

APPENDIX 22 – 1996 Road Culvert Engineering Report and Status Update

MOOSE RIVER RECREATION AREA ENGINEERING EVALUATION OF PROBLEMATIC CULVERT SITES

A. Intro

The Moose River Recreation Area provides a wide variety of recreational use to the public on a year-round basis. The Area includes about 50,000 acres made up of Wilderness and Primitive Areas and Wild Forest Areas. Access to the Area is on 42 miles of unimproved gravel road system, between Cedar River and Limekiln Lake Entrances.

The gravel road system can generally accommodate two-way traffic but can be narrow and steep in some locations. Because these roads are unimproved, they may become impassible following rain or snowfall events.

In recent years, numerous large storms have produced runoff greater than the capacities of culverts at numerous locations. These overflows have caused culvert washouts which interrupt the road serviceability, stranding the public in some cases, wash culvert structures several hundred feet downstream, and cause environmental damage such as gravel deposits in streams. Continual repair of these washouts severely drains the resources of the maintenance crews and the valuable material in the limited available gravel pits in the area.

Preliminary site surveys were conducted on 8 major and 12 minor culvert problem areas as identified by Regional personnel. The surveys involved collecting rough geometry of the stream crossing to obtain stream cross sections, road profiles, and available head room for proposed structures.

B. Design Parameters

Hydrologic analysis were performed for the watersheds above each structure. The smaller watersheds, less than 400 acres, were evaluated utilizing a table based on Talbot's Formula. This technique is contained in the Society of American Foresters "Forestry Handbook." It is also in the "Unpaved Forest Road Handbook" adopted by the Department in 1973. The table provides a recommended culvert pipe for 2 ½ inches per hour rainfall over the watershed. For the Moose River Area this is equivalent to a 100 year, 1 hour storm.

The larger watersheds were evaluated utilizing SCS TR20 methods to generate a runoff hydrograph. The program was run with a moist soil moisture condition (AMC=2). The base precipitation for a 24 hour, 100 year storm was increased from 5.4 inches to 6.4 inches to include the effect of snowmelt. This had a net result of increasing the base 100 year storm flow by 35%. A design storm of 100 year occurrence probability with a snowmelt allowance, was selected to calculate runoff flow for the following reasons. The County and State DOT design standard is a 100 year event. Storms in combination with snow melt have occurred, resulting in roadway damage, so the probability of this happening again is high. Even though this is an unimproved gravel road system, the public utilize these roads 12 months out of the year. Culvert washouts have caused people to be stranded on numerous occasions. Smaller design flow would increase

maintenance requirements, increase environmental disturbance and deplete valuable gravel resources used other places to maintain the road system.

In all cases, larger culvert structures are required to handle the design storm. Headroom between streambed and road surface in most cases, is the controlling factor in what style structure can be utilized. For the minor sites, aluminum pipe arch structures were selected. Aluminum was selected due to its long design life of 70 years or more. The major sites, where headroom and limited cross sectional area are factors, will be provided with rectangular concrete box culverts or 3 sided concrete structures. Concrete structures have an expected design life of 50 - 70 years. Special admixtures should be used to provide more resistance to acidic waters. Three of the major sites could accept large aluminum box culverts or concrete structures, depending on final design requirements (i.e., cost, constructability, environmental effects, aesthetics). All of the major structures will include head walls and wing walls. These improve the hydraulic performance of the structures. They also contain the embankment better and reduce the possibility of erosion due to turbulence at the structure.

C. Cost Factors

Estimates for replacing the minor structures were done based on the Regional Force Account crews performing the work. Typical contract type material prices were applied to the material units to cover labor and equipment rental. No allowance was made for typical contractor overhead and profit on the minor structures. It was assumed gravel would come from the established pits within the area. An allowance for dewatering was included at each structure. The assumed method of dewatering was diverting base flows around the culvert excavation utilizing sandbags and piping or temporary channels. No other allowance was made for special environmental requirements at these minor sites due to the small flows involved.

Estimates for replacing the major structures were done based on the work being done by contract forces. Structures selected are precast concrete or assembled on site due to the remoteness and difficulty getting concrete to the site. It was assumed gravel would come from the established pits within the area. An allowance for dewatering was included at each site based on the size of stream at the site. Where warranted, an allowance was also made for other environmental controls during construction.

All existing culverts will be salvaged and reused in appropriate areas, during routine maintenance work, to improve hydraulic performance of other areas that have not been specifically identified as problem spots.

D. Minor Site Specific Summary

Site 1B - Between Wilson Ridge Road and Cellar Brook

Existing Structure: 1 - 3 ft. dia. culvert

Drainage Area = 214 acres

Required Culvert = 60 inch dia.- Select 66" x 51" x 30 ft. aluminum arch

Estimate

Remove Existing pipe (carefully)	\$300
Excavate Trench - 53 cy (new alignment)	800
Arch Bedding - 23 cy	200
Stone Fill at ends - 20 cy	1200
Dewatering	200
Alum Arch - 66" x 51" x 30 ft. x \$52.00/ft.	1560
Arch Installation	<u>1200</u>
	\$5460

Site 2B - 1/4 mile east of Bradley Brook

Existing Structure: 1 - 3 ft. dia. culvert

Drainage Area = 191 acres

Required Culvert = 66" dia. select 73" x 55" x 30 ft. alum. arch

Estimate

Remove Existing Pipe	\$300
Excavate Trench	600
Arch Bedding - 23 cy	200
Stone Fill at ends - 20 cy	1200
Dewatering	200
Roadway Fill (1.5 ft. high over 100 ft.) - 75 cy	900
Alum Arch - 30 ft. x \$56/ft.	1700
Arch Installation	<u>1200</u>
	\$6300

Site 3B - 1/3 mile west of Bradley Brook

Existing Structure: 1 - 2 ft. dia. culvert

Comments:

Inadequate 12 inch culvert 400 ft. east of this culvert causes excess flow down side ditch causing road bed erosion. Replace with a 24 - 30 inch culvert and provide outlet ditching from culvert.

Drainage Area: 220 acres

Required Culvert: 66 inch dia. Select 73" x 55" x 30 ft. alum arch

Estimate

Remove existing pipe	\$200
Excavate trench - 33 cy	500
Bedding - 23 cy	200
Stonework - 20 cy	1200
Dewatering	100
Roadway Fill (1.5 high over 150 ft.) 92 cy	1100
Replace 12" culvert	1000
Alum Arch 25 ft. x \$56/ft.	1400
Arch Installation	<u>1200</u>
	\$6900

• Site 4B - Wheel Chair Pond

Existing Structure 1 - 24 inch culvert:

Comments:

This culvert controls water elevation of approx. 10 acre pond/wetland. To maintain water level, a sheetpile overflow structure will be required. A TR20 analysis utilizing reservoir routing was used to size the outlet pipe.

Drainage Area = 373 acres

Required Culvert = 73" x 55" x 25 ft. alum arch

Estimate

Remove existing pipe	\$200
Excavate Trench - 33 cy	500
Arch bedding - 23 cy	200
Stonework - 20 cy	1200
Overflow structure (material = \$2500)	5000
Road dressing	200
Dewatering	200
Alum Arch 25 ft. @ \$56/ft.	1400
Arch Installation	<u>1200</u>
	\$10,100

• Site 5B - West of Campsite #70

Existing Structure: 1 - 30 inch culvert

Drainage Area: 173 acres

Required Culvert = 66 inch diameter- Select 73" x 55" x 32 ft. Alum Arch

Estimate

Remove existing pipe	\$300
Excavate Trench - 33 cy	500
Arch bedding - 23 cy	200
Stonework - 20 cy	1200
Road Fill (1 ft. high over 150 ft) 75 cy	900
Dewatering	200
Alum Arch 32 ft. @ \$56/ft.	1800
Arch Installation	<u>1200</u>
	\$6,300

• Site 6B - Top of Governor Brook Hill

Existing Structure: 1 - 24" culvert

Drainage Area - 153 acres

Required Culvert = 60 inch dia. - Select 66" x 51" x 30 ft. Alum Arch

Estimate

Remove existing pipe	\$200
Excavate Trench - 33 cy	500
Arch bedding - 23 cy	200
Stone Fill Work- 20 cy	1200
Dewatering	240
Alum Arch 30 ft. @ \$52/ft.	1560
Arch Installation	<u>1200</u>
	\$5,100

6. Site 7B - 1/4 mile west of Governor Brook Hill

Existing Structure: 1 - 3 ft. dia. alum. culvert

Drainage Area - 150 acres

Required Culvert = 60 inch dia. select 66" x 51" x 30 ft. Alum Arch

Estimate

Remove existing pipe	\$300
Excavate Trench - 30 cy	500
Arch bedding - 23 cy	200
Stonework at ends- 20 cy	1200
Dewatering	200
Alum Arch 30 ft. @ \$52/ft.	1560
Arch Installation	<u>1240</u>
	\$5,200

7. Site 8B - 2 miles east of Limekiln Gate

Existing Structure = 2 - 18" CMP

Comments:

This stream runs on ledge rock for 50 - 60 ft. along the road. The culvert should be relocated to the spot where the stream meets the road. There is more headroom available and the stream alignment is better. There seems to be an old channel downstream of this proposed location that needs to be cleared out before reactivating it.

Drainage Area = 160 acres

Required Culvert = 60" dia. - Select 66" x 51" x 45 ft. Alum Arch

Estimate

Remove existing CMP and fill trench	\$400
Excavate new trench - 50 cy	400
Place embankment across old channel - 40 cy	500
Clear and grub downstream channel	200
Arch Bedding - 23 cy	200
Roadway Fill - 1 ft. high over 100 ft. - 50 cy	600
Stonework at ends - 20 cy	1200
Alum. Arch. 45 ft. x \$52/ft	2340
Arch Installation	<u>1260</u>
	\$7,100

Site 9B - Between Moose River Bridge and Otter Brook

Existing Structure = 1 - 30 inch dia. culvert

Comments: Need to raise road and provide better uphill ditching

Drainage Area = 242 acres

Required Culvert = 72 inch dia. - Select 81 x 59 Alum Arch

Note: The existing Alum Box culvert at Cellar Brook satisfies the flow requirements at this site. Additional stonework needs to be performed to be able to use the shorter structure (figure another 30 cy).

Estimate

Remove existing pipe	\$200
Excavate trench - 40 cy	600
Arch Bedding - 35 cy	300
Ditching 100 l.f = 25 cy	300
Roadway Fill - 1 ft. high over 180 ft. - 80 cy	1000
Stone at ends - 30 cy	1800
Dewatering	300
Alum. Arch. 45 ft. x \$85/ft	* 3800
Arch Installation	<u>2000</u>
	\$10,300

Site 10B - 1/4 mile south of Falls Pond Outlet

Existing Structure: 1 - 18 inch dia. and one 18 inch elliptical culvert

Drainage Area - 42 acres

Required Culvert = 72 inch. dia. - Select 81 x 59 Alum Arch

Note: The existing Alum Box Culvert at Bradley Brook satisfies the flow requirements at this site.

Additional stonework at ends will be required to utilize box culvert.

Estimate

Remove existing pipes	\$300
Additional trenching - 20 cy	300
Arch Bedding - 23 cy	200
Stonework at ends - 25 cy	1500
Road Dressing - 40 cy	500
Dewatering	300
Alum. Arch. 30 ft. x \$85/ft	*2600
Arch Installation	<u>1500</u>
	\$7,200

Site 11B - Between Falls Pond outlet and Squaw Lake

Existing Structure: 30 inch Alum Culvert

Drainage Area - 193 acres

Required Culvert = 66 inch. dia. - Select 73 x 55 Alum Arch

Note: This culvert is located in a deep road dip. Headroom can be increased significantly without bringing in excessive fill. The existing 7 ft. dia. Alum Culvert pipe at Falls Pond Outlet could be utilized at this site if it is in good condition.

Estimate

Remove existing pipes	\$200
New trench - 40 cy	600
Backfill old pipe trench - 15 cy	200
Pipe Bedding - 30 cy	300
Road Fill (2 ft. high over 100 ft.) 130 cy	1600
Stonework at ends - 30 cy	1800
Dewatering	200
Alum. Arch. 37-ft. x \$56/ft	* 2100
Arch Installation	<u>1200</u>
	\$8,200

Site 12B - Outlet of Muskrat Pond

This site was not originally listed on the engineering request, but is a continual maintenance problem. It consists of a main 3 ft. dia. culvert and a secondary 15 inch dia. culvert. During high flow events, the channel floods over the stream bank, sending excess flow to the smaller culvert. This causes road washouts. The larger culvert is steel and in poor condition. The road needs to be elevated in the vicinity of the smaller culvert for more headroom and to stabilize the road bed.

Drainage Area = 383 Acres

Required Culvert = 84 inch dia. - headroom does not exist.

Size primary culvert to match channel capacity - 73 x 55 Alum Arch

Size secondary culvert for balance - use 2 of the existing 3 ft. dia. Alum Culverts being removed elsewhere.

Estimate

Primary

Trench for new pipe and remove existing - 80 cy	\$800
Arch Bedding - 23 cy	500
Trench Backfill - 40 cy	300
Dewatering	200
Stonework at ends - 20 cy	1200
Alum. Arch. 40 ft. x \$52/ft	2100
Arch Installation	1200

Secondary

Remove existing pipe	\$100
Trench for new pipes - 10 cy	150
Pipe Bedding - 15 cy	150
Road Fill (1 ft. high over 240 ft.) 225 cy	2700
Stonework at ends - 20 cy	1200
Dewatering	100
Reset 2 existing 3 ft. diameter culverts	<u>1000</u>
	\$11,700

Cost Summary

Culvert Material to be purchased	\$25,720
Savings for utilizing existing structures as noted	<u>-8,500</u>
	\$17,220

Total Cost of Installations (including material) \$87,660

Major Sites

Site 1A - Cellar Brook

Existing structure is an 8 ft. x 5 ft Alum box culvert with three - 3 ft. dia. weeper culverts along the road. Flows in excess of the culvert capacity flood out of the stream bank, down the road edge to the weepers, causing major material losses. The solution to this problem is to provide adequate culvert capacity. A closure dike also needs to be built on the upstream west bank to contain higher level flows and prevent the road edge erosion problems.

Design Parameters

Drainage Area = 2.2 sq. miles

CN = 70

Time of Concentration = 2.56 hrs.

Rainfall = 5.4 inches (100 yr) + 1.0 inch (snow melt) = 6.4 inches

Peak Discharge = 1140 cfs

Structure Size (with inlet control) 6' x 24' x 24 l.f. Conc. box Culvert

Estimate

Dewatering	\$3,000
Earthwork	12,000
Concrete box Culvert	64,000
Division 1 Requirements 10%	8,000
O & P - 20%	<u>16,000</u>
	\$103,000

Site 2A - Bradley Brook

Existing structure is an 8 ft. x 5 ft. Alum box culvert with two 3 ft. dia. weeper culverts. This culvert is undersized. Higher level flows flood out of the stream bank some distance upstream of the road. This overland flow reaches the road east of the structure and is forced along the road to the culverts. The ditch capacity is low so most of this flow goes over the road causing washouts. The solution to this site's problem is two fold. First, adequate culvert capacity needs to be provided. Second, the road needs to be elevated and ditch area increased. This will prevent the road from overtopping, provide a suitable secondary waterway to the structure and increase the available structure headroom.

Design Parameters

Drainage Area = 3.43 sq. miles

CN = 70

Time of Concentration = 2.32 hrs.

Rainfall 100 yr. plus snow melt = 6.4 inches

Peak Discharge = 1920 cfs

Structure size (with inlet control) 7' x 30' x 24 l.f. 3 sided concrete structure

Estimate

Dewatering	\$3,000
Earthwork	14,000
3 sided structure w/wing walls	64,000
Division 1 requirements - 10%	8,000
O & P - 20%	<u>16,000</u>
	\$105,000

Site 3A - Sumner Stream

The existing structure is an 8 ft. dia. boiler plate culvert. This culvert is undersized. Excess flow overtops the roadway causing washouts around the structure.

The solution to this site's problem is to provide adequate culvert capacity. This is a large watershed with a slower response time than the other watersheds in the area. The upper end of this watershed flows into Lake Kora which has a spillway controlled outlet. This reduces the peak flow from the uppermost sub watershed. The long reach from the spillway to the culvert also delays the lake outlet flows effect on the culvert. This flow reaches the culvert after the lower watershed peak flow has already gone through the culvert. This reduces the overall peak flow but also extends the duration of higher flows at the culvert.

Design Parameters

(Lake Kola Watershed)

- Drainage Area = 3.79 sq. miles
- CN = 70
- Time of Concentration = 3.63 hrs.

(Main Watershed)

- Drainage Area = 8.36 sq. miles
- CN = 70
- Time of Concentration = 6.4 hrs.
- Rainfall 100 yr. plus snow melt = 6.4 inches
- Peak Discharge = 2120 cfs
- Structure Size (with inlet control) 9' x 24' x 24 l.f. - 3 sided concrete structure or 25'-4" x 9'-5" x 24 l.f. Alum Arch

Estimate

Dewatering including cofferdam	\$25,000
Earthwork	22,000
3 sided structure or Alum Arch, w/wing walls	64,000
Division 1 Requirements - 10%	11,000
O & P - 20%	<u>22,000</u>
	\$144,000

Site 4A - Benedict Creek

The existing structure is a 9 ft. dia. boiler plate culvert. This culvert is undersized. Excess flow overtops the roadway, runs through the woods back to the creek. Material is lost at the structure causing undermining. Usually not much road material is lost due to the road being close to surrounding grade. Surrounding grade is well vegetated with brush, making it able to withstand flows with minimal erosion.

The solution to this site's problem requires providing a large bridge opening, and raising the road elevation to completely pass the design storm through the structure.

Design Parameters

- Drainage Area = 8.3 sq. miles
- CN = 70
- Time of Concentration = 2.58 hrs.
- Rainfall 100 yr. plus snow melt = 6.4 inches
- Peak Discharge = 4200 cfs
- Structure Size (with inlet control) 9' x 55' x 24 l.f.

Provide 2 - 9' x 28' x 24 l.f. 3 sided concrete structures placed side by side.

Note: due to the amount of excavation required, 300 - 400 cy of material will be generated from this site for use at other sites.

Estimate

Dewatering	\$25,000
Earthwork	35,000
Twin - 3 sided structure	122,000
Division 1 Requirements	18,000
O & P	<u>36,000</u>
	\$236,000

• Site 5A - Hardhack Hill

The existing structure is a 3 ft. dia. culvert. This culvert is undersized. Excess flow runs down the side of the road to a 15 inch culvert. During flooding, major material losses occur along the road and in the bottom of the road dip. The presence of bedrock and geometry of road profile have limited the size of culvert that can be used at this site.

The solution to this site's problem is to provide adequate culvert capacity. To accomplish this, bedrock needs to be blasted to create more headroom for the culvert. This structure also needs a headwall system to direct large flows into the culvert.

Design Parameters

Drainage Area = 2.02 acres

CN = 70

Required Structure (by Talbots Formula) = 66" dia. pipe

Select 73" x 55" Alum Arch

Estimate

Dewatering	500
Earthwork (including rock blasting)	5,000
Concrete Headwall	2,500
Alum Arch. Culvert	3,000
Division 1 Requirements	1,000
O & P	<u>2,000</u>
	\$14,000

Site 6A - Governor Brook

The existing structure is a 4 ft. and two 3 ft. dia. culverts. These culverts are undersized. Excess flow floods out of the stream bank upstream of the culverts and runs down the edge of the road to a secondary culvert at the bottom of the hill. This flooding causes major erosion and loss of the road bed material.

The solution to this site's problem is to provide adequate culvert opening. Additional material needs to be placed on the stream bank to keep excess flows from running down the road.

Design Parameters

Drainage Area = 1.54 sq. miles

CN = 70

Time of Concentration = 1.26 hrs.

Rainfall 100 yr. plus snow melt = 6.4 inches

Peak Discharge = 1360 cfs

Structure Size (with inlet control) 8' x 18' x 40 l.f. Concrete Box Culvert

Estimate

Dewatering	\$6,000
Earthwork	8,000
Concrete Box Culvert	79,000
Division 1 Requirements	8,000
O & P	<u>16,000</u>
	\$118,000

Site 7A - Falls Pond Outlet

The existing structure is a 7 ft. dia. Alum Culvert. It is undersized. Excess flow overtops the roadway fill causing complete washout of the road and culvert. The last major storm washed the culvert downstream several hundred feet.

The solution to this site's problem is to provide adequate culvert opening. The presence of bedrock downstream limits the available headroom for the proposed structure. Additional fill can be placed to increase headroom.

Design Parameters

Drainage Area - 1.67 sq. miles

CN = 70

Time of Concentration = 1.33 hrs.

Rainfall 100 yr. plus snowmelt = 6.4 inches

Peak Discharge = 1415 cfs

Structure Size (with inlet control) 8 x 18 ft. x 24 l.f. concrete box culvert or 23'-4" x 7'-8" x 24 l.f.

Alum Arch Culvert

Estimate

Dewatering	\$5,000
Earthwork	12,000
Concrete box or Alum Arch Culvert	60,000
Division 1 Requirements 10%	8,000
O & P - 20%	<u>16,000</u>
	\$101,000

Site 8A - Muskrat Creek

The existing structures are a 4 ft. and a 5 ft. dia. culverts. They are undersized. Excess flow overtops the road causing erosion and culvert washouts.

The solution to this site's problem is to provide adequate culvert opening. Additional fill will be placed to increase available headroom.

Design Parameters

Drainage Area = 1.99 sq. miles

CN = 70

Time of Concentration - 2.24 hrs.

Rainfall 100 yr. plus snowmelt = 6.4 inches

Peak Discharge = 1140 cfs

Structure Size (with inlet control) = 6 x 23 ft. x 24 ft. Concrete Box Culvert or 24'-1" x 6'-6" Alum Arch Culvert

Estimate

Dewatering	\$5,000
Earthwork	12,000
Concrete box or Alum Arch Culvert	64,000
Division I Requirements 10%	8,000
O & P 20%	<u>16,000</u>
	\$105,000

Major Culvert Site Cost Summary

<u>Site</u>	<u>Location</u>	<u>Budget Cost</u>
1A	Cellar Brook	\$103,000
2A	Bradley Brook	105,000
3A	Sumner Stream	144,000
4A	Benedict Creek	236,000
5A	Hard Hack Hill Creek	14,000
6A	Governor Brook	118,000
7A	Falls Pond Outlet	101,000
8A	Muskrat Creek	<u>105,000</u>
Major Site Total (By Contract)		\$926,000
Contract Contingencies		46,000
Minor Site Total (By Force Account)		90,000
Design & Construction Supervision		<u>98,000</u>
 PROJECT TOTAL		 \$1,160,000

F. Report Prepared by:

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 Bureau of Design and Construction
 Division of Operations
 Department of Environmental Conservation

Moose River Plains Roads
Status of Drainage Control Projects
October, 2005

An engineering report on problem culvert sites was prepared in 1996 by Tom Miller of Albany Operations, Bureau of Technical Services. Here is the progress made to date:

	<u>Site #</u>	<u>Year Completed</u>
Minor	1B	2000
	2B	2000
	3B ⁴⁴	2004
	4B	2000
	5B	2005
	6B	2000
	7B	2000
	8B	2000
	9B	2005
	11B	2005
	12B	2005
	Major	5A

Here are the projects remaining to be done:

	<u>Site #</u>	<u>Estimated Cost</u>
Minor	10B	\$12,000
Major	1A	\$170,000
	2A	\$170,000
	3A	\$245,000
	4A	\$400,000
	5A	\$24,000
	6A	\$200,000
	7A	\$170,000
	8A	\$170,000

⁴⁴Old damaged culvert replaced with new 24" culvert for short term. Keep project on to-do list.

APPENDIX 23 – Moose River Plains Intensive Use Area Unit Management Plan



NEW YORK STATE

Department of Environmental Conservation

DIVISION OF LANDS & FORESTS

Moose River Plains Intensive Use Area Unit Management Plan

Town of Ohio - Herkimer County

Towns of Inlet, Arietta, and Lake Pleasant - Hamilton County

ANDREW M. CUOMO

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Purpose

The Department proposes to establish a new intensive use area, the Moose River Plains Camping Area (MRPCA), consisting of Forest Preserve lands within the Moose River Plains Wild Forest (MRPWF) currently classified as Wild Forest. The purpose of establishing this intensive use area is to recognize the importance of the general types and extent of camping that has occurred here since the State acquired these lands in the 1960's.

History

The minutes of a December 9, 1963 Department staff meeting included in the list of recommendations for the operation of the area that the Department should “establish several small camping areas to include table, fireplace and latrine throughout the area adjacent to the roads where parties can park and camp.” By 1965 the Department began constructing campsites and installing fireplaces, picnic tables and privies, which were built in a field just west of the Cedar River entrance. At each suitable location along the road system, a bulldozer was used to make a short access driveway and level an area where a car or pickup truck could park and camp. A number of campsites were created at former log landings. Many of the areas originally intended as roadside parking areas later were converted to campsites. Campsite construction was completed by the late 1960s. As work progressed over the years and the condition of the road system improved, the Department relaxed restrictions on the types of vehicles the public could drive. In the late 1960s the Department decided to allow motor homes up to 22 feet long to travel the roads through big game hunting season, as long as they had tire chains. It was thought that they were less likely to get stuck than vehicles towing camping trailers, which the Department continued to prohibit. However, pressure to allow trailers began early and continued to grow. After Department staff conducted an assessment of the roads and determined that they had been sufficiently improved, they decided to allow trailers beginning around 1980. A detailed Department map prepared in 1977 shows 222 campsite and parking area locations along the road system. The map provides an inventory of the structures at each site, showing the prevalence of fireplaces, picnic tables and privies at the time. Twenty sites were closed in 1980 after the reclassification of the southwestern portion of the area to wilderness, when the road to the Indian River was gated at Indian Lake. The campsites were not given numbers on the ground until the 1980s. A number of original sites that had fallen into disuse were bypassed when the numbers were assigned, so that in 2010 there are 170 numbered sites. In 2006 sites 7, 34, 66, 73, 90, 119a, 130, and site 1 at Cedar River Flow were modified and designated as accessible sites.

Proposed Management

The camping along the roads within the MRPWF has always been recognized as a unique situation within the Adirondack Park. So much so that the APSLMP contains the following description:

“... The area is unique also in that the Department of Environmental Conservation maintains an extensive road system and provides numerous scattered individual camping sites along this system. This provides a type of outdoor recreation between that of a developed campground and primitive tent camping...”

The proposed MRPCA will look very similar to the existing roadside uses in the MRPWF. The sole purpose for proposing the creation of the MRPCA is to allow roadside camping in higher density than can be allowed under wild forest guidelines. Although the APSLMP will recognize this newly created intensive use area as a campground by definition, the overall management goals include protecting the wild character of both the MRPCA and the MRPWF. The Department intends to manage this area in a manner that is much more reflective

of wild forest guidelines, with the exception of the camp site separation distance guideline. The management responsibilities for the MRPCA will remain with the Division of Lands and Forests and will be regulated under those parts of NYCRR 6 Part 190 that are applicable to the adjoining wild forest lands. Modifications in either unit involving new or expanded improvements (non-ordinary maintenance, rehabilitation or minor relocation) must be addressed in a UMP amendment pursuant to the Memorandum of Understanding Between the APA and DEC Concerning Implementation of the SLMP (APA-DEC MOU).

Unlike other intensive use area campgrounds in the Park, amenities such as bath houses, playgrounds, and paved drives are not ever going to be considered for the MRPCA. Pursuant to APSLMP guidelines for newly created intensive use areas, the MRPCA will only contain up to 150 roadside campsites along approximately 20 miles of roads. These sites will have fire rings, pit privies and picnic tables as their only amenities. Some of these sites will remain relatively close to the road, while others will remain several hundred feet back, accessed by short driveways. A majority of these sites will be comprised of existing sites, some fairly well separated from other sites and some clustered in small groups. This will provide for a variety of camping opportunities depending on what users are seeking. Existing sites that are very close to the road may be relocated to a location that provides better screening or may be converted to parking areas with a walk-in site located a short distance from the parking area. Any newly constructed sites will be located in a manner to provide vegetative screening between the site and the road.

The APSLMP requires any proposal to create a new intensive use area to be accompanied by a draft unit management plan for the proposed intensive use area which illustrates how the area will be managed. Currently every intensive use area in the Park is managed as a unit entirely separate from the surrounding land unit, and therefore individual management plans are prepared for each campground. This is partly due to these areas being managed by the Department's Division of Operations, while the surrounding forest preserve lands are managed by the Division of Lands and Forests. This proposed intensive use area, unlike any other, will remain under the management of the Division of Lands and Forests. The closely related management goals and objectives for resource protection and recreational use of both units, along with the common physical and biological resources make managing the two areas collectively a more appropriate approach than separating them. The MRPWF Draft GEIS/ Draft UMP contains all the information on the area regarding inventories, use, capacity to withstand use, management and policy as well as proposed management actions.

Location and Boundaries

The proposed MRPCA will consist of a strip of land along several of the roads within the MRPWF. The area will begin at and include the Cedar River Flow Headquarters area and then follow the LLCRR to the intersection with the Rock Dam Road. The Rock Dam Road will also be included in the MRPCA, as will the Loop Road, the Bradley Brook Loop, Helldiver Pond Road and the access road to campsites 53-55. The boundaries of the MRPCA are shown on the proposed facilities map for the MRPWF. To determine the boundaries and extent of the proposed intensive use area the following alternatives analysis was developed.

The No Action Alternative

The no action alternative would leave the area in the existing wild forest classification and retain all existing sites. As this action would not conform to the guidelines of the APSLMP it will not be supported.

Alternative 1- Wild forest classification and site closures to meet guidelines

This alternative would have left the entire area in wild forest thus requiring that all sites conform to APSLMP guidelines. Doing so would have required the closing of approximately 100 existing sites. This reduction in camping opportunities had previously been proposed in the initial draft UMP and was ill received from the users

of the area as well as from local government officials. The users of the area felt that the closure of this many sites would not only limit camping opportunities but would also eliminate the reason many people have camped in the MRPWF for many years. The potential economic impact of closure of so many sites was the main concern of local officials. Citing that many campers in the MRPWF also help support local economies by purchasing goods and services, the consensus was the loss of visitors would directly impact these towns and villages. Additionally, a large reduction in the number of designated sites within the MRPWF could potentially lead to more user created sites in locations that may have impacts on the resources of the area. These impacts could include loss of water quality, soil erosion, cutting of vegetation, threat of wild fire and littering. For these reasons this alternative will not be supported.

The planning team felt the best alternative to protect resources and provide for public use and enjoyment of the area would include a configuration that focused camping along the road system and utilized as many existing sites as possible and creating new sites within the road corridors if deemed necessary. Arguably, reducing the number of sites and therefore use levels in the area would also reduce impacts associated with human use. However, those users who are displaced from this area are likely to visit other Forest Preserve lands and increase any associated impacts there. By accommodating the current and projected use within a very manageable corridor, the impacts associated with this type of use can be minimized. The following alternatives all contemplate the proposal of an intensive use strip along various road segments within the MRPWF.

The following four alternatives would all involve buffering the road system at various widths where camping currently occurs. Alternative two would run from the Cedar River Flow, along the LLCRR, to the intersection with the Rock Dam Road and along the Rock Dam Road to its terminus. For alternatives three, four and five the Loop Road, Helldiver Pond Road, Lost Ponds Road, Bradley Brook Loop and the access road to sites 53-55 would be included.

Alternative 2 - One-quarter mile buffer all existing sites

This alternative would have proposed a reclassification based on a buffer one-quarter mile either side of the road system. The area would include the LLCRR from Cedar River Flow to the Rock Dam Road, the Rock Dam Road and the Otter Brook Road. This proposal would have allowed the retention of 155 existing sites in intensive use and six sites in wild forest. Thirteen additional sites along the Indian Lake Road are scheduled to be closed and/or relocated. Of the 155 sites 23 would be closed for resource protection. The planning team felt it would be appropriate to apply the APSLMP setback guidelines for new and relocated sites at this time. These guidelines include a 100 foot setback from water bodies for tent sites and a 150 foot setback from water bodies or wetlands for pit privies. Sites not capable of meeting this criteria and where no alternative existed to relocate the site and/or privy within the same general area are proposed for closure. This would leave 136 sites available for use and would include a much larger acreage of existing wild forest being reclassified than some of the other alternatives. This additional acreage is unnecessary to accomplish the objectives of the reclassification request. For this reason this alternative will not be supported.

Alternative 3 - One-eighth mile buffer all existing sites

This alternative would be similar to alternative one except would propose only a one-eighth mile on either side of the roads. In addition to the roads listed in alternative one, the Helldiver Pond Road, Lost Ponds Road, the Bradley Brook Loop and the access road to sites 53-55 would be included. Under this alternative 151 sites would fall under the intensive use classification and ten sites would remain in wild forest. Thirteen additional sites along the Indian Lake Road are scheduled to be closed and/or relocated. 21 of the sites in intensive use would need to be closed for resource protection while two of the wild forest sites would also be closed. This would leave 136 sites available for use. This alternative would reduce the acreage of intensive use considerably from alternative one. However, the standard distances used for boundaries and buffers by APA utilize a one-tenth mile distance. For this reason this alternative will not be supported.

Alternative 4 - One-tenth mile buffer all existing sites

This alternative would be similar to alternative two except the buffer would be one-tenth of a mile. The one-tenth mile buffer distance is consistent with APA regional boundaries used throughout the Park. This alternative would allow for the retention of 151 sites in intensive use and ten existing sites as well as four proposed sites in wild forest. Thirteen additional sites along the Indian Lake Road are scheduled to be closed and/or relocated. 21 of the sites in intensive use would need to be closed for resource protection. The planning team felt it would be appropriate to apply the APSLMP setback guidelines for new and relocated sites at this time. These guidelines include a 100 foot setback from water bodies for tent sites and a 150 foot setback from water bodies or wetlands for pit privies. Sites not capable of meeting this criteria and where no alternative existed to relocate the site and/or privy within the same general area are proposed for closure. Two of the existing wild forest sites would also be closed and two relocated in order to conform to separation distance guidelines. This would leave 141 sites available for use, 130 in intensive use and 11 in wild forest. This alternative was originally chosen as the preferred alternative until consideration was given to the overlap of scenic river corridors on some of the areas proposed to be reclassified. The APSLMP requires lands within scenic river corridors to be managed as wild forest. Given this, tent sites within the corridors would need to conform to the quarter mile separation distance requirements of the APSLMP. As this alternative does not meet these requirements, it will not be supported.

Alternative 5 - One-tenth mile buffer with river corridors managed as wild forest- The preferred alternative

This alternative proposes a one-tenth mile buffer on either sides of the roads, a distance consistent with APA regional boundaries used throughout the Park. This variation of alternative three would still propose to reclassify the same areas but would also propose management compliant with wild forest guidelines within the scenic river corridors. This alternative would place 116 sites in an intensive use classification. Of the 116 sites within the intensive use classification, approximately 33 would need to be closed or relocated to meet the APSLMP guidelines. . This alternative fulfills the requirements of the APSLMP and best meets the management objectives for the area to allow roadside camping in higher density than allowed under wild forest guidelines while protecting the wild character of the MRPCA. Therefore it will be supported as the preferred alternative.

Alternatives six, seven and eight are based on buffering five separate areas along the road system. These areas were selected based on existing use, slopes and soils suitable for future development, wetlands and significant habitats.

Alternative 6 - One-quarter mile buffer in selected areas

This alternative proposes a one-quarter mile buffer but only along certain roads or road sections. Those sections would consist of five separate areas, one being an area at Cedar River Flow which would include all existing sites west of the flow as well as two sites east of the flow. The second being a section of the LLCRR beginning near the intersection with the Wilson Ridge Road and extending to and including the Bradley Brook loop, this area would also include approximately .3 miles of the Wilson Ridge Road. The third area would be along the LLCRR from near campsite 39 to and including the Helldiver Pond Road. This section would also include the Lost Ponds Road and the access road to sites 53-55. The fourth area would be along the Otter Brook Road from the bridge at the South Branch of the Moose River to the bridge at Otter Brook including the currently open section of the Beaver lake Road. This section would likely be added to the wilderness area if it is ever determined that the Beaver lake Special Management Area should be reclassified to wilderness. At that point motor vehicle access would be stopped at the South Branch of the Moose River and sites would need to be brought into compliance with the APSLMP guidelines for wilderness. The fifth section would be along the Rock Dam Road from near site 119a to the gate at the boundary with private land. This alternative would place 103 existing sites into intensive use. Ten sites would need to be closed for resource protection reasons, where adequate setbacks from water or wetlands cannot be met, leaving 93 sites available in intensive use. 56 sites would be left in wild forest but 35 sites would need to be closed for either resource protection or APSLMP compliance. This would leave 114 sites available for use. While this alternative would reduce the total acreage proposed to be reclassified, it would limit the ability

to develop or relocate sites to prevent resource degradation or manage public use in the future. Additionally, there would be an expectation of motor vehicle access to any newly constructed sites and this could require the building of motor vehicle roads to access those sites farthest from the existing roads. For these reasons this alternative will not be supported.

Alternative 7 One-eighth mile buffer in selected areas

This alternative would be similar to alternative four except the buffer would only be one-eighth mile either side of the roads. The numbers of sites falling into each classification would not change under this scenario. This alternative alleviates any need to build access roads to reach sites that may be located a distance from the road. As much of the area included in this alternative is unsuitable for site development due to slope, soils and wetlands, site development necessary to maintain existing and future use levels may be affected. For these reasons this alternative will not be supported.

Alternative 8 - One tenth mile buffer in selected areas

This alternative would be similar to alternatives four and five except the buffer distance would be based on an APA regional boundary of one-tenth of a mile. For the same reasons as stated in alternative five, this alternative will not be supported.

Alternatives nine, ten and eleven would all involve buffering some of the road system where camping currently occurs at various widths. The proposed intensive use classification would run from the Cedar River Flow, along the LLCRR, to the “Big T” intersection, then south along the Otter Brook Road to Otter Brook. For alternatives eight and nine, the Beaver Lake Road, Helldiver Pond Road, Lost Ponds Road, Bradley Brook Loop and the access road to sites 53-55 would be included. When the area between the Moose River and Otter Brook eventually becomes part of the West Canada lake Wilderness, 27 sites will be lost from the intensive use area. These sites will need to be relocated to other areas should the monitoring of use indicate the need.

Alternative 9- One-quarter mile buffer

This alternative would use a one-quarter mile buffer along the LLCRR from Cedar River Flow to the “Big T” intersection. It would then run along the Otter Brook Road south to Otter Brook. This would place 108 sites in intensive use and 51 sites in wild forest. Of the 108 sites in intensive use, 15 sites will need to be closed for resource protection reasons. 28 of the 51 sites in wild forest must be closed for either resource protection or separation distance compliance. This would leave a total of 116 sites available for use. This scenario reduces the number of available camping opportunities on the unit by approximately 27%. For this reason this alternative will not be supported.

Alternative 10 - One-eighth mile buffer

This alternative would be similar to alternative seven except the buffer would be one-eighth mile on either side of the roads. In addition to the roads listed in alternative one, the Helldiver Pond Road, Lost Ponds Road, Bradley Brook Loop and the access road to sites 53-55 would be included. This alternative would place 104 sites within intensive use and 55 sites in wild forest. Of the 104 sites in intensive use, 15 sites will need to be closed for resource protection reasons. 28 of the 55 sites in wild forest must be closed for either resource protection or separation distance compliance. This would leave a total of 116 sites available for use. This scenario reduces the number of available camping opportunities on the unit by approximately 27%. For this reason this alternative will not be supported.

Alternative 11 - One-tenth mile buffer

This alternative would be similar to alternative eight except the buffer would be one-tenth of a mile on either side of the roads. The one-tenth mile buffer is based on what the APA uses as regional boundaries for buffers.

This alternative would place 102 sites in intensive use and 57 sites in wild forest. Of the 102 sites in intensive use, 15 sites will need to be closed for resource protection reasons. 28 of the 57 sites in wild forest must be closed for either resource protection or separation distance compliance. This would leave a total of 116 sites available for use. This scenario reduces the number of available camping opportunities on the unit by approximately 27%. For this reason this alternative will not be supported.

Environmental, Social and Economic Impacts of the Preferred Alternative

Environmental Impacts

The potential for environmental impacts from the creation of the MRPCA is directly linked to the amount of use the area may receive. Although use levels within the current MRPWF have been fairly stable for the past several years, the creation of a new area, even if only by name, may initially result in an increase in camping use of the area. Some of the management actions proposed to prevent environmental impacts include; closing and/or relocating existing sites that are too close to water bodies or wetlands to prevent impacts to water quality; providing pit privies for all designated sites to provide sanitary conditions; restricting camping to designated sites only to avoid the proliferation of user created sites; managing those areas where the MRPCA overlaps scenic river corridors to wild forest guidelines to minimize environmental and aesthetic impacts on classified rivers. Where the same level of protection can be afforded to a scenic river, the one-half mile default corridor width may be narrowed to one-quarter mile. This is the case with a portion of the scenic river corridor for the South Branch of the Moose River. In this situation intervening terrain between the proposed MRPCA and the river provides sufficient protection of the river and the surrounding river area. Additional potential environmental impacts that will require monitoring and possible future management actions include the depletion of dead and down firewood for gathering in the more popular locations; expansion of site size and littering. Conditions will be monitored to determine if action to address these concerns is needed in the future.

Social Impacts

The wide variety of camping opportunities that will be found throughout the MRPCA and the MRPWF will help reduce any social impacts associated with the proposed change in classification. There will be a wide range of sites available allowing for camping in close proximity to sites that are located far from others allowing visitors to enjoy more isolated locations. Additionally, those users seeking a back-country type experience can continue to do so within the MRPWF and the adjoining units.

Economic Impacts

The creation of the MRPCA will require the expenditure of State funds to close/relocate sites requiring such, providing informational signage and brochures and may require additional DEC staff presence, including enforcement within the area. Positive economic impacts include the monies spent by users in local communities surrounding the unit. Additionally, some users may visit local attractions while camping in the MRPCA.

Administration

Administration of the MRPCA will not change from its current status. The Division of Lands and Forests will have overall management responsibility, while maintenance of facilities will continue to be done by DEC Operations staff. Forest Rangers and Environmental Conservation Officers will continue to be responsible for law enforcement.

Existing Structures and Improvements

Roads

Limekiln Lake- Cedar River Road - The proposed MRPCA will include a portion of the LLCRR from the Cedar River Flow area to the intersection with the Rock Dam Road.

Rock Dam Road- The entire length of this road will be included within the MRPCA. The first .9 miles of this road, beginning at the intersection with the LLCRR, lies within the scenic river corridor for the Red River and will be managed and maintained to wild forest guidelines.

Loop Road- The entire length of this road will be within the MRPCA. Four tenths of a mile of the western end are within the scenic river corridor for the Red River and will be managed and maintained to wild forest guidelines.

Lost Ponds Road- The entire length of this road is within the MRPCA.

Helldiver Pond Road- The entire length of this road is within the MRPCA.

Bradley Brook Loop- The entire length of this road is within the MRPCA.

Sites 53-55 Access Road- The entire length of this road is within the MRPCA.

Trailheads and Parking Areas

Where the Northville-Lake Placid Trail intersects the LLCRR there is a small parking area and trail register. The parking area can accommodate approximately three vehicles.

At the Wakely Dam/Cedar River Flow area there are several designated parking areas. Parking also occurs in existing open areas.

There is a two-car parking area on the Loop Road for the Bear Pond Trail.

There is a two-car parking area on the Rock Dam Road for the Whites Pond trail.

Parking is permitted at the cul-de-sac on the Helldiver Pond Road for access to the trail to the pond.

Parking for three to four vehicles is provided at the Mitchell Ponds trailhead.

Waterway Access Sites

A new, accessible waterway access site exists at Cedar River Flow.

Dams

The Wakely Dam is within the bounds of the MRPCA.

Administrative Buildings

Within the proposed MRPCA there are three buildings that will be retained for administrative use. These include the two buildings at the Cedar River Headquarters and a small utility shed located off from the LLCRR east of the Big T intersection. An old generator shed at Cedar River Flow will be removed.

Campsites

As currently proposed, there would be 116 of the existing MRPWF sites within the MRPCA. Five of these existing sites have been modified to accessibility guidelines.

Proposed Management Actions

Campsites

Present Situation and Assumptions:

Under the preferred alternative for the proposed MRPCA, a total of 116 existing campsites will fall within the area. Of these, approximately 33 will be closed to protect natural resources, aesthetics of the scenic river corridor, and to maintain separation of users. All existing sites that will be located within the proposed intensive use area were evaluated based on the following criteria:

- **Proximity of site to water (rivers, lakes, pond, streams etc.)** Although camping within 150 feet of these locations is permitted at designated sites, the APSLMP guidelines for intensive use areas states, “Where a campground involves the shoreline of a lake, pond, river or major stream any new, reconstructed or relocated camping sites will be set back a minimum of 100 feet from the mean high water mark and will be located so as to be reasonably screened from the shoreline and so as to avoid intruding on its natural character or public enjoyment and use thereof.” Newly designated sites will meet these setbacks.
- **Proximity of privy to water and/or availability of a suitable privy location.** APSLMP guidelines require pit privies to have a minimum setback of 150 feet from any water body. Where individual privies do not meet this requirement, an alternative location for the privy will need to be located. If a suitable privy location cannot be found within a reasonable distance of the site, the site will be closed and/or relocated.
- **Screening between camping site and roads serves a dual purpose.** Screening provides some privacy for the users of the site and provides some protection from dust and noise caused by passing motor vehicles. Screening camping sites from the road also enhances the wild forest character of the area as seen from the road, and although this area will be classified intensive use, the goal is to manage it harmoniously with the surrounding wild forest. Sites where adequate screening cannot be established may have the camping area of the site moved farther from the road if it is feasible to do so. In these cases parking will occur at or near the road and access to the camping site will be by foot. Given the way many of these sites were constructed not every site will be capable of being adequately screened. An assessment of vegetative screening and a plan for the management of screening will need to be developed for all roadside sites.

Sites not meeting the above criteria are scheduled to be closed and/or relocated to more appropriate locations. When sites are closed, actions will be taken to restore the site to a natural condition. This will include removal of any improvements (fire place, privy etc.), brushing-in of entrance ways, scarification of compacted soils on the site, if necessary, and planting of native tree and shrub species on the site. No sites will be closed until a

campsite relocation plan has been developed, in consultation with APA and local communities, and pursuant to the APSLMP.

Projected Use:

Visitor use information for the MRPWF was summarized in Section II-D- Public Use. At these locations, trends show public use to be fairly stable with only minor variation. The inaccuracy of some register information complicates use estimates. The lack of registers throughout the unit prevents an accurate estimate of the degree or type of use throughout the entire area. In order to predict future use within the MRPCA it is helpful to analyze general trends in outdoor recreation. The initial step is an evaluation of current supply and demand by the examination of the results of research for the planning area. Future projections based on recent studies (NSRE, 2000) forecast an increase in outdoor recreational activities in the United States. Estimated increases in recreational activity are projected on a general, nation-wide basis, and would vary locally depending on available opportunities in a particular county and distance from population centers. The demand for camping is expected to increase as the median age of the population increases and is expected to grow over the next twenty years.

While at this time it may not be possible to accurately predict future numbers and patterns of public use in the MRPCA, it is expected that use levels on the area's campsites will continue to remain steady or grow slowly. Trends in use levels, patterns and impacts must be monitored adequately to assure that the goals for the management of the MRPCA continue to be met over the long term. In 2008 the Department began a camping site monitoring project for sites within the MRPWF. The goal of this project is to get an accurate assessment of how much use is occurring, where it is occurring and what type of use is occurring (tent, trailer, RV camping). Some factors which could increase use of the MRPCA include: increase in population, desire for quiet areas to unwind, increased knowledge of the MRPCA through publications and brochures, increased popularity in outdoor recreation, restrictions on group size in wilderness areas, and an economic downturn resulting in people taking vacations closer to their homes. Factors which could decrease use of the MRPCA include: previous bad experience in the area, increase in sedentary lifestyles, availability of other more attractive Forest Preserve areas, and economic boom where people may chose to travel to more distant locations. There are several social (school schedules, weekends) and environmental factors (insects and general weather patterns) which are likely responsible for the existing distribution of use and are not likely to change in the near future.

Future Site Development/Reduction:

The preferred alternative for reclassification would place 116 existing campsites within the MRPCA and, pursuant to APSLMP guidelines, establish that a total of 150 sites could be sited within this area . Of the 116 sites within the intensive use classification, approximately 33 would need to be closed or relocated to meet the APSLMP guidelines. Closed sites will be relocated to appropriate areas within the new intensive use area. No sites will be closed prior to development of a site relocation plan in consultation with APA staff and local communities, and in compliance with the APSLMP. The site relocation plan will to address such items as site closures, new site construction, converting sites to tent-only sites, designating sites or clusters of sites for groups, redesigning sites to adjust site size, separate parking from camping, improve screening, fireplace and picnic table maintenance, and length of stay restrictions.

Campsite Management Objectives:

- Reduce, eliminate, or mitigate the adverse effects of camping on natural resources.
- Manage camping sites in a manner that provides an experience between that of a developed campground and a primitive tent site.
- Comply with APSLMP guidelines for intensive use areas.
- Maintain historical camping opportunities to the greatest extent possible.

- Offer a variety of camping opportunities, ranging from individual sites out of sight and sound of each other to clusters of sites in close proximity.
- Direct the public to designated camping locations by providing information in publications and at the entrances to the area.

Wakely Dam Area Campsites:

Background

Currently there are 8 campsites near Wakely Dam that would be included in the proposed MRPCA. Two additional sites east of the dam are within the West Canada Lake Wilderness. The Wakely Dam area campsites are situated in or near a cleared area that has a long history of development and use. In the 1870s William Wakely extended a road to the area and constructed a dam, a sawmill and a three-story hotel for tourists that came to be known as Headquarters. The hotel burned, was rebuilt and burned again in 1884. It was again rebuilt. When that one burned, it was not resurrected. The land was conveyed by the Comptroller to Finch, Pruyn and Company and International Paper Company in 1912. The area remained a hub of logging and tourist activity. A number of logging and guide camps at the site were operated through the early and middle 20th century until the State acquired the property in 1964. The Department's 1963 survey map of the acquisition shows 7 buildings on the north side of the dam. The Department constructed campsites in the area within a year or two. A detailed Department map of the area prepared in 1977 shows 15 sites, 10 on the north side of the dam and 5 to the south.

For many years, large numbers of people camped in the area around the dam. A network of short roads providing motor vehicle access to campsites and the waterway access site has developed through use. It is likely that the area has been a clearing continuously since it was first developed by William Wakely in the 1870s. Since State acquisition, the open grassy areas have been maintained by mowing, both by Department staff and the public. In 2000 the Department reduced the number of designated sites to bring use levels more in line with the capacity of the area. Since then all camping has been confined to 10 designated sites, 6 to the north of the dam and 4 on the south side. Because of their direct access from a town highway and proximity to Cedar River Flow and the Cedar River, along with their strategic location on the Northville-Lake Placid Trail, the campsites surrounding Wakely Dam are among the most popular in the MRPWF. The area attracts those who seek a recreational environment characterized by regular social interaction in an attractive area without the facilities and regulation of a campground. From July through big game hunting season, most sites are occupied on weekends. On a typical summer weekend there are 1 to 6 people at a site, with 1 or 2 sites occupied by groups of 8 to 12. Most parties stay for 3 nights or fewer, though many return year after year for longer stays, up to the 14 consecutive nights permitted by regulation.

The MRPWF has been a popular big game hunting destination since the 1960s. In recent years, during big game hunting season usually 6 to 8 of the 10 designated campsites are taken by those receiving camping permits for the duration of the season. However, the accessible campsite on the north side of the entrance road and 1 or 2 other sites generally remain available for short-term use by the general public on weekends.

The Cedar River in the area of the Wakely Dam campsites is designated scenic under the Wild, Scenic and Recreational River System Act. However, §15-2707 2. b. of the act provides that rivers to be designated scenic will be "Those rivers, or sections of rivers, that are free of diversions or impoundments except for log dams . . ." The river was designated scenic, despite the exception of the substantial concrete structure that is Wakely Dam, in consideration of the characteristics prevailing over the entire length of the designated segment. The designation also took into account the existence and use of the 15 campsites that were clustered in the vicinity of the dam at the time. Simply consisting of fireplaces and picnic tables with a few associated privies, they were not constructed in a way that significantly altered the conditions of the area.

Alternatives

The process of selecting a proposed classification and campsite configuration for the Wakely Dam area involved the following comparison of alternatives.

Take No Action

The Wakely Dam area would retain its current wild forest and wilderness classifications and classification boundaries. Existing campsites would be retained. This alternative would allow current patterns of camping and day use to continue. However, campsites would be too close together to meet APSLMP separation distance guidelines. Therefore, this alternative will not be pursued.

Maintain present classifications in the Wakely Dam area, close campsites as needed to meet APSLMP separation distance guidelines

The present wild forest and wilderness classifications and classification boundaries would remain. Several campsites would be closed as needed to conform with the APSLMP. It is likely that only 2 or 3 of the 10 campsites would be retained, either as individual sites or as a tent site grouping. Reducing the number of campsites would reduce the physical, biological and social impacts of camping. However, because the physical characteristics of the area appear capable of withstanding current levels of camping activity, because the area has a long history of camping use by those who seek an accessible, scenic environment where visitors can expect a relatively high level of interpersonal contact, and because comments by local governments and the public have strongly opposed closing large numbers of campsites, this alternative will not be pursued.

The preferred alternative: Include the Wakely Dam area in the proposed intensive use area, retain 5 of the 10 campsites

The proposal to include most of the existing MRPWF road system and associated roadside campsites in an intensive use area would include the Wakely Dam area. The intensive use classification would be an overlay of the existing wild forest classification for this area. This must be done in order to meet the APSLMP guidelines which state that in scenic river corridors, wild forest guidelines must be adhered to. The proposed intensive use area would not include any lands within the WCLW, and so would not encompass the 2 campsites near Wakely Dam that are within the wilderness. The 2 wilderness sites would be closed, and the remaining 8 sites would be reduced to 5. This reduction is sites, combined with vegetative screening, would eventually allow for sites to meet sight and sound separation guidelines. Camping permits would no longer be issued for groups larger than 8 people. The road crossing the dam to the east side would be closed, making the remaining campsite there accessible only on foot. The road to the 2 sites along the west shore of Cedar River Flow would be closed, limiting them to foot access. Short interior roads not needed for access also would be closed. A vegetative screening plan will be developed to facilitate the return of a more natural forest setting throughout the area.

This proposal would reduce existing camping in the area adjacent to the dam. However, the existing water accessible sites around the flow will accommodate future demand. With a long history of development and human activity, the area can sustain current levels of recreational use without significant physical impacts. By confining motor vehicle use to designated campsites and parking areas, physical impacts would be reduced. Because the area is on the edge of the MRPWF, immediately adjacent to a public highway, visitors are likely to accept the relatively high degree of social interaction that has long characterized the area's recreational environment. Tree planting to screen campsites would increase privacy.

This alternative would continue to afford ample opportunity for public recreational use and enjoyment of the Cedar River and Cedar River Flow. Clustered in close proximity to Wakely Dam, the campsites provide vantage points from which visitors may enjoy the beauty of the river area, largely related to the open views down Cedar River Flow and along the Cedar River immediately below the dam, without detracting from the qualities that

support the river's scenic river designation. The availability of several campsites at this location make it an ideal staging area for paddlers interested in enjoying the Flow by boat, hikers walking along the river on the Northville-Lake Placid Trail, and anglers exploring the river below the dam.

During the big game hunting season the Wakely Dam area has received high use by hunters who traditionally set up season long camps under permit. During the late part of hunting season many campers vacate the interior sites and move to this area to avoid the possibility of having their camps snowed in by early storms. During the first two years following adoption of this plan, this use will be allowed to continue while the Department assesses alternatives to accommodate this use. This may be accomplished through the creation of new sites along the LLCRR to the west of the flow and outside the scenic river corridor or through agreements with private land owners east of the flow along the Cedar River Road.

Projected use of the Wakely Dam Area

With its accessibility from a public highway, the proximity of the Cedar River Flow and Cedar River, the intersection of the Northville-Lake Placid Trail with a major snowmobile trail, and several easily accessible campsites, it is likely that the Wakely Dam area will continue to attract relatively high levels of recreational use throughout the year. It is expected that the demand for camping opportunity will remain high. The area will remain an important camping area for the Northville-Lake Placid Trail. Plans to relocate the trail from Cedar River Road to the interior may increase hiking use and the demand for camping opportunity near Wakely Dam. However, the proposed reduction in campsite numbers from 10 to 5, and the cessation of camping permits for groups larger than 8, will reduce camping use and associated use impacts proportionally. More people wishing to camp in the area will be redirected to other campsites farther west along the road or east along the Cedar River trail, especially during popular summer and fall weekends. During big game hunting season, by allowing the issuance of season-long camping permits only for the campsites west of Wakely Dam other than the accessible site, that site and the site on the east side of the dam will be available for short-term use for hunters, hikers traveling the Northville-Lake Placid Trail and other visitors. The demand for long-term camping permits during the big game season is expected to remain strong for many years.

Campsite Management Actions:

- Educate visitors about the principles of the *Leave No Trace* program, stressing the need for proper disposal of refuse and human waste and for the proper treatment of drinking water.
- Install pit privies at all designated sites.
- Develop a site relocation plan, in consultation with APA staff and local communities, and in compliance with the APSLMP, to facilitate the relocation of camp sites
- Close sites 7 and 8 at Cedar River Flow as they are located within the WCLWA and will not conform to separation distance guidelines.
- Develop and implement a site restoration plan for the existing open areas around the Cedar River Flow/Wakely Dam area. The restoration of a forested landscape, to the greatest extent possible, should be the goal of this plan.
- Revegetate closed sites as necessary.
- Brush in closed sites to deter use.
- Sign closed sites with Department "No Camping" disks.
- Develop and implement a camping site screening plan for the unit.
- All campsites within the unit will be re-inventoried every 5 years using the procedures found in Appendix 7 of the MRPWF UMP.
- Restrict camping to designated camping sites only.
- Do not issue permits for groups larger than eight at Wakely Dam.

- Allow season-long permits to be issued during big game season for the sites west of the dam at Wakely Dam, with the exception of the accessible site.
- Monitor use levels of sites by type of use, season of use and amount of use.
- Annually maintain all camping sites.
- Manage camping sites under 6 NYCRR § 190.
- Through a new regulation, limit group size to eight at camping sites.
- Require groups of 9-20 persons to get a camping permit from the forest ranger.
- Require groups over 20 persons to get a TRP.
- If demand warrants, designate several clusters of camping sites as “Camping by Permit Only”, and only issue permits to groups over eight.
- Designate sites 119a and site 90 as reserved for persons with disabilities. Change if appropriate following monitoring.
- Prohibit motor vehicle access to sites 5 and 6 at the Cedar River Flow by barricading the access road near the old headquarters building.
- Monitor campsite use, and if warranted by demand, establish additional campsites in the intensive use area (not to exceed a total of 150 sites).

Roads and Snowmobile Trails

Present Situation and Assumptions:

An inventory of existing roads and snowmobile trails can be found in Appendix 2 of the MRPWF Draft GEIS/Draft UMP.

The Loop Road has not received adequate maintenance in a number of years and needs resurfacing and culvert replacement. All other roads within the MRPCA are annually maintained and are in good condition.

Roads within the MRPCA will be maintained as gravel roads within their current widths. Unlike other intensive use areas, where roads can be paved, these roads will be maintained to wild forest standards. Any new roads constructed will be limited to access drives to campsites.

Objectives:

- Allow motorized use of selected roads to improve and enhance access to recreational opportunities consistent with APSLMP requirements.
- Provide for adequate maintenance of all open roads to provide motorized access and use in a manner that minimizes environmental impacts and is compatible with the character of wild forest lands.
- Prevent illegal motor vehicle use.

Management Actions:

- Inventory open roads to determine maintenance needs and priorities. Monitor open roads on an annual basis and address any impacts as soon as possible.
- Roads that will remain open to public motor vehicle use and posted as open to such use include: LLCRR, Rock Dam Road, Helldiver Pond Road, Lost Ponds Road, Bradley Brook Loop Road, Campsites 53-55 Access Road, and Loop Road.
- Rehabilitate the Loop Road to accommodate two-wheel drive vehicles.
- Enforce against illegal motor vehicle use.
- Close roads and snowmobile trails identified in the MRPWF Draft GEIS/ Draft UMP.
- Construct gates or barriers as identified in the MRPWF Draft GEIS/ Draft UMP.

- Monitor motor vehicle use and register snowmobile use by installing counters during peak periods of use.
- Close several unnecessary roads in the Wakely Dam Area.
- Close the Wakely Dam Bridge to motor vehicle use.
- Maintain roads at current standards.

Parking areas

Present Situation and Assumptions:

The MRPWF Draft GEIS/ Draft UMP proposes to construct five new parking areas that would be within the MRPCA: two at Cedar River Flow; one three-car accessible parking area and one 10 car parking area for day users of the flow and one on the Cellar Mountain Road.

Objectives:

- Provide adequate parking where necessary and in line with the area's capacity to withstand use.
- Design trailheads and parking areas to reflect allowed uses and capacity of the resource to withstand use. Consider space requirements for larger vehicles with trailers where appropriate.
- Insure all new or expanded parking lots have accessible spaces, pursuant to ADA and ADAAG guidelines.
- Indirectly manage interior use by balancing parking lot size to interior use visitor capacities.

Management Actions:

- Construct new parking areas as proposed in the MRPWF Draft GEIS/ Draft UMP.

Access For Persons With Disabilities

Present Situation and Assumptions:

Section IV.C-m of the MRPWF Draft GEIS/Draft UMP proposes management actions to provide access to recreational opportunities for persons with disabilities. Several of these projects will be located within the MRPCA and include: Cedar River Flow accessible water access site and accessible fishing platform; Red River accessible fishing platform, and an accessible trail to Helldiver Pond. Eight existing campsites were previously modified to meet ADAAG guidelines.

Objectives:

- Meet ADA Consent Decree mandates.
- Increase access opportunities for people with disabilities where such development is economically feasible, does not alter the fundamental nature of existing programs, is compliant with Department regulation and policy, and any improvements are conforming under the guidelines of the APSLMP.

Management Actions:

- Complete projects proposed in the MRPWF Draft GEIS/Draft UMP, Section IV.C.m.
- Maintain existing accessible sites.
- Designate sites 19a and 90 as reserved for use by persons with disabilities only.

Buildings

Present Situation and Assumptions:

Currently there are three buildings within the proposed MRPCA. Two are at Cedar River Flow and one is located near the intersection of the LLCRR and the Helldiver Pond Road. These buildings will be retained and no new structures will be constructed within the area. No new public use buildings or structures such as bath houses, playgrounds, dumping stations etc. will be constructed in the MRPCA.

Management Actions:

- Maintain the three existing buildings within the unit for administrative use.
- Remove the old generator shed at Cedar River Flow
- Do not build new public use buildings such as bath houses, dumping stations etc. within the MRPCA.

Sanitation

Forest Preserve lands are managed to preserve natural conditions and minimize human influence. Improper waste disposal by visitors can pollute soils and water, interfering with natural processes and affecting visitor health and safety. The appearance of food and drink containers, broken glass, food scraps and human waste can severely degrade the quality of the recreational experience for visitors.

Management Actions:

- Educate visitors about the principles of the *Leave No Trace* program, stressing the need for proper disposal of refuse and human waste and for the proper treatment of drinking water.
- Install privies at all campsites. Where two or more sites are in close proximity, a privy may be shared.

Public Education

The creation of the MRPCA will create some challenges in educating the public as to what to expect within the area. As the area will not charge fees, nor will reservations be taken, users will be arriving at the area without the benefit of knowing what site they may be camping at. Users will need to drive through the area and locate a site that is suitable for their needs. In the unlikely case that no sites are available, users will need to be educated as to what alternatives exist in the general area. Providing information at the two entrance points, Cedar River Flow and Limekiln Lake, will be an important part of informing users of the type of opportunity available in the MRPCA. It will also provide an opportunity to provide information on alternative locations should the MRPCA not meet their expectations. Additional information will be made available on the Department's website and in the revised unit brochure for the MRPWF.

Management Actions:

- Provide area information at both entrances to the MRPWF/MRPCA.
- Provide information on the MRPCA on the Department's public web site.

Schedule for Implementation

The actions listed in the following schedule for implementation of proposed management actions within the MRPCA also are included with estimated costs in the Draft GEIS/Draft UMP for the MRPWF. Accomplishments are contingent upon sufficient staffing levels and funding. Additional management proposals which may apply within the conceptual boundary of the MRPCA are presented in the Draft GEIS/Draft UMP for the MRPWF. The

implementation schedule for the various projects proposed for the MRPCA should be viewed in the context of the schedule developed for the Draft GEIS/Draft UMP for the MRPWF. Actions listed in the schedule below are only those actions pertinent to the establishment and management of the MRPCA. All other actions are listed in the Draft GEIS/Draft UMP for the MRPWF.

Annual Activities for the MRPCA

- Annually maintain all designated camp sites.
- Maintain roads, bridges and gates.
- Require groups of 9-20 persons to get a camping permit from the forest ranger.
- Require groups over 20 persons to get a TRP.
- Monitor area to identify occurrences of invasive plants. Take appropriate action.
- Monitor campsite use, especially during known peak use times.

Year 1

- Develop a campsite plan to address such things as site closures/ relocations, site screening, site conversion to tent-only sites, pit privy siting, group use, length of stay restrictions, etc. This will be done in consultation with APA staff and local communities, and in compliance with the APSLMP.
- Designate sites 19a and site 90 as reserved for persons with disabilities. Change if appropriate following monitoring.
- Promulgate a new regulation limiting group size to eight at individual campsites.
- Sign closed sites with Department “No Camping” disks.
- Develop and implement a campsite screening plan for the unit.

Year 2

- Close, relocate or develop new campsites based on the campsite plan for the area.

Year 3

- Develop and implement a site restoration plan for the Cedar River Flow/Wakely Dam area.
- Actions will be dependent on campsite plan.

Year 4

- Actions will be dependent on campsite plan.

Year 5

- Actions will be dependent on campsite plan.
- Reassess all sites utilizing the procedures in Appendix 7 of the Draft GEIS/Draft UMP for the MRPWF.

APPENDIX 24 – River Area Management Plans for Cedar River, Red River, Otter Brook and South Branch of the Moose River

24A - River Area Management Plan for the Cedar River

Preface

In 1972, State legislation was passed creating a wild, scenic, and recreational rivers system on State and private lands to protect and maintain certain designated rivers in their free-flowing condition and natural setting. Statutory authority for the management of the rivers system is found in the Environmental Conservation Law Article 15, Title 27, and 6NY CRR Part 666; Regulation for Administration and Management of the Wild, Scenic and Recreational Rivers System in New York State Excepting Private Land in the Adirondack Park. The purpose of Part 666 is to implement the Act by establishing statewide regulations for the management, protection, enhancement and control of land use and development in river areas on all designated wild, scenic and recreational rivers in New York State, except for private land in river areas within the Adirondack Park.

Introduction

The Cedar River is classified as scenic for approximately ten miles from a point where a road crosses the river one and one-half miles upstream of Cedar River Flow to a point where the southerly extension of the northeast State land boundary of Lot 96, Township 33, Totten and Crossfields Purchase, would intersect the river. (ECL §15-2714 (2)(g)). The river is within the Moose River Plains Wild Forest and the West Canada Lake Wilderness Area in the towns of Indian Lake and Lake Pleasant in Hamilton County. Existing facilities within the one-half mile river corridor include; four motor vehicle roads, Limekiln Lake-Cedar River Road, Gould Road, Wakely Mountain Road and the campsite access road across Wakely Dam, Approximately 2.3 miles of existing snowmobile trails and nine designated campsites in the MRPWF unit with an additional twelve sites in the WCLWA . A bridge at Wakely Dam is the only motor vehicle crossing of the river.

Resources

Natural Resources

The natural resource inventories for the MRPWF and WCLWA include information for the Cedar river corridor. The MHDB lists both the common loon and the Pied-billed grebe as being present within the corridor.

Cultural Resources

Cultural resources for the Cedar River corridor are included in those inventories for the MRPWF and the WCLWA.

Facilities

a. Roads

Cedar River Road- Approximately 2.0 miles of this road are within the one-half mile river corridor. The road parallels the river on the west side, with the river visible in several locations from the road. This road is maintained as a county highway and is also open to snowmobile use.

Limekiln Lake-Cedar River Road (LLCRR)- 0.8 miles of this road, from the Cedar River Headquarters heading westerly, are within the scenic river corridor.

Wakely Mountain Road- The first .5 miles of this road from the Cedar River Road west to the Wakely Mountain Trail head is located within the river corridor.

Gould Road- The first .5 miles of this road from the Cedar River Road west are within the river corridor.

Wakely Dam Area Road- Approximately .25 miles from the Cedar River Road east across the Wakely Dam bridge to where the road is gated. This road is open to snowmobile use during the winter.

b. Snowmobile Trails

Cedar River Trail- This trail runs from the gate on the east side of Cedar River Flow north parallel to the river to private lands and eventually to the trail system near Indian Lake village. The entire trail is located within the one-half mile corridor. With the exception of the northern most one-half mile, the trail stays approximately 500 feet from the river. Topography and vegetation keep the trail fairly well screened from the river itself.

c. Campsites

There are 21 existing designated sites within the river corridor. These sites are located within either the MRPWF or the WCLWA. All 21 of these sites existed prior to the Rivers Act. Therefore, they are not subject to the river regulations.

Management Goals and Objectives for the Cedar River and its River Area

- a. Protect and enhance the natural, scenic, ecological, recreational, aesthetic, botanical, geological, hydrological, fish and wildlife, historical, cultural, archaeological and scientific features of the river and river area.
- b. Close or relocate existing campsites which are not adequately screened from the water.
- c. Identify areas where existing trails may be impacting the character of the river and its shoreline and develop management alternatives to minimize those impacts.
- d. Do not develop new motorized trails within the river corridor.

Management Guidelines

1. ECL, Article 15, Title 27, Part 666

River Area Boundaries

Pursuant to Part §666.6(f), upon the designation of a river in this system and until final boundaries are established, the provisions of Part 666 (the regulations implementing the Wild, Scenic and Recreational Rivers program) are applicable within one-half mile of each bank of the river.

Classes of rivers and management objectives for river areas

- (a) Wild rivers are generally five (5) miles or more in length, free of diversions and impoundments, and accessible only by water, foot or horse trail. Their river areas are primitive and undeveloped in nature. In general the minimum distance from the river to a public road or a private road open to the public is one-half mile. Management of wild river areas will be directed to the perpetuation of their wild character.
- (b) Scenic rivers are generally free of diversions or impoundments with limited road access. Their river areas are essentially primitive and undeveloped or are use for agriculture, forest management and other dispersed human activities which do not in themselves substantially constrain public use and enjoyment of these rivers and their environs. Management of scenic river areas will be directed to preserving and restoring their natural scenic qualities.
- (c) Recreational rivers are generally readily accessible, and may have a significant amount of development in their river areas and may have been impounded or diverted in the past. Management of recreational river areas will be directed to preserving and restoring their natural, cultural, scenic and recreational qualities, except in areas delineated by the Department as communities, which will be managed to avoid adverse environmental impacts and loss of existing river corridor values.

2. Adirondack Park State Land Master Plan (APSLMP)

The APSLMP provides the following generic guidelines for management and use of all classified rivers:

- 1. No river or river area will be managed or used in a way that would be less restrictive in nature than the statutory requirements of the Wild, Scenic and Recreational Rivers Act, Article 15, title 27 of the Environmental Conservation Law, or than the guidelines for the management and use of the land classification within which the river area lies, but the river or river area may be administered in a more restrictive manner.
- 2. Rivers will be kept free of pollution and the water quality thereof kept sufficiently high to meet other management guidelines contained in this section.
- 3. No dam or other structure impeding the natural flow of a river will be constructed on a wild, scenic or recreational river, except for stream improvement structures for fisheries management purposes which are permissible on recreational and scenic rivers only.
- 4. The precise boundaries of the river area will be determined by the Department of Environmental Conservation, will be specified in the individual unit management plans for the river area or the unit of state land through which the river flows, and will normally be one-half mile from the mean high water mark of the river, but in any case will not be less than one-quarter mile.

Additionally, the APSLMP provides the following guidelines specific to rivers designated as scenic:

- 1. Scenic rivers and their river areas will be managed in accordance with the guidelines for the management of wild forest areas (except where such rivers flow through wilderness, primitive or canoe areas, where the more restrictive guidelines of the particular area will apply) and with the following additional guidelines.

2. Access points to the river shore or crossings of the river by roads, fire truck trails or other trails open to motor vehicle use by the public or administrative personnel will normally be located at least two miles apart.
3. Other motor vehicle roads or trails in the river area will not be encouraged and, where permitted, will normally be kept at least 500 feet from the river shore and will be screened by vegetation or topography from the river itself.
4. The natural character of the river and its immediate shoreline will be preserved.
5. The following structures and improvements may be located so as to be visible from the river itself:
 - fishing and waterway access sites;
 - foot and horse trails and foot and horse trail bridges crossing the river; and,
 - motor vehicle bridges crossing the river.
6. All other new, reconstructed or relocated conforming structures and improvements (other than individual lean-tos, primitive tent sites and pit privies which are governed by the regular guidelines of the APSLMP) will be located a minimum of 250 feet from the mean high water mark of the river and will in all cases be reasonably screened by vegetation or topography from view from the river itself.
7. Motorboat usage of scenic rivers will not normally be permitted but may be allowed by the Department of Environmental Conservation, where such use is already established, is consistent with the character of the river and river area, and will not result in any undue adverse impacts upon the natural resource quality of the area.

Proposed Management Actions

River Area Boundary

Present Situation and Assumptions:

Pursuant to 6 NYCRR 666.6(f), an interim boundary of one-half mile from each bank of the river was established when the river was designated as a Scenic River. This interim boundary remains in place until such time as the Department develops final boundaries for the river. The Department believes the interim boundary is consistent with the purposes and policies of the Wild, Scenic and Recreational Rivers Act, and facilitates the management objectives set forth in both the Act and the implementing regulations. The interim boundary has not presented the Department with any management concerns or problems and is of a suitable width. Consequently, the Department will proceed to adopt the interim boundaries as the final boundaries. The final boundaries of the Cedar River Scenic River Area have been delineated to include the protection and preservation of important natural, cultural and recreational features, consistent with the purposes of the Wild, Scenic and Recreational Rivers Act. The final boundaries chosen for the Cedar River Scenic River Corridor will remain the same as the interim boundaries assigned at the time the river was added to the system. These boundaries will provide the greatest protection to the scenic qualities of the river and water quality, while continuing to provide opportunities for river related recreational activities.

Proposed management Action:

- Pursuant to 6 NYCRR §666.6(a), (c) and (d), adopt the interim river boundary, one-half mile from each bank of the river, as the final river area boundary.

Campsites

Present Situation and Assumptions:

Within the one-half mile river area of the Cedar River, there are 21 existing camping sites. Camping has occurred at these locations since the State took ownership of the lands prior to 1972. Eight of these sites, at Wakely Dam, are located within an area proposed to be reclassified to intensive use. As all 21 of these sites pre-existed the Rivers Act they can be considered an existing use not subject to the regulation. The reclassification from wild forest to intensive use is not considered a change in land use as no new facilities or uses within the river corridor will result from the change and pursuant to the APSLMP the area will be managed under wild forest guidelines. The basis for the reclassification is to continue an existing use which predates both the Rivers Act and the APSLMP. Two additional sites on the east side of the flow are located within the WCLWA. The proposed reclassification does not include these sites, therefore they will need to be closed in order to comply with APSLMP guidelines. One existing site on the west side of the flow will be managed as an accessible site and four existing sites within the proposed intensive use area will be managed in accordance with wild forest guidelines. A detailed vegetative management plan will need to be developed for the area. This plan will emphasize vegetative screening between the flow and shore based uses as well as between individual campsites.

Proposed Management Actions:

- Close and revegetate sites three, four seven, and eight at Wakely Dam.
- Retain sites one, two, five, six and nine as designated tent sites.
- Manage site one as an accessible site.
- Prohibit motor vehicle access to sites five and six by barricading the access road near the old headquarters building.
- Close the Wakely Dam bridge to motor vehicle use.
- Manage sites five, six and nine as walk-in sites.
- Develop a vegetative screening plan for all remaining sites.
- Evaluate sites within the river corridor but outside the proposed intensive use area for compliance with APSLMP wild forest guidelines and develop alternative management actions if necessary.

Roads

Present Situation and Assumptions:

There are sections of four roads within the one-half mile river area boundary for the Cedar River. Approximately 2.0 miles of the Cedar River Road, .15 miles of the Wakely Mountain Road, .25 miles of the Wakely Dam Access Road and approximately .15 miles of the Gould Road are within the corridor. The Wakely Dam access Road is the only road crossing the river. All of these roads are currently designated for use by snowmobiles in the winter.

Proposed Management Actions:

- Close the Wakely Mountain Road and Gould Road to public motor vehicle use as proposed in the MRPWF UMP.
- Allow CP-3 access on the first .5 miles of the Gould Road.
- Barricade the access road to sites five and six.

- Close the Wakely Dam Access Road to motor vehicle use. This will be done by placing a gate on the west side of the bridge. The bridge will remain open for non-motorized use as well as snowmobile use.
- Restrict driving to designated routes around the Cedar River Headquarters area.
- Maintain roads within their current widths.

Snowmobile Trails

Present Situation and Assumptions:

Part 666 allows the continued use of snowmobile trails that existed prior to the regulation, so long as they were lawfully existing. However, the creation of new snowmobile trails or the continued use of trails developed after the regulation was in place appears to be in conflict with the regulations. Therefore, it is important to attempt to document the history of these trails and also to look at what alternatives may exist for the future management of such trails.

The Cedar River Trail is the only snowmobile trail within the Cedar River scenic corridor. This trail provides the only non-road connection to the snowmobile trail system in the vicinity of Indian Lake Village. The trail is approximately 2.3 miles in length, running from Cedar River Flow to private land along the east side of the Cedar River. With the exception of the northern most one-half mile, where the trail comes within 20 feet of the river, the trail stays approximately 500 feet from the river. Topography and vegetation keep the trail fairly well screened from the river itself. The classification of these lands in 1990 acknowledged the need to retain this important snowmobile trail connection. The result of that acknowledgment was the designation of a narrow strip of forest preserve on the east side of the river as wild forest. The classification documents make no mention of the scenic river corridor.

The history of when use of the Cedar River trail first began is unclear and likely undocumented. The earliest documentation associated with this trail is a lease agreement between the Town of Indian Lake and Finch Pruyn to use the portion across the Finch Pruyn property. The use of the trail under this agreement began in 1977. The southerly portion of the trail, is located on State lands which formerly belonged to International Paper Company. When IP sold the lands to the State in 1987 they first granted Hamilton County an easement for the snowmobile trail through December of 1997. At least a portion of the IP section of the trail follows an old road which was used for forest management and also for access to leased camps. Use of this trail prior to these agreements was likely occurring through verbal approval of the landowners or possibly occurring unquestioned by the landowners. Department staff as well as local residents who used this area in the early 1970's both indicate that this trail, as well as others on both properties, have been used for snowmobiling by the public since the Moose River Plains Wild Forest opened to snowmobiling in the 1960's.

The following alternatives examine possible management actions for this trail and the implications of those actions on the Cedar River and surrounding forest preserve lands. This alternatives analysis makes the following assumptions.

- The 1977 lease agreement between the Town of Indian Lake and Finch Pruyn is the earliest documented evidence of use of this route for snowmobiling.
- Snowmobile use of this route occurred prior to any formal agreements and likely did so prior to 1970.
- The 1990 classification of these lands identified this route as an important snowmobile trail connection that the classification of the area needed to accommodate.
- The link provided by this trail is an integral part of the Adirondack park snowmobile trail network.

No Action Alternative

Leaving the existing trail in its present location is not a viable alternative. The APSLMP states that when motorized use is permitted within the one-half mile river corridor, that use should be kept generally a minimum of 500 feet from the river bank. As the northern one-half mile section of trail approaches to within 20 feet of the river bank, this alternative would not be consistent with APSLMP guidelines. Additionally, the portion of trail on private lands may need to be relocated to meet Park Agency regulations. If the private land portion is relocated it will necessitate a relocation of a portion of the state land section in order to connect the two segments. For this reason this alternative will not be supported.

Alternative 1 - Relocate the Entire Trail Outside of the River Corridor

Relocating the existing trail outside of the river corridor would require abandoning an existing route which is mostly on old roads and the establishment of a new trail through an area where no trail or old road exist. This would potentially mean extensive tree cutting to create the trail corridor. When these lands were originally classified in 1990, the trail was the chosen boundary between MRPWF and the WCLWA, so moving the trail any further to the east would require the reclassification of lands that are currently wilderness to a wild forest classification. A review of maps and ortho-photos indicate that topography becomes less conducive to trail construction east of the present trail location. Additionally, more mileage of trail than currently exists would be required to provide the same connection. For these reasons this alternative is not considered a viable choice.

Alternative 2- Close the Trail to Snowmobiling

Closing the entire trail to snowmobiling would for the most part create a major break in the existing trail network. If this trail were to be closed the only possible connection from MRPWF to the north and east would need to utilize the Cedar River Road. As this is a plowed road with numerous year-round residences there would be a great potential for conflicts with residents and also safety issues. Additionally, as plowed roads lose their snow cover before trails and unplowed roads, relying on this route would considerably shorten the snowmobile season in this area. For these reasons this alternative will not be supported.

Alternative 3 (the preferred alternative)- Retain the Existing Route With Some Relocations

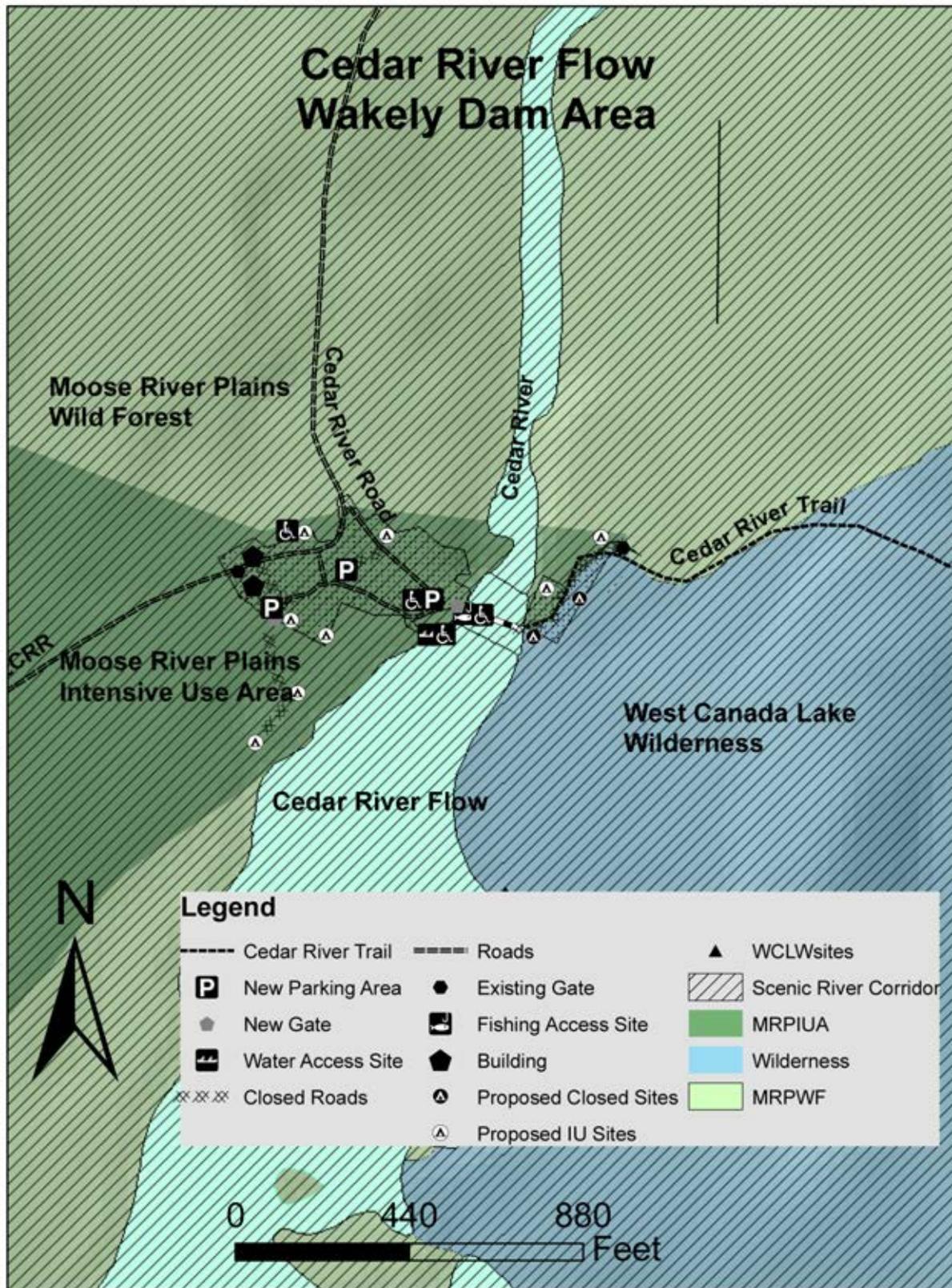
This alternative would retain the existing route from Wakely Dam to a point approximately one-half mile south of the State boundary. This is the location where the existing route deviates from the classification boundary and approaches the river. There is a possibility that at the time of classification the trail followed what is currently the boundary but was relocated by the Town to avoid side hill issues. If this is the case, the trail will be relocated back to its original location. Although the existing route is within the one-half mile river corridor, a majority of the trail meets the 500 foot APSLMP guideline for river corridors and is well screened from the river itself by vegetation and topography. A relocation of the northern end of the trail would bring the trail into APSLMP compliance as well as further the intentions of the river regulations.

Proposed Management Actions:

- Relocate the northern one-half mile of trail back to its original alignment or to a location that is at least 500 feet from the river and follows the classification boundary as closely as possible.

Schedule for Implementation

The schedule for proposed management actions is contained in the schedule for implementation in the MRPWF UMP.



24B - River Area Management Plan for the Red River

Preface

In 1972, State legislation was passed creating a wild, scenic, and recreational rivers system on State and private lands to protect and maintain certain designated rivers in their free-flowing condition and natural setting. Statutory authority for the management of the rivers system is found in the Environmental Conservation Law Article 15, Title 27, and 6NYCRR Part 666; Regulation for Administration and Management of the Wild, Scenic and Recreational Rivers System in New York State Excepting Private Land in the Adirondack Park. The purpose of Part 666 is to implement the Act by establishing statewide regulations for the management, protection, enhancement and control of land use and development in river areas on all designated wild, scenic and recreational rivers in New York State, except for private land in river areas within the Adirondack Park.

Introduction

The Red River is classified as scenic for approximately 9.7 miles from the headwaters of the river to the confluence with the South Branch of the Moose River. (ECL §15-2714 (2)(x)); The river is within the Moose River Plains Wild Forest in the towns of Inlet, Hamilton County and Ohio, Herkimer County. Existing facilities within the one-half mile river corridor include; three motor vehicle roads, one of which crosses the river, two snowmobile trails and 14 campsites. At the confluence with the South Branch of the Moose River is a natural rock dam which is identified in the APSLMP as an area of special interest.

Resources

Natural Resources

The natural resource inventories for the MRPWF include information for the Red River corridor. The MHDB lists spruce flats as a significant community occurring within the river corridor.

Cultural Resources

The cultural resource inventory for the MRPWF includes information for the Red River corridor.

Facilities

a. Roads

Limekiln Lake-Cedar River Road- Approximately 1.4 miles of this road are within the one-half mile river corridor. This is the only motor vehicle crossing of the river. The road is also open to snowmobile use.

Rock Dam Road- Approximately 1.2 miles of this road are within the one-half mile river corridor. The road is also open to snowmobile use.

Loop Road- Approximately .7 miles of this road are within the one-half mile river corridor. The road is also open to snowmobile use.

b. Snowmobile Trails

Rock Dam trail- Approximately .7 miles of this snowmobile trail is within the one-half mile river corridor.

Bear Pond Trail- Approximately 1.2 miles of this snowmobile trail is within the one-half mile river corridor.

Mitchell Ponds Trail- Approximately .3 miles of this trail is within the one-half mile river corridor.

c. Campsites

There are fourteen existing campsites within the one-half mile Red River corridor.

Management Goals and Objectives for the Red River and its River Area

- a. Protect and enhance the natural, scenic, ecological, recreational, aesthetic, botanical, geological, hydrological, fish and wildlife, historical, cultural, archaeological and scientific features of the river and river area.
- b. Close or relocate existing primitive tent sites which are not adequately screened from the water.
- c. Identify areas where existing trails may be impacting the character of the river and its shoreline and develop management alternatives to minimize those impacts.
- d. Do not develop new motorized trails within the river corridor.

Management Guidelines

1. ECL, Article 15, Title 27, Part 666

River Area Boundaries

Pursuant to 6NYCRR §666.6(f), upon the designation of a river in this system and until final boundaries are established, the provisions of Part 666 (the regulations implementing the Wild, Scenic and Recreational Rivers program) are applicable within one-half mile of each bank of the river.

Classes of rivers and management objectives for river areas

- (a) Wild rivers are generally five (5) miles or more in length, free of diversions and impoundments, and accessible only by water, foot or horse trail. Their river areas are primitive and undeveloped in nature. In general the minimum distance from the river to a public road or a private road open to the public is one-half mile. Management of wild river areas will be directed to the perpetuation of their wild character.
- (b) Scenic rivers are generally free of diversions or impoundments with limited road access. Their river areas are essentially primitive and undeveloped or are use for agriculture, forest management and other dispersed human activities which do not in themselves substantially constrain public use and enjoyment of these rivers and their environs. Management of scenic river areas will be directed to preserving and restoring their natural scenic qualities.
- (c) Recreational rivers are generally readily accessible, and may have a significant amount of development in their river areas and may have been impounded or diverted in the past. Management of recreational river areas will be directed to preserving and restoring their natural, cultural, scenic and recreational qualities, except in areas delineated by the Department as communities, which will be managed to avoid adverse environmental impacts and loss of existing river corridor values.

2. Adirondack Park State Land Master Plan (APSLMP)

The APSLMP provides the following generic guidelines for management and use of all classified rivers:

1. No river or river area will be managed or used in a way that would be less restrictive in nature than the statutory requirements of the Wild, Scenic and Recreational Rivers Act, Article 15, title 27 of the Environmental Conservation Law, or than the guidelines for the management and use of the land classification within which the river area lies, but the river or river area may be administered in a more restrictive manner.
2. Rivers will be kept free of pollution and the water quality thereof kept sufficiently high to meet other management guidelines contained in this section.
3. No dam or other structure impeding the natural flow of a river will be constructed on a wild, scenic or recreational river, except for stream improvement structures for fisheries management purposes which are permissible on recreational and scenic rivers only.
4. The precise boundaries of the river area will be determined by the Department of Environmental Conservation, will be specified in the individual unit management plans for the river area or the unit of state land through which the river flows, and will normally be one-half mile from the mean high water mark of the river, but in any case will not be less than one-quarter mile.

Additionally, the APSLMP provides the following guidelines specific to rivers designated as scenic:

1. Scenic rivers and their river areas will be managed in accordance with the guidelines for the management of wild forest areas (except where such rivers flow through wilderness, primitive or canoe areas, where the more restrictive guidelines of the particular area will apply) and with the following additional guidelines.
2. Access points to the river shore or crossings of the river by roads, fire truck trails or other trails open to motor vehicle use by the public or administrative personnel will normally be located at least two miles apart.
3. Other motor vehicle roads or trails in the river area will not be encouraged and, where permitted, will normally be kept at least 500 feet from the river shore and will be screened by vegetation or topography from the river itself.
4. The natural character of the river and its immediate shoreline will be preserved.
5. The following structures and improvements may be located so as to be visible from the river itself:
 - fishing and waterway access sites;
 - foot and horse trails and foot and horse trail bridges crossing the river; and,
 - motor vehicle bridges crossing the river.
6. All other new, reconstructed or relocated conforming structures and improvements (other than individual lean-tos, primitive tent sites and pit privies which are governed by the regular guidelines of the APSLMP) will be located a minimum of 250 feet from the mean high water mark of the river and will in all cases be reasonably screened by vegetation or topography from view from the river itself.

7. Motorboat usage of scenic rivers will not normally be permitted but may be allowed by the Department of Environmental Conservation, where such use is already established, is consistent with the character of the river and river area, and will not result in any undue adverse impacts upon the natural resource quality of the area.

Proposed Management Actions

a. River Area Boundary

Present Situation and Assumptions:

Under ECL Article 15, Title 27 the river area boundary for any river added to the system is one-half mile from the mean high water mark until such time a river area plan is completed. The river area plan may amend the boundary so long as the proposed river area boundary meets or furthers the purposes of the Act. Additionally, consideration must also be given to uses that pre-existed the statute. Where viable alternatives to relocate existing uses which are inconsistent with the Act exist, they should be explored as potential management options. Where no viable alternative exists, efforts should focus on enhancing vegetative screening between the river and the use.

The final boundaries of the Red River Scenic River Area have been delineated to include the protection and preservation of important natural, cultural and recreational features, consistent with the purposes of the Wild, Scenic and Recreational Rivers Act. The final boundaries chosen for the Red River Scenic River Corridor will remain the same as the interim boundaries assigned at the time the river was added to the system. These boundaries will provide the greatest protection to the scenic qualities of the river and water quality, while continuing to provide opportunities for river related recreational activities. Additionally, these boundaries will provide protection for the large wetland complexes associated with the river and to the Moose River Rock Dam, which is listed in the APSLMP as a natural Special Management Area.

The proposed Moose River Plains Intensive Use Area will encompass some areas within the Red River area boundary. In these areas management will conform to APSLMP guidelines for wild forest as prescribed in the SLMP.

Proposed management Actions:

- Designate the river area boundary one-half mile from the mean high water mark from either shore of the river.
- Manage the river area in conformance with APSLMP guidelines for wild forest.

b. Primitive tent sites

Present Situation and Assumptions:

Within the one-half mile river area of the Red River, there are fourteen existing primitive tent sites. Four of these sites will be closed due to resource impacts associated with inadequate setbacks from water bodies or wetlands. Of the remaining ten sites, one will be converted into an accessible fishing access site, and four will be closed to meet APSLMP separation distance guidelines.

Proposed Management Actions:

- Close and revegetate sites 75, 76a, 78, 119, 119b and 119c, 120 and 121.
- Convert site 79 into an accessible fishing access site
- Retain site 119a as an accessible site.

- Develop a plan to enhance vegetative screening between the road and tent sites where possible.

c. Roads

Present Situation and Assumptions:

There are sections of three roads within the one-half mile river area boundary for the Red River. Approximately 1.4 miles of the LLCRR, .7 miles of the Loop Road and approximately 1.4 miles of the Rock Dam Road are within the corridor. The LLCRR is the only road crossing the river. All of these roads are also open to snowmobile use.

Proposed Management Actions:

- Maintain roads within their current widths.

d. Snowmobile Trails

Present Situation and Assumptions:

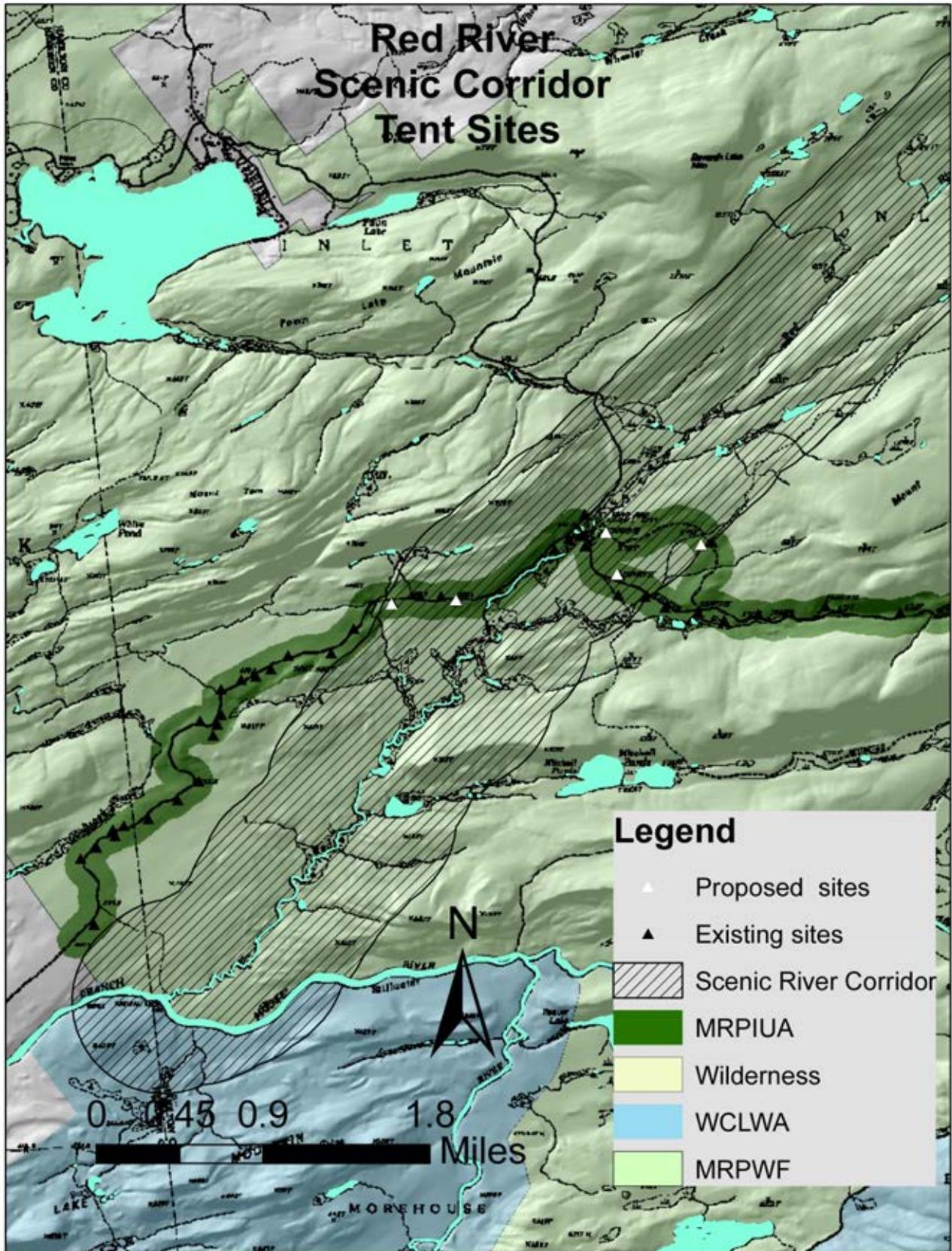
The Rock Dam Trail, Bear Pond Trail and the Mitchell Ponds Trail are the only designated snowmobile trails within the one-half mile river corridor. The Rock Dam and Bear Pond Trails are proposed to be closed in the MRPWF UMP. The Mitchell Ponds Trail will be retained as a Class I snowmobile trail.

Proposed Management Actions:

- Close the Rock Dam and Bear Pond snowmobile trails as proposed in the MRPWF UMP.
- Maintain the Mitchell Ponds Trail as a class I trail.

Schedule for Implementation

The schedule for proposed management actions is contained in the schedule for implementation in the MRPWF UMP.



24C – River Area Management Plan for Otter Brook

Preface

In 1972, State legislation was passed creating a wild, scenic, and recreational rivers system on State and private lands to protect and maintain certain designated rivers in their free-flowing condition and natural setting. Statutory authority for the management of the rivers system is found in the Environmental Conservation Law Article 15, Title 27 and 6NYCRR Part 666; Regulation for Administration and Management of the Wild, Scenic and Recreational Rivers System in New York State Excepting Private Land in the Adirondack Park. The purpose of Part 666 is to implement the Act by establishing statewide regulations for the management, protection, enhancement and control of land use and development in river areas on all designated wild, scenic and recreational rivers in New York State, except for private land in river areas within the Adirondack Park.

Introduction

Otter Brook is classified as scenic for approximately 10 miles from the outlet of Lost Ponds to the confluence with the South Branch of the Moose River. (ECL §15-2714 (2)(v)); The river is within the Moose River Plains Wild Forest and the West Canada Lake Wilderness Area in the towns of Morehouse and Arietta, Hamilton County. Existing facilities within the one-half mile river corridor include portions of three motor vehicle roads, the Otter Brook Truck Trail, Indian Lake Road and the Otter Brook Road, Approximately 2.9 miles of existing snowmobile trails and 33 designated campsites, south of the South Branch of the Moose River. (Sites north of the SBMR will be addressed in the river area plan for that river) A bridge on the Otter Brook Road is the only crossing of the river. All of the existing snowmobile trails are proposed to be closed in the MRPWF UMP.

Resources

Natural Resources

The natural resource inventories for the MRPWF and the WCLWA include information for the Otter Brook corridor. The MHDB does not list any significant habitats as occurring within the river corridor.

Cultural Resources

Cultural resource inventories for the MRPWF and WCLWA include information for the Otter Brook river corridor. The most notable cultural resource located within the corridor is the Kenwells Hotel site located approximately one mile upstream of the Otter Brook Road crossing.

Facilities

a. Roads

Otter Brook Road- Approximately .9 miles of this road are within the one-half mile river corridor. This is the only motor vehicle crossing of the river. The road is also open to snowmobile use.

Indian Lake Road- Approximately 1.0 miles of this road are within the one-half mile river corridor. The road is also open to snowmobile use.

Beaver Lake Road- Approximately .2 miles of this road are within the one-half mile river corridor. The road is also open to snowmobile use.

Otter Brook Truck Trail- Until around 1980 approximately 4 miles of this road was open to public motor vehicle use, all of which is within the one-half mile river corridor. After 1980 only .75 miles have remained open for motor vehicle use. The entire length of this road is also a designated snowmobile trail.

b. Snowmobile Trails

Otter Brook truck trail (6.1 miles)- This trail utilizes the Otter Brook truck trail from the Indian Lake Road intersection to the Wilson Ridge Road in the vicinity of Little Moose Lake. The trail has received some minor maintenance in the past several years. This has consisted of re-decking the first two bridges and some brushing. There is no bridge at the crossing of Otter Brook.

South Branch Truck Trail (0.2 miles)- This trail follows an old State truck trail that parallels the SBMR.

Beaver Lake Trail (0.6 miles)- This trail follows an old road from the Otter Brook Crossing parallel to the SBMR.

c. Campsites

There are 33 existing campsites within the Otter Brook river corridor south of the South Branch of the Moose River. Additional sites north of the River will be addressed in the river area plan for the South Branch of the Moose River.

Management Goals and Objectives for Otter Brook and its River Area

- a. Protect and enhance the natural, scenic, ecological, recreational, aesthetic, botanical, geological, hydrological, fish and wildlife, historical, cultural, archaeological and scientific features of the river and river area.
- b. Close or relocate existing primitive tent sites which are not adequately screened from the water.
- c. Bring primitive tent sites into conformance with wild forest guidelines for separation distance requirements.
- d. Identify areas where existing trails may be impacting the character of the river and its shoreline and develop management alternatives to minimize those impacts.
- e. Do not develop new motorized trails within the river corridor.

Management Guidelines

1. ECL, Article 15, Title 27, Part 666

River Area Boundaries

Pursuant to 6NYCRR §666.6(f), upon the designation of a river in this system and until final boundaries are established, the provisions of Part 666 (the regulations implementing the Wild, Scenic and Recreational Rivers program) are applicable within one-half mile of each bank of the river.

Classes of rivers and management objectives for river areas

- (a) Wild rivers are generally five (5) miles or more in length, free of diversions and impoundments, and accessible only by water, foot or horse trail. Their river areas are primitive and undeveloped in nature. In general the minimum distance from the river to a public road or a private road open to the public is one-half mile. Management of wild river areas will be directed to the perpetuation of their wild character.

- (b) Scenic rivers are generally free of diversions or impoundments with limited road access. Their river areas are essentially primitive and undeveloped or are used for agriculture, forest management and other dispersed human activities which do not in themselves substantially constrain public use and enjoyment of these rivers and their environs. Management of scenic river areas will be directed to preserving and restoring their natural scenic qualities.
- (c) Recreational rivers are generally readily accessible, and may have a significant amount of development in their river areas and may have been impounded or diverted in the past. Management of recreational river areas will be directed to preserving and restoring their natural, cultural, scenic and recreational qualities, except in areas delineated by the Department as communities, which will be managed to avoid adverse environmental impacts and loss of existing river corridor values.

2. Adirondack Park State Land Master Plan (APSLMP)

The APSLMP provides the following generic guidelines for management and use of all classified rivers:

1. No river or river area will be managed or used in a way that would be less restrictive in nature than the statutory requirements of the Wild, Scenic and Recreational Rivers Act, Article 15, title 27 of the Environmental Conservation Law, or than the guidelines for the management and use of the land classification within which the river area lies, but the river or river area may be administered in a more restrictive manner.
2. Rivers will be kept free of pollution and the water quality thereof kept sufficiently high to meet other management guidelines contained in this section.
3. No dam or other structure impeding the natural flow of a river will be constructed on a wild, scenic or recreational river, except for stream improvement structures for fisheries management purposes which are permissible on recreational and scenic rivers only.
4. The precise boundaries of the river area will be determined by the Department of Environmental Conservation, will be specified in the individual unit management plans for the river area or the unit of state land through which the river flows, and will normally be one-half mile from the mean high water mark of the river, but in any case will not be less than one-quarter mile.

Additionally, the APSLMP provides the following guidelines specific to rivers designated as scenic:

1. Scenic rivers and their river areas will be managed in accordance with the guidelines for the management of wild forest areas (except where such rivers flow through wilderness, primitive or canoe areas, where the more restrictive guidelines of the particular area will apply) and with the following additional guidelines.
2. Access points to the river shore or crossings of the river by roads, fire truck trails or other trails open to motor vehicle use by the public or administrative personnel will normally be located at least two miles apart.
3. Other motor vehicle roads or trails in the river area will not be encouraged and, where permitted, will normally be kept at least 500 feet from the river shore and will be screened by vegetation or topography from the river itself.

4. The natural character of the river and its immediate shoreline will be preserved.
5. The following structures and improvements may be located so as to be visible from the river itself:
 - fishing and waterway access sites;
 - foot and horse trails and foot and horse trail bridges crossing the river; and,
 - motor vehicle bridges crossing the river.
6. All other new, reconstructed or relocated conforming structures and improvements (other than individual lean-tos, primitive tent sites and pit privies which are governed by the regular guidelines of the APSLMP) will be located a minimum of 250 feet from the mean high water mark of the river and will in all cases be reasonably screened by vegetation or topography from view from the river itself.
7. Motorboat usage of scenic rivers will not normally be permitted but may be allowed by the Department of Environmental Conservation, where such use is already established, is consistent with the character of the river and river area, and will not result in any undue adverse impacts upon the natural resource quality of the area.

5. Proposed Management Actions

a. River Area Boundary

Present Situation and Assumptions:

Under ECL Article 15, Title 27 the river area boundary for any river added to the system is one-half mile from the mean high water mark until such time a river area plan is completed. The river area plan may amend the boundary so long as the proposed river area boundary meets or furthers the purposes of the Act. Additionally, consideration must also be given to uses that pre-existed the statute. Where viable alternatives to relocate existing uses which are inconsistent with the Act exist, they should be explored as potential management options. Where no viable alternative exists, efforts should focus on enhancing vegetative screening between the river and the use.

The final boundaries of the Otter Brook Scenic River Area have been delineated to include the protection and preservation of important natural, cultural and recreational features, consistent with the purposes of the Wild, Scenic and Recreational Rivers Act. The final boundaries chosen for the Otter Brook Scenic River Corridor will remain the same as the interim boundaries assigned at the time the river was added to the system. These boundaries will provide the greatest protection to the scenic qualities of the river and water quality, while continuing to provide opportunities for river related recreational activities.

The Revised Draft UMP had proposed a change in designation for Otter Brook from Scenic River to a Wild River from its headwaters to a point one-half mile upstream of the bridge on Otter Brook Road. Following public comment on the Draft UMP/EIS the proposed reclassification from wild forest to wilderness has been modified. This modification will result in a corridor, 20 feet in width, along the Otter Brook Truck Trail and Wilson Ridge Roads being retained under a wild forest classification. This was done in order to retain this route as an important mountain bike corridor. As the use of mountain bikes would be precluded , under the APSLMP guidelines, within a wild river corridor, the proposal to recommend reclassification of this stream has been removed.

Proposed management Action:

- Designate the river area boundary at one-half mile either side of the river from the mean high water mark. The river corridor for Otter Brook will not include areas north of the South Branch of the Moose River. These areas will be addressed in the river area plan for the South Branch of the Moose River.

b. Primitive tent sites

Present Situation and Assumptions:

Within the one-half mile river area of Otter Brook, there are 33 existing primitive tent sites. Three of these sites will be closed due to resource impacts associated with inadequate setbacks from water bodies or wetlands. An additional 21 sites within the corridor will be closed in order to meet APSLMP separation distance guidelines. Nine existing tent sites will remain and additional, APSLMP compliant sites, may be designated along the Otter Brook Truck Trail and the Indian Lake Road.

Proposed Management Actions:

- Develop a campsite plan to address such things as site closures/ relocations, site screening, site conversion to tent-only sites, pit privy siting, group use, length of stay restrictions, etc. This will be done in consultation with APA staff and local communities, and in compliance with the APSLMP.
- Reconfigure remaining sites to provide a camping opportunity between that of motor vehicle accessible sites found in intensive use areas and backcountry primitive sites. These sites will provide parking for a vehicle and trailer and be separated from the designated tent site by a minimum of 100 feet. During the big game hunting season camping with campers or slip-on units will be permitted in these sites.
- Develop a plan to enhance vegetative screening between the road and tent sites where possible.

c. Roads

Present Situation and Assumptions:

There are sections of three roads within the one-half mile river area boundary for Otter Brook Approximately .9 miles of the Otter Brook Road, .75 miles of the Otter Brook Truck Trail and approximately 1.0 miles of the Indian Lake Road are within the corridor. The Otter Brook Road is the only road crossing the river. Both the Otter Brook Truck Trail and the Indian Lake Road are proposed to be closed in the MRPWF UMP.

Proposed Management Actions:

- Close the Indian Lake Road and Otter Brook Truck Trail as proposed in the MRPWF UMP.
- Close the Otter Brook bridge to motor vehicle use.
- Maintain the Otter Brook Road within its current widths.

d. Snowmobile Trails

Present Situation and Assumptions:

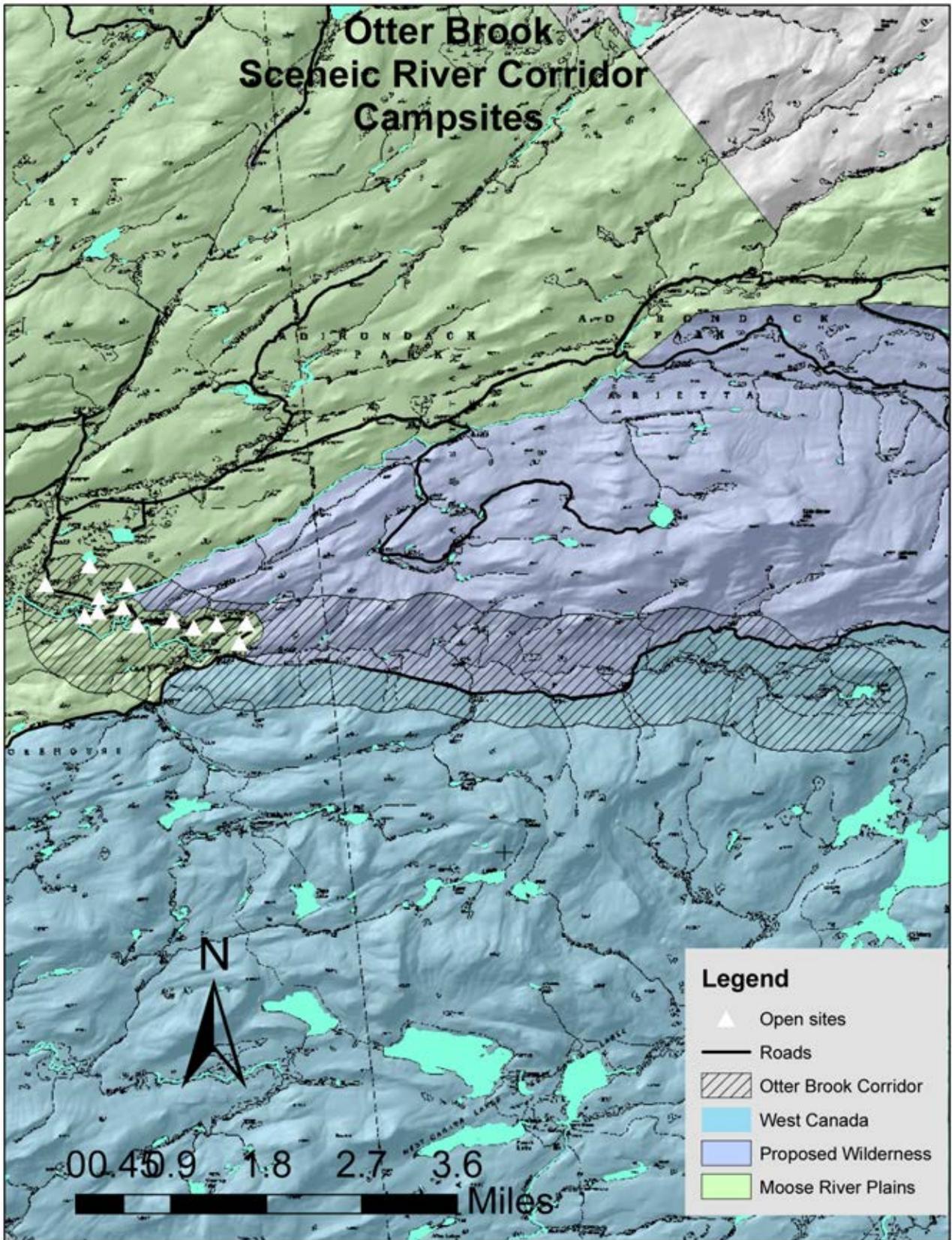
There are approximately 6.9 miles of designated snowmobile trails within the one-half mile river corridor. All of these trails are proposed to be closed in the MRPWF UMP.

Proposed Management Actions:

- Close snowmobile trails within the river area as proposed in the MRPWF UMP.

5. Schedule for Implementation

The schedule for proposed management actions is contained in the schedule for implementation in the MRPWF UMP.



24D - River Area Management Plan for the South Branch of the Moose River

Preface

In 1972, State legislation was passed creating a wild, scenic, and recreational rivers system on State and private lands to protect and maintain certain designated rivers in their free-flowing condition and natural setting. Statutory authority for the management of the rivers system is found in the Environmental Conservation Law Article 15, Title 27 and 6NYCRR Part 666; Regulation for Administration and Management of the Wild, Scenic and Recreational Rivers System in New York State Excepting Private Land in the Adirondack Park. The purpose of Part 666 is to implement the Act by establishing statewide regulations for the management, protection, enhancement and control of land use and development in river areas on all designated wild, scenic and recreational rivers in New York State, except for private land in river areas within the Adirondack Park.

Introduction

The South branch of the Moose River is classified as scenic for approximately 18 miles beginning at the outlet of Little Moose Lake to the western boundary of State land near Rock Dam (ECL §15-2713 (2)(g)); The river is entirely within the Moose River Plains Wild Forest unit, with the last 2.6 miles forming the boundary between the MRPWF and the WCLWA . The river corridor is in the towns of Inlet and Arietta, Hamilton County and the town of Ohio, Herkimer County. Due to the overlap with the scenic river corridor for Otter Brook, areas south of the SBMR within both corridors, will be addressed in the area plan for Otter Brook. Existing facilities within the one-half mile river corridor include; three motor vehicle roads, Limekiln Lake-Cedar River Road, Sly Pond Road and the Otter Brook Road, Approximately 9.7 miles of existing snowmobile trails and 48 designated campsites.(14 of these sites are addressed in the area plan for Otter Brook) A bridge on the Otter Brook Road is the only crossing of the river. All of the existing snowmobile trails are proposed to be closed in the MRPWF UMP. Snowmobile use will continue to be permitted on the Limekiln Lake-Cedar River Road and the Otter Brook Road.

Resources

Natural Resources

The natural resource inventories for the MRPWF and the WCLWA include information for the South Branch of the Moose River corridor. The MHDB lists confined river and spruce flats as a significant communities occurring within the river corridor as well as Rand’s mountain goldenrod and common loon as notable species in the corridor.

Cultural Resources

The cultural resource inventories for the MRPWF and the WCLWA include information for the South Branch of the Moose River corridor.

Facilities

a. Roads

Limekiln Lake-Cedar River Road- Approximately 2.7 miles of this road are within the one-half mile river corridor. The road is also open to snowmobile use.

Otter Brook Road- Approximately .9 miles of this road are within the one-half mile river corridor. This road is the only crossing of the river. The road is also open to snowmobile use.

Sly Pond Road- Approximately .25 miles of this road are within the one-half mile river corridor. The road is also open to snowmobile use.

b. Snowmobile Trails

Beaver Lake Road Trail- Approximately 2.0 from the gate at the culvert on Otter Brook to beaver Lake.

Ice House Pond Trail-.3 miles from the Otter Brook Road to Ice House Pond.

Sly Pond Loop Trail- Approximately 3.5 miles from the Otter Brook Road to the South branch of the Moose River.

Otter Brook truck Trail- Approximately .5 miles near Little Moose Lake.

Butter Brook trail- Approximately 3.4 miles from the LLCRR to the intersection with the Otter Brook Truck trail at Little Moose Lake.

c. Campsites

There are 50 existing campsites within the South Branch of the Moose River corridor. The 14 sites south of the SBMR are addressed in the river area plan for Otter Brook.

Management Goals and Objectives for the South branch of the Moose River and its River Area

- a. Protect and enhance the natural, scenic, ecological, recreational, aesthetic, botanical, geological, hydrological, fish and wildlife, historical, cultural, archaeological and scientific features of the river and river area.
- b. Close or relocate existing primitive tent sites which are not adequately screened from the water.
- c. Identify areas where existing trails may be impacting the character of the river and its shoreline and develop management alternatives to minimize those impacts.
- d. Do not develop new motorized trails within the river corridor.

Management Guidelines

1. ECL, Article 15, Title 27, Part 666

River Area Boundaries

Pursuant to 6NYCRR §666.6(f), upon the designation of a river in this system and until final boundaries are established, the provisions of Part 666 (the regulations implementing the Wild, Scenic and Recreational Rivers program) are applicable within one-half mile of each bank of the river.

Classes of rivers and management objectives for river areas

- (a) Wild rivers are generally five (5) miles or more in length, free of diversions and impoundments, and accessible only by water, foot or horse trail. Their river areas are primitive and undeveloped in nature. In general the minimum distance from the river to a public road or a private road open to the public is

one-half mile. Management of wild river areas will be directed to the perpetuation of their wild character.

- (b) Scenic rivers are generally free of diversions or impoundments with limited road access. Their river areas are essentially primitive and undeveloped or are used for agriculture, forest management and other dispersed human activities which do not in themselves substantially constrain public use and enjoyment of these rivers and their environs. Management of scenic river areas will be directed to preserving and restoring their natural scenic qualities.
- (c) Recreational rivers are generally readily accessible, and may have a significant amount of development in their river areas and may have been impounded or diverted in the past. Management of recreational river areas will be directed to preserving and restoring their natural, cultural, scenic and recreational qualities, except in areas delineated by the Department as communities, which will be managed to avoid adverse environmental impacts and loss of existing river corridor values.

2. Adirondack Park State Land Master Plan (APSLMP)

The APSLMP provides the following generic guidelines for management and use of all classified rivers:

1. No river or river area will be managed or used in a way that would be less restrictive in nature than the statutory requirements of the Wild, Scenic and Recreational Rivers Act, Article 15, title 27 of the Environmental Conservation Law, or than the guidelines for the management and use of the land classification within which the river area lies, but the river or river area may be administered in a more restrictive manner.
2. Rivers will be kept free of pollution and the water quality thereof kept sufficiently high to meet other management guidelines contained in this section.
3. No dam or other structure impeding the natural flow of a river will be constructed on a wild, scenic or recreational river, except for stream improvement structures for fisheries management purposes which are permissible on recreational and scenic rivers only.
4. The precise boundaries of the river area will be determined by the Department of Environmental Conservation, will be specified in the individual unit management plans for the river area or the unit of state land through which the river flows, and will normally be one-half mile from the mean high water mark of the river, but in any case will not be less than one-quarter mile.

Additionally, the APSLMP provides the following guidelines specific to rivers designated as scenic:

1. Scenic rivers and their river areas will be managed in accordance with the guidelines for the management of wild forest areas (except where such rivers flow through wilderness, primitive or canoe areas, where the more restrictive guidelines of the particular area will apply) and with the following additional guidelines.
2. Access points to the river shore or crossings of the river by roads, fire truck trails or other trails open to motor vehicle use by the public or administrative personnel will normally be located at least two miles apart.

3. Other motor vehicle roads or trails in the river area will not be encouraged and, where permitted, will normally be kept at least 500 feet from the river shore and will be screened by vegetation or topography from the river itself.
4. The natural character of the river and its immediate shoreline will be preserved.
5. The following structures and improvements may be located so as to be visible from the river itself:
 - fishing and waterway access sites;
 - foot and horse trails and foot and horse trail bridges crossing the river; and,
 - motor vehicle bridges crossing the river.
6. All other new, reconstructed or relocated conforming structures and improvements (other than individual lean-tos, primitive tent sites and pit privies which are governed by the regular guidelines of the APSLMP) will be located a minimum of 250 feet from the mean high water mark of the river and will in all cases be reasonably screened by vegetation or topography from view from the river itself.
7. Motorboat usage of scenic rivers will not normally be permitted but may be allowed by the Department of Environmental Conservation, where such use is already established, is consistent with the character of the river and river area, and will not result in any undue adverse impacts upon the natural resource quality of the area

Proposed Management Actions

a. River Area Boundary

Present Situation and Assumptions:

Under ECL Article 15, Title 27 the river area boundary for any river added to the system is one-half mile from the mean high water mark until such time a river area plan is completed. The river area plan may amend the boundary so long as the proposed river area boundary meets or furthers the purposes of the Act. Additionally, consideration must also be given to uses that pre-existed the statute. Where viable alternatives to relocate existing uses which are inconsistent with the Act exist, they should be explored as potential management options. Where no viable alternative exists, efforts should focus on enhancing vegetative screening between the river and the use.

The final boundaries of the South Branch of the Moose River Scenic River Area have been delineated to include the protection and preservation of important natural, cultural and recreational features, consistent with the purposes of the Wild, Scenic and Recreational Rivers Act. The final boundaries chosen for the Cedar River Scenic River Corridor will remain the same as the interim boundaries assigned at the time the river was added to the system, with the exception of an approximately four mile section on the north side of the river. In this location the boundary will be set at one-quarter mile from the river bank. This deviation from the interim boundary is necessary to allow the continuation of existing camping along the Limekiln Lake- Cedar River Road. Intervening topography along this section allows for a narrowing of the river corridor while still providing the protection of the river required under the regulation. Where the river boundary remains the same as the interim boundary additional protection will be added to several unique habitats and to the “Plains” area of the unit, which is identified in the APSLMP as a natural Special Management Area. These boundaries will also provide the greatest protection to the scenic qualities of the river and water quality, while continuing to provide opportunities for river related recreational activities.

In order to establish the MRPIUA, a portion of this river corridor, approximately four miles in length, will be designated at one-quarter mile from the river instead of one-half mile. This will only occur within the Moose River Plains Wild Forest portion of the corridor. This can be done utilizing topography to provide protection between the river and the proposed intensive use area. Where the proposed intensive use area falls within the one-half mile buffer, wild forest management guidelines will be adhered to.

Proposed management Actions:

- Establish the river area boundary at one-half mile from the mean high water mark either side of the river, except for an approximately four mile section where the corridor will be one-quarter mile wide on the north side of the river. The one-quarter mile buffer begins just east of Helldiver Pond and runs to just west of Site 27.

b. Primitive tent sites

Present Situation and Assumptions:

Within the one-half mile river area of the South branch of the Moose River, there are 50 existing primitive tent sites. Of these, 14 sites are located within both the SBMR corridor and the Otter Brook corridor, and will be addressed in the latter. Of the 36 remaining sites, ten sites will be removed from the river corridor through the adjustment in the river area boundary. Ten sites will be retained and managed in conformance with wild forest guidelines. The remaining 16 sites will need to be closed or relocated for either resource protection reasons or to meet APSLMP guidelines.

Proposed Management Actions:

- Develop a campsite plan to address such things as site closures/ relocations, site screening, site conversion to tent-only sites, pit privy siting, group use, length of stay restrictions, etc. This will be done in consultation with APA staff and local communities, and in compliance with the APSLMP.
- Manage site 34 as accessible sites.
- New sites designated within the scenic river corridor will be done in conformance to APSLMP guidelines for wild forest or wilderness.

c. Roads

Present Situation and Assumptions:

There are sections of three roads within the one-half mile river area boundary for the South Branch of the Moose River. Approximately .9 miles of the Otter Brook Road, .25 miles of the Sly Pond Road and approximately 2.7 miles of the LLCRR are within the corridor. The Otter Brook Road is the only open road crossing the river. All of these roads are designated for use by snowmobiles in the winter.

Proposed Management Actions:

- Close the Sly Pond Road as proposed in the MRPWF UMP.
- Maintain the LLCRR and the Otter Brook road within their current widths.

d. Snowmobile Trails

Present Situation and Assumptions:

There are approximately 9.7 miles of designated snowmobile trails within the one-half mile river corridor. All of these trails are proposed to be closed in the MRPWF UMP.

Proposed Management Action:

- Close snowmobile trails within the river area as proposed in the MRPWF UMP.

Schedule for Implementation

The schedule for proposed management actions is contained in the schedule for implementation in the MRPWF UMP.

