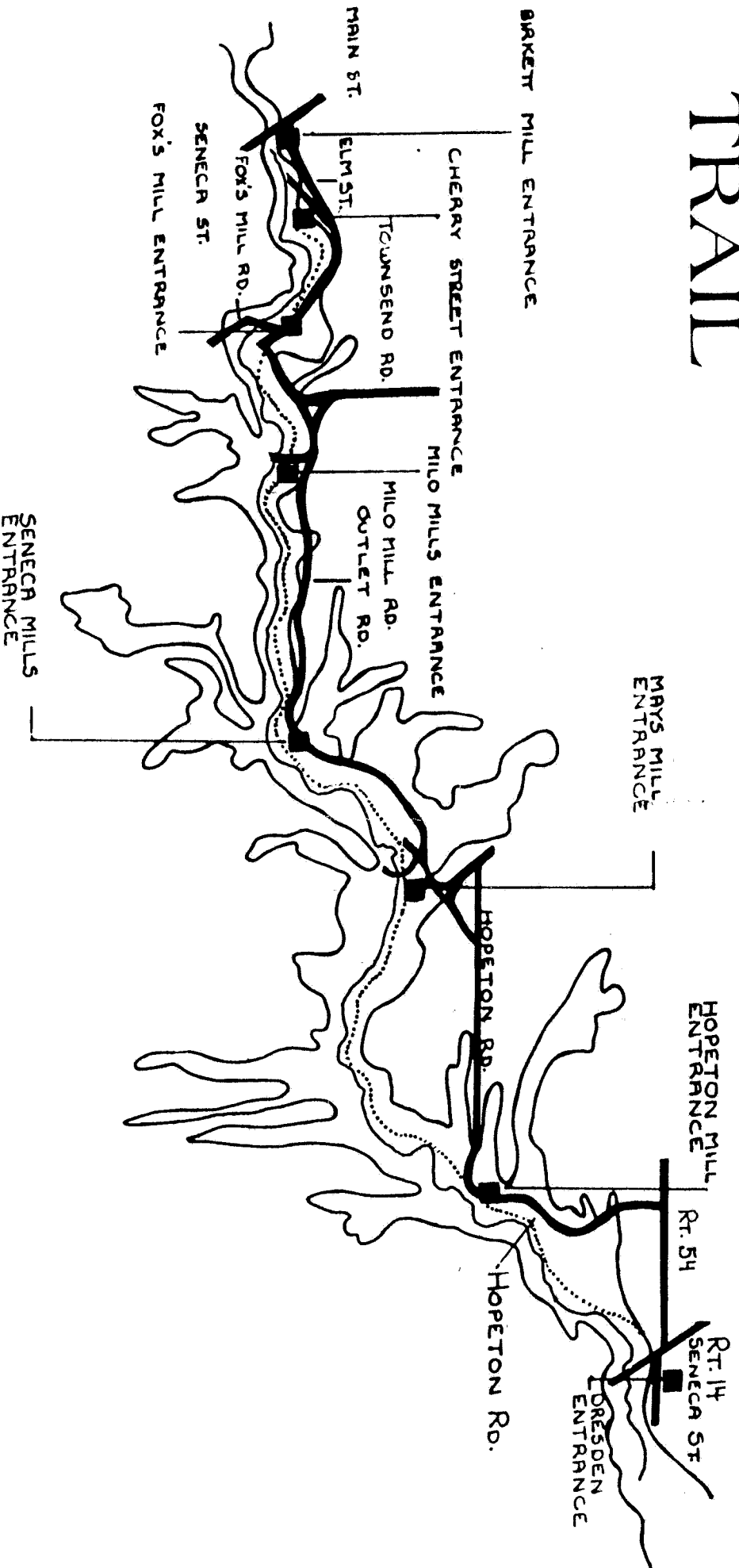


CHAPTER SEVEN--THE OUTLET TRAIL, OSWEGO RIVER BASIN AND INTERACTIONS WITH SENECA
LAKE

THE OUTLET TRAIL



THE OUTLET TRAIL





Louis R. Tomson
Chairman

Nancy E. Carey
Board Member

John R. Riedman
Board Member

John R. Platt
Executive Director

Robert A. Brooks
Canal Director

Phone (518) 436-3055
TDD/TTY 1-800-253-6244
Fax (518) 471-5936

New York State Canal Corporation

200 Southern Boulevard
Post Office Box 189
Albany, New York 12201-0189

Web Address: www.canals.state.ny.us

October 5, 2001

Edward J. Balsley
Keuka Lake Outlet Compact
Five Maiden Lane
Penn Yan, NY 14527

Re: Proposal for Keuka Lake Outlet Compact, Gate Management Principles

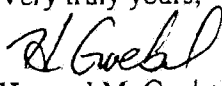
Dear Mr. Balsley:

I have reviewed the Gate Management Principles that the Keuka Lake Association is proposing for the Keuka Lake Outlet Compact and have some concerns. Obviously the ten-point plan was devised to minimize flooding and drought on Keuka Lake and the need for flood minimization is understood, but the plan has no provision to account for downstream conditions in operation of the control structures. This management plan, through the over-riding principle for using all six gates to achieve water level goals could create a condition where considerable damage could result to properties along Seneca Lake. As you are well aware, Keuka Lake is an integral part of the 5,100 square mile Oswego River Basin and management of the basin-wide resources must account for associated impacts to adjacent resources.

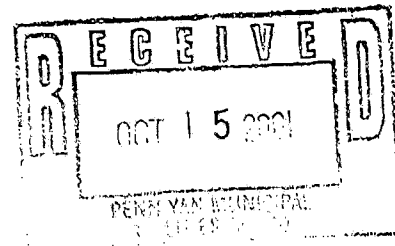
It is our position that it would not be equitable for Keuka Lake to be at maximum discharge when water levels are at the desired high water level of 714.2 feet and below the flood stage of 715.2 feet if Seneca Lake levels were already at or above flood stage. I am requesting that the Gate Management Principles be revised to include sufficient provision to assess the downstream conditions of Seneca Lake, as the current management plan includes.

I appreciate your efforts to work with the New York State Canal Corporation to achieve our mutual goals and would like to meet with your organization to discuss issues associated with lake level management. I can be reached via telephone at 518/471-5888 at your convenience.

Very truly yours,


Howard M. Goebel, P.E., P.H.
Hydrologist

cc: Bob Heuschneider, NYSCC, Syracuse Division



KEUKA LAKE OUTLET COMPACT

Five Maiden Lane
Penn Yan, New York 14527
315-536-3015



KEUKA LAKE

John Andersen, Chairman
William Weber, Secretary
Dwight Rogers, Treasurer

Edward J. Balsley, Manager
315-536-3374

Mr. John F. Hornlein
Chief, Hydrologic Data Section
US Dept. of the Interior
US Geological Survey
Water Resources Division
30 Brown Road
Ithaca, NY, 14850-1573

3 Dec. 2001

Dear Mr. Hornlein;

I have a copy of your letter to Mr. Edward Balsley of the Penn Yan Municipal Utilities Board dated 12 October, 2001 requesting data on Keuka Lake Levels and Flood Control Gate Settings. I am glad to know of your interest in these data and further want you to know that Mr. Balsley also serves as Gate Manager for the Keuka Lake Outlet Compact, the Owner of the Gates.

To clarify this matter of ownership and regulation of the gates on the Keuka Outlet, I have enclosed a copy of the Compact Agreement dating back to 1990.

I also want you to know that the Outlet Compact (KLOC) works very closely with the NYS Canal Corp in the person of:

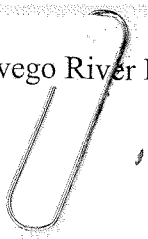
Mr. John Zmarthie
NYS Thruway, Canal Div.
PO Box 308
East Syracuse, NY < 13057-0308

KLOC will be meeting in March, 2002 to comprehensively review Lake Level Control and we would be glad of any contribution you may be able to make.

Yours sincerely,

William A. Weber, Secty

cc: Mr. Edward Balsley; Hon. John Andersen, CHRM



New York State

Governor
Pataki

map-NY

e-bizNYS

Citizen
Guide

dd



Welcome	Things to Do	Places to Go	Canalway Trail	Oswego
Map	Boating	News	History	Development
FAQs	Doing Business	Who's Who	Links	Phone #'s

Oswego River Basin

Contents:

- [What is the Canal System?](#)
- [Does the Canal Corporation try to minimize flood damage?](#)
- [What is the Oswego River Basin?](#)
- [Rule Curves for the Eight Lakes in the Oswego River Basin](#)
- [Who is responsible for maintaining water levels of the Canal System within the Oswego River Basin?](#)
- [What agencies provide flood and flood plain management assistance?](#)
- [What affects water levels?](#)
- [What are the current weather conditions and water levels?](#)
- [Link to more Information on the management of water resources: Site of U.S. Geological Survey in New York State](#)
- [Baker Study Executive Summary](#)
- [What does the Canal Corporation do to regulate and monitor water levels?](#)

What is the Canal System?

The New York State Canal System is operated by the NYS Canal Corporation, a subsidiary of the NYS Thruway Authority. It consists of the Erie, Champlain, Oswego and Cayuga-Seneca Canals and connecting lakes and rivers.

The original Barge Canal was designed in the early 1900s for commercial navigation. The dams and control structures were designed and built not as flood control structures, but to ensure water levels for navigation.



KEUKA LAKE OUTLET COMPACT

Five Maiden Lane
Penn Yan, New York 14527
315-536-3015



KEUKA LAKE

John Andersen, Chairman
William Weber, Secretary
Dwight Rogers, Treasurer

Edward J. Balsley, Manager
315-536-3374

July 17, 2002

Mr. Mohammqd Akbar
Acting Director
Division of Hydropower Adm. and Compliance
Federal Energy Regulatory Comm.
Washington, D.C. 20426

Dear Sir:

I am writing to you in reference to the Seneca Falls Power Corporation, Project No. 2438-020, compliance order issued 11 June 2002.

If the Keuka Lake Outlet Compact (KLOC) has standing in this issue, then the KLOC commissioners, under the chairmanship of the Hon. John Andersen, wish to formally notify FERC of their position relative to your compliance order.

As background to our standing issue, I want you to know that Keuka Lake discharges all its water to Seneca Lake via the Keuka Lake Outlet running between Penn Yan and Dresden, N.Y.

The KLOC Gate Manager works closely with the NYS Canal Corporation and Seneca Pure Waters to ensure that our discharges are compatible with the required lake levels of Seneca as well as the requirements of the Canal Corporation from both Canal usage as well as flood control.

As I am sure you and your staff are aware, the flow control structure and power generators at Seneca Falls and Waterloo are an integral and vital part of the Seneca Lake level control, canal usage and flood control.

To set seven (7) days average minimum flows for the Seneca Falls Power Corporation without consideration of the other factors involved, plus requiring fish gate flows, does not take into account the needs of Seneca Lake residents and the Canal Corporation.

Discussions with the Seneca Falls Power Corporation indicate that year 2001 was unprofitable because of the drought conditions and their inability to generate at or near capacity compared to normal weather conditions. To impose additional financial

KEUKA LAKE OUTLET COMPACT

Five Maiden Lane
Penn Yan, New York 14527
315-536-3015



KEUKA LAKE

John Andersen, Chairman
William Weber, Secretary
Dwight Rogers, Treasurer

Edward J. Balsley, Manager
315-536-3374

HON. AMORY HOUGHTON
32 DENISON PARKWAY, WEST
CORNING, 14830

24 JULY, 2002

DEAR AMO:

COULD YOU PLEASE HAVE ONE OF YOUR STAFF MEMBERS
CALL ME ON THIS TOPIC THAT I MAY NEED YOUR HELP ON?

BEST REGARDS,

WILLIAM A. WEBER, SECTY KLOC

ENCL.

607 738 1547



1111 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3231

PHONE: (202) 225-3161
FAX: (202) 225-5574

Congress of the United States
House of Representatives

August 14, 2002

Mr. Don Chamblee
Director, Division of Congressional, Intergovernmental, and Public Affairs
Federal Energy Regulatory Commission
888 First Street, NE, Room 11H
Washington, D.C. 20426

Re: **Seneca Falls Power Corporation**
Project No. 2438-020

Dear Don:

Recently, the Keuka Lake Outlet Compact, Penn Yan, New York, forwarded a copy of its letter to FERC about a compliance order issued June 11, 2002, concerning the Seneca Falls Power Corporation.

Would you mind taking a look this and addressing the concerns raised? Any help you can provide is greatly appreciated.

Please forward any future correspondence to the attention of Nancy Clark in the Corning District office.

All the best,

Amo Houghton

AH/nc



Seneca Falls Power Corp.

Hydroelectric Management & Operations

Facsimile Transmittal

Date: October 9, 2002
To: William Weber
Of: Keuka Lake Outlet Compact
Fax: 607-562-4314
Phone: 607-738-1547
Pages: 7, including this cover sheet.

Comments: Mr Weber, please see the attached proposal summary regarding the Waterloo and Seneca Falls hydroelectric station water control structures. The geographical border is just an outline it is not intended to determine the potential municipal entities that might participate. If you would like feel free to provide copies to the Board Of Commissioners or send us a list and we will CC them.

If you should have any questions please call.

Thank you,

A handwritten signature in cursive script that reads "Scott D. Goodwin".

Scott D. Goodwin

From the desk of ...

Scott D. Goodwin
Seneca Falls Power Corp.
1233 Alpine Road Ste #202
Walnut Creek, CA 94596
Phone: (925) 932-1828
Fax: (925) 932-2317



John L. Bucno
Chairman

New York State Thruway Authority
New York State Canal Corporation

P.O. Box 308, East Syracuse, NY 13057-0308

www.thruway.state.ny.us



John R. Platt
Executive Director
TDD/TTY 1-800-253-6244

December 24, 2002

Mr. Scott D. Goodwin
American Energy Inc.
Seneca Falls Power Corporation
1233 Alpine Road
Walnut Creek, CA 94596

RE: Current Seneca Lake Levels

Dear Mr. Goodwin:

The New York State Canal Corporation (NYSCC) is concerned with Seneca Falls Power Corporation's (SFPC) apparent reluctance to maintain Seneca Lake levels within the specified regulation curve.

Currently, Seneca Lake is at 445.55 Barge Canal Datum (BCD), which is 0.25 feet above the top of the winter regulation curve. I have asked Michael Jesmer, your local operator, to increase the discharge from Seneca Lake until the lake level falls within the specified regulation curve of 444.7 BCD to 445.3 BCD.

Mr. Jesmer has stated that the current schedule is to discharge through the hydroelectric units from 7AM to 7PM, during the peak hours of revenue generation. At present, SFPC is discharging 1,400 cubic feet per second (cfs) during these hours, which equates to approximately 700 cfs for a 24-hour period.

SFPC has requested that the NYSCC open their bypass gate and discharge 500 cfs during the 12-hour period that SFPC is generating. This increases the 24-hour discharge average to 950 cfs and also draws debris away from your trash racks thereby reducing SFPC's manpower expended to keep them clean.

The Keuka Lake Outlet Compact (KLOC) is attempting to lower Keuka Lake levels and is discharging 320 cfs into Seneca Lake to keep water levels within their specified regulation curves. This amount subtracted from the current discharge from Seneca Lake results in a net outflow of 630 cfs.

Barring no other sources of inflow, i.e. streams (which is a poor assumption), the current discharge would theoretically lower the lake approximately 0.03 feet per day. Mr. Jesmer indicates that SFPC will be shutting down all discharge on 12/25, 12/28, 12/29, 1/1, 1/4, and 1/5. Assuming that there will be no changes to

John L. Buono
~~XXXXXXXXXXXXXXXXXXXX~~
Chairman

Nancy E. Carey
Board Member

John R. Riedman
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John R. Platt
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Robert A. Brooks
Canal Director

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Fax (518) 471-5936

New York State Canal Corporation

200 Southern Boulevard
Post Office Box 189
Albany, New York 12201-0189

Web Address: www.canals.state.ny.us

January 10, 2003

Anton J. Sidoti
New York Regional Engineer
Federal Energy Regulatory Commission
New York Regional Office
19 West 34th Street
Suite 400
New York, NY 10001

Re: Seneca Falls, NY and Waterloo, NY Hydropower Projects
(Seneca Falls Power Corp.) FERC 2438

Dear Mr. Sidoti:

This letter serves to inform you that Canal records show that Seneca Falls Power Corporation (SFPC) has held Seneca Lake levels above the prescribed "Regulation Curves" and above the "Winter Target" elevation of 445.0 feet Barge Canal Datum as specified in the current Federal Energy Regulatory Commission (FERC) License Article 405.

Presently, Seneca Lake is at elevation 445.6 ft BCD and is thus 0.6 feet above the "Winter Target". During periods of high snowpack (as is the case this winter), the Seneca Lake levels have been historically managed at elevation ± 444.7 ft. BCD, the level of the minimum regulation curve target for the winter.

It is our understanding that SFPC has operated the Waterloo and Seneca Falls Projects intermittently throughout the month of December and early January even while Seneca Lake level were above the "Winter Target" elevation of 445.0. We have been informed by SFPC that their generation rate has been between 1,400 and 1,900 cfs for 12 hours per day with no or limited generation on weekends and holidays. This operating scheme coupled with seasonal precipitation and snowmelt has resulted in elevated lake levels as described above.

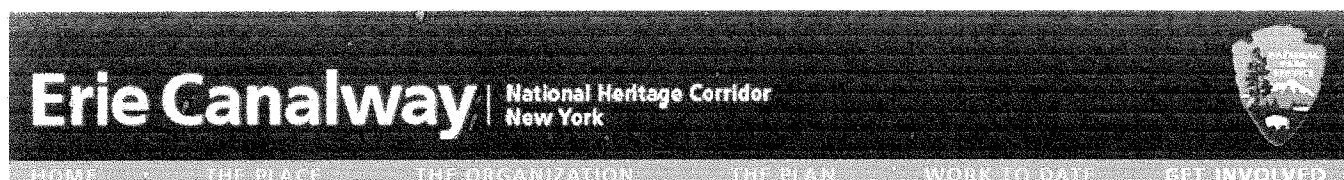


**Coordination Meeting of Finger Lakes Managers
March 3, 2003**

Seneca Falls, NY

Agenda

1. Background (Baldwinsville Gate Failure)
2. Current Conditions
3. Lake Regulation Curves
4. Proposed Contingency Concept
5. Discussion
6. Other Items



- > Calendar
- > News
- > Trails & Rails Program
- > FAQ
- > Complete our Survey
- > Notify Me
- > Photo Contest and Calendar
- > Contact Us

SEARCH

Enter keyword

Frequently Asked Questions

What is a heritage corridor?

A national heritage corridor or area is a place designated by Congress, where natural, cultural, historic and recreational resources combine to form a cohesive, nationally distinctive landscape arising from patterns of human activity shaped by geography. More than that, they each have the capability to describe and convey nationally significant stories about the evolution of the United States. A corridor generally follows a linear landscape feature, either natural or human-built. An area is not bound by a linear pattern of landscape use. In either case, these patterns make national heritage areas or corridors representative of the national experience through the physical features that remain and the traditions that have evolved within them. Continued use of the national heritage areas and corridors by people whose traditions helped to shape the landscapes enhances their significance. Since 1984, about two dozen special places have been so designated.

What is the Erie Canalway National Heritage Corridor?

The Erie Canalway National Heritage Corridor includes the 524 miles of the New York State Canal System, including the Erie, Oswego, Cayuga-Seneca, and Champlain Canals, plus the historic alignments of these canals and the 234 cities, towns and villages that lie immediately adjacent to the navigable waterways and historic alignments. The corridor was designated by Congress in December, 2000 because it depicts the most successful and influential manmade waterway and one of the most important works of civil construction in the United States.

Who manages the heritage corridor?

The Erie Canalway National Heritage Corridor legislation provides for administration by a 27-member commission appointed by the U.S. Secretary of the Interior. The commission, appointed in April, 2002, has members representing the state's two U.S. senators, congressional representatives, the governor of New York, heads of several state departments, as well as community activists within the national heritage corridor. The commission meets quarterly and meetings are open to the public. The commission has authority to hire staff, implement a preservation and management plan, administer grant and cost-share programs, enter into cooperative agreements, and set its priorities. It has no zoning or land use regulation authorities, and may not acquire property. The mission of the commission is "to plan for, encourage, and assist historic preservation, conservation, recreation, interpretation, tourism, and community development along the Erie Canalway Corridor in a manner that promotes partnerships among the corridor's many stakeholders, and reflects, celebrates, and enhances the corridor's national significance for all to use and enjoy."

What is the role of the National Park Service?

Since 1916, the National Park Service (NPS) has been the federal agency responsible for preserving nationally significant natural and cultural resources for present and future generations. Heritage areas and corridors are one way to help carry out this mission through partnership assistance. NPS is mandated by the Canalway legislation to provide administrative support to the commission which it does through funding, legal guidance, contract services and technical assistance. Located in an office in Waterford, New York, NPS provides a full-time executive director and professional staff to assist the commission in achieving the goals of preserving the Erie Canalway Corridor's cultural and natural resources and enhancing educational and recreational opportunities in the corridor's communities.

How can the heritage corridor benefit my community?

Heritage conservation efforts are grounded in a community's pride in its history, values, and traditions, and its interest in seeing them perpetuated along with their tangible qualities as visible on the landscape today. Preserving these landscapes and their stories means that current and future generations in the community will be able to understand and define who they are, where they came from, and what ties them to their home. National heritage areas or corridors offer the potential to sustain and often to re-discover connections between people and places, to enhance the quality of life for local residents through preservation, education, recreation, and community revitalization strategies, and to build national identity and public recognition so as to attract visitors through high-quality heritage tourism programs. The commission is helping to forge the kinds of partnerships and create the large scale vision needed to invigorate the sense of shared canal heritage among more than two-hundred rural and urban communities. The interconnectivity and canal oriented way of life once shared by these communities in the previous two centuries has faded over time with the commercial decline of the canal system and the rise of modern highway, rail, and air transportation systems. Building on recent canal revitalization efforts at the state and local levels, communities are now expressing an eagerness to join together as part of a stronger whole, where the Erie Canalway National Heritage Corridor can provide the basis for the re-invention and re-emergence of the Canalway as a 21st century "River of Commerce and Culture."

How can I become involved with the heritage corridor program?

There are a variety of ways to become involved in Erie Canalway National Heritage Corridor programs. By accessing this website you may wish to provide your name and address so that you can be alerted to new program developments and opportunities. You may wish to interact with the planning team on this website by sharing your thoughts and ideas in response to posted questions about the Canalway's future. Consider joining non-profit organizations that are undertaking worthwhile projects along the Canalway like the Canal Society of New York State, the Canalway Trails Association of New York, and the New York Parks and Conservation Association. Attending local meetings of municipal governments and non-governmental organizations, quarterly commission meetings, public meetings

on plans for or effecting canal resources and communities, are all ways that you and others may participate in shaping the Canalway's future.

A Water Route to National Unity and World Trade

Americans have always been a restless lot, with an urge to move beyond their home territories. For many at the beginning of the 19th century, the Erie Canal was the route to opportunity and prosperity in the American interior. Long before railroads, interstate highways, or jets the Erie Canal opened the interior of a continent and shaped the future of a young nation.

Opening America The Erie Canal was North America's most successful and influential public works project. Built between 1817 and 1825, this 363-mile-long canal was the first all-water link between the Atlantic seaboard and Great Lakes. New York Governor DeWitt Clinton relentlessly promoted its construction. Skeptics just as forcefully derided it as "Clinton's Ditch," but Clinton would be vindicated. The canal advanced Euro-American settlement of the Northeast, Midwest, and Great Plains, sometimes at the expense of Native populations. It fostered national unity and economic power. It made New York City the Empire State and New York City the nation's prime seaport and seat of world trade.

Path of Least Resistance

Canal engineers chose the path of least resistance across New York State's complex topography, but the route was not always easy. The map at right shows mid-19th-century New York at the peak of its canal era when a system of artificial waterways reached throughout the state. Several artificial waterways reached throughout the state. Several railroads, but the Erie, Champlain, Oswego, and Cayuga-Seneca canals are still operating today.

Profile in Locks and Levels

Canal engineers raced with nature. The heavy brown line atop the Erie is 770 feet higher than the Hudson River at Albany. On the original Erie Canal, 81 stone-worked locks lifted and lowered boats in an irregular staircase.

Sixteen locks were required to climb out of the deep Hudson Valley past Cohoes Falls near the mouth of the Mohawk River. The canal climbed steadily along the Mohawk, from Albany to another steep rise at Rome. There, the canal crossed the long, narrow, 150-foot-deep Finger Lakes, resulting in no lock-armed locks over a drainage divide at Rome and on to relatively flat terrain south of Onondaga Lake and north of the Finger Lakes.

The final barrier westward was at Lockport where twin, five-lock staircases, called "the Lockport Flight," dimmed the steep Niagara escarpment. A deep rock cut then opened a westerly path on to Lake Erie and the upper Great Lakes.

Paintings, photos, illustrations, sketches, lanterns, dioramas, and photographs celebrated the Erie Canal's opening in 1825. The Erie Canal System, built 1817-1825, opened a new era of commerce, industry, and social unity from one end of the state to the other.

New York State Canals

1790s Mohawk River canals and locks built to carry heavy bulky cargo from Albany to Onondaga Lake. The Erie Canal System, built 1817-1825, opened a new era of commerce, industry, and social unity from one end of the state to the other.

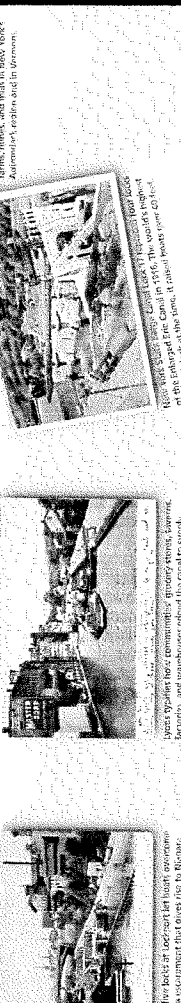
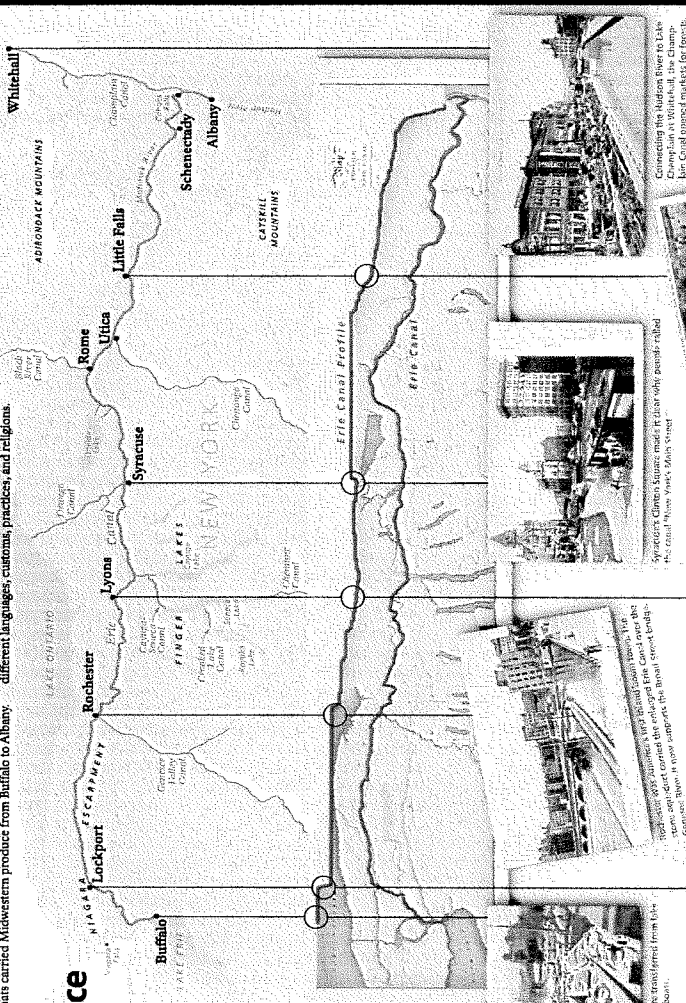
An Engineering Marvel Originally 4 feet deep and 40 feet wide, the Erie Canal cut through hills, forests, rocky cliffs, and swamps; crossed rivers on aqueducts; and overcame hills with 83 lift locks. The project engineers and contractors had little experience building canals, so this massive project served as the nation's first practical school of civil engineering. Some laborers were Irish immigrants, but most were U.S.-born. For eight years of wet, heat, and cold, they felled trees and excavated, mostly by hand and animal power, mile after mile. They devised equipment to uproot trees and pull stumps and developed hydraulic cement that hardened under water. With hand drills and black powder they blasted rocks. Their ingenuity and labor made the Erie Canal the engineering and construction triumph of its day.

Faster, Cheaper Canal packet boat passengers traveled in relative comfort from Albany to Buffalo in the days—not two weeks in crowded stagecoaches, freight wagons full of percent compared to shipping by ox-drawn wagon. Freight boats carried Midwestern produce from Buffalo to Albany.

A Flow of People and Ideas The Erie Canal and a system of connecting waterways fulfilled DeWitt Clinton's prophecy that New York would be America's preeminent state, populated from border to border and generating wealth for itself and the nation. Soon New York City was the nation's busiest port, most populous city, and foremost seat of commerce and finance. Immigrants knew they could find work there or in many new cities sprouting along the canal. As it opened the American interior to settlement, the canal brought a flow of people and new ideas. Social reform movements like abolitionism and women's suffrage, utopian communities, and various religious movements thrived in the canal corridor. The Erie Canal carried more westbound immigrants than any other trans-Appalachian canal. These newcomers infused the nation with different languages, customs, practices, and religions.

Continuing the Connection Success quickly spurred expansion and enlargement of New York's canal system to handle more and bigger boats. It triggered canal mania—a rash of canal building across the eastern United States and Canada in the mid-1800s, before railroads became the principal means of hauling freight and passengers. From 1905 to 1918 New York State built the Barge Canal System, a robust grandchild of the Erie, Champlain, Oswego, and Cayuga-Seneca canals.

Although commercial traffic declined after the St. Lawrence Seaway opened in 1959, New York's Canal System is still in service. New York canals, both active and retired, are now vibrant places to enjoy both winter and land-based recreation and to learn about and celebrate our nation's heritage.



Connecting the Hudson River to Lake Erie, the Erie Canal opened a new era of commerce, industry, and social unity from one end of the state to the other. The Erie Canal System, built 1817-1825, opened a new era of commerce, industry, and social unity from one end of the state to the other.

The Erie Canal opened vast areas of the upper Midwest to settlement. It was the first reliable, inexpensive way to carry heavy bulky cargo from the Great Lakes and the Atlantic Seaboard.

Connecting to New York City via the Hudson River at Albany, the canal opened the only low-land passage between the Great Lakes and the Atlantic Seaboard.

Other canals in Pennsylvania, Maryland, and Virginia—that sought to breach the mountain barrier and provide a waterway to the coast—were not completed, and none proved a financial success.

The Erie Canal opened New York's canal system to the world. It was the first reliable, inexpensive way to carry heavy bulky cargo from the Great Lakes and the Atlantic Seaboard.

Other canals in Pennsylvania, Maryland, and Virginia—that sought to breach the mountain barrier and provide a waterway to the coast—were not completed, and none proved a financial success.



Managing the Water Resources of the Oswego River Basin in Central New York

INTRODUCTION

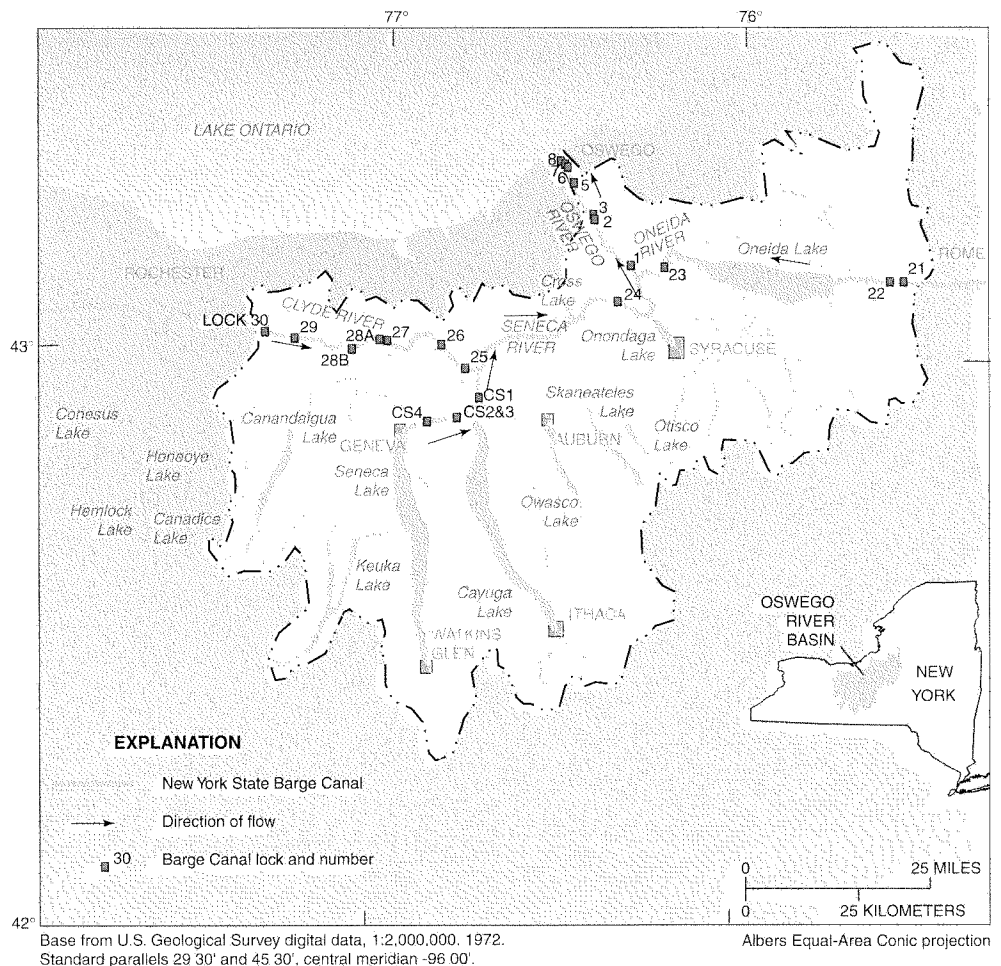
The Oswego River Basin in central New York State contains a diverse system of streams, lakes, and canals. Water flows from upland streams to the Finger Lakes, then to low-gradient rivers, which are part of the New York State Barge Canal, and ultimately to Lake Ontario (fig. 1). Although natural and man-made components of this hydrologic system are known, how the system functions and how the components interact are not completely understood. This Fact Sheet is a result of a shared interest on the part of U.S. Geological Survey (USGS) and Finger Lakes-Lake Ontario Watershed Protection Alliance (FL-LOWPA) in facilitating public understanding and discussion of the complex Oswego River Basin and its water-resource-management issues.

Figure 1. Location of major lakes and rivers, New York State Barge Canal, and major cities within the Oswego River Basin in Central New York

PHYSIOGRAPHY OF THE OSWEGO RIVER BASIN

The Oswego River Basin has an area of 5,100 square miles and encompasses three physiographic provinces — the Appalachian Plateau, the Tug Hill Plateau, and the Lake Ontario Plain (fig. 2). One additional

geographic area that plays a vital role in the flow regime of the Basin is the Clyde/Seneca River-Oneida Lake Trough, a belt of lowlands running west-to-east through which the Barge Canal flows. The trough is key to understanding the Oswego River Basin flow system — its natural and human-altered “plumbing”.



Erie Canalway National Heritage Corridor

Three state parks partners in the Erie Canalway National Heritage Corridor are listed at right.

National Park System
 1817 National Historical Park
 1819 Erie Canal National Historical Park
 1916 National Monument
 1917 National Historic Site

New York State Park System
 1819 State Canal Park
 1916 State Historic Park
 1917 State Park

Seward (Brockport) Canal Structure
 Erie Canal Discovery Center
 Lockport Canal Museum
 Lockport Canal Museum

Albany
 1819 National Historical Park
 1819 Erie Canal National Historical Park
 1916 National Monument
 1917 National Historic Site

Buffalo
 1819 National Historical Park
 1819 Erie Canal National Historical Park
 1916 National Monument
 1917 National Historic Site

Rochester
 1819 National Historical Park
 1819 Erie Canal National Historical Park
 1916 National Monument
 1917 National Historic Site

Syracuse
 1819 National Historical Park
 1819 Erie Canal National Historical Park
 1916 National Monument
 1917 National Historic Site

Watkins Glen
 1819 National Historical Park
 1819 Erie Canal National Historical Park
 1916 National Monument
 1917 National Historic Site

Watkins Glen State Park
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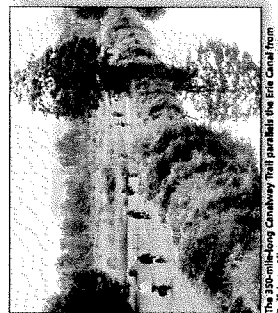
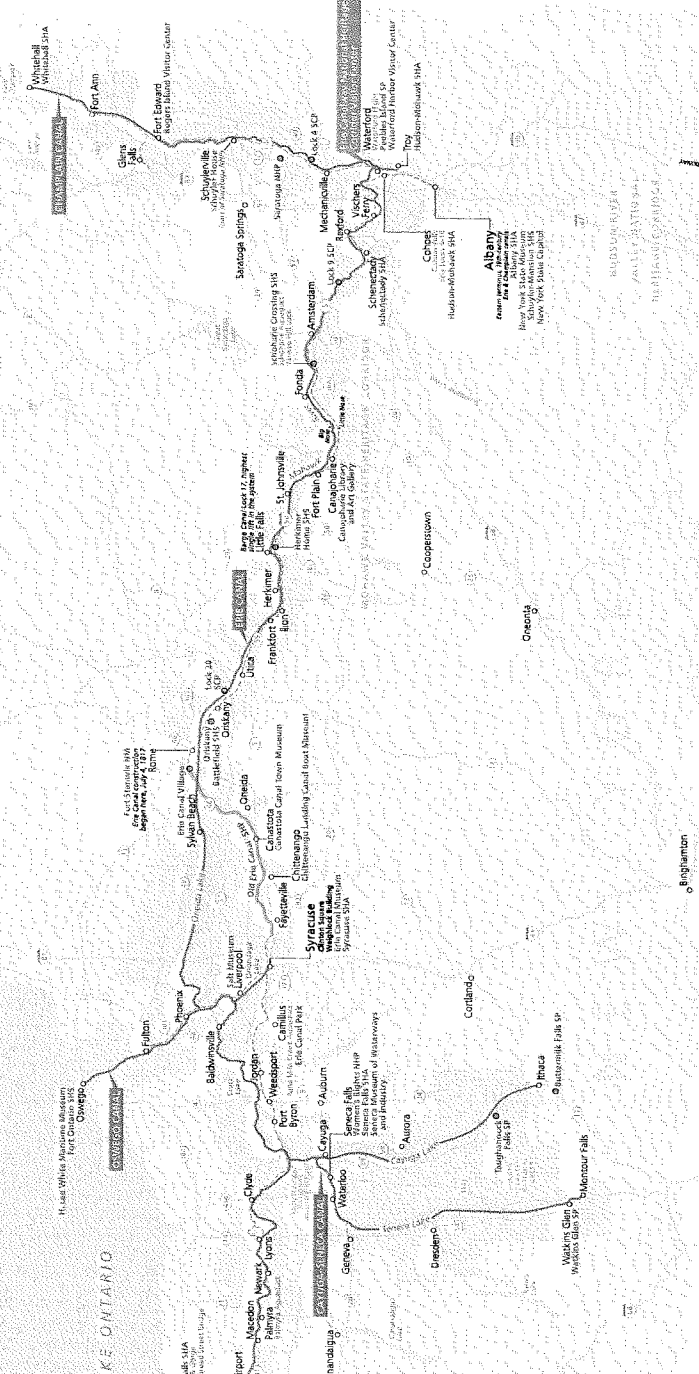
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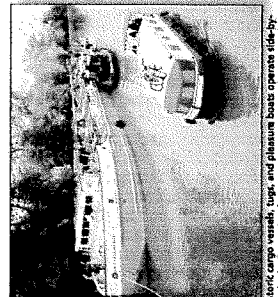
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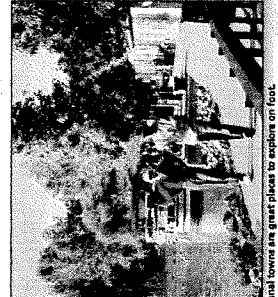
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The 300-mile-long Canalway Trail parallels the Erie Canal from Buffalo to Albany.



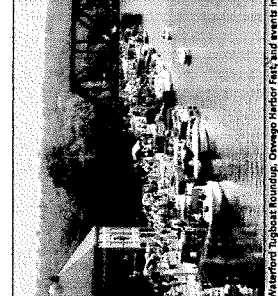
Historic canal locks, locks, and pleasure boats operate side-by-side in the Buffalo Canal System.



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A New Kind of National Park Erie Canalway National Heritage Corridor is one of nearly 30 federally designated national heritage areas. Its purpose is to help preserve and interpret the historical, natural, scenic, and recreational resources reflecting the national significance and to help foster revitalization of canal-side communities.

Erie Canalway National Heritage Corridor includes 374 miles of navigable waterway that make up the New York State Canal System. It includes the Erie, Cayuga-Seneca, Oswego, and Champlain canals, as well as their historic alignments and the 494 cities, towns, and villages that touch the canal system. The Canalway Corridor encompasses 48,844 square miles in 23 counties and is home to 27 million people. Upstate New York's largest population centers—Buffalo, Rochester, Syracuse, and the state capital Albany—all grew up along the canal and are within the Canalway Corridor today.

The Federal Government does not own or manage national heritage area lands as it does with traditional national parks. Instead, people, businesses, non-profit historical and environmental organizations, towns, cities, counties, and the State of New York work together to protect the Canalway Corridor and

prepare for its future. The partnership helps ensure that canals, waterways, structures, and other historical and natural features remain preserved and accessible to you and to thousands of others who visit every year.

Things to Do More than 300 miles of interconnected canals, rivers, and lakes are open to navigation from May through November. On-water activities include cruising, rowing, canoeing and kayaking, motor boating, and fishing. Watercraft ranging from canoes and small rowboats to fully equipped canal cruisers may be rented throughout the canal system. You don't need a boat to enjoy the Canalway Corridor. Waterfront parks in communities and at canal locks across the state offer many opportunities to picnic, play, fish, or just sit on the bank and watch the boats go by.

Nearly three-quarters of a 300-mile-long off-road Canalway Trail has been completed between Albany and Buffalo. When finished it will be the nation's longest multiple-use trail. The trail closely parallels the Erie Canal, giving access to open trails and many connecting trails. The Canalway Trail is open to hikers, joggers, and bicyclists as well as cross-country skiers in winter. Some sections are suitable for in-line skating. The Champlain Canal Trail, running from the confluence of the

Mohawk and Hudson rivers at Watertown to Lake Champlain at Whitehall, is still being developed. The navigable canal system and Canalway Trail are operated by the New York State Canal Corporation, a state agency.

Historic sites and museums throughout the Canalway Corridor welcome visitors. Four are national park sites: Theodore Roosevelt Inaugural in Buffalo, Women's Rights in Seneca Falls and Watertown, Fort Stanwix in Rome, and Sunnyside Battlefield in Stillwater and Schuylerville. There are New York State Heritage Area visitor centers at Buffalo, Rochester, Seneca Falls, Syracuse, Schenectady, Albany, Watertown, Cohoes, and Troy, as well as a system of New York State Historic Sites. There are municipal and non-profit museums and historic sites in many canal communities.

Upstate villages and cities are proud of their connections to the canal system. Take some time to stroll through canal towns. Buildings and public spaces from the heyday of canal commerce still give many communities a distinctive character. Check local media for notice of canal heritage days, tug and steamboat gatherings, festivals, farmers' markets, art shows, plays, and concerts.

How to Get Here Several interstate highways cross the Erie Canalway National Heritage Corridor. The New York State Thruway (I-90) roughly parallels the Erie Canal route from Albany to Buffalo. Still, the best way to explore canal country by car is along state and county roads that hug the water more closely and thread through the hamlets, villages, and cities that grew along the waterways. These are: N.Y. 31 in western New York, N.Y. 5 and 55 in the east, N.Y. 28 and N.Y. 4 along the Champlain Canal, N.Y. 48 along the Oswego, and a host of other roads in between. The Lakes to Locks Passage along the Champlain Canal and the Mohawk Bypass along the eastern end of the Erie have been designated National Scenic Byways. Amtrak provides passenger rail service through the Canalway Corridor with several stops each day in Buffalo, Rochester, Syracuse, Rome, Utica, Schenectady, and Albany and daily service along the Champlain Canal with stops in Fort Edward and Whitehall.

For More Information For up-to-date Canalway Corridor information and links to related sites, visit the Erie Canalway National Heritage Corridor webpages: www.epc.gov/erie and www.eriecanalway.org.

For information about the 534-mile-long system of waterways, boater facilities, and the Canalway Trail along the Erie Canal between Albany and Buffalo, visit the Erie Canal National Corporation website: www.canals.state.ny.us. For information about New York State parks, historic sites, and state heritage areas visit: www.nystateparks.ny.us. Parks & Trails, New York organizes an annual cross-state bicycle tour along the Erie Canal and publishes a guidebook with maps *Cycling the Erie Canal*: www.parks.ny.gov/canalway. Historic and guidebooks on New York's canals and canal-side communities are legion, with new ones published every year. Check your local library and bookstores.

Erie Canalway National Heritage Corridor is an affiliated area of the National Park System. The National Park Service helps care for special places shared by the American people so that all may experience our heritage. To learn more about parks and National Park Service programs in America's communities visit www.nps.gov.

New York City

W

WATER LEVEL CONTROL IN THE NEW YORK STATE
CANAL SYSTEM WITHIN THE
OSWEGO RIVER BASIN

Description of Control Points And
Guidelines To Their Operation



TO MINIMIZE ERRORS PLEASE LOGOUT FROM EACH SESSION

CLICK HERE TO LOGOUT



Addresses

Options

Folders

Empty Trash

Logout

Mail Folders

- Inbox
- Draft
- Sent
- Trash

Legend

- Unread
- Read
- New
- Attachment
- Replied
- Deleted
- Flagged

Inbox Message 4 of 7

- Reply
- Forward
- + Add to Quick Pick List
- Delete

From bbweb@TOOLKITMAIL.COM
 To ebalsley@villageofpennyan.com
 Date Wed, 30 Aug 2006 13:23:20 -0400
 Subject **KEUKA LAKE GATE SETTINGS AND THE CANAL CORP.**

HI ED (AND DICK AND KAREN),

I called Neal (the new Bob) at the Canal Corp and left a message that we were opening gates 3,4, 5 in addition to 1, 2 opened yesterday.

He called me back later to say thanks and OK. Apparently Seneca is not at full discharge because of some State ordered work on the Canal and the two power stations are subsequently not generating either. So Seneca could have some problems if Ernesto gets near us. He said they may call a halt to the construction if we get much more rain.

The final word is that we are OK to discharge because of the anticipated Ernesto thing and he was most grateful of our willingness to communicate, as usual.

He did promise to call me if there are serious downstream problems our discharge is contributing to.

Dick and I discussed the gate settings at 11:15AM and I am assuming we are at full discharge as I write at 1:25PM on Weds, the 30th August.

Bill Weber 607 738 1547

- Reply
- Forward
- + Add to Quick Pick List
- Delete

More Details

CC kfox@villageofpennyan.com, rosgood@villageofpennyan.com
 Status Normal
 Reply-to bbweb@TOOLKITMAIL.COM

Advanced

Inbox

- Show Headers
- Variable width font

Keuka Lake Association

Keuka Lake Shore Property Owners, Inc.

Post Office Box 232 * Penn Yan, New York 14527

EXECUTIVE DIRECTOR
John E. Stein
564 E. Lake Road
RD-1 Box 193
Hammondsport, N.Y. 14840
Tel. 607-292-6527

January 16, 1987

Mr. Kenneth F. Plumb, Secretary

825 North Capitol Street

Washington, D.C. 20426

Room-9310

Dear Sir:

Through the Federal Register (Vol. 51, No. 168), the Keuka Lake Shore Property Association has found that a license had been granted to Upstate Hydro Associates for a hydro power project at Seneca Mills on the Keuka Outlet (Project No: 9273-000).

Our association represents the property owners along the shore of Keuka Lake, and is concerned with conditions which may affect its water quality and level. Therefore, it is important that this project be consistent with our objectives. Specifically, the level of the lake is presently maintained by the Village of Penn Yan within carefully controlled guidelines acceptable to Keuka Lake residents. In the design of a new control system, the Army Corps of Engineers have maintained guidelines equally acceptable. Their document dated January, 1984 entitled Oswego River Basin, N.Y.; Management Plan Analysis; Keuka Lake, details the plan for the new design.

In order that the quality of life and property value at Keuka Lake be maintained, it is important that the operation of this project be consistent with and secondary to the maintenance of the lake levels discussed

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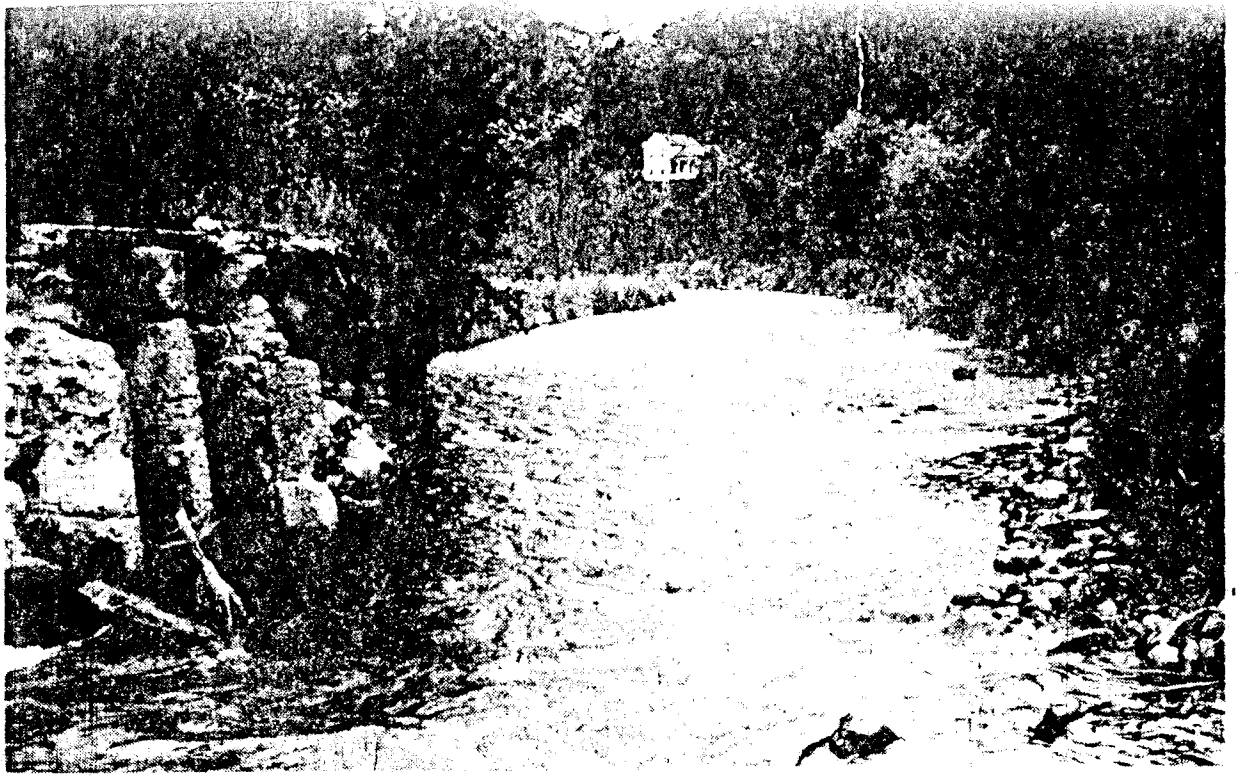
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Power source?

The village of Penn Yan is seeking a permit to do a study of the possibility of constructing a powerhouse at the former Milo Mills dam (above) on the Keuka Lake outlet to generate hydroelectric power. (Times photo by Maurice Dumas)

May 30 '81

Penn Yan eyes outlet for hydroelectric power

By MAURICE DUMAS

PENN YAN — A drop of 70 feet in the Keuka Lake outlet between Birkett Mills and Milo Mills may mean hydroelectric power in the future for Penn Yan.

On April 6, the village filed an application for a preliminary permit with the Federal Energy Regulatory Commission to study the outlet.

Of several design possibilities, all involve the construction of a powerhouse at the former Milo Mills dam, about 1½ miles downstream of the village.

The project engineer, Phillip Movish of Daverman & Associates, Syracuse, said the site has some potential.

For example, he said, a dam could be built at Milo Mills, creating a lake back either to Keuka Mills or Birkett Mills. Also, a dam at Keuka Mills could form a lake back to Birkett Mills. Or, there could be no

A feasibility study is needed to decide the best way to go, he said. Since the commission usually takes four to six months to issue a preliminary permit, it will be fall before a study can be begun.

Approval by the commission would mean the village will have a \$50,000 grant from the federal Department of Energy to complete the study within three years, said Movish.

So far, no negative comments have been received, he said, while there's been a good response from the primary reviewing agency, the Army Corps of Engineers.

The preliminary application estimates the total installed generating capacity of the project at 4,000 kilowatts per hour. The average annual energy output would be 8,320,300 kilowatt hours.

If the preliminary permit is granted and further study shows the

then a detailed design for the project would have to be submitted to obtain a license.

"It's an interesting site," said Movish. "It has all kinds of possibilities."

One possibility is that the New York State Electric & Gas Corporation will get upset.

"We still own a great deal of that property," said William Von Iderstein, NYSEG's local manager in Penn Yan. "We own the water rights in all three sites."

Although his company has studied the outlet and decided it is not at this time economically feasible to generate electricity there, said Von Iderstein, "that does not mean that in the future we will not develop it."

For right now, he said, "the economics aren't there."

"If you have to rebuild a dam, it

Upstate Hydro Associates
6235 Bridge Street, Box 113
Valois, NY 14888
607-546-8241

May 21, 1985

Mr. John T. Andrews
661 Pointsettia Ave.
Clearwaters Beach, Fla. 33515

Dear Mr. Andrews,

Virginia Gibbs gave me your name and told me you were the Chairman of the Keuka Lake Outlet Preservation Area Committee. My reason for contacting you is to get your input on the enclosed proposal to the Federal Government for a license to develop a hydropower plant at the Seneca Mills site on the Keuka Lake Outlet. Such a development would obviously be of significance to the Committee and I would like to keep you informed of the current status of my activities. You are probably aware of the interests of the Village of Penn Yan in this site and that there is another private developer applying for a license. I have enclosed a copy of the license application draft. The final version will be modified slightly in language to conform to strict government specifications but the essence will remain the same.

Such development at first glance might seem outside the goals and objectives of the KLOPA Committee. I hope with this letter and the details contained in the draft application to show that such development can prove to be a great asset to the recreational resources available along the Keuka Lake Outlet.

A few words of introduction are appropriate. My associates and I are individuals with long term interests in the Finger Lakes Region. I live in the village of Valois on the east shore of Seneca Lake and have lived in the area most of my life. We are interested in building and then operating a small hydropower plant at this site. We have the technical skills, experience and ambition to get the job done. New York State Electric and Gas as well as other utilities often have difficulty with projects on this scale. NYSEG in particular has a clear policy against such development. A private developer has the advantage of lower development and overhead costs and incentive provided by the New York State Legislature in the form of minimum rates the utility must pay to power producers. The New York State Legislature very much supports the development of small hydropower in this state.

There is, of course, a profit motive. My associates and I are seeking to build a business. More than that we are committed to improving our environment on many levels. The immediate benefit realized by such development is to provide a restored recreational resource to the Keuka Lake Outlet in the form of scenic waterfall,