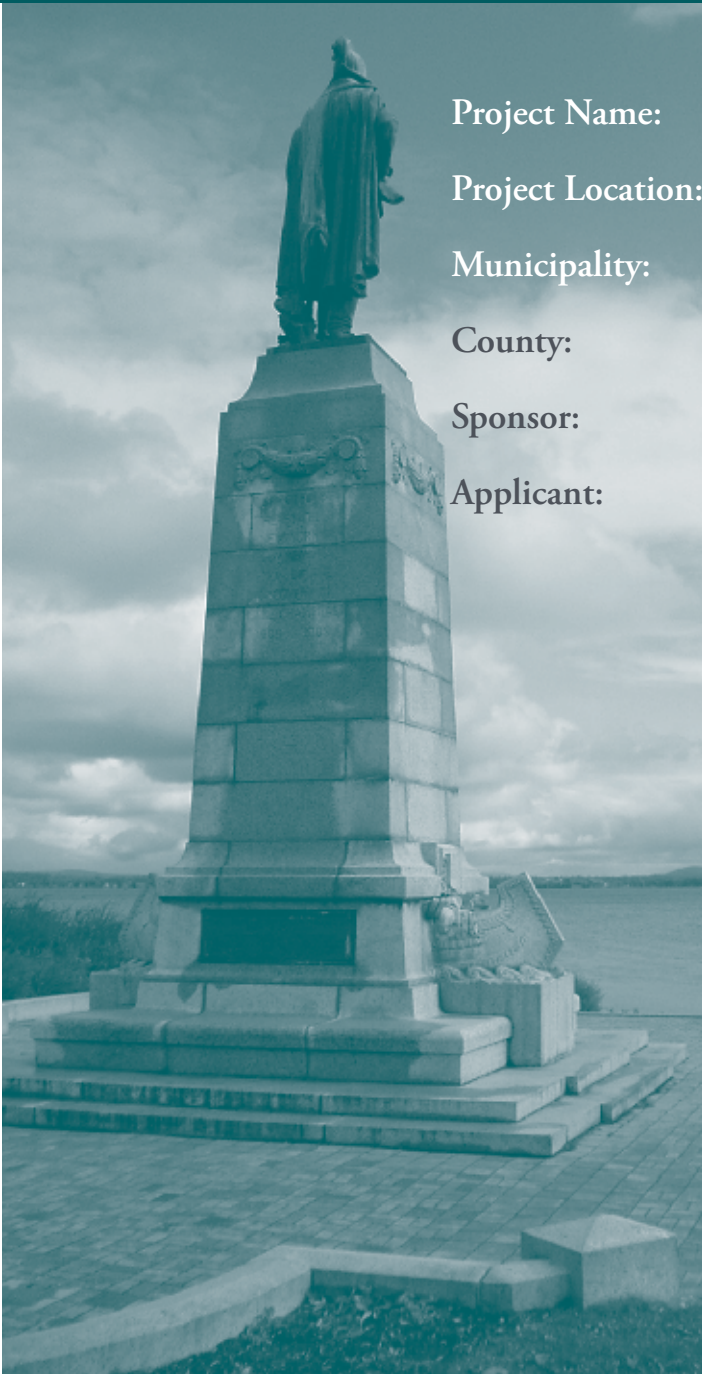


New York State Department of Transportation
Transportation Enhancements Program

PROJECT APPLICATION



Project Name:

Saranac River Trail (SRT)

Project Location:

Plattsburgh, NY

Municipality:

City of Plattsburgh

County:

Clinton

Sponsor:

City of Plattsburgh

Applicant:

City of Plattsburgh

FOR NYSDOT USE ONLY

Region & Proposal ID #: _____

Date Received: _____

Minimum Eligibility Criteria Met: ____ Yes ____ No

Within MPO Area:

____ Yes (MPO: _____) ____ No

NY Senate District Number _____

NY Assembly District Number _____

Regional or MPO Priority Ranking: _____ of

Funding Decision

____ Project Fully Funded

____ Project Partially Funded (Explanation Attached)

____ Project Not Funded

Sponsor Information

Sponsor: **City of Plattsburgh**

Sponsor's Mailing Address:

**41 City Hall Place
Plattsburgh, NY 12901**

Contact Person:


Name: **Daniel Stewart**

Title: **Mayor**

Phone: 518-563-7701

E-Mail Address: dan@cityofplattsburgh.com

Sponsor's Approval:

Signature: 

Date: 6/15/06

Title: Mayor

Applicant Information

Applicant: **City of Plattsburgh**

Applicant's Mailing Address:

**41 City Hall Place
Plattsburgh, NY 12901**

Contact Person:

Name: Kevin R. Farrington, P.E.

Title: City Engineer

Phone: (518.563.7730) Fax: 563-3645

E-Mail Address: kfarrington@cityofplattsburgh.com

Applicant's Approval:

Signature: 

Date: 6/15/06

Title: City Engineer

-

Attachment C — Project Description

The Saranac River Trail (SRT) will create a non-motorized facility for bicycle and pedestrian transportation from the shoreline of Lake Champlain along the river through the City and Town of Plattsburgh, New York. The primary focus area of the SRT is the approximately three-mile-long shared-use path between the Imperial Dam site west of Plattsburgh High School and the Lake Champlain waterfront near the Plattsburgh Amtrak Station. The SRT will connect schools, the State University of New York at Plattsburgh (SUNY), downtown Plattsburgh, residential neighborhoods, and the lakefront redevelopment area.

The Transportation Enhancement (TE) funding from this application will provide a 10-foot-wide, asphalt, paved shared-use path from a new trailhead at George Angell Drive / Saranac High School through the SUNY campus, along the River at Stelzer and Pine Streets to a trailhead at the existing pedestrian bridge at Saranac Street at the Middle School. From Saranac Street Bridge, the trail will follow an interim route using existing sidewalks and an enhanced on-street bikeway (with new signage, striping, and pavement markings) along Pine and Margaret Streets and across the river on the Bridge Street bridge. At Green Street, the shared-use path will resume, utilizing a short section of abandoned rail line on the north side of the street and the existing at-grade crossing of the CP railroad tracks. On the east side of the tracks, the shared-use path will continue along the shore of Lake Champlain to the new lakefront hotel and the Amtrak station.

The project will have logical termini both for the sections of shared-use path funded by this TE application (the Middle School and the High School, the Lakefront redevelopment area, and downtown) and independent utility (connecting the core of the trail within the City's center) for the current phase. Phase 1 will allow also the project to be extended in future phases, with both an improved route alignment along the downtown riverfront and connections to the growing trail system in the community. The interim on-street connection between the Middle School and Green Street will enhance connections into the Margaret Street commercial area, and will continue to be an important linkage when the trail is fully connected during Phase 2. Phase 2 will include

the proposed new pedestrian bridge at the NYSDEG site and improved access along the river on 'floating' sections beneath the three existing downtown bridges.

The SRT will be a shared-use path facility that provides transportation, tourism, and economic development benefits. This proposed Transportation Enhancements project is the result of a feasibility study conducted with support from the office of New York State Senator Little, and in cooperation with the Saranac River Trail Advisory Group (SRTAG), which includes representatives of the public and private sectors from Plattsburgh. The project supports the City's current planning and economic development efforts, including downtown revitalization, making the Saranac River into the 'heart' of downtown, and the ongoing redevelopment of the Lake Champlain waterfront.



Downtown Plattsburgh has sections of existing trail upstream of the Broad Street Bridge.

The SRT will connect to ferry and rail transportation facilities via New York State Bike Route 9 north to the existing Fleury Bike Path and Cumberland Head. Bike racks and benches will be provided along the route to improve connections to local bus services. Future phases of the SRT will also extend west along the river in the Town of Plattsburgh, and to existing shared-use paths in the project area including the Gordon Bike Path along Lake Champlain (a rail-with-trail project parallel to the CP Rail / Amtrak main line from Montreal to New York City), the Fleury bike path from Scotion Creek to

the beach at Cumberland Head, and the new path along Route 9 south of the City. New York State Bike Route 9 in Plattsburgh is part of the Lake Champlain Bikeways tourism corridor and the Lakes to Locks Passage Scenic Byway.

The most common trail users to be expected on the Saranac River Trail in Plattsburgh are people walking and bicycling. The trail provides for a wide range of short distance utilitarian trips including travel from the SUNY Campus to downtown, from residential neighborhoods to the elementary school, middle school and high school, and travel from downtown to the Lake Champlain waterfront. The trail will also provide water trail access to people using the Northern Forest Canoe trail for fishing and boating along the river. Winter use will include cross-country skiing, and the SRT will provide access to nearby single-track mountain bike trails so that people will not have to drive from the city to nearby trailheads. The shared-use path will be designed to meet NYSDOT, AASHTO, and ADA guidelines.



The existing SRT is a natural surface trail along the bluffs overlooking the river behind Plattsburgh High School.

Issues that need to be resolved in order to advance this project were addressed by an opportunities and constraints analysis and a review of right-of-way availability conducted during the project feasibility study. Key opportunities and constraints were identified as follows:

Opportunities

- Existing pedestrian bridges at Saranac Street, Suspension Bridge and at George Angell Road
- Proposed new 'signature' pedestrian bridge between the NYSEG site and downtown

- Middle and secondary schools in the project corridor
- City-owned waterfront land along Pine Street
- Public easement along the Farmer's Market site
- Public right-of-way along former D&H Railroad siding to connect with Gordon Bike Path
- New waterfront redevelopment along Lake Champlain, including new sidewalks to Amtrak; the Gordon, Fleury, and Route 9 Trails; New York State Bike Route 9
- Wide one-way street overlooking the River adjacent to Riverside Cemetery (Stelzer Street)
- 1980's Plan for "Verdantique Park" along the river on the SUNY Campus
- Significant heritage and cultural assets in the community, especially local history
- Redevelopment of the Plattsburgh Air Force Base into a mixed-use community
- New bike lanes are included in this year's reconstruction of City Hall Place

Constraints

- Limited public rights-of-way along the south side of the river
- NYSEG Environmental Remediation Site and parcel at the foot of Durkee Street
- Limited river crossings, especially west of Plattsburgh High School
- Fort Brown sensitive historic resources between Route 9 and the South bank of the river
- Flood plain limitations on crossings under existing road bridges
- Active CP rail line between Green Street pedestrian bridge and downtown.
- Cost of new pedestrian bridge between NYSEG site and downtown
- Steep grades and narrow section along the river at Kent Hall on the SUNY Campus
- Grade change between Steltzer Road and the SUNY Campus
- No public access at Adirondack Lane (private street) west of the High School
- Bridge Street has a one-way section for one block east of Margaret Street; a counter-flow bike lane or dismount zone is required

These issues were integrated into the SRT Master Plan. Property acquisition, environmental issues (including historic preservation), public controversy, and coordination with other agencies (railroads, utilities, regulatory agencies, etc.) have been addressed in order to ensure that this project can be successfully implemented. The preferred alignment and project phasing was developed to limit the potential key issues for the first phase of the project to the following: 1) coordinating the agreement for the trail on the SUNY Campus; 2) design of the grade change from Stelzer Street to the Campus to meet ADA requirements; and 3) working closely with the Pine Street neighborhood to reach consensus on the project design (the project is on City-owned land in this section).



The SUNYA Plattsburgh Campus is a key part of the SRT. The trail will provide connections between campus facilities, and between the campus and the community.

It is important to note that the SRT project is planned to capture the heritage and history of Plattsburgh as an integrated element of the trail design. Interpretive sites, themes, and icons were developed through research into the community's internationally significant local history. The Saranac River Trail will tell the story of Plattsburgh, including the region's Native American heritage, the American Revolution, the Battle of Plattsburgh in the War of 1812, the Strategic Air Command during the Cold War, and the natural history of the river itself.

Two upcoming events of national significance are directly related to the completion of this project. The 200th anniversary of the Battle of Plattsburgh, (which took place on September 11, 1814) will be featured at the trail's endpoint at the Lake Champlain lighthouse, which will feature a "Peace Point" commemorating the events of September 11, 1814 and September 11, 2001. The SRT will also feature a significant connection to the 400th

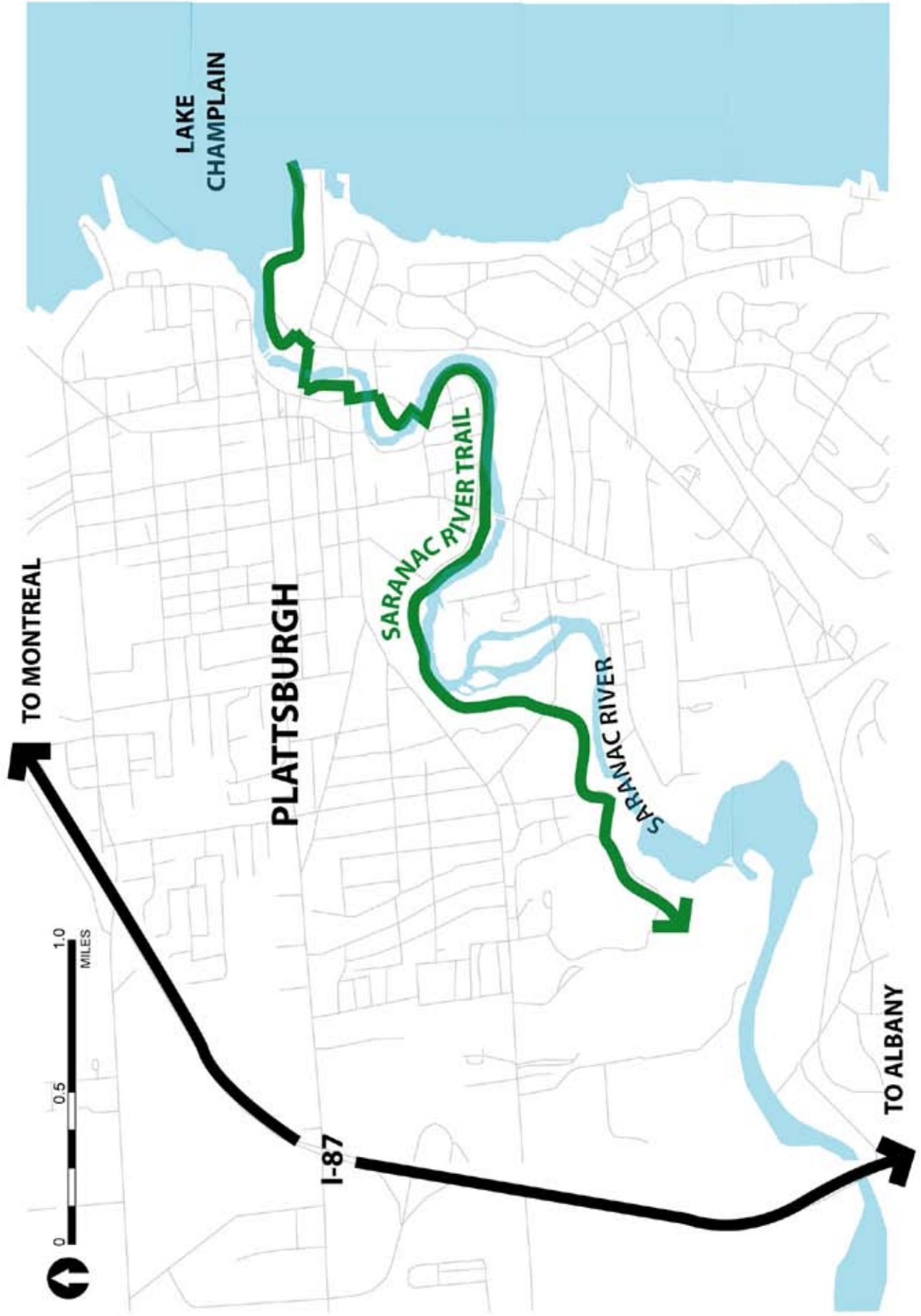
anniversary of the voyages of Henry Hudson and Samuel de Champlain, which will be commemorated in 2009.

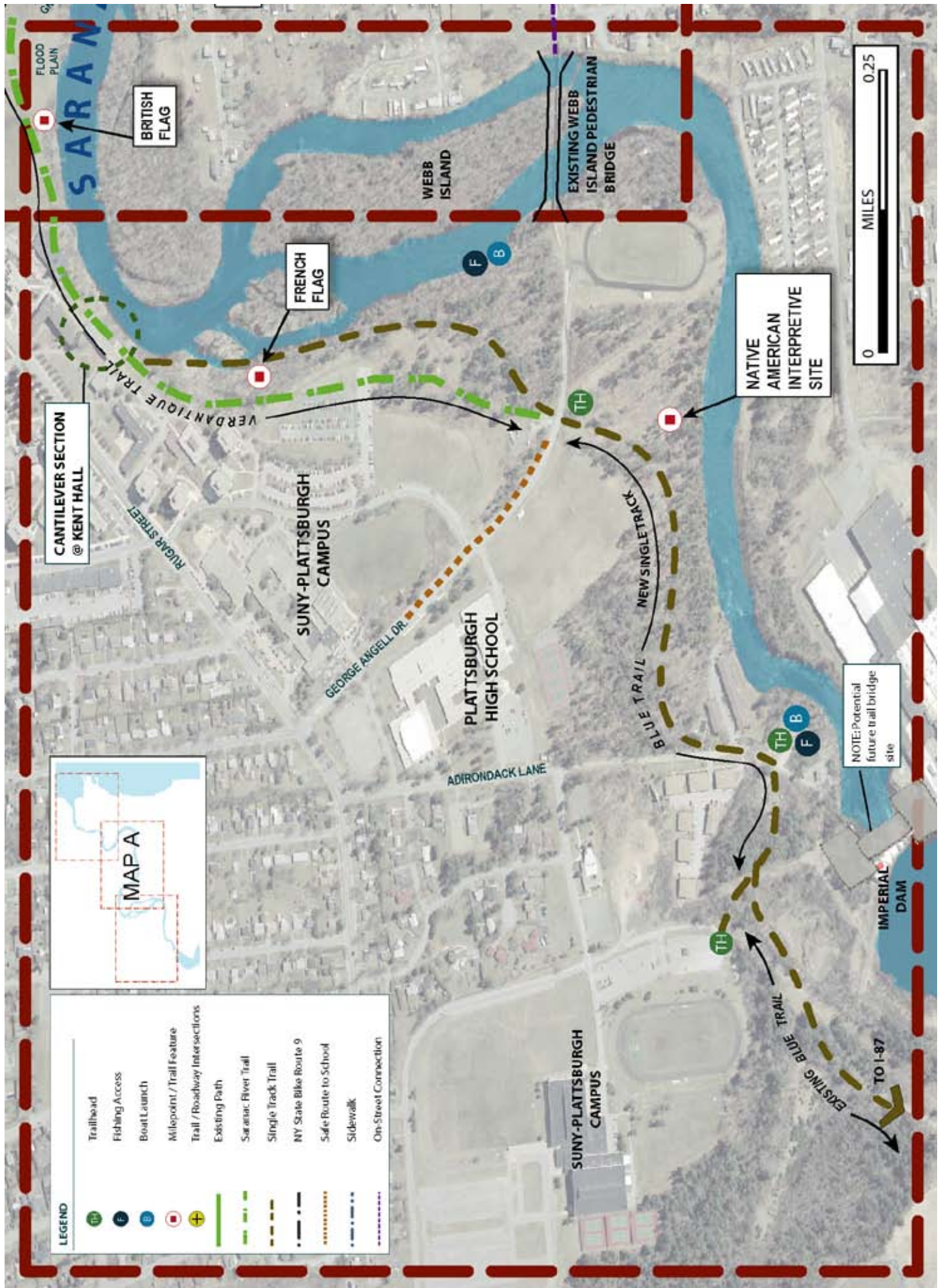
The SRT is about more than just a trail for walking and bicycling – it is also about redefining Plattsburgh and ensuring a connection between the past, present, and future. These concepts are based on the work of the SUS-TRANS national bikeway system in the U.K., and the efforts of the United States Millennium Trails program. The SRT will be a unique example of capturing the heritage of a community as an integrated element of the trail design, and will serve as a model project for other communities in New York State. Proposed interpretive sites along the SRT will include destinations along the trail commemorating the region's Native American, British, and French heritage, a "B-52" park, "Peace Point," an interpretative installation of the USS Saratoga, and a 'fish' themed playground along the river. These interpretive elements are not part of the Phase 1 funding request. However, they are integral to the community's vision for the SRT and will be developed during future phases of the project.

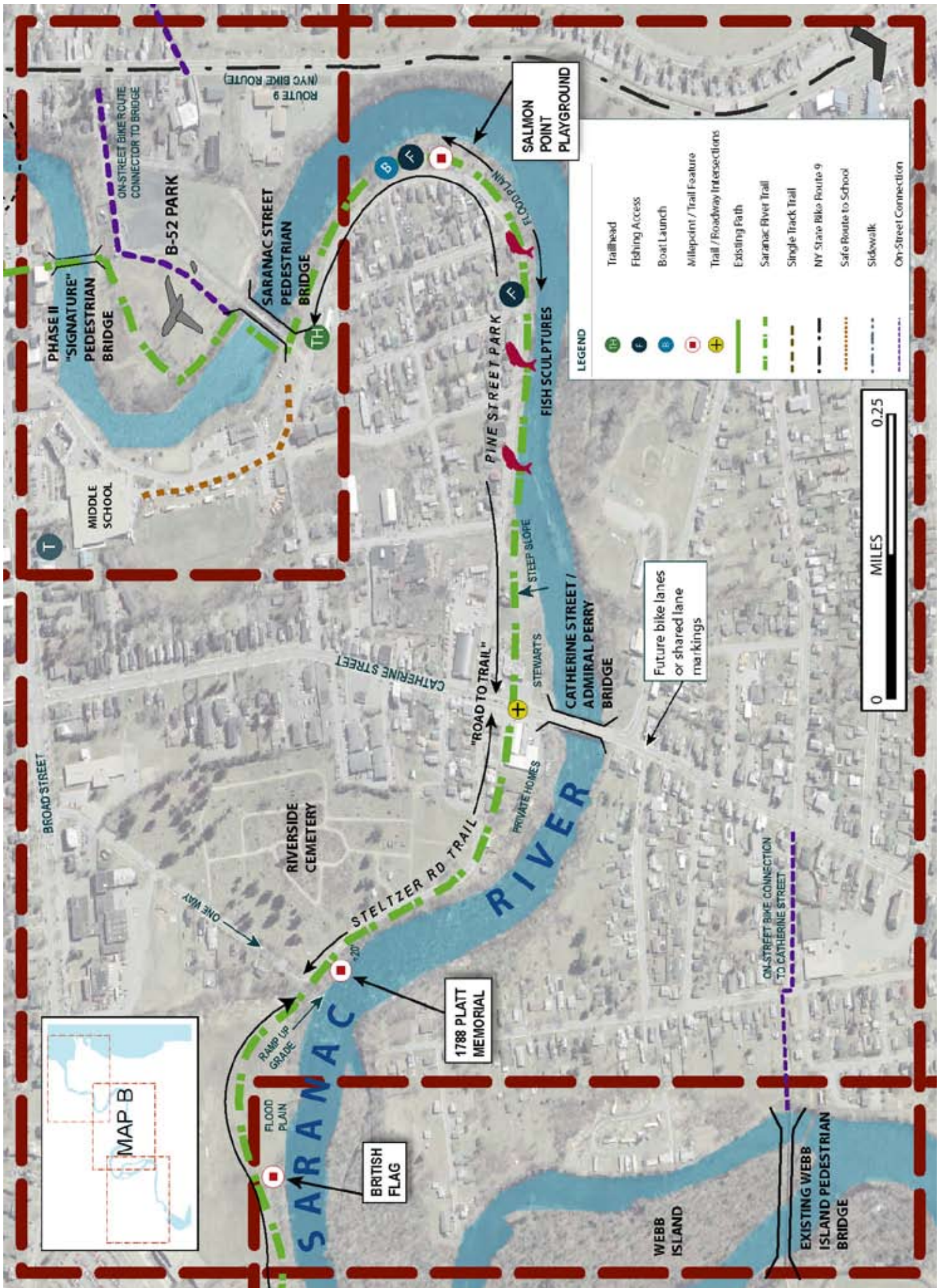


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General Location Map
















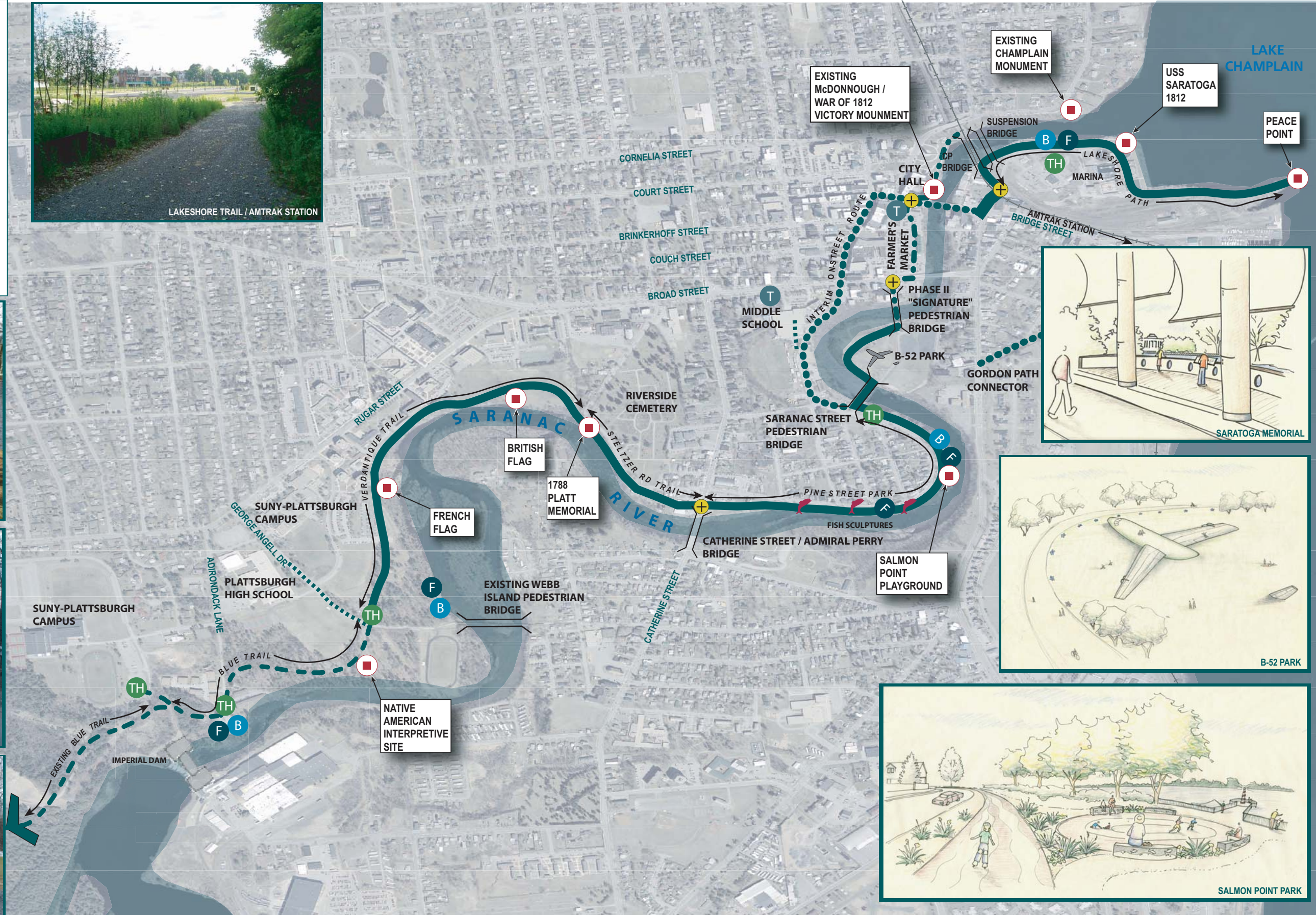


SARANAC RIVER TRAIL

PHASE I TRAIL CONCEPT

LEGEND

- | | |
|---|-------------------------------|
|  | Trailhead |
|  | Fishing Access |
|  | Boat Launch |
|  | Transit / Bike connection |
|  | Milepoint / Trail Feature |
|  | Trail / Roadway Intersections |
|  | Proposed Path |
|  | Proposed Phase II Path |
|  | Single Track Trail |
|  | On-Street Connector |
|  | Safe Route to School |



LEGEND

TH

F

B

Trailhead

Fishing Access

Boat Launch

Milepoint / Trail Feature

Trail / Roadway Intersections

Existing Path

Saranac River Trail

Single Track Trail

NY State Bike Route 9

Safe Route to School

Sidewalk

On-Street Connection

Options for connecting past the CP Bridge:
1. Proposed bike lanes on Bridge Street to old rail spur on Green Street.
2. Existing ramps up to Cumberland Avenue (+30')
3. Future "Floating" section under CP bridge

NOTE: Future crossings under Broad Street & Bridge Street would require additional engineering study.

EXISTING McDONNOUGH / WAR OF 1812 VICTORY MOUND

EXISTING CHAMPLAIN MONUMENT

TO FLEURY BIKE PATH

LAKE CHAMPLAIN

USS SARATOGA 1812

PEACE POINT

BRIDGE STREET

AMTRAK STATION

GORDON PATH

GORDON PATH CONNECTOR

PHASE II "SIGNATURE" PEDESTRIAN BRIDGE

B-52 PARK

SARANAC STREET PEDESTRIAN BRIDGE

PINE STREET PARK

FISH SCULPTURES

CATHERINE STREET / ADMIRAL PERRY BRIDGE

SALMON POINT PLAYGROUND

Future bike lanes or shared lane markings

1788 PLATT MEMORIAL

BRITISH FLAG

FRENCH FLAG

EXISTING WEBB ISLAND PEDESTRIAN BRIDGE

NOTE: Potential future trail bridge site

IMPERIAL DAM

TO I-87

To I-87 (Future Trail Bridge Site)

Private Street: ROW/Access easement req'd

ADIRONDACK LANE

PLATTSBURGH HIGH SCHOOL

SUNY-PLATTSBURGH CAMPUS

GEORGE ANGELL DR.

VERMONT TRAIL

RUGAR STREET

CANTILEVER SECTION @ KENT HALL

RIVERSIDE CEMETERY

STELZER RD TRAIL

CORNELIA STREET

COURT STREET

BRINKERHOFF STREET

COUCH STREET

BROAD STREET

FARMERS MARKET

CITY HALL

CP BRIDGE

SUSPENSION BRIDGE

0 0.25 0.5 1 Miles

Attachment D — Eligibility: Project Category

The Saranac River Trail is eligible for Transportation Enhancements funding under Category 1: Provision of Facilities for Pedestrians and Bicycles. The SRT will be developed in a manner that meets the provisions of federal law 23 USC 217, which states that: “Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians.” Motorized vehicles will not be permitted on the SRT except for maintenance purposes, with the exception of motorized wheelchairs or electric bicycles. The principal purpose of the SRT is for transportation, providing a facility for short-distance utilitarian travel within the center of Plattsburgh.

Guiding Questions for Eligibility and Viability:

- *How does the facility serve trips that could otherwise be made by motor vehicles?*

There is currently no direct route for travel along the river through the center of Plattsburgh for pedestrians and bicyclists. The river is currently more of a barrier than a spine for non-motorized travel. The SRT will create a safe, effective facility that reduces travel time by bicycling and walking, provides a more direct route to trip generators, and provides an alternative to the private automobile for people who choose to walk or bicycle.

- *How does the facility enhance safety for pedestrians or bicyclists or fill a gap in a pedestrian, bicycle, or other non-motorized shared use path or trail network?*

In the project corridor, bicyclists currently travel only on streets shared with motor vehicles. Pedestrians have to contend with sections of missing sidewalks, and street crossings are a challenge in many locations, especially for children and seniors. The SRT will provide a continuous, safe route that allows for travel between destinations. The project will also serve as a connector in the growing local trail system, including the Gordon Bike Path, the Karen Fleury Bike Path, and the Route 9 Path.

- *To what extent are the connecting locations (origin and destination) different and distinct? What activity centers are connected or link in a continuous system provided?*

The SRT’s primary focus is to connect trip origins and destinations that have a high potential for non-motorized transportation. These include the University, the high school and middle school, the downtown, the Amtrak station, and the Lake Champlain waterfront redevelopment area. The route will enable students, staff, and faculty to bike to school, residents to commute to work, families to bike to the waterfront, and tourists to visit the city’s destinations without a car.

- *Give a general description of how the facility will meet accessibility guidelines under the Americans with Disabilities Act?*

The SRT has been planned, to the greatest extent possible, to maintain a continuous, level route parallel to the Saranac River. This allows for ADA accessibility along the route, as well as an easier place to walk or bike for children and seniors. At locations with steep grades (the west end of Stelzer Street, for example), ramps will be provided. In addition, curb ramps, accessible signals, and enhanced pavement markings will be provided at all at-grade crossings. Kiosks and other trail facilities and maps will include ADA appropriate information.



A view of Lake Champlain.

Attachment E — Eligibility: Relationship to Surface Transportation

The Saranac River Trail serves a current and future transportation purpose, providing mobility for non-motorized travel along the river through the center of Plattsburgh. The project enhances the aesthetic, cultural, and historic aspects of the travel experience through the integration of locally themed destinations, waysides, interpretive sites, and milepoints. The SRT addresses the following key questions regarding its relationship to surface transportation:

- *In what way is the project related to surface transportation through present or past use as a transportation resource?*

From the footpaths of the Native Americans to the traders of Colonial times, to the mill towns of the industrial revolution, and to the modern day city streets in Plattsburgh, the Saranac River corridor has played a significant role in surface transportation.

- *Is there a direct connection to a person or event nationally significant in the development of surface transportation?*

The 200th anniversary of the Battle of Plattsburgh, which took place on September 11, 1814, will be featured at the trail's endpoint at the Lake Champlain lighthouse, which will feature a "Peace Point" commemorating the events of September 11, 1814 and September 11, 2001. The SRT also provides a significant connection to the 400th anniversary of the voyages of Henry Hudson and Samuel de Champlain, which will be commemorated in 2009.

- *What is the extent of the relationship(s) to surface transportation?*

The project's primary purpose will be to reconnect the historical route of people walking along the river through the City. The SRT will also connect to the Plattsburgh Amtrak station and local bus services, as well as water transport services at Plattsburgh marina and the Lake Champlain ferry at Cumberland head via the Fleury Bike Path.

- *What groups and individuals are affected by the relationship(s)? When did the relationship(s) start and end or do the relationship(s) continue?*

The SRT will provide mobility to residents and visitors of all ages and abilities, including people who cannot afford a car, people who choose not to drive in the City, seniors walking to the farmer's market, tourists visiting local businesses, and children walking or bicycling to school. Plattsburgh's history parallels the growth of our nation, and the Saranac River Trail corridor will reconnect an ongoing relationship between people and their ability to move along the river.

- *Is the relationship substantial enough to justify the investment of transportation funds?*

The relationship between this project and surface transportation is very direct: the SRT will allow more people to travel along the river more often. This is a substantial relationship that is clearly in support of the investment of transportation funds in the community.

Attachment F — Eligibility: Benefit to the Public Interest

The SRT is a model project that supports the use of Transportation Enhancement Program funds to benefit the public interest. This project will grant access and use to the general public along an historic waterway in the middle of an urbanized area. The public access will be more than simply a visual use or benefit – it will allow people the ability to move through the center of their community in a way that has not been accessible in recent history. This new resource and public space dedicated to public use will be commensurate with the amount of federal funding approved for the project – and the benefits will exceed the project cost for many years to come. The SRT meets the Transportation Enhancements program eligibility criteria by responding to the following points:

Access

The SRT will be open to the general public for non-motorized shared use path purposes. The section of the trail along the SUNY campus will be under the jurisdiction of the University, which will enter an agreement with the City regarding trail access and use.

Use

The most common trail users to be expected on the Saranac River Trail in Plattsburgh are people walking and bicycling. Additional trail uses will include cross-country skiing in winter, fishing and canoe/kayak access along the water trail, running and jogging, and mountain biking on the single track trails west of the project limits. Motorized trail uses will be prohibited, both by trail signage and trail gateway features.

Fees

There will be no user fees charged for the SRT.



The most common users of the SRT will be pedestrians and bicyclists.

Attachment G — Expected Benefits to Result from Project

The Saranac River Trail will provide the following benefits:

1. Enhancement of Regional & Local Environment

a) The SRT preserves or positively influences natural or cultural or water quality, wildlife habitat, or migration.

Since the SRT is an urban waterfront trail, it will provide environmental benefits in terms of connecting people with both the Saranac River and Lake Champlain ecosystems. Interpretation of the aquatic environment for trail users, improved fishing, and non-motorized boat access will be integrated into the trail. The trail design, including cross-sections, drainage, and materials selections, will minimize impacts on water quality and runoff to the greatest extent possible. A key element of the SRT is the connection through the NYSEG remediation site, a former Superfund location that will become a new public park and redevelopment site along the trail.

b) The SRT will improve the quality of life in Plattsburgh through job creation, increased tourism, economic development, balanced distribution of funds, and other socio-economic factors.

Local businesses located along the trail will benefit from providing lodging, food, and services for trail users. With improved access to Amtrak, rail passengers will be able to connect to the city's center. The SRT will help redefine the City's identity, creating a new 'riverfront' city to go along with the redevelopment of the Lake Champlain Waterfront. Since the trail will feature local history as mile points and interpretive areas, the trail will also provide a significant benefit in terms of tourism and visitor revenues. It is also important to note that a significant benefit of the trail will be to provide transportation options for local residents who cannot afford a car (according to the 2000 Census, 10% of households in Clinton County do not have a car) or choose not to drive.

2. Enhancement of Transportation Plans, Projects

a) The SRT will provide increased or improved access to activity centers (businesses, schools, recreation, shopping,

etc.) and additions or improvements to the existing transportation system.

With the majority of local travel being done by motor vehicle, people do not feel safe walking and bicycling. The proposed SRT has the potential to make significant changes possible in local travel patterns because it connects major destinations which are the source of numerous short distance trips by motor vehicle. The SRT is a key link in creating a connected trail system throughout the community. This system (along with complimentary on-street improvements) is essential to reverse the decline in walking and bicycling in Plattsburgh. By making the 'trip experience' of traveling through Plattsburgh a safe, healthy, enjoyable form of transportation, the SRT will connect the key activity centers of the community.

b) The SRT reinforces or complements the regional transportation system, fills deficiencies in the system, has multi-modal aspects, and connects transport modes.

Transportation modes being connected by the SRT include: bicyclists and pedestrians, bicycles and buses, bicycles and autos, trains and pedestrians, and ferry services. The center of Plattsburgh does not have access to a shared-use path, and the SRT will connect to the growing regional trail system along Lake Champlain. Clinton County Public Transit (CCPT) buses have bike racks as the result of a recent grant from the County Health Department, and the intermodal connections between the trail and bus service will provide improved access to a wide range of community residents and visitors.

3. Relationship to/Support for Other Plans, Projects

a) The SRT implements goals in regional plans or other federal, state, or local plans.

The SRT project supports the Lake Champlain Bikeways initiative, the Lakes to Locks Scenic Byway, the local waterfront redevelopment plan, and the goals identified in both the NYSDOT State Bicycle and Pedestrian Plan and the Statewide Comprehensive Outdoor Recreation Plan (SCORP). Plattsburgh has an active Saranac River Trail Advisory Committee (SRTAC) that represents a wide range of community interests.

b) This application represents a rare one-time opportunity to accomplish the project.

The SRT was originally proposed in the 1980's as the Verdantique Trail, but that project did not materialize, in part because ISTE and the Enhancements program had not been created at that time. Since the 1980's, several potential trail alternatives have been lost, and the current plan will need to be implemented quickly both to prevent additional missed opportunities and to capitalize on the upcoming commemoration of historic events in 2009 and 2014.

4. Size of Matching Share, Assurance of Availability

The SRT will be matched at the 20% level, for the proposed Phase 1 Transportation Enhancements project. The City's financial situation is limited due to the economic conditions resulting from the closing of Plattsburgh Air Base, but the community will continue with grant writing, fundraising, and in-kind contributions towards this project and future phases.

5. Direct User, Immediate Area and Environment Benefits

The SRT increases the availability, awareness, or protection of historic community, visual or natural resources and it provides a resource to the general population, including people with disabilities, who will benefit from or are likely to use the project.

According to the demand model developed during the project feasibility study, (based on 2000 U.S. Census data), an average of approximately 10,500 walking and bicycling trips are made to work and school daily in Plattsburgh. However, walking and bicycling mode share for trips to work declined more than 30% between 1990 and 2000. Trail uses supported by this project include walking, running, bicycling, cross-county skiing, snow shoeing, canoeing, kayaking, fishing, and people using wheelchairs, strollers, and in-line skating. Providing all of these uses within an existing urban area will provide direct user benefits to the population of nearly 20,000 people living within approximately two miles of the SRT.

6. Innovative, Creative, or Mix of Activities

a) The SRT encompasses two or more eligible transportation enhancement activities.

While defined primarily under Category 1: Provision of Facilities for Pedestrians and Bicycles, the SRT also provides an innovative and creative mix of eligible activities, including: historic preservation (interpretive sites utilizing local history themes), preservation of abandoned rail (along Green Street), landscaping and scenic beautification (along the Saranac River and Lake Champlain), and the project also includes a water trail component with enhanced non-motorized boating and fishing access.

b) The SRT is innovative and could serve as a model for similar enhancement projects.

There are a growing number of projects in the U.S. that integrate heritage and culture into the design of greenways and trails. This concept, based on the U.K. "Sustrans" model and the U.S. Millennium Trails program, will combine context sensitive solutions (CSS) with the trail design, and will be a model for shared-use paths in New York State.

7. Supportive of Master Planning in Recognized Areas of Special Significance

The SRT includes elements identified in the Adirondack Bicycle Master Plan, the New York State Bike Route System, the Northern Forest Canoe Trail, Lake Champlain Bikeways, SCORP, the State Transportation Plan, and supports the City of Plattsburgh's ongoing efforts at ADA compliance.

8. Level of Community, Regional Support

By combining the resources of lands owned by the City of Plattsburgh, the State University of New York, Plattsburgh Schools, and existing public street rights-of-way, the overall project cost will be significantly reduced. Since the City has professional engineering staff in-house, project management and administration can be handled effectively. The City will work with adjacent developers, the NYSEG remediation site, planned infrastructure and streets projects (including the upcoming Stelzer Road and Saranac Street Bridge projects), and with other agencies to minimize the capital and management costs of the SRT.

Attachment H — Project Costs and Funding

1. Project Costs

The proposed Saranac River Trail Phase 1 project from Plattsburgh High School to the Lake Champlain Marina is approximately 3.645 miles or 19,250 linear feet. The project includes sections of shared-use pathway and connecting sections of interim on-street facilities. The project costs are summarized as follows:

Saranac River Trail Project Cost Summary

Planning / Engineering:	\$160,000
Right-of-way (property) Acquisition:	\$58,000
Construction and construction inspection:	\$1,277,000
Phase 1 Project Cost:	\$1,495,000

These costs include contingencies for costs associated with project development. An itemized cost estimating spreadsheet was developed as part of the project feasibility study.

For each trail section, alternatives have been considered to ensure that a continuous route is completed with the available Phase 1 funding. Each segment of the project is described as follows:

Section 1: High School / George Angell Road to Stelzer Road SUNY Plattsburgh

- Length: .73 miles
- One trailhead at George Angell Drive / Plattsburgh High School
- 4,000 linear feet of paved 10 ft. wide asphalt path
- Cantilvered deck section at Kent Hall 'pinch point' on SUNY Campus
- 200 ft. fence between Kent Hall first floor dorm rooms and path
- Lighting and security call boxes on SUNY Campus
- Graded earth ramp up to Stelzer Street at the east end of the Campus

Section 2: Stelzer Road to Catherine Street

- Length: .27 miles
- 1,800 linear feet of paved 10 ft. wide asphalt path, adjacent to existing one-way street
- Roadway delineators between path and adjacent low-speed, one-way street
- New paved asphalt surface on path
- One set of pedestrian actuated signals and pavement markings at Catherine Street
- Curb ramps at Catherine Street
- Funding included for easement under utility lines at west end of Stelzer Street

Section 3: Pine Street Path: Catherine Street to Saranac Street Bridge

- Length: .55 miles
- 3,600 linear feet of 10 ft. wide paved asphalt path along the river
- New curbing and drainage
- Trailhead at Saranac Street Bridge
- (Potential alternative for traffic calmed street with on-street bikeways and sidewalks if required by drainage, river bank stabilization and cost constraints).

Section 4: Interim On-Street Connection – Saranac Street to Green Street

- Length: .77 miles total; .31 miles (Pine St.), .19 miles (Margaret St.), .27 miles (Bridge St.)
- 3,600 linear feet of on-street bikeway on Pine, Margaret, and Bridge Streets
- Enhanced at-grade crossings at Broad, Bridge, and Green Street streets
- New signage (bike route, share the road, distance to destination) and pavement markings (on street bicycle stencils and crosswalks)

Section 5: Green Street to Lake Champlain Waterfront – Shoreline Path

- Length: .06 miles
- 450 ft. rail-to-trail section adjacent to Green Street (easement required; potential on-street route if right-of-way cannot be secured)
- New pedestrian arms added at CP at-grade crossing gates
- 4,000 linear feet of 10 ft. wide paved asphalt path from CP tracks to the Lighthouse
- One new trailhead at existing boat launch
- 800 linear ft. new path to connect with Amtrak station sidewalks

Section 6: Gordon Bike Path Connector

- Length: .2 miles
- 400 ft. paved shared-use path on City owned utility right-of-way east of Peru Street
- 600 ft. on-street improvements (signage and striping) from northern end of Gordon Path
- Section will connect to New York State Bike Route 9

SRT Phases 2 and 3

Phase 2 of the SRT will extend the Saranac River Trail into the Town of Plattsburgh, enhance the route along the River, improve connections to adjacent trails, and develop the heritage and cultural sites along the trail. The highlight of this phase will be a new ‘signature’ pedestrian bridge across the Saranac River from the former NYSEG site (“B-52 Park”) to downtown, where the trail will follow the river through the Farmer’s Market site. During this phase, a ‘floating bridge’ section will be developed to connect the trail under the railroad bridge and across the existing suspension bridge. Potential similar sections will be evaluated at the Bridge Street and Broad Street bridges to provide a continuous pathway along the river. This phase will require additional easements in the vicinity of Durkee Street and at the trail junctions with Broad Street. Phase 2 will also include a connection between George Angell Road and Adirondack Street to provide access to the single track trail “Blue Trail” network west of the Imperial Dam. Phase 3 will feature development of the heritage and cultural interpretive sites proposed along the SRT, including Peace Point, the USS Saratoga interpretive site, Salmon Point, the Platt Memorial, and the French, British, and Native American sites.

2. Project Funding

Funding for the first phase of the Saranac River Trail is proposed to be 80% federal share from the Transportation Enhancements program and 20% local matching funds as described in the following table:

Saranac River Trail Funding	Phase 1 Project Value
80% Federal Share	\$1.196 million
20% Local Match	\$299,000
Local Matching Funds	
Saranac Street Bridge and Stelzer Road Improvements – City Funding	\$125,000 (prorated value of funded City infrastructure projects which will be coordinated with work on the SRT)
Value of SUNY / NYSEG Rights-of-Way	(\$ 75,000) note: this item is not included in the current match calculations, but may provide potential value during the right-of-way phase of the project if land is donated to the City).
In-Kind Services (Engineering)	\$ 25,000
Grants	\$ 40,000 (the SRT will apply for a Bikes Belong grant and New York State member item funding, along with other sources identified in the Master Plan)
Donations / Fundraising	\$30,000
City Council Funding	\$79,000 (includes contingency funding)
Total	\$ 1,395,000

Attachment I — Implementation Schedule

The SRT will follow a two-year project schedule from the award of Transportation Enhancements funding in November, 2006 to construction completion in November 2008. This will allow for compliance with the NYSDOT project management process, and compliance with SEQRA and NEPA. Project scheduling will allow for operations within the summer construction season. The following is the proposed project implementation schedule.

Task	Start Date	End Date
Enhancement funds awarded	11/1/2006	
Execute agreement with NYSDOT	11/1/2006	12/31/2006
Select and hire architect/engineer	1/1/2007	2/15/2007
Prepare design approval document	2/15/2007	6/1/2007
Acquire property (if applicable)	6/1/2007	9/30/2007
Prepare contract documents	9/30/2007	2/28/2008
Bid and award project	3/1/2008	5/1/2008
Groundbreaking – National Trails Day	6/7/2008	
Construct and inspect project	5/1/2008	11/1/2008

This schedule will set the stage for a groundbreaking on National Trails Day, which will occur on the first Saturday in June, 2008, which will be the interesting date 06/07/08. The Enhancements project will be completed in advance of the 2009 celebration of the 400th anniversary of the voyages of Henry Hudson and Samuel de Champlain, and will allow for Phase 2 of the SRT to be developed in time for the 2012-14 commemoration of the 200th anniversary of the Battle of Plattsburgh.

Attachment J — Maintenance and Operation of Project

The operations of the Saranac River Trail will be integrated as seamlessly as possible, offering citizens and visitors a first class system. Coordination and cost-effective management and functions will be implemented prior to construction of the facility. The City of Plattsburgh will have jurisdiction and responsibility for the trail on City-owned property, and SUNY Plattsburgh will have responsibility for the sections on the University Campus. A project coordinator with trails development and management skills will be designated and will have management authority over the SRT. The Saranac River Trail Advisory Committee (SRTAC) will continue its role as a coordinating entity representing the various project partners and community group. A “contract” will be established with the appropriate departments and/or outside private contractors as appropriate to carry out the various operations, management, and programming functions. These functions will include routine maintenance (sweeping, litter removal, vegetation trimming), user safety and security, emergency response, capital maintenance, special events, user programs, and planning / development of future project phases.



May 30, 2006

Home of:

North Country
Small Business
Council

Champlain Shores
Visitors & Convention
Bureau

North Country
Industrial Council

Québec-New York
Corridor Coalition

New York's
Tech Valley

S.C.O.R.E.

Essex County
Business Council

Plattsburgh-
North Country
Service Corp.

Serving:

Clinton
Essex
Franklin
Warren
Hamilton
Southern Québec

NYSDOT Region 7
Don Mattimore, Enhancements Program Coordinator
317 Washington Street
Watertown, NY 13601

Re: Support for the Saranac River Trail (SRT)

Dear Mr. Mattimore:

I support the Saranac River Trail's application for funding by the NYSDOT Transportation Enhancements Program. The SRT is a proposed new 3 mile long shared-use path through Plattsburgh. This important project will provide our community with significant transportation, recreation and economic benefits. The Saranac River Trail is a significant project for our region. The Transportation Enhancements funding will be a cornerstone for the SRT. Please provide this funding and become a partner in building the Saranac River Trail

Sincerely,


Garry Douglas
President & CEO



ACCREDITED
U.S. CHAMBER OF COMMERCE



A Strong Partner for Strong Business in the North Country

P.O. Box 310, 7061 Rt. 9, Plattsburgh, NY 12901-0310 Tel: 518-563-1000 Fax: 518-563-1028
Email: chamber@westelcom.com Web Site: northcountrychamber.com
Lake Placid Office: 216 Main St., Lake Placid, NY 12946 Tel: 518-523-4906 Fax: 518-523-2605

To:

NYSDOT Transportation Enhancements Program
c/o
NYSDOT Region 7
Don Mattimore, Enhancements Program Coordinator
317 Washington Street
Watertown, NY 13601
(315) 785-2375

Re: Support for the Saranac River Trail (SRT)

I support the Saranac River Trail's application for funding by the NYSDOT Transportation Enhancements Program. The SRT is a proposed new 3 mile long shared-use path through Plattsburgh. This important project will provide our community with significant transportation, recreation and economic benefits. The Saranac River Trail is a significant project for our region. The Transportation Enhancements funding will be a cornerstone for the SRT. Please provide this funding and become a partner in building the Saranac River Trail.

Signed



GEORGE E. RABIDEAU
Plattsburgh City Councilor



CLINTON COUNTY PLANNING DEPARTMENT

135 Margaret Street – Suite 124 • Plattsburgh, New York 12901
Planning (518) 565-4711 • C.A.R.T. (518) 565-4713 • Facsimile (518) 565-4885

June 6, 2006

NYSDOT Transportation Enhancements Program
c/o NYSDOT Region 7
Don Mattimore, Enhancements Program Coordinator
317 Washington Street
Watertown, NY 13601

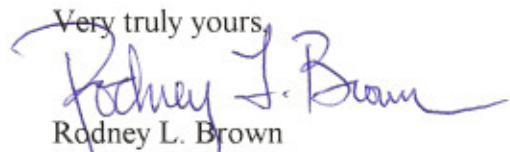
Dear Mr. Mattimore:

The Clinton County Planning Department supports the efforts of the City of Plattsburgh to obtain funding through the Transportation Enhancement Program to progress the Saranac River Trail project.

The Saranac River Trail project is an ambitious effort to provide a dedicated, off-road multi-use trail system along the Saranac River through the heart of the City of Plattsburgh. Such a trail would have significant benefits for transportation, recreation, and for the economy of the City and region. Given the dense population of the City of Plattsburgh and the proximity of the proposed trail to developments of interest (commercial businesses, schools, municipal offices, etc.) the trail would not only be highly utilized, but would likely provide an alternative to the vehicle to gain access to various parts of the City.

It is my hope that an application by the City of Plattsburgh for the Saranac River Trail receives your highest consideration. I am available if anyone desires to speak with me further regarding my support for this project.

Very truly yours,


Rodney L. Brown
Director



OFFICE OF THE PRESIDENT

101 Broad Street
Plattsburgh, NY 12901-2681
Tel: (518) 564-2010
Fax: (518) 564-3932

June 14, 2005

Mr. Kevin Duniho
Saranac River Trail Advisory Committee
90 Court Street
Plattsburgh, NY 12901

Dear Mr. ^{Kevin} ~~Duniho~~:

Following several discussions with the Saranac River Trail Advisory Committee concerning its proposal for a three-mile long shared use path along the Saranac River through Plattsburgh, SUNY Plattsburgh would like to go on record in support of the project. As proposed, the river trail would be used by the general public for non-motorized recreational purposes and would provide the community with significant recreational and economic benefits.

Since a significant portion of the proposed trail bordering the Saranac River would be constructed on college property, SUNY Plattsburgh has a number of concerns that would need to be addressed before a final commitment could be issued. Those concerns include, but are not limited to, location and maintenance of the trail; liability; security and protection of people (college students, faculty, staff and off-campus residents) and nearby college property and facilities; and, funding of the project.

While these and other issues will need to be addressed, SUNY Plattsburgh supports in general the concept of the Saranac River Trail proposal and would welcome the opportunity to partner with the Saranac River Trail Advisory Committee on this project. We would also like to encourage the New York State Department of Transportation to fund the advisory committee's application for funding through the DOT Transportation Enhancement Program.

If you have any questions, please do not hesitate to contact Keith Tyo at 564-3930 or by email at keith.tyo@plattsburgh.edu

Sincerely,

A handwritten signature in dark ink, appearing to read "John Ettling", is written over a horizontal line.

John Ettling
President



TOWN OF PLATTSBURGH
SUPERVISOR'S OFFICE

151 BANKER ROAD
PLATTSBURGH, NEW YORK 12901-7307
(518) 562-6813
FAX # (518) 561-3136

Bernard C. Bassett
Supervisor

John F. St.Germain
Deputy Supervisor/Councilor

Shelia A. Brockway
Councilor

Paul D. Lamoy
Councilor

Thomas E. Wood Jr.
Councilor

Amy L. Duquette
Town Clerk

James J. Coffey
Town Attorney

June 9, 2006

Don Mattimore
Enhancements Program Coordinator
NYSDOT Transportation Enhancements Program
317 Washington Street
Watertown, NY 13601

Dear Mr. Mattimore,

I am writing in support the Saranac River Trail's application for funding by the NYSDOT Transportation Enhancements Program. The Saranac River Trail is a proposed new 3 mile long shared use path through Plattsburgh New York. This important project will provide our community with significant transportation, recreation and economic benefits. The Saranac River Trail is a significant project for our region that will add to the value of the community and make it more attractive to others who might use the Trail. The Transportation Enhancements funding will be a cornerstone for the SRT and make the project possible.

I would ask your support to provide this funding and become a partner in building the Saranac River Trail for the residents of our Town and visitors to the region.

Sincerely,

Bernard C. Bassett
Supervisor