

Recommended Trail Route

The recommended trail route between the Village of Fort Ann and Whitehall is a combination of existing on-road routes and new off-road routes. Much of the southern half of the trail between Fort Ann and Comstock will be along the Empire State Trail route. The northern portion of the trail between Ryder Road and the Village of Whitehall diverges from the Empire Trail and will bring users closer to the Champlain Canal but will cost more to design and construct. The following section outlines the recommended trail route, the Empire Trail route and locally selected alternatives.



On the following trail maps, the routes are classified in four different ways:

1. **Recommended Trail:** indicates the preferred routing of the trail. This classification means that it was a locally determined route that diverges from the Empire Trail.
2. **Recommended Trail/ Empire Trail:** indicates areas where the Empire Trail and the locally determined route share the same space. In these areas, the local costs of design and construction are negligible.
3. **Empire Trail:** indicates the route of the Empire Trail that will be completed by 2020. These trail portions were deemed unattractive by the Trail Advisory Committee for safety or aesthetic reasons.
4. **Alternative Trail:** indicates a route that was deemed possible and desirable, but may be too expensive or impractical at the present time. If developed, these alternative routes will enhance the user experience of the trail.

Southern Section: Fort Ann to Ryder Road Bridge

This portion of the trail connects the Village of Fort Ann to the Ryder Road Bridge, 6 miles to the north in the Town of Whitehall. Due to low traffic volumes, this trail section has been planned primarily as an on-road route. A 12-mile off-road portion of the Champlain Canal Trail will be constructed to connect Fort Ann to Fort Edward to the south. This off-road portion from Fort Edward terminates on the edge of the Village of Fort Ann on the western shore of the Champlain Canal at a canal-side park, which has parking, a picnic area and interpretive signage.

Land Use and Zoning: This portion of the trail in Fort Ann consists primarily of rural residential parcels, many with an agricultural component. There are no population centers. Commercial uses are limited to the Granite Hill Campground at the southern end of this portion and a restaurant and bar in Comstock. The Town of Fort Ann has a simple land use regulation scheme that relies primarily on site plan review. Trailheads and trails are not a regulated use in the Town. No local land use approvals are anticipated for the establishment of a trail in the study area.

Natural Features, Wildlife and Habitats: There are no mapped wetlands along the Empire Trail route or the identified alternatives, with the exception of small portions of the area between Old Route 4 and Ryder Road. Portions of the trail are in areas identified as bat habitat by the NYSDEC Environmental Resource Mapping application. This will require NYSDEC and United States Fish and Wildlife Service (USFWS) coordination before construction.

Historic and Cultural Resources: Due to the trails routing along the New York State Barge Canal Historic District (National Register # 14NR06559) and the Old Champlain Canal (National Register # 90NR02762) SHPO will need to be consulted before trail construction begins on areas directly adjacent to those sites.

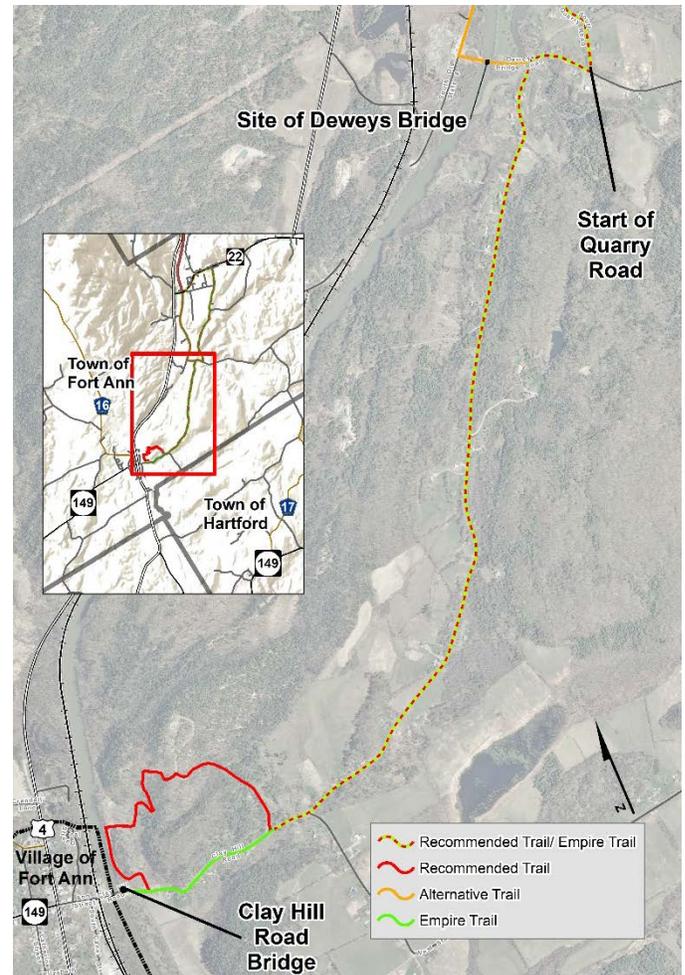


*Cyclists enjoying the Cape Cod Rail Trail in Massachusetts
Credit: pedbikeimages.org*

Clay Hill Bridge to Dewey's Bridge Road (Recommended Trail/ Empire Trail: 2.7 miles)

The proposed trail section begins at the canal-side park and crosses the Clay Hill Road Bridge, a relatively narrow two-lane bridge. The Empire Trail will share much of the same routing as this portion of the trail. Steep grades and a tight turn at the southern end of Clay Hill Road have prompted the Trail Advisory Committee to explore an alternative route through the Granite Hill Campground (see next page).

The trail will continue along Clay Hill Road through rural agricultural land before descending to Dewey's Bridge Road. The New York State Department of Transportation will be responsible for road enhancements associated with the Empire State Trail. These include enhanced signage, striping and wayfinding.



Clay Hill Road traverses quiet agricultural land

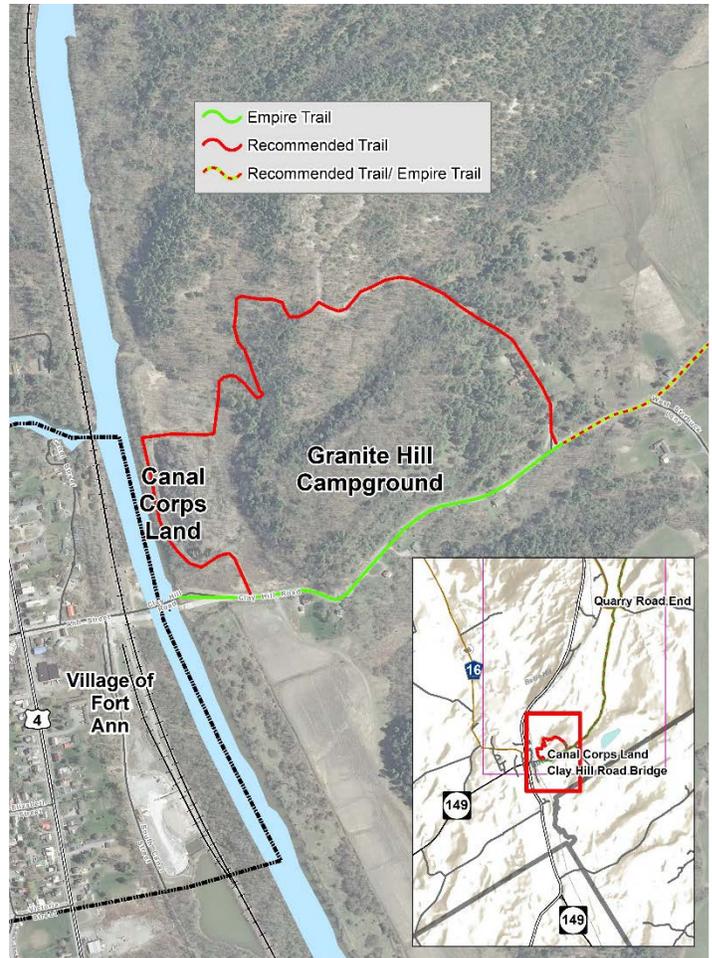
Granite Hill Campground Spur (Alternative Trail: .9 miles)

The Empire State Trail is planned as an on-road route up Clay Hill Road, a two-lane local road. This road has low traffic volumes, but a steep elevation gain to the crest of the hill and tight blind turns make this a less desirable on-road option.

To avoid this section the local trail committee explored an alternative routing through an adjacent campground. This would require that the trail be routed through NYS Canal Corporation land in the area north of Clay Hill Bridge before reaching the land owned by the campground. To avoid steep grades the trail would utilize switchbacks to ascend the ridge. After climbing a switchback, the trail would meet up with an existing cell tower access road and skirt along the northern edge of the campground property before returning to Clay Hill Road.

The Trail Advisory Committee has made multiple site visits to the campground to informally discuss potential trail routes and land use agreements with the landowners. The property owners have indicated that they are interested in pursuing a variety of options to make the trail a reality. Working with willing landowners to obtain easements is critically important to the success of any trail project.

The Empire State Trail will stay on Clay Hill Road until locally led initiatives result in a parallel routing through the campground to serve as an unofficial alternative. Connecting the trail to a complimentary business may enhance the user experience and add value to the business. Along the Erie Canalway bicyclists take part in organized bike camping trips, providing a model for the Champlain Canalway.

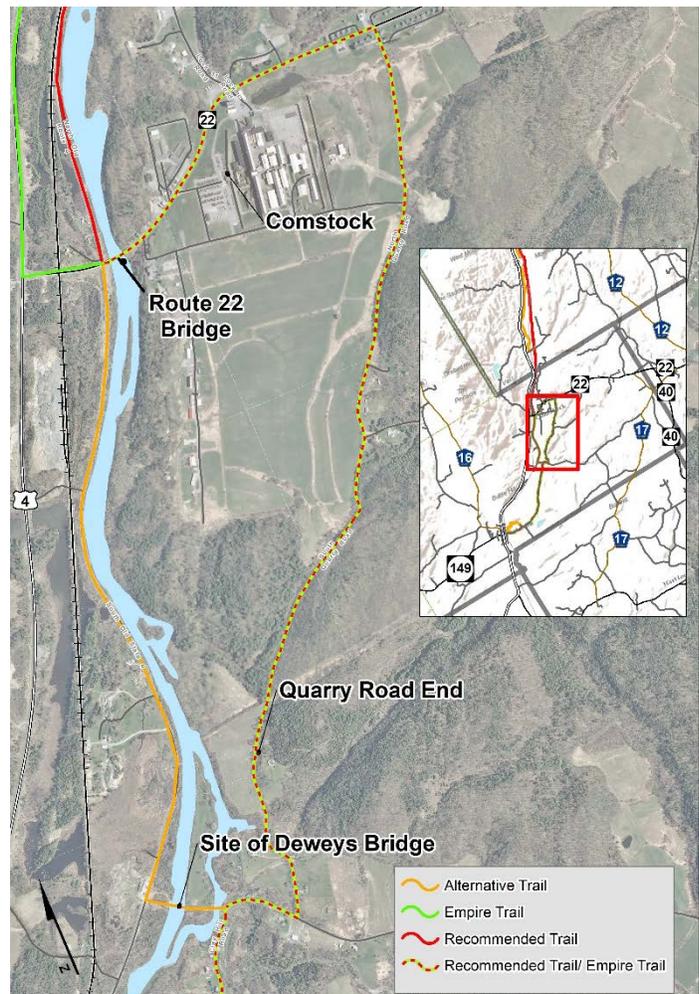


Looking east down a steep section of Clay Hill Road

Dewey's Bridge Road to Route 22 via Comstock (Recommended Trail/ Empire Trail: 3.2 miles)

This route heads east on Dewey's Bridge Road for 900 feet and then turns north onto South Quarry Lane. South Quarry Lane heads north for approximately .5 mile before crossing an east-west 155 foot wide National Grid right-of-way. Continuing north, Quarry Lane is bounded by property owned by the State of New York as part of the Great Meadows Correctional Facility. Approximately 2 miles from its southern intersection with Dewey's Bridge Road, Quarry Lane intersects Route 22. From this intersection the trail would follow the shoulder of Route 22 for .85 miles before crossing Champlain Canal at the Route 22 bridge. Approximately .4 miles from the intersection of S. Quarry Road and Dewey's Bridge Road the road is no longer maintained for automobile traffic. The underutilized ROW continues .75 miles where it intersects with Hawk Road and becomes "Quarry Road." Quarry Road continues .9 miles to the intersection of NYS Route 22. Heading .8 miles west on Route 22 the route intersects Old Route 4 along the canal.

As part of the Empire Trail Initiative, the NYSDOT has committed approximately \$500,000 to reopen this section of Old Quarry Road for bike and pedestrian improvements and plans on completing the necessary work by 2020. This route will provide a pleasant user experience along Quarry Road, but the distance from the Champlain Canal and on-road portions along Route 22 make it less desirable.

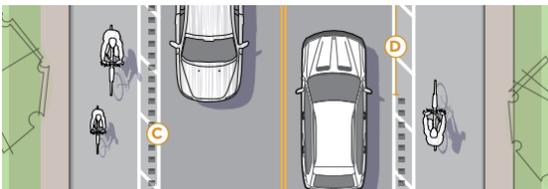


Looking south from Route 22 towards Quarry Road

Route 4 from Route 22 Bridge to Ryder Road
(Empire Trail: 2 miles)

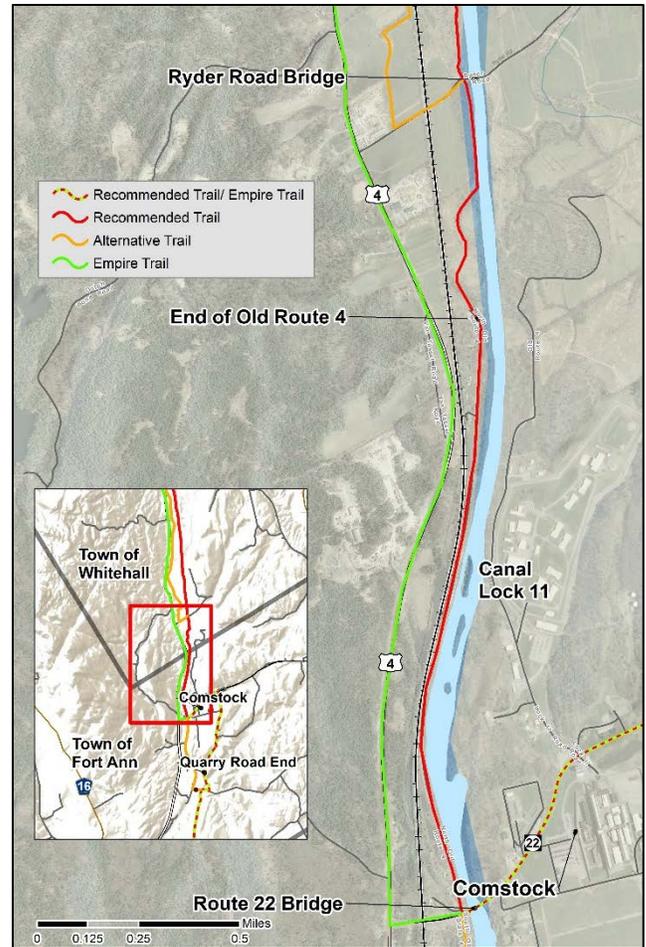
The Empire Trail is planned as an on-road route along Route 4 between the Route 22 bridge to the Ryder Road Bridge. According to the NYSDOT Average Annualized Daily Traffic Count, 8,578 vehicles pass along this section every day, including a high volume of truck traffic. The posted speed limit is 55 miles per hour. Local stakeholders have indicated that they feel that this route is unsafe and unappealing to anyone but the most committed road bicyclists. See “Old Route 4 between the Route 22 Bridge and Ryder Road Bridge” below.

The Empire State Trail initiative will be making improvements to the existing roadways to accommodate cyclists. This includes widening asphalt shoulders, adding striping to indicate shared roadways and installing wayfinding signage to guide trail users.



Cross-section of a paved shoulder section of the Empire State Trail.

Credit: Empire State Trail Design Guide



Old Route 4 from Route 22 Bridge to Ryder Road

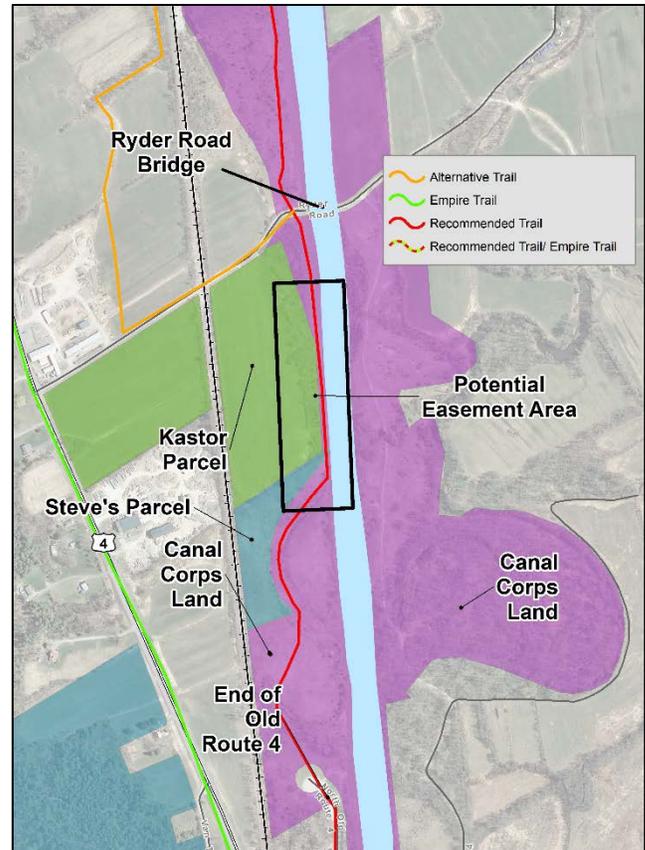


Truck traffic and higher speed limits on State Route 4 between Comstock and Ryder Road make this section of the Empire Trail route undesirable

Bridge (Recommended Trail: 2 miles)

This 2-mile section of trail connects Comstock in Fort Ann to the Ryder Road Bridge on the southern border of the Town of Whitehall.

The recommended trail follows the western bank of the Champlain Canal along Old Route 4. This portion of Old Route 4 currently dead-ends 1.5 miles north of the Route 22 bridge. This portion of trail includes Lock 11, the only lock between Whitehall and Fort Ann. At the dead end of Old Route 4, the proposed trail would continue .5 miles north on lands currently owned by the New York State Canal Corporation before crossing a narrow strip of land owned by a private landowner and then intersecting Ryder Road at mile 2. The trail crosses over 40 feet of a parcel that is connected to a residential property on the opposite side of the railway. Due to the small amount of land crossed and its distance from the primary use of the parcel it is anticipated that gaining access will not be problematic. A second parcel may need to be crossed to reach Ryder Road, but according to preliminary review of GIS data the NYS Canal Corporation may control a narrow strip of land along the Canal that could be used for the trail. A more detailed survey is required to determine if there is an adequate amount of land for a trail. Additional outreach to willing landowners will be conducted to explore the possibility of acquiring easements.



End of Old Route 4 adjacent to Canal Corp land

Dewey's Bridge to Route 22 Bridge via Old Route 4 South (Alternative Trail: 1.7 miles)

This alternate route heads west on Dewey's Bridge Road for less than 0.1 mile to where the road stops at the site where Dewey's Bridge used to cross the Champlain Canal. The bridge was demolished recently and the New York State Department of Transportation estimates that replacing the 150-foot-long bridge with a 10 foot wide pedestrian bridge would cost over \$2 million.

Across the Canal (on the western side of the now demolished Dewey's Bridge), South Old State Route 4 runs north along the Canal for 1.5 miles before meeting the Route 22 Bridge in Comstock. Discussions with a natural gas transmission company, Powerline Express, have indicated that they would be willing to incorporate the trail along an easement path for an underground transmission project along Old Route 4.

Old Route 4 is a dead-end street with negligible traffic volumes and no environmental or physical constraints. This route would also avoid the heavily trafficked Route 22 through Comstock.

The costs of reinstalling Dewey's Bridge are high, but it would provide for an excellent user experience. In the future the Town of Fort Ann, the Champlain Canalway Trail Committee or the Trail Advisory Committee should pursue grant funding for replacing the bridge as it becomes available through different programs.

The NYS DOT has decided to invest over \$.5 million in reopening South Quarry Road instead of using this route making the of building a pedestrian bridge here unlikely.



Bike and Pedestrian Bridge in Ionia, MO.

Credit: bikeandpedimages.org



Looking south from Route 22 Bridge. Credit: M. Jacobson



The Alternative Trail along South Old Route 4 offers an exceptional user experience with negligible traffic volumes and proximity to the Champlain Canal

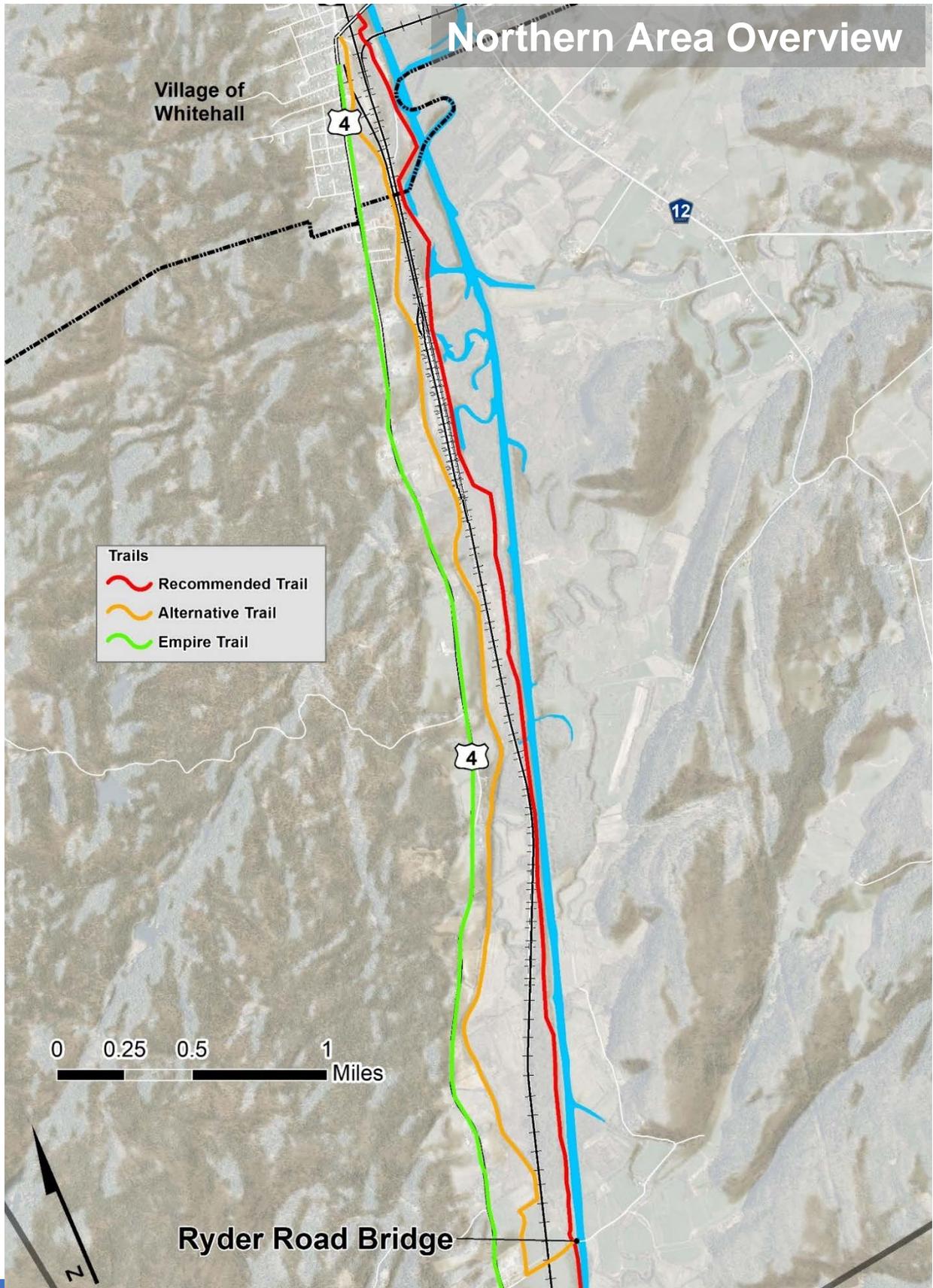
Northern Section Overview: Ryder Road Bridge to the Village of Whitehall

This approximately 4.5 mile trail section connects the Ryder Road Bridge to the Village of Whitehall. All three identified alternatives are on the western side of the Champlain Canal. A route along the eastern side of the canal was considered, but the western side has a greater range of opportunities to utilize existing right of ways including a railway and the historic Champlain Canal. An overview map is provided on the following page.

Land Use and Zoning: Land uses in this portion of the trail are a mix of agricultural land, low density residential and light industrial. Closer to the Village of Whitehall, an active railway operated by Canadian Pacific is near the proposed trail route. Whitehall's zoning regulations were established in 1969 and are relatively straightforward. The area the trail is planned for is zoned as rural residential in the southern portion of the trail and light industrial closer to the village, there are no anticipated issues with obtaining local land use permits.

Natural Features, Wildlife and Habitats: There are no identified NYS DEC wetlands in this section of the trail. There are considerable portions of land that are identified in the National Wetlands Inventory, but a GIS review of ortho-imagery and elevation data indicate that the classification may not impede trail development. The primary issue in this portion of the trail is a series of inlets in the trail area just south of the Village of Whitehall. The inlets must be crossed with bridges and boardwalks or avoided altogether. Constructing bridges and boardwalks will increase the cost of trail construction. Avoiding the series of inlets will require routing the trail closer to the active railway which will require permission from the Canadian Pacific rail company. Some bat habitat has been identified, requiring NYSDEC and United States Fish and Wildlife Service (USFW) coordination before construction.

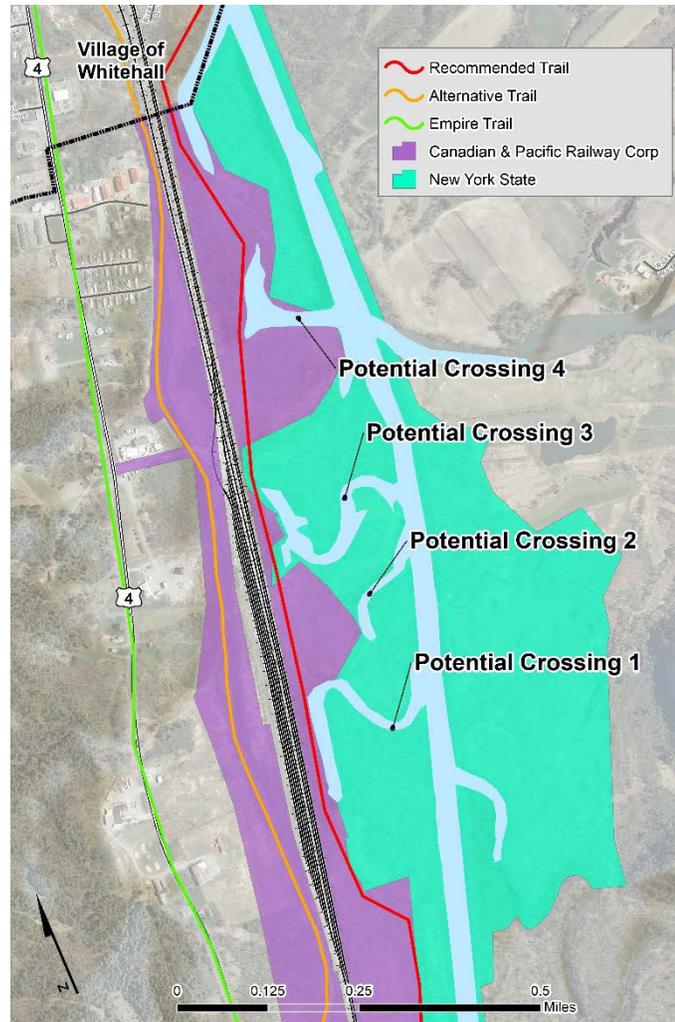
Historic and Cultural Resources: Due to the trails routing along the New York State Barge Canal Historic District (National Register # 14NR06559) and the Old Champlain Canal (National Register # 90NR02762) SHPO will need to be consulted with before trail construction begins on areas directly adjacent to those two sites.



Champlain Canal (Recommended Route: 4.8 miles)

The Trail Advisory Committee has identified a preliminary route to the east of the railroad right of way (ROW) and along the western shore of the existing Champlain Canal. This route, while having the highest potential scenic value and limited to no need for land acquisition, could be considerably more expensive to build because of water obstacles. There are multiple stream crossings that would require the installation of bridges or boardwalks. The advantage of this route is that the Canal Corporation owns a large portion of this land. It has been suggested that the trail be routed closer to the existing railway to avoid some of the water crossings closer to the Canal. Getting permission from the rail-company to route the trail near the active railway will require further negotiations. See **Appendix C** for an analysis of potential near-rail alternatives.

Preliminary conversations with the Canal Corporation have indicated that there are multiple options for gaining access to their land. All land uses along Canal Corporation land must allow for routine operations and maintenance to ensure the smooth operation of canal business. The Canal Corporation uses revocable occupancy permits or Operation and Maintenance agreements to grant access to land under their control. The 30-day revocable permit is not the appropriate land use agreement for establishing a multi-use trail on Canal Corporation property due to its uncertain nature and need for constant renewal. A longer-term option that has been used on other Canal Corporation lands is an Operations and Maintenance Agreement. This could occur between either



*A boardwalk in Brighton Colorado
Credit: pedbikeimages.org*

the municipality, county or a not-for-profit and the Canal Corporation. These agreements typically last between 20 and 30 years. Washington County, in partnership with the Towns of Whitehall and Fort Ann, may be the most appropriate party to enter into an Operations and Maintenance agreement with the Canal Corporation.

If the trail is not able to be routed along the railroad right of way and is only allowed to access Canal Corps land, bridges or boardwalks will need to be built. Unlike the Dewey Bridge to the south that would need to allow for canal traffic to pass under it, the bridges here will not need to accommodate boat traffic.



A large bridge capable of handling pedestrians, bikes and snowmobiles. Credit: pedbikeimages.org

Route 4 (Empire State Trail: 4.6 miles)

The proposed Empire Trail is planned as an on-road route along Route 4. Like other portions of the Empire Trail, the local committee would prefer a route with less automobile traffic that brings users closer to the canal. As planned, the Empire Trail will have no interaction with the canal in this section. There are no anticipated habitat, zoning or rail crossing issues with this portion of the Empire Trail. It is along the alternative routes that land acquisition and physical impediments require some consideration.

Historic Champlain Canal (Alternative Route: 4.6 miles)

When the Champlain Canal was first used to connect the Hudson River to Lake Champlain, boats were far smaller and the route was less direct. As the state's canal system grew to connect larger bodies of water, the Champlain Canal needed to be expanded to handle larger barges. In the area south of Whitehall, the canal was completely re-routed to where it is today, but the path of the old canal still remains. The old canal route avoids at-grade rail crossings and has fewer areas of wetland than the recommended trail along the modern Champlain Canal. This route is not entirely off-road and utilizes some existing roadways that are minimally trafficked by automobiles. The Trail Advisory Committee has identified a segment of the historic Champlain Canal that stays between Route 4 and the existing railroad ROW. The old Champlain Canal follows meandering courses generally 1/10th to 2/10th of a mile west of the modern Champlain Canal.

Development pressure along the historic canal right of way has been minimal and long portions remain intact. The TAC has been reaching out to various stakeholders and compiling a database indicating what types of environmental constraints are present and whether the property owner would be interested in selling or leasing their land for a trail. This routes advantages over the recommended route are fewer water crossings and a larger buffer between the active railway.

Rail companies own a sizeable portion of the Old Champlain Canal. Initial conversations with rail representatives indicate that they are willing to outright sell land, or grant permanent easements for a trail.

Committee members developed a database of property inventory data which is contained in this report in **Appendix B**.



Typical section of the Old Champlain Canal in Halfmoon, NY Credit: Tug 44

Implementation Considerations

Constructing the trail segment between the Village of Fort Ann and Whitehall will begin in 2019 as the Empire Trail is installed. The remaining sections of the trail that diverge from the Empire Trail will require continued efforts to secure funding for design and construction documents, environmental permits, securing easements from property owners or outright purchasing.

Re-routing portions of the official Empire Trail so that it follows some of the safer alternatives closer to the Champlain Canal identified in this report is a long-range goal of this project. Recognizing that, the Empire Trail will be routed as an on-road bike route when it is complete in 2020. The trail route recommended in this report will provide a better user experience with regards to safety and proximity to the Champlain Canal. Once complete, the Empire Trail will be the longest multi-use trail in the country and it is anticipated that communities along the trail will benefit from increased tourism as a result of trail development. As planned, the Fort Ann to Whitehall portion of the Empire Trail will not provide an ideal experience for user groups that are not comfortable riding with heavy truck traffic.

Eventually the Champlain Canal Trail between Fort Ann and Whitehall could serve as a linear park including historical interpretation, boardwalks and passive recreation areas. The trail and park could serve as a community asset, providing residents with a high quality of life and attract visitors from the region and beyond.

Sidebar: Working with Railroads



Many of the finest multi-use trails in the country are built in abandoned railroad right of ways. But, in the study area the railway is active for both freight and passenger traffic, which presents both challenges and opportunities. In some portions of the study area the rail company has wide tracts of land on either side of the active rail line. These holdings are often large enough to accommodate a multi-use trail with little concern for pedestrian/ train interaction. In the Ryder Road to Village of Whitehall section, there are areas where the proposed trail abuts the active rail line.

Photo: Example of protective fencing between multi-use trail and an active railway on the Zim Smith Trail in Saratoga County

Construction Requirements Summary:

Based on the location of the recommended trail route and the alternative trail route, the following list outlines the permitting process that will be required before construction of the trail can begin.

- State Environmental Quality Review (SEQR) (likely Unlisted Action) requires an Environmental Assessment Form (EAF) Long Form. Washington County could serve as Lead Agency. Fort Ann and Whitehall would serve as involved or interested agencies for trail portions in their borders.
- Wetland delineation and likely permitting (anticipated United States Army Corps of Engineers permit or joint New York State Department of Environmental Conservation Permit)
- Consultation with NYSDEC Natural Heritage Program regarding ETR
- Consultation with United States Fish and Wildlife Service regarding ETR
- NYSDEC State Pollutant Discharge Elimination System (SPDES) General Permit GP-0-10-001 (for storm water run-off from construction activities over one acre)
- State Historic Preservation Office (SHPO) Consultation and likely cultural resource assessment
- NYSDOT Highway Work Permit
- Local Building Permit (for parking areas and trailheads)
- Possible easements and/or MOU for continued access and long-term management in select locations (on Canal Corps and rail company lands)

Cost Estimates

The overall 2018 project cost estimate for the proposed Fort Ann to Whitehall trail segment is approximately \$3.4 million. Please note, this cost estimate is based on the need to acquire all of the project materials and the use of prevailing wages. As such, it does not take into account the use of donated materials, volunteer labor, or the use of local forces. It should also be noted that this estimate includes a 20 percent construction contingency. As such, the overall construction cost of the project could be reduced significantly by leveraging locally sourced and donated materials and labor.

Cost Estimate Summary:

• Mobilization	\$87,850
• Site Preparation	\$866,500
• Trail Construction	\$790,800
• Signage & Amentias	\$99,750
• Contingency (20%)	\$351,420
• Survey, Engineering & Permitting	\$439,270
Project Total	\$2,635,590

Next Steps

- *Maintain the Trail Advisory Committee that was convened to produce the Fort Ann to Whitehall Trail Study.*

The TAC should stay engaged with the Washington County Economic Development Department throughout the process of the designing the trail portion from Ryder Road to the Village of Whitehall. The TAC should formalize as a 5103c which would allow for the TAC to apply for and administer grants.

- *Establish ongoing partnerships between the Town of Fort Ann, the Village of Fort Ann, the Town of Whitehall and the Village of Whitehall.*

Stay abreast of grant opportunities, coordinate wayfinding, consider sharing the costs of trail building and maintenance equipment. Both municipalities should integrate the trail concept into their Comprehensive Plans and account for trail route when making development and infrastructure decisions.

- *Assist the Campground Owners in Fort Ann to establish the alternate spur through their property.*

Coordinate with the Town of Fort Ann, the Canal Corporation and the owners of Granite Hill Campground to design and construct a multi-use trail that avoids the steepest and narrowest sections of Clay Hill Road.

- *Secure access north of Old Route 4 to Ryder Road.*

Private landowners will need to grant permission so that the trail can be routed from the end of Old Route 4 to the Ryder Road Bridge. The portions of their property that would be required are adjacent to the canal and are currently used for low intensity agricultural uses.

- *Work with the NYS Canal Corporation to identify route and alternatives between Ryder Road Bridge and the Village of Whitehall.*

The NYS Canal Corporation has proven to be an active and willing partner in trail development in other parts of the state. The Canal Corporation, like the Trail Advisory Committee, would not consider an on-road trail (Empire State Trail) along Route 4 as part of the Champlain Canalway Trail. The Canal Corporation will be an important partner in the further development of the Fort Ann to Whitehall trail segment.

- *Design and Permit Project.*

Anticipated permits include: NYS Department of Environmental Conservation, NYSHPO, Army Corps of Engineers, USFW and the NYSDOT (see Construction Requirements Summary for a fuller description).

- *Secure funding for construction of alternate and preferred trail routes.*

Apply for grant funding via the Regional Economic Development Council's (REDC) Consolidated Funding Application process. Canal oriented projects are eligible for additional evaluation points and viewed favorably by reviewers.

- *Maintain Dialogue with Powerline Express*

Replacing the Dewey Bridge is prohibitively expensive now, but efforts to improve Old Route 4 South on the western side of the canal should be pursued if possible. The power transmission company has informally volunteered to incorporate a multi-use trail into a powerline project. This is a free or low-cost option that is unlikely to present itself again. The TAC should ensure that municipal leaders and trail groups advocate for the trail along the power transmission line.



The Fort Ann to Whitehall Trail Feasibility Study | Washington County, New York

Appendix A: Potential Trail Routing Adjacent to the Active Railway in the Town of Whitehall

The following maps were developed to prompt a discussion with the Canadian Pacific rail company. They illustrate two different trail routing options along their active railway.





Macleod's Lumber

Champlain Canal

Champlain Canal

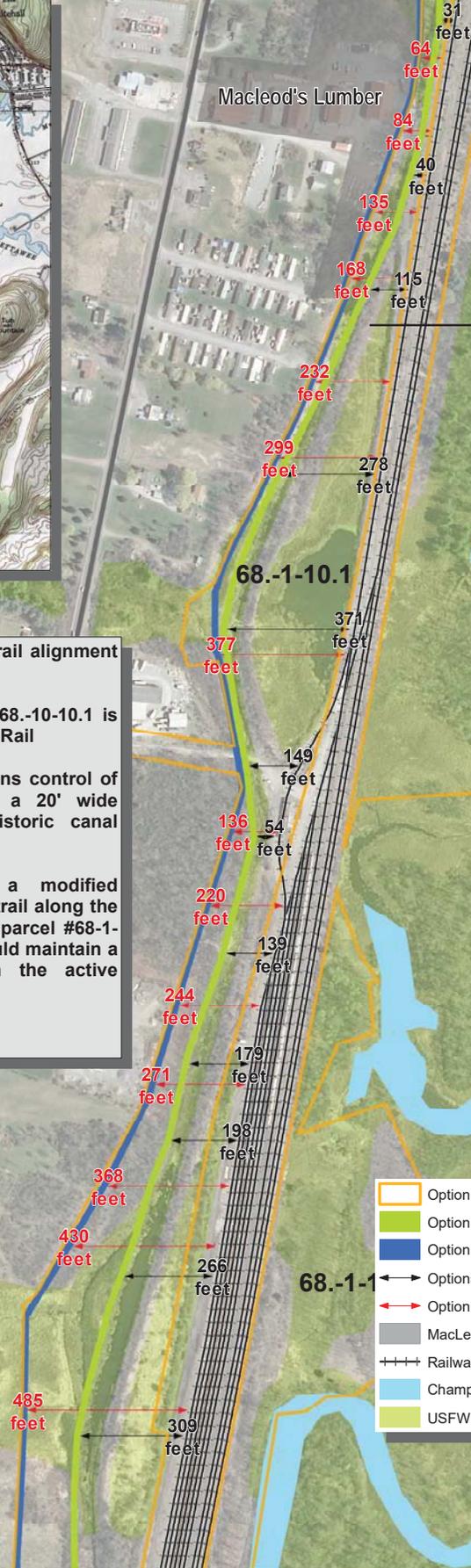
Property Owner of Macleod's Lumberyard (grey parcel) has granted verbal permission to utilize eastern edge of parcel to avoid close proximity to railroad (Option 3).

In Options 1 and 2 the trail alignment is identical.

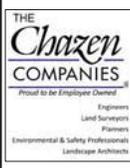
In Option 1 the parcel #68.-10-10.1 is aquired outright from CP Rail

In Option 2 CP Rail retains control of the parcel, but allows a 20' wide easement along the historic canal route.

Option 3 represents a modified routing of the proposed trail along the far western edge of tax parcel #68-1-10.1. This alternative would maintain a greater buffer between the active railway and the trail.



- Option 1: Property Sale Area
- Option 2: 20' wide trail easement along historic route of Champlain Canal
- Option 3: 20' wide trail easement along western edge of CP parcel
- Options 1 & 2: ROW distance from Tracks
- Option 3: ROW Distance from Tracks
- MacLeod's Parcels
- Railway
- Champlain Canal
- USFW NWI Wetlands



CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., D.P.C.

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Poughkeepsie, NY, 12601
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547 River Street
Troy, NY, 12180
Phone: (518) 273-0055

North Country Office:
375 Bay Road
Queensbury, NY, 12804
Phone: (518) 812-0513

This map is a product of The Chazen Companies. It should be used for reference purposes only. Reasonable efforts have been made to ensure the accuracy of this map. The Chazen Companies expressly disclaims any responsibilities or liabilities from the use of this map for any purpose other than its intended use.

Empire & Champlain Canal Trail:
Northern Whitehall Segment

**Map 1:
Whitehall Trail Routing Options:
Northern Component**

Whitehall, New York

Drawn:	EJG
Date:	03/19/2018
Scale:	1" equals 156'
Project:	91756.00
Figure:	NA

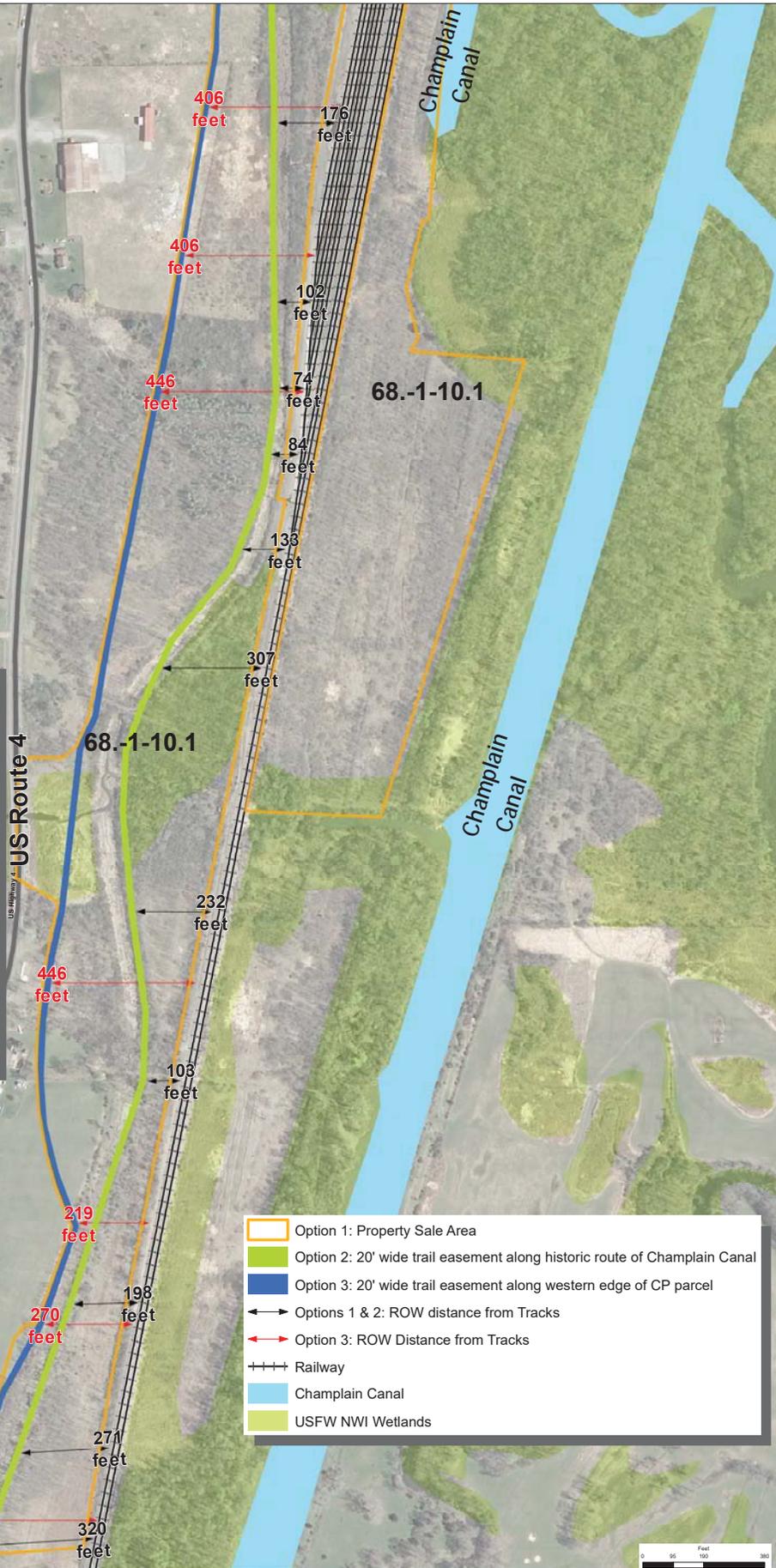


In Options 1 and 2 the trail alignment is identical.

In Option 1 the parcel #68.-10-10.1 is aquired outright from CP Rail

In Option 2 CP Rail retains control of the parcel, but allows a 20' wide easement along the historic canal route.

Option 3 represents a modified routing of the proposed trail along the far western edge of tax parcel #68-1-10.1. This alternative would maintain a greater buffer between the active railway and the trail.



- Option 1: Property Sale Area
- Option 2: 20' wide trail easement along historic route of Champlain Canal
- Option 3: 20' wide trail easement along western edge of CP parcel
- Options 1 & 2: ROW distance from Tracks
- Option 3: ROW Distance from Tracks
- Railway
- Champlain Canal
- USFW NWI Wetlands



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**Empire & Champlain Canal Trail:
Northern Whitehall Segment**

**Map 2:
Whitehall Trail Routing Options:
Southern Component**

Whitehall, New York

Drawn:	EJG
Date:	03/19/2018
Scale:	1" equals 156'
Project:	91756.00
Figure:	NA



The Fort Ann to Whitehall Trail Feasibility Study | Washington County, New York

Appendix B: Property Information Sheets for the Old Champlain Canal Route Between the End of Old Route 4 North and the Village of Whitehall.

Over the course of this project, Committee members conducted site visits and met with property owners along the Old Champlain Canal. The following data sheets summarize their observations and an analysis of environmental and physical conditions for each parcel.



**EMPIRE STATE CHAMPLAIN CANALWAY TRAIL
FORT ANN TO WHITEHALL SEGMENT**

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

60.13-1-13



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

USFWS National Wetland Inventory area, (±4.85 acres, partially impacted by trail route), freshwater wetlands and ponds

Cultural Resources

Phase IA Archeological Survey (05SR55551), Whitehall water system improvements.

Habitat

Indiana Bat (Endangered); Northern Long-eared Bat (Threatened). No critical habitats at this location.

Other

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

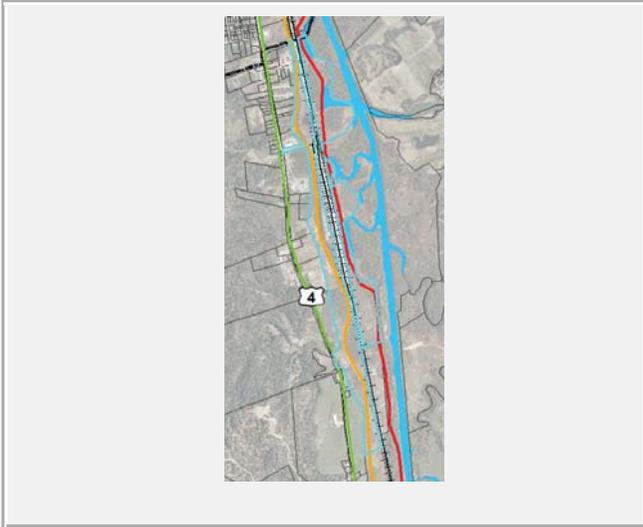
Comments

**EMPIRE STATE CHAMPLAIN CANALWAY TRAIL
FORT ANN TO WHITEHALL SEGMENT**

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

68.-1-10.1



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

USFWS National Wetland Inventory areas, freshwater and riverine (\pm 28.84 acres, partially impacted).

Cultural Resources

National Register Building (90NR02762), Old Champlain Canal. Archaeology Survey (05SR55733), Phase IA, Canadian Pacific Railway system upgrade.

Habitat

Indiana Bat (Endangered); Northern Long-eared Bat (Threatened). No critical habitats at this location.

Other

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

Comments

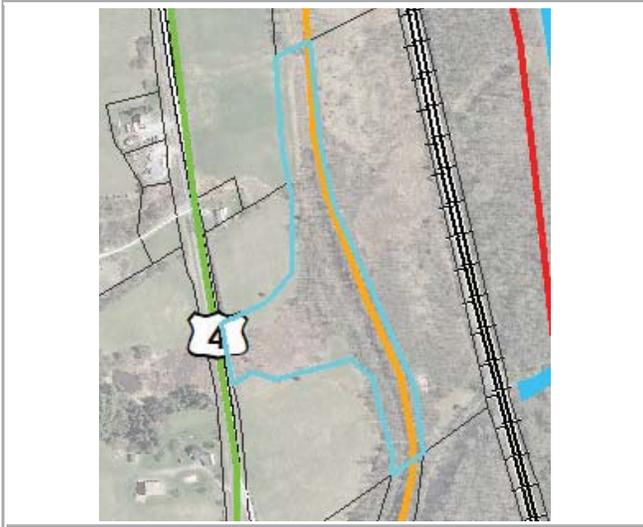
The rail company will need to be contacted

EMPIRE STATE CHAMPLAIN CANALWAY TRAIL FORT ANN TO WHITEHALL SEGMENT

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

68.-1-21.1



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

USFWS National Wetland Inventory area (± 7.11 acres, partially impacted), freshwater wetlands and riverine

Cultural Resources

National Register Building Listing (90NR02762), Old Champlain Canal

Habitat

Indiana Bat (Endangered); Northern Long-eared Bat (Threatened). No critical habitats at this location.

Other

Proper drainage could be an issue

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

Comments

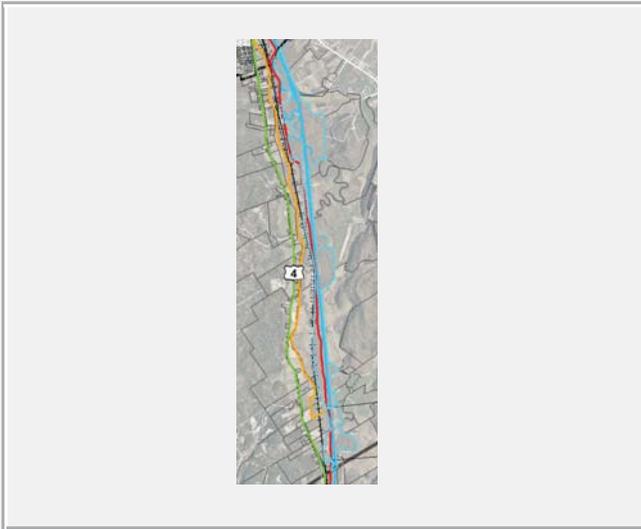
A family group working on settling their fathers estate. Leah Mason PO Box 277 Fort Ann (518)639-5252, Pat Becker johnpatbecker@gmail.com

EMPIRE STATE CHAMPLAIN CANALWAY TRAIL FORT ANN TO WHITEHALL SEGMENT

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

69.-1-1



Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

Comments

Tim inspected NYS parcel west of canal north of the terminus of Old Rt 4. Dry ground to Steve's Terrace.

Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

Significant wetland acreage throughout the parcel, though not within the bounds of the proposed trail route. None to be crossed.

Cultural Resources

National Register Building Listing (14NR06559) New York State Barge Canal Historic District

Habitat

Indiana Bat (Endangered); Northern Long-eared Bat (Threatened). No critical habitats at this location.

Other

The majority of this property is on the western side of the proposed trail route.

**EMPIRE STATE CHAMPLAIN CANALWAY TRAIL
FORT ANN TO WHITEHALL SEGMENT**

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

60.9-2-8.6



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

Two USFWS National Wetland Inventory areas. In northeastern area (± 1.48 acres, not impacted); in southwestern area (± 0.55 acres, not impacted).

Cultural Resources

- Engine House & Turntable Building (nominated, undetermined status)

Habitat

Indiana Bat (Endangered); Northern Long-eared Bat (Threatened). No critical habitats at this location.

Other

Mr. Rinaldi may not be very receptive to a trail. His first reaction was (paraphrasing) 'just use the existing road used by the RR police'

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

Comments

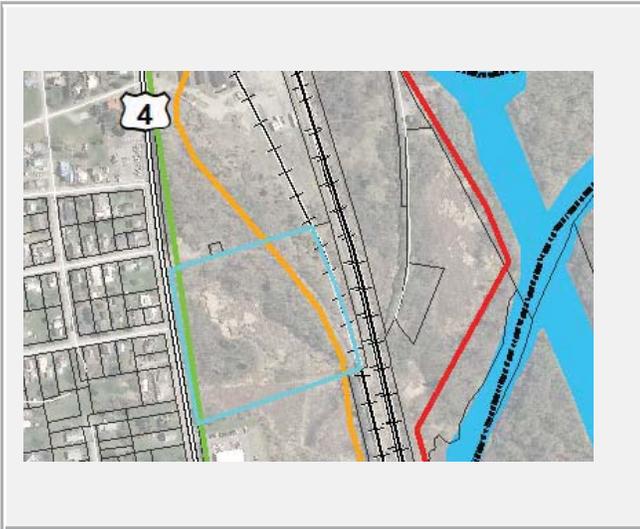
J. Renaldi is owner of LPF of Whitehall and Renaldi Trucking. Maplewood Ice contracts w/ Renaldi Trucking and caretakes this property (where trailers are parked) Liason is Page at Maplewood 5184992345

EMPIRE STATE CHAMPLAIN CANALWAY TRAIL FORT ANN TO WHITEHALL SEGMENT

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

60.9-2-8.5



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

USFWS National Wetland Inventory wetland area (\pm 4.48 acres, partially impacted by proposed trail route)

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

Comments

Cultural Resources

None.

Habitat

Indiana Bat (Endangered); Northern Long-eared Bat (Threatened). No critical habitats at this location.

Other

**EMPIRE STATE CHAMPLAIN CANALWAY TRAIL
FORT ANN TO WHITEHALL SEGMENT**

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

77.-1-10



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

USFWS National Wetland Inventory area (± 4.43 acres, partially impacted) freshwater wetland and riverine

Cultural Resources

National Register Building listings (90NR02762), Old Champlain Canal, and (14NR06559), NYS Barge Canal Historic District

Habitat

Indiana Bat (Endangered); Northern Long-eared Bat (Threatened). No critical habitats at this location.

Other

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

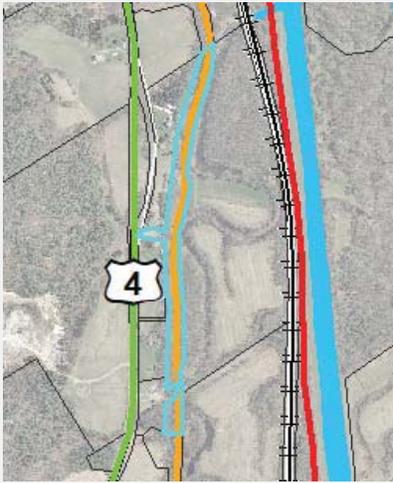
Comments

**EMPIRE STATE CHAMPLAIN CANALWAY TRAIL
FORT ANN TO WHITEHALL SEGMENT**

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

77.-1-10.1



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

USFWS National Wetland Inventory area (\pm .8 acres, Freshwater Forested/ Shrub Wetland)

Cultural Resources

National Register Building listings (90NR02762), Old Champlain Canal

Habitat

None

Other

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

Comments

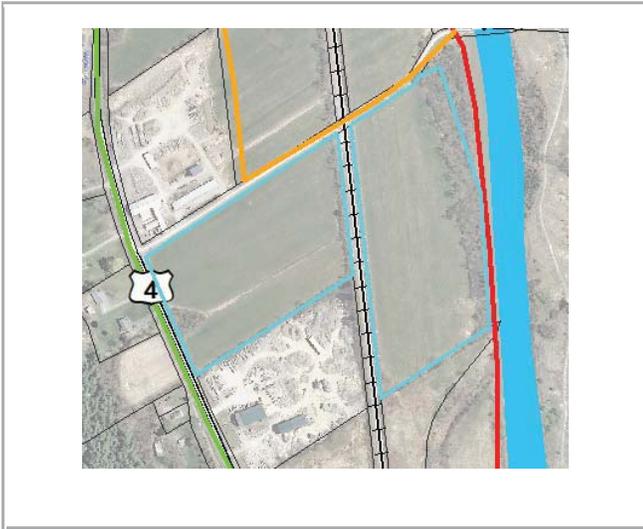
Is not interested in having trail on his property

**EMPIRE STATE CHAMPLAIN CANALWAY TRAIL
FORT ANN TO WHITEHALL SEGMENT**

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

86.-1-18.1



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

USFWS National Wetland Inventory area located approximately 40 feet east of proposed trail route

Cultural Resources

None. National Register Building listings (90NR02762), Old Champlain Canal located approximately 50 feet east of proposed trail route

Habitat

None

Other

A more detailed survey will be needed to determine if this property needs to be crossed in order to establish a trail on the far eastern side of thi property.

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

Comments

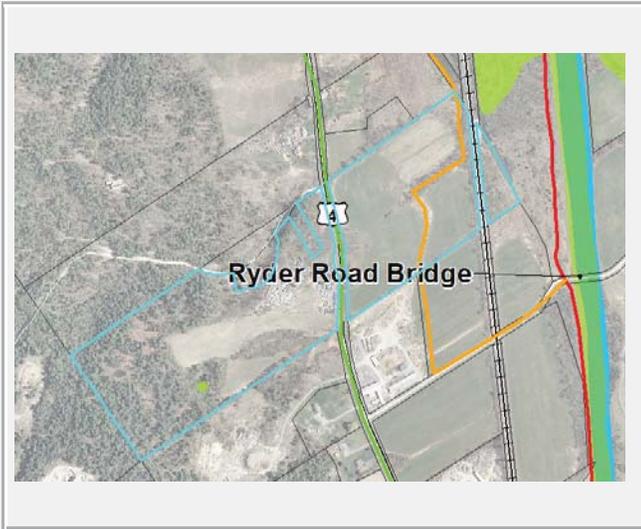
Have not yet had formal conversation with this landowner

EMPIRE STATE CHAMPLAIN CANALWAY TRAIL FORT ANN TO WHITEHALL SEGMENT

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

86.-1-2.1



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

None

Cultural Resources

None

Habitat

None

Other

Need to reach out to property owner

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

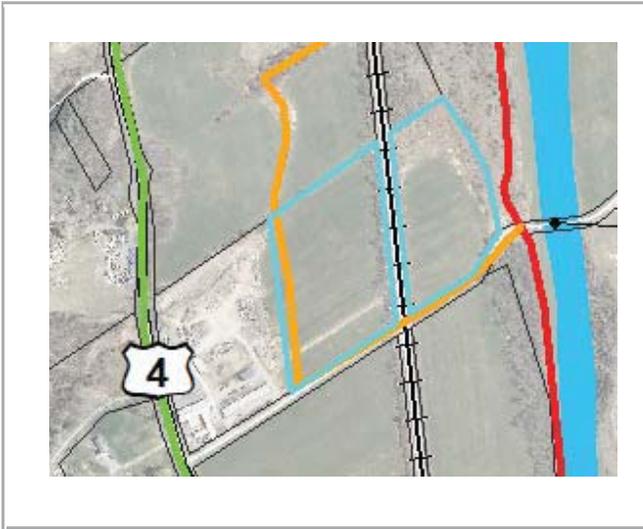
Comments

**EMPIRE STATE CHAMPLAIN CANALWAY TRAIL
FORT ANN TO WHITEHALL SEGMENT**

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

86.-1-6



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

None

Cultural Resources

None

Habitat

None

Other

Need to follow up with landowner once trial route is decided.

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

Comments

Needs more information as to where the trail will be mapped. They still hope to use the property as a port to the canal to transport stone.

EMPIRE STATE CHAMPLAIN CANALWAY TRAIL FORT ANN TO WHITEHALL SEGMENT

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

86.-1-14



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

USFWS National Wetland Inventory area is located approximately 50 feet west of proposed trail route. None crossed

Cultural Resources

None

Habitat

None. 75% wetland with small meadow

Other

Parcel is primarily located to the west of Route 4. Proposed trail route is along easternmost tip of parcel on east side of train tracks. Need to purchase entire 4 acre lot. Trail would run on terraces above bank of Wood Creek channel.

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

Comments

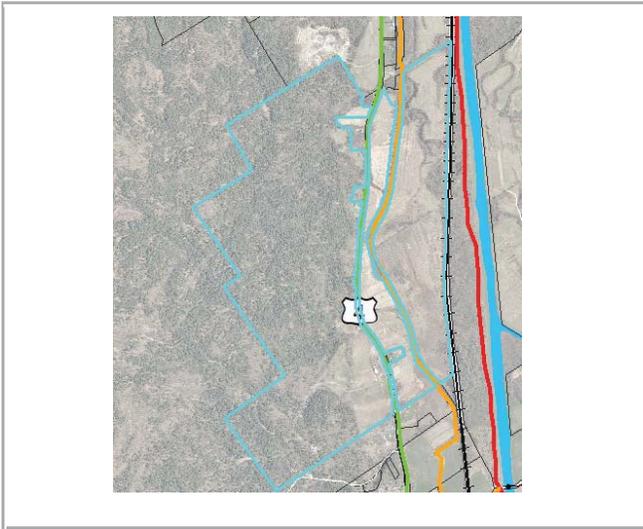
Contact person: Shiela Hluchskij (413) 335-1670, she is executor of her fathers estate. Kathy Rozell lives there (518) 499-2965- daughter of Mr. Steves- sister of Shiela

**EMPIRE STATE CHAMPLAIN CANALWAY TRAIL
FORT ANN TO WHITEHALL SEGMENT**

Prepared By:
Name:
Email:
Phone:

Property Information Datasheet

77.-1-4.1



Property Address

Sale Type
Fee Simple
Easement
Lease Agreement

Sale/ Easement Acres

Site Conditions

Wetland Type and Acres

None

Cultural Resources

None. National Register Building listings (90NR02762), Old Champlain Canal located approximately 50 feet east of proposed trail route

Habitat

Other

Will need to reach out to owner depending on preferred trail route

Owner Information

Owner
Mailing Address
Mailing City
Mailing State
Mailing Zip

Property Information

ID #
Property Class
Property Desc.
Acres

Comments



The Fort Ann to Whitehall Trail Feasibility Study | Washington County, New York

Appendix C: Meeting Notes

The following meeting minutes are from formal meetings with the Trail Advisory Committee and with municipal stakeholders.



Whitehall-Fort Ann CCT WG
Meeting Notes and Action Steps

October 18th, 2016

Present were Marge Mohn, Phil Smith, Gretchen Stark, Dave Perkins, and Dave Molenaar.

1. Review meeting notes from previous meeting

The Notes from the previous meeting were reviewed by each person present. No changes were noted. It was stated that these notes are not official minutes but merely notes of what happened at what action steps individuals are assigned.

2. Grant Match Fund

Nothing new to report on this project. Marge and Mary will meet to move on this.

Action Step: Marge and Mary to meet on to make fund-raising plans

3. Grant application

HRVG has recommended approval of the grant application. We are invited to the Board meeting in Hyde Park on Oct 26th at 10 AM in Hyde Park. The grant amount is for \$10,000. As the grant has a 50/50 match, the group needs to raise \$10,000 in cash, donations, and/or inkind services. The application filed listed \$3000 in inkind work, that amount could be revised by notifying HRVG.

Action step: Marge, Phil, and Gretchen will attend the meeting in Hyde Park on the 26th.

4. ASA

Dave made an inquiry to the Agricultural Stewardship Association regarding farmland in the Town of Whitehall to become protected farmland. Soil conditions and agricultural potential are two prime factors. No action is planned at this point though Dave will check on potential funding to landowners that open up their land for trails. Any agreement for the CCT would have to be long-term.

5. Canal inspection boat ride

Dave reported on the canal inspection tours on the 18th. Maps were available for two sections: the east bank of the canal from the Mettawee to Ryder Rd and the section from Dewey Bridge Rd to Clay Hill Rd. Many photos were taken and will be shown at a later meeting. For the most part there was still too much foliage on trees to get an accurate understanding of the terrain and wet areas. On the ground work needs to be done.

Action step: Dave will prepare photo slideshow of the canal tour

6. **Fort Ann designation progress:**

Phil, Gretchen, and Dave met with Supervisor Richie Moore of the Town of Fort Ann to discuss possible designation routes for the CCT from the village to Ryder Rd in the Town of Whitehall. Supervisor Moore reported that there is opposition from the Town Board toward designating Clay Hill Rd. The road has a steep hill and S turns close to the village that would make its use potentially dangerous. The best alternative is to search for a trail route along the east bank of the canal from Clay Hill Rd to Dewey Bridge Rd. Dave stated that a map has been secure from Canal Corp showing their property lines along the east bank of the canal. As with most of the canal, there is no consistent ownership area along the canal. In some places their ownership is wide and in other areas, very narrow. An on the ground walk is needed accompanied by Garret O'Connor of Canal Corp to check out a potential route. For now, this section needs to be shown as a gap in the CCT.

Supervisor Moore asked Dave if he would do a presentation to the Fort Ann Town Board on November 14th.

Action Step: Dave to prepare a presentation for the Fort Ann Town Board

Action Step: Dave to secure a property tax map from the Washington Co Real Property office.

Action Step: Gretchen and Dave to determine a date to invite Garret O'Connor of Canal Corp and other members of the WFA WG to make a field inspection of the east bank of the canal.

7. **Town road connections to West Haven**

Purpose of this item is to look for potential hook-up of the CCT to the Lake Champlain bikeway coming down the east side of Lake Champlain in Vermont. This connection and promotion could have valuable economic potential for Whitehall.

Action Step: Phil and Dave to check out town road connections that would connect the Canal Park to the Lake Champlain bikeway.

8. **New Business**

It was reported that the next CCTWG meeting in Nov will be a workshop done lead by Tracy Clothier of LA Group for revising the CCT Action Plan. This meeting will be in Schuylerville on Nov 1st at 10 AM.

Next Meeting

Wed Nov 16th at 2 PM at Town building.

Whitehall – Fort Ann CCT WG

November 16, 2016

Meeting Notes

Tim Johnson was welcomed as a new attendee to the group. His email will be added to the distribution list.

Grant

- An update was made on the grant presentation and award
- Progress toward the match
Marge and Mary have been working on securing funding; grants instead of local businesses. Marge called Betty Little and spoke Sharon Henderson. She is waiting on a call back. Designating towns as bicycle friendly towns can help secure grants. Jeanne Williams of FCA could be of help, Marge will check with her. Tim to check with the League of American Bicyclists to see if there is any help there. Marge to invite Chris Round to next meeting to talk about how this all works, paid in increments; who fronts money. It was asked what does HRVG require – funds in increments?, all at the end? Dave contact Scott Keller;
- Inkind record keeping can begin now that the award has been made official
- Fronting the grant? This adds additional work needed on this project.

Action Steps: Marge to contact Jeanne Williams and Sen Little's office

Dave to contact HRVG

Phil to begin records of inkind work done

Fort Ann to Ryder Rd trail link

- FA town board presentation was scheduled for November 14th but was rescheduled to December 12th.
- Walking tour and survey of Canal Corp lands along the bank between Clay Hill Rd to Dewey Bridge Rd was done with Canal Corp
Attended by Gretchen, Dave, and Garret O'Connor and Tim McInerery of Canal Corp. Though there is some difficult terrain in places, it was felt that a trail route along the eastern bank was doable. Additional exploring is needed before securing any funding can be undertaken. This is likely a multi-year project.
- A letter to the Dept of Corrections regarding a trail link across DOC property was discussed. Phil working on a map showing what we are proposing. He will check with Superintendent about walking a possible route.

Action Steps: Dave to do Fort Ann Town Board presentation on Dec 12th

Phil to contact prison superintendent regarding a walking tour.

Phil to prepare a map to be included in a request to DOC for a trail route.

Canal Inspection tour

Dave presented a slide show of the canal banks from the Mettawee to Ryder Rd and from Dewey Bridge Rd to Clay Hill Rd.

Connection to Lake Champlain bikeways

Dave contacted the Vermont bikeways group and heard back from Lou Breesee of that group. Lou reported that they have designated bike routes down the east side of Lake Champlain and come down into West Haven at the NY border. He also stated that they have designated CR 10 in Washington Co as the bikeway route connecting their trails into Whitehall. This was done, however, without any official designation with Washington County. Therefore, there are no bikeway signs along Rt 10. When asked about a route along Bay Rd inside VT along the Poultney River, he indicated the route was underwater some of the time.

Discussion then continued on the value of making this connection official as it then become an interstate marketing tool. Having this connection would also highlight the need to complete the gaps. It would highlight Whitehall as a destination along the interstate route.

The Vt bikeways website and map are at:

<http://www.champlainbikeways.org/maps.htm#lakechamplainbikeways>

No actions planned at this point pending visual examination of the CR 10 and possible initial contact with Washington Co Public Works regarding official designation.

Another idea brought up was to extend the CCT to West Haven. This idea would need to go to the CCTWG for discussion and then brought to Canal Corp if reasonable.

Next meeting: Wednesday, January 18th, 2017 at the Town of Whitehall building

Whitehall-Fort Ann CCTWG

Meeting Notes

January 18, 2017

Opened up at 2:00. Committee members present: Marge Mohn, Tim and Mary Ward, Phil Smith, Gretchen Stark, Tim Johnson, and Dave Perkins.

1. Consultants – working with Chazen. Marge and Mary met with Tracey Clothier from LA Group with questions about other grants.
2. Grant match status

Need a different grant source to match the Greenway grant. Recommended we decrease cash portion and increase in-kind grant. The consultant would rescale the project to meet grant and cash availability.

AGFTC funding – work through consultant if eligible; Stewart's \$2000 for beautification so they contributed in the past. Marge mentioned Berkshire Bank as a donation source; Whitehall community bank; other businesses. Mary will work on a letter for Stewart's. Letter to Chippewa, Gretchen to deliver. Warren Co Safe and Quality Biking Organization. Tim contacted League of American Cyclists for info on possible donations; NYS Bicycling Coalition; need a boilerplate talking points to produce support for the trail project. Being done through the Arts and Recreation Commission that is a 501 C3. Tax break status for donors. Marge to set up separate account under the Arts and Commission. Form letter personalized.

Message to Senator Betty Little and Assemblyman Dan Stec to support the EST proposal announced by the Governor. The Governor's recent announcement of a cross-NY recreational trail is a very positive thing. The concept of including a trail that would connect Manhattan to Montreal fits with the intent of the Champlain Canalway Trail. The CCT is planned to connect from Waterford to Whitehall and then connect to bikeways on each side of Lake Champlain. As part of the CCTWG, we ask you to support this project to the benefit New York.

3. Prison access, Town of Fort Ann involvement

Gretchen and Dave to work on a proposal to the Town Board using information and a draft letter to gain permission from the Dept of Corrections for the trail to cross GMCF.

4. Future presentations to organizations such as the Elks, The Whitehall Town Board, Whitehall Chamber, Legion, schools – Kathy to check on that possibility. A single presentation might be scheduled inviting multiple organizations.

5. What's next - Tim took a close look at the east bank of the canal all the way to Whitehall. Wetlands are shallow; Mettawee will be the biggest obstacle.
6. Additional committee membership: our email distribution list needs to include Laura Oswald, Layne Darfler, and Tim McInerney
7. Other: Tim Johnson spoke on a program with kids on bikes, residents on bikes; he has a large number of rental bikes to do such a program at no cost; generate interest in the trail project
8. Next Meeting: Feb 15th at 2 PM

Whitehall-Fort Ann CCTWG

Meeting Notes

February 15, 2017

Engineering firm (Chazen) advice

Dave will reach out to Paul Cummings to have him attend the meeting and discuss the application. We may have to scale back the project. Issue could be how much to scale back and not have a negative impact; how long to do a study along with other questions.

Grant match status

A letter drafted by Marge and Mary was reviewed by the Committee: the committee reviewed the letter and made suggestions for its content. Mary had talked to the Elks and they are supportive. Sending a letter needs to be only a first step and a personal follow up is needed. Effort needs to focus less on an exact route and more on connecting the two communities to rest any concerns of private landowners. Inserting a reduced map on the letter might be good. Also add a line in title to give the name of our group.

Match account – next meeting of WARC to establish a match account and put some money in it.

How much of what we've done is countable; needs to be very well documented. Anyone with countable hours needs to send them to Kathy.

Questions for HRVG about scaling back the project. Marge has other questions and will send them to committee members.

How much can we do that would help them gather information and possibly save on costs.

Town of Fort Ann trail support:

Gretchen and Dave are meeting next week to draft a written plan showing the preferred route of the CCT through the Town of Fort Ann. This could include the access issue across prison property.

CCT WG meeting on Tuesday: Jeff Olson attended and talked about what is happening with the Empire State Trail. He will attend the next CCTWG meeting on March 7th in Schuylerville. Jeff did indicate that the EST will follow State Bike Route 9, not US Rt 9. He also said that SBR 9 could be moved off Rt 4 to match the route of the CCT, and eventually the EST. Having county roads that are part of the CCT becoming part of SBR 9 and the EST could qualify those roads for shoulder improvements.

Trail Advocacy Day – March 2nd, sponsored by PTNY: if you want to go, Register. Carpooling is preferred due to limited parking. Dave to email information about TAD.

TAD Talking Points

Dave developed a list of talking points to support the EST following the CCT in Washington County. Dave will email to committee members, can add other point.

Presentations: Mary to check again with the Elks. Small numbers not a problem.

Next Meeting: March 15, 2017

Whitehall-Fort Ann CCTWG

Meeting Notes

March 15th, 2017

Meeting was attended by: Marge Mohn, Gretchen Stark, Kathy Varney, Layne Darfler, Dave Perkins, Paul Cummings, Laura Oswald, Mary Ward, and Tim Ward.

Grant guidelines discussion; Paul Cummings, Chazen Company

Paul asked for a summary of where things are with the grant. Marge said the group is working on raising funds for the match. Other letters are being prepared. Personal visits will be done to area businesses as well. Marge and Mary are also looking into additional grants. The WARC has established an account to accept match donations and started by making a donation of \$100.

Marge also reported that Kathy Varney is collecting in-kind data

Laura questioned if the Greenway has registered with grants gateway. Marge indicated she is familiar with this and will find out. Marge has received information from Greenway so this may not be a requirement

The Greenway contract received by Marge, she will send it out to the committee.

A second contract would be created between WARC and the consultant. States the deliverables. Consultant would need to know what the Greenway is expecting.

Chazen contract to spell out what will be done based on Greenway application. Scope of work done set by budget. Budget is controlled by cash and in-kinds meeting Greenway award.

The role of public outreach by a consultant was discussed as well as work examining wetlands.

Step 1 is to figure out what we want done and subsequent options.

Efforts on determining routes vs public outreach, there may be inadequate funding to do both; inventory analysis part of project; gis level data for a map, not survey level

Mapping out possibilities of a route; what it is going to take for any options.

Advantages to staying close to the canal, possible conflicts with landowners that have been using state land for agricultural purposes.

Economic development potential with a trail, increased business improves tax base

Study would present options with pros and cons; comes out with a preferred route. Establish a set of criteria – cost, impediments, good reasons

Committee could be doing public outreach on own to save on costs

Tasks – raw maps, draw lines on a map, concerns, everything on paper; consultant put on gis, gives results of the process

State law protecting landowners that allows access; if landowner provides an easement – time, incentives

Put meeting notices in paper, invite public; eventually target specific landowners if necessary.

Once a proposal is determined get TB support

Action Step: **Marge:** to put meeting notices in the Whitehall Times
 Marge: Send out Greenway contract to committee members

Grant match account status: Marge and Mary

Assignment letters have been mailed to solicit business support. This is an ongoing project.

Trail Advocacy Day report and EST: Dave

TAD was held on March 2nd, visiting several legislative offices. There is support for the EST with questions about maintenance after the trail is in place.

CCTWG meeting report March 7th: Dave

Main item on the agenda with further discussions on the status of the CCT and its role in completing the EST. There was an in-depth examination of each section of the trail undertaken generally town by town. In Washington County, the biggest gaps are from the Fort Edward town line to New Swamp Rd in Kingsbury; the section north of the village of Fort Ann, and from Ryder Rd to Whitehall. There is also a county route that could use funding help in improving road shoulders for bike use. A reroute of SBR 9 would greatly improve safety of the trail across the Dix Bridge and back to Rt 4, eliminating the need for crossing the Rt 4 bridge in Northumberland.

Presentation March 15th: Whitehall Town Board, 7 PM

Dave will present to the Town Board information on the CCT and the task facing the WFA WG.

Other: Laura has asked Layne to represent the County to the group, she may not be able to make every meeting.

Action steps:

Details of greenway contract need to be examined.

Marge to send to Paul the Greenway contract; Paul will investigate and determined what needs to be done, set up scope of services of what to do; write up a proposal following a contract which the committee reviews. A proposal that reflects the required match with variables that can be added in as additional money is raised is likely the route to take.

Set up a go fund me was suggested. It was felt that Phil might be the one to handle this.

Next Meeting: April 26th at 2:00 PM at Whitehall Town Hall

Whitehall-Fort Ann CCTWG

Agenda

April 26th, 2017

1. Match effort

Go Fund me account – Marissa Huntington is undertaking the project. Phil got it started. Marissa needs more information to include that may get people to donate to make the match. Chamber may have an email list that could be used to get the word out. Marissa will post the page on her facebook page and then the post may be shared. Money goes to Go Fund Me and then we can get a check or a bank deposit for the WG can use. GFM does take a small percentage to cover their costs. Benefits to Whitehall information is needed for the GFM page.

Action Steps: Marissa will develop and post a GFM page
Dave will send Marissa pdf of Town Board presentation

2. Greenway contract

Paul Cummings will check with HRVG.

3. Committee membership – village and town

The committee should have membership from the Village and from the Town.

4. Prison access project

Gretchen did not get a great response from prison officials. They appeared to question the bike trail being too close

5. Empire State Trail; SBR 9

Money budgeted for Erie Canalway trail and south of Albany. No real information on what is happening from Albany north. Need to emphasize the poor condition of SBR 9 from Ryder Rd to Whitehall.

We need to contact Betty Little's office regarding the status of the EST north of Albany.

6. Public Outreach; Town Board presentation; future meetings

Invite Whitehall Times to find out what this is about, invite public to WG meetings. Flyers around promoting future meetings, attending town and village board meetings to update on the

trail. Kathy offered to attend a town board meeting to update on trail. Probably too early to open up meetings to the public, but would be better to look at public meetings two or three times a year. Kathy will also check on including the school board in the committee's information.

Action Steps: Dave: invite DOT to attend WG meetings.

7. Berkshire Bank

They will donate to causes that in some way gives an opportunity to promote the business.

8. CCT Bike Tour

The 6th annual CCT bike tour is scheduled for Aug 20th. Ride will start at HCP, follow the CCT to Fort Edward, then pick up the Feeder Canal Trail into Hudson Falls. Planned stops include the old mule barn near Patterson Rd, the Combines on Burgoyne Ave, and the Silos on Maple St. Lunch and ice cream for dessert will be at Murray Park in Hudson Falls. Tour will then ride back to lock 7 in Fort Edward and board a boat for the return trip to HCP.

9. Other

Tim presented information on the feasibility of running the CCT along the old Champlain canal. It is currently owned by the railroad. This linear land extends from to the village of Whitehall. This land is privately owned. The railroad has sold two parcels to private landowners since they acquired it. We will need permission to walk some railroad property that is not next to the tracks. State Parks has been approached about this land. This route would make a very scenic route. It is wide enough for a safe trail.

Dave will contact Kurt Kress and Tim McInerney regarding purchasing the old Champlain canal and the idea of establishing the CCT route along the old canal route.

10. Next Meeting: Wednesday, May 24th at 2 PM.

WFA WG
May 24th, 2017
Meeting Notes

Introduction and attendance

Contact with OPRHP regarding Old Champlain Canal

Alane Chinian, Saratoga Parks region director, was emailed regarding the old Champlain Canal. A subsequent telephone call was received from Andy Beers, EST Director. We had a lengthy discussion regarding potential routing of the EST and its impact on the routing of the CCT. A 2nd message was sent to Alane to set up meeting a meeting with her and Kurt Kress. It is scheduled for May 31st at 11 AM at Saratoga State Park. Tim and Gretchen to attend as well.

CCTWG meeting report:

An update on the EST was given by Jeff Olson of Alta Planning. He is looking to confirm routing of the EST and CCT so that a trail route is in place by 2020. There are concerns of what it will take to get a trail route north of Fort Ann without going on the shoulder of Rt 4.

The 6th CCT Bike tour is set for August 20th from Hudson Crossing Park. Ride will follow the CCT to the Feeder Canal Trail in Fort Edward with lunch at the Feeder Canal Park on Main St in Hudson Falls. Following lunch and ice cream the ride will go back to Lock 7 in Fort Edward for a boat ride back to HCP. There may also be a longer ride to Lake George from HCP. More details to follow such as stops planned along the way.

Fund Raising

The GoFundMe page has been set up but response has been slow. Hopefully word will get around.

In Kind Hours

Kathy is recording all inkind hours of time spent by volunteers in the WG on the trail from Fort Ann to Whitehall. Each volunteer needs to keep Kathy up to date on these activities.

Other

Action at Wash Co Ag, Planning, Tourism, Community Development Committee (APTCD) meeting:

Each month Dave reports to committee on trail related activities around the County. The focus is on the SVRT, the CCT and EST, and snowmobile program

Laura Oswald, County Economic Development Director, made comments about EST funding and upcoming CFA grants. She is considering putting in an all-County trail grant application. A meeting is being set up with Chazen and LA Group.

Chazen proposed contract: no action has been taken on this.

Committee membership: The WG needs representation from the village board and the town board.

Tim Johnson comments owns a bike shop in Hampton and has some ideas on getting people moving, becoming more physically active.

It is uncertain what is going to happen with routing the EST in Washington County, but a routing announcement is due within a month. The group could work on connecting the CCT/EST with bike routes in VT and NY along Lake Champlain.

Next meeting June 21 at 2

Whitehall Fort Ann CCT WG

Meeting Agenda

July 19, 2017

Attended by Mary Ward, Tim Ward, Kathy Varney, Phil Smith,, Jim Petersen, Dave Perkins

Update on EST: We need to keep Betty Little's office on top of what is happening with the CCT and EST. Carmella Mantello, former Director of Canal Corp, is working on Betty's staff. We are waiting for a public announcement on the trail route. We hope the state does not take easy way out and simply draw lines alongside Rt 4.

CFA grant app: Laura Oswald working on it to cover trail from Comstock to Whitehall as a shovel ready project. She is applying for a project that will cost \$600,000.

A possible trail route along the old canal was discussed. Tim is researching landowner information on the west side – ross chevy, lela fosche, railroad holding company, private landowners swinton, hunt, and graves:

Clarification of multi-use: a landowner entering into an easement with some government agency determines what the legal uses are for that trail. There is a question if the old champlain canal would be open for snowmobiles? It is uncertain what businesses snowmobiles could access going that route.

gofundme account for the Champlain Canalway Trail Whitehall Fort Ann has been slow for contributions. Match total at this point is between \$600 and \$700.

CCT Bike tour August 20: three different rides, 2 to Murray Park; one goes back to HCP on bike, other on boat; third ride to LG and back by bike

Supervisors lunch: September 12 at 11; The WG is applying for funding support for the event.

next steps: tie in with Lake Champlain Trails, Chris at next meeting?

next meeting: Wednesday, August 16th at 2:30 at the Municipal Center on Skenesborough Drive.

Whitehall-Fort Ann CCT Working Group

Meeting Notes

Aug 16th, 2017

Meeting attended by Tim Ward, Mary Ward, Gretchen Stark, Nat Huntington, Marissa Huntington, Kathy Varney, Phil Smith, Dave Perkins, Jim Peterson, and Chris Maron (Lake Champlain Area Trails)

Introductions were done first.

Progress on Old Champlain Canal as a possible trail route:

Tim reviewed for detailed information on a possible route. Ryder Rd north – Galusha Brothers (John Davidson), Sherry Longtin (wants to sell), railroad holding company owns the old canal from that point; Howard Hunt (Tim met with him, want to sell but concerned about closeness to the house (wide washouts on each end of his property that would need to be bridged; Swinton (not sure what they will be done with their property, might be willing to give an easement, 6 in family currently own it, Hunt and Swinton are opposed to snowmobiles on their property; followed by long section owned by railroad holding company, (close to Whitehall); Ross Chevy would likely allow a trail across their property; Final property is an LLC which Tim tried contacting but no response yet.

Tim contacted Lake Champlain Land Trust. Would they be willing to be part of purchasing the old canal.

CFA grant application:

Not sure when awards will be announced. Phil did bring up a grant opportunity he got from Betty Little's office. Needs research.

County trails ad hoc committee:

Bob Henke is forming a county wide ad hoc committee to look at trails in Washington Co. The main trail projects at this point are the CCT and the SVRT. Affected town supervisors will likely make up this ad hoc committee.

Bike Tour:

Registrations to include lunch ended Tuesday. 39 registrants but hope for more by Sunday.

Supervisors CCT Update:

Sept 12th at 11, program to start at Gateway Visitors Center, then bike or drive to the Pavilion at Hudson Crossing Park. At the Pavilion, there will be a short program on the status of segments of the trail. At noon lunch will be held on the bridge. Andy Beers is the keynote speaker.

Match progress:

Opportunities for funding support happening. Town of Fort Ann has committed \$1000. Village of Whitehall was told by their attorney that it would be illegal for the village to contribute to the match. This generated some discussion.

EST:

Segments deemed possible for construction by 2020. Of interest to the group are the plans for getting from Fort Edward village line to New Swamp Rd in Kingsbury to include two bridges and a tunnel. The bike path would bring the trail from New Swamp Rd to Village of Fort Ann. Then it would be up to the feasibility study and the County's CFA application to finish the trail from Fort Ann to Whitehall.

Reaching northward – Chris Maron, Champlain Area Trails:

Chris Maron spoke on efforts on what is happening on trails to go along Lake Champlain. Started working on this in 2006, formed non-profit called Lake Champlain Area Trails. They are also a land trust. Trails primarily connect Keeseville to Crown Point. Land trusts have been instrumental in getting trails in place. A trail map has been published that includes state owned trails all the way to Willsboro. They are now undertaking activities to promote the trails. Started out primarily as hiking trails but now include biking routes. That would include on-road routes. They became a non-profit organization so they could raise money and secure donor support. They are researching ways to promote these trails by providing information about services. Chris also talked about abandoned and qualified abandoned roads and how they can become part of a trail route.

Other:

Next Meeting: September 20th, Whitehall Municipal Center at 2:30 PM

Whitehall Fort Ann CCT WG

Meeting Agenda

September 20, 2017

The meeting was attended by Tim and Mary Ward, Gretchen Stark (Town of Fort Abb, Jim Peterson (Whitehall CC), Nat Huntington, Marissa Huntington, Phil Smith (Village of Whitehall), Kathy Varney, Laura Oswald (Washington Co Econ Develop), Marge Mohn (Whitehall Arts and Recreation Commission and Dave Perkins.

CCT/EST information, EST Trail Plan draft; Supervisors luncheon

The URL for the EST Plan:

<https://parks.ny.gov/inside-our-agency/documents/ESTSummaryReportDRAFT20170808.pdf>ⁱ

EST Plan for the CCT

On-road sections: “Long stretches of on-road sections, such as in the Champlain Valley where the Trail will run along State Bicycle Route 9, are appropriate for more experienced bicyclists.”

There were objections to this philosophy as stated in the Plan as Washington County families are entitled to off-road trails as much as families in any other part of the state. The primary area of concern for an off-roadd route is from Fort Ann north

The list below describes the planned route of the EST from Waterford to the Canadian border. Most of the route will follow designated CCT. The three projects for the EST will additional designation of the CCT. For Washington County, the big project is the 12-mile route from Fort Edward to Smiths Basin.

EST Route: CHAMPLAIN VALLEY

Champlain Canalway Trail

On-Road from Mechanicville to Stillwater

Path through Hudson Crossing Park

On-Road to Fort Edward

Champlain Canalway Trail

On-Road from Fort Ann to Plattsburgh

Terry Gordon Bike Path

Saranac River Trail

On-Road from Plattsburgh to Rouses Point / Canadian Border

Match progress: donations; GoFundMe

Marge reported on funds collected thus far. She compiled a spreadsheet of donations and funds from GoFundMe account. Other donations are coming in. Kathy reported on volunteer efforts in meeting the in-kind portion of the grant award. The original award was \$7000 cash and \$3000 in-kind. The Whitehall CC is promoting a match program that could provide up to \$500 if other members make their donations.

Contract information and discussion; contract decision

Discussion started with the in-kind work. Paul then explained how the Greenway will reimburse hard costs as the work proceeds. Paul distributed paperwork on plans for undertaking the feasibility study and how this will be linked to the grant application of the County. He talked about obstacles faced when undertaking inventory and analysis with identifying trail features such as wetlands and possible ways to address them.

Final product will be a map and narrative showing the preferred route. Their goal is to end up with a conceptual trail design and cost estimate. Laura Oswald reported on the County's grant application that is designed to make the preferred route shovel ready. There may even be two possible routes identified. The CFA grant will produce cost statements and produce a design what will be ready for construction.

Onsite visitations to examine potential routes will be done. Securing a boat for this work will be pursued. A bare-earth model will be made.

Laura also explained the CFA application and that it did not specify an exact route subject to the feasibility study. HRVG is aware of the CFA and its importance to the trail.

Paul also reported on that design standards must be followed in creating the trail. Wetland and habitat mitigation are important features to be addressed.

Laura reported on the impact of any identified private lands that could negatively affect the CFA application. EST plans are to do shoulder improvements to SBR 9 unless an off-road route is determined.

Paul is beginning the Inventory and Analysis at this meeting. Discussing possible routing was lengthy. The first step is getting north from Fort Ann. Landownership from the canal bank

could be an obstacle as well as crossing GMC facility to get from S Quarry Rd to N Quarry Rd. Another obstacle is getting around the Washington Correctional facility. A nearby snowmobile route may offer an alternative to get around Washington Correctional. If those options are not possible, the trail could cross onto Rt 4 where the shoulder is wide to Ryder Rd.

Tim went through conditions in possible using the old Champlain Canal as a trail route. Most of the old canal is owned by a railroad holding company. Tim has talked to some landowners that would be willing to talk about a trail. Some parcels have been sold off by the holding company. Parks has a land acquisition program that is very competitive and it may be difficult to get the land purchased through them.

Securing the old canal route could involve a combination of acquisition and easements.

Possible routing on either side of the canal was also discussed. Paul did indicate that the study can determine two routes as preferred route A and preferred route B.

The Committee needs to develop concrete message for landowners along the old canal so that all are getting the same message. Paul will contact the railroad to see if there is interest on their part is selling the land. The Committee should also determine the Preferred B route. Also, the Committee should start looking into funding possibilities for land acquisition.

Dave made a motion, seconded by Kathy, to support the Whitehall Arts and Recreation Commission to sign a contract with Chazen Companies to undertake the CCT Feasibility Study. It was unanimously approved.

Next Meeting: October 18th at 2:30.

Whitehall Fort Ann CCT WG

Meeting Notes

October 18, 2017

Intermunicipal Cooperation Award

Award given in recognition of the Champlain Canalway Trail Working Group. Jeanne Williams represented the WG at the award program.

Donations from CCTWG and Whitehall Chamber; In-kind data

It appears that we have exceeded amount needed to cover the cash portion of the grant. This will provide the full \$10,000 from the Greenway

Ownership of the old canal is critical. OSI will be checked out by Tim.

County Supervisors Trails Committee

Excellent start at the committee's first meeting. Projects that might occur are being identified. Next meeting is November 15th.

Conversations with landowners

Several landowners are interested in seeing a trail across their property. It looks like there are 8 landowners outside of the railroad. 4 of the 8 landowners have been talked to and are supportive of the trail.

Update on info from Paul Cummings

Paul attended the meeting and gave a summary of what he's done so far. D&H properties have been purchased by Norfolk Southern and they have not yet integrated D&H data into their records. Paul has established a contact person for this company and will stay on it.

Tim reported that we need to find a route on the west side of the canal from Comstock north as there is reluctance on the part of DOC in using the Lock 11 road. We would need to use old Rt 4 from Comstock, then cross private lands to reach the old canal. Tim will speak to these landowners while Paul works with Norfolk Southern.

Paul feels we still need to look at Option B to use the east side of the canal despite opposition that will likely occur.

ROW acquisition needs to be formulated. State agencies or a land trust needs to step in to acquire this corridor. Conservation easements on land needs to be looked at also.

Is the landowner interested in allowing access across their property?

What funding sources are there for to secure landowner easements or outright sale?
Inviting these landowners to committee meetings would help in planning.

Tasks: Tim continues with landowners

Dave to contact Julie Stokes.

Next meeting is November 15th at 2:30 PM.

**EMPIRE STATE & CHAMPLAIN CANALWAY TRAIL
FORT ANN TO WHITEHALL SEGMENT**

COMMITTEE MEETING NOTES & ACTION ITEMS – JANUARY 17, 2018

I. NEAR-TERM NEXT STEPS:

1. Chazen to modify “Phase I” map area to include the area from Ryder Road to NYS Route 22 (along Old Route 4).
2. Committee to contact Bruce Kastor regarding possible access along Pan Am Railways property (as an alternative route if Pan Am Railways land is unavailable)
3. Committee to Contact Bruck Kastor regarding land south of Ryder Road regarding access to Old Route 4.
4. Chazen to continue its outreach with Canadian Pacific regarding land acquisition
5. Chazen to continue its outreach with Pan Am Railways regarding land acquisition

II. LONGER-TERM NEXT STEPS:

1. Chazen to complete individual property data/information sheets
2. Committee to contact property owners regarding desired property transaction type (e.g., fee simple, easement, etc.)
3. Chazen and Committee to explore appraisal services to determine possible cost/land acquisition budget (this may include technical support from OSI) and funding resources
4. Chazen and Committee to continue planning efforts/vision for trail from Comstock to Fort Ann. This will include outreach to current Fort Ann trail planning efforts

III. Future Action Items:

1. Committee to discuss long-term organizational strategy to establish who would own the properties/trail access and/or manage the trail

IV. Miscellaneous:

1. During the design phase, Committee to take into consideration trail design and materials with respect to long-term operations and maintenance costs.
2. During the design phase, Committee to take into consideration access location(s) and trailhead designs (e.g., parking, signage, etc.).

**Whitehall-Fort Ann CCTWG
Meeting Notes
Feb 21, 2018**

Attendance: Pam Randi, Nat Huntington, Gretchen Stark, Mary Ward, Kathy Varney, Tim Ward, Dave Perkins

Congratulations to Kathy on her retirement as of March 30, 2018

Kathy still plans on coming to meetings, wants to stay active with the CCT WFA and will continue recording in-kind hours

Mary commented on how far we've come in a short amount of time, especially considering the amount of time since work began on the CCT.

Invoice from Chazen has been received and will be audited and then paid. Grant finances were discussed as Mary explained the billings from Chazen. We are still due reimbursements from past paid invoices from the Greenway.

Champlain Hudson Power Express

Power Express project along old state route 4. Discussion focused on the Fort Ann north routing as there was little agreement with EST plans to follow Clay Hill Rd. Another factor in the routing is a possible pedestrian bridge across the canal along Dewey Bridge Rd.

Update from CCTWG

Washington County Update. Pamela reported that the county currently is working with the Department of State on budgeting the project; this may take about 6 months. The Fort Ann to Whitehall review is wrapping up.

Revised Action Plan. Tracey said that the contract with the Town of Stillwater has been signed. She reminded us that the match for the grant relies heavily on in-kind volunteer time, so all should keep track of time allocated to this project (including this meeting). The first step will be seeking input from municipal leaders along the corridor. For efficiency, Tracey proposed that a meeting before or after the next HHR Partnership meeting on **February 25** would be good, since many supervisors attend. Tom agreed and said before would be best. The survey should be distributed in advance.

Action Steps: 1. **ALL** – Keep track of time for the grant match. 2. **Tracey** will get survey and information to Drew for distribution to Partnership.

Empire State Trail. Jeff summarized responsibilities for construction of funded segments as follows:

Waterford segment – Saratoga County
Halfmoon segment – Town of Halfmoon

In addition, Tracey (LA Group/Saratoga town) is looking at the feasibility of extending the trail between Garnsey Lane and the sword surrender site north to the improved trail segment in Schuylerville.

Canal Corporation Update. Sasha is willing to look into the construction requirement for Canal Corp. funding under the CFA process. Wally pointed out that this was the basis for the rejection of Canal Corp. funding last year for Washington County. Planning money is needed for several gaps in the trail and can be hard to find. Sasha summarized status of other projects: Fort Edward to New Swamp Rd. – Design work underway; design report expected in March with a public meeting; construction to begin early 2019. Kingsbury to Fort Ann – Permitting and coordination with local officials is beginning; construction to start around March/April 2019. Tim said the 2018 boating season will be May 18 to October 10.

Action step: Sasha will explore the construction requirement for funding from the Canal Corp.

Washington County Trails Committee meets at 10:30 on **Feb. 14.** Valentine's Day; show your love of trails.

Next CCTWG Meeting: Tuesday, **March 6,** 2017, 10:00 a.m., at the Washington County Office Building in Fort Edward.

--- Update from Washington County Ad Hoc Trails committee

DOT presented their planned route of the EST. In Wash Co it does veer away from the CCT route by taking Rt 4 all the way from CR 113 to Fort Edward instead of crossing over to River Rd. From FE to Fort Ann, the CCT and EST follow the same footprint. From FA north, the EST follows Clay Hill Rd and crosses prison property to Comstock, then follows shoulder to Rt 4 to Whitehall.

Moving Forward

Paul developed an info sheet for landowners to begin the process of securing easement/selling info for the trail.

Paul created a sheet showing appraised value of each parcel in question.

----Actions needed

Tim and Nat will be meeting with landowners

Next Meeting is March 21, 2018.

EMPIRE STATE & CHAMPLAIN CANALWAY TRAIL FORT ANN TO WHITEHALL SEGMENT

COMMITTEE MEETING NOTES— MARCH 13, 2018

Time: 2pm

Location: Fort Ann Town Hall

People Present: Richard Moore (Fort Ann Town Supervisor), Gretchen Stark (Town of Fort Ann), Dave Perkins (Trail Committee Member), Tracy Clothier (LA Group), Paul Cummings (Chazen), Ethan Gaddy (Chazen)

The meeting was held to discuss various trail routes between the Clay Hill Bridge and the Route 22 Bridge. Plans for canal trail segments to the north and south have already been advanced, but this section has yet to be routed.

Members discussed the possibility of routing a trail up the western side of the canal, over Halfway Creek and towards the Battle Hill site. Multiple rail crossings and proximity to Route 4 make this routing problematic. The primary advantage of this route is the proximity to the Battle Hill site.

More attention was paid to routes on the eastern side of the canal. All present recognized that following Clay Hill Road would be an issue due to steep grades. Alternatives through private land and easements were explored to circumvent the steepest sections of Clay Hill Road.

Committee members discussed observations from field visits in the Clay Hill Road area and conversations with land owners.

After the meeting, participants drove Clay Hill Road and walked the site of the old Dewey Bridge.

Next Steps:

- Produce detailed maps of potential routes over/around Clay Hill for further analysis
- Engage owners of the Granite Hill Campground and an old quarry to discuss the possibility of easements.
- Reach out to representatives from the Empire State Trail to discuss possibility of utilizing the locally identified trail routing as the official Empire Trail to avoid duplicating efforts.
- Schedule a meeting with property owners, town representatives, trail committee representatives, Washington County representatives and Empire State Trail representatives to discuss options going forwards.

**Whitehall-Fort Ann CCTWG
Meeting Notes
March 21, 2018**

Attendance: Tim and Mary Ward, Gretchen Stark, Nat Huntington, Pam Landi, Kathy Varney, Jim Petersen, Dave Perkins, John Rozell

Inkind hours recording must still be done.

Recent Developments:

Progress from Paul Cummings (really good news)

Paul talked to CP rail who seems interested in at least talking about the CCT trail on the old canal lands. Same is true for a private landowner along Ryder Rd.

Meeting in Fort Ann with Chazen and LA Group

Meeting on March 13th to discuss information for the Action Plan revision and to determine a preferred route for the CCT. There was general agreement to have a pedestrian bridge across the canal at Dewey Bridge Rd to connect to old state rt 4.

Two meetings scheduled with campground and DOT

March 29th is a meeting with the campground owners to determine if there is a route across the campground that will avoid the steep section of Clay Hill Rd.

On March 30th a meeting is scheduled to meet with DOT at Chazen's offices.

Public meeting Thursday night in Hudson Falls

A public meeting will be held on Thursday at 5:30 PM for the public to get information on Canal's Corp project between the village of Fort Edward and New Swamp Rd in Kingsbury.

Update from CCTWG

Washington County Grant Update. Laura and Pamela said that they are still reworking the budget because they only received funding from State Parks but not the Canal Corporation and are still 6 months or so from having a contract.

CCT Bike Tour. Wally reported that John Ceceri is planning a tour very similar to last year's, starting at Hudson Crossing Park and going north. No details on specific stops or whether the boat will be a return option yet. The date will be in August again. John has

requested help with local contacts for stops and lunch. Wally expressed concern about the planning because Drew's employment has changed, and he won't have the time to put in that he has had in the past. In addition, Kathy is retiring at the end of the month; she has expressed a willingness to help but expects to be traveling. We need new committee members. Tim M. volunteered. Pamela suggested that there is a group that could provide lunch at the Fort Miller Meeting House.

Action step: **ALL**- Please let Wally know if you can help with planning; most meetings are by phone.

Action Plan Revisions. Tracey distributed a form for tracking hours devoted to this project. It is important for all of us to keep a record of hours because much of the match for the grant will be in-kind. Tracey can go back through previous notes of these meetings to get the people who attended. Meetings have been taking place with town supervisors. Wally asked whether we should set a target date for "completion" of the trail so that people have a sense of a deadline/goal.

Action step: **Tracey** will let the group know when meetings or walk-throughs are planned in specific locations.

- Supervisors/Mayors Meetings. Wally reminded the group that the CCTWG decided last fall to hold meetings of all supervisors/mayors along the trail corridor every two years, with smaller gathering in each county in between. So, 2018 is a year for those smaller meetings.
- Washington County Trail Segments. Dave has prepared a chart of such trail segments with ownership/authority, status, and other information. This will be useful in preparing for future funding applications.

Next CCTWG Meeting: Tuesday, **April 3**, 2017, 10:00 a.m., at the Saratoga Town Office Building in Schuylerville.

--- Update from Washington County Ad Hoc Trails committee

Wash Co Trails Committee met on March 14th. Meeting was sparsely attended but Goals and Objectives for the Committee were approved. The Committee, at the request of Supervisor Rozell, approved that a resolution to oppose DOT's planned road stripping project and instead use that funding for off-road segments. The Committee reviewed developments relating to the CCT/EST.

Resolution pulled as DOT is stripping all state roads. It was not a project for just the CCT.

Trails Committee Mission Statement

The Trails Committee mission is to advocate for, support and promote the development of a county wide trail system that connects communities within Washington County as well as

connections to trails outside the confines of the county for the purpose of recreation, economic development and historic appreciation.

Trails Committee Goals and Objectives

Goals:

- Create a Master Plan
- Promote county wide collaboration
- Review and coordinate current trail grants
- Coordinate Empire State Trail and Champlain Canalway Trail efforts

Objectives

- Promote continuity throughout the County in order to increase tourism and recreation.
- Apply for grants as a group, not individually
- Eliminate plans that do not support the mission statement and goals.
- Coordinate all efforts.

Update on landowner contacts

Hunt has backed out in giving permission. Hagadorn is a new property owner. PanAm property is also very wet.

Tim's maps

Tim has met with landowners recently about selling or easements. The southern part of the old canal appears raised and dry. Tim reminded the committee of the criteria that was established to evaluate potential routes. One consideration is water and wetlands. There are parcels that have the characteristic. The route may need revision that will require getting on the other side of the tracks. A major culvert structure was located that goes under the tracks, so that might be an opportunity to add in a trail tunnel.

5 Criteria for trail placement

Off Rt 4
Avoid wetlands
No RR crossing
Fewest landowners as possible
Easiest construction

John Rozell brought up the idea of staying along the edge of the new canal. There were concerns about canal setbacks and wetlands that could be avoided. John is convinced there is a possible route there. We would have to work with Tim McInerney about access to canal lands or possibly by boat.

It appears that plan to use the old canal has several obstacles that have cropped up.

Actions needed

Dave will contact Tim at Canal Corp about John's ideas of using the edge of the new canal. That will be followed by setting up a boat excursion to carefully look at that area.

Mary will contact Paul Cummings that the old canal route has several obstacles that may not be overcome.

Next Meeting is April 18, 2018.

EMPIRE STATE & CHAMPLAIN CANALWAY TRAIL FORT ANN TO WHITEHALL SEGMENT

COMMITTEE MEETING NOTES— MARCH 30, 2018

Location: Chazen Companies Queensbury Office (375 Bay road)

Time 1 pm to 3 pm

Date: March 30th, 2018

Present:

- Richard Moore (Fort Ann Supervisor)
- Gretchen Stark (Fort Ann committee member)
- Mary Underhill (Whitehall Committee Member)
- Tim Underhill (Whitehall Committee Member)
- James Boni (Department of Transportation)
- Andy Beers (Director of the Empire Trail Initiative)
- John Rozell (Whitehall Supervisor)
- Pamela Landi (Washington County Planner)
- John Wimbush (NYS Department of State)
- Laura Oswald (Washington County Economic Development Director)
- Dave Perkins (Fort Ann Committee Member)
- Jeff Olson (Planner, Alta Planning)
- Paul Cummings (Planner, Chazen Companies)
- Ethan Gaddy (Planner, Chazen Companies)

The intent of the meeting was to discuss options for routing an approximately 10.5-mile multi-use trail section between the Village of Fort Ann and the Village of Whitehall. Representatives from the various state agencies responsible for the development of the Empire Trail were present as well as local trail committee members. This meeting was used as a forum to discuss some locally preferred alternatives to the proposed Empire Trail and how multiple trail projects in the area have opportunities for collaboration. The intent of these alternatives is to maximize the trails proximity to the canal and minimize the use of Route 4.

This meeting brought together stakeholders from three independent but related trail planning initiatives:

- Washington County level efforts to plan and design multiuse trails. Washington County was awarded \$400,000+ from the NYSDOS through the 2017 Consolidated Funding Application (CFA) process.
- Regional efforts to establish the Champlain Canalway Trail from Waterford to Whitehall. For over a decade an advisory group has been involved with planning this trail.

- State efforts to complete the Empire Trail, a multi-use path from NYS to Canada and from Albany to Buffalo. This initiative is calling for the completion of the Empire Trail by 2020.
-

Fort Ann to Comstock (miles 1-4 of 10.5)

Clay Hill Road Discussion: A steep narrow portion of Clay Hill Road, just east of the Village of Fort Ann has prompted the local trail committee to explore alternative routing through an adjacent campground. A route has been identified and the property owners have been informed of what a multi-use trail through their property would entail. A cost estimate for the required site improvements to this portion has not been determined. The likely scenario for this portion of the trail is that the Empire State Trail will stay on Clay Hill Road, if locally led initiatives result in a parallel routing through the campground it may serve as an unofficial alternative.

Dewey Bridge Discussion: For the portion of trail between Fort Ann and Comstock (site of Great Meadow Correctional Facility) the primary decision point is if a bridge can be installed at the site of the old Dewey Bridge, about 2.5 miles north of the Village of Fort Ann. A bridge at this location would allow the trail to be routed to the east of the Champlain Canal along Clay Hill Road before crossing at Dewey Bridge Road and continuing along the west side of Champlain Canal along Old Route 4. Currently there is no bridge and the Empire State Trail is currently planned along Quarry Road, a partially abandoned road that would route the trail around the eastern perimeter of Great Meadow Correctional Facility, back along Route 22 West to US Route 4, north to Whitehall. If the NYSDOT and Empire State Trail was to be considered for routing over a new bridge, the bridge would need to be built before 2020, the completion date for the Empire Trail.

The primary obstacle to routing the trail over the Champlain Canal at the site of the old Dewey Bridge is funding. The NYSDOT representatives indicated that in addition to the purchase and installation of the bridge, someone would also need to be responsible for its operation and maintenance. Supervisor Moore indicated that the Town of Fort Ann would be willing to take responsibility for the bridges operation and maintenance. There was no discussion of the Town providing funds to purchase the bridge.

The NYSDOT has a budget of approximately \$500,000 for the construction of the Fort Ann to Comstock trail section, plus additional money for wayfinding. Preliminary 'back of the envelope' estimates for the purchase and installation of a 150' long 8-10' wide pedestrian bridge assumes a cost of approximately \$1 to \$1.5 million. This is two to three times the amount of the total construction funds that are available through the Empire State Trail program.

Washington County's \$400,000+ dollars for the concept and design of a trail segment between Comstock and Whitehall would have to be reallocated for the construction of the bridge to get closer to meeting the \$1.5 million estimate. John Wimbush from the NYSDOS noted that since the funding was made available for the area *north* of Comstock and for planning and design (not construction) that it would be difficult to reallocate this money. John Wimbush indicated that the grant recipient (Washington County) would need to make a compelling case for the NYSDOS to consider allowing it to be used for the Dewey Road Bridge.

Attendees at the meeting agreed that a more detailed cost estimate for a bridge, as well as NYSDOS support of reallocating funding, would be necessary to determine what course of action to pursue. The NYSDOT said that they could provide an estimate for the bridge within the next few weeks. If the bridge is not financially feasible or able to be fully funded and permitted by 2019/2020 the Empire Trail will be routed along Quarry Road.

Old Route 4 South Discussion: If a bridge is installed at the Dewey Bridge Road, the local committee has identified a scenic route along the western side of the Champlain Canal along Old Route 4. Chazen has initiated conversations with a natural gas company that is proposing to install a gas transmission line under Old Route 4. As a condition of any locally required approvals for their project, the power company may be willing to make accommodations for a multi-use trail along the ROW. Even without cooperation from the power company, utilizing Old Route 4 as an on-road trail route would take very few resources. There are extremely low traffic volumes on the dead-end road segments and the user experience is enhanced by proximity to the existing Champlain Canal.

Comstock to Ryder Road (miles 4-6 of 10.5)

The local committee discussed options for the two mile stretch between the Route 22 bridge at Comstock and Ryder Road.

Old Route 4 North Discussion: Between the Route 22 bridge over the Champlain Canal at Comstock, the Empire Trail is planned to be routed along existing Route 4 as an on-road option. The local committee has identified and mapped a route along Old Route 4, which runs parallel to the western edge of the Champlain Canal and to the east of current Route 4. Because of a small gap between Old Route 4 North and Ryder Road the local committee members have reached out to the property owner and done some preliminary site visits to determine the routes cost viability. Based on this, it has been preliminarily determined that routing the trail through this section is feasible.

Ryder Road to Village of Whitehall (miles 6-10.5 of 10.5)

This trail segment is roughly 4.5 miles. Three different routes have been identified.

On-road along Route 4: The proposed Empire Trail is planned for Route 4. Like other portions of the Empire Trail, the local committee would prefer a route with less automobile traffic closer to the canal.

Along the historic Champlain Canal: The local committee has identified a segment of the historic Champlain Canal that stays between Route 4 and the existing railroad ROW. The old Champlain Canal was narrow and more meandering and it stays generally 1/10th to 2/10th of a mile from the modern Champlain Canal. The local committee has been reaching out to various stakeholders and compiling a database of property information sheets. This route benefits from fewer water crossings and it is also maintains a larger buffer between the active railway. Local committee members will continue to compile information on the route and reach out to property owners. This route will require funding for property acquisition.

Along the Champlain Canal: Another route to the east of the railroad right of way and along the western shore of the existing Champlain Canal is being explored. This route, while having the highest potential scenic value and limited or no need for land acquisition, could be considerably more expensive to build because of water resources. There are multiple stream crossings that would require the installation of

bridges or boardwalks. The advantage of this route is that Canal Corporation owns a large portion of this land. It has been suggested that the trail be routed closer to the existing Railway to avoid some of the water crossings closer to the Canal. There are some concerns with getting permission from the rail-company to route the trail near the active railway.

Funding Opportunities:

The attendees at the meeting discussed some of the potential grant programs that could be of benefit to the proposed trail routes.

- 1) Erie Canal Bicentennial and canal oriented projects are awarded additional points in the Consolidated Funding Application evaluation process.
- 2) The next round of CFA grants will include funding opportunities for the trail. In some instances Empire Trail related applications may have increased scoring opportunities.
- 3) Elsewhere in the state, bike and pedestrian bridges have been built using recycled bridge materials. If there are bridge replacement projects elsewhere in the region there may be an opportunity to use some of the pieces. However, this may be unlikely.
- 4) Once other portions of the Empire State Trail are completed, there will be fewer high priority bike and pedestrian projects competing for funding. The local and regional efforts to plan more expensive routes along the Champlain canal that may require more property acquisition and/or water crossing infrastructure should continue to seek REDC funding.

Time Constraints:

The primary concern with depending on the annual REDC grant program is that by the time funding is announced the deadline for completing the Empire State Trail will have passed. The Dewey Bridge Road option will depend on the flexibility of the NYSDOS grant funding and the projects overall cost.

Next Steps:

The committee will await bridge cost estimates from the NYSDOT. The committee and Washington County will request modification of the NYSDOS work plan to reallocated funds towards this section of the trail. If the bridge cost is high and/or the NYSDOS is unable to reallocate the grant the local committee will continue to map and develop alternatives to the proposed Empire State Trail based on the Quarry Road Route.

FAW CCTWG

Meeting Notes

April 18, 2018

Attendance: Nat Huntington, Gretchen Stark, Pam Landi, John Rozell, Kathy Varney, Tim Ward, Mary Ward, Phil Smith, Dave Perkins, Jim Petersen, Kelly Susselmen, Ryan Susselmen

Introduction of Ft Ann campground owners Kelly and Ryan Susselman

- Discussion with Susselman's is what they want to do and how the trail can. Paul Cummings had a timetable – next step how to work this into the plan, who does what and when. Length of an easement, what the landowner wants to do regardless, need another field trip with Paul on a Monday through Thursday. Pam will contact Paul to set up a visit.

Report on Chazen March 30th

- No bridge over canal

Landowner contacts, scouting routes, funding needs for Ft Ann to Ryder Rd segment

- Contact Tim about the section of canal land near Clay Hill Rd to campground trail.

Ryder Rd north

- Need a boat tour to get lay of the land – Dan and Tim
- 3 landowners between old rt 4 to Ryder Rd, one is CC land. Two private landowners may be willing to sell (likely CC acquisition)
- Putting potential routes as options to determining a route. Option A is along bank of Barge Canal; Option B follows the old Champlain Canal; Option C is having both routes available. Have Chazen look at each option to determine pluses, minuses
- Pam to contact Paul about putting together the Options plan.

Connecting from here north

Dave showed a map to the group that illustrates the designated bike routes starting in Canada and then following each side of Lake Champlain, meeting in Whitehall. Though a route has been designated to get from West Haven, VT to Whitehall has not been designated by government to make a route official.

CCTWG

Separate report sent with these meeting notes.

Supervisors Trails Committee

Separate report sent with these meeting notes.

Next Steps

Pam to contact Paul

Dave to contact Tim about boat tour; John has a boat for use also

Dave to contact Tim about canal lands near Clay Hill Rd

Pam to set up another field trip at the campgrounds

Dave to contact CCTWG regarding donation toward the match.

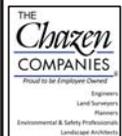
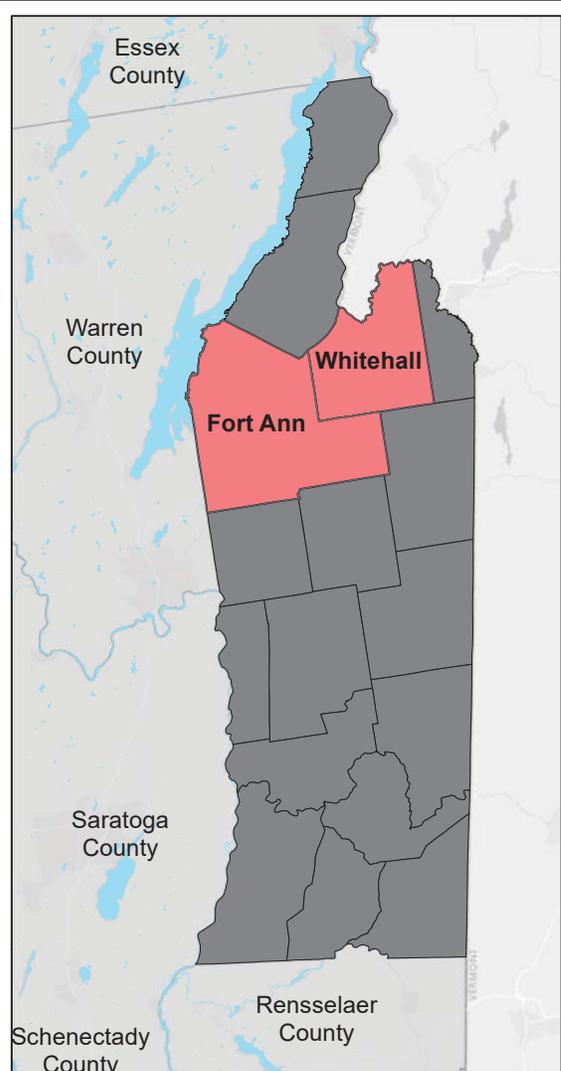
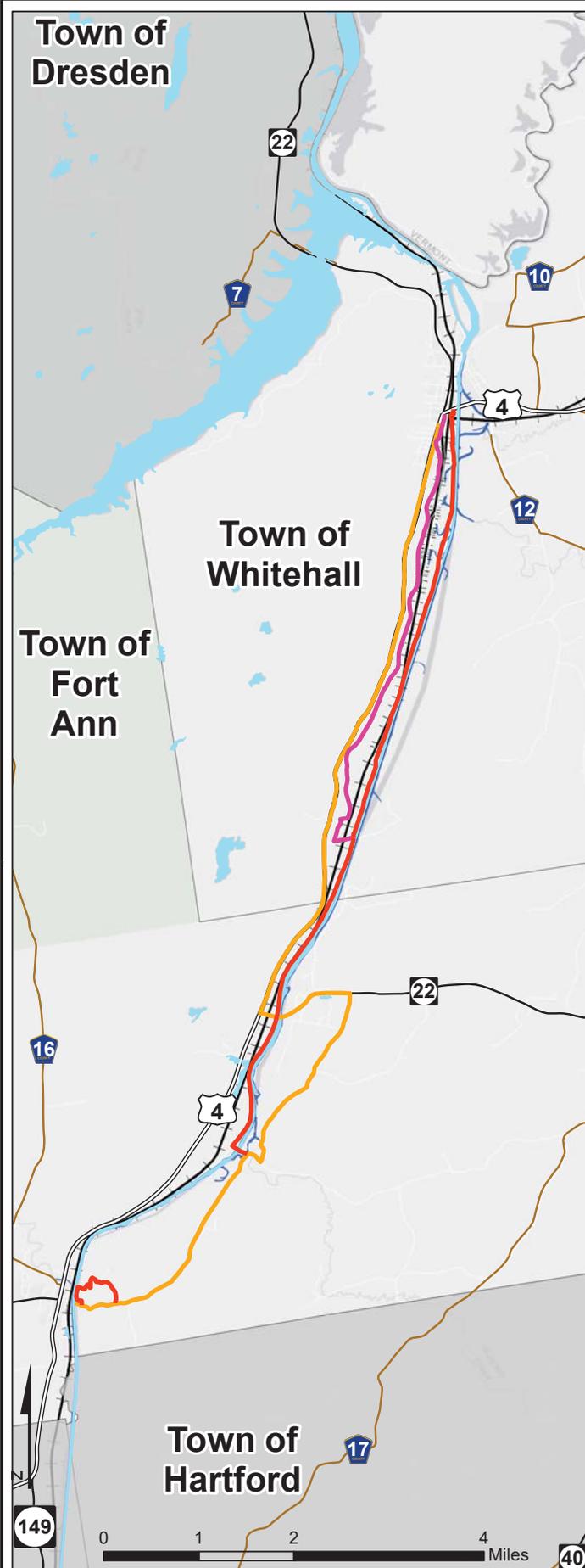
Next meeting: May 16th at 2:30 PM.



The Fort Ann to Whitehall Trail Feasibility Study | Washington County, New York

Appendix D: Regional Location Map





CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., D.P.C.

Dutchess County Office:
21 Fox Street
Poughkeepsie, NY, 12601
Phone: (845) 454-3980

Capital District Office:
547 River Street
Troy, NY, 12180
Phone: (518) 273-0055

North Country Office:
375 Bay Road
Queensbury, NY, 12804
Phone: (518) 812-0513

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Fort Ann to Whitehall Trail Feasibility Study

Regional Location

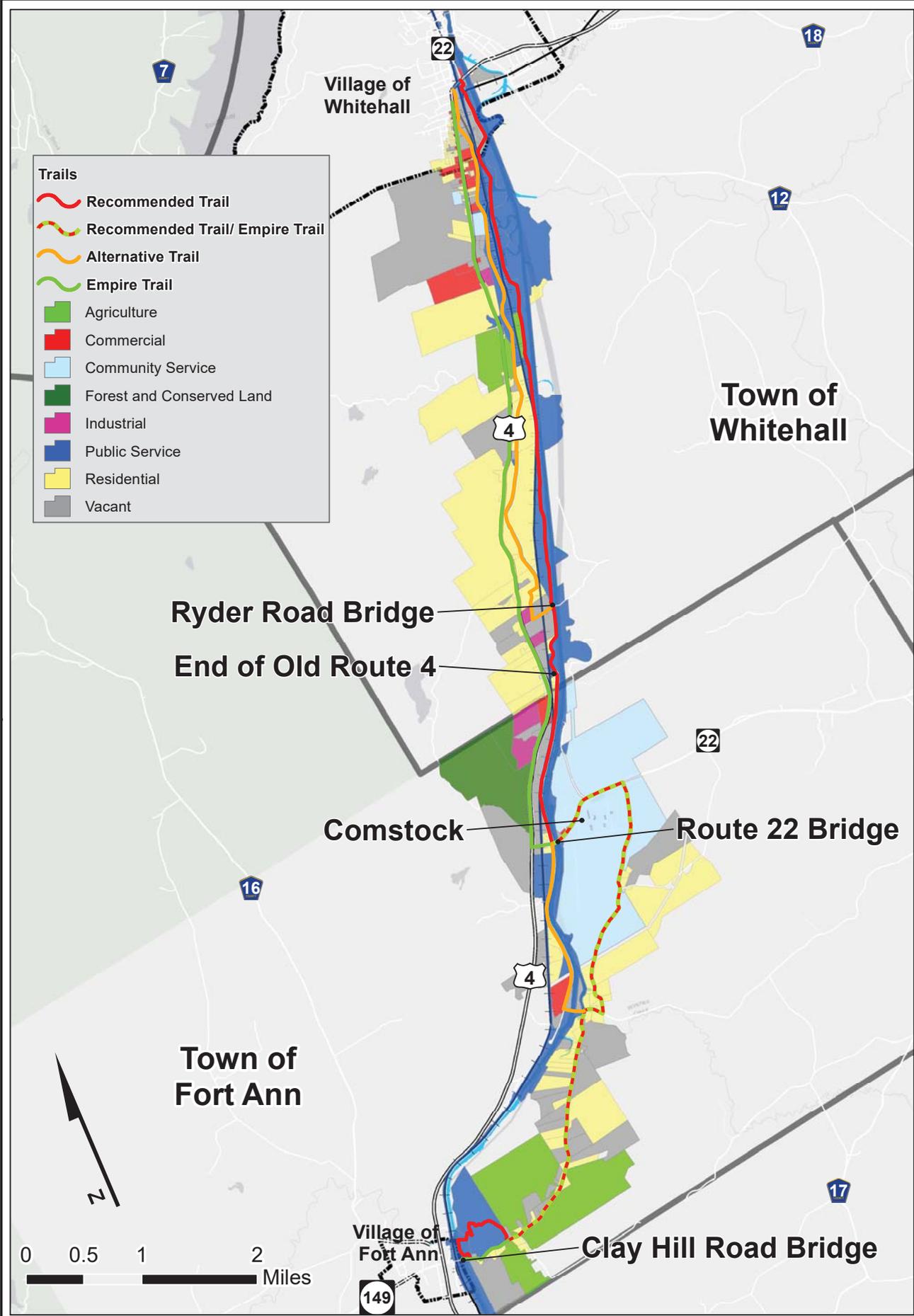
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Scale:	1:69,889
Project:	91756.00
Figure:	1



The Fort Ann to Whitehall Trail Feasibility Study | Washington County, New York

Appendix E: Land Use in Study Area





CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., D.P.C.

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Fort Ann to Whitehall Trail Feasibility Study

Project Area Overview

Washington County

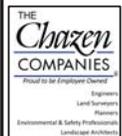
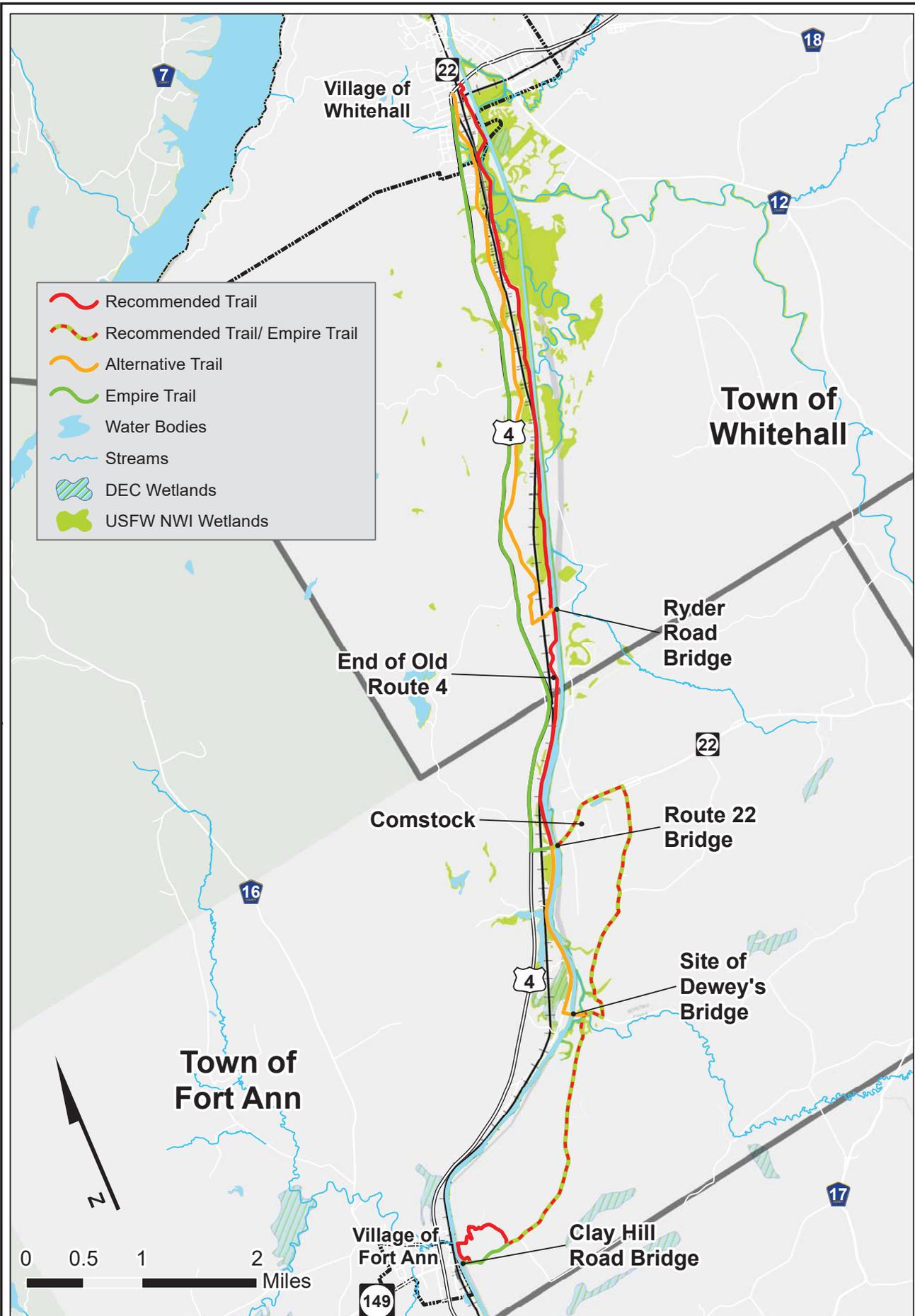
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Date:	05/14/2018
Scale:	1:47,973
Project:	91756.00
Figure:	2



The Fort Ann to Whitehall Trail Feasibility Study | Washington County, New York

Appendix F: Water Resources in Study Area





CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., D.P.C.

Dutchess County Office:
21 Fox Street
Poughkeepsie, NY, 12601
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Fort Ann to Whitehall Trail Feasibility Study

Study Area Water Resources

Washington County, NY

Drawn:	EJG
Date:	05/14/2018
Scale:	1:47,973
Project:	91756.00
Figure:	2

