

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

**WP #278**

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

<u>Region</u> 6	<u>Project Title</u> Stillwater Mountain Parking Area
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<u>Project Type</u> New Construction	<u>Town(s)</u> Webb	<u>County</u> Herkimer	<u>Management Unit</u> Independence River Wild Forest
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**Description of Desired Condition(s) for Project:**

Management of the Stillwater Mountain Trailhead is guided by Article XIV of the New York State Constitution, the Adirondack Park State Land Master Plan, the Independence River Wild Forest Unit Management Plan (UMP), and applicable Accessibility laws. Desired conditions are addressed in three categories below.

1) Protect Wild Forest Character and Natural Resources:

The Adirondack Park State Land Master Plan (APSLMP) states that trailheads (including vehicle parking) adjacent to public highways as well as privies located a minimum of 150 feet from any lake, pond, river or stream are conforming improvements in Wild Forest. The APSLMP also 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 adequate parking for hikers to access, use and enjoy the Stillwater Mountain Trail is desirable and consistent with Wild Forest guidelines.

Beyond the APSLMP generally permitting parking areas and privies within Wild Forest, impacts to Wild Forest character and natural resources is considered. 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, however the APSLMP notes that “care must be taken to avoid overuse.” The 1986 Independence River Wild Forest UMP echoes these 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.”

In practice, managing to avoid overuse, retaining “an essentially wild character,” and protecting natural resources - NYSDEC strives to provide a visitor experience where enjoyment of the natural world is paramount, encounters with other users does not negatively impact experience, litter, human waste, graffiti, tree carvings and other user created damage are rare (or preferably non-existent), and a well sited, designed and maintained trailhead and trail allow users to access and enjoy the Independence River Wild Forest while minimizing impacts.

2) Safety:

DEC seeks to provide safe parking and trail access at Department trailheads. In the case of the Stillwater Mountain Trailhead, this goal can best be achieved by providing adequate off-road parking for hikers. The trail register at Stillwater Mountain has documented 2,500-4500 annual user days since 2016, and the majority of this use is concentrated on summer weekends. Expanding the number of off-road parking spots available will serve to allow hikers to enter and exit their vehicles without being directly exposed to vehicular traffic on Big Moose Road – a Town of Webb Road. Log trucks frequent Big Moose Road year-round, and snowmobiles are also common during winter months.

### 3) Accessibility:

Consistent with ADA requirements, NYSDEC incorporates Accessibility for people with disabilities into siting, planning, construction and alteration of recreational facilities and assets supporting them. For outdoor recreational facilities not covered under current ADA standards, NYSDEC uses standards provided under the Architectural Barriers Act, to lend credibility to the assessment result and to offer protection to the natural resource. All new facilities, or parts of facilities that are constructed for public use, are to be accessible to people with disabilities. Full compliance is not required where NYSDEC can demonstrate that it is structurally impracticable to meet the requirements, but compliance is still required for parts of the facility that can be made Accessible to the extent that it is not structurally impracticable, and for people with various types of disabilities.

As the new parking area is constructed at the Stillwater Mountain Trailhead, further improving Accessibility to all users is desired. The new parking area should consist of a firm, stable surface and meet ADA guidelines. The new privy to be constructed should use DEC's standard Accessible Privy design, and the old privy which does not meet these design specifications should be removed from the site.

#### **Description of Project Specifications:**

Install a 10-car parking area and Accessible privy across Big Moose Road from the current parking area and Stillwater Mountain Trailhead. Clear a 120-foot long foot trail between Big Moose Road and the Stillwater Mountain Trail register to connect the new parking area to the existing facility. See attached detailed project description.

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

##### 1) Trees to be Removed

Twenty one (21) trees 1-3" DBH and Twenty four (24) trees >3" DBH have been identified for removal in association with the construction of the parking area, and one (1) 12" DBH tree has been identified for removal in association with the new Accessible privy. No trees >1" will be cut in association with the establishment of the 120-foot access trail between the parking area and the trail register. The parking area location were selected partially based upon the fact that the Big Moose Road has a particularly wide shoulder in the proposed location, and as such, the portion of the parking area near the road will require less tree cutting than at other locations along the road.

##### 2) Earthwork and Disturbance

All new facilities, or parts of facilities that are constructed for public use must be accessible to people with disabilities – requiring a firm and level parking surface. In order to provide a firm and level parking surface, the parking area will be filled and graded. The base of the area to be graded will be filled with 4" minus crushed limestone (estimated 280 tons) and the surface will be covered with 9" of ¾" minus crushed limestone (estimated 120 tons). The edge of the parking area will be level with the shoulder of Big Moose Road and sloped at a 2% grade away from the road to facilitate drainage. The Accessible privy access will also be graded to be level with the parking surface. The 120-foot access trail connecting the new parking area to the trailhead does not require any grading, though organic matter may be raked off of the tread to help identify the trail once it is cleared. Filling and grading of the parking area and Accessible privy access is necessary due to the natural slope of the ground north of Big Moose Road. Facility dimensions shown in the attached project sketch account for fill backslope, so no filling will occur outside of those dimensions.

As an alternative to the proposed parking area location, expanding the existing parking area was determined to not be practical because the existing parking area is located within an old borrow pit, and the expansion would require extensive earth moving since the pit is cut into a hillside. Expanding this pit area to create a level parking surface would also require stabilizing the upslope bank to prevent erosion, amounting to significantly more disturbance to the landscape. This alternative is discussed in further detail below.

##### 3) Streams, Waterbodies and Wetlands

The proposed project site is not located near any streams, waterbodies or wetlands. Of particular note, the Accessible privy is beyond 150 feet from the nearest waterbody or wetland as specified in the APSLMP. The fill material selected is anticipated to be resilient to future erosion and storm events.

#### 4) Rare, Threatened or Endangered Species

No Rare, Threatened or Endangered Species have been identified within the vicinity of the project site.

#### **Analysis of Project Location and Design Alternatives:**

Alternatives considered were to: 1) not construct additional parking at Stillwater Mountain, or, 2) to expand the current parking area.

1) If additional parking spaces are not constructed, extensive roadside parking will continue to occur and safety of hikers and parked cars will continue to be an issue. Big Moose Road is consistently used by log trucks and snowmobiles – cars parked on the roadside create a hazard for users of the town road, as well as hikers and their parked cars. The no action alternative to not provide additional parking spaces is not believed to be a reasonable approach since roadside parking in this location is dangerous, parking areas are permitted improvements within Wild Forest and hiking access provided from the parking area is occurring at a sustainable level based upon the land manager's assessment, visitor registrations and a 2022 survey of visitor experience.

2) Expanding the existing parking area is not practical because the parking area is located within an old borrow pit, and expansion would require extensive earth moving since the pit is cut into the hillside. Expanding this pit area to create a level parking surface would also require stabilizing the upslope bank to prevent erosion. Vegetation density and size class adjacent to the existing parking area are similar to the density and size class of vegetation where the new parking area is proposed, except the proposed site is located to utilize a particularly wide road shoulder, and expanding the current parking area would not be afforded this existing cleared area. Neither the proposed parking area nor expansion of the existing parking area would impact rare, threatened or endangered species, waterbodies or wetlands.

Overall, based upon these facts, it has been determined that the proposed site will involve slightly less tree cutting, and significantly less earth moving than expanding the existing parking area. In contrast to the no action alternative, safety and access will be improved.

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

Motorized vehicles and equipment will be used to construct the new parking area. Chainsaws will be used to clear vegetation from the project site, and dump trucks will deliver gravel aggregate to the site, which is immediately adjacent to Big Moose Road, a town road. A small bulldozer and/or bobcat will be used to spread, grade, and compact the parking area fill and surface. CP-17 applies.

#### **Description of Applicable Standards for Accessibility by People with Disabilities:**

The new parking area will consist of a firm, stable surface and meet ADA guidelines. The new privy to be constructed will use DEC's standard Accessible Privy design, and the old privy which does not meet these design specifications will be removed from the site. Facility designs are attached.

#### **Other Relevant Considerations:**

The Big Moose Road (Town Road) has a defined width at 25-feet on each side of the centerline of the road. As such, 15-feet of the 40-foot depth of the proposed parking area will be located within the dedicated Big Moose Road. The Town of Webb Highway Supervisor has been consulted about construction of this parking area and supports it.

**Prepared by (Name & Title):** Matthew Nowak; Environmental Program Specialist 1 (NR)      **Date:** 2/22/2023  
**Phone:** 315-376-3521

Trees to be Removed

**Forty Six (46) Trees to be Removed**

Species	Diameter at Breast Height (DBH)										
	1"	2"	3"	4"	5"	6"	8"	10"	12"	16"	22"
Beech	5	10	4	3	4	3	2				
Sugar Maple						1	1	3	3	1	
Black Cherry											1
Red Maple									2	1	
Striped Maple		2									

*\*All trees to be removed are associated with the parking area construction except one 12" sugar maple which will be cut to construct the new accessible privy.*

**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 type="checkbox"/>	<input type="checkbox"/>	M. Nowak	2010 IRWF UMP amendment Attached. APA consultation attached per additional parking area.
	Tree Cutting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	M. Nowak	Tree counts >1" DBH submitted with work plan for approval.
	Protected Native Plants	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Historic Preservation	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Addressed through SEQR (FEAF)
Fish and Wildlife	Freshwater Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	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	FEAF prepared and submitted with work plan
	Negative Declaration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	M. Nowak	See FEAF
	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 draft 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	State Land Consultation Attached.
	APA Wetlands Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	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 current parking area can accommodate only 2-vehicles***



***An existing cleared area across Big Moose Road will be utilized for the new parking area to minimize tree cutting***



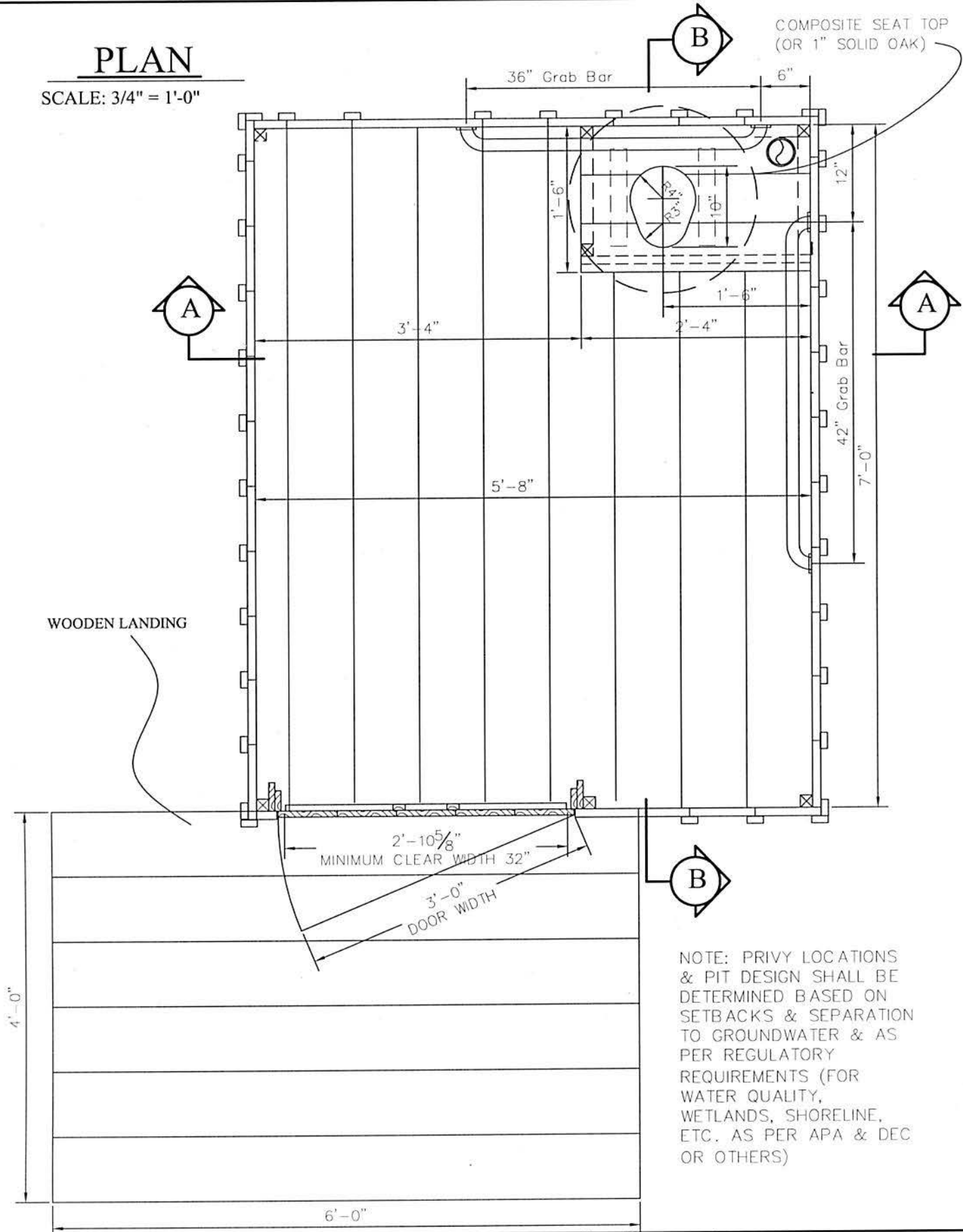
***The current and proposed parking areas are located on a straight portion of the Town Road, increasing safety for hikers, motorists, snowmobilers, and log trucks; the view to the north on top, to the south below.***





# PLAN

SCALE: 3/4" = 1'-0"

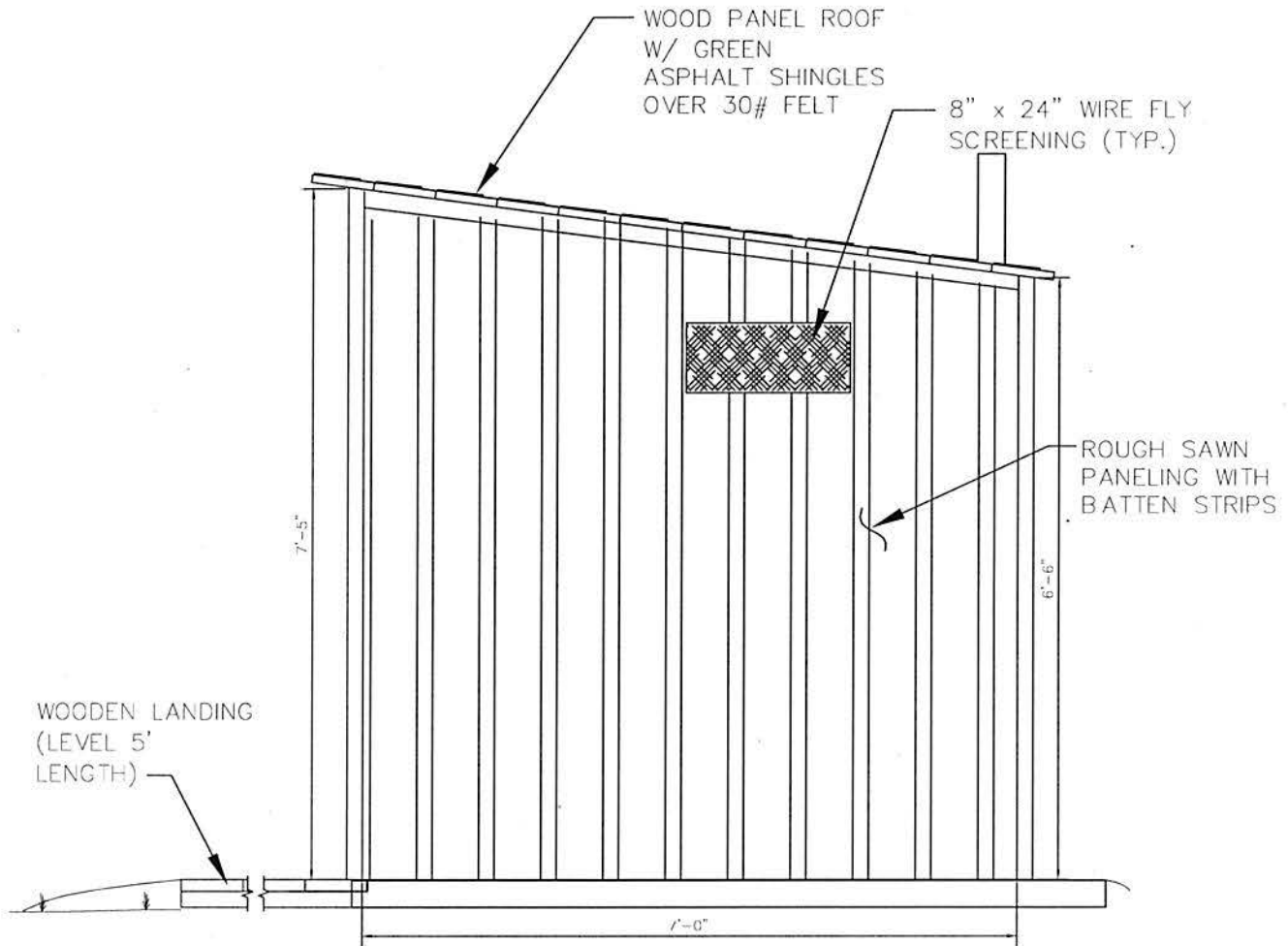


NOTE: PRIVY LOCATIONS & PIT DESIGN SHALL BE DETERMINED BASED ON SETBACKS & SEPARATION TO GROUNDWATER & AS PER REGULATORY REQUIREMENTS (FOR WATER QUALITY, WETLANDS, SHORELINE, ETC. AS PER APA & DEC OR OTHERS)

DRAWING NO.	SCALE	DATE	PROJECT NO.	FACILITY NO.	FACILITY NAME	PROJECT DESCRIPTION			REVISIONS			DESIGNED BY	CHECKED BY	DRAWN BY	
						ADA ACCESSIBILITY PROJECTS STANDARDS			NO.	DATE	DESCRIPTION				BY
1	AS NOTED	2017	612288	XXXX	XXXXXX	ADA PIT PRIVY									
									REVISION						
									AS BUILT						

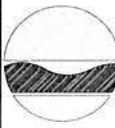
STATE OF NEW YORK  
DEPARTMENT OF ENVIRONMENTAL CONSERVATION  
DIVISION OF OPERATIONS  
BUREAU OF DESIGN & CONSTRUCTION





## SIDE ELEVATION

SCALE: 3/4" = 1'-0"

DRAWING NO. <b>3</b>	SCALE AS NOTED	DATE 7/27	PROJECT NO. 61428D	FACILITY NO. XXXX	FACILITY NAME XXXXXXXXXXXXXXXXXXXX	PROJECT DESCRIPTION	REVISIONS	DESIGNED		STATE OF NEW YORK DEPARTMENT OF ENVIRONMENTAL CONSERVATION DIVISION OF OPERATIONS BUREAU OF DESIGN & CONSTRUCTION
						ADA ACCESSIBILITY PROJECTS STANDARDS	NO. DATE DESCRIPTION BY	BY		
						ADA PIT PRIVY		CHECKED		
								BY		
								DRAWN		
		BY								
						REVISION				
						AS BUILT				






# PIT PRIVY NOTES

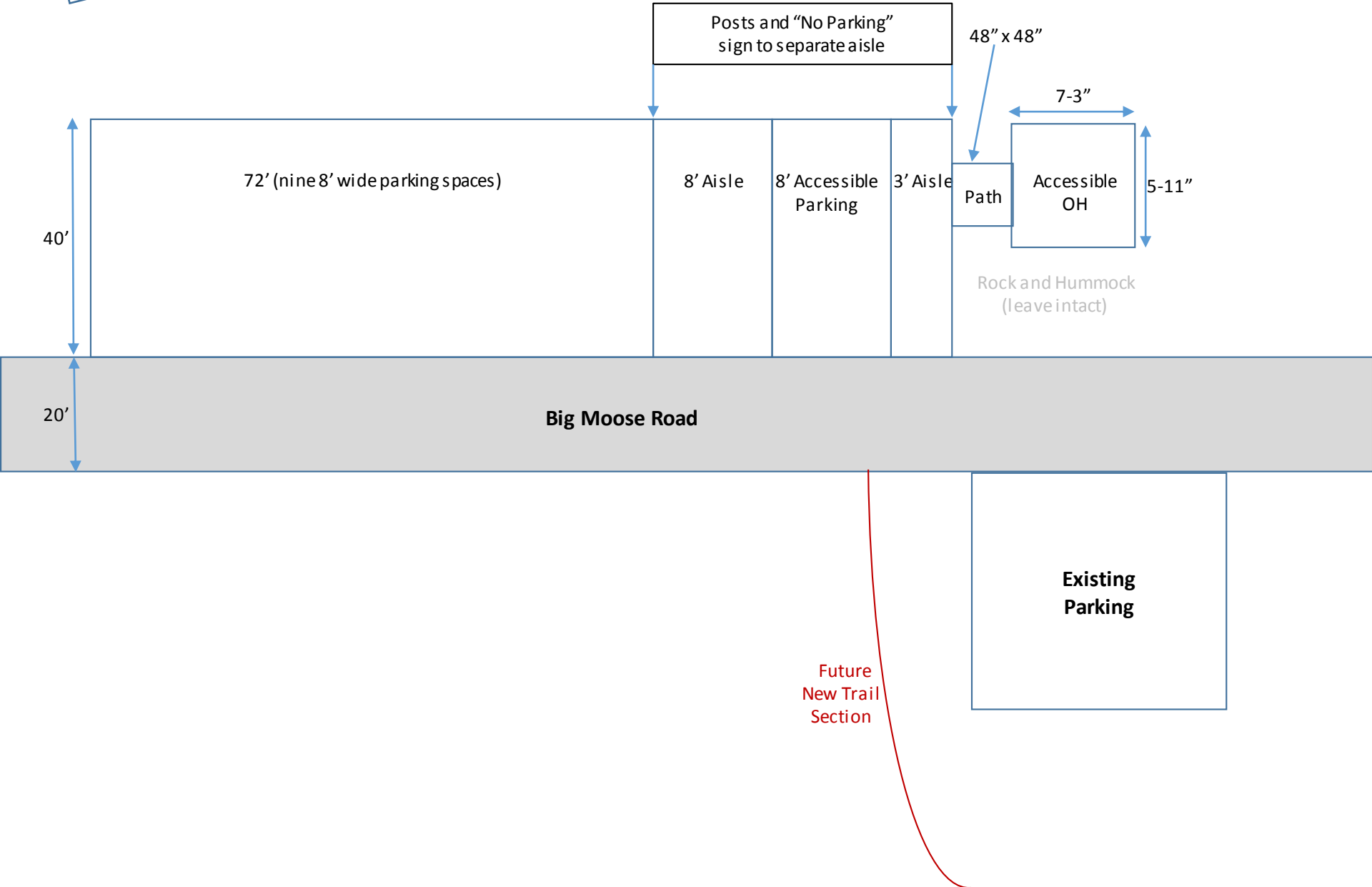
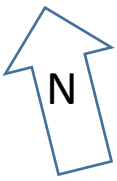
## ADA NOTES:

- GRAB BARS SHALL BE 1 1/4" – 1 1/2" IN DIAMETER AND SHALL FURNISH A 1 1/2" SPACE BETWEEN THE BAR AND WALL.
- GRAB BARS LOCATED BEHIND THE WATER CLOSET SHALL BE 36" MINIMUM IN LENGTH AND 33"–36" ABOVE FINISH FLOOR.
- GRAB BARS LOCATED ASIDE THE WATER CLOSET SHALL BE 42" MINIMUM IN LENGTH AND 33"–36" ABOVE FINISH FLOOR.
- WATER CLOSET SEAT HEIGHT SHALL BE 17"–19" ABOVE FINISH FLOOR.
- SEAT TOP TO BE SANDED SMOOTH AND MAINTAINED AS A SMOOTH SURFACE
- THE TOILET PAPER DISPENSER SHALL BE 19" MINIMUM ABOVE FINISH FLOOR.
- THE DOORWAY SHALL HAVE A MINIMUM CLEAR OPENING OF 32" WITH THE DOOR OPEN 90 DEGREES.
- PROVIDE A DOOR PULL ON THE INSIDE, HINGE SIDE, TO ALLOW WHEELCHAIR USERS TO PULL THE DOOR SHUT WHEN IT IS OPEN. (MOUNT 8" FROM THE DOOR EDGE, 36" ABOVE THE FINISH FLOOR)
- ALL HARDWARE TO HAVE AN OPERATING FORCE OF NOT MORE THAN 5 LBS.; USE LARGEST AVAILABLE SIZE FOR EASE OF USE.

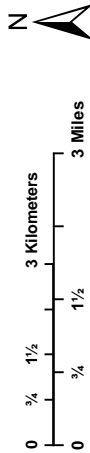
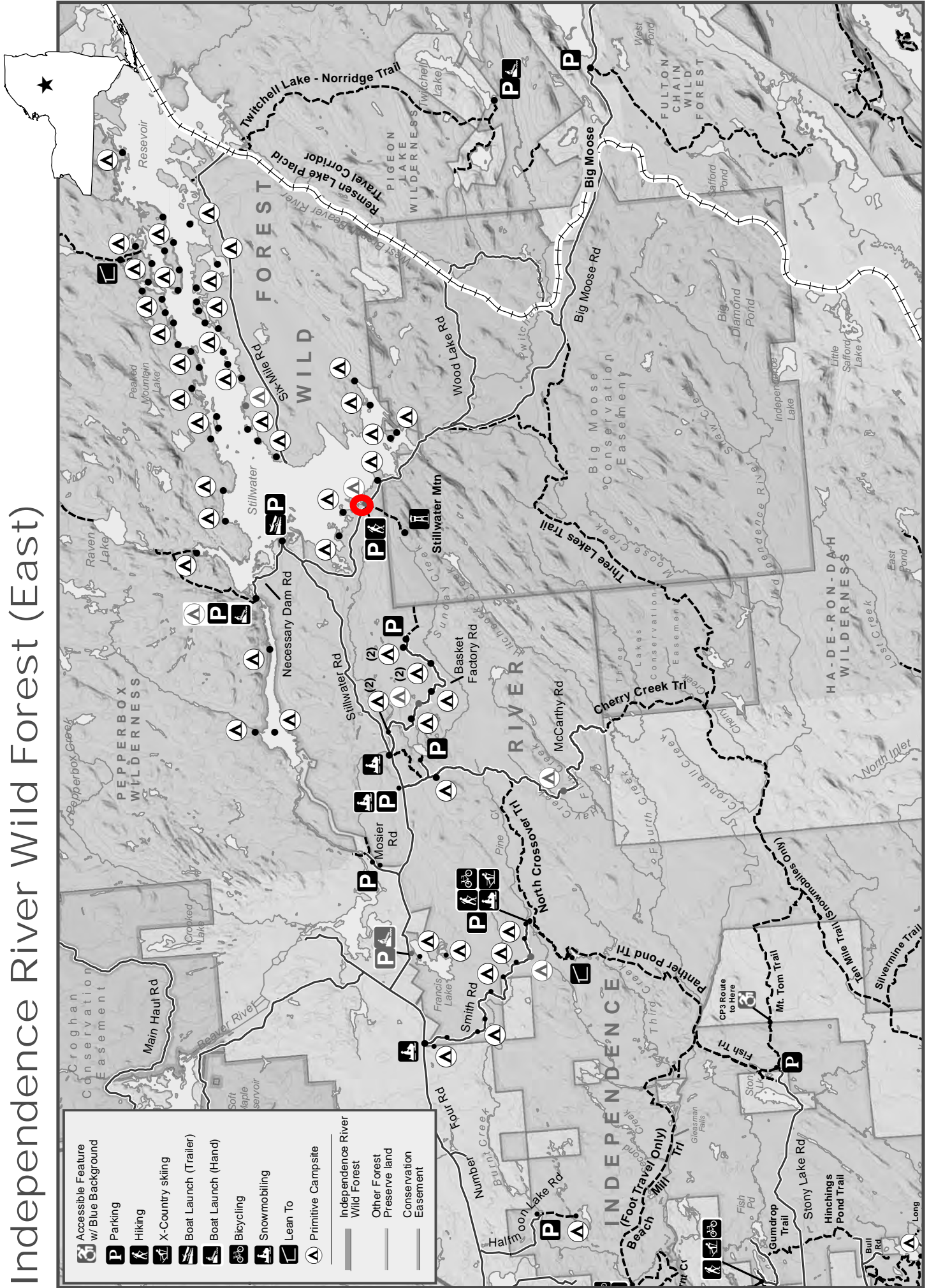
## CONSTRUCTION NOTES:

- ALL FRAMING LUMBER TO BE PRESSURE TREATED.
- SOIL CONDITIONS PERMITTING, PIT DEPTH TO BE MINIMUM 3 FT. DEPTH.
- OVERALL PLAN DIMENSIONS MAY VARY IF SHIP LAP OR TONGUE AND GROOVE IS USED.
- BATTENS NOT REQUIRED IF ALTERNATIVE SIDING IS USED.
- FINISH TO BE CABOT'S CHESTNUT BROWN SOLID COLOR STAIN OR BETTER.

DRAWING NO. <b>6</b>	SCALE AS NOTED	DATE 2017	PROJECT NO. 517255	FACILITY NO. XXXX	FACILITY NAME XXXXXXXXXXXXXXXXXXXX	PROJECT DESCRIPTION	REVISIONS				STATE OF NEW YORK DEPARTMENT OF ENVIRONMENTAL CONSERVATION DIVISION OF OPERATIONS BUREAU OF DESIGN & CONSTRUCTION		
						ADA ACCESSIBILITY PROJECTS STANDARDS	NO.	DATE	DESCRIPTION			BY	DESIGNED BY
						ADA PIT PRIVY							CHECKED BY
													DRAWN BY
									AS BUILT				



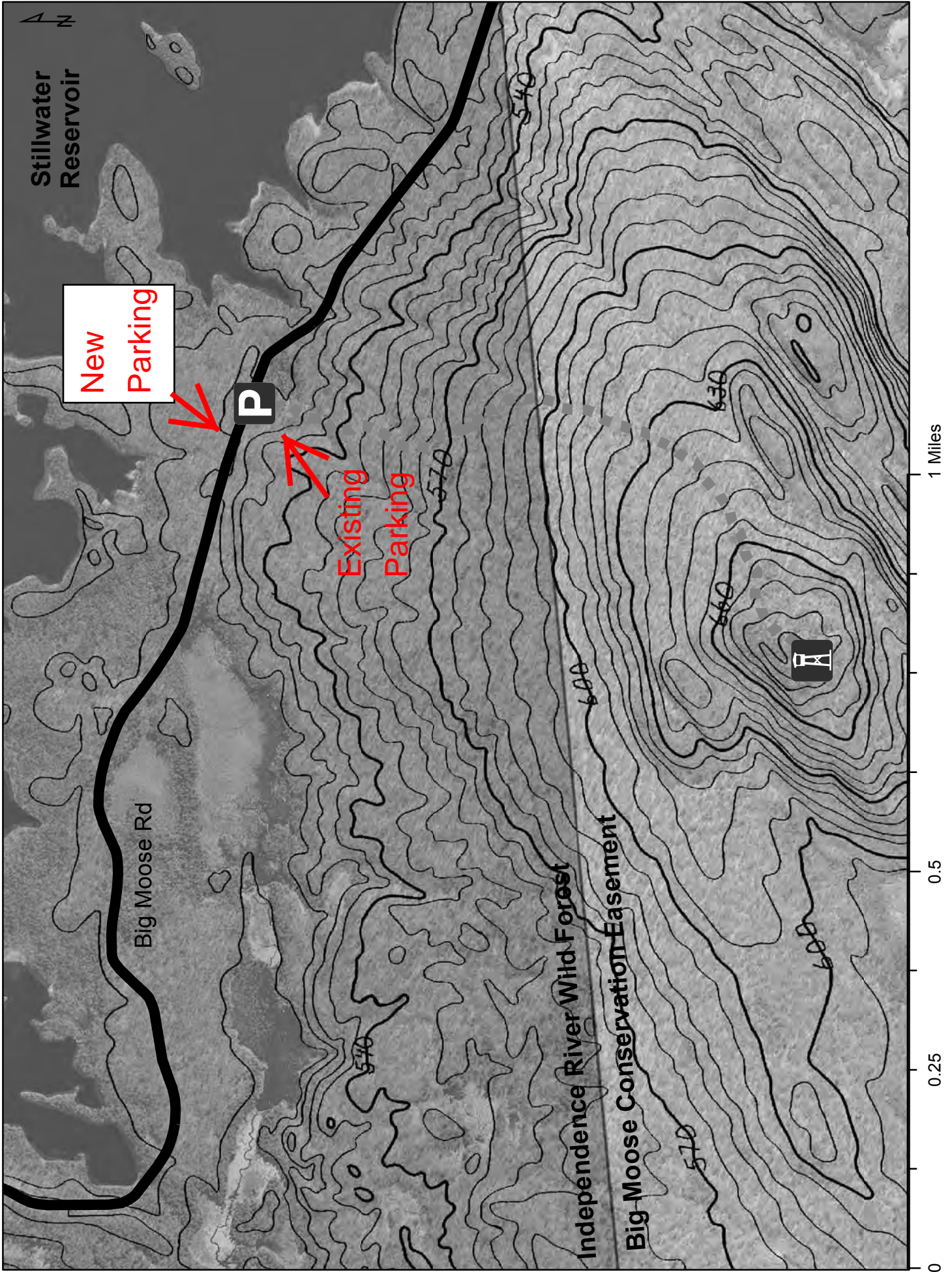
# Independence River Wild Forest (East)



# Stillwater Mountain Fire Tower Trail

To Stillwater

To Big Moose/Eagle Bay




ORDER LAYING OUT A HIGHWAY WITH THE CONSENT  
OF THE TOWN BOARD.

Within application having been made to me, Town Superintendent of Highways for the Town of Webb, in Herkimer County, New York, by Clarence L. Fisher and Florence Fisher Jackson (doing business under the name of Fisher Forestry & Realty Company), of Lyons Falls, N. Y.; Champlain Realty Company and International Paper Company of New York, N. Y.; David Des Jardin and F. B. Peck of Big Moose, N. Y.; The Power Corporation of New York of Watertown, N. Y.; Adirondack Development Corporation of Old Forge, N.Y.; A. Augustus Low (Old Forge Electric Shop) of Old Forge, N. Y.; Earl W. Covey and Alex. A. MacEdward of Big Moose, N. Y., and the within consent of the Town Board of said Town having been given, as prescribed by the Law, and releases from damages having been executed by the owners of land through which the proposed Highway is to be opened, copies of which are hereto annexed, the consideration paid to any Claimant for such damages not exceeding Three Hundred Dollars (\$300.00), and to all Claimants not exceeding One Thousand Dollars (\$1,000.00),

It is hereby ordered and determined that a Highway shall be and the same hereby is laid out in said Town as follows:

Beginning at a point in the Southerly margin of the property of the New York Central Railroad Company - 25 feet Westerly along the same from a bronze plug in a flat top boulder in said margin, (said plug being also 213.4 feet Westerly from the S. W. corner of the railroad station at Big Moose and which plug also marks the end of the present macadam road from Eagle Bay) and runs thence from said beginning point above mentioned and along the center of a present highway or street in the Hamlet of Big Moose, previously laid out, S. 28 Deg. 30' W. about 652.3 feet to the end thereof, a point 25 feet S. 61 Deg. 30' E. from the Southerly corner of a certain lot heretofore owned by H.H. Covey and now owned by Earl W. Covey, as shown on a map entitled "Big Moose-Stillwater



Road", surveyed by Louis N. Sperry, Civil Engineer, May 28, 1930,  
 Thence along the center line of a proposed new road to run (from  
 Big Moose) to Stillwater as follows:

Point No.	1-	South 28	Degs.	30'	West	25	feet;	Thence
"	"	2-	North 61	"	30'	West	451	" "
"	"	3-	North 43	"		West	313	" "
"	"	4-	North 65	"		West	241	" "
"	"	5-	North 83	"		West	417	" "
"	"	6-	North 50	"		West	378	" "
"	"	7-	North 54	"	30'	West	254	" to the
		east line of Township #6; thence						
"	"	8-	North 54	Degs.	30'	West	225	feet; thence
"	"	9-	North 63	"	45'	West	627	" "
"	"	10-	North 28	"		West	177	" "
"	"	11-	North 50	"		West	397	" "
"	"	12-	North 55	"		West	783	" "
"	"	13-	North 42	"	50'	West	468	" "
"	"	14-	North 79	"		West	388	" "
"	"	15-	North 50	"		West	617	" "
"	"	16-	North 61	"	30'	West	377	" "
"	"	17-	North 51	"		West	230	" "
"	"	18-	North 46	"	30'	West	178	" "
"	"	19-	North 60	"		West	328	" "
"	"	20-	North 67	"		West	242	" "
"	"	21-	South 71	"	30'	West	148	" "
"	"	22-	North 62	"		West	194	" "
"	"	23-	North 40	"		West	289	" "
"	"	24-	North 44	"	15'	West	243	" "
"	"	25-	North 77	"		West	276	" "
"	"	26-	South 68	"		West	388	" "
"	"	27-	South 65	"	30'	West	220	" "
"	"	28-	South 71	"		West	203	" "
"	"	29-	South 84	"	20'	West	260	" "
"	"	30-	South 76	"	40'	West	225	" "
"	"	31-	South 78	"	50'	West	274	" "
"	"	32-	North 51	"		West	204	" "
"	"	33-	North 39	"		West	166	" "
"	"	34-	North 53	"	15'	West	250	" "
"	"	35-	North 23	"		West	340	" "
"	"	36-	North 36	"	15'	West	203	" "
"	"	37-	North 50	"		West	342	" "
"	"	38-	North 51	"	45'	West	306	" "
"	"	39-	North 25	"	45'	West	344	" "
"	"	40-	North 68	"		West	174	" "
"	"	41-	North 78	"	40'	West	261	" "
"	"	42-	North 72	"		West	144	" "
"	"	43-	North 89	"	10'	West	325	" "
"	"	44-	North 68	"		West	123	" "
"	"	45-	North 59	"	20'	West	245	" "
"	"	46-	North 68	"	15'	West	156	" "
"	"	47-	North 50	"		West	250	" "
"	"	48-	South 79	"		West	281	" "
"	"	49-	South 73	"	45'	West	169	" "
"	"	50-	South 52	"	30'	West	217	" "
"	"	51-	South 66	"		West	155	" "
"	"	52-	South 81	"	30'	West	315	" "
"	"	53-	North 78	"	30'	West	355	" "
"	"	54-	North 45	"	50'	West	300	" "
"	"	55-	North 74	"	20'	West	118	" "
"	"	56-	North 57	"		West	159	" "
"	"	57-	North 45	"	20'	West	200	" "
"	"	58-	North 41	"	50'	West	197	" "
"	"	59-	North 33	"	45'	West	260	" "

Point No.	Direction	Degs.	Distance	Notes
60-	North	52	290	West 290 feet; thence
"	61- North	54	297	" "
"	62- North	56	148	" "
"	63- North	26	247	" "
"	64- North	40	329	" "
"	65- North	27	223	" "
"	66- North	7	390	" "
"	67- North	15	245	" "
"	68- North	3	184	" "
"	69- North	1	221	" "
"	70- North	50	659	" "
"	71- North	70	234	" "
"	72- South	85	243	" "
"	73- North	89	268	" "
"	74- North	78	286	" "
"	75- South	89	200	" "
"	76- North	62	200	" "
"	77- North	56	143	" "
"	78- North	21	148	" "
"	79- North	2	169	" "
"	80- North	9	180	" "
"	81- North	29	92	" "
"	82- North	50	246	" "
"	83- North	44	285	" "
"	84- North	21	207	" "
"	85- North	35	247	" "
"	86- North	47	331	" "
"	87- North	33	238	" "
"	88- North	52	251	" "
"	89- North	25	214	" "
"	90- North	14	413	" "
"	91- North	2	331	" "
"	92- North	16	395	" "
"	93- North	4	291	" "
"	94- North	11	1076	" "
"	95- North	6	283	" "
"	96- North	3	632	" "
"	97- North	29	1263	" "
"	98- North	1	202	" "
"	99- North	10	1238	" "
"	100- North	35	242	" "
"	101- North	15	327	" "
"	102- North	9	415	" "
"	103- North	21	217	" "
"	104- North	6	408	" "
"	105- North	41	87	" "
"	106- North	69	170	" "
"	107- North	43	200	" "
"	108- North	7	265	" "
"	109- North	15	255	" "
"	110- North	48	258	" "
"	111- North	64	160	" "
"	112- North	60	208	" "
"	113- North	30	304	" crossing
	an arm of Beaver River Flow			
"	114- North	31	156	East 156 feet; thence
"	115- North	14	203	" "
"	116- North	53	212	" "
"	117- North	34	352	" "
"	118- North	20	210	" "
"	119- North	34	130	" "
"	120- North	83	377	" "
"	121- South	66	659	" "
"	122- North	67	154	" "
"	123- North	65	222	" "
"	124- North	40	100	" "
"	125- North	39	219	" "

Point No.	126-	North	40	Degs.	East	82	feet; thence
"	"	127-	North	17	"	30'	West 123 "
"	"	128-	North	55	"		West 324 " "
"	"	129-	North	85	"	15'	West 88 " "
"	"	130-	South	77	"		West 205 " "
"	"	131-	North	79	"	15'	West 188 " "
"	"	132-	North	65	"		West 124 " "
"	"	133-	North	46	"	30'	West 139 " "
"	"	134-	North	8	"		East 196 " "
"	"	135-	North	37	"		East 66 " "
"	"	136-	North	20	"	30'	East 274 " "
"	"	137-	North	1	"		West 205 " "
"	"	138-	North	2	"		West 807 " "
"	"	139-	North	16	"	25'	West 186 " "
"	"	140-	North	59	"	30'	West 105 " to the
							south line of Township #5; thence
"	"	141-	North	59	Degs.	30'	West 811 feet; thence
"	"	142-	North	40	"		West 1236 " "
"	"	143-	North	55	"	30'	West 376 " "
"	"	144-	North	19	"		West 421 " "
"	"	145-	North	57	"	30'	West 934 " "
"	"	146-	North	61	"	50'	West 765 " "
"	"	147-	North	49	"		West 173 " "
"	"	148-	North	65	"	45'	West 161 " "
"	"	149-	North	47	"		West 264 " "
"	"	150-	North	36	"	40'	West 209 " "
"	"	151-	North	38	"		West 155 " "
"	"	152-	North	59	"	30'	West 311 " "
"	"	153-	North	65	"		West 233 " "
"	"	154-	North	88	"	30'	West 150 " "
"	"	155-	South	76	"	30'	West 159 " "
"	"	156-	South	83	"	30'	West 158 " "
"	"	157-	North	68	"	25'	West 392 " "
"	"	158-	North	76	"	30'	West 236 " "
"	"	159-	South	67	"		West 172 " "
"	"	160-	South	43	"	40'	West 204 " "
"	"	161-	North	83	"		West 171 " "
"	"	162-	North	78	"		West 199 " "
"	"	163-	South	76	"		West 224 " "
"	"	164-	South	88	"	30'	West 272 " "
"	"	165-	North	72	"	35'	West 358 " "
"	"	166-	North	24	"		West 82 " "
"	"	167-	North	16	"		West 383 " "
"	"	168-	North	16	"	30'	East 615 " "
"	"	169-	North	43	"		East 257 " "
"	"	170-	North	9	"		East 239 " "
"	"	171-	North	21	"		East 115 " "
"	"	172-	North	34	"		East 210 " "
"	"	173-	North	28	"	40'	East 222 " "
"	"	174-	North	18	"	10'	East 526 " "
"	"	175-	North	35	"	30'	East 257 " "
"	"	176-	North	65	"	30'	East 514 " "
"	"	177-	North	41	"	10'	East 606 " "
"	"	178-	North	42	"		East 322 " "
"	"	179-	North	36	"		East 227 " "
"	"	180-	North	9	"		East 159 " "
	181 to	182-	North	4	"		West 304 " , To a point
							in the center of the road running from
							Number Four to Stillwater 1921 feet along
							the same southwesterly, from the line between
							lands of Harlo Young and land of Fisher
							Forestry & Realty Co.

and the highway shall be fifty feet (50') in width.

Dated this 13<sup>th</sup> day of June 1932.

Ellsworth Sebald Town Superintendent  
of Highways, Town of Webb.

State Land Consultation Form



**Adirondack  
Park Agency**

State Land Consultation Number  
**SL2019-0010**

KAREN FELDMAN  
Acting Chair

TERRY MARTINO  
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: Stillwater Mountain Parking

DEC Contact Person: Matt Nowak

Telephone: 315-376-3521

Email: matthew.nowak@dec.ny.gov

#### **B. Project Location and Other Information**

State Land Unit: Independence River Wild Forest

Region: 6

Town: Webb

County: Herkimer

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?    [Click here to enter text.](#)

b) Will the new structure be the same size and located in the same place?    Yes     No   
(Describe in the narrative, section D.)

## State Land Project Consultation Form

### 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): Walt Linck and Keith Rivers have informally discussed whether this project could be submitted for consultation without a UMP amendment. Walt responded consult was ok by email on 5/31/2019.

### 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.

Additional parking will be constructed for the Stillwater Mountain Trail, adjacent to Big Moose Road in the Independence River Wild Forest. Details are included at the end of this consultation form.

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:**      **Matthew Nowak**

**Date:**    **June 13, 2019**

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.

## State Land Project Consultation Form

### 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:

State Land Project Consultation Form

- 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.

  
Deputy Director, Planning or designee

7/1/19  
Date

**Rationale for Determination**

*Parking areas at trailheads are conforming improvements in Wild Forest areas, and the proposed new area appears to be appropriately sized for the documented visitor use of the trail to the fire tower, which does not appear to be excessive.*

**PRELIMINARY APA WETLANDS JURISDICTION ASSESSMENT**

- |   |                                 |   |
|---|---------------------------------|---|
| 1) Is the proposed project located in a wetland?  | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| 2) Does the project involve any of the following activities whether or not it is located in a wetland?                            | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| Discharge of liquid wastes into (or so as to drain into) a wetland, including sewage treatment effluent within 100' of a wetland? | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| Any other form of pollution of a wetland?   | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| Any activity that may substantially impair the functions served by, or the benefits derived from, wetlands?                       | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |

State Land Project Consultation Form

**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.

Mary O Dell

6/28/19

Supervisor, Natural Resource Analysis or designee

Date

**Rationale for Determination**

A review of air photos indicates there are no wetlands in the vicinity of the proposed parking area.

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 team member: **Walt Linck**

Completion Date: **July 1, 2019**

**Distribution**

DEC Contact: Matt Nowak

Regional Forester: Dave Smith

Natural Resources Supervisor of Region: Fred Munk

Forest Preserve Coordinator, Central Office: Karyn Richards

### **Project Description**

The Stillwater Mountain Trail begins in the Independence River Wild Forest and leads to a fire tower on the Big Moose Tract Conservation Easement. A 2010 amendment to the Independence River Wild Forest UMP proposed the construction of 3-car parking area and rerouting of the old foot trail to the tower. Consistent with the UMP amendment, the parking area and reroute were constructed in 2016. Since the Stillwater Mountain Fire Tower parking area was constructed within an old borrow pit, size was bounded by the existing size of this pit. The constructed parking area ended up having space for only two vehicles. (One parking spot is universally accessible, so a wide lane between parking spaces was required.)

Since the rerouted Stillwater Mountain hiking trail opened in July of 2016, visitor-use level has consistently exceeded available parking during summer hiking months (more details below). The Town of Webb posted the portion of Big Moose Road opposite of the existing parking area with "No Parking" to increase safety for road-side parked cars, but off-road parking remains desirable.

In order to increase safety for parked hikers, a second, new parking (497817E, 4857674N) lot is proposed to accommodate an additional 10 cars (with 12 parking spots available in total). The new parking area will be directly adjacent to the Big Moose Road and be configured for pull-in parking. A universally accessible privy will be installed at the new parking area at parking level, next to a single universally accessible parking space. (The current privy is not universally accessible, so it will be removed.)

Construction of the parking area and privy will entail cutting 28 trees >3" DBH, and filling of the slope away from the road to a near-level surface. Tree cutting will be minimized by utilizing an existing opening next to the road. The parking area will be surfaced 40 feet from the edge of Big Moose Road and run 91 feet parallel to the road. Additionally, a new universally accessible pit privy and associated access path/pad will be constructed adjacent to the parking area. A trail will be cut to lead from the new parking area to the existing trail register and beginning of the trail. A sketch of the project site is attached.

### **Alternatives Considered**

- Increasing the size of the existing parking area is not practical because it is bounded by an old borrow pit.
- The Town of Webb has posted one side of Big Moose Road to increase safety for roadside parking. This solution remains less safe than off-road parking; log trucks frequent Big Moose Road year-round, and in the winter, extensive snowmobile traffic passes the trailhead on the road.
- A more preferable location for the proposed parking area has not been identified; the trail was recently rerouted to its current location, which is well suited for a parking area, as it is along a straight stretch of road.

### **Visitor Use Information**

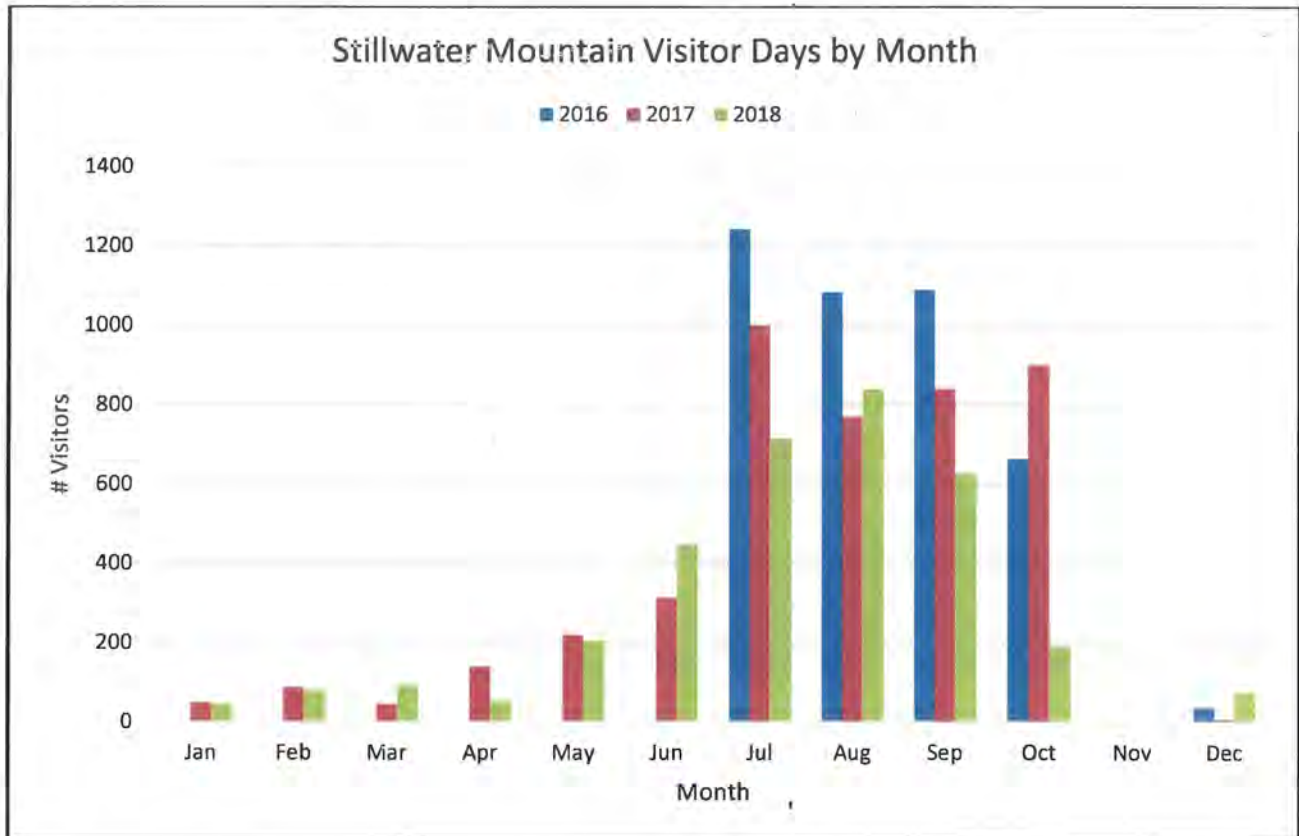
- Trail register data is available since the official opening of the Stillwater Mountain Fire Tower in July 2016. Visitation trends appear to be steady or slightly decreasing since the tower opened.

## State Land Project Consultation Form

- The Stillwater Mountain Fire Tower is part of the Adirondack Fire Tower Challenge. This is anticipated to drive sustained use by hikers who have never hiked the trail before.
- The vast majority of use occurs from June to October of each year. The average number of registered visitors/day in summer months is July – 32 visitors, August – 29 visitors, and September – 28 visitors. As is the case at many hiking trails, this use is mostly concentrated on weekends and during the middle of the day.
- Since the hike to the Stillwater Mountain Fire Tower is only one mile (one-way), parked cars take up space for a relatively short period of time - usually a couple of hours.
- The fire tower closes seasonally starting on the second Tuesday in October each year - so October visitation numbers reflect the number of visitors in 1-2 weeks, not an entire month.

### Stillwater Mountain Visitor Days by Month

	2016	2017	2018
Jan	-	49	43
Feb	-	87	78
Mar	-	45	92
Apr	-	139	52
May	-	219	204
Jun	-	313	448
Jul	1241	1000	714
Aug	1082	769	839
Sep	1088	840	627
Oct	665	900	189
Nov	-	-	-
Dec	36	7	73
<b>TOTAL</b>	<b>4112</b>	<b>4368</b>	<b>3359</b>



**Tree Cutting Count**

*A total of 28 trees >3" diameter at breast height DBH are proposed to be cut to construct the new Stillwater Mountain Parking Area and privy. Species are listed below by DBH. All trees to be cut are associated with the parking area, except one 11" DBH Sugar Maple, which will be cut to construct the new accessible pit privy.*

Beech (14 trees) – 3", 3", 3", 4", 4", 4", 5", 5", 6", 6", 6", 6", 7", 8"

Cherry (1 tree) – 23"

Sugar Maple (11 trees) – 6", 8", 9", 10", 10", 11", 11", 12", 13", 16", 17"

Striped Maple (2 trees) – 3", 3"

**Accessibility**

- A temporary privy was installed near the existing parking area in 2017, however the privy is at the top of the bank around the parking area (it is not universally accessible). DEC accessibility coordinators agreed that because a new, larger parking area would likely be constructed in the future, a universally accessible privy could be installed at parking level at that time. The proposed replacement privy will be next to the universally accessible parking space at the new parking area. The existing privy will be removed.
- The standard design for universally accessible privys will be used (71" x 87"), and a short, hardened path/pad will be constructed in front of the privy (48" x 48").

Additional Considerations

- The Big Moose Road, as a town road, has a defined width: 50 feet on each side of the centerline of the road. As such, all of the proposed parking area will be located within the Big Moose Road right-of-way. (The Town of Webb Highway Supervisor has been consulted about construction of this parking area.)
- Design of new parking area will allow for easier winter plowing, increasing safety on this stretch of road for parked hikers, snowmobiles and log trucks. Being directly adjacent to the road, the Town of Webb plow can drop an extra wing on daily snow plow passes.
- This trail was rerouted in 2016 as proposed by the 2010 amendment, and tread was adjusted, drainage structures installed etc. by the ADK Professional Trail Crew in 2017. The trail is adequately resilient at the current level of visitor use. The small summit of Stillwater Mountain is exposed bedrock and also durable to current visitation.
- No significant crowding problems at the summit have been observed or reported.
- As efforts are made to redirect hikers away from overcrowded trails (especially the relatively nearby Bald Mountain/Rondaxe Fire Tower Trail), there is potential for the Stillwater Mountain Trail to see increased use in the future.

*Image: The current parking area can accommodate only 2-vehicles*



*Image: An existing cleared area across Big Moose Road will be utilized for the new parking area to minimize tree cutting*



State Land Project Consultation Form

*Image: Twenty eight (28) trees will be cut to clear the parking area 40 feet from the edge of the town road*



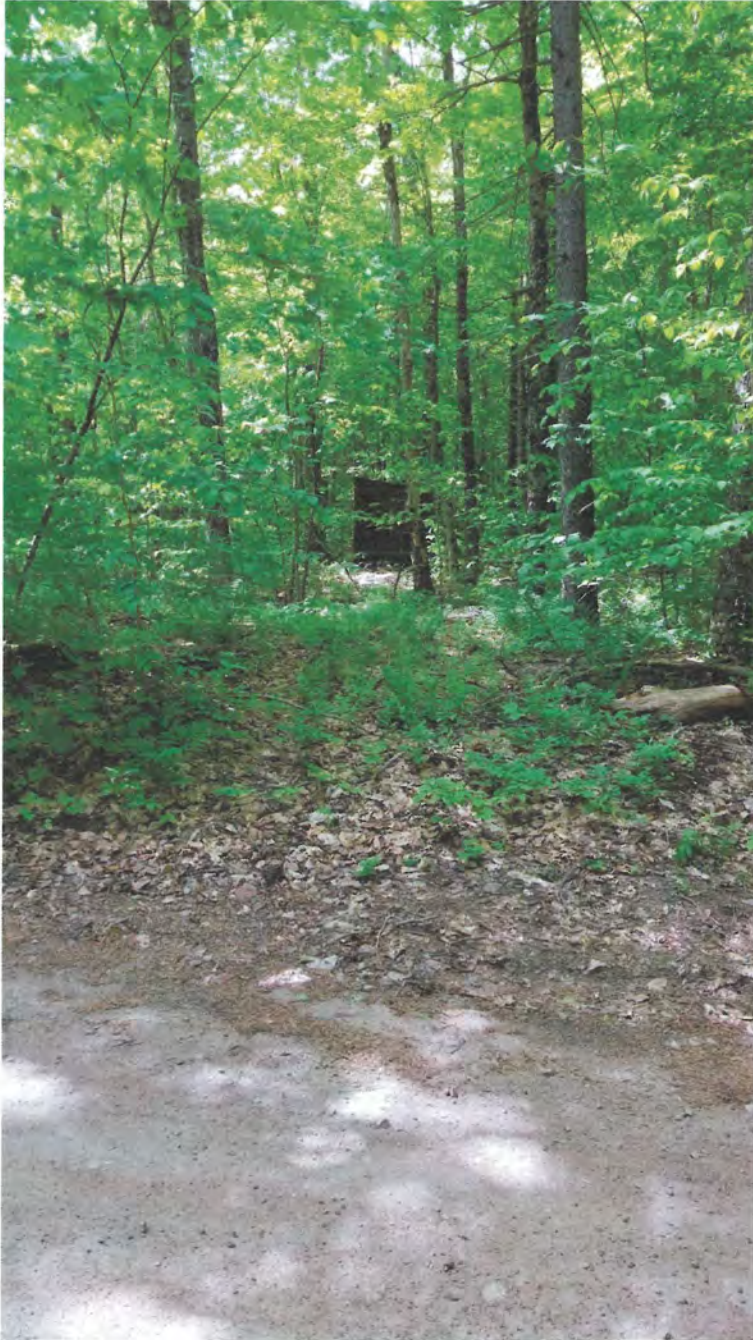
State Land Project Consultation Form

*Images: The current (and proposed parking areas are located on a straight portion of the Town Road, increasing safety for hikers, motorists, snowmobilers, and log trucks.*



State Land Project Consultation Form

*Image: A short trail segment (to current privy location) will allow hikers to reach the top of the bank and continue on the foot trail.*





NEW YORK STATE

**Department of Environmental Conservation**

DIVISION OF LANDS & FORESTS

# Independence River Wild Forest

## **Amendment**

to the

## **1986 Independence River Wild Forest Unit Management Plan**

---

Town of Webb - Herkimer County

Towns of Greig, Lyonsdale and Watson - Lewis County

DAVID A. PATERSON

*Governor*

ALEXANDER B. GRANNIS

*Commissioner*

**For Further Information Contact:**

Keith Rivers, Senior Forester  
New York State Department of Environmental Conservation  
7327 State Route 812  
Lowville, NY 13367  
Phone: (315) 376-3521  
Fax: (315) 376-8059  
r6ump@gw.dec.state.ny.us

April 2010

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**RESOLUTION ADOPTED BY  
THE ADIRONDACK PARK AGENCY  
WITH RESPECT TO INDEPENDENCE RIVER WILD FOREST  
UNIT MANAGEMENT PLAN AMENDMENT**

**April 15, 2010**

**WHEREAS**, Section 816 of the Adirondack Park Agency Act directs the Department of Environmental Conservation to develop, in consultation with the Adirondack Park Agency, individual management plans for units of land classified in the Master Plan for Management of State Lands and requires such management plans to conform to the general guidelines and criteria of the Master Plan; and

**WHEREAS**, in addition to such guidelines and criteria, the Adirondack Park State Land Master Plan prescribes the contents of unit management plans and provides that the Adirondack Park Agency will determine whether a proposed individual unit management plan complies with such general guidelines and criteria; and

**WHEREAS**, in 1986 the Department of Environmental Conservation adopted the first unit management plan for the Independence River Wild Forest Area, located in Herkimer and Lewis Counties, and has now prepared an amendment to the plan dated April 2010 which includes proposed management actions for trailhead parking development and foot trail relocation at Stillwater Mountain in the Town of Webb, Herkimer County; and

**WHEREAS**, the Department has filed a SEQOR Negative Declaration and published a notice in the Environmental Notice Bulletin on April 14, 2010; and

**WHEREAS**, the Department of Environmental Conservation is the lead agency, and the Adirondack Park Agency is an involved agency whose staff have been consulted in the preparation of the proposed plan amendment; and

**WHEREAS**, the Agency is requested to determine whether the final Independence River Wild Forest Unit Management Plan Amendment, dated April 2010, is consistent with the guidelines and criteria of the Adirondack Park State Land Master Plan; and

Resolution

Independence River Wild Forest Unit Management Plan Amendment

April 15, 2010

Page 2

**WHEREAS**, the Adirondack Park Agency has reviewed the proposed Independence River Wild Forest Unit Management Plan Amendment; and

**WHEREAS**, the Plan recognizes the need to improve public use and enjoyment of the area and prevent overuse of the area according to the guidelines and criteria of the State Land Master Plan; and

**WHEREAS**, the plan recognizes the need to make all road and trailhead systems visible and safe to travel by providing adequate trailhead parking and signing; and

**WHEREAS**, the plan amendment intends to increase opportunities for people with disabilities by providing a new three-car parking area with one accessible parking space in accordance with Americans with Disabilities Act (ADA) design guidelines; and

**Whereas**, the plan amendment, by limiting the size of the parking area, is consistent with the land and water's capacity to withstand use; and

**Whereas**, the hikers of Stillwater Mountain currently park at a universally accessible (ADA-compliant) primitive tent site which was built across from the trailhead in 2003; and

**Whereas**, the hiker parking creates a conflict with the parking for the primitive tent site; and

**Whereas**, the plan amendment intends to redirect the current trailhead parking away from the primitive tent site; and

**Whereas**, the plan amendment also details the designation of a new trailhead parking area and trail relocation located in the Independence River Wild Forest Area.

**NOW, THEREFORE, BE IT RESOLVED**, that pursuant to Section 816 of the Adirondack Park Agency Act, the Adirondack Park Agency finds the Independence River Wild Forest Area Unit Management Plan Amendment, dated April 2010, conforms with the general guidelines and criteria of the Adirondack Park State Land Master Plan; and

Resolution

Independence River Wild Forest Unit Management Plan Amendment

April 15, 2010

Page 3

**BE IT FURTHER RESOLVED,** that the determination of consistency is conditioned on consultation regarding the review of more detailed, to-scale sketch plans for the proposed parking area and on-site consultation for the trail relocation identified in this unit management plan amendment according to the Memorandum of Understanding Between the Adirondack Park Agency and the Department of Environmental Conservation Concerning Implementation of the State Land Master Plan for the Adirondack Park, including the review of the project for potential impacts to freshwater wetlands, minimization of grading and disturbance of vegetation, materials use and signage; and

**BE IT FINALLY RESOLVED,** that the Adirondack Park Agency authorizes its Executive Director to advise the Commissioner of Environmental Conservation of the Agency's determination in this matter.

Resolution adopted on this date, April 15 2010.

AYES: R. Booth, A. Lussi, C. Stiles, W. Thomas,  
J. Townsend, L. Ulrich, C. Wray, E. Lowe (DEC),  
R. Morgiewicz (DOS), P. Wohl (DED)

NAYS: None

ABSTENTIONS: None

ABSENCES: F. Mezzano

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## **INTRODUCTION**

The Independence River Wild Forest is located in the Towns of Greig and Watson in Lewis County and the Town of Webb in Herkimer County. The unit contains approximately 76,574 acres. A unit management plan for the unit was completed in 1986. Five amendments have been approved since the original adoption of the UMP; three for the creation and expansion of the Otter Creek Horse Trail System, one for the modification of existing facilities or construction of new facilities as part of the Galusha vs. DEC settlement and one for the closure of motor vehicle roads to ATV use.

The proposal in this amendment is for the construction of a three car parking area, including one accessible space, off the Big Moose Road, and a reroute of the foot trail to the summit of Stillwater Mountain. The need for a new parking area is due to a current conflict between use of the current trailhead and use of a primitive, accessible campsite which is across Big Moose Road from the trailhead. Because the existing trailhead has no official parking, hikers frequently use the parking area for the campsite due to its proximity to the trailhead, thereby inadvertently preventing persons with disabilities from being able to access the primitive campsite. Moving the trailhead and associated parking to another location would improve the likelihood of persons with disabilities gaining access to the campsite.

By moving the trailhead, a short section of the trail to the summit of Stillwater Mountain will also need to be relocated. The existing foot trail and the proposed reroute are on both Forest Preserve and private land. Prior to 2005, the private land section of trail was open at the landowner's discretion. In 2005, however, the State acquired a conservation easement on the private land which, among other things, formalized public use of the trail and the fire tower on Stillwater Mountain, as well as the Department's ability to rehabilitate and maintain them. Public use of the trail on easement lands is permitted from May 1 to, and including, the second Monday of October each year.

## **IV. PROJECTED USE AND MANAGEMENT PROPOSED**

### **A. FACILITIES DEVELOPMENT AND/OR REMOVAL**

#### **2. Trailhead Parking Development**

The proposed parking area will be constructed in an old borrow pit located along the south side of the Big Moose Road approximately 0.1 miles west of the trail head. Due to terrain and drainages no other suitable alternative sites are present any closer to the existing trail head. In order to provide proper drainage some minor grading of the area will be required. The parking area will be sloped, within ADAAG guidelines, so that water is directed to the south and east ends of the lot. From there it will be carried via a small drainage ditch along the edge of the parking area to the existing ditch line along the road. The existing cut banks of the borrow pit will be back sloped to a minimum slope of 2:1. They will then be seeded and mulched with straw to stabilize the slopes. The existing cut banks are less than four feet in height so back sloping will be limited to within several feet of the parking area. The surface of the parking area will receive a crushed stone/ gravel surface to provide a firm and stable

surface. A new trail register will be installed at the parking area. In order to complete this work the following 16 trees will need to be removed: yellow birch: one - 12", one - 8", one - 6", three - 5" and two - 4"; hard maple: one - 10", two - 6", one - 4" and four - 3".

**5. Foot Trail Development**

**d.** Big Moose Road to Stillwater Mountain Firetower Trail. In order to avoid the need to hike along the Big Moose Road a new class III foot trail will be constructed from the new parking area to the existing trail on easement lands. The new route will be approximately two-tenths of a mile longer than the existing trail. The Universal Trail Assessment Process will be used to evaluate the entire trail and this information will be posted at the trailhead. A small perennial stream will be crossed by constructing a two log wide foot bridge. Additional consultation with APA will be required prior to final siting of the trail location to determine if a wetland permit will be needed.

# Independence River Wild Forest Proposed Parking and Trail Re-Route to Stillwater Mountain

Proposed UMP Amendment  
March 2010

