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APPENDIX 1: Snowmobile trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park

I. Adirondack Park Snowmobile Trail System

The October 2006, *Snowmobile Plan for the Adirondack Park/Final Generic Environmental Impact Statement* (2006 Snowmobile Plan) presents a conceptual snowmobile plan with the goal of creating a system of snowmobile trails between communities in the Adirondack Park. The 2006 Snowmobile Plan outlines the concept of reconfiguring the existing snowmobile trail network across the Forest Preserve through the UMP process. Implementation is supported by this "Management Guidance…" establishing a new DEC snowmobile trail classification system with new standards and guidelines for snowmobile trail siting, construction and maintenance.

The designation of a new class of snowmobile trail to establish and improve community connections (Class II trails) will be complemented by the designation of another new class of trail (Class I trails) intended to preserve a more traditional type of Adirondack snowmobiling experience. Some existing snowmobile trails (most likely within the interior of Wild Forest areas or adjacent to private inholdings) will be redesignated for non-motorized use or abandoned as trails altogether. These actions will serve to ensure available, wintertime recreational opportunities in Wild Forest areas are not dominated by snowmobile use to the exclusion or near exclusion of passive recreational uses. All snowmobile trails, regardless of class, will be carefully sited, constructed and maintained to preserve the most essential characteristics of foot trails and to serve, where appropriate, hiking, mountain biking and other non-motorized recreational pursuits in spring, summer and fall. Additionally, this guidance helps ensure protection of sensitive natural resources on public lands and the minimization of snowmobiling safety hazards.

Implementing the broad recommendations of the 2006 Snowmobile Plan will also result in the establishment of important new routes on private lands through the acquisition of easements or other access rights from willing sellers. This Guidance does not address the management of those trails, but instead provides standards and guidelines solely for the management of DEC snowmobile trails on Forest Preserve lands throughout the Adirondack Park.

In many locations, designated snowmobile routes of varying lengths exist on Forest Preserve roads, rather than on trails. DEC's management of all such roads for motor vehicle use, including snowmobiles, is guided by DEC's "CP-38 Forest Preserve Roads" policy and not by this Guidance.

Snowmobile Trail Classification

The classification system for designated snowmobile trails (not on roads) in the Forest Preserve is presented below. It establishes two classes of trails,21 for which the following definitions apply:
"Motorized travel corridor" – non-snowmobile public motor vehicle routes22 and motorized waterbodies.

[21] *The classification scheme outlined in the 2006 Snowmobile Plan differed from the scheme presented here. Class I trails were presented as snowmobile trails on Forest Preserve roads, Class II trails (of two subtypes) as secondary trails and Class III trails as community connector trails.*

[22] *Including routes where rights for motorized access to private in-holdings exist, but generally not including DEC administrative roads.*

"Motorized waterbodies" – waterbodies upon which year-round, public motorized uses (including snowmobiling) occur to a moderate or great extent, typically facilitated by direct motorized route access to shorelines and boat launching facilities.

"Periphery" – the geographic area within two miles of a motorized travel corridor.

"Remote interior" – the geographic area more distant than two miles from the nearest motorized travel corridors in all directions.

Class II Trails: **Community Connector Trails**

Snowmobile trails or trail segments that serve to connect communities and provide the main travel routes for snowmobiles within a unit are Community Connector Trails. These trails are located in the periphery of Wild Forest or other Forest Preserve areas. They are always located as close as possible to motorized travel corridors, given safety, terrain and environmental constraints, and only rarely are any segments of them located further than one mile away from the nearest of these corridors. They are not duplicated or paralleled by other snowmobile trails. Some can be short, linking communities to longer Class II trails that connect two or more other communities.

Class I Trails: **Secondary Snowmobile Trails**

All other snowmobile trails that are not Community Connector Trails are Secondary Snowmobile Trails. These trails are located in the periphery of Wild Forest and other Forest Preserve areas where snowmobile trails are designated.23 They may be spur trails (perhaps leading to population areas and services such as repair shops, service stations, restaurants and lodging), short loop trails or longer recreational trails. If directly connected to Class II trails, new and rerouted Class I trails are always located as close as possible to – and no farther than one mile from – motorized travel corridors. If not directly connected to Class II trails, they are generally located within one mile of motorized travel corridors, although some – with high recreational value – may be located beyond one mile and may approach a remote interior area.

II. Reconfiguration of the Snowmobile Trail System

Establishment of Community Connections

The establishment of a Park-wide community-connection snowmobile trail system will provide north-to-south and east-to-west routes that will link many Adirondack communities together. Designation of Class II, Community Connector snowmobile trails on Forest Preserve lands will create essential portions of the system, the use of which will result in a significant shifting of snowmobile use away from some remote interior areas of these lands to the periphery. Within the periphery, these Class II trails will intentionally be located as close to motorized travel corridors as practicable without locating them within – nor within sight of – road rights-of-way wherever such locations can be avoided. The actual, on-the-ground routes that establish the connections through Forest Preserve will be determined through the UMP process. Many of the connections already exist and the focus will be on improving them through proper siting, construction and trail maintenance work.

[23] *Snowmobile trails may also be located in some Primitive areas and in Wilderness areas within 500 feet of the Wilderness boundary.*

A small number of existing24 DEC snowmobile trails in the Park shown to be located partly within remote interior areas may receive Class II designation due to their importance and may be retained and kept open, as long as either of the following conditions are met: 1) the remote interior area of concern is small – no more than 750 acres in area; or, 2) the trail segments of concern are located very near the boundary of the remote interior area, with no trail segment located further than one-half mile into the interior from any boundary. DEC will give high priority to relocating out of the remote interior area any Class II trails or trail segments so retained.

No existing DEC snowmobile trails in the Park that receive Class I designation may be retained and kept open with any portion of the trail located within a remote interior area.

Redesignation and Abandonment of Existing Trails

Actions taken under this Guidance will also include the re-designation of some existing Forest Preserve snowmobile trails as either Class I, Secondary Snowmobile Trails or as non-snowmobile trails (such as foot trails or horse trails) for non-motorized recreational uses. The re-designation of some snowmobile trails for non-motorized uses will occur consequent to management actions called for in adopted UMPs or UMP amendments and will be guided by the primary goal: *To provide a net benefit to the Forest Preserve through reconfiguring the trail system and revising trail management practices*25. In some instances, the re-designation of particular snowmobile trail segments – such as the far portions of some dead-end trails – may be the preferred alternative over re-designation or abandonment of the entire trail. Such actions can provide for a new type of recreational opportunity – a combined or hybrid type (motorized/non-motorized), in which the last stretches of some routes are undertaken by means of skis or snowshoes.

Snowmobile trails that receive the new Class I designation or are re-designated for non-snowmobile use will be revegetated to narrower widths that conform to their specific trail classification standards where they are wider. In many locations, this will serve to restore a more consistently closed canopy, thereby improving the aesthetic experience of trail users and enhancing ecological integrity.

Criteria for Redesignation or Abandonment of Trails

Removing some snowmobile trails or trail segments from the existing network is central to the balance sought in providing a net benefit to the Forest Preserve while also providing for key improvements in snowmobile riding in the Park. In proposing trails or trail segments for redesignation or abandonment, management will seek to eliminate those that:

- do not provide safe snowmobiling conditions;
- penetrate the more remote areas of large Wild Forest parcels26 or traverse an existing undeveloped forest corridor connecting two or more remote interior areas in the Forest Preserve;
- are located near Wilderness area boundaries;

[24] *"Existing," as used here and in the paragraph immediately below, means existing at the time of DEC's adoption of this guidance.*

[25] *For a discussion of the "net benefit" concept, see page 187 of the Snowmobile Plan for the Adirondack Park/Final Generic Environmental Impact Statement, October 2006.*

[26] *Trails providing access to frozen surfaces of waterbodies located wholly or partly within remote interior area should be rerouted or abandoned to prevent possible incursion into the remote areas via the frozen surfaces.*

- are redundant trails, or are part of an unnecessarily dense, local snowmobile trail network where opportunities for quiet, non-motorized use of trails are rare or nonexistent;
- are no longer used or receive only minimal public use;
- might encourage illegal motorized access to public and private lands or create significant potential conflicts with adjacent property owners;
- incur unusually high snowmobile trail maintenance costs.

Additional Environmental Benefits

By restricting use of tracked groomers to the more developed Class II trails (see "Motor Vehicle Use Guidelines"), and by allowing Class I snowmobile trails to acquire a less developed and less maintained character, this Guidance is intended to clearly distinguish between two important types of snowmobiling opportunities in the Adirondacks while shifting the highest snowmobile use to the outer periphery of Forest Preserve lands. Consequently, the wilder, more remote areas of the Forest Preserve will be less impacted by motorized traffic. There will be lower noise levels, lower exhaust emission levels, decreased impacts on wildlife and reduced user conflicts between users participating in motorized and non-motorized forms of recreation. DEC's responsibility to manage and monitor snowmobile use and impacts will also be made easier.

III. Standards and Guidelines for Snowmobile Trail Siting, Construction and Maintenance on the Forest Preserve

The following standards will apply to siting and designating snowmobile trails on Forest Preserve lands in the Adirondack Park and carrying out construction and maintenance activities on them.

Specific Trail Siting Criteria for New and Rerouted Snowmobile Trails

Class I Trails: **Secondary Snowmobile Trails**

New and rerouted Class I trails will be sited within the periphery of State lands and may only be sited beyond one mile from motorized travel corridors when the recreational value of the newly sited or rerouted trail segment is high and potential impacts to sensitive interior areas are minimal as carefully assessed and described in a UMP.

All new and rerouted Class I trails directly connected to Class II Trails will be sited as close as possible to motorized travel corridors and, without exception, will be sited no farther than one mile from these corridors.

Class II Trails: **Community Connector Trails**

New and rerouted Class II Trails on State lands will be sited as close as possible to motorized travel corridors. No new or rerouted trail segments will be sited farther than one mile from these corridors unless terrain or environmental constraints dictate otherwise, or such siting of a new or rerouted trail segment within the periphery is necessary to connect important, existing trail segments that together will form the same Community Connector Trail.

Snowmobile Trail Siting Standards

1. In cases where closure or abandonment of a motorized travel corridor results in an existing snowmobile trail location being inconsistent with these guidelines, such trail will, if practicable and as soon as possible, be relocated or reclassified to comply with these guidelines.

2. New and rerouted snowmobile trails will be sited, when possible, along existing routes or previously existing old routes such as foot trails, woods roads, utility rights of way and abandoned railroad beds in lieu of constructing entirely new trails.

3. New and rerouted snowmobile trails will be sited with an objective to avoid locations that present safety hazards such as the edges of ravines or ledges, major highway crossings and crossings of frozen surfaces of water bodies such as rivers, lakes and ponds. If suitable alternative routes are designated or developed, trails that lead riders to unsafe locations will be closed to snowmobile use in favor of the alternative routes in order to lower risks and eliminate unnecessary snowmobile trail mileage.

4. New and rerouted snowmobile trails will be sited with an objective to avoid areas considered environmentally sensitive, such as: wetlands; endangered plant or animal populations that might be harmed by the trails and/or their use; remote interior areas as defined by these guidelines and forested corridors connecting such remote interior areas; and deer wintering areas and other significant habitats, so that the values of these areas are not diminished.
5. New and rerouted snowmobile trails will not be established without an evaluation of potential significant impacts on adjacent private holdings.

6. New and rerouted snowmobile trails, including spur trails, will not provide access to private lands where public snowmobile access is not permitted.

7. New and rerouted snowmobile trails, through the acquisition of easements or other access rights from willing sellers, will be sited on private lands rather than State lands wherever possible to minimize impacts on the Forest Preserve.

Snowmobile Route Design, Construction and Maintenance Standards

Snowmobile route design, construction and non-ordinary maintenance activities27 will be carried out pursuant to Snowmobile Trail Work Plans developed by DEC staff in consultation with APA staff. The following standards will be followed and reflected in the development of these Work Plans in order to preserve the trail-like character of snowmobile trails while ensuring they are appropriately safe to ride. When undertaking any of the types of work described below with motorized landscaping equipment (almost exclusively on Class II Trails), only careful use of appropriate low-impact landscaping equipment will be approved, as determined by a "minimum requirement" decision making approach set forth in the Snowmobile Trail Work Plan. For example, use of bulldozers and creation of "dugways" will not be approved. Operators of low-impact landscaping equipment will conduct their work in optimal environmental conditions and in a manner that will not contribute to any potential degradation of the wild forest setting. All work will be done with appropriate DEC oversight.

[27] *Ordinary maintenance activities are defined in the "Memorandum of Understanding Between the Adirondack Park Agency and the Department of Environmental Conservation Concerning Implementation of the State Land Master Plan for the Adirondack Park" (APA/DEC MOU).*

For new snowmobile trails of both classes to retain essential characteristics of foot trails, management practices must integrate thorough knowledge of the standards and guidance below, with efforts to appropriately balance them and the underlying concerns as the trails are sited, constructed and maintained thereafter. The end result should be trails that are both enjoyable and safe to ride for essentially the same reason – for the way the trails snake through the wild landscape of the Adirondacks in a natural fashion… construction and maintenance practices having altered the terrain enough to allow for an acceptable degree of riding comfort, but not so much as to create potential for high-speed, disruptive and unsafe snowmobiling experiences.

Many existing snowmobile trails are sited on old woods roads and other routes originally constructed and maintained for use of motor vehicles other than snowmobiles. In such cases, the standards set forth below may also be used to reroute or otherwise minimally alter such trails with the objective to achieve the same end result.

Alignment and Grade:

1. Trail alignment will not result in blind curves and abrupt changes in either horizontal or vertical direction; trails will be designed to ensure:

   a) Sight distance will be 50 feet or more wherever possible;
   b) Curves will have a radius of at least 25 feet;
      The maximum grade of trails will not exceed 20% unless deemed necessary to minimize environmental impacts associated with trail construction;
   c) Trails will not normally be laid out on existing cross slopes greater than
   d) 12%;

2. To the greatest extent possible, trails will not be aligned with long straight sections. Trails will follow the natural contours of the terrain as much as possible and will be laid out to balance and minimize necessary tree cutting, rock removal and terrain alteration.

3. Trails will be laid out to avoid rocky areas and drainage features such as wetlands and streams to the greatest possible extent.

4. In locations where serious environmental or safety conditions exist along a trail, the trail will be rerouted rather than rehabilitated at that location.

Trail Width:

1. Class I Trails may be maintained to an 8-foot maximum cleared trail width.

2. Class II Trails may be maintained to a 9-foot maximum cleared trail width except on sharp curves (inside turning radius of 25-35 feet) and steep running slopes (over 15%) where they may be maintained to a 12-foot maximum cleared trail width.

Class I and II trails wider than their classification allows will be actively restored to these limits.

Tree Cutting:

DEC policy requires that cutting trees should be minimized, but where cutting is required, trees must be identified, tallied and included in a Work Plan in accordance with ***DEC Program Policy LF91-2 Cutting and Removal of Trees in the Forest Preserve.***

1. Cutting of overstory trees will be avoided in order to maintain a closed canopy wherever possible. Large and old growth trees should be protected.

2. Cutting trees to expand a trail from its current width or otherwise improve a trail will be carried out only pursuant to a Work Plan.

3. All snowmobile trails may be kept clear to a height of 12 feet, as measured from ground level.

4. No trees, except trees that due to structural problems or fallen/tipped conditions present an immediate hazard to the safe use of the trail by snowmobilers, will be cut outside the cleared trail width.

5. Trees should be felled away from the trail to minimize the amount of material that needs to be moved. If the tree trunks are not used to help delineate the trail, felled trees should be delimbed and cut into short enough lengths to lie flat on the ground. Once delimbed and cut up, the short lengths should be dispersed and not left in piles next to the trail. If the tree trunks are used to help delineate the trail, the cut ends of the trunks should be located outside the intended edge of the trail by at least one foot for safety reasons.

6. When trees are cut within the cleared trail width, they will be cut flush with the ground, and the preference will be to leave the root masses in place.

   a) On Class II trails, if it is important to remove a root mass because it presents an obstacle in the trail surface, the preference will be to grind the stump and roots. If grinding is not feasible, the root mass may be dug up, rolled or placed off the trail into the woods without removing intervening vegetation and organic matter; the root mass will be set down so as to have the lowest profile possible.

   b) Grinding will not occur on Class I trails.

7. No brushing will occur outside the cleared trail width of any snowmobile trails.

Trail Surface:

1.Grading:

a) Class I Trails. Trail surfaces should generally follow the existing contours of the natural forest floor and not be graded flat. While limited leveling and grading may be undertaken, this work will be done using hand tools almost exclusively. In rare circumstances, appropriate low-impact landscaping equipment may be used as specified in a Work Plan.

b) Class II Trails. Trail surfaces should generally follow the existing contours of the natural forest floor and not be graded flat. Limited leveling and grading may be undertaken using appropriate low-impact landscaping equipment as specified in a Work Plan.

2.Rock Removal:

a) Removal of boulders and rocks from snowmobile trail surfaces will beminimized to the greatest extent possible and will be described in a Work Plan. Methods of removal will be specified in the Work Plan. No boulders or rocks will be removed outside the cleared trail width.

i) On Class I Trails, rock removal will occur using hand tools only, except in rare circumstances in new trail construction and trail reconstruction when use of low-impact landscaping equipment may be approved. Rock removal on Class I trails will be primarily limited to uncommon, major obstacles that present demonstrable safety hazards to snowmobile riders and which cannot be avoided by appropriate trail layout or rerouting.

ii) On Class II Trails, rock removal may occur using low-impact landscaping equipment and may include removal of rocks determined to present demonstrable safety hazards to snowmobile riders or to be very likely to damage grooming equipment. Many rocks in snowmobile trails, due to their specific shapes and/or locations, do not present themselves so as to cause these problems, and these may not be removed regardless of how high above the trail surface they project. Conversely, some rocks in snowmobile trails – while small – do present themselves so as to cause these problems, and if they are identified in an approved Work Plan, they may be removed.

Boulders and rocks removed from trails will preferably be buried in the trails to minimize disturbance. Earth moved to dig the holes into which the boulders or rocks are to be placed will be used to fill the holes that result from the rock removal. When removed boulders and rocks are not buried, but are instead set to the side of the trail, they will be dispersed with care and not left in windrows or piles next to the trail. If a boulder or rock is used to help delineate the trail, it should be placed outside the intended edge of the trail by at least one foot for safety reasons.

b) Alternatives to rock removal should be considered to minimize the need for disturbance of the ground, to reduce the likelihood of creating drainage problems and to reduce the potential need for fill. Such alternatives may include covering or minor relocation of the trail where a boulder or rock may be too large or the number too great to deal with by any other method.

c) Removal of boulders and rocks from the surrounding natural, wild forest setting for use in snowmobile trail construction and maintenance work will be minimized and may occur only on a limited, carefully selective basis for small-scale projects. On Class II trails, where large-scale trail construction projects using stone material may be approved, importation of native stone from appropriate, specified sources may occur.

3. Side Slope Management:

a) On Class I trails, elimination or reduction of side slopes by means of bench cuts will be accomplished using hand tools exclusively. The need for bench cuts will be minimized through proper trail layout. The maximum amount of cut, measured vertically, will be 20% of the tread width. Side slopes of newly constructed trails and reroutes will be dressed and tapered within the cleared trail width; side slopes of some existing, degraded trails may be dressed and tapered outside the cleared trail width if this is determined the best way to address the degradation and restore environmentally sound, safe conditions.

b) On Class II trails, elimination or reduction of side slopes will be accomplished primarily by means of full bench cuts for which appropriate landscaping equipment may be used. The need for bench cuts will be minimized through proper trail layout. The tapering of side slopes will be allowed outside the cleared trail

width. The areas dressed and tapered will be re-vegetated to restore stability and natural site conditions after the full bench cut is created.

Drainage:

1. Adequate drainage will be provided within the cleared trail width to prevent trail erosion and washout and to maintain a safe trail. All snowmobile trails will be constructed so as not to intercept groundwater to the greatest extent possible; natural drainage patterns will be maintained. In areas where the natural drainage patterns may be affected, bridges will be the preferred method for crossing wet areas as authorized in a Work Plan. Bridges will be constructed pursuant to approved snowmobile trail bridge designs.

2. Water bars and broad-based dips may extend beyond the cleared trail width to the extent necessary to effectively remove water from the trail surface, provided that no trees are cut outside the cleared trail width. Culverts will not be installed as drainage devices. Any existing culverts will be removed unless the culverts are very large and their removal is essentially not possible.

Wetlands:

1.Wetlands will be avoided to the greatest extent possible.

2.When wetlands crossings or trail locations adjacent to wetlands are proposed, the trail will be designed to minimize potential adverse impacts.

3.Any activity in a wetland or that may impact a wetland will be undertaken with prior consultation with the APA and with recognition of Army Corps of Engineers' permit requirements.

Motor Vehicle Use Guidelines

1.Snowmobile route design, construction and non-ordinary maintenance will be carried out pursuant to Snowmobile Trail Work Plans (Work Plans) developed by DEC staff in consultation with APA staff.

2.Administrative personnel, equipment and materials will be brought to work sites by the least intrusive means possible, as determined by a "minimum requirement" decision making approach set forth in the Snowmobile Trail Work Plan and as identified in priority order below:

a. By non-motorized means or, during periods of sufficient snow and ice cover, by snowmobile.
b. By aircraft.
c. By appropriate motor vehicles other than snowmobiles. Such motor vehicle use will only be approved when alternative means of transportation (non-motorized means, snowmobiles, aircraft) are not feasible or are inadequate. The motor vehicles used will be those which are suitable for the particular activities but have the least potential adverse impact on the environment. Even when such motor vehicle use has been approved, administrative personnel will utilize motor vehicles only to the minimum extent necessary.

3. Proposed motor vehicle or aircraft use will also be described in a Conceptual Use Plan, per CP 17, "Record Keeping and Reporting of Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve" or any successor policy.

4.Any motor vehicle used will display an official "DEC Administrative Use" sign, unless otherwise prominently identified as a DEC vehicle.

5.All motorized uses will be supervised by an individual who has attended and completed DEC training concerning guidelines and policies for snowmobile trail construction and maintenance.

6.All activities involving landscaping equipment will be directly supervised by DEC staff.

7.A detailed Work Plan, approved by DEC Lands & Forests staff must be prepared for all work to be done on snowmobile trails except for the Initial Annual Maintenance Trips described below and immediate removal of fallen or tipped trees that present safety hazards as described above, under "Tree Cutting."

8.A Snowmobile Trail Maintenance Log (Trail Log) will be used to record all work done on snowmobile trails.

9.Work requiring use of aircraft or motor vehicles other than snowmobiles should be done, whenever possible, when environmental conditions allow during the months of August, September, and October.

Maintenance Trips involving Snowmobiles and other Motor Vehicles:

1.**Initial Annual Maintenance Trips.** These trips will be authorized under an AANR or TRP and are undertaken solely for the purpose of removing fallen branches and trees that obstruct the trail and maintaining drainage features.

a. AANRs and TRPs will identify trail names, trail class and authorized motor vehicles to be used for Initial Annual Maintenance Trips.
b. Motor vehicle use will be limited to one trip per trail per year.
c. Trips will only be conducted when environmental conditions allow in the months of August, September, and October.
d. All activities undertaken during Initial Annual Maintenance Trips will be recorded in Snowmobile Trail Maintenance Logs.
e. During Initial Annual Maintenance Trips an assessment of necessary trail construction and maintenance work will be conducted. Necessary work will be recorded in Snowmobile Trail Maintenance Logs by specific location and will be used to develop Work Plans.

2.**Maintenance, Rehabilitation and Construction Trips.** These trips include all work trips on snowmobile trails except for "Initial Annual Maintenance Trips," described above, and "Grooming and Associated Winter Maintenance Trips," described below. They are undertaken primarily for the purposes of snowmobile route design, construction and non-ordinary maintenance activities (i.e., most "trail work," bridge construction, etc.) and so are a primary focus of the standards and guidelines set forth earlier in this section of the Guidance.

a. All motor vehicle use associated with work of this type will be undertaken by the least intrusive means possible, as identified in priority order set out under "Motor Vehicle Guidelines," Section 1.
b. All work of this type will require an approved, detailed Work Plan as describe under "Snowmobile Route Design, Construction and Maintenance Standards," above.

3.**Grooming and Associated Winter Maintenance Trips**. Grooming will be tailored to the Class of the snowmobile trail; it must not alter a trail's width or physical character and will not be used to gather snow from outside the allowable cleared width of the trail. Grooming equipment will be operated only by administrative

personnel including DEC staff or volunteers under an agreement with the DEC (AANR or TRP) and covered by appropriate insurance. The type of equipment allowed will be as follows:

Snowmobile with a drag, as the 8-foot cleared width and layout of the trail will allow28 and as approved in an AANR, TRP or pursuant to a Work Plan.

Snowmobile with a drag, or, grooming equipment with tractor and drag width sufficiently less than the 9-foot to 12-foot trail width29 to allow for grooming that will not cause tree damage. Type and dimensions of grooming equipment to be identified and approved in an AANR, TRP and pursuant to a Work Plan.

Associated Winter Maintenance Trips will occur only when snow and ice cover is sufficient to protect the trail. They will normally be performed by use of snowmobiles but may also involve use of tracked groomers or other motor vehicles, where appropriate, as approved in an AANR, TRP and pursuant to a Work Plan. These trips may include any of the following activities:

a) Removing fallen or tipped trees that present immediate safety hazards as described above, under "Tree Cutting."
b) Placing trail signs or markers.
c) Pruning vegetation.
d) Taking building materials, supplies and tools to a construction site for immediate work or for staging them for an upcoming construction season;
e) In rare instances, installing temporary trail safety or natural resource protection features or structures.
f) Removing materials from the Forest Preserve that were staged during previous work projects.

Department Oversight of Motor Vehicle Use:

1.The Regional Natural Resource Supervisor, or a Departmental designee, will be notified no less than 48 hours prior to commencement of motor vehicle use and will determine whether or not trail conditions are suitable for such work and vehicle use prior to such use.

2. The Regional Natural Resource Supervisor, or a Departmental designee, will be responsible for ensuring Department staff periodically monitor and inspect all construction and maintenance work to ensure compliance with approved Work Plans.

a) Department staff shall inspect the snowmobile trail work at times which are intended to coincide with the use of equipment that has the greatest potential to cause environmental damage.
b) All construction activities involving landscaping equipment will be directly supervised by DEC staff.
c) Within seven days of completion of authorized construction and maintenance activities, the Regional Natural Resource Supervisor will verify the work was satisfactorily completed according to Standards and Guidelines for Snowmobile Trail Construction and Maintenance and, if applicable, that any AANR or TRP terms and conditions were met.
d) If the terms and conditions of an AANR, TRP and associated Work Plan are violated at any time, the AANR/TRP may be amended or revoked, with the determination to be made by the Director of the Division of Lands and Forests.

[28] *The drag should not be wider than 7 ½ feet on Class I trails.*
[29] *The drag should not be wider than 8 ½ feet on Class II trails.*

IV. Implementation and Review

Implementation of this Guidance – and the appending of it to the APA/DEC MOU – is intended to establish snowmobile trail management practices that conform to the guidelines and criteria of the Adirondack Park State Land Master Plan.

Some activities may require a freshwater wetlands permit from the Agency. Some activities will qualify by MOU definition as ordinary maintenance, rehabilitation, and minor relocation of snowmobile trails. In addition to these considerations, implementation of this Guidance may occur through: authorization granted directly via an approved UMP or UMP amendment; interagency consultation on Work Plans authorized by UMP's or UMP amendments; and APA/DEC staff observations and monitoring of off-season snowmobile trail management practices and trail character.

This Guidance does not prevent DEC, via individual UMP's or other means, from providing more restrictive management where necessary to protect the character of Forest Preserve lands.

Staff of both the APA and DEC will document examples of the implementation of this guidance in order to: 1) verify that implementation is producing the desired results; and, 2) identify specific aspects of the guidance that may need to be clarified or otherwise revised by APA and DEC in order to achieve, or more fully achieve, the desired results. APA staff will report regularly to the Agency State Land Committee concerning such review and any recommendations that may stem from it.

APPENDIX 2 - Facilities Inventory

Structures and Improvements (See Existing and Proposed Facilities Map in Appendix 25)
The following is a listing of the man-made structures and improvements currently existing on MRPWF lands and waters based upon information in the Department's MMS database, NYS Transportation and Asset GIS layers, and field inventory or office records. Facilities that serve adjacent State lands, such as parking areas and trail registers are addressed in the respective wilderness or intensive use unit, except where noted below. Encroachments of facilities and/or structures believed to be unauthorized occupancies of State lands are not listed here but are discussed in Section III.4.B. Where the facility itself or a portion thereof is located on private lands the symbol [owner name] identifies the landowner and/or easement holder.

1. **Barriers** (35 gates)
Barriers are of different types depending on the type of use of such roads and/or trails or desired type of control: Permanent-(P), Administrative-(A), or Controlled Access-©. During the Spring, some individual roads (Rock Dam Road, for example) remain closed after the area initially opens until the road dries out sufficiently to allow public traffic. Rock/earth barriers (P) at other locations generally blocking old roads or defining parking spaces.
a. Road (Pipe Gates - 19, Rustic Gate -2, Cattle Gate -1, Rock/Earth - undetermined number)
(1) Pipe gate (A) on the Limekiln Lake-Cedar River Rd. (Cedar River Entrance)
(2) Pipe gate (A) on the Limekiln Lake-Cedar River Road (Limekiln Lake Entrance)
(3) Pipe gate (A) on the Rock Dam Rd. (Eastern end). An additional pipe gate on the western end of Rock Dam Rd is located next to the boundary line on private land [League Club].
(4) Pipe gate (A) on the 8th Lake Campground Reservoir Rd.
(5) Pipe gate (A) on the Indian Lake Rd. (At Otter Brook bridge)
(6) Pipe gate (A) on the Indian Lake Rd. (At WCLW boundary)
(7) Pipe gate (A) on the Otter Brook Truck Trail (Western end)
(8) Pipe gate (A) on the Otter Brook Truck Trail (Eastern end)
(9) Pipe gate (A) on the Lost Ponds Rd.
(10) Pipe gate (A) on the Beaver Lake Rd.
(11) Pipe gate (A) on the Mitchell Ponds Rd.
(12) Pipe gate (A) on the Wilson Ridge Rd. near the town line.
(13) Rustic Gate © on the Lake Kora Rd. [Constructed by private landowner]
(14) Rustic Gate © on the Mohegan Lake Rd. [Constructed by private landowner]
(15) Pipe gate (A) on the Sly Pond Rd.
(16) Cattle gate (A) on the Wilson Ridge Rd. Additional pipe gate near town line.
(17) Pipe gate (A) on the Raquette Lake Reservoir Rd.
(18) Pipe gate © on the Bear Pond Rd.
(19) Pipe gate © on the Brown Tract Reservoir Rd.
(20) Pipe gate (A) on the Otter Brook Truck Trail (Middle)
(21) Rock Barrier © on the Dillon Rd. [at Raquette Lake Supply/NYS boundary] Additional gate on private land within the Hamlet of Raquette Lake.

b. Trail (13)
(1) Pipe gate (A) on the Northville-Lake Placid Trail (LLCR Rd.) Additional pipe gate near old Little Moose Lake Club boundary.
(2) Pipe gate (A) on the Sly Pond Loop Snowmobile Trail
(3) Pipe gate (A) on the Benedict Creek Snowmobile Trail
(4) Pipe gate (A) on the Butter Brook Snowmobile Trail
(5) Pipe gates-3 (A) on the 7th Lake -8th Lake Loop Snowmobile Trail
(6) Pipe gate (A) on the Cedar River Snowmobile Trail
(7) Pipe gate (A) on the Black Mt. Ski Trail (Uncas Road)
(8) Pipe gate (A) on the Bear Pond Snowmobile Trail (Loop Road)
(9) Pipe gate (A) on the Brown Tract Canoe Carry Trail, to be constructed in 2008

2. **Boundary Identification** (Seventh Lake Intensive Use Area considered part of unit)
a. Boundary between unit lands and private lands (+ 36 miles) Portion of total boundary needing regular maintenance. All boundary lines generally maintained, and visible on ground identified by yellow paint, blazes, or signage. This mileage of boundary line does not include boundaries on lands in Township 40 where ownership is disputed.

b. Boundary between unit lands and other management units (+ 12 miles) Does not include length where boundary follows DEC trails or private roads. No "on the ground" boundary exists where MRPWF lands directly abut adjacent wild forest, wilderness or intensive use classified areas, except where it coincides with an identifiable geographic feature such as South Inlet, Cellar Brook, and Moose River. Generally needs designation through posting of signs.
c. Frontage on boundary trails and DEC roads (+ 19 miles) Includes Gould Road, part of trail to Wakely Mountain, Sucker Brook Trail, Indian Lake Road, and Otter Brook Road/Truck Trail.

d. Frontage on public highways (+ 24 miles) Includes parts of NYS Route 28, Uncas Road, Antlers Road, Sagamore Road, Cedar River Road, and the 4.1 mile portion of the LLCRR Road owned by Hamilton County.

e. Frontage on boundary lakes and watercourses (+ 21 miles) Includes Eighth Lake, Raquette Lake, Limekiln Lake, Seventh Lake, Indian Lake, Cedar River Flow, South Inlet, and the South Branch of the Moose River. Does not include smaller watercourses such as Cellar Brook.

3. **Bridges/Drytread/Other Assets**
Various types of structures are constructed to enable the user to cross watercourses and wet areas or to harden the trail to accommodate public use while protecting the resource. A detailed trail log showing existing bridges, boardwalks, drytread, ditching, stone steps, and water bars has not yet been completed. The following is a list of the more significant structures within the unit. Dimensions of bridging is listed by: width x length.
a. Foot Trail Bridges (total number not documented)
(1) On the Wakely Mountain Trail, unnamed stream.

b. Foot Trail Boardwalks (1)
(1) On the Brown's Tract Canoe Carry Trail, wood decking, 4' x 500' (rebuilt in 2008)

c. Foot Trail Culverts (total number not documented, 12)
(1) On the NP Trail, culvert locations on the section of trail between the wilderness boundary and LLCRR Road, dimensions unknown. In some cases the culvert consists of an old boiler tube.

d. Road Bridges (12), listed in the DOT vehicle bridge inventory [DOT Number]
(1) On the Sagamore Road, Sagamore Bridge #1, South Inlet, 16' x 90', steel, rebuilt in 1995. [Bridge number-2255480]
(2) On the Sagamore Road, Sagamore Bridge #2, South Inlet ,14' x 96', steel, rebuilt in 1995. [Bridge number-2255490]
(3) On Administrative Road, Wakely Dam Bridge on Wakely Dam, 12' x 135', concrete. [Bridge number-2283840]
(4) On Limekiln Lake-Cedar River Road, Red River, 2, steel squash culverts, 96" x 30' [Bridge number-2283870]
(5) On Otter Brook Road, S. Branch Moose River, 26' x 33', concrete [Bridge number-2283650]
(6) On Indian Lake Road, Otter Brook, concrete, 21' x 32' (25 ton weight limit, restricted to one open driving lane) [Bridge number-2283660]
(7) On the Lost Pond Trail, Sumner Stream, 30' log stringer [No DOT number]
(8) On the Northville-Lake Placid Trail, No Name Brook (½ mile north of Carry Pond Lean-to) 24' log stringer [No DOT number],
(9) On the Otter Brook Truck Trail, Jimmy Creek, 22' log stringer [No DOT number]
(10) On the Beaver Lake Snowmobile Trail, Otter Brook, 13' culvert [No DOT number]
(11) On the Otter Brook Loop Road, Moose River, 20' log stringer [No DOT number]
(12) On the Bear Pond Road, Mohegan Lake Outlet, 24' span [No DOT number]

e. Road Culverts (numerous, total number not documented)
A large number of culverts are associated with the existing road system. A detailed inventory is not available at this time although between 2000 and 2005, 11 of the 12 minor road sites identified in a 1996 engineering evaluation were addressed through the replacement of culverts. See Section III.A.1 and Appendix 22.

f. Snowmobile Bridges (numerous, total number not documented, additional corduroy and culverts)
(1) On the Sly Pond Loop Trail, Unnamed Brook (1/4 mile past Sly Pond Road) redecked, no specific date.
(2) On the Sly Pond Trail: South Branch Moose River, washed out-former bridge location.
(3) On the Otter Brook Truck Trail: Some minor maintenance in the past several years consisting of redecking the first two bridges and some brushing. There is no bridge at the crossing of Otter Brook.
(4) On the Mitchell Pond Trail (three bridges, 4' wide, length unreported.)

4. **Buildings** (several structures and associated buildings)
These facilities are further discussed in Section IV.C.1.i. In addition to the following uses some of these facilities have occasionally served as incident command centers during search and rescue emergencies.
a. Raquette Lake Forest Ranger Headquarters
The Ranger cabin and garage are located alongside Route 28 at the Sagamore Road intersection. Single family residence, with basement. Dimensions: 27' x 45', Date of construction unknown. Associated 19' x 25' garage. The structure serves as a year round residence and forest ranger office.

b. Raquette Lake Boathouse
The boathouse is located behind the Raquette Lake School. The structure was originally an enclosed boathouse surrounded by a dock. It was rebuilt in 2006 as a U-shaped floating dock with open sides and a roof. The structure is used for seasonal boat storage by OPP staff.

c. Raquette Lake Garage
The garage is located alongside County Route 2. Dimensions: 27' x 27', Date of construction unknown. The structure serves as boat storage in the off-season.

d. Cedar River Entrance Facilities
A few different structures are located near the end of the Cedar River Road. Grounds include well and waste water system. The gatehouse cabin is located adjacent to the entrance gate. Dimensions: 21' x 27', Date of construction unknown. The structure serves as a temporary residence for DEC staff under the Green Thumb program during the summer. The Ranger cabin is located adjacent to the entrance gate. Dimensions: 23' x 25', Date of construction unknown. The structure needs some new windows and both buildings need new roofing.

e. Limekiln Lake Entrance Facilities
A few different structures are located near the end of the Limekiln Road. The Ranger cabin and associated garage are located near the entrance gate. Main structure is a single family residence, with crawl space basement. Dimensions: 24' x 57', Date of construction, 1965. The building needs concrete repair work on the cellar blocks and has some structural issues. The old cellar needs to be filled in and capped. The building needs new windows and the floors are in need of replacement. Associated 25' x 37 garage with attached wood shed. Date of construction, 1965. The Limekiln Ranger cabin is used to house seasonal and temporary staff for the Limekiln Campground and for work being conducted within the interior of the unit. Grounds include well and waste water system. Original gatehouse was removed in 2005, with the nearby gas pumps and tanks also removed.

f. Interior Shed
A small storage shed with a concrete floor is located approximately 0.1 miles east of Hell Diver Pond. Dimensions: 15' x 15', Date of construction unknown. The structure was originally used during the early years of road work in the unit to store oil, grease, and other construction materials for the heavy equipment used to maintain the access roads. Current use is to store signs and barriers, and other maintenance supplies and materials.

g. Additional structures - Camp structure at Little Moose Lake and various remains of old buildings. The most notable being the old camp at Kenwells located along Otter Brook. Additional remains of old camps at Beaver Lake and Mitchell Ponds.

5. **Camping Sites** (170 designated sites, includes 8 accessible sites)
Popular camping locations within the unit can be separated into two different types of sites. The more primitive interior tent sites are less developed and may be identified with a camp here yellow disc. Facilities on these sites are often minimal accommodating up to three tents and groups up to nine without a permit. The roadside sites have a more developed character and are identified by a specific site number. A large percentage of these sites include a picnic table, fireplace and/or privy. In 2006 sites 7, 34, 66, 73, 90, 119a, 130, and site 1 at Cedar River Flow were modified and designated as accessible sites. For a detailed site inventory information see Intensive Use Area plan.

6. **Communication Facility** (remains)
In the past a telephone line along the Cedar River Road was maintained to serve the buildings at the Cedar River entrance gate. Due to the state of disrepair the old line and most of the poles were removed about 12 years ago.

7. Dams (5, 1 additional HRBRRD dam, and several dam remains)
Dams that are located on adjacent property (Sagamore Lake Dam and Raquette Lake Dam) or are under the jurisdiction of the Hudson River-Black River Regulating District (6th Lake Dam) are not addressed in this UMP. Additional information in Section II.D.4.

a. Wakely Dam (Cedar River) type: concrete, 15' high, 190' long, spillway width 125', moderate hazard classification. Date of construction, 1967.

b. Wakely Pond Dam (Wakely Pond) type: earth, 3' high, 115' long, low hazard classification. Date of construction, unknown.

c. Raquette Lake Water Supply Dam type: earth, 17' high, 180' long, spillway width 28', low hazard classification. Date of construction by Town of Long Lake for water supply purposes, 1931. Associated underground pipes to Sagamore Road building and along the Sagamore Road to the Village of Raquette Lake. Even with the drilled wells, the reservoir is intended to be available as a backup water supply for the Town of Long Lake. There are valves and piping in place allowing the reservoir water to be tapped in case of fire or other needs.

d. Limekiln Lake (Limekiln Outlet Stream) type: cement, 2' high, 65' long, undetermined hazard classification. Date of construction, 1972. This structure is located about five hundred feet upstream from the barrier dam. A control board is used to elevate the water level in Limekiln Lake 8 to 12 inches during the summer.

e. Fulton Chain of Lakes Dams - The Sixth and Seventh Lakes of the Fulton Chain Lakes are partially formed and controlled by the dam at Sixth Lake. The state erected the Fulton Chain dams in 1880 as water storage reservoirs. The present structure on 6th Lake is a concrete dam with control gates which were installed in 1938. Jurisdiction was turned over to the Hudson River-Black River Regulating District at the time of its inception (1919) for its use in maintaining and operating the reservoirs. It has been used for this purpose to the present time.

f. Other dams - The remains of old dams can be found at the following locations. In addition the remnants of old wooden logging dams are present on the South Branch of the Moose River above Beaver Lake, Benedict Stream and Sumner Stream. Maintained fish barrier dams are inventoried separately under Fish and Wildlife structures.

g. Fawn Lake - previous wood dam, presently a beaver dam. It is believed to have been the site of a fish barrier dam constructed before the reclamation of Limekiln Lake and Fawn Lake in 1961.

h. Limekiln Outlet Stream - remains of logging dams and fish barrier dam. Dams were built at this location in the early 1900's to assist with floating logs downstream to the mills. Remains of these dams consist of rubble rock, logs, and other debris. A fish barrier dam was constructed on the stream in 1961 prior to the reclamation. The dam remains are located approximately ½ mile down the outlet from the lake. It has been declared unnecessary by DEC fisheries staff and has not been maintained since the mid 1970s.

I. Durant Dam (remains) - Rock dam on Mohegan Lake outlet.

J. Beaver Lake Outlet Stream - original log crib barrier dam was approximately 40' long with a height of 3.5' located approximately 0.13 miles upstream of the outlet's confluence with the Indian River. This barrier was first constructed in 1966 prior to the reclamation of Beaver Lake. The dam was repaired in 1975 by using bentonite to plug a hole that had developed. No one from Fisheries has been to this barrier dam recently and its current condition is unknown. It has been declared unnecessary by DEC fisheries staff.

8. **Docks** (2, 1 additional dock associated with the Seventh Lake Boat Launch)
Sand Beach Island (Seventh Lake), annual dock placement by Sixth and Seventh Lake Improvement Association. Additional administrative dock and boathouse adjacent to Raquette Lake for DEC use.

9. **Dumps** (1, remains)
Portion of the old Raquette Lake landfill is on MRPWF lands. See Section IV.B.5.

10. **Fireplaces, excluding "camping" and lean-to sites** (several)
This facility is a permanent structure constructed of stone and/or cement designed to control camp fires. A fire ring is a temporary cluster of rocks which may be located over a cement pad. a. Sand Beach Island, located on Seventh Lake, is a popular location for boaters. The Department maintains several fireplaces and picnic tables for day use.

11. **Gravel Pit** (6, closed)
a. Red River Pit - closed; reclaimed 2001.
b. Rock Dam Pit - closed; reclaimed, no specific date.
c. Squash's Pit - closed; reclaimed 2001.
d. Cellar Brook Pit - closed; reclaimed 2001.
e. Falls Pond Pit - closed; reclaimed, no specific date.
f. Sturge Hills - closed; reclaimed 2001.
12. **Helicopter Landing Area** (1, informal area approximately 75' x 150' in size, not developed)
Main T road intersection, undeveloped - In the past a small area was mowed for emergency use by helicopter in the snowmobile season. It has been used a few times but the rough ground and existing vegetation poses a safety concern to the pilots.

13. **Historic Locations, Memorials, and Plaques** (1)
Malcom Blue Memorial (Cathedral Pines area), a small stone monument contains a brass plaque. See Section IV.B.6.

14. **Leantos** (9)
All unit lean-tos have fireplaces and pit privies. None of the lean-tos are currently adopted by any individual or group.
a. Seventh Lake (3) - two lean-tos are located on the north shore of Seventh Lake and one lean-to is located on an island at the east end of the lake. Access is by water only.
(1) 7th Lake, Western. Situated 75' from shoreline. Good condition. Roof in fair condition and needs drip edge. Foundation is concrete block. Needs oakum and stain. Located in open hardwood forest with sheltered view from lake.

(2) 7th Lake, Middle. Situated 55' from shoreline. Good condition. Roof in fair condition and needs drip edge and replacement of some shingles. Foundation is concrete pillars, that need to be dug out to expose base log. Needs oakum and stain. Located in hemlock and hardwood forest with semi sheltered view from lake.

(3) 7th Lake, Island. Situated 40' from shoreline. Good condition. Roof in fair condition and needs drip edge and bottom course of shingles replaced on back. Foundation good consisting of concrete/rock. Needs oakum and stain. Located in hemlock forest. Wood cribbing is needed to prevent erosion. Open view of lake.

b. Eight Lake (3) three lean-tos are located on the north shore of Eight Lake. With the exception of the northern lean-to access is by water only.
(1) 8th Lake, Island. Situated 60' from shoreline. Fair condition, some rot on end logs. Roof in fair condition and needs replacement shingles on bottom course, and drip edge. Foundation consists of large rocks that need to be dug out to expose base log. Needs oakum and stain. Located in hemlock/hardwood forest, with sheltered view from lake.

(2) 8th Lake, Middle. Situated 70' from shoreline. Good condition. Roof in good condition and needs drip edge. Foundation is concrete pillars. Needs oakum and stain. Located in hardwood forest with sheltered view from lake.

(3) 8th Lake, Northern end. Situated 180' from shoreline. Good condition, little rot on end logs. Roof in good condition and needs drip edge. Foundation is concrete/rock. Needs oakum and stain. Located in hardwood forest and is not visible from lake.

c. Raquette Lake (3)- cluster located on the west shore of Raquette Lake. Access is by water only.
(1) Raquette Lake Southern lean-to in cluster. Situated 60' from shoreline. Good condition. Roof is new. Foundation is concrete/rock. Needs oakum and stain. Located in hardwood forest with sheltered view from lake.

(2) Raquette Lake Middle lean-to in cluster. Situated 45' from shoreline. Good condition. Roof is new. Foundation is concrete/rock. Needs oakum and stain. Located in hardwood forest with sheltered view from lake.

(3) Raquette Lake Northern lean-to in cluster. Situated 15' from shoreline. Fair condition, some rot on end logs. Roof needs replacement, has rotten wooden shingles. Foundation is concrete/rock. Needs oakum and stain. Located in hardwood forest with open view from lake.

15. **Picnic Tables** (several, non-campsite related)
a. Sand Beach Island, Seventh Lake, day-use facilities include fireplaces and picnic tables.
b. Wakely Dam Area, day-use facilities include some picnic tables and privy near the buildings.

16. **Pit Privies, excluding camping and lean-to sites** (3)
These facilities consist of a wooden structure enclosing an unsealed hole in the ground used to regulate human waste. They are generally placed at locations where there is a high concentration of use.
a. Brown Tract Canoe Carry (1)
b. Cedar River Flow (2, adjacent to buildings)

17. **Roads**
Consist of improved or partially improved way designed for travel by automobile.
a. Public Highway (Maintained by a State agency or a local government and open to the public) The MRPWF has road frontage along portions of NYS Route 28, County Route 2, Antlers Road, Uncas Road, Brown Tract Road, Sagamore Road, Limekiln Road, and Cedar River Road. In addition a 4.1 mile portion of the Limekiln Lake-Cedar River Road consisting of two different sections is considered Hamilton County highway. The easement deeded to Hamilton County consists of a 50 foot wide ROW and the right to maintain it.

b. DEC Roads - The following road information was collected from regional DEC staff and various other sources. Maintenance responsibilities for the various roads depend on their status as open public motor vehicle roads, truck trails, or road easements. In some cases such as the Sagamore Road, the Department entered into two past agreements with the owners of private lands served by the segment of Sagamore Road south of the town highway. Once the MRPWF and BRW UMPs are adopted, these agreements should be consolidated and updated to include new property owners and to reflect UMP provisions related to road and bridge maintenance responsibilities, the gating of the roads and other appropriate matters.

(1) Open Roads (Public motor vehicle use currently permitted) - 37.95 miles
Any road not appearing on the list below is closed to the public for motor vehicle travel. This list does not include short access driveways to an existing camping site or trailhead parking which are less than 500' long.

Road Name	Miles open to public motor vehicle (2008)	Open Public Road description and history	Miles open to public motor vehicle in 1972	Miles open to public motor vehicle use post UMP
Limekiln Lake-Cedar River Road*	18.1	From Limekiln gate to west line of Lot 7 T&C Purchase (old IP line). Additional 4.1 miles to Cedar River gate is Hamilton County highway.	18.1	18.1 Note: Total distance from gate to gate is 22.2 miles.
Rock Dam Road*	4.3	From intersection with LLCRR to gate at Adirondack League Club boundary	4.3	4.3
Otter Brook Road*	3.3	Intersection with LLCRR to Otter Brook Bridge	3.3	3.3
Indian Lake Road*	5.5	Otter Brook Bridge west to Indian Lake gate and West Canada Lake WA boundary	5.5	3.2
Otter Brook Truck Trail*	.75	Otter Brook Road to old Little Moose Lake Club line. Prior to 1972, the first 3.3 miles of this road was open to public motor vehicle use. Sometime in the late 1970's, the road was gated 1/4 mile east of the Otter Brook road bridge due to lack of maintenance	4.05	0, close to snowmobiling
Helldiver Pond Road*	0.5	LLCRR to parking area.	0.5	0.5
Lost Ponds Road*	0.4	LLCRR to gate.	0.4	0.4
Beaver Lake Road*	0.2	Otter Brook Road to gate.	0.2	0.2
Mitchell Ponds Road*	0.1	LLCRR to gate.	0.1	0.1
Loop Road*	1.0	Loop off from LLCRR	1.0	1.0
Sly Pond Road*	.25	LLCRR to S. Br. Moose River gate.	.25	0
Cellar Pond Road	.2	LLCRR to old camp site	0	0
Payne Brook Road	.2	LLCRR to 1st culvert	0	0

Wakely Mountain Road	1.0	Cedar River Road to washout. Also marked as foot trail.	0	.02
Wakely Pond Road	.05	Cedar River Road to old landing	0	.05
Gould Road	2.1	Cedar River Road to washout	0	0, 0.5 miles will be open under CP-3
TOTAL	**37.95**		**37.7**	**27.97**
***indicates individual roads that are also open for snowmobiling.**				

(2) Truck Trails (Department motor vehicle use, currently maintained) - 3.22 miles
The following roads are considered State Truck trails within the MRPWF and will be maintained as roads for Department administrative use. The land involving the access roads and reservoirs for the 8th Lake and Brown Tract Pond campgrounds are proposed to be reclassified to Intensive Use. See Section IV.D.7

Road Name	Miles open to public motor vehicle (2008)	Road description and history	Miles maintained for administrative motor vehicle use in 1972	Miles maintained for administrative motor vehicle use post UMP
Raquette Lake Reservoir Road	0, gated	Sagamore Town Road to Raquette Lake Reservoir. Road provides access to DEC dam.	0.25	0.25
Shed Road	0.1	LLCRR to storage shed. Road provides access to building.	0.1	0.1, road will be barricaded with boulders near shed.
8th Lake Camp-ground Reservoir Road	0, gated	Route 28 to reservoir. Road provides access to reservoir.	0.1	0.1, beginning section proposed snowmobile trail
Brown Tract Pond Camp-ground Reservoir Road	0, gated	Uncas Road to reservoir. Road provides access to reservoir.	0.1	0.1
Lost Ponds Road *	0, gated	From gate to outlet of Lost Pond. Road provides access to barrier dam. This road is also marked (yellow) as a foot trail to a stillwater area on Sumner Stream and continues to a popular fishing pond.	1.0	1.0

Mitchell Ponds Road *	0, gated	From gate to Mitchell Pond. Road provides access to proposed CP3 water access site and accessible campsite. Portion of this road is also marked (yellow) as a foot trail. The two mile walk to the first pond begins along an old roadway, with the trail crossing the peninsula between the two ponds ending at a natural rock dam.	1.67	1.67 miles of this road from gate to snowmobile trail junction will be maintained including graveling, replacement of culverts or bridges, and brushing as necessary, **to allow CP-3 access by ATV only**.
TOTAL	**0.1**		**3.22**	**3.22**

*indicates individual roads or road segments that are also open for snowmobiling.

(3) Road Easements - (Public and/or Private motor vehicle use currently permitted)
See Appendix 15 for deeds and other references.

Road Name	Miles open to public motor vehicle (2008)	Road description and history	Miles open to public motor vehicle use in 1972	Miles open to public motor vehicle use post UMP
Sagamore Road	.75	End of Town road to Uncas/Lake Kora gates. Open DEC road and private ROW.	0	.75
Sagamore Spur Road	0.1	Sagamore Road to Sagamore Lake gate. Open DEC road and private ROW.	0	0.1
Mohegan Lake Road	0, gated	Intersection of Sagamore Road to Camp Uncas boundary. Private ROW for 1.8 miles.	0	0
Lake Kora Road	0, gated	Intersection of Sagamore Road to Kamp Kill Kare boundary. Private ROW for 1.6 miles.	0	0
Bear Pond Road	0, gated	Intersection of Mohegan Lake Road to Bear Pond Sportsmens Club camp. Private use reservation for 3.3 miles.	0	0,
Dillon Road *	0, boulders at west side, gated at east side.	Old Railroad bed from Brown Tract Pond area to Raquette Lake. Majority is private land, with the exception of two MRPWF crossings, subject to private ROW.	0	0
Wilson Ridge Road	0	LLCRR to Little Moose Lake Outlet. Use reservation expired.	0	0
TOTAL	**0.85**		**0**	**0.85, 1.4 miles will be open under CP-3**

*indicates individual roads that are also open for snowmobiling.

Note: The Sagamore Road, Sagamore Spur Road, Lake Kora Road, and Mohegan Lake Road are legal right-of-ways for interior private landowners. Great Camps and Former Caretaker Lot: Camps Sagamore, Uncas and Kill Kare all have deeded rights for access along existing roads across Forest Preserve lands, as well as for locating power and telephone lines along those roads. Sagamore and Mohegan Lake Roads also provide access to a two-acre parcel with a residence, originally constructed by the Rockland County Council, Boy Scouts of America, Inc. for the caretaker's family, located beyond the existing gate at the beginning of Mohegan Lake Road. This parcel also has deeded rights for road access and utility lines.

The Little Moose Lake Club held a use and occupancy reservation on approximately 500 acres in Township 7, T&C Purchase along with a right-of-way for ingress and egress which expired on December 31, 2006. The camp structure still remains on the site.

Sagamore Road is a town highway from Route 28 to the former Camp Sagamore boundary line near the northernmost bridge over the outlet of Sagamore Lake. From that point south the road is administered by the Department subject to easements for access to private lands. At present the public may drive south on Sagamore Road to the double gates. A spur road serves an alternate ROW to Sagamore, with a bridge over Sagamore Lake outlet adjacent to the Sagamore Lake dam. This spur road serves as the boundary between the MRPWF and the Blue Ridge Wilderness.

Mohegan Lake Road begins with a gate at the point where it and Lake Kora Road diverge at the end of Sagamore Road. Owners and guests may proceed beyond the gate by motor vehicle. The public may not drive motor vehicles on the road, but may use it for nonmotorized access to adjoining State lands. At approximately 1.4 miles the road forks and continues 0.4 miles southward to the boundary of privately owned Camp Uncas. The road has been maintained by the private landowners who use it to access their lands. The road is in excellent condition.

Lake Kora Road begins with a gate at the point where it and the Mohegan Lake Road diverge at the end of Sagamore Road. It affords access to the privately owned Kamp Kill Kare on Lake Kora. Owners and guests may proceed beyond the gate by motor vehicle. The public may not drive motor vehicles on the road, but may use it for nonmotorized access to adjoining State lands.

Bear Pond Road begins at a point on Mohegan Lake Road approximately 1.4 miles south of its northern end, Bear Pond Road forks west then south along the western shore of Mohegan Lake to the two areas where the Bear Pond Sportsmen's Club retains a use reservation. This road is currently passable by cars and trucks and is also used for administrative purposes including fisheries work at Mohegan Lake and Bear Pond. There is a gate at the beginning of the road. In accordance with the terms of a TRP issued annually to the club, members and guests may travel by motor vehicle beyond the gate along Bear Pond Road to the areas of use reservation. The use reservation expires on March 26, 2022. Additional historical information on this road and the actual club ROW can be found in Section V.B. Historic Great Camps Special Management Area.

(4) Closed Roads - N/A miles
Numerous short roads and/or sections of road are scattered throughout the unit consisting of old logging roads, blowdown salvage roads, etc. Except for the open motor vehicle roads identified in the above table, public motor vehicle use is prohibited on any other roads in the unit.

Sucker Brook Road: Negotiations for construction of a road between Sucker Bay (Raquette Lake) and Fourth Lake in Old Forge began in 1895 (Aber, 1965). The highway was dedicated as a public right-of-way and was part of the main line of transportation from Long Lake, and points north, to Utica. Steamboats would cross Raquette Lake to the boat landing on the end of the Sucker Brook Road. The portion of the road within the MRPWF, located entirely on State land in Townships 5, 40 and 41, Totten & Crossfield Purchase.

In addition to use of the Sucker Brook Road to reach Raquette Lake, some use was associated with access to the telephone line route north to the West Mountain fire tower or adjacent private lands. After construction of the new State Route 28 around 1928, the Sucker Brook Road no longer served a useful public purpose and soon fell into a state of disuse and disrepair, with the road edge eventually growing up to brush and trees. The only known road improvements made to the Sucker Brook Road were associated with the salvage of blowdown trees after the 1950 blowdown. In 1954, to avoid crossing steep grades and wetlands, a new road was constructed to the east of the telephone line road for the specific purpose to accommodate blowdown removal in the area. This road was blocked with barriers to control illegal motor vehicle use of the Pigeon Lake Wilderness in 1977.

Research by Department staff in 1957 indicated that the portion of the Sucker Brook Road within the Town of Inlet was not considered a town highway. A search of town records from Long Lake indicated that the last time money was spent on the Sucker Brook Road was for blowdown removal in 1909. A barrier was constructed on the beginning of the Sucker Brook Road in the vicinity of Upper Brown Tract pond adjacent to the Uncas Road. Except for occasional administrative use by Department staff, the road has not been used by motor vehicles since that time.

Dillon Road: The State acquired approximately one mile of the Dillon Road (Raquette Lake Railroad) between Raquette Lake and the Uncas Road. The acquisition is subject to an easement for a recreational trail as well as access to other parcels along the road. The road is closed to motor vehicle use by the public by a rock barrier on State land at the western end. The road is currently used with informal landowner permission by people who hike and bike, and for other day uses, including snowmobiling.

18. **Scenic Vista** (1, DOT maintained)
a. A scenic pull-off is provided along Route 28 overlooking Seventh Lake.

19. **Signs**
There are numerous signs and trail markers within the unit and at the two entrance gates. Larger DEC trailhead identification signs are located at the junction of NYS Route 30 with the Cedar River Road and at the junction of County Route 14 with NYS Route 28.

20. **Trail Facilities**
Trails within the unit are marked with round discs, three inches in diameter, in red, blue, or yellow colors. Four inch orange markers designate snowmobile trails.
a. Trails (marked and designated, ± 131 miles over MRPWF lands)
(1) Foot - Trails are classified based on present condition and level of use. Categories of trails range from Class-I (Unmarked Route) to Class-V (Trunk Trail). See Appendix 9 for trail standards.

(a) Marked (± 16.0 miles of foot trail only designation over MRPWF lands) Portions of the Mitchell Ponds, Beaver Lake, Sly Pond, Lost Ponds, Rock Dam, and Icehouse Pond trails while designated with yellow foot trail markers, are primarily maintained as DEC truck trails and/or snowmobile trails. Trails that are designated for more than one use are inventoried under the category they are primarily managed and maintained for. Note: The east end of Seventh Lake is connected to Eighth Lake by a half-mile long canoe carry through the Eighth Lake State Campground. Since this trail is entirely within the intensive use campground along existing roads it is not inventoried in this UMP.

1. **West Mountain Trail** (Class-IV, red and blue markers) - 4.8 miles, 1.4 miles within MRPWF
Portion over wild forest land is between the Uncas Road (also referred to as the Brown's Tract Road) and the wilderness boundary. The trail proceeds north from the trailhead a distance of 1.4 miles to the intersection of the Sucker Brook trail in the vicinity of Beaver Brook. Both trails share a distance of 0.8 miles, with the West Mountain trail turning north into the Pigeon Lake Wilderness for an additional 2.6 miles to the summit. Alternate access to West Mountain is possible by water from Raquette Lake or from the west on the Constable Pond/West Mt. Trail in the Pigeon Lake Wilderness Area. For consistency, the trail will be marked with blue markers.

2. **Sucker Brook Bay Trail** (Class-IV, no trail markers) - 3.1 miles, 2.3 miles within MRPWF
From Uncas Road (Brown's Tract Road) to Raquette Lake, this unmarked trail follows the final section of an old wagon road that went from Eagle Bay to Sucker Brook Bay in the late 1800's. The first mile of this trail follows the western edge of the Brown Tract Ponds Campground. Leaving the campground boundary, the trail continues northerly for 1.4 miles to Beaver Brook, continuing easterly for another 0.9 miles ending at Sucker Brook Bay on Raquette Lake. Alternative parking and access along the red marked Shallow Lake trail that originates at site 69 within the Brown Tract Pond Campground. The trail will be marked with yellow markers.

3. **Black Bear Mountain Trail** (Class-IV, yellow/snowmobile markers) - 2.2 miles
From Uncas Road (Brown's Tract Road) trailhead the trail follows the Bug Lake snowmobile for 0.9 miles then heads westerly on a yellow marked foot trail for 1.9 miles to the summit of Black Bear Mountain.

4. **Black Bear Mountain Trail** (Class-IV, blue/yellow ski markers) - 1.9 miles
From trailhead on old NYS Route 28 near Fourth Lake to summit of Black Bear Mountain. Also known as the Old Black Bear Mountain Trail, this trail follows the yellow ski trail for 0.7 miles east of trailhead then continues as a blue marked foot trail east over steep terrain for additional 1.2 miles to summit.

5. **Wakely Mountain Trail** (Class-IV, red markers) - 3.0 miles, 2.5 miles within MRPWF
From the Cedar River Road parking area to the summit of Wakely Mountain. The beginning portion of this trail follows an old road northwesterly for approximately one mile passing by the site of an old IP lessee camp. This part of the foot trail to Wakely Mountain is in very poor condition. The last steep 0.5 mile section is within the Wakely Mountain Primitive Area. Wakely Mountain Road.

6. **Cathedral Pines Trail** (Class-III, red markers) - 0.1 mi.
From NYS Route 28 to Cathedral Pines. Trail leads to attractive stand of tall white pines.

7. **Old Dam Nature Trail Loop** (Class-IV, nature trail markers) - 1.2 mi.
Loop trail from Limekiln Lake Campground (day use fee). Self-guided nature trail with brochure. Trail passes an old dam and a pond that was once used to help float logs downstream. Only a few of the original station numbers remaining. Recent trail maintenance with two bridges rebuilt in 2006. An optional trail leads to a series of waterfalls on the outlet stream.

8. **Northville-Lake Placid Trail** (Class-IV, blue markers) - 2.6 mi.
Section of trail mileage is from the WCLW Boundary to the Limekiln Lake-Cedar River Road. An additional 1.3 miles of the trail follows the Limekiln Lake-Cedar River Road to the Cedar River entrance gate. The trail then continues east along the public highway.

9. **5th - 6th Lake Canoe Carry Trail** (Class-IV, yellow canoe carry and Northern Forest Canoe Trail markers) - 0.5 mi.
From Fifth Lake to Sixth Lake. While a flow at its southeastern end connects to Sixth Lake, it is too small to navigate by watercraft, thereby requiring a portage. The take out on Fifth Lake utilizes the remains of an old boat slip on a 1.8 acre parcel of Wild Forest. The carry continues along an old town road (Jasper Day trail) to State Route 28 and along the highway to Sixth Lake Road. Old wood debris present from derelict boat slips.

The put-in on Sixth Lake is adjacent to a man-made dam. The location of the Sixth Lake site was acquired in 1974 through a transfer of jurisdiction of approximately 0.1 acres of land from the Hudson River- Black River Regulating District. The site on Sixth Lake can become difficult to use when the water levels become low increasing the drop between the top of the wall to the water.

10. **Brown Tract Canoe Carry Trail** (Class-IV, snowmobile, yellow canoe carry, and Northern Forest Canoe Trail markers) - 1.0 mi. From Eighth Lake to Browns Tract Inlet (this waterway eventually leads to Raquette Lake). The last 0.2 mile section containing the boardwalk is designated as canoe carry only. In 2008, the dilapidated boardwalk was removed and replaced with a new structure by DEC staff, Student Conservation Association members and volunteers.

11. **Whites Pond Trail** (Class-II, yellow markers)-1.9 miles
The trail to this pond is also accessible from the Limekiln Lake campground by boat.

12. **Lost Pond Spur Trail** (Class-III, yellow markers) - 0.3 mi.
Total trail length to the pond is 1.0 miles mostly along a snowmobile trail, with the last 0.3 mile section designated for foot travel only.

13. **Mitchell Pond Spur Trail** (Class-III, yellow markers) - 0.4 mi.
Total trail length to the pond is 2.8 miles mostly along a snowmobile trail, with the last 0.4 mile section to the natural rock dam designated for foot travel only.

14. **Rocky Mountain Trail** (Class-IV, yellow markers) - 0.5 mi.

From NYS Route 28 to ledges on Rocky Mountain. A short, steep climb on a popular trail to an open view of the Fulton Chain of Lakes.

(b) Unmarked

1. **7th Lake - Black Bear Mountain Trail** (Class-I, no trail markers) - 1.2 mi.
From private land near Seventh Lake to Black Bear Mountain Trail. Privately marked with red paint. **To be closed**

2. **7th Lake Trail** (Class-III, no trail markers) - 1.3 mi.
From private land near Seventh Lake to a small beach opposite an island in Seventh Lake. Privately marked with red paint. **Proposed as a designated foot trail. The trail section between the Bug Lake Trail and the lean-to site will be designated with red markers. Section of trail to westerly to private land to be closed.**

3. **Beaver Flow Trail** (Class-II, no trail markers) - 1.5 mi.
Utilizes old skid trails and has been used and promoted by Camp Sagamore. The trail is 1.5 miles in length and forms a loop from the parking area at Camp Sagamore back to the Sagamore Road near the bridge over the outlet of Sagamore Lake. **Proposed as a designated hiking and bicycle trail. The trail will be designated with yellow markers. Two bridges will need to be constructed on the trail to accommodate these uses.**

4. **Traveling Rock Trail** (Class-II, no trail markers) - approximately .2 mi.
Short spur between Mohegan Lake Trail and Mohegan Lake Road.
Proposed as a designated hiking. The trail will be designated with yellow markers.

5. **Mohegan Lake Trail** (Class-II, no trail markers) - approximately 1.1 mi.
Trail which connects the main Camp Sagamore parking area with Bear Pond Road near the Uncas Farm Meadow. **Proposed as a designated hiking trail. The trail will be designated with red markers.**

6. **South Branch Carry Trail** (Class-I, no markers)-0.1 mile
Little used canoe carry to reach the South Branch of the Moose River located at campsite # 80.

(2) Cross Country Ski Trail
(a) Marked - ± 15.9 miles of ski trail only designation over MRPWF lands. (Additional mileage on adjoining private/town lands)

Black Bear Mountain Trails
The only public parking is at the trailhead on old NYS Route 28. While it is possible to ski around Black Bear Mountain using both the upper and lower trails, 0.6 miles of walking along NYS Route 28 or skiing along a heavily used roadside snowmobile corridor would be necessary to complete a loop back to the trailhead. Total ski trail mileage over MRPWF - 5.8 miles
1. **Black Bear Mountain Trail - upper trail** (Class-VIII, yellow foot/ski trail markers) - 2.2 miles
From trailhead on old NYS Route 28 near Fourth Lake swinging around the north side of Black Bear Mountain to the Black Bear Mt. Trail. The first 0.7 mile portion of this trail is also marked with yellow foot trail markers. The 1.5 mile section to the east has some wet areas.

2. **Black Bear Mountain Trail - lower trail** (Class-VIII, yellow ski trail markers) - 3.0 mi., 2.6 miles within MRPWF
From private land adjacent to NYS Route 28 (near Verison building) to the Black Bear Mt. Trail. The trail begins for 0.4 miles along an easement over private land and continues easterly for 2.6 miles. Wet areas make portions of the trail unsuitable for use during non-winter seasons. See easement information in Appendix 15.

Fern Park Trails - Fern Park is operated by the Town of Inlet. There are 13 miles of groomed track set trails ranging from beginner to advanced with approximately one mile lighted for night skiing. Fern Park offers trail connections to additional ski trails in the MRPWF, Limekiln Lake Campground and Inlet Golf Course. Total ski trail mileage over MRPWF - 10.1 miles

1. **Limekiln Road Connector Trail** (Class-III, blue trail markers) - 0.3 mi.
From private land (parking area on Limekiln Road) to SW Perimeter Trail.

2. **SW Perimeter Trail** (Class- VIII, red/yellow trail markers) - 1.3 mi.
From private land to FX Matts Connector Trail.
3. **South Loop** (Class-VIII, yellow trail markers) - 0.3 mi.
From SW Perimeter Trail to SW Perimeter Trail.
4. **NW Perimeter** (Class-VIII, red/yellow trail markers) - 1.6 mi. Additional 0.2 miles.
From FX Matts Connector Trail to private land. Additional two spur trails (blue) to Ridge Top Run totaling 0.2 miles.
5. **Lakeview Loop** (Class-VIII, blue trail markers) - 0.2 mi.
From private land to private land.
6. **Fern Springs Loop** (Class-VIII, red trail markers) - 0.6 mi.
From Lakeview Loop to Ridge Top Run and back..
7. **Ridge Top Run** (Class-VIII, yellow trail markers) - 1.3 mi. Additional 0.2 miles.
From NW Perimeter Trail to Fern Springs Loop and back. Additional three connecting spur trails totaling 0.2 miles.
8. **FX Matts Connector Trail** (Class-VIII, yellow markers) - 0.4 mi.
From SW/NW Perimeter Trail to Ellis Road.
9. **Limekiln Connector Trail** (Class-VIII, blue trail markers) - 0.7 mi.
From SW Perimeter Trail to FX Matts Trail.
10. **3rd Lake Creek Trail** (Class-VIII, yellow trail markers) - 5.0 mi., 2.6 miles within MRPWF, 2.4 miles over Fulton Chain WF and private lands.
From Old Dam Nature Trail Loop (near Limekiln Lake Campground) to South Shore Road trailhead.

(3) Horse Trails (5, officially designated) - total mileage along roads 21.6 miles
The Lost Ponds (2.0 miles), Mitchell Ponds (1.8 miles), Beaver Lake (2.3 miles), Sly Pond trails (5.4 miles), and Otter Brook Road/Truck Trail (10.1 miles) have been officially designated for equestrian use. With the exception of the Sly Pond Loop, they are located on roads which are also designated snowmobile trails. Additional motor vehicle roads as well as snowmobile trails, when not covered with ice or snow are also open for public equestrian use. Riding is prohibited in the Limekiln Lake Campground and other trails specifically marked as foot travel only.

(4) Snowmobile - Due to mixed recreational uses some trails are named as individual segments, even though they may be part of a larger corridor snowmobile trail. Trails are classified based on present condition, level of use, and relationship to adjacent trail sections, communities or facilities. Grooming status indicates current grooming activity and type of equipment used.
(a) Marked (± 96.27 miles over MRPWF lands)

Snowmobile Trail Name	Miles open in 2008	Snowmobile Trail description	Miles open in 1972[30]	Post UMP Miles*	DEC Trail Class[31]
Sly Pond Trail	5.4	Sly Pond Loop Trail to Sly Pond. Not groomed. This trail is also marked (yellow) as a foot trail ending at Sly Pond, one of the highest bodies of water in the Adirondacks. This pond is acidic and devoid of fish.	5.3	0	NA
Sly Pond Loop Trail	3.5	Otter Brook Rd. to Sly Pond Road. Not groomed.	3.5	0	NA
Benedict Creek Trail	2.0	LLCRR to Bear Pond outlet. Not groomed.	2.0	0	NA
Bear Pond Trail	3.0	Loop Rd. to Benedict Creek Trail. Not groomed.	3.0	0	NA
Mitchell Ponds Trail	1.6	LLCRR to Mitchell Ponds Truck Trail. Groomed with snowmobile, Funded OPRHP Secondary Trail - S81A.	1.6	1.6	I
Lost Ponds Trail	1.9	Lost Ponds Truck Trail Northeast. Not groomed.	1.9	0	NA
Otter Brook Truck Trail	10.15	Otter Brook Road intersection to old Little Moose Lake Club line. Not groomed. This trail also provides access to foot trails in the northern portion of the West Canada Lake Wilderness Area.	10.15	0	NA
Butter Brook Trail	3.4	LLCRR to old Little Moose Lake Club line. Not groomed.	3.4	0	NA
Fawn Lake Trail (aka Sump Trail)	2.0	LLCRR to Limekiln Lake. Groomed with snowmobile.	2.0	0	NA

[30] *This pre-1972 trail mileage is based upon DEC records and Snowmobile Trails in New York State publication dated October, 1974, Adirondack park, Snowmobile Trail Mileage Report dated December, 1980 and personal interviews with DEC Forest Rangers and Operations staff. Post-UMP mileage refers to snowmobile mileage after all trail construction, relocation and closure.*

[31] *As defined in the Snowmobile Plan for the Adirondack Park Final GEIS. Further defined in the November 2009, Management Guidance- Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park.*

Rock Dam Trail[32]	2.7	Rock Dam Rd. to S. Br. Moose River. Not groomed. This trail is also marked (yellow) as a foot trail ending at a long rock formation across the confluence of the South Branch of the Moose River and the Red River.	2.7	0	NA
7th -8th Lake Loop Trail	5.6	7th Lake to 8th Lake (east of Route 28). Not groomed.	5.6	1.5	II (portion remaining open)
Browns Tract Inlet Trail	1.2	North end of 8th Lake to Dillon Road. Groomed with snowmobile. Funded OPRHP Secondary Trail - S81C.	1.2	1.2	I
Bug Lake Trail	3.5	8th Lake Campground to Uncas Road, groomed with snowmobile. Funded OPRHP Secondary Trail - S81B.	3.5	3.5	I
Beaver Lake Trail	2.0	Beaver Lake Road to Beaver Lake. Not groomed. This trail is also marked (yellow) as a foot trail following an old road to the northern shoreline of the lake.	2.0	0	NA
Mike Norris Trail[33]	2.5	Bug Lake Trail to Browns Tract Inlet Trail. Groomed with snowmobile. Funded OPRHP Secondary Trail - S81C.	2.5	2.5	I
Limekiln Loop Trail	2.4	Limekiln Intensive use area to boundary, includes 0.5 mile spur trail to F.X. Matts Trail. Not groomed. Limekiln Campground to F.X. Matts Trail, groomed with snowmobile.	2.4	0	NA
Upper and Lower Trails	.65	LLCRR north to private land, trail forks partway. Tracked groomer.	0	.65	II
F.X. Matts Trail	2.9	Limekiln Campground to Town of Inlet Trail System. Includes section previously in FCWF. Tracked groomer.	0	2.9	I
Cedar River Trail[34]	2.3	Wakely Dam to boundary, tracked groomer.	1.0	2.3	II

[32] *A reroute of this trail resulted in a 1.3 mile reduction in length from the original trail.*
[33] *The Mike Norris trail was formerly known as the Inlet-Eighth Lake Trail.*

Ice House Pond Trail	0.3	Otter Brook Road to Ice House Pond. Not groomed. This trail is also marked (yellow) as a foot trail following an old road to this kettle bog pond.	0.3	0	NA
Squaw Lake Trail	0.4	This trail is also marked (yellow) as a foot trail	0	0	NA
Indian Lake Trail	0.1	This trail is also marked (yellow) as a foot trail	0	0	NA
Dillon Road Connector	0.1	Uncas Road to Dillon Road	0	0.1	II
Proposed trail	0	LLCRR to 7th-8th Lake Loop Proposed Tracked Groomer.	0	3.7	II
Proposed trail	0	7th-8th Lake along Route 28. Proposed Tracked Groomer.	0	1.7	II
Proposed trail	0	8th Lake to Sagamore Road Proposed Tracked Groomer.	0	4.0	II
Proposed trail	0	Sagamore Road to South Inlet. Proposed Tracked Groomer.	0	2.2	II
Total trail mileage	**59.6**		**54.05**	**27.85**	
Total motor vehicle roads open for snowmobiling	**36.77**		**39.67**	**30.57**	
Total mileage open for snowmobiling	**96.37**		**93.72**	**58.42**	

Note: The Raquette Lake Railroad Trail is mostly located on private land along the Dillon Road between the Uncas Road and Raquette Lake. Two crossings of MRPWF totaling approximately one mile were acquired subject to a "recreational and sporting, snowmobile trail" that was excepted out for the benefit of the Grantor (Raquette Lake Supply Co.), assigns, permittees, invitees, and others. Since this exception is similar to snowmobile use on a public highway that we do not have jurisdiction over, for the purposes of this plan the snowmobile mileage across the two pieces of State land are not counted against the mileage cap. The landowner has given informal permission for use of the trail by the public and for the Town of Long Lake to groom the snowmobile trail.

As part of OPRHPs statewide snowmobile trail network, trails that are designated by OPRHP as snowmobile “corridor” or “secondary” trails are eligible for OPRHP funding. This classification plays a major role in the amount of funding available for grooming and trail maintenance. The use of tracked groomers will be allowed on newly constructed trails that are part of the larger network connecting Adirondack towns and villages.

[34] *1.3 miles of the Cedar River trail are on lands acquired in 1986.*

*Post UMP Miles - Several snowmobile trails (Fawn Lake, Lost Ponds, Rock Dam, and Ice House Pond trails and Limekiln Loop) and roads (Sly Pond) proposed for closure to snowmobiles will remain open and will be maintained for other recreational uses such as foot, ski, and/or bicycle trails. Other trails such as the Benedict Creek, Butter Brook, and the south end of the Seventh-Eight Lake trails will be abandoned and not maintained for any uses.

(b) Town Trails - In addition to trails across State lands, trails across private lands and within highway right-of-ways allow snowmobile trail connections to various communities outside the unit. Identified OPRHP corridor trails include C8B (parts of the Uncas and Dillon Roads) and C8 (parts of the Limekiln and Big Moose Roads). Some road sections like the Uncas Road are not plowed. The actual location over private lands is subject to change and is often negotiated by the various towns with permission agreements or leases.
(c) Unmarked - Including snowmobile activity on the frozen water surface of: Eighth Lake, Seventh Lake, Limekiln Lake, Mitchell Pond, and Beaver Lake. Use of the Cedar River Flow by snowmobiles is not legal. While Lost, Icehouse and Hell Diver ponds all have snowmobile trails leading to them or close to them they are rarely ridden.

(5) All Terrain Bicycle Trails (0) - No officially designated bicycle trails.
6NYCRR § 196.7(e) provides that the use of mountain bicycles is permitted on roads and trails in Wild Forest lands where such use is not specifically prohibited. Currently no roads or trails are closed to mountain bike use on the unit. The Inlet Area Chamber of Commerce promotes mountain biking, including trails on the MRPWF, through a map showing area trails. Known popular mountain bike trails include public and State truck trails throughout the unit, the 7th - 8th Lakes Loop trail to Mohegan Lake and to Sagamore Road, the Uncas Road from Brown Tract Road through the Eighth Lake Campground to Route 28, as well as several snowmobile trails.

Trail Easements/Agreements
Black Bear Mountain Area (Town of Inlet/Hamilton County) - Two permanent easements cross private land within lot 33, Township 3, Moose River Tract. Each easement is 75 feet in width connecting State Route 28 to State lands in lot 22, Township 3, Moose River Tract. The first easement follows an existing logging road northeasterly to State lands. The second easement is described as following the southern boundaries of Grantor's land (Hamilton 206, Pacemaker Properties Inc. to NYS, book 183, page 614) to the corner of Great lots Nos. 32 and 33, 21 and 22, continuing in a generally northerly direction along the eastern boundary of private lands to the south west corner of State lands acquired in 1982. Both easements have cross country ski trail markers and several blowdowns across. See Appendix 15.

21. **Trailheads** (24)
A trailhead is defined as the starting or ending point of a designated trail or a point of entrance to State land and may contain one or all of the following: trail signs, vehicle parking, and registration structures. In addition some campsites are utilized for parking by day users. Many of the MRPWF interior trailheads are not easily accessible in the winter except by snowmobile since the last portion of the Cedar River Road is not plowed. Parking areas are not plowed in the winter, except as noted below.
a. With Maintained Parking (18 areas with a combined capacity of 133 vehicles, additional winter parking for snowmobilers is available on town leased lands along the Cedar River Road or within the hamlets of Indian Lake and Inlet.) In some cases, people park (subject to day use fee when the campground is operational) within the adjacent Eighth Lake Campground or Limekiln Campground to access the Uncas Trail, Black Bear Mountain, canoe carry routes, or Old Dam Nature Trail. Campers utilizing the designated sites within the MRPWF park on or near their site.

(1) Wakely Mountain (Class I) Cedar River Rd, capacity 15 - 20 vehicles, with register box.
Good condition. Has trail register. On a sign post beside Cedar River Road there is a standard guideboard with the words, *"Trail To Wakely Mt. Observatory, 3744 Ft. Elev., 3.0 miles."* A sign hanging from the guideboard with the words, *"Parking Area"* and an arrow, directs visitors to the trailhead. A DEC access road leads 150 feet to a parking area approximately 100 feet long by 70 feet wide.

(2) Northville - Lake Placid Trail (Class II) Limekiln Lake-Cedar River Rd, capacity 3 vehicles, with register box.

(3) Lost Ponds (Class II) Lost Ponds Rd., capacity 4 vehicles.

(4) Helldiver Pond (Class II) Helldiver Pond Rd., capacity 4 vehicles.

(5) Beaver Lake (Class II) Beaver Lake Rd., capacity 4 vehicles.

(6) Otter Brook (Class II) Near gate, capacity 2 vehicles. **Proposed for closure, with parking relocated to the Otter Brook Bridge area.**

(7) Squaw Lake (Class III) Indian Lake Rd., capacity 2 vehicles. **Proposed for closure , with parking relocated to the Otter Brook Bridge area.**

(8) Indian Lake (Class III) Indian Lake Rd., capacity 6 vehicles. Trails continue past the barrier at Indian Lake into a remote section of the West Canada Lake Wilderness area, providing access to Horn, Balsam, and Stink lakes. **Proposed for closure, with parking relocated to the Otter Brook Bridge area.**

(9) Red River (no classification) North of Rock Dam intersection, capacity 2 vehicles. **Proposed parking for accessible fishing access site.**

(10) Cellar Mountain (Class III) At int. with LLCRR, capacity 2 vehicles. **Upgrade to Class I, 12 vehicle parking lot associated with the proposed new Wakely Mt. Trailhead.**

(11) 7th-8th Lake Loop (Class III) Route 28 (7th Lake end), capacity 2 vehicles.

(12) 7th-8th Lake Loop (Class II) Route 28 (8th Lake end), capacity 6 vehicles The parking area needs resurfacing. The parking area is currently plowed by the Town of Inlet during the winter months for use by cross country skiers. **Proposed future use as part of the snowmobile corridor trail.**

(13) Sagamore Road (Class I) Across from Camp Sagamore, capacity 20 - 40 vehicles.

(14) Black Bear Mountain (Class II) Uncas Road, capacity 4 vehicles.
On the north side of the Browns Tract Road, west of the Raquette Lake Village near the east end of Upper Brown Tract Pond.

(15) West Mountain (Class III) Uncas Rd., capacity 2 vehicles.
The current parking area is in an old gravel pit along the Uncas Road, approximately 400 feet north of the trailhead.

(16) Black Bear/Rocky Mt. (Class I) Route 28, capacity 20 vehicles.
This parking area utilizes a portion of old State Route 28, which was realigned in 1964. The NYSDOT formally abandoned maintenance of this section of highway to the Town of Inlet. Parking for trails to Rocky Mt. or Black Bear Mt. **Proposed winter plowing for access to ski trails.**

(17) Sagamore Lake (Class II) Sagamore spur rd., capacity 6 vehicles.
Level grassy area on the east side of the road to Sagamore Lake. Though it appears to have been constructed before the land was acquired by the State, it is not signed. It is occasionally mowed by Sagamore staff and used for parking. The area is approximately 60 feet long and 25 feet deep.

(18) Wakely Dam/Cedar River Flow (Class I) Cedar River Road, capacity 4 vehicles, with register box and kiosk. The parking area is located adjacent to the old caretakers cabin.

(19) Icehouse Pond (Class II), Otter Brook Rd., capacity 5 vehicles. Parking area at intersection of the Ice House Pond Trail and the Otter Brook Road. Includes two accessible spaces.

b. <u>Without Maintained Parking</u> (6 areas with a combined capacity of 14 vehicles) In addition, campsites are utilized for parking by day users.

(1) Cathedral Pines (Class III) Route 28 (roadside shoulder parking), capacity 2 vehicles. Two informal pull-offs along the shoulder of Route 28.

(2) Limekiln Gate (Class I) Limekiln Entrance , capacity 2 vehicles, with register box and kiosk.
The end of the access road to the Limekiln Lake Campground is plowed for winter access for activities such as skiing or snowshoeing.

(3) Rock Dam Road (Class III) End of road, capacity 2 vehicles.

(4) Mitchell Pond (Class II) Mitchell Pond Road, capacity 3 vehicles.

(5) White's Pond (Class III) Rock Dam Road, capacity 2 vehicles.

22. **Registers** (13 in wild forest, 5 in intensive use areas)
a. Trail Access (10 in wild forest, 4 in intensive use areas)
(1) Northville-Lake Placid Trail (LLCRR) - standard register.
(2) Bug Lake/Uncas Trail (Uncas Road) - standard register.
(3) Brown Tract Canoe Carry Trail (Eight Lake Campground) - standard register.
(4) Wakely Mountain (Cedar River Road) - standard register.
(5) Otter Brook (Otter Brook Truck Trail) - standard register.
(6) Limekiln entrance gate (LLCRR) - standard register on kiosk.
(7) Wakely entrance gate (LLCRR) - standard register on kiosk.
(8) Rocky Mountain (Route 28) - standard register.
(9) Black Bear Mountain (Route 28) - standard register.
(10) Black Bear Mountain (Uncas Road) - standard register.
(11) Bug Lake/Uncas Trail (Eight Lake Campground) - standard register. The parking and register box for the trail are within the intensive use area, while the majority of the trail itself is in the wild forest.
(12) 5th Lake Canoe Carry (Route 28) kiosk with register box (built by the Town of Inlet)
(13) 8th Lake - 7th Lake Canoe Carry (Eight Lake Campground) entire trail primarily follows campground roads within the intensive use area.
(14) Old Dam Nature Trail (Limekiln Lake Campground) The parking and register box for the trail are within the intensive use area, while the majority of the trail itself is in the wild forest.

b. Water Access (3 in wild forest, 1 in intensive use area) Includes waterway access site and boat launch locations. Canoe carries are listed under trail registers.
(1) Seventh Lake Boat Launch (Seventh Lake) - standard register.
(2) Wakely Dam (Cedar River Flow) - standard register.
(3) Limekiln and Wakely entrance gates (LLCRR) - standard register.
As part of a settlement agreement reached in 2000, paddlers are required to sign-in on a specific register sheet prior to accessing the river. Each MRPWF entrance gate has a separate register for paddlers planning to navigate the South Branch of the Moose River across the Adirondack League Club.

c. Adjoining units
Trail registers at the end of the Indian Lake Road and Otter Brook Road primarily capture public use data for the West Canada Lakes Wilderness and are not discussed in the MRPWF UMP.

23. **Towers and Appurtenances** (Fire and Radio)
No fire towers are located within the unit although the parking area, trailhead, and first part of the trail to Wakely Mountain are on wild forest land.

24. **Utilities** (Undetermined mileage)
Electric/phone/cable line and associated poles/anchors along town roads with MRPWF frontage or outside the ROW of NYS or County highways.
Private utilities to buildings at Camp Sagamore, Uncas and Killkare.

25. **Waterway Access/Boat Launch Sites**
a. Developed (1)
Developed boat launches within the adjacent intensive use areas, provide public access to wild forest shoreline on Limekiln Lake and parts of the canoe route associated with Seventh and Eighth lakes. Individual campground launches are addressed in each respective campground UMP. Additional Fulton Chain access is available from the Fourth Lake Boat Launch, adjacent to downtown Inlet.

(1) 7th Lake Boat Launch (Route 28), parking capacity 12 vehicles, plowed. See Section V.A.
The Seventh Lake Boat Launch, two miles north of downtown Inlet on Route 28, offers access to Sixth & Seventh Lakes. Parking area is often utilized by people who swim at the beach at Buck Hollow.

b. Undeveloped (4)
(1) Wakely Dam (Cedar River Flow), parking capacity 4 vehicles
Campers utilizing the designated sites park on or near their site. Boaters tend to park wherever they find room in the open grassy areas. Trailered launching of boats has occurred at this site. No boating restrictions, **proposed regulation to restrict motor boat use on Cedar River Flow to motors 10 horsepower or less in size.**

(2) Wakely Pond, small pull-off for parking and access. No boating restrictions.

(3) South Inlet (NYS Route 28 Bridge), parking along road shoulder, capacity 12 vehicles in two paved parking areas. Majority of watercraft access to South Inlet is from Raquette Lake. No boating restrictions.

(4) Sixth Lake - The state land where the dam is located is under the jurisdiction of the Hudson River-Black River Regulating District with the exception of the 0.102 acre Canoe Launch site on the north side of Sixth Lake jointly under the jurisdiction of DEC and the Hudson River-Black River Regulating District. Parking of vehicles or trailers, motor boat launching, mooring and docking of motor driven boats, or camping and picnicking is not allowed.

26. Water Pipe
a. Water supply piping and reservoir for 8th lake campground.
b. Water supply piping and reservoir for Brown's Tract Pond campground.

27. Water Springs
Within the MRPWF there were a few spring locations previously identified by DEC signage. These signs have been removed.

a. Private Springs and Reservoirs - In some cases, exceptions in the State deed allow for private water related facilities and uses of MRPWF lands. For additional details see HGCSMA Section.

(1) Uncas water supply spring houses - Three spring houses, one remaining in use by owners of Camp Uncas. Concrete cistern, concrete and stone collection trough, piping along bed of Mohegan Lake. Used as water supply. Camp Uncas has a deeded right to use a spring located on adjacent Forest Preserve lands south of the camp property for a water supply, and to maintain the pipes leading from the spring along the bed of Mohegan Lake to the camp.

(2) Sagamore water supply - Ruins of two spring houses and a large circular concrete tile-lined reservoir south of intersection of Mohegan Lake and Lake Kora Roads, piping. No longer used.
Camp Sagamore has a deeded right to maintain a water system consisting of two spring houses and a water storage reservoir, situated within the MRPWF a few hundred feet south of the intersection of Mohegan Lake and Lake Kora Roads, and piping to Sagamore.

(3) Limekiln Gatehouse Property Water supply structures - A cistern and shed are located on MRPWF land in Lot 62, Township 3, Moose River tract (survey map #2982, #8541) near the Limekiln entrance. It has been reported (Tom Atwell, personal communication) that this facility supplies water to private camps on Parkhurst Road. The 4.08 acre gate house property was acquired by appropriation in 1964 (Liber 130, Page 332) excepting the rights of others in the spring and pipe line on the property. The legal status of the existing facilities needs to be clarified.

28. **Water Gauge** (operated in cooperation with the Hudson River-Black River Regulating District)
a. Sixth Lake, on dam at outlet, non recording gage read daily. The dam is operated, records collected, provided, and stored by Board of Hudson River-Black River Regulating District.

29. **Wildlife and Fisheries Structures**
a. Deer Exclosure (1)
There is one deer enclosure located on the unit. This enclosure was constructed in 1931 when white-tailed deer research was being conducted on the unit. The enclosure is currently not maintained nor does the research continue.

b. Fish Barriers (1)
There is one fish barrier located at Lost Ponds. The structure is approximately 8' x 32' with a 36"-42" vertical drop, constructed of 6" x 6" lumber. This barrier was first constructed in 1965 and was rebuilt in 1996. A large hole on one side of the dam was repaired in 2005. Un-maintained old fish barrier dams such as the ones on Limekiln Lake outlet and Beaver Lake are inventoried separately under 7.h. other dams.

Non-conforming Facilities Inventory (excepting occupancies)
The following is a list of known non-conforming facilities in the MRPWF: Malcom Blue Monument, metal signs and posts, lean-to cluster (Raquette Lake), and structures adjacent to Kill Kare gate. Some primitive tentsites are non-conforming due to APSLMP 1/4 mile spacing guidelines. In addition, with the exception of the 8th Lake (northern end) lean-to the remaining eight lean-tos are all less than 100 feet from waterbodies.

APPENDIX 3 - Definitions

Acronyms

ADA	American with Disabilities Act
ADAAG	American with Disabilities Act Accessibility Guidelines
ADK	Adirondack Mountain Club
AFR	Assistant Forest Ranger
ALSC	Adirondack Lakes Survey Corporation
ANC	Acid neutralizing capacity
APA	Adirondack Park Agency
APLUDP	Adirondack Park Land Use Development Plan
APSLMP	Adirondack Park State Land Master Plan
ARTC	Adirondack Regional Tourism Council
ATV	All Terrain Vehicle
BCA	Bird Conservation Area
BRWA	Blue Ridge Wilderness Area
BP	Before Present
CAC	Citizens' Advisory Committee
CP-3	Commissioner Policy #3- Motor Vehicle Access to State lands under the Jurisdiction of DEC for People with Disabilities
DEC	New York State Department of Environmental Conservation
DMU	Deer Management Unit
DOC	New York State Department of Corrections
DOT	New York State Department of Transportation
ECL	Environmental Conservation Law
EIS	Environmental Impact Statement
EPA	Environmental Protection Act of 1993
EQBA	Environmental Quality Bond Act
FAA	Federal Aviation Administration
FR	Forest Ranger
LAC	Limits of Acceptable Change
LLCRR	Limekiln Lake-Cedar River Road
MOU	Memorandum of Understanding
MRPWF	Moose River Plains Wild Forest
NBWI	Native-But-Widely-Introduced
NHPC	Natural Heritage Plant Community
NPS	National Park Service
NYCRR	New York Code of Rules and Regulations
NYS	New York State
NYSDOT	New York State Department of Transportation
OPRHP	Office of Parks, Recreation and Historical Preservation
OSP	Open Space Plan
SAMP	Special Area Management Plan
SEQRA	State Environmental Quality Review Act
SBMR	South Branch Moose River
SUNY-ESF	State University of New York College of Environmental Science and Forestry
TRP	Temporary Revocable Permit
TNC	The Nature Conservancy
UFAS	Uniform Accessibility Standards
USGS	United States Geologic Survey

UMP	Unit Management Plan
USFS	United States Forest Service
WCLWA	West Canada Lake Wilderness Area
WMPA	Wakely Mountain Primitive Area
WMU	Wildlife Management Unit

Definitions

Adirondack Brook Trout Ponds - Adirondack Zone ponds which support and are managed for populations of brook trout, sometimes in company with other salmonid fish species. These waters generally lack warmwater fishes but frequently support bullheads.

Coldwater Ponds and Lakes - Lakes and ponds which support and are managed for populations of several salmonids. These waters generally lack warmwater fishes but frequently support bullheads.

Other Ponds and Lakes - Waters containing fish communities consisting of native and non-native fishes which will be managed for their intrinsic ecological value without any new species introductions.

Two-Story Ponds and Lakes - Waters which simultaneously support and are managed for populations of coldwater and warmwater game fishes. The bulk of the lake trout and rainbow trout resource fall within this class of waters.

Unknown Ponds and Lakes - Waters which could not be assigned to the subprogram categories specifically addressed in this document due to a lack of or paucity of survey information. These waters usually contain native and non-native fishes which will be managed for their intrinsic ecological value without any new species introductions.

Warmwater Ponds and Lakes - Waters which support and are managed for populations of warmwater game fishes and lack significant populations of salmonid fishes.

Reclamation - A management technique involving the application of a fish toxicant called rotenone to eliminate non-native and/or competing fishes. Upon detoxification these waters are generally restocked with brook trout and or rainbow trout

APPENDIX 4 - Mammals, Reptiles, Birds, and Amphibians

MAMMALS OF THE MOOSE RIVER PLAINS WILD FOREST

SCIENTIFIC NAME	COMMON NAME	HABITAT TYPES	PROTECTED STATUS (NYS)	NATURAL HERITAGE PROGRAM RANK
Alces alces	Moose	DF, MF, CF, wetlands	game species	S1
Blarina brevicauda	Northern Short Tailed Shrew	all habitats	unprotected	S5
Canis latrans	Coyote	all habitats	game species	S5
Castor canadensis	Beaver	MF, adjacent to water	game species	S5
Clethrionomys gapperi	Southern Red-Backed Vole	DF, CF, boreal forest	unprotected	S5
Condylura cristata	Star-nosed Mole	DF, wetlands	unprotected	S5
Didelphis virginian	Virginia Oppossum	villages, roadsides	games species	S5
Eptesicus fuscus	Big Brown Bat	wooded, semi-wooded area	unprotected	S5
Erethizon dorsatum	Porcupine	DF, MF, CF	unprotected	S5
Glaucomys sabrinus	Northern Flying Squirrel	CF, MF	unprotected	S5
Glaucomys volans	Southern Flying Squirrel	DF, MF	unprotected	S5
Lasioncteris noctivagans	Silver-Haired Bat	forests adj. lakes, ponds	unprotected	S4
Lasiurus cinereus	Hoary Bat	DF, MF	unprotected	S4
Lasiurus borealis	Red Bat	all, forested areas	unprotected	S5
Lepus americanus	Varying Hare	CF, MF, alder swamps	game species	S5
Lutra canadensis	River Otter	lakes, ponds, streams	game species	S5
Lynx rufus	Bobcat	DF, MF, CF	game species	S4
Marmota monax	Woodchuck	open areas, DF, roadsides	unprotected	S5
Martes americana	Marten	DF, MF, CF	game species	S3
Martes pennanti	Fisher	DF, MF, CF	game species	S3
Mephitis mephitis	Striped Skunk	open Forests, fields, villages	game species	S5
Microtus pennsylvanicus	Meadow Vole	old fields, bogs, marshes	unprotected	S5
Microtus chrotorrhinus	Rock Vole	moist talus slopes	unprotected	S4
Microtus pinetorum	Woodland Vole	DF, meadows	unprotected	S5
Mus musculus	House Mouse	buildings	unprotected	SE
Mustela erminea	Ermine	DF, MF, CF, old fields	game species	S5
Mustela vison	Mink	forested wetlands	game species	S5
Mustelas frenata	Long-tailed Weasel	old fields, DF	game species	S5
Myotis leibii	Small-footed Bat	unknown/caves	special concern	S1

MAMMALS OF THE MOOSE RIVER PLAINS WILD FOREST

SCIENTIFIC NAME	COMMON NAME	HABITAT TYPES	PROTECTED STATUS (NYS)	NATURAL HERITAGE PROGRAM RANK
Myotis keea	Keenes Myotis	woodlands buildings	protected	S5
Myotis sodalis	Indiana Bat (Indiana Myotis)	caves (winter) summer (unk.)	endangered	S1
Myotis lucifugus	Little Brown Bat	buildings, caves	unprotected	S5
Odocoileus virginianus	White-tailed Deer	DF, MF, CF	game species	S5
Ondatra zibethicus	Muskrat	marshes, rivers w/cattail	game species	S5
Parascalops breweri	Hairy-tailed mole	DF	unprotected	S5
Peromyscus leucopus	White-footed Mouse	woodland edges, DF, CF, MF	unprotected	S5
Peromyscus maniculatus	Deer Mouse	DF, CF, MF, open areas	unprotected	S5
Pipistrellus subflavusl	Eastern Pipistrelle	open areas, woodland edges	unprotected	S5
Procyon lotor	Raccoon	DF, MF, CF, adjacent to water	game species	S5
Rattus norvegicus	Norway Rat	buildings	unprotected	SE
Sciurus carolinensis	Gray Squirrel	mature DF, villages, towns	game species	S5
Sorex palustris	Water Shrew	high elevation, woodlands	unprotected	S4
Sorex dispar	Longtailed or Rock Shrew	talus slopes	unprotected	S4
Sorex hoyi	Pygmy Shrew	woodland edges	unprotected	S4
Sorex fumeus	Smokey Shrew	DF, MF	unprotected	S5
Sorex cinereus	Masked Shrew	all habitat with ground cover	unprotected	S5
Sylvigaus transitionalis	New England Cottontail	forests edges, brushy areas	game species	S3
Sylvilagus floridanus	Eastern Cottontail	fields, bogs, brushy areas	game species	S5
Synaptomys cooperi	Southern Bog Lemming	DF, bogs	unprotected	S4
Tamias striatus	Eastern Chipmunk	DF, MF, hedgerows	unprotected	S5
Tamiasciurus hudsonicus	Red Squirrel	CF, MF	unprotected	S5
Urocyon cinereoargenteus	Gray Fox	lightly wooded, brushy areas	game species	S5
Ursus americanus	Black Bear	DF, CF, MF	game species	S5
Vulpes vulpes	Red Fox	woodland edges, DF, open areas	game species	S5
Zapus hudsonius	Meadow Jumping Mouse	open and brush areas in swamp	unprotected	S5

Habitat Keys:

CF – Coniferous Forests
DF – Deciduous Forests
MF – Mixed Forests
Brush – Brushy areas, usually abandoned farmlands

* Based on NYSDEC Vertebrate Abstract Data; Significant Habitat Unit, Delmar, New York

AMPHIBIANS OF THE MOOSE RIVER PLAINS WILD FOREST

SCIENTIFIC NAME	COMMON NAME	HABITAT TYPES	PROTECTED STATUS (NYS)	NATURAL HERITAGE PROGRAM RANK
Ambystoma maculatum	Spotted Salamander	DW, pools	special concern	S5
Ambystoma laterale	Blue-spotted Salamander	DW, MF, pools	special concern	S4
Bufo americanus	American Toad	all areas	unprotected	S5
Desmognathus ochrophaeus	Mountain Dusky Salamander	logs adjacent to streams	unprotected	S5
Desmognathus fuscus	Dusky Salamander	streams	unprotected	S5
Eurycea bislineata	Two-lined Salamander	streams	unprotected	S5
Gyrinophilus porhyriticus	Spring Salamander	streams, wetlands	unprotected	S5
Hyla versicolor	Gray Treefrog	forests near streams, pools	unprotected	S5
Notophthalmus viridescens	Red-Spotted Newt	DF, MF, lakes, ponds	unprotected	S5
Plethodon cinereus	Redback Salamander	all woodlands	unprotected	S5
Rana clamitans	Green Frog	swamps, lakes, ponds, pools	game species	S5
Rana catesbeiana	Bullfrog	swamps, lakes, ponds, pools	game species	S5

Habitat Keys:

CF - Coniferous ForestsPools - Vernal pools or quiet water needed for breeding
DF - Deciduous ForestsStreams - Lives in, or adjacent to streams, or springs, wetlands
MF - Mixed Forests

* Based on NYSDEC Vertebrate Abstract Data; Significant Habitat Unit, Delmar, New York

REPTILES OF THE MOOSE RIVER PLAINS WILD FOREST

SCIENTIFIC NAME	COMMON NAME	HABITAT TYPES	PROTECTED STATUS (NYS)	NATURAL HERITAGE PROGRAM RANK
Caelydra serpentina	snapping turtle	marshes, rivers, bogs, lakes	unprotected	S5
Chrysemys picta	painted turtle	marshes, rivers, bogs, lakes	unprotected	S5
Clemmys insculpta	wood turtle	woodlands adj. to ponds, brooks	special concern	S4
Diaophis punctatus	ringneck snake	moist woodlands	unprotected	S5
Lampropeltis triagulum	milk snake	DF, CF, MF, brush	unprotected	S5
Nerodia sipedon	northern water snake	Lakes, ponds, rivers, bogs	unprotected	S5
Orpheodrys vernalis	smooth green snake	meadows, grassy marshes	unprotected	S5
Storeria occipitomaculata	redbelly snake	moist woodlands, bogs	unprotected	S5
Storeria dekayi	brown snake	all, esp. old growth forests	unprotected	S5
Thamnophis sauritus	eastern ribbon snake	adj. to streams, swamps	unprotected	S5
Thamnophis sirtalis	common garter snake	All	unprotected	S5

Habitat Keys:

CF - Coniferous Forests
DF - Deciduous Forests
MF - Mixed Forests
Brush - Brushy areas, usually abandoned farmlands

* Based on NYSDEC Vertebrate Abstract Data; Significant Habitat Unit, Delmar, New York

New York State Breeding Bird Atlas

MOOSE RIVER PLAINS WILD FOREST
2000-2002

Common Name	Scientific Name	Breeding Code & Category	NY Legal Status
Common Loon	Gavia immer	NE-Confirmed	Protected-Special Concern
Pied-billed Grebe	Podilymbus podiceps	FL-Confirmed	Threatened
American Bittern	Botaurus lentiginosus	S2-Prob.	Protected-Special Concern
Great Blue Heron	Ardea herodias	P2-Prob.	Protected
Canada Goose	Branta canadensis	FL-Conf.	Game Species
Wood Duck	Aix sponsa	FL-Conf.	Game Species
American Black Duck	Anas rubripes	FL-Conf.	Game Species
Mallard	Anas platyrhynchos	FL-Conf.	Game Species
Ring-necked Duck	Aythya collaris	FL-Conf.	Game Species
Hooded Merganser	Lophodytes cucullatus	FL-Conf.	Game Species
Common Merganser	Mergus merganser	FY-Conf.	Game Species
Turkey Vulture	Cathartes aura	P2-Probable	Protected
Osprey	Pandion haliaetus	FY-Conf.	Protected-Special Concern
Bald Eagle	Haliaeetus leucocephalus	X1-Poss.	Threatened
Sharp-shinned Hawk	Accipiter striatus	X1-Poss.	Protected-Special Concern
Broad-winged Hawk	Buteo platypterus	FY-Conf.	Protected
Merlin	Falco columbarius	FY-Conf.	Protected
Ruffed Grouse	Bonasa umbellus	FL-Conf.	Game Species
Wild Turkey	Meleagris gallopavo	FL-Conf.	Game Species
Killdeer	Charadrius vociferus	FL-Conf.	Protected
American Crow	Corvus brachyrhynchos	FY-Conf.	Game Species

Common Name	Scientific Name	Breeding Code & Category	NY Legal Status
Spotted Sandpiper	Actitis macularia	P2-Prob.	Protected
Common Snipe	Gallinago gallinago	S2-Prob.	Games Species
American Woodcock	Scolopax minor	FL-Conf.	Game Species
Herring Gull	Larus argentatus	NE-Conf.	Protected
Mourning Dove	Zenaida macroura	ON-Conf.	Protected
Black-billed Cuckoo	Coccyzus erythropthalmus	S2-Prob.	Protected
Barred Owl	Strix varia	FL-Conf.	Protected
Northern Saw-whet Owl	Aegolius acadicus	FL-Conf.	Protected
Whip-poor-will	Caprimulgus vociferus	S2-Prob.	Protected-Special Concern
Chimney Swift	Chaetura pelagica	P2-Prob.	Protected
Ruby-throated Hummingbird	Archilochus colubris	FL-Conf.	Protected
Belted Kingfisher	Ceryle alcyon	FY-Conf.	Protected
Yellowed-bellied Sapsucker	Sphyrapicus varius	FY-Conf.	Protected
Downy Woodpecker	Picoides pubescens	ON-Conf.	Protected
Hairy Woodpecker	Picoides villosus	FY-Conf.	Protected
Three-toed Woodpecker	Picoides tridactylus	X1-Poss.	Protected
Black-backed Woodpecker	Picoides arcticus	FY-Conf.	Protected
Northern Flicker	Colaptes auratus	ON-Conf.	Protected
Pileated Woodpecker	Dryocopus pileatus	NY-Conf.	Protected
Olive-sided Flycatcher	Contopus cooperi	S2-Prob.	Protected
Eastern Wood-Pewee	Contopus virens	ON-Conf.	Protected
Yellow-bellied Flycatcher	Empidonax flaviventris	S2-Prob.	Protected
Alder Flycatcher	Empidonax alnorum	FY-Conf.	Protected
Least Flycatcher	Empidonax minimus	NY-Conf.	Protected
Eastern Phoebe	Sayornis phoebe	NY-Conf.	Protected
Great Crested Flycatcher	Myiarchus crinitus	S2-Prob.	Protected
Eastern Kingbird	Tyrannus tyrannus	NY-Conf.	Protected

Common Name	Scientific Name	Breeding Code & Category	NY Legal Status
Blue-headed Vireo	Vireo solitarius	FY-Conf.	Protected
Red-eyed Vireo	Vireo olivaceus	NE-Conf.	Protected
Tree Swallow	Tachycineta bicolor	NY-Conf.	Protected
Northen Rough-winged Swallow	Stelgidopteryx serripennis	FL-Conf.	Protected
Bank Swallow	Riparia riparia	ON-Conf.	Protected
Barn Swallow	Hirundo rustica	NY-Conf.	Protected
Gray Jay	Perisoreus canadensis	FL-Conf.	Protected
Blue Jay	Cyanocitta cristata	FY-Conf.	Protected
Common Raven	Corvus corax	FL-Conf.	Protected
Black-capped Chickadee	Poecile atricapillus	NE-Conf.	Protected
Boreal Chickadee	Poecile hudsonicus	FY-Conf.	Protected
Red-Breasted Nuthatch	Sitta canadensis	FY-Conf.	Protected
White-breasted Nuthatch	Sitta carolinensis	FY-Conf.	Protected
Brown Creeper	Certhia americana	DD-Conf.	Protected
House Wren	Troglodytes aedon	ON-Conf.	Protected
Winter Wren	Troglodytes troglodytes	FL-Conf.	Protected
Golden-crowned Kinglet	Regulus satrapa	FY-Conf.	Protected
Ruby-crowned Kinglet	Regulus calendula	S2-Prob.	Protected
Eastern Bluebird	Sialia sialis	ON-Conf.	Protected
Veery	Catharus fuscescens	S2-Prob.	Protected
Bicknell's Thrush	Catharus bicknelli	X1-Poss.	Protected-Special Concern
Swainson's Thrush	Catharus ustulatus	FY-Conf.	Protected
Hermit Thrush	Catharus guttatus	FY-Conf.	Protected
Wood Thrush	Hylocichla mustelina	S2-Prob.	Protected
American Robin	Turdus migratorius	FY-Conf.	Protected
Gray Catbird	Dumetella carolinensis	DD-Conf.	Protected
Northern Mockingbird	Mimus polyglottos	X1-Poss.	Protected

Common Name	Scientific Name	Breeding Code & Category	NY Legal Status
Brown Thrasher	Toxostoma rufum	2-Prob.	Protected
European Starling	Sturnus vulgaris	FY-Conf.	Unprotected
Cedar Waxwing	Bombycilla cedrorum	FY-Conf.	Protected
Blue-headed Vireo	Vireo solitarius	FY-Conf.	Protected
Red-eyed Vireo	Vireo olivaceus	NE-Conf.	Protected
Nashville Warbler	Vermivora ruficapilla	S2-Prob.	Protected
Northern Parula	Parula americana	S2-Prob.	Protected
Yellow Warbler	Dendroica petechia	S2-Prob.	Protected
Chestnut-sided Warbler	Denroica pensylvanica	NE-Conf.	Protected
Magnolia Warbler	Denroica magnolia	NE-Conf.	Protected
Black-throated Blue Warbler	Dendroica caerulescens	DD-Conf.	Protected
Yellow-rumped Warbler	Dendroica coronata	FY-Conf.	Protected
Black-throated Green Warbler	Denroica virens	FY-Conf.	Protected
Blackburnian Warbler	Dendroica fusca	S2-Prob.	Protected
Blackpoll Warbler	Dendroica striata	S2-Prob.	Protected
Black-and-white Warbler	Mniotilta varia	FY-Conf.	Protected
American Redstart	Setophaga ruticilla	FY-Conf.	Protected
Ovenbird	Seiurus aurocapillus	FY-Conf.	Protected
Northern Waterthrush	Seiurus noveboracensis	S2-Prob.	Protected
Mourning Warbler	Oporornis philadelphia	S2-Prob.	Protected
Common Yellowthroat	Geothlypis trichas	FY-Conf.	Protected
Canada Warbler	Wilsonia canadensis	DD-Conf.	Protected
Scarlet Tanager	Piranga olivacea	S2-Prob.	Protected
Rose-breasted Grosbeak	Pheucticus ludovicianus	FY-Conf.	Protected
Chipping Sparrow	Spizella passerina	NY-Conf.	Protected
Lincoln's Sparrow	Melospiza lincolnii	FY-Conf.	Protected
Swamp Sparrow	Melospiza georgiana	FY-Conf.	Protected

Common Name	Scientific Name	Breeding Code & Category	NY Legal Status
White-throated Sparrow	Zonotrichia albicollis	FY-Conf.	Protected
Dark-eyed Junco	Junco hyemalis	NE-Conf.	Protected
Northern Cardinal	Cardinalis cardinalis	FY-Conf.	Protected
Rose-breasted Grosbeak	Pheucticus ludovicianus	S2-Prob.	Protected
Indigo Bunting	Passerina cyanea	S2-Prob.	Protected
Red-winged Blackbird	Agelaius phoeniceus	NE-Conf.	Protected
Eastern Meadowlark	Sturnella magna	S2-Prob.	Protected
Rusty Blackbird	Euphagus carolinus	FY-Conf.	Protected
Common Grackle	Quiscalus quiscula	NE-Conf.	Protected
Brown-headed Cowbird	Molothrus ater	P2-Prob.	Protected
Purple Finch	Carpodacus purpureus	P2-Prob.	Protected
House Finch	Carpodacus mexicanus	S2-Prob.	Protected
White-winged Crossbill	Loxia leucoptera	Fy-Conf.	Protected
Pine Siskin	Carduelis pinus	Fy-Conf.	Protected
American Goldfinch	Carduelis tristis	P2-Prob.	Protected
Evening Grosbeak	Coccothraustes vespertinus	S2-Prob.	Protected
House Sparrow	Passer domesticus	ON-Conf.	Unprotected

APPENDIX 5 - Individual Pond Descriptions

Bear Pond (B-P880)

Until very recently, Bear Pond (27 acres) was a private in-holding within the Moose River Plains. Now public access is possible, but this water offers nothing of angling interest. The ALSC did the first study of this shallow pond in 1984. They caught no fish. A 1998 DEC netting effort had the same result. Most of Bear Pond is under three feet deep, but one deep hole reaches 11 feet. Muck comprises much of its substrate. The dark, sterile water of this pond had a pH of 5.1 and an ANC of 12 µeq/l in 1998. Bog vegetation and wetlands surround half the shoreline. The lack of fish life in this relatively low elevation pond suggests it either winter kills or may experience episodically high acid pulses. Bear Pond has a flushing rate of 11 times/year making it ineligible for liming. A former logging road, now heavily overgrown, provides hiking access. This 4.5 mile trail begins off the main road to the west of Mount Tom, wraps around the north end of the mountain (where the pond is located) then follows Benedict Brook downstream back to the main road near Sumner Stream.

Bear Pond will be managed to preserve its fishless aquatic community for its intrinsic value.

Management Class: Other

Beaver Lake (B-P849)

Beaver Lake (136 acres) reportedly resembles a beaver in shape, hence its name. Certainly, there is no shortage of that aquatic mammal on the tributaries and outlet of this lake. Biologists who first visited the pond in 1954 lamented that beaver had apparently ruined many spring holes at tributary mouths via their dam building efforts. Beaver Lake had an excellent brook trout fishery until non-native yellow perch invaded the pond in 1949. By 1954, it was evident that a reclamation would be necessary to restore good trout fishing. A pioneering reclamation methodology was attempted in 1966 when a helicopter was used to treat the lake and bordering wetlands with rotenone in under 2 hours. This effort succeeded in eliminating yellow perch, but not other species. A 1967 netting survey caught brown bullhead, white sucker, pumpkinseed, non-native golden shiner and recently stocked brook trout and rainbow trout. Further netting done in 1968 added creek chub to the known fish community. No new species were caught in a 1973 effort, but the brook trout catch was disappointing and a switch was made to brown trout stocking in 1977. Surveys done in 1980 and 1984 caught both brook trout and brown trout, but browns were reaching larger sizes by the latter survey. Beaver Lake has a maximum depth of 16 feet, mean depth of 6 feet and flushing rate of 6.5 times/year. The 1984 ALSC survey measured a pH of 6.4 and an ANC of 36µeq/l. The lake has a variety of substrates ranging from silt to bedrock and its shoreline is a mix of hardwoods, softwoods, wetland, sand beach and rock ledges. Several long tributaries (including the outlet of Squaw Lake) and at least three large wetlands adjoin the lake, short circuiting any thoughts of a repeat reclamation effort. Beaver Lake outlets to the Indian River. Access is provided by a 2.3 mile snowmobile trail, formerly a road, beginning just south of the bridge crossing the South Branch Moose River.

Beaver Lake will be managed as a coldwater fishery to preserve its native fishes in the presence of non-native and historically associated species.

Management Class: Coldwater

Beaverdam Pond (B-P824)

Only the very northern tip of this 9.5 acre pond borders on the Moose River Plains, the rest of the pond is privately owned. Beaverdam Pond has never been surveyed. A 2.6 mile trail network from the Limekiln Lake campground provides access. Beaverdam Pond drains to Limekiln Creek and is located on the western boundary of the Plains.

Beaverdam Pond will be managed to preserve its aquatic community for its intrinsic value.

Management Class: Unknown

Bug Lake (B-P789)

Bug Lake (80 acres) is a scenic, coldwater lake located about one mile northwest of the Eighth Lake Campground. A section of the old Uncas Road, beginning at the back end of the campground provides good hiking access. The regular trail is 1.25 miles long, but a shortcut, spur trail towards Eagles Nest Lake can cut 0.4 mile of walking. The shortcut does include a very steep embankment however, so those portaging canoes may prefer the longer route. Bug Lake has several primitive campsites on its shores. A few virgin white pines of colossal size bordered the pond until the blow down of 1995 claimed those ancients. Bug Lake is a popular fishery and day use destination for campers at Eighth Lake and with local anglers.

Records dating back to the 1889 indicate round whitefish, brook trout, lake trout and brown trout stocking has been tried in Bug Lake. Biological survey staff studied this lake for the first time in 1931 and reported brook trout were present. They observed an abundance of minnows, but were unable to capture specimens. Their report recommended stocking brook trout and lake trout...which commenced in 1932.. Bug Lake was next surveyed in 1954 after reports of a declining brook trout fishery. Netting efforts found that non-native yellow perch had established. No brook trout were caught, but lake trout were common, as were round whitefish.

Both species had natural spawning populations, but because they were once stocked historically it is not certain whether they are truly native to the lake. A netting survey done in May 1957 had the same results as 1954. Bug Lake was reclaimed with rotenone in autumn 1957 to eliminate yellow perch. A 1959 survey captured only stocked brook trout and rainbow trout, indicating the reclamation was successful. Nettings done in 1960, 1965-68 found good trout growth rates.

In 1966, kokanee salmon were stocked in Bug Lake and large numbers of this species were captured in 1968. Unfortunately, a single yellow perch turned up in a 1969 netting effort. By 1973, that non-native competitive species dominated the fish community spurring a second reclamation in 1974. Kokanee and brook trout stocking was resumed after the reclamation and good fisheries for both species continued through the mid-1980's. A 1985 ALSC netting effort documented the presence of non-native golden shiner and rainbow smelt in Bug Lake - probable bait pail introductions. Kokanee salmon growth rates decreased after the smelt established and stocking ceased after 1987. Lake trout were subsequently stocked in an effort to reduce the smelt population and to reestablish a naturally spawning lake trout population. A 1995 DEC netting found that lake trout were growing well, captured no rainbow smelt and found kokanee salmon stocked in 1992 had improved growth rates. Cornell University researchers netting Bug Lake in 2005 to ascertain its suitability for round whitefish confirmed that kokanee salmon are still present along with lake trout and brook trout.

Bug Lake has a maximum depth of 80 feet and a mean depth of 20 feet. Water quality is excellent with a pH of 7.59 and an ANC of 302 µeq/l. The clear waters of this lake have adequate dissolved oxygen levels throughout the water column. Much of the inshore substrate is bedrock or boulder with some areas of sand and limited silt. Fallen trees line the shores of the northern basin. The outlet of Bug Lake drains to Seventh Lake, but merges with the outlet of Eagles Nest Lake within 300 feet of the smaller pond. There is no barrier between the two waters, so they have always been managed jointly.

Bug Lake will be managed as a coldwater lake to enhance and restore native fishes in the presence of non-native and historically associated species. Reclamation of Bug Lake does not appear necessary within the five year scope of this plan. However, if non-native or other fish species accrue to this lake to the detriment of the brook trout population and similar impacts are evident in Eagles Nest Lake, a reclamation will be conducted after the Schedule of Implementation and pond narrative information in this plan is amended. Bug Lake was stocked with round whitefish in May 2008 and will likely receive additional stockings in the future. Survey work will be done to assess this restoration effort.

Management Class: Coldwater

Cedar River Flow (UH-P667)

Cedar River Flow (658 acres) is a large, shallow impoundment formed by the 15 foot Wakely Dam. The Cedar River entrance to the Moose River Plains is located a stone throw away from the Flow. Easy access to the pond, plus the availability of campsites makes this a popular water.
Motorized boating is allowed, since the Flow borders on both wild forest and wilderness lands. However, with an average depth of 3.6 feet and poor launching facilities larger motor boats are rarely observed. The Flow was first netted in 1932 resulting in a native species list of brook trout, brown bullhead, northern redbelly dace, common shiner, creek chub and white sucker. A 1956 netting had similar results but did add non-native golden shiner. Brook trout fishing was reported as good. The private owners of the Flow at that time reportedly drained the lake each fall to avoid spring runoff damage to their poorly maintained dam. Surveys done in 1962 and 1972 found no species changes. The 1972 survey did establish, however, that rainbow trout stocking was not suitable for this pond. Rumors of northern pike being observed prompted a 1998 survey of Cedar River Flow. Fortunately, no pike were captured - in fact there was no change in the fish community from the 1956 survey. However, brook trout growth is slow in Cedar River Flow, likely due to the abundance of competing minnows and suckers. Thus, brown trout have been stocked jointly with brook trout in Cedar River Flow since 2000. A netting survey done during the 2005 drought captured brown trout, but no brook trout. Water temperature was near 80 degrees in that survey. It is likely that brook trout retreat to tributaries and spring holes during such hot spells in this shallow lake. The Flow has a maximum depth of nine feet. Its stained waters had a pH of 7.21 and an ANC of 116 µeq/l in 1998. Due to its sheer size and the fact it is an impoundment within the Cedar River stream course, reclamation of Cedar River Flow is not possible.

Cedar River Flow will be managed as an Adirondack brook trout pond to preserve its native fish community in the presence of non-native and historically associated species.

Management Class: Adirondack Brook Trout

Cellar Pond (B-P889)

Cellar Pond (10 acres) is a remote, acidified pond located between Cellar and Wakely Mountains on the eastern border of the MRPWF. Surveys done in 1979 and 1984 caught no fish.

A former four wheel drive road provides hiking access (1.7 miles), but there is some steep terrain to negotiate. Cellar Pond is completely fringed with bog vegetation. It has a maximum depth of 5 feet, mean depth of 3 feet and a flushing rate of 56 times/year. Most of the bottom is muck, but there is some rock ledge. The pond has never been stocked. It is the headwater for Cellar Brook. ALSC data indicates this is one of the most acidic waters in the unit with a pH of 4.4, and an ANC of -42 µeq/l.

Cellar Pond will be managed to preserve its aquatic community for its intrinsic value.

Management Class: Other

Eagles Nest Lake (B-P788)

Eagles Nest Lake (12 acres) is easily accessed via a 0.7 mile trail starting at the DEC campground on Eighth Lake. This pond resembles a glacial cirque carved into the hillside after the last Ice Age. Steep cliffs line the northern shoreline while its clear water drops off just as precipitously near shore. An abundance of fallen trees line the shoreline. Eagles Nest Lake harbored brook trout when first studied in 1931. Its outlet to Seventh Lake was reportedly clogged with brook trout fingerlings, although most of those may have been stocked. Pumpkinseed and an unidentified minnow species were also reported present. Eagles Nest Lake and Bug Lake (B-P789) share the same outlet stream to Seventh Lake. The establishment of non-native yellow perch in Bug Lake resulted in their subsequent appearance in Eagles Nest. A 1954 survey of Eagles Nest Lake found a quality brook trout fishery but the biologists noted that young of the year yellow perch were present in the stomachs of the larger brook trout captured. In May 1957 a gill netting and angling survey resulted in

catching no trout, although some small yellow perch were observed. Both Eagles Nest Lake and Bug Lake were reclaimed with rotenone later in 1957 to eliminate yellow perch and other non-native species. Surveys done in 1965,66 and 67 caught only brook trout, indicating the reclamation was a success. However, Eagles Nest Lake was reclaimed for a second time in 1974 after a 1973 survey of Bug Lake indicated that yellow perch had reestablished. A 1975 post-reclamation netting effort in Eagles Nest captured no fish, indicating the second reclamation was successful. Brook trout stocking was resumed after the reclamation. In1984, the ALSC captured no fish in Eagles Nest Lake, but regional fisheries staff quickly repeated the effort and captured brook trout, lake trout and creek chub (NBWI) in 1985. Angler reports of large schools of minnows in the late 1990's prompted a targeted netting survey in 2001. Minnow nets set in shallow water captured non-native golden shiner, fathead minnow and spottail shiner. It is likely that all three species were introduced via the bait pail - although fishing with bait fish in Eagles Nest Pond is prohibited. Spottail shiner are rarely caught in the Adirondacks, but are frequently sold as bait near Lake Ontario and the St. Lawrence River. Eagle Nest Lake has a maximum depth of 56 feet and a mean depth of slightly over 30 feet. Its clear water had a pH of 7.33 and an ANC of 164 µeq/l in 1984. However, dissolved oxygen levels were limiting below 30 feet. Eagles Nest Lake continues to support a good brook trout fishery despite the recent spate of non-native introductions. As evidenced by its past history, Eagles Nest is an excellent reclamation candidate....if it is reclaimed jointly with Bug Lake. The lake has a hard rocky shoreline. Eagles Nest has above average fishing pressure due to its proximity to the DEC campground and to its scenic character.

Eagles Nest Lake will be managed as an Adirondack brook trout pond. If non-native or other fish species accrue to this pond to the detriment of the brook trout population and similar problems would justify including Bug Lake, this entire system will be reclaimed to enhance and restore a native species. The Schedule of Implementation and pond narratives in this UMP would be amended prior to any reclamation effort.

Management Class: Adirondack Brook Trout

Eighth Lake of the Fulton Chain (B-P790)

Eighth Lake (302 acres) is the headwater for the Fulton Chain of Lakes. Much of the shoreline lies in the MRPWF, but the southern end of the lake is classified as Intensive Use due to the presence of a DEC campground and boat launch. Route 28 parallels the eastern shore of the lake. Some car top boat and canoe access occurs at pull offs adjoining the lake from Route 28. When first studied in 1931, biologists reported the fish community was identical to other Fulton Chain Lakes. Lake trout and brook trout were the native gamefish species. The non-native lake whitefish was also present along with unidentified minnow species. Historical stocking records show all three species mentioned above had been planted at some time, along with landlocked Atlantic salmon. The first comprehensive netting effort occurred in 1954. Native species captured or reported present in 1954 were lake trout, brook trout, brown bullhead (NBWI), longnose sucker and white sucker. Non-native species caught or reported present were smallmouth bass, rainbow smelt, and lake whitefish. Biologists noted that non-native yellow perch were not yet present in the lake, but were expected to establish soon due to their known appearance in Bug Lake (which drains to the outlet of Eighth Lake). Limited netting done in early May 1958 captured only brook trout, all of which were hatchery yearlings. A major trapnetting effort done in October 1960 confirmed the presence of yellow perch, plus the addition of non-native golden shiner and native pumpkinseed. Brook trout stocking ended in 1963 and a rainbow trout stocking policy was initiated that continues to this date. In the 1960's Eighth Lake was stocked with Saranac and Seneca strains of lake trout as part of a larger statewide lake trout study. Netting efforts to assess lake trout and rainbow trout were conducted in 1964, 1965, and 1969. As in other waters, the survival of the Saranac (Adirondack) strain of trout was better than the Finger Lake (Seneca) strain. The 1969 monitoring effort caught an unusual species for the Adirondacks, the stonecat, which is an unlikely bait pail introduction and may have been a misidentification of a more common species called margined madtom. Landlocked salmon stocking began in 1975 to take advantage of a now abundant rainbow smelt population. Netting conducted by the ALSC in 1984 documented the addition of non-native rock bass to the fish community. The most recent survey data available (1988) indicates a modest lake trout population with some individual lake trout reaching impressive size. A creel survey conducted in the 1960's documented an annual angling effort of about 7,000 hours - a figure which has likely grown over the years. Round whitefish fingerlings were stocked in Eighth Lake in 2005 by the Endangered Fish Species Unit. Cornell University researchers will track this population in subsequent years to see if they can survive and reproduce.

Eighth Lake has a maximum depth of 81 feet, mean depth of 39 feet and a flushing rate of 0.4 times/year. The lake's clear water has a pH of 7.4 and specific conductivity of 64. Dissolved oxygen levels are good throughout the water column. Much of the lake shoreline is wooded and there is one island around 1.4 acres in size in the central part of the lake. Inshore substrate is mostly sand, but there are several rocky points and boulder patches. The lake has no tributaries, but does outlet to Seventh Lake of the Fulton Chain. In recent years, beaver activity on the outlet has generally prevented fish from ascending to Eighth Lake from Seventh Lake. Motorboat access to Eighth Lake is possible using the campground ramp, but a day use fee is charged to non-campers from Memorial Day through Labor Day. Eighth Lake campground was built in 1935 and has 121 sites.

Eighth Lake will be managed as a two story fishery to preserve its native fishes in the presence of non-native and historically associated species.

Management Class: Two Story

Fawn Lake (B-P827)

Fawn Lake (19 acres) is the headwater for a small tributary to Limekiln Lake. The two lakes lie less than 1,500 feet apart, but they are totally different in character. Fawn Lake is swampy, shallow and warm. Its outlet to Limekiln Lake is low gradient and frequented by beaver. No prior survey data are available before 1961 when it was reclaimed with rotenone as part of the larger effort directed at reclaiming Limekiln Lake. Brook trout stocking was tried after the reclamation, but that effort was a failure. Netting done in 1963 found that small brown bullheads were extremely abundant and no trout were present. The policy was canceled. Fawn Lake was revisited by the ALSC in 1985. They reported catching golden shiner (non-native) and brown bullhead. Maximum depth of Fawn Lake is slightly over 2 feet and the average depth is one foot. It has a pH of 6.2 and an ANC of 30 µeq/l. Emergent vegetation fills half the pond during the summer months.

Fawn Lake will be managed to preserve its native fishes in the presence of non-native species.

Management Class: Other

Fox Pond (R-P318)

A four acre, acidic bog pond located just west of the village of Raquette Lake along the road to the Brown Tract ponds. Fox Pond's shoreline is composed of sphagnum and leatherleaf. Like most kettle hole bog ponds, it is surprisingly deep - reaching 34 feet and averaging 11 feet. No fish were captured when this pond was first surveyed in 1955 and biologists reported that no fish had ever been reported. Nevertheless, some experimental brook trout stocking was done in 1957 and 1959. A survey in the latter year confirmed the chemical unsuitability of this water for most species, but staff did report seeing one dead central mudminnow. The ALSC revisited Fox Pond in 1985 and caught 25 live central mudminnows. This species must be acid tolerant because the ALSC found a pH of 4.38 with an ANC of -37 µeq/l. ALSC records indicate Fox Pond may have been limed in 1950, but there is no other information available for that project. Since Fox Pond has a flushing rate of 7.7 times/year, it is ineligible for liming under current FEIS criteria.

Fox Pond will be managed to preserve its aquatic community for its intrinsic value.

Management Class: Other

Helldiver Pond ((B-P877)

Helldiver Pond (15 acres) lies just south of the main road and east of the junction with the Otter Brook Road. A 1,000 foot trail provides access beginning near some campsites off the main road. Helldiver Pond was not visited in 1931 by the Biological Survey. A 1954 note just says the pond was warm and recommended against trout stocking. A 1963 netting effort found that brown bullheads were abundant. Helldiver Pond was reclaimed in September 1967 with 25 gallons of

rotenone at a target concentration of 0.5 parts per million. It was afterwards stocked with brook trout. Netting done in 1968 primarily caught stocked brook trout, but did catch one bullhead - indicating the reclamation effort was incomplete. By the time of a 1981 survey, brown bullheads and non-native golden shiner were abundant, creek chub were common and only a single brook trout was caught. That survey also recorded pH levels of 5.0. A 1984 ALSC survey added white sucker to the known fish community. Trout stocking was switched from brook trout to brown trout in 1996. A 1998 survey caught several yearling brown trout. Helldiver Pond has very dark, brown water. Its pH in 1998 was 6.4 and its ANC was 56 µeq/l. This pond is shallow with a maximum depth of 11 feet and mean depth of 5.6 feet. Helldiver Pond outlets to a large wetland and has one small inlet. It is not a reclamation candidate and its flushing rate of 5.6 times/year exceeds criteria specified in the Liming FEIS. Most chemical survey work indicates low dissolved oxygen levels below five feet. Sand and muck comprise most of the bottom substrate. Lilypads can cover a fair portion of the pond in summer.

Helldiver Pond will be managed to preserve its native fishes in the presence of historically associated and non-native species. The pond will be netted during the five year scope of this plan to determine whether long term survival of brown trout is occurring. If brown trout are not creating a fishery in Helldiver Pond, stocking efforts will cease. Largemouth bass stocking is not recommended due to the pond's low ph. This management plan recommends modifying the trail to Helldiver Pond to accessible standards and constructing an accessible fishing platform.

Management Class: Coldwater/Other

Hess Pond (B-P5337)

Hess Pond (5 acres) lies primarily on private lands, but a small portion of the pond's northern shore borders on the MRPWF. It is located about 0.4 miles due north of the dam on Sixth Lake. Hess Pond has never been surveyed. Older maps indicate the pond was once larger, but wetlands surround it now, suggesting its acreage is controlled by beaver activity.

Hess Pond will be managed to preserve its aquatic community for its intrinsic value.

Management Class: Unknown

High Rock Pond (B-P791)

High Rock Pond (11 acres) is the headwater for tributary 3 of Seventh Lake Inlet. A 2.5 mile hike/bushwhack along parts of the old Uncas Road is necessary to reach this water from Route 28 starting directly across from the Eighth Lake campground. High Rock Pond was not visited during the 1931 Biological Survey. Brook trout were apparently diverted to this pond at times between 1931 and 1955 when a regular stocking policy was instituted based upon a recommendation made by the local game warden. A netting evaluation done in 1965 captured no fish and the policy was terminated. In 1983, Dan Josephson of Cornell University, studied High Rock Pond and recommended it for experimental liming. Josephson's pre-liming water chemistry work found temperature and oxygen levels throughout the water column were adequate to support trout survival and he did recommend stocking. However, those readings were taken in October during fall turnover. Josephson also recorded a pre-liming pH of 5.07. The pond was treated with 7.3 tons of agricultural lime in November 1983 using fixed wing aircraft. Brook trout were stocked at least once after the liming. This was not a DEC project and there are no stocking records that indicate trout were planted after the liming nor are there post-liming chemistry data available. Apparently, the pond quickly reacidified after the liming and no further work was done. An experimental brook trout stocking policy was initiated by DEC in 2000 and evaluation of this policy will take place within the five year scope of this unit management plan. Anglers fishing the pond in 2005 have reported brook trout are present and of catchable size. High Rock Pond has a maximum depth of 26 feet, mean depth of 11.5 feet, flushing rate of 1.0 times/year and no inlets. It has yellow/green clear water. A tall rock face along the north shore likely inspired the name of this pond. Much of the inshore substrate is muck and an unusually high number of fallen trees clog the shoreline.

High Rock Pond will be managed as an Adirondack brook trout pond to preserve, enhance and restore a native fish community. Further information on the 1983 liming must be obtained from Cornell University to judge whether this water

qualifies for liming under criteria of the DEC FEIS on Liming. If it does, High Rock Pond will be relimed and monitored as part of DEC's liming program.

Management Class: Adirondack Brook Trout

Icehouse Pond (B-P876)

Icehouse Pond (6 acres) is an intensively managed Adirondack brook trout pond that has relatively easy access. A flat, overgrown truck trail about 700 yards long provides access from the Otter Brook Road just to north of the S. Br. Moose River bridge crossing. Biologists noted the pond's reputation for producing large brook trout in a 1953 survey, but saw no signs of natural reproduction and judged the trout fishery to be stocking dependent. Surveys done in 1960, 1963 and 1966 caught only brook trout and described fishing pressure as being moderately heavy. A 1978 survey and chemistry check caught no fish and found pH's ranging from 4.1 to 5.1 with no dissolved oxygen below 20 feet. Those findings prompted liming of the pond in the fall of 1978 with 6.2 tons of agricultural limestone. Follow up monitoring in 1979 found that pH levels were boosted up to 6.6. A 1980 survey established that stocked brook trout were now surviving and growing well in the pond, although dissolved oxygen levels were still limiting in deeper strata. A 1984 ALSC survey found similar conditions, but pH had declined to 6.4. Chemistry monitoring done in 1990 and 1991 found that pH levels were consistently below 6.0. Icehouse Pond was limed for the second time in the winter of 1996 with 7 tons of agricultural limestone. This had the desired effect of boosting pH levels up to 7.6. In 1998 a pre-reclamation survey noted hundreds of non-native golden shiners in the shallows of the pond. Not surprisingly, anglers began reporting poor brook trout fishing. Icehouse Pond was reclaimed with rotenone in August 1999. Post-reclamation netting in 2004 showed golden shiners were eliminated. Brook trout and brown trout were the only species caught in 2004, the browns apparently resulting from stocking error. and brook trout stocking has been resumed. Icehouse Pond has a maximum depth of 44 feet, mean depth of 22 feet and flushing rate of 1.0 times/year. Its substrate is entirely muck and pine trees border most of the pond. The pond can drain to a wetland when its water level is high, but no inlets or outlets are present at normal or low water levels. A 2000 water chemistry check found pH was still good at 7.2. The trail to Icehouse Pond ends at a nice primitive campsite.

Icehouse Pond will be managed as an Adirondack brook trout pond to enhance and restore a native fish community. Within the five year scope of this plan, reclamation and liming appear unnecessary. Water chemistry will be monitored annually and at least one netting survey will be conducted to check on brook trout survival and growth rates. Should non-native fishes establish that are detrimental to brook trout or if pH levels decrease below 6.0, Icehouse Pond will be scheduled for reclamation or liming as needed. In that event, the UMP Schedule of Implementation will be amended to reflect the needed management actions. This management plan recommends modifying the trail to Icehouse Pond to accessible standards and constructing an accessible fishing platform.

Management Class: Adirondack Brook Trout

Indian Lake (B-P852)

Indian Lake (82 acres) was a productive fishery that became fishless due to acid deposition. More recently the water chemistry has improved substantially, such that expectations are to stock brook trout. Indian Lake lies on the southwestern boundary of the MRPWF. Half of its shoreline borders the West Canada Wilderness. The Indian Lake road terminates at the pond, so access is easy when that seasonal road is open for cars. Indian Lake has a maximum depth of 35 feet, mean depth of 10 feet and a flushing rate of 9.6 times/year. Muck comprises much of the substrate. The outlet of Indian Lake joins with the Indian River.

Indian Lake was not studied during the 1931 Biological Survey of the Black River watershed. Brook trout stocking began in 1942, but survey work was not done until 1954. That survey caught brook trout and white sucker. Survey staff commented on the excellent quality and abundance of the brook trout, but remarked that the suckers were small and that the lake had very low pH of 4.9. A 1963 netting captured only a few brook trout. An intensive netting effort in 1975 again caught only brook trout and measured midsummer pH values of 5.5 to 6. In 1981, mostly yearling brook trout were caught and a pH of

4.9 was recorded. No fish were caught in a 1984 ALSC survey and the water chemistry was at unfavorable levels of 4.9 for pH and an ANC (acid neutralizing capacity) of -6 µeq/l. The brook trout stocking policy was deleted in 1985.

Indian Lake is one of the waters in the ALSC's long term monitoring program, so abundant water quality date is available for 1992 through 2009. Those data show conditions unfavorable for fish life early in the study period, including generally negative ANC values and high concentrations of toxic, inorganic monomeric aluminum (see table below). Data from recent years show ANC values averaging in the positive range, and aluminum concentrations declined substantially. Based on the substantial improvements in water chemistry, expectations are to resume stocking of brook trout.

Despite the lake's fishless state, loons are known to frequent its shores. Indian Lake is one of the few acidified lakes in the MRPWF, but it lies at the same latitude and general altitude as several acidified lakes in the nearby West Canada Wilderness (Brooktrout Lake, Falls Pond, Wolf Lake, Deep Lake, and Jimmy Pond).

Acid Neutralizing Capacity (ANC) and pH values for Indian Lake in various years (water chemistry)

	1981	1984	1992 – 2001 (10 yr average)		2007	2008	2009
Air EQ pH	4.9	4.9	5.1		5.5	5.0	5.3
ANC (yearly average)			-4.1		4.2	4.1	4.4
Aluminum (yearly average Al IM ug/L)			144		76	70	42

(Air EQ pH data for 1992 through 2009 are averages for July and August from the Adirondack Long Term Monitoring data collected by ALSC. The 1981 and 1984 pH values were from one summer sample each. ANC and Al IM data are from the long term monitoring data.)

Indian Lake will be managed as an Adirondack brook trout water to preserve and restore a native fish community. Brook trout stocking will be resumed if chemical conditions in the lake moderate to levels judged capable of supporting trout survival. This management plan recommends building an accessible canoe launch on the lake in anticipation of future stocking.

Management Class: Adirondack Brook Trout

Limekiln Lake (B-P826)

Limekiln Lake (462 acres) is the most accessible and familiar waterbody to users of the Moose River Plains Wild Forest. It adjoins the western entrance to the Plains near Inlet and has a popular DEC campground along it's shoreline. Limekiln Lake is also one of the most studied Adirondack waters by DEC and a host of other state, federal or academic projects. The Biological Survey of 1931 reported that a native fish community consisting of lake trout, brook trout, round whitefish, pumpkinseed and unspecified sucker and minnow species was present. They recommended stocking lake trout, brook trout and the non-native lake whitefish. The next survey done on the lake, in 1949, found that non-native yellow perch had now entered the lake. That survey also caught lake whitefish, lake trout, brook trout, round whitefish, brown bullhead and white sucker. A 1957 netting effort failed to capture lake trout and noted that very few lakers had been caught in recent years. A repeat effort made in 1959 caught only one lake trout, no brook trout and only one round whitefish, but over 1,200 yellow perch. Non-native golden shiner were noted for the first time in the 1959 effort. The collapsed salmonid fishery prompted a reclamation of Limekiln Lake in 1961 utilizing 7.5 parts per billion of toxaphene in the main lake and rotenone in the tributaries and adjoining Fawn Lake. Post-reclamation netting done in 1962 captured no fish, but brown bullhead 4-8 inches long were caught in 1963 - indicating that this species survived the 1961 treatment. Nettings done from 1964-1966 provide data on rainbow trout, brook trout and brown trout stocked after the reclamation. In 1966, small pumpkinseed reappeared in the lake. Sometime between 1966 and 1972, yellow perch reestablished in the lake and dominated the fish community by 1973. Rainbow trout and kokanee salmon stocking was deleted in favor of stocking lake trout and splake.

Attempts were made to introduce non-native rainbow smelt as forage in 1973 and 1974 - but these attempts were unsuccessful. Surveys done in 1975 and 1978 determined that splake were doing well in the lake, but lake trout were rare. A non-native sunfish species, the bluegill, was reported in 1978- but that identification is likely an error since no subsequent surveys have caught that species. Limekiln Lake was repeatedly sampled for studying the impacts of acid rain in the late 1970's and early 80's - field pH's recorded in that interval varied between 4.9 and 5.9. A 1981 survey caught the non-native rock bass for the first time and by the time of a 1985 ALSC survey this species was quite common. Brown trout fingerlings and 2-year-olds were stocked in the 1990's in Limekiln Lake, but a 1997 DEC survey found poor survival for this species as compared to splake. The 1997 survey also indicated that yellow perch numbers were quite reduced and recorded a record high pH of 6.7. The possible decline of yellow perch prompted a recommendation to again try stocking kokanee salmon in 1999, but as of this writing, the species has not been stocked due to insufficient numbers in the hatchery system. To date, splake are the only salmonid species that has thrived in Limekiln Lake since the introduction of yellow perch.

Limekiln Lake has exceptionally clear water. Swimmers appreciate that 80% of the lake bottom is sand. Rocky substrate comprises much of the remaining 20% of the bottom. The lake has a mean depth of 20 feet, but reaches 72 feet in one deep hole. Dissolved oxygen levels are generally good at all depths. Water chemistry values in 1997 were pH of 6.6 and an ANC of 30 µeq/l. The lake has a flushing rate of 0.7 times/year. Due to the sand substrate and low productivity of this lake, aquatic vegetation is notably scarce. Trailered boats can be launched at the DEC campground. Limekiln Lake is open to ice fishing and splake are readily caught during the winter. The eastern shore of Limekiln Lake is lined with private residences.

Limekiln Lake will be managed as a coldwater fishery to preserve its native fishes in the presence of non-native and historically associated species. Limekiln Lake meets Liming FEIS criteria, but recent chemistry work indicates pH levels are improving naturally. Another reclamation attempt is inadvisable due to the sheer size of this lake, its extensive tributary system and the necessity for also reclaiming Fawn Lake. If yellow perch numbers continue to decline in Limekiln Lake a reintroduction of the endangered fish species, round whitefish, should be attempted.

Management Class: Coldwater

Little Moose Lake (B-P890)

Little Moose Lake (99 acres) is a productive Adirondack brook trout pond that also serves as the headwater for the South Branch Moose River. It lies in the valley south of Wilson Ridge and north of Little Moose Mountain. The pond was leased to a hunting club for many years. A network of logging roads connects Little Moose to the main road and to the Silver Run road. There is a two foot manmade dam on the outlet. Netting surveys done in 1969 and 1985 found mostly native species (brook trout, white sucker, brown bullhead, pumpkinseed, common shiner, creek chub, northern redbelly dace) and the non-native golden shiner. Biologists studying the pond in 1969 noted that it could produce outstanding brook trout fishing if competing fishes were reduced or eliminated. Much of Little Moose Pond is shallow and weed choked in summer. A narrow band of deep water along the eastern shoreline can reach 16 deep, but the mean depth of the pond is just under 3 feet. The ALSC measured a pH of 7.5 and an ANC of 237 µeq/l. Deciduous woods and shrubs make up most of the shoreline. Muck dominates the substrate. ALSC staff noted good spawning habitat for brook trout in the outlet of Little Moose Lake.

Little Moose Lake will be managed as an Adirondack brook trout pond to preserve it native species in the presence of non-native fishes. Public access to Little Moose Pond is not currently allowed, but CP-3 access is proposed in this plan and would be permitted as of 2007. Little Moose Lake will be surveyed and assessed for future management options when it becomes publicly accessible.

Management Class: Adirondack Brook Trout

Lost Pond (B-P887)

Getting lost must have been a frequent occurrence in the Moose River Plains, because there are three ponds with that name in the unit. Lost Pond P887 (11 acres) truly deserves its moniker for it lies 6.9 miles east of the Otter Brook bridge crossing south of Icehouse Pond. A former road paralleling Otter Brook and the boundary of the West Canada Wilderness can be followed almost to P887. Lost Pond is the headwater to Otter Brook and is located within wetlands south of Manbury Mountain. The only existing survey data for the pond was collected by the ALSC in 1984. Their netting found a brook trout monoculture. Hatchery records show that brook trout were stocked from 1956 to 1969 in Lost Pond, so although the fish caught in 1984 were wild, they cannot be considered heritage strain brook trout. P887 is shallow, averaging only two feet deep with a maximum depth of four feet. Much of its shoreline is wetland or low shrub. Muck comprises the entire substrate. The pond had a pH of 5.15 in August 1984 with an ANC of 4 µeq/l. The darkly stained waters of Lost Pond have a flushing rate of 38 times/year.

Lost Pond P887 will be managed as an Adirondack brook trout pond to preserve its native fish community. Due to surrounding wetlands it appears doubtful that Lost Pond can be reclaimed. The pond's high flushing rate disqualifies it for liming under FEIS criteria.

Management Class: Adirondack Brook Trout

Lost Ponds (B-P878 and P879)

The two other Lost Ponds in the MRPWF (total 18 acres) are numbered separately, but every survey of these waters acknowledges that these should be regarded as one lake. When first surveyed in 1960, biologists found a native fish community consisting of brook trout, brown bullhead, white sucker, pumpkinseed and redside dace. The last species rarely occurs in Adirondack waters and may have been a misidentification. The Lost Ponds had a reputation for producing large brook trout and surveying staff noted that fishing pressure was heavy. At least one local outfitter specializes in bringing groups of anglers to the Lost Ponds via horse drawn cart before the Limekiln gate opens around Memorial Day. A 1963 netting captured brook trout and white sucker and noted that the trout had been feeding on blacknose dace. The Lost Ponds were reclaimed with rotenone in 1965. A six foot log and rock cribbing barrier dam was constructed on the outlet to prevent reinfestation of undesirable fish species after the reclamation. The reclamation was successful in eliminating all competing fish species, subsequent growth of stocked brook trout was excellent. Surveys done in 1966, 1967 and 1968 and caught only brook trout. A single brown trout amidst many brook trout showed up during 1984 ALSC netting, likely due to stocking error. Fisheries crews netting both waters in 1991 observed large schools of northern redbelly dace in shallow water, but netted only brook trout. Staff noted that the barrier dam was in poor repair and that structure was subsequently rebuilt in 1996. A large hole that developed on one side of the dam, perhaps due to an animal burrow, was repaired in 2005. Survey netting done after the dam repair found that creek chub (NBWI) were now common in the pond along with northern redbelly dace. Fair numbers of brook trout were caught, but most were small. In recent years, there have been complaints that the quality of brook trout fishing is declining in these waters. but most anglers attribute the decline to over fishing. The 2005 survey suggests creek chub are now slowing the growth rate of brook trout.

P878, sometimes called Lost Pond West, is 9 acres in size with a maximum depth of 7 feet, mean depth of 3 feet and a flushing rate of 13.4 times/year. Lost Pond East (P879) is 8 acres in area, with a maximum depth of 24 feet, mean depth of 13 feet and flushes 1.7 times/year. Water chemistry work done in 1991 on Lost Pond East found a pH of 7.4 and an ANC of 17 µeq/l. A one mile trail from the main road provides access.
The Lost Ponds will be managed as Adirondack brook trout ponds to enhance and restore native fish species. Special regulations may be needed to reduce fishing harvest in these waters. The ponds will be reclaimed Reclamation does not appear necessary within the five year scope of this plan., but if additional fish species accrue to this water to the detriment of the trout population a reclamation will be undertaken. In that event, the Schedule of Implementation in this UMP would be amended.

Management Class: Adirondack Brook Trout

Lower Mitchell Pond (B-P847) and Upper Mitchell Pond (B-P848)

Lower Mitchell Pond (24 acres) is connected via a short, navigable channel to Upper Mitchell Pond (13 acres). Together, the two waters make an interesting coldwater fishery and managers have generally managed them jointly. They are located about two miles west of the main MRPWF road where it crosses Sumner Brook. A 2-mile, old logging road provides hiking or biking access. File records indicate lake trout were stocked in the Mitchell Ponds from 1900-1910, and Lower Mitchell Pond had a reputation for fair brook trout fishing when first studied in 1954. Biologists found a native fish community consisting of brook trout, white sucker, pumpkinseed and common shiner. Brook trout stocking was recommended. A 1963 survey found the same species and said reclaiming the pond would be easy. Both surveys noted that crayfish were very numerous in the nets - an unusual occurrence in the Adirondacks. The ponds were reclaimed in September 1966 with a total of 190 gallons of 5% emulsifiable rotenone at a target concentration of 0.5 parts per million. Kokanee salmon and brown trout stocking began in 1967. Post-reclamation nettings done in 1967, 1968 and 1969 caught both species, but also caught white sucker, creek chub and common shiner - indicating that the 1966 treatment was unsuccessful in killing all fish. A 1984 ALSC survey caught both stocked species along with lake trout, creek chub and white sucker in Lower Mitchell Pond. Netting Upper Mitchell Pond revealed northern redbelly dace were part of the fish community. The lake trout caught in 1984 most likely originated from a single stocking of that species done in 1976 with the goal of producing fish that could be sampled for DDT levels in future surveys. In 1987, splake stocking was initiated to see how they fared with the kokanee. A 1994 survey caught all three stocked species, but water chemistry work indicated low dissolved oxygen levels below 30 feet. Splake stocking ended in 1996 due to reduced availability of this hybrid species from the hatchery system and relatively few kokanee salmon have been stocked in recent years for the same reason. Staff scouting the pond in 1998 found untreatable wetlands on the outlet of Lower Mitchell Pond, so it is fortunate that non-native species have not invaded these waters.

Lower Mitchell Pond has a maximum depth of 73 feet and mean depth of 16 feet with a flushing rate of 2.7 times/year. Its counterpart has a maximum depth of 18 feet, mean depth of 7 feet and a flushing rate of 8 times/year. Water chemistry is excellent for ponds in this area of the Adirondacks, their pH ranges from 7.0 to 7.3 and ANC from 108 to 172 µeq/l. About 60% of the shoreline of Lower Mitchell Pond is rock ledge with the remainder being sand and muck. Upper Mitchell is mostly muck with some sand and rock habitat.

The Mitchell Ponds will be managed as coldwater fisheries to preserve their native fishes in the presence of historically associated species. This plan proposes to improve the road to Mitchell Ponds for CP-3 access and to construct an accessible water access site.

Management Class: Coldwater

Mohegan Lake (R-P312)

Mohegan Lake (116 acres), with a name inspired by the writings of James Fenimore Cooper, has an interesting local history. An Adirondack great camp, Camp Uncas, borders on the pond. Camp Uncas was constructed by J.P. Morgan and , thus, has undoubtedly been visited by many influential people. The eastern shore of Mohegan Lake is still privately-owned, but the remaining shoreline is in the MRPWF. During the long years of exclusive private ownership, it is known that Mohegan Lake was stocked with a variety of species. When first surveyed in 1933, Mohegan Lake had a mixed community of native and non-native species. Natives included brook trout, lake trout, longnose sucker, white sucker, blacknose dace and common shiner. The non-native species captured were smallmouth bass, landlocked Atlantic salmon, and rainbow smelt. A 1984 ALSC survey added brown bullhead and pumpkinseed (both NBWI) and non-native yellow perch to the fish community list. An experimental landlocked salmon policy began in 1997, but was cancelled in 2001 after netting failed to capture any salmon. That 1991 netting did establish that lake trout now dominate the fish community. White sucker and yellow perch were the only other species caught in 2001, but there are anecdotal reports that smallmouth bass fishing is still adequate. Mohegan Lake has a maximum depth of 58 feet and mean depth of 23 feet. Dissolved oxygen levels are generally good throughout the water column. Lake pH was 6.0, and its ANC was 31µeq/l. About 65% of the near shore substrate is sand with the remaining habitat ranging from gravel to bedrock. Vegetation is scarce in the pond. Much of the surrounding shoreline is comprised of deciduous trees with some pines. Public access to Mohegan Lake has been possible, but difficult, for over twenty years. The lake is located 1.7 miles southwest of Sagamore Lake. A dirt road network maintained by DEC leads close to the lake. But, two gates on the road meant to block the public from driving to Lake Kora (private) and to Camp

Uncas are sometimes closed and their presence misleads the public into thinking the entire road is privately-owned. This UMP will address these issues.
Mohegan Lake will be managed as a two story lake to preserve its native species in the presence of non-native and historically associated species. Since Mohegan Lake is downstream of Lake Kora and a long stream network it cannot be reclaimed.

Management Class: Two Story

Raquette Lake Reservoir (R-P5207 formerly P315A)

An unusual situation exists for Raquette Lake Reservoir. This six acre impoundment lies of state land, but served as the water supply for the village of Raquette Lake until 2005. The village has posted the property in the past to help preserve the pond's water quality. Since P5207 supports a wild brook trout population, some anglers and other potential users of the pond routinely objected to the posting. The reservoir is formed by a 13 foot concrete dam in the course of an unnamed tributary to Raquette Lake. It is located about 0.8 miles down the Sagamore Lodge Road to the south of Rt. 28. When first surveyed in 1955, biologists captured brook trout and brown bullhead. The trout fishing was reported to be good. Brook trout were stocked from 1957-1963., but file notes do not indicate why the stocking was ended. A 1985 ALSC netting found the fish community unchanged from 1995. Raquette Lake Reservoir has a variety of substrates ranging from muck to gravel to bedrock. The pond has a maximum depth of ten feet with a mean depth of 5 feet. P5207 has a pH of 6.61 and an ANC of 67 µeq/l.

NYS Department of Health regulations forced the Town of Long Lake to abandon the use of Raquette Lake Reservoir as a municipal water supply in 2005. The town has now dug wells close to the reservoir and will continue to use the existing pipelines to the village. Past objections to angling and other day uses are now moot. This plan identifies the availability of public fishing on this pond, however boats will not be permitted as they are really unnecessary due to the small size of the pond and its narrowness. Baitfish use will also be prohibited. It is hoped that such low use standard will help preserve the naturally reproducing brook trout population in the pond.

Vandalism of posting signs at the reservoir is a recurring problem. Some locals have made allegations that "favored" individuals are allowed access for fishing or picnicking while others are chased away. Fisheries recommends that angling be allowed only by permit to be issued by the Town of Raquette Lake. This process would increase public awareness of the need to maintain water quality in the reservoir while responding to the desire by some to have fair access for recreational use to a water on state lands. Boats should not be permitted on this pond, with all angling restricted to shore. Other regulations may be proposed by the Town.

Raquette Lake Reservoir will be managed as an Adirondack brook trout pond to preserve its native fish community.

Management Class: Adirondack Brook Trout

Seventh Lake of the Fulton Chain (B-P787B)

Scenic Seventh Lake (822 acres) is bordered by the village of Inlet and Route 28, but a considerable portion of its northern and eastern shoreline lies in the MRPWF. Private camps abound on the other shores and summer boating use can be heavy. Water levels of the Fulton Chain of Lakes are controlled by the Hudson River-Black River Water Regulating District to help prevent flooding of the Black River in the Tug Hill Plateau area. Biological Survey staff noted in 1931 that thousands of fish were killed in Seventh Lake in 1930 due to stranding after a significant draw down. However, no similar reports were mentioned in a 1954 survey when the average fall draw down was estimated to be 5.5 feet. Survey notes from 1931 indicate non-native smallmouth bass and lake whitefish were present in the lake along with brook trout, lake trout and unspecified minnow species. Historical stockings of the two salmonids, plus lake whitefish and landlocked Atlantic salmon were reported. Fair fishing for lake trout and brook trout was reported in 1954. Brown bullhead (NBWI), white sucker and longnose sucker were new species netted in 1954, but all three native species were likely present earlier. Biologists noted that non-native yellow perch were not yet present in Seventh Lake, despite being common in Fifth through First Lake of the

Fulton Chain. Their absence was assumed to be due to the large dam on the outlet of contiguous Sixth Lake. Unfortunately, a 1958 survey established that yellow perch had somehow reached the lake and also added pumpkinseed, common shiner, landlocked salmon, non-native golden shiner and rainbow smelt (non-native) to the fish community list. Experimental stocking policies for rainbow trout, splake and Seneca strain lake trout were started in the 1960's in an effort to revive the fishery. Surveys done in 1964-1966, 1968-1970, and 1972 established that rainbow trout and splake performed very well, but Seneca strain lake trout were not as successful as Adirondack strain lake trout. These multiple efforts caught only one lake whitefish, which were formerly common in the lake and no longnose sucker. New species found were creek chub (NBWI) and non-native fallfish. An exhaustive netting effort in 1984 established that lake trout growth rates were slow, leading to dramatic reductions in stocking rates for lake trout and discontinuation of the splake stocking policy. The lake trout minimum size limit was also reduced to 18 inches. Non-native rock bass was the only new species captured. Despite the 1984 management changes, lake trout growth rates still seem to be poor. and there is rising evidence to suggest that lake trout natural reproduction has compensated for stocking reductions. A 2003 netting survey confirmed continued slow growth of lake trout and found that 90% of the lake trout caught were of wild origin. Rainbow trout and landlocked salmon growth rates were typical for Adirondack waters. Sportsmen have also complained that rainbow smelt spawning runs have nearly vanished and limited water chemistry work done in lake tributaries in 1998 suggests that springtime acid pulses may be impacting spawning success for this species in some streams. In recent years, sportsmen have been permitted to transfer smelt eggs from other waters to the few streams with adequate pH in an effort to bolster the lake's smelt population. A 2004 review of the Hudson River/Black River Regulating District's rule curve for drawing down Seventh Lake suggests that recent changes requested by the Seventh Lake Association are aggravating survival conditions for spawning smelt. Spring refill times are now later than in the past, meaning smelt have to negotiate shallow sandbars to reach spawning streams. A later fall drawdown start may have negative impacts on lake trout reproduction in the future. The lake association, HRBRRD, and the Town of Inlet have been informed of DEC concerns. Sportsmen have requested DEC Fisheries to consider stocking cisco as a forage fish for lake trout in lieu of the faltering smelt population and this may be done within the five year scope of this plan

Seventh Lake has several large islands and is accessible via a DEC boat launch site on its south shore. The launch site was mistakenly depicted as being on wild forest lands in recent APA State Land Maps. However, APA staff have acknowledged that the site should be classified as Intensive Use. Accordingly, Fisheries is proposing improvements that will include a new concrete launch ramp, parking lot paving, rehabilitation of the public restrooms, and dredging off the ramp. Cost estimates and official plans for this site were not available at the time of this writing. Seventh Lake has a maximum depth of 85 feet and mean depth of 39 feet with good dissolved oxygen conditions throughout the water column. Its pH in 1984 was 7.3 with an ANC of 158 µeq/l.

Seventh Lake will be managed as a two story fishery to preserve its native fishes in the presence of non-native and historically associated species. A comprehensive management survey will be conducted during the five year scope of this plan.

Management Class: Two Story

Sixth Lake of the Fulton Chain (B-P787A)

Sixth Lake (108 acres) of the Fulton Chain is contiguous with Seventh Lake; a wide navigable channel connects the two waters. Most of this lake is surrounded by private camps, but there is a limited section of state land on the north shore. The fish community history of Sixth Lake is identical to Seventh Lake, except that Sixth Lake has slightly more recent data. A 1986 ALSC survey captured the following native species: lake trout, bluntnose minnow, white sucker, brown bullhead and pumpkinseed. Non-native species were: splake, golden shiner, fallfish, rock bass, smallmouth bass and yellow perch. Rainbow trout stocking has occurred for years in the lake and recent stockings of landlocked Atlantic salmon and brown trout in Seventh Lake doubtless frequent Sixth's waters. Sixth Lake had a pH of 7.2 and an ANC of 167 µeq/l in 1986 with adequate dissolved oxygen levels at all depths. The lake has a maximum depth of 38 feet and mean depth near 13 feet. Sand comprises about 50% of the inshore habitat, with gravel, boulder and bedrock common in some areas. A large concrete dam on the outlet of Sixth Lake is controlled by the Hudson River/Black River Water Regulating District. The district normally releases water in the fall, lowering lake levels about six feet.

Sixth Lake will be managed as a two story fishery to preserve its native fishes in the presence of non-native and historically associated species. A comprehensive management survey will be conducted during the five year scope of this plan.

Management Class: Two Story

Sly Pond (B-P888)

Visitors who make the steep climb to Sly Pond (21 acres) often comment on its scenic qualities, but anglers will be disappointed to find the fishing does not match the view. Sly Pond lies on the western flank of Little Moose Mountain and is accessible via a marked, 5.4 mile trail. The last mile of trail is challenging, adding 800 feet to the total climb. This high elevation water (2871 feet) was stocked with brook trout from 1950-1965 and the species reportedly survived to produce good fishing. However, when Sly Pond was first surveyed in 1965 no fish were caught and the policy was canceled. Surveys done in 1979 and 1984 had the same fishless result. Sly Pond has clear water and a variety of substrate types ranging from muck to boulder. Maximum depth of the pond is 28 feet, but the mean depth is only 4 feet. A heavy vegetative mat can cover the pond bottom during the summer. Sly Pond has a flushing rate of 9.8 times/year, making it ineligible for liming. Pond pH was 4.4 and ANC was -40 µeq/l in 1984.

Sly Pond will be managed to preserve its aquatic community for its intrinsic value.

Management Class: Other

Squaw Lake (B-P850)

Squaw Lake (97 acres) is a pristine Adirondack brook trout lake with an entirely native fish community despite relatively easy public access. A short, 1,300 foot trail from the Indian Lake road (south of S. Br. Moose River) provides access. Squaw Lake is a popular float plane destination for anglers prior to the traditional Memorial Day opening of the MRPWF gates at Limekiln/Inlet. The lake was first surveyed in 1954, although brook trout stocking began in 1942. Biologists noted the lakes reputation for producing large brook trout. They captured only brookies and white sucker. A 1963 effort caught the same species. Nettings done in 1975 by DEC and in 1984 by ALSC added creek chub, a native minnow, to the species list. The white suckers in Squaw Lake are of the “dwarf” variety. They seldom exceed 12 inches in length and spawn in late June or early July. At one time, researchers felt these characteristics were sufficient to label dwarf suckers as a subspecies. However, when dwarf suckers are transplanted to other waters they can reach larger sizes and will spawn in the spring. The small size of suckers in Squaw Lake is most likely due to the lake’s sterility combined with a high density sucker population - they are stunted in growth. A 1998 pre-reclamation survey of Squaw Lake found a natural barrier on its outlet to Beaver Lake and determined that the lakes wetlands and tributaries were treatable. Squaw Lake has relatively sterile water, the ALSC found a pH of 6.0 and an ANC of 14 µeq/l. The lake has a maximum depth of 22 feet, mean depth of 11 feet, and flushing rate of 1.3 times/year. Squaw Lake is a scenic pond with several small cliffs and ledges, rocky islands and shoals on the south end, and a small sandy beach.

Squaw Lake will be managed as an Adirondack brook trout pond to enhance and restore its native fish community. Reclamation and liming do not appear necessary within the five year scope of this unit management plan. However, if non-native fishes or deteriorating water quality threaten the native fish community, the Schedule of Implementation in this UMP will be amended and the pond will be limed or reclaimed as necessary.

Management Class: Adirondack Brook Trout

Trout Pond (B-P793)

Trout Pond (9 acres) is an auspicious name for a remote Adirondack pond, but this is one water that has never lived up to its moniker. It can be reached by hiking about 1.0 miles down the old Uncas Road opposite the Eighth Lake campground to a point where the outlet of the pond crosses the trail. A 0.6 mile bushwhack south from that crossing that then follows the

outlet stream leads you to the pond. Trout Pond was not studied in 1931. Biologists surveying the pond in 1965 caught no fish, but thought the pond's pH (5.5) and other water quality characteristics could support trout. Brook trout were stocked from 1966 to 1981, when a netting evaluation again caught no fish. Dan Josephson of Cornell University studied the pond in 1983 and found a pH of 4.4. He recommended liming the pond, which was done later that same year using 5 tons of agricultural limestone. Trout Pond quickly reacidified after the liming and trout survival was poor. Trout Pond has a maximum depth of 24 feet and mean depth of 4 feet. The pond has no inlets, but does have an outlet that eventually connects to Seventh Lake Inlet. Muck comprises much of the substrate and there are extensive beds of emergent aquatic vegetation along the shoreline.

Trout Pond will be managed to preserve its aquatic community for its intrinsic value.
The ponds high flushing rate exceeds criteria specified in the Liming FEIS.

Management Class: Other

Unnamed Pond (B-P5525)

A 1.5 acre pond located less than 50 feet downstream of High Rock Pond (B-P791). P5525 is most likely a beaver impoundment. The pond has never been surveyed., but it is likely to be acidic and fishless like High Rock Pond just upstream. A 2 mile hike and bushwack along the old Uncas Road starting just opposite the Eighth Lake campground entrance is necessary to reach this pond. Recent brook trout stocking efforts in High Rock Pond may have established that species in this unnamed water.

Unnamed Pond B-P5525 will be managed to preserve its aquatic community for its intrinsic value.

Management Class: Unknown

Unnamed Pond (B-P792)

Unnamed Pond B-P792 seems to fluctuate considerably in size depending upon beaver activity and recent meteorological conditions. Older maps show a pond of around two acres in size, while the newer metric maps indicate a pond of nine acres. P792 is located 1.9 miles down the old Uncas Road (now a snowmobile trail) to the east of the Eighth Lake campground
entrance. The pond was not visited during the 1931 Biological Survey. Biologists netting the pond in 1965 declared it to be too shallow and warm to support trout. They did not capture or observe any fish during that effort. ALSC records indicate this pond was treated with 4.6 tons of agricultural limestone by Cornell University in 1983, but no other records are available regarding this project. The pond was studied by ALSC in 1985. They captured no fish and noted a pH of 5.2 and an ANC of 7 µeq/l. No thermocline was present during the July 1985 ALSC sampling. Unnamed Pond P792 has a maximum depth of 5 feet, mean depth of 3 feet and flushing rate of 22 times/year. With such a high flushing rate, it is not surprising that ALSC data indicates the pond reacidified quickly after the 1983 liming. Wetland comprises much of the shoreline. P792 is the headwater for Seventh Lake Inlet.

Unnamed Pond B-P792 will be managed to preserve the aquatic community present for its intrinsic value.

Management Class: Other

Unnamed Pond (B-P851)

This small, 1.7 acre, pond is located in the midst of a large wetland about 0.4 miles south of Squaw Lake. The pond was ignored until 1985 when the ALSC found good water chemistry conditions, but caught no fish. Although sphagnum surrounds this pond, its pH was 6.7 and its, ANC was 48 µeq/l. Maximum depth of the pond is 14 feet with a mean depth of 3 feet and flushing rate of 43.6 times/year. Favorable chemical conditions prompted an experimental brook trout stocking

policy beginning in 1991. Evaluation of that policy done in 1995 indicated good brook trout survival and growth. The large wetland surrounding this pond precludes reclamation or liming. As of this writing, this pond remains a brook trout monoculture. Local anglers have begun to call this waterbody Oil Slick Pond after its exceptionally dark water.

Unnamed Pond B-P851 will be managed as an Adirondack brook trout pond to preserve its native fish community for its intrinsic value.

Management Class: Adirondack Brook Trout

Unnamed Pond (B-P5526)

A 2 acre beaver impoundment in the course of Third Lake Creek. The pond is located about 0.4 miles southeast of the road terminus at Third Lake Swamp. P5526 has never been surveyed.

P5526 will be managed to preserve the aquatic community present for its intrinsic value.

Management Class: Unknown

Unnamed Ponds (B-P5529, P5530, P5531)

These three waters all lie in the course of Limekiln Creek in the first mile downstream of the outlet of Limekiln Lake. P5529 (2.9 acres), P5530 (2.3 acres) and P5531 (5 acres) have never been surveyed. They are best accessed by hiking down the outlet from the lake. All three are likely beaver impoundments that vary in size and depth depending upon recent dam building endeavors. Non-native yellow perch from Limekiln Lake may be present.

These three ponds will be managed to preserve their aquatic communities for their intrinsic value.

Management Class: Unknown

Unnamed Ponds (B-P5532, P5533)

P5532 (0.7 acres) and P5533 (1.5 acres) are headwaters for tributary 7 of Limekiln Lake. As the crow flies, they lie 0.7 miles southwest of Limekiln Lake. Both are beaver ponds that appeared larger on old maps. Recent metric maps show smaller surface areas. A 2.5 mile trail from the road into Beaverdam Pond provides access. Neither water has ever been surveyed.

These two ponds will be managed to preserve their aquatic communities for their intrinsic value.

Management Class: Unknown

Unnamed Pond (B-P5548, P5551)

P5548 (4.2 acres) is a beaver impoundment within the Red River located about 1.1 miles west of the Mitchell Ponds. The pond has never been surveyed. A 0.8 mile bushwhack southeast of the Rock Dam Road is required to access the pond. P5551 is a rather large impoundment (8.2 acres) on the Mitchell Ponds outlet (trib 6 of Red River). P5551 has also never been surveyed. A 0.8 mile bushwhack from Lower Mitchell Pond would be required to reach this pond. Extensive wetlands surround much of the pond's shore.

P5548 and P5551 will be managed to preserve their aquatic communities for their intrinsic value.

Management Class: Unknown

Unnamed Ponds (B-P5549, P5550, P5552, P5553, P5555, P5652)

All of these waters were numbered ponds appearing on the Biological Survey maps, but no longer appear on more recent metric maps. Most were ephemeral beaver impoundments on various streams. In some cases, helicopter overflights have confirmed the disappearance of these waters. It is likely that beavers may resurrect these ponds in the future. None were ever surveyed.

Management Class: Unknown

Unnamed Pond (B-P5554)

P5554 (2.2 acres), unlike most of the unnamed ponds in this unit, may have some trout management potential. It is located halfway up the south slope of Fawn Lake Mountain and is the headwater for a small tributary to Limekiln Lake. A bushwhack of 0.6 miles from the Limekiln Road would be required to reach the pond. Inspection of the metric map indicates a potential natural barrier on the outlet and no evidence of wetlands surrounding the pond. P5554 has never been surveyed, but does appear on older maps.

P5554 will be surveyed during the five year course of this UMP. If water conditions merit a trial, an experimental brook trout policy may be initiated in this pond.

Management Class: Unknown

Unnamed Pond (B-P5559)

P5559 appears as a 0.5 acre pond on recent metric maps. It lies in the course of a tributary to the Red River about 0.7 mile north of the Limekiln/Cedar Road intersection. Older maps indicate a larger pond of around 2.2 acres was formerly present. It is likely that P5559 is an old beaver impoundment. The pond has never been surveyed.

P5559 will be managed to preserve its aquatic community for its intrinsic value.

Management Class: Unknown

Unnamed Ponds (B-P5560 and P5561)

P5560 (1.6 acres) is located on a tributary of the Red River about 0.8 miles northeast of the intersection of the Limekiln and Cedar River roads. This unnamed water has never been surveyed and is likely an old beaver impoundment. Access is possible by hiking 0.9 miles up the old Bear Pond Road followed by a 0.2 mile bushwhack to the west. More recent metric maps indicate the pond is half the size indicated on the BioSurvey overlay.

P5561 (3.9 acres) lies about 0.3 miles upstream of P5560. It also has never been surveyed. The old Bear Pond Road approaches within 300 feet of the pond about 1.3 miles north of the Cedar River Road.

These two ponds will be managed to preserve their aquatic communities for their intrinsic value.

Management Class: Unknown

Unnamed Pond (B-P5562)

P5562 is a 2-acre impoundment in the course of a tributary to the Red River. It is located about 0.8 miles north of the Mitchell Ponds and is only 200 feet south of the Limekiln Road. Metric maps show it to be half the size indicated on the Biosurvey map. Beaver activity explains the change in area. This pond has not been surveyed.

P5562 will be managed to preserve its aquatic community for its intrinsic value.

Management Class: Unknown

Unnamed Ponds (B-P825, P5555)

P825 (6.2 acres) lies at the head of a huge wetland complex called Limekiln Swamp. It is located about 0.3 miles west of the Limekiln DEC campgrounds. Trails circle around the wetlands surrounding this pond. No survey work has been done on this water. The complex drains eventually to Limekiln Brook.

P5555 (0.6 acres) is located about 0.75 miles downstream of P825. This pond is likely a beaver impoundment and has never been surveyed. P5555 is accessible by hiking 1.7 miles west of the campgrounds along the trail system leading eventually to Third Lake.

P825 will receive a chemical survey and be netted if water depths are sufficient to assess its aquatic community. If pH levels are above 6.0 and weedy habitat is available, stocking of largemouth bass may be considered for this pond.

Management Class: Unknown

Unnamed Pond (P5565)

Now only 0.2 acres in size, P5565 was once about an acre larger. It is located just north of the Otter Brook Road about 2000 feet east of the bridge over the South Branch Moose River.
No survey work has been done on this water. Wetlands now surround this former beaver pond.

P5565 will be managed to preserve its aquatic community for its intrinsic value.

Management Class: Unknown

Unnamed Pond (B-P5613)

P5613 (5.5 acres) is the headwater for a tributary to the South Branch Moose River. The pond is located about 0.8 miles west of Sly Pond as the crow flies. A 0.2 mile bushwhack south of the trail to Sly is necessary to reach the pond. The pond appears nearly twice as large on recent metric maps as compared to the Biosurvey map. Plus, an unnumbered pond roughly three acres in size is just downstream. Nearly a dozen smaller ponds appear further down on this stream. Beaver activity likely accounts for all the new water. None of the ponds have been surveyed

P5613 and other ponds in this complex will be managed to preserve their aquatic communities for their intrinsic value.

Management Class: Unknown

Unnamed Pond (R-P5206)

A 1.2-acre, former backwater of Raquette Lake. This small wetland/pond is now cutoff from Raquette Lake by Route 28. It is located near Otter Bay, just east and south of the village of Raquette Lake. The pond has never been surveyed. It is

readily visible from Route 28. Bog mats and wetland vegetation comprise the shoreline and the pond appears to be shallow. If its water interchanges with Raquette Lake under Route 28, P5206 may serve as an spawning/nursery area for some fish species.

P5206 will be managed to preserve the aquatic community present for its intrinsic value.

Management Class: Unknown

Unnamed Pond (R-P5208)

P5208 (1.7 acres) is a side channel of South Inlet. It is located about 0.8 miles downstream of the Sagamore Road bridge crossing near the outlet of Sagamore Lake. The pond has never been surveyed. Its fish community likely resembles the South Inlet, so brook trout may be present along with a variety of native and non-native fish species.

This unnamed pond will be managed to preserve the aquatic community present for its intrinsic value.

Management Class: Unknown

Unnamed Pond (R-P5215)

A small pond of 1.4 acres located on a tributary to Mohegan Lake. This pond has never been surveyed. It is located only 700 feet from the larger lake in a low gradient area. A slightly longer hike of 800 feet is necessary to reach the pond from the Bear Pond road.

P5215 will be managed to preserve its aquatic community for its intrinsic value.

Management Class: Unknown

Unnamed Pond (UH-P668A)

UH-P668A (2.3 acres) is located near the headwaters of Wilson Brook which feeds into the south end of Cedar River Flow. Older maps do not show a pond in this vicinity, the Biosurvey topographic map has only P668A, while modern metric maps indicate three ponds in the area, one of which is 7.5 acres in size. Clearly, beavers are at work in this system and all these ponds are ephemeral in nature. No survey work has been done in this area. The ponds are located about 1.0 mile upstream from Cedar River Flow.

P668A and its neighbors (none with P numbers), will be managed to preserve their aquatic communities for their intrinsic value.

Management Class: Unknown

Wakely Pond (UH-P666)

Wakely Pond (37 acres) lies on the far eastern edge of the Moose River Plains. It abuts the Cedar River Road and thus is one of the most accessible ponds in the unit. This Adirondack brook trout water was first surveyed in 1956 when it was still privately owned. However, comments appearing on the old survey forms indicate trout had been diverted there from time to time in the past. The 1956 survey caught brook trout, white sucker and brown bullhead (NBWI). Biologists noted spring holes and recommended brook trout stocking if posting problems ended.
By 1970, the pond was opened to public fishing and was reassessed for stocking. Netting efforts caught the three former native species, plus creek chub, common shiner and non-native golden shiner. Only a few brook trout were captured, while white sucker proved to be abundant.

Complaints of poor trout fishing spurred a 1998 survey of Wakely Pond. That effort added fathead minnow and non-native banded killifish to the fish community list. Golden shiner dominated the netting catch. Other minnow species were also common and brook trout averaged less than nine inches in size. In an effort to reduce interspecific competition from the various minnow species, brown trout and brook trout have been jointly stocked since 2000. A 2005 survey captured brown trout, brown bullhead and white sucker. This survey was done during a severe hot spell. Water temperature as 75 degrees even in the deepest water. Any brook trout were likely at spring holes or in tributaries. Wakely Pond has a maximum depth of nine feet and an estimated mean depth of five feet. Much of the pond bottom is muck with some sand and limited areas of bedrock. Its water quality is good with a pH of 6.93 and ANC of 81 µeq/l in 1998. Dissolved oxygen levels were good throughout the water column. Wakely Pond's 900 foot outlet drains directly to the Cedar River. Fisheries staff walking the outlet in 1998 could find no suitable location for a fish barrier dam. Thus, Wakely Pond cannot be reclaimed to stave off the encroaching impacts of non-native fish species introductions.

Wakely Pond will be managed as an Adirondack brook trout pond to preserve its native species in the presence of non-native and historically associated species. This management plan proposes constructing an accessible trail and fishing platform as well as an accessible canoe launch on Wakely Pond.

Management Class: Adirondack Brook Trout

White Pond (B-P5543), Kettle Pond (B-P841), Unnamed Ponds (B-P846,P842, P840, P5540, P5541, P5538)

White Pond (21 acres) is the headwater for this complex of small ponds ranging from Kettle Pond (7 acres) to 0.5 acre B-P842. All of these waters are in the Lost Brook drainage and none have ever been surveyed. White Pond is accessible via a 1.5 mile trail beginning on the south shore of Limekiln Lake. The various waters are spread out within the southwestern corner of the Moose River Plains in an extensive area of low wetlands. More recent metric maps show many other unnumbered, small beaver ponds in the vicinity.

White Pond and Kettle Pond will be surveyed within the five year context of this plan to assess their fish management potential. The other seven waters in this complex will be managed to preserve their aquatic communities for their intrinsic value.

Management Class: Unknown

APPENDIX 6 - Classification of Common Adirondack Upland Fish Fauna

Classification of Common Adirondack Upland Fish Fauna Into Native, Non-native, and Native But Widely Introduced Adapted from George, 1980		
Native To Adirondack Upland		
blacknose dace	redbreast sunfish	slimy sculpin
white sucker	finescale dace	lake chub
longnose sucker	creek chubsucker	common shiner
northern redbelly dace	longnose dace	round whitefish
Native Species Widely Introduced within the Adirondack Upland[35]		
brook trout	pumpkinseed	lake trout
brown bullhead	cisco	creek chub
Non-native to Adirondack Upland		
golden shiner	northern pike	Atlantic salmon
chain pickerel	rock bass	walleye
largemouth bass	bluntnose minnow[36]	central mudminnow
brown trout	pearl dace	redhorse suckers (spp.)
Splake	smallmouth bass	black crappie
rainbow smelt	fathead minnow	banded killifish[37]
bluegill	rainbow trout	Johnny darter

[35] *These native fishes are known to have been widely distributed throughout Adirondack uplands by DEC, bait bucket introduction, and unauthorized stocking. This means that their presence does not necessarily indicate endemicity. Other species listed above as native have been moved from water to water in the Adirondack Upland, but the historical record is less distinct.*

[36] *Not mentioned by Mather (1884) from Adirondack collections, widely used as bait.*

[37] *Early collections strongly suggest dispersal as a bait form.*

APPENDIX 7 - Campsite Assessment and Monitoring Forms and Procedures

CAMPSITE MONITORING FORM A

1) Old Site Number:_____1a) New Site Number_____

2) Inventoried By:_____ 3) Date:____/____/____

INVENTORY PARAMETERS

4) Substrate of site area: (B=bedrock C=cobble S=sand O=soil) _____
5) Number of Other Recreational Sites Visible: _____
6) Fire Ring Present: (y or n) _____
Construction:(stone or metal) _____
Condition: (1=good, 2=poor, 3=replace) _____
7) Privy Present:(y or n) _____
Condition: (1= good, 2=poor, 3=replace) _____
8) Picnic Table Present: (y or n) _____
Condition: (1=good, 2=poor, 3=replace) _____
9) Tree Canopy Cover:(1=0-25%,2=26-50%,3=51-75%,4=76-100%) _____

IMPACT PARAMETERS (Begin with Site Boundary Determination)

10) Condition Class: (3,4 or 5) _____
11) Vegetative Ground Cover Onsite:(Use categories below) _____
(1=0-5%, 2=6-25%, 4=51-75% 5=76-95%, 6=96-100%)
12) Vegetative Ground Cover Offsite:(Use categories above) _____
13) Soil exposure: (use categories above) _____
14) Tree Damage: None/Slight____, Moderate____, Severe_____
15) Root Exposure: None/Slight____, Moderate_____, Severe_____
16) Number of Tree Stumps: _____
17) Number of Trails: _____
18) Number of Fire Sites: _____
19) Litter/Trash: (N=None, S=Some, M=Much) _____
20) Human Waste: (N=none, S=Some, M=Much) _____
21)Comments/Recommendations:_____
_____
22) Take Center point and Site Photographs:

Site Center point References
1)
2)
3)
4)

Satellite Site Dimensions

Island Site Dimensions

Site area from Program:_____
+Satellite Area _____
-Island Area _____=
Total Site Area _____(sq ft)

Transect Data

Azimuth	Distance (ft)
1)	
2)	
3)	
4)	
5)	
6)	
7)	
8)	
9)	
10)	
11)	
12)	
13)	
14)	
15)	
16)	
17)	
18)	
19)	
20)	
21)	
22)	
23)	
24)	
25)	

MONITORING FORM B

1)Old Site Number:_____ 1a) New Site Number:_____

2)Fire Ring Present:_____ Condition:_____.

3) Privy Present:_____ Condition:_____

4) Picnic Table Present:_____ Condition:_____

5) Condition Class (1 or 2)_____ Site Size:_____(ft^2)

DESIGNATED CAMPSITE MONITORING MANUAL

DESCRIPTION OF PROCEDURES
FEBRUARY 2001

For the purpose of this manual, designated campsites are defined as those areas either designated by the Department with a yellow DEC designated campsite marker, or shown on an area brochure. In areas with multiple sites there may not always be undisturbed areas separating sites, and an arbitrary decision may be necessary to define separate sites. For each site, monitoring begins with an assessment of Condition Class:

CONDITION CLASS DEFINITIONS

Class 1: Recreation site barely distinguishable; slight loss of vegetation cover and/ or minimal disturbance of organic litter.
Class 2: Recreation site obvious; vegetation cover lost and/ or organic litter pulverized in primary use area.
Class 3: Vegetation cover lost and/ or organic litter pulverized on much of the site, some bare soil exposed in primary use areas.
Class 4: Nearly complete or total loss of vegetation cover and organic litter, bare soil widespread.
Class 5: Soil erosion obvious, as indicated by exposed tree roots and rocks and/or gullying.

For sites rated Condition Class 1 or 2, complete Form B; for sites rated Class 3, 4 or 5, complete Form A. Form B is an abbreviated version of Form A and greatly reduces the amount of field time. The rationale for this approach is that detailed information on lightly impacted sites is not as critical to management.

During subsequent surveys an attempt should be made to relocate and reassess all sites from the proceeding survey. Former designated sites that have been closed, and are still being used, should be noted as illegal sites. Always note information regarding the history of site use under the comment parameter.

Materials:
- Compass, peephole or mirror type(not corrected for declination)
- GPS data recorder (GPS point will be taken at each sites center point)
- Tape measure, 100-foot (marked in tenths)
- Flagged wire pins (25 min), one large steel center point stake.
- Digital camera
- Clipboard, pencil, field forms, field procedures
- Steel nails (5 inch)

Form A Procedures

Inventory Parameters

1. Site Number: All sites will be assigned an old site number as well as a new site number. Old site numbers will use the existing site numbering system, while new site numbers will be assigned following completion of the mapping of all sites.
2. Inventoried By: List the names of field personnel involved in data collection.
3. Date: Month, day and year the site was evaluated (e.g., June 12, 1999 = 06/12/99)
4. Substrate of site area: Record the predominant substrate for the area of human disturbance for each site using the coded categories below.

B=bedrock - shelf bedrock
C=cobble - includes gravel size stone and up
S=sand - includes sandy soils that do not form a surface crust in trampled areas
O=soil - includes clays to loamy sands

5. Number of other sites visible: Record the number of other campsites, which if occupied, would be visible from this site.
6. Fire ring : if present or not (y or n)
    a. Construction: stone/ masonry or metal
    b. Condition: good=intact, functional for cooking
       Poor= missing stones, broken , not functional for cooking but will contain open fire.
7. Privy: if present or not (y or n)
    a. Condition: good= functional, has door, wood not deteriorated(would you use it?)
       Poor= nonfunctional, door missing, wood rotten,
8. Picnic table: if present or not (y or n)
    a. Condition: good= usable, no broken boards, table is solid
       Poor=not usable, broken/rotten boards, not sturdy
9. Tree canopy cover: Estimate the percentage of tree canopy cover directly over the campsite.
   1=0-25%, 2=26-50%, 3=51-75%, 4=76-100%

Impact Parameters

The first step is to establish the sites boundaries and measure its size. The following procedures describe use of the variable radial transect method for determining the sizes of recreational sites. This is accomplished by measuring the lengths of linear transects from a permanently defined center point to the recreation site boundary.

Step 1. Identify Recreation Site Boundaries and Flag Transect Endpoints. Walk the recreation site boundary and place flagged wire pins at locations which, when connected with straight lines, will define a polygon whose area approximates the recreation site area. Use as few pins as necessary, typical sites can be adequately flagged with 10-15 pins. Look both directions along site boundaries as you place the flags and try to balance areas of the site that fall outside the lines with offsite(undisturbed) areas that fall inside the lines. Pins do not have to be placed on the site boundaries, as demonstrated in the diagram following these procedures. Project site boundaries straight across areas where trails enter the site. Identify site boundaries by pronounced changes in vegetation cover, vegetation height/disturbance, vegetation composition, surface organic litter, and topography. Many sites with dense forest over stories will have very little vegetation and it will be necessary to identify boundaries by examining changes in organic litter, i.e. leaves that are untrampled and intact versus leaves that are pulverized or absent. In defining the site boundaries, be careful to include only those areas that appear to have been disturbed from human trampling. Natural factors such as dense shade and flooding can create areas lacking vegetative cover. Do not include these areas if they appear “natural” to you. When in doubt, it may also be helpful to speculate on which areas typical visitors might use based on factors such as slope or rockiness.

Step 2. Select and Reference Site Center point. Select a site center point that is preferably a) visible from all site boundary pins, b) easily referenced by distinctive permanent features such as larger trees or boulders, and c) approximately 5 feet from a steel fire ring if present. Embed a 5 inch nail in the soil at the center point location so that the head is 3-4 inches below the surface. During future sight assessments a magnetic pin locator can be used to locate the center point. Next, insert a large steel stake at the center point and reference it to at least three features. Try to select reference features in three opposing directions, as this will enable future workers to triangulate the center point location. For each feature, take

a compass azimuth reading and measure the distance (nearest 1/10 foot) from the center point to the center of trees or the highest point of boulders. Also measure the approximate diameter of reference trees at 4.5 feet above ground (dbh). Be extremely careful in taking these azimuths and measurements, as they are critical to relocating the center point in the future. Record this information on the back of the form.
Take a digital photograph that clearly shows the center point location in relation to nearby trees or other reference features, such as the fire ring, trees or boulders. Record a photo description, such as" center point location site 23 ", in the photo log.
Options: Some sites may lack the necessary permanent reference features enabling the center point to be accurately relocated. If only one or two permanent reference features are available, use these and take additional photographs from several angles. If permanent features are unavailable, simply proceed with the remaining steps without permanently referencing the center point. This option will introduce more error in comparisons with future measurements, particularly if the site boundaries are not pronounced. Note your actions regarding use of these options in the comment section.

Step 3. Record Transect Azimuths and Lengths. Standing directly over the center point, identify and record the compass bearing(azimuth) of each site boundary pin working in a clockwise direction, starting with the first pin clockwise of north. Be careful not to miss any pins hidden behind vegetation or trees. Be extremely careful in identifying the correct compass bearings to these pins as error in these bearings will bias current and future measurements of site size. Next, anchor the end of your tape to the center point stake, measure and record the length of each transect(nearest 1/10 foot), starting with the same boundary pin and in the same clockwise direction as before. Be absolutely certain that the appropriate pin distances are recorded adjacent to their respective compass bearing.

Step 4. Measure island and satellite areas. Identify any undisturbed islands of vegetation inside the site boundaries (often due to the clumping of trees and shrubs) and disturbed satellite use areas outside the site boundaries (often due to tent sites or cooking sites). Use site boundary definitions for determining the boundaries of these areas. Use the geographic figure method to determine the areas of these islands and satellites (refer to the diagrams following these procedures). This method involves superimposing one or more imaginary geometric figures (rectangles, circles or right triangles) on island or satellite boundaries and measuring appropriate dimensions to calculate their areas. Record the types of figures used and their dimensions on the back of the form; the size of these areas should be computed in the office using a calculator.

Site Remeasurement: During site remeasurement use the data from the last monitoring period to reestablish the center point and all site boundary pins. If steel nails were embedded in the ground, a magnetic pin locator can assist in this process. Place flagged wire pins at each transect boundary point. Boundary locations based on the following procedures:

1. Keep the same transect length if that length still seems appropriate, i.e., there is no compelling reason to alter the initial boundary determination.
2. Record a new transect length if the prior length is inappropriate ,i.e., there is compelling evidence that the present boundary does not coincide with the pin and the pin should be relocated either closer to or further away from the center point along the prescribed compass bearing. Use different colored flags to distinguish these current boundary points from the former boundaries.
3. Repeat steps 1 and 3 from above to establish additional transects where necessary to accommodate any changes in the shape of recreation site boundaries (diagram below). Also repeat step 4.
4. Leave all pins in place until all procedures are completed. Pins identifying the former site boundaries are necessary for tree damage and root exposure assessments.

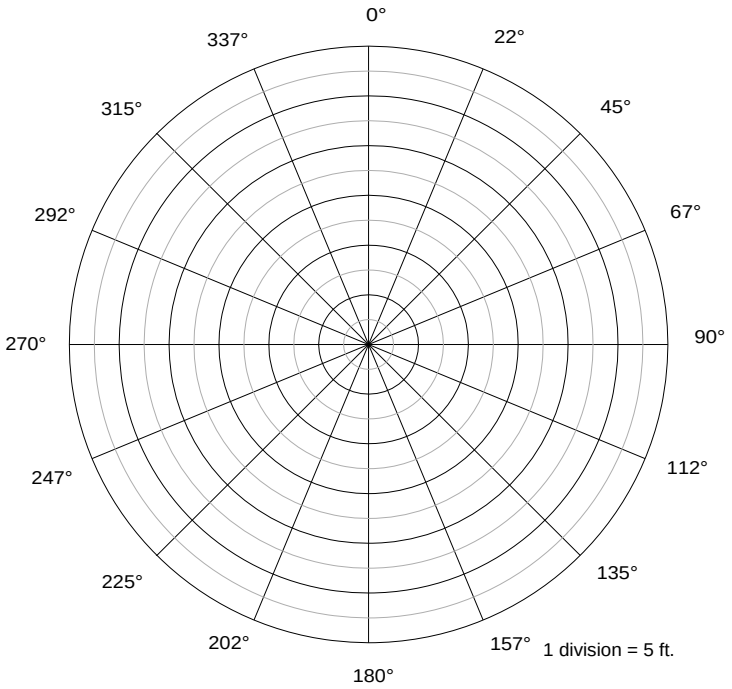
These additional procedures are designed to eliminate much of the measurement error associated with different individuals making subjective judgements on those sites or portions of sites where boundaries are not pronounced. These procedures may only be used for sites whose center points can be relocated.

Site Number / Site Name	_____/_____

Compass Bearing:

	0	22	45	67	90	112	135	157	180	202	225	247	270	292	315	337
X																
O																

Campsite Map:



10. Condition class: Record the condition class you assessed for the site using the categories described earlier.

11. Vegetative ground cover on site: An estimate of the percentage of **live non-woody** vegetative ground cover (including herbs, grasses, and mosses and excluding tree seedlings, saplings, and shrubs) within the flagged campsite boundary using the coded categories listed next. Include any disturbed satellite use areas and exclude any undisturbed Island areas of vegetation. For this and the following two parameters, it is often helpful to narrow your decision to two categories and concentrate on the boundary that separates them. For example, if the vegetation cover is either category 2 (6-25%) or category 3 (26-50%), you can simplify your decision by focusing on whether vegetative cover is greater than 25%.

1=0-5%, 2=6-25%, 3=26-50%, 4=51-75%, 5=76-95%,6=96-100%

12. Vegetative ground cover offsite: An estimate of the percentage of vegetative ground cover in an adjacent but largely undisturbed "control" area. Use the codes and categories listed earlier. The control site should be similar to the campsite in slope, tree canopy cover (amount of sunlight penetrating to the forest floor), and other environmental conditions. The intent is to locate an area that would closely resemble the campsite area had the site never been used. In instances where you cannot decide between two categories, select the category with less vegetative cover. The rationale for this is simply that, all other factors being equal, the first campers would have selected a site with the least amount of vegetation cover.

13. Soil exposure: An estimate of the percentage of soil exposure, defined as ground with very little or no organic litter (partially decomposed leaf, needle, or twig litter) or vegetation cover, within the campsite boundaries and satellite areas. Dark organic soil, which typically covers lighter colored mineral soil, should be assessed as bare soil. Assessments of soil exposure may be difficult when organic litter becomes highly decomposed and forms a patchwork with areas of bare soil. If patches of organic material are relatively thin and few in number, the entire area should be assessed as bare soil. Otherwise, the patches of organic litter should be mentally combined and excluded from assessments. Code as for vegetative cover.

14. Tree damage: Tally the number of live trees (> 1 in, diameter at 4.5 ft.) Within the campsite boundaries, including trees in undisturbed islands and excluding trees in satellite areas, into one of the rating classes described below. Assessments are restricted to trees within the flagged campsite boundaries in order to ensure consistency with future measurements. Multiple tree stems from the same species that are joined at or above ground level should be counted as one tree when assessing damage to any of its stems. Assess a cut stem on a multiple-stemmed tree as tree damage, not as a stump. Do not count tree stumps as tree damage. Take into account tree size. For example, damage for a small tree would be considerably less in size than damage for a large tree. Omit scars that are clearly not human-caused (e.g., lightning strikes). During site remeasurement, begin by assessing tree damage on all trees within the site boundaries identified in the last measurement period. Tally the number of trees in areas where the boundary has moved closer to the center point, i.e., former site areas that are not currently judged to be part of the site separately. Place a box around this number. Next, assess tree damage in areas where boundaries have moved further from the center point, i.e. expanded site areas that are newly impacted since the last measurement period. Circle these tallies. These additional procedures are necessary in order to accurately analyze changes in tree damage over time.

None/Slight- No or slight damage such as broken or cut smaller branches, one nail, or a few superficial trunk scars.
Moderate- Numerous small trunk scars and/or nails or one moderate-sized scar.
Severe- Trunk scars numerous with many that are large and have penetrated to the inner wood; any complete girdling of trees (cut through tree bark all the way around tree).

15. Root exposure: Tally the number of live trees (> 1 in, diameter at 4.5 ft.) Within the campsite boundaries, including trees in undisturbed islands and excluding trees in satellite areas, into one of the rating classes described below. Assessments are restricted to trees within the flagged campsite boundaries in order to ensure consistency with future measurements. Where obvious, omit exposed roots that are clearly not human-caused (e.g., stream/river flooding). During site remeasurement, begin by assessing root exposure on all trees within the site boundaries identified in the last measurement period. Tally the number of trees in areas where the boundary has moved closer to the center point, i.e., former site areas that are not currently judged to be part of the site separately. Place a box around this number. Next, assess root exposure in areas where boundaries have moved further from the center point, i.e. expanded site areas that are

newly impacted since the last measurement period. Circle these tallies. These additional procedures are necessary in order to accurately analyze changes in root exposure over time.

None/Slight- No or slight root exposure such as is typical in adjacent offsite areas.
Moderate- Top half of many major roots exposed more than one foot from base of tree.
Severe- Three-quarters or more of major roots exposed more than one foot from base of tree; soil erosion obvious.

16. Number of tree stumps: A count of the number of tree stumps (> 1 in. Diameter) within the campsite boundaries. Include trees within undisturbed islands and exclude trees in disturbed satellite areas. Do not include cut stems from a multiple-stemmed tree.
During site remeasurement, begin by assessing stumps on all trees within the site boundaries identified in the last measurement period. Tally the number of trees in areas where the boundary has moved closer to the center point, i.e., former site areas that are not currently judged to be part of the site separately. Place a box around this number. Next, assess stumps in areas where boundaries have moved further from the center point, i.e. expanded site areas that are newly impacted since the last measurement period. Circle these tallies. These additional procedures are necessary in order to accurately analyze changes in stumps over time.

17 Number of trails: A count of all trails leading away from the outer campsite boundaries. Do not count extremely faint trails that have untrampled tall herbs present in their tread or trails leading out to any satellite sites.

18. Number of fire sites: A count of each fire site within campsite boundaries, including satellite areas. Include old inactive fire sites as exhibited by blackened rocks, charcoal, or ashes. Do not include areas where ashes or charcoal have been dumped. However, if it is not clear whether or not a fire was built on the site, always count questionable sites that are within site boundaries and exclude those that are outside site boundaries.

19. Litter/trash: Evaluate the amount of litter/trash on the site: n=None or less than a handful, S=some-a handful up to enough to fill a 2-1/2-gallon bucket, M=Much- more than a 2-1/2-gallon bucket.

20. Human waste: Follow all trails connected to the site to conduct a quick search of likely “toilet” areas, typically areas just out of sight of the campsite. Count the number of individual human waste sites, defined as separate locations exhibiting toilet paper and/or human feces. The intent is to identify the extent to which improperly disposed human feces is a problem. Use the following code categories: N=None, S=Some-1-3 sites, M=Much-4 or more sites evident.

21. Comments/Recommendations: An informal list of comments concerning the site: note any assessments you felt were particularly difficult or subjective, problems with monitoring procedures or their application to this particular campsite, or any other comment.

22. Campsite photograph: Select a good vantage point for viewing the entire campsite, preferably one of the site boundary pins, and take a digital picture of the campsite. Note the azimuth and distance from the center point to the photo point and record on the form. The intent is to obtain a photograph that includes as much of the site as possible to provide a photographic record of site condition. The photo will also allow future workers to make a positive identification of the site. Label disks with date, and site number.

23. Total campsite area: Calculate the campsite area based on the recorded transect measurements. Add the area of any satellite sites and subtract the area of any undisturbed islands to obtain the Total Campsite Area. Record campsite area to nearest square foot (ft^2).

Form B Procedures

Refer to the procedures described earlier, all procedures are the same with the exception of campsite size. Measure campsite size using the geometric figure method. Typically, class 1 and 2 campsites are quite small in size and this method should be both efficient and accurate. Be sure to record on form B the types of figures used (rectangle, square, triangles...etc.) And all necessary dimensions. Record campsite area to nearest square foot (ft^2).

Moose River Plains Wild Forest
Campsite Use Survey Form

Date:

Site #	Time 00:00 am/pm	Occupied		# People in Party		Vehicles and Camping Structures by Type Enter Number of Each					
		Yes ✔	No ✔	Observed	Verified	Car/ pickup	RV	Pickup with Slip-on	Camping Trailer	Tent	Other Camping Structure

APPENDIX 8 - Campsite Assessment Summary

A detailed campsite assessment and inventory was completed for 169 sites during the summer of 2002. This summary provides a portion of the data collected during the assessment and inventory. The data shown here will be the most useful in the day to day management of designated sites on this unit.

CONDITION CLASS DEFINITIONS

Class 1: Recreation site barely distinguishable; slight loss of vegetation cover and/ or minimal disturbance of organic litter.
Class 2: Recreation site obvious; vegetation cover lost and/ or organic litter pulverized in primary use area.
Class 3: Vegetation cover lost and/ or organic litter pulverized on much of the site, some bare soil exposed in primary use areas.
Class 4: Nearly complete or total loss of vegetation cover and organic litter, bare soil widespread.
Class 5: Soil erosion obvious, as indicated by exposed tree roots and rocks and/or gullying.

Site #	Area ft^2	Cond Class	Fire Ring	Pit Privy	100' Water Setback	150' Privy Setback
1	943	4	Y	Y	Y	Y
2	2505	4	Y	N	N	N
3	962	3	Y	Y	Y	Y
4	1654	4	Y	Y	Y	Y
5	—	1	Y	N	N	N
6	—	1	N	N	N	N
7*	—	2	Y	Y	Y	Y

Site #	Area ft2	Cond Class	Fire Ring	Pit Privy	100' Water Setback	150' Privy Setback
8	—	2	Y	N	N	N
9	917	3	Y	N	N	Y
10	814	3	Y	Y	Y	Y
11	—	2	Y	N	Y	Y
12	1322	4	Y	Y	Y	Y
13	1017	4	Y	Y	Y	Y
14	—	1	Y	N	Y	Y
15	—	2	Y	N	Y	Y
16	—	2	Y	Y	Y	Y
17	—	2	Y	N	Y	Y
18	2634	3	Y	Y	Y	Y
19	1667	3	Y	Y	Y	N
20	1401	4	Y	Y	N	N
21	—	1	Y	N	Y	Y
22	1899	4	Y	Y	Y	Y
23	—	1	Y	N	Y	Y
24	1772	4	Y	Y	N	Y
25	—	2	Y	N	Y	Y
26	1362	4	Y	Y	Y	Y
27	—	1	N	N	Y	Y
28	—	1	N	N	Y	Y
29	—	2	Y	Y	Y	Y
30	3932	4	Y	Y	Y	Y
31	910	4	Y	Y	Y	Y
32	—	2	Y	N	Y	Y
33	—	2	Y	N	Y	Y
34*	3612	4	Y	Y	Y	Y
35	1224	4	Y	Y	Y	Y
36	1596	4	Y	Y	Y	Y
37	—	2	Y	N	Y	N
38	—	1	Y	Y	Y	N
38a	3172	4	Y	Y	Y	Y
39	1460	4	Y	Y	Y	Y
40	1715	4	Y	Y	Y	Y
41	—	1	Y	N	Y	Y
42	746	4	Y	Y	Y	Y
43	1166	3	Y	Y	Y	Y
44	—	1	Y	N	Y	Y
45	—	1	N	N	N	N

Site #	Area ft2	Cond Class	Fire Ring	Pit Privy	100' Water Setback	150' Privy Setback
46	—	2	Y	N	Y	Y
47	—	2	Y	Y	Y	Y
48	1464	3	Y	Y	Y	Y
49	1464	4	Y	Y	Y	Y
50	1172	4	Y	Y	Y	Y
51	990	4	Y	Y	Y	Y
52	—	2	Y	Y	Y	Y
53	—	1	N	N	Y	Y
54	1742	3	Y	N	Y	Y
55	—	2	Y	N	Y	Y
56	1232	3	Y	N	Y	Y
57	—	1	Y	Y	Y	N
58	—	2	Y	N	Y	N
59	—	2	Y	N	Y	Y
60	—	2	Y	Y	Y	Y
61	1013	4	Y	Y	Y	Y
62	—	2	Y	Y	Y	N
63	1738	4	Y	Y	N	N
64	903	4	Y	Y	Y	Y
64a	—	2	Y	Y	N	N
65	—	2	N	N	Y	Y
66*	1132	4	Y	Y	Y	Y
67	1046	4	Y	Y	Y	Y
68	—	2	N	N	Y	Y
69	—	2	N	N	Y	N
70	2103	5	Y	Y	Y	Y
71	1631	4	Y	Y	Y	Y
72	—	1	Y	N	Y	Y
72a	1086	3	Y	Y	Y	Y
73*	1724	4	Y	Y	Y	Y
73a	757	3	Y	Y	Y	Y
74	872	5	Y	Y	Y	Y
75	724	4	Y	Y	Y	N
76	1271	3	Y	Y	Y	Y

Site #	Area ft2	Cond Class	Fire Ring	Pit Privy	100' Water Setback	150' Privy Setback
76a	1054	4	Y	Y	Y	Y
77	1664	5	Y	Y	Y	Y
78	—	2	Y	Y	Y	Y
79	1195	5	Y	Y	N	N
80	—	2	Y	Y	Y	Y
81	—	2	Y	N	N	N
82	—	1	Y	N	Y	Y
83	—	2	Y	N	Y	Y
84	3246	4	Y	Y	Y	Y
85	—	2	Y	Y	Y	Y
86	1856	3	Y	Y	N	N
87	2824	4	Y	Y	N	N
88	1045	5	Y	Y	Y	Y
89	1273	4	Y	Y	Y	Y
90*	2412	4	Y	Y	Y	Y
91	—	2	Y	Y	Y	Y
92	1359	4	Y	Y	Y	Y
93	1290	4	Y	Y	Y	Y
94	—	2	Y	N	Y	Y
95	—	1	Y	N	Y	Y
96	—	2	Y	N	Y	Y
97	---	---	---	---	---	---
98	1256	4	Y	Y	Y	Y
99	—	2	Y	N	Y	Y
100	—	1	Y	N	Y	N
101	1802	5	Y	Y	Y	Y
102	—	2	Y	Y	Y	Y
103	1298	3	Y	Y	Y	Y
104	—	1	Y	N	Y	Y
105	—	1	Y	N	Y	Y
106	—	1	Y	Y	Y	Y
107	—	2	Y	Y	Y	Y
108	—	1	Y	N	Y	Y
109	1516	4	Y	Y	Y	Y
110	1091	4	Y	Y	Y	Y
111	1732	5	Y	Y	Y	Y

Site #	Area ft2	Cond Class	Fire Ring	Pit Privy	100' Water Setback	150' Privy Setback
112	—	1	N	Y	Y	Y
113	812	4	Y	Y	Y	Y
114	851	4	Y	Y	Y	Y
115	—	2	N	N	N	N
116	1161	4	Y	N	N	N
117	862	4	Y	Y	Y	Y
118	3680	5	Y	Y	N	N
119	5180	5	Y	Y	N	N
119a*	996	3	Y	N	Y	Y
119b	—	2	N	N	N	N
119c	928	3	Y	N	Y	N
120	—	2	Y	N	Y	Y
121	1441	4	Y	Y	Y	Y
122	1289	4	Y	N	Y	Y
122a	—	1	Y	N	Y	Y
123	1790	4	Y	Y	Y	Y
123a	852	4	Y	Y	Y	Y
124	1557	5	Y	Y	Y	Y
124a	—	2	Y	N	Y	Y
124aa		1	Y	N	Y	Y
125	—	1	Y	N	Y	Y
125a	—	1	Y	N	Y	Y
126	—	1	Y	N	Y	Y
126a	—	1	Y	N	Y	Y
127	1492	4	Y	Y	Y	Y
128	543	3	Y	Y	Y	Y

Site #	Area ft2	Cond Class	Fire Ring	Pit Privy	100' Water Setback	150' Privy Setback
129	1298	4	Y	Y	Y	Y
129a	—	1	Y	Y	Y	Y
129aa	----	1	Y	N	Y	Y
130*	—	2	Y	Y	Y	Y
130a	—	1	Y	N	Y	Y
130aa	—	1	Y	N	Y	N
131	2545	4	Y	Y	Y	Y
132	—	2	Y	N	Y	Y
133	—	2	Y	N	Y	Y
CR1*	3204	4	Y	Y	Y	Y
CR2	4884	3	Y	Y	Y	Y
CR3	1044	4	Y	N	Y	Y
CR4	1953	4	Y	Y	Y	Y
CR5	1260	5	Y	Y	N	Y
CR6	1930	5	Y	Y	N	Y
CR7	1173	4	Y	Y	N	N
CR8	2526	3	Y	N	N	N
CR9	1985	3	Y	N	N	Y
CR10	2927	4	Y	Y	Y	Y
134	1761	5	Y	Y	Y	Y
135	—	1	y	N	Y	Y
135A	—	1	N	N	Y	Y
136	1491	5	Y	Y	Y	Y
137b	350	2	Y	N	N	N
138	---	1	Y	Y	Y	Y
138a	—	1	Y	N	Y	Y
139a	---	1	Y	Y	N	N
139	—	1	Y	N	Y	Y
140a	1250	4	Y	Y	N	N
141	1447	4	Y	Y	Y	N
143	2138	4	Y	N	N	Y

137b-Squaw Lake

140a- Indian Lake

141- Beaver Lake

143- Northville-Placid Trail

*- Accessible sites

APPENDIX 9 - Trail Classifications

TRAIL CLASSIFICATION SYSTEM -
Moose River Plains Wild Forest

CLASS	MARKING	TREAD	BARRIERS	USE LEVEL	ACCEPTABLE MAINTENANCE
I Unmarked Route	None	Intermittently apparent, relatively undisturbed organic soil horizon	Natural obstructions present, logs and water courses	Occasional	None
II Path	Intermittent	Intermittently apparent, compaction of duff, mineral soils occasionally exposed	Same as unmarked route	Low, varies by location	Intermittent marking with consideration given to appropriate layout based on drainage, occasional barrier removal only to define appropriate route.
III Primitive	Trail markers, sign at junction with secondary or other upper level trail	Apparent, soil compaction evident	Limited natural obstructions (logs and river fords)	Low	Drainage (native materials) where necessary to minimize erosion, blowdown removed 2-3 years, brushing as necessary to define trail (every 5-10 years). Bridges only to protect resource (max - 2 log width). Ladders only to protect exceptionally steep sections, Tread 14"-18", clear: 3' wide, 3' high.
IV Secondary	Markers, signs with basic information	Likely worn and possibly quite eroded. Rocks exposed, little or no duff remaining	Up to one year's accumulated blowdown, small streams.	Moderate	Drainage where needed to halt erosion and limit potential erosion (using native materials), tread hardening with native materials where drainage proves to be insufficient to control erosion. Remove blowdown annually. Brush to maintain trail corridor. Higher use may warrant greater use of bridges (2—3 logs wide) for resource protection. Ladders on exceptionally steep rock faces. Tread 18"-24". Clear 4' wide, 3' High.
V Trunk or Primary Trail	Markers, signed with more information and warnings.	Wider tread, worn and very evident. Rock exposed, possibly very eroded.	Obstructions only rarely, small streams	High	Same as above; Plus: regular blowdown removal on designated ski trails, non-native materials as last resort, Extensive tread hardening when needed, bridge streams (2—4 logs wide) difficult to cross during high water, priority given to stream crossings below concentrations of designated camping. Tread 18"-26", clear 6' wide, 8' high, actual turn piking limited to 2% of trail length.
VI Front Country	Heavily marked, detailed interpretive signing	Groomed	None	Very High	Extensive grooming, some paving, bark chips, handicapped accessible. This is to be implemented within 500' of wilderness boundary.
VII Horse Trail	Marked as Trunk or Secondary	Wide tread, must be rather smooth.	Same as Trunk Trail.	Moderate to High	Same as trunk trail, except use techniques appropriate for horses. Bridges: 6' minimum width with kick rails, non-native dimensional materials preferred. Tread: 2'-4' wide, clear 8' wide, 10' high.
VIII. Ski Trail	Marked High. Special markers, sign at all junctions with hiking trails.	Duff remains. Discourage summer use	Practically none due to hazards.	High	Focus on removal of obstructions, maintenance should be low profile, tread determined by clearing 6' (Should be slightly wider at turns and steep sections. Provide drainage using native materials to protect resource.

IX. Mountain Bike Trails(according to International Mountain Biking Standards)	Marked frequently and No Biking signs posted on adjoining trails not specified for bike use	New trails to maximum of 4 feet. Tread width less than 18 inches on a rolling grade	None	Moderate	Remove vegetation at root level Texture the tread Keep trails below 2000 feet Use existing roads or trails that do not exceed 10 % Blowdown removal(annual) Trail brushing

APPENDIX 10 – Best Management Practices for State Lands-Invasive Species

BEST MANAGEMENT PRACTICES FOR STATE LANDS UNDER MANAGEMENT OF THE DEC IN THE ADIRONDACK PARK

Applicability

These Best Management Practices (BMP's) are intended for use by those applying for and implementing terrestrial invasive plant species management activities on State Lands under an Adopt-A-Natural-Resource Agreement (AANR). The following document contains acceptable practices for control of the following four terrestrial invasive species: Purple loosestrife *(Lythrum salicaria)*, Japanese knotweed *(Polygonum cuspidatum)*, Common reed *(Phragmites australis)*, Garlic mustard *(Alliaria petiolata)*.

The following management options, should be selected with consideration for the location and size of the stands, the age of the plants, past methods used at the site, time of year, sensitive native flora within or adjacent to the target infestation, and adjoining and nearby land uses.

Other management approaches not identified here may be appropriate but must be approved by the Regional Land Manager of the NYS Department of Environmental Conservation in the region where the proposed invasive plant control activity will take place in consultation with the Adirondack Park Agency's Director of Planning.

Within the Park there are several geographic settings (at the location of the target plant(s)) that need to be considered when determining appropriate BMP's and the regulatory instruments needed prior to their implementation. These settings and relevant action are:

3. In or within 100' of a wetland on private or public lands -- requires a general permit from the Adirondack Park Agency.
4. Forest Preserve lands -- requires an AANR from the Department of Environmental Conservation and, if wetlands are involved, an Adirondack Park Agency permit.
5. If the standing water is greater then one acre in size and/or has an outlet to surface waters, an aquatic pesticides permit is required pursuant to ECL 15-0313(4) and 6 NYCRR 327.1 in which case application can only be made by a Certified Applicator or Technician or supervised Apprentice licensed in "Category 5 – Aquatic Vegetation Control".

GENERAL PRACTICES

1. **Minimum Tools Approach** – State land stewardship involving invasive plant species management practices should always incorporate the principles of the Minimum Tools Approach. Any group or individual implementing such practices on State land should only use the minimum tools, equipment, devices, force, actions or practices that will effectively reach the desired management goals. Implicit in this document is the stricture to implement a hierarchy of management practices based upon the target species and site conditions starting with the least intrusive and disruptive methods.

2. **Notification -** The following best management practices are intended to be used only when invasive terrestrial plant species are identified on Forest Preserve lands. These management techniques are temporary activities and are implemented with the ultimate goal being protection and restoration of native plant communities. Appropriate signage should be employed to explain the project. It may also be appropriate to issue press releases to explain the goals and techniques of the management activities.

3. **Motorized Equipment** – All use of motorized equipment on State lands under the jurisdiction of the DEC within the Adirondack Park shall be in compliance with Commissioner's Policy Number 17 (CP17), and other pertinent DEC policy regarding the use of motorized equipment on Forest Preserve Lands.

4. **Erosion Control** - Some of the methods described below require actual digging or pulling of plants from the soil. In all cases they require removal of vegetation whether or not there is actual soil disturbance. Each situation must be studied to determine if the proposed control method and extent of the action will destabilize soils to the point where erosion is threatened. Generally if more than 25 square feet of soil surface is cleared or plant removal occurs on steep slopes silt fence should be installed and maintained.

5. **Revegetation** - All of the control methods below are aimed at reducing or eliminating invasive species so that natives are encouraged to grow and re-establish stable conditions that are not conducive to invasive colonization. In most cases removal or reduction of invasive populations will be enough to release native species and re-establish their dominance on a site. However, replanting or reseeding with native species may be required.

6. **Herbicide Treatments** - The only herbicide application allowed is spot treatment to individual plants using a back pack or hand sprayer, wick applicator, cloth glove applicator, stem injection or herbicide clippers. **No broadcast herbicide applications using, for example a truck mounted sprayer, are allowed.** The only herbicides contemplated and approved for use are glyphosate and triclopyr. Glyphosate, in the correct formulation, may be used in situations where there is standing water including wetlands. Trichlopyr is to be used only in upland situations. **In all cases all label restrictions must and shall be followed by a certified applicator in an appropriate category.** The certified applicator or technician must have copies of the appropriate labels at the treatment site. Glyphosate and triclopyr are non-selective herbicides that are applied to plant foliage or cut stems and are then translocated to the roots. The application methods described and allowed are designed to reduce or eliminate the possibility that non-target species will be impacted by the herbicide use. All herbicide spot treatments require follow-up inspection later in the growing season or the following year to re-treat any individuals that were missed. Stem injections may be implemented using a large gauge needle or a specialized injection tool such as the JK Injection System (www.jkinjectiontools.com).

All herbicide mixing will be done in accordance with the label precautions and take place at a staging area (typically at a marshalling yard or a vehicle). No mixing shall take place on State lands unless at an approved location constructed for such use. Unused chemical and mixes shall be disposed of in a legal manner. No chemical or mix shall be disposed of on State lands unless at an approved location constructed for such use.

7. **Sanitation** - Management personnel must attempt to prevent invasive plant propagules from entering a treatment site or from being exported from it. Therefore, personnel must insure that their clothing including boots do not carry seeds or other propagules or weed seed infected soil clods. At the beginning of the field day personnel should inspect their clothing and boots at the staging area. Prior to leaving the treatment site personnel should conduct another inspection and remove any propagules or soil clods from their clothing or boots. Personnel must insure that all equipment used for invasive species control whether it be hand or power driven is cleaned prior to entering onto a control site and prior to leaving the treatment site. Vehicles and equipment can be cleaned at a staging area that is distant from the control site after management activities if precautions are taken during transport to contain any propagules. This is an effort to reduce transport of plant propagules and reduce the potential for new invasive introductions. Use steam or hot water to clean equipment.

8. **Material Collection and Transportation** – While on the treatment site bag all cut material in heavy duty, 3 mil or thicker, black contractor quality plastic clean-up bags. Securely tie the bags and transport from the site in a truck with a topper or cap to securely fasten the load, in order to prevent spread of the plant material from the project work site. Transport the material to a legal disposal location.

9. **Composting** - Because of the extremely robust nature of invasive species, composting in a typical backyard compost pile or composting bin is not appropriate. However, methods can be used whereby sun-generated heat can be used to destroy the harvested plant materials. For instance, storage in a sealed 3 mil thickness (minimum) black plastic garbage bags on blacktop in the sun until the plant materials liquefy is effective. If a larger section of blacktop is available, make a black plastic (4 mil thickness minimum) envelope sealed on the edges with sand bags. The plant material left exposed to the sun will liquefy in the sealed envelope without danger of dispersal by wind. The bags or envelopes must be monitored to make sure the plants do not escape through rips, tears or seams in the plastic. **When composting is suggested later in the text it is understood that liquefying the plant material in or under plastic is the desired action; not disposal in backyard composters or open landfill composting piles.**

CONTROL METHODS FOR PURPLE LOOSESTRIFE (Lythrum salicaria)

PLANT DESCRIPTION

Purple loosestrife is a wetland perennial native to Eurasia that forms large, monotypic stands throughout the temperate regions of the U.S. and Canada. It has a vigorous rootstock that serves as a storage organ, providing resources for growth in spring and regrowth if the plant has been damaged from cuttings. New stems emerge from the perennial roots enabling the plant to establish dense stands within a few years. Seedling densities can approach 10,000-20,000 plants/m5 with growth rates exceeding 1 cm/day. A single, mature plant can produce more than 2.5 million seeds annually which can remain viable after 20 months of submergence in water. In addition, plant fragments produced by animals and mechanical clipping can contribute to the spread of purple loosestrife through rivers and lakes.

MANAGEMENT OPTIONS

1. Digging/pulling

Effectiveness:
Can be effective in small stands i.e.:<100 plants, low-med density(1-75% area), & <3 acres, especially on younger plants in unconsolidated soils.

Methods:
Hand-pull plants <2 years old. Use mini-tiller for plants>2 years - gets most of roots w/minimum soil disturbance, has 3 heavy duty prongs on 1 side that are pushed under base of plant, then pry back on handle to leverage plant out of ground. Use weed wrench for plants > 2 years old - good w/minimal soil disturbance. In mucky conditions, put base of wrench on small piece of wood (e.g.: piece of 2x4) to keep wrench from sinking into mud. Use shovel for plants > 2 years old - dig up plant, tamp down disturbed area and/or then replace soil and any existing cover.

Cautions:
May increase habitat disturbance & increase spread of loosestrife. Requires follow-up treatments of sites for 3 years to eliminate re-sprouting from fragments left behind. Must pull/dig ENTIRE rootstock or resprouting will likely occur. Must pull/dig before the plants begin setting seed or must remove flower/seed heads first (cut into bags) to prevent spread of seeds. Also remove previous year=s dry seed heads. Erosion control may be necessary.

Disposal:
Bag all plant parts & remove from site (compost at DOT Residency, dispose of in approved landfill or incinerate with appropriate permits)..

Sanitation:
Clean all clothing, boots, & equipment to prevent spread of seed. See #4 under General Practices.

2. Cutting

Effectiveness:
Can be effective in small stands i.e.<100 plants, low-med density (1-75% area), & <3 acres, especially on younger plants.

Methods:
Remove flower heads before they go to seed, so seed isn=t spread when cutting or mowing. Must do repeated cutting & mulching to permit growth of grasses.

Cautions:
Need to repeat for several years to reduce spread of plants. Doesn't affect rootstalk & thus, cut pieces can be spread that will resprout. Once severed, stems are buoyant and may disperse to other areas and re-sprout. Removal of seed heads

should be done as late in the growing season as possible yet before seed set. Early cutting without additional seed head harvest could allow resprouting with greater subsequent seed production.

Disposal:
Bag all plant parts & remove from site (compost at DOT Residency, dispose of in approved landfill or incinerate with appropriate permits).

Sanitation:
Clean all clothing, boots, & equipment to prevent spread of seed. See #4 under General Practices.

3. Herbicide

Effectiveness:
Use when>100 plants & <3-4 acres in size.

Methods:
Use glyphosate formulations only. If possible treat seedlings before they reach 12" in height. Cut and bag flower heads before applying herbicide. Apply prior to or when in flower (late July/Aug) so plants are actively growing.
For spot application use:
- sponge tip applicator w/wick.
- stem injection

Cautions:
This herbicide is not selective (kills both monocots & dicots), thus should be applied carefully to prevent killing of non-target species. All tank mixes should be mixed with clean (ideally distilled) water because glyphosate binds tightly to sediments, which reduces toxicity to plants.
Do not apply in windy conditions because spray will drift and kill other plants. Do not apply if rain is forecast within 12 hours because herbicide will be washed away before it can act. Choose Glyphosate formulation for applications in standing water or along a shoreline.

4. Biocontrol

Two species of leaf-feeding beetle, *Galerucella calmariensis* and *G. pusilla*, have been shown to be effective in controlling purple loosestrife. Over 5 million of these beetles have been released in 30 states including New York, the northeastern and midwestern states as well as all of the Canadian Provinces. The beetles have shown dramatic decreases in purple loosestrife populations with subsequent increases in populations of native species. The scientific literature indicates that the beetles are very specific to purple loosestrife with only minor Aspillover@ effects that do not compromise non-target plant populations.

Effectiveness:
Use if site has at least a half acre of purple loosestrife of medium to thick density.
Best type of control for large patches of loosestrife>3-4 acres.

Methods:
The number of beetles released per site should be based on the size of the site, the density of loosestrife and the economics of purchase. More beetles are generally better than fewer.

Cautions:
Use only if mowing, pesticide and herbicide use are not active practices on the site.
The site must not be permanently flooded and should be sunny. Use only if winged loosestrife, *(Lythrum alatum)* and waterwillow *(Decodon verticillatus)* are not major components of the plant community on the release site. **Please note that identification of winged loosestrife and waterwillow should be done by a professional botanist prior to treatment to determine if this biocontrol method is appropriate.**

CONTROL METHODS FOR COMMON REED (Phragmites australis)

PLANT DESCRIPTION

Phragmites is a perennial grass that can grow to 14 feet in height. Flowering and seed set occur between July and September, resulting in a large feathery inflorescence, purple-hued turning to tan. Phragmites is capable of vigorous vegetative reproduction and often forms dense, virtually monospecific stands. It is unclear what proportion of the many seeds that Phragmites produces are viable. **Please note that identification of phragmites should be done by a professional botanist prior to treatment to distinguish the invasive non-native race from the non-invasive native.**

MANAGEMENT OPTIONS

1. Cutting and Pulling

Effectiveness:
Need to repeat annually for several years to reduce spread of plants. Hand-pulling, though labor intensive, is an effective technique for controlling phragmites in small areas with unconsolidated soils or sediments.

Methods:
The best time to cut phragmites is when most of food reserves are in aerial portion of plant (when close to tassel stage-e.g.: at end of July/early August to decrease plant's vigor. Some patches may be too large to cut by hand, but repeated cutting of the perimeter of a stand can prevent vegetative expansion. Phragmites stems should be cut below the lowest leaf, leaving a 6" or shorter stump.
Hand-held cutters and gas-powered hedge trimmers work well. Weed whackers with a circular blade were found to be particularly efficient, though dangerous.

Cautions:
If cut before in tassel stage or at wrong time, stand density may increase because Phragmites is a grass. Remove cut shoots to prevent re-sprouting and forming stolons.

Disposal:
Cut or pulled material should be removed from the site and composted, land-filled or incinerated. The harvested biomass can be disposed of onsite if the seed heads are removed and the cut stems are dispersed in an upland area.

Sanitation:
Clean all clothing, boots, & equipment to prevent spread of seed. See #4 under General Practices.

2. Herbicide

Effectiveness:
Herbicide use is a 2 year, 2 step process because the plants may need Atouch-up@ application, especially in dense stands since subdominant plants are protected by thick canopy & may not receive adequate herbicide in the first application.

Methods:
Use glyphosate formulations only. Cut Phragmites at waist-height just before onset of tassel stage. Immediately squeeze/inject 5 mil of 50% solution of glyphosate into each individual, freshly-cut stem. Secure all cut plant material, remove from site and dispose of at approved landfill or incinerator. 50% solution of glyphosate equates to a one to one mix with distilled water. After 2 to 3 weeks following application of glyphosate, cut or mow down the stalks to stimulate the emergence and growth of other plants previously suppressed. Use spray bottle for individual foliar spot treatments or use swab or syringe w/large gauge needle or Nalgene® Unitary® wash bottle (or equivalent) to apply 1-2 drops directly to cut stems if cutting done first, or cloth glove applicator.

Cautions:

This herbicide is not selective (kills both monocots & dicots), thus should be applied carefully to prevent killing of non-target species. All tank mixes should be mixed with clean (ideally distilled) water because glyphosate binds tightly to sediments, which reduces toxicity to plants.
Do not apply in windy conditions because spray will drift and kill other plants. Do not apply if rain is forecast w/in 12 hours because herbicide will be washed away before it can act. Choose appropriate glyphosate formulation for applications in standing water or along a shoreline.

3. Plastic*

* This is a temporary use of plastic sheeting on Forest Preserve lands and should be used only if other non-herbicide approaches are considered less effective. In any case where plastic sheeting is used on Forest Preserve lands signing should be employed to explain the project should be provided.

Effectiveness:
Tarping can be effective in small stands i.e.:<100 plants, low-med density(1-75%area). Plants die off w/in 3-10 days, depending on sun exposure.

Methods:
Cut plants first to 6-8" (hand clippers or loppers, hand-pushed bush hog or weed whacker w/blade). After cutting a stand of phragmites, anchor a sheet of plastic over the cut area using sand bags or rocks. High temperatures under the plastic will eventually kill off the plants. This technique works best when the treated area is in direct sunlight. Black plastic is desirable, but clear plastic also works. Plastic should be at least 6 millimeters thick. Hold plastic in place with sandbags, rocks, etc.
Can treat runners along edge w/spot application of glyphosate. Cut holes in plastic in Oct.- Nov. to promote germination of cattail shoots. The plastic can be removed the following year when the covered plants have been killed. A few phragmites shoots may return. These can be cut or hand-pulled.

Cautions:
Must monitor to determine if shoots are extending out from under the plastic.

Disposal:
Can leave cut material under plastic or bag all plant parts & remove from site (compost at DOT Residency, dispose of in approved landfill or incinerate with appropriate permits. All plastic sheeting must be removed from State lands.

Sanitation:
Clean all clothing, boots, & equipment to prevent spread of seed. See #4 under General Practices.

4. Cutting

Effectiveness:
Can be effective in small stands i.e.<100 plants, low-med density (1-75%area) & <3 acres.

Methods:
Cut just before the end of July, most of the food reserves produced that season are removed with the aerial portion of the plant reducing the plant's vigor. This regime may eliminate a colony if carried out annually for several years. Can do after herbicides.

Sanitation:
Clean all clothing, boots, & equipment to prevent spread of seed. See #4 under General Practices.

5. Pulling

Effectiveness:
Can be effective in small stands i.e.<100 plants. Very labor intensive. Best with sandy soils.

Methods:
Hand-pull plants<2 years old. Use shovel for plants>2 years old-dig up plant, then replace soil and any existing cover.

Disposal:
Bag all plant parts & remove from site (compost at DOT Residency, dispose of in approved landfill or incinerate with appropriate permits).

Sanitation:
Clean all clothing, boots, & equipment to prevent spread of seed. See #4 under General Practices.

6. Excavation

Effectiveness:
Can be effective for patches up to 2 acre. Cost is the limiting factor.

Methods:
When working in wetlands only tracked equipment shall be used. Rubber-tired excavators can operate from adjacent pavement or upland areas. All use of motorized equipment on State lands under the jurisdiction of the DEC within the Adirondack Park shall be in compliance with Commissioner's Policy Number 17 (CP17), and other pertinent DEC policy regarding the use of motorized equipment on Forest Preserve Lands.

Cautions:
The patch should be excavated to below the depth of rhizome development. Follow-ups later in the season or the following year must be conducted to verify that all the plants have been removed.

Disposal:
Bag all plant parts & remove from site (compost at DOT Residency, dispose of in approved landfill or incinerate with appropriate permits).

Sanitation:
Clean all clothing, boots, & equipment to prevent spread of seed. See #4 under General Practices.

CONTROL METHODS FOR GARLIC MUSTARD (Alliaria petiolata)

PLANT DESCRIPTION

Garlic mustard is a naturalized European biennial herb that typically invades partially shaded forested and roadside areas. It is capable of dominating the ground layer and excluding other herbaceous species. Its seeds germinate in early spring and develops a basal rosette of leaves during the first year. Garlic mustard produces white flowers between late April and June of the following spring. Plants die after producing seeds, which typically mature and disperse in August. Normally its seeds are dormant for 20 months and germinate the second spring after being formed. Seeds remain viable for up to 5 years.

MANAGEMENT OPTIONS

1. Pulling.

Effectiveness:
Hand pulling is an effective method for removing small populations of garlic mustard, since plants pull up easily in most forested habitats. Plants can be pulled during most of the year. However, pulling also disturbs the soil and can increase rates of germination of buried seeds. In most cases cutting is the preferred hand control option.

Methods:
Soil should be tamped down firmly after removing the plant. Soil disturbance can bring garlic mustard seeds to the surface, thus creating a favorable environment for their germination.

Cautions:

Care should be taken to minimize soil disturbance but to remove all root tissues. Re-sprouting is uncommon but may occur from mature plants not entirely removed. Cutting is preferred to pulling due to potential for soil disturbance.

Disposal:
If plants have capsules present, they should be bagged and disposed of to prevent seed dispersal. Bag all plant parts & remove from site (compost at DOT Residency, dispose of in approved landfill or incinerate with appropriate permits).

Sanitation:
Clean all clothing, boots, & equipment to prevent spread of seed. See #4 under General Practices.

2. Cutting

Effectiveness:
Cutting is effective for medium-to large-sized populations depending on available time and labor resources. Dormant seeds in the soil seed bank are unaffected by this technique due to minimal disturbance of the soil.

Methods:
Cut stems when in flower (late spring/early summer) at ground level either manually (with clippers or a scythe) or with a motorized string trimmer. This technique will result in almost total mortality of existing plants and will minimize re-sprouting.

Cautions:
Cuttings should be conducted annually until the seedbank is depleted.

Disposal:
Cut stems should be removed from the site when possible since they may produce viable seed even when cut. Bag all plant parts & remove from site (compost at DOT Residency, dispose in approved landfill or incinerate with appropriate permits).

Sanitation:
Clean all clothing, boots, & equipment to prevent spread of seed. See #4 under General Practices.

3. Herbicide

Effectiveness:
Glyphosate will not affect subsequent seedling emergence of garlic mustard or other plants.

Methods:
Use glyphosate formulations only. Should be applied after seedlings have emerged, but prior to flowering of second-year plants. Application should be by wick applicator or spray bottle for individual spot treatments.

Cautions:
This herbicide is not selective (kills both monocots & dicots), thus should be applied carefully to prevent killing of non-target species. All tank mixes should be mixed with clean (ideally distilled) water because glyphosate binds tightly to sediments, which reduces toxicity to plants.
Do not apply in windy conditions because spray will drift and kill other plants. Do not apply if rain is forecast w/in 12 hours because herbicide will be washed away before it can act. Choose appropriate glyphosate formulation for applications in standing water or along a shoreline.

CONTROL METHODS FOR JAPANESE KNOTWEED (Polygonum cuspidatum)

PLANT DESCRIPTION

Japanese knotweed is an herbaceous perennial which forms dense clumps 1-3 meters (3-10 feet) high. Its broad leaves are somewhat triangular and pointed at the tip. Clusters of tiny greenish-white flowers are borne in upper leaf axils during August and September. The fruit is a small, brown triangular achene. Knotweed reproduces via seed and by vegetative growth through stout, aggressive rhizomes. It spreads rapidly to form dense thickets that can alter natural ecosystems. Japanese knotweed can tolerate a variety of adverse conditions including full shade, high temperatures, high salinity, and drought. It is found near water sources, in low-lying areas, waste places, and utility rights of way. It poses a significant threat to riparian areas, where it can survive severe floods.

MANAGEMENT OPTIONS

1. Digging

Effectiveness:
This method is appropriate for very small populations.

Methods:
Remove the entire plant including all roots and runners using a digging tool. Juvenile plants can be hand-pulled depending on soil conditions and root development.

Cautions:
Care must be taken not to spread rhizome or stem fragments. Any portions of the root system or the plant stem not removed will potentially re-sprout.

Disposal:
All plant parts, including mature fruit, should be bagged and disposed of in the trash to prevent re-establishment (i.e. stockpile at DOT Residency with prior approval, dispose of in an approved landfill or incinerate with appropriate permits).

Sanitation:
Clean all clothing, boots, & equipment to prevent spread of seed. See #4 under General Practices.

2. Cutting

Effectiveness:
Repeated cutting may be effective in eliminating Japanese knotweed. Manual control is labor intensive, but is a good option where populations are small and isolated or in environmentally sensitive areas.

Methods:
Cut the knotweed close to the ground at least 3 times a year. Plant locally prevalent native species as competitors as an alternative to continued treatment.

Cautions:
This strategy must be carried out for several years to obtain success. Both mechanical and herbicidal control methods require continued treatment to prevent reestablishment of knotweed.

Disposal:
Bag all plant parts & remove from site (i.e. stockpile at DOT Residency with prior approval, dispose of in an approved landfill or incinerate with appropriate permits).

Sanitation:
Clean all clothing, boots, & equipment to prevent spread of seed. See #4 under General Practices.

3. Herbicide

Effectiveness:
Glyphosate or trichlopyr treatments in late summer or early fall are much more effective in preventing regrowth of Japanese knotweed the following year.

Methods:
Use glyphosate or trichlopyr formulations only.
Strategy:
1) Late June - Cut down stalks. If stem injection is used stalks do not have to be cut.
2) Allow knotweed to regrow.
3) After August 1, implement foliar spray, cut stem swab or stem injection of knotweed with glyphosate or trichlopyr. Stem injection should be below the 2nd node above the ground level.

Cautions:
Established stands of Japanese knotweed are difficult to eradicate even with repeated herbicide treatments. However, herbicide treatments will greatly weaken the plant and prevent it from dominating a site. Adequate control is usually not possible unless the entire stand of knotweed is treated (otherwise, it will re-invade via creeping rootstocks from untreated areas). Empirical evidence is that trichlopyr is more effective than glyphosate in causing Japanese knotweed mortality.

These herbicides are not selective (kills both monocots & dicots), thus should be applied carefully to prevent killing of non-target species. All tank mixes should be mixed with clean (ideally distilled) water because glyphosate binds tightly to sediments, which reduces toxicity to plants.
Do not apply in windy conditions because spray will drift and kill other plants. Do not apply if rain is forecast w/in 12 hours because herbicide will be washed away before it can act. Choose appropriate glyphosate formulation for applications in standing water or along a shoreline.

APPENDIX 11 – Mountain Bike Trail Guidelines

- Look for and identify control points (i.e. wetlands, rock outcrops, scenic vistas).
- Avoid sensitive areas; wetlands and wherever water collects.
- Keep trails below 2,000 ft.
- Use existing roadways where possible that do not exceed grades of 10%.
- Clear new trails to a maximum width of four feet to establish a single track route.
- Keep tread width less than 18" along a rolling grade.
- Remove vegetation at the root level- not at ground level.
- Keep routes close to the contour and avoid fall lines where water is likely to flow downhill.
- On side slopes, following the contour, cut full benches to construct the tread. Outsloping in this manner helps to remove water from the trail. Vegetate backslopes.
- Build flow into the trail with open and flowing designs with broad sweeping turns.
- Streams should be crossed at ninety-degree angles preferably across rock or gravel.
- Bridges may be used where steep banks prevent normal stream crossings. The latter may require an APA Wetlands Permit.
- Do not construct skid berms or extensive banked turns that may accelerate erosion.
- Avoid acute, sharp angle turns.
- Plan trails for beginners to intermediate levels of riders.
- Maintain an overall grade of 10% or less.
- Allow short changes in grade to avoid obstacles.
- Design grade dips to break up long, straight linear sections, and to help divert runoff from the tread.
- Monitor and inspect all trails semi-annually. Address water problems immediately.

APPENDIX 12 – South Branch Moose River Settlement

SUPREME COURT OF THE STATE OF NEW YORK
COUNTY OF HAMILTON

- X
THE ADIRONDACK LEAGUE CLUB, INC.,:

Plaintiff, : STIPULATION AND ORDER
- against - OF DISCONTINUANCE
AND AMENDMENT
SIERRA CLUB, THE SIERRA CLUB:
(ATLANTIC CHAPTER), THOMAS KLIGERMAN, INDEX No. 4071/91
JEFF JONES, CARL ANDERSON, LORRAINE :
VAN HATTEN, AND ROBERT WOLFE, Hon. Joseph M. Siss (JSC)
:
Defendants,
- and - :

THE STATE OF NEW YORK AND THE
ADIRONDACK MOUNTAIN CLUB, INC.:

Defendants - Intervenors, :
- X

IT IS HEREBY STIPULATED AND AGREED, by and among the attorneys for the Plaintiff, the attorneys for the Defendants, and the attorneys for the Defendants-Intervenors, as follows:

1. This action, including counterclaims, is hereby discontinued, with prejudice, and without costs. subject only to the terms set forth herein.
2. Subject to the approval of the Court, any and all prior stipulations in this action are hereby superseded and shall be of no further force and effect.
3. Nothing contained herein shall constitute an admission or finding that the portion of the South Branch of the Moose River (SBMR) that traverses the property of the Adirondack League Club, Inc. (ALC), hereinafter referred to as “SBMR-ALC" , is or is not navigable or that a traverse of SBMR-ALC would or would not constitute a trespass. It is the intent of the parties that no activity engaged in as permitted by the terms of this Stipulation, and no records of any such activity by any party or any person or entity whatsoever, shall he evidence of navigability in any action or proceeding. It is also specifically intended that no person or party shall gain or lose any property or other right by reason of this Stipulation or activity undertaken pursuant to its terms.
4. The original parties defendant and intervenors, covenant not to commence a new lawsuit, or intervene in, or file an amicus brief in any third party litigation concerning navigability of SBMR-ALC or the issue of trespass along SBMR-ALC. This undertaking shall not apply to any litigation concerning the enforcement or interpretation of the terms of this Stipulation.
5. The parties to this Stipulation agree to adhere to the level of access permitted byparagraph 6 hereof, notwithstanding any future court determination or governmental administrative rules or regulations regarding access to or navigability of, SBMR-ALC. The parties also agree that there might be a material change in circumstances pertaining to such access or navigability, such as, for example, a New York State legislative enactment applicable to SBMR-ALC. Any party may make an application to the Court for a judicial determination of whether an alleged material change of circumstances has occurred that should warrant any amendment or termination, as may be the case, of the Stipulation.
6. ALC shall permit traverse of the SBMR-ALC by Defendants, Intervenors-Defendants and the general public, provided that:
   a. Each person who shall traverse the SBMR~ALC shall have signed a

registration statement in the form attached to this Stipulation as Exhibit A.

b. The traverse occurs during the period May 1st to October 15th or such later date as marks the start of the muzzleloading season for big game (deer and bear) in the Northern Zone as prescribed by the New York State Department of Environmental Conservation (DEC) provided (I) the staff gauge on the Moose River at McKeever has registered 2.65 feet or greater at any time during the 24 hour period prior to the commencement of such traverse or (ii) the reading on the "Replacement Gauge" exceeds the "Threshold Reading" during such period. For the purposes of this subparagraph, the "Replacement Gauge" shall be a gauge to be located on the SBMR-ALC at Kornmeyer Camp, Bisby Bridge or such other location as may be agreed upon by the parties, at ALC's expense (installation, calibration, and maintenance), accessible by telephone, and capable of continuously recording either the level or flow of the SBMR; and the "Threshold Reading" shall be the level or flow that the parties mutually agree in the future shall allow traverse. In the event the staff gauge at McKeever is taken out of service, the ALC shall use its best efforts in good faith promptly to install areplacement Gauge, but not later than nine months after the staff gauge at McKeever is taken out of service. Upon the installation of a fully operable Replacement Gauge and the determination by mutual agreement of a Threshold Reading equivalent to the 2.65 foot reading at McKeever, the use of the staff gauge at McKeever for any purpose under the Stipulation shall cease. If the parties are unable to reach mutual agreement on the Threshold Reading, any party may make an application to the Court for a judicial determination.

c. A good faith effort shall be made to traverse the SBMR-ALC within one day and to complete the traverse during daylight hours.

d. There shall be no entry on the beds or banks of the SBMR-ALC except

that the bed and banks may be used, when as absolutely necessary, to circumvent occasional obstacles, riffles and shallows in SBHR-ALC, including the right to portage on riparian lands, when such use is strictly incidental to the navigation of SBMR-ALC.

e . There shall be no anchoring or tying up on the SBMR- ALC, except as may be incidental to avoidance of obstacles or impassable or unsafe conditions.

f. No trip shall be permitted on days when ALC is engaged in fish stocking activities or during other days or periods of scientific study of which ALC will give reasonable notice to the general public. The parties agree that such activities or study will not occur on a weekend or holiday or exceed four days during the period from May 1st through October 15th each year.

g. There shall be no swimming, fishing or hunting and no collecting of flora or fauna from the SBMR-ALC.

h. Only non-motorized canoes, kayaks or similar one or two person craft may be utilized on the SBMR-ALC; tubes,. rafts and similar devices are not permitted.

I. No party to this Stipulation makes any claim or warranty concerning the safety of passage of SBMR-ALC and each such party disclaims any liability or responsibility for personal injury or property damage to persons who attempt a traverse. who do so at their own risk. Nothing in this stipulation shall be construed to require any of the parties hereto to provide assistance to anyone by reason of a traverse. Nevertheless, ALC reserves the right to recover reasonable expenses for any assistance rendered to any person (including recovery of personal property) in need by reason of the traverse of the SBMR-ALC pursuant to this Stipulation from the person so assisted.

7. The ALC may, at its own expense, install and maintain a sign where the SBMR enters ALC property, setting forth the conditions described above in Paragraph 6 and stating that any failure to adhere to such conditions may be viewed by the ALC as a trespass that may result in prosecution.

8. The State of New York, by the New York State Department of Environmental Conservation (DEC), shall use reasonable efforts to maintain and safeguard at each of the Limekiln Lake and Cedar River Road gates, and any other entry points now existing or hereinafter established, in the Moose River Plains Recreation Area a conspicuous register which shall include copies of the terms of access prescribed by this Stipulacion and the registration form annexed to this Stipulation as Exhibit A. No party to this Stipulation shall be liable for the failure of any individual traversing the SBMR-ALC to sign the register or otherwise comply with any of the requirements contained in Paragraph 6 of this Stipulation. The register shall be accessible for inspection by the parties to this Stipulation, and a copy of the completed registration form(s) shall be provided to any party upon request. The State of New York, by the offices of the Attorney General and the DEC, agree that

a No rules or regulations which may hereaftsr be published involving access to

State lands abutting the South Branch of the Moose River, or of specific applicability to the public' s access or use of SBMR-ALC, shall be inconsistent with the terms of access contained in paragraph 6 of this Stipulation.

b. Instructions regarding the provisions of this Stipulation shall be given to all Regional Directors and Supervisory Staff of the State of New York and DEC having jurisdiction over State land abutting Adirondack League Club property or over which there is access to SBMR-ALC.

9. In the event that the Sierra Club (Atlantic Chapter) or the Adirondack Mountain Club, Inc., publish information regarding canoeing or kayaking that refers to the SEMR, such organization shall include a notice setting forth the basic terms of Paragraph 6 of this Stipulation.

Dated: May _____,2000

So Ordered:

_____
JSC

The Adirondack League Club, Inc.,
Plaintiff

By: _____
president

Shamberg Marwell Hochermsn
Davis & Hollis, P.C.

By: _____
Attorneys for Plaintiff

Bertine, Hufnagel, Headley, Zeltner,
Drummond & Dohn, LLP

By: _____
Attorneys or Plaintiff

Sierra Club, The Sierra Club
(Atlantic Chapter), Defendant

By: _____

Whiteman, Osterman & Hanna

By: _____
Attorneys for Defendant
Sierra Club and Sierra Club
(Atlantic Chapter)

_____
Thomas Kligerman, Defendant

_____
Jeff Jones.. Defendant

_____
Carl Anderson, Defendant

_____
Lorraine Van Hatten, Defendant

Bartle, McGrane, Duffy & Jones
Attorneys for Defendants,
Thomas Kligerman, Jeff Jones,
Carl Anderson & Lorraine
Van Hatten

_____
Robert Wolfe, Defendant

Proskauer, Rose, Goetz, Mendelsohn

By: _____
Attorney for Defendant, Robert Wolfe

The Adirondack Mountain Club, Inc.
Defendant-Intervenor

By: _____

_____
John W. Caffry, Esq., Attorney for
Defendant-Intervenor (ADK)

_____
Neil F. Woodworth, Esq., Corporation
Counsel Defendant-Intervenor (ADK)

New York State Department of
Environmental Conservation

By: _____

The State of New York,
Hon. Eliot L. Spitzer, Attorney
General, Defendant-Intervenor

By: _____
of Counsel

REGISTRATION STATEMENT

This Registration Statement is required to be completed and signed by each person who shall traverse the South Branch of the Moose River thru Adirondack League Club property, pursuant to the Order of the Supreme Court, Hamilton County, dated June 23, 2000,
Case Index No. 4071/91.

The undersigned acknowledges the hazardous nature of the trip due to the characteristics of the river, length of the traverse and unpredictability of river flow. The undersigned to the extent permitted by law assumes all risk of the trip and releases and holds harmless the Adirondack League Club (ALC), its directors, officers, employees and members from and against any liability, costs, or expense whatsoever, including reasonable legal fees, arising by reason of the trip.

The undersigned further represents that he/she acknowledges the limitations governing the trip as set forth in the Stipulation and Court Order. Such limitations are also conspicuously posted at the entrance to ALC property.

NAME: _____
(Please Print)

RESIDENCE ADDRESS: _____

DATE:

In the event of emergency. please contact:

_____
(Please Print)

_____

_____

Telephone No.: _____

CANOEISTS AND KAYAKERS:
READ THE FOLLOWING IMPORTANT INFORMATION A stretch of the South Branch of the Moose River passes through private land owned by the Adirondack League Club ("ALC"). This stretch of the River is open for public traverse pursuant to the following terms of a court order signed by Supreme Court Justice Joseph Size on June 23, 2000:

1. You must sign the attached registration statement and leave it at this register.

2. Your trip must occur during the period May 1 to October 15, or such later date as marks the start of the muzzleloading season for big game in the Northern Zone as prescribed by DEC regulations.

3. You may begin your trip during this time frame only if the United States Geological Service staff gauge at the Mckeever Station on the Moose River has registered 2.65 feet or greater at any time during the 24 hour period prior to the start of your traverse. Staff gauge readings are available on the Web at:

   http://ny.usqs.gov/rt-cqi/gen stn pq?station=04254500

4. You must make a good faith effort to traverse the stretch of the South Branch which flows through the ALC property in one day.

5. You may not enter the bed or banks of the River as it flows through ALC property except when absolutely necessary to avoid obstacles, riffles, or shallows in the river, when strictly incidental to navigation. When strictly incidental to navigation and when absolutely necessary to avoid obstacles, riffles, or shallows in the river, a paddler has the right to portage.

6. You may not anchor or tie up on ALC property except when it is incidental to the avoidance of obstacles or impassable or unsafe conditions.

7. If ALC has given reasonable notice to the general public that it will be engaged in fish stocking or scientific study on the South Branch of the Moose River, on a specific day, you may not use the River on that day. No fish stocking or scientific study will occur on a weekend or holiday. In addition, ALC may not designate more than four days each year for such fish stocking or scientific study.

8. You may not swim, fish, hunt, or collect any flora or fauna on ALC property.

9. You may use only non-motorized canoes, kayaks or similar one or two person craft. Tubes, rafts and similar devices are not permitted on the South Branch of the Moose as it passes through ALC property .

10. WARNING: The opening of this River does not mean that passage of the River is safe. Traversing the River is a dangerous activity. Should you traverse the River, you will be traversing the River at your own risk. The ALC, the Sierra Club, the Adirondack Mountain Club, and the State of New York disclaim any liability or responsibility for any personal injury or property to persons who attempt to traverse the River. No one is required to provide any assistance to you by reason of your traverse or the conditions of the river. ALC may attempt to recover reasonable expenses from you should ALC decide to render any such assistance to you.

APPENDIX 13 – Raquette Lake Railroad/ Uncas Road Encroachments

The following table represents encroachments along the Raquette Lake Railroad and Uncas Road that were identified in 2005. Some of the encroachments that were of a minor nature such as debris and wood piles, personal items like canoes, tables and clothes lines, were not individually located on survey maps. Other improvements such as structures, wells, water supply lines, cleared areas, and driveways found outside the private rail bed width were identified on the survey maps. Detailed information by individual Lots and encroachment type is on file with the Department.

ENCROACHMENT TYPE	NOTES
SEVERAL IMPROVEMENTS	CABIN, SHED, OUTHOUSE, DRIVEWAY, CLEARING, FIRE PIT, DEBRIS.
SEVERAL IMPROVEMENTS	WATER TANK, CLEARED AREA TO LAKE, WATER TANK, SHOWER, PLANTED TREES, CANOE, WOOD PILE, DEBRIS.
SEVERAL IMPROVEMENTS	CABIN, 2 SHEDS, TIPI, OUTHOUSE, CANOES, GRILLS, CLEARING, WOOD PILES, BENCHES
SEVERAL IMPROVEMENTS	PROPANE TANKS, GRILL, SHED, BENCH, DRAIN PIPE, WOOD STAIRS, FIRE PIT, TABLES, CLEARING
SEVERAL IMPROVEMENTS	OUTHOUSE, DECK, 3 BOATS, 16FT DOCK, SPRING BOX AND PIPE, FIRE PIT, BENCHES
SEVERAL IMPROVEMENTS	SHED, WELL, OUTHOUSE, PLATFORM, WOOD PILE, BOAT ON SHORE
SEVERAL IMPROVEMENTS	CABIN, OUTHOUSE
SEVERAL IMPROVEMENTS	CABIN, GRAVEL PARKING LOT, FIRE PIT
SEVERAL IMPROVEMENTS	CABIN, RAMP - WOOD PILE
SEVERAL IMPROVEMENTS	OUTHOUSE, STAIRS, SHED - FIRE PIT, WOOD PILE, LAWN SWING, CHAIRS
SEVERAL IMPROVEMENTS	TRAILER, 2 SHEDS - WOOD PILES
SEVERAL IMPROVEMENTS	PORCH, SATELLITE DISH - CLEARED PARKING AREA, MOWED LAWN
SEVERAL IMPROVEMENTS	WELL, HOLDING TANK - BIRD FEEDER, CHAIRS, CLEARED AREAS
SEVERAL IMPROVEMENTS	CABIN, SHED - PROPANE TANK, BOAT TRAILER, CLOTHES LINE, WOOD PILE
SEVERAL IMPROVEMENTS	2SHEDS,SATELITE DISH, PROPANE TANK, BBQ - DEBRIS
SEVERAL IMPROVEMENTS	CABIN, OUTHOUSE 52 FT ON STATE, DEBRIS
SEVERAL IMPROVEMENTS	CABIN, OUTHOUSE, BOAT
SEVERAL IMPROVEMENTS	OUTHOUSE, PROPANE TANK - DRAIN PIPE, LADDER, BARREL, CLOTHES LINE
SEVERAL IMPROVEMENTS	SHED, SCREENED PATIO - WOOD PILE, DEBRIS

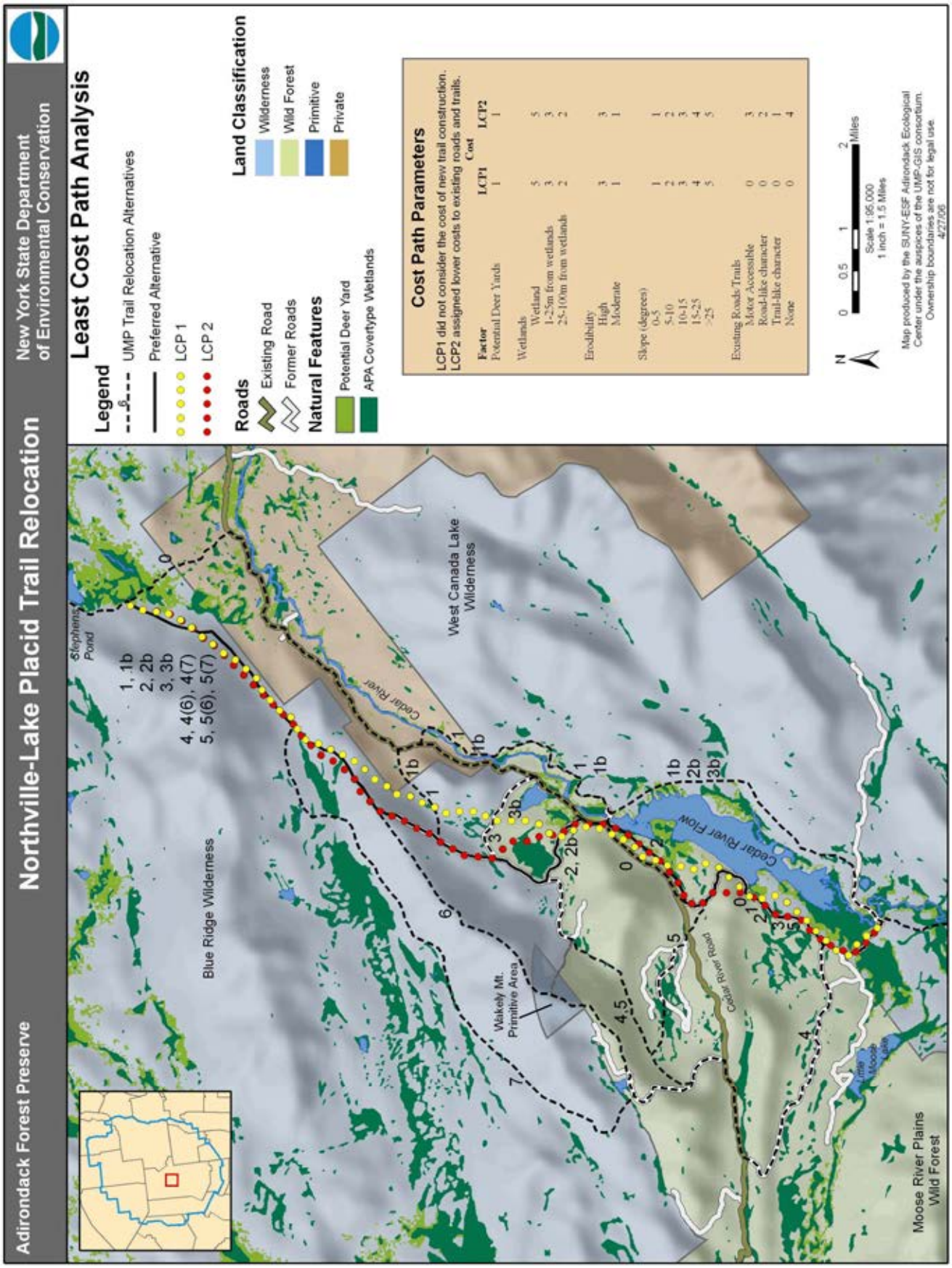
ENCROACHMENT TYPE	NOTES
SEVERAL IMPROVEMENTS	SHED, PROPANE TANK, DEBRIS
SEVERAL IMPROVEMENTS	PORCH, SHED, FIREPLACE, 8 FT, CUT BANK
SEVERAL IMPROVEMENTS	OUTHOUSE, SHED - MOWED AREA, BOAT, LAWN MOWER, DEBRIS
SEVERAL IMPROVEMENTS	STORAGE TANK, PUMP HOUSE, WOODEN STAIRS, CLEARED TRAIL TO LAKE
SEVERAL IMPROVEMENTS	OUTHOUSE, SHED - CLOTHES LINE
SEVERAL IMPROVEMENTS	CABIN, PROPANE TANK
OUTHOUSE	OUTHOUSE - TRAIL, DEBRIS
OUTHOUSE	OUTHOUSE - CANOES, DEBRIS
OUTHOUSE	OUTHOUSE
OUTHOUSE	OUTHOUSE 88 FT ON STATE
OUTHOUSE	2 OUTHOUSES - 45 FT AND 44 FT ON STATE
OUTHOUSE	OUTHOUSE - TABLE
OUTHOUSE	OUTHOUSE
OUTHOUSE	OUTHOUSE - 73 FT ON STATE
OUTHOUSE	OUTHOUSE
OUTHOUSE	OUTHOUSE - ROCK WALL, CLEARED AREA
OUTHOUSE	OUTHOUSE - DRAIN PIPES, CLEARED LAWN AREA, BENCH, WOOD PILE
OUTHOUSE	OUTHOUSE - 2 CANOES, SNOW BLOWER
OUTHOUSE	2 OUTHOUSES - ROCK LINED WALKWAY, FIRE PIT, WOOD PILES, RUSTIC LOG SEATS
OUTHOUSE	OUTHOUSE - CONCRETE PILLARS, DEBRIS
OUTHOUSE	OUTHOUSE - LAWN, WOOD PILE, FIRE PIT, PICNIC TABLE
OUTHOUSE	OUTHOUSE, WOODEN STAIRS, LAWN, CLOTHES LINE, WOOD PILE, DEBRIS
OUTHOUSE	OUTHOUSE, DRAIN PIPES
OUTHOUSE	OUTHOUSE, WELL CASING, DRAIN PIPES, DEBRIS
OUTHOUSE	OUTHOUSE
OUTHOUSE	OUTHOUSE
OUTHOUSE	OUTHOUSE
OUTHOUSE	OUTHOUSE, CLEARED BRUSH, BENCHES, FIRE PIT

ENCROACHMENT TYPE	NOTES
DEBRIS	DEBRIS
DEBRIS	DEBRIS
DEBRIS	DEBRIS
DEBRIS	OLD STOVE
DEBRIS	CONSTRUCTION DEBRIS, TABLE
DEBRIS	DEBRIS, METAL & GLASS SCRAPS, TIRES, PLASTICS, BOAT TRAILER-STORAGE
DEBRIS	DEBRIS
DEBRIS	DEBRIS
DEBRIS	55 GALLON BARRELS
DEBRIS	DEBRIS
DEBRIS	WOOD PILES
DEBRIS	DEBRIS
DEBRIS	DEBRIS
DEBRIS	DEBRIS, NARROW TRAIL
DEBRIS	WOOD PILE
DEBRIS	DEBRIS
DEBRIS	DEBRIS, BARRELS
PERSONAL ITEMS	BOAT TRAILER, CLOTHES LINE
PERSONAL ITEMS	CLEARED AREA, STEPS, TRAIL, CANOE, WATER TANK IN A TREE
PERSONAL ITEMS	OPEN SEPTIC TANK, TARGET SHOOTING EQUIPMENT, DEER STAND, FOOT TRAIL WOOD PILE, DEBRIS
PERSONAL ITEMS	CANOE, BASKETBALL HOOP, TABLE, DEBRIS
PERSONAL ITEMS	CLEARED AREA, TABLE, FIRE PIT, CLOTHES LINE, DEBRIS
PERSONAL ITEMS	PICNIC TABLE, FIRE PIT, LANDSCAPING LIGHTS
PERSONAL ITEMS	BOAT
PERSONAL ITEMS	WHEEL BARREL, LAWNMOWER, CLEARED AREA
PERSONAL ITEMS	METAL DEER HANGER
PERSONAL ITEMS	TABLE, TARP
PERSONAL ITEMS	CANOE

ENCROACHMENT TYPE	NOTES
PERSONAL ITEMS	HAMMOCKS, BOARDWALK, DEBRIS
SHED	SHED, TRAIL
SHED	WOODSHED, DRAIN PIPE, TERRACED LAWN, TRAIL, FIRE PIT
SHED	WOODSHED, DRAIN PIPE, FIRE PIT, CLOTHES LINE
SHED	SHED - DEBRIS
SHED	SHED, SPRING AND DRAINAGE PIPES, WOOD PILE, DEBRIS
SHED	SHED - WOOD PILE
SHED	2 SHEDS - FIRE PIT, CANOE, DEBRIS
SHED	2 SHEDS
SHED	SHED - CEMENTED BRICK FIREPLACE
SHED	SHED, BOAT, WOODEN STAIRS, SWING, SHOOTING RANGE, SPRING BOX
SHED	SHED, WOOD PILE
DRIVEWAY	12' WIDE DRIVEWAY
DRIVEWAY	10' WIDE DRIVEWAY
DRIVEWAY	DIRT DRIVEWAY, MOWED LAWN, HORSESHOE PIT, TABLE AND CHAIRS
DRIVEWAY	DRIVEWAY
DRIVEWAY	GRAVEL PARKING LOT
CABIN	PORCH, STAIRS - DRAIN PIPE 18 FT ON STATE
CABIN	CABIN - PUSHED DIRT BERM
CABIN	PORCH
CABIN	CABIN, DRAIN PIPE, FIRE PIT, DEBRIS
CABIN	CABIN, STAIRS, - FIRE PIT, DEBRIS
DRAIN PIPE	DRAINAGE PIPE, DEBRIS
DRAIN PIPE	DRAINAGE PIPE
DRAIN PIPE	DRAIN PIPES
DRAIN PIPE	BLACK DRAIN PIPE, TRAIL TO LAKE, CHAIRS, CLOTHES LINE, NEW OUTHOUSE POSSIBLY ON THE LINE
WELL	SPRING BOX, 147FT ON STATE
WELL	DRAIN PIPE, DEBRIS

WELL	WELL WITH PUMP
CLEARED AREA	CLEARED LANE TO LAKE, DISCHARGE PIPE
CLEARED AREA	CLEARED AREA, TRAIL TO LAKE, FIRE PIT, CLOTHES LINE
CLEARED AREA	CLEARED LAWN AREA
SPRING	SPRING BOX, TUBING UNDERGROUND, TRAIL, SWING, CLOTHES LINE
SPRING	METAL PIPE TO SPRING, DEBRIS
TRAIL	FOOT TRAIL
SEPTIC TANK LID	SEPTIC TANK LID, CUT BANK
PROPANE TANKS	2 PROPANE TANKS, FIRE PIT

APPENDIX 14
Northville-Placid Trail Relocation Least Cost Path Analysis


Adirondack Forest Preserve
Northville-Lake Placid Trail Relocation
New York State Department of Environmental Conservation
Least Cost Path Analysis
Legend
UMP Trail Relocation Alternatives
Preferred Alternative
LCP 1
LCP 2
Roads
Existing Road
Former Roads
Natural Features
Potential Deer Yard
APA Covertype Wetlands
Land Classification
Wilderness
Wild Forest
Primitive
Private
Cost Path Parameters
LCP1 did not consider the cost of new trail construction.
LCP2 assigned lower costs to existing roads and trails.
Factor | Cost LCP1 | Cost LCP2
Potential Deer Yards | 1 | 1
Wetlands
Wetland | 5 | 5
1-25m from wetlands | 3 | 3
25-100m from wetlands | 2 | 2
Erodibility
High | 3 | 3
Moderate | 1 | 1
Slope (degrees)
0-5 | 1 | 1
5-10 | 2 | 2
10-15 | 3 | 3
15-25 | 4 | 4
>25 | 5 | 5
Existing Roads/Trails
Motor Accessible | 0 | 3
Road-like character | 0 | 2
Trail-like character | 0 | 1
None | 0 | 4
N
0 0.5 1 2 Miles
Scale 1:96,000
1 inch = 1.5 Miles
Map produced by the SUNY-ESF Adirondack Ecological Center under the auspices of the UMP-GIS consortium.
Ownership boundaries are not for legal use.
4/27/06
Stephens Pond
Blue Ridge Wilderness
West Canada Lake Wilderness
Cedar River
Cedar River Flow
Cedar River Road
Wakely Mt. Primitive Area
Moose River Plains Wild Forest
1, 1b
2, 2b
3, 3b
4, 4(6), 4(7)
5, 5(6), 5(7)

Appendix 15
Miscellaneous Maps, Deeds and Sketches

BK. 184 PAGE 564

RECORDED June 27, 1983
at 1:15 P M. Book 184
of Deeds
Page 564 and examined
John Allen Jr
Hamilton County Clerk

WARRANTY DEED, WITH FULL COVENANTS.
(Individual)

THIS INDENTURE

Made the 4th day of MAY

in the year nineteen hundred eighty-three

Between ROSE MARY KOPERDA, residing at Box 43, Forestport, N.Y. 13338,

party

of the first part,

And THE PEOPLE OF THE STATE OF NEW YORK, parties of the second part.

Witnesseth, That the party of the first part, in consideration of ELEVEN THOUSAND AND NO/100 ----------DOLLARS ($11,000.00)

lawful money of the United States, paid by the parties of the second part, does hereby grant and release unto the said parties of the second part, and their successors and assigns forever,

All that tract or parcel of land situate in Lot 219 of the James Galvin Allotment in Great Lot 43 of Township 3 of the Moose River Tract, Town of Inlet, County of Hamilton and State of New York, bounded and described as follows:

Beginning at a point marked by an iron pipe at the southeast corner of Lot 219 in the westerly bounds of New York State Highway Route 28, being the northeasterly corner of a right-of-way conveyed by George Rinaldi to the Town of Inlet by deed dated December 1, 1976 and recorded in the Hamilton County Clerk's Office on December 17, 1976 in Book 169 of Deeds at page 583; thence S 67° 12' 40" W along the division line between said right-of-way on the south and said Lot 219 on the north distance of 425.40 feet to a point marked by an iron pipe; thence N 22° 47' 20" W a distance of 52.82 feet to a point marked by an iron pipe; thence continuing on the same course of N 22° 47' 20" W a distance of 13.17 feet to a point; thence N 67° 12' 40" E a distance of 27.70 feet to a point marked by an iron pipe; thence continuing on the same course of N 67° 12' 40" E along the division line between said Lot 219 on the south and Lot 218 of the James Galvin Allotment on the north, being along the lands reputedly owned now or formerly by Mildred Blakeman, a distance of 398.00 feet to a point marked by an iron pipe in the westerly bounds of said highway, being the northeast corner of said Lot 219 and the southeast corner of said Lot 218; thence S 22° 31' 40" E along the westerly bounds of said highway a distance of 66.00 feet to the point and place of beginning, containing 0.645 acres of land.

Also, all that tract or parcel of land situate in Great Lot 43, Township 3 of the Moose River Tract in the same town and county aforesaid, bounded and described as follows:

Beginning at a point marked by an iron pipe in the westerly bounds of said highway, being the southeasterly corner of said right-of-way conveyed by George Rinaldi to the Town of Inlet; thence S 22° 31' 40" E along said highway bounds a distance of 3.82 feet to a point marked by an iron pipe; thence S 41° 40' 20" W along the lands reputedly owned now or formerly by A. La Porte, a distance of 503.00 feet to a point marked by an

iron pipe; thence S 82° 19' 10" W a distance of 136.50 feet to a point marked by an iron pipe; thence N 16° 37' 20" W a distance of 66.80 feet to a point marked by an iron pipe in the southerly bounds of said right-of-way conveyed by George Rinaldi to the Town of Inlet; thence N 30° 22' 40" E along said right-of-way a distance of 198.00 feet to a point marked by an iron pipe; thence N 67° 12' 40" E along said right-of-way a distance of 420.00 feet to the point and place of beginning, containing 1.543 acres of land.

The bearings of this description refer to the Magnetic Meridian for the year 1982.

Together with the right, title and interest of the seller in and to the lands, marsh lands and improvements thereto and lands under the waters of the Inlet in front of and lying between the southeasterly and northwesterly side lines of the above described premises and extending to the center line of said water course.

The above described premises are shown on a survey map entitled "Map of Lands to be acquired pursuant to Section 3-0305 of the Environmental Conservation Law Project Q-AFP Hamilton 210 Rose Mary Koperda - Reputed Owner Situated in Sub Lot 219 James Galvin Allotment and vicinity to the west and south of Lot 219 Great Lot 43, Township No. 3, Moose River Tract, Town of Inlet, County of Hamilton, State of New York" made March 10, 1983 by Wayne R. Raymond - Consultant Surveyor, N.Y.S. License No. 48988, Map drafted by Thomas L. Nesbitt March 2, 1983, amended March 30, 1983 by Frederick M. Haak, Licensed Land Surveyor. Said map was filed in the Office of the Department of Environmental Conservation in Albany as Map No. 10222 and a copy thereof is to be filed and recorded in the Office of the Clerk of the County of Hamilton at the time of recording of this deed.

Together with the right, title and interest, if any, of party of the first part of, in and to said right of way described in Liber 169 of Deeds, page 583 and the bed of Route 28.

Subject to the rights of others including the public in and to said last mentioned right of way, Route 28 and the water course variously known as the Inlet to Fifth Lake, the Outlet from Sixth Lake or Middle Branch of Moose River.

Subject to public utility easements.

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RECEIVED
$ Exempt
REAL ESTATE
JUN 24 1983
TRANSFER TAX
HAMILTON
COUNTY

Liber 184 Page 583

Together with the appurtenances and all the estate, rights and interest of the party of the first part in and to said premises.

To have and to hold, the above granted premises unto the said parties of the second part, their successors and assigns forever.

And the said party of the first part does covenant with said parties of the second part as follows:

First. That said party of the first part is seized of said premises in fee simple, and has good right to convey the same;

Second. That the parties of the second part shall quietly enjoy the said premises;

Third. That said premises are free from incumbrances;

Fourth. That said party of the first part will execute or procure any further necessary assurance of the title to said premises;

Fifth. That said party of the first part will forever warrant the title to said premises.

Sixth. That, if any improvements, repairs or alterations have been commenced upon the foregoing premises and have not been completed at least four months before the making and recording of this deed, the grantor will receive the consideration for this conveyance and will hold the right to receive such consideration as a trust fund to be applied first for the purpose of paying the cost of the improvements, and that the grantor will apply the same first to the payment of the cost of the improvements before using any part of the total of the same for any other purpose.

In Witness Whereof, the said party of the first part has hereunto set her hand and seal the day and year first above written.

IN PRESENCE OF

.....(L.S.)

Rose Mary Koperda

.....(L.S.)

Rose Mary Koperda (L.S.)

.....(L.S.)

STATE OF NEW YORK }
COUNTY OF ONEIDA } ss.:

On this 4th day of MAY in the year one thousand nine hundred eighty-three before me, the subscriber, personally came ROSE MARY KOPERDA

to me known to be the person described in and who executed the within instrument, and acknowledged that she executed the same

John S. Belgano

JOHN S. B[illegible]ANO
Notary Public [illegible] New York
Qualified [illegible] County
My Commission Expires March 30 1984

Proceeding 5904
Department of Environmental Conservation
Q-AFP Hamilton 210

Warranty Deed.

ROSE MARY KOPERDA

TO

The People of the State
of New York

Dated May 4, , 1983

County, ss.:

Recorded on the day

of , 19 ,

at M., in Book

No. of Deeds, at page ,

and duly indexed and examined.

.....
Clerk.

RECORD AND RETURN TO:

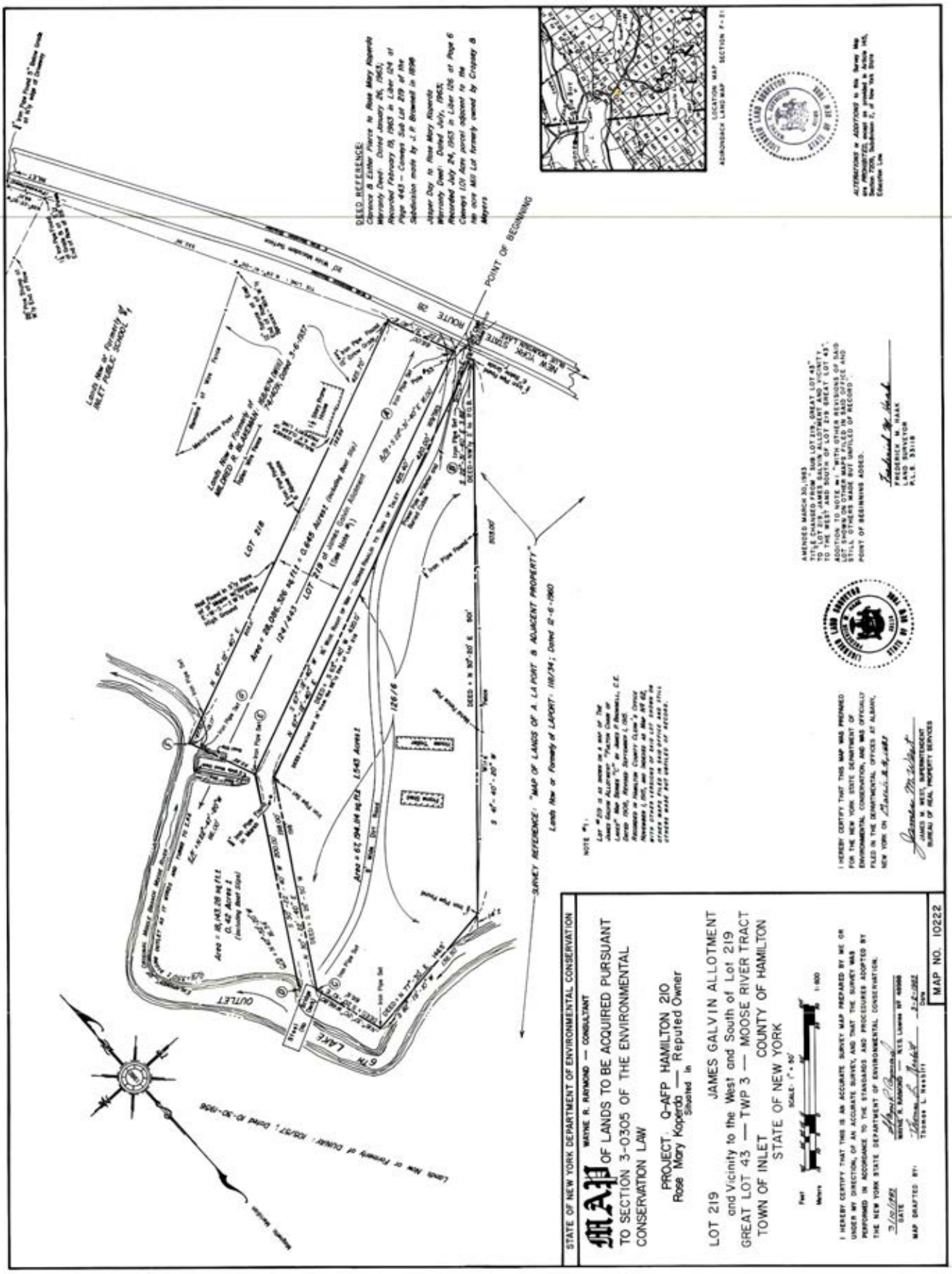
Mr. Dale L. Huyck
Regional Supervisor
Department of Environmental
Conservation
Region 5 Headquarters
Ray Brook, New York 12977

Approved as to form and manner of execution.

ROBERT ABRAMS
Attorney General.

By Joseph L. Doherty
Joseph L. Doherty
Associate Attorney ~~Assistant~~

6-29-67 (70-84)


STATE OF NEW YORK DEPARTMENT OF ENVIRONMENTAL CONSERVATION
WAYNE R. RAYMOND — CONSULTANT
OF LANDS TO BE ACQUIRED PURSUANT
TO SECTION 3-0305 OF THE ENVIRONMENTAL
CONSERVATION LAW
PROJECT: Q-AFP HAMILTON 210
Rose Mary Koperda — Reputed Owner
Located in
LOT 219
JAMES GALVIN ALLOTMENT
and Vicinity to the West and South of Lot 219
GREAT LOT 43 — TWP 3 — MOOSE RIVER TRACT
TOWN OF INLET
COUNTY OF HAMILTON
STATE OF NEW YORK
MAP NO. 10222
POINT OF BEGINNING
ROUTE 28
LOT 218
LOT 219
LAKE
OUTLET
DEED REFERENCE:
LOCATION MAP
ADIRONDACK LAND MAP
SURVEY REFERENCE: "MAP OF LANDS OF A. LA PORT & ADJACENT PROPERTY"
Lands New or Formerly of LAPORT: 110/34; Dated 12-6-1960
AMENDED MARCH 30, 1993
FREDERICK M. HAAK
LAND SURVEYOR
P.L.S. 33118
POINT OF BEGINNING ADDED.
JAMES M. WEST, SUPERINTENDENT
BUREAU OF REAL PROPERTY SERVICES

February 18, 1975

TO: William E. Petty, Regional Director, Region 5

SUBJECT: Sixth Lake Dam Canoe Launching Site
Transfer of Jurisdiction

This is to advise you that pursuant to subdivision 4 of section 3 of the Public Lands Law, by Office of General Services Executive Order dated August 16, 1974, the above-referenced transfer of jurisdiction from the Hudson River-Black River Regulating District to the Department of Environmental Conservation has been completed.

Norman J. VanValkenburgh
Superintendent, Land Acquisition

CC: T. Shearer
J. Preston

STATE OF NEW YORK
EXECUTIVE DEPARTMENT
OFFICE OF GENERAL SERVICES
BUREAU OF SURPLUS REAL PROPERTY

NOTICE OF APPLICATION APPROVAL AND REAL PROPERTY DISPOSITION

DATE: January 6, 1976

TO:
- [X] Hon. Edward R. Amend, Assistant Attorney General
- [ ] Division of the Budget
- [X] Mr. Norman Van Valkenburgh, Conservation Department
- [ ] Department of Taxation and Finance, Mortgage and Land Tax Bureau
- [ ] Department of Transportation
- [ ] Division of Equalization and Assessment
- [ ] Other

THE FOLLOWING APPLICATION HAS BEEN GRANTED AND THE INSTRUMENT OF CONVEYANCE ISSUED:

APPLICANT: Department of Environmental Conservation	
PROPERTY: .102 acre, Town of Inlet, Township 3, Hamilton County Moose River Tract	
FORMERLY UNDER THE JURISDICTION OF: Hudson River-Black River Regulating District	DATE OF ~~GRANT, SALE, OR EASEMENT~~ transfer of jurisdiction: August 16, 1974
	SALE PRICE: none
REMARKS: public canoe launching site at Sixth Lake Dam Site-Fulton Chain	

SRP 9 (2/72)

STATE OF NEW YORK EXECUTIVE DEPARTMENT
OFFICE OF GENERAL SERVICES

In the Matter of the Application :

of :

Department of Environmental Conservation for :
a transfer to it of joint jurisdiction with O R D E R
Hudson River-Black River Regulating District :
over a parcel of land in the Town of Inlet,
County of Hamilton. :

The Department of Environmental Conservation has applied pursuant to subdivision 4, Section 3 of the Public Lands Law for the transfer of jurisdiction to it, for the purpose of the establishment of a public canoe launching site, of a parcel of land which is part of the Sixth Lake Dam Site-Fulton Chain, Town of Inlet, Hamilton County. The land is now under the jurisdiction of the Hudson River-Black River Regulating District.

The lands being transferred are shown on: Map No. 8956 dated October 5, 1973, entitled, "State of New York," Department of Environmental Conservation, Map of Canoe Launching Site in Township 3, Moose River Tract, Town of Inlet, Hamilton County, and are more fully set forth in Schedule "A" attached hereto and made a part hereof.

The Hudson River-Black River Regulating District has consented on April 29, 1974 to the transfer of jurisdiction of the parcel applied for.

The Attorney General has filed his report dated July 18, 1974 advising that the Commissioner of General Services may make the transfer of jurisdiction applied for on such terms and the conditions set forth in Schedule A attached hereto.

THEREFORE, pursuant to subdivision 4, Section 3 of the Public Lands Law, it is

ORDERED, that the application is approved and jurisdiction over the aforesaid land is transferred to the Department of Environmental Conservation and Hudson River-Black River Regulating District.

Dated, August [illegible], 1974

SCHEDULE "A"

DESCRIPTION

All that certain piece or parcel of land situate, lying and being in the Town of Inlet, County of Hamilton and State of New York, being part of Township 3, Moose River Tract more particularly bounded and described as follows:

Beginning at a point marked by a "PK" nail in the center line of the macadam road which runs from Route 28N to the north side of the State dam at the outlet of Sixth Lake. Said point being S. 8°00' E. a distance of 97.50 feet from a lead plug in a drill-hole in rock ledge; running thence S. 78°07' W. along the center line of said macadam road a distance of 56.65 feet to a point marked by a "PK" nail set therein; thence S. 7°59' E. along the east face of the north retaining wall of the above mentioned dam a distance of 78.00 feet to the center of the channel: thence easterly along the channel a distance of 57.00 feet to a point therein, said point being on the east line of a 1.8 acre parcel of land surveyed and described by C. L. Phelps in January of 1881; thence N. 8°00' W. along said east line a distance of 53.80 feet to a point marked by an iron pipe; thence continuing N. 8°00' W. a distance of 24.20 feet to the point or place of beginning.

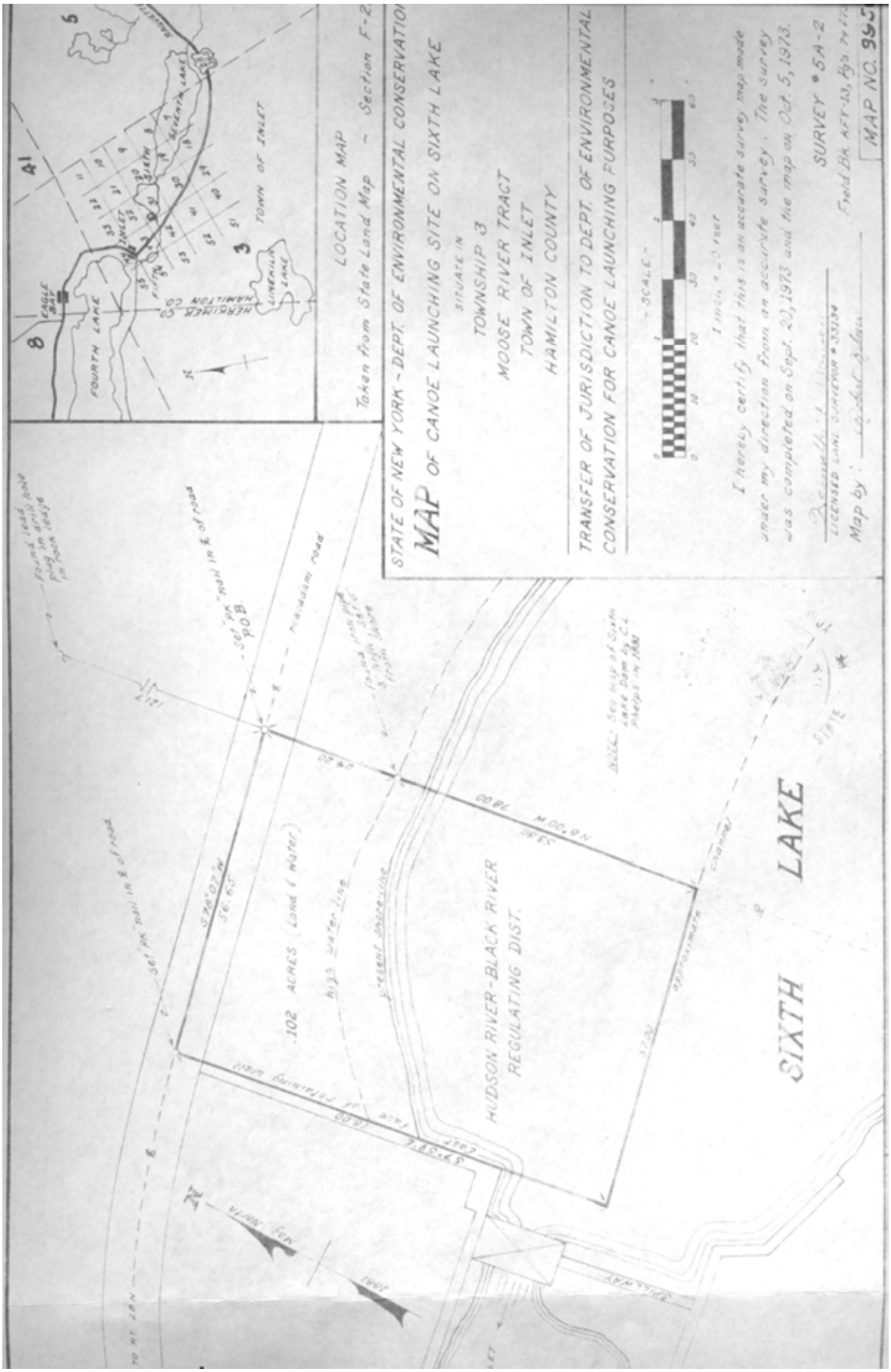
Containing .102 of an acre of land and water.

The bearings herein being referred to the Magnetic Meridian of 1881.

Being part of the same lands acquired by the People of the State of New York through an award of the Board of Claims, March 14, 1885, to the Executors of the Estate of Pamelia J. Munn.

The above described lands over which joint jurisdiction is intended to be transferred, is hereby made subject to, and accepted upon the express condition that:

1. The jurisdiction conferred upon the Department of Environmental Conservation shall be for the purpose of constructing, maintaining and operating a canoe launching site upon the parcel for the benefit of the public and such joint jurisdiction so acquired is subject to such use and purpose.
2. The said joint jurisdiction transferred includes, but is not limited to the right of the Department of Environmental Conservation to construct and maintain cribbing upon the lands and lands under water above described to stablize the shore line and facilitate the launching of canoes and small powerless boats.
3. The launching, mooring and docking of motor driven boats is prohibited.
4. The parking of vehicles or trailers on the lands above described or on adjacent lands under the jurisdiction of the Regulating District is prohibited.
5. Camping and picnicking is prohibited.
6. The Department of Environmental Conservation will maintain the area so transferred and the immediate adjacent lands of the Regulating District in a clean and sanitary condition.
7. The Department of Environmental Conservation shall be responsible for the enforcement of the rules and regulations set forth above.
8. In the event the Department of Environmental Conservation shall cease to operate and maintain the canoe launching site or shall determine that it no longer wishes to maintain and operate the said facility; full jurisdiction over the lands shall revert automatically to the Hudson-River-Black River Regulating District without further order or approval of the Commissioner of General Services, providing, however, that either the Regulating District or the Department may petition the Commissioner of General Services for a confirming order if so desired.


STATE OF NEW YORK - DEPT. OF ENVIRONMENTAL CONSERVATION
MAP OF CANOE LAUNCHING SITE ON SIXTH LAKE
SITUATE IN
TOWNSHIP 3
MOOSE RIVER TRACT
TOWN OF INLET
HAMILTON COUNTY
TRANSFER OF JURISDICTION TO DEPT. OF ENVIRONMENTAL CONSERVATION FOR CANOE LAUNCHING PURPOSES
- SCALE -
I hereby certify that this is an accurate survey map made under my direction from an accurate survey. The survey was completed on Sept. 20, 1973 and the map on Oct. 5, 1973.
SURVEY #5A-2
MAP NO. 995
LOCATION MAP
Taken from State Land Map - Section F-2
FOURTH LAKE
SIXTH LAKE
SEVENTH LAKE
LONGHILL LAKE
TOWN OF INLET
HAMILTON CO
HERKIMER CO
EAGLE BAY
.102 ACRES (Land & Water)
HUDSON RIVER-BLACK RIVER REGULATING DIST.
SIXTH LAKE
POB
MAY NORTH

LIBER 187 PAGE 350

RECORDED Dec. 17, 198
at 1:40 P M. Book 187
of Deeds
Page 350 and examined
John A. Ors Jr
Hamilton County Clerk

Proceeding 5904
DEPARTMENT OF ENVIRONMENTAL
CONSERVATION
Q-AFP-HAMILTON 197

THIS DEED

Made the eleventh day of November, 1984.

Between RAQUETTE LAKE SUPPLY CO., INC., a corporation organized and existing pursuant to the laws of the State of New York, having its principal office at Raquette Lake, New York 13436 (no number or Street), Grantor, and

THE PEOPLE OF THE STATE OF NEW YORK, acting by and through the Commissioner of Environmental Conservation, who has an office at 50 Wolf Road, Albany, New York 12233, Grantees,

The Grantor, in consideration of the sum of EIGHT THOUSAND EIGHT HUNDRED-FIFTY AND NO/100 DOLLARS ($8,850.00) paid by the Grantees, does hereby grant and release to the Grantees, their successors and assigns forever,

ALL THOSE TRACTS, PIECES OR PARCELS of land situate in Townships 5 and 41 of the Totten and Crossfield Purchase, Towns of Inlet and Long Lake, County of Hamilton, State of New York, being the following 28 full lots and 1 portion of a lot, as shown on a map entitled "Map Showing Subdivision of a Portion of the Former Raquette Lake R.R. Co., Right of Way Lands, now owned by the Raquette Lake Supply Co., located in the Towns of Inlet, Long Lake, and Arietta, Hamilton County", made June 1937 by Coulter and Ashley, Surveyors of Glens Falls, New York, which map was filed March 17, 1970 as Map No. 689 in Hamilton County Clerk's Office:

The portion of Lot A-99 in the Town of Long Lake, excluding the portion in the Town of Inlet.

Lot A-100

Lot C-48

Lot D-22 through D-47, both inclusive

279
RECEIVED
$ Exempt
REAL ESTATE
DEC 17 1984
TRANSFER TAX
HAMILTON
COUNTY

Together with full and free right and liberty for Grantees herein and their successors and assigns, their agents, employees, invitees and licensees, including, but not limited to, the public generally, in common with all others having the like right, at all times hereafter, with or without animals, vehicles (in current or future use in the vicinity) and loads of any description, for all purposes connected with the use and enjoyment of the above described land, to pass and repass along the private road situate on the former railway embankment or track bed of the now defunct Raquette Lake Railway Company for the purpose of going from the above described premises to the nearest public street, road or highway but not east of Lot D-47. Said right of access, ingress, egress and regress shall be exercised in the area ten (10) feet on each and either side of the centerline of said railroad for a total width of twenty (20) feet and for the purposes of this clause, and the ones next following, said road is one of the "ways of communication" reserved in prior deeds from the Grantor and/or its predecessors in title conveying title to portions of the former railway right of way.

Subject to like or less wide, but similar, easements of access granted to others in prior deeds from the Grantor and/or its predecessors in title.

Subject to the rights of others, including the public, in and to the portions of the Town of Inlet and Town of Long Lake public town roads situate within the borders of the above described premises.

Excepting from and out of this conveyance, but with respect only to Lots D-22 to D-47, both inclusive, like rights and easements of access in favor of the Grantor, its successors and assigns, as holder(s) of title to Lots D-48, D-49 and D-50 on the map referred to in this conveyance.

Subject to the rights heretofore granted to the owners, his, her, its or their heirs, distributees, legal representatives, successors and assigns, of Lot D-19 to like rights and easements of access, except these rights and easements are for access easterly to the County Road in the Community of Raquette Lake.

Excepting from and out of this conveyance, but with respect only to Lots D-22 to D-47, both inclusive, similar rights and easements of access as those in the next preceding paragraph, for the benefit of the Grantor, its successors and assigns, as holder of title to Lots D-20 and D-21 and only as to said two lots, as they are shown on the map referred to in this conveyance. These excepted rights are and shall be subject to the proviso that they shall not interfere with the use of the same easement site for a public snowmobile trail.

The Grantees shall be under no more obligation or duty to affirmatively maintain, repair or improve said road or other "ways of communication" referred to herein, than the Grantor or anyone else up and down its full length, but shall have the privilege of improving all or any part of the road if, in their sole discretion, they choose so to do.

In addition to the above access rights, there is excepted from this grant and the premises conveyed herein, for the benefit of the Grantor, its successors, assigns, permitees, invitees and licensees, across, through and upon the above described premises, the right and easement of passage and repassage on foot for outdoor recreational and sporting purposes sixteen (16) feet wide (being eight (8) feet on each and either side of the centerline of the former railway), and for a portion of a utility, as well as a recreational and sporting, snowmobile trail on the same easement area, said trail connecting Raquette Lake on the east, the State "canoe carry" trail from Eighth Lake on the South and Inlet, New York, on the west via Uncas Road, where no town road exists on the premises herein conveyed. Where such a road exists on the premises, the easement area's south or southerly line is to be the south or southerly line of the lots herein conveyed.

-3-

No structures, coverings, fences, gates or other obstructions shall be permitted upon or over the access rights of way and/or foot and for snowmobile trails provided for herein.

Excepting from and out of this conveyance for the benefit of itself, its successors and assigns, including, but not limited to, public utilities and municipalities, to be located only within the town highways and/or the access easement areas above provided for, perpetual transmission, distribution and communication easements for all private and/or public utility type purposes now commonly in use or which may become common in the future, including, but not limited to electric, telephone, telegraph, TV cable, water, gasses, fluids and solids, by means of, including, but not limited to, poles, wires, guys, stubs and other appurtenant fixtures, underground conduits, cables and appurtenances, underground conduits, pipes and tubes and appurtenances and any other present or future usual transmission, distribution and communication facilities, equipment and appurtenances, together with ready access thereto for installation, maintenance, repair, replacement and removal, as well as the right to trim trees and branches a reasonable distance from any such facilities.

BEING AND INTENDED to be a portion of the same premises as were conveyed to Raquette Lake Supply Co., Inc., by deed from Dennis Dillon, Jr., as surviving partner of Raquette Lake Supply Company, a co-partnership, Mary C. Dillon, as life tenant under the Last Will and Testament of Dennis Dillon, deceased, and John C. Dillon, as Surviving Executor under the Last Will and Testament of said Dennis Dillon, deceased, dated April 1, 1958, recorded in the Office of the Clerk of Hamilton County on August 13, 1958 in Liber 110 of Deeds at page 188 etc.

Subject to any state of facts and accurate survey might show.

Subject to applicable zoning ordinances of any municipality having jurisdiction over the premises.

Subject to covenants and restrictions, if any, of record affecting the premises.

TOGETHER, with all right, title, and interest of the Grantor in and to any streets and roads abutting the above described premises to the centerline thereof.

SUBJECT to the rights of others, including the public and municipalities, in and to said portions of said last mentioned streets and roads.

TOGETHER WITH the appurtenances and all the estate and rights of the Grantor in and to said premises, except as above reserved.

TO HAVE AND TO HOLD the premises herein granted unto the Grantees, their successors and assigns forever.

And the said Grantor does covenant with said Grantees as follows:

FIRST: That said Grantor is seized of said premises in fee simple, and has good right to convey the same;

SECOND: That that Grantees shall quietly enjoy the said premises;

THIRD: That said premises are free from incumbrances;

FOURTH: That the Grantor will execute or procure any further necessary assurance of the title to said premises;

FIFTH: That said Grantor will forever WARRANT the title to said premises;

SIXTH: That, if any improvements, repairs or alterations have been commenced upon the foregoing premises and have not been completed at least four months before the making and recording of this deed, the Grantor will receive the consideration for this conveyance and will hold the right to receive such consideration as a trust fund to be applied first for the purpose of paying the cost of the improvements, and that the Grantor will apply the same first to the payment of the cost of the improvements before using any part of the total of the same for any other purpose.

LIBER 187 PAGE 355

IN WITNESS WHEREOF, the said Grantor has caused its corporate seal to be hereunto affixed and these presents to be signed by its duly authorized officer the day and year first above written.

ATTEST:

RAQUETTE LAKE SUPPLY CO., INC.

SEAL

By: James K Dillon

Its: President

STATE OF NEW YORK)
) SS.:
COUNTY OF HAMILTON)

On this 11th day of November in the year one thousand nine hundred eighty four, before me, the subscriber, personally came, James K Dillon to me known, who being by me duly sworn, did depose and say, that he resides at Raquette Lake in the Town of Long Lake County of Hamilton and State of New York; that he is the President of Raquette Lake Supply Co., Inc., the corporation described in and which executed the foregoing instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal, and that it was so affixed by order of the board of Directors of said corporation and that he signed his name thereto by like order.

Helen C Burke
Notary Public, State of New York
HELEN C. BURKE
Notary Public, State of New York
Appointed in Hamilton County
My Commission Expires March 30, 1985

APPROVED AS TO FORM
AND MANNER OF EXECUTION
ROBERT ABRAMS
ATTORNEY GENERAL

By: Joseph L. Doherty Assistant Attorney General (Retired)
ASSISTANT

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LIBER 189 PAGE 390

RECORDED Dec 17, 1985
at 12:55 P M. Book 189
of Deeds
Page 390 and examined
John A. Ross Jr
Hamilton County Clerk

Proceeding 5904
DEPARTMENT OF ENVIRONMENTAL
CONSERVATION
Q-AFP HAMILTON 197A

THIS DEED

Made the 6th day of November, 1985, between JOHN C. DILLON, residing at 345 Millwood Road, Chappaqua, New York 10514, and THOMAS F. DILLON, residing at 118 East 60th Street, New York, New York 10022, as Co-Executors of the Last Will and Testament of Mary C. Dillon, deceased, late of Raquette Lake, New York, and ALICE ELIZABETH SCHAUFLER, also known as ELIZABETH D. SCHAUFLER, and ALICE ELIZABETH D. SHAUFLER, formerly known as ALICE ELIZABETH DILLON, residing at Raquette Lake, Town of Long Lake, Hamilton County, New York, and having a mailing address of (No street or house number) Raquette Lake, New York 13436, Grantors; and THE PEOPLE OF THE STATE OF NEW YORK, acting by and through the Commissioner of Environmental Conservation, who has an office at 50 Wolf Road, Albany, New York 12233, Grantees.

In consideration of THREE THOUSAND EIGHT HUNDRED SEVENTY-FIVE AND NO/100 DOLLARS ($3,875.00) paid to them by the Grantees,

a) the Co-executor Grantors, by virtue of the power and authority given to them in and by said Last Will and Testament, and

b) the individual Grantor,

do hereby grant and release to the Grantees, their successors and assigns forever,

ALL THOSE TRACTS, PIECES OR PARCELS of land situate in Township 41 of the Totten and Crossfield Purchase, Town of Long Lake, County of Hamilton, State of New York, being the following eleven (11) lots as shown on a map entitled "Map Showing Subdivision of a Portion of the Former Raquette Lake R.R. Co., Right of Way Lands, now owned by the Raquette Lake Supply Co., located in the Towns of Inlet, Long Lake, and Arietta, Hamilton County", made June 1937 by Coulter and Ashley, Surveyors of Glens Falls, New York, which map was filed March 17, 1970 as Map No. 689 in Hamilton County Clerk's Office:

Lots B-1, B-66, B-81 and B-82.

Lots B-34 through B-40, both inclusive.

G. McL.

LIBER 189 PAGE 391

TOGETHER with full and free right and liberty for Grantees herein and their heirs and assigns, their agents, employees, invitees and licensees, including, but not limited to, the public generally, in common with all others having the like right, at all times hereafter, with or without animals, vehicles (in current or future use in the vicinity) and loads of any description, for all purposes connected with the use and enjoyment of the above described land, to pass and repass along the private road situate on the former railway embankment or track bed of the now defunct Raquette Lake Railway Company for the purpose of going from the above described premises to the nearest public street, road or highway, but not east of Lot D-47. Said right of access, ingress, egress and regress shall be exercised in the area ten (10) feet on each and either side of the centerline of said railroad for a total width of twenty (20) feet and for the purposes of this clause, and the ones next following, said road is one of the "ways of communication" reserved in prior deeds from the Grantors and/or their predecessors in title conveying title to portions of the former railway right of way.

SUBJECT to like or less wide, but similar, easements of access granted to others in prior deeds from the Grantors and/or their predecessors in title.

SUBJECT to the rights of others, including the public, in and to the portions of the Town of Long Lake public town road situate within the borders of the above described premises.

The Grantees shall be under no more obligation or duty to affirmatively maintain, repair or improve said road or other "ways of communication" referred to herein, than the Grantors or anyone else up and down its full length, but shall have the privilege or improving all or any part of the road if, in their sole discretion, they choose so to do.

In addition to the above access rights, there is excepted from this grant and the premises conveyed herein, for the benefit of the Grantors, their heirs, assigns, permitees, invitees and licensees, across, through and upon the above described premises, the right and easement of passage and repassage on foot for outdoor recreational and sporting purposes sixteen (16) feet wide (being eight [8] feet on each and either side of the centerline of the former railway), and for a portion of a utility, as well as recreational and sporting, snowmobile trail on the same easement area, said trail connecting Raquette Lake on the east, the State "canoe carry" trail from Eighth Lake on the south and Inlet, New York, on the west via Uncas Road, where no town road exists on the premises herein conveyed. Where such a road exists on the premises, the easement area's south or southerly line is to be the south or southerly line of the lots herein conveyed.

No structures, coverings, fences, gates or other obstructions shall be permitted upon or over the access rights-of-way and/or foot and for snowmobile trails provided for herein.

EXCEPTING from and out of this conveyance for the benefit of themselves, their heirs and assigns, including, but not limited to, public utilities and municipalities, to be located only within the town highways and/or the access easement areas above provided for, perpetual transmission, distribution and communication easements for all private and/or public utility type purposes now commonly in use or which may become common in the future, including, but not limited to electric, telephone, telegraph, TV cable, water, gasses, fluids and solids, by means of, including, but not limited to, poles, wires, guys, stubs and other appurtenant fixtures, underground conduits, cables and appurtenances, underground conduits, pipes and tubes and

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LIBER 189 PAGE 392

appurtenances and any other present or future usual transmission, distribution and communication facilities, equipment and appurtenances, together with ready access thereto for installation, maintenance, repair, replacement and removal, as well as the right to trim trees and branches a reasonable distance from any such facilities.

BEING AND INTENDING hereby to convey a portion of the same premises as were conveyed to Mary C. Dillon and Alice Elizabeth Dillon (now Schaufler) by Dennis B. Moynehan, Dennis Dillon and Maurice Callahan, Co-partners doing business under the firm name of Raquette Lake Supply Company, a Co-partnership, by deed dated August 5, 1941, recorded August 17, 1942 in Liber 79 of Deeds, page 10, Hamilton County Clerk's Office.

Subject to any state of facts an accurate survey might show.

Subject to applicable zoning ordinances of any municipality having jurisdiction over the premises.

Subject to covenants and restrictions, if any, of record affecting the premises.

TOGETHER, with all right, title, and interest of the Grantors in and to any streets and roads abutting the above described premises to the centerline thereof.

SUBJECT to the rights of others, including the public and municipalities, in and to said portions of said last mentioned streets and roads,

a) As to the Co-executor Grantors:

TOGETHER with the appurtenances, and also all the estate which the said Testatrix had at the time of her decease in said premises, AND ALSO the estate therein, which the parties of the first part have, or have power, to convey or dispose of, whether individually, or by virtue of said Will or otherwise.

b) As to the individual Grantor:

TOGETHER WITH the appurtenances and all the estate and rights of the Grantors in and to said premises, except as above reserved.

TO HAVE AND TO HOLD the premises herein granted unto the Grantees, their successors and assigns forever.

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LIBER 189 PAGE 393

And the said Grantors do covenant that they have not done or suffered anything whereby the premises have been encumbered in any way except as aforesaid.

That, if any improvements, repairs or alterations have been commenced upon the foregoing premises and have not been completed at least four months before the making and recording of this deed, the Grantors will receive the consideration for this conveyance and will hold the right to receive such consideration as a trust fund to be applied first for the purpose of paying the cost of the improvements, and that the Grantors will apply the same first to the payment of the cost of the improvements before using any part of the total of the same for any other purpose.

AS PROOF of our agreement to all of the above, we sign this deed the day(s) set forth next to our signatures.

IN PRESENCE OF:

	DATE AND HOUR SIGNED	
Cheryl Dupray	11/6/85 10:25 a.m.	John C. Dillon JOHN C. DILLON, and
Karen L. MacDonald	12/4/85 10:00 a.m.	Thomas F. Dillon THOMAS F. DILLON, as Co-Executors of the Last Will and Testament of Mary C. Dillon, late of Raquette Lake, Hamilton County, New York, deceased
Karen L. MacDonald	12/4/85 10:00 a.m.	Alice Elizabeth Schaufler ALICE ELIZABETH SCHAUFLER

364

RECEIVED
$ None
REAL ESTATE
DEC 17 1985
TRANSFER TAX
HAMILTON
COUNTY

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LIBER 189 PAGE 394

STATE OF NEW YORK)
) SS.:
COUNTY OF Albany)

On this 6th day of December in the year one thousand nine hundred eighty-five, before me, the subscriber, personally came JOHN C. DILLON, one of the Executors of the Last Will and Testament of Mary C. Dillon, to me personally known and known to me to be the same person described in and who executed the within Instrument, and he acknowledged to me that he executed the same as such Executor as aforesaid for the purposes therein mentioned.

Cheryl M. Duprey
Notary Public, State of New York
Residing in County of
My Commission expires

CHERYL M. DUPREY
Notary Public, State of New York
Qualified in Rensselaer County
Commission Expires March 30, 1987

STATE OF Conn.)
) SS.:
COUNTY OF Fairfield)

On this 4th day of December in the year one thousand nine hundred eighty-five, before me, the subscriber, personally came THOMAS C. DILLON, one of the Executors of the Last Will and Testament of Mary C. Dillon, to me personally known and known to me to be the same person described in and who executed the within Instrument, and he acknowledged to me that he executed the same as such Executor as aforesaid for the purposes therein mentioned.

Tilda B. Fico
Notary Public, State of Conn.
Residing in County of Fairfield
My Commission expires

TILDA B. FICO
Notary Public, Fairfield County
My Commission Expires April 1, 1986

TILDA B. FICO NOTARY PUBLIC CONNECTICUT

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LIBER 189 PAGE 395

STATE OF ~~NEW YORK~~ Conn)
) SS.:
COUNTY OF Fairfield)

On this 4th day of December in the year one thousand nine hundred eighty-five, before me, the subscriber, personally came ALICE ELIZABETH SCHAUFLER, to me known to be the individual described in and who executed the foregoing instrument and acknowledged to me that she executed the same.

APPROVED AS TO FORM
AND MANNER OF EXECUTION
ROBERT ABRAMS
ATTORNEY GENERAL

BY Joseph L. Doherty, Assistant Attorney General

Tilda B. Fico
Notary Public, State of ~~New York~~ Conn
Residing in County of Fairfield
My Commission expires

TILDA B. FICO
Notary Public, Fairfield County
My Commission Expires April 1, 1988

TILDA B. FICO NOTARY PUBLIC CONNECTICUT

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1807 183 PAGE 613

WARRANTY DEED, WITH FULL COVENANTS.
(Corporation)

2-11-63 500 (8D 6)

This Indenture

Made the 27 day of October

in the year nineteen hundred eighty-two,

Between PACEMAKER PROPERTIES, INCORPORATED,

a corporation organized under the laws of the State of New York,

having its principal office at 1700 Broad Street, Utica, New York 13501,

, party of the first part,

And THE PEOPLE OF THE STATE OF NEW YORK, parties of the second part.

Witnesseth, That the party of the first part, in consideration of - - - - - - - - - -

FIFTY THOUSAND FIVE HUNDRED and NO/100 DOLLARS ($50,500.00)- - - -

lawful money of the United States, paid by the parties of the second part, does hereby grant and release unto the said parties of the second part, and their successors and assigns forever,

All that tract or parcel of land situate in Lots 10, 11 and 22 of Township 3 of the Moose River Tract, Town of Inlet, County of Hamilton and State of New York, bounded and described as follows:

Beginning at a point marked by an iron pipe in the southerly line of Township 8 of the John Brown Tract, being the northwesterly corner of said Lot 22 of Township 3 of the Moose River Tract and the northeasterly corner of Lot 33 of Township 3 of the Moose River Tract; thence N 57° 15' E along the division line between said Lot 22 on the south and said Township 8 of the John Brown Tract on the north, being along lands of the State of New York (hereinafter "the State"), a distance of 2,200.11 feet to a point; thence N 59° 27' E along said division line, and then along the division line between Lot 11 of Township 3 of the Moose River Tract on the south and said Township 8 of the John Brown Tract on the north, being still along lands of the State, a distance of 2,979.11 feet to a point marked by 2" metal disc in a stonepile; thence N 62° 56' E along the last-mentioned division line, being still along the lands of the State, a distance of 164.87 feet to a point marked by a 3" metal disc in a stonepile, being the northeasterly corner of said Lot 11, the southeasterly corner of said Township 8 of the John Brown Tract, the southwesterly corner of Township 41 of the Totten and Crossfield Purchase, and the northwesterly corner of Township 5 of the Totten and Crossfield Purchase; thence S 36° 41' E along the division line between said Lot 11 on the west and said Township 5 of the Totten and Crossfield Purchase on the east, and then along the division line between said Lot 10 on the west and said Township 5 of the Totten and Crossfield Purchase on the east, being along lands of the State, a distance of 3411.21 feet to a point; thence S 37° 30' E along the last described division line, being still along lands of the State, a distance of 673.86 feet to

LIBER 183 PAGE 614

a point marked by a wood post in a stonepile; thence S 76° 56' W through said Lot 10, being along lands of the State, a distance of 746.26 feet to a point marked by an iron bolt in a drill hole in a large boulder; thence N 55° 45' W through said Lot 10, being along lands of the State, a distance of 601.66 feet to a point marked by an iron bolt in a drill hole in a ledge; thence S 86° 31' W through said Lot 10 and into said Lot 11, being along lands of the State, a distance of 1833.22 feet to a point marked by a steel axle in a stonepile; thence S 60° 14' W through said Lot 11, and then into said Lot 22, being along lands of the State, a distance of 1354.45 feet to a point marked by a steel axle in a stonepile; thence S 70° 55' W through said Lot 22, being along lands of the State, a distance of 1641.22 feet to a point marked by a wood post in a stonepile on the division line between Lot 22 on the east and said Lot 33 on the west; thence N 36° 50' W along said division line, being along lands now or formerly reputedly owned by Arch Delmarsh III, a distance of 2050.75 feet to the point and place of beginning, containing 336.93 acres of land, more or less.

The bearings of this description refer to the Grid Meridian for the State Plane Coordinate System, New York Eastern Zone.

Being, and intending to convey, the same premises conveyed by Archibald G. Delmarsh to Pacemaker Properties, Incorporated, by deed dated July 26, 1973 and recorded in the Hamilton County Clerk's Office on September 18, 1973 in Liber 161 of Deeds at page 157.

Together with two permanent easements, each 75 feet in width, running from State Route 28 to the property herein described, for the purpose of ingress and egress, which easements are described in the above-mentioned deed as follows ("Parcel A" referred to therein being the premises hereby conveyed to the State):

1) The first easement shall be 75 feet in width and shall have as its northerly boundary the northerly boundary of the existing logging road over Grantor's lands and shall extend northeasterly over Grantor's premises from Route 28 to Parcel A.

2) The second easement shall be 75 feet in width along the southerly boundaries of Grantor's lands, shall commence at Route 28, shall have as its southerly boundaries the southerly boundaries of Grantor's lands to the corner of Great Lots Nos. 32 and 33, 21 and 22, and shall continue in a generally northerly direction along the eastern boundary of Grantor's lands to the southwesterly corner of Parcel A.

Together with all right, title and interest of the party of the first part in and to all ponds, streams, swamps, marshes, roads, highways and the land lying within the beds of all ponds, streams, swamps, marshes, roads and highways abutting, adjoining, traversing or within the above-described premises.

Together with all right, title and interest of the party of the first part in and to all strips and gores of land, if any, situate between the above-described premises and the premises of adjacent owners.

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Together with the appurtenances and all the estate, rights and interest of the party of the first part in and to said premises.

To have and to hold, the above granted premises unto the said parties of the second part, and their successors and assigns forever.

And the said party of the first part does covenant with said parties of the second part as follows:

First. That said party of the first part is seized of said premises in fee simple, and has good right to convey the same;

Second. That the parties of the second part shall quietly enjoy the said premises;

Third. That said premises are free from incumbrances;

Fourth. That the party of the first part will execute or procure any further necessary assurance of the title to said premises;

Fifth. That said party of the first part will forever warrant the title to said premises;

Sixth. That, if any improvements, repairs or alterations have been commenced upon the foregoing premises and have not been completed at least four months before the making and recording of this deed, the grantor will receive the consideration for this conveyance and will hold the right to receive such consideration as a trust fund to be applied first for the purpose of paying the cost of the improvements, and that the grantor will apply the same first to the payment of the cost of the improvements before using any part of the total of the same for any other purpose.

In Witness Whereof, the said party of the first part has caused its corporate seal to be hereunto affixed and these presents to be signed by its duly authorized officer the day and year first above written.

XXXXXXX

(SEAL)

PACEMAKER PROPERTIES, INCORPORATED

By James J. Evans Jr.

Its President

STATE OF NEW YORK

COUNTY OF Hamilton } ss.:

On this 27 day of October in the year one thousand nine hundred Eighty-two before me, the subscriber, personally came James J. Evans Jr. to me known, who being by me duly sworn, did depose and say, that he resides at Inlet, New York in the Town of Inlet, County of Hamilton and State of New York; that he is the President of PACEMAKER PROPERTIES, INCORPORATED, the corporation described in and which executed the foregoing instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal, and that it was so affixed by order of the board of Directors of said corporation and that he signed his name thereto by like order.

JoAnn Mereilly

Notary Public, State of New York

JOANN MEREILLY
NOTARY PUBLIC #4691504
COMMISSION EXP. 3-30-83

oceeding 5904
PARTMENT OF ENVIRONMENTAL
CONSERVATION
AFP-HAMILTON 206
73 BOND

Dec 3 1982

CORD AND RETURN TO:

mothy L. Noffsinger, Esq.
partment of Law
al Property Bureau
O. Box 7157
bany, New York 12224

Warranty Deed.

PACEMAKER PROPERTIES,
INCORPORATED

To

The People of the State of New York

Dated October 27, 1982

Hamilton County, ss.:

Recorded on the 19th day
of November, 1982
at 4:00 o'clock P. M., in Book
No. 183 of Deeds, at page 413
and duly indexed and examined.

John A. Orr Jr. Clerk.

Approved as to form and manner of execution.

Robert Abrams
Attorney General.

By Timothy L. Noffsinger
Associate Attorney ~~Assistant~~.

Nov 4 1982

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220

RECEIVED
REAL ESTATE
NOV 19 1982
TRANSFER TAX
HAMILTON
COUNTY

Received
NYS Encon
Northville, NY
OCT 1997

State of New York
Department of Environmental Conservation

Cooperative Agreement

THIS AGREEMENT, made this 2 day of August, 1997 by ~~and~~ between the People of the State of New York, by the New York State Department of Environmental Conservation hereinafter referred to as the DEPARTMENT, and Sagamore Institute of the Adirondacks, Inc. hereinafter referred to as SAGAMORE;

WHEREAS, pursuant to Chapter 510 of the Laws of 1995, the Legislature has found and declared that the current determination of responsibility for the care, custody and control of the bridges on and near the adjacent properties of the People of the State of New York and SAGAMORE is divided and not conducive to efficient and effective maintenance of such bridges;

WHEREAS, the bridge which carries the Sagamore Road over the South Inlet, hereinafter "Bridge One", is the means of public access to SAGAMORE, as well as the access of other adjoining landowners:

WHEREAS, the Sagamore Road also provides public access to lands of the People of the State of New York; and

WHEREAS, Bridge One is currently partly owned by the People of the State of New York and partly owned by SAGAMORE; and

WHEREAS, easterly of Bridge One is a bridge, hereinafter "Bridge Two", which connects lands of the People of the State of New York and lands of SAGAMORE, but which does not carry any public highway or serve any other lands; and

WHEREAS, Bridge Two provides SAGAMORE access to an easement it holds over state lands and such Bridge Two is partly owned by the People of the State of New York and partly owned by SAGAMORE; and

WHEREAS, the parties agree that the responsibility for the care, custody and control of Bridge One should be solely in the DEPARTMENT, subject to all existing rights of usage; and

WHEREAS, the parties agree that the responsibility for the care, custody and control of Bridge Two should be solely in SAGAMORE, subject to an easement of access in favor of the People of the State of New York as an alternate to Bridge One; and

WHEREAS, to the north of Bridge One is a bridge, hereinafter the "North Bridge", which is located totally on land owned by the People of the State of New York and which was repaired and reconstructed by SAGAMORE so that the North Bridge remained open and passable; and

WHEREAS, SAGAMORE and the DEPARTMENT have historically and cooperatively maintained the roadway from the North Bridge to Bridge One and Bridge Two; and

WHEREAS, on May 14,1996 the State of New York did reimburse Sagamore Institute of the Adirondacks, Inc. the sum of one hundred seventy three thousand twenty dollars and sixty one cents ($173,020.61), for the cost incurred for the reconstruction of Bridge One and the North Bridge; and

WHEREAS, the parties agree that the responsibility for the care, custody and control of the North Bridge is and should remain in the DEPARTMENT, subject to all existing rights of usage:

NOW THEREFORE, in consideration of the mutual promises herein contained, the parties hereto agree as follows:

1) SAGAMORE will transfer to the People of the State of New York, the ownership of, and responsibility for the care, custody and control of Bridge One subject to existing easements of usage and of way over Bridge One in favor of SAGAMORE and all those having such rights on the effective date of this agreement.

2) The DEPARTMENT shall hereafter ensure that Bridge One and the North Bridge are maintained in good repair.

3) SAGAMORE shall assume the responsibility for the care, custody and control of Bridge Two and shall hereafter ensure that Bridge Two is maintained in good repair.

4) SAGAMORE and the DEPARTMENT shall share responsibility for the maintenance of the roadway beginning at the North Bridge and continuing as far as Bridge One and Bridge Two, including the parking lot immediately south of Bridge One, in a manner consistent with the historic practice of the parties.

5) SAGAMORE shall convey easements of usage of and of way over Bridge Two and the road leading south from Bridge Two in favor of the People of the State of New York for administrative purposes and public access to the parking lot to the south of Bridge One when Bridge One is not open or safely usable.

6) SAGAMORE and the DEPARTMENT agree that neither party to this agreement shall unreasonably withhold assistance from the other party in carrying out their respective responsibilities under this agreement.

Sagamore Institute of the

Adirondacks, Inc.

Federal ID# 23-7401872 BY: _____

THE PEOPLE OF THE STATE OF NEW YORK

Acting by and through the

Department of Environmental Conservation

BY: _____

Commissioner Environmental Conservation

File - Agreement
Closed file (MP
per MAH 8/10-8-2

New York State Department of Environmental Conservation
Ray Brook, New York 12977

Peter A. A. Berle,
Commissioner

March 10, 1978

Mr. Howard Glaser-Kirschenbaum
Director, National Humanistic
Education Center
Springfield Road
Upper Jay, New York 12987

Dear Mr. Glaser-Kirschenbaum:

Re: Memorandum of Understanding
Road Maintenance - Sagamore Property

Enclosed for your files is a copy of the duly executed Memorandum of Understanding and Amendment pertaining to the Road Maintenance Agreement on the Sagamore Property.

Thank you for your cooperation in this matter.

Sincerely yours,

Thomas R. Monroe

Thomas R. Monroe
Regional Director - Region 5

TRM:kfb

Enclosure

cc: T. Shearer w/att.
M. Coutant w/att.
W. Krichbaum w/att.
D. Mallette w/att.
H. Decker w/att.
C. McChesney

RECEIVED
FEB 1 1977
DIV. LANDS AND FORESTS
REGION 5

Memorandum of Understanding

Road Maintenance - Sagamore Property

October 28, 1977

WHEREAS, the Department of Environmental Conservation purchased lands referred to as the Sagamore acquisition in 1975 and

WHEREAS, there exists on said lands two roads used in common for the purpose of crossing the State-owned Forest Preserve land to reach private property; one road being approximately 4,500 feet in length referred to on the road sketch map attached hereto as Road A and the other road being approximately 800 feet in length and referred to on the road sketch map attached as Road B and

WHEREAS, the National Humanistic Education Center, the Lake Kora management and the Department of Environmental Conservation find it to be in their collective interest to maintain these roads and

WHEREAS, a meeting was held on August 25, 1977 for the purpose of entering into a Memorandum of Understanding regarding the maintenance of these roads: such meeting being attended by Howard Glaser-Kirschenbaum, representative of the National Humanistic Education Center; Allen Smith, Caretaker for the Lake Kora property; and Thomas Shearer, representative of the Department of Environmental Conservation and

WHEREAS, at such meeting the following understanding was developed and agreed upon now; therefore, the parties by dating and executing this Memorandum of Understanding formalize that agreement as follows:

-2-

1. The Department of Environmental Conservation, where finances and policy permit, agrees to furnish and deliver gravel annually during the months of May and June for the purpose of maintaining Roads A and B as necessary.

2. The Lake Kora property management agrees to annually grade and rake roads upon delivery of gravel supplied as set forth in paragraph 1. The National Humanistic Education Center and the Lake Kora property management agree that the cleaning of ditches and culverts and plowing of snow will be a mutual endeavor.

3. The National Humanistic Education Center agrees to annually provide manpower assistance to the Lake Kora property management in fulfillment of road maintenance needs.

4. Bridge maintenance on the two bridges located on Road A will be equally shared by all three parties to this Memorandum of Understanding with regard to both manpower and/or materials.

5. Maintenance of roads shall be confined within the existing road widths. The cutting of trees and brush is subject to prior approval by the Department of Environmental Conservation.

6. All signs bordering roads on State land are subject to the approval, terms, conditions, and policy of the Department.

7. Points 1 through 4 may be amended at the request of any party to this Memorandum of Understanding by writing the other parties at least 30 days in advance of the desire to modify the agreement. Any party may withdraw from this agreement upon 30 days notice in writing to the other parties.

- 3 -

Thomas R. Monroe
Regional Director - Region 5

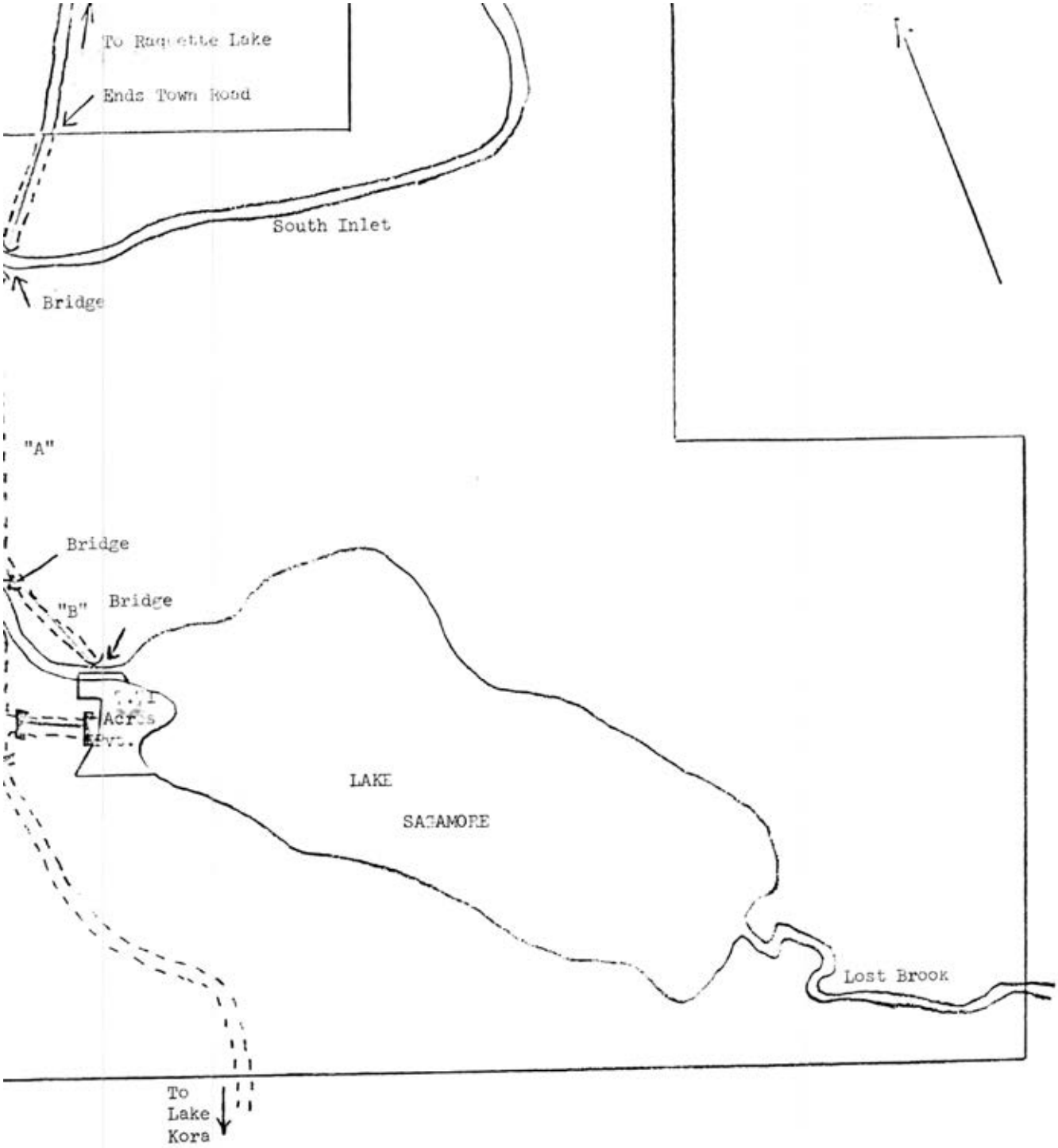
Dated 3/4/75
at Ray Brook, N.Y.

Howard Glaser-Kirschenbaum
National Humanistic
Education Center

Dated 2/27/78
at New York City

Allen Smith
Caretaker - Lake Kora Property

Dated 2/8/78
at Kerpell Kora, Raquette Lake NY



LEGEND:

Existing Road Barriers

"A" - 3 Party Road Maintenance - 4500'

"B" - 2 Party Road Maintenance - 800'

Road Sketch Map

Sagamore Acquisition 1518 Acres
Township 6, Totten & Crossfield's Purchas
Town of Long Lake, Hamilton County

Scale 1" = 1000 feet

9/8/70 - T.D.S.

Amendment to Memorandum of Understanding

Road Maintenance - Sagamore Property

October 28, 1977

Pursuant to the agreement of the four parties below subscribed Paragraph four of the Memorandum of Understanding, Road Maintenance Sagamore Property, October 28, 1977 is hereby amended in accordance with the following:

WHEREAS, four (4) parties make use of Road A and have interest in the maintenance of the two (2) bridges; and

WHEREAS, the meeting on August 25, 1977 only identified three (3) parties; and

WHEREAS, a fourth party owning personal property which utilizes Road A as a means of access; and

WHEREAS, that fourth party has equal rights and obligations regarding the use of Road A;

NOW THEREFORE it is agreed that Paragraph four be amended as follows:

4. Bridge maintenance on the two bridges located on Road A will be equally shared by all four parties to this Memorandum of Understanding with regard to both manpower and/or materials.

Thomas R. Monroe
Regional Director - Region 5

Dated 3/6/78
at Ray Brook, N.Y.

Howard Glaser-Kirschenbaum
National Humanistic
Education Center

Dated 2/27/78
at New York City

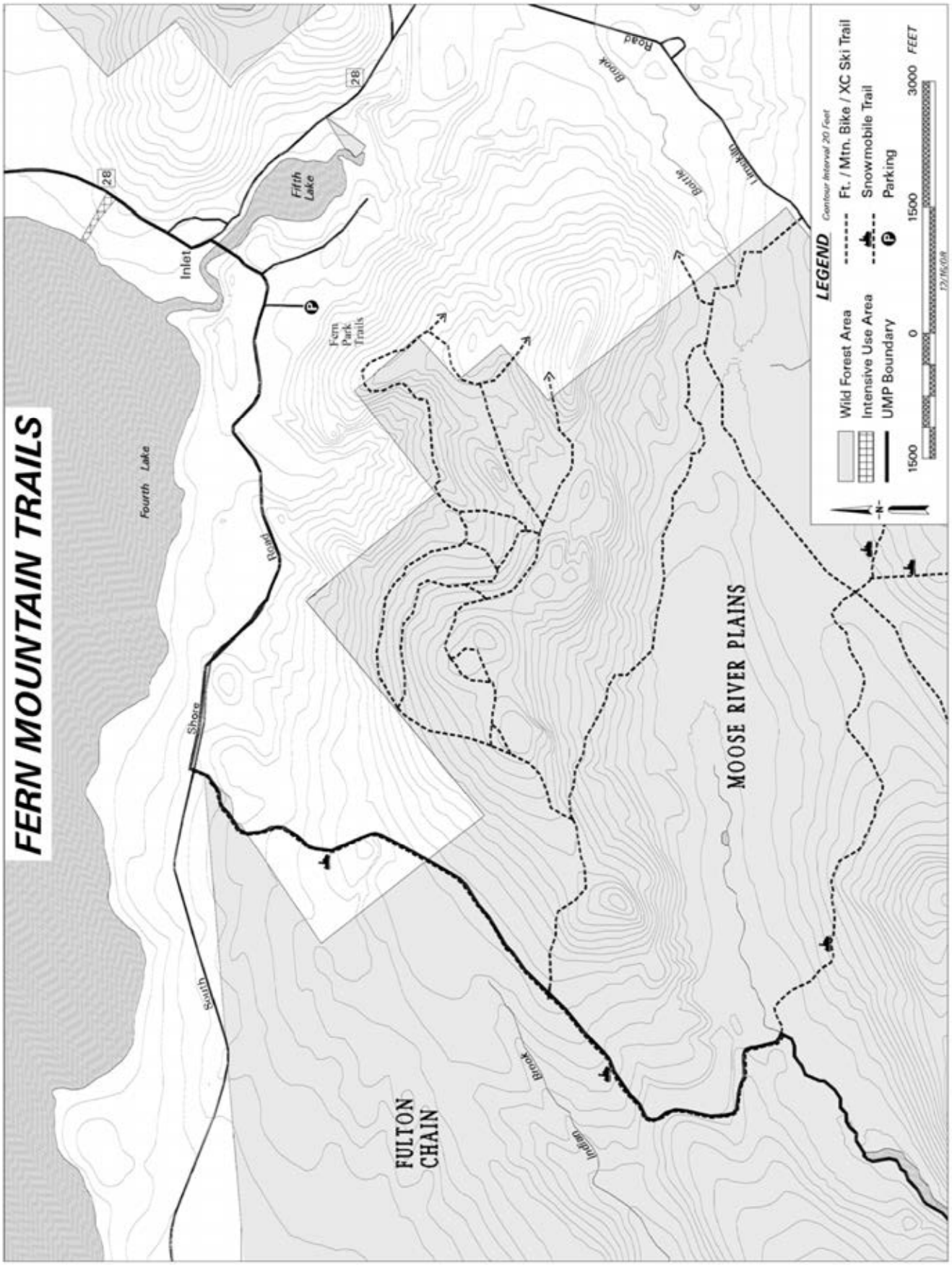
- 2 -

Barbara Glaser-Kirschenbaum
Howard Glaser-Kirschenbaum
Mohegan Lake Property

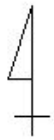
Dated 7-17-78
at New York City

Allen Smith
Caretaker - Lake Kora Property

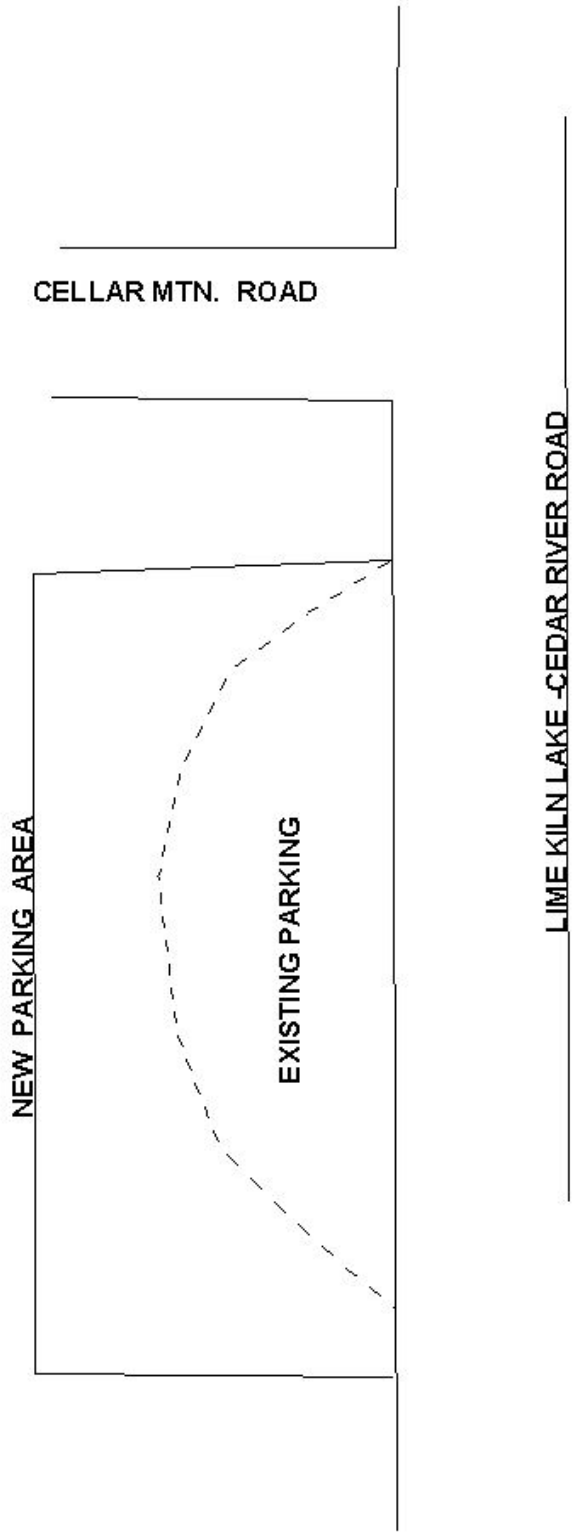
Dated 2/9/78
at Kamp Kill Kare, Lake Kora N.Y.


FERN MOUNTAIN TRAILS
Fourth Lake
Fifth Lake
Inlet
28
Fern Park Trails
Shore
South
Road
Brook
Little
Bottle
Mountain
FULTON CHAIN
MOOSE RIVER PLAINS
LEGEND
Contour Interval 20 Feet
Wild Forest Area
Intensive Use Area
UMP Boundary
Ft. / Mtn. Bike / XC Ski Trail
Snowmobile Trail
Parking
1500
0
1500
3000 FEET
12/16/08

CELLAR MOUNTAIN
Parking Area

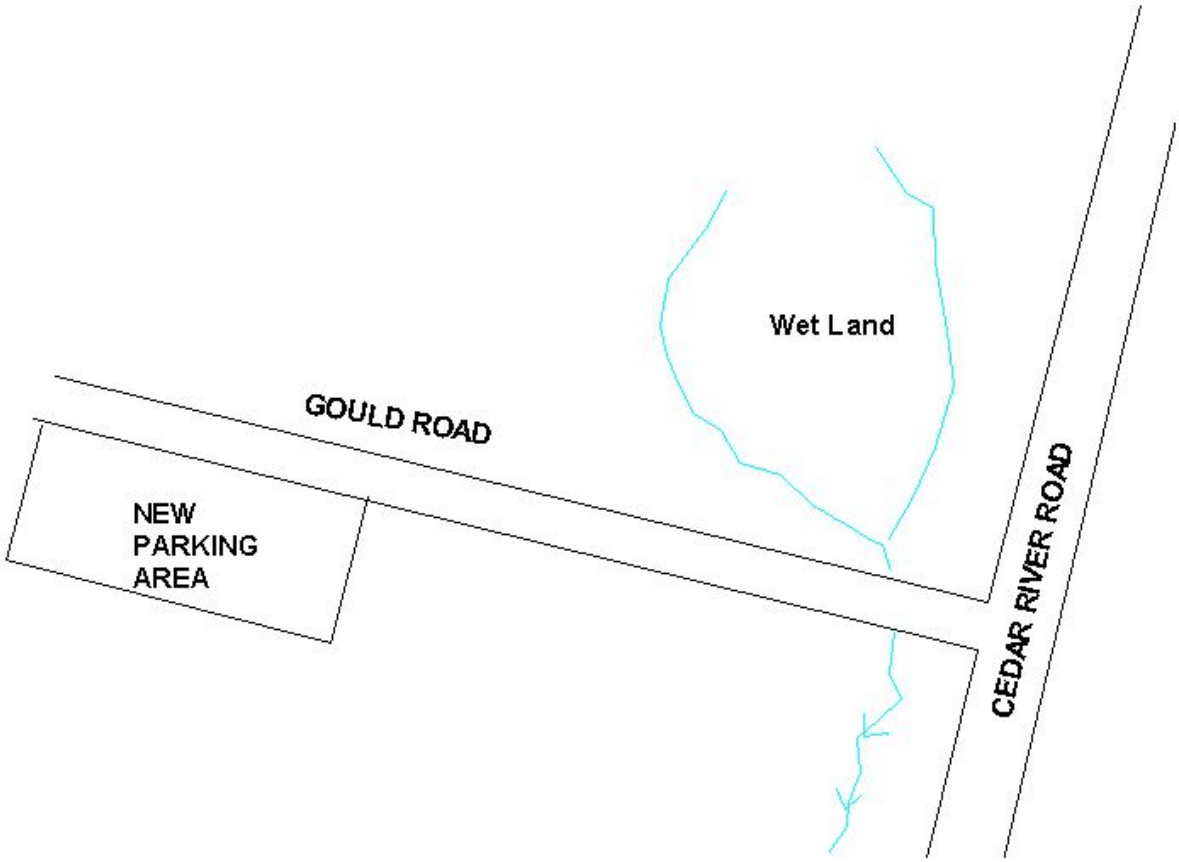


Scale 1"=10'



GOULD ROAD
Parking Area

Scale 1"=30'



APPENDIX 16 – Northville-Placid Trail Relocation Alternatives Analysis

0. NO ACTION: MAINTAIN THE CURRENT TRAIL LOCATION

Advantages: Maintaining the current route would require no trail construction. Keeping people on the part of the route on Cedar River Road would minimize the physical and biological impacts of public use on Forest Preserve lands. Existing maps and guidebooks would not need to be revised. The current route is the alternative with the least overall length.

Disadvantages: Of all the alternatives, this one would require the longest road walk, and therefore the greatest length of trail shared with potentially conflicting uses - automobiles and snowmobiles. The trail segment just north of the point where the trail enters the Blue Ridge Wilderness from private land crosses an extensive wetland which can be avoided by the other alternatives. Most importantly, because the private property formerly owned by McCane has been sold, and the new owner has requested that the trail be removed from the property, the trail must be relocated. Therefore, the no-action alternative is not open for consideration.

1. EXISTING TRAIL TO PAYNE BROOK, OLD ROAD TO WAKELY DAM, SNOWMOBILE TRAIL, EAST SIDE METCALF MOUNTAIN AND BLUE RIDGE: Heading northerly along the west side of Cedar River Flow, this route would depart from the existing route at Payne Brook, where it would follow an old road reported to lie between Limekiln Lake-Cedar River Road and the shore of the Flow heading northeasterly to Wakely Dam. It would cross the dam and proceed along an existing snowmobile trail that runs northeasterly on the east side of the Cedar River, first through State, then private lands. The snowmobile trail forms the boundary between the Moose River Plains Wild Forest and West Canada Lake Wilderness. The trail would cross the Cedar River on an existing bridge east of Sugarloaf Mountain, emerge on Cedar River Road, head northerly on the road for approximately one-quarter mile, leave the road heading westerly across private land on an old road that is a deeded right-of-way into the Blue Ridge Wilderness. New trail would be constructed along the southeasterly flank of Metcalf Mountain heading northeasterly just inside the Forest Preserve boundary. The route would pass through the notch between Metcalf and Round Top Mountains, pass to the north of Round Top and along the foot of Blue Ridge toward Stephens Pond.

The original version of this alternative contemplated following the snowmobile trail farther northeasterly within the private land to a second crossing, where the trail would emerge onto Cedar River Road and on to McCane's. However, because the new owner of McCane's would like the trail to be relocated from the property, this version is not being considered.

Advantages: The route would eliminate all but about one-quarter mile of the walk on Cedar River Road. It would follow an existing trail to Payne Brook, then an old road to Wakely Dam, a short walk on Cedar River Road, then a road into the Blue Ridge Wilderness, leaving only about six miles of new trail construction. The route would pass through the camping area at Wakely Dam. Much of the potential route northeast of Metcalf Mountain has been scouted and found to be suitable for trail construction and use.

Disadvantages: Though most of the walking on Cedar River Road would be eliminated, some road walking would remain. The route would include approximately one quarter mile of road walking at the foot of Sugarloaf Mountain. The snowmobile trail follows a former road which retains some road

character. There are reported to be a number of wet sections on the snowmobile trail. Fairly heavy snowmobile use would conflict with winter pedestrian use. The snowmobile trail route within the private lands is open to motor vehicle use by the landowner and lessees.

1.b. **EAST SIDE CEDAR RIVER FLOW TO WAKELY DAM, SNOWMOBILE TRAIL, EAST SIDE METCALF MOUNTAIN AND BLUE RIDGE:** From the point where the existing trail touches the south end of Cedar River Flow, a new trail would be constructed along the east shore of the flow in the West Canada Lake Wilderness to Wakely Dam. The route would then proceed exactly as in alternative 1, going northeasterly along the snowmobile trail on the east side of the Cedar River, moving from Forest Preserve to private lands, then cross the Cedar River and Cedar River Road into the Blue Ridge Wilderness, heading northeasterly toward Stephens Pond.

Advantages: Construction of this route would complete a loop trail around Cedar River Flow. New camping opportunities on the east shore would be available for travelers, and the route would pass through the camping area at Wakely Dam. Because the trail on the east side of the Flow would be in wilderness, it would be restricted to foot travel. Because it would be constructed as a trail, it would have more trail character than the existing route along the west side of the Flow, which follows active and former roads. The new trail could take advantage of an existing path along an old road between Buell Brook and Wakely Dam.

Disadvantages: Because the part of this route north of Wakely Dam is the same route as the one described in alternative 1, it would have the same disadvantages. In addition, this route would require nearly two miles of new trail construction along the east side of the Flow, for a total of approximately eight miles of new trail. The new segment on the east side of the Flow also would involve the opening up of over two and one-half miles of former roads and most likely would require the construction of a foot bridge 30 to 40 feet long over the Cedar River, which is classified scenic at the proposed crossing point. Wetlands along Buell Brook may necessitate a significant trail detour.

2. **EXISTING ROUTE TO PAYNE BROOK, OLD ROAD TO WAKELY DAM, WAKELY MOUNTAIN TRAIL, EAST SIDE METCALF MOUNTAIN AND BLUE RIDGE:** The existing route northerly along the west shore of Cedar River Flow to Payne Brook would remain in place. At Payne Brook the route would depart from the existing route, heading northeasterly to Wakely Dam on an old road reported to lie between Limekiln Lake-Cedar River Road and the shore of the Flow. The route would continue northerly on Cedar River Road to the Wakely Mountain trailhead, then shoot up the Wakely Mountain trail for approximately one mile. It would leave the Wakely Mountain trail, heading northerly on an old road known as the Gould road. The trail would leave the Gould road and the Moose River Plains Wild Forest and head northerly into the Blue Ridge Wilderness on an old spur road along the southeasterly flank of Metcalf Mountain. From a point where the old road becomes indistinct, new trail would be constructed just inside the State land boundary going northeasterly. The route would pass through the notch between Metcalf and Round Top Mountains and pass on the north side of Round Top, work its way along the foot of Blue Ridge and on toward Stephens Pond.

Advantages: The entire route would be on Forest Preserve land. All but about one-quarter mile of walking on Cedar River Road would be eliminated. It would be less than a mile longer than the existing route. A substantial part of the route would follow existing trails and old roads, leaving only a little more than five miles of new trail to be constructed. The route would depart the Wakely Mountain trail before the half-mile segment of wet trail east of the foot of the mountain. It would continue to pass through the camping area at Wakely Dam. A side trip to the summit of Wakely Mountain would be a convenient option for through travelers.

Disadvantages: Much of the route would follow active and former roads, whose character is less desirable than parts of the route constructed according to foot trail standards.

2.b. **EAST SIDE CEDAR RIVER FLOW TO WAKELY MOUNTAIN TRAIL, EAST SIDE METCALF MOUNTAIN AND BLUE RIDGE:** In this variation of alternative 2, the existing trail would be relocated from the west side to the east side of Cedar River Flow, where a new trail would be constructed. The route from Wakely Dam northward would be the same.

Advantages: All but approximately one quarter mile of road walk would be eliminated. The entire route would be on Forest Preserve land. It would be only about a half-mile longer than the existing route, the shortest of all the other alternatives. New camping opportunities on Cedar River Flow could be made available to travelers, adding to the available camping capacity at Wakely Dam. The new trail could take advantage of an existing path between Buell Brook and Wakely Dam, as well as part of the existing trail up Wakely Mountain. Construction of this route would complete a loop trail around Cedar River Flow. Because the trail on the east side of the Flow would be in wilderness, it would be restricted to foot travel. Because it would be constructed as a trail, it would have more trail character than the existing route along the west side of the Flow, which follows an old road.

Disadvantages: Though most of the walk on Cedar River Road would be obviated, approximately one quarter mile still would be required. In addition, this route would require nearly two miles of new trail construction along the east side of the Flow, for a total of approximately seven miles of new trail. The new segment on the east side of the Flow also would involve the opening up of over two and one-half miles of former roads and most likely would require the construction of a foot bridge 30 to 40 feet long over the Cedar River, which is classified scenic at the proposed crossing point. Wetlands along Buell Brook may necessitate a significant trail detour.

3. **EXISTING ROUTE TO PAYNE BROOK, OLD ROAD TO WAKELY DAM, GOULD ROAD, EAST SIDE METCALF MOUNTAIN AND BLUE RIDGE:** This alternative would preserve the existing route going northerly along the west shore of Cedar River Flow to Payne Brook. At Payne Brook the route would depart from the existing route, heading northeasterly to Wakely Dam on an old road reported to lie between Limekiln Lake-Cedar River Road and the shore of the Flow. The route would follow Cedar River Road for a little more than a mile, then head northwesterly on an existing forest road, known as the Gould road, just north of Wakely Pond. This road is the boundary between the Blue Ridge Wilderness and the Moose River Plains Wild Forest. The route then would leave the Gould road and head northerly into the Blue Ridge Wilderness on an old spur road along the southeasterly flank of Metcalf Mountain. From a point where the old road becomes indistinct, new trail would be constructed just inside the State land boundary going northeasterly. The route would pass through the notch between Metcalf and Round Top Mountains and pass on the north side of Round Top, work its way along the foot of Blue Ridge and on toward Stephens Pond.

Advantages: The entire route would be on Forest Preserve land. A substantial amount of road walking would be eliminated. Substantial parts of the route would follow active and former roads, reducing the need for new trail construction. The route would be only about a mile longer than the existing route. It would continue to pass through the camping area at Wakely Dam.

Disadvantages: The route would involve walking more than a mile on Cedar River Road. Much of the route would follow active and former roads, whose character is less desirable than parts of the route constructed according to foot trail standards. The Gould road will be open to motor vehicle use by

people with disabilities with CP-3 permits for 0.5 miles to an accessible campsite to be constructed on Wakely Pond.

3.b. **EAST SIDE CEDAR RIVER FLOW TO GOULD ROAD, EAST SIDE METCALF MOUNTAIN AND BLUE RIDGE:** In this variation of alternative 3, instead of the existing route remaining in place on the west side of Cedar River Flow, a new trail would be established on the east side from the south end of the Flow to Wakely Dam.

Advantages: All but a little more than a mile of walking on Cedar River Road would be eliminated. The entire route would be on Forest Preserve land. It would be less than a mile longer than the existing route. New camping opportunities on Cedar River Flow could be made available to travelers, adding to the available camping capacity at Wakely Dam. The new trail could take advantage of an existing path between Buell Brook and Wakely Dam, as well as segments of old roads. Construction of this route would complete a loop trail around Cedar River Flow. Because the trail on the east side of the Flow would be in wilderness, it would be restricted to foot travel. Because it would be constructed as a trail, it would have more trail character than the existing route along the west side of the Flow, which follows an old road.

Disadvantages: Though most of the walk on Cedar River Road would be obviated, a little more than a mile still would be required. In addition, this route would require nearly two miles of new trail construction along the east side of the Flow, for a total of approximately seven miles of new trail. The new segment on the east side of the Flow also would involve the opening up of over two and one-half miles of former roads and most likely would require the construction of a foot bridge 30 to 40 feet long over the Cedar River, which is classified scenic at the proposed crossing point. Wetlands along Buell Brook may necessitate a significant trail detour.

4. **WILSON RIDGE, EAST SIDE WAKELY AND METCALF MOUNTAINS, BLUE RIDGE:** Heading north from the West Canada Lake Wilderness, this route would depart the existing trail just north of the south end of Cedar River Flow, head westerly into the Moose River Plains Wild Forest along the south flank of Wilson Ridge on the Wilson Ridge road to Limekiln Lake-Cedar River Road, then follow Limekiln Lake-Cedar River Road easterly for approximately 1.4 miles. It would then head northerly on the Cellar Pond road along the east flank of Cellar Mountain for about 0.7 mile, depart from the road going generally northeastward on an old road along the southeast flanks of Wakely and Metcalf Mountains, enter the Blue Ridge Wilderness and pass through the notch to the north side of Round Top Mountain, then make its way along the foot of Blue Ridge toward Stephens Pond. The route also could include the routes described in alternatives 6 and 7.

Advantages: The entire route would be on Forest Preserve land. Most of the route would follow existing and former roads, where trail construction work would be minimal. It is thought that there might be opportunities for views from various points along the flanks of Wakely and Metcalf Mountains. Should this route be chosen, a proposed new route to the summit of Wakely Mountain would become a convenient side trip for through-travelers. (The new route would follow the Cellar Pond road to Cellar Pond, then proceed northeasterly along the top of the ridge to the summit. This route would ascend the mountain more gradually than the existing route up the fall line.)

Disadvantages: Because much of this connecting route would follow roads, including about 1.4 miles on Cedar River Road, it would not have the character most appropriate for a foot trail. The Wilson Ridge road was open to motor vehicle use by members of the Little Moose Lake Club until their lease expired in 2006. This alternative would add the longest distance to the trail because it would involve a wide swing around Wilson Ridge to avoid a direct climb up its steep flanks. A long side trip would be required to the camping area at Wakely Dam.

5. **PAYNE BROOK VALLEY, EAST SIDE WAKELY AND METCALF MOUNTAINS, BLUE RIDGE:** The route of this alternative would depart from the present route near the point where the trail heading northerly along the west side of Cedar River Flow emerges onto Limekiln Lake-Cedar River Road. The route would cross Limekiln Lake-Cedar River Road and go northwesterly within the Moose River Plains Wild Forest along a road roughly paralleling Payne Brook, then continue westerly on new trail, swing northerly then northeasterly along an old road on the contour along the southeasterly flank of Wakely Mountain, proceed through the notch between Wakely and Payne Mountains and move on northeasterly along the foot of Wakely and Metcalf Mountains, enter the Blue Ridge Wilderness and pass through the notch to the north side of Round Top Mountain, then make its way along the foot of Blue Ridge toward Stephens Pond.

   Advantages: This route would entirely eliminate the need to walk on Cedar River Road. The entire route would be on Forest Preserve land. It would take advantage of an old road in the Payne Brook valley, as well as a number of other old roads. It is thought that there might be opportunities for views from various points along the flank of Wakely Mountain. The construction of this route would give through-hikers the option of taking this route or walking a shorter route on Cedar River Road to the current Wakely Mountain trailhead, then up the Wakely Mountain trail to intersect the new route. It also would allow campers at Wakely Dam to walk a loop by heading up the Wakely Mountain trail, then down Payne Brook and back along Limekiln Lake-Cedar River Road. Should this route be chosen, a proposed new route to the summit of Wakely Mountain would become a convenient side trip for through-travelers. (The new route would follow the Cellar Pond road to Cellar Pond, then proceed northeasterly along the top of the ridge to the summit. This route would ascend the mountain more gradually than the existing route up the fall line.)

   Disadvantages: The route would involve old roads, though they are growing in and taking on the character of a foot trail. The Payne Brook road is open to public motor vehicle use, though this plan proposes that it be blocked. The Payne Brook road passes through the center of a large historical deer wintering area, though it is not likely that the low levels of anticipated winter use would have a significant impact on deer. Travelers would have to take a detour of approximately 1.5 miles along Limekiln Lake-Cedar River Road to reach the camping area at Wakely Dam.

6. **WAKELY-METCALF RIDGE:** This is a trail segment that could become part of either alternative 4 or 5. It would begin on the Cellar Pond road, proceed to Cellar Pond, then go northeasterly along the top of the ridge to the summit of Wakely Mountain. From the summit, the trail would push on northeasterly, generally following the entire ridge line for more than six miles, drop into the notch between Metcalf and Round Top Mountains, pass to the north of Round Top and follow along the foot of Blue Ridge and on toward Stephens Pond. The route begins in the Moose River Plains Wild Forest, but is mostly within the Blue Ridge Wilderness and WMPA.

   Advantages: This route would include a visit to the Wakely Mountain fire tower. The construction of this route would allow for a new approach to the Wakely Mountain summit from Cellar Pond northeasterly up the ridge line. The new route would ascend the mountain more gradually than the existing route up its steep southeast flank.

   Disadvantages: Making a passage over Wakely and Metcalf Mountains would involve fairly strenuous climbing, especially for through-hikers wearing heavy backpacks. Some NP Trail historians suggest that the trail was intended to be a lowland route. The route would involve significant new trail construction in what appears to be a dense continuous forest of red spruce and balsam fir. It appears that the forest cover is closed along the ridge, and it is likely that there would be few opportunities for views from the

trail. Most of the route would be within the Adirondack Subalpine Forest Bird Conservation Area (BCA), which includes all lands in Hamilton County above 2,800 feet.

7. **WEST SIDE OF WAKELY AND METCALF MOUNTAINS:** This is another trail segment that could become part of either alternative 4 or 5. It would veer off the road to Cellar Pond going northwesterly, then northeasterly. The trail would descend gradually and then continue along the bottom of the northwesterly flanks of Wakely and Metcalf Mountains. The trail would continue northeasterly, passing to the north of Round Top, along the foot of Blue Ridge and on toward Stephens Pond. Though it begins in the Moose River Plains Wild Forest, the route is almost entirely within the Blue Ridge Wilderness.

   Advantages: The route would open a large unexplored valley of old growth forest to discovery by hikers. It would be a lowland route, which might be preferred by some NP Trail historians. Should this route be chosen, a proposed new route to the summit of Wakely Mountain would become a convenient side trip for through-travelers. (The new route would follow the Cellar Pond road to Cellar Pond, then proceed northeasterly along the top of the ridge to the summit. This route would ascend the mountain more gradually than the existing route up the fall line.)

   Disadvantages: This route would involve significant new trail construction. Of all the alternatives, it would penetrate farthest into the trailless interior of the Blue Ridge Wilderness. According to available inventory information, significant portions of the area traversed by the route are covered by dense spruce-fir forest that would make trail construction difficult and have limited visual appeal for travelers. Wetlands associated with Cellar Brook may make a trail crossing impracticable, requiring a long detour northwest of Cellar Pond. Situated on the northwest side of the mountain, it is likely that this route would retain snow later in the year than the alternative routes on the summit or the south side.

COMPARISON OF ALTERNATIVES AND SELECTION OF A PREFERRED ALTERNATIVE

A review of the 13 alternative routes for the NP Trail selected for consideration shows that each has advantages and disadvantages. Table 13 gives a comparison of the alternatives in terms of relative mileages in various categories. The distances were derived by map measurement of hypothetical routes and are presented for general comparison purposes only. In comparing alternatives, their benefits and drawbacks were weighed in terms of their relevance to the objectives listed previously.

In assessing the alternatives according to the objectives, it was clear that some alternatives should quickly drop out of consideration. If there were no reasonable alternatives to those in which significant distances of walking on a public highway or across private lands were necessary, then a detailed comparison of alternatives involving road walking or private lands would be in order. However, alternatives 1, 1b, 2 and 2b would require minimal road walking, and alternative 5, with variations involving alternatives 6 and 7, would require no road walking. Of those, alternatives 2, 2b and 5 (with variations 6 and 7) do not cross private lands. Variation 6 drops out of consideration because of its high level of difficulty for through-hikers and the likelihood that few views would reward the climb, and variation 7 suffers from a number of siting difficulties. Therefore, it would appear unnecessary to delve any depth into alternatives other than 2, 2b and 5.

[38]**Table 13.** Northville-Lake Placid Trail Relocation - Mileages by Category for Each Alternative

[38]*For comparison purposes, the starting point of all routes is the south end of Cedar River Flow where the NP trail intersects with the old road heading easterly toward Carry Pond. The ending point is the point near the east end of Blue Ridge where the proposed new route intersects the existing trail northwest of the former McCane's Resort. All distances were derived by map measurement of hypothetical routes and are presented for general comparison purposes only.*

Trail Category	Mileages by Alternative												
	0	**1**	**1b**	**2**	**2b**	**3**	**3b**	**4**	**4 (6)**	**4 (7)**	**5**	**5 (6)**	**5 (7)**
Cedar River Road	7.6	0.3	0.3	0.3	0.3	1.1	1.1	1.4	1.4	1.4	0	0	0
DEC Road Open to Public Motor Vehicle Use (Not Cedar River Road)[39]	0	0	0	0.1	0.1	0.5	0.5	0.7	0.7	0.7	1	1	1
Private Road[40]	0.2	1.6	1.4	0.2	0	0.2	0	3.7	3.7	3.7	0.2	0.2	0.2
Old Road Not Open to Motor Vehicles	3.2	4.8	2.8	7.6	5.6	6.7	4.7	5.6	1.8	2.8	7.8	3.6	4.6
Existing Trail[41]	1.6	2.3	2.3	0	0	0	0	0	0	0	0	0	0
New Trail	0	5.9	7.8	5.2	7.1	5.2	7.1	6.1	9.9	8.8	6.4	11	10
Total Length of Route	13	14.9	14.6	13	13	14	13	18	18	17	15	16	16
Net Mileage	0	2.3	2	0.8	0.5	1.1	0.8	4.9	4.9	4.8	2.8	3.5	3.4
Mileage on Private Lands Other Than State Right-of-Way[42]	0.8	1	1	0	0	0	0	0	0	0	0	0	0

[39]*The Moose River Plains Wild Forest UMP includes proposals to gate the Payne Brook, Cellar Pond, Wakely Mountain and Gould roads.*

[40]*This category includes the Wilson Ridge road, recently used for motor vehicle access by members of the Little Moose Lake Club, and roads on private lands north and east of Sugarloaf Mountain. Motor vehicle use of Wilson Ridge Road ceased when the lease expired in 2006.*

[41]*Mileage figures refer to lengths of trail on Forest Preserve land.*

[42]*The road crossing private lands from Cedar River Road to Forest Preserve land north of Sugarloaf Mountain is subject to a deeded right-of-way.*

Here is a summary of the alternatives removed from further consideration and the reasons for their elimination.

ALTERNATIVE 0: The fact that the present route of the NP Trail includes an extensive road walk is the reason an alternative location is being sought. Its other major downfall is its crossing of private lands. Because the new owner of the former McCane's Resort wants the trail moved off the property, this alternative is no longer possible.

ALTERNATIVES 1 AND 1B : Both routes cross private lands and use approximately three miles of a designated snowmobile trail.
ALTERNATIVES 3 AND 3B: The Gould road routes are similar to alternatives 2 and 2b, except that they include longer walks on Cedar River Road: 1.1 miles rather than 0.3 miles.

ALTERNATIVE 4: The Wilson Ridge route and its variations would add the greatest length to the trail - almost five miles over the existing route. They would involve 1.4 miles on Cedar River Road and almost four miles on a road recently providing motor vehicle access to the Little Moose Lake Club, though the use of the road ceased when the lease expired in 2006.

ALTERNATIVE 6: This is a possible variation of alternative 5 (considering alternative 4 to be out of the running). Since the ridge trail would involve a climb to the summit of Wakely Mountain, the level of difficulty for through-hikers wearing heavy backpacks would be sufficiently high to pose a significant obstacle. The climb might be worth the exertion if there were significant view opportunities along the ridge, but preliminary reconnaissance indicated that there are few breaks in the dense forest cover.

ALTERNATIVE 7: Also a possible variation of alternative 5, the route on the west side of Wakely and Metcalf Mountains would penetrate farthest into the trailless interior of the Blue Ridge Wilderness. It appears from available information that the route would traverse dense spruce-fir forest and skirt extensive wetlands, making it difficult to construct and less attractive for hikers. With its northern exposure, snow cover would remain on the trail longer in the spring than on other alternative routes.

To assist in the comparison of the three finalists, existing records of rare animals, rare plants, significant natural communities and significant habitats were reviewed for occurrences in the vicinity. The only occurrence recorded was the presence of loons on
Cedar River Flow. The significant habitats identified were historical deer wintering areas and the Adirondack Subalpine Forest Bird Conservation Area (BCA), which includes all
lands in Hamilton County above 2,800 feet. There is a historical deer wintering area south and east of Stephens Pond, one surrounding Payne Brook and extending east of the Cedar River, one along the southwestern shore of Cedar River Flow, and one from the south shore southward surrounding the Cedar River. The discussion of each alternative includes references to these occurrences.

ALTERNATIVE 2B: By following new trail to be constructed on the east side of Cedar River Flow, route 2b nearly eliminates the Cedar River Road walk and reduces the mileage on old roads involved in alternatives 2 and 5. At only a half mile longer than the existing route, this is the shortest of all the other alternatives.[43] It also passes through the staging and camping area at Wakely Dam.

The section of new trail that would be constructed on the east side of the Flow would have the long-term benefits of a route created as a hiking trail. It would provide the opportunity for local hiking on a loop trail

[43] *All distances were derived by map measurement of routes that have not been laid out in the field. Therefore, the difference in overall length between alternatives 2 and 2b should be considered negligible.*

around the Flow. The trail would be located on the periphery of the West Canada Lake Wilderness, thereby eliminating the potential for conflicts with other types of trail use and affording access for hunting and exploration without drawing large numbers of visitors into the wilderness interior.

The part of the route on the east side of Cedar River Flow would run along the northern edge of a historical deer wintering area extending south of the Flow. The part of the route along the foot of the east end of Blue Ridge, which is identical with alternatives 2 and 5, would run along the western edge of the historical deer wintering area south of Stephens Pond. This route might have less potential impact on the area near Stephens Pond than the existing route, which cuts across one lobe of it. In general however, because winter use of the route is likely to be relatively low, use impacts to deer wintering areas are not likely to be significant. The entire route would lie below an elevation of 2,800 feet, and so outside the Adirondack Subalpine Forest Bird Conservation Area, with the possible exception of a short segment skirting private lands on the northeast end of Metcalf Mountain.

The main drawback of alternative 2b is the amount of new construction in wilderness needed to create the trail on the east side of the Flow. It would require almost two miles more of total new trail construction than alternative 2 and three-quarters of a mile more than alternative 5. The route of the east-side trail has not been scouted. It could follow an old road from Wakely Dam to the area of Buell Brook. However, a significant detour may be required to avoid expansive wetlands flanking the brook. The route most likely would require a fairly large foot bridge over the Cedar River at the south end of the Flow. The river at the proposed bridge location is classified scenic. Bridges across other streams crossing the route are likely to be needed.

Because a route on the west side has long been used, the construction of a new route would only be justified to avoid major problems with the existing route. Though there are disadvantages, their magnitude does not appear sufficient to necessitate a major relocation. About a tenth of a mile of the existing trail along the west side of the Flow was available for motor vehicle use by members of the Little Moose Lake Club. But their use ceased when the Club's lease expired in 2006. The MRPWF UMP will propose that the west side route remain open to mountain bicycles and horses. However, use by mountain bicycles and horses has been relatively light, and the modest increases in use that may occur as a result of UMP designation is not expected to result in significant conflicts with hikers. The west side route is a former road and does not have the character of a foot trail. But as the route continues to be maintained to trail standards, it will take on more trail character over time.

Though there would be benefits to the creation of a new trail along the east side of Cedar River Flow, they do not appear to be to sufficiently great to justify the relocation of the existing west-side route. The east side trail could be revisited in the West Canada Lake Wilderness UMP.

ALTERNATIVE 5: The greatest benefit of this route is that it totally eliminates the walk on Cedar River Road. The part of the route along the southeast flank of Wakely Mountain might include opportunities for views. The route would link directly with a proposed new trail up Wakely Mountain. It would continue to follow the existing route along the west side of Cedar River Flow. The part of the route along the foot of the east end of Blue Ridge would run along the western edge of the historical deer wintering area south of Stephens Pond, as in alternatives 2 and 2b. Though it is unlikely that the low levels of anticipated winter trail use would have a significant impact on wintering deer, this route would have less potential impact on the area than the existing route, which cuts across one lobe of it. The entire route would lie below an elevation of 2,800 feet, and so outside the Adirondack Subalpine Forest Bird Conservation Area (BCA), with the possible exception of a short segment skirting private lands on the northeast end of Metcalf Mountain.

This route would pass along the edge of a historical deer wintering area along the southwestern shore of Cedar River Flow, as does the existing route. In addition, approximately two miles of it would pass through a historical deer wintering area surrounding Payne Brook north of Limekiln Lake-Cedar River Road. However, because

winter plowing on Cedar River Road ends more than five miles before the Payne Brook road intersection, winter use of this trail segment would be limited to a relatively low number of through-hikers, who would have a negligible impact on wintering deer.

The main problem with alternative 5 is that it would exceed the length of the existing route by over two and a half miles, and it would be longer than alternatives 2 and 2b by two miles or more. In addition, through-hikers would have to make a detour of about one and a half miles to the staging and camping area at Wakely Dam. With this route in place, those seeking a quicker route would be able to take the route of alternative 2 along Limekiln Lake-Cedar River Road to Wakely Dam, up the Wakely Mountain trail and beyond, since this route would be assembled through the construction of alternative 5. Nevertheless, the benefits of removing a mere quarter-mile walk on Cedar River Road and the possible views from the southeasterly flank of Wakely are not considered sufficiently powerful to overcome the addition of two miles to the length of the NP Trail.

ALTERNATIVE 2 - THE PREFERRED ALTERNATIVE: Alternative 2 would be the easiest of the three finalists to execute. Following the existing route along the west side of Cedar River Flow, only a little more than five miles of new trail would have to be built, so the initial cost of the route would be the least. It ranks among the shortest of the alternatives, adding only slightly more than a half mile to the length of the existing route. The new route would pass through the staging and camping area at Wakely Dam. The route of this alternative passes along the edge of a historical deer wintering area along the southwestern shore of Cedar River Flow and through the deer wintering area on the north end of the flow, as does the existing route. The part of the route along the foot of the east end of Blue Ridge would run along the western edge of the historical deer wintering area south of Stephens Pond, as with alternatives 2b and 5. However, this route would have less potential impact on the area than the existing route, which cuts across one lobe of it. In general, because winter trail use would be light, impacts to wintering deer would be minimal. The entire route would lie below an elevation of 2,800 feet, and so outside the Adirondack Subalpine Forest Bird Conservation Area (BCA), with the possible exception of a short segment skirting private lands on the northeast end of Metcalf Mountain.

In comparison with alternative 2b, this route includes more mileage on former and active roads that do not have foot trail character. However, as described in the discussion of alternative 2b, the drawbacks of continuing to use the existing west-side route do not appear sufficiently significant to justify the construction of a new trail on the east side that has the same beginning and ending points and does not differ significantly in length. The benefits of alternative 2, along with its relatively few drawbacks in comparison with the others, led the planning team to select it as the preferred alternative.

Least Cost Path Analysis

Least cost path analysis is a GIS tool that identifies the path between two locations that costs the least to traverse, where cost is a function of time, distance or some other criteria defined by the user. Staff of the UMP-GIS Consortium have developed a least cost path tool to assist in the development of management proposals for UMPs. The tool was not available when the original NPT alternative route analysis was conducted. It became available before this plan was finalized, and so was used to test the results of the original analysis.

In applying the least cost path tool, cost values were assigned which reflected the objectives that shaped the original analysis:

1. Minimize the length of the trail on roads open to motor vehicle use.
2. Minimize the length of the trail open to conflicting recreational uses.
3. Maximize the length of the trail on State land rather than private land subject to uncertain landowner permission or activities that would affect the scenic qualities of the trail corridor.

4. Minimize the total length of the trail.
5. Find a trail location that minimizes the potential for impacts on soils, wetlands, significant habitats and rare species.
6. Use old roads for the trail route to minimize the cost of trail construction, but build new trail if desirable to reduce trail length, reduce significant use conflicts, avoid wet areas or significantly improve the hiking experience.
7. For ease of walking, minimize the length of trail in steep sections and minimize variation in elevation.

When confined to the analysis of the alternative routes originally considered, the tool selected alternative 2, the preferred alternative. The tool was then applied to find a route not confined to the original alternatives. Two sets of costs were used.

The initial analysis was designed to find the best possible route without considering the cost of new trail construction. In this analysis, higher costs were assigned to wetlands, highly erodible areas, high-slope areas and potential deer yard wintering areas. The resulting least cost path is shown as a blue dotted line (LCP1) in Appendix 14. This path follows UMP alternative 2 fairly closely, with several minor deviations to avoid wetlands, steep slopes or more circuitous routes.

The second analysis included the cost of new trail construction. This model used the same parameters as LPT1, but assigned the highest cost to roadless areas and the least cost to existing trails that had a trail-like character. The results from this analysis (LCP2) is shown as a red dotted line in Appendix 14. LCP2 follows UMP alternative 2 very closely, with only one major difference in the segment about a mile north of Cedar River Flow. The major reason for this difference is that alternative 2 follows a somewhat circuitous route along the Wakely Mountain trail and then the Gould road. However, because LCP2 crosses a wetland in this stretch, alternative 2 may be a better choice for this section of trail.

APPENDIX 17 – APA Approval for Designation of Horse Trails

STATE OF NEW YORK EXECUTIVE DEPARTMENT
ADIRONDACK PARK AGENCY
P.O 60X99
RAY BROOK. NEW YORK 12977

December 28 1989
Mr. John English
Associate Forester
Department of Environmental Conservation
Northville, New York 12134-0458

Dear John:
Re: Designation of Horse Trails in the Moose River Plains Wild Forest
The Department proposes to designate five old gravel roads as horse trails. The trails are the Lost Pond Trail, Mitchell Ponds Trail, Beaver Lake Trail, Sly Pond Trail and the fire access road south of the South Branch of the Moose River.

It is my understanding from your letters of July 31 (received August 16) and October 18 and our field visit of October 4, that these trails are all old roads which have been closed to motor vehicle use except snowmobiles since the property was acquired. The trails are included in the snowmobile trail inventory and shown on the Department's snowmobile trail map. In the past while most of the use of these trails has been by hikers, other use (except motor vehicle) including horses has not been prohibited.

With a dramatic recent increase in horse use in the Moose River Plains, mostly on the gravel roads open to motor vehicle use, the Department desires to direct this use off these roads for safety reasons. Since Part 190.8n of NYCRR allows horse use on snowmobile trails and not on hiking trails unless specifically marked for such use, the Department proposes to post the trails for such use to resolve any ambiguity concerning their use and to provide for the appropriate, safe use of the area.

Based on this information, Agency staff would concur that the designation of the five trails identified does not constitute a new improvement or use and may proceed without a unit management plan.

Sincerely,

Charles W. Scrafford
Supervisor of Regional Planning

CWS:nmh:csz

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APPENDIX 19 – Public Comment

Comments on 2006 Draft UMP

The following is a summary of public comments received between March, 2006 and September, 2006 following the release of the Draft MRPWF UMP and subsequent addendum. The Department received in excess of 5,000 comments in the form of letters, e-mails, post cards and faxes. In addition, oral comments were received at two public meetings. While the intent is to use actual excerpts where possible, in many cases it was necessary to condense and paraphrase. In some instances comments were too general for a specific response. Instances where public input pointed out minor factual mistakes, typos, etc. resulted in corrections or changes made directly to the plan.

General Comments regarding the content and format of the plan

1. Numerous general comments were received suggesting that no changes in uses or facilities should be made.
   Response: *The goal behind the development of a UMP is to provide for management and use of Forest Preserve that conforms to the guidelines set forth in the APSLMP and is consistent with Department rules and regulations and policies. In order to accomplish this goal it is necessary to make changes in the way the public currently uses these lands and to remove or relocate facilities that are nonconforming.*

2. Several comments received simply stated " increase in all recreational opportunities on the unit."

   Response: *Forest preserve lands cannot withstand unlimited development of facilities and uses. Careful planning is necessary to insure proposals for additional opportunities do not have significant impacts on the natural resources of the area.*

3. The maps in the plan are inadequate. The names of roads mentioned in the text are missing or are impossible to read. Maps in the UMP do not demonstrate the larger picture of snowmobile community connectors. The UMP must include a map that provides a better understanding of proposed, abandoned, and current snowmobile trails.

   Response: *This UMP contains more than the minimum number of maps recommended in the UMP template. The large map extents for this planning area made it difficult to include on a 11" x 17" fold out, the names of all the trails, roads, highways, and natural features mentioned in the plan. The contrast of the black and white printing of the insert maps in the draft plan made it difficult to distinguish details that could be seen more clearly on the CD version of the plan with color inserts. The insert maps in the final plan were printed in color. A new series of detailed maps showing snowmobile community connectors has been added to the plan. Improvements have been made to the facilities map. Refer to Appendix 2 for detailed facility descriptions.*

4. Failure to do a disciplined analysis of the economic, social, cultural and historic impacts of proposals fails to meet SEQRA requirements.

   Response: *All proposed management actions were analyzed for significance under SEQRA. Given the scope of the entire project, social, economic and cultural values associated with each proposed action,*

none were deemed to be a significant impact. Since the proposed final plan was released the plan has been redone as a draft UMP/DGEIS.

Snowmobiling/Comprehensive Snowmobile Plan (CSP)

1. Question the use of snowmobiles in Forest Preserve "protected" by the forever wild clause of the NYS Constitution, wondering how the word "wild" is being interpreted.

   Response: *The APSLMP allows snowmobile trails in units classified as Wild Forest. See pages 32-38 of the APSLMP .*

2. a. A few comments opposed the use of large "groomers" on snowmobile trails and questioned if tracked groomers are even allowed on Forest Preserve land or whether the activity complies with the Adirondack Park State Land Master Plan and 6 NYCRR Part 196.1. The use of mechanized groomers on the Forest Preserve authorized by the interim guidelines is not in compliance with the APSLMP guidelines for use of motor vehicles, motorized equipment and aircraft in Wild Forest.

   b. The APSLMP prohibits the use of motor vehicles to groom cross-country ski trails. If motor vehicle groomers are not permitted on cross-country ski trails then they are not permitted on snowmobile trails.

   c. DEC admits in the Comprehensive Snowmobile Plan for the Adirondack Park that an amendment to the APSLMP is necessary to permit mechanized grooming of Forest Preserve snowmobile trails. DEC's recommendations in the Moose River Plains UMP should not be inconsistent with its recommendations in the Snowmobile Plan.

   d. DEC cannot legally recommend management actions that do not comply with the APSLMP. Further, any future action taken by the Adirondack Park Agency to authorize motor vehicle grooming on Forest Preserve trails for any amount of time without a formal amendment of the APSLMP violates current decisional law.

   e. Other comments advocated the use of tracked groomers, suggesting that the use of all grooming equipment is administrative use and thereby allowed under APSLMP guidelines as long as either a TRP or AANR has been secured.

   Response: *The type(s) of groomers allowed on snowmobile trails in the MRPWF will depend on the provisions of current or future policy, and not this UMP. Although the APSLMP explicitly prohibits motor vehicle grooming of cross-country ski trails in Wild Forest, (improved cross country ski trails are not conforming facilities, except in intensive use areas, See pages 17 and 41 of the APSLMP), the use of motor vehicles is allowed: ". . .by administrative personnel where necessary to reach, maintain or construct permitted structures and improvements. . ."*

   In order to document existing uses, the plan has been revised to identify the type of groomer currently used on area snowmobile trails. Use of tracked groomers will continue on currently designated DEC Class A trails which facilitate access between communities. No tracked groomers will be allowed on new or newly designated trails in the Forest Preserve where tracked groomers have not previously been used. The issue of tracked grooming in the Forest Preserve will be addressed by APA and DEC.

3. a. Support permitting tracked grooming for two more years only. The only way tracked grooming can be legally permitted on Wild Forest is through an amendment to the APSLMP.

   b. Several comments asked why it is necessary to use motor vehicle tracked groomers instead of snowmobiles with drags.

   c. The majority of comments advocated the use of tracked groomers, based on their ability to remove large moguls and groom trails more efficiently than a snowmobile towing a drag, resulting in a safer experience both for the snowmobiler and groomer. Numerous comments involved concerns over the language related to future tracked grooming in the unit.

   d. Oppose language in the UMP that would prohibit the use of tracked groomers, either now or in the future. Recommend that tracked groomers be allowed on all state trails with track/drag width limitations set at eight feet. This has been the case in Hamilton county for over 30 years.

   e. Grooming with the types of modern motorized groomers that have been used safely and successfully to date must be allowed in order to continue to provide a safe and enjoyable snowmobile experience, even if the DEC and APA fail to rule on their continued use within two years. Failure of the DEC or APA to rule on continued use should not warrant any change in past practice or prior use, particularly at the expense of those who depend on snowmobiling for their livelihood.

   f. Without tracked grooming it will create unsafe conditions that will certainly result in injuries if not deaths.

   Response: *See previous answer. DEC and APA will address this issue.*

4. DEC needs to urge the APA to take a stand on interpretation of the APSLMP with respect to use of tracked groomers. It was not the original spirit of the APSLMP to unfairly inhibit the ability of the DEC and other land stewards to perform necessary maintenance of recreational trails in the Adirondack Park. The fact that the APSLMP provides for snowmobiling in the park implies that it also intended to provide for maintenance of these and other multiple use trails in the Forest Preserve, reasonably using technology currently available. How does the APA define administrative personnel and where will such individuals be used and what activities will they be involved with in the MRPWF?

   Response: *UMPs are required to keep proposals within the guidelines for each particular classification. There have been recent APA discussions on outstanding State Land Master Plan interpretation issues that have been identified in the ongoing Unit Management Planning process. The Adirondack Park Agency is responsible for revisions to the APSLMP and for clarifications regarding existing language. Administrative personnel is a topic of current discussion between DEC and APA.*

5. The APSLMP was originally adopted in 1972 and has not been adequately revised to accommodate the changes in snowmobiling over the past 3 decades. Like any other constitution, the APSLMP needs to be reviewed and revised as needed to accommodate reality.
   Response: *See previous answer.*

6. Many comments suggested the plan will preempt the Comprehensive Snowmobile development process and undermine the objective "to plan for the Park in an overall way rather than unit-by-unit." The

Department should wait until the Snowmobile Plan has been adopted before identifying or creating new trails.

No existing snowmobile trails should be closed anywhere in the Adirondacks until a comprehensive snowmobile plan has been adopted and executed.

Snowmobile trail decisions should be deferred until the APSLMP is updated.

Evaluation of the compliance with the mileage provision of the APSLMP would necessitate completion and evaluation of a completed snowmobile trail inventory of the Adirondack Forest Preserve.

The snowmobile community cannot make a decision on particular trail closures unless viewed in the context of all other UMPs. Trail changes on a UMP by UMP basis is no way to make a proper judgement.

This plan seems to be selectively implementing parts of Comprehensive Snowmobile plan, but not implementing the parts that would benefit snowmobiling.

Response: *Proposals in this UMP for the construction and maintenance of snowmobile trails in the MRPWF have been made consistent with the language set forth in the APSLMP and current policy.*

7. Avoid otherwise remote areas. Locate snowmobile trails near existing highways.

   Response: *The new snowmobile trail proposal in this UMP considered routes near the periphery of State land. In some cases the ability to use private lands and/or routes parallel and near to travel/transportation corridors is impractical due to the numerous private landowners, residential development, topography, and dependency on road crossings to avoid obstacles.*

8. Some comments suggested that trails need to be wider to accommodate today's snowmobiles and kept open to OPRHP specifications with the need to address safety concerns such as rocks, curves, bridges, etc.

   Snowmobilers will not ride trails that are unsafe or in a condition that might damage their expensive equipment.

   Why compare a snowmobile trail with a foot trail? Does not make sense! Foot trails can go around a dangerous obstacle unlike a snowmobile.

   Response: *Specifications for snowmobile trails proposed in this UMP will conform to relevant APSLMP guidelines and DEC policy.*

9. The UMP states that snowmobile trails will be maintained according to the Interim Guidelines for Snowmobile Trail Construction and Maintenance and Clarification and Practice Regarding Motor Vehicle Use for Snowmobile Trail Grooming, Maintenance and Construction in Wild Forest. However, this and all UMPs should state that these interim guidelines were only intended to act as guidance for a period of one year beginning Nov. 15, 2000. The Department's continued reliance on them for the MRPWF without a determination by the APA as to whether these guidelines comply with the APSLMP is highly questionable, to say the least.

Response: The Comprehensive Snowmobile Plan for the Adirondack Park was adopted in 2006. References to the Interim Guidelines have been removed from the UMP. Snowmobile trails on the Forest Preserve will be maintained according to existing DEC policy and guidelines, and pursuant to specific terms and conditions outlined in each Adopt a Natural Resource Agreement or Temporary Revocable Permit.

10. The "No Material Increase" phrase applies to snowmobile trails and has become DEC's policy to be applied to each individual unit although there is no basis for this in the APSLMP. Applying the 'no material increase' clause to each unit is unnecessary. If trails are closed during the individual UMP process then there is little chance they will ever be reopened.

    The DEC needs to assess its regulation capping mileage at the announced level of 848.8 miles of trail. The intended meaning, is that the description refers to mileage in the Park. Yet by appearing in each unit management plan gives the appearance that this criterion applies to each specific unit. The phrasing needs to be modified to address the issue parkwide of forest preserve lands.

    Other comments suggested the need for more trails not less. Oppose closure of any snowmobile trail.

    Response: *A discussion of the UMP with respect to the "no material increase" provision of APSLMP Basic Guideline #4 is in the plan. DEC and APA staff jointly reviewed existing documents, staff communications, and maps to revise the plan to include, to the best of our ability, mileage of 1972 snowmobile trails no longer used for snowmobiling, existing snowmobile trails to remain open, existing snowmobile trails to be closed to snowmobiling, and proposed new snowmobile trails. While the material increase provision applies to all wild forest areas on a Park wide basis, efforts are made during the planning process to close unsuitable snowmobile trails to help compensate for new snowmobile trail mileage for necessary relocations or new community connector links. In March of 2008 the Adirondack Park Agency adopted a resolution which determined that the total snowmobile trail mileage on all wild forest units will not exceed 848.88 miles. The resolution also outlined the format in which snowmobile trail mileage should be presented in future unit management plans.*

11. a. The DEC should be conducting an analysis of the current environmental impacts of snowmobiling and no expansion of the current system should be undertaken until this analysis is complete and made public. Environmental impacts caused by snowmobiles include air emissions and impacts to the natural soundscape.

    b. DEC has received misleading and perhaps false information regarding grooming. Tracked groomers are more environmentally friendly than a snowmobile and drag that requires multiple trips, resulting in lower emissions. The equipment used is designed to not do damage to the ground or to the equipment.

    c. Track groomers are not more damaging to the environment, the only logical argument to discuss elimination is to eliminate snowmobiling altogether by reducing the ability to safely groom trails.

    d. Snowmobilers and tracked groomers impact soil compaction less and cause less erosion than hikers, mountain bikers, or equestrians.

e. Evidence of impacts due to snowmobile use are minimal, compared to some foot trails that are eroded to bedrock from hikers.

Response: *Detailed data regarding all potential impacts for any particular recreational activity is beyond the scope of an individual plan. General information on snowmobile impacts can be found in the plan, under the headings, Physical, Biological, and Social. A cushion of snow tends to prevent resource degradation when snowmobile trails are covered, with land resource impacts generally minor. The small amount of minor abrasion of tree bark, scraping of protruding rocks, and trail surface disturbance that has been observed in the MRPWF is considered a normal and acceptable level of impact. The Final Comprehensive Snowmobile Plan addresses the impacts of snowmobiling. The use of tracked grooming on new trails will either be addressed by APA and DEC.*

12. The UMP makes no attempt to correlate projected use to projected environmental impacts. As new trails are established that link the MRPWF to other areas, and as the Adirondacks are linked via snowmobiles to other states, the piecemeal approach makes it impossible to evaluate future use. As the snowmobile system expands, it is only reasonable that future use will increase.

Response: *Projected use figures are difficult to estimate, but the preferred alternative for the proposed community connector snowmobile trail has been chosen at least partially based on their ability to withstand increased levels of use. Since many snowmobile trail proposals involve rehabilitation of existing marked trails or in a couple of instances formal designation of old roads, environmental impacts will be minimized.*

13. A few comments suggested incorporating local OPRHP sponsors, clubs, and volunteers under DEC supervision to complete some work. There is considerable skepticism that the DEC will have the manpower to complete the snowmobile trail construction and trail maintenance program without volunteer help.

Response: *As stated in the UMP, the Department will cooperatively work with volunteers, towns and counties to accomplish or secure funding for any of the proposed actions.*

14. Hikers and cross country skiers already have networks of trails that are off limits to snowmobiles. Snowmobiling generates enough favorable economic impact to warrant an exclusive network of trails designed and maintained to successfully compete with snowmobile trail systems in Tug Hill, Vermont, Maine, and Canada.

Response: *As stated in the UMP, multiple use trails such as snowmobile trails are open to all other legal recreational uses. There is no legal basis to prohibit non-motorized uses. Additionally, snowmobile trail design must adhere to APSLMP guidelines intended to maintain wild forest character, guidelines which reflect the requirements of Article 14 of the State Constitution.*

15. The UMP continues the attack on snowmobiling and the general use of the public. The UMP perpetuates the claim that snowmobiling is destroying the Adirondacks.

Response: *The UMP has been modified in response to public comments to propose the creation of a significant new snowmobile trail to link the communities of Inlet, Raquette Lake, Indian Lake and Long Lake, as well as a new intensive use area to retain traditional forms of camping along the main road system. Proposals in this UMP for the construction and maintenance of snowmobile trails are set forth in the APSLMP and current policy. The discussion on snowmobile impacts was answered previously.*

16. Snowmobiling is more than a recreational activity in Hamilton County and is the single most important economic resource for four months of the year. Without snowmobilers, the economic survival of the local communities and businesses would be negatively impacted.

    If you took the mileage of all snowmobile trails in the Adirondacks, made them all 12 feet wide, they would only occupy 1/10 of one percent of the land area of Hamilton County, not too much to ask for this important economic engine.

    No trail should be closed in this plan that has adverse economic impacts on any business accessed by the current trail system.

    Our business, as many others, depends on snowmobilers in the winter months. The proposal to close trails would be a negative impact on our economy and reduce business in the winter months. In making your decision you have "not" considered the local economy as well as the local residents.

    Response: *The Department recognizes the importance of snowmobiling to communities within the Adirondack Park. DEC worked closely with the Adirondack Park Agency and other interested parties to develop a snowmobile trail system that protects the Forest Preserve and enhances the economic vitality of the Adirondack region. The plan recognizes the importance of snowmobiling to local communities and their winter economies. Existing trail connections between communities will remain open and additional connectors are being proposed. This new connector will provide for additional snowmobiling opportunities far outside of this unit.*

17. By publicizing snowmobile trail changes at the last minute, DEC has forced snowmobilers and others to make an immediate response and to accept less than ideal alternatives.

    Response: *Following the release of the Draft UMP, a large number of comments were received related to snowmobiling and snowmobile trails. Public concerns, and the desire to insure the best possible future snowmobile trail system for the area, led the Department to develop an addendum to the draft plan that proposed an additional snowmobile trail to connect the communities of Inlet, Raquette Lake and Indian Lake. After reviewing public comments on the addendum and meeting with town government representatives, the Department further modified the draft plan to extend the community connector to Long Lake.*

18. Snowmobile trail locations should be determined by local communities and snowmobile clubs affected. The Department should pay attention to the individuals that reside in the area to better understand the impacts of proposed changes.

    Need to listen to the people who are actually riding the trails and doing the grooming. Work together to come up with a better plan.

    During development of the UMP members of local government are treated like a special interest group, should be treated like partners instead.

    Response: *As land managers, the Department has a duty to provide a diverse range of opportunities to the public, within the constraints of the Constitution, APSLMP, Environmental Conservation Law, and the Rules and Regulations. These lands are managed for all the people of New York State, with area snowmobile trails in the MRPWF an important part of the overall recreation spectrum. Management for*

multiple uses requires that snowmobile trail proposals take into consideration the other recreational activities that can occur during the eight months of the year without snow cover. The Department worked with individuals and groups, including members of local government during the development of the plan. More recently, individuals and organizations that expressed interest in the future snowmobile trail network within the MRPWF were sent copies of the addendum for their review and comments.

19. DEC is seeking approval from APA to reverse its earlier recommendation in the Draft UMP to close the Bear Pond and Seventh-Eighth Lake Trails to snowmobiles to create a new connector trail.

    Response: *Part of the UMP process is to respond to public comments on a draft UMP, and in some cases make changes sufficiently important to warrant the development of a revised draft for further public review. The present draft UMP proposes a community connector snowmobile trail that includes the Bear Pond trail and the Seventh Lake arm of the former Seventh-Eighth Lake trail.*

20. The proposed new snowmobile trail passes through a core area where trails don't already exist. The trail should be located along the periphery of the area.

    Response: *The analysis of alternatives for the segment of the proposed snowmobile trail from the Limekiln Lake-Cedar River Road, past Bear Pond toward the Eighth Lake Campground looked at possible routes along the periphery of the unit. For various reasons, such as topography and impacts on private lands, they were not selected over the preferred route. However, conditions permitted a substantially peripheral route for the segment from the vicinity of the Eighth Lake Campground to South Inlet and eastward to private lands at the west end of Utowana Lake. Additionally, looking at the entire unit, proposed snowmobile trail closures will remove many miles of existing trails from more interior locations than the proposed new trail.*

<u>Motor Vehicles/All Terrain Vehicles (ATVs)</u>

1. Incorporate a description and discussion of the two latest DEC policies on roads and ATV use.

   Response: *The plan was amended to include general information about these two policies.*

2. This plan does not address the needs of ATV riders and other 4-wheel drive vehicles who are unfairly excluded from accessing state lands, even on seasonal roadways, in spite of their registration fees paid and willingness to participate in discussion on this subject.

   Response: *Refer to previous answer regarding DEC policies on roads and ATV use. In general, the New York State Vehicle and Traffic Law and the APSLMP substantially limit opportunities for ATV use on Forest Preserve lands.*

3. No roads should be closed to use by the public, instead DEC should be opening more old roads for the public's use.

   Response: *An important APSLMP guideline for the management of wild forest areas provides that the public use of motor vehicles will not be encouraged. The purpose of this guideline is to protect the wild forest setting. For the most part, the roads proposed for closure in the draft plan are either short dead-end roads or are roads that would require major rehabilitation to allow motor vehicle use. Indian Lake Road is proposed for closure to enhance the wild character of the West Canada Lake Wilderness, one of the most remote areas in the Adirondack Park, and to create a relatively remote, wild environment*

around Beaver, Squaw and Indian Lakes, where float plane access can afford a unique opportunity for back country camping, hunting and fishing.

Consent Decree Projects

1. The proposed accessible fishing access site at Wakely Dam is a poor location.

   Response: *The consent decree called for the construction of several accessible fishing piers along the LLCRR. Due to the limited number of possible sites suitable for fishing piers, this location was chosen.*

2. Mitchell Ponds is not suitable for disabled motor vehicle access.
   Response: *The Department has utilized this route for administrative purposes such as fisheries work. Staff determined that with minor improvements the route could be made suitable for CP-3 access. The plan proposes to provide CP-3 ATV access to the current end of the road and provide access to the water via an accessible trail.*

3. Do not substitute access to Indian Lake for access to Squaw Lake as allowing this area to remain open for motor vehicle use would prevent this portion of MRPWF from ever becoming part of the WCLWA.

   Response: *CP-3 access is no longer being considered anywhere on Indian Lake Road.*

Trails

1. Several comments were received suggesting new foot trails be constructed to the summits of Little Moose and Manbury Mountains.

   Response: *Language has been added to the plan to include future assessments of these routes*.

2. Do not construct a second trail to Wakely Mountain.

   Response: *The proposed new trail to the summit of Wakely Mountain will avoid steep slopes found on the existing trail. Once the trail is constructed, public use and resource impacts will be monitored on both trails to the summit. The existing trail above the Gould road intersection will be closed should the decision be supported by an assessment of impacts, use and public opinion.*

Camping

1. Numerous comments were received concerning the proposed closure of many existing tent sites.

   As the APSLMP specifically states that the campsites in MRPWF are not primitive tent sites, why do they need to be separated by one-quarter mile.

   If sites are closed an equal number should be designated.

   Closing campsites will have a negative impact on the local economy.

   Designate more back-country tent sites.

Response: *The plan has been revised to include a proposed reclassification from wild forest to intensive use along the unit's road system. This reclassification will allow the retention of most existing sites and a maximum "build out" to 150 sites within the intensive use area. Additional sites may be located within the areas classified wild forest.*

Historic Great Camps Special Area Plan

Some comments were received supporting the creation of the HCGSMA, while other felt this proposal was creating a private park for Great Camps.
Response: *As stated in the plan the Department recognizes the cultural, historic and educational values of the Great Camps. The creation of the HCGSMA is proposed to support the public benefits in maintaining these facilities.*

Other comments

1. Trail registers should have signing mandatory for the safety of users and rescuers and for DEC's efficiency and planning purposes, as well as for people who want to avoid motorized vehicles or hunters while they hike in the forest.

   Response: *Mandatory registration is not considered necessary. New trail registers will be installed at several locations.*

2. Although the SLMP calls for reintroduction of extirpated species when feasible, nothing is said here about trying to fulfill this requirement.

   Response: *Reintroduction of extirpated species would likely not be limited to any single Forest Preserve unit. Rather, ecological and sociological factors would be considered over a larger scale to determine the feasibility of any reintroduction effort.*

3. DEC mentions the "sound environment," but the DEC does not seem interested in protecting the valuable resource of natural sound. This is important not just for people, but for the wildlife that has to communicate and survive by using it. Some wildlife can get used to steady noise and moving vehicles on a highway, but in the case of backcountry, in winter, especially at night when most mammals have to do their hunting and birds are sleeping, the bouncing lights, noise, smell of snowmobiles must be terrifying to animals not subjected to them until this already stressful time. Deeryards are given some consideration (the SLMP says they should be avoided by snowmobile trails) but there are a host of other animals and birds, listed in this same document, which must be impacted by snowmobile sound, smell, speed, snow compaction, and pollution.

   Response: *The impacts of loud sounds and artificial light on wildlife are difficult to measure and predict, and different species likely react differently to these stimuli. While individuals of a given species may respond behaviorally and/or physiologically to these stimuli, a population-level response is unlikely.*

4. Do the snowmobile trails impact the deeryards where they are now?

   Response: *The DEC has no data to suggest impacts or the lack of impacts of snowmobiles on deer in wintering areas, specifically in the MRPWF. However, based on current research, deer use of wintering areas can be highly variable year-to-year, so documenting potential impacts would be very difficult at*

best. Additionally, based on a model of potential deer wintering habitat in the Adirondacks, the availability of suitable winter cover does not appear to be limiting.

5. Reclassify those portions of MRPWF south of the South Branch of the Moose River as part of the West Canada Lake Wilderness Area.

   Response: *The latest revision to the plan proposes to reclassify a portion of the area south of the South branch to wilderness.*

   The Wakely Mountain Primitive Area should be reclassified as part of the MRPWF.

   Response: *The APSLMP classified this area as primitive due to the presence of the fire tower. The APSLMP Also states that when the tower is removed the lands are to become part of the Blue Ridge Wilderness.*

   The MRPWF should be reclassified as intensive use so it can be managed as it was intended.

   Response: *This plan presents suggested reclassifications, including the reclassification of the areas adjacent to the road system to intensive use, the area around Squaw and Beaver Lake to primitive, and the area south of the South Branch Moose River to wilderness. The classification or reclassification of State lands within the Adirondacks is undertake by the Adirondack Park Agency*.

   The MRPWF was purchased with Recreation Bond Act money to be used as a public recreation area.

   Response: *The funding source used to acquire public lands does not dictate future classification of those lands. Prior to the creation of the APSLMP in 1972, the area was known as a "recreation area". In 1972 all State owned lands within the Adirondacks, including MRPWF, were classified, by the APA. At that time these lands were classified as wild forest and are therefore subject to the wild forest guidelines found in the APSLMP. This plan recommends a number of reclassifications which, if implemented, will subject affected lands to the guidelines appropriate to each classification*.

Motorless Waters

1. Numerous comments were received through a write-in campaign advocating to make the South Inlet of Raquette Lake and Eighth Lake motorless.

   Response: *The Department and the APA have formed a Quiet Waters working group which will be evaluating quiet waters opportunities throughout the Park. Any recommendations from this effort will be assessed through a full public process and consider any input with respect to recommendations for potential quiet waters.*

   <u>Comments based on inaccurate information</u>

   Don't reclassify the MRPWF as wilderness.

   Don't close all the roads in MRPWF.

   Do not close the Rock Dam Road, Limekiln Lake-Cedar River Road, and Otter Brook Road.

   Do not prohibit the use of drive up campsites and pop-up trailers.

Do not close the Seventh Lake Boat Launch to trailered boats.

Response: *Numerous comments were received following the release of the Draft UMP that were based on misinformation or misinterpretation of the draft. Language in the plan has been clarified where necessary.*

Comments on 2010 Revised Draft UMP/ Draft Generic Environmental Impact Statement

The following is a summary of public comments received between August 2010 and September 2010 following the release of the Draft EIS/Draft UMP for the Moose River Plains Wild Forest. In addition to written comments, oral comments were received at public hearings held on August 16, 2010 at Indian Lake and Inlet and on August 18, 2010 in Albany. While the intent is to use actual excerpts where possible, in many cases it was necessary to condense and paraphrase comments. In some instances comments were too general for a specific response. Some comments received on the current draft were the same as those received on the previous draft and merit responses identical to those previous comments. These can be found in the prior response to comments section. Instances where public input pointed out minor factual mistakes, or typos, corrections or changes have been made directly to the plan.

General Comments regarding the content and format of the plan

1. ***Comment:*** Numerous general comments were received suggesting that no changes in uses or facilities should be made.

   Response: The goal behind the development of a UMP is to provide for management and use of Forest Preserve that conforms to the guidelines set forth in the APSLMP and is consistent with Department rules and regulations and policies. In order to accomplish this goal it is sometimes necessary to make changes to the way that the public uses these lands. This may include proposing actions to facilitate, discourage or prohibit certain public uses.

2. ***Comment:*** Increase all recreational opportunities on the unit.

   Response: Forest Preserve lands cannot withstand unlimited development of facilities and uses. Careful planning is necessary to ensure that proposals for additional opportunities do not have significant impacts on the natural resources of the area.

3. ***Comment:*** The MRPWF UMP should comply with the requirements in the APSLMP's "UMP Development" section, including required analyses, assessments and inventories.

   Response: The plan provides the required initial assessments and inventories called for in the APSLMP. Additionally, the plan directs that the assessments and inventories be continued throughout the five year plan.

4. ***Comment:*** Management units are subunits of the whole Adirondack Park and Forest Preserve, but they aren't managed that way. Much more analysis of landscape level interactions and relationships between large wild areas should be included and relevant planning undertaken.

   Response: The APSLMP requires the development of management plans in units designated by the Department. Unit Management Plans also address the relationship between adjacent units of State lands as well as adjacent private lands.

5. ***Comment:*** The public comment period was not long enough given the length of the draft UMP.
Response: The comment period was extended for an additional 17 days beyond the required 30 day period.

6. ***Comment:*** Public hearings should have included a question and answer period.
Response: The purpose of public hearings is to give the public an opportunity to comment on the draft UMP in the allotted time.

7. ***Comment:*** The public wasn't made aware of public meetings on the UMP.
Response: The meeting dates and times were published in the Environmental Notice Bulletin (ENB) and a press release was issued.

8. ***Comment:*** The environmental impact analysis is incomplete and cursory, failing to meet the requirements of SEQRA.
Response: All SEQRA requirements have been met for this UMP.

Comments regarding motor vehicle access to the MRPWF

Numerous comments were received concerning maintaining the current motor vehicle access within the MRPWF. Some of those comments spoke specifically to the history of the acquisition of the MRPWF and how that relates to the closure of roads.

1. ***Comment:*** Gould Paper gave these lands to the State with the understanding that roads would stay open for sportsmen access. At the very least, DEC is violating the spirit of this agreement by its current proposal.
Response: Current management objectives for both the MRPWF and the adjoining WCLWA require the closure of certain roads or portions of roads. These actions are consistent with both Article XIV of the New York State Constitution and the APSLMP.

2. ***Comment:*** These areas have been used by the general public for years and should continue to be accessible to people of all ages and any physical ability.
Response: As stated above, current management objectives may require the closure of certain roads or portions of roads. Many opportunities remain for non-motorized access.

3. ***Comment:*** Provide guaranteed dates that the roads will open each spring.
Response: The opening of the roads each spring depends on how quickly they dry out and harden following the spring thaw. As this varies from year to year, no firm dates can be set for their opening.

4. ***Comment:*** Oppose the closure of the Otter Brook Truck trail as it provides access to the WCLWA.
Response: The use of motor vehicles is not compatible with the proposed wilderness reclassification in the area surrounding the Otter Brook Truck Trail, and therefore will require the closure of the existing open section of the Otter Brook Truck trail be closed to public use of motor vehicles. Non-motorized recreational use will continue to be allowed in this location.

5. ***Comment:*** During the 2006 public meetings, DEC staff stated the Indian Lake Road would not be closed.
   Response: Since the 2006 plan was released, alternative management objectives were identified that require the closure of the Indian Lake Road. Since the release of the latest draft and in response to public comments, the proposal to close the entire Indian Lake Road has been revised to include only the last 2.5 miles.

6. ***Comment:*** Whatever the UMP is counting for roads now is far less than the 178 miles of logging roads open when Gould transferred the land.
   Response: The baseline mileage for roads in this UMP is what was legally open for public use at the time of the adoption of the APSLMP in 1972.

7. ***Comment:*** This year's road closures are just DEC implementing the UMP before it is finished.
   Response: Roads were not opened during the 2010 season due to DEC's limited budget for maintenance. With assistance from local governments, all roads within the unit that had previously been open are open once again.

8. ***Comment:*** An alternative that wasn't presented for motorized uses was to close all Forest Preserve roads.
   Response: Alternative 1 under the alternatives discussion for motor vehicle roads addresses an alternative with no motor vehicle roads.

9. ***Comment:*** Environmental impacts section of UMP should also list the ecological benefits of road closures.
   Response: For SEQRA purposes only those impacts that have or may have a negative impact are identified. It can be assumed that the ecological benefits of closing a road are the same as the road never existing.

10. ***Comment:*** The Loop Road should be closed to motorized use to prevent incursions into the heart of the wild forest.
    Response: The one trail accessible from the Loop Road is gated so there is not a risk of illegal intrusions from the road.

11. ***Comment:*** Cellar Pond and Lost Ponds Roads should be blockaded and permanently closed to motorized use.
    Response: The plan proposes to block and close the Cellar Pond Road. The Department may utilize the Lost Ponds Road to access the fish barrier dam, so in this case a gate is used to prohibit unauthorized uses.

12. ***Comment:*** Re-establish motorized access on Wilson Ridge Road to Little Moose Lake.
    Response: There has never been public motor vehicle access on the Wilson Ridge Road. The proposed wilderness classification of this area will preclude any motorized uses.

13. ***Comment:*** Rebuild the road to Rock Dam to provide motor vehicle access to the South branch.
    Response: There was never public motor vehicle access to the Rock Dam and such access would not be compatible with the WSRRA.

14. ***Comment:*** Ecological monitoring should occur on all roads that remain open -- watch wildlife numbers and identify invasive species infestations.
Response: Monitoring of the impacts associated with motorized uses is proposed in the plan.

15. ***Comment:*** Roads need to be better maintained. This can likely be done by the DOTs of Inlet and Indian Lake.
Response: Gravel roads are expensive to maintain and maintenance is limited by annual budgets. In 2010, DEC partnered with local towns to assist with road maintenance and proposed to continue this in the future.

16. ***Comment:*** A fee should be charged for accessing the area to pay for road maintenance.
Response: The costs associated with collecting fees are likely to be higher than the revenues received.

17. ***Comment:*** Allow ATV use within the MRPWF for hunting, fishing and trapping.
Response: The NYS Vehicle and Traffic Laws only allow ATVs on public roads when it is otherwise impossible to reach areas or trails adjacent to the road. The SLMP and DEC regulations otherwise prohibit ATVs on Forest Preserve lands. Given these restrictions, no opportunities for the use of ATVs exist on wild forest lands.

18. ***Comment:*** The plan is inconsistent with the SLMP provision to improve access where it is not adequate.
Response: The Wild Forest Guidelines for Management and Use in the SLMP provide: "when public access to and enjoyment of the wild forest areas are inadequate, appropriate measures may be undertaken to provide improved access to encourage public use consistent with the wild forest character. " The planning team feels that access, both motorized and non-motorized, is adequate in the MRPWF unit.

19. ***Comment:*** Draft UMP is not consistent with Region 5 Open Space Plan, which calls for "preserving and enhancing all forms of public access including motorized and non-motorized access in the Adirondack Park."
Response: The Open Space Plan lays the framework for preserving open space throughout New York State. Public access, as used in the plan, does not necessarily mean access to all areas within a given land unit.

20. ***Comment:*** A use study of the Indian Lake Road area should occur before management proposals are made for the area.
Response: Proposals concerning the Indian Lake Road have been revised to allow motorized access to the vicinity of Squaw Lake. This change still allows the Department to achieve other management objectives while still providing reasonable access to the area.

<u>Snowmobiling</u>

1. ***Comment:*** Oppose proposed community connector trail in Blue Ridge Wilderness.
Response: The location of the proposed community connector through the Blue Ridge Wilderness Area is only a conceptual proposal in this plan. An amendment to the Blue Ridge UMP would be required before siting the trail in the unit.

2. ***Comment:*** All snowmobile trails must conform to the SLMP and Article XIV, including that they maintain the character of a foot trail.
   Response: The stated goal of this plan is to bring all existing snowmobile trails into conformance with provisions of the SLMP. Newly constructed trails will be constructed to comply with SLMP requirements.

3. ***Comment:*** a. Oppose closure of dead-end or spur snowmobile trails as they provide access to remote areas frequented by trappers, hunters and fisherman.
   Comment: b. Create more snowmobile trails on the unit.
   Response: The 2006 Comprehensive Snowmobile Plan for the Adirondack Park identified trails within the more remote wild forest areas as trails the Department would seek to close. Additionally, with a limited amount of snowmobile trail mileage available throughout the Adirondack Park, trails proposed for retention on this unit must be balanced with trail mileage elsewhere in the Park.

4. ***Comment:*** Supports alternative 4 for snowmobile community connector.
   Response: Alternative 4 was previously selected as the preferred alternative for the new community connector trail. However, new trail siting guidelines adopted by the Department required a second review of possible alternatives. Subsequently, a new route was discovered that satisfied the new guidance due to its location within the defined periphery of the unit.

5. ***Comment:*** Snowmobile trail mileage on the LLCRR should count towards the mileage cap.
   Response: The plan clearly states that mileage along the LLCRR within the new intensive use area will still be counted as wild forest mileage.

6. ***Comment:*** Oppose the closure of the Sly Pond Trail and Otter Brook Truck trail to snowmobiling.
   Response: The Comprehensive Snowmobile Plan for the Adirondack Park identified the need to close both interior and redundant trails within wild forest units. Both the Sly Pond Trail and the Otter Brook Truck Trail fall into these categories.

7. ***Comment:*** Trails should be wide enough for safe travel.
   Response: The width of snowmobile trails is guided by current Department policy and trail class, which takes into account public safety.

8. ***Comment:*** Opposed to snowmobile trails being close to roadways.
   Response: Moving snowmobile trails from interior locations to areas within existing travel corridors is a long term goal of both the Comprehensive Snowmobile Plan for the Adirondack Park and recent DEC guidance, both of which were subject to extensive public review process.

9. ***Comment:*** The Bug Lake and Mitchell Ponds Trails should be classified as Class II trails.
   Response: Once the new Class II community connector is constructed, the classification of the Bug Lake Trail may be re-evaluated to determine if it should be reclassified from a Class I to a Class II trail. The Mitchell Ponds Trail is redundant to the LLCRR and therefore does not qualify to be classified as a Class II trail.

10. ***Comment:*** UMP should address practical considerations for building community connector -- wetlands, difficult terrain, etc. -- so that it doesn't just become a trail on paper.
    Response: The proposed route for the community connector has been scoped by several DEC staff familiar to snowmobile trail construction. Following approval of the UMP, detailed work plans will be

developed prior to construction. These plans, developed in consultation with APA and snowmobile groups, will address details such as wetlands, tree cutting and side-hill construction.

11. ***Comment:*** Proposed community connector is problematic because it would intrude well into the "heart" of the MRPWF.
Response: The proposed route of the community connector falls within the periphery of the MRPWF unit as defined in the trail siting guidance.

12. ***Comment:*** Snowmobile Management Guidance and its implementation through UMPs, Work Plans, AANRs and TRPs violates the APSLMP.
Response: DEC and APA disagree with these statements regarding violation of the APSLMP.

13. ***Comment:*** Closing 49.3 miles of snowmobile trails does not compensate for the loss of wild forest values in creating a 9-foot wide snowmobile community connector.
Response: Closing interior trails will certainly reduce the impact on those interior wild forest areas. Locating new trails along the periphery of the unit and along existing travel corridors will focus the impacts associated with motorized uses into areas where they currently exist. New trail construction techniques and guidance will avoid and minimize any impacts from building a 9-foot versus an 8-foot wide trail.

14. ***Comment:*** Keep all snowmobile trails open until the park-wide cap is reached.
Response: The decision to close any snowmobile trail is based on an assessment of each individual trail and how that trail relates to the goals of the Snowmobile Plan for the Adirondack Park. As additional wild forest UMPs containing important new snowmobile trails are completed, the mileage from trails closed in this unit can be allocated for those areas.

15. ***Comment:*** Facilities map doesn't show all marked snowmobile trails.
Response: The existing facilities map shows all marked snowmobile trails that legally existed at the time the APSLMP was adopted. This is the baseline for all snowmobile trails in the Park. Some trails were incorrectly designated by DEC staff without the benefit of a UMP. In these cases, those trails were not considered legitimate and therefore not shown on maps.

16. ***Comment:*** Some trails in the unit are on roads, which can support a higher speed limit than the 25 MPH that is currently posted.
Response: The posted speed limit within the MRPWF is for the safety of all users and to preserve a wild forest snowmobiling experience within the unit.

17. ***Comment:*** Proposed community connector is unnecessary, dangerous and a violation of Article XIV.
Response: The new community connector was proposed because the snowmobiling community felt it was an important addition to the park-wide trail system. The trail will be sited and constructed in a manner that provides for a safe, enjoyable snowmobiling experience. Snowmobile trails are recognized by the APSLMP as a conforming use in wild forest areas and are not in violation of Article XIV of the New York State Constitution.

18. ***Comment:*** Grooming of the community connector would be illegal and violate the APSLMP.
Response: DEC and APA disagree with these statements regarding violation of the APSLMP.

19. ***Comment:*** The location of the community connector makes it obvious that it will never be built. There is no time or money for such a large undertaking.

Response: Much of the proposed route utilizes old roads and trails which will make completion of the overall project much easier. DEC will seek funding through various means and will rely on volunteer help to complete construction of this trail.

Hiking/Mountain Biking Trails

1. ***Comment:*** Develop more hiking trails.
   Response: The plan proposes several new trails that would be available as hiking trails; most notably the Bear Pond-Mohegan Lake Trail which was added to the plan following the release of the draft.

2. ***Comment:*** An alternative re-route should be developed for the MRPWF section of the Northville-Placid Trail.
   Response: The plan contains a detailed alternatives analysis for rerouting the Northville-Placid Trail. The preferred alternative was selected based on this analysis.

3. ***Comment:*** Trails that were identified as little used are indeed used.
   Response: Trails may be identified as little used for various uses and may have been proposed for closure to those uses, but all trails are available for use as hiking trails.

4. ***Comment:*** Improve the canoe carry to Rock Dam.
   Response: The plan proposes to develop detailed trail logs for all trails on the unit. These logs will be used to prioritize maintenance needs.

5. ***Comment:*** Consider hiking opportunities up to Little Moose and Manbury Mountains and Mitchell Ponds Mountain and Cliffs, Yale Falls, linking Horn Lake to North Lake, Billy's Bald Spot and Red River Flats to Mitchell Ponds.
   Response: Some of the suggested routes are outside of this unit and must be addressed in their respective unit's UMP. The plan recommends exploring a possible trail on Mitchell Ponds Mountain. There are currently two trails leading to Mitchell Ponds, one along the Mitchell Ponds Road and another beginning near the Red River.

6. ***Comment:*** Roads section of UMP should state more clearly that for all roads closed to motorized use, hiking is still permitted.
   Response: Hiking is permitted anywhere on the Forest Preserve unless specifically prohibited.

7. ***Comment:*** The North Country National Scenic trail should all be in the wilderness, no crossing the Indian River at all.
   Response: The final location of this section of the NCNST has yet to be determined.

8. ***Comment:*** DEC should remove junk along route of Northville-Placid Trail.
   Response: The Department removes junk from Forest Preserve lands as staffing and funding permits.

9. ***Comment:*** DEC is using outdated IMBA trail guidelines.
   Response: The IMB reference relating to trail guidelines has been removed from the plan. The guidelines presented will be used by DEC until such time that trail guidelines for all wild forest areas are developed.

10. ***Comment:*** Proposal to increase wilderness area is a perfect opportunity to introduce the Primitive Bicycling Corridor classification to the APSLMP such as exists in the CPSLMP.
Response: The establishment of a new State land classification within the APSLMP is outside the scope of this UMP and reclassification proposal.

11. ***Comment:*** Closure of Otter Brook Truck trail would eliminate an important mountain bike loop.
Response: Continued use of the Otter Brook Truck Trail as a DEC administrative road is unnecessary for its development as a mountain bike trail, and in recognition of the potential of this route for future mountain biking and other non-motorized recreational use, the plan has been revised in order to retain the route in its current, wild forest classification.

12. ***Comment:*** Why are mountain bike trails not allowed over 2,500 feet?
Response: In order to protect Bicknell's thrush, the Department has made it a practice not to construct new mountain bike trails above this elevation.

13. ***Comment:*** Consider suitable destinations such as Cathedral Pines, scenic lake/river views and mountain top vistas for mountain bikes.
Response: Based on public comment, the plan has been amended to include several new opportunities for mountain bike trails. Additionally, the Department has made a commitment to work with the mountain biking community to develop a more comprehensive mountain bike plan for the MRPWF. The purpose of this plan will be to identify additional existing routes as well as new opportunities for mountain biking on the unit.

14. ***Comment:*** The DGEIS does not acknowledge the impacts of the reclassification to wilderness on mountain biking.
Response: The plan has been revised in a number of ways to manage the area for increased mountain biking.

15. ***Comment:*** "No Mountain Biking" signs should be placed at wilderness boundaries.
Response: It would not be practical or effective to place such signs on wildness boundaries.

Beaver Lake Special Management Area

1. ***Comment:*** Uncomfortable with the designation of any parcel of state land for the benefit of one or more specific commercial entities.
Response: The BLSMA was created to highlight the fact that Beaver Lake, Squaw Lake and Indian Lake would continue to be accessible by float planes in an area where other motorized uses were being curtailed. Due to revisions in the plan based on public comment, the BLSMA designation has been removed.

2. ***Comment:*** a. Unfair to close Indian Lake Road to motorized use but still allow float plane use to Indian and Squaw Lakes.
Comment: b. Float plane access to BLSMA caters to the wealthy.
Response: The decision to close the Indian Lake Road was not based on float plane use of the area. The unique float plane opportunity provided by closing the road was simply a product of that decision. Following public comment, the plan has been revised to continue motor vehicle access to the vicinity of Squaw Lake.

3. ***Comment:*** Would like float plane access eliminated from Squaw and Indian Lake.
Response: The ability to access remote Adirondack lakes by float plane is very limited throughout the Park and, as explained in the response below, this is an appropriate opportunity to allow continued access and should remain.

4. ***Comment:*** Identify specific date for BLSMA to become wilderness.
Response: The DGEIS stated that the ultimate long term goal of the BLSMA was to move it into the WCWLA, making the South Branch the boundary. The plan did not specify a date for a reclassification because at this time access via float plane is an opportunity that the Department desires to continue in this area. The 1979 reclassification of the southwest portion of the MRPWF to the WCLWA left this area in wild forest specifically to allow this access to continue. Changes in the DGEIS, following public comment, include continuing motor vehicle access along a portion of the Indian Lake Road. Based on these factors, any future change in classification for this area will need to be addressed in future revisions to this plan.

5. ***Comment:*** Would like BLSMA to become wilderness.
Response: See above comment.

6. ***Comment:*** Supports use of float planes in Squaw and Indian Lakes as long as surrounding lands remain wild forest.
Response: This is the current proposal.

7. ***Comment:*** A use study of the Indian Lake Road area should occur before management proposals are made for the area.
Response: In order to achieve other management objectives it is sometimes necessary to make decisions that affect other uses. The decisions regarding the Indian Lake Road were made knowing they would impact other uses. Based on public comments, the management actions concerning the Indian lake Road have been amended.

8. ***Comment:*** Recommend designation of BLSMA to allow float plane access in perpetuity.
Response: Float plane access to Beaver, Squaw and Indian Lakes is allowed as a conforming use in wild forest. There is no mechanism to establish this use in perpetuity. Additionally, existing uses should not dictate future management decisions; instead those decisions should be based on sound planning practices.

9. ***Comment:*** Oppose any proposal that would allow float planes on Beaver Lake and other lakes.
Response: Float plane access is already permitted on Beaver, Squaw and Indian lakes. The plan does not propose any new lakes to be accessed by float plane.

10. ***Comment:*** Open more lakes to float planes to encourage tourism.
Response: DEC is committed to identifying new float plane opportunities where they are appropriate. There are no other water bodies within this unit where float plane access is deemed appropriate.

Historic Great Camps Special Management Area

1. ***Comment:*** HGCSMA should not affect area accessed by sportsmen or their ability to hunt along Bear Pond Road as it passes through the area.
   Response: The establishment of the HGCSMA does not impact hunters' access nor the right to hunt along existing roadways. The only location where hunting is restricted is within the 100 acre Sagamaore safety zone.

2. ***Comment:*** The HGCSMA proposes new restrictions that limit the level of improvement inholders can perform on their deeded rights of way.
   Response: The UMP does not change or limit any deeded rights of way. Unless specifically spelled out in a deed, the right of way is limited to ingress and egress. A private party must obtain a TRP from DEC prior to undertaking any work within the context of an easement on Forest Preserve lands.

3. ***Comment:*** Oppose the proposal to replace existing wooden gate with a DEC yellow gate on Uncas Road.
   Response: The existing wooden gate does not meet the Departments standards for gates or barriers.

4. ***Comment:*** Recommend reclassifying wilderness portion of HGCSMA to expand MRPWF. This would result in HGCSMA being in only one classification.
   Response: The current classifications of lands comprising the HGCSMA do not present any management issues. Additionally, the APA Programmatic GEIS identifies cases where wilderness may be reclassified to other classifications, and this instance would not meet those criteria.

5. ***Comment:*** Area should be added to official list of Special Management Areas in APSLMP.
   Response: The area will be added to the APSLMP at the time of next revision.

6. ***Comment:*** Size of SMA is excessive given the relatively small size of private land.
   Response: The boundaries of the HGCSMA were drawn to include the many cultural features that were originally associated with the great camps.

7. ***Comment:*** Prohibit all motorized use in HGCSMA.
   Response: The public use of motor vehicles within the HGCSMA is not proposed to change from the current use. Private motor vehicle use is exercised under deeded rights.

8. ***Comment:*** State should cost-share on critical road and bridge maintenance in HGCSMA.
   Response: The plan calls for all parties to revisit the existing road maintenance agreement to develop a strategy for future maintenance.

9. ***Comment:*** DEC should support education programs through interpretive signage wherever appropriate.
   Response: The department has committed to supporting the educational and interpretive programs associated with the HGCSMA.

Intensive Use Area Classification and Camping

1. ***Comment:*** Will intensive use classification only capture existing camping opportunities, or create new ones?

Response: The intensive use classification will allow for camping with lesser site separation distances than is allowed under a wild forest setting. The plan calls for development of additional camping sites within the intensive use area, with a maximum potential of 150 sites through careful planning and development. 116 sites currently exist in the area to be classified intensive use; any additional site development, beyond 116 sites, will occur only after a campsite plan is developed in consultation with APA staff and local communities, and in compliance with the APSLMP.

2. ***Comment:*** New classification should maintain the primitive character of the camping experience.

Response: The goal of the new camping area is to maintain the existing camping experience on most existing sites. Future development of new sites will be accomplished by means of careful design and siting that will not diminish or otherwise greatly change this experience.

3. ***Comment:*** Placing 150 campsites into a small area cannot benefit the environment.

Response: The new camping area will consist of just less than 3,000 acres. This, combined with relocation of existing sites that are impacting natural resources and the careful siting of those new sites specifically called for by the plan, will lead to better environmental protection. Development of additional sites beyond the 116 sites, up to a maximum of 150 sites, will occur only after a campsite plan is developed in consultation with APA staff and local communities, and in compliance with the APSLMP.

4. ***Comment:*** Otter Brook Road should be included in the proposed intensive use area.

Response: The purpose of creating the intensive use area is to retain most existing camping sites that do not conform to APSLMP guidelines for wild forest areas. As all the sites along the Otter Brook Road are within the corridor of a river designated Scenic, and as the APSLMP requires management of Scenic river corridors to meet wild forest guidelines, it would serve no benefit to include this road within the intensive use area.

5. ***Comment:*** Extend the proposed intensive use area from Red River to Limekiln gate, which would allow the placement of 3-4 more campsites and secure entrance to the area.

Response: The purpose of creating the intensive use area is to retain most existing camping sites that do not conform to APSLMP guidelines for wild forest areas. Adding the road from Red River to the Limekiln gate, where there is only the road and no existing sites, would not help achieve this purpose and would not comply with APSLMP guidelines and criteria for intensive use areas. An intensive use classification would also not permanently ensure future access, as the intensive use classification does not preclude closure of a road. However, it is obvious this road is a major entrance to the camping area and its retention as such is important to users, local communities and the environment. The proposed area description in the APSLMP has been revised to emphasize this. An opportunity may exist to designate several sites along this road, which would need to meet wild forest guidelines.

6. ***Comment:*** Do not reduce existing campsite separation distances any more than they currently are.

Response: The location of new sites will be determined through the development of a campsite plan for the area. In some instances, new sites may be close to existing sites, while in other instances, sites may be some distance from others. The goal is to provide a variety of camping opportunities, although all generally protective of the wild forest surroundings and similar in nature to the experience provided at this time.

7. ***Comment:*** Resist future pressure to accommodate large bus-type RVs.
Response: Any future campsites will be carefully designed so as to not reduce the wild character and visual quality of the area as experienced by motorists.

8. ***Comment:*** Area should continue to be managed by Lands and Forests.
Response: The plan calls for the Division of Lands and Forests to manage the area.

9. ***Comment:*** Opposed to proposed reclassification because it is only based on DEC's inability to enforce rules and regulations pertaining to classification of this area as wild forest.
Response: The rationale for creating the intensive use area is to take the action necessary for the Department to continue to offer the type of camping experience that has been available on hardened sites for decades in the Moose River Plains, while improving it somewhat and ensuring it conforms to relevant APSLMP guidelines and criteria. Most existing sites in the new camping area that do not conform to APSLMP wild forest separation distance criteria can be retained, but all sites that are negatively impacting natural resources and the surrounding, wild forest setting in both the intensive use area and the MRPWF will be closed to public use. This approach emphasizes protection of the environment, first, while still allowing for the longstanding public use unique to the Moose River Plains.

10. ***Comment:*** a. Has DEC considered rather than reclassifying part of MRPWF to wilderness, reclassifying an existing intensive use area campground back to wild forest as a better balance to make up for the new intensive use area proposed for the plains?
Comment: b. The proposal violates basic wildland planning principles. Two fundamental principles are to manage wild lands as a comprehensive whole, not as separate pieces, and not allowing wild forest resources to degrade, but to restore conditions that have degraded beyond acceptable levels. This proposal to downgrade the road system from wild forest to intensive use does the opposite in both instances.
Comment: c. Repeatedly, the EIS claims that an intensive use area balances the recommendation to reclassify wild forest to add to the WCLWA. Rather than planning comprehensively and instead of basing recommendations on the ecological integrity and character of the entire area, this draft views roadside camping as offsetting wilderness expansion, offering each user group a slice of the recreational pie. This is classic piecemeal, formulaic and outdated management.
Response: The reclassification recommendations made in the plan are based on the characteristics, use and capacity to withstand use of the specific areas being managed. The intensive use area, for example, would allow for retention of the existing type and density of camping not permitted under a wild forest classification, due largely to the drive-in characteristics of the sites and their separation distances. However, most of these sites are well hardened, very near a road in the road system, situated on good soils in suitable locations that do not impact the area's natural resources unacceptably and are used regularly; these facts make corridor of land where most sites are located appropriate for such a classification. The wilderness proposal is based on the remote, wild and rugged character of those lands, as well as the limited, challenging access and use of that expansive area. While this arguably represents a balance, it results from a single-purposed effort to reclassify these areas to the most appropriate classification – not from an intention to "trade" one for the other.

11. ***Comment:*** Creating an intensive use area in the middle of wild forest area sets a bad precedent for other wild forest areas in the Park.
Response: The plan is very clear that the Moose River Plains camping situation is unique in the Park, and that the proposed reclassification to intensive use could not be undertaken in this area if it were not for the long history of the type of roadside camping in the Plains. There is general recognition (including recognition in the APSLMP) that the Moose River Plains is different from other wild forest areas, and that the results of the approach called for by the plan should not be replicated elsewhere.

12. ***Comment:*** The UMP fails to demonstrate how DEC will have the capacity to manage campers and resources within a 3,000 acre, 40 mile long intensive use camping corridor spread between Inlet and Indian Lake.

Response: Within the 3,000-acre, 20 mile long camping area, use will be managed under Parts 190 and 196 of 6NYCRR, which regulate public use on all Forest Preserve lands. The relocation of existing sites where resources are being impacted, user education and continued forest ranger presence will help ensure all resources are protected.

13. ***Comment:*** The threats from invasive insects such as Emerald Ash Borer entering this vast area with infected firewood are enhanced should the road corridors be reclassified to intensive use. This is particularly so in the absence of Ranger stations and inspections at the head of the LLCRR.

Response: The reclassification from wild forest to intensive use will not change the type of camping activity occurring in the area at this time or increase potential for the spread of invasive species such as EAB. The spread of these invasive species is being addressed through user education and enforcement of existing regulations. See Section 192.5 of 6 NYCRR for restrictions on the movement of firewood to protect forests from invasive species.

14. ***Comment:*** Creating a 3,000 acre, 150 site IUA within a wild forest area violates DEC's own Wild Forest Management Principle number 2.

Response: See comment 10.

15. ***Comment:*** The plan could do a better job at justifying the proposal for intensive use classification.

Response: A detailed alternatives analysis was conducted regarding this proposal and is reviewed in the plan and FGEIS. See also comment 10.

16. ***Comment:*** Oppose closure of any campsites.

Response: When campsites are considered to be having an unacceptable impact on natural resources, DEC is obligated to close and/or relocate those sites to mitigate the impacts. Additionally, where campsites within wild forest areas do not meet APSLMP guidelines concerning other relevant concerns, they must be brought into conformance. This may result in the closure of some sites.

17. ***Comment:*** Oppose the closure of campsites until replacement sites are created.

Response: Within the wild forest areas, sites that do not conform to separation distance requirements will be closed during the first year of the plan. New replacement sites may or may not be created prior to their closure. Within the Intensive use area, the plan has been revised to state "new sites will be identified via the camping plan and no existing sites will be closed until such time as new sites are constructed." This will result in the retention and maintenance of not less than 116 sites within the intensive use area.

18. ***Comment:*** There should be a three day limit for all campsites.

Response: Part 190 of 6NYCRR allows campsites to be used for up to three consecutive nights without a camping permit. After three nights a permit is required that may allow stays up to 14 days. This is appropriate for the camping opportunities historically available in the area, and no changes in this regulation are warranted.

19. ***Comment:*** Generators on RVs should not be permitted or should be severely restricted in their hours of operation.

Response: To date this has not been a major issue. Should it become an issue in the future, management actions could be considered.

20. ***Comment:*** Opposed to campsites that have to walk in to.
Response: There are a variety of different camping opportunities proposed, most of which do not require campers to walk in to them.

21. ***Comment:*** Has DEC done any use surveys of existing campsites to know if 83 sites within the proposed intensive use area are enough?
Response: In 2009, DEC began a monitoring program to determine the amount of camping use in the MRPWF. This, combined with reports from the area Ranger, indicated that 83 sites would be sufficient for this time. Based on public comments the plan has been revised to ensure no less than the current number of sites (116) within the proposed camping area will remain available.

22. ***Comment:*** DEC should not close any more sites at Cedar River Flow.
Response: The APSLMP requires areas within the corridors of rivers designated Scenic to meet wild forest guidelines and criteria; consequently, five sites was the maximum number that could be retained at Cedar River Flow.

23. ***Comment:*** Establish additional campsites on 8th Lake.
Response: APSLMP site separation distance requirements don't allow for additional sites to be established on this water body.

24. ***Comment:*** The proposal to separate camping from parking should be rejected.
Response: The plan proposes a variety of camping opportunities within the camping area, including drive-up and walk-in sites. This proposal is in keeping with the overall management goals of the area.

25. ***Comment:*** At a minimum, the original number of over 200 campsites that were established in the Moose River Plains should be restored.
Response: The total number of camping sites within the camping area of any new intensive use area is limited to a maximum of 150 by the APSLMP. The number of sites within the wild forest area is determined by use and the area's capacity to withstand that use. At this time there is not demand in the vicinity of the Moose River Plains for 200 sites. In addition, development of additional sites beyond the 166 sites, up to a maximum of 150 sites, will occur only after a campsite plan is developed in consultation with APA staff and local communities, and in compliance with the APSLMP.

Accessibility Projects

1. ***Comment:*** Improvements on trails to Helldiver and Icehouse Ponds are diminishing wilderness experience.
Response: These improvements were constructed to blend as much as possible with the wild forest surrounding while still providing access for those with mobility impairments.

2. ***Comment:*** Accessible improvements are not developed well enough for all types of disabilities.
Response: All projects were constructed to the latest ADAAG standards.

Equestrian Use

1. ***Comment:*** Offer more opportunities for equestrian use.

Response: Current equestrian use levels within the unit are low and do not warrant additional designations at this time. Should demand increase in the future, the plan may be amended to provide additional opportunities.

Wildlife

1. ***Comment:*** List of loon breeding lakes needs to be updated.
   Response: The plan has been updated.

2. ***Comment:*** The plan does not address freshwater mussel fauna (*Margaritiferidae* and *Unionidae*).
   Response: UMPs typically do not go in to this level of detail.

Wilderness Classification

1. ***Comment:*** Would like to see land at end of Indian Lake Road that was formerly in the Moose River Plains but was reclassified to West Canada Lakes Wilderness be reclassified back to Moose River Plains Wild Forest.
   Response: Any proposals to reclassify lands outside of this unit are beyond the scope of this plan. Additionally, the APA Programmatic GEIS identifies cases where wilderness may be reclassified to other classifications, and this instance would not meet those criteria.

2. ***Comment:*** a. Wilderness is only accessible to a small group of able-bodied or elite individuals.
   Comment: b. Wilderness classification would make it more difficult for local businesses to expand the services they offer because of a loss of this multi-use recreation area.
   Comment: c. A change to wilderness forever restricts most user groups.
   Comment: d. Reclassification would have a negative impact on economies of neighboring towns.
   Comment: e. It does little good to New Yorkers to add wilderness if it's too hard to access.
   Comment: f. Wilderness classification would negatively impact recreational opportunities in the area.
   Response: The proposed wilderness reclassification associated with the MRPWF plan does not reduce opportunities for access. The proposed closure of snowmobile trails within the area would have been proposed under retention of the wild forest classification in order to implement the new "Management Guidance" concerning siting, construction and maintenance of Forest Preserve snowmobile trails. Also, in response to public comments, the plan has been revised to retain a wild forest corridor along the route of the former "Otter Brook Truck Trail" and the former Wilson Ridge road as a wild forest corridor, primarily for the purpose of allowing for mountain bike trail development and use.

3. ***Comment:*** The 2006 Draft UMP proposed float plane access to Little Moose Lake.
   Response: The proposed reclassification of the area surrounding Little Moose Lake from wild forest to wilderness was a revision to the plan made after release of the 2006 Draft UMP and in response to comments on that draft. As float plane use is not a conforming use in wilderness, access via plane to Little Moose Lake can no longer be a proposal.

4. ***Comment:*** Wilderness is inappropriate next to an intensive use area.
   Response: Wilderness abuts intensive use areas in numerous other locations in the Park. This situation is no more inappropriate than wilderness abutting private lands or major highways – situations which also occur in many places.

5. ***Comment:*** Ratio of land being reclassified to intensive use versus land being reclassified to wilderness is unacceptable and inequitable.
   Response: The reclassification proposals are not trade-offs. (See comment 10, Intensive Use Area Classification and Camping.) Each proposal is based on character of the area, use and capacity to withstand use.

6. ***Comment:*** Reclassification to wilderness and intensive use is a reasonable trade-off.
   Response: See previous comment.

7. ***Comment:*** SEQRA analysis doesn't include primitive classification as alternative to wilderness. This would permit mountain bike use to be continued or expanded on designated routes.
   Response: A primitive classification requires wilderness management and elimination of uses non-conforming with wilderness within three years unless it is not possible. Such reclassification to primitive would therefore have allowed mountain biking for only a period of three years from approval of the plan. Following that, it would have had to be eliminated.

8. ***Comment:*** Addition to wilderness area ignores regional pride and identification with the Moose River Plains.
   Response: The Moose River Plains area will still retain all the characteristics for which it is known, regardless of the reclassification, and as a result of the plan's new mountain biking proposals, public appreciation and identification with the Moose River Plains will likely increase and become even more broad.

9. ***Comment:*** Number of acres proposed to be reclassified to wilderness should be increased.
   Response: The proposed wilderness reclassification is based on character of the area, use and capacity to withstand use. (See comment 10, Intensive Use Area Classification and Camping.) DEC and APA staff consider the proposal to be in line with assessments of these characteristics.

General Comments

1. ***Comment:*** Will there be future closures or restrictions based on budget cuts?
   Response: The availability of funding always dictates what facilities may or may not be available. In 2010 the local communities partnered with DEC to open and maintain roads throughout the unit and all parties are looking for that partnership to continue in order to avoid closures.

2. ***Comment:*** Visitor use data to support management decisions is lacking.
   Response: In some instances hard use data may be lacking, however, anecdotal information when it is supported by factual evidence, such as impacts to the resource, provides adequate data for many decisions.

3. ***Comment:*** No accurate count on area lean-tos and too many restrictions.
   Response: The facilities inventory in Appendix 2 contains an accurate account of all lean-tos on the unit. There are no special restrictions on using lean-tos.

4. ***Comment:*** Should expand multiple-use trail system to benefit the economy.
   Response: Management proposals do look at economic benefits, but must also consider resource and social impacts. Proposals must also be within the area's ability to withstand use.

5. ***Comment:*** a. Because the area was acquired prior to the APA Act, it should be grandfathered in as a recreation area.

Comment: b. Uses that were established before this plan should be grandfathered as pre-existing uses.

Response: Though commonly referred to as a recreation area, the MRPWF was classified as wild forest in 1972. The APSLMP does not have a "recreation area" classification or "grandfathering" provisions. The APSLMP identifies conforming structures and uses for wild forest classifications and mandates that wild forest units be brought into compliance such guidelines.

6. ***Comment:*** Timelines should be included for completing tasks in the plan.

Response: A schedule for implementation is included in the plan.

7. ***Comment:*** Having fewer trails creates more congestion, more user conflict, trail erosion and reduces "wilderness feel."

Response: Current use levels within the MRPWF are not high enough to result in significant user conflicts or congestion. Trail erosion is a function of trail design and maintenance rather than use levels. This area is classified as wild forest and users should not necessarily expect a "wilderness feel."

8. ***Comment:*** Opposed to any proposal that creates wilderness "buffer zones," i.e. actions that restrict access on wild forest lands.

Response: Good planning requires considering impacts on adjacent units and planning how to prevent them. In some cases, uses on wild forest might need to be relocated to more appropriate areas away from wilderness.

9. ***Comment:*** Area needs better signage.

Response: The plan identifies the need for better signage throughout the unit.

10. ***Comment:*** There are more current use/impact studies than those shown in the plan.

Response: The plan has been updated to include newer references where deemed necessary.

11. ***Comment:*** Plan is defective in that it does not provide for adequate law enforcement.

Response: The plan cannot propose additional staff.

12. ***Comment:*** Breaking Adirondack land into "mini-management areas" defeats the whole purpose of having management areas -- that is, to provide a coherent approach to management.

Response: Each management unit is required to have an individual UMP. Unique circumstances in any given unit may result in management that pertains only to that unit.

13. ***Comment:*** Why is the State constantly taking land off the tax rolls by adding it to the Forest Preserve?

Response: This is a misconception. The State pays all property taxes on Forest Preserve lands.

14. ***Comment:*** Hold off releasing the UMP until after the gubernatorial election.

Response: The release of the plan is not tied to the election schedule. Rather the development of any planning document is dependent on public input and the availability of administrative staff and resources.

15. ***Comment:*** DEC should disregard comments from groups without standing in the matter.

Response: As this is public land, DEC and APA has considered all public comments received during the public comment period.

16. ***Comment:*** UMP is weak in its analysis of ecosystems in the unit, extent and nature of public use, and actual and anticipated impacts of projected public use on natural resources and ecosystems.
Response: The plan includes extensive environmental assessment as required under SEQRA.

17. ***Comment:*** Partnerships with towns and counties are going to be important for future maintenance, but there needs to be better mention in UMP of cost sharing and implementation strategies.
Response: Language has been added to the plan to reflect the importance of these partnerships and the desire to continue them in the future.

18. ***Comment:*** Additional land acquisitions should be placed on hold so that State funds are concentrated on staffing, sanitation and maintenance.
Response: The state land acquisition program is conducted pursuant to the NYS Open Space Plan. Opportunities to acquire key parcels of land for addition to the Forest Preserve may be lost if not acted upon when presented to the Department.

19. ***Comment:*** Proposed revisions to UMP are discriminatory, favoring use of State-owned land for one group to the omission of other groups, who are taxpayers and entitled to use of such land.
Response: The overall goal of the plan is protection of natural resources. In some cases this may mean eliminating or relocating certain uses. This is in no way discriminatory.

20. ***Comment:*** The MRPWF/BRW is an Important Bird Area and the plan should make reference to this.
Response: The plan acknowledges the area as such.

21. ***Comment:*** A Citizens Advisory Committee should be established for the area, and could also address funding concerns.
Response: The Department is already partnering with local communities to address these concerns.

APPENDIX 20 – Region 5 Trail Register Standard Operating Procedure

New York State Department of Environmental Conservation
Division of Forest Protection and Fire Management, Region 5

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S O P

TRAILHEAD REGISTER MAINTENANCE
for Division of Forest Rangers and Division of Lands and Forests
Region 5

Objective:

The following Standard Operating Procedures (SOP) are to provide a better system for collecting accurate state land user information. This information is imperative for search and rescue activities, unit management planning, and establishing state land user trends and allows Forest Rangers to plan daily/seasonal activities. The procedures listed below are in place for guiding the activities of Forest Rangers and Foresters, in order to meet our objective. Please contact your chain of command when working outside of these parameters.

Guidelines:

Trailhead registers and kiosk information are the responsibility of the Forest Ranger and Lands and Forests Staff.

The Forest Ranger's duties will be to:

A. Maintain current/blank register sheets for users.
B. Maintain a working writing instrument (pencil) at the register.
C. Report any mechanical or aesthetic problems with the register or trail head kiosk to the Lands and Forests Staff utilizing an Operations work request and copying appropriate Operations Staff.
D. Work in concert with Lands and Forests staff to ensure that information at the trailhead is current and accurate.
E. Check trailhead registers and information kiosks on a frequent basis.
F. Sign trail registers, in user information fields, whenever an inspection of the register or an interior patrol is conducted, unless signing would jeopardize an enforcement action.

Trail register sheets will:

A. Be collected by the Forest Ranger who has the administrative responsibilities for such trailhead.
B. Be labeled by the Forest Ranger to show the trailhead at which they originated and the year

C. Be sent (original, photocopy, or statistically*) on a quarterly basis, to the appropriate Forester for the UMP to which the trail head belongs.

D. Be maintained by the Forestry Staff in such a manner that:

1. Sheets are grouped by trailhead.
2. Pages are consecutive (chronological order)
3. Files can easily be accessed by Forest Ranger Staff at any time (day or night).

E. Be kept on record for 7 years.

*Completion of user information tallies are optional for the Forest Ranger. If tallies are kept Rangers will utilize an Excel Spreadsheet for data storage and send an electronic copy to the appropriate Forester on a quarterly basis.

Lands and Forests Staff will:

A. Send UMP user information back to Forest Rangers on a quarterly or yearly basis, depending on trail usage.

Conclusion:

Trail head registers and kiosks are often the only interaction that state land users have with our Department. For this reason it is imperative that we maintain these structures and show a routine presence in the register page

APPENDIX 21 – Sagamore Safety Zone Regulations

PART 95
HUNTING AND TRAPPING ON THE SAGAMORE TRACT - HAMILTON COUNTY

(Statutory authority: Environmental Conservation Law, §11-2101)

Sec
95.1 Hunting, trapping or trespassing for such purposes prohibited

Historical Note

Part (§95.1) filed Sept. 15, 1976 as emergency measure; made permanent by order filed Oct. 25, 1976.

§95.1 Hunting, trapping or trespassing for such purposes prohibited.

(a) On that portion of the Town of Long Lake in Hamilton County, which is owned by the State of New York, bounded by a continuous line extending southwesterly from a wooden stake on the northerly side of the access road to Kamp Kill Kare along the northerly side of the Raquette Lake to Camp Uncas Road, a distance of 850± feet to a point marked by a wooden stake; thence due north (magnetic) along a straight line, a distance of 2200± feet to a point marked by a wooden stake between telephone poles number 81 and 82 on the westerly side of the access road from Raquette Lake to Camp Sagamore; thence due east (magnetic) along a straight line, a distance of 1450± feet to a point on the shore of Sagamore Lake marked by a wooden stake; thence southerly and easterly along the shore of Sagamore Lake to another point marked by a wooden stake; thence due south (magnetic) along a straight line, a distance of 1565± feet to a point marked by a wooden stake on the northerly side of the access road to Kamp Kill Kare; and thence northwesterly along the northerly side of said access road to Kamp Kill Kare, a distance of 1500± feet to a point marked by a wooden stake on Raquette Lake to Camp Uncas Road at the point of beginning, as shown on a map filed in the office of the Department of Environmental Conservation, Albany, NY 12233, no person shall hunt, trap or trespass thereon for these purposes.

(b) Nothing contained herein shall prohibit public access for any purposes other than hunting or trapping, as provided in article 9 of the Environmental Conservation Law and rules and regulations promulgated thereunder.

Historical Note

Sec. Filed Sept. 15, 1976; amds. Filed: Oct. 25, 1976; Dec. 28, 1977; April 29, 1982 eff. April 29, 1982. Amended (a).

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 Talbots 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

1

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	1200
	$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	1200
	$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 Are: 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	1200
	$6900

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- 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	1200
	$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	1200
	$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	1200
	$5,100

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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	1240
	$5,200

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	1260
	$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	2000
	$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	1500
	$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	1200
	$8,200

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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	1000
	$11,700

Cost Summary

Culvert Material to be purchased	$25,720
Savings for utilizing existing structures as noted	-8,500
	$17,220
Total Cost of Installations (including material)	$87,660

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E

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%	16,000
	$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%	16,000
	$105,000

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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%	22,000
	$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.

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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	36,000
	$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	2,000
	$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

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Estimate

Dewatering	$6,000
Earthwork	8,000
Concrete Box Culvert	79,000
Division 1 Requirements	8,000
O & P	16,000
	$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%	16,000
	$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 1 Requirements 10%	8,000
O & P 20%	16,000
	$105,000

Major Culvert Site Cost Summary

Site	Location	Budget Cost
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	105,000

Major Site Total (By Contract)	$926,000
Contract Contingencies	46,000
Minor Site Total (By Force Account)	90,000
Design & Construction Supervision	98,000
PROJECT TOTAL	$1,160,000

F. Report Prepared by:
Thomas Miller, P.E., Environmental Engineer II Civil
Bureau of Design and Construction
Division of Operations
Department of Environmental Conservation

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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:

	Site #	Year Completed
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	2000

Here are the projects remaining to be done:

	Site #	Estimated Cost
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

[44]*Old 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
Governor

JOE MARTENS
Acting Commissioner

For Further Information Contact:
New York State Department of Environmental Conservation
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Lowville, NY 13367
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r5ump@gw.dec.state.ny.us

January 2011

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 151sites 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- <u>The preferred alternative</u>

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 us 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.

<u>The preferred alternative</u>: 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 21of 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 Sate 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

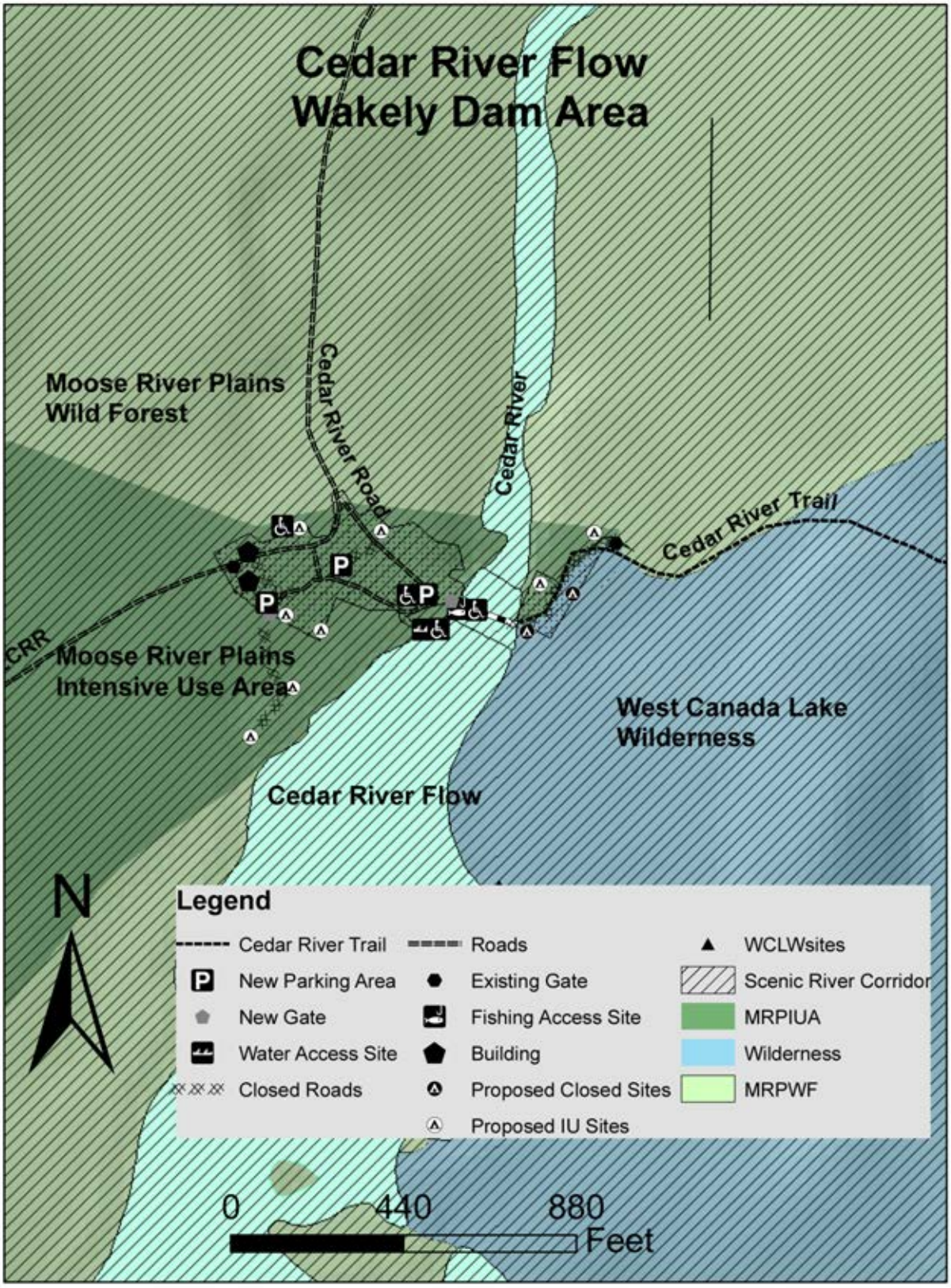
This alternative would retain the existing route from Wakely Dam to a point approximately one-half mile south of the State boundary. This is the location where the existing route deviates from the classification boundary and approaches the river. There is a possibility that at the time of classification 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.

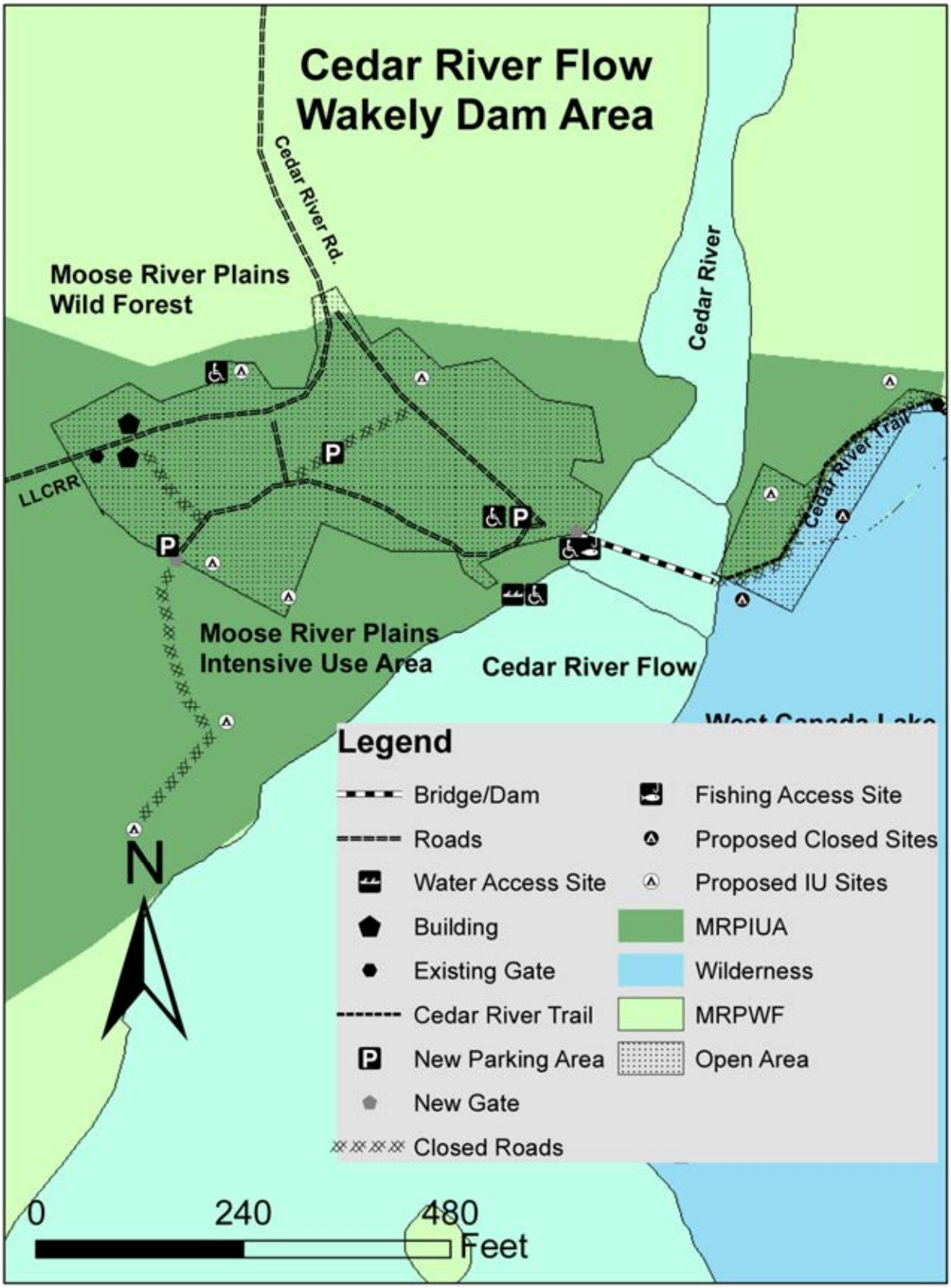
Proposed Management Actions:

- 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.


Cedar River Flow
Wakely Dam Area
Moose River Plains
Wild Forest
Cedar River Road
Cedar River
Cedar River Trail
CRR
Moose River Plains
Intensive Use Area
West Canada Lake
Wilderness
Cedar River Flow
N
Legend
Cedar River Trail
Roads
WCLWsites
New Parking Area
Existing Gate
Scenic River Corridor
New Gate
Fishing Access Site
MRPIUA
Water Access Site
Building
Wilderness
Closed Roads
Proposed Closed Sites
MRPWF
Proposed IU Sites
0
440
880
Feet


Cedar River Flow
Wakely Dam Area
Cedar River Rd.
Cedar River
Moose River Plains
Wild Forest
LLCRR
Cedar River Trail
Moose River Plains
Intensive Use Area
Cedar River Flow
Legend
Bridge/Dam
Roads
Water Access Site
Building
Existing Gate
Cedar River Trail
New Parking Area
New Gate
Closed Roads
Fishing Access Site
Proposed Closed Sites
Proposed IU Sites
MRPIUA
Wilderness
MRPWF
Open Area
N
0
240
480
Feet

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:

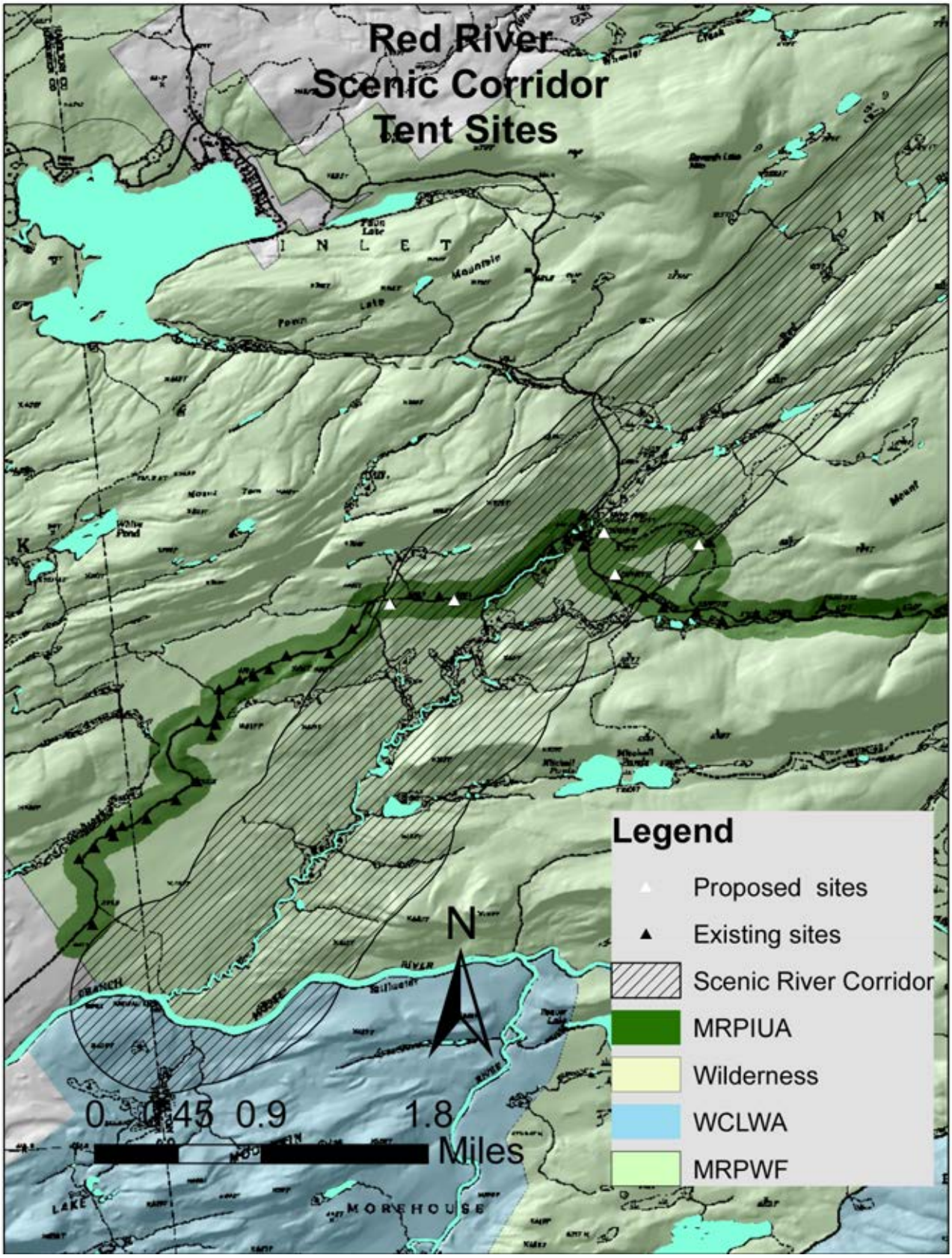
The Rock Dam Trail, Bear Pond Trail and the Mitchell Ponds Trail are the only designated snowmobile trails within the one-half mile river corridor. The Rock Dam and bear Pond Trails are proposed to be closed in the MRPWF UMP. The Mitchell Ponds Trail will be retained as a Class I snowmobile trail.

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.


Red River
Scenic Corridor
Tent Sites
Legend
Proposed sites
Existing sites
Scenic River Corridor
MRPIUA
Wilderness
WCLWA
MRPWF
N
0 0.45 0.9 1.8
Miles
INLET
MOREHOUSE

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 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.

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:

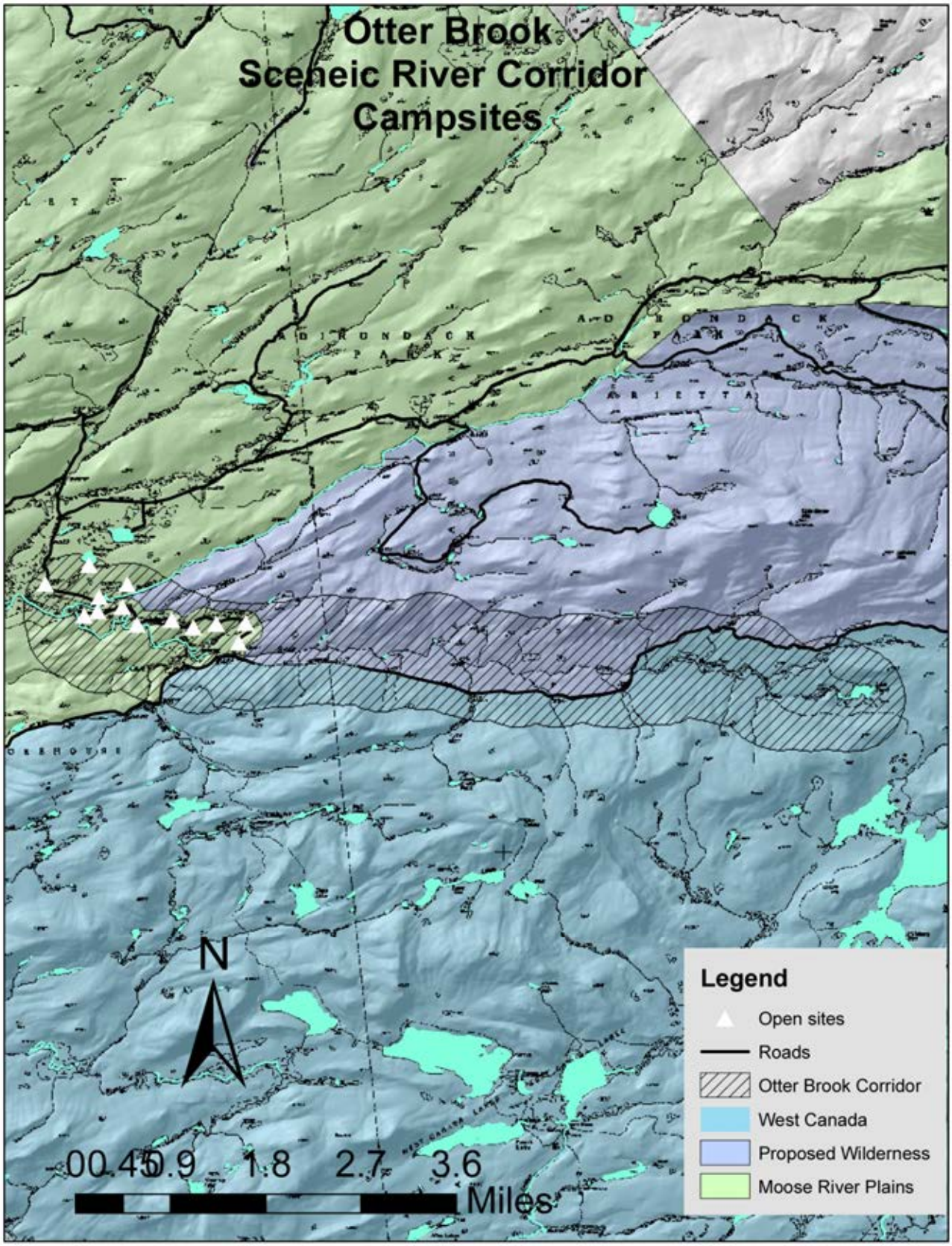
There are approximately 6.9 miles of designated snowmobile trails within the one-half mile river corridor. All of these trails are proposed to be closed in the MRPWF UMP.

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.


Otter Brook
Sceneic River Corridor
Campsites
N
0 0.45 0.9 1.8 2.7 3.6
Miles
Legend
Open sites
Roads
Otter Brook Corridor
West Canada
Proposed Wilderness
Moose River Plains

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 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 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:

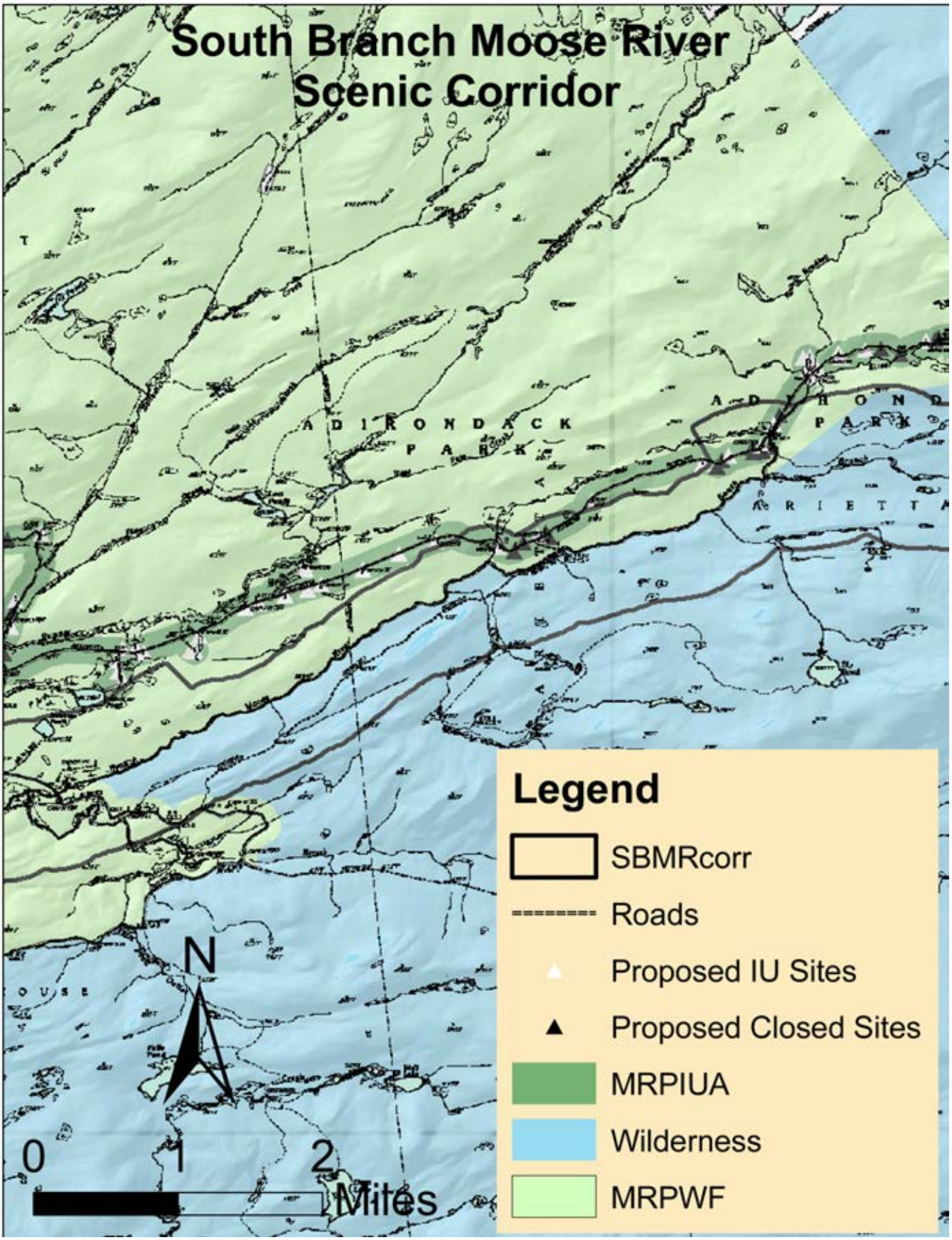
There are approximately 9.7 miles of designated snowmobile trails within the one-half mile river corridor. All of these trails are proposed to be closed in the MRPWF UMP.

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.


South Branch Moose River
Scenic Corridor
ADIRONDACK
PARK
Legend
SBMRcorr
Roads
Proposed IU Sites
Proposed Closed Sites
MRPIUA
Wilderness
MRPWF
N
0
1
2
Miles