

TRANSPORTATION AND PUBLIC FACILITIES ANALYSIS  
OF THE  
TOWN OF CAROGA

Fulton County Planning Department  
June 8, 1977

The preparation of this report was financially aided through a grant from the State of New York, Department of State, Division of Community Affairs, pursuant to Chapter 348 of the Laws of the State of New York, 1973.

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## SUMMARY

### TRANSPORTATION

- Of the almost 60 miles of highways within Caroga, 33 miles are Town, 7 miles are County and 19 miles are State.
- In 1977, the average annual appropriation per mile of Town highway is \$3,551.99.
- An average annual daily traffic of 2050 vehicles was recorded for Route 29A.
- A functional highway problem exists with County Route 137, (also known as Beech Ridge Road), since it does not provide the complete link between the State Routes 29A and 10.
- The pavement widths of Town roads are generally narrower than 14 feet.
- Hazardous intersections are located at the following areas: NYS 29A/County Route 137; NYS 29A/NYS 10; and, NYS 29A/County Route 112.
- Minimum highway design standards, such as right-of-way and pavement width, are included for improvements to existing roads and as standards for new roads.

### SCHOOLS

- The Wheelerville Union Free School provides education through the eighth grade.
- The 1976-77 enrollment is 214. The rated capacity of the School is for 300 students.
- Enrollment, between 1970 and 1976, reveals a total seven-year student population increase of 35%.
- The enrollment in lower grades, from kindergarten to third grade, constitute a declining percentage of the School's total enrollment.
- If the School enrollment continues to increase five percent per year, the School system will have reached its stated capacity of 300, in the year 1983.

### STATE FACILITIES

- The Caroga Lake Public Campsite includes 167 campsites, picnic areas, beach, play area and boat launching ramp.
- Shaker Mountain refers to the thousands of acres of "wild forest" lands owned by New York State and is an under-utilized recreational resource.
- Public boat launch ramp, on West Lake, is maintained by the Department of Environmental Conservation.
- Kane Mountain Outlook is a fire tower, located at 2,200 feet above sea level. More than 2,000 visitors register at the fire tower each year.

### TOWN FACILITIES

- The Town Barn is a 60' x 80' cinder block structure, which functions as the storage and operational base for the Highway Department.
- Although additional space will be required in future years, the present Town Barn adequately meets current needs.
- Highway equipment is generally in good condition.
- The Town landfill, located on the west side of Lane Road, lacks a solid waste management plan.
- Garbage collection is performed by a private contractor, based upon an annual contract with the Town.
- The Nick Stoner Golf Course is a major recreational resource, with estimated daily summer usage exceeding 200 golfers.

### PUBLIC SAFETY

- The Caroga Lake Volunteer Fire Department, consisting of 65 volunteers, provides fire protection to the Town of Caroga and a large portion of the Town of Bleecker.

- A positive factor in evaluation of fire defenses, in the Town of Caroga, is the local enforcement of the State Building Code.
- Adequate fire protection is limited to structures of a height corresponding to less than three stories.
- Ambulance service is provided by the Ambulance Service of Fulton County, located in the City of Gloversville.
- Police protection is provided by either the State Police or the Fulton County Sheriff's Department.

#### HEALTH AND SOCIAL SERVICES

- Most residents utilize the Nathan Littauer Hospital, which accommodates 130 in-patients.
- The Fulton County Nursing Service provides services to Caroga residents.

# PLANNING GUIDELINES

## TRANSPORTATION

- It is recommended that the Town protect the functional level of highways and adopt minimum highway design standards through the development of Subdivision Regulations.
- Road improvements are recommended, wherever possible, for high accident intersections and road segments.
- It is recommended that the feasibility of extending County highway jurisdiction from the end of County Route 137 to New York State Route 10 be studied by the Town and County.

## STATE FACILITIES

- It is recommended that a Comprehensive Management Plan, for wild forest land of New York State, be completed, utilizing the input of both local recreational users and the data included in the studies prepared by the Caroga Planning Board.

## TOWN FACILITIES

- It is recommended that a detailed soil survey of the landfill site be requested from the Soil Conservation Service. A management plan should also be developed to provide a guide for the daily operation of the landfill and its eventual reclamation for another use.

## PUBLIC SAFETY

- The fire protection limitations of ladder height and distance from the fire station should be incorporated in the process of developing the Town Land Use Plan.
- It is recommended that a free professional assessment of the fire protection services of Caroga be requested from the New York State Division of Fire Prevention and Control.

## INTRODUCTION

Transportation is an important factor in determining how well Caroga functions within a larger region. The interchange of products, the access to and from employment centers and public safety considerations are a few of the interrelated factors of transportation planning.

In Caroga, highways are, and will continue to be, the principal system for movement of people and goods; and air, rail and water transportation have had, and will continue to have, only limited impacts.

The automobile is Caroga's only real means of people transportation. The 1970 Census indicates that, of all households, 49% own two or more automobiles and 48% own one automobile per household. Motor vehicle registrations have increased County-wide by more than 1,500 since 1970, revealing the ever-growing dependence upon automobiles and the more than 60 miles of highways, within the Town of Caroga.

Public Facilities Analysis serves as an important guide in the Town Planning Process by indicating the existence, location and capacity of facilities serving the community.

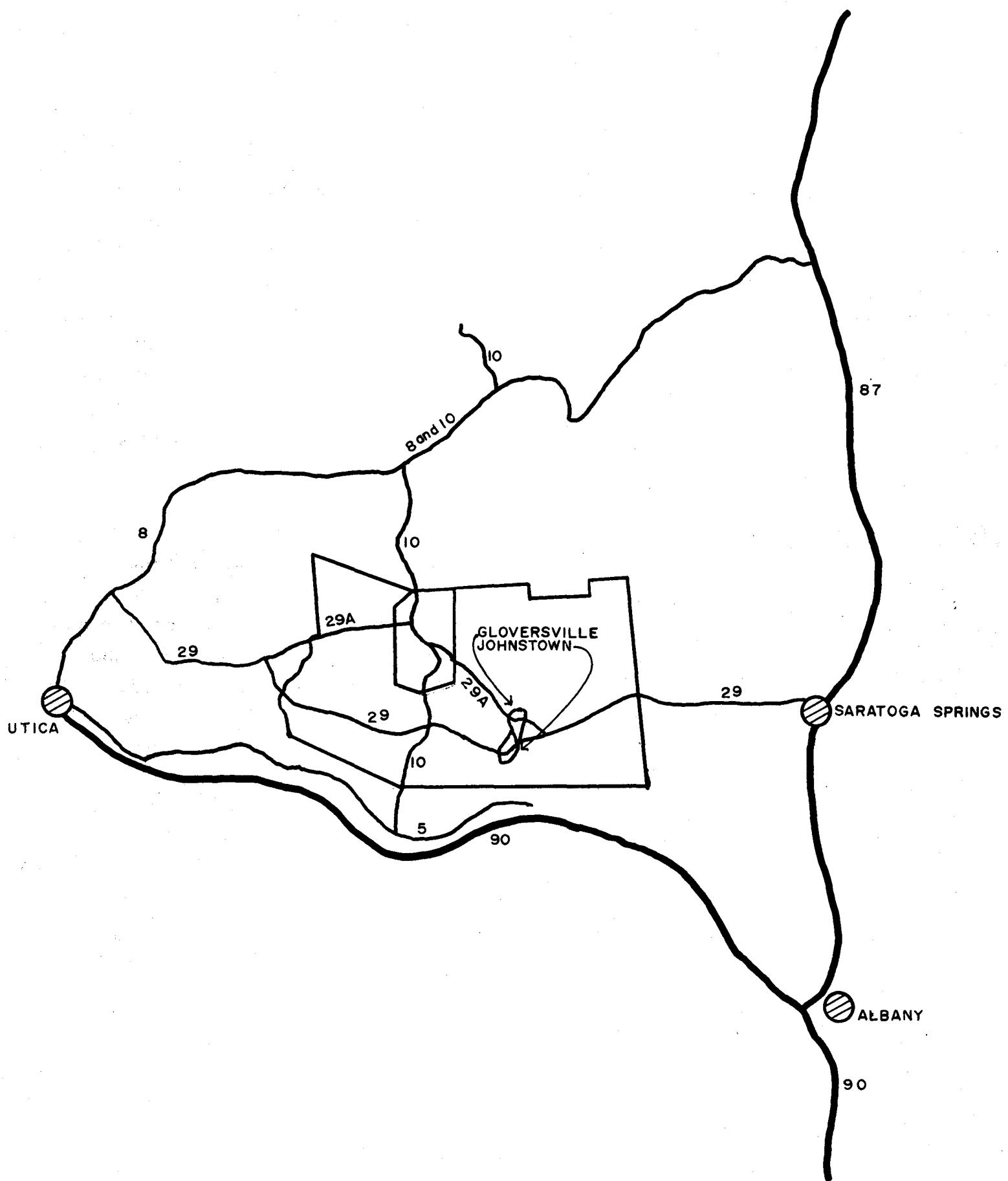
The report, which follows, identifies existing highways by jurisdictional ownership, by functional classification, by traffic counts and pavement widths. Hazardous highway conditions are located and design standards are presented. The public facilities section inventories schools, Town services, health and social services, State facilities and major utilities.

## EXISTING HIGHWAY SYSTEM

### REGIONAL SYSTEM

Caroga is served indirectly by a system of interstate expressways, which are designed to move traffic rapidly from one region to another. The function of rapid traffic movement is accomplished through complete control over access from abutting property. The most important expressway, indirectly servicing Caroga, is the New York State Thruway, (Route I90). The location of the Thruway, in relationship to Caroga, is illustrated on the Regional Highway Network Map.

## REGIONAL HIGHWAY NETWORK



### INTER-REGIONAL SYSTEM

Caroga is directly served by two inter-regional highways. State Routes 10 and 29A are arterial highways functioning primarily as through traffic links within the Fulton, Montgomery, Hamilton and Herkimer County region.

A less important function of arterial highways is to provide access to the properties abutting the right-of-way, as is particularly common through the Caroga Lake Hamlet area. State Route 29A connects the Gloversville area with Route 10 in the Caroga Lake Hamlet and connects Pine Lake with the Town of Stratford. State Route 10 passes through the Town, forming the major north-south route. The Functional Highway Classification Map clearly shows the importance of arterial highways to inter-regional transportation. The protection of the primary arterial highway function, that is, of the efficient movement of through traffic, should be encouraged.

### COLLECTOR SYSTEM

Collector roads, in Caroga, are generally designed to carry less traffic than arterial highways and frequently serve as important links between arterial highways. An equally important function of collector roads is for providing access to abutting properties. At the present time, the following roads function, more or less, as collectors: County Road 111, from Canada Lake to Caroga Lake Hamlet, (length 1.4 miles); County Road 112, from Bleecker to the Caroga Lake Hamlet, (length 2.1 miles); and County Road 137, from the Caroga Lake Campsite to the Cape Horn Road, (length 3.8 miles). A functional highway problem exists with County Road 137, also known as the Beech Ridge Road, in the vicinity of the Cape Horn Road. The County jurisdiction of Route 137 terminates at Cape Horn Road rather than at New York State Route 10. At this point, two Town roads, (North Bush and Cape Horn), complete the collector highway function of linking Beech Ridge Road with New York State Route 10.

TOWN OF  
CAROGA, N.Y.



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FUNCTIONAL CLASSIFICATION

**—** ARTERIAL

**--** COLLECTOR

TOWN ROADS HAVE NO  
SYMBOLS.

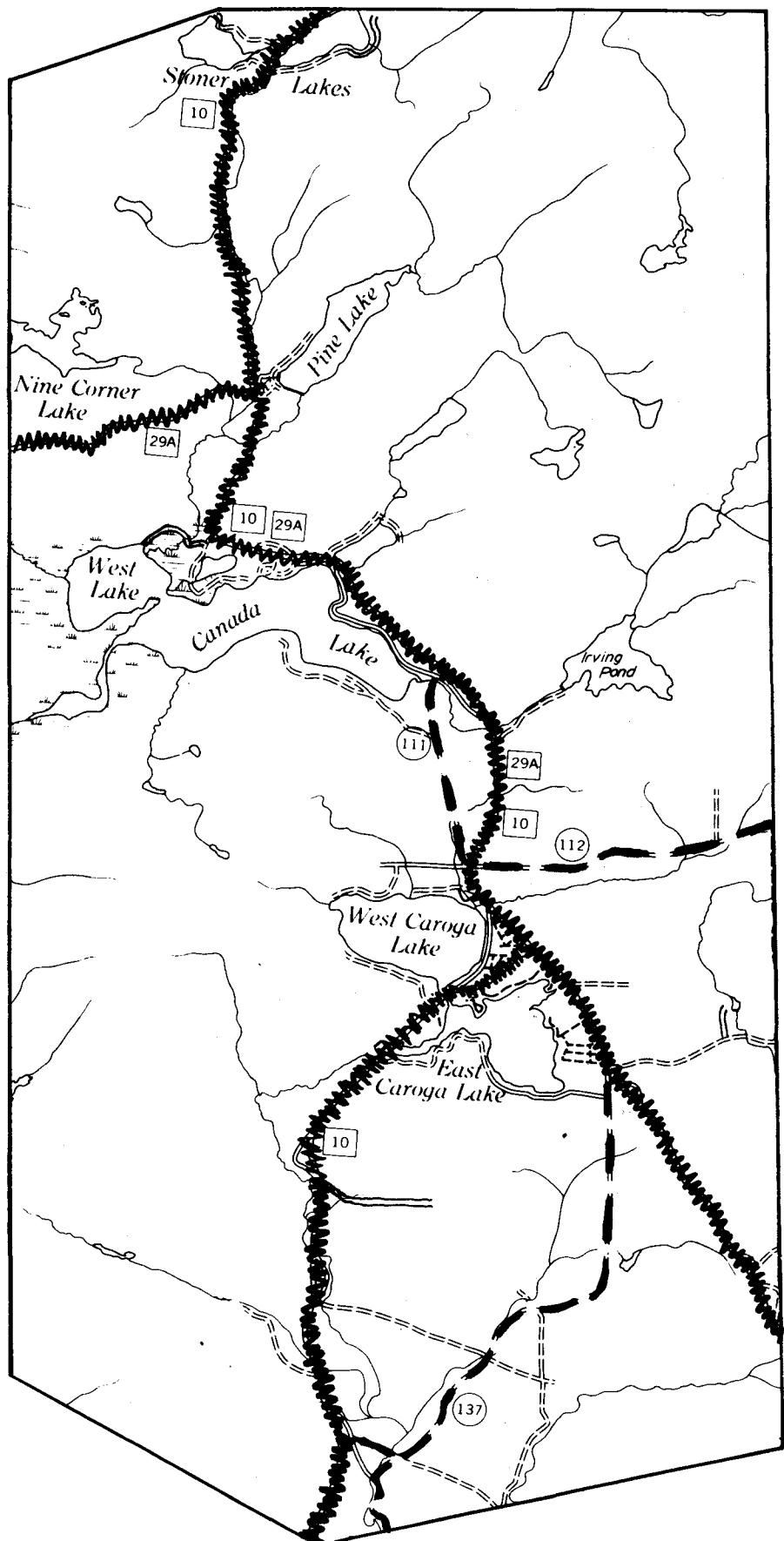
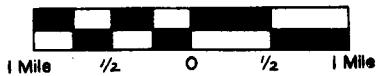
JURISDICTION

**10** STATE HIGHWAY

**137** COUNTY HIGHWAY

TOWN ROADS HAVE NO  
NUMBERS.

Scale



## LOCAL ROAD SYSTEM

More than one-half of the total road mileage in Caroga is classified as local road. These roads function primarily for providing access to properties abutting the right-of-way. The Functional Classification Map identifies the extensive system of local roads, which provide direct service to individual properties.

All local streets are Town-owned and maintained, representing a major public investment. For the 33.4 miles of Town highways, the average appropriated cost per mile for 1977 is \$3,551.99. As Table 1 reveals, the percent of the Town budget appropriated for highway purposes has remained about 37%, while the average annual appropriated cost per mile has increased by 29%.

TABLE 1  
TOWN HIGHWAY APPROPRIATIONS

<u>Year</u>	<u>% of Budget for Highway Accounts</u>	<u>Average Annual Cost Per Mile</u>
1973	37%	\$ 2,519.00
1974	36	2,877.00
1975	33	2,788.00
1976	37	3,449.00
1977	39	3,552.00

## TRAFFIC COUNTS

The functional classification of roads generally reflects the extent of traffic volume for each road. Their quantitative use is determined through traffic counts that are taken periodically by the New York State Department of Transportation\* or the Fulton County Highway Department. Available traffic counts are illustrated on the accompanying map.

The highest Department of Transportation (D. O. T.) traffic count available is for New York State Route 29A, from the Caroga Lake Hamlet to the Gloversville area, with an Annual Average Daily Traffic (AADT) count of 2,050 vehicles. This is the main travel corridor utilized for work trips by the local labor force and as access to seasonal properties from the Mohawk Valley and Capital District regions.

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\*1975 Traffic Volume Report, New York State Department of Transportation.  
p. 90.

TOWN OF  
CAROGA, N.Y.



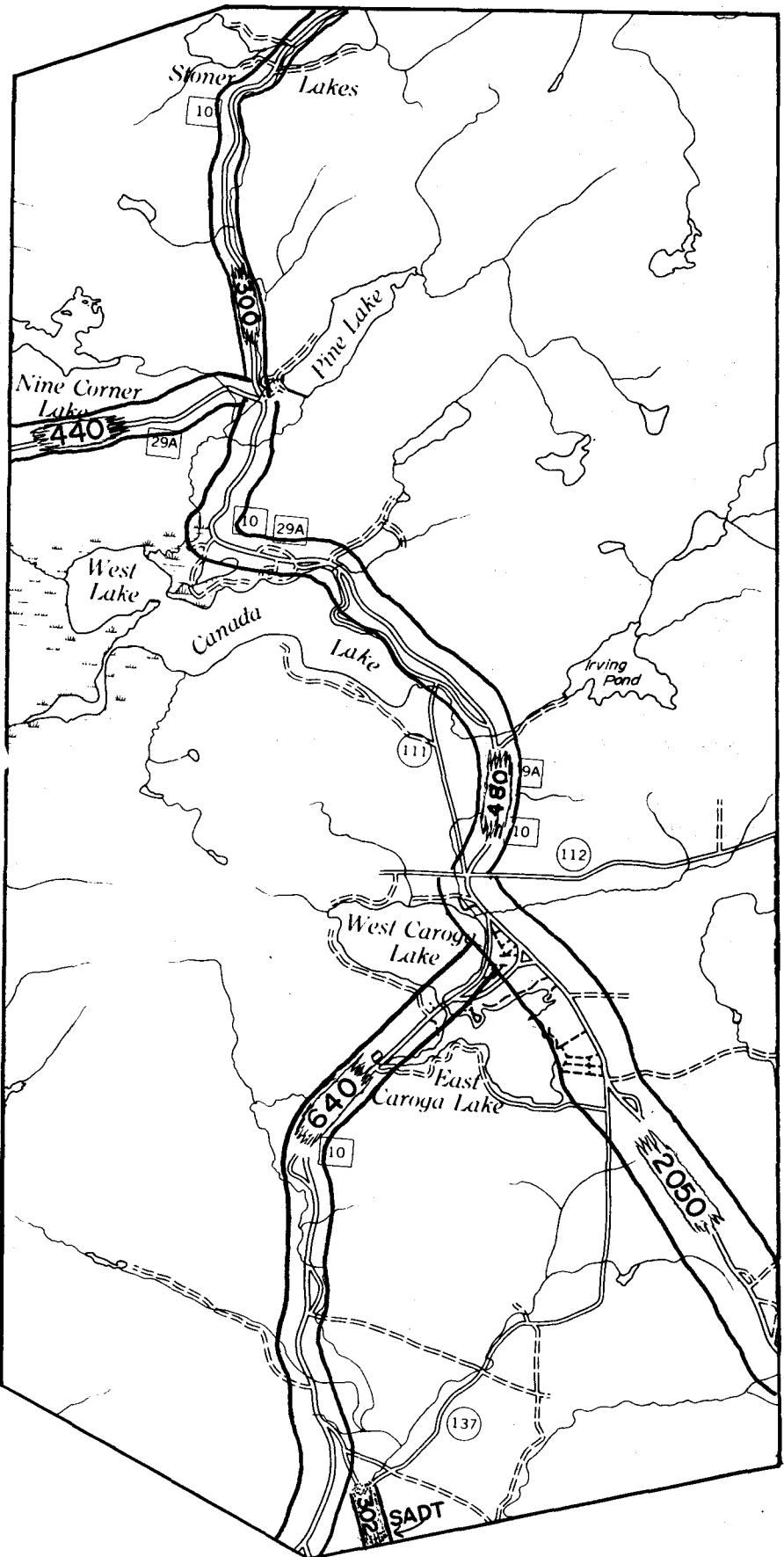
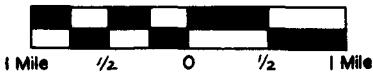
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TRAFFIC COUNTS

Average Annual Daily Traffic (AADT) recorded by the N.Y.S. Department of Transportation.

Seasonal Annual Daily Traffic (SADT) recorded by the Fulton County Highway Department.

Scale



The second highest D. O. T. average annual daily traffic count was recorded for State Route 10 from the Caroga Lake Hamlet area to the Town line of Ephratah. This route is utilized for some work trips to the City of Johnstown or the Montgomery County area. In addition, this route is heavily traveled during the summer months by visitors from the Mohawk Valley Region.

The third highest D. O. T. average annual daily traffic count was recorded for State Route 10, from the Caroga Lake Hamlet to Pine Lake. This count averages 480 vehicles, which reveals a sharp traffic volume decline from the vehicle counts of 2,050 and 640 entering the Caroga Lake Hamlet area. This road segment provides access to the Canada, Green and Pine Lake areas.

The remaining traffic count reveals a 440 average count for Route 29A, from Stratford to Pine Lake and a 300 average count for Route 10, from Pine Lake to the Stoner Lakes. Low traffic volumes, in these northern areas of Caroga, result from the small percentage of land which is privately owned and the small number of dwellings served.

The Fulton County Highway Department, during August 1975, counted traffic for the Cape Horn Road on five weekdays. One daily count was excessively high and eliminated from averaging, which resulted in a seasonal average daily count of 302 vehicles on the Cape Horn Road.

## WIDTH AND SHOULDER COMPARISON

The pavement width refers to the road area designated for vehicle travel, exclusive of the shoulder area. Permanent widths refer to both gravel and asphalt surfaced roads in Caroga.

TOWN OF  
CAROGA, N.Y.



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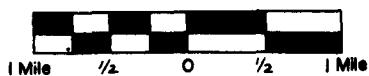
PAVEMENT WIDTHS

···· 8-10'

——— 11-14'

— 15' +

all unmarked roads are  
over 15' in width.



Scale

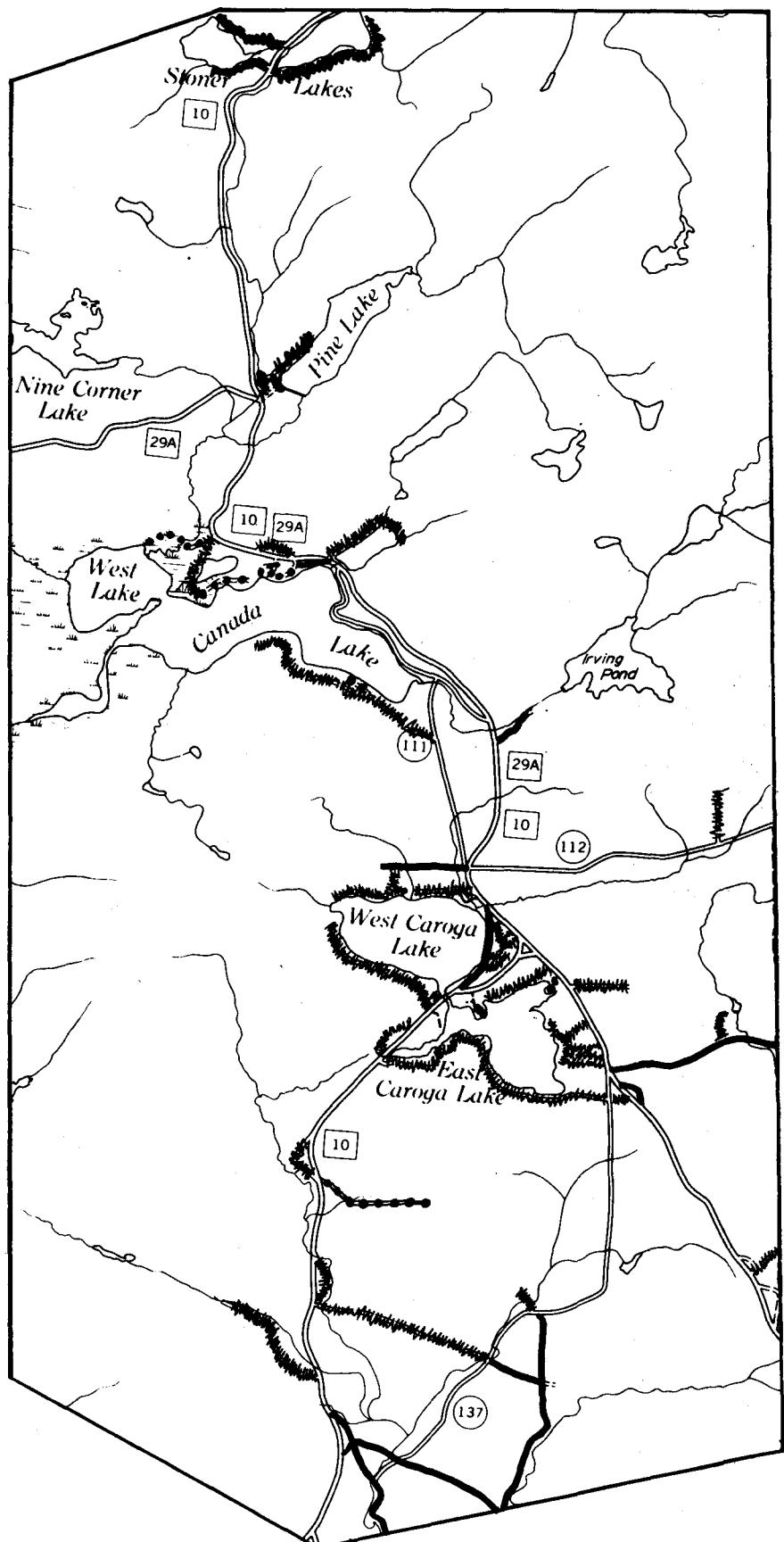


Table 2 reveals the wide variety of pavement widths for Town roads, in contrast to all County and State roads, which are at least 15 feet wide:

TABLE 2  
PAVEMENT WIDTH COMPARISON

<u>Width</u>	<u>Town*</u>	<u>County</u>	<u>State</u>
8-10'	6%		
11-14'	55%		
15'+	39%	100%	100%
Total Miles	33	9	7

More than 60% of the Town highway miles are less than 14 feet wide. These highway widths are generally considered for two-lane traffic.

The narrower roads, which serve the intensely developed lakeshore areas of the Town, present certain traffic problems. In most cases, the problems of narrow pavement and the lack of sufficient turn-around areas cannot be corrected without the purchase of additional rights-of-way.

Other narrow roads, which serve limited numbers of residents, may be considered adequate because traffic volumes are low, speeds are slow and the meeting and passing of vehicles is infrequent. Unless the intensity of land uses served by these roads are significantly increased, the widening of these local roadways would be expensive and unnecessary.

Several of the backroads of Caroga also represent valuable scenic resources, providing access to a unique visual experience of the rural landscape not obtainable on higher speed roads. Examples of these backroads include Glasgow, North Bush, Mussey and Hilleys Roads. Further identification of the visually important roadways of Caroga should be prepared and referenced prior to the widening of Town roads.

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\*Information provided by Don Baker, Town Highway Superintendent. April, 1977.

## TRAFFIC SAFETY

The location of hazardous road conditions is a valuable planning effort for two reasons: First, it provides for the identification of unsafe areas in need of improvements; and second, through identifying existing problem areas, the Town will have an initial outline of types of road conditions to discourage in new Town roads. Accidents reported to the State Police and the Fulton County Sheriff's Department, during the last five years, provides an objective data source for identifying the highway locations with higher rates of accidents. This analysis does provide sufficient data for general transportation planning purposes, even though factors, such as unreported accidents, severity of personal and/or property damages and driving conditions (including weather, drunkenness, etc.), have not been included.

All reported accidents between 1972 and 1976, have been plotted on a large scale (1" = 2000') Town map. The small map included in this report generally illustrates the areas where several accidents have been reported.

One hundred and fifty-three accidents have been reported during the five-year analysis period. Most of these accidents are located along the arterial highway system.

Hazardous highway intersections, based upon the incidence of reported accidents, include the following:

<u>Intersection</u>	<u># of Accidents</u>	<u>Contributing Factors</u>
Five Corners of Routes 10, 29A, 111, 112 and Morey Road	11	Sharp grade changes, poor sight distance
Routes 10 and 29A	12	Poor sight distance
Route 29A and East Caroga Lake Road	8	Poor sight distance

Hazardous highway segments, based upon the incidence of reported accidents, include the following:

<u>Segment</u>	<u># of Accidents</u>	<u>Contributing Factors</u>
Caroga Lake Hamlet area	20	Frequent driveway access for commercial area
Route 29A, $\frac{1}{2}$ mile south of Fisher Road	5	Frequent driveway access onto high speed highway segment
Cape Horn Road	7	Narrow road, frequent curves

TABLE 3  
MONTH AND YEAR OF ACCIDENT SUMMARY

<u>Months</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976*</u>	<u>Total Per Month</u>
January	1	2		3		6
February	2	2	2		4	10
March	1	2		3		6
April	2	4	1	1		8
May	2	1		2	3	8
June	1	4	5	4	4	18
July	3	8	8	6	7	32
August	4	7	1	8	7	27
September	2	1	1	6	2	12
October	1	3		4	4	12
November	2	1	4	1	1	9
December		2	3			5
TOTAL	21	37	25	38	32	153

The volume of traffic, in Caroga, significantly increases during the summer months. As Table 3 indicates, accidents also increase during June, July and August.

\*NOTE: 1976 accident totals are incomplete, since the State Police reports are only available through July, 1976.

TOWN OF  
CAROGA, N.Y.

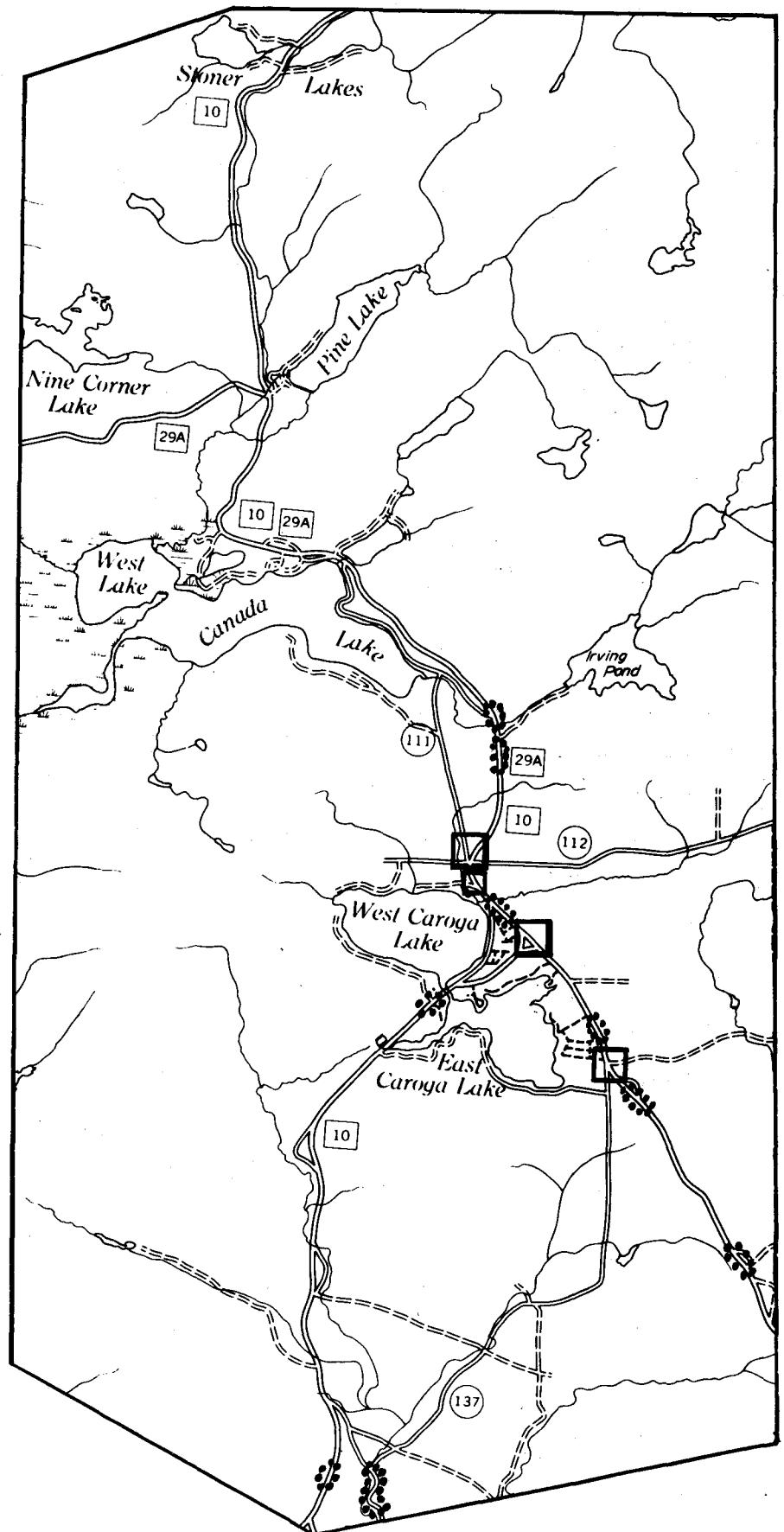


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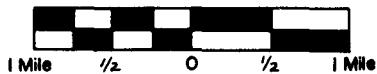
ACCIDENT LOCATIONS

Hazardous Intersections

Hazardous Road Segments



Scale



# HIGHWAY DESIGN STANDARDS

It is important that Caroga's highway system be related closely to existing and future land uses, to the volumes of traffic to be carried and to the safety of the traveling public.

Basic highway design standards have evolved in relationship to the function served by various roads. In order to guide development of an adequate highway system to carry arterial, collector, and local traffic, the following minimum standards are suggested:

TABLE 4  
SUMMARY OF MINIMUM HIGHWAY DESIGN STANDARDS

<u>Type</u>	<u>Arterial</u>	<u>Collector</u>	<u>Local</u>
Pavement Width	24'	20'	18'
Shoulder Width	10'	5'	5'
Right-of-Way Width	66'	60'	50'
Maximum Grade in Percent	5%	7%	10%

The minimum right-of-way width standard should always be applied. Public control of this area allows for road improvements; such as, road re-alignment and removal of vegetation. On existing Town and County roads, the lack of sufficient right-of-way hampers needed road improvements.

The maximum grade, in percent, should generally be adhered to as a standard for new Town roads.

Pavement and shoulder width standards are generally applicable to all new roads. Certain local roads, however, may be suited for narrower pavement and shoulder areas. If the anticipated usage of a road is for low-volume traffic and for residential purposes only, these two standards may be revised somewhat.

Specific standards for road layout, clearing and grading, ditching, bridge and culvert capacities, cut and fill specifications, revegetation and snow removal are outlined in Appendix A of this report. Appendix B is a schematic diagram of the typical road cross-section for a gravel road and illustrates the types of road specifications that are recommended.

## OTHER TRANSPORTATION MODES

Commercial passenger service is generally made from the Albany Airport. Travel time to Albany ranges from 40 to 50 minutes from most of Caroga.

Trucking, bus and rail services are not available, within the Town of Caroga. These transportation services are provided within the Gloversville, Johnstown and Amsterdam areas.

Recreational networks of Caroga include hiking trails and snowmobile trails. No designated bikeways are located within Caroga. Hiking and snowmobile trails are located throughout the Town, both on New York State lands and private lands. Expansion of these recreational networks are needed.

## SCHOOLS

This analysis is primarily concerned with the adequacy of existing and planned school facilities, which would be required to serve projected population growth.

The Wheelerville Union Free School serves only the Town of Caroga and a very small portion of the Town of Johnstown. This school system will, therefore, be the focus of this analysis.

The District is required to conform to the regulations set by the New York State Board of Regents. The District is governed by an elected Board of Education. Final decisions rest with the Board, in compliance with the Laws of the State of New York and the rules and regulations of the Board of Regents.

The administrative staff consists of a principal, who serves as the chief administrator for the District; a tax collector and treasurer.

The Wheelerville Union Free School has a total 1976-77 enrollment of 214 students. The enrollment capacity of the School is 300. This District employs a teaching faculty of 17, combined with a total of 11 non-teaching personnel, including maintenance, bus drivers and other administrative staff.

The District's main classroom building was constructed in 1955. Two mobile classroom units have been added during the past 15 years. The District also owns property, across from the main school building, which is utilized as a parking area.

Special features of the school facility include a gymnasium, library and cafeteria.

Total enrollment, in the Wheelerville Union Free School, has increased every year between 1970 and 1976, as shown in Figure 1. The 1970 enrollment of 158 has been increased by 35%, resulting in a 1976 enrollment of 214 students.

The steadily increasing enrollment, noted in Figure 1, has not resulted from changes in the School district boundaries, but rather from in-migration trends. As noted in a recent Planning Board report\*, the

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\*Population and Housing Analysis, Town of Caroga; Fulton County Planning Department; July 7, 1976. p.p. 6-7.

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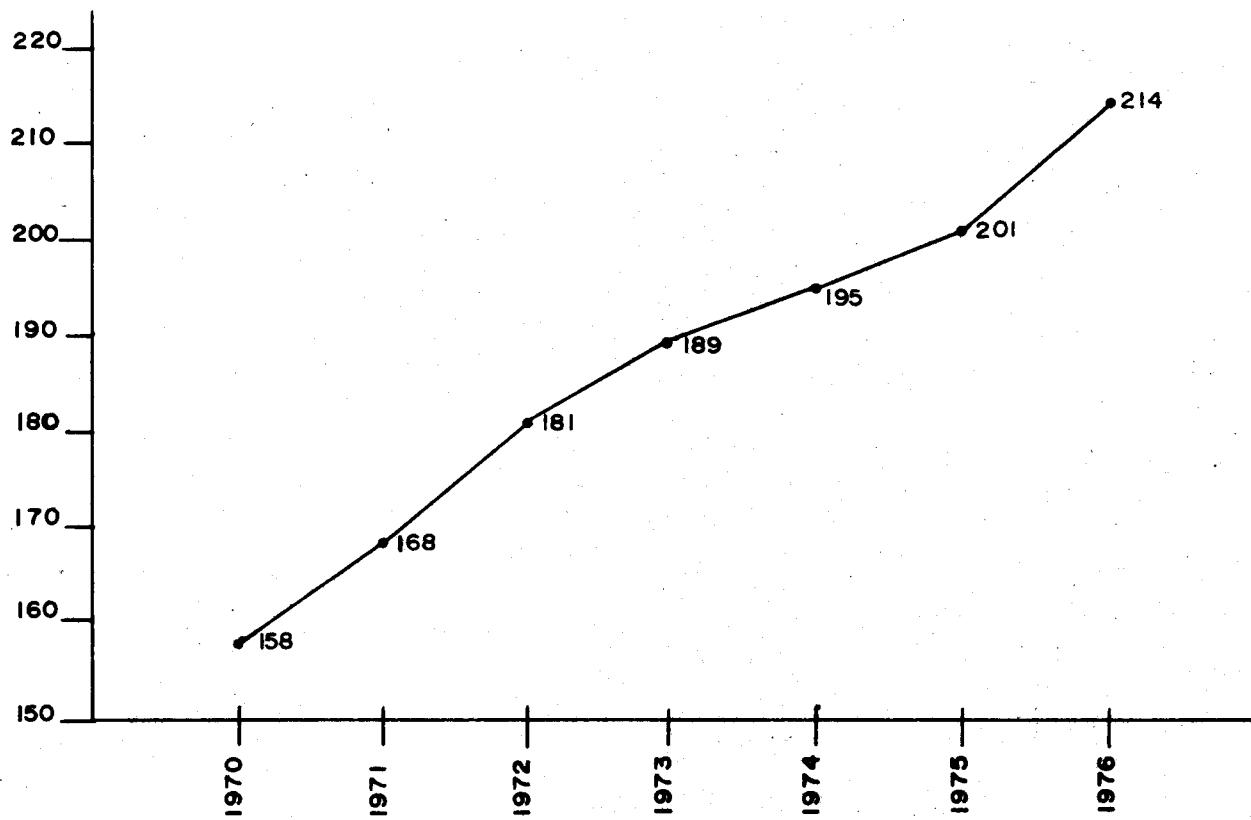
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The steadily increasing enrollment noted in Figure 1 have not resulted from changes in the school district boundaries but rather from in-migration trends. As noted in a recent Planning Board report,\* the majority of the Town's population growth, during the 1960's, resulted from new families moving into the Town. Only a small percentage of Town population growth results from natural population gains.

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\*Population and Housing Analysis, Town of Caroga, Fulton County Planning Department, July 7, 1976, p.p. 6-7.

FIGURE 1  
WHEELERVILLE  
TOTAL ENROLLMENT TREND



The enrollment in the lower grades, from kindergarten to grade 3, constitute a declining percentage of the schools total enrollment. Figure 2 reveals this drop from 45% to 33% of the total enrollment during the past seven years. The escalating total enrollment trend indicates that this fourth through eight grades.

Table 5, based upon the most recent school census indicates that continued in-migration of families with children is needed to provide students for the school.

FIGURE 2  
PERCENTAGE ENROLLED IN K THRU 3RD GRADES  
1970-1976

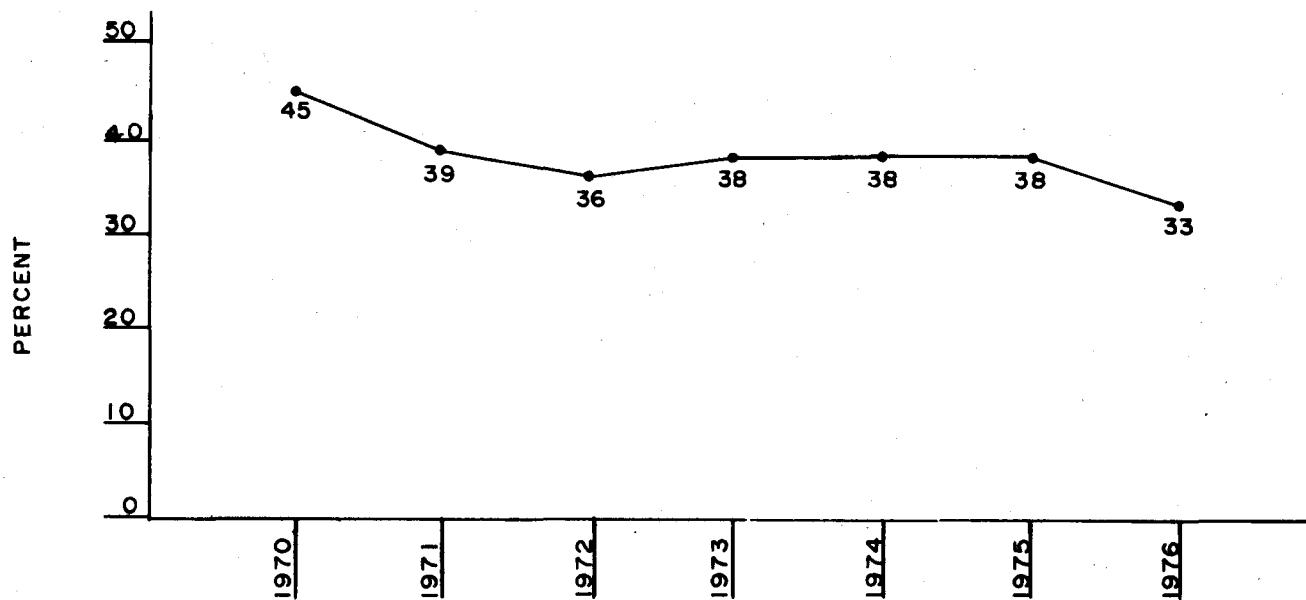


TABLE 5  
SCHOOL CENSUS OF PRE-SCHOOLERS

<u>Age Group</u>	<u>Number</u>
1 Year Olds	5
2 Year Olds	13
3 Year Olds	15
4 Year Olds	23
5 Year Olds	27

During the past seven years, the student enrollment has increased about 5% per year. If this same percentage growth continues, the school system will reach its stated capacity of 300 in the year 1983. At this time, decisions concerning the alternatives available to the school district will be required.

The utilization of the school facility for community meetings, adult education and recreation is an important local asset, as is the historic significance of the original school building which dates back to the 1850's.

## STATE FACILITIES

The Caroga Lake Public Campsite is located between East Caroga Lake and New York State Route 29A. Included, at the site, are 167 campsites, picnic areas, bath houses, beach, play area and boat launching ramp. This campsite and beach is a significant economic stimulus to the local economy. Based upon selected 1976 weekly attendance figures, daily attendance ranges from 150 to 750 persons. Table 6 records through end of week attendance totals and the average daily attendance for the Caroga Lake Public Campsite:

TABLE 6  
Weekly Total And Daily Average Attendance

<u>Week Ending</u>	<u>Week Total</u>	<u>Daily Average</u>
June 24, 1976	1,191	156
July 8, 1976	5,181	740
July 29, 1976	3,115	445

Shaker Mountain is a large tract of State land, located between Routes 10 and 30 in Fulton County. According to the Adirondack Park State Land Master Plan, (p. 40), this area is classified as wild forest, and

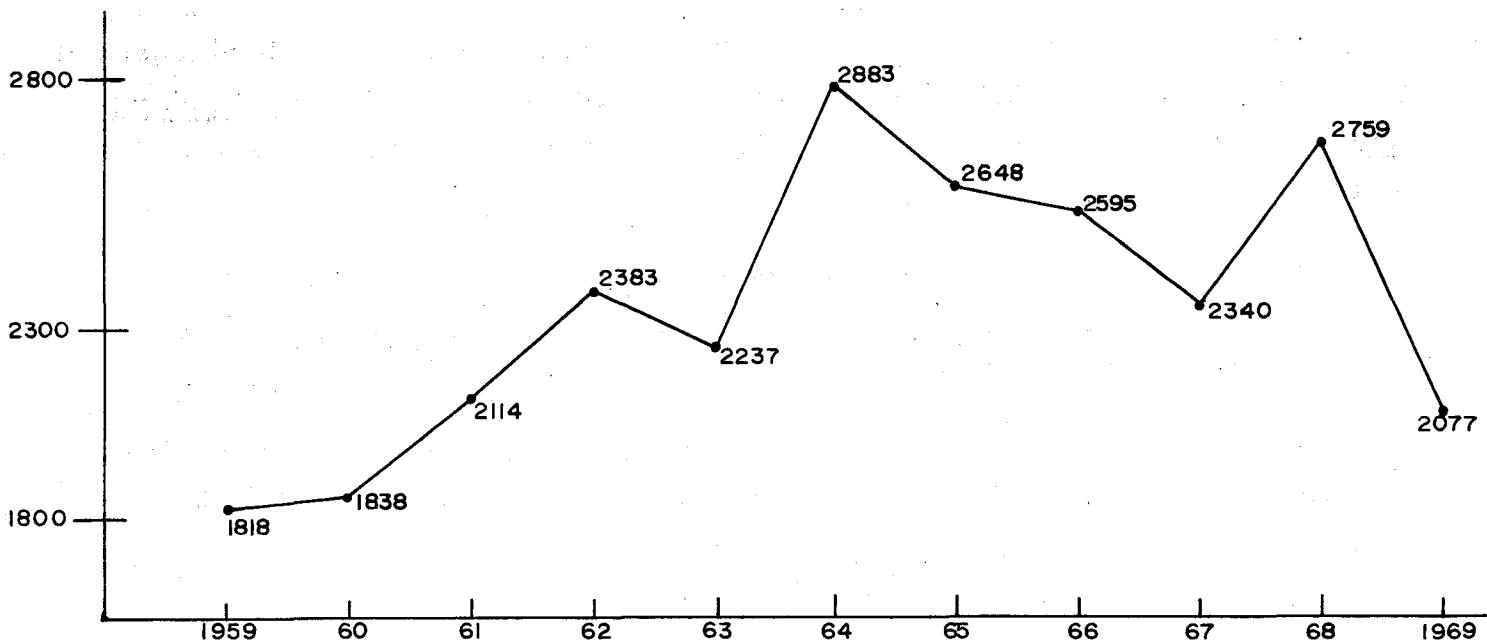
"offers great potential to serve the wild forest recreational needs of New York's hikers, horsemen, snowmobilers, cross-country skiers and campers, and it is capable of absorbing a considerable degree of public use".

Shaker Mountain remains comparatively little used by the public. A comprehensive plan for trail development should be developed to utilize this resource.

The New York State Department of Environmental Conservation also maintains a public boat launch site on West Lake. A metal ramp provides good access into the lake and parking space is available for at least 15 cars. This ramp provides public access to the West Lake, Canada Lake, Lily Lake and Stewart Landing Areas.

Kane Mountain Outlook is a fire observation tower located above Canada Lake at an elevation of approximately 2,200 feet above sea level. The Kane Mountain Station, however, has not been used exclusively as a fire outlook. This station also serves as a communication and outlook station during searches for lost persons as well as a recreational/educational resource. The number of visitors ranges from 1,800 to 2,800 per year,\* as illustrated in figure 3 below:

FIGURE 3  
KANE MOUNTAIN ANNUAL VISITOR REPORTS



\*Recreation, Technical Reports #5, Temporary Study Commission on the Future of the Adirondacks, 1970, p.73.

## BARN/EQUIPMENT

The Town Barn, a 60 foot by 80 foot cinder block structure, is located north of the Town Hall on Route 10. Associated with the Barn is a gasoline pump, sand storage area and parking for certain equipment and employees' vehicles. The physical condition of the Town Barn is good and adequately meets the Highway Department's present needs. It is anticipated that additional space will be required, in future years, to accommodate new equipment. The visual appearance of the Barn and surrounding area is fair and should be improved through landscaping and painting efforts.

The Town Barn serves as a storage and operational base for the Highway Department. Town Highway personnel consists of six full-time employees and varying numbers of temporary CETA employees.

The following equipment\* is owned by the Town of Caroga:

<u>Year</u>	<u>Equipment</u>	<u>Condition</u>	<u>Purchase Price</u>
1977	Ford Truck & plow	Good	\$ 12,000.00
1975	International 4-wheel/Plow	Good	45,650.00
1975	Frink Hopper Sander	Good	4,154.00
1974	Trip Edge Power Rev. Plow w/moldboard	Good	4,850.00
1974	Chevy $\frac{1}{2}$ ton 4-wheel - W	Good	3,946.00
1974	Ford Mod. L900 & Hoist	Good	12,265.00
1973	Ford 5' mower mounted	Good	650.00
1971	Oshkosh Dump w/Frink 630 Plow	Good	36,925.00
1970	Hi-way Sander	Good	3,675.00
1969	International 4 X 4 Pick-up	Fair	3,867.00
1969	A. C. Loader Mod. 545H	Good	32,750.00
1968	Chevy Dump CE 51203	Fair	6,854.45
1966	Frink Plow w/wing one-way	Good	865.00
1965	Frink Plow w/wing one-way	Good	865.00
1965	International 4WD w/Frink one-way plow	Good	17,817.75
1965	International 2WD Mod. R. 185	Fair	8,267.00
1963	Dodge D500 Dump Truck	Poor	5,240.75
1962	Shunk Rev. Hyd. Mod. Sander 5-yard	Poor	3,396.20
1961	Buffalo-Springfield Roller Mod.	Good	3,800.00
	KT-21E		

\*Inventory of Highway Machinery, Tools and Equipment. Prepared by the Town Superintendent on September 22, 1976, pursuant to the Highway Law, Section 142 (3).

NOTE: The 1977 item listed above was not recorded in the 1976 inventory.

<u>Year</u>	<u>Equipment</u>	<u>Condition</u>	<u>Purchase Price</u>
1961	Caterpiller Traxcavator Mod. 993	Poor	\$ 14,650.00
1960	York Scarifier "Drag-a-long" Mod. RB	Good	625.00
1960	Huber-Warco Diesel Motor Grader (used)	Fair	12,995.00
1954	Cast Tractor w/Lull Loader	Poor	3,424.00
1954	Sand Spreaders Tailgate	Poor	100.00
1953	York Expert Workman Grader drawn	Good	1,700.00
	Garage tools, welder, air compressor, etc.	Good	2,500.00

Only 20 percent of the Town equipment is rated as poor. In general, both the types and condition of equipment is adequate for current Town needs. A continual equipment replacement program will be required to keep Town equipment at this level of adequacy.

## LANDFILL

The Town landfill operation is the responsibility of the Highway Department. The landfill is located on the east side of the Lane Road and consists of approximately 10 acres of land.

The Fulton-Montgomery Comprehensive Solid Waste Study; CSW, p. 18; O'Brien and Gere; December 1971, labeled the original Caroga landfill as a "modified dump". Poor appearance from Lane Road, possible leachate and the small total land area was cited as problems. Since 1971, the Town's landfill has been operated on the other side (west) of Lane Road, improving substantially the conditions cited in the Solid Waste Study.

The important issue of the remaining capacity of the landfill is unresolved. A detailed site exploration, by the Soil Conservation Service, would provide needed data to begin to assess the landfill's remaining capacity and as a base for developing a management plan for solid waste disposal.

The landfill is supervised by a full-time Town employee and open to the public, according to the following schedule:

### Winter

October 1 - April 30: Monday, Friday, Saturday - 7:00am - 4:00pm  
Wednesday - 10:00am - 4:00pm

Summer

May 1 - September 30: Monday, Friday, Saturday - 7:00am - 4:00pm  
Wednesday - 11:00am - 8:00pm

Midsummer

July 1-September 12:	Sunday -	8:00am - 4:00pm
	Monday, Tuesday, Friday,	
	Saturday -	7:00am - 4:00pm
	Wednesday -	7:00am - 8:00pm
	Thursday -	10:00am - 1:00pm

The Town of Caroga contracts with a private operator for garbage collection. The current annual contract totals 8,500 and provides for Monday collections year-round, with additional Friday collections during the months of July, August and September.

## GOLF COURSE

The Nick Stoner Golf Course was started in 1927 and represents a major recreational attraction. This 18-hole golf course attracts tourists and provides revenue to the Town.

Membership, at the Nick Stoner Golf Course, exceeded 350 in 1976. The average daily use, during the summer months, is estimated at 200. The total golf course season generally extends from May 1 to November 1 of each year.

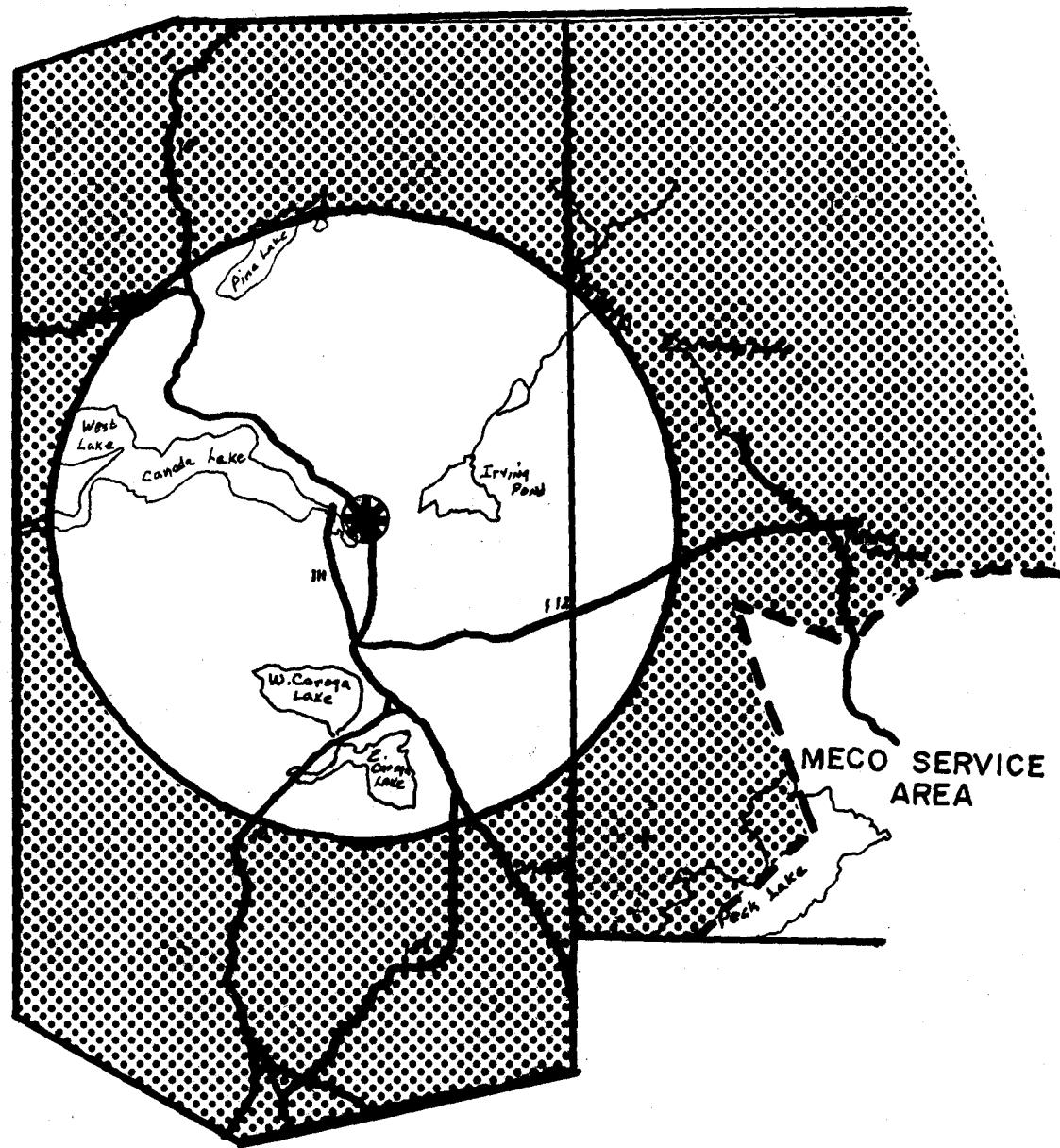
The Town employs 1 full-time and 9 part-time employees to operate the Golf Course.

## FIRE

The Caroga Lake Volunteer Fire Department is responsible for all fire safety, in the Town of Caroga, and for fire protection throughout a large portion of the Town of Bleecker. The fire service area is outlined on the accompanying map of the Towns of Caroga and Bleecker. A three-mile, immediate service area is also delineated as a future development consideration. Any substantial increase in the number of dwellings, in the areas beyond this three-mile radius, may require considerations ranging from new equipment to a new fire department. At the present time, the largest percentage of dwellings, in the Caroga fire service area, are within this radius. A free professional assessment of training procedures, response time and equipment is available from the New York State Division of Fire Prevention and Control.

A positive factor in evaluating the fire defenses, in the Town of Caroga, is the local enforcement of the State Building Code. Factors, such as fire limits, fire resistant construction and sprinkler systems or smoke detectors for new buildings, are required as a condition of building permits. An additional positive factor, in fire prevention, is the readily available supply of lake water, near the majority of Caroga's dwellings. Although a police department, alarm system and public water supply would also be positive factors in evaluating local fire defenses, the scattered development patterns and sparse number of permanent residents, in Caroga, do not currently justify these more "urban" services.

## CAROGA FIRE SERVICE AREA



**FIRE HOUSE**



**3 MILE IMMEDIATE SERVICE AREA**

The Caroga Lake Fire Company owns the following equipment:

<u>#</u>	<u>Equipment</u>	<u>Year</u>
1	750 Gallon per minute pumper	1974
1	High pressure pumper	1967
1	750 Gallon per minute pumper	1964
1	1000 Gallon tanker (100 g.p.m. pump)	1960
1	500 Gallon per minute pumper	1956
3	100 Gallon per minute portable pumps	
750'	Hose @ 1 $\frac{1}{2}$ "	
1700'	Hose @ 2 $\frac{1}{2}$ "	
3	Ladders	
2	Portable generators (1500 watts)	
1	Inhalator	
1	Resuscitator	
3	Scott Masks	
2	Extra Tanks	
2	Smoke Ejectors	
1	Rescue Saw	
65	Home Alerts	

The inventory listed above indicates that the Caroga Lake Fire Company is generally well-equipped for current needs.

Adequate fire protection is limited to structures of height corresponding to less than three stories. Since the maximum ladder height is 35 feet, structures taller than this should be discouraged unless plans are made for the Fire Company to purchase a ladder truck.

The Caroga Lake Fire Company consists of 65 volunteer firemen and a volunteer auxiliary group. There are no paid firemen in the Company.

Mutual aide, for all municipalities throughout Fulton County, is administered by the Fulton County Fire Coordinator, located in the Civil Defense Office in Johnstown.

New York State maintains a fire tower at Kane Mountain. Towers have been phased out throughout the wilderness areas of the Adirondack Park, in the wake of implementation of a new central communication system. Kane Mountain serves a primary function of fire observation and increasingly important function as a recreational lookout site for the Canada, West and Pine Lake areas.

## AMBULANCE / POLICE

Ambulance services are provided to the Caroga area by the Ambulance Service of Fulton County, located in the City of Gloversville.

Police protection is provided by the State Police and the Fulton County Sheriff's Department.

## HEALTH AND SOCIAL SERVICES

Most Caroga residents utilize the Nathan Littauer Hospital, located at 99 East State Street in Gloversville. Their modern facilities include 100 certified medical and surgical beds, 14 pediatric care beds, 6 intensive/coronary care beds, 16 obstetric beds, 14 pediatric beds and an operating room. According to the 1974 hospital profile, the Nathan Littauer Hospital had an average occupancy rate of 85%. During this same year, over 83% of the patients utilizing this hospital had home addresses within Fulton County.

An analysis of service areas by the Health Systems Agency of Northeastern New York reveals that two other area hospitals provide services to only a few Town residents, as follows:

	Admissions #	Year	Admissions per 1000 Town Residents
Johnstown Hospital	12	1974	14.6
St. Mary's - Amsterdam	9	1974	10.9
Amsterdam Memorial	0	1973	0.0

The available admissions data, for 1973 and 1974, indicate the relative unimportance of all hospitals other than Nathan Littauer to Caroga residents.

In view of the fact that the Nathan Littauer Hospital is a modern, well-equipped facility, accommodates 130 in-patients, as well as emergency room patients and has space for building expansion, it can adequately accommodate increased demands by the population expansion anticipated in the Caroga area.\*

Public Health services provided to Caroga are administered by Fulton County, with main offices in the Town of Johnstown. There are eight budgeted positions for County Public Health nurses, as well as four home health aides and a physical therapist.

\*Population and Housing Analysis, Town of Caroga; Fulton County Planning Department. July 7, 1976; p.p. 10-11.

Social services are provided by the Fulton County Social Services Department and the Fulmont Facility.

The County Social Services Department is located in the County Building, in the City of Johnstown, and provides a variety of services; such as, food stamps, foster child placement and welfare.

The Fulmont Facility, with main offices located in the Old Court House in Fonda, provides the following services: home insulation program, CETA services, head start programs and nutrition programs. A neighborhood center is also sponsored by Fulmont Facility, which is located in Gloversville.

## ELECTRIC SERVICE

Electric services are provided by the Niagara Mohawk Power Company, with a central office located in Gloversville. Development constraints, related to existing electric service, result from increased costs. The farther away a proposed subdivision (or other new electrical demands) is from the power stations and from existing lines, the more expensive it will be to obtain electrical service. While the Power Company will provide, at their own expense, the first 500 feet of single phase line, any additional footage required, any upgrading of the existing lines to handle the increased us or installation of transformers, is at the subdivider's expense. The accompanying map generally illustrates the larger areas of private land in Caroga, which are substantially greater distances than 500 feet from existing electrical service.

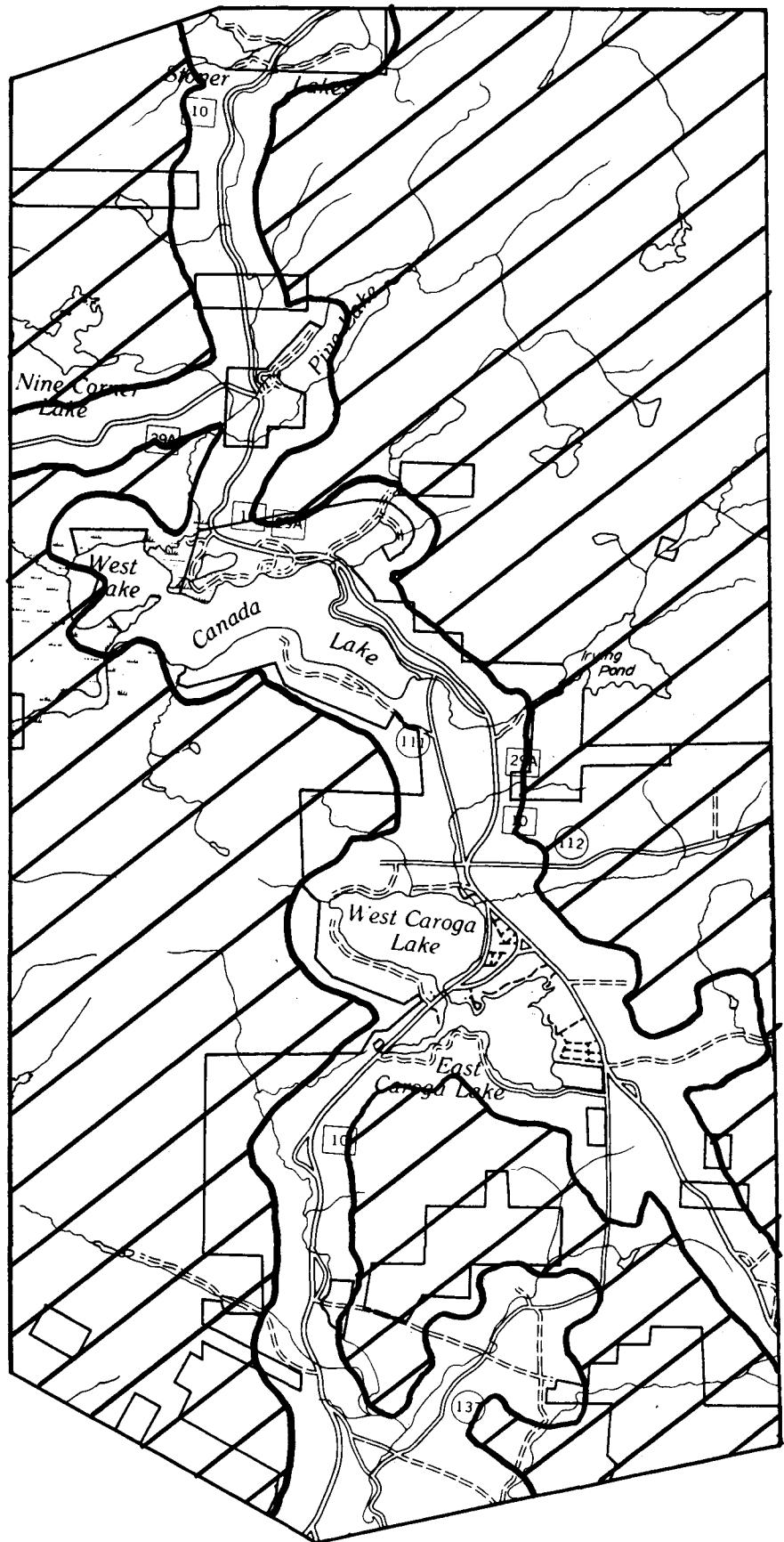
TOWN OF  
CAROGA, N.Y.



Legend

EXISTING POWER LINES

AT LEAST 500' FROM  
EXISTING POWER LINES.



Scale

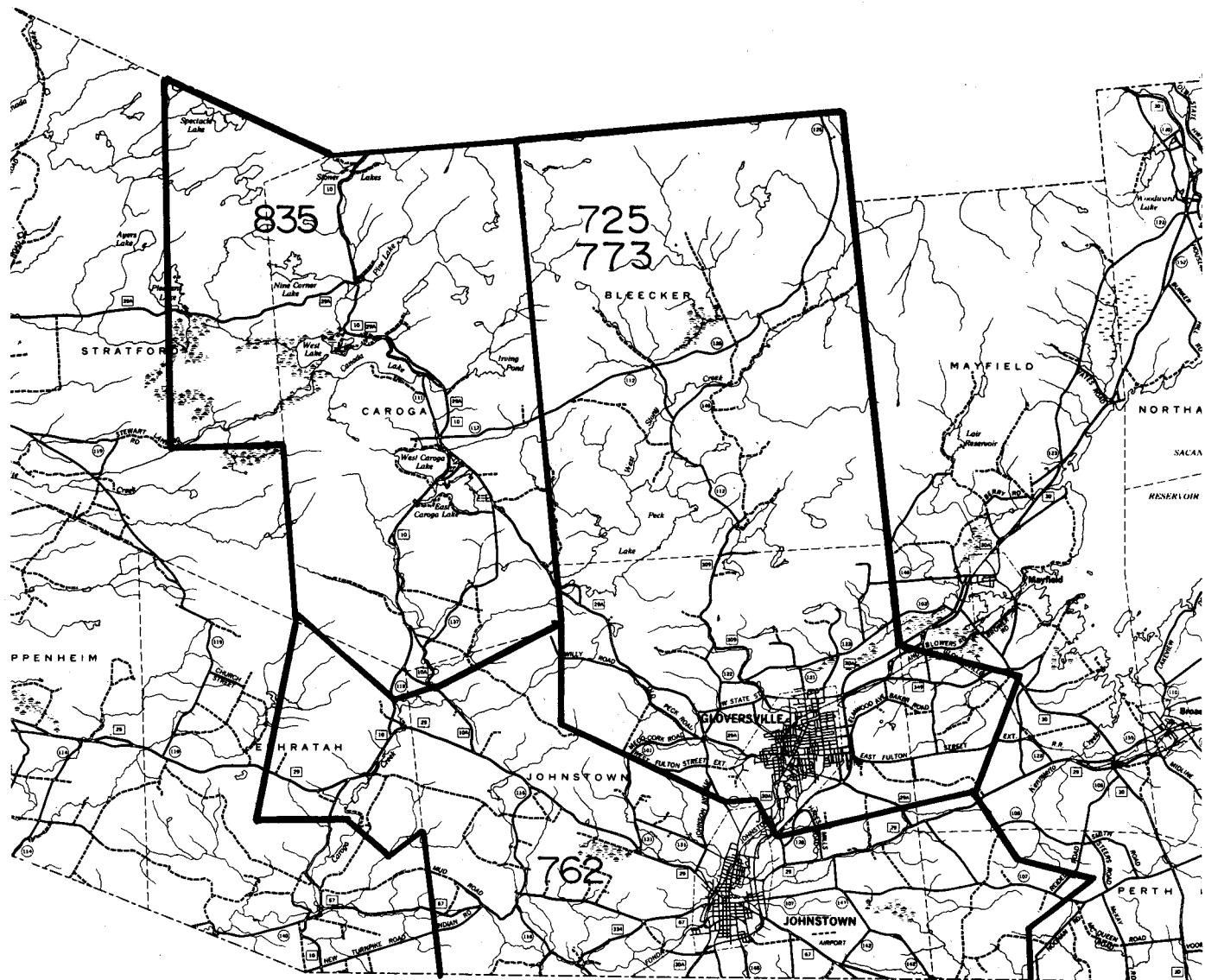


# TELEPHONE SERVICE

Telephone service is provided, in Caroga, by the General Telephone Company (GTE). Their business office is located on South William Street, in Johnstown.

One single exchange includes the entire area of the Town. The accompanying sketch illustrates the geographical boundaries of local call areas, including the exchanges for Caroga, Johnstown and Gloversville:

FIGURE 4  
LOCAL TELEPHONE EXCHANGES



## LOCAL ORGANIZATIONS

A partial listing of civic and recreational organizations include the following:

Boy Scouts  
Caroga Arts Workshop  
Canada-Caroga-Pine Lakes Business Association  
Canada Lake Protective Association  
East Caroga Lake Protective Association  
Fire Department Auxiliary  
Girl Scouts  
Nick Stoner Trailers (Snowmobile Club)  
Parents-Teachers Association  
VFW - Royal Mountain Post  
West Caroga Lake Protective Association

A partial listing of religious organizations include the following denominations:

Caroga Lake Chapel  
North Bush Methodist Church  
Saint Barbara Catholic Church