TRAVEL CORRIDOR UNIT MANAGEMENT PLAN



7TH BIENNIAL NORTHEASTERN TRANSPORTATION & WILDLIFE CONFERENCE

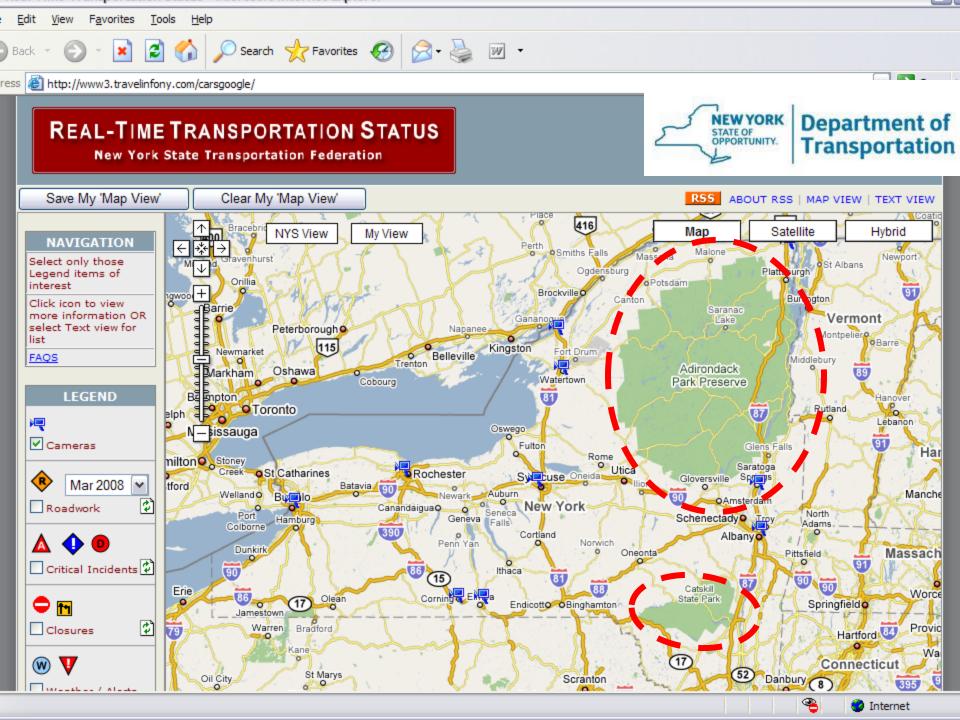
LAKE PLACID, NY

SEPTEMBER 13, 2016

Ed Frantz, NYS *Department* of Transportation







Adirondack Early Explorations-1837-1841





Adirondack Park History

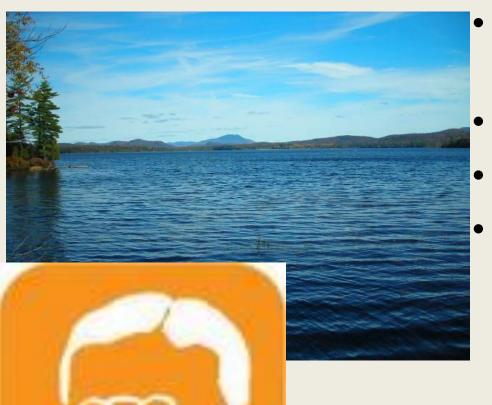


- 1885 Establishment of the Forest Preserve
- 1892 Established the Adirondack Park
- 1894 State Constitution Amended
- Article XIV added with "Forever Wild"



US Wilderness History





- 1897 National Forest System
- 1907 US Forest Service
- 1916 National Park Act
- 1964 Wilderness Act Passes

Adirondack Park State Land Master Plan (1972)

"A Unifying Theme"

The protection and preservation of the natural resources of the state lands within the Park must be paramount."

"Human use and enjoyment of those lands should be permitted and encouraged, so long as the resources in their physical and biological context as well as their social or psychological aspects are not degraded."

Adirondack Park State Land Master Plan Classification System

Nine basic categories result from this classification:

Wilderness

Primitive

Canoe

Wild Forest

Intensive Use

Historic

State Administrative

Wild, Scenic and Recreational Rivers

Travel Corridors

Adirondack Park State Land Master Plan **Travel Corridor Designation**

HIGHWAYS

Route	Terminal	Approximate Mileage
I-87	Northern Park Boundary to Southern Park Boundary	91
3	Western Park Boundary to Northeastern Park Boundary	107(a)
8	Southwest Park Boundary to Hague	109
9	Northern Park Boundary to Southern Park Boundary	92(b)
9L	Southeastern Park Boundary to Route 9	13
9N	Southern Park Boundary to Keeseville	124
10	Southern Park Boundary to Route 8	23
22	Northern Park Boundary to Southern Park Boundary	76(c)
28	Southwestern Park Boundary to Route 9	100(d)
28N	Blue Mountain Lake to North Creek	47(e)
29A	Southern Park Boundary to Southwestern Park Boundary	
30	Northern Park Boundary to Southern Park Boundary	151(g)
56	Northern Park Boundary to Sevey	15
58	Western Park Boundary to Fine	5
458	Northern Park Boundary to Route 30	20
	Route 9N to Route 86	26(h)
74	Route 9 to Lake Champlain	30
86	Jay to Route 30	34
99	Merrillville to Route 30	18
149	Southern Park Boundary to Southeastern Park Boundary	5
190	Northern Park Boundary to Route 374	8
192	Bloomingdale to Route 30	9
192A	Route 192 to Route 86	2
287	Western Park Boundary to Route 8	6
373	Port Kent to Route 9	3
374	Northern Park Boundary to Dannemora	27
418	Warrensburg to Thurman	3
421	Horseshoe Lake to Route 30	6
431	Wilmington to Whiteface Summit	8
903	Crown Point Bridge to Route 22	4

1187 Miles Subtotal Minus dual designations 1106 Miles

- (a) includes 6 miles dually designated as Route 30
- (b) includes 4 miles dually designated as Route 8 and 10 miles dually designated as Route 73
- (c) includes 25 miles dually designated as Route 9N
- (d) includes 11 miles dually designated as Route 30
- (e) includes 9 miles dually designated as Route 30
- (f) includes 5 miles dually designated as Route 10
- (g) includes 9 miles dually designated as Route 8 (h) includes 2 miles dually designated as Route 9N

Estimated 1,106 miles of state highway in Park (30 State Routes listed)

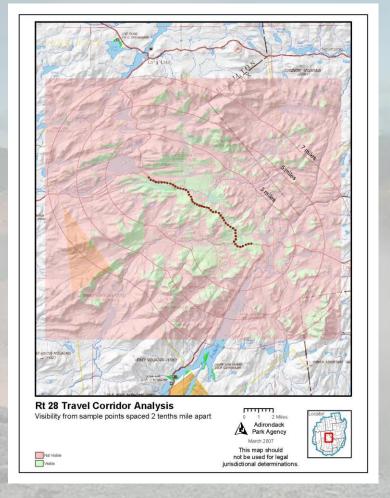
Remsen-Lake Placid Railroad Travel Corridor

Potential Scenic Pull-offs (37 listed)

Adirondack Park State Land Master Plan Travel Corridors Definition

Definition

A travel corridor is that strip of land constituting the roadbed and right-of-way for state and interstate highways in the Adirondack Park, the Remsen to Lake Placid railroad right-of-way, and those state lands immediately adjacent to and visible from these facilities.



Adirondack Park State Land Master Plan Travel Corridors Guidelines

The importance of the major travel corridors....to the integrity of the Park cannot be over-emphasized.

The lands adjacent to these highways are the most visible to the traveling public and frequently determine the image and entire atmosphere of the Park for many visitors.

The primary travel corridor guideline will be to achieve and maintain apark-like atmosphere on state lands... ... that complements the total

A dirondack anvironment

Adirondack Park State Land Master Plan Travel Corridors Guidelines (1972)

Guidelines address:

Highway design and construction

Signing policies

Scenic vistas

Trailheads

Roadside aesthetics

Administrative facilities

Rustic guiderail

Utilities

Vegetative cover

Adirondack Highway Council (1974-c.1985) worked to implement a common vision for Adirondack transportation systems that strengthened the Park's natural character.

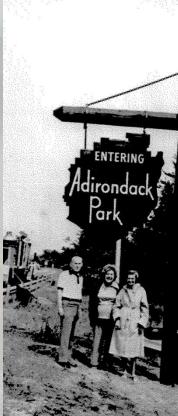
The Council was created, in part, in response to the challenges posed by the Transportation Corridor guidelines of the Adirondack Park State Land Master Plan

Created a high level of interagency and citizen collaboration

Sought to gain federal funds and support for highway standards in keeping with the unique character of the Adirondack Park

Worked on developing standards for corridor related issues including:

Design standards for maintaining Park character
Unique signage vocabulary – yellow on brown
Rustic guiderail
Scenic overlook designation
Impact of utility lines in corridor



Adirondack Highway Council (1975-1985)



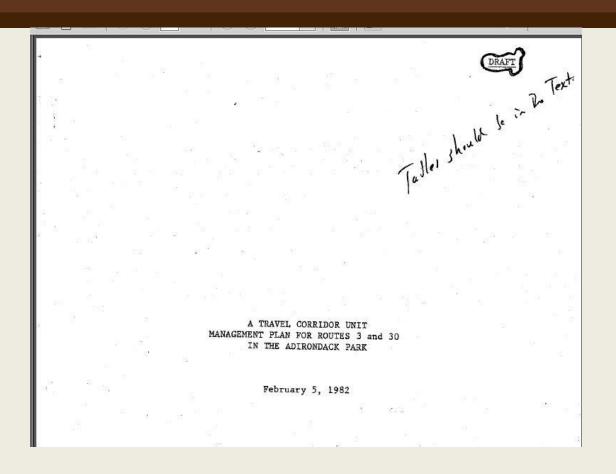
- 1980- Highest Priority to Develop Travel Corridor Plans- Never Fully Realized
- Major Accomplishment The Green Book (NYSDOT Guidelines for the Adirondack Park)
- "Branding"- signage, gateway sign, rustic guiderail
- Strong Agency Commitments, but was limited in sustaining vision
- Many Issues are Still The Same Today
 TRAVEL CORRIDOR UNIT MANAGEMENT PLAN



三二 电双电阻 医电阻 医医胆囊 医医鼻 医鼻头 医鼻头 医鼻头

1982 Draft TCUMP Route 30





TRAVEL CORRIDOR UNIT MANAGEMENT PLAN





Historic Photo 27. 1930's View of Seventh Lake from the newly built Route 28. Before the state highway was built, Seventh Lake was part of the steamboat route from Raquette Lake through the upper Fulton Chain Lakes. (Courtesy Letty Haynes, Inlet Town Historian)













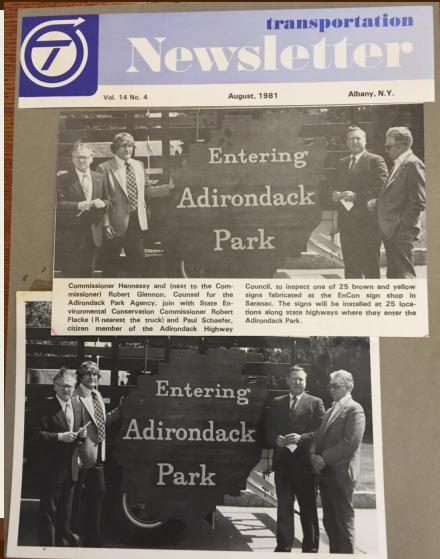






Park Entrance











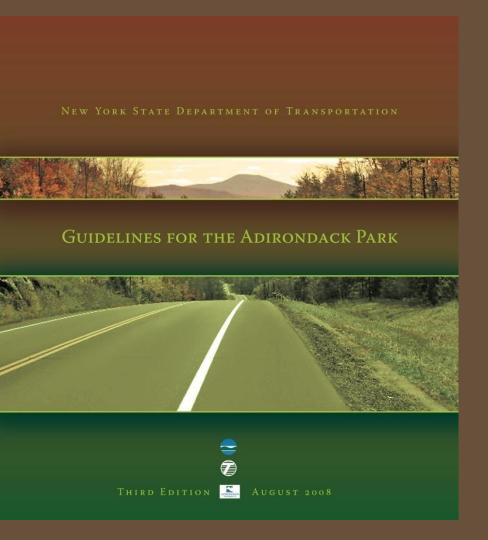












Clarify Coordination and permitting

Awareness of issues

Consistent design, construction and maintenance standards and practices

Best management practices to improve public/ transportation / environmental sustainability

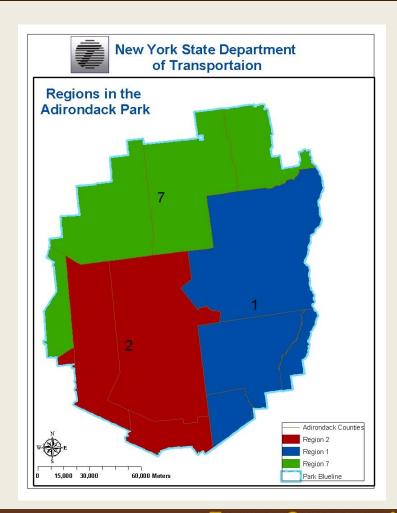
Last Updated 2008

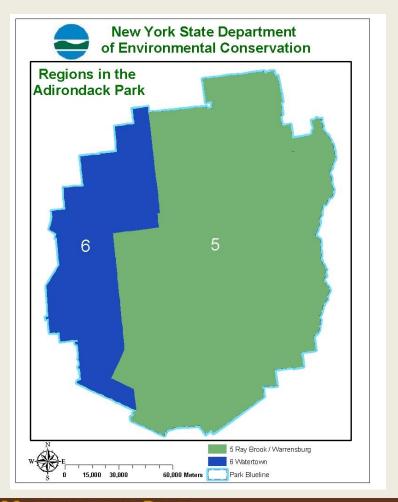
Greenbook Purpose



Sustainability Planning Requires Agency Analysis and Consideration of Long Term Continuity/Transfer of Knowledge Measures







Travel Corridor Unit Management Plan



















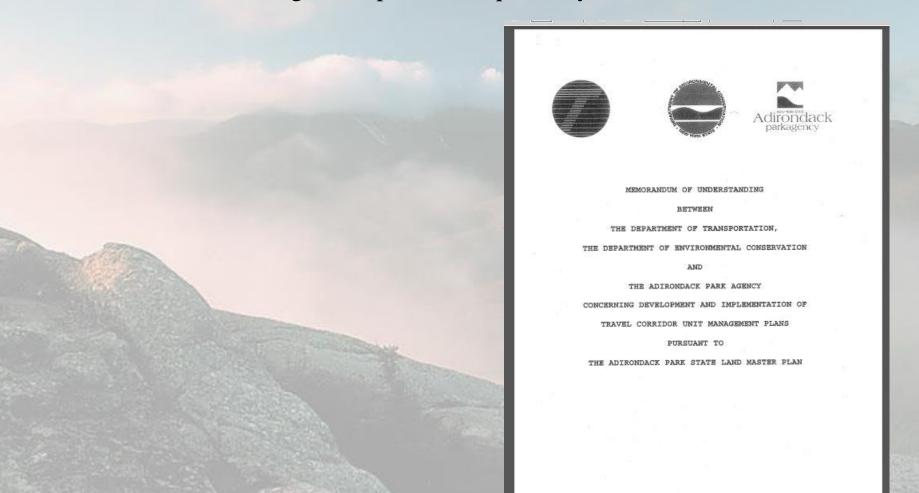






Memorandum of Understanding Intent for Travel Corridor Unit Management Planning (2009)

Intended to provide process and content for the development travel corridor unit management plans as required by the State Land Master Plan;





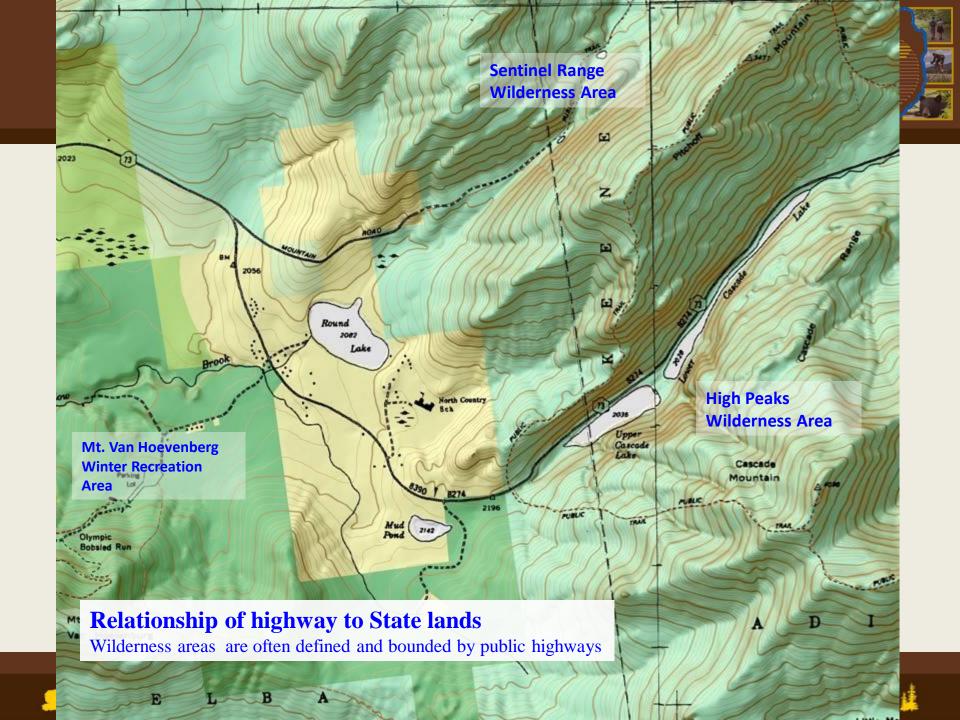
"To be Maintained in a Park Like Atmosphere"





Natural Resource Protection is Paramount



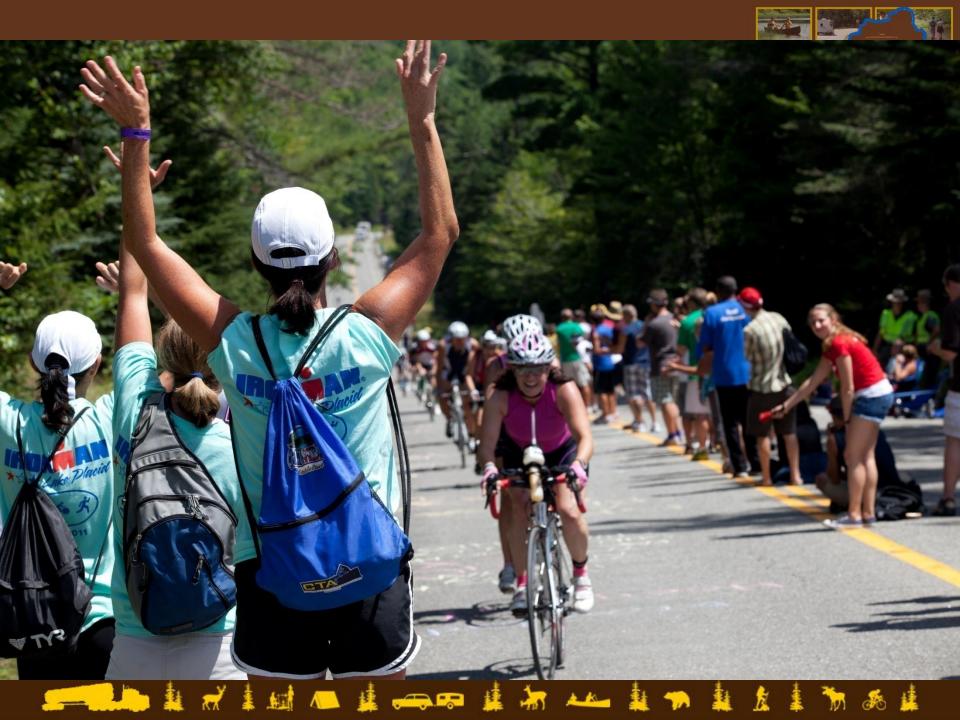




Economics

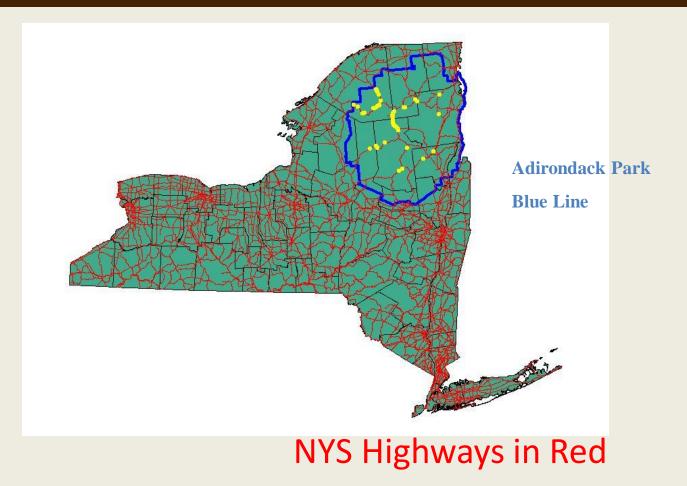






Awareness of Issues: e.g. Invasive Species





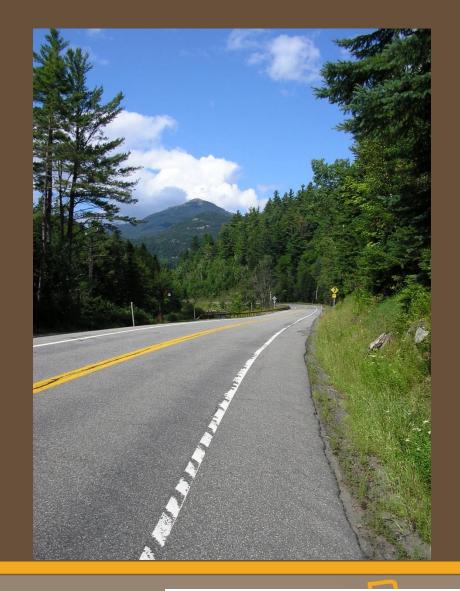
Purple Loosestrife Locations

Travel Corridor Unit Management Planning = Sustainable Transportation in the Adirondacks



 Which means transportation improvements that, from conception to completion, through maintenance and operation: satisfy functional requirements, while maintaining and enhancing the natural, built and social environments

We cannot lose sight of functional requirements which drive the purpose & need for highway maintenance and improvements



Transportation Needs



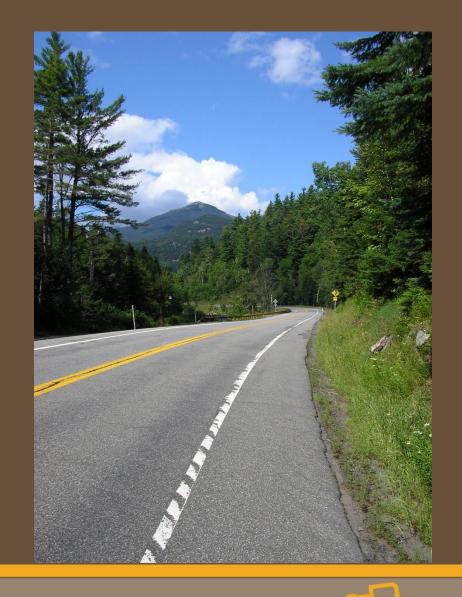
Safety Reliability **Life-Cycle Engineering Operations & Maintenance** Access **Capacity Durability Travel Time Cost Benefit Analysis Feasibility**



Transportation Functionality



We also cannot lose sight of the relationships and influences transportation has on <u>our</u> environment



"Environment" Needs

Environment= Social, Built, Natural



People
Community
Aesthetics
Habitat Integrity
Utilities

User-i.e. Bike, snown

Water Quality

Education

Economics

Tourism

Etc



Environment Functionality



TCUMP Process/Document

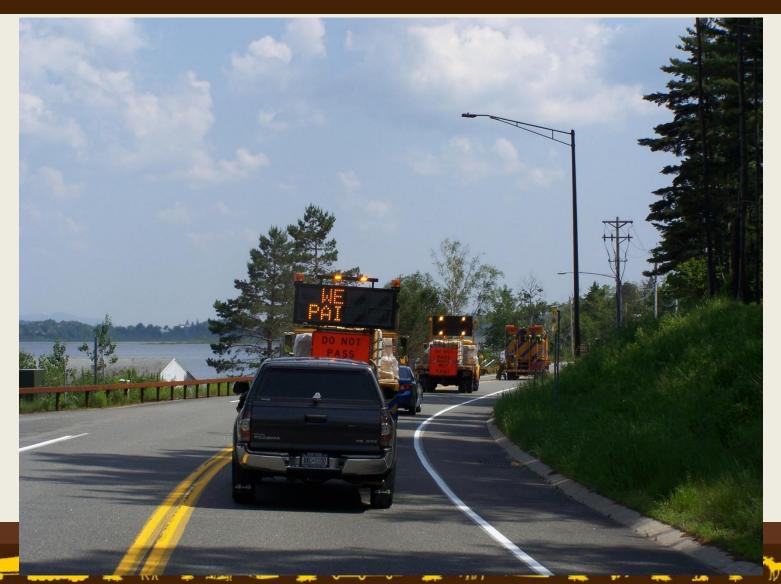




- Identify Factors
- Define Relationships/ Importance?
- The Current State
- The Desired State
- Stakeholders
- Recommendations
- NYSDOT lead or Involved
- Inventory/Asset Mgmt
- Measurable- GREENLITES

What Matters?







What and Who





- Slope Repair
- Audible Roadway Delineators (ARD's)
- DOT Facilities
- Vegetation Management
- Pavement and Shoulders
- Winter Maintenance
- Barriers
- Signage
- Permits and Use Occupancy















Some TCUMP Outcomes Anticipated



- Better Use of Resources and Outcomes
- Doesn't Mean More Projects or Funding
- Recommendations will focus on NYSDOT Application and Ability to Implement
- Many Opportunities have In-direct Relationships to NYSDOT and Need Support From Other Stakeholders to be Realized

TCUMP Recommendation's



E.g. Training, Guidance,



三二 東州東湖 西東西西東河山山東州東左東河流東

TCUMP Recommendation's





- Working Groups
- Guidance (Revised/New)
- BMP's
- Inventory
- Asset Management
- Standards and Practices
- Projects and Actions

三十五章 水素樹 西達 西西達 初止 集初 鞋左集为 為達

Asset Management Examples



- Visual Resource Areas
- Wetland Locations
- Utility Type, Location, and Crossings
- Cold Spot Areas
- Vegetation Management Elements
- Habitat Connectivity Elements
- Shoulder Widths
- Trail Heads and Access

FRAVEL CORRIDOR UNIT MANAGEMENT

Mapping and GIS





Highway Surveys: Car Top

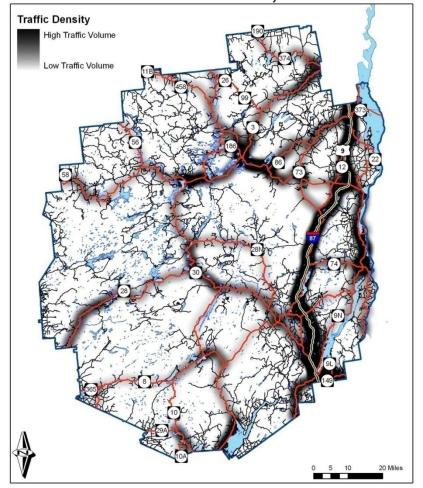
Antenna



The Power of GIS



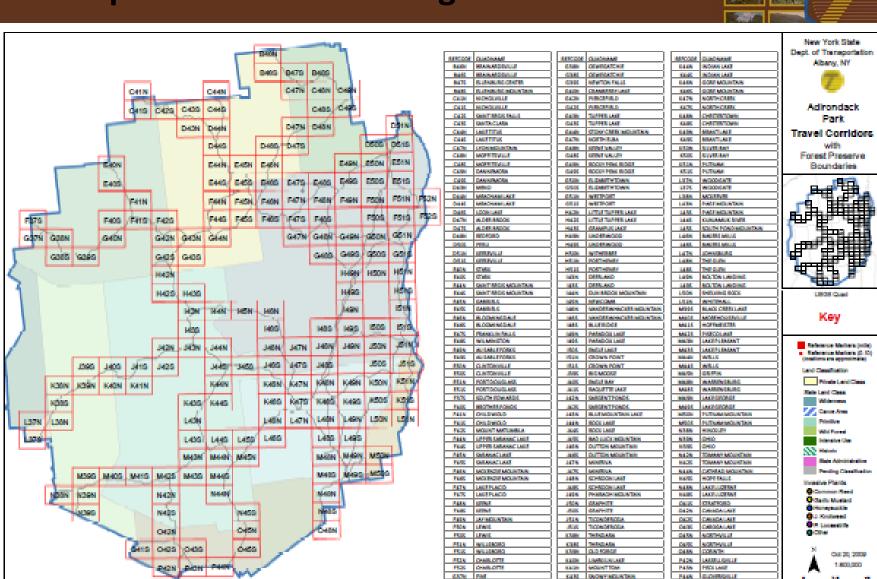
Graphical Representation of Traffic Density Adirondack Park, NY







Mapbooks- Assets Management

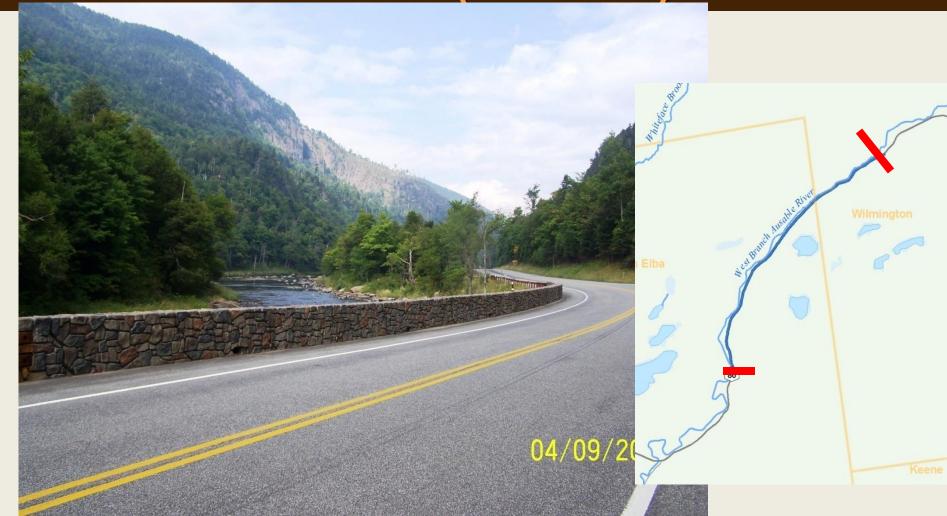






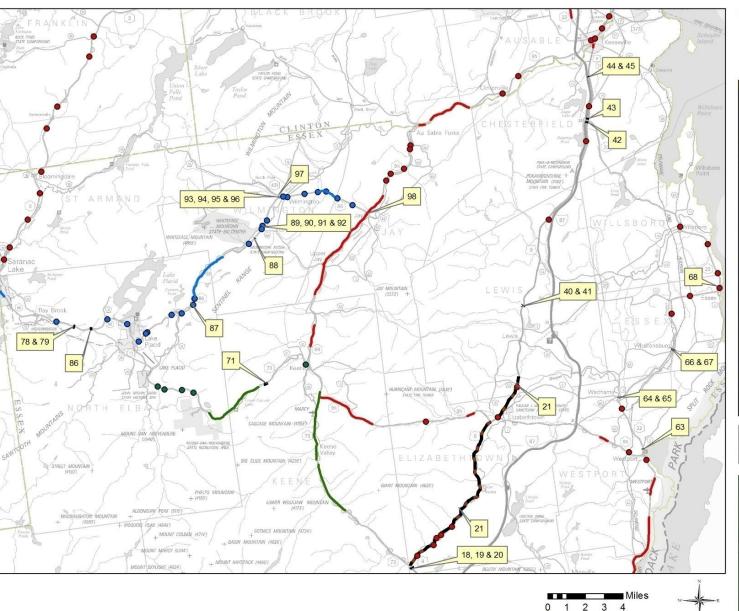
Visual Resource Assessments (VRA's)





TRAVEL CORRIDOR UNIT MANAGEMENT PLAN





NYS Department of Transportation

Region 1 Rustic Guide Rail Replacement Project

Essex County

Site_No	Side	ROUTE	RF_MEAS	RT_MEAS
18	NB Roadside	9 12111	254.96	255.97
19	SB Roadside	9 12111	255.63	255.97
20	NB Roadside	9 12111	256.79	256.91
21	SB Roadside	9 12111	256.91	386.75
40	NB Roadside	9 12111	424.81	425.2
41	SB Roadside	9 12111	424.93	425.28
42	SB Roadside	9 12111	534	534.99
43	SB Roadside	9 12111	536	537
44	SB Roadside	9 12111	560.06	560.52
45	NB Roadside	9 12111	560.07	560.52
63	WB Roads id	22 12091	306.94	307.41
64	EB Roadside	22 12091	340.38	340.54
65	WB Roadsid	22 12091	340.45	340.54
66	WB Roads id	22 12091	381.23	381.72
67	EB Roadside	22 12091	381.93	382.56
68	EB Roadside	22 12091	437.43	437.91
71	SB Roadside	73 12011	554.55	556.74
77	WB Roads id	74 12011	199.41	200.15
78	WB Roads id	86 12021	53.66	54.66
79	EB Roadside	86 12021	53.73	54.73
86	WB Roads id	86 12021	63.15	64.66
87	WB Roads id	86 12021	134.63	135.71
88	EB Roadside	86 12021	190.25	190.58
89	EB Roadside		22,222,232	197.57
90	WB Roads id	86 12021	197.28	197.34
91	WB Roads id	86 12021	197.98	198.09
92	EB Roadside	86 12021	198.08	198.28
93	WB Roads id	86 12021	215.93	216.01
94	EB Roadside	86 12021	215.94	216.02
95	WB Roads id	86 12021		216.13
96	EB Roadside	86 12021	216.05	216.13
97	WB Roads id	86 12021	219.3	219.36
98	EB Roadside	86 12021	267.23	267.61

Viewshed

- Guiderail replacement
- Lines of Visual Significance
 Points of Visual Significance





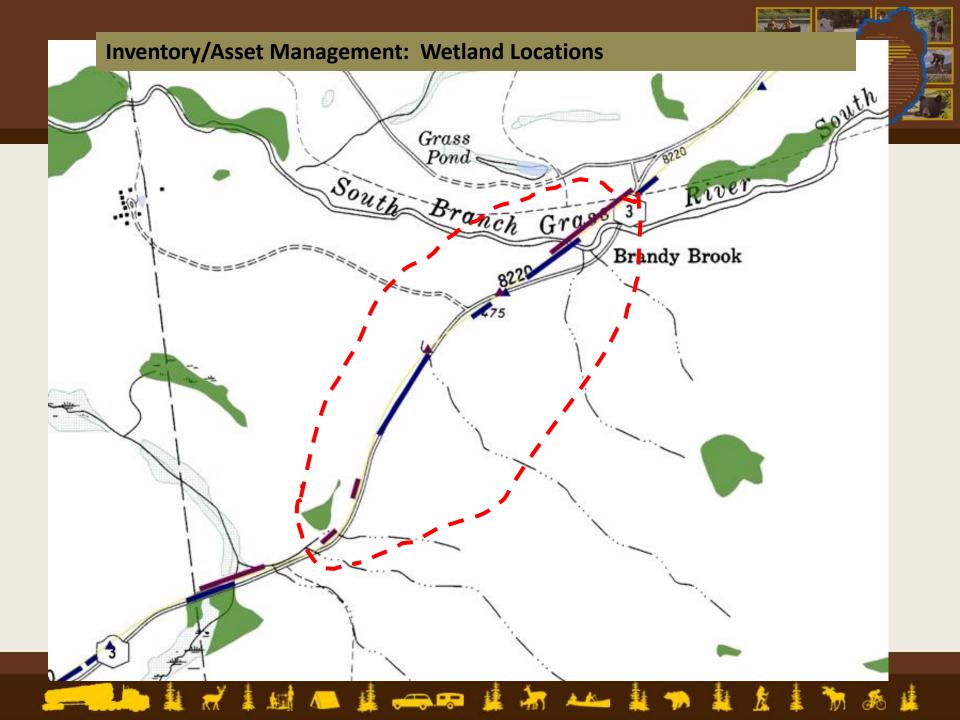
Wetlands Inventory: NYS Route 3



- 400 plus wetlands in 103 miles
- 30 (+or-) mitigation opportunities
- 10(+ or -) wetlands hydrology influenced significantly enough to cause noticeable variation in wetlands on both sides of highway

基对基础 個 基 四四 集 初 止 基 柳 鞋 左 集 物 為 達

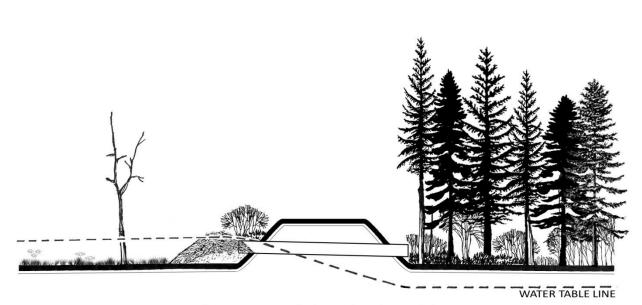
Ditching Wetlands=No Improved Transportation Functionality Forested/Shrub Wetland



Wetland Influence Area



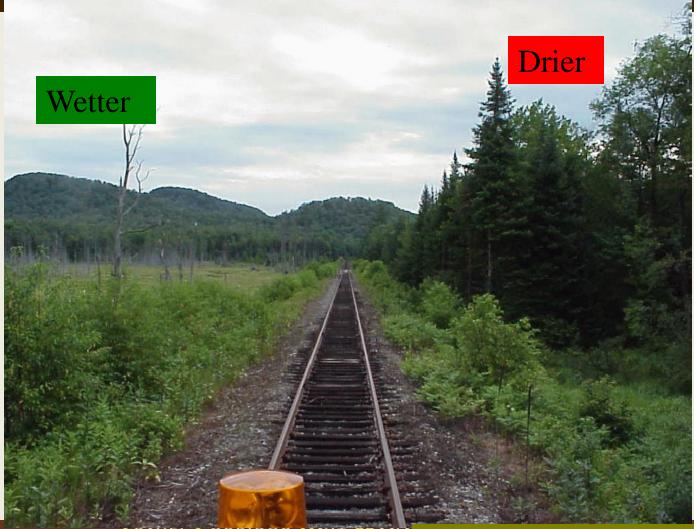
 Highway Influence on Hydrology and/or Creates Ideal Beaver Dam Locations



CULVERT LOCATIONS BECOME OPPORTUNITIES FOR BEAVER DAMS

Awareness





Spruce/Tamarack Swamp

Adirondack Railroad

Beaver and Operations

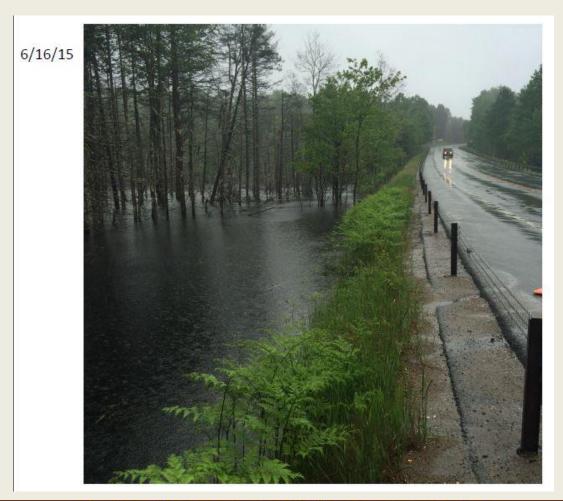


• E.g. Priority Solution Areas= Staff Time Savings



Route 30 Beaver Problem





TRAVEL CORRIDOR UNIT MANAGEMENT PLAN



Route 30 Beaver Problem



Water approaching edge of pavement



TRAVEL CORRIDOR UNIT MANAGEMENT PLAN



Water Quality Elements



E.g. Drainage Outlet Catchment Needs

- Pavement Removal Needs
- Grass Swale Opportunities



三人 東州東湖 西東西西東河 山上東河東东東河 為東

Applications to Habitat and Connectivity





Applications to Habitat and Connectivity





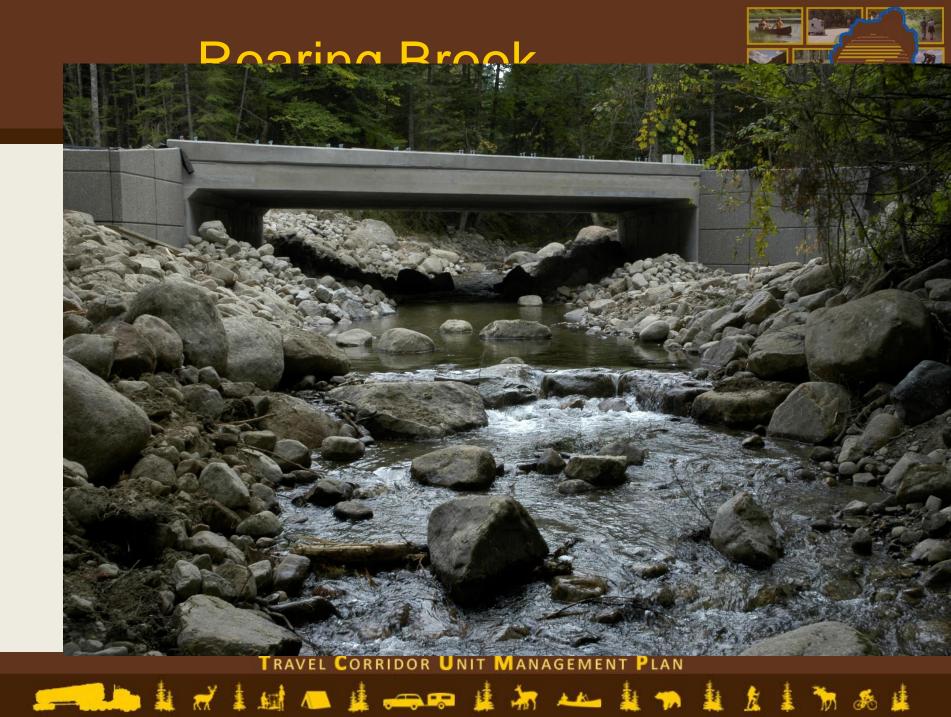
Habitat Connectivity Elements



E.g. barrier bidge/ culvert locations, site details, Priority ranking



二十二年 大丰田 四季 二四季 和 二二季 四季 左季 为 纸连



Application to Natural Resources



主义 華 《 華 《 華 《 本 《 本 》 韩 龙 丰 为 病 丰

Big Picture





TRAVEL CORRIDOR UNIT MANAGEMENT PLAN























NETWC





TRAVEL CORRIDOR UNIT MANAGEMENT PLAN

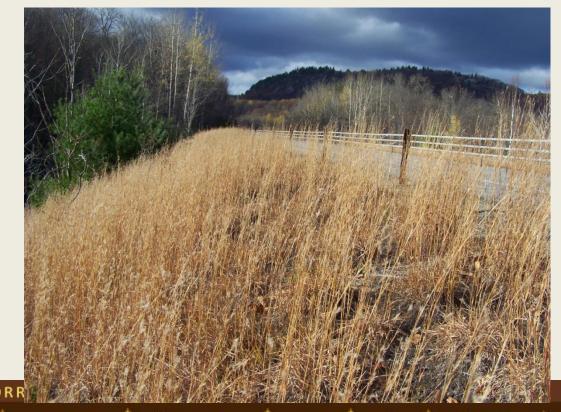


Native Vegetation and Mowing



 E.g. Promoting Native Vegetation and Reducing Mowing Needs

Native: Little Blue Stem Grass (No Mow Area)



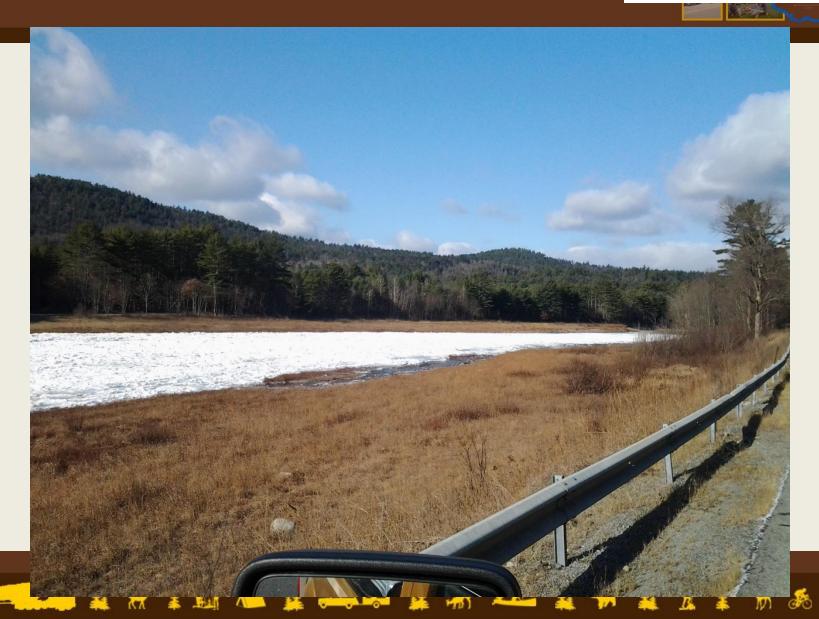
No Mow- Little Blue Stem Grass





Hudson River Ice Meadows





Prairie Cord Grass





TRAVEL CORRIDOR UNIT MANAGEMENT PLAN



Mowing Promoting Non-Native Weed Species



Department of Transportation

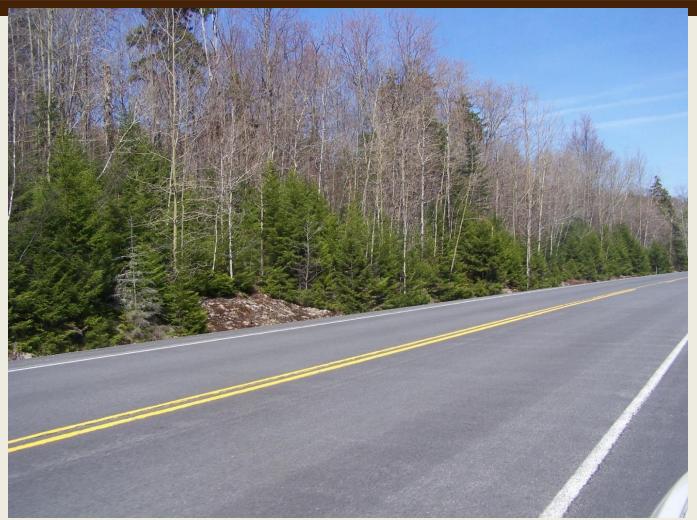
Route 87 (Northway Exit): Native Seed Planting Pilot





Vegetation Management: Conifer Management





TRAVEL CORRIDOR UNIT MANAGEMENT PLAN

Vegetation Management Needs













Vegetation Management Needs







TCUMP and Projects



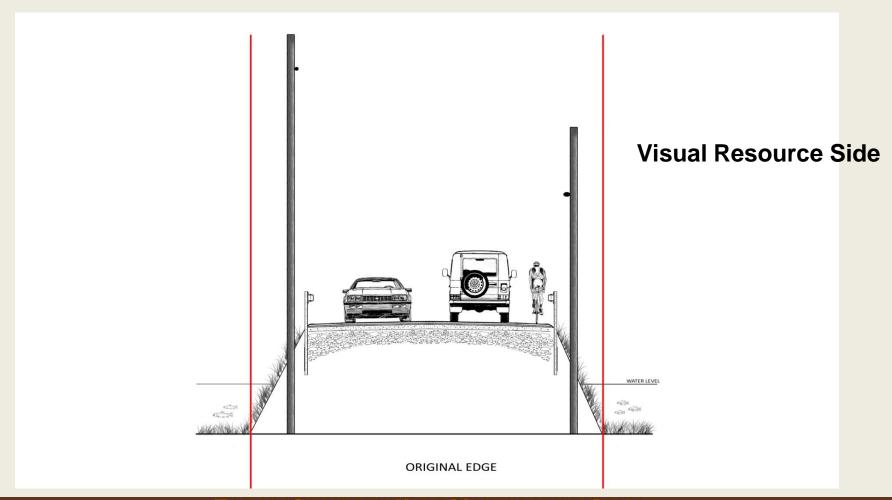
Leads to Better Outcomes that Consider Transportation/Environmental Functionality Needs

Case Study: 7th Lake Culvert / Causeway Project



7th Lake Existing



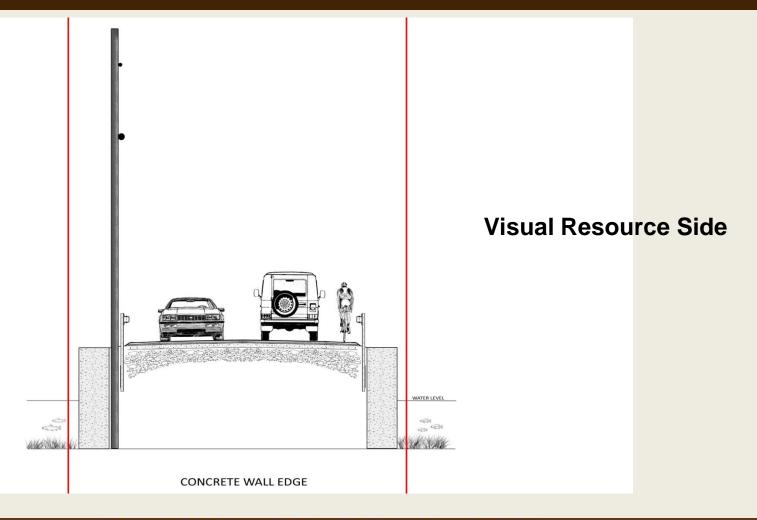


TRAVEL CORRIDOR UNIT MANAGEMENT PLAN



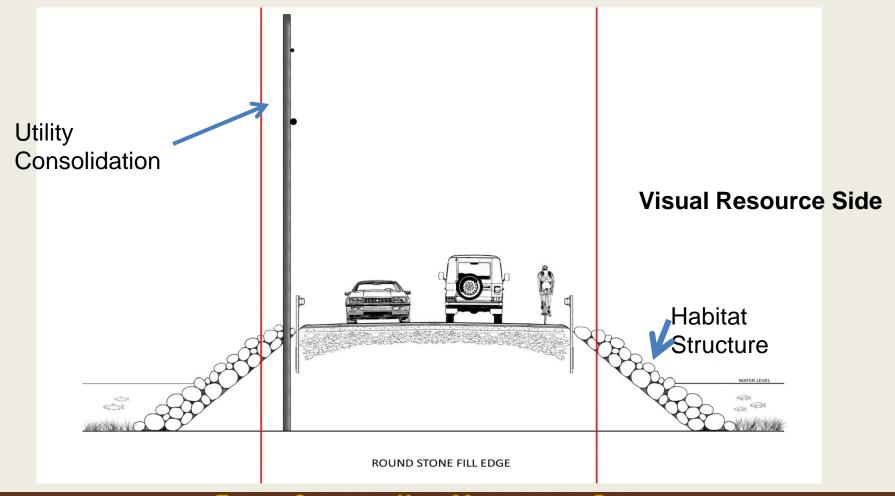
7th Lake Wall Option/ Avoidance of Direct Water/Wetlands Impacts





7th Lake Habitat / Aesthetics / Pedestrian & Bike Option





三十二章 大手組 一達 一田 建初止 事为 教友主为病症





Historic Photo 9. View on the 1866 stage road, possibly looking west from McGinn Hill, east of Indian Lake, showing the rough conditions endured by travelers. Note the mountain silhouette in distance. (Courtesy Goodsell Museum, Old Forge)

TRAVEL CORRIDOR UNIT MANAGEMENT PLAN

三二 教育 医二甲基二甲基二甲基甲基 医三甲基甲基

Secondary Relationships: Utilities





TRAVEL CORRIDOR UNIT MANAGEMENT PLAN



Awareness of Issues: e.g. Invasive Species





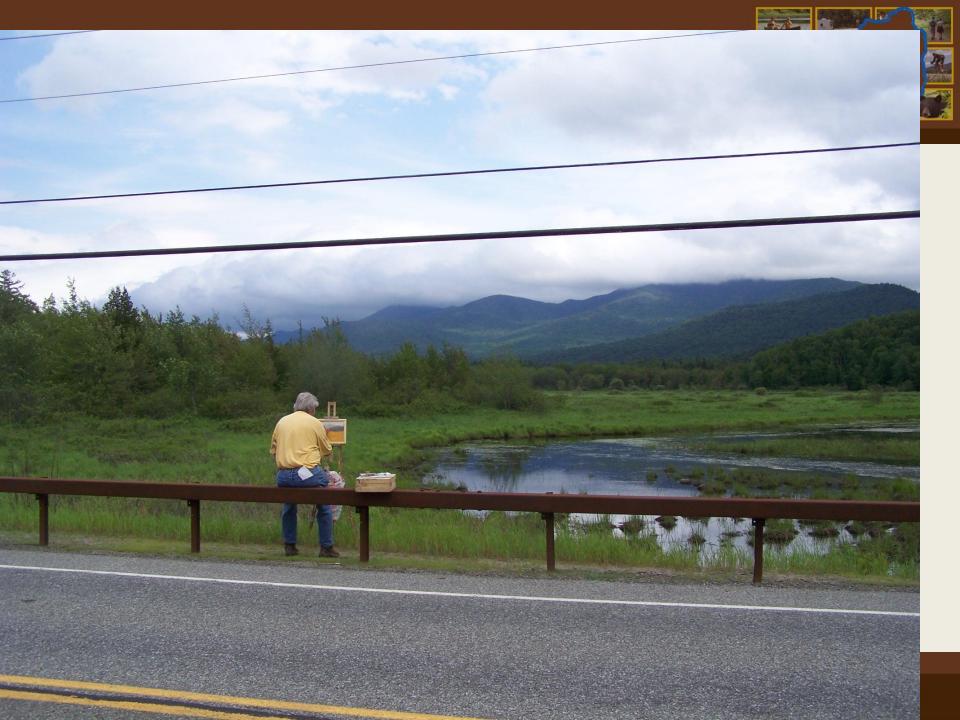
Weed Infested Mulch-Private Contractor

(Applying to Travel Corridor)

TRAVEL CORRIDOR UNIT MANAGEMENT PLAN









Utility Locations and Crossing Locations





RAVEL CORRIDOR UNIT MANAGEMENT PLAT



QUESTIONS?





三二 教教 大車組 不車 四四車 初止 車 为 鞋 左車 为 纸車