

FOREST PRESERVE DETAILED PROJECT WORK PLAN

Fiscal Year Click to enter Fiscal Year

Project # CO-WP-298

<u>Region</u> 5	<u>Project Title</u> Beaver Flow Trail Reroute
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<u>Project Type</u> Modification of Existing Structure/Improvement	<u>Town(s)</u> Long Lake	<u>County</u> Hamilton	<u>Management Unit</u> Moose River Plains Wild Forest
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Description of Desired Condition(s) for Project

The Beaver Flow Trail is designated and maintained as a foot and bicycle trail within the Moose River Plains Wild Forest. The trail combines with a segment of Sagamore Road to form a loop trail accessed primarily from a large parking area west of Great Camp Sagamore. A section near the north end of the trail currently skirts the eastern edge of a large wetland. Saturated trail conditions in this area are not compatible with all terrain bicycle or pedestrian use. The crossing is difficult in Spring, Summer, and Fall.

This work plan seeks approval to install a trail reroute at the north end of the Beaver Flow Trail. The objective of this project is to protect natural resources and improve the user experience through the installation of a 321 foot segment of trail meant to avoid a wetland crossing. The desired condition is a sustainably built trail that blends into the area terrain, sheds water, and requires minimal maintenance.

The 2017 Unit Management Plan Amendment for Moose River Plains Wild Forest was in part guided by the following objectives listed on page 2:

- "Limit the amount of maintenance needed to keep trails in the best condition possible through proper trail layout and design of new and relocated trails"
- "Relocate segments of existing trails to better protect natural resources"

The plan recognized the need for improvements on existing trails and proposed a management action specific to the Beaver Flow Trail to "Re-route the trail out of wet areas" (MRPWF 2017 UMP Amendment, page 9).

This management action is considered a minor trail relocation of a designated trail. Work is intended to occur during the 2023 field season.

Description of Project Specifications

The new route leaves the current trail corridor to the south of the wetland crossing and utilizes an upland area of Spruce –Fir forest to connect a short distance (321 feet) to the Sagamore Road to the east, see attached map. The reroute was laid out utilizing natural openings and side slope topography where present to limit tree cutting and allow the trail corridor to shed water. Bench cutting will be implemented along the side slopes consistent with sustainable trail design. The trail leads to an existing three car parking pull-off near a motor vehicle bridge over the South Inlet which provides secondary trailhead access and parking. Primary parking and trail access is gained through a large parking area known as the Tour Parking Area farther south on Sagamore Road.

The sequence of work will begin with the felling of the selected trees. Stumps will be cut low and the stems and tops will be dispersed off trail in the surrounding forest so as to blend in with the natural surroundings. In conjunction with the tree cutting lateral branch pruning will occur to further open the trail corridor. These activities will be followed by the tread establishment which includes raking off the organic duff layer atop the forest floor. The final step will be the bench cutting along the side slope areas of the reroute.

The former section of trail that led through the wetland will be closed and blocked off with woody debris to discourage use. Trail signage will be installed to funnel users through the newly established reroute and keep use contained within the designated trail corridor.

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

By electing to re-route the trail away from the wetland all negative impacts associated with recreational use through a wetland will be eliminated. The cutting of trees to install the reroute is kept to the minimum extent necessary to complete the project. The new route is designed using sustainable trail techniques by locating the trail corridor on higher ground and along side slopes as much as possible to shed water. The trail weaves through the forest preserving the wild forest character of the area and utilizes natural openings as much as possible to limit tree cutting. Care will be given to ensure the least amount of impact necessary to complete the project.

A.) Trees to be removed:

Installation of the re-route will require the cutting of 24 trees in total. 20 trees are 1-3" in DBH and 4 are 4-6" in DBH. All cut trees will be felled into the surrounding forest and left on site. Stumps will be cut low and debris will be dispersed into the surrounding forest. The tree cutting required for the reroute installation is considered minor and is limited to smaller trees (all trees <6"DBH). Trees to be cut are further described on the attached tree tally.

B.) Earthwork and Disturbance:

Earthwork will consist of raking the organic duff layer off the 321 feet of rerouted trail and bench cutting along the side bank portions of the trail corridor. Bench cutting is necessary to encourage water to shed off the trail tread. Soil disturbance associated with the bench cuts is expected to be low. Material removed from the forest floor will be spread into the adjacent woods to blend in with the natural surroundings.

C.) Impacts to Streams, Waterbodies, and Wetlands:

APA wetlands staff delineated the extent of the wetlands at the project location. All work activities associated with this project will occur outside of wetlands, stream corridors, and waterbodies. No impacts to water quality are anticipated.

D.) Identification of Rare, Threatened or Endangered Species:

A search of available data layers yielded no known occurrences of rare, threatened, or endangered species in or around the project area. Through the course of the project if any species of concern are identified within the project area all work shall be stopped until a plan is developed to address the situation.

Analysis of Project Location and Design Alternatives

The project location is bound by a large wetland to the west and the Sagamore Road and South Inlet to the east, see attached map. Rerouting to the west of the current trail is impractical. Due to the size and proximity of the wetland, rerouting to the west would require a lengthy trail and result in a much higher impact to the Forest Preserve.

Installation of a boardwalk style bridge through the current trail corridor was considered. This alternative would eliminate tree cutting, but would require a 140 foot structure to be built within a designated wetland. Impacts associated with bridge construction and the long-term maintenance of such a structure are high and not seen as a practical solution.

A 321 foot minor trail relocation through an area that possesses conditions favorable for sustainable trail design is seen as an effective solution to avoid a wetland crossing and is the preferred management option.

Description of Use of Motorized Equipment and/or Motor Vehicles (if any)

Chainsaws will be used to cut the trees. Hand tools will be used to install the trail.

Description of Applicable Standards for Accessibility by People with Disabilities

This project is a modification of an existing trail facility that is currently not built to ADA standards. The side slope topography at the project location is not conducive for ADA trail design. Due to these limitations the project will not incorporate ADA design features.

Other Relevant Considerations

Use of the Beaver Flow Trail is low to moderate with the bulk of use associated with guests staying at Great Camp Sagamore. Use levels are expected to remain at current levels with some increase as trail improvements are implemented.

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Date: 2/1/2023

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"/>	NYSDEC	2017 MRPWF UMP
	Tree Cutting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PROJECT MANAGER	PENDING WP APPROVAL
	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"/>		
	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 type="checkbox"/>	<input checked="" type="checkbox"/>		
	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 type="checkbox"/>	<input checked="" type="checkbox"/>		
	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"/>		ACTIVITY ALLOWED PER MOU
	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"/>			

Photo 1: Current trail corridor on the northern end of the Beaver flow Trail. The trail is saturated and located within a designated wetland. The reroute described in this work plan is intended to avoid this area altogether, eliminating all wetland impacts.





**Department of
Environmental
Conservation**

MOOSE RIVER PLAINS WILD FOREST

Amendment

to the

2011 Moose River Plains Wild Forest Unit Management Plan

NYS DEC, DIVISION OF LANDS AND FORESTS

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- 4) Address parking issues along Route 28 to accommodate new or expanded improvements.

The following objectives guided the Department during the development of this amendment:

- Improve and expand the user experience while still conforming to Wild Forest guidelines;
- Limit the amount of maintenance needed to keep the trails in the best condition possible through proper trail layout and design of new and relocated trails;
- Improve trail connections between the local communities;
- Provide trails for bicycle riders of all abilities;
- Increase recreational opportunities for persons with disabilities; and,
- Relocate segments of existing trails to better protect natural resources.

Implementation

Phase 1 – Re-Route and address issues on the following existing trails:

- Black Bear Mountain Trail – Re-route and address some low, wet spots
- Bug Lake Trail – Grades too steep in sections
- Old Uncas Trail – Overgrown vegetation and some low, wet spots
- Mohegan Lake Road/Trail - Overgrown vegetation and some low, wet spots
- Beaver Flow Trail – Re-Route the trail out of wet areas and improve bridge over the flow
- West Mountain Trail – Two re-routes
- Sucker Brook Bay Trail – Overgrown vegetation
- Seventh Lake Mountain Trail – Address some low, wet spots and steep sections

Phase 2

- Construct roughly 23 miles of new bicycle trails (trail locations are generally shown on maps)
- Construct 9 miles of trail that will be designed for beginner use
- Construct 14 miles of trail that will be designed for intermediate use

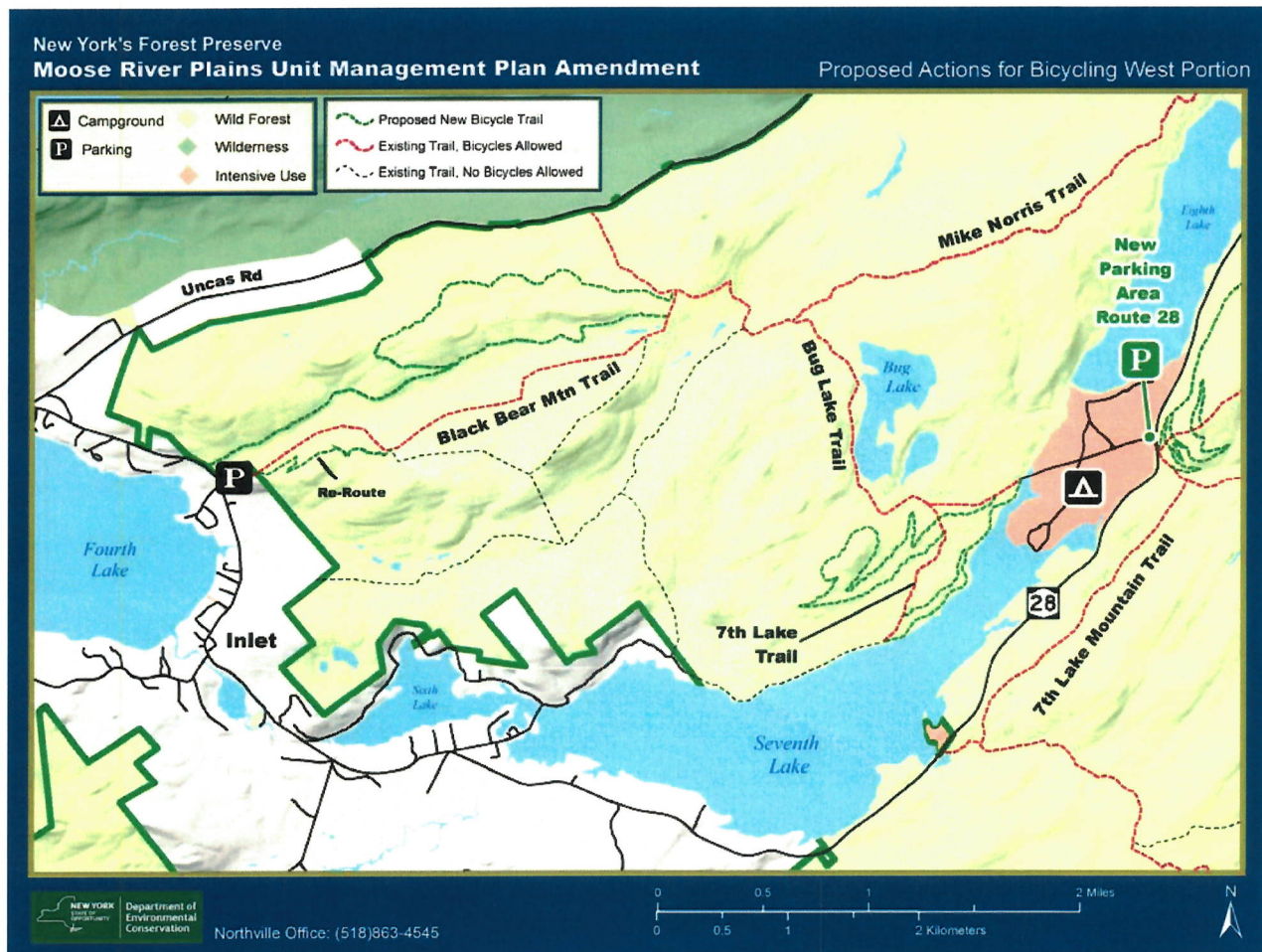


Figure 4: Proposed Bicycle Trails - West Portion