

## Introduction

In April 2003, the Adirondack North Country Association (ANCA) contracted with the New York State Department of Transportation to develop a Corridor Management Plan (CMP) for the 111-mile Black River Trail Scenic Byway. The roadway was made part of the New York State Byway System in 1992. The Byway designation was assigned prior to the federal requirement that Byway routes have Corridor Management Plans in place to qualify for Scenic Byway and Enhancement funding. This CMP was prepared to specify the actions, practices and administrative strategies necessary to maintain the corridor for the future and to establish eligibility for new granting opportunities.

Created at the grassroots level, the Black River Trail Scenic Byway Corridor Management Plan (and its sub-component, the Maple Traditions Scenic Byway Corridor Management Plan) provides a blueprint of process and product to effectuate community planning, growth and development. It also showcases the various Byway communities in Lewis, Jefferson, Oneida, and St. Lawrence County. You are encouraged to read through this comprehensive planning document and reference it often to take full advantage of the benefits that accompany the prestigious Scenic Byway community label.

The plan includes a thorough discussion of issues and opportunities for Recreation, Stewardship, Transportation/Safety/Community Design, Economic and Community Development, Signage and Interpretation, along with Marketing and Promotions. Regional and local perspectives have been integrated into planning strategies and project recommendations that will serve the entire Byway area.

This CMP's action plan details how to promote tourism and support economic development in the cities, towns and villages along the touring route. From an economic standpoint, Scenic Byways cut through town centers bringing revenue to communities dependent on tourism dollars by encouraging visitor spending that supports business owners, attractions and event planners. Locales without dedicated tourism and/or advertising budgets will gain new visibility as the marketing recommendations are implemented. The focus for the Black River Trail Scenic Byway and Maple Traditions Scenic Byway will be on promoting outdoor recreational and natural resources along with the cultural touring opportunities put forth in the plan.

The plan also offers a foundation for partnership efforts and future cooperative initiatives in community development, drawing upon the newly-established, broad community of byway stakeholders named within. A long list of potential funding sources for proposed projects is included. Whether their focus is "Main Street" improvements, better signage, preservation of significant resources, or recreational access the plan has been designed so that communities have the option to implement their own local projects or join in regional collaborations to accomplish Byway improvements.

The plan will help Scenic Byway communities advance proposed infrastructure improvements by using their official byway designation. Towns, villages, and cities submitting Transportation Enhancement Program and other grant applications that support this CMP's goals

are more competitive. Grant project applications are considered to have greater impact based on the merit of their regional connection in serving an expanded market of byway travelers.

The document is just a starting point for cross regional collaborations and community improvements. The stakeholders who contributed to the development of this planning tool include: business owners of restaurants/lodgings/local products and tourist services, Chambers of Commerce, civic groups, tourism representatives, local government agencies, municipal officials, planning offices and environmental groups.

The plan for the Black River Trail Scenic Byway furthers ANCA's commitment to support economically viable communities and an improved rural quality of life. We invite you to share the CMP with others who may have an interest in this important planning effort.

# Maple Traditions Scenic Byway

## Overview

The Maple Traditions Scenic Byway Corridor Management Plan (CMP) was prepared by the Adirondack North Country Association (ANCA) in partnership with the Tug Hill Commission as an offshoot of the corridor management planning process for the Black River Scenic Byway in response to stakeholder concerns at the grassroots level. ANCA initiated the Black River Trail Scenic Byway Corridor Management Plan, at the request of the New York State Department of Transportation, in order to create a planning document that would address the future of this existing State Scenic Byway.

The Black River Trail Scenic Byway received official designation as part of the New York State Scenic Byway System in 1992 under the leadership of Senator John B. Scheffer when the State established its State Scenic Byway Program. In 1984, a New York State Highway Law declared this touring route of scenic places would be known officially as the Black River Trail. The next section provides a detailed rationale for a route change to the existing Black River Trail Scenic Byway and for re-naming the portion of the route from Lowville to Ogdensburg as the Maple Traditions Scenic Byway.

The Maple Traditions Scenic Byway Corridor Management Plan identifies and describes the Byway corridor and its resources. It outlines the public participation process used in creating the document and contains strategies presented by the Byway communities that support the realization of regional and local visions and the accomplishment of plan goals.

The document details plans for economic development that promote tourism while preserving the Byway's natural, historical, cultural and recreational resources and maintaining the route's distinctive qualities and character. It also describes how to maintain and enhance the Byway and proposes numerous regional and local projects and actions. Recommendations for future implementation are also included.

## Rationale for Creating Two Byways From One

As currently defined in its legislation, New York State's Black River Trail runs 140 miles from Rome to Ogdensburg. From Rome to Boonville the Byway follows NYS Route 46 along the remnants of the historic Black River Canal. It then runs parallel to the Black River itself along NYS Route 12 from Boonville to Lowville. In Lowville, where the Black River turns westerly toward Lake Ontario, the Black River Trail Scenic Byway continues north, following NYS Route 812 to Ogdensburg where it ends at the Ogdensburg-Prescott International Bridge to Canada.

The northern segment of the Black River Trail Scenic Byway, as currently defined, comprises more than half of the byway's length (80 miles) and has no connection to the Black River—neither physical, recreational, nor historical. From the start of the planning process, this was a

major point of discussions at all public input sessions. It has been reinforced by river community stakeholders who felt that the Black River Trail’s “story” was incomplete by leaving out the remaining length of the Black River from Lowville to Dexter. (The historical Black River Canal had run from Rome to Carthage, while communities from Lyons Falls to Dexter share an industrial heritage based in common on the power of the Black River’s flows). Stakeholder along NYS Route 812 from Lowville to Ogdensburg stated they felt no connection or identity with the Black River. In terms of marketing the byway as a tourism product, they expressed concern that the Black River theme for this northern route was inauthentic and would be confusing to travelers.

This CMP proposes to rename NYS Route 812 as the Maple Traditions Scenic Byway and has received strong support from community representatives all along the route. It is an authentic theme with which stakeholders readily identify and is reinforced by the byway’s key attributes and community assets. There are a number of “sugar bushes” (maple syrup producers) along the byway corridor; Croghan is home to the American Maple Museum; Ogdensburg is known as the “Maple City”; and the byway ends at the Ogdensburg-Prescott International Bridge to Canada—whose national flag prominently features the maple leaf. (See *Vision and Theme Statement* section for more supporting details.)

At the same time, CMP planners hope to gain legislative support for adding the remaining length of the Black River waterway (Lowville to Dexter) as part of the Black River Trail Scenic Byway to allow a more complete telling of the Black River’s story as a significant natural, economic, and recreational resource, as well as its historical role in the settlement of the region. The re-naming and re-routing would also present a more consistent and authentic image to byway travelers.

### Maple Traditions Scenic Byway Vision Statement:

The proposed Maple Traditions Scenic Byway highlights the simple traditions of people living close to the land, while providing present-day folk with access to a variety of outdoor recreational activities. Beginning in Lowville, the 80 mile route takes travelers past farmlands, woodlands, the American Maple Museum in Croghan, and ends in the “Maple City” of Ogdensburg—at the foot of the Ogdensburg-Prescott International Bridge to Canada which spans the St. Lawrence Seaway.

Along the way, travelers visit family-operated sugar bush operations where maple syrup is produced using wood-stoked fires and horse-drawn wagons; observe Amish farmers working their fields; and are tempted by a variety of locally crafted, traditions-based products such as furniture, cheeses, meats, candles, baskets, and candies. An alternate loop through Canton brings travelers past the Traditional Arts in Upstate New York’s North Country Heritage Center, whose exhibits, archives, and local product gallery highlight and preserve the rich living heritage of customs and folk arts from across the entire North Country region. The proposed Maple Traditions Scenic Byway offers numerous opportunities to enjoy the undeveloped rural landscape: including bird watching, paddling quiet waterways, hiking woodland trails, and geo-caching.

## Maple Traditions Theme Statement:

The Maple Traditions Scenic Byway guides travelers through peaceful rural communities where they will see people continuing the heritage and traditions of previous generations—living off the land and producing a variety of food and hand-crafted products from the resources provided by the land. The byway also provides access to a mixed landscape of woods, fields and waterways for a variety of outdoor recreation opportunities.

### Theme One: Maple

Long-time tradition of the maple syrup industry with several sugar bushes in the region.

Lewis County and St. Lawrence County (3<sup>rd</sup>) are both among the top counties in the state for maple production.

— Maple Weekend coordinated for Jefferson, Lewis and St. Lawrence Counties.

The byway is anchored by the Maple Ridge Wind Farm in Lowville, American Maple Museum in Croghan, and the “Maple City” of Ogdensburg to the north.

— Connects to Canada which utilizes the Maple Leaf in its flag.

### Theme Two: Old Time Traditions

— Traditional Arts in Upstate New York, farm history, logging, crafts  
Basket weaving, candle making, furniture crafting, and various Amish  
farm practices

— Traditions-based working landscape: farming and logging

Note: Water resources along the entire Byway offering scenic natural views of the various water bodies and waterways and outdoor recreation such as bird watching, hiking, biking, Geo-caching, paddling, fishing, kayaking, canoeing, etc. are also considered to be a significant part of the Byway experience.

The following is a list of significant contributing resources and opportunities to build on and improve local assets along the travel corridor. All entries were identified by attendees at early project meetings. The listing served as a starting part in the development of this CMP.

Agricultural history could be a big draw for tourists

Opportunity to unite a number of small communities and market them as a destination

Strong history of Amish culture and goods and services offered by those communities

Lots of maple industry and history

Many pristine environmental areas with no roads or development including Wildlife Management Areas

Multiple watersheds are located along the trail including the Black River, Moose River, Beaver River and Oswegatchie River watersheds

Unique environmental areas such as gulfs, recreational trails and areas for kayaking, whitewater rafting and other location based outdoor recreation activities

Newly constructed wind turbines are bringing lots of tourists to the area

Established Canadian travel market

Strong local culture in art, music, theater, etc.

Develop a list of historic places and buildings on the National Register that are located along the Byway

Addition of a loop or re-route to Canton via USH 11 and then up to Ogdensburg via SH 68. The village of Canton offers more cultural opportunities and there is great scenic and recreational value in the Grasse River. TAUNY's North Country Heritage Center plays a significant role in preserving and promoting the rural traditions of the Maple Traditions Scenic Byway.

Geo-caching and Letter boxing (new tourist attractions)

Development of a single location that is known to house materials for trail info, maps, etc. in each community along the Byway (e.g. libraries or chambers of commerce)

Intersects the Black River Scenic Byway/Black River Blueway in Lowville, the Olympic Scenic Byway near Harrisville, and the Seaway Trail in Ogdensburg

Mining heritage including zinc and talc

### Intrinsic Qualities

During early CMP planning discussions local leaders were asked to share what they believed were the most significant natural, recreational, historic, recreational and scenic resources in their communities. The following collection of special assets became the foundation for plan development. Each entry supports the uniqueness of the Maple Traditions experience and contributes to making the entire routes a special destination.

The complete categorized inventory of corridor resources accompanies the "Byway Map" section of this plan. Detailed information on the individual resources is located in the "Signage and Interpretation" section.

Various lakes, river, streams, ponds

- Sylvia Lake
- Lake Bonaparte
- Oswegatchie River
- Grasse River
- St. Lawrence River
- Beaver River

Paddling opportunities throughout entire Byway corridor

Buildings on the National Register of Historic Places

Ogdensburg was the first white settlement in Northern New York

Museums

- Frederic Remington Museum
- Gouverneur Museum
- Town of Diana
- Traditional Arts of Upstate New York (TAUNY) North Country Heritage Center
- Silas Wright House-St. Lawrence County Historical Museum
- American Maple Museum
- Railroad Museum (Railway Society of Northern NY)

Harrisville scenic overlook and Grandview Island Park

Signed bike lanes along most of the byway

Bird watching

Horseback riding

Hunting

Fishing

Cross-country skiing

Outlet for Amish furniture and other goods

Ogdensburg River Walk—i.e. the “Maple City Trail”

Adirondack Trail riders ATV Park

Lake Bonaparte Cave on state land

Hydro-power (Ogdensburg)

Maple Ridge Wind Farm, Lowville, is the largest wind farm east of the Mississippi (consisting of 195 wind turbines on the edge of the Tug Hill Plateau). The towering kinetic structures form a contrasting backdrop to several Amish farms located near the ridge.

## Goals

### A. Economic & Community Development

Goal #1: Strengthen and diversify the agricultural economy by creating opportunities for local businesses and producers to remain viable through expanded markets, and increased visitor/local resident spending.

Goal #2: Strengthen and diversify the craft products industry by creating opportunities for local businesses and producers to remain viable through expanded markets and increased visitor/local resident spending.

- Goal #3: Support business activity that addresses gaps in goods or services catering to visitors.
- Goal #4: Revitalize and focus growth and development in central business districts through downtown “Main Street” revitalization planning and programs.
- Goal #5: Enhance the rural and historic character of byway communities.
- Goal #6: Promote tourism industry as economic stimulus.

#### B. Tourism Development, Marketing, & Promotion

- Goal #1: Develop a Byway Marketing and Interpretation Plan and work with communities on promotion and branding.
- Goal #2: Promote and encourage tourism commerce and communication between byway communities in order to enhance product brand image and strengthen marketing efforts.
- Goal #3: Provide quality visitor experiences using proven strategies to improve Byway offerings.
- Goal #4: Develop strategies to improve shoulder season and year-round new and repeat visitation by appealing to the market interests of a broad audience.
- Goal #5: Develop theme-based packages and tourism guides to promote the Byway and to encourage extended visitor stays.
- Goal #6: Improve the availability of basic tourist information to accommodate visitor needs and increase desirability of the Byway as a destination.
- Goal #7: Improve the availability of comfort facilities.

#### C. Recreation

- Goal #1: Enhance and promote existing recreational opportunities.
- Goal #2: Create additional recreational opportunities that extend visitor stays or encourage repeat visits to the region.

#### D. Signage & Interpretation

- Goal #1: Enhance wayfinding and strengthen byway identity through an effective directional signage program.
- Goal # 2: Enhance visitors’ and residents’ understanding and appreciation of byway resources through education and interpretation.

#### E. Transportation & Safety

- Goal #1: Provide for the safety of all users.
- Goal #2: Continue to improve Maple Traditions Scenic Byway Transportation infrastructure
- Goal #3: Promote and increase linkages and connections for the use of and access to multi-model forms of transportation.
- Goal #4: Establish and maintain communication network with ANCA, regional DOT offices, and byway stakeholders.

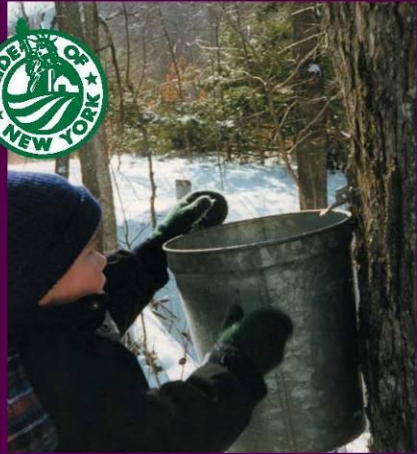
#### Stewardship



Goal#1: Preserve historic, natural, recreational and scenic resources along the byway corridor.  
Goal #2: Promote public appreciation for the historic, natural, recreational, and scenic resources along the Byway corridor that, in turn, generates support for the preservation and stewardship of those resources.




**13th Annual  
New York Maple Weekend  
March 29 & 30, 2008**



**PRIDE OF NEW YORK**

Photo by: Maple and Doughnut Highway Maple 2008

**New York State Maple Producers Association, Inc.**  
P.O. Box 210, 124 E. 4th St., Watkins Glen, NY 14891  
607.535.9790, [www.nysmaple.com](http://www.nysmaple.com)



## **The New York State Scenic Byways Program Benefits & Definitions**

### Benefits of Effective Byway Planning

The New York State Scenic Byways Program was created in 1992 by the State Legislature. The program is administered by the Department of Transportation and is guided and implemented by the Scenic Advisory Board. Today the program recognizes an extensive system of over 2,400 miles of roadways that offer exceptional driving experiences throughout the state. The Byways have the potential to positively impact the cities, towns and villages located along the routes. Language found in the December 16, 1998 amendment to the Highway Law describes the merits of the federally funded Byway program as follows:

“Many benefits may accrue to communities through which scenic Byways pass including: increased economic benefits through promotion of tourism, improved traveler and community services, broadened appreciation of the State’s historic and natural resources and support for managing and maintaining these resources, improved management of resources to accommodate visitors, more careful stewardship of the Byway corridor, appropriate signs, incorporation of design features in keeping with the attributes of a scenic Byway and grants to develop the scenic Byway.”

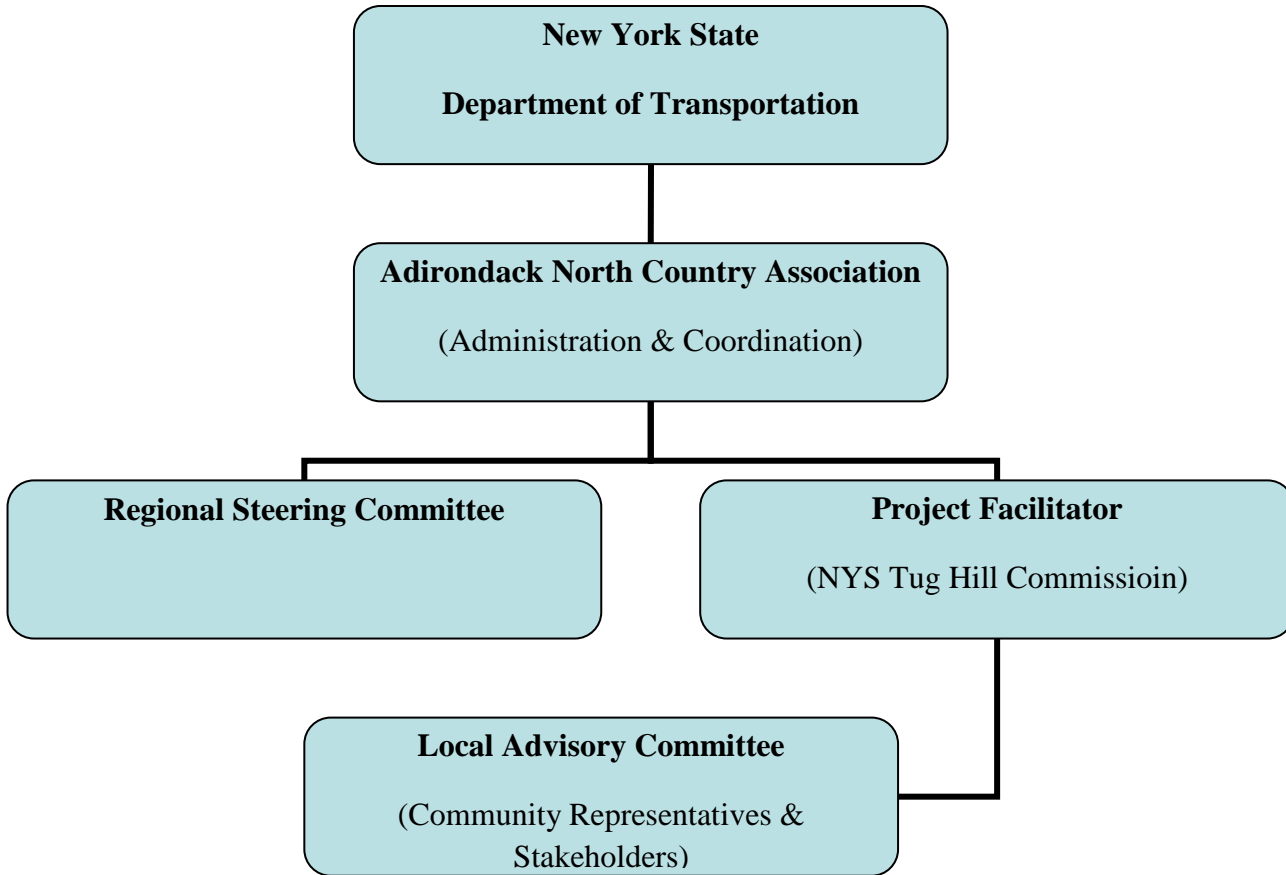
The NYS guide to Corridor Management Plans states that the program encourages both economic development and resource conservation, acknowledging that each of these aspects of a Byway must be fostered to ensure the success of the other.

### Definition of a Scenic Byway

A public road, street, highway, or freeway and its corridor recognized through legislation or some other official declaration as a unique resource worth preserving by virtue of its intrinsic qualities. (Federal Highway Administration)

A scenic Byway is a road corridor which is of regionally outstanding scenic, natural, recreational, cultural, historic or archaeological significance. These corridors offer an alternative travel route to our major highways and daily travel patterns, while telling a story about New York State’s heritage, recreational activities or beauty. In addition, a scenic Byway corridor is managed to protect this outstanding character and to encourage economic development through tourism and recreation. (New York State Scenic Byway Nomination Handbook).

Maple Traditions Scenic Byway Corridor Management Plan:  
PROJECT MANAGEMENT STRUCTURE



## **Black River Trail Scenic Byway & Maple Traditions Scenic Byway**

### Steering Committee

Gary DeYoung, Director of Tourism, Thousand Islands International Tourism Council

Phylliss Fendler, Director, Oneida County Convention & Visitors Bureau

Judith Drabicki, Regional Director, Region 6, NYS DEC

Jessica Jenack, Community Development Director, Town of LeRay

David Zembiec, Director of Community Development, NYS Tug Hill Commission

Anna Forbes, Planning and Program Management, NYS DOT

Carl Golas, Adirondack North Country Association

Emily McKenna, Community Development Specialist, NYS Tug Hill Commission

Sharon O'Brien, Adirondack North Country Association

Carol Simpson, Hudson-River Black River Regulating District

### Local Advisory Committee

*Attachment I* of this report includes a list of over 150 organizations and individuals whom the Byway planners invited to Local Advisory Committee meetings, and who received periodic updates on the Corridor Management Plan via email (when their email addresses were available) and regular mail.

# Maple Traditions and Black River Trail Scenic Byways

## Public Participation and Outreach Efforts

To ensure that the Black River Trail Scenic Byway CMP would include input from a wide range of interests along the Byway route, an extensive contact list was developed with input from ANCA, the Tug Hill Commission, and the three County TPAs who were familiar with local stakeholders to reach potential community representatives. Government officials, civic groups, business owners and residents were invited to participate in the development of the plan and were encouraged to provide ideas and concepts to help shape the goals and objectives as well as the specific implementation strategies outlined in the CMP. Tug Hill Commission staff and circuit riders also provided periodic updates at town and village board meetings.

After a complete list of stakeholders was developed, meeting notices were distributed via mass mailings, email notices, and news releases inviting any interested parties to participate in the development of the CMP. Subsequent meeting notices were sent directly to the Local Advisory Committee (LAC) members via postal and email.

Following the first several stakeholder meetings, it became clear that stakeholders along the northern segment of the Black River Trail Scenic Byway felt no connection to the byway. This was primarily due to the fact that the Byway's current name and theme center around the Black River, which departs from the Byway in Lowville, leaving the northern portion of the route with no physical, recreational, or historical tie to the Byway. Based on Steering Committee discussions and public input sessions, stakeholders decided to pursue the creation of a new byway that would travel along the existing Black River Trail Scenic Byway route from Lowville north to Ogdensburg. Meanwhile, stakeholders requested that the CMP also recommend the extension of the existing Black River Trail to continue following the river from Lowville as it heads north and west to Lake Ontario. Stakeholders felt strongly that the *Black River Trail Scenic Byway's* story was incomplete if it left out the remainder of the river corridor, as the communities further down river were equally dependent on the early Black River Canal and also shared a similar industrial history based on harnessing the river's power. (See "*Project Overview*" section for more on the rationale for creating two byways from the original Black River Trail Scenic Byway.)

With a focus on rerouting the existing Black River Trail Scenic Byway to include the river in its entirety and the renaming of the northern segment, stakeholder lists had to be expanded and further developed to ensure that the new areas to be addressed in the CMP (namely from Lowville north to Great Bend and then west to Dexter) were included in all visioning and project discussions. Given the large geographic area that the Black River Trail Scenic Byway covers, and the importance of ensuring across-the-board-representation at the planning discussions, many meetings were held multiple times in different locations and at varying times, for the convenience of the participants.

Many LAC meetings were held in conjunction with meetings on the Black River Blueway Trail Development Plan (funded by the NYS Department of State), as that group involved many

of the same stakeholders and the development of the Blueway Plan included discussions central to this CMP. The Blueway Trail program has a specific focus on recreational waterways: including recreational and scenic access, water quality, riverfront development opportunities, and promotion. Coordination of the Blueway and Byway meetings also provided an opportunity to continually remind stakeholders of the distinction between the two projects (to eliminate any confusion) and how they complemented one another. A complete list of meeting dates and locations as well as meeting summaries can be found in Attachment One.

At the beginning sessions, participants were given an overview of the Scenic Byway Program and background information on the official designation of the Black River Trail as a Scenic Byway. They were advised of the benefits of having a CMP in place and were informed about how they could use the CMP as an economic development tool in their communities. Open work sessions were held in Byway communities along the route and meeting summaries and minutes were distributed to committee members to keep them informed of the project evolution. Several assignments were given to LAC members who attended these meetings in order to collect information and determine opinions regarding theme and visions and LAC members were encouraged to contact the project facilitators via electronic mail for their convenience.

At the first meeting, the LAC was asked to participate in a “Issues/Opportunities” exercise. Participants were asked to brainstorm first about what issues surround the Byway and its communities, and second about what opportunities exist to address these issues. At this meeting, participants also discussed their vision for the Black River Trail Scenic Byway and what they hoped could be achieved as a result of the Corridor Management Planning process.

To obtain specific information about the ways in which community members use the Black River, and the types of improvements that are most needed along the River, public input sessions were held in conjunction with the Blueway Trail Development Plan visioning workshops. Participants were asked to identify how they use and value the river and highway corridors and to identify issues and opportunities for along the trails. Public input sessions along the Black River as well as the northern segment of the byway route also included map exercises that asked attendees to mark down existing, planned, and potential resources.

The CMPs for the Black River Trail Scenic Byway and the proposed Maple Traditions Scenic Byway reflect the outcome of the planning discussions that took place along the two proposed routes from Rome to Dexter and from Lowville to Ogdensburg. Community stakeholders participated at all levels of the planning process and were engaged in group activities meant to gather important information. The final CMP reflects the interests from all parties who elected to contribute to the process.

The information gathered during the evolution of the plans for both the existing byway (and its proposed extension along the Black River) and for the proposed Maple Traditions Scenic Byway was presented to the Steering Committee and LACs for review. Mass mailings, email notices and news releases were used to get the word out that draft documents were available for review on the Internet. The Steering Committee offered project coordination from a regional perspective. All public input has been integrated to create the final CMPs for both the Black River Trail Scenic Byway and the proposed Maple Traditions Scenic Byway.

# Maple Traditions Scenic Byway

## *Public Participation & Outreach Meeting Dates*

### Public Workshops and Local Action Committee Meetings

March 13, 2006 – Watertown: Byway Steering Committee Meeting

April 19, 2006 – Gouverneur: Local Action Committee Meeting

June 19, 2006 – Watertown: Blueway Trail Development Plan Public Workshop

June 20, 2006 – Lowville: Blueway and Byway Trail Development Plan Public Workshop

June 22, 2006 – Boonville: Blueway and Byway Trail Development Plan Public Workshop

August 9, 2006 – West Carthage: Blueway Trail Development Plan Steering Committee Meeting

September 19, 2006 – West Carthage: Blueway Trail Development Plan Steering Committee Meeting

September 19, 2006 – Lowville: Blueway Trail Development Plan Public Meeting

November 14, 2006 – West Carthage: Blueway Trail Development Plan Steering Committee Meeting

November 30, 2006 – Ogdensburg: Local Action Committee Meeting

November 30, 2006 – Harrisville: Local Action Committee Meeting

August 14, 2007 – Ogdensburg: Local Action Committee Meeting

August 21, 2007 – Croghan: Local Action Committee Meeting

August 21, 2007 – Gouverneur: Local Action Committee Meeting

August 28, 2007 – Canton: Local Action Committee Meeting



## Regional and Local Support For the Maple Traditions Scenic Byway

Throughout the CMP process, local stakeholders expressed their support for renaming the scenic byway segment from Lowville to Ogdensburg as the Maple Traditions Scenic Byway. This was expressed at the various stakeholder meetings held in the various byway communities, through informal conversations with the CMP authors, and through formal resolutions and letters of support.

*Attachment VI* contains 41 letters and resolutions of support from the following:

### Tourism Promotion Agencies and Chambers of Commerce

Lewis County Chamber of Commerce  
 St. Lawrence County Chamber of Commerce  
 Oneida County Convention & Visitors Bureau  
 Thousand Islands International Tourism Council  
 Greater Ogdensburg Chamber of Commerce  
 Carthage Area Chamber of Commerce  
 NYS Tug Hill Commission

### Municipalities

City of Ogdensburg	Town of Ava
City of Rome	Town of Boonville
City of Watertown	Town of Champion
	Town of Croghan
Village of Black River	Town of De Kalb
Village of Boonville	Town of Denmark
Village of Carthage	Town of Diana
Village of Castorland	Town of Forestport
Village of Deferiet	Town of LeRay
Village of Croghan	Town of Lowville
Village of Gouverneur	Town of Martinsburg
Village of Harrisville	Town of New Bremen
Village of Herrings	Town of Rutland
Village of Heuvelton	Town of Turin
Village of Lowville	Town of Watertown
Village of Lyons Falls	Town of West Turin
Village of W. Carthage	Town of Western
	Town of Wilna



## OFFICIAL ROUTE & CONNECTIONS TO OTHER NYS SCENIC BYWAYS

### *Distance Segments*

**Total length: 78.3 miles**

**Starting point (southern terminus):** Begin in Lowville at the Junction of NYS Routes 812 and 12 (corner of Dayan and State).

Proceed northwest on NY-812/NY-26 (State Street/*Black River Trail Scenic Byway*) for 0.4 miles.

Turn RIGHT (departing BRT Scenic Byway) onto NY-812 (Bostwick Street) and proceed for 0.5 mi.



Turn LEFT onto NY-812, leaving the Village of Lowville and proceeding for 9 miles to the Village of Croghan.

Continue STRAIGHT on NY-812 (Main Street, Croghan, NY) and proceed for another 16.8 miles

Turn RIGHT onto NY-3/NY-812. Proceed 4.4 mi. (merging with *Olympic Scenic Byway*) to the next turn on the northern edge of the Village of Harrisville.

Turn LEFT onto NY-812 (departing OT Scenic Byway). Proceed for 10 mi.

Turn LEFT onto NY-58/NY-812 and proceed for 6.1 mi. into the Village of Gouverneur.

Turn RIGHT onto US-11/NY/812/CR-78 (E. Main Street). Proceed north for 11.5 miles.

Turn LEFT onto NY-812 (leaving US-11) and proceed for 11.5 miles to the Village of Heuvelton.

Continue STRAIGHT from Heuvelton for 5.5 mi. to the City of Ogdensburg.

Turn RIGHT at Junction of NYS Routes 812 & 37 merge onto NY-37 (*Seaway Trail*) for 2.5 miles.

Turn LEFT onto Bridge Approach Road for 0.1 mi.

END at Bridge & Port Authority kiosks, near foot of Ogdensburg-Prescott International Bridge.

(See *Canton Loop*, next page)

## CANTON LOOP

Total length: 29.7 miles

Starting point: Ogdensburg at Junction of NYS Routes 812, 37, and 68.

Follow NYS Route 68E to Canton for 17.3 mi.

Turn RIGHT at Junction of NYS Routes 68 and 11.

Follow NYS Route 11S for 12.4 mi.

Loop ends at Junction of NYS Routes 11 and 812 (main byway route)

### Connections to other scenic byways:

Parallels *Black River Trail Scenic Byway* for the first 0.4 mi. along NY-26 in Lowville.

Parallels *Olympic Trail Scenic Byway* for 4.4 mi. from junction with NY-3 to the northern edge of Harrisville.

Parallels *Seaway Trail* for 2.5 miles in Ogdensburg.



## **Counties, Towns, Villages, Cities, & Byway Route Numbers For the Maple Traditions Scenic Byway**

### **Lewis County:**

Town of Lowville (NY 812, NY 26, & US 12)

Village of Lowville (NY 812, NY 26, and US 12) \* *Southern Terminus*

Town of New Bremen (NY 812)

Town of Croghan (NY 812 & NY 126)

Village of Croghan (NY 812 & NY 126)

Town of Diana (NY 812 & NY 3)

Village of Harrisville (NY 812 & NY 3)

### **St. Lawrence County:**

Town of Pitcairn (NY 812)

Town of Fowler (NY 812)

Town of Gouverneur (NYS Routes 812, 11, 58)

Village of Gouverneur (NYS Routes 812, 58, 11)

Town of Dekalb (NY 812 & US 11)

Village of Richville (NY 812, NY 11)

Town of Oswegatchie (NY 812)

Village of Heuvelton (NY 812)

City of Ogdensburg (NYS Routes 812, 37, 68) \* *Northern Terminus*

### **Proposed Canton Loop:**

City of Ogdensburg (Junction NYS Routes 812, 37, & 68) \* *Northern terminus of loop*

Town of Lisbon (NY 68)

Town of Canton (US 11 and NY 68)

Village of Canton (US 11 and NY 68)

Town of Dekalb (US 11S to junction of NYS Routes 812) \* *Southern terminus of loop*



*In support of new loop: Historically, the Adirondack North Country Region Scenic Byways are long travel routes stretching well over 100 miles and include side routes that traverse the changing terrain, providing access to adjoining thematic resources.*

