

Forest Preserve Work Plan
for
Construction of New Facilities and Expansion or
Modification of Existing Facilities
Fiscal Year 2023

WP 291

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

<u>Region</u>	<u>Project Title</u>
6	Pine Lake Trail Damaged Bridge Replacement

<u>Project Type</u>	<u>Town(s)</u>	<u>County</u>	<u>Management Unit</u>
Modification of Existing Facility	Greig	Lewis	Independence River Wild Forest

Description of Desired Condition(s) for Project:

Management of the Pine Lake Trail is guided by the Independence River Wild Forest Unit Management Plan (UMP). Desired conditions are addressed in two categories below.

Protect Wild Forest Character and Natural Resources:

The Adirondack Park State Land Master Plan states that “the primary wild forest management guideline will be to protect the natural wild forest setting and to provide those types of outdoor recreation that will afford public enjoyment without impairing the wild forest atmosphere.” Hiking, and hiking trails are permitted within Wild Forest, as are public snowmobile trails, subject to basic guideline 4 - “public use of motor vehicles will not be encouraged” and a series of snowmobile trail specific guidelines which mostly focus on siting of trails.

Wild Forest is further managed to achieve “an essentially wild character,” (APSLMP) and to protect natural resources. The SEQR negative declaration associated with the 1986 Independence River Wild Forest UMP notes "When bridges become impassible, the public then begins to by-pass the bridge and ford the subject stream. Proper maintenance of key bridges on major access routes will provide insurance that those streams will be protected while insuring continuing public access." In this spirit, maintaining bridges to provide public access on Pine Lake Trail is believed to be consistent with Wild Forest character and appropriate to minimize environmental impacts from recreational access.

Facilitate Access and Enjoyment of the Forest Preserve:

The Pine Lake Trail has served hikers and snowmobilers for decades. It was first “designated” for these uses in the 1986 Independence River Wild Forest UMP. The trail was later designated as a “class I” snowmobile trail in a 2011 amendment to the UMP, however this trail classification system has since been abandoned. The 1986 UMP echoes APSLMP themes, identifying land management goals to “sustain and protect the Wild Forest setting” and providing for “a variety of recreational pursuits which are compatible with the spirit of the Wild Forest concept as stated in the State Land Master Plan.” As previously mentioned, hiking and snowmobile trails are permitted in Wild Forest, and these uses are compatible with a Wild Forest setting. The Adirondack Park State Land Master Plan (APSLMP) states that “when public access to and enjoyment of the wild forest areas are inadequate, appropriate measures may be undertaken to provide improved access to encourage public use consistent with wild forest character.” In this spirit, providing bridged crossings along Pine Lake Trail is desirable and consistent with Wild Forest guidelines to provide access to the remote southwest portion of the Independence River Wild Forest, as well as the adjacent Ha-De-Ron-Dah Wilderness for hikers.

Description of Project Specifications:

The 1986 Independence River Wild Forest Unit Management Plan (UMP) documented five "secondary "bridges on the Pine Lake Trail, and several additional bridges have been installed since. All bridges along the trail are 6-feet wide,

excepting the major inlet bridge near the Lost Lake Trail junction. Bridges on Pine Lake Trail are used by snowmobiles in the winter, and hikers in the summer - the existing 6-foot wide structures accommodate both of these uses.

This work plan is to replace a damaged bridge located at coordinates: 43.707951 -75.151424 where the existing bridge stringers have failed. The new bridge will be constructed in the same location, with same size bridge. The current bridge is 20-feet long x 6-feet wide and is constructed with two round timber stringers. The new bridge will be 20-feet long x 6-feet wide. Consistent with the attached standard forest preserve bridge design, the new bridge will be constructed with dimension lumber stringers and sill abutments that are 8-feet wide. The area where abutments are installed will be excavated to allow for the new bridge decking to be level with the trail, as is the case with the current bridge. Should rock or other impediments to excavation prevent the bridge from being completely level with the trail surface, small ramps will be constructed from crushed granite aggregate (material will be delivered using All-terrain vehicles and a Tigrecar5800).

The new bridge construction sequence will consist of 1) deliver the new bridge materials to the site, 2) install silt fence, 3) remove the old bridge structure, 4) excavate and install new sill abutments, 5) install new bridge structure and decking, and 6) remove silt fence, 7) install standard snowmobile bridge signage.

No tree cutting (>1" DBH) will be required to install the new bridge, and only nominal site disturbance will occur outside of the bridge footprint.



While not readily apparent from pictures, the stringers have failed in the center of the bridge, and the bridge now rests in the crossing (an inlet to Pine Lake). Existing bridge facing east (left), existing bridge facing west (right)

Description of Measures Taken to Avoid, Mitigate and Minimize Impacts to Natural Resources:

No trees >1" DBH will be cut as part of this work plan. Earth disturbance will be limited to the excavation of the existing abutments for removal and farther excavation at the abutment sites to accommodate new sill abutments (8-feet wide x 11 inches wide) on each side of the crossing. Excavation of the new abutment sites may involve temporarily disturbing an area nominally larger than the abutments themselves, however any excess excavated material will be replaced after abutments are in place. All excavation will be completed by hand. All work will occur within the 8-foot width of the existing Pine Lake Trail.

Impacts to the inlet stream the bridge crosses and associated wetlands will be achieved by avoiding any cutting of vegetation or excavation outside of the trail footprint, and by the temporary installation of silt fence parallel to each side of the inlet stream. The new bridge is anticipated to be resilient to future erosion and flooding as the current bridge of the same size adequately spanned the stream and did not exhibit any erosion problems prior to being damaged.

Lastly, no Rare, Threatened or Endangered species or notable plant communities or habitats have been identified within the vicinity of this project (screening completed using Natural Heritage Program Project Review GIS layers).

Analysis of Project Location and Design Alternatives:

The alternatives considered rather than replacing the current bridge with one of the same size are as follows: Firstly, the option to install a culvert instead of a bridge at this site is not viable because culverts are nonconforming structures on trails in Wild Forest. A “no action” alternative in which the current bridge is removed and this site is retained as an unbridged crossing is not a preferred option because environmental impacts from an unbridged crossing would be significantly greater, and public use of the trail would be significantly impaired/more difficult. The stream channel at this site is pronounced, so the current trail tread is several feet above the stream below.

Installing a narrower bridge is not a preferred option because a narrower width would be inadequate to accommodate continuing snowmobile use of this trail. The Pine Lake Trail is a designated, but ungroomed snowmobile trail. Excepting one 5-foot wide bridge, all other nine (9) bridges on the Pine Lake Trail are 6-feet wide – believed to be the minimum bridge width to safely accommodate snowmobiles in the winter and hikers in the summer. A narrower bridge would not require cutting any vegetation or additional excavation.

Installing a wider bridge is not a preferred option because a wider width is unnecessary on this trail. As previously mentioned, nine out of ten other bridges on this trail are 6-feet wide and feedback from the snowmobiling community is consistent that this width is adequate to provide access on the Pine Lake Trail. A wider bridge is also unnecessary for hiker use. The Department aspires to install the minimum sized bridge structure in this location to accommodate allowable public use, while affording the desired benefits a bridged crossing provides (mostly environmental and improved visitor experience). Installing a wider bridge would require cutting of a small amount of vegetation >1” DBH, excavation of a larger area in order to install wider abutments, and would likely require a wetland permit from the Adirondack Park Agency.

Installing a 6-foot wide x 20-foot long bridge with 8-foot wide sill abutments is proposed because this structure is the minimum size required to accommodate continued public use and enjoyment of the Pine Lake Trail by hikers and snowmobilers while minimizing environmental impacts at this crossing. The bridge design utilizes a standard engineered design consistent with most other bridges on the Pine Lake Trail.

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

If conditions allow, bridge materials will be delivered using snowmobiles. However, because the current damaged bridge presents environmental and user safety issues, if snow cover is not present upon approval of this work plan, Kubota All-Terrain Vehicles (ATVs) and a Tigrecar5800 will be used to deliver materials rather than waiting for next winter. CP-17 applies.

Description of Applicable Standards for Accessibility by People with Disabilities:

The Pine Lake Trail is not an Accessible trail. The proposed bridge will use the standard forest preserve snowmobile bridge and sill plate engineer designs (attached to this work plan).

Other Relevant Considerations:

The current bridge stringers are broken in the center of the span, and the bridge rests in the stream channel. This presents environmental and user safety issues. As such, this project should be addressed as soon as possible.

Prepared by (Name & Title): Matt Nowak; Environmental Program Specialist 1 (NR)
Phone: 315-376-3521

Date: 2/27/2023

Approvals:

Comments:

REGULATORY CLEARANCE CHECKLIST – STATE LANDS and CONSERVATION EASEMENT PROJECTS

PROGRAM	PERMIT	REQUIRED		SECURED BY	COMMENTS
		YES	NO	(NAME)	
Air Resources	Restricted Burning	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Mineral Resources	Mining	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Materials Management	Solid Waste Mgt. Fac.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Water	Dam Safety Review	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Const. in Flood Hazard	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Public Water Supply	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	SPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Spills Management	Petro. Bulk Storage	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Lands and Forests	Unit Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	M. Nowak	Independence River Wild Forest UMP designated trail and notes bridge to be replaced. Applicable pages attached.
	Tree Cutting	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Protected Native Plants	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Historic Preservation	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Fish and Wildlife	Freshwater Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Per consultation with APA wetland biologist no wetlands
	Wild Scenic & Rec. River	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Compliance Services	Other Protection of Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	EAF	<input checked="" type="checkbox"/>	<input type="checkbox"/>	M. Nowak	Completed for IRWF UMP
	Negative Declaration	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Env. Impact Statement	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Water Quality Cert.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
DEC (other)	CP-17	<input checked="" type="checkbox"/>	<input type="checkbox"/>	M. Nowak	Application submitted with work plan.
	Commissioner (aircraft, motorized equipment)	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Flight Request	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Contract Clearance Sh.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	DOB Exemption	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Other Agencies	APA MOU	<input checked="" type="checkbox"/>	<input type="checkbox"/>	M. Nowak	Consultation completed. SL2022-0020 attached.
	APA Wetlands Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>		SL2022-0020 attached.
	Corps. of Engineers	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Building Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Local Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Easements	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Highway Enter DOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

	Wastewater Disposal	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
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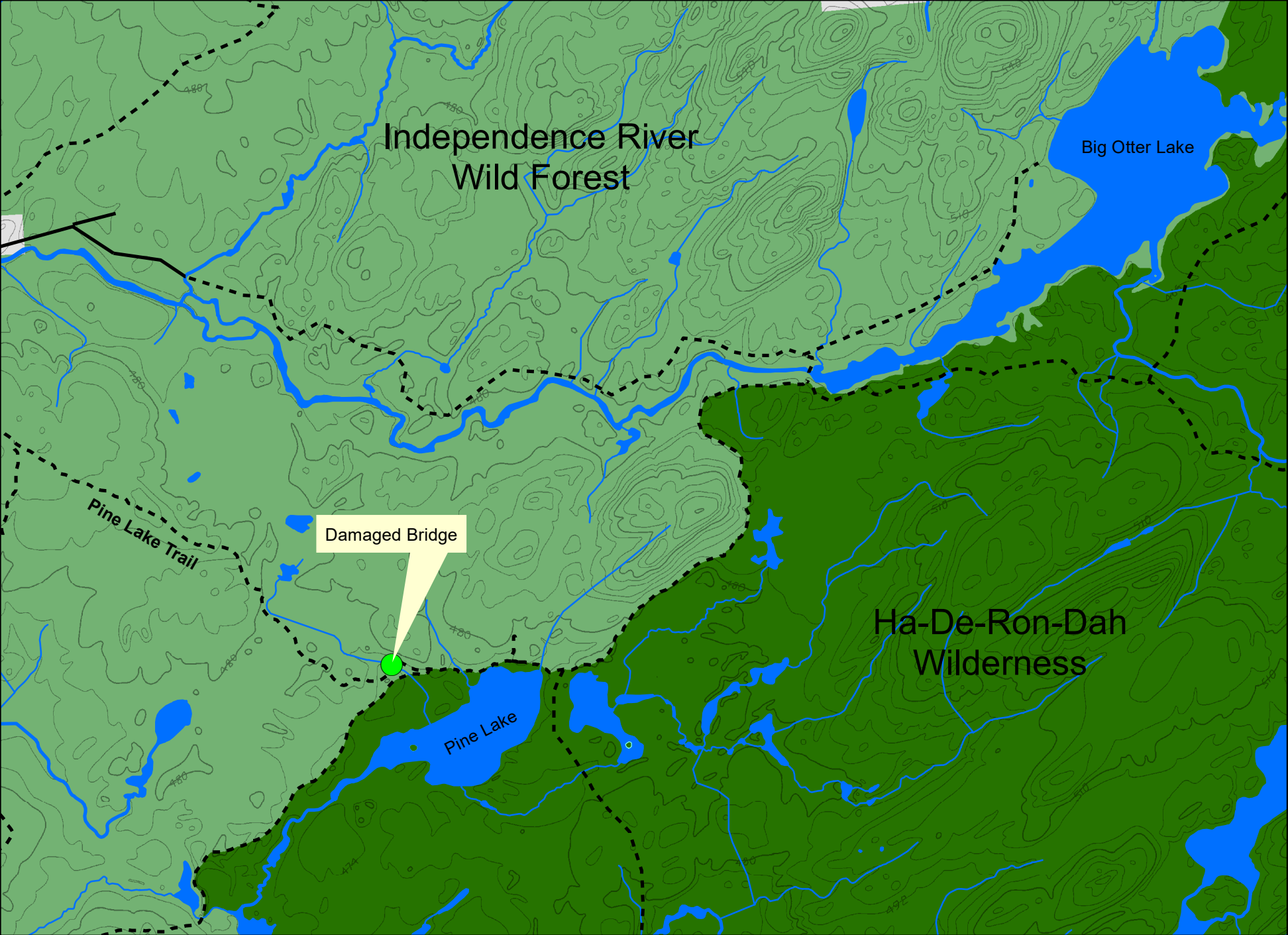
The project proposes to reconstruct two bridges on the Pine Lake Trail in the Independence River Wild Forest. The first project, located at 43.707951 -75.151424, includes reconstructing an existing bridge with failed stringers. The new bridge will be constructed in the same location and of the same size. The second project, located at a minor inlet to Pine Lake and at 43.707733 -75.14221, proposes replacing an existing 20 ft. long by 5 ft. wide bridge in the same location with a 30 ft. long by 6 ft. wide bridge.

The Unit Management Plan for the Independence River Wild Forest was completed in October 1986. The UMP's Inventory of Facilities and Improvements includes the Pine Lake Trail as a marked foot trail and the Pine Lake-Otter Lake Trail as a snowmobile trail. The UMP identifies five bridges on the Pine Lake Snowmobile trail, including the Pine Lake Inlet.

Bridges are identified in the APSLMP as a structure. Furthermore, bridges are listed as a structure considered as conforming to Wilderness standards and their maintenance, rehabilitation and construction permitted. The DEC/APA MOU states "ordinary maintenance, rehabilitation, and minor relocation shall include....replacement of existing...bridges." This activity is one that will not materially change the use or appearance of land or the vegetation thereon nor involve the cutting or destruction of trees over three inch dbh. This activity will be carried out in a manner that preserves the land and trails consistent with the character of the area prior to commencement. The reconstruction of the bridges is being completed on an existing trail approved in a UMP. Replacement of the bridges is considered "routine maintenance" and does not require an amendment to the UMP.

Pine Lake Trail Bridge Replacement

Independence River Wild Forest



Independence River
Wild Forest

Big Otter Lake

Pine Lake Trail

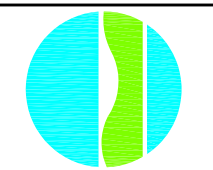
Damaged Bridge

Pine Lake

Ha-De-Ron-Dah
Wilderness

0 0.5 1 2 Miles

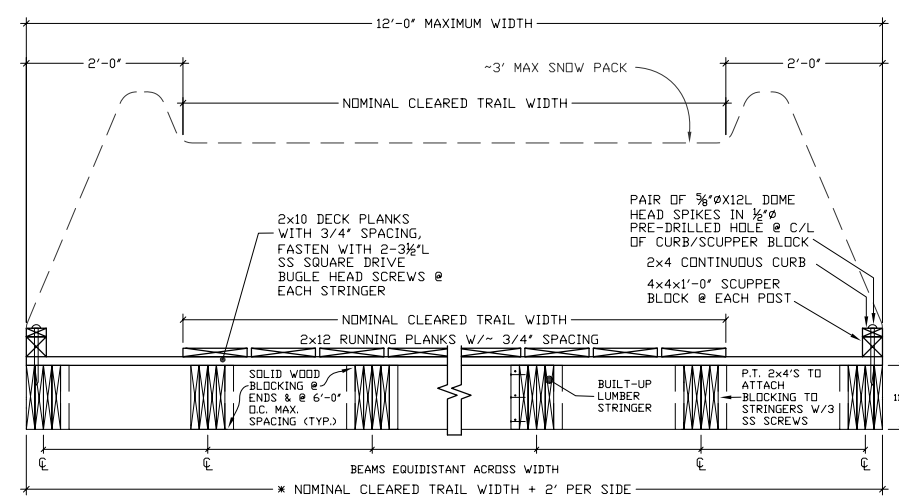




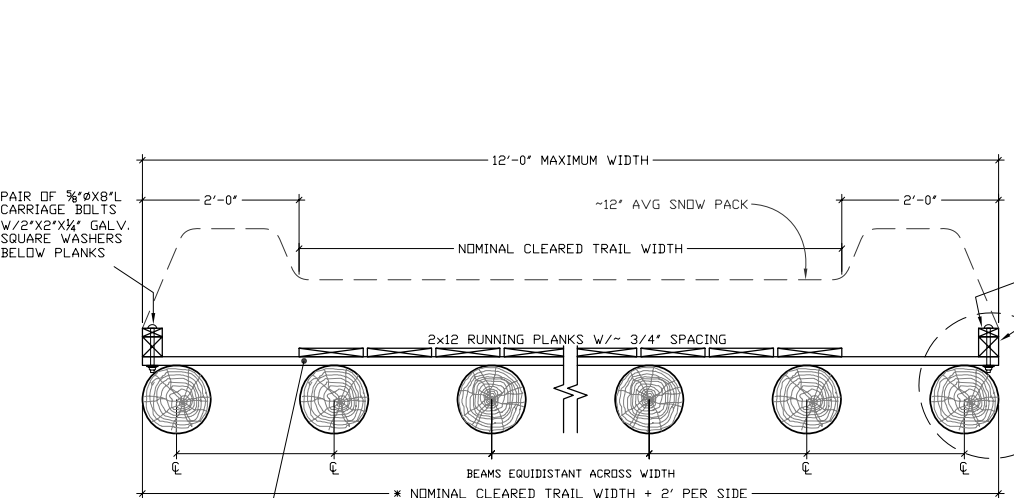
DESIGNED BY	CHECKED BY	DRAWN BY	AS BUILT

PROJECT DESCRIPTION	FOREST PRESERVE SNOWMOBILE BRIDGE
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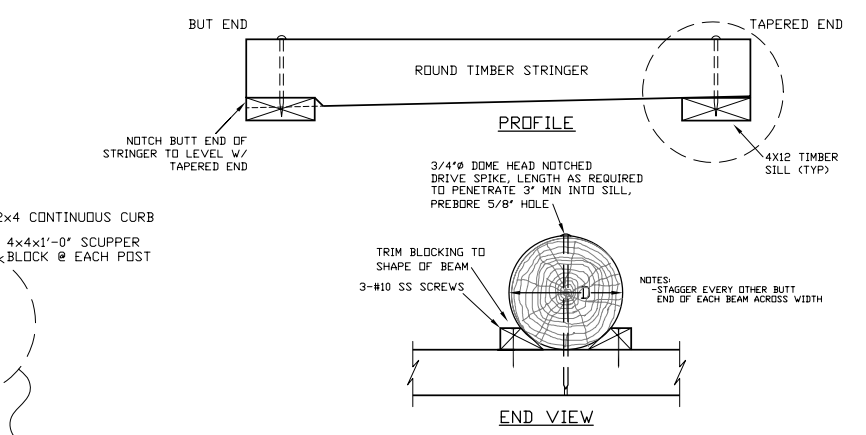
PROJECT NO.	04-2151
DATE	JUN 8, 2006
SCALE	AS NOTED
DRAWING NO.	1



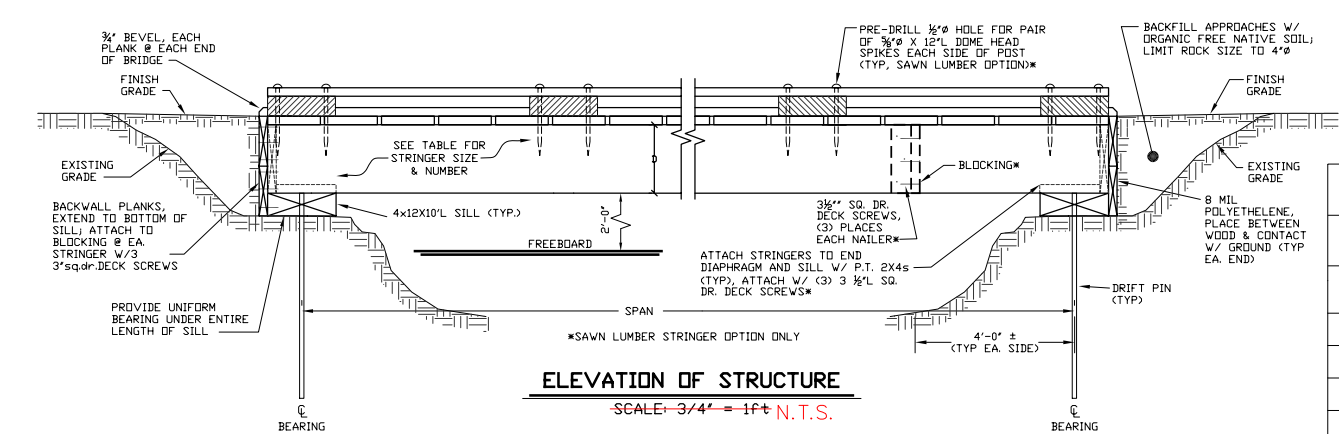
CROSS SECTION DECK (SAWN LUMBER STRINGERS) 1
SCALE: 3/4" = 1'-0" N.T.S.



CROSS SECTION DECK (TIMBER STRINGERS) 2
SCALE: 3/4" = 1'-0" N.T.S.



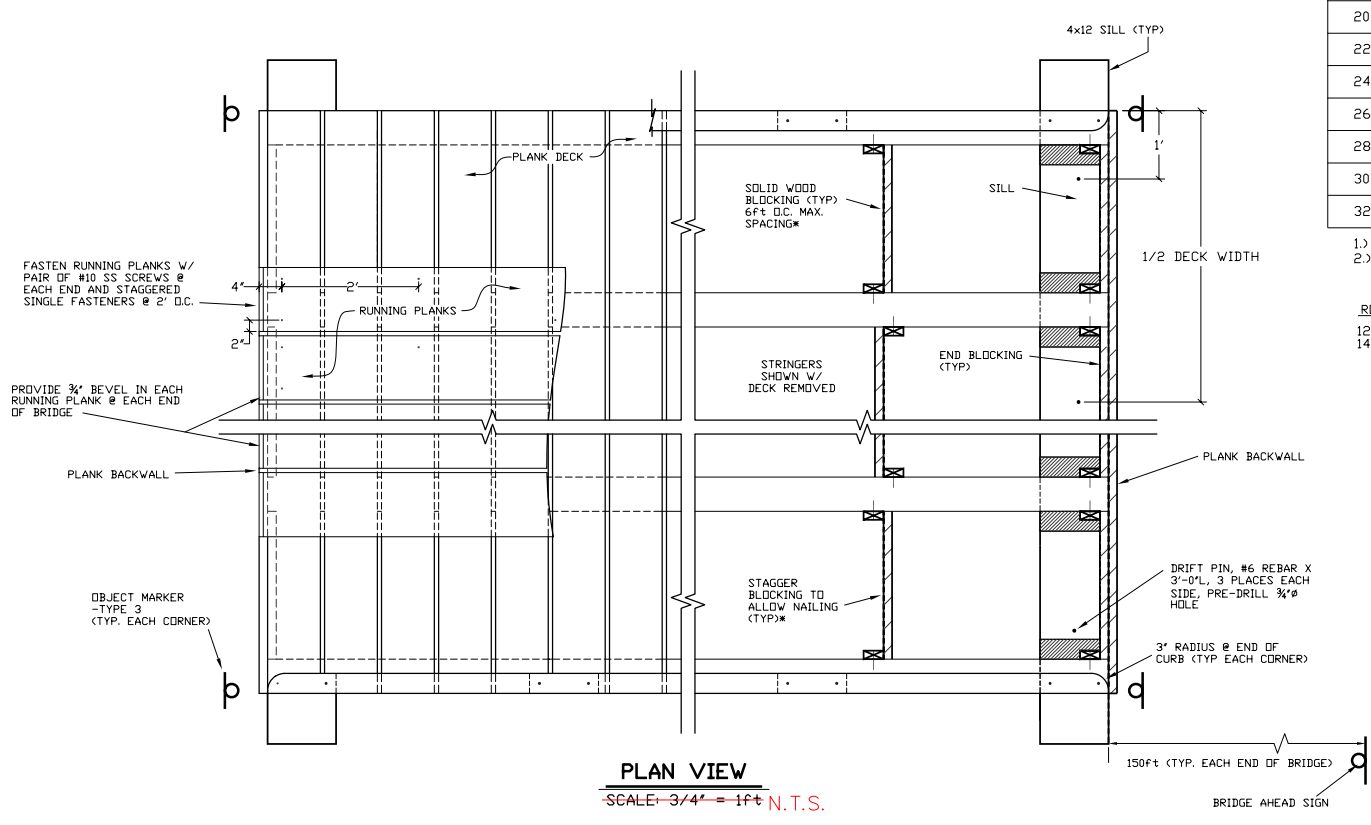
ROUND TIMBER STRINGER SILL DETAIL 3
N.T.S.



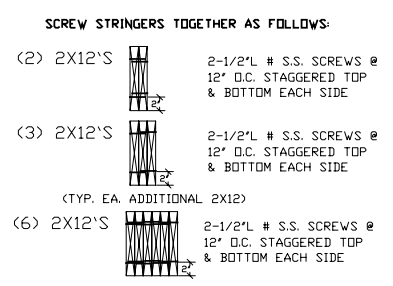
ELEVATION OF STRUCTURE
SCALE: 3/4" = 1'-0" N.T.S.

SPAN ¹	MINIMUM LOADING		MODERATE LOADING		MAXIMUM LOADING	
	BEAMS ²	WEIGHT (LBS.) EACH	BEAMS ²	WEIGHT (LBS.) EACH	BEAMS ²	WEIGHT (LBS.) EACH
8	4-2X12	47	4-(2) 2X12	94	4-(2) 2X12	94
10	4-(2) 2X12	113	4-(2) 2X12	113	4-(2) 2X12	113
12	4-(2) 2X12	131	4-(2) 2X12	131	4-(3) 2X12	197
14	4-(2) 2X12	150	4-(3) 2X12	225	4-(4) 2X12	300
16	4-(3) 2X12	253	4-(4) 2X12	338	4-(5) 2X12	422
18	4-(3) 2X12	281	4-(5) 2X12	469	4-(5) 2X12	469
20	4-(4) 2X12	413	4-(5) 2X12	516	4-(6) 2X12	619
22	4-12"Ø	754	4-12"Ø	754	4-12"Ø	754
24	4-12"Ø	817	4-12"Ø	817	4-12"Ø	817
26	4-12"Ø	880	4-12"Ø	880	5-12"Ø	880
28	4-12"Ø	942	4-12"Ø	942	6-12"Ø	942
30	4-12"Ø	1005	5-12"Ø	1005	4-14"Ø	1368
32	5-12"Ø	1068	6-12"Ø	1068	4-14"Ø	1454

1) ADD 2' FOR TOTAL BEAM LENGTH REQUIRED
2) 8' WIDE DECK SHOWN.
- ADD 1 ADDITIONAL STRINGER FOR A 10' WIDE DECK
- ADD 2 ADDITIONAL STRINGERS FOR A 12' WIDE DECK
ROUND TIMBER STRINGER - REQUIRED DIMENSIONS
12"Ø NOM: 12"Ø @ MID SPAN, 10"MINØ TIP, 14"Ø MAX BUTT
14"Ø NOM: 14"Ø @ MID SPAN, 12"MINØ TIP, 16"Ø MAX BUTT



PLAN VIEW
SCALE: 3/4" = 1'-0" N.T.S.



LAMINATIONS DETAIL 4
N.T.S. SCALE: 3/4" = 1'-0"

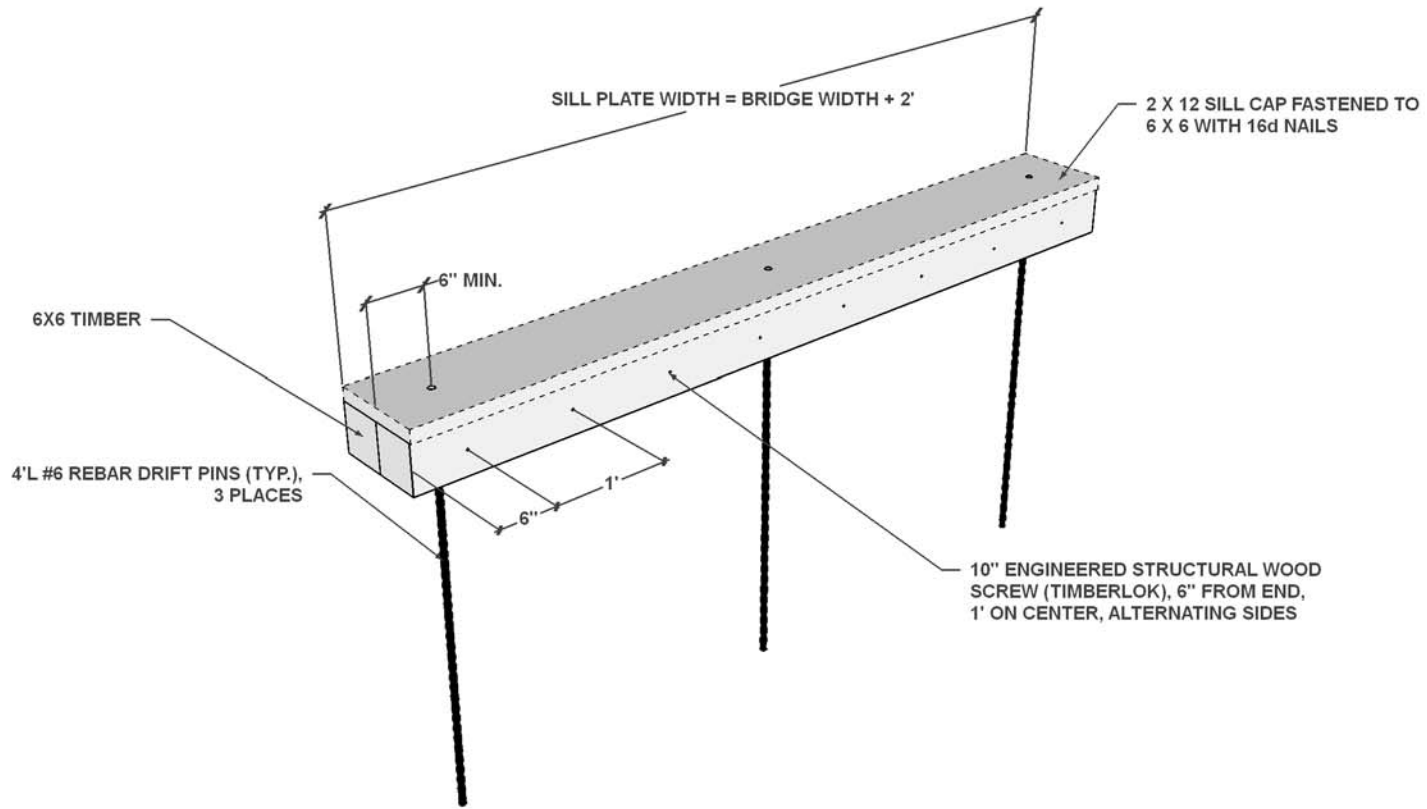
GENERAL NOTES & SPECIFICATIONS

- Loads & Load Combinations**
1. Deck Snow Load - NY Code ground snow load 85 PSF
2. Deck Live Loads / Load Combinations considered in the Forest Preserve:
a.) Minimum loading
- 25 PSF pedestrian load
- HS AASHTO loading
b.) Moderate loading
- 4500# w/ snow load
c.) Maximum loading
- 10,000# w/ snow load
Deck Width - Deck width is based on nominal cleared trail width. The outside-to-outside dimension of any installed bridge shall be equal to the nominal cleared trail width plus an additional two feet per side (D_w = T_w + 4').
- 4 ft. trail (T_w) = 8 ft. wide bridge deck (D_w)
- 6 ft. trail = 10 ft. wide bridge
- 8 ft. trail = 12 ft. wide bridge
Site Limitations - This design is applicable to sites that meet all of the site criteria 'a' thru 'e' below. If any of these conditions are exceeded a site specific design by a NYS Licensed Professional Engineer is required. In general guide rails are not installed on most bridges in the Forest Preserve. Guide rails may be required for sites that exceed any of the criteria below - in this case a determination will be made by a NYS Professional Engineer if railings are required.
a.) bridge does not serve as a high traffic pedestrian bridge
b.) bridge passes over a 10' maximum drop
c.) bridge passes over 4' maximum water depth
d.) specific hazards are not encountered (rock, trees, etc.)
e.) there are no recorded accidents at the site in question, if a structure currently exists at the site
Specifications
1. National Design Specifications for Wood Construction, 1991 Edition, by National Forest Products Association
2. All sawn lumber called out on drawing shall be pressure treated with Ammonia Copper Quaternary (ACQ) preservative in accordance with AWPAC1, C14, C22, and P5. Retention of ACQ shall be 0.60 lbs./cu.ft. Lumber shall be kiln dried to max. 19% moisture content, and 18% for plywood
3. All round timber called out on the drawing shall be sized and graded in accordance with ASTM D3200 - Standard Specification and Test Method For Establishing Recommended Design Stresses For Round Timber Construction Poles
4. All round timber called out on drawing shall be pressure treated with Copper Naphthenate (CuNap) preservative in accordance with AWPAC8-98. Retention of CuNap shall be 0.10 lbs./cu.ft.
Lumber & Timber
1. Lumber for solid sawn stringers, deck, backwall, rail posts, curbs, and mud sill shall be No. 2 Non-dense Southern Yellow Pine or better
2. Round timber stringers shall be Southern Yellow Pine
3. Drawings are prepared using S4S finished dimensions. If rough sawn lumber is used adjust dimensions as required
4. All lumber shall be sawn and fabricated prior to pressure treatment with respective preservative
Hardware
1. All bolts, washers, nuts, drift pins, and miscellaneous metal hardware shall meet the requirements of ASTM A307 as applicable and be hot dipped galvanized in accordance with ASTM A153 unless otherwise specified or approved
2. All deck screws and/or nails shall be type 316 stainless steel
3. 16d ring shanked nails may be substituted for #10 ss screws where access to power tools is limited
Construction
1. Locate the clear opening of the bridge at least 2 feet above any known stream high water mark or the 25 year flood elevation, which ever is higher. Streams with average water depths greater than 2 feet or with evidence of wide fluctuations between low water and annual spring runoff will require specific individual hydraulic calculations by a NYS Licensed Professional Engineer
2. Mud sills shall bear on native soil or ledge rock free from compressible organic material and capable of supporting the bridge under full load. Other foundation conditions require the approval of a NYS Licensed Professional Engineer
3. Stringers with camber shall be positioned so that camber is up and knots near the edge will be in the top half of the stringers
4. Deck planks shall be laid heart side down
5. Treat all field fabrications, drilling, cuts and abrasions by soaking or brushing 3 coats of CuNap, or other approved preservative
6. Blocking varies with bridge length, 6ft maximum O.C. spacing
Signage Criteria
1. Install (2) reflectorized yellow 'Bridge Ahead' signs (7'x12"). Place one at each end of the bridge approximately 150' out along the trail as indicated on plan
2. Install (4) Type 3 Object Markers (4'x12"). Place one at each corner of bridge as indicated on plan

SPAN NO.	DECK PLANKS	BACKWALL PLANKS ²	RUNNING PLANKS	SCUPPER BLOCKS	CONTINUOUS CURB	HARDWARE LIST - SUPERSTRUCTURE		
						DRIFT PINS	3 1/2"Ø SS #10 SCREWS	5/8"Ø FASTENERS
8	11 2x10 8'-6"	4 2x10 10'-0"	8 2x12 10'-0"	8 4x4 1'-0"	2 2x4 8'-0"	6 3'-0"	300	8# 16 12" SPK
10	13 2x10 8'-6"	4 2x10 10'-0"	8 2x12 12'-0"	8 4x4 1'-0"	2 2x4 10'-0"	6 3'-0"	375	9# 16 12" SPK
12	16 2x10 8'-6"	4 2x10 10'-0"	8 2x12 14'-0"	10 4x4 1'-0"	2 2x4 12'-0"	6 3'-0"	500	12# 20 12" SPK
14	19 2x10 8'-6"	4 2x10 10'-0"	8 2x12 16'-0"	10 4x4 1'-0"	2 2x4 14'-0"	6 3'-0"	625	15# 20 12" SPK
16	21 2x10 8'-6"	4 2x10 10'-0"	8 2x12 18'-0"	12 4x4 1'-0"	2 2x4 16'-0"	6 3'-0"	775	18# 24 12" SPK
18	24 2x10 8'-6"	4 2x10 10'-0"	16 2x12 10'-0"	12 4x4 1'-0"	4 2x4 9'-0"	6 3'-0"	850	20# 24 12" SPK
20	26 2x10 8'-6"	4 2x10 10'-0"	16 2x12 11'-0"	14 4x4 1'-0"	4 2x4 10'-0"	6 3'-0"	1025	24# 28 8" CAR
22	29 2x10 8'-6"	4 2x10 10'-0"	16 2x12 12'-0"	14 4x4 1'-0"	4 2x4 11'-0"	6 3'-0"	650	15# 28 8" CAR
24	32 2x10 8'-6"	4 2x10 10'-0"	16 2x12 13'-0"	16 4x4 1'-0"	4 2x4 12'-0"	6 3'-0"	700	16# 32 8" CAR
26	34 2x10 8'-6"	4 2x10 10'-0"	16 2x12 14'-0"	16 4x4 1'-0"	4 2x4 13'-0"	6 3'-0"	825	19# 32 8" CAR
28	37 2x10 8'-6"	4 2x10 10'-0"	16 2x12 15'-0"	18 4x4 1'-0"	4 2x4 14'-0"	6 3'-0"	900	21# 36 8" CAR
30	39 2x10 8'-6"	4 2x10 10'-0"	16 2x12 16'-0"	18 4x4 1'-0"	4 2x4 15'-0"	6 3'-0"	950	22# 36 8" CAR
32	42 2x10 8'-6"	4 2x12 10'-0"	16 2x12 17'-0"	20 4x4 1'-0"	4 2x4 16'-0"	6 3'-0"	1025	24# 40 8" CAR

1) 8' WIDE DECK SHOWN, ADD 25% FOR A 10' WIDE DECK & 50% FOR A 12' WIDE DECK
2) 8' WIDE DECK SHOWN, ALL PIECES ARE 10'-0" FOR A 10' WIDE DECK & 12'-0" FOR A 12' WIDE DECK

TIMBER SILL PLATE - CAPPED DOUBLE 6x6



OPTIONAL SILL PLATE DETAIL

**INDEPENDENCE RIVER WILD FOREST
UNIT MANAGEMENT PLAN**

October 1986

INDEPENDENCE RIVER WILD FOREST
UNIT MANAGEMENT PLAN

New York State / Department of Environmental Conservation

Mario Cuomo
Governor

Henry G. Williams
Commissioner

Bridges, Secondary cont'd.

Sand Pond Road to Stoney Lake Road	6
Little Otter Creek 20'x12' Stringer	1
Silvermine Snowmobile Trail Crooked Creek et al.	7
Catspaw Lake Outlet (snowmobile)	2
Otter Lake Road at Tommy Roaring Brook (snowmobile)	1
Railroad Loop Brantingham (snowmobile)	2
Steam Mill Foot Trail	
Fish Creek	1
Eight Foot Creek	1
Pine Lake	1
Pine Lake Snowmobile Trail	
Pine Lake Inlet and others	5
Pico Mountain Snowmobile Trail	1
Fish Creek	1
Eight Foot Creek	1
Steam Mill Road	
Emerson Br.	1
Drunkard Creek (Snowmobile)	1
Mudhole Loop (Snowmobile)	
Drunkard Creek tributaries et al.	<u>14</u>
Total	59 Secondary Bridges

Signs, Major

Stillwater Boat Launch Site	1
Adirondack Park Boundary "Entering" signs	7
Public Easement Signs	
Hinchings Pond Road	2
Stoney Lake Road - Mt. Tom Road	4
Trailhead Parking	
Sunday Creek (Niagara Mohawk)	1
	<u>15</u> Signs

Nowak, Matthew J (DEC)

From: Prickett, Kevin J (APA)
Sent: Tuesday, September 20, 2022 11:56 AM
To: Nowak, Matthew J (DEC)
Cc: Rivers, Keith (DEC); Munk, Fred (DEC); Clague, Josh D (DEC)
Subject: State Land Consultation Determination SL2022-0020 Pine Lake Trail Bridges Replacement
Attachments: Rationale for Determination.pdf; StateLandConsultationForm - Broken Bridge
SL2022-0020KP_MO_MP-Flat.pdf

Matt Nowak,

Pursuant to the “MOU Between the Adirondack Park Agency and the Department of Environmental Conservation Concerning Implementation of the State Land Master Plan for the Adirondack Park,” the proposed project to replace the two bridges on the Pine Lake Trail in the Independence River Wild Forest is considered to be “Routine Maintenance, Rehabilitation, or Minor relocation.” The proposed replacement of the bridges does not require an amendment to the Independence River Wild Forest unit management plan before the project work may be undertaken. This determination is based upon a staff-level interpretation of the Adirondack Park State Land Master Plan.

Agency staff have evaluated this project for wetland involvement. Agency staff determined that wetlands will not be involved or affected by proposed bridge located at 43.707951 -75.151424 (proposal 1). Agency staff determined that wetlands will be involved or affected by proposed bridge located at 43.707733 -75.14221 (proposal 2) and requires a wetlands permit (<https://www.apa.ny.gov/Forms/FormDetails.cfm?recordID=53>).

If you have any questions, please do not hesitate to contact the Agency.

Sincerely,

Kevin Prickett

Environmental Program Specialist 2 (Natural Resources)

he/him/his

NYS Adirondack Park Agency

PO Box 99

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State Land Consultation

File Number:



**Adirondack
Park Agency**

KATHY HOCHUL
Governor

BARBARA RICE
Executive Director

STATE LAND PROJECT CONSULTATION FORM

Completion of this form is required to receive a determination of Adirondack Park State Land Master Plan (APSLMP) and/or Unit Management Plan compliance and wetland jurisdiction for all DEC State land projects from the Agency. A site visit by Agency staff may be required depending on the complexity of the project, the natural resources involved and the level of documentation provided.

Part 1

(To be completed by DEC staff)

A. Project Identification

Project Name:

DEC Contact Person:

Telephone:

Email:

B. Project Location and Other Information

State Land Unit:

Region:

Town:

County:

Is a UMP for this unit completed and approved? Yes No

(If yes, please attach a copy of the cover page and all pages relevant to this project.)

Is the proposal to replace an existing structure? Yes No

If yes:

a) When was the structure constructed?

b) Will the new structure be the same size and located in the same place?

Yes No (Describe in the narrative, section D.)

TBD based upon consultation

C. Prior Agency Contact

Has there been prior contact (including any wetland delineation work) with the Agency regarding this project? Yes No

If yes, name of contact person(s) and date(s) (approximate, if not known):

A recent consultation per this trail was completed with Walt Linck and Kelly McKean

Contact person:

Date:

D. Project Description

Provide a brief, narrative description as precisely as possible with any additional location information necessary. Include/attach map(s), photograph(s) and plan(s) whenever possible. (attach another sheet if needed)

See attached project description. If possible to provide approval to replace the damaged bridge prior to both bridges concurrently, please do so.

If the proposed project is determined to be compliant with the APSLMP but jurisdictional for wetlands, the Agency can determine if the project qualifies for *General Permit 2005G-1R* or if an individual Article 24 Freshwater Wetlands permit will be required. If either of these wetlands permits is applied for, additional information about the project will likely be requested. Agency staff can provide the appropriate permit application form with the return of this completed State Land Consultation Form, if requested.

Submitted by:

Date:

Return this form to the Agency (preferably electronically) for APA staff completion of Part 2.

Part 2

(To be completed by APA staff)

ADIRONDACK PARK STATE LAND MASTER PLAN COMPLIANCE REVIEW

Planning Status (check one)

- A) The project, as planned, is described sufficiently in an approved UMP and does not require additional consultation with APA State land staff before being undertaken.
- B) The project is proposed in insufficient detail in an approved UMP and so does require additional consultation with APA State land staff before being undertaken.
- C) The project is not proposed in an approved UMP and – via this submission - is the subject of consultation with APA State land staff to determine if it may be undertaken, as per Section V of the DEC/APA MOU.

DEC/APA Consultation Guidelines

Planning Status “A” Projects:

- The proposed project has been determined by the APA Board, via approval of a UMP, to conform to APSLMP guidelines and criteria in all respects other than potential wetland impacts.
- IF the result of the “Preliminary APA Wetlands Jurisdiction Assessment” (page 6) is an APA staff conclusion that jurisdictional wetlands:
 - WILL NOT be involved or affected by the proposed project, THEN, the project may be undertaken.
 - MAY BE involved or affected by the proposed project, THEN, the Agency can determine if the project qualifies for *General Permit 2005G-1R* or an individual Article 24 Freshwater Wetlands permit and may request additional information.

Planning Status “B” Projects:

- The proposed project, via review and approval of a UMP, has received conceptual approval by the APA Board but must still be reviewed by APA State land staff in sufficient detail before it may be determined to conform to APSLMP guidelines and criteria in all respects other than potential wetland impacts.
- IF the result of the “Preliminary APA Wetlands Jurisdiction Assessment” (page 6) is an APA staff conclusion that jurisdictional wetlands:
 - WILL NOT be involved or affected by the proposed project, THEN, the project may be undertaken.
 - MAY BE involved or affected by the proposed project, THEN, the Agency can determine if the project qualifies for *General Permit 2005G-1R* or an individual Article 24 Freshwater Wetlands permit and may request additional information.
- IF the result of the “APSLMP Compliance Review” is a conclusion that the proposed project:
 - DOES NOT CONFORM to APSLMP guidelines and criteria regardless of wetland impacts, THEN, the project should not be undertaken by DEC staff.

Planning Status “C” Projects:

- The project has NOT been proposed within a UMP approved by the APA Board, and so it has not been determined to conform to APSLMP guidelines and criteria. It must therefore be determined by APA State land staff to meet the definition of “ordinary maintenance,” “rehabilitation” or “minor relocation” of conforming structures or improvements as per Section V of the DEC/APA MOU if it is to be undertaken without being included in such a UMP.
- IF the result of the determination is that the proposed project:
 - CANNOT BE so defined, THEN, the project should not be undertaken by DEC staff at this time.
 - CAN BE so defined, THEN, the Agency can determine if the project qualifies for *General Permit 2005G-1R* or an individual Article 24 Freshwater Wetlands permit and may request additional information.
- IF the result of the “Preliminary APA Wetlands Jurisdiction Assessment” (page 6) is an APA staff conclusion that jurisdictional wetlands:

- WILL NOT be involved or affected by the proposed project, THEN, the project may be undertaken.
- MAY BE involved or affected by the proposed project, THEN, the Agency can determine if the project qualifies for *General Permit 2005G-1R* or an individual Article 24 Freshwater Wetlands permit and may request additional information.

APA State Land Staff Determination Regarding Consistency with the Adirondack Park State Land Master Plan

Staff have determined the proposed project – in all respects other than potential wetlands impacts – conforms , does not conform , to the guidelines and criteria of the Adirondack Park State Land Master Plan.

/s/ Megan Phillips

9/20/22

Deputy Director, Planning or designee

Date

Rationale for Determination

See attached Rationale for Determination.pdf

PRELIMINARY APA WETLANDS JURISDICTION ASSESSMENT

1) Is the proposed project located in a wetland? Yes No

2) Does the project involve any of the following activities whether or not it is located in a wetland? Yes No

Discharge of liquid wastes into (or so as to drain into) a wetland, including sewage treatment effluent within 100' of a wetland? Yes No

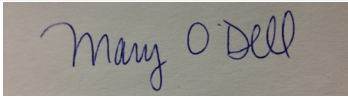
Any other form of pollution of a wetland? Yes No

Any activity that may substantially impair the functions served by, or the benefits derived from, wetlands?

Yes No

APA RASS Staff Preliminary Assessment Regarding Adirondack Park Freshwater Wetlands Jurisdiction

Staff have determined that wetlands subject to the review jurisdiction of the Adirondack Park Agency may , will not be involved or affected by the proposal.



9/8/22

Supervisor, Natural Resource Analysis or designee

Date

Rationale for Determination

Proposal 1 is in a wetland, but is a replacement in-kind except for slightly larger sill abutments. The sill abutment do not appear to be in a wetland, so no wetland permit is needed. Proposal 2 is in a wetland and is not a replacement in-kind, but is longer and wider than the existing bridge, so it will result in an increase in wetland fill and shading, so a wetland permit is needed.

If the project is determined to be jurisdictional for wetlands, the Agency will determine if the project qualifies for *General Permit 2005G-1R* or an individual Article 24 Freshwater Wetlands permit and may request additional information.

Form completed by APA State Land member: Kevin Prickett

Completion Date: 9/15/22

Distribution:

DEC Contact: Matt Nowak

Regional Forester: Keith Rivers

Natural Resources Supervisor of Region: Fred Munk

Forest Preserve Coordinator, Central Office: Josh Clague