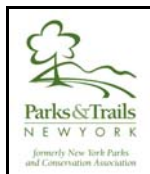


# Erie Canalway Trail Route Study Clyde-Seneca River



Prepared for New York State Canal Corporation  
By Parks and Trails New York

Final Draft Version.



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## Executive Summary

The cross-state Erie Canalway Trail currently has gaps in Wayne County. One of these gaps is between the Village of Clyde and the NY Route 31 bridge over the Seneca River. The purpose of this study is to provide a recommended route for filling this gap.

Various routes were studied to resolve this gap. All of the options involve some amount of trail on property owned by private entities. In one case, the recommended route, the trail right route would be on land owned by Niagara Mohawk Power Company. This land is the route of the enlarged Erie Canal and is of some historical significance. Other routes considered were on abandoned railroad rights of way that are now under county and private ownership.

An important aspect of the recommended route is an abandoned railroad bridge, known as the "Galen Bridge." This bridge is in a dilapidated condition and will need extensive repairs to make it useable for the trail. The NYS Canal Corporation would also like to raise the bridge elevation to improve canal navigation. There is also currently unauthorized ATV use of the bridge.

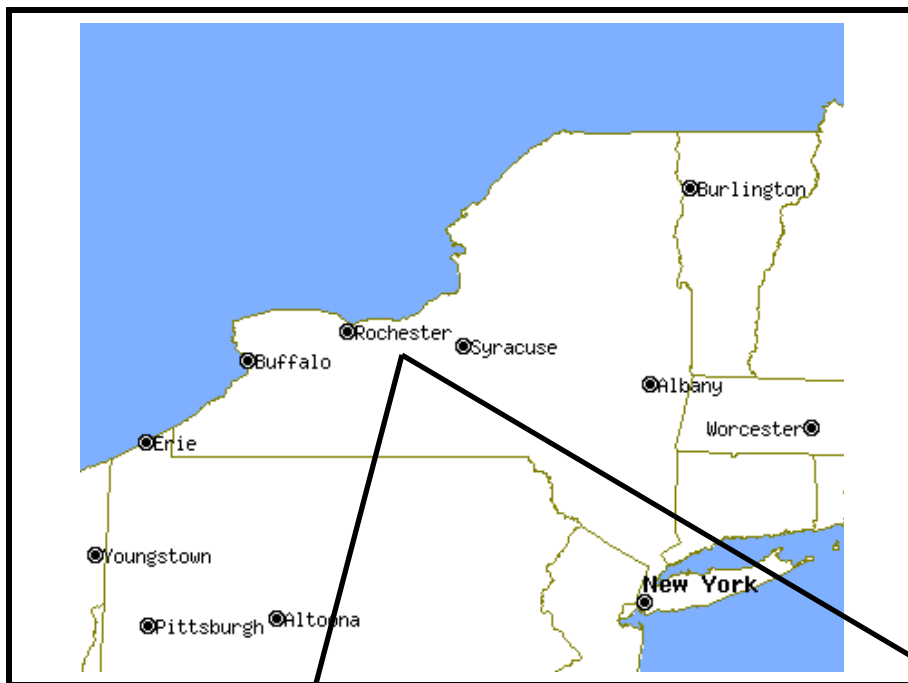
The study area is rich in canal history, being part of a section that had to be lifted significantly above the surrounding terrain. This engineering feat is celebrated for the innovative scheme that was developed and for the construction of the Richmond Aqueduct which made it possible to route the canal through the Montezuma Swamp.

The study makes two recommendations:

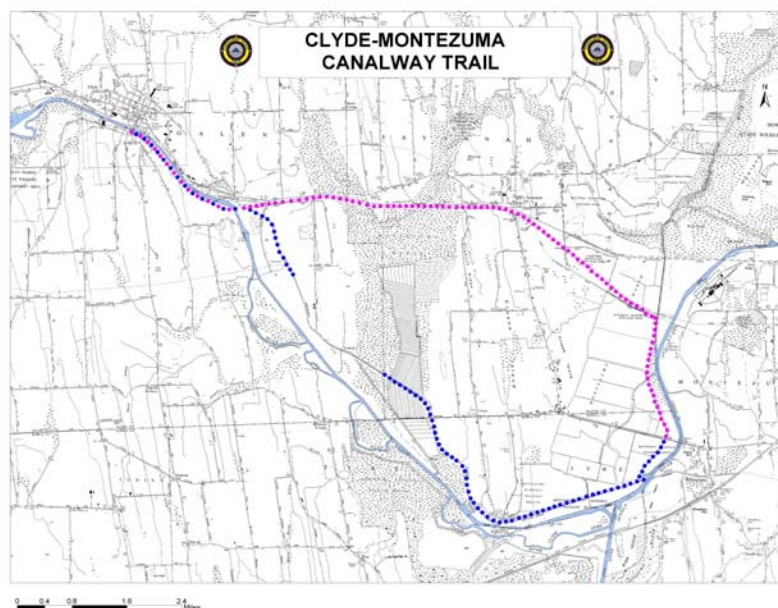
1. A primary Erie Canalway Trail route following the route of the Enlarged Erie Canal along the Niagara Mohawk power line. This route goes east from the village of Clyde, then turns south to the Seneca County town of Tyre, then turns east and north towards the Seneca River and the NYS Route 31 bridge.
2. Interpretation of the history of the Erie Canal through this section, paying special attention to the engineering aspects.

In addition, the study suggests that in the long term it would be desirable to develop another trail along the abandoned railroad right of way between the Villages of Clyde and Savannah. This trail would continue east of Savannah and south along Canal Corporation property to the NYS Route 31 bridge. When completed this route would allow a loop from Clyde to Tyre, to Savannah and back to Clyde.

## Maps of Study Area



**Location of Study Area Location in New York State**



**Study Area Detail**

## Introduction

The study area in this report includes the Towns of Galen and Savannah, and the Village of Clyde in the Southeast corner of Wayne County, New York. The area includes the junction of Erie Canalway Trail (ECT) and the Cayuga Seneca Canalway Trail (CAYSEN). These two trails come together near the three county area of Wayne, Seneca and Cayuga Counties. Nearly two thirds of the 348-mile ECT has been completed. Plans and some funding is in place to complete the CAYSEN from Geneva to it's junction with the ECT.

The ECT extends from Tonawanda west to Cohoes through New York State, following the historic Erie Canal corridor. At this writing about half of its 348 miles are completed, with an expected total completion in 2007. In the study area the trail passes through the Town of Galen and the Village of Clyde, the town Savannah and on east to Cayuga County. The CAYSEN begins in the City of Geneva. Its proposed route follows the Cayuga Seneca Canal north to the ECT. At this writing, approximately 1 1/2 miles of completed trail exists through the Village of Seneca Falls. Other short segments are being designed. Seneca County has been awarded a TEA-21 grant to complete the trail between Geneva and the Village of Waterloo. Additional planning grants have been secured by the Friends of the Cay-Sen Trail.

These trails will enhance the tourism impact generated by the increased interest in adventure and historic tourism. Trail users on any of the trails will require many services that can be provided locally. These services include restaurants, bike repair shops, clothing stores, grocery stores, hotel and motel and bed and breakfasts, souvenir shops and others. The trail users will be able to easily navigate a trip to many areas of interest. Cyclists coming from other parts of the state on the ECT will be able to navigate through the region to the trails that will lead them south, east and west. Additionally, and importantly, it is anticipated that bringing trail tourism through these localities will encourage visits to attractions, historic resources, and businesses.

This document is a product of the Canalway Trail Partnership Project. Under this project, Park & Trails New York (PTNY), in partnership with the NYS Canal Corporation, is organizing and assisting canal communities to plan, develop, and maintain the Canalway Trail. When completed, the Canalway Trail will be a 524-mile continuous multi-use pathway along the New York State Canal System. PTNY is a statewide non-profit organization working to expand, protect and promote a network of parks, trails and open spaces throughout the state for the use and enjoyment of all.

## ***Existing trail initiatives in the study area***

### **Erie Canalway Trail (ECT)**

The Erie Canalway Trail is a cross state multi use trail extending from Tonawanda in the west to Cohoes in the east. It follows the route of the historic Erie Canal. Wherever possible the trail is on the historic towpath. The trail is approximately 348 miles long and as of this writing almost 240 miles have been completed. The trail enters the study area from the west. There is currently trail access at various locations in the study area.

The ECT is a system of trails under multiple jurisdictions at the state, and local levels. In the study area the existing segments of the trail are owned by Wayne County and the New York State Canal Corporation (NYSCC). There is also a Regional Canalway Trail Group (RCTG) that meets regularly and is supportive of grass-roots initiatives on the trail. Among those initiatives are Adopt-a-Trail programs and trail planning activities.

### **Cayuga-Seneca Canalway Trail (CAYSEN)**

The CAYSEN begins in the City of Geneva as the lakefront trail in Geneva's lakefront park. It proceeds east through Seneca Lake State Park to the mouth of the Cayuga-Seneca Canal. The proposed trail route goes along the south side of the canal to the Village of Seneca Falls and north from there through Montezuma Wildlife Refuge to join with the Erie Canal.

The precise routing and point of junction is being determined at the time of this writing.

## ***Purpose of Study***

The purpose of this study is to provide a recommended route for the Erie Canalway Trail between Clyde and the Seneca River crossing at the NYS Rt. 31 Bridge. In addition, a location for the connection to the planned Cayuga-Seneca Canalway Trail is recommended.

Additionally, the study provides information about various resources and options within the study area for enhancing the trail experience and taking advantage of the tourism and quality of life opportunities provided by the trail.

## Inventory and Analysis of Study Area

### *Trail Resources*

#### **Erie Canalway Trail**

The Erie Canalway Trail enters the study area on the west side of Clyde from the County Park. The trail in the county park is currently a mowed grass trail. The trail surface is rough in some spots and does not meet the minimum standards for the Erie Canalway Trail as outlined the “Design and Maintenance Guidelines for the Canalway Trail” published by the Canalway Trails Association of New York (CTANY). Be that as it may, the trail does provide multi-use access between the Villages of Clyde and Lyons and trailheads at the various road crossings offer picnic areas, parking and a way of access into the trail. Facilities at some of the trail heads also include pavilions, wayfinding signage and active recreation.



**Trail along the Enlarged Erie Canal in Canal Park**



**Historic Lock in the Canal Park**

Within the Village of Clyde the trail is on street.

East of Clyde the trail goes along the south side of the present day Erie Canal. A village park and boat launch is located immediately east of the Rt. 414 bridge and also acts as a trailhead and parking area for the trail. The trail only proceeds a short distance east of Clyde before encountering an abandoned railroad bridge over the Erie Canal. This bridge, for all intents and purposes is currently, the eastern end of the off-road trail.

Cross state trail users would presumably stay on Rt. 414 south to access Seneca Falls, Geneva and Waterloo, or continue East of Rt. 31 through Savannah to the Seneca River crossing.

The development of a continuous off road multi-use trail is critical in this area.

#### **Cayuga-Seneca Canalway Trail (CAYSEN)**

For the purposes of this study the important question regarding the CAYSEN is where will it join with the ECT. The CAYSEN is currently in the planning stages .





**Boat Launch at County Park in Clyde**

Various studies have proposed routing for the trail in the Town of Waterloo and Seneca Falls. The planning for the section that will join with the ECT has been designated as “Phase 3” of the CAYSEN planning and not be completed for at least the next year. Therefore, and with discussion with the parties involved in planning the CAYSEN, this study will make a recommendation as to the location of that junction.

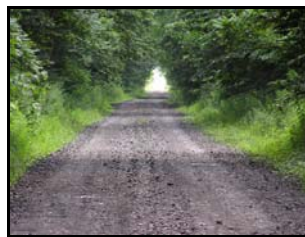
The CAYSEN is an important part of the trail system in this part of the state. The trail will allow access from the ECT to the Finger Lakes district of Central New York. This area is well known for a large tourism industry because of its spectacular views, its historic and natural resources, and the booming wine industry. Many state parks are within a day’s bicycle ride of the CAYSEN and facilities for tourism abound.

Trail users on the ECT will use the CAYSEN as a side route leading to more adventures in the communities that border the Cayuga-Seneca Canal as well as the rest of the region. The trail will also offer residents of these areas to access the cross state trail and travel to Buffalo or Albany using that facility.

## Other Trails

*Abandoned RR Right of Way.* In addition to the developed trail to the west of Clyde, there is undeveloped trail to the east. This trail follows the route of abandoned railroad through the Towns of Galen and Savannah.

Although this trail is not officially designated by any authority, it is currently in use by town and county residents. The main use at this time appears to be by ATV users. The trail surface is unfinished soil compacted from the ATV and other vehicle use and can be quite muddy at times. The trail crosses the Erie Canal on an abandoned RR bridge, known as the “Galen Bridge.” This bridge has become unsafe for designated use due to the deterioration of cross ties and other components.



**Two views of the abandoned RR east of Savannah**

This bridge is currently being investigated by ATV users and Wayne County for possible rehabilitation, at least in part.



Additionally, although much of the the railroad right of way is owned by Wayne County, a significant portion in Galen passes through property owned by a private Hunting and Gun Club. This would necessitate negotiations with the owners for permission to use that section of the right of way for public trail.



**Galen Bridge**

*Enlarged Erie Canal.* The tow-path and route of the Enlarged Erie Canal in this study area is owned by Niagara Mohawk Power Company (NIMO). It is being used as a utility corridor for power lines. The area underneath the power lines is clear of obstacles and is raised above the surrounding low lying terrain.

The route which follows the Enlarged Erie Canal, extends south from just east of Clyde, paralleling the present canal, to the Town of Tyre in Seneca County. It then proceeds east to the Seneca River at the point where the historic Richmond Aqueduct stood. Remnants of the Aqueduct still remain.

This route is of significant historic importance. This area was one of the last to have the canal completed because of the problems of the low-lying flat terrain. The Richmond Aqueduct and the berms that raised the level of the canal were important engineering feats in their time.

Negotiations with NIMO have, in the past, not yielded any agreements on trail use of the power right of way. But, at the same time, the door to such use has not been closed.



**Niagara Mohawk Power Lines on the  
Enlarged Erie Canal**

## ***Street System Resources***

### **Streets**

#### *Village of Clyde.*

The Erie Canalway Trail route on the streets of Clyde is approximately 2.5 miles long. The streets used for the route are the same as those used for NYS Bike route 5 and Route 31.

At the main intersection of the Village, trail users can continue to follow Bike Route 5 and Route 31 or they can opt to travel south on Rt 414 and find other on street routes to their destinations or back to the trail.



**The Trail in Clyde Park with Rt. 414 Bridge in Back**

Rt. 414 and (its bridge across the Erie Canal) is a busy two lane highway but is suitable for shared road use according to AASHTO standards.

At the present time there is no developed off road alternative to using highways between Clyde and the Seneca River.

## ***Natural and Cultural Resources***

### **Enlarged Erie Canal and Original Erie Canal**

As has been mentioned above, this area was one of the last to have a completed canal. This is because the canal engineers realized that there would be special problems with building the canal in such a flat, low-lying area. These problems are those related to fluctuating water tables that could flood or completely de-water the canal at different times, if not designed properly.

This engineering dilemma resulted in the construction of the Richmond Aqueduct and the berms that hold the canal well above the surrounding landscape. The Clyde River was used to supply the water for the canal. This was the culmination of many years of planning and learning about canal engineering throughout the rest of the state. The route and construction of the Enlarged Erie Canal is a significant canal resource for this area.

It is also significant that portions of the present Erie Canal are visible from the Enlarge Erie Towpath Route. The Village of Mays Point is one of those places and could play an important role in providing the interpretive facilities.

There are also remnants of the Original Erie Canal within this study area. Most notably is the prism section which is visible from Armitage Road in the town of Galen. The existing prism has water in it and is used by local residents as a fishing area. The construction of the berms and towpath has been fairly degraded over the years by vegetative growth and erosion but it could be restored and, at the least, interpreted.

### **Montezuma Wildlife Refuge and Montezuma State Wildlife Areas**

The very large Montezuma Swamp is host to many species of migrating birds. For many years the US Fish and Wildlife service has operated Montezuma Wildlife Refuge which manages a significant portion of the swamp in order to preserve the habitat for both resident and migrating bird populations. The Refuge operates a visitor center and an observation tower as well as maintaining car trails and research programs. The Refuge is highly popular as a tourist destination both for local residents and out of town visitors.

The significantly high population of resident and migratory birds has attracted nature lovers, provides educational opportunities for schools and offers the visitor an experience of birds in the northern flyway that is not commonly available. This makes this resource one of extreme importance.



**Erie Canal Berm and Agricultural Land**

Additionally, at the time of this study, it is most likely that the CAYSEN will pass directly adjacent to, or through, the refuge, opening up the opportunities for trail users to enjoy the attraction.

Abutting and in concert with the Fish and Wildlife refuge, New York State preserves many acres of wetland as a wildlife preserve. This land is also co extant with the local agricultural land and some residential development. The proximity of this vast expanse of preserved wetland and wildlife habitat to the trail route is another indicator of the value that will be placed on the trail and its resources.

## ***Mapping***

The accompanying maps show the study area with the recommended trail routes and the location of recommended trail heads.

## ***Methodology***

### **Community Information Meetings**

Several community information meetings were held in the preparation of this study. The first was held at the Clyde Village Hall. This meeting was mainly attended by Town and Village Officials as well as Wayne County officials from the Planning and Parks Departments. This meeting primarily focused on delineating each of several options for the route of the proposed trail. The options were discussed in relation to their suitability based on destinations, ownership, ease of construction, and compatibility with other county plans. Ownership was identified as a prime issue and further study was indicated on at least two major options.

After more on-site investigation a second meeting was held. In addition to the attendees from the first meeting, many ATV users were in attendance. The primary concern of the ATV users was that the trail that they presently use and maintain between Clyde and Savannah not be closed off to ATV use if it were to be designated Canalway Trail. The abandoned Rail Road bridge over the Erie Canal was also discussed because it is presently being used by the ATV'ers. Wayne County has considered closing this bridge off, due to liability concerns and the discussion revolved around the possibility of opening it to both ATV and trail use if it were part of a designated route.

Another point brought out at this meeting was the historic nature of the passage over Montezuma Swamp and the desire to route the trail in such a way as to take advantage of interpreting that route.

The outcome of the meeting was to concentrate the analysis of the two major routes that are described in this document. Other routes had been considered up to that point but the consensus of those present was that those would not be viable due to a variety of circumstances.

### **Other Meetings**

A discussion was held with, Rick Manning, the consultant hired by the Friends of the Cay-Sen Trail to study routing in the section that would join with the ECT.

The route recommended in this study is compatible with the preliminary findings of the CAYSEN study. However, there is no way to tell, at this point, if the two

trails will join where this document proposes. Even so, there are several possibilities for that joining and wherever it actually happens in the field is less important than that it does happen.

## **Analysis**

### ***Ownership***

Any analysis for recommendations of Canalway Trail routes in this area needs to take into account ownership issues. This is because there is a significant portion of both routes that are privately owned or owned by NIMO. The acquisition of land or a trail easement will be necessary no matter which route is taken.

Wayne County does own some of the proposed trail route and where this eases the burden of negotiation it should be used. Canal Corporation owns some of the property on the west side of the Seneca River in the Town of Savannah and, if possible that could be used. But in either recommendation, it will be necessary for the trail owner/developer to negotiate an agreement for at least part of the trail.

In the case of the private property owners in the Town of Savannah it has been mentioned by town officials and others at the public meetings that they would not be amenable to trail use through this property. Notwithstanding this, there have, as yet, been no discussions between the club and planners regarding the possibility.

The major owner of the route along the Enlarged Erie Canal is NIMO. The trail development possibilities along this right of way are very good due to the maintenance of access for needed service by NIMO personnel. As has been noted above, past attempts at negotiating trail easements on NIMO property have not yielded positive results. However, those negotiations pre-date the takeover by National Grid and were also on power line routes which were configured differently. It is entirely possible that due to the nature of this particular route, it may be possible to negotiate an easement with NIMO.

### ***Constraints***

Galen Bridge. The Galen Bridge is an important element of the proposed route in this study. The bridge is currently in a dilapidated condition and will require extensive rehabilitation to make it useable for the trail. This represents a significant cost to the trail developer, most likely NYS Canal Corporation.

This bridge is in an extreme state of disrepair and is a hazard as it now exists. It was built to contain two parallel tracks and therefore is a very wide bridge which

would make it ideal for a trail with interpretation, or a multi use trail parallel to an ATV trail.

The bridge, in its present condition, represents a liability for the county, which is the current owner. The bridge must be improved in order to allow safe trail traffic. NYS Canal Corporation has also studied the bridge and would be inclined to have the bridge elevation raised to improve canal navigation. With the proper engineering studies, the bridge is reparable and could be a great asset for the trail.

Ownership. Part of the recommended route and the secondary route is in private ownership. Negotiations will be necessary in order to procure easements or ownership in order to build, use and maintain the trail.

Wetlands. The routes recommended in this document follow upland exclusions in a larger wetland area. Any construction in these areas will need to be permitted, and appropriate erosion and sedimentation measures taken during construction. It is also possible that the final route of the trail may deviate slightly into the wetlands at some points. These permits and the procedures for acquiring them pay prove to be significant constraints.

## ***Mapping***

Maps of the existing trail routes, historic and natural resources and proposed routes will be found at the end of this document. In addition a large scale composite map will be found in a folder on the printed version and as a PDF file on the CD-Rom version of this document.

# **Recommendations**

## ***Introduction to Recommendations***

The recommendations made in this study are based on the above factors: A great deal of importance was given to the historic routing of the trail, as this fits with the vision of the cross-state trail linked to the towpath of the canal. The importance of the historical significance of this area is appropriate in that there is ample opportunity for interpreting the history by NYSCC and the local communities.

Additionally the routes were assessed in terms of ease of development, connections to local resources and ownership.

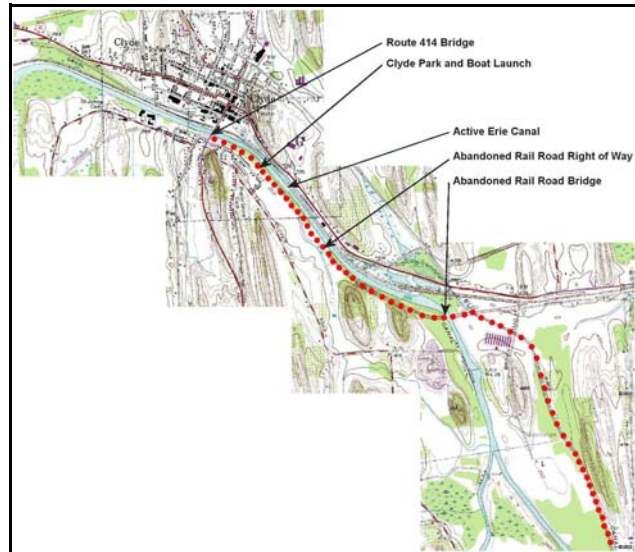


## ***Recommended Routes***

This study recommends the Clyde-Tyre-Montezuma Route as the connector from Clyde to the Route 31 bridge over the Seneca River. The Clyde-Savannah-Montezuma Route is recommended as a secondary route that could be developed separately by Wayne County or other entities.

### **Clyde-Tyre-Montezuma**

This proposed route starts at the Route 414 Bridge on the south side of the canal. The route goes east from the bridge through the county park and continues east on the abandoned railroad bed to the railroad bridge across the active Erie Canal. The county park makes an excellent trail head with opportunities for Kiosk, interpretive and wayfinding signage and parking.



**Proposed Route West of Clyde**

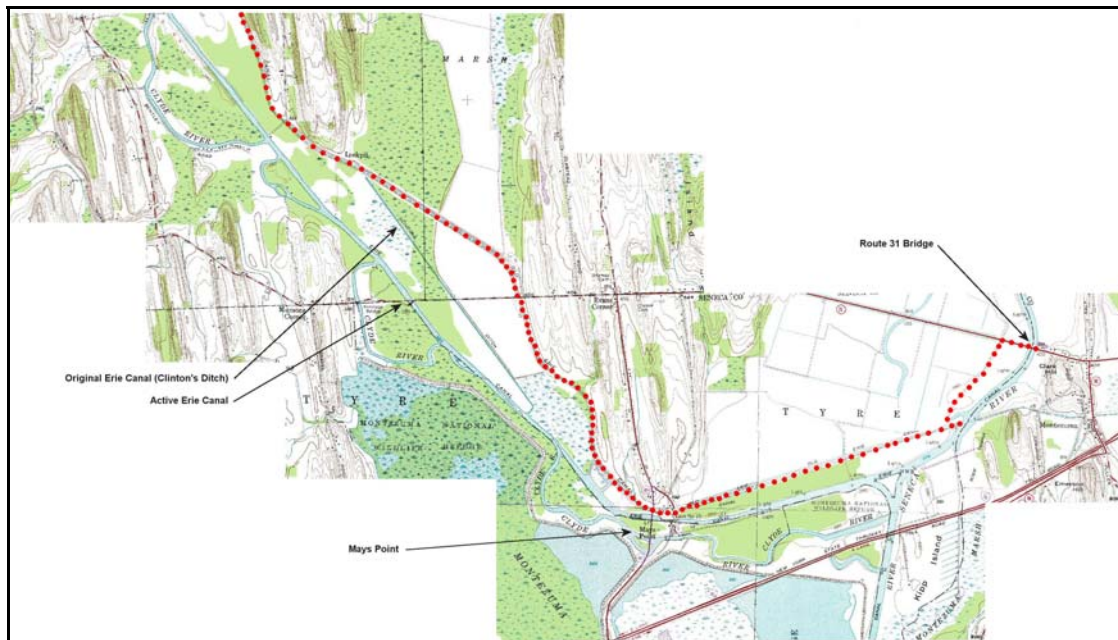
The route crosses the canal on the rail road bridge and proceeds about 150 yards to where the abandoned railroad bed crosses the Enlarged Erie Canal.

At this point the proposed route turns south and follows the Enlarged Erie Canal which is now owned by NIMO and used for power transmission lines.

The route crosses Brown Road, where there is the opportunity for a trail head, and a need for pavement markings on the road, indicating a trail crossing and vehicular barriers on the trail. The route then turns more southerly, following the Enlarged Erie Canal and NIMO power lines to where it crosses Armitage Road. Again this could be an opportunity for trail heads, interpretive signage and parking. Also pavement markings and signage on Armitage Road indicating the trail crossing would be in order.

At that point, the trail is very close to the Original Erie Canal. This resource also crosses Armitage Road a few hundred yards to the west. This could be indicated with wayfinding signs at the intersection and interpretive signs at the Original Erie Canal location.

After crossing Armitage Road into Seneca County, the proposed route continues south through the Town of Tyre to Mays Point. In Mays Point there is a con-



**Proposed Route Through Tyre**

fluence with the active Erie Canal and the Clyde River, which is and was used for a water supply for the canal. There is also a small village and the active Lock E-25. Trail users can access Route 89 and proceed south to the Montezuma Wildlife Refuge and Seneca Falls.

Mays Point and the Lock would be an ideal place for a facility center for the trail. The recommendation would be to make a hiker-biker-boater campsite at Lock 25. Additionally there could be parking and trail head with interpretive signage concentrating on the engineering history of this section of the trail.

It is also recommended that this be the point of junction with the CAYSEN. This trail could come up from the south on the levies used by the Montezuma Wildlife Refuge.

Creating a major trail hub in this area is recommended because it not only has an ideal opportunity given the historic resource and the existing Erie Canal Lock and property owned by NYS Canal Corporation, but it is also very easily accessible by road from Rt. 89.

The proposed route, following the Enlarged Erie Canal now turns northeast and proceeds to the Seneca River where the Richmond Aqueduct once stood. This section could be constructed on Canal Corporation Property just to the south and parallel to the NIMO Property. This would reduce the amount of private property that the trail would need to use.

It is also recommended to have interpretive signage at the location of the historic Richmond Aqueduct. This would be a short spur off the trail ending at the river.

At the river the trail would cross over the NIMO property and proceed north on Canal Corporation property to Rt. 31 at the bridge over the Seneca River. It is recommended to have a trail head and parking at this location with wayfinding and interpretative signage and vehicle barriers to keep motorized vehicles off the trail.

This end of the trail is directly across Rt 31 from the end of the second recommendation described below. If, at some future point, the county or other entity decides to construct that second trail, this would be an ideal opportunity to link the two across Rt. 31 with pavement markings and warning signs. Then these two trails would form a loop trail from Clyde to Tyre to Savannah and back to Clyde providing a rich recreational and tourism experience for visitors and residents alike.

### **Clyde-Savannah-Montezuma**

This second recommendation is for a trail that would be developed at some time in the future by Wayne County or other entities. This trail, in general would follow a route from Clyde to Savannah and then on to the Seneca River where it would turn south to Rt. 31 near the bridge over the Seneca River. This route is a secondary route for two reasons in particular. First, this route is less intrinsic to the interpretation of the Canalway Trail. The route follows an abandoned rail road bed for most of its length and pays little or no homage to the work done in this area for either the Original or Enlarged Erie Canals. The second reason is that it also passes through a significant amount of private property owned by a hunting club. At this time, through conversations with Town of Savannah officials, it has been reported that the club members are not willing to allow passage of a trail.

This is not to say that at some time in the future an agreement could not be made to allow a trail easement, but this may unduly delay the development of the trail.

However, it is highly desirable and recommended that the goal of developing this trail in the 5-10 year range be made. The development of this trail as a multi use trail would complete a loop with the primary route that would take people on a historic and natural tour of the area. Additionally it would bring trail users to three villages in the area, namely Clyde, Tyre, and Savannah. If the Canal Corporation chose to develop a campsite at lock 25, then the picture would be complete for both residents and visitors to make a two day loop ride with a stopover at the campsite overnight.

The description of the proposed route is as follows. The trail is identical to the primary recommendation from Clyde to the abandoned railroad bridge. At that point this trail would proceed directly east into the Town of Savannah on an abandoned railroad bed that closely parallels the CSX main line. For some time Wayne County owns the abandoned bed but it does revert to private ownership by the Vanderbuilt Marsh Club. The Club owns the property all the way to the east side of the Village of Savannah. At that point it reverts to Wayne County ownership and remains so until it comes to the Seneca River.

Along the way the route crosses several roads, at each road there would be need for pavement markings indicating trail crossing. Additionally at the crossing under the Rt 31 bridge in Savannah there is ample opportunity for trail head, parking and signage, both interpretive and wayfinding.

The trail proceeds east from the Village of Savannah, crossing spoor road and joining with levies that have been built on the abandoned bed.

As it approaches the Seneca River, the proposed trail becomes isolated from the road to its south by large inlets of the river. The abutments and pylons of the abandoned rail road bridge are visible here

At the point where it comes to the river a bridge would need to be built to bring the trail across the arm of the river to lands owned by Canal Corporation. At this point the proposed trail would proceed south along the west side of the river to the point on Rt. 31 near the bridge. This point is directly across Rt. 31 from the east end point of the primary recommended route.

## **Clyde—Savannah Loop Trail**

Wayne County has proposed a trail on the north side of Rt. 31 between Clyde and Savannah. The trail would follow an old trolley line which is partially owned by the County. This could link with the secondary recommendation above and form a loop between Clyde and Savannah. However, this trail is beyond the scope of this document and no recommendation is being made in its behalf.

## **Signage**

It is important that at every node or point of connection adequate signage be provided. This would include directional signage and trail blazers. In addition, interpretive signs and map sign panels would also be beneficial. These types of signage are recommended at the following locations.



**Typical Canalway  
Trail Blender**

Canalway Trail blazers should be used liberally throughout the route that is used. The Canalway Trail blazers should be the same as those used across the state with the addition of a sign indicating "TO". They should be located at the very least at every turn on the route. Interim blazer signs should also be placed where the trail user may become unsure he or she is on the correct route due a long distance between signs.

Signs indicating the location of cultural, natural and commercial resources should be available where appropriate.

### ***Implementation***

It is recommended that within the next 3 years the Canal Corporation and Wayne County develop the recommended route. This will necessitate entering into negotiations with Niagara Mohawk Power Corporation in the next 6 months. This route will also include the rehabilitation and possible raising of the railroad bridge over the canal just east of Clyde. This rehabilitation should be started as soon as possible so that the projected completion time for this section of the trail will be Fall of 2007.

It is recommended that the secondary route be the responsibility of Wayne County. This route should be a high priority with the county but also depends on the rehabilitation of the railroad bridge and negotiations with property owners. It is recommended that the county finish any development of this trail by Fall of 2010.

## **Maps**

On following pages and in end envelope (print edition) or PDF file (on CD-ROM edition)

1. Clyde—Tyre—Montezuma Route Overview
2. Clyde—Savannah—Montezuma Route Overview
3. Composite Route and Recommended Trail Heads
4. (In End Envelope of printed version only) Composite plan.



