

FOREST PRESERVE DETAILED PROJECT WORK PLAN

Fiscal Year 2025-2026

Project # CO-WP-401

<u>Region</u> 6	<u>Project Title</u> Steam Sleigh Trail Maintenance
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<u>Project Type</u>	<u>Town(s)</u>	<u>County</u>	<u>Management Unit</u>
Modification of Existing Structure/Improvement	Croghan	Lewis	Watson's East Triangle Wild Forest

Description of Existing and Desired Condition(s) for Project

Existing Conditions

The Steam Sleigh Trail is the primary snowmobile trail connection between the Croghan Tract Conservation Easement and the Oswegatchie Tract Conservation Easement. It is part of State Snowmobile Trail Corridor C8. The trail was existing and open for snowmobile use when this parcel was acquired as Forest Preserve and classified as wild forest and has been maintained for snowmobile use ever since. The trail utilizes an old winter logging road as well as old skid roads that are located within close proximity to the property boundary. Due to drainage issues, and winter freeze/thaw cycles, the trail tread surface has deteriorated with water holes, scouring issues, and rocks which are protruding above the trail surface beyond a safe threshold for safe operation of a snowmobile. Collectively, these factors are leading to trail conditions that are both unsafe and undesirable for snowmobilers.

Desired Conditions

The objective of this project is to restore the condition of the Steam Sleigh Trail to a corridor trail standard by mitigating the hazards of protruding rocks and improving drainage along the trail to improve user experience and safety and decrease erosion issues. This will be accomplished through restoration of existing drainage features and removing hazardous rocks along the entire length of trail.

Description of Project Specifications

Existing drainage features along the length of the trail, including drains and water bars, will be cleaned and restored to provide adequate drainage. This will reduce erosion, prevent washouts, sheet ice, and other hazards to the safety of trail users. Any materials that are removed from this work will be utilized first for restoring drainage features and additional material used to fill low areas within the trail tread.

Fifty-seven rocks were identified along the trail which protrude more than 5" above the trail surface. A small excavator with a breaker attachment will be utilized to remove or break these rocks apart,

New York State Department of Environmental Conservation lowering them to the existing trail height. All materials created from this work will be distributed across the trail surface to fill low spots. To maintain the trail's natural appearance, any rocks protruding less than 5" will not be removed, and a layer of soil will be used to cover those areas filled with rock debris.



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

A desired outcome of project is to improve drainage along the trail, this would help to reduce the amount of erosion occurring on the trail and affecting adjacent areas.

The cleaning and restoration of drainage features will result in earthwork and soil disturbance within the footprint of the trail and drains located adjacent to trail. Proposed work would not materially change the use or appearance of the land. All work will be completed in a manner so that it blends into natural setting to extent possible.

All work will be completed when the trail is dry and best management practices implemented to minimize potential impacts of disturbance.

No tree cutting will be needed for this project.

No rare, threatened, or endangered species have been identified by NY Natural Heritage Program in the vicinity of the project.

Analysis of Project Location and Design Alternatives

New York State Department of Environmental Conservation

Alternatives which were considered to the rock work described in this work plan included rerouting trail, use of fill to cover rocks, and closure of the trail.

Rerouting of sections trail could be a viable alternative but would result in tree cutting and earthwork to establish new portions of trail. Given that the rocks are scattered in location, this would result in need for several short distance reroutes which would affect trail alignment. The impacts of this option would be greater than the proposed option.

The use of fill to cover over the exposed rocks to level the trail surface, would require either having to bring material in from off site or create burrow pits along the trail for needed materials. Bringing in material would require multiple trips along the trail to move materials, which could result in additional impacts to trail. Use of burrow pits would require tree cutting and creation of additional disturbed areas along the trail. This alternative would also have more potential impacts then proposed option.

Closure of the trail would be a viable solution to address the physical issues associated with the existing trail but would result in snowmobiles having to travel on plowed roads for approximately 8 miles to connect between trails. This would not be a socially accepted option due to potential conflicts with vehicles on road and the added distance a reroute would require, so therefore this option is not a preferred alternative.

The Doc Woods snowmobile trail is a Class B which provides similar connection between Prentice Road and Long Pond Road, but it also is in poor condition and would require upgrades if considered to become the primary trail in the area.

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

A small excavator with a breaker attachment would be utilized to complete the rock work described in the work plan.

This use is subject to Commissioner Policy 17. Administrative use under Department Authorization 1320 which allows for routine maintenance of existing snowmobile trails covers the proposed activities.

Description of Applicable Standards for Accessibility by People with Disabilities

The ADA doesn't apply to the act of snowmobiling itself, but to the public accommodations and services, like trail heads and restrooms, that support the activity. As such trails designed and maintained for snowmobiling do not need to meet ADA or ABA standards. Individuals can use adaptive snowmobiling technology to operate a snowmobile on all DEC's snowmobile trails.

New York State Department of Environmental Conservation

Other Relevant Considerations

Prepared by (Name & Title): Michael Giocondo, Forester 2 Date:
Phone: (315) 376-3521

Approvals:

Comments:



Regional Program Manager
Date: 9/16/2025



Regional Director
Date: 10-27-2025



On Behalf of the Division Director
Date: 10/24/2025

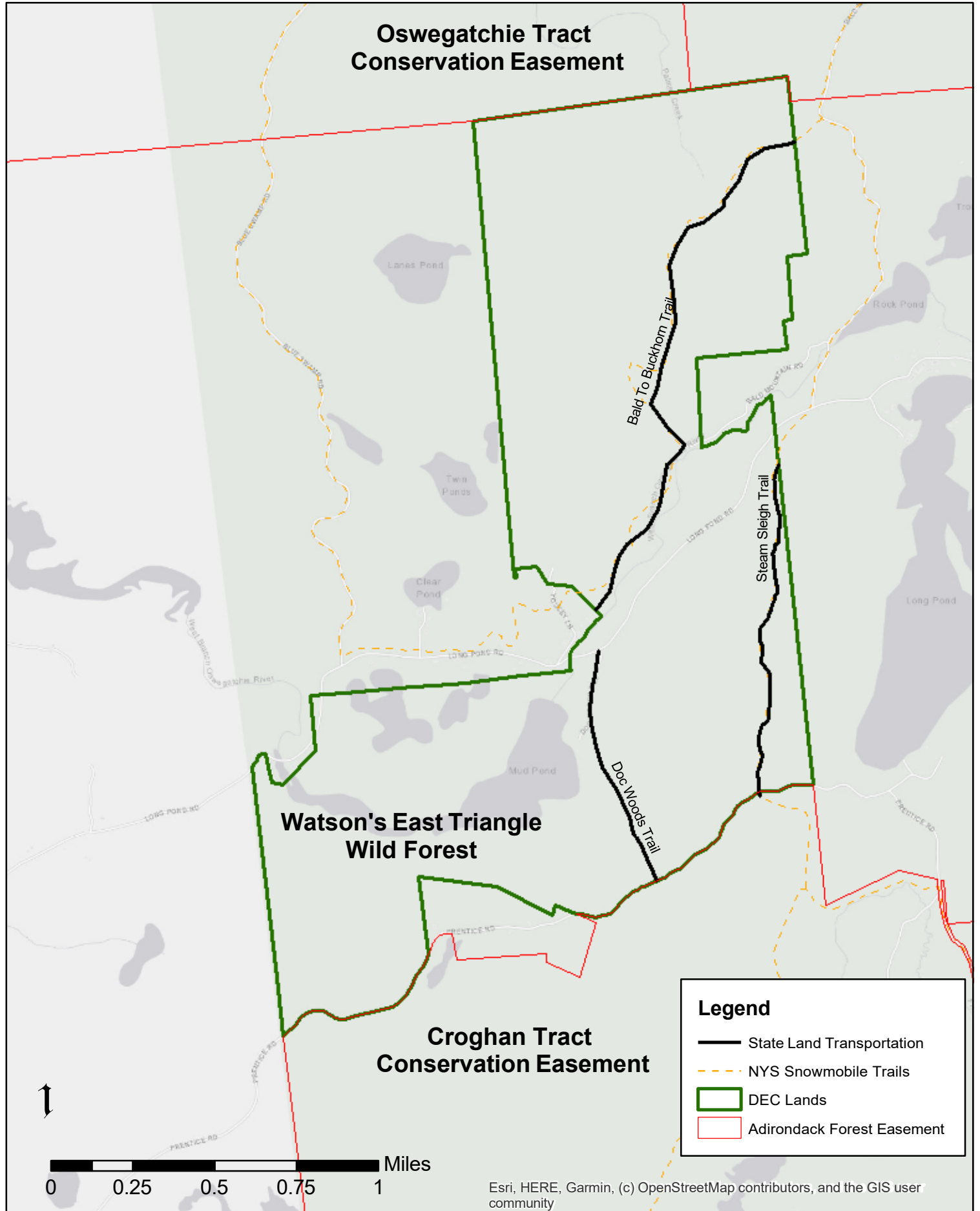


New York State Department of Environmental Conservation

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"/>		Steam Sleigh Trail is a Class II in Watson's East Triangle UMP
	Tree Cutting	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Protected Native Plants	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	Historic Preservation	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Fish and Wildlife	Freshwater Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	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 checked="" type="checkbox"/>	<input type="checkbox"/>	Keith Rivers	Dept Authorization #1320 – 2025 R6 Routine Maintenance
	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 type="checkbox"/>		
	DOB Exemption	<input type="checkbox"/>	<input type="checkbox"/>		
Other Agencies	APA MOU	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Michael Giocondo	Ordinary maintenance
	APA Wetlands Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>		No wetlands within work area
	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"/>			



Forest Preserve Work Plan Steam Sleigh Trail Maintenance Watson's East Triangle Wild Forest



Oswegatchie Tract
Conservation Easement

Watson's East Triangle
Wild Forest

Croghan Tract
Conservation Easement

Legend

- State Land Transportation
- - - NYS Snowmobile Trails
- DEC Lands
- Adirondack Forest Easement



0 0.25 0.5 0.75 1 Miles