Chapter IV.M: Infrastructure – Fjord Trail South

A. INTRODUCTION

This chapter presents the existing conditions and examines the Proposed Action's potential impacts on infrastructure, including water supply, wastewater, and energy supplies, and roadway and rail infrastructure, within the Fjord Trail South Corridor. This chapter characterizes existing infrastructure within the Fjord Trail South Corridor, assesses conditions in the future without the proposed Fjord Trail South, and assesses the potential for Fjord Trail South to affect infrastructure in the future. An evaluation of Fjord Trail North is provided in Chapter III.M, "Infrastructure – Fjord Trail North."

Information included in this chapter is based on an assessment of existing utility infrastructure and proposed uses completed as part of the preliminary engineering for Fjord Trail South.

B. EXISTING CONDITIONS

WATER SUPPLY, WASTEWATER, AND SEWERAGE

There are no existing public water or sanitary sewer lines within the limits of the Fjord Trail South Corridor, other than a sanitary outfall just north of Little Stony Point. Municipal water and sewer service districts are provided in the Village of Cold Spring proximate to the Fjord Trail South Corridor. The Cold Spring Wastewater Treatment Plant is located on Fair Street in Cold Spring on the opposite side (east side) of the Metro-North Railroad (MNR) tracks from the Fjord Trail South Corridor.

OPRHP has provided portable toilets at Little Stony Point to accommodate existing park and trail users. There are also five portable toilets at the Washburn Trailhead across from Little Stony Point. There are currently no other public restroom facilities directly along the Fjord Trail South Corridor, but just south of the Fjord Trail South Corridor, public restrooms are available in downtown Cold Spring at the intersection of Main Street and Depot Square.

ELECTRICITY AND LIGHTING

Based on review of the site survey and site visits to the area, the following existing electric and telecommunication utility information was observed within the Fjord Trail South Corridor:

- Underground electric service along the east and west side of the MNR rails
- Overhead electric service along NYS Route 9D and along local streets
- Test trench along west side of MNR rails for majority of project extent. Test trench to determine clear routing for installation of future signal infrastructure.
- Approximately 7,400 Linear Feet of unclassified below-grade utility line east of the MNR rails between utility boxes, assumed to be electric or telecommunications infrastructure
- Electric service provided to HHSPP buildings at Little Stony Point

No existing lighting is present along the Fjord Trail South Corridor.

ROADS, RAIL, AND BRIDGES

Roadway infrastructure along the Fjord Trail South Corridor includes NYS Route 9D and local streets in the Village of Cold Spring, including Fair Street and Main Street (see **Figure IV.M-1**). In the northern portion of the Fjord Trail South Corridor, NYS Route 9D emerges from the Breakneck Tunnel and travels close to the MNR tracks and Hudson River shoreline, where it is a two-lane two-way roadway marked at 45 mph. As it approaches the Village of Cold Spring to the south, the roadway veers inland and transitions to a lower-speed (30 mph) roadway. Main Street and Fair Street are local streets that generally provide two-way traffic flow and provide one moving lane in each direction within the study area. The study area roadways, and associated bridge infrastructure including the bridge at Little Stony Point, are described in more detail in Chapter III.L "Traffic and Transportation – Fjord Trail."

Railroad infrastructure, such as rail tracks, switches, ties, overhead bridges, culverts, and undergrade bridges, is present along the entire Fjord Trail South Corridor. The Metropolitan Transportation Authority's (MTA's) Metro-North Railroad (MNR) tracks and associated infrastructure serve MNR's Hudson Line, as well as Amtrak's intercity rail service and CSX freight service, which all travel along the Hudson River shoreline in this area.

C. FUTURE WITHOUT THE PROPOSED ACTION

Under the future condition without the development of the proposed Fjord Trail South, any requirement to provide utilities in support of ongoing and future development in the area would be accommodated by either existing or new water, wastewater, electric and roadway infrastructure dependent upon the requirements of any approved projects in the area and as would be supplied by the appropriate service provider.

The Breakneck Connector and Bridge Project (BNCB), just north of the Fjord Trail South Corridor, will include new composting restroom buildings for visitors to the Hudson Highlands State Park Preserve (HHSPP), relocation of existing overhead power lines from the west side of NYS Route 9D to the east side, and several improvements along NYS Route 9D to address existing vehicular and pedestrian safety issues, including the following:

- Creating an off-road shared-use path connection between the MNR Breakneck Ridge train stop and the Breakneck Ridge Trailhead area to keep pedestrians separated from NYS Route 9D.
- Formalizing parking lots and demarcating on-street parking and emergency vehicle staging along NYS Route 9D in the half-mile section north of the Breakneck tunnel and eliminating nose-in and other unsafe parking conditions.
- Reducing the speed limit on NYS Route 9D from 55 mph to 40 mph and adding pedestrian crossings and other features to improve safety.

Based on the relatively high number of vehicle crashes with animals along NYS Route 9D in this area, the New York State Department of Transportation (NYSDOT) has indicated that it may consider evaluating the NYS Route 9D corridor for placement of animal crossing warning signs.

NYSDOT is planning another roadway infrastructure improvement at the northern end of the Fjord Trail South Corridor near the BNCB. The existing lighting system in the NYS Route 9D Breakneck Tunnel at the Town of Philipstown/Town of Fishkill border is planned to be replaced. This project will replace the existing lighting system and will make repairs to the tunnel only to accommodate the installation of a replacement light system. Coordination will be necessary with

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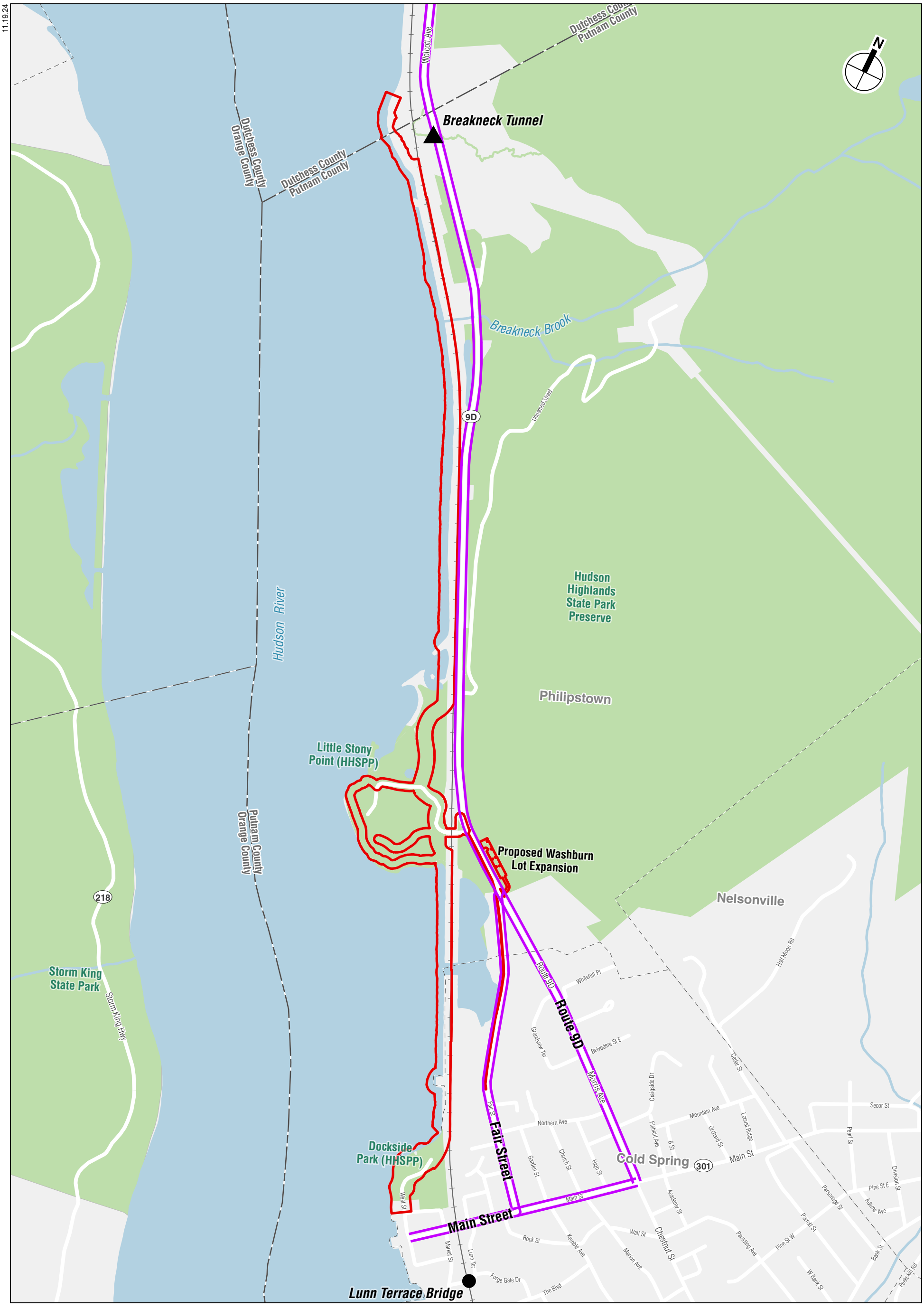

Study Area Roadways, Bridges, and Tunnels

HUDSON HIGHLANDS FJORD TRAIL

Figure IV.M-1

Central Hudson Gas & Electric to mitigate a transmission line within the existing drainage system. This project is scheduled for completion in the summer of 2025.[1]

D. FUTURE WITH THE PROPOSED ACTION

WATER SUPPLY, WASTEWATER, AND SEWERAGE

Fjord Trail South would include restroom buildings at two locations: Little Stony Point and Dockside Park. Each of these restroom locations are anticipated to include about eight toilets, as shown in **Table IV.M-1** below.

Table IV.M-1
Proposed Restroom Buildings

Location	Number of Toilets[1]
Little Stony Point	8
Dockside Park	8

Further investigation will be conducted as design advances to determine availability of water and sewer services for restroom buildings. Dockside Park restroom buildings could potentially connect to existing water supply and sanitary sewers in the Village of Cold Spring. Connections to municipal services in these locations would be along developed corridors and would not be expected to result in substantial additional ground disturbance. Necessary coordination with the Village and utility service providers would be pursued after these investigations and as design advances. Where public sewer and water connections for restroom buildings is deemed infeasible, or if HHFT, Inc. identifies a preference, the restroom buildings would utilize composting toilets with hand sanitizer dispensers.

The estimated average daily water demand and sewage generation for restroom buildings in the event that they are connected to municipal services based on total toilet count prorated accordingly is presented in **Table IV.M-2**. It should be noted that these calculations represent weekend days when visitation would be higher, but weekday use would be anticipated to be much lower. The estimated water demand per composting toilet would be less than 20 gallons per day.

Table IV.M-2
Potential Restroom Buildings Water Demand

Location	Average Water Demand / Sewage Generation
Representative Restroom Building	3,479 GPD

ELECTRICITY AND LIGHTING

Electricity would be required to power restroom buildings, Main Trail entry points at Little Stony Point and Dockside Park, and the expanded Washburn Lot, which would be coordinated with local electric service providers. Lighting would be minimized to the extent practicable, and incorporated where needed for safety and security purposes. Any new lighting associated with Fjord Trail South would be dark sky compliant and would generally be down-facing to minimize light pollution. Sufficient capacity is anticipated to be available to supply these components of Fjord Trail South

[1] https://www.dot.ny.gov/portal/pls/portal/MEXIS_APP.DYN_PROJECT_DETAILS.show?p_arg_names=p_pin&p_arg_values=881488. Accessed February 23, 2024.

and no electrical improvements to existing electrical infrastructure are anticipated as part of Fjord Trail South.

If any of the overhead utility poles along NYS Route 9D must be adjusted due to conflicts with the proposed design, this would be coordinated with the utility provider and NYSDOT, which has jurisdiction of the roadway. If at any point lighting is pursued, it may be subject to agency review/approvals including NYSDOT, if any utility work is required within the NYSDOT right-of-way to provide lighting or if there is potential for light spillage from the Proposed Action onto NYS Route 9D, the Town of Philipstown, or the Village of Cold Spring.

E. ROADS, RAIL, AND BRIDGES

A new curb cut would be required along NYS Route 9D for the proposed new entrance to the expanded Washburn Lot. Further, in coordination with NYSDOT, a roundabout is being considered at the intersection of the new Washburn Lot entrance with Fair Street and NYS Route 9D. The roundabout would be intended to improve traffic flow along NYS Route 9D.

Fjord Trail South is proposed to travel parallel to the MNR tracks, but a minimum distance of 25 feet between construction activities and the centerline of the tracks would be maintained, in accordance with MNR requirements. Any proposed modifications to existing MNR infrastructure, such as extension of existing culverts where they cross the proposed on-grade portion of Fjord Trail South, will continue to be coordinated with MNR as design advances and during construction. This document includes general construction means and methods proposed for Fjord Trail South. The construction means and methods will be refined based on further evaluation and coordination. Where construction activities would need to travel over MNR tracks, existing crossings would need to have an engineering and load bearing report prepared to determine if construction materials and equipment can traverse those crossings in order to be considered for use (including the existing bridge at the entrance to Little Stony Point from NYS Route 9D). HHFT, Inc. will continue to coordinate with MNR as design advances to minimize the potential for impacts to MNR and disruption to MNR service. Through ongoing coordination, any potential for adverse impacts to existing MNR infrastructure would be mitigated.

F. CONCLUSION

No significant adverse impacts related to infrastructure and utilities would be anticipated to result from construction of Fjord Trail South. Therefore, mitigation is not proposed. ✶