

BIKE THE BYWAY 2010

MILE	TURN	ROAD /POINT OF INTEREST
0.0		Start at Colonie Town Park
	West	Mohawk-Hudson Bike-Hike Trail
3.7		Bridge over Shaker Creek
5.7		Lions Park, Old Niskayuna RR Station (Restrooms)
7.9		Lock 7 Park
9.4		Blatnick Park (Restrooms)
11.4		Steep Downhill (sharp left at bottom)
12.4	R then L	East Street
12.5	R	Balltown Road (NYS 146 & Mohawk Towpath Byway)
12.7		Rexford Aqueduct Historic Site
13.0	R	Riverview Rd (Mohawk Towpath Scenic Byway)
14.3	BR	Riverview Rd
17.3		Vischer Ferry Hydro Plant Overlook
18.6	BR	Hamlet of Vischer Ferry
20.4		Whipple Bridge in V.F. Nature and Historic Preserve
22.4	R	Clamsteam Rd (Crescent Trail)
22.8	L	Canal Rd. (this is the historic site of Dunsbach Ferry)
23.9	BR	Crescent Park Trail
25.0		Crescent Park Parking lot and interpretive kiosk
25.1	East	Crescent Park Trail under US Route 9 to Stewart's
25.3	East	Church Hill Road (Cty 99 and Alternate Byway Route)
26.2	BR	County Rt 94 (and Alternate Byway Route)
26.5	R	Guideboard/Middletown Rd (Cty 96)
26.7	R	Fonda Rd (Cty 97, Alt Byway Route) becomes Washington
29.6	R	6 th Street
29.7	L	Broad Street (NY 32)
29.8	R	4 rd Street
29.9	L	South St
30.0	R	3 rd Street (explore Waterfront Promenade; Peebles Island is over old RR Bridge, not on route) double back, west, on South St
30.3	L	4 th Street (cross bridge over Canal and keep right)
30.4	BR	Walk up slope (vehicle track) to Lock 2
30.5	BL	Champlain Canal Towpath to grassy area at end of towpath (then double back to Fulton Street)
31.5	West	Fulton Street
31.6	L	Saratoga Ave (NY 32)
32.1	R	New Courtland/N. Mohawk Street
33.1		Falls View Park (Lock 18 across street)
33.2	L	Manor Ave
33.5	R	Mohawk-Hudson Bike Trail
35.4		Finish at Colonie Town Park

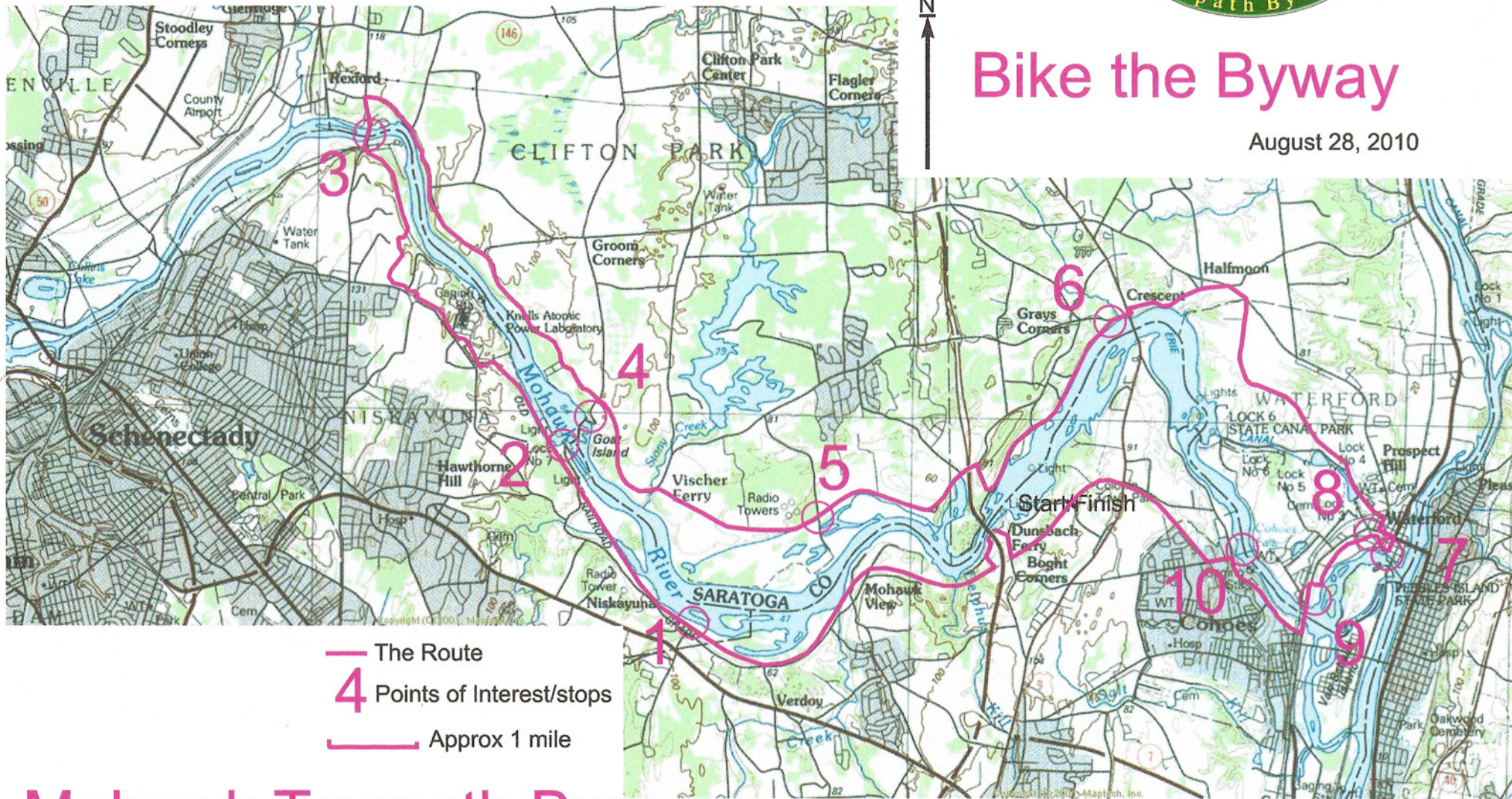
BIKE THE BYWAY 2010

- 1. Niskayuna Railroad Station:** Built by the Troy and Schenectady Railroad in 1834. It later became part of the New York Central Railroad. The station was constructed using local lumber and bricks. The water tank was removed in 1925 as was the privy behind the station. Passenger service ended in 1942 and the line was broken between Aqueduct and Crescent before 1965. The tracks were removed by 1984 when the bike trail was created. The station is now part of Lions Park.
- 2. Lock 7:** Construction of the lock began in 1907 for the Barge Canal that opened in 1917. The Barge Canal replaced the old Erie Canal that went along the north side of the Mohawk River. Lock 7 has a lift of 27 feet.
- 3. Rexford Aqueduct:** Constructed in 1841 when the Erie Canal was enlarged, it once carried canal boats across the Mohawk River. The large arches supported the towpath and the adjacent rectangular frame supported a wooden trough that carried water. When the Barge Canal replaced the Erie in 1917, the old aqueduct served as a vehicular bridge until the present bridge was constructed in 1964.
- 4. Vischer Ferry Hydro Plant Overlook:** The Mohawk River was dammed in 1907 to create Lock 7 of the Barge Canal. The Hydro-Electric Plant was completed in 1925, and enlarged in 1989 by the Power Authority of New York State to provide more than double its original power. Proceed through the Vischer Ferry Historic District, a typical Greek Revival Erie Canal Hamlet.
- 5. Vischer Ferry Nature and Historic Preserve:** Established in 1977, the 600 acre Preserve contains remains of Clifton Park's first settlement and remains of the Erie Canal including an original lock and dry dock. It is part of the Vischer Ferry Historic District. The cast iron canal bridge at the entrance to the preserve was designed and built by Squire Whipple (1804-1887), a Union College graduate, class of 1830. Originally erected in 1869 over the Erie Canal in Fultonville, the bridge was recently moved to this site where a similar bridge once existed.
- 6. Crescent Park:** The Crescent Aqueduct brought the Erie Canal into Saratoga County. It was the longest Aqueduct on the Erie Canal, 1160 feet in length and composed of 26 arches to support the towpath. Alfred Noxon constructed the brick building across Route 9 in about 1840. It served as a bank, and the original walk-in vault is still present. Noxon's home was on the hill above the bank.
- 7. Waterford Harbor and Visitor Center:** The confluence of the Mohawk and Hudson Rivers. Originally the Erie Canal traveled through Cohoes via sixteen locks. The Barge Canal begins in Waterford where it passes through five locks. Peebles Island has earthen ramparts from the Revolutionary War as well as the Old Cluett-Peabody shirt collar factory now the home of NYS Division of Historic Preservation.
- 8. Lock 2, Barge Canal:** The Champlain Cross Cut Canal is alongside Barge Canal Lock 2. Directly north and south of Lock 2 is a stretch of the old Champlain Canal and its towpath.
- 9. Beginning of the Champlain Canal:** Boats headed north left the Erie Canal at Cohoes and were pulled across the Mohawk River to enter the Champlain Canal at this point. The Mohawk River splits to encircle Peebles Island before emptying into the Hudson River.
- 10. Cohoes Falls:** One of New York State's natural wonders, the beauty of the Cohoes Falls was captured in artwork by early European visitors to show their countrymen the natural wonders of America. The waterpower fed the Harmony Textile Mills complex constructed in the mid nineteenth century. At the parking lot across the street you can view the remains of Lock 18 of the old Erie Canal.



Bike the Byway

August 28, 2010



Mohawk Towpath Byway

- celebrating the 5th Anniversary as one of America's Byways®