

December 9, 2014

**Conceptual Framework for:
“First Wilderness Heritage Trail”
Corinth to Tahawus**

Intent

The intent of this document is to create a starting place for a discussion on the potential development of a hiking and mountain biking trail through the towns bordering the Hudson River from the Village of Corinth to Tahawus in the Town of Newcomb. This corridor is known as the First Wilderness Heritage Corridor (FWHC) and the trail would be the First Wilderness Heritage Trail (FWHT). The trail would be more than 80 miles in length and would extend from the interior of the Adirondacks and the beginning of the Hudson River practically to the point where the river leaves the mountains of this first and largest wilderness in the East.

The intent of the First Wilderness Heritage Trail is to give the public the opportunity to experience the wild nature and atmosphere of the First Wilderness Heritage Corridor by traveling alongside the river and through the adjacent communities and wild forests.

The intent of creating a First Wilderness Heritage Trail System is to re-connect the communities bordering the Hudson River with historic and passive forms of travel. These connections will enrich the public’s life through experiencing the wild river corridor and garnering the benefits of fresh air and exercise.



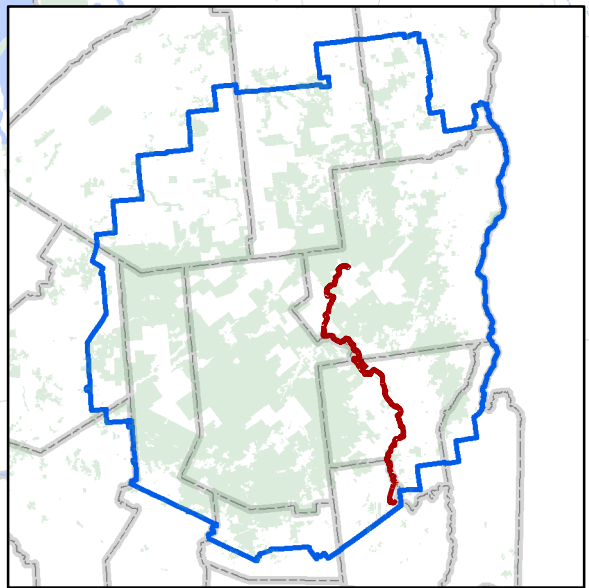
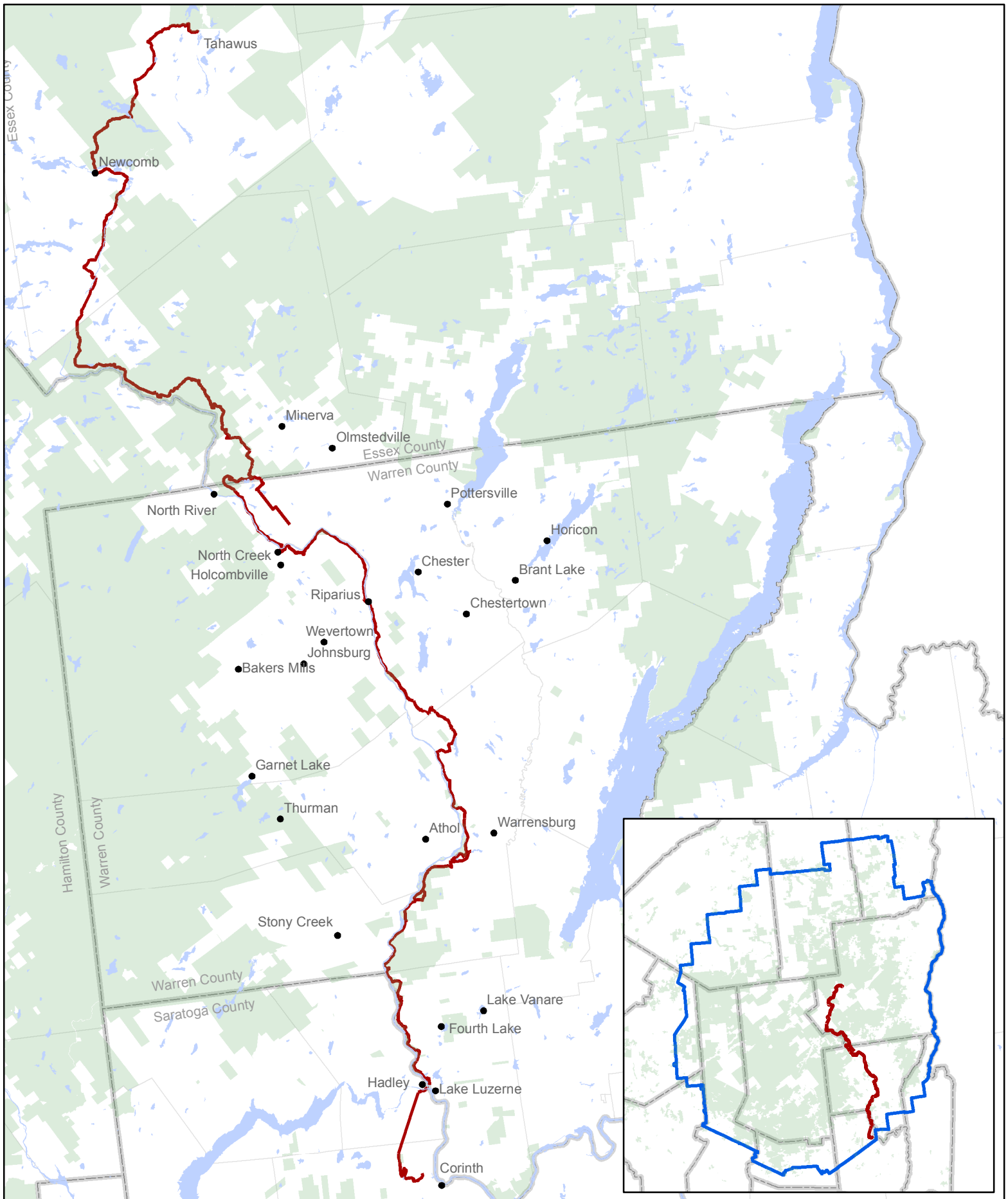
This project is being funded by the New York State Department of State through the Environmental Protection Fund Local Waterfront Revitalization Program. Matching funds are being provided by the Town of Chester and the Warren County Planning Department, which is overseeing the project. The project consultant is the LA Group of Saratoga Springs.

Contents

- Overview Map: page 3
- Map Atlas Index: page 4
- I.** Introduction: pages 5-6
- II.** First Wilderness Heritage Trail – Objectives: page 7
- III.** Definitions: pages 8-9
- IV.** Area Descriptions: page 10
- V.** Area Synopsis: pages 11-56
- VI.** Suggested Initial Actions: page 57

This document was developed with Wilderness Property Management's direct knowledge of the project area and input from DEC land use overseers and managers. In addition information provided by the Corinth Trails Coordinator Bill Clark has been included.





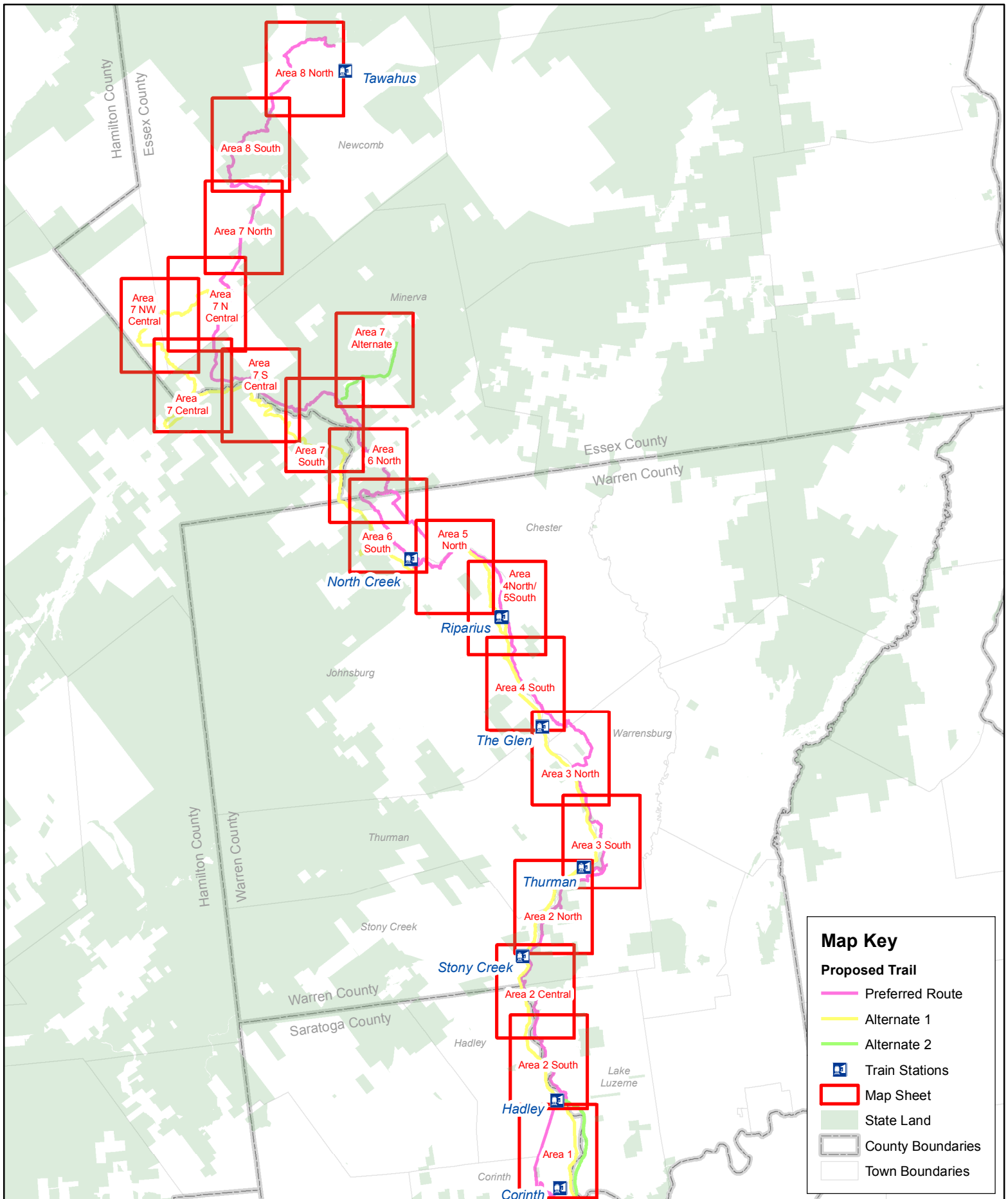
Proposed First Heritage Wilderness Trail

Corinth to Tahawus, NY



Overview Map

prepared by Warren County GIS
 December 2014
 data source: Steve Ovitt,
 Wilderness Property Mgmt, Inc.



Map Key

Proposed Trail

- Preferred Route
- Alternate 1
- Alternate 2
- Train Stations
- Map Sheet
- State Land
- County Boundaries
- Town Boundaries

Proposed First Heritage Wilderness Trail

Corinth to Tahawus, NY



Map Index

prepared by Warren County GIS
 December 2014
 data source: Steve Ovitt,
 Wilderness Property Mgmt, Inc.



I. Introduction

First Wilderness Heritage Corridor

The First Wilderness Heritage Corridor is an inter-municipal revitalization strategy for the nine communities along the Upper Hudson River and adjacent Delaware & Hudson rail line in Saratoga and Warren counties. The focus of the First Wilderness Heritage Corridor is to have rural Adirondack Park Communities complement rather than compete with each other and to use the unifying physical elements of the Hudson River and Adirondack Branch of the old D&H Railroad to tie their futures together. The Plan contains an in depth inventory and analysis of the Corridor, identifies market opportunities, creates an action plan, develops design guidelines and suggests implementation strategies. A critical component of this Plan is the action plan, which establishes development principles and specific Hamlet plans, which will lead to the redevelopment of the Corridor through complementary development of specified nodes along the rail line.

First Wilderness Heritage Trail

The First Wilderness Heritage Trail, that is the focus of this discussion, is to be a natural surface single-track wilderness type trail that adheres to principles of sustainable trails¹. The shared uses of hiking and mountain biking will be the intended forms of recreation that the trail is designed and developed for.

The size and scope of this initial project discussion require that the project be broken into areas and potential corridors in order to start the process of selecting a specific route. The magnitude of the project also requires that the information be presented in a general format to prevent diving into specifics before the concept as a whole is reviewed. This paper attempts to gather enough information about the possibilities, benefits and detractions of each corridor to allow the corridor with the greatest potential to be chosen and the trail concept evaluated.

The potential for acquiring recreational access will most likely determine which corridor will be chosen for the short and or long term. In general public lands will offer the best long term potential for recreational trail access. Easements on strategically located private lands will be considered in addition to public lands. On private lands gifted or purchased recreational easements may be acquired and the potential of land purchase will be considered last.

Trail development on state lands will generally require amendments to the Unit Management Plan (UMP) associated with each state parcel. Some of the state

¹ "Managing Mountain Biking" – IMBA's Guide to Providing Great Riding, The 11 Essential Elements of Sustainable Trails

lands do not have an adopted UMP and the trail will have to be addressed in the ongoing planning process.

A priority will be placed on utilizing existing trails where they meet the standards set forth in paragraph one. Existing trails may be adopted for the short, near, or long term depending on how closely they meet the objectives of the trail. It is common for land use regulations to restrict the use of bicycles and this will be taken into consideration during the discussion.

The volume and complexity of land ownership associated with trail development will initially create the opportunity for separated trail segments to be completed. This circumstance will reflect existing infrastructure and accessibility in the short term. The need to garner access, gain approvals for amendments to State Land Unit Management Plans, create implementation plans, develop trail construction funding streams and trail construction will take place over the near to long term.

Support from local government, recreation groups and recreation based businesses will be essential to the success of this project. Local support for trail development will be crucial to acquiring trail access through private land recreation easements and amendments to state land UMPs.

The FWHC rail line offers the potential for Rail-with-Trail routes on the west side of the river. The use of rail-with-trail should be limited to connecting sections of traditional trail. Difficulties arise with rail-with-trail use at every trestle and through fill. In many places the judicious use of rail-with-trail will allow the most desirable trail options to be chosen and completed.

The potential users of the FWHT would be local residents, traveling day recreationists, traveling multi-day (lodging) recreationists and long trail hikers. In addition there would be trail users unique to each corridor. Examples of these users would be campground and primitive camping recreationists, water based recreationists and destination mountain bikers. The potential unique users of each corridor will be listed in the corridor descriptions.

II. First Wilderness Heritage Trail - Objectives

Trail Objectives²

1. Create a natural surface single-track trail within the FWHC.
2. The trail will be designated and designed for hiking.
3. The trail will be designated and designed for mtn. biking.
4. The trail will be within view of the river, provide access to the river or vistas of the river and the adjacent mountains.
5. The trail will provide the user with an experience that would be expected along a wild river or in a wild forest.
6. Meet the following trail standards: have a 12-36 inch tread and 3-6 foot cleared opening, adhere to the principles of sustainable trails, wind around the majority of obstacles and use wilderness type concepts to limit the visual impact of trail work.
7. The trail will connect communities adjacent to the river.
8. The trail will be publically accessible for the majority of the year.
9. The trail will utilize and connect to existing trail systems wherever they meet the above requirements.
10. Trail development will continue over short, near and long-term time periods to accomplish as many trail objectives as possible.

² Objectives 1-9 have the added caveat of “*wherever possible*” attached to them until objective 10 can be achieved.

III. Definitions

Single Track trail standard

A trail with a walking and riding surface of 12 to 36 inches wide and a cleared width of 4 to 6 feet. Average trail grade will not exceed 10% and concerted effort will be made to keep all trail grades at less than one half of the side slope and less than 15% on pitch slopes. Appropriate water control design measures (Principles of Sustainable Trails *) will be utilized to create a sustainable trail while providing for both hiking and mtn. biking use. The trail layout will generally go around obstacles rather than removing them, creating a winding type trail.

Two Track trail standard

A trail that is generally cleared wider than 8 feet and has the nature of and prior use as some type of roadway (motor vehicle type of use with parallel wheel tracks). Trail construction generally removes obstacles in an attempt to be as straight as possible.

Low Speed/Low Use roadway

A public road where speeds are generally below 30 MPH and only have one vehicle passing a pedestrian at a time.

High Speed/High Use roadway

A public road where speeds are generally above 30 MPH and multiple vehicles may pass a pedestrian at a time.

Areas

This descriptor defines the land area on both sides of the Hudson River between designated downstream and upstream locations. The areas also define connections between communities along the Hudson River.

Corridors

This descriptor defines a linear portion of the area in which it may be feasible to locate a First Wilderness Heritage Corridor Trail.

Route

This descriptor defines a specific trail location, requirement or benefit within the corridor.

Sustainable Trails

Trails designed and constructed to standards that reduce environmental degradation and maintenance issues. Sustainable trail standards address issues associated with slope, soils and recreational use.

Short Term

Time Period : necessary to achieve access- Present to 2 years

Trail Corridor Potential- A corridor that provides public recreation in the form of hiking and mountain biking but lacks the nature, atmosphere and standards associated with a single track trail, that is typically expected by outdoor recreationists. Less than half the trail objectives or portions of objectives will be accomplished.

This route classification would include large portions of paved or high speed/use public highways for the majority of its length. There may be sections limited to hiking only do to land use restrictions.

Near Term

Time Period : necessary to achieve access- 2 to 5 years

Trail Corridor Potential- A corridor that provides public recreation in the form of hiking and mountain biking but lacks the nature, atmosphere and standards associated with a single track trail for a significant amount of its length. Approximately one half of the trail objectives would be accomplished in this designation.

This route classification would include portions of low use two-track trail or dirt road and generally have less than 50% of its length being on low speed/use public highways. There may be sections limited to hiking only do to land use restrictions.

Long Term

Time Period : necessary to achieve access- more than 5 years

Trail Corridor Potential- A corridor that provides public recreation in the form of hiking and mountain biking that has the nature, atmosphere and standards associated with a single track trail for the majority of its length. The majority of trail objectives would be accomplished in this designation.

This route classification could have small portions of low use two track and very limited sections utilizing public highways. There may be sections restricted to hiking only do to land use restrictions.

IV. Area Descriptions

The length of the corridor will be broken down into discussion areas that emphasize the connections this trail would make between communities along the corridor.

Area 1 - Corinth to Hadley/Luzerne at Rockwell Falls

Area 2 - Hadley/Luzerne to Warrensburg/Thurman-State Rt. 418

Area 3 - Warrensburg/Thurman to The Glen-State Rt. 28

Area 4 - The Glen to Riparius- State Rt. 8

Area 5 - Riparius to North Creek- State Rt. 28N

Area 6 - North Creek to confluence of Boreas & Hudson Rivers

Area 7 - Confluence of Boreas & Hudson Rivers to Newcomb

Area 8 - Newcomb to Tahawus

V. Area Synopsis

Area 1 Synopsis – Corinth to Hadley/Luzerne

The multitude of small private landowners adjacent to the Hudson River would prohibit any reasonable expectation of acquiring easements for a riverside trail. Limited trail opportunity is primarily due to the lack of public lands or reasonable easement opportunity in this area. The only existing non-motorized recreational links between the communities of Corinth and Hadley Luzerne is via paddling on the Hudson River or road biking on the roads paralleling the river. Any trail development would increase the connectivity between these communities.

Potential routes north towards Hadley/Luzerne for a hiking and mountain biking trail are realistically limited to three public corridors at this time; a rail with trail corridor, State Route 9N road shoulder corridor and East River Drive (Warren Co. Rt. 16) shoulder corridor. A fourth corridor in the highlands to the west of the river has been explored and discussed with the Town of Corinth Trails Coordinator Bill Clark.

The preferred corridor with the greatest potential to meet the trail's objectives in the long term is the *Highlands Corridor*. The corridor with the greatest potential to achieve a public walking and biking opportunity would be the *State Route 9N Corridor*. This corridor also has the most potential for successfully acquiring public access for the trail.

Local support for recreational development will be critical to acquiring the access necessary to create a hiking and mtn. biking connection between the communities of Corinth and Hadley.

Public lands in this area consist of Village of Corinth lands and state forest preserve lands in the Wilcox Wild Forest.

A1: Highlands Corridor Description

This is the preferred long-term trail corridor.

This corridor would start on the Village Upper Reservoir property along West Mtn. road just west of the rail line. This property would also lend itself to future potential trail connections on Lyme Timber easement properties to the west and south. The difficulty arises as the trail corridor progresses north across West Mtn. Road. Multiple private property parcels of varying sizes would realistically reduce the likelihood of acquiring easements connecting the trail with the Bow Bridge area along the Sacandaga River.

- This corridor would require a long term time period to accomplish and has long-term trail potential.
- This trail corridor would require new trail construction for the majority of its length.
- Destinations along this route would include; Upper Reservoir and potential vistas of the Hudson River valley.
- Potential users unique to this corridor would include mountain bikers from the large mountain biking community in Saratoga County.

Specific Issues

Village of Corinth approvals to locate trails on the Upper Reservoir property and amendment to the Wilcox Wild Forest UMP to add a trail on the state land adjacent to the Village of Corinth property. Generate local support for trail easements across private lands to create a connection to the Town of Hadley at the Bow Bridge location.

A1: State Route 9N Corridor Description

The large shoulder on State Route 9N would interest road bicyclists. The high speed nature of this specific piece of highway would make shoulder trail development unattractive to hikers and mtn. bikers. Any acceptable trail development would need to be separated from the paved highway yet within the state road corridor. Trail development would have to be done in conjunction with NYS DOT. It would require a high level of funding and planning.

This corridor does have potential with the right type of trail development to meet near term trail potential standards.

Specific Issues

Work with NYS DOT to develop a roadside walking and biking trail along State Rt. 9N.

A1: East River Drive Corridor Description

Trail development along East River Drive would be complicated by the lack of a road shoulder and a small road corridor. Highway speeds along East River Drive are slower than State Rt. 9N yet the proximity to vehicle traffic would make it uncomfortable and unattractive for hikers and mtn. bikers. Complicating this are the many small properties abutting the roadway and the close proximity of homes to the highway.

It would be difficult for this corridor to provide more than short-term trail potential.

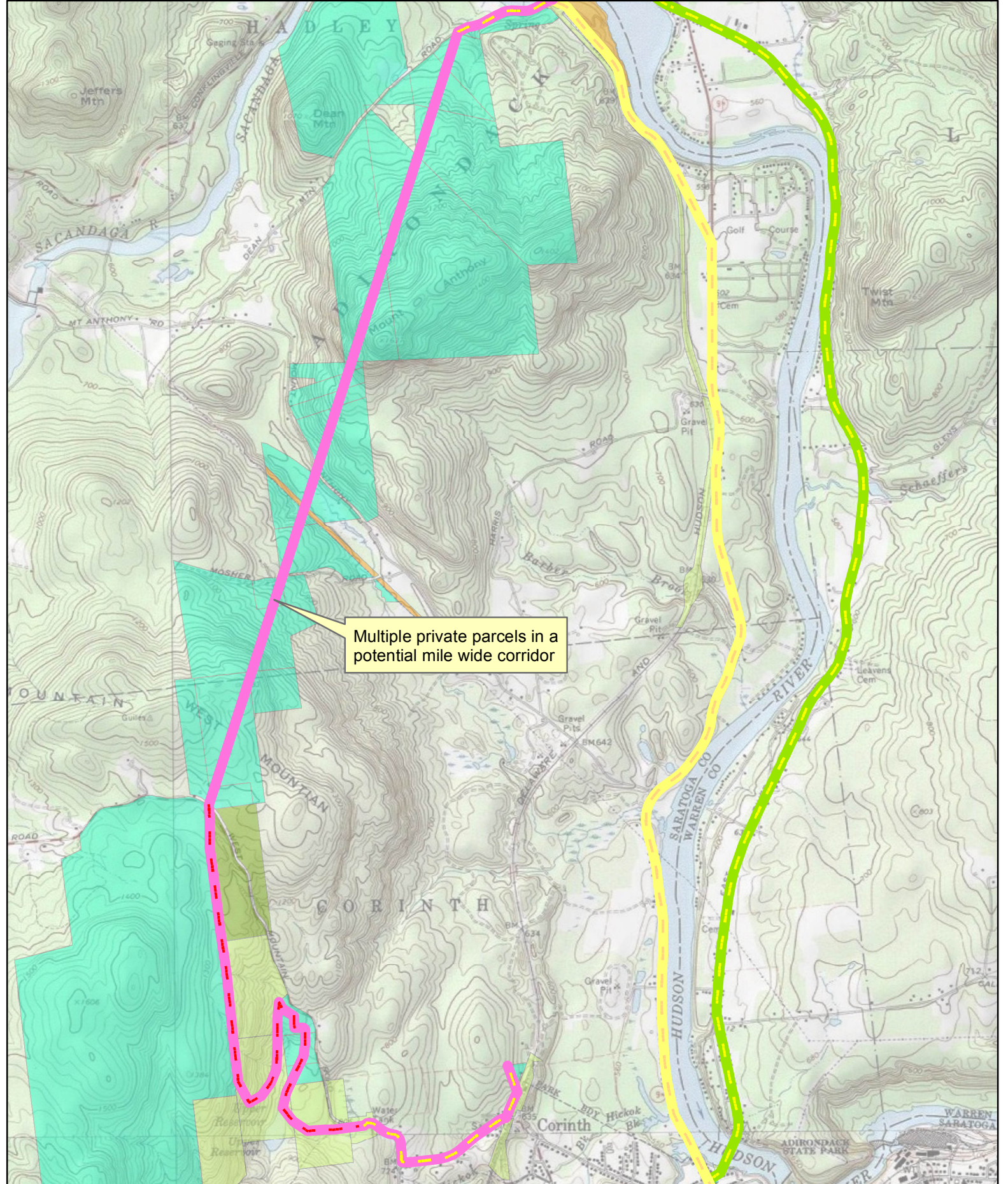
A1: Rail-with-Trail Corridor Description

The rail with trail option has the possibility to create a trail that would be of some interest to hikers and mountain bikers. It would have a quieter nature and an atmosphere than the State Rt. 9N corridor and more in line with the expectations of the users due to limited interruptions from the low frequency and speed of train traffic. This option would require adherence to rail with trail standards appropriate to the type of rail use this line receives. Difficulties associated with this option would be the fill sections in wetlands, stream crossings and the many adjacent landowners with homes close to the tracks.

This corridor would require a long term time period and accomplish near term trail potential.

Specific Issues

Locate specific sections that may allow development in coordination with the State Rt. 9N corridor.



Multiple private parcels in a potential mile wide corridor

Preferred Route:	Alternate 1:	Alternate 2:	Landowners:
existing trail	existing trail	existing trail	National Grid/NIMO
new construction trail	new construction trail	paved road based trail	Private
dirt road based trail	dirt road based trail	temporary trail location	Town/Village/County
paved road based trail	paved road based trail	existing trail	State of New York
potential private land corridor	rail with trail		

Area 1
1:30,000
prepared by Warren County GIS
December 2014
data source: Steve Ovit,
Wilderness Property Mgmt, Inc.

Area 2 Synopsis – Hadley/Luzerne to St. Rt. 418 - Warrensburg

This area has the opportunity to provide an excellent trail that would meet the majority of the FWHT objectives for the most of its length. The large tracts of public lands with already developed infrastructure in addition to the soils and vegetative cover in this area make trail development very realistic. Existing UMP designations also support the development of a trail connecting the towns of Luzerne and Warrensburg.

There are three potential trail corridors in this area. Each trail corridor is between the Hudson River and the closest road paralleling the river. The West side of the Hudson River is primarily private land and also contains the rail corridor. The East side of the river contains the third potential corridor and has large portions of public land with existing trails that could be utilized for the FWH trail.

The trail corridors on the West side of the river would each require a large bridge crossing of Stony Creek. One corridor is a potential rail-with-trail corridor and the other would require a combination of private land easements and use of the shoulder of the Stony Creek Road and State Route 418. It would be difficult to develop a trail for the intended uses on the West side of the river.

The preferred corridor with the greatest potential to meet the trail's objectives in the long term is the *Eastern & Hudson River Recreation Area Corridor*. This corridor also has the most potential for successfully acquiring public access for the trail.

The state forest preserve lands included in this area are included in the Lake George Wild Forest Unit Management Plan.

A2: Eastern & Hudson River Recreation Area Corridor Description

This is the preferred long-term trail corridor in this area.

This corridor located on the East side of the Hudson River has the greatest potential to successfully create a FWH trail. This is due to the quantity of public land, trails already existing in this area and trail designation in the Unit Management Plan addressing the state lands.

Trail development along the Easterly corridor should be divided into two unique sections. The southern section would extend from the community of Hadley/Luzerne along River Road to the intersection with Thomas Road. The northern section would be from Thomas Road north through state lands to the Rt. 418 Bridge in Warrensburg.

The southerly section of this corridor has multiple parcels of public state lands separated by intervening private parcels. A combination of riverside trail on the public lands, roadside trail along River Road and trail easements on private lands would make an attractive trail for hikers and mtn. bikers. River Road is a relatively low speed road that is paved on its southern end and dirt on the northern end. There are multiple campsites on the state lands along this corridor.

The northerly section of this corridor contains a large amount of state forest preserve lands. This area has an existing trail system and primitive road system that would adapt well to the type of trail that is intended in this document. At the upriver end of the state lands the route would have to cross over one to two parcels of private land. This small section would require easements to connect the trail through to State Rt. 418.

- The northern portion of this corridor could reasonably be accomplished in the near term. Land use management planning amendments would probably make the southern portion take a long term time period.
- This trail corridor would utilize existing trails north of the Warrensburg - Luzerne town line and will meet long term trail objectives. It would require new trail construction on state land parcels south of the town line.
- Potential trail users unique to the eastern corridor would be primitive camping and campground recreationists. In addition to these users this trail location would also be utilized by and assist water based recreationists.
- Destinations along this route would include; camping and swimming at Scofield Flats and Pikes Beach state lands, camping (including disabled access camping) and swimming on state lands north of the Luzerne-Warrensburg town line, the Bear Slides and Gay Pond. Multiple canoe and kayak launches and take-outs.

Specific Issues

Amending the Lake George Wild Forest UMP to include a trail through state land parcels along the Hudson River in the Town of Luzerne would need to be addressed. Locating the trail out of the agriculturally developed portions of these parcels would be required.

Acquiring private land easements for the two or three properties between state lands and the Hickory Hill Ski Center Road would be critical to developing the connection between the communities. Additional easements on the old rail bed towards Warrensburg would assist in meeting the majority of the FWHT objectives.

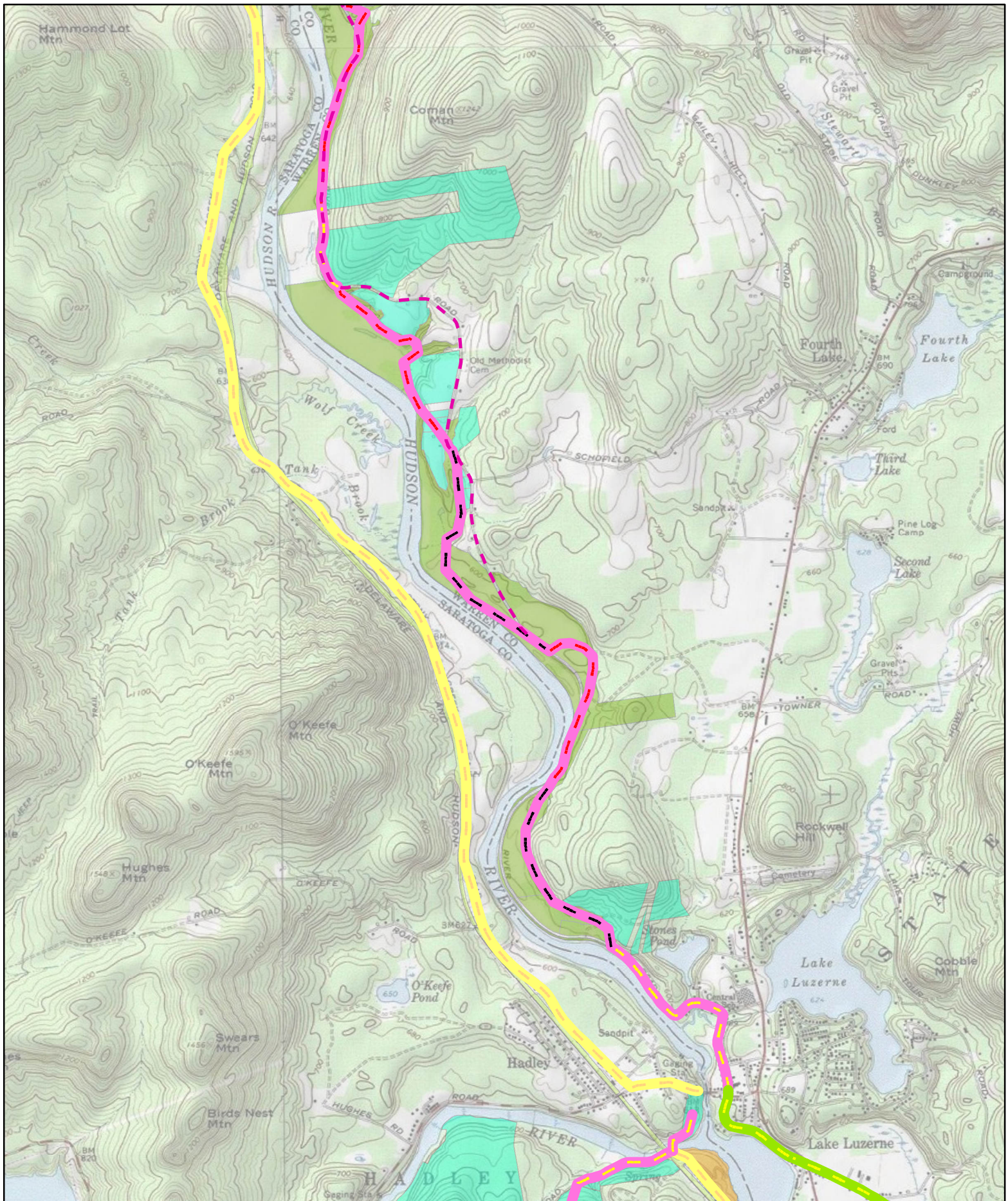
A2: Stony Creek Road & Rail-with-Trail Corridor Description

This corridor would require the use of the paved Stony Creek Road on the south end, Rail-with-Trail and National Grid lands in the center and State Rt. 418 on the north end. Utility company lands south of State Rt. 418 and north of Stony Creek would probably allow trail access for a small portion of this corridor. Multiple small private parcels on the south end of this corridor would reasonable preclude the opportunity for a riverside trail.

The state highway Stony Creek Road and State Rt. 418 would make good road bike riding.

Destinations along this route would be 1,000 Acres Dude Ranch and the Hadley and Thurman rail stations.

A2: Rail-with-Trail Corridor Description



**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY

Preferred Route:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- potential private land corridor

Alternate 1:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- rail with trail

Alternate 2:

- existing trail
- paved road based trail
- temporary trail location
- existing trail

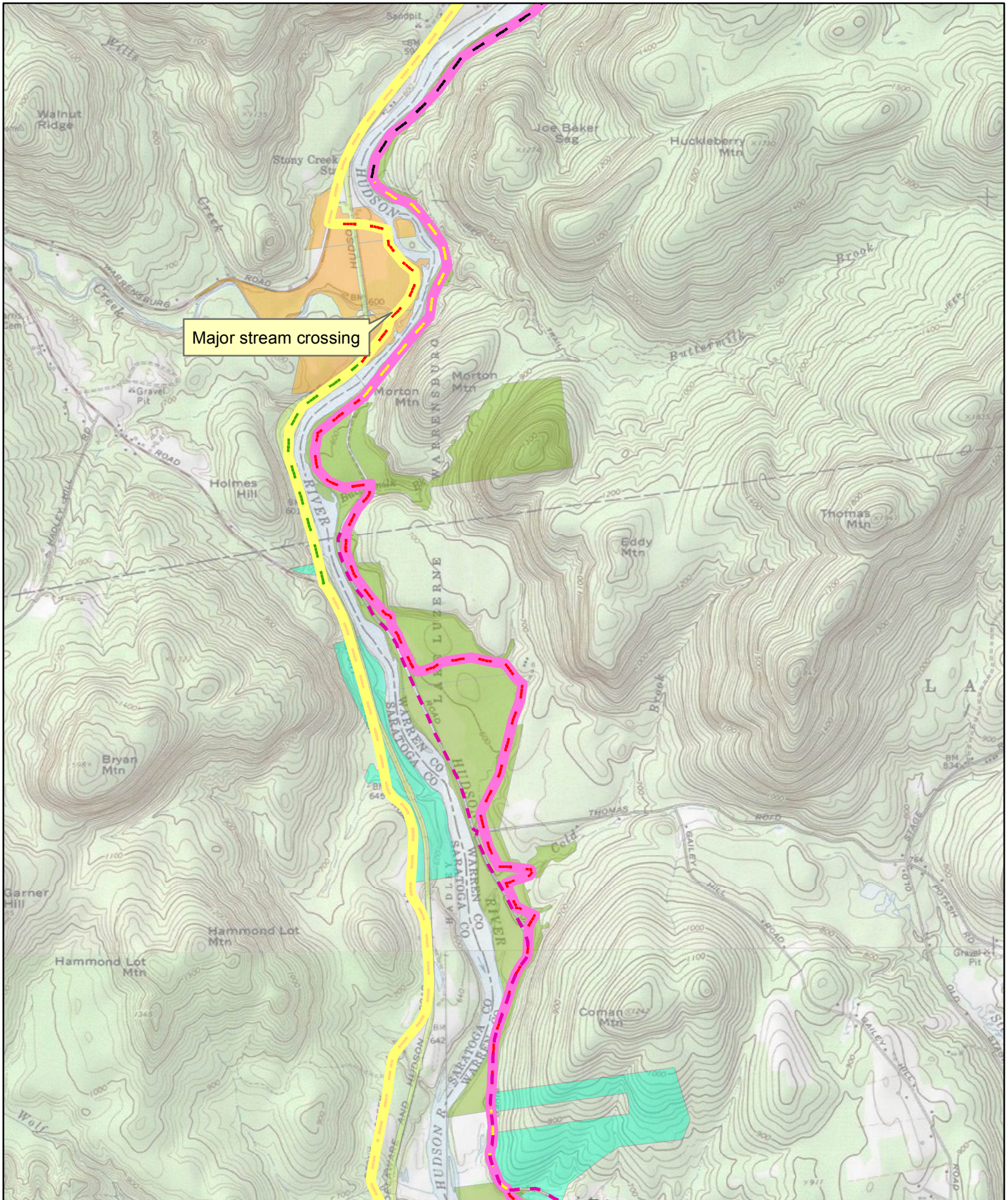
Landowners:

- National Grid/NIMO
- Private
- Town/Village/County
- State of New York

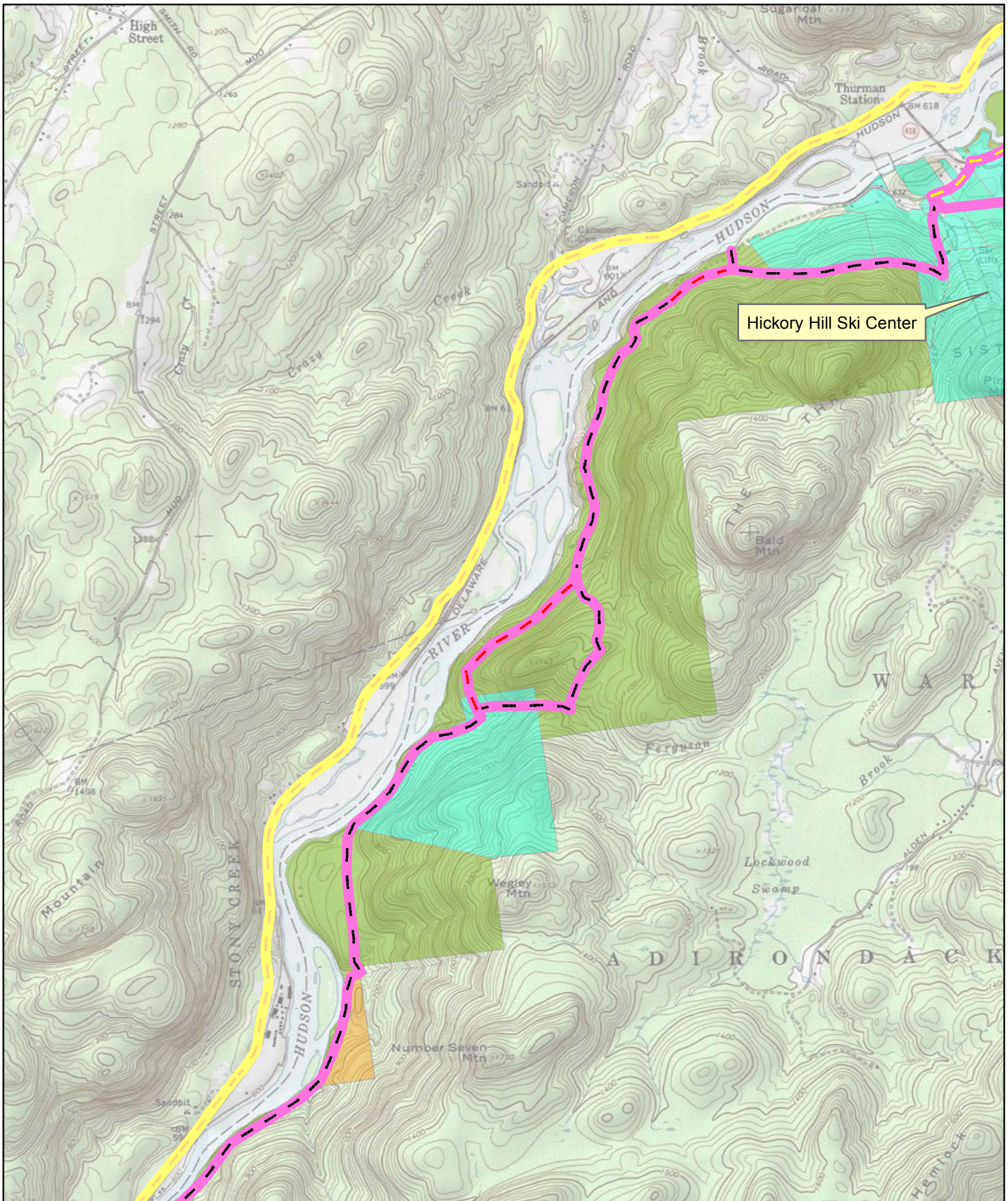


Area 2 South

1:30,000
prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.




Proposed First Wilderness Heritage Trail Corinth - Tahawus, NY Atlas Page 3 Page 19	Preferred Route: - - - existing trail - - - new construction trail - - - dirt road based trail - - - paved road based trail - - - potential private land corridor	Alternate 1: - - - existing trail - - - new construction trail - - - dirt road based trail - - - paved road based trail - - - rail with trail	Alternate 2: - - - existing trail - - - paved road based trail - - - temporary trail location - - - existing trail	Landowners: National Grid/NIMO Private Town/Village/County State of New York	Area 2 Central 1:30,000 prepared by Warren County GIS December 2014 data source: Steve Ovitt, Wilderness Property Mgmt, Inc.



**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY

Preferred Route:	Alternate 1:	Alternate 2:	Landowners:
existing trail	existing trail	existing trail	National Grid/NIMO
new construction trail	new construction trail	paved road based trail	Private
dirt road based trail	dirt road based trail	temporary trail location	Town/Village/County
paved road based trail	paved road based trail	existing trail	State of New York
potential private land corridor	rail with trail		

Area 2 North
1:30,000
prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.



Area 3 Synopsis – St. Rt. 418/Warrensburg to The Glen

The southern end of this area has the potential to create a direct and close connection to the community of Warrensburg. Existing trail infrastructure on private lands would lend itself to short-term trail development time periods while meeting long term trail objectives. Additional trail segments to the north could reasonably be added within the near term allowing for what would be considered rapid trail development of an integral portion of the FWHT. The northern most section of this area will possibly require a long term time period to develop.

This area has primarily private lands along with a town road (Thurman, River Road) and the train tracks on the West side of the Hudson River. The East side of the river contains tracts of state land, SUNY College of Environmental Science and Forestry Lands (Pack Forest), large private land holders, a county road (Golf Course Road) and a few smaller private landholders. There are three potential trail corridors in this area.

The community of Warrensburg, which is the largest village type community in the First Wilderness Heritage Corridor, is included in this area. Having a community so close to a potential trail corridor provides an opportunity for the trail to receive a high level of use by local residents.

There are two summer camps for children immediately adjacent to the corridor on the East side of the Hudson and a campground adjacent to the corridor on the west side.

The preferred trail corridor in this area would be the *East side of the Hudson River* due to the size, location and number of publicly accessible lands and the ease of access to the trail by the community of Warrensburg. This preferred route would make a quiet and scenic trail easily negotiated by foot or bike and overlooking the river for much of its length. The eastern corridor would meet the majority of the long-term trail objectives.

The construction of a long span bridge over the Schroon River would be required to create a long term connection between Area 2 to Area 3 if an East side corridor was chosen.

The state forest preserve lands in this area are included in the Lake George Wild Forest Unit Management Plan.

A3: East side of Hudson River/Pack Forest Corridor Description

This is the preferred long-term trail corridor in this area.

The corridor on the East side of the river has potential for a great trail that would also connect directly to the community of Warrensburg. The southerly end of this corridor would be dependent on the acquisition of easements on the large private land parcels or on state lands adjacent the Hudson River between the Schroon River and the Warren County Fish Hatchery. The central portion would utilize existing trails on state land north of the golf course, a portion of Golf Course Road and SUNY ESF Lands. The northern portion of the corridor would require easements on large landholders to complete the route to The Glen.

Some of the large landholders in the southern end of the area have agreed to consider trail easements for a hiking and biking trail. A major long term objective of an eastern corridor option would be a suspension bridge across the Schroon River below the dam. This bridge would probably become a destination and attraction on the trail.

- This trail corridor would utilize existing trails on much of the private and state lands on the southern end. New trail construction would be required on much of the Pack Forest and private lands on the northern end.
- Trail users unique to the eastern corridor would be campground and summer camp recreationists. The proximity to the large community of Warrensburg would insure that this trail is well utilized and beneficial in creating connections between the community and outdoor recreation opportunities.
- There are a number of destinations along this route; the Warren County Fish Hatchery, the Ice Meadows on the Hudson River, popular swimming locations on the Hudson River north of the golf course and Pack Forest Lake.

Specific Issues

Gaining local support for acquiring recreation easements on private lands will be critical to the success of this corridor. This support will be necessary to achieve access to lands in Pack Forest and to the south. Amending the Lake George Wild Forest UMP will possibly need to be undertaken depending on the route chosen north of Pack Forest. Recreation easements on large private land parcels would also have to be acquired on the northern section of this corridor.

A bridge spanning the Schroon River would be the ultimate goal in connecting the FWHT to southern communities. A long span suspension bridge similar to the one across the West Stony Creek in the Silver Lake Wilderness would be required.

A3: West side of Hudson River corridor Description

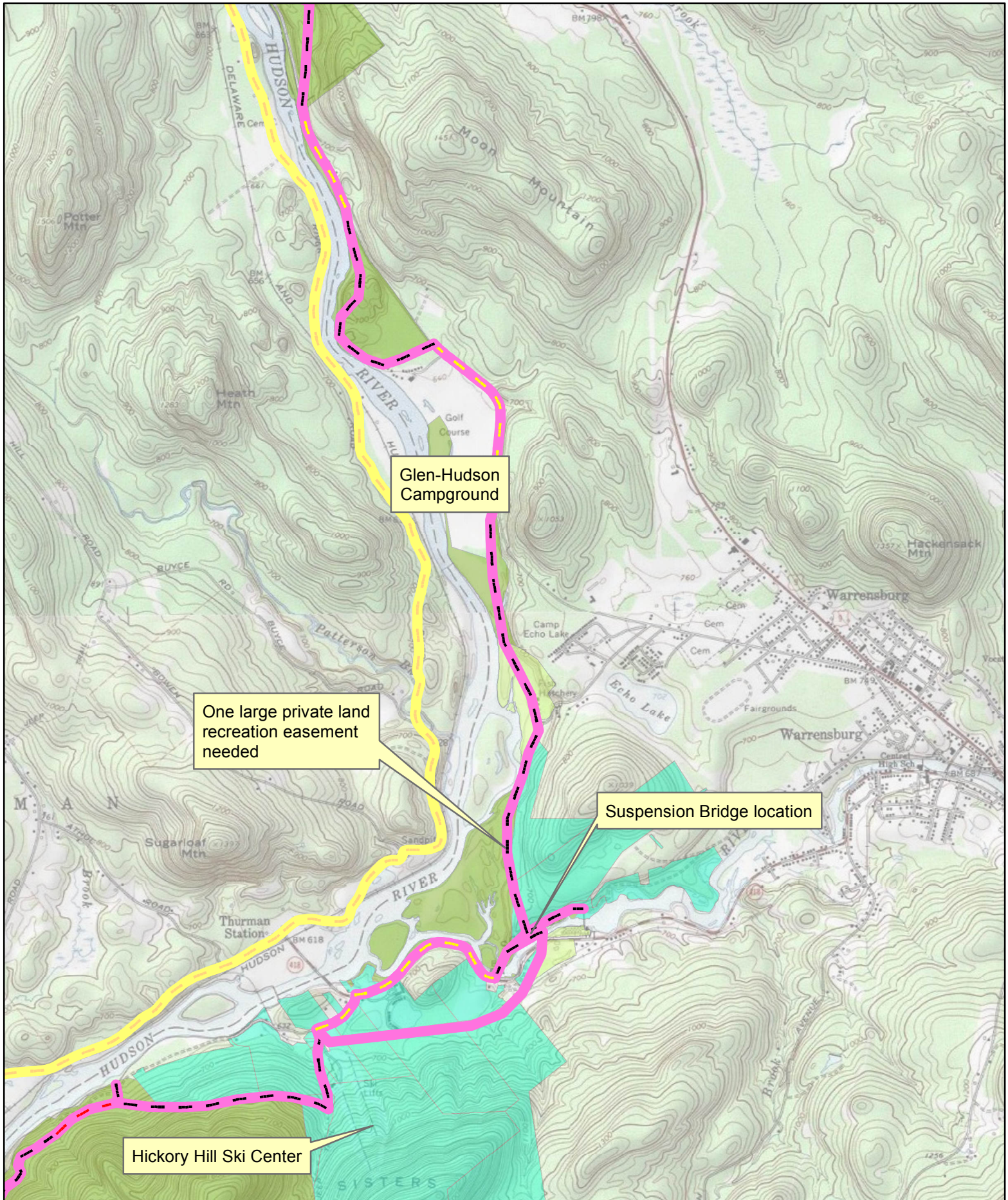
The corridor on the West side of the river would be limited to River Road for the majority of its length. It would make a good road bike tour. The number and size of private parcels in this area would make it difficult to create a trail that had the nature and atmosphere of a hiking and single-track biking trail.

Destinations along this route would be the Glen Hudson Campground and Snake Rock (a local swimming location).

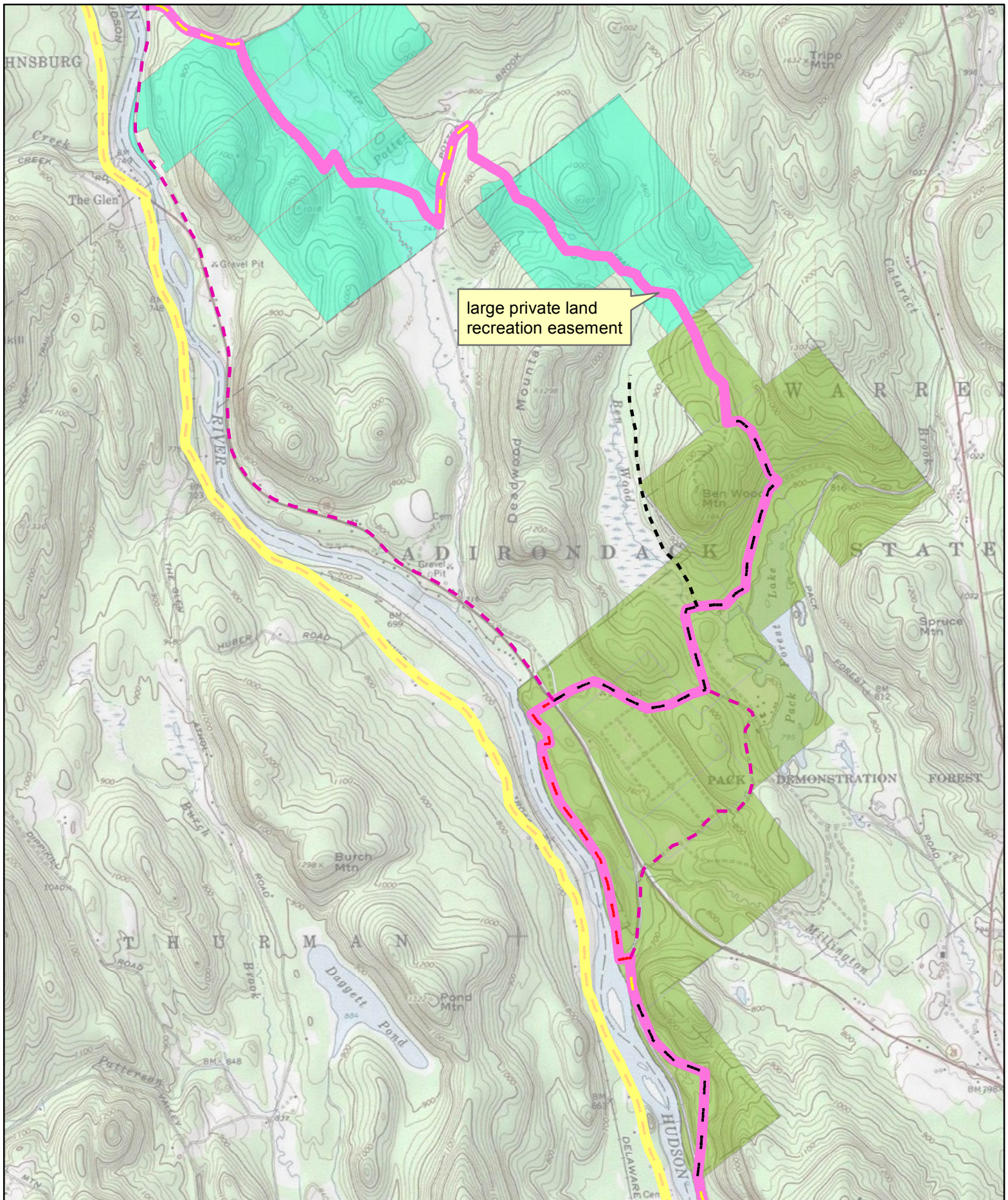
A3: Rail-with-Trail Description

It would be difficult to develop a rail-with-trail on the southern end of this corridor do to a raised through fill between the Hudson River and a large wetland area. This would require the use of the Thurman River Road to circumvent this portion of rail line.

The rail line goes through the Glen Hudson Campground creating a connection to outdoor enthusiasts. The remainder of the rail line goes through private properties.



Preferred Route:	Alternate 1:	Alternate 2:	Landowners:
existing trail	existing trail	existing trail	National Grid/NIMO
new construction trail	new construction trail	paved road based trail	Private
dirt road based trail	dirt road based trail	temporary trail location	Town/Village/County
paved road based trail	paved road based trail	existing trail	State of New York
potential private land corridor	rail with trail		



large private land recreation easement

**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY
Atlas Page 6 Page 25

Preferred Route:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- potential private land corridor

Alternate 1:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- rail with trail

Alternate 2:

- existing trail
- paved road based trail
- temporary trail location
- existing trail

Landowners:

- National Grid/NIMO
- Private
- Town/Village/County
- State of New York



Area 3 North

1:30,000
prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.

Area 4 Synopsis – The Glen to Riparius

This area is the southern most portion of the First Wilderness Heritage Corridor that has a large section of river without a highway adjacent to it. The wild nature of this area allows the opportunity to develop a trail that meets the majority of the FWHT objectives.

Both sides of the river have a mixture of public and private lands. The publically accessible lands are large state forest preserve land holdings on the east side of the river and a smaller Open Space Institute property on the west side. The private land holdings on the east side of the river include a few large private land holdings and those on the west side of the river are made up of many small private parcels. There is an existing parking area, water access and trailhead on the west end of the Riparius Bridge. This area has three potential trail corridors.

There are two potential corridors on the west side of the river. One will utilize rail-with-trail, OSI lands by Mill Creek and private easements. The second is a rail-with-trail corridor.

The preferred trail corridor would be on the east side of the river. Existing large state land holdings would allow access to the rivers edge and to Palmer Pond. This preferred route would make a quiet and scenic trail easily negotiated by foot or bike along the top of the bank overlooking the river. The eastern corridor would meet the majority of the long term trail objectives.

The state forest preserve lands in this area are included in the Lake George Wild Forest Unit Management Plan.

A4: Friends Lake Rd./ State Lands/Campground Road Description

This is the preferred trail corridor in this area.

This corridor starts at a parking area just north of The Glen Bridge along the Friends Lake Road. The road borders the river closely. A state land access route is located where the road leaves the river and turns uphill. This access leads into a large state lot bordering the river. From this point to the community of Riparius the river corridor is wild without intrusion or sight of a building. There are two large private land holdings in the middle of the state lands that may limit the potential of this corridor. There is the reasonable possibility that easements could be acquired on those lands.

The northern end of this route would utilize Campground Road to access the Riparius Bridge.

The soils and nature of this corridor would allow the development of an excellent hiking and biking trail that meets the majority or all of the long term trail objectives. The Friends Lake Road would be considered a low use highway. There is the potential that a highlands route could be achieved that would avoid the use of this piece of highway.

- This corridor has the potential to meet the majority of the FWHT objectives.
- This corridor would be comprised of existing trail on much of the state and private lands. It would require the construction of new trail on the southern large parcel of private land by Washburn Eddy.
- Trail users unique to this corridor would be water based (paddling, rafting, swimming and fishing) recreationists.
- There are a number of destinations along this route; Washburn Eddy for swimming and fishing, potential camping on state lands and a connecting trail to Palmer Pond.

Specific Issues

Acquiring public recreation easements on the two large land parcels surrounded by state lands in the area of Washburn Eddy would be critical to the success of this corridor. Amending the Lake George Wild Forest UMP to include a trail on the state lands in this corridor would also be required. Existing trails and the potential to receive recreation easements on private lands could allow this route to be completed within a short term time period.

A4: Rt. 28, Harrington Rd and OSI Corridor Description

This corridor would utilize the shoulder of Rt. 28 north to Harrington Road then onto OSI property in the area of the Black Hole on Mill Creek. On the north end of this corridor there would be a section of trail on the county road portion of Riverside Station Road. This section of trail could be moved onto Dipper Pond Mtn. if easements could be acquired on two large private land holdings.

State Rt. 28 north of The Glen has a large road right of way that would allow the public access to a recreation corridor that is cleared of trees and allow for easy development of a roadside trail. This trail could be developed with the assistance of NYS DOT, but would not meet the long term requirements or trail objectives.

The Harrington Road (town road) portion of this corridor would have to locate the trail on the town road as this area has many small landowners. This trail could be developed in a short term time period but would not meet the long term requirements of the atmosphere expectations of hiking recreationists though.

The road routes described above could be circumvented by the development of a rail-with-trail section from The Glen to Mill Creek. A large bridge crossing the Glen Brook would be required.

The area around Mill Creek has had a long history of public day use and is a destination swimming and fishing location. This area is now owned by the Open Space Institute and is administered by the Town of Johnsbury as a day use area. A nice piece of trail could be built from Mill Creek to the outlet creek of Dipper Pond on OSI property. It would require a large bridge across Mill Creek to create good trail access from the high use recreation area by the Black Hole. This trail could be reasonably developed in the short term by utilizing access from the Riverside Station Road until a bridge could be constructed over Mill Creek. This trail location would also make a good near term location.

The corridor north from the outlet creek of Dipper Pond would either follow the county road or with two easements on large private lands go around the west and north side of Dipper Pond Mtn. and end up by the National Grid Substation on State Rt. 8. A near to long term time period would be required to develop this alternative. This portion of the trail location would also make a good long-term location.

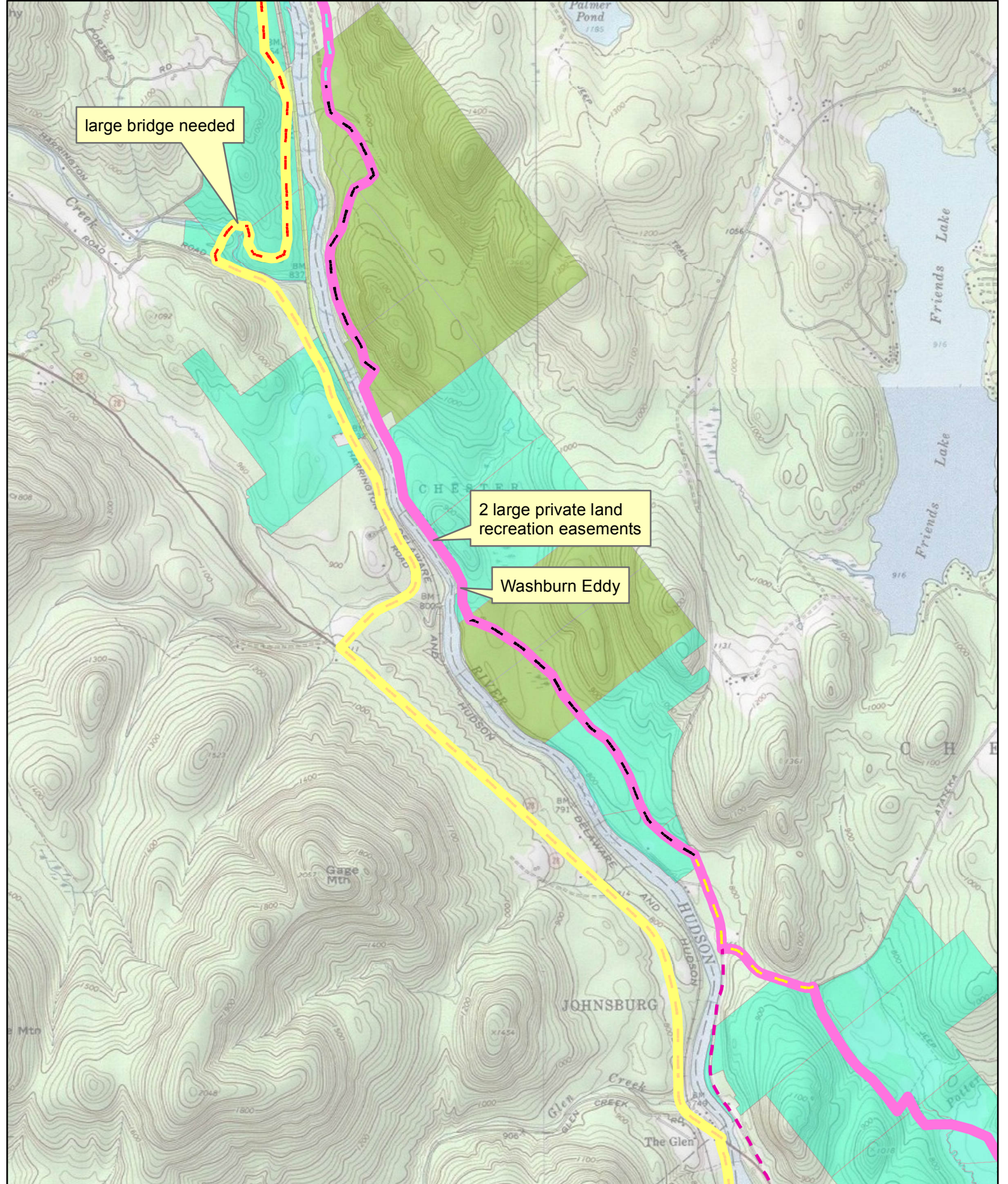
- This corridor would require new trail to be built for its entire length.
- Trail users unique to this corridor would be visitors to the Black Hole swimming and fishing destination on Mill Creek.
- The major destination along this route would be the Black Hole on Mill Creek.

Specific Issues

The rail-with-trail portion would require a large bridge across Glen Creek unless a short connection could be made from the north side of the Rt. 28 Bridge to the rail line on the upriver side of Glen Creek. Publically accessible lands are located on the upriver side of Mill Creek creating the need to bridge this large stream.

The utilization of the State Rt. 28 corridor would require working with NYS DOT to develop the trail alongside the eastern road shoulder. This requirement would probably take a long term time period and would only achieve short-term objectives.

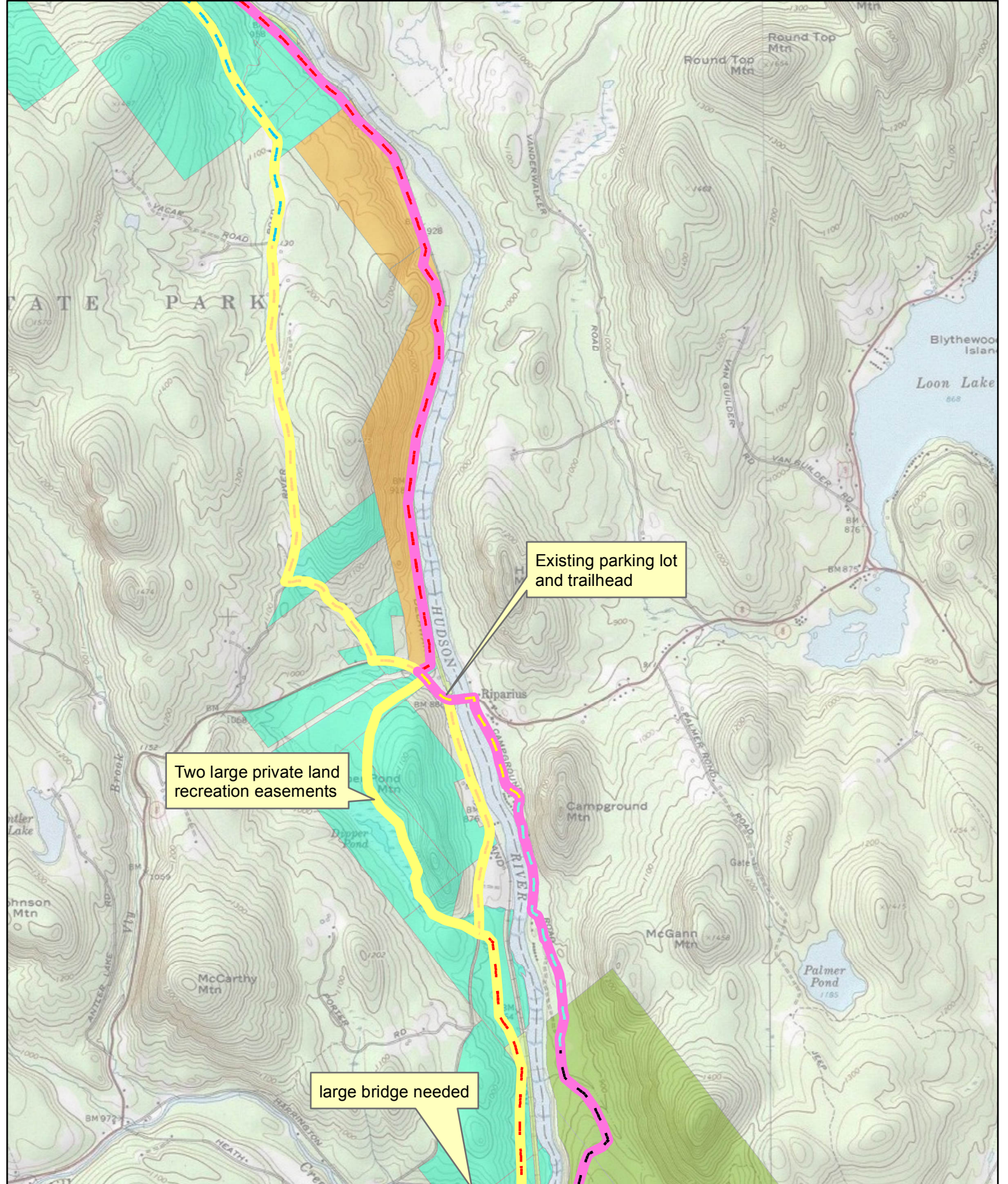
A4: Rail-with-Trail Corridor Description



**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY
Atlas Page 7 Page 30

Preferred Route:	Alternate 1:	Alternate 2:	Landowners:
existing trail	existing trail	existing trail	National Grid/NIMO
new construction trail	new construction trail	paved road based trail	Private
dirt road based trail	dirt road based trail	temporary trail location	Town/Village/County
paved road based trail	paved road based trail	existing trail	State of New York
potential private land corridor	rail with trail		

Area 4 South
1:30,000
prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.



Preferred Route:	Alternate 1:	Alternate 2:	Landowners:
existing trail	existing trail	existing trail	National Grid/NIMO
new construction trail	new construction trail	paved road based trail	Private
dirt road based trail	dirt road based trail	temporary trail location	Town/Village/County
paved road based trail	paved road based trail	existing trail	State of New York
potential private land corridor	rail with trail		

Area 4North/5South

1:30,000
 prepared by Warren County GIS
 December 2014
 data source: Steve Ovitt,
 Wilderness Property Mgmt, Inc.

Area 5 Synopsis – Riparius to North Creek

This area is unique in the fact that it connects communities yet doesn't have high use year around highways bordering the river at any point. This will allow for the development of a hiking and mtn. biking trail that has the nature and atmosphere associated with a wild river and forest experience. The area has potential for relatively easy near term trail development due to the nature of land ownership and a seasonal dirt road on the west side of the Hudson River.

Lands on the west shoreline of the river are without development except on the very northern end of the area near North Creek. The east side of the river has a few riverside seasonal camps.

Existing foot, bike and ski trails connect Main Street in North Creek to the Siamese Ponds Wilderness Area and the Vanderwhacker Wild Forest. Access to a currently existing trail system that receives a high level of hiking and mtn. bike use will insure that a FWHT developed in this area will be well utilized.

There are two potential corridors in this area. One corridor is along the rivers edge and rail line and the second along River Road.

The preferred corridor is the *River and Rail side Trail* on the west side of the river. This corridor would meet the majority of the FWHT objectives and be the potential long-term location.

The state forest preserve lands in this area are included in the Wilcox Wild Forest Unit Management Plan.

A5: River and Rail side Trail Description

This is the preferred trail corridor in this area.

This trail corridor would utilize easements on National Grid lands, Nature Conservancy lands, state lands and rail-with-trail sections. The rail-with-trail sections would be utilized to connect the lands listed above. The lands described form the majority of riverside lands along the western shore of the Hudson River between Riparius and North Creek. It would be reasonable to believe that the owners of the lands would be agreeable to allowing a recreational easement for a hiking and mtn. biking trail. This option has the potential to create a quality trail that would be well utilized.

- This is the preferred long-term trail location that is also feasible to achieve in the near term. This trail would meet the majority if not all of the FWHT objectives.
- This corridor would require new trail to be built for it's entire length.
- Potential trail users unique to this corridor would be: water based (paddling and rafting) recreationists and mountain bike riders in the area utilizing the extensive Ski Bowl Park Mtn. Bike trail system.
- The destination along this route would be the experience of walking and biking within view of the river for the majority of the trails length. This view would be of an uninterrupted wild forest for well more than 90 % of the length of the trail.

Specific Issues

This corridor would require the acquisition of recreation easements from National Grid and the Nature Conservancy. An amendment to the Wilcox Wild Forest UMP would also have to be completed to build trail on the state lands. The state lands could be avoided in the interim by utilizing the seasonal dirt road.

New trail construction would have to take place on the entire length of the off road trail location in this corridor.

Remote rail-with-trail sections of trail would have to be developed. Potential recreation easements on adjacent private parcels would eliminate the need for the rail-with-trail sections.

A5: River Road Corridor Description

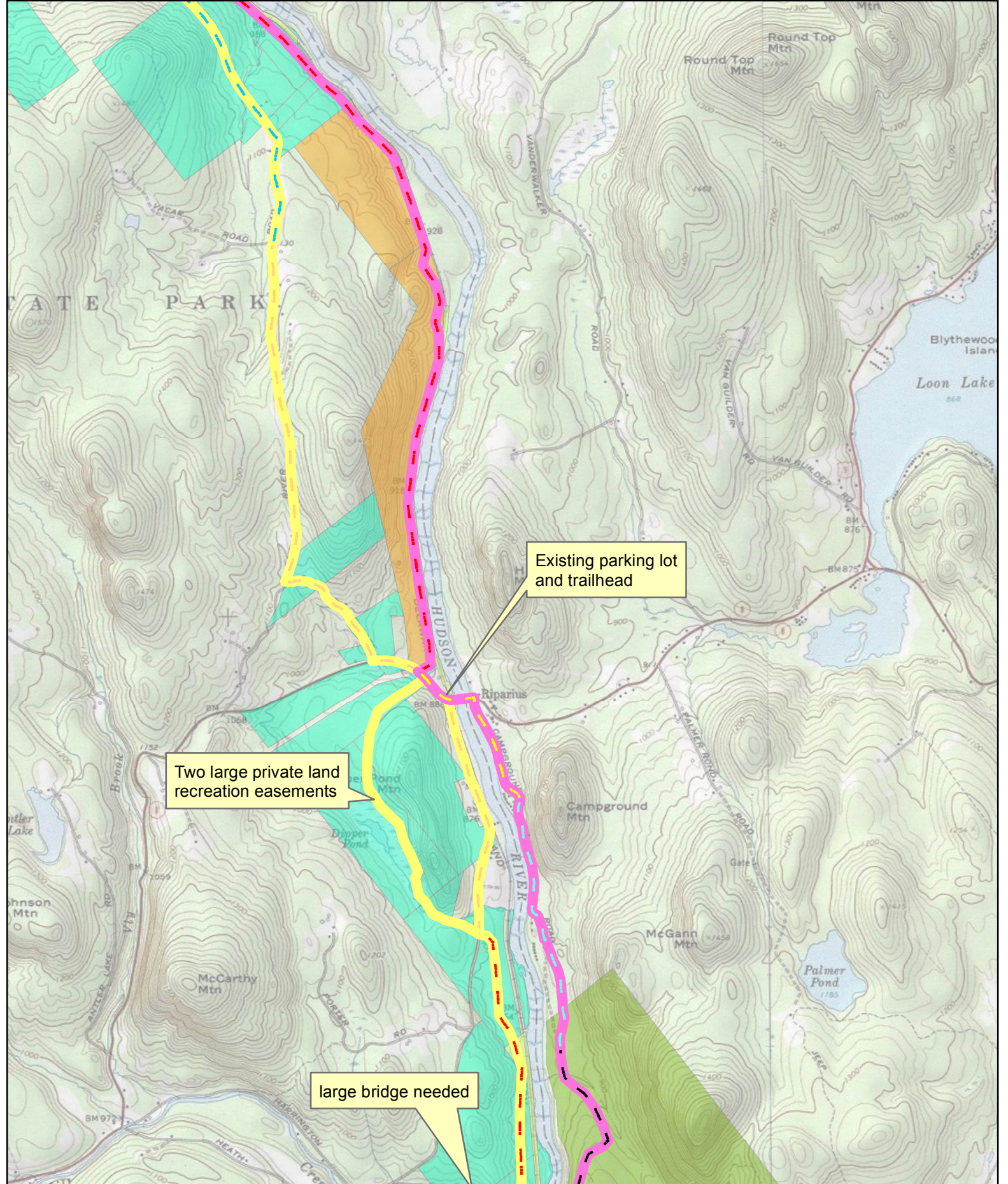
A corridor utilizing the town roads River Road Cutoff and River Road would provide the least desirable hiking option and a reasonable two-track type mtn. bike route. River Road Cutoff is dirt and would require .2 miles of travel along State Rt. 8 to access. River Road has 1 mile of pavement on its southern end before it turns to dirt and seasonal dirt road. This route is also used for the Race-the-Train foot race sponsored by the Johnsburg Dollars for Scholars Committee.

This corridor would utilize existing dirt road for the majority of its length and less than one mile of paved low use/low speed town highway.

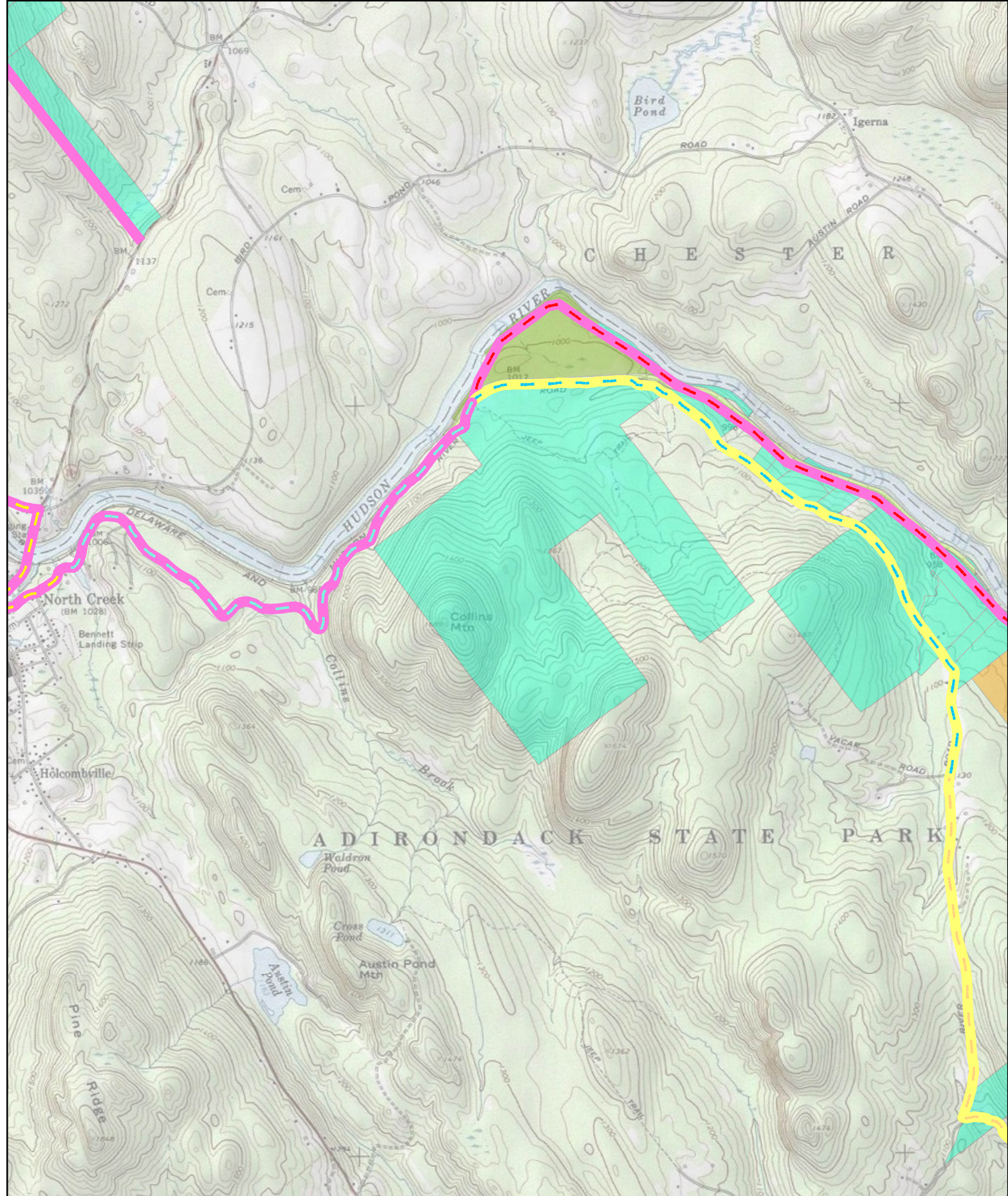
This is a possible short-term route that would not meet the long-term objective of the trail.

A5: Rail-with-Trail Description

This corridor would be immediately adjacent to the river for the majority of its length. The one main exception would be a piece in the middle where the tracks run adjacent to River Road and state forest preserve lands as they cut off a big bend in the river.




Preferred Route:	Alternate 1:	Alternate 2:	Landowners:
existing trail	existing trail	existing trail	National Grid/NIMO
new construction trail	new construction trail	paved road based trail	Private
dirt road based trail	dirt road based trail	temporary trail location	Town/Village/County
paved road based trail	paved road based trail	existing trail	State of New York
potential private land corridor	rail with trail		



**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY
Atlas Page 9 Page 36

Preferred Route:	Alternate 1:	Alternate 2:	Landowners:
existing trail	existing trail	existing trail	National Grid/NIMO
new construction trail	new construction trail	paved road based trail	Private
dirt road based trail	dirt road based trail	temporary trail location	Town/Village/County
paved road based trail	paved road based trail	existing trail	State of New York
potential private land corridor	rail with trail		

Area 5 North
1:30,000
prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.



Area 6 Synopsis – North Creek to the Boreas River

This area is downriver from the Hudson Gorge Wilderness Area, which starts at the trestle across the Hudson River immediately upstream of the confluence with the Boreas River. This is the last area that would allow the use of mtn. bikes on state lands adjacent to the Hudson River. The southern portion of the area is also the last corridor to have riverside roads until you approach the very northern end of the FWHC at Tahawus.

This area has the potential to utilize mountain top trails to add scenic vistas of the Hudson River, its surroundings and the southern Adirondacks.

There are large parcels of state and private lands on both sides of the river in this area. Large private landowners on the east side of the river could potentially preclude development of a trail along east side of the river. There is reason to believe that a trail easement could be acquired on these private lands.

The community of North Creek has an existing trail system that directly connects it to the Siamese Ponds Wilderness Area. This trail connection has made North Creek the potential location for the North Country Scenic Trail (NCST). It would be reasonable and preferable to combine both trails in this area.

The completion of the FWH trail between Tahawus and North Creek would also create a through trail from Keene at the northern edge of the Eastern High Peaks Wilderness Area to the towns of Wells & Hope. This would connect to and create an eastern version of the Northville-Placid Trail, creating an Eastern Adirondack Long Trail (EALT) and a long trail loop in the central Adirondacks almost exclusively on forest trails.

The preferred corridor in this area would be the *Moxham Mtn. Corridor*. It would achieve the majority of the FWHT objectives and create usable connections with other trails being developed in the area.

Trail users unique to this area would include NCST, EALT and wilderness hikers.

The state forest preserve lands in this area are included in the Vanderwhacker Wild Forest Unit Management Plan.

A6: Moxham Mountain Corridor Description

This is the preferred trail corridor in this area.

There are large private land holdings between the Hudson River and State Rt. 28N just upstream of North Creek. It would be preferable to acquire trail easements on these private lands to create a high quality trail alongside the Hudson River and closely connected to the community. These same parcels could preclude trail development alongside the river between North Creek and the end of the 14th Road in the town of Minerva. This corridor would then need to circumvent those properties to the east by acquisition of easements on a few parcels of private land between State Rt. 28N and the Moxham Mtn. state lands. The trail on Moxham Mtn. would then be utilized and a new trail extended across the 14th Road to eventually connect with the Northwoods Club Road in the area of the class one snowmobile trail east of the Boreas River. The new trail would start at the Moxham Mountain trailhead and proceed northwest over the west shoulder of Dutton Mountain. It would then proceed north along the flat beside the Boreas River and connect to the class 1 snowmobile trail.

This corridor would be a major addition to foot trails available to the public in the Town of Chester. It would also continue to expand trail connections directly into the community of North Creek.

- The development of this trail corridor would take a near to long term time period. The potential trail would also meet the long-term objectives of the FWHC trail. The majority of this trail would be for hiking only.
- This trail corridor would require new trail construction between North Creek and the Moxham Mtn. trail and between the 14th Road and Northwoods Club Road.
- Potential trail users unique to this corridor would be Central Adirondack Loop Trail and NCST hikers.
- There are a number of destinations along this route; riverside views, vista of the majority of the Hudson River drainage to the south from the summit of Moxham Mtn. and vistas of the central Adirondacks along Moxham Mtn. ridge.

Specific Issues

The major issue to be undertaken in this corridor is the development of recreational easements on private lands between River Road or State Rt. 28N and state lands on Moxham Mountain.

An amendment to the Vanderwhacker Wild Forest UMP would have to be made to include the FWHT south and north of the Moxham Mtn. trail.

New trail construction would be necessary for a large portion of the length of this corridor. Soils, geology and vegetative cover would make it possible to reasonably build a trail in this area.

A6: West Side Corridor Description

This trail corridor would start on Main Street in North Creek adjacent to the Johnsbury Town Hall and utilize the Caroline Thomas Memorial trail, Ski Bowl Connector trail then the Raymond Brook Ski Trail. Where the Raymond Brook Ski Trail meets Raymond Brook a route north across state lands to the northern end of South Mountain would access the rail tracks and State Rt. 28 in North River. From this point the corridor could follow Rt. 28 or the rail tracks through the community of North River to the area adjacent to Barton Mines Bagging Plant. It would then need a single easement to cross Barton Mine property or become a rail with trail until the state land is reached upriver of the bagging plant. From this point forth the corridor would be on state lands or the rail corridor. To continue up the rail corridor the trail would then require a large and possibly unrealistic crossing of the Hudson by the trestle.

The need to cross the Hudson River would be eliminated if a western corridor were chosen to traverse the area upriver. As the trail would utilize the Griffin Brook drainage south of and prior to reaching the trestle.

- The development of this trail corridor would take a long term time period. The potential trail would also meet the long-term objectives of the FWHC trail. The majority of this trail would be for hiking only.
- Existing public lands and trails and the rail corridor would make trail development on the west side of the river to the hamlet of North River and on to the confluence of the Boreas River feasible in the short and near term. This route would also meet most of the long term objectives of the trail.
- This corridor would require new trail construction between the Raymond Brook Trail and the community of North River and alongside the tracks north of State Rt. 28.
- The destinations along this route would include the community of North River and the riverside kiosks.

Specific Issues

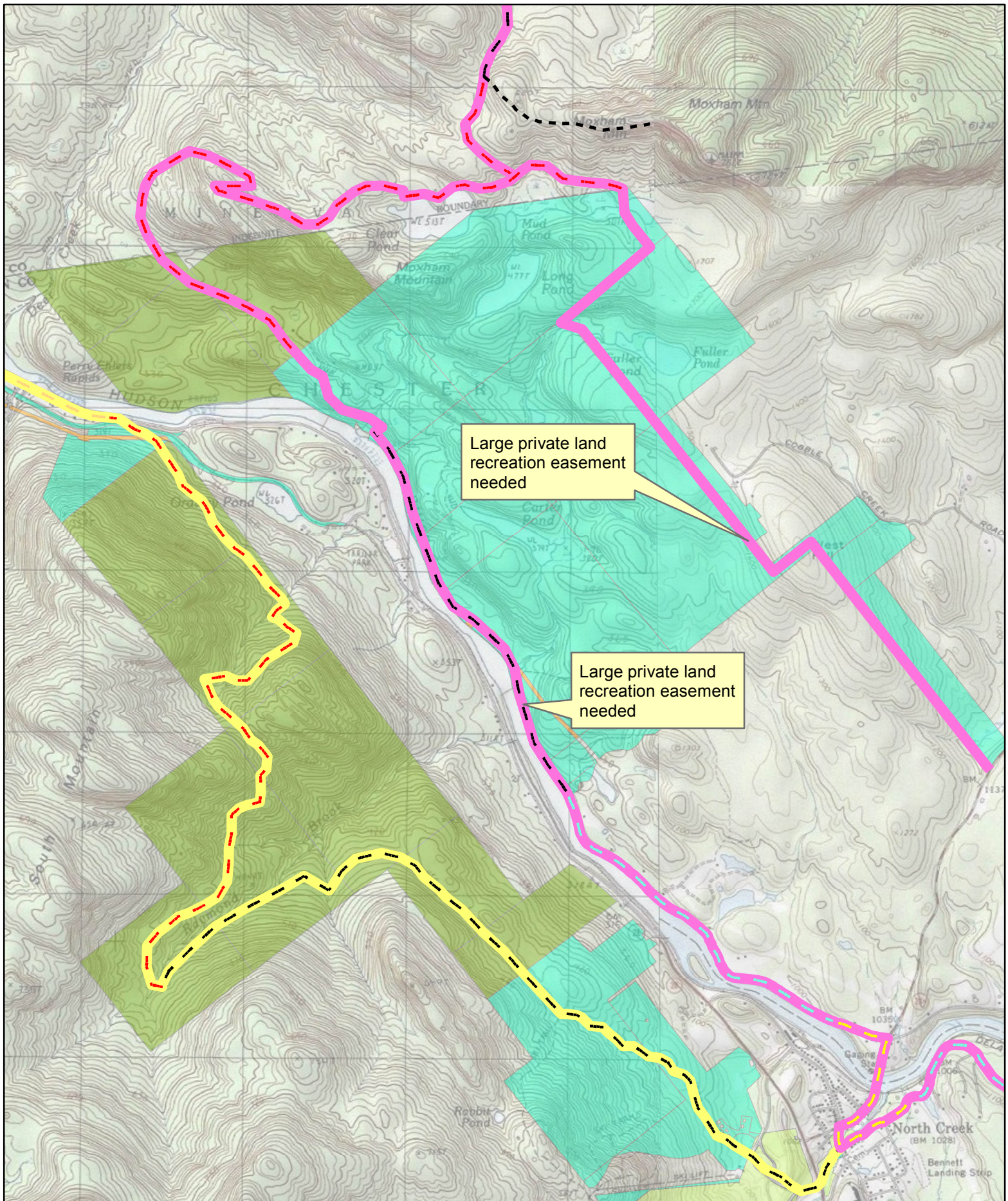
This corridor would require amendment to the Vanderwhacker Wild Forest UMP for new trail construction north of the Raymond Brook Trail. It would also

require either a recreation easement in the area of the Barton Mines Bagging Plant or a rail-with-trail location.

The corridor would also need to utilize the shoulder of State Rt. 28 in the community of North River.

A positive aspect of this corridor is the connection created between the communities of North Creek and North River. It would also be utilizing a portion of the proposed NCST.

A6: Rail-with-Trail Corridor



**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY

Preferred Route:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- potential private land corridor

Alternate 1:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- rail with trail

Alternate 2:

- existing trail
- paved road based trail
- temporary trail location
- existing trail

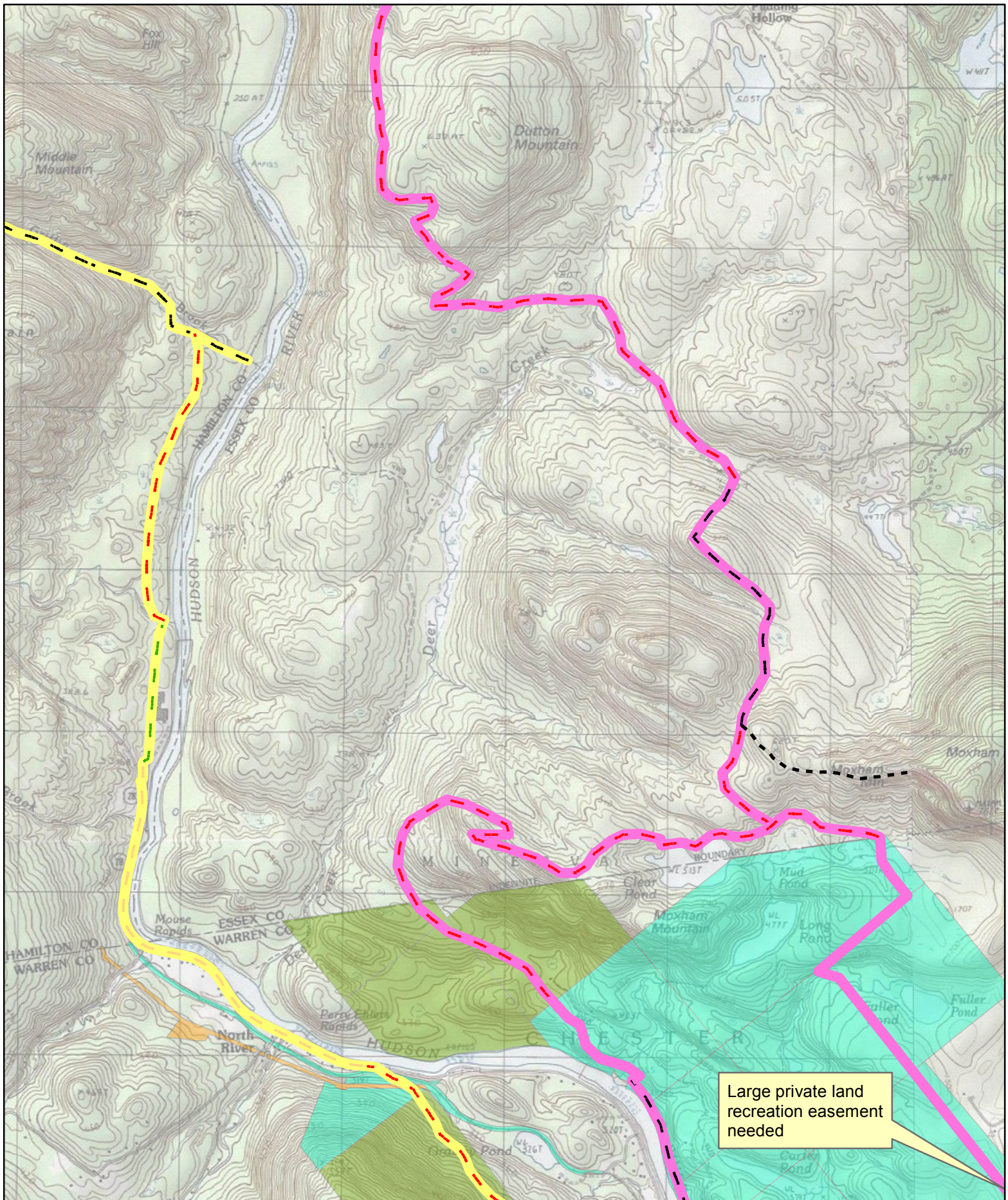
Landowners:

- National Grid/NIMO
- Private
- Town/Village/County
- State of New York



Area 6 South

1:30,000
prepared by Warren County GIS
December 2014
data source: Steve Ovitl,
Wilderness Property Mgmt, Inc.



**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY

Preferred Route:

- - - existing trail
- - - new construction trail
- - - dirt road based trail
- - - paved road based trail
- - - potential private land corridor

Alternate 1:

- - - existing trail
- - - new construction trail
- - - dirt road based trail
- - - paved road based trail
- - - rail with trail

Alternate 2:

- - - existing trail
- - - paved road based trail
- - - temporary trail location
- - - existing trail

Landowners:

- National Grid/NIMO
- Private
- Town/Village/County
- State of New York

Large private land
recreation easement
needed



Area 6 North

1:30,000
prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.

Area 7 Synopsis – Boreas/Hudson to Newcomb

This area has the potential for an extraordinary recreational experience. There is also the potential for the FWHT to connect the community of Newcomb with the Hudson River Gorge Wilderness Area, the Essex Chain of Lakes Primitive Area and the communities of North Creek and Indian Lake. Users of this portion of the FWHT would see and experience the wildest portion of the Hudson River. This experience would be a hallmark of the FWHT system.

This area contains the only state land classified as wilderness in the First Wilderness Heritage Corridor. Because of the sensitive nature and rugged aspects of these lands the FWHT will reside in the highlands away from the river. Three potential corridors are separated by great distance due to the nature, ownership and classifications of public and private lands.

The two corridors closest to the Hudson will be located on state lands and easement properties. They will pass through the Hudson Gorge Wilderness Area, Blue Mtn. Wild Forest and the western corridor will also pass through the Essex Chain of Lakes Primitive Area.

A Highlands Rim East & West Shoreline Corridor is the preferred corridor and will be located in the highlands west of the Boreas River and north and east of the Hudson River until crossing the Polaris Club Bridge. It will then follow the western shore of the Hudson to the community of Newcomb.

A Western Corridor will be located in the highlands south and west of the river. The western corridor would follow the southern rim of the Hudson River Gorge from the area of OK Slip Falls to the Abanakee Dam on the Indian River. It would then follow the newly proposed Essex Chain trail system across the Cedar River to the Polaris Bridge area.

A third and eastern corridor would utilize existing trails. The *Eastern Corridor* would initially remain east of the Boreas River and rail line until crossing State Rt. 28N. It would then head west paralleling Rt. 28N to the community of Newcomb.

The state lands in the *Eastern Corridor* would allow the potential for hiking and mountain bike use. The state lands in the western and east/west corridors would allow hiking and prohibit mountain bike use for half of its length.

The state forest preserve lands between the Boreas River and the Polaris Club Bridge would be included in the Hudson Gorge Wilderness Area. The state forest preserve lands on the west side of the Hudson River from the Polaris Club bridge upriver to Newcomb would be in the Blue Mountain Wild Forest. State lands on the east side of the Hudson and Boreas rivers would be in the Vanderwhacker Wild Forest.

A7: Highlands Rim East & West Shoreline Corridor Description

This is the preferred trail corridor in this area.

The corridor would start where the Northwoods Club Road Bridge crosses the Boreas River. The corridor would follow the highlands west of the Boreas River to Kettle Mountain. Then proceed westerly along the highland rim on the east (north) side of the Hudson River to Dunk Pond and on to the Polaris Club Bridge. The corridor would then cross the bridge and proceed along the western shore of the river to the community of Newcomb and State Rt. 28N by Landfill Road.

The majority of the northern portion of the route starting just north of Dunk Pond and extending to Newcomb would be located on existing trails. The southerly portion of the route would require new trail construction. This corridor maximizes the use of existing trails and keeps the trail away from the heart of the Hudson Gorge Wilderness.

This corridor would offer filtered views of the Hudson Gorge, intermittent destinations at ponds, an opportunity for a hiker to experience the Hudson Gorge Wilderness Area and have the option to take two existing trails a short distance to the rivers edge. This route would also give easy access to the Essex Chain of Lakes Primitive Area.

- The northern portion of this corridor could be completed within a short to near term time period and it would meet the majority of the FWHT objectives. The southern portion of the corridor would take a near to long term time period and would meet all of the trail objectives except the ability to use mountain bikes.
- This trail corridor would require new trail construction from the Northwoods Club Road to the southern end of the Polaris Club property. Existing trail on the Polaris Club and on the western rivers edge north of the Polaris Club Bridge would be utilized.
- Potential trail users unique to this corridor would be NCST hikers and Eastern Adirondack Long Trail hikers.
- The destinations along this route would include; views from the summit of Kettle Mtn., access to Blue Ledge Pool, Dunk Pond, potential filtered views of the Hudson River Gorge, riverside views of the river north of the Polaris Club Bridge and access to the Essex Chain of Lakes Primitive Area.

Specific Issues

The largest issue that this corridor would have to address is acceptance and inclusion in the Hudson Gorge Wilderness UMP. Locating the FWHT on the periphery of the Wilderness and utilizing existing trails for river access is meant to facilitate acceptance into the Wilderness UMP.

An aspect of the trail that makes it very desirable is the connection directly to the community of Newcomb by utilizing existing trails along the river. This section of trail could obviously be used for portaging sections of fast water and be a very desirable hiking and biking experience. This portion is in a Wild Forest Area so the opportunity for it to be accepted into a UMP is reasonable.

A7: Western Corridor Description

This corridor would start at the confluence of Griffin Brook and the Hudson River north of State Rt. 28 and the Barton Mines bagging plant. The corridor would progress westerly on an old trail along Griffin Brook drainage to Black Mountain Pond. It would then proceed northwest past the Pug Hole and on to the OK Slip Falls trail. From this point the corridor would generally follow the southern rim of the Hudson River Gorge to the Indian River where some means of crossing the Indian River would be necessary. There is the potential that new dam repairs would add a walkway to cross the dam and the Indian River. There is one piece of private property adjacent to the dam and Indian River that would potentially prohibit dam access at this time.

This southern portion of the corridor would create access to large portions of state lands and multiple destinations. The opportunity to experience the Hudson Gorge from multiple filtered views, the surrounding wilderness, Black Mtn. Pond and Ok Slip Falls would be the hallmark of this corridor.

From the west side of the Indian River existing trails and a forest road would allow a route north to the proposed bridge site on the Cedar River. There is a high probability that this bridge will be approved and under construction in the near future. From this point the corridor could either proceed to the Essex Chain of Lakes or continue on a proposed snowmobile trail north to the Polaris Bridge Road.

The corridor upriver of the Polaris Club Bridge has two potential routes. An eastern route would connect with the Vanderwhacker Mtn. class one snowmobile trail leading to Moose Pond and the Minerva/Newcomb multiple use trail. A western route would follow the west shore of the Hudson to the community of Newcomb. Either route would utilize existing trail infrastructure. The eastern route trail has the greatest amount of designated trails at this time.

This portion of the corridor from the Indian River north to the Polaris Bridge would allow the use of mountain bikes and provide an intermediate two-track type of riding experience on forest road type surfaces. The potential to take a route past the Essex Chain of Lakes and the bridge crossings of the Hudson and Cedar rivers would be the high points of this portion of the corridor.

- The Hudson Gorge Wilderness Area portion on the southern end of this trail corridor would require all new hiking trail construction. The trail corridor north of the Indian River would utilize existing trails.
- Destinations along this corridor would include; Black Mtn. Pond, the Pug Hole, OK Slip Falls, filtered views of the Hudson River Gorge, the Essex Chain of Lakes and riverside views of the Hudson north of the Polaris Club Bridge.

Specific Issues

This corridor would require acceptance and inclusion in the Hudson Gorge Wilderness Area UMP. It would provide a unique wilderness experience and access some interesting destinations. It would also require extensive trail building and some type of crossing on the Indian River. These issues may preclude it from acceptance.

The central and northern parts of the corridor would be located mainly on two track forest roads precluding the objective of having a single track nature.

A7: Eastern Corridor Description

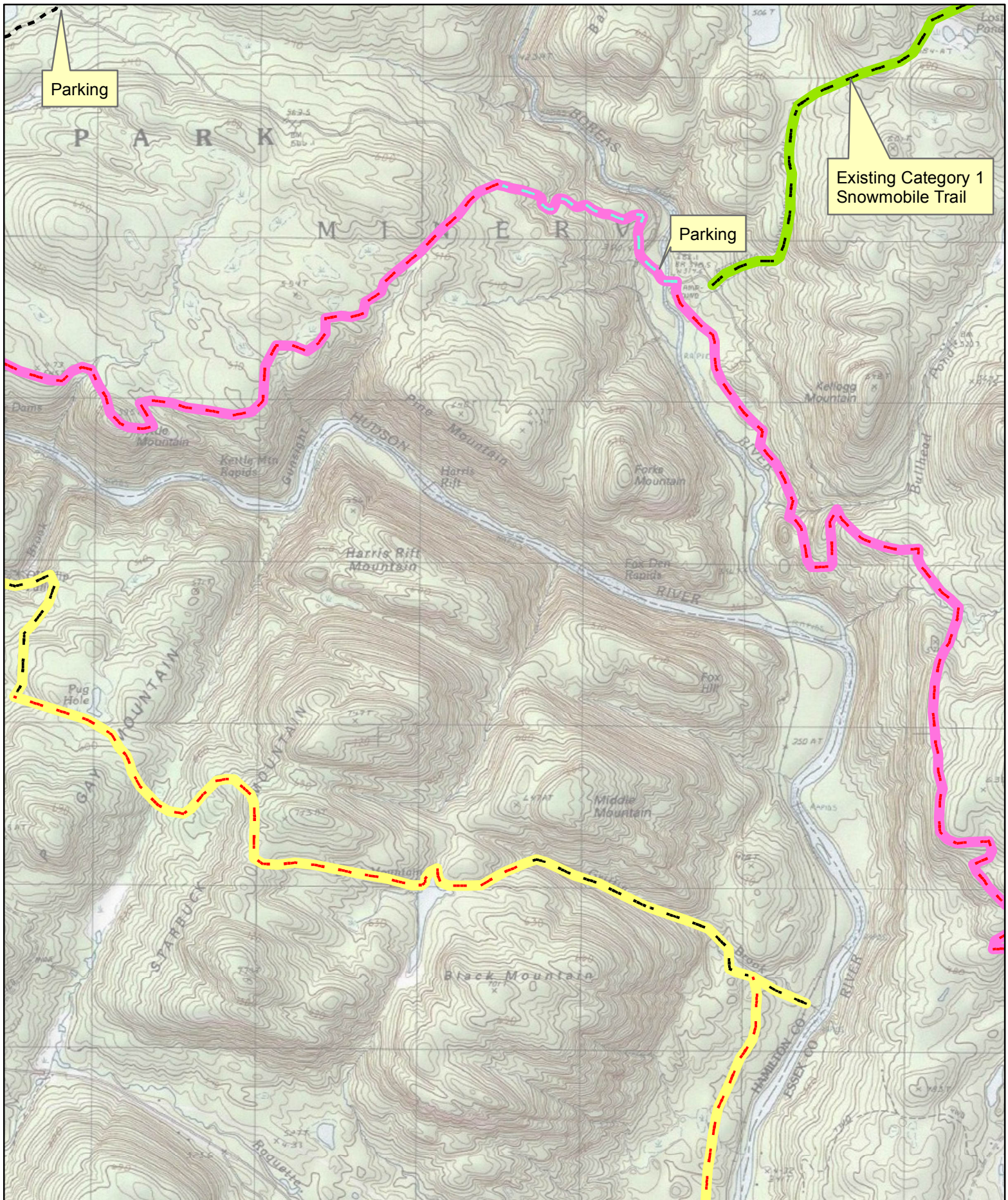
This corridor would start at the class-one snowmobile trail on the north side of the Northwoods Club Road just east of the Boreas River. It would follow the snowmobile trail north to State Rt. 28N then connect up with the proposed Newcomb/Minerva multiple use trail. It would then follow the new multiple use trail west to the Roosevelt Truck Trail and Newcomb.

- This proposed corridor would utilize existing trails for its entire length. The opportunity to visit or experience the Hudson River Gorge Wilderness would be eliminated if this option is chosen. There would be relatively few destination type locations or attractions along this route.
- The development of this trail corridor would take a short to near term time period. This potential trail location would meet some of the long term objectives of the FWHC trail but miss an important opportunity to experience the Hudson Gorge Wilderness Area.

Specific Issues

This corridor would be located on a multi use snowmobile trail for the majority of its length. The location of this corridor removes the potential for the recreationist to experience the Hudson River Gorge and limits the amount of desirable destinations.

The positive aspect of this corridor is the opportunity to use it for the short term while the preferred corridor is being developed.



**Proposed
First Wilderness
Heritage Trail**

Corinth - Tahawus, NY

Atlas Page 12 Page 47

Preferred Route:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- potential private land corridor

Alternate 1:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- rail with trail

Alternate 2:

- existing trail
- paved road based trail
- temporary trail location
- existing trail

Landowners:

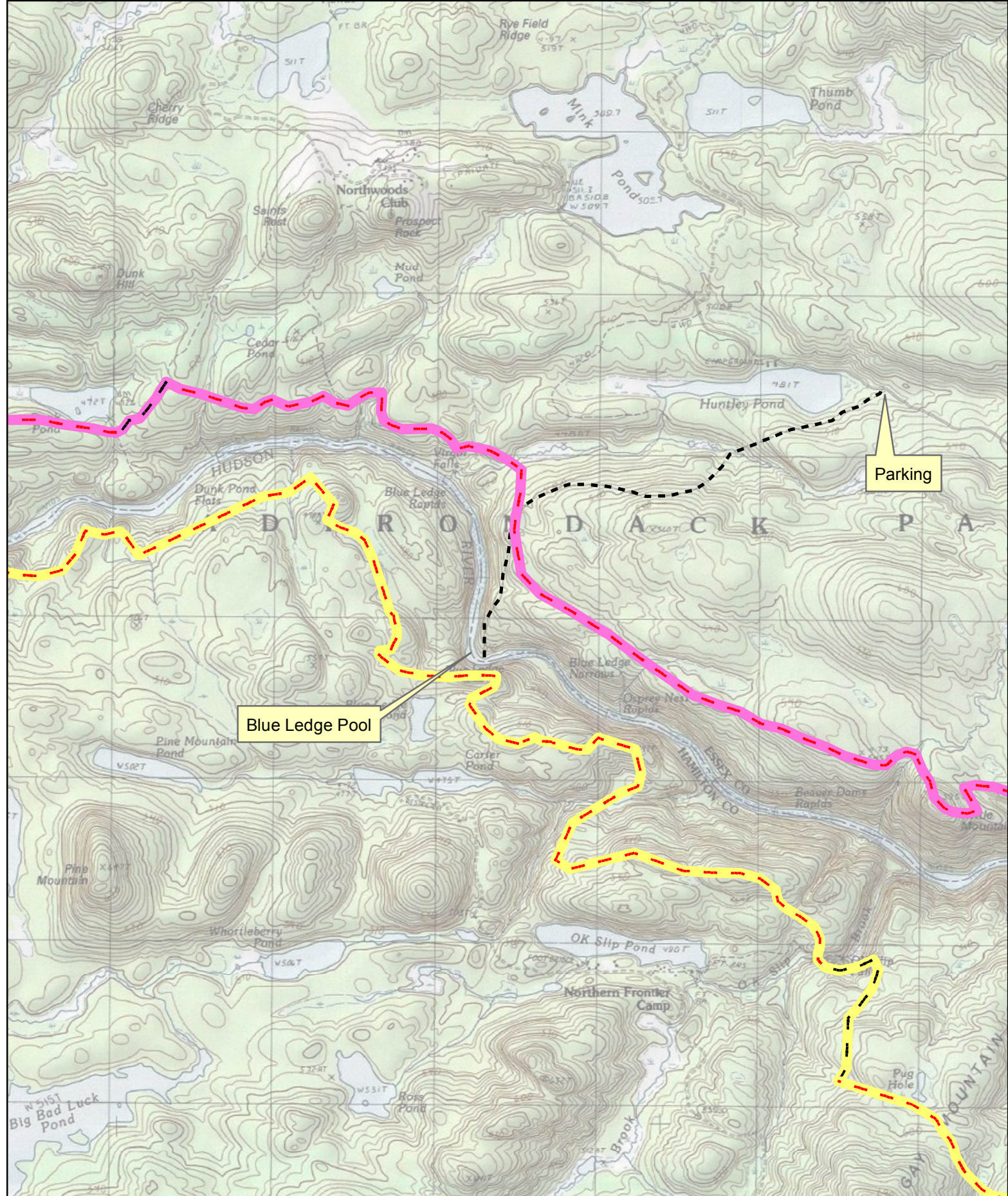
- National Grid/NIMO
- Private
- Town/Village/County
- State of New York



Area 7 South

1:30,000

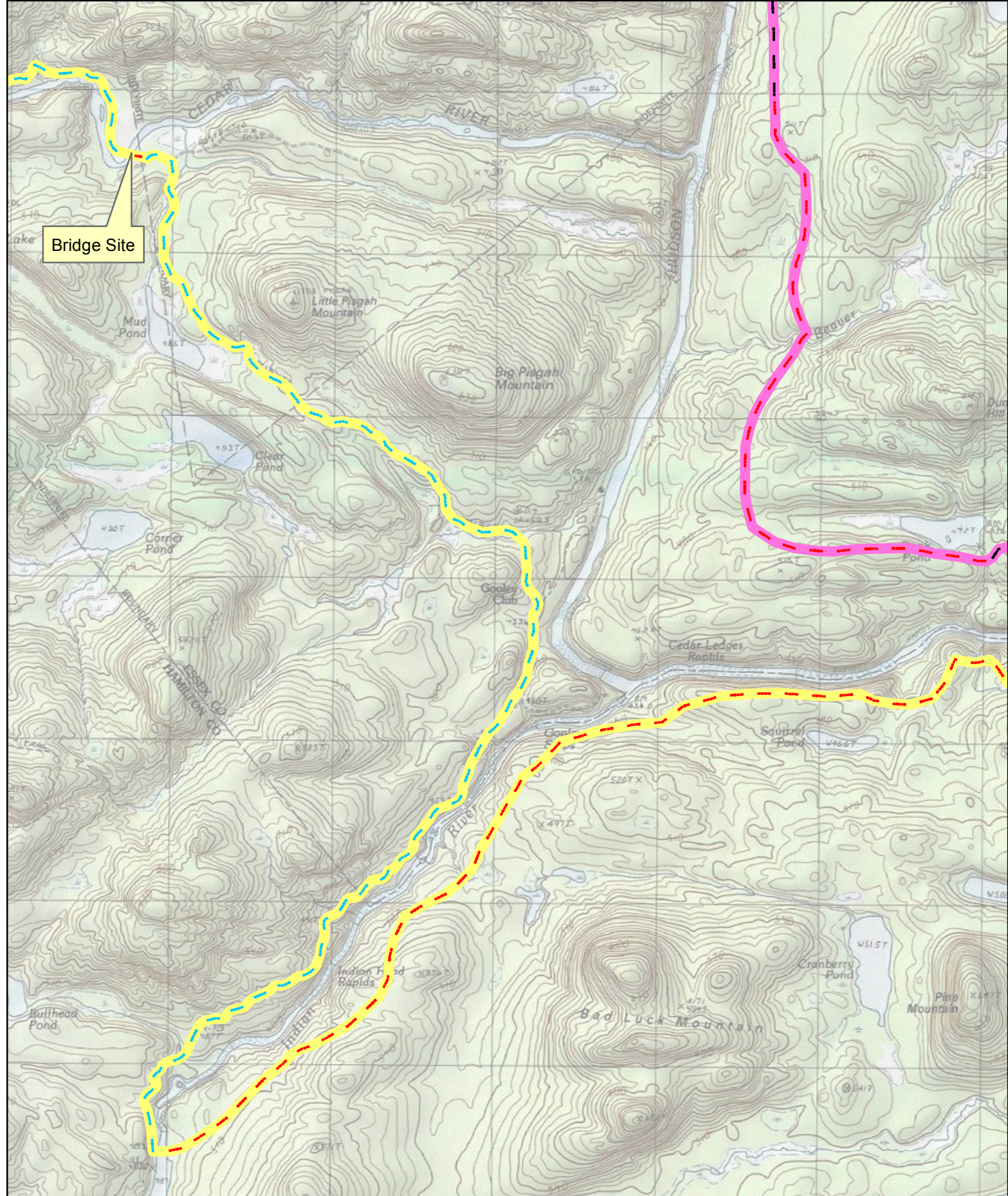
prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.



Proposed First Wilderness Heritage Trail
 Corinth - Tahawus, NY
 Atlas Page 13 Page 48

Preferred Route:	Alternate 1:	Alternate 2:	Landowners:
existing trail	existing trail	existing trail	National Grid/NIMO
new construction trail	new construction trail	paved road based trail	Private
dirt road based trail	dirt road based trail	temporary trail location	Town/Village/County
paved road based trail	paved road based trail	existing trail	State of New York
potential private land corridor	rail with trail		

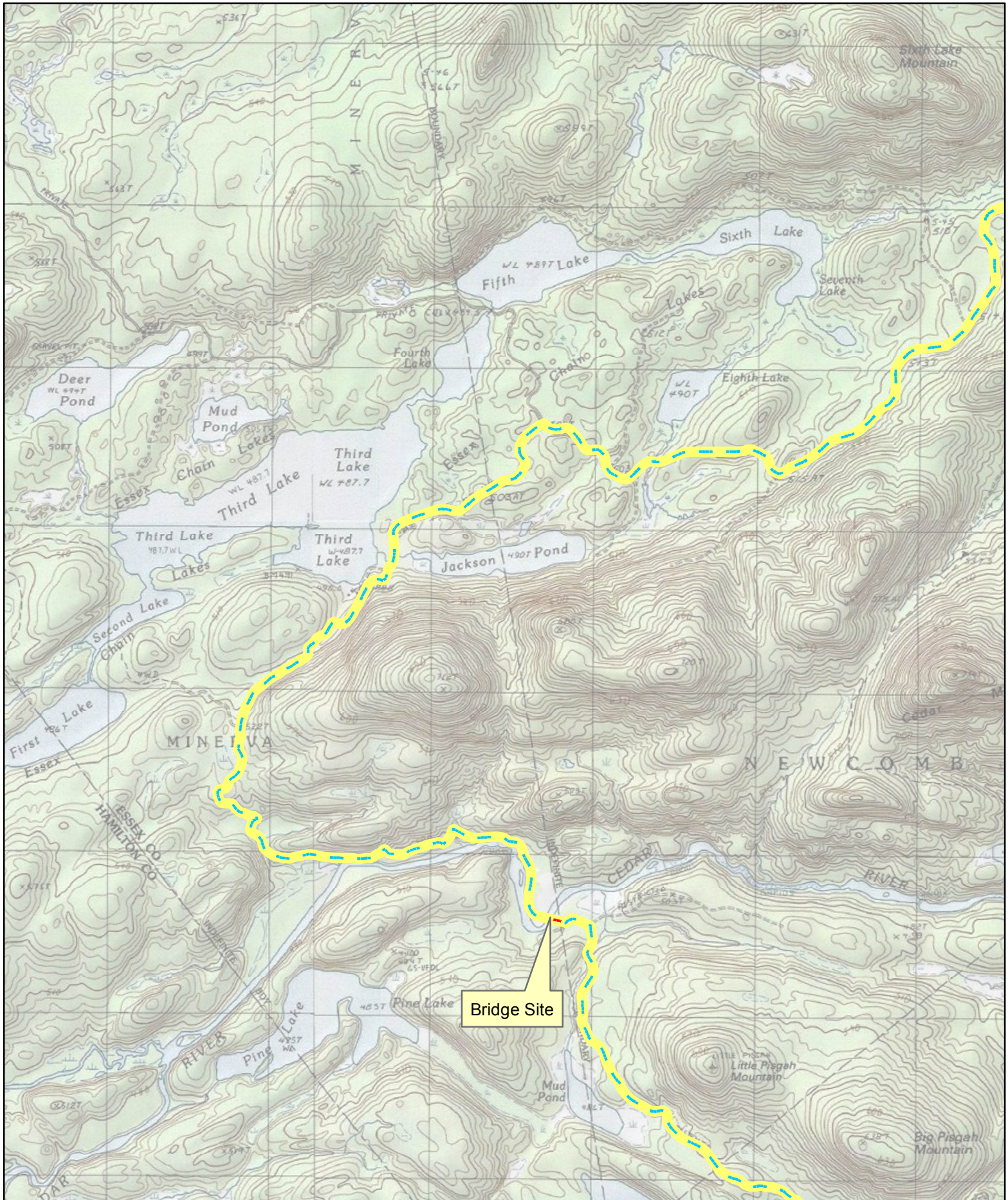
Area 7 S Central
 1:30,000
 prepared by Warren County GIS
 December 2014
 data source: Steve Ovitt,
 Wilderness Property Mgmt, Inc.



**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY
Atlas Page 14 Page 49

Preferred Route:	Alternate 1:	Alternate 2:	Landowners:
existing trail	existing trail	existing trail	National Grid/NIMO
new construction trail	new construction trail	paved road based trail	Private
dirt road based trail	dirt road based trail	temporary trail location	Town/Village/County
paved road based trail	paved road based trail	existing trail	State of New York
potential private land corridor	rail with trail		

Area 7 Central
1:30,000
prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.



**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY

Preferred Route:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- potential private land corridor

Alternate 1:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- rail with trail

Alternate 2:

- existing trail
- paved road based trail
- temporary trail location
- existing trail

Landowners:

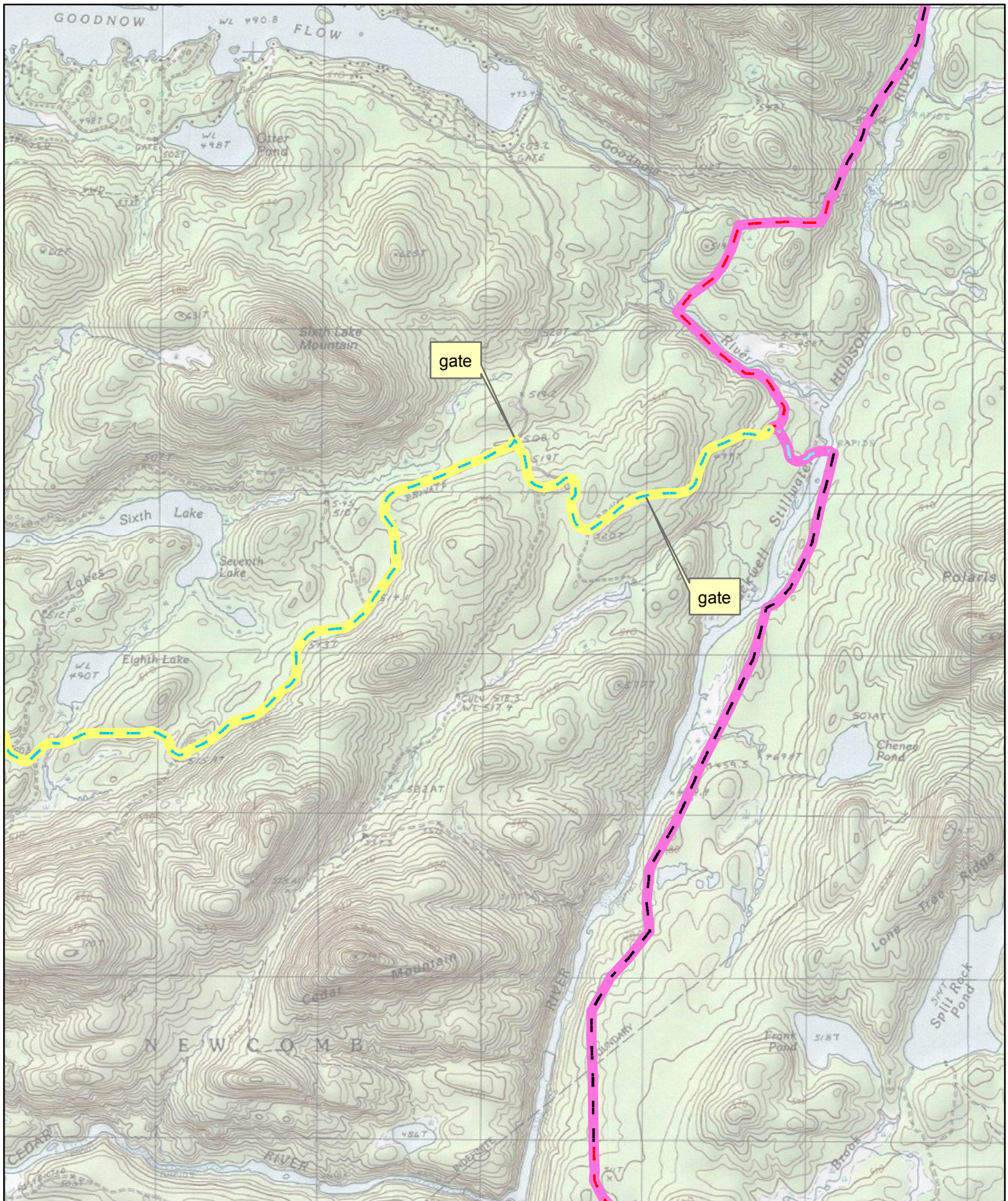
- National Grid/NIMO
- Private
- Town/Village/County
- State of New York

Area 7 NW Central



1:30,000

prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.



**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY

Preferred Route:

- - - existing trail
- - - new construction trail
- - - dirt road based trail
- - - paved road based trail
- - - potential private land corridor

Alternate 1:

- - - existing trail
- - - new construction trail
- - - dirt road based trail
- - - paved road based trail
- - - rail with trail

Alternate 2:

- - - existing trail
- - - paved road based trail
- - - temporary trail location
- - - existing trail

Landowners:

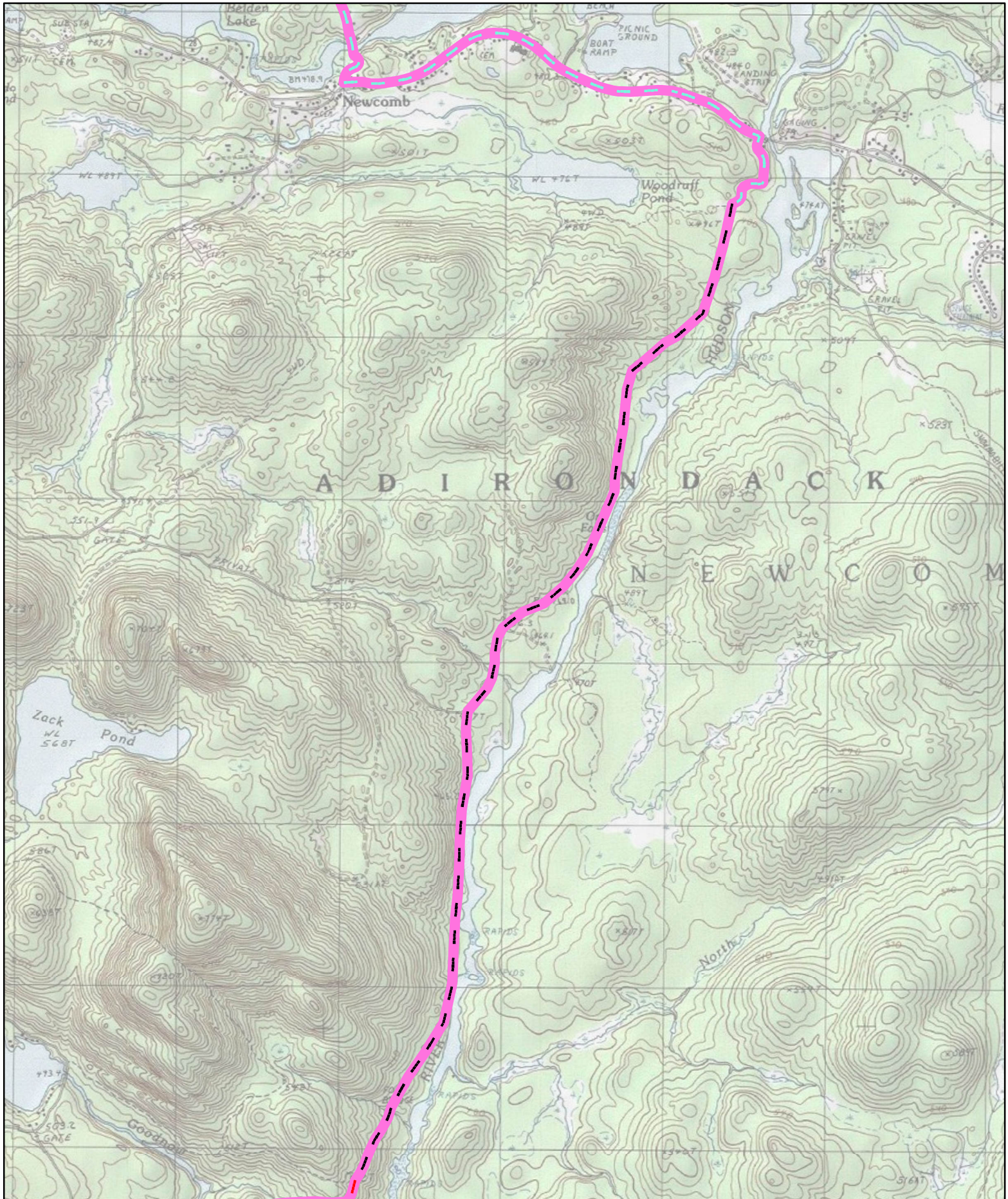
- National Grid/NIMO
- Private
- Town/Village/County
- State of New York

Area 7 N Central



1:30,000

prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.



**Proposed
First Wilderness
Heritage Trail**

Corinth - Tahawus, NY

Preferred Route:

- existing trail
- - - new construction trail
- - - dirt road based trail
- - - paved road based trail
- - - potential private land corridor

Alternate 1:

- existing trail
- - - new construction trail
- - - dirt road based trail
- - - paved road based trail
- - - rail with trail

Alternate 2:

- existing trail
- - - paved road based trail
- - - temporary trail location
- - - existing trail

Landowners:

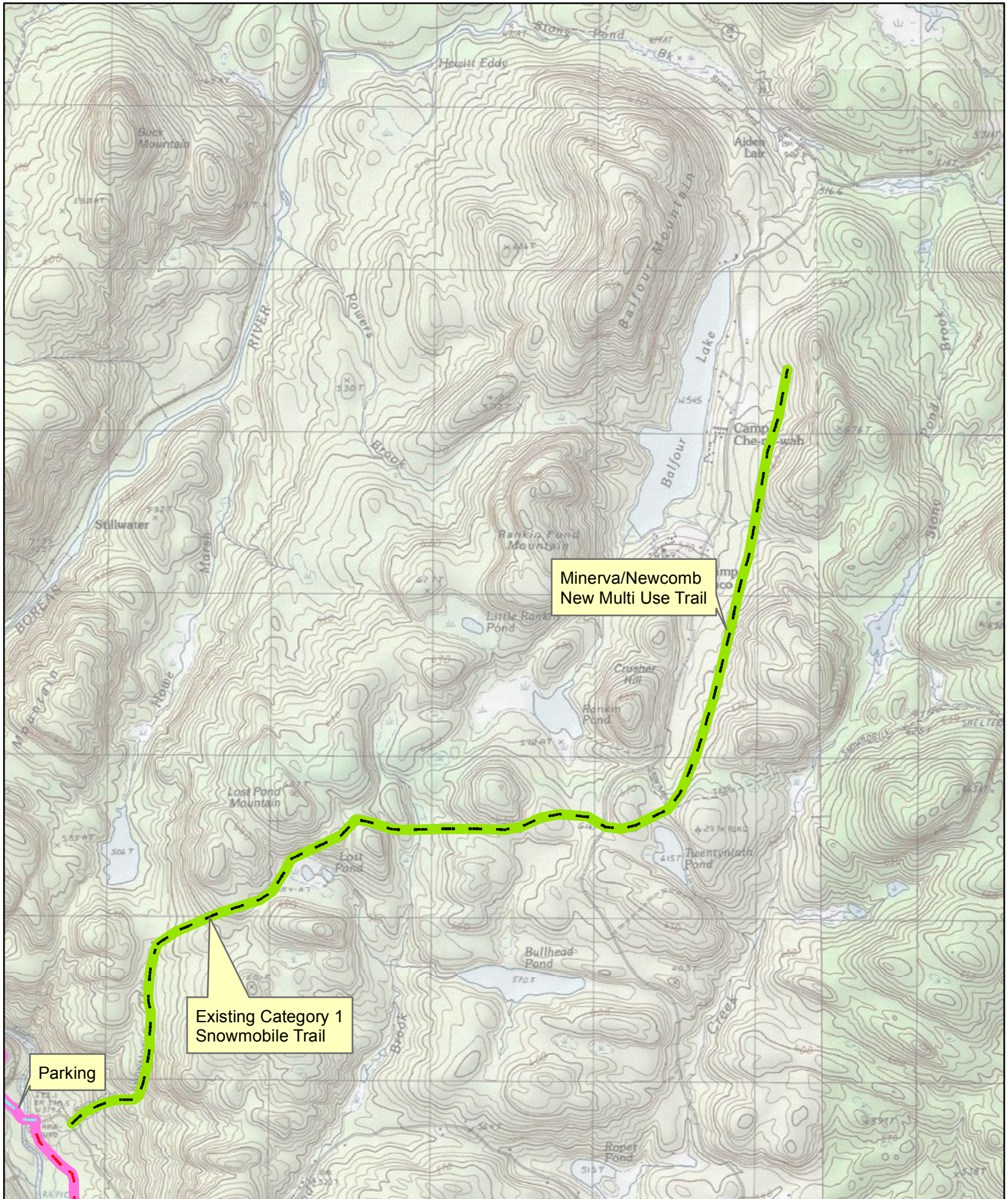
- National Grid/NIMO
- Private
- Town/Village/County
- State of New York



Area 7 North

1:30,000

prepared by Warren County GIS
December 2014
data source: Steve Ovit,
Wilderness Property Mgmt, Inc.



**Proposed
First Wilderness
Heritage Trail
Corinth - Tahawus, NY**

Preferred Route:

- existing trail
- - - new construction trail
- · - · - dirt road based trail
- · - · - paved road based trail
- · - · - potential private land corridor

Alternate 1:

- existing trail
- - - new construction trail
- · - · - dirt road based trail
- · - · - paved road based trail
- · - · - rail with trail

Alternate 2:

- existing trail
- · - · - paved road based trail
- - - temporary trail location
- - - existing trail

Landowners:

- National Grid/NIMO
- Private
- Town/Village/County
- State of New York

Area 7 Alternate



1:30,000

prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.

Area 8 – Newcomb to Tahawus

This area offers limited options for trail corridors due to large private land holdings and multiple large stream crossings on the rail line. Recent landownership and easement changes have provided an opportunity for single and excellent trail corridor. This corridor would be located completely on state lands and easement properties.

This route would also create a hiking trail connection between the High Peaks Wilderness Area access at the Upper Works Trailhead and the community of Newcomb. Providing an opportunity for hiking recreationist utilizing the FWHT to travel through the community.

The corridor would start at Santanoni Road in Newcomb and head north to Camp Santanoni on Newcomb Lake, up the west side of Sucker Brook drainage to Lake Andrew and on to the Bradley Pond Trailhead just north of Tahawus.

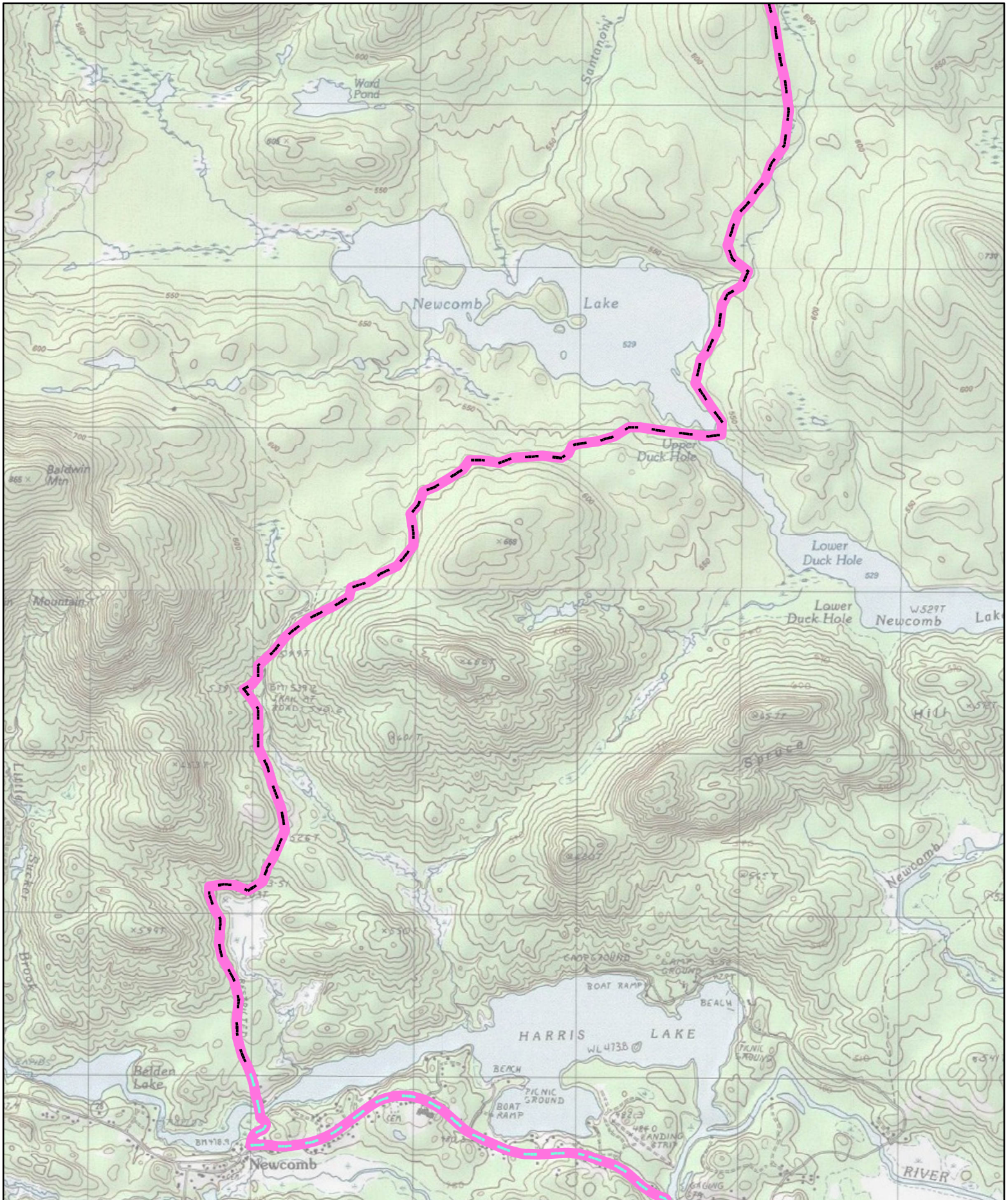
This is the preferred and only trail corridor in this area.

The northern portion of this corridor would be located on the edge of the High Peaks Wilderness Area. The southern portion would be in the Vanderwhacker Wild Forest and the Camp Santanoni Historic Area would be located in the middle of the corridor.

- This corridor could be completed within a short to long term time period and meet all the FWHT objectives except the use of mountain bikes.
- This corridor would only require short sections of new trail to be constructed. Over half of the length of this corridor is on designated trails and the majority of the remainder is located on existing trails that are not currently designated.
- Potential trail users unique to this corridor would be Eastern Adirondack Long Trail hikers.
- Destinations along this corridor would include; Great Camp Santanoni, Newcomb Lake and Lake Andrew.

Specific Issues

Amending and including trail development in the three applicable state land UMP's will be the biggest hurdle for this corridor. Existing trails make trail construction reasonable in a short period of time.



**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY
Atlas Page 19 Page 55

Preferred Route:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- potential private land corridor

Alternate 1:

- existing trail
- new construction trail
- dirt road based trail
- paved road based trail
- rail with trail

Alternate 2:

- existing trail
- paved road based trail
- temporary trail location
- existing trail

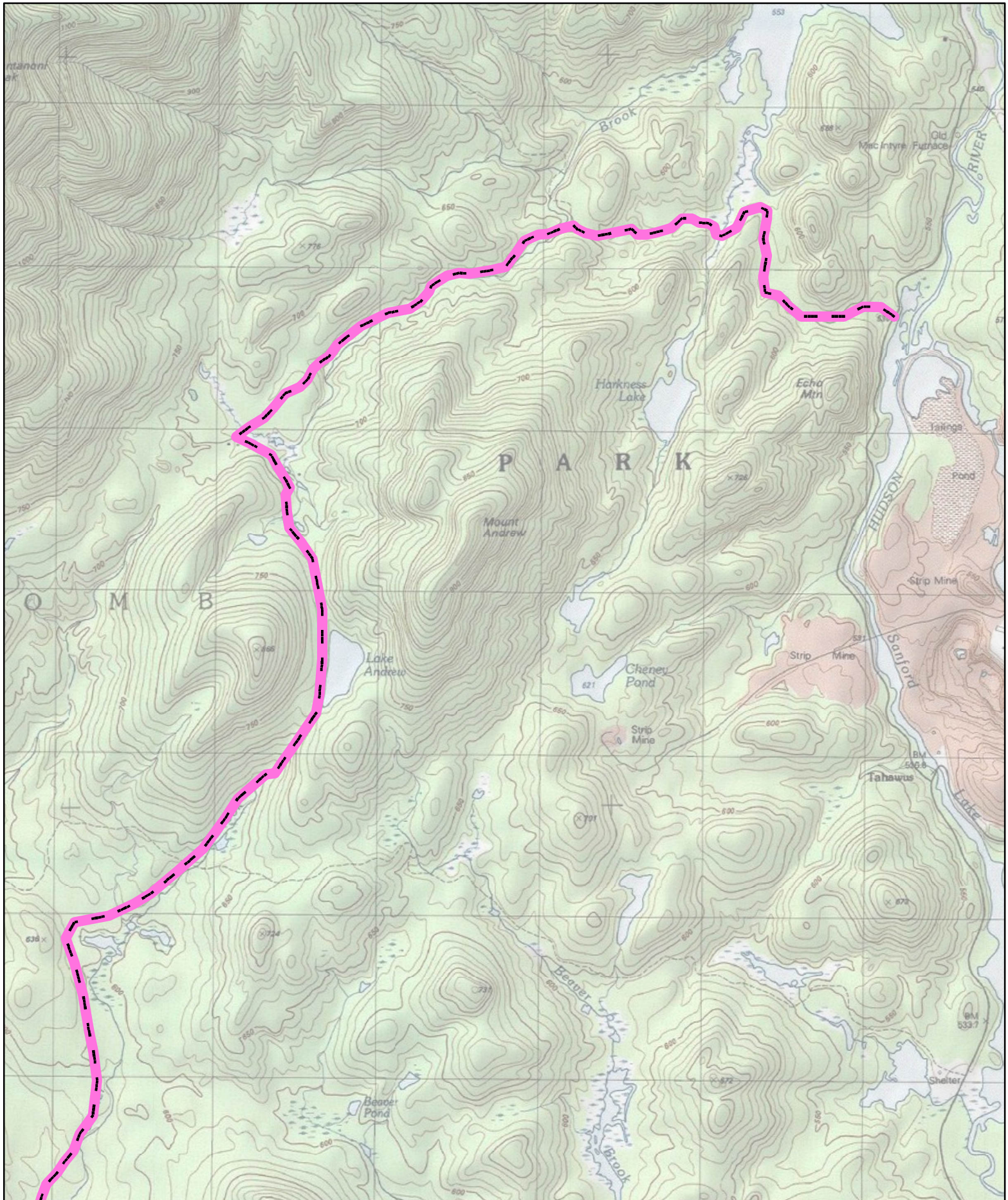
Landowners:

- National Grid/NIMO
- Private
- Town/Village/County
- State of New York



Area 8 South

1:30,000
prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.



**Proposed
First Wilderness
Heritage Trail**
Corinth - Tahawus, NY
Atlas Page 20 Page 56

Preferred Route:

- existing trail
- - - new construction trail
- · - · - dirt road based trail
- · - · - paved road based trail
- · - · - potential private land corridor

Alternate 1:

- existing trail
- - - new construction trail
- · - · - dirt road based trail
- · - · - paved road based trail
- · - · - rail with trail

Alternate 2:

- existing trail
- · - · - paved road based trail
- - - temporary trail location
- - - existing trail

Landowners:

- National Grid/NIMO
- Private
- Town/Village/County
- State of New York



Area 8 North

1:30,000
prepared by Warren County GIS
December 2014
data source: Steve Ovitt,
Wilderness Property Mgmt, Inc.

VI. Suggested Initial Actions

The initial trail development actions should focus on existing trails that are either already listed in approved land use management plans or on private lands with willing partners. This action will expedite the initial formation of trail segments that can continue to expand to form the trail.

Area 2 North

There is existing trail on state lands in the area known as the Hudson River Recreation Area that is listed in the Lake George Wild Forest Unit Management Plan. This UMP should be finalized in 2015 allowing for the implementation of the trail segment shown on the attached map illustrating this area.

Area 3 South

Procure a private land easement on lands south of the Warren County Fish Hatchery so an existing trail can be utilized that will allow the community of Warrensburg access to a segment of the FWHT. The existing trail is illustrated on the attached map of this area.

Contact SUNY ESF about developing a trail on Pack Forest lands.

Area 4 South

Contact two large private landowners surrounded by state land on the east side of the Hudson south of Riparius in the vicinity of Washburn Eddy about easements. There is existing trail in this area that could easily be used and is illustrated on the attached map of this area.

Area 5 South

Contact National Grid about procuring a recreational easement for the area adjacent the railroad tracks and river.

Area 6 South

Contact owner of the Clear Pond property about procuring a recreational easement. Existing trail could make this a very quickly developed trail segment that is easily accessible by the community of North Creek. The potential trail segments are illustrated on the attached maps of this area.

Areas 7 & 8

Work with DEC to develop amendments and additions for existing and under development Unit Management Plans.