NEW YORK STATE

Department of Environmental Conservation

DIVISION OF LANDS & FORESTS

Moose River Plains Wild Forest

and

Moose River Plains Intensive Use Area

and

Special Management Area Plans for:

Seventh Lake Boat Launch Intensive Use Area
Historic Great Camps Special Management Area

and

River Area Management Plans for:

South Branch Moose River, Red River, Cedar River and Otter Brook

Unit Management Plan
Final Generic Environmental Impact Statement

Towns of Webb and Ohio - Herkimer County

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

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January 2011

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STATE OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
ALBANY, NEW YORK 12233-1010

M E M O R A N D U M

JAN 2 7 2011

TO: The Record

FROM: Joe Martens

SUBJECT: Management Plans for Lands in the Vicinity of Moose River Plains Wild Forest

The Final Management Plans for the Moose River Plains Wild Forest, the Moose River Plains Intensive Use Area, the South Branch Moose River Area, the Red River Area, the Cedar River Area, and the Otter Brook River Area have been completed. The Management Plans are consistent with guidelines and criteria for the Adirondack Park State Land Master Plan, the State Constitution, Environmental Conservation Law, and Department Rules, Regulations and Policies. The Management Plans include management objectives and a five year budget and are hereby approved.

RESOLUTION
ADOPTED BY THE ADIRONDACK PARK AGENCY
WITH RESPECT TO
PROPOSED RECLASSIFICATION OF STATE LAND IN THE MOOSE RIVER PLAINS WILD FOREST, WEST CANADA LAKE WILDERNESS AND BLUE RIDGE WILDERNESS,
PROPOSED ESTABLISHMENT OF RIVER AREA BOUNDARIES AND CONDITIONAL REVIEW OF RELATED UNIT MANAGEMENT PLAN ACTIONS

November 19, 2010

WHEREAS, the Adirondack Park State Land Master Plan, adopted pursuant to Section 816 of the Adirondack Park Agency Act (Executive Law, Article 27), provides guidelines for classifying lands within the Adirondack Park by the State of New York; and

WHEREAS, the Adirondack Park Agency and the Department of Environmental Conservation have acted as co-lead agencies for the integrated series of proposed State land management actions in the vicinity of the Moose River Plains Wild Forest; and

WHEREAS, the development of the Final Generic Environmental Impact Statement (FGEIS) for reclassification actions concurrently with a proposed final Unit Management Plan and related documents provided a unique opportunity to coordinate Agency and Department proposals into an integrated proposal for future management of the Moose River Plains; and

WHEREAS, the proposed action involves revisions to the Adirondack State Land Master Plan and proposed reclassification of approximately 2,398 acres of lands from Moose River Plains Wild Forest to West Canada Lake Wilderness; proposed reclassification of approximately 12,269 acres of lands from Moose River Plains Wild Forest to a new Wilderness area north and west of the Wild Forest corridor and south of the Moose River Plains Wild Forest and the Moose River Plains Intensive Use Camping Area; reclassification of 2,925 acres from Moose River Plains Wild Forest to Intensive Use; reclassification of 163 acres from Moose River Plains Wild Forest to Blue Ridge Wilderness; and reclassification of 59 acres from West Canada Lake Wilderness to Moose River Plains Wild Forest; and

WHEREAS, the new Wilderness area was originally proposed to be an addition to the West Canada Lake Wilderness, and the impacts of reclassification to Wilderness were assessed and evaluated in the FGEIS; and

WHEREAS, a Wild Forest corridor, on which motorized use will be specifically prohibited as part of this revision to the State Land Master Plan, will be retained along the Otter Brook Trail and former Wilson Ridge Road to improve mountain biking opportunities in the area; and

WHEREAS, the Department has sought input from local officials and mountain bike groups on the proposals for mountain bike routes in the Unit; and

WHEREAS, the Department, in consultation with the Agency, has prepared proposed final Unit Management Plans for the Moose River Plains Wild Forest, Moose River Plains Intensive Use Camping Area, and related documents including River Area Management Plans; and

WHEREAS, the Department has proposed River Area Management Plans for the portions of the Cedar River, Red River, Otter Brook and the South Branch of the Moose River designated as Scenic under the Wild, Scenic and Recreational Rivers System Act (Environmental Conservation Law Article 15, Title 27), and has proposed maintaining the interim boundaries of one-half mile from the mean high water mark of either side of the river for the scenic river areas of the Cedar River, Red River, and Otter Brook as the final boundaries of those river areas; and

WHEREAS, the Department has proposed establishing the boundary for the South Branch of the Moose River Scenic River Area at one-half mile from the mean high water mark of either side of the river, except for a section where the corridor will be one-quarter mile wide on the north side of the river, beginning east of Helldiver Pond and running approximately four miles east; and

WHEREAS, a series of public hearings were held in Indian Lake, Inlet and Albany, and an extensive public input process was conducted to provide opportunity for public comment on the reclassification, river area boundaries and Unit Management Plan proposals; and

WHEREAS, a Final Generic Environmental Impact Statement (FGEIS), including an evaluation of alternatives and potential adverse impacts, was prepared, and notice of acceptance of the FGEIS was published in the Environmental Notice Bulletin on November 3, 2010; and

WHEREAS, the FGEIS describes a comprehensive, integrated series of related reclassification actions and management proposals involving the Moose River Plains Wild Forest; and

WHEREAS, the FGEIS and proposed final Unit Management Plan evaluate potential impacts to Wilderness and Wild Forest, open space, physical, biological and scenic resources (pages 11 through 15 of FGEIS); and

WHEREAS, the FGEIS and Unit Management Plan have recognized the potential economic benefits to adjacent communities which may be realized from these actions once implemented (page 16 of FGEIS); and

WHEREAS, the FGEIS has evaluated reasonable measures to mitigate any significant adverse environmental impacts; and

WHEREAS, the proposed final Unit Management Plan contains an inventory of use and an evaluation of the Unit's resources to withstand use, including an assessment of impacts to adjacent State lands (pages 5 through 61 of the Unit Management Plan); and

WHEREAS, the proposed final Unit Management Plan contains a proposed Intensive Use Area Unit Management Plan, as required by the State Land Master Plan, prior to reclassification of a Wild Forest area to Intensive Use; and

WHEREAS, the Department has scheduled a campsite evaluation study for the proposed Intensive Use Camping Area, will consult with Agency staff on closure and relocation proposals, and, if necessary, prepare a Unit Management Plan amendment for additional sites beyond the existing 116 sites currently proposed for the Intensive Use Area; and

WHEREAS, the Unit Management Plan does not propose closing any existing campsites in the Intensive Use Camping Area until after the campsite evaluation is completed and suitable sites for relocation are identified and developed; and

WHEREAS, snowmobile trails in the Moose River Plains will be managed and relocated in accordance with *Management Guidance - Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park (November, 2009),* and the final configuration of snowmobile trails in the proposed Unit Management Plan will result in a net reduction of approximately 33 miles of trails in the Unit; and

NOW, THEREFORE, BE IT RESOLVED, that the proposed reclassifications and revisions to the Adirondack Park State Land Master Plan are consistent with the guidelines of the State Land Master Plan and the *Final Programmatic Environmental Impact Statement – Guidelines for Amending the Adirondack Park State Land Master Plan;* and

BE IT FURTHER RESOLVED, that the proposed actions and management proposals are consistent with the social, economic and other essential considerations from among the reasonable alternatives available, and which avoid or minimize adverse environmental impacts to the maximum extent practicable; and

BE IT FURTHER RESOLVED, that the Adirondack Park Agency agrees with the river area boundaries for the portions of the Cedar River, Red River, Otter Brook and the South Branch of the Moose River designated as Scenic under the Wild, Scenic and Recreational Rivers System Act as proposed in the River Area Management Plans; and

BE IT FURTHER RESOLVED, that the Adirondack Park Agency recommends that the reclassifications described in the proposed revisions to the text of the Adirondack Park State Land Master Plan and map depicting changes to the official Adirondack Park map, attached hereto, be approved by the Governor; and

BE IT FURTHER RESOLVED, that the Agency Chairman is authorized to forward these reclassification recommendations and revisions to the Adirondack Park State Land Master Plan to the Governor for his approval; and

BE IT FINALLY RESOLVED, that the proposed final Moose River Plains Wild Forest Unit Management Plan and the Moose River Plains Intensive Use Camping Area Unit Management Plan will be consistent with the guidelines and criteria of the Adirondack Park State Land Master Plan once the reclassification and State Land Master Plan revision process is completed, and can be approved by the Commissioner of Environmental Conservation upon final approval of the Agency’s reclassification recommendations by the Governor.

AYES: R. Booth, A. Lussi, F. Mezzano, C. Stiles, W. Thomas, L. Ulrich, F. W. Valentino, J. Fayle (DED), E. Lowe (DEC), R. Morgiewicz (DOS)

NAYS: None

ABSTENTIONS: None

ABSENCES: C. Wray

Attachments: Draft Revisions to the Adirondack Park State Land Master Plan
Proposed Map Changes to the Official Park Map

ACKNOWLEDGMENTS

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PREFACE

The Moose River Plains Wild Forest (MRPWF) and Moose River Plains Intensive Use Area Unit Management Plans have been developed pursuant to, and are consistent with, relevant provisions of the New York State Constitution, the Environmental Conservation Law (ECL), the Executive Law, the Adirondack Park State Land Master Plan (APSLMP or "Master Plan"), Department of Environmental Conservation ("Department") rules and regulations, Department policies and procedures and the State Environmental Quality and Review Act.

The State lands which are the subject of these Unit Management Plans (UMPs) are Forest Preserve lands protected by Article XIV, Section 1 of the New York State Constitution. This Constitutional provision, which became effective on January 1, 1895 provides in relevant part:

> *"The lands of the state, now owned or hereafter acquired, constituting the Forest Preserve as now fixed by law, shall be forever kept as wild forest lands. They shall not be leased, sold or exchanged, or be taken by any corporation, public or private, or shall the timber thereon be sold, removed or destroyed."*

ECL §§3-0301(1)(d) and 9-0105(1) provide the Department with jurisdiction to manage Forest Preserve lands, including the Moose River Plains Wild Forest.

The APSLMP was initially adopted in 1972 by the Adirondack Park Agency ("APA"), with advice from and in consultation with the Department, pursuant to Executive Law §807, now recodified as Executive Law §816. The APSLMP provides the overall general framework for the development and management of State lands in the Adirondack Park, including those State lands which are the subject of this UMP.

The APSLMP places State land within the Adirondack Park into the following classifications: Wilderness; Primitive; Canoe; Wild Forest; Intensive Use; Historic; State Administrative; Wild, Scenic and Recreational Rivers; and Travel Corridors. The lands which are the subject of this UMP are classified by the APSLMP and described herein as the Moose River Plains Wild Forest and the Seventh Lake Boat Launch Intensive Use Area.

For all State lands falling within each major classification, the APSLMP sets forth management guidelines and criteria. These guidelines and criteria address such matters as: structures and improvements; ranger stations; the use of motor vehicles, motorized equipment and aircraft; roads, jeep trails and State truck trails; flora and fauna; recreation use and overuse; boundary structures and improvements and boundary markings.

Executive Law §816 requires the Department to develop, in consultation with the APA, individual UMPs for each unit of land under the Department's jurisdiction which is classified in one of the nine classifications set forth in the APSLMP. The UMPs must conform to the guidelines and criteria set forth in the APSLMP. Thus, UMPs implement and apply the APSLMP's general guidelines for particular areas of land within the Adirondack Park. Executive Law §816(1) provides in part that *"(u)ntil amended, the master plan for management of state lands and the individual management plans shall guide the development and management of state lands in the Adirondack Park."*

Purpose and Need

Without UMPs, the management of these public lands can easily become a series of uncoordinated reactions to immediate problems. No new facility construction, designation, or major rehabilitation can be undertaken until a UMP is completed and approved; current management is therefore limited to routine maintenance and emergency actions. A written plan stabilizes management despite changes in personnel and integrates related

legislation, legal codes, rules and regulations, policies, and area specific information into a single reference document. Other benefits of the planning process that are valuable to the public include the development of area maps, fishing information handouts, and a greater awareness of recreational opportunities and needs within specific areas of the Adirondack Park. In view of tight budgets and competition for monetary resources, plans that clearly identify needs of the unit have greater potential for securing necessary funding, legislative support, and public acceptance.

This document provides a comprehensive inventory of natural resources, existing facilities and uses, while identifying the special values which justify the protection of this area in perpetuity for future generations. The process involved the gathering and analysis of existing uses and conditions, regional context and adjacent land considerations, future trends, and the identification of important issues. Ordinarily, the plan will be revised on a five-year cycle, but may be amended when necessary in response to changing resource conditions or administrative needs. Completion of the various management actions within this UMP will be dependent upon adequate manpower and funding. Where possible, the DEC will work with volunteer groups, local communities, town and county governments, and pursue alternative funding sources to accomplish some of the proposed projects or maintenance.

Organization of the Plan

This UMP is intended to be a working document, easily used by both State personnel and the public. Footnotes are placed at the bottom of the page and provide more detailed information. Specific references are cited and are included in the bibliography. The content of each section is briefly summarized below:

Section I introduces the area, provides a general description with information on the size and location of the unit, access, and a brief chronology of the history of the general area.

Section II provides an inventory of the natural, scenic, cultural, fish and wildlife, and associated resources along with an analysis of the areas ecosystems. Existing facilities for both public and administrative use are identified, along with an assessment of public use and carrying capacity. Adjacent land uses, access, and impacts are also discussed.

Section III includes descriptions of past management activities, existing management guidelines, management principles important for achieving the classification objectives for the unit, and an outline of issues identified through the inventory process with input from the planning team and public. This section lays the foundation for the development of specific management strategies necessary to attain the goals and objectives of the APSLMP. An assessment of needs and projected use are also discussed.

Section IV identifies specific management proposals as they relate to natural resources, uses, or facilities. These proposed actions will be consistent with the management guidelines and principles and will be based on information gathered during the inventory process, through public input and in consultation with the planning team. This section also identifies management philosophies for the protection of the area while providing for use consistent with its carrying capacity.

Section V deals specifically with areas of major concern that require special attention in Special Area Management Plans. These sub-plans were developed for locations identified during the inventory and assessment phase of the planning process, public comment, or through dialogue with the planning team. Factors considered in defining these special areas included recreational impacts, significant biological or physical features, and patterns or degree of public use. This section will identify and discuss specific, alternative

management recommendations, when needed, for the Seventh Lake Boat Launch, scenic river corridors and the Historic Great Camps Special Management Area.

Section VI includes a schedule for implementation and identifies the budget needs to carry out the work described in the UMP. At the end of the text is a list of cited references, general bibliography, and various technical appendices. Relevant definitions and APSLMP quotations used within this document are from the approved November 1987, Updated 2001 edition. Map inserts show detailed area information.

What the Plan Does Not Do

The proposed management actions identified in this plan are primarily confined to the Moose River Plains Wild Forest lands and waters and the Seventh Lake Boat Launch. Activities on adjacent State lands or private property are beyond the scope of this document and will only be discussed as they relate to uses and impacts to the MRPWF. In addition, this UMP cannot suggest changes to Article XIV, Section 1 of the New York State Constitution or conflict with statutory mandates or DEC policies. All proposals must conform to the guidelines and criteria set forth in the APSLMP and cannot amend the APSLMP itself.

State Environmental Quality Review Act (SEQRA)

The State Environmental Quality Review Act requires that all agencies determine whether the actions they undertake may have a significant impact on the environment. The intent of the legislation is to avoid or minimize adverse impact on the resource. The guidelines established in the APSLMP for developing unit management plans express these same concerns. Any development within the MRPWF presented in the plan must take into consideration environmental factors to insure that such development does not degrade that environment. The overall intent of this UMP is to identify mitigating measures to avoid or minimize adverse environmental impacts to the natural resources of the State within the unit. Any reconstruction or development within the confines of this unit will take environmental factors into account to ensure that such development does not degrade the resource.

As required by SEQRA, during the planning process a range of alternatives were formulated to evaluate possible management approaches for dealing with certain issues or problem locations. Department staff considered the no-action and other reasonable alternatives, whenever possible. Potential environmental impacts, resource protection, visitor safety, visitor use and enjoyment of natural resources, user conflicts, interests of local communities and groups, and short and long-term cost-effectiveness were important considerations in the selection of proposed actions. Efforts were made to justify reasons for the proposals throughout the body of the UMP so the public can clearly understand the issues and the rationale for Department decision making.

DEC, as prior lead agency, rescinded its Negative Declaration noticed in the March 15, 2006 ENB regarding the Public Draft of the Moose River Plains Wild Forest Unit Management Plan (UMP), because revisions were made to this proposed draft UMP that may result in potentially significant environmental impacts. DEC and the Adirondack Park Agency (APA) are serving as co-lead agencies and issued a Positive Declaration. As co-lead agencies, APA and DEC have prepared this draft generic environmental impact statement (DGEIS) to cover an integrated series of related actions in a given geographic area as contemplated in 6 NYCRR Section 617.10(a), including DEC's proposed draft UMP for the Moose River Plains Wild Forest and a newly created Moose River Plains Intensive Use Camping Area (see Appendix 23); establishment of a new snowmobile community connector trail; establishment of a final boundaries for the Wild, Scenic, Recreational Rivers (WSRR) Areas; and amendments to the Adirondack Park State Land Master Plan including reclassification of lands for the creation of

a new Intensive Use Area along the Cedar River-Limekiln Lake Road, reclassification of 13,878 acres of Wild Forest to Wilderness for addition to the West Canada Lake Wilderness Area, and amendments to APSLMP Area Descriptions and Intensive Use Area Guidelines. This DGEIS also includes an impact assessment of four draft River Area Management Plans for the designated river areas within the Moose River Plains management complex including the Cedar and Red Rivers, the South Branch of the Moose River and the Otter Brook pursuant to the WSRR Act.
Hearings will be scheduled and noticed on these series of related actions.

No Action Alternative or Need for a Plan

From a legal perspective, the No Action alternative of not writing a UMP is not an option. DEC is required to prepare a management plan for the MRPWF pursuant to the APSLMP and Executive Law § 816. In addition a UMP serves as a mechanism for the Department to study and identify potential areas for providing access to the MRPWF for persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA). The UMP also serves as an administrative vehicle for the identification and removal of nonconforming structures as required by the APSLMP.

From an administrative perspective, the "No Action" alternative is not an option. The NYS Department of Environmental Conservation has the statutory responsibility under Environmental Conservation Law (ECL) §§3-0301(1)(d) and 9-0105(1), to provide for the care, custody, and control of these public lands. The UMP will provide the guidance necessary for staff to manage the area in a manner that protects the environment while at the same time providing for suitable outdoor recreation opportunities for the public. Without the development and future implementation of the UMP, sensitive environmental resources of the unit could be impacted negatively and it is highly likely that the public enjoyment of such resources would decrease. Public use problems would continue to occur.

Management of the MRPWF via a UMP will allow the Department to improve public use and enjoyment of the area, avoid user conflicts and prevent over use of the resource (e.g., through trail designations, access restrictions, placement of campsites and lean-tos away from sensitive resource, etc.). Management Alternatives were developed for some of the UMP proposals that may: (1) have significant environmental impacts, (2) involve facility closures, or (3) involve controversial actions changing existing public use, and can be found in Section IV and VI of this document.

PLANNING HISTORY AND SUMMARY OF NEW PROPOSALS

First Draft Unit Management Plan – March 2006

The Department of Environmental Conservation began work on the unit management plan (UMP) for the Moose River Plains Wild Forest in 2000. Public interest has played a major part in shaping the Department's vision for this unique and important component of the Adirondack Forest Preserve. The planning process formally began with a public meeting held at the Indian Lake Central School on January 9, 2001. More than 70 people attended and many spoke. In the following weeks, individuals, organizations and local governments sent numerous written comments. The Department received a number of additional comments about the MRPWF during a series of UMP open houses held across the state in January 2001.

The Department released the first draft MRPWF UMP for public review on March 13, 2006. The management proposals presented in the draft plan reflected the range of public comments received during the planning process in the context of Article XIV of the New York State Constitution and the guidelines of the Adirondack Park State Land Master Plan, as well as other applicable state laws, regulations and policies. The major proposals of the first draft UMP were:

- **Bringing existing campsites into conformance with the separation distance guidelines of the Adirondack Park State Land Master Plan by closing or relocating 99 campsites** - Department staff constructed the present system of public roads and roadside campsites in the MRPWF during the middle to late 1960s, beginning soon after the purchase of a 51,000-acre tract from Gould Paper Company in 1963. Because many of the roadside campsites do not conform with APSLMP separation distance guidelines for Wild forest areas, the first draft UMP proposed to close 99 of them, leaving 71 in place and allowing for the construction of additional sites in appropriate locations.
- **Closing 27 miles of lightly used or dead-end snowmobile trails -** Department policy at that time (ONR-2)[1] directed managers to relocate snowmobile trails to avoid crossing bodies of water. It also required them to close trails that cannot be maintained because of fiscal or other constraints, trails that receive minimal use, and dead-end trails that do not end at a facility or feature used by the public in winter. The APSLMP limits the total mileage of snowmobile trails in all Wild forest areas in the Adirondack Park. The closure of little-used and dead-end trails would make room for the construction of important new community connector trails.
- **Implementing projects to improve a number of recreational programs**, such as hunting, fishing, canoeing and camping access for people with disabilities.

Public Response to the First Draft UMP

The Department presented the first draft UMP at a public meeting held at the Inlet Town Hall on March 30, 2006. More than 90 people attended and many spoke. A second meeting to afford another opportunity for public comment was held on April 20, 2006 at the Department's headquarters in Albany. About a dozen people attended. In the following weeks, the planning team received more than 5,000 letters, e-mails, faxes and post cards.

[1] *While ONR-2 has since been rescinded in the Adirondack Park and replaced by "Management Guidance - Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park" (see page xvi), the new guidance retains all directives noted here.*

Several respondents expressed support for the proposals presented in the draft plan to reduce the mileage of snowmobile trails and the number of campsites. They stressed the need to meet APSLMP requirements and protect natural resources from the impacts of motorized use. Several opposed the use of tracked groomers to maintain snowmobile trails. Some urged that the southern parts of the unit be managed as part of a large wildland core, or be reclassified and added to the West Canada Lake Wilderness.

A large proportion of those who submitted comments opposed the proposals to close campsites and snowmobile trails. They stressed the importance of snowmobiling to the Adirondack economy and promoted the creation of an extensive trail system maintained by tracked groomers. They also stressed the economic benefits conferred by those who camp in the area in the summer and through the fall big game hunting season. Comments included significant interest in establishing new snowmobile trail connections, such as a link between the Limekiln Lake-Cedar River Road and Raquette Lake. Several supported the use of snowmobile trails for other recreational activities. In particular, a number of comments suggested the need for a hiking and mountain biking trail that would connect existing trails in the vicinity of State Route 28 to roads and trails in the interior of the unit. Various towns passed resolutions opposing the closure of campsites and snowmobile trails, citing the importance of the MRPWF to local residents and businesses. Other resolutions proposed reclassifying the area to intensive use to allow the Department to maintain a relatively high level of recreational development and use.

Draft UMP Addendum – August 2006

After the release of the first draft MRPWF UMP, the planning team organized and reviewed the many public comments they had received. The Department engaged in extensive discussions with local governments, interested organizations and individuals about the major topics of concern. These topics included camping, snowmobiling, warm-season trails and the historic landscape surrounding Great Camps Sagamore and Uncas. The Department responded with two major proposals presented in an addendum to the draft UMP. The addendum was released for public comment on August 18, 2006.

New Trail Connection: Limekiln Lake-Cedar River Road to Raquette Lake

To address public concerns about the reduction in snowmobiling opportunity proposed in the draft MRPWF UMP and to respond to public interest in creating connecting trails for snowmobiling, as well as hiking and mountain biking during the warm seasons, the planning team investigated the possibility of creating a trail that would connect the Limekiln Lake-Cedar River Road and the hamlet of Raquette Lake. The team analyzed seven alternative routes. Criteria chosen to guide the search for the best possible route included locating the trail as close to the periphery of the MRPWF as possible, minimizing impacts on private lands, protecting the historic environment of Great Camps Sagamore and Uncas, minimizing the amount of new trail construction, minimizing the potential for impacts on soils, wetlands, rare species, and significant habitats such as deer wintering yards, following existing trails and former roads to the greatest extent possible and avoiding plowed roads and water bodies. The planning team analyzed the alternative routes and selected a preferred alternative that best satisfied the route selection criteria. The analysis involved extensive field reconnaissance and discussions with local snowmobiling experts and town government officials. The preferred route would have left Limekiln Lake-Cedar River Road to follow the existing Bear Pond trail, then skirted the pond to the north and proceeded northeastward then northwestward, using a number of former woods roads, to intersect the existing Seventh-Eighth Lake loop trail.

The first draft MRPWF UMP included proposals to close the Bear Pond trail and the Seventh-Eighth Lake loop trail. The community connector trail proposal in the addendum included keeping all but the last half-mile of the Bear Pond trail open, along with the 2.8-mile section of the Seventh-Eighth Lake loop trail from Route 28, near Eighth Lake, to the intersection of the new proposed trail. The first draft UMP also proposed to keep the 5.4-mile Sly Pond trail open. However, because public comments on the draft indicated that the trail was not a desirable trail for snowmobiling, it was proposed for closure in the addendum.

Historic Great Camps Special Management Area

The addendum to the first draft MRPWF UMP introduced the Department's proposal to establish a Historic Great Camps Special Management Area (HGCSMA) consisting of Forest Preserve lands within the Blue Ridge Wilderness (BRW) and MRPWF located in the vicinity of the historic properties at Camp Sagamore and Camp Uncas. The concept was later approved when the BRW UMP was adopted in September 2006. The purpose of the designation is to recognize the importance of the Great Camps as cultural resources of state and national significance, their contribution to tourism and educational and cultural programs in the region and the importance of the management of the Forest Preserve lands around them, formerly parts of their original estates, in supporting the preservation of the Great Camps. Further, the designation is an acknowledgment that the educational and recreational programs of the Sagamore Institute emphasize the close connection between the history of the Great Camps and the creation and evolution of the Forest Preserve, and thereby promote the understanding, appreciation and enjoyment of the Forest Preserve by the public.

The addendum included a draft special area plan for the HGCSMA. Because the HGCSMA includes lands within both the BRW and MRPWF, the special area plan will be incorporated within the UMPs for both areas. Management proposals in the portion of the HGCSMA affecting lands within the BRW were finalized when the BRW UMP was adopted. Management proposals in the portion of the HGCSMA affecting lands within the MRPWF will only be finalized when the MRPWF UMP is adopted.

The management goals for the HGCSMA are to:

- Promote public recreational access and use of the HGCSMA in a manner which recognizes Great Camps Sagamore and Uncas as cultural, educational and economic resources of great local, state and national significance.
- Promote the use of the HGCSMA for the educational and recreational programs of the Sagamore Institute in ways that comply with the laws, regulations and policies governing public use of BRW and MRPWF lands and do not conflict with permitted uses of the area by the general public.
- Protect archaeological sites from vandalism and address safety issues, but allow them to succumb to the forces of nature. Manage historic structures in accordance with applicable laws.

Public Response to the Addendum

Most respondents recognized the importance of the Great Camps as a regional cultural and economic asset and therefore expressed support for the creation of the Historic Great Camps Special Management Area and proposals to protect its historic environment. Some advocated stronger protections for the special management area; others were concerned that the designation of the special management area would result in restrictions to public use within its bounds.

Though there was some support for the proposal to create a new community connector snowmobile trail, a number of organizations opposed the construction of a snowmobile trail in the interior of the area rather than along the periphery. Many comment letters repeated the major concerns expressed after the release of the first

draft UMP that the closure of campsites and snowmobile trails would curtail recreational opportunity and reduce local economic activity.

Proposed Final Unit Management Plan – October 2006

In October 2006 a Proposed Final Draft UMP was presented to APA for a APSLMP conformance determination. This plan incorporated changes based on public comment received after the release of both the first Draft UMP and the Addendum to the Draft UMP. Before the final vote, however, several local governments and user groups continued to provide comments to both the Department and the APA. Many of those commenting took issue with various components of the Proposed Final UMP.

In order to better refine and strike a better balance between the various proposals in the plan, the Department withdrew the Proposed Final UMP from consideration by the APA. It was also determined that an environmental impact statement would also need to be prepared due to the potential environmental impacts of these modified proposals.

Revised Draft Unit Management Plan/Draft Generic Environmental Impact Statement – July 2010

Between the release of the addendum to the first draft MRPWF UMP and the Revised Draft UMP/DGEIS, the Department rescinded DEC snowmobile trail policy "ONR-2" within the Adirondack Park and replaced it with "Management Guidance - Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park" (Management Guidance).[2] This document (see Appendix 1) provides specific direction that affects the configuration and siting of Forest Preserve snowmobile trails, shapes the physical character of snowmobile trails and guides DEC administrative use of maintenance equipment and vehicles on these trails into the future. Key changes in the Proposed Final UMP for the MRPWF that have resulted from this action include:

- Replacement of outdated snowmobile trail and snowmobile plan language;
- Assignment of new trail class to individual snowmobile trails not proposed for closure.
- Revision of the proposal to construct a community connector snowmobile trail between Inlet and Raquette Lake to ensure it is not located in a remote interior area of the MRPWF.

The Department also continued discussions with local governments, interested organizations and individuals about the management of the area. In developing and analyzing new alternative management approaches, the planning team considered the history of the MRPWF, the relationship of the area with surrounding lands, the comments received during the planning process and the mandates of Article XIV of the New York State Constitution and the Adirondack Park State Land Master Plan.

The unit was originally known as the Moose River Plains Recreation Area and in the 1960s was developed with extensive motor vehicle access for hunting, fishing and camping. Today, the MRPWF remains popular as a destination for those seeking the convenience of roadside camping in a more remote, less structured setting

[2] *In December, 2009, DEC Commissioner Grannis approved amending the memorandum of understanding (MOU) between APA and DEC concerning implementation of the Adirondack Park State Land Master Plan (APSLMP) to include the "Management Guidance." This action followed a similar MOU amendment approval by the Adirondack Park Agency in November, 2009, after the Agency determined that the "Management Guidance" is in conformance with the APSLMP.*

than that offered by Department campgrounds. Its extensive snowmobile trail system links local communities and is valued for its substantial contribution to the winter economy of the region. Maintaining traditional roadside camping opportunities would allow visitors to continue to enjoy this unique Forest Preserve experience. Reconfiguring the trail system to improve snowmobile trail community connections, create new mountain biking loop trails and long-distance hiking trails could increase recreational opportunity and regional economic benefits.

The southern portions of the MRPWF border the West Canada Lake Wilderness, the second largest wilderness area in the state and one of the most remote. There is great public interest in maintaining and enhancing the unique character of this area. It is one of the largest natural plant and animal communities in the eastern United States, and visitors may find outstanding opportunities for solitude as they hike, hunt, fish and camp in this high-quality wilderness environment. Targeted reductions in motorized uses along the southern boundary of the MRPWF along with strategic reclassifications could significantly increase the protection of the wilderness core. This in turn would benefit natural communities and wilderness recreation, while minimizing reductions in public motor vehicle access. These actions could afford a new opportunity for float plane access to a relatively remote, wild environment for camping, hunting and fishing.

Summary of New Management Proposals in the Revised Draft UMP

The Department substantially revised the Draft MRPWF UMP to incorporate a new set of proposed management actions. The planning team carefully crafted the proposed actions with the intent of affording a variety of opportunities for appropriate recreation, supporting the regional economy and protecting the wild character of the Forest Preserve. The new proposals were presented with the understanding that the classification of state lands within the Adirondack Park is the responsibility of the Adirondack Park Agency. The major proposals of the revised UMP included:

- **Creation of the Moose River Plains Intensive Use Area** - Support reclassification by the Adirondack Park Agency of the area one-tenth of a mile on either side of the following roads from wild forest to intensive use: Limekiln Lake-Cedar River Road; Rock Dam Road; Lost Ponds Road; Helldiver Pond Road; Loop Road; the access road to Bradley Brook Loop; and the access road to campsites 53-55. Such reclassification to create a new intensive use area requires concurrent, DEC submission of a draft UMP for the area; this draft UMP is attached as Appendix 23 of this Plan. The new, 2,925-acre Intensive Use Area would continue to be managed by the Department's Division of Lands and Forests with existing regulations to maintain the opportunity for traditional roadside camping. No fees would be charged. Of the 170 existing campsites along the road system, 116 would be included in the proposed Intensive Use Area. Of those, approximately 33 would be closed because they are too close to streams or wetlands, or have other undesirable site characteristics. Of the 58 existing sites that would remain along the road system in the wild forest, 37 would be closed. After the proposed designation of four new wild forest sites, there would be a net total of 83 roadside campsites in the proposed Intensive Use Area and 25 roadside sites in wild forest. Sites closed due to resource protection or separation distance requirements may be relocated to appropriate locations within the Intensive Use Area. In addition, the four existing campsites within the wild forest along Indian Lake Road would be relocated away from the road to provide a better quality camping experience. The Indian Lake Road was proposed to be accessible by foot, horse and bicycle.

- Create a new, long-distance community connector snowmobile trail from Limekiln Lake-Cedar River Road to Lower Sargent Pond, providing completely land-based connections between the communities of Indian Lake, Inlet, Raquette Lake and Long Lake (the "Seventh Lake Mountain - Sargent Ponds Trail"). The portion of this trail proposed in the addendum from the Long Lake-Cedar River Road through Bear Pond

to Eighth Lake would be replaced with a different trail segment closer to the unit's periphery. This new route was discovered following the release of the addendum. To provide an alternative route to Raquette Lake that would facilitate the creation of a critical community connector link to Long Lake, a new trail segment would be constructed. The trail would begin across Route 28 from the Eighth Lake Campground and proceed eastward, just south of Route 28 along the periphery of the MRPWF, to Sagamore Road. The proposed route was selected after the analysis of several alternatives.

The trail to Long Lake would cross Sagamore Road, heading eastward across South Inlet on the Route 28 bridge proposed for reconstruction, and proceed along the south side of Route 28 to private lands at Bear Brook. The route would cross Route 28 and head northward through private lands into the Sargent Ponds Wild Forest, where it would connect with existing snowmobile trails. Because there are extensive wetlands along the north side of Route 28, the proposed route would need to be located along the south side of Route 28 within the Blue Ridge Wilderness. It appears the trail could be sited within 500 feet of the highway and therefore could be constructed in conformance with APSLMP guidelines for wilderness.

The proposed snowmobile trail also would serve as a hiking and mountain biking trail and would create loops linking the hamlets of Inlet and Raquette Lake with Great Camp Sagamore and the Eighth Lake, Limekiln Lake and Brown Tract Pond Campgrounds. Therefore, the segments of the proposed trail west of Sagamore Road would be designed and constructed to facilitate mountain bicycle use.

- **Support expansion of the West Canada Lake Wilderness** - Support reclassification by the Adirondack Park Agency of 15, 062 acres from MRPWF to West Canada Lake Wilderness. The area to be included would be bounded by the proposed Intensive Use Area boundary along Otter Brook Road to the west, the South Branch Moose River to the north, the former Otter Brook truck trail to the south, and Cedar River Flow to the east. It would encompass Little Moose Lake and Sly Pond, Little Moose and Manbury Mountains, and Otter Brook, a designated scenic river. It is likely that existing trails would be maintained as foot trails, with the possibility of horse trail designation for the former Otter Brook truck trail and Wilson Ridge Road. Final determinations would be made in the West Canada Lake Wilderness UMP, which does not need to be submitted at this time.

- **Creation of the Beaver Lake Special Management Area** - Include the area south of the South Branch Moose River and west of the proposed intensive use area boundary along Otter Brook Road, an area of 3,605 acres around Beaver, Squaw and Indian Lakes, in a special management area. Float plane access to the three lakes would continue, while other motorized uses within the area would be discontinued. The creation of the special management area would afford a new opportunity for float plane access to a relatively remote, wild environment for camping, hunting and fishing. The use of the special management area by float planes would be reviewed periodically, with the goal of ultimately incorporating it within the West Canada Lake Wilderness.

- **Discontinue public motor vehicle and snowmobile use on Indian Lake Road and the former Otter Brook truck trail** - Install a gate on the north side of the Otter Brook bridge. Convert Indian Lake Road to a foot, horse and mountain bicycle trail. Convert the former Otter Brook truck trail to a foot or horse trail. Final trail determinations for the former truck trail would be made in the West Canada Lake Wilderness UMP. The discontinuance of motor vehicle and snowmobile use would increase protection for the wild character of the West Canada Lake Wilderness and the adjacent proposed special management area.

An Integrated Series of Related Actions

While DEC is responsible for the individual UMPs for the Moose River Plains Wild Forest and the proposed Moose River Plains Intensive Use Area, the land reclassification recommendations found within the UMPs would have to be proposed for action separately by the Adirondack Park Agency (APA). Because of the integrated nature of the UMPs and the land reclassifications, however, DEC and APA, as co-lead agencies, determined it was most appropriate to move all proposals forward in the form of a single Draft Generic Environmental Impact Statement (DGEIS).

Public Response to the Revised Draft UMP

Three public hearings were held for the DGEIS – two inside the Adirondack Park (Indian Lake and Inlet) and one in Albany. Due to the large size of the UMP and the complex nature of the proposals, the original 45-day public comment was extended to 65 days.

Many oral comments were received at the public hearings, and numerous comment letters were sent to both agencies during the public comment period. Some of the comments received recognized the effort made on behalf of the Department and APA to address comments that were made in earlier versions of the UMP, such as the need for a community connector snowmobile trail and the desire to leave as many campsites open as possible. Some comments were in favor of certain components of the plan, while taking issue with specific recommendations. A few comments suggested no changes of any kind were necessary in the Moose River Plains, while several comments supported the Draft UMP in its entirety. A large number of comments were opposed to any reduction of motorized use in the unit, particularly where it provides access to opportunities for hunting, fishing, and camping. Also of concern was the loss of campsites before replacement or relocated sites were opened. The loss of a significant mountain biking opportunity through the proposed expansion of the West Canada Lake Wilderness was also brought up numerous times.

Revised Proposed Final Unit Management Plan/Final Generic Environmental Impact Statement – November 2010

After the release of the revised draft MRPWF UMP, the planning team once again organized and reviewed the many public comments they had received. As with past releases of the UMP, the Department continued discussions with local governments, interested organizations and individuals about the major topics of concern. These topics included the closure of roads, the potential loss of campsites, and the effect of a reclassification to wilderness on public use of the area.

Throughout the discussions with the stakeholders, it became very clear to what extent the public utilizes the road system within the Moose River Plains for a variety of recreational uses. In particular, the proposed closure of the Indian Lake Road was viewed as preventing a segment of the public from accessing an area where they had hunted, fished, and/or camped for many years. Additionally, members of the local mountain biking community were concerned that the proposed expansion of the West Canada Lake Wilderness and closure of the Otter Brook Truck Trail would eliminate one of the most important mountain biking segments within the unit.

Summary of New Management Proposals in the Revised Proposed Final UMP

Based on the public comment received during the comment period and discussions with local communities and other stakeholders, the Department made some final modifications to the Unit Management Plan:

- **Retention of a Wild Forest corridor along the former Otter Brook Truck Trail and Wilson Ridge Road –** While still supporting the expansion of the West Canada Lake Wilderness through a reclassification of the MRPWF, this proposal would retain a 20-foot wide Wild Forest Corridor that would connect the southern end of the Otter Brook Road to the Limekiln Lake-Cedar River Road. This corridor would be closed to public motorized use, but passive recreation such as mountain biking, hiking, horseback riding and x-country skiing would be permitted.

- **Retention of motor vehicle use on a portion of the Indian Lake Road –** Instead of closing the entire road to motorized use, this proposal would retain 3.2 miles as open to motor vehicles, while closing the last 2.3 miles. This would allow the public to drive to a distance approximately ½ mile from Squaw Lake. A 12-car parking area would be constructed at this location, with a new canoe carry connecting the parking area to Squaw Lake.

- **Creation of a new Bear Pond-Benedict Creek Trail -** This route will utilize a new stretch of trail from the Bear Pond Trail to the vicinity of the northern Bear Pond Sportsman's Club camp. At this point the new trail will connect to the Bear Pond Road. The addition of this route, when combined with existing trails, will provide a series of loops of varying lengths for mountain biking and other non-motorized uses such as hiking and skiing.

- **Withdrawal of proposed designation of the Beaver Lake Special Management Area -** The Department has determined that addressing the management issues and needs of this area via a separate Special Management Area Plan is not necessary. Management previously proposed under the Special Management Area Plans section will be incorporated into the main MRPWF plan.

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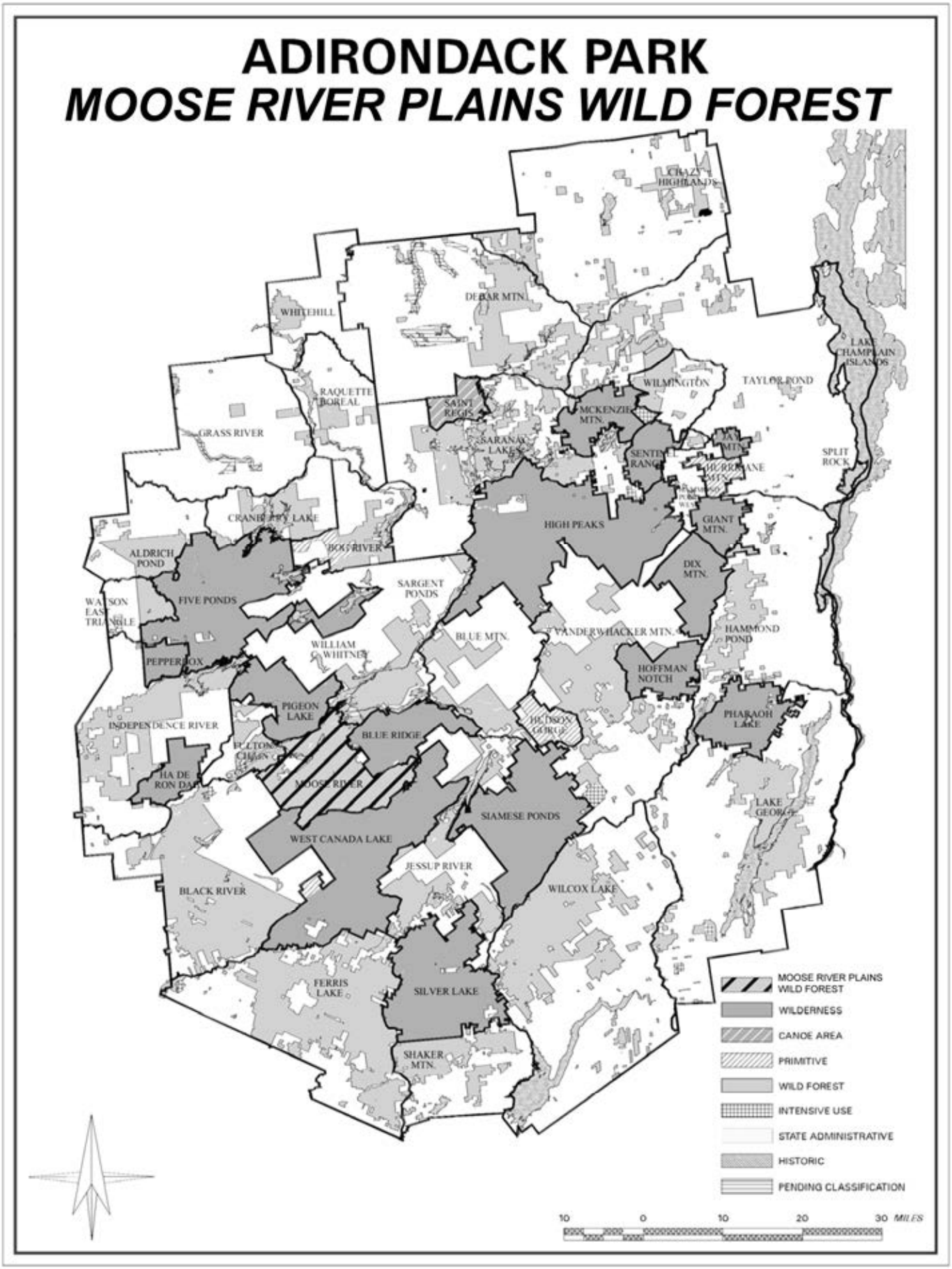

ADIRONDACK PARK
MOOSE RIVER PLAINS WILD FOREST
CHAZY HIGHLANDS
DEBAR MTN.
WHITEHILL
LAKE CHAMPLAIN ISLANDS
WILMINGTON
TAYLOR POND
RAQUETTE BOREAL
SAINT REGIS
MCKENZIE MTN.
GRASS RIVER
SARANAC LAKES
SENTINEL RANGE
JAY MTN.
HURRICANE MTN.
SPLIT ROCK
CRANBERRY LAKE
HIGH PEAKS
GIANT MTN.
ALDRICH POND
BOG RIVER
DIX MTN.
SARGENT PONDS
WATSON EAST TRIANGLE
FIVE PONDS
BLUE MTN.
VANDERWHACKER MTN.
HAMMOND POND
WILLIAM WHITNEY
PEPPERBOX
HOFFMAN NOTCH
PIGEON LAKE
PHARAOH LAKE
INDEPENDENCE RIVER
HUDSON GORGE
BLUE RIDGE
FULTON CHAIN
HA DE RON DAB
MOOSE RIVER
LAKE GEORGE
SIAMESE PONDS
WEST CANADA LAKE
JESSUP RIVER
BLACK RIVER
WILCOX LAKE
FERRIS LAKE
SILVER LAKE
SHAKER MTN.
MOOSE RIVER PLAINS WILD FOREST
WILDERNESS
CANOE AREA
PRIMITIVE
WILD FOREST
INTENSIVE USE
STATE ADMINISTRATIVE
HISTORIC
PENDING CLASSIFICATION
10 0 10 20 30 MILES

I. INTRODUCTION

A. Planning Area Overview

The Moose River Plains Wild Forest (MRPWF) is located in the Towns of Webb and Ohio in Herkimer County and the Towns of Arietta, Inlet, Long Lake, Lake Pleasant and Morehouse in Hamilton County. The unit is bordered by the West Canada Lakes, Pigeon Lake and Blue Ridge Wilderness Areas, the Wakely Mountain Primitive Area, as well as the Fulton Chain Wild Forest. Within or adjacent to the MRPWF are four Intensive Use Areas: the Seventh Lake boat launch, which will be included in this plan, and the Limekiln Lake, Eighth Lake and Brown Tract Ponds campgrounds. This UMP will not address management of the campgrounds, which are addressed in individual UMPs, but will address the inter-relationship between the Wild Forest and Intensive Use Areas. Additionally, this UMP will address specific management actions for the area along State Route 28 which is designated as a travel corridor.

The APSLMP area description reads:

> *"This area lies between Route 28 and the West Canada Lake Wilderness in Hamilton and Herkimer counties. The scenic 'plains' of the Moose and Red Rivers are well-known areas of interest to the public. These zones of herb and grass vegetation contrast vividly with the overall forested nature of the park. Other scenic points of interest include the Moose River Cliffs, Mitchell Ponds, Lost Ponds, Icehouse and Helldiver Ponds."*
>
> *"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. Heavy use of the road system is made in the winter months by snowmobiles, a use that may not be compatible with the wintering deer population and which therefore may require reassessment."*
>
> *"Hunting, fishing, camping and snowmobiling make this one of the truly four-season recreational areas of the park."*

Numerous lakes and streams, including a portion of the traditional Adirondack canoe route from Old Forge to Saranac Lake, the South Branch of the Moose River, the Cedar River Flow, as well as numerous lakes and ponds, provide for a variety of water based recreational activities. During winter months snowmobiling is the major activity in this unit. The Limekiln Lake- Cedar River Road (LLCRR) provides a connection between the hamlets of Inlet and Indian Lake.

B. Unit Geographic Information

The Moose River Plains Wild Forest is located within the following Townships.

Townships	**Tract**	**7.5x15 minute Quads**
4, 5, 6, 7, 40, 41	Totten and Crossfield Purchase	Wakely Mountain, Raquette Lake, Eagle Bay, Indian Lake, West Canada Lake, Honnedaga Lake, Old Forge
3, 4	Moose River Tract	
8	John Browns Tract	

C. General Location

The Moose River Plains Wild Forest is located in Hamilton and Herkimer Counties. The unit is bounded by the Blue Ridge, West Canada Lake and Pigeon Lake Wilderness Areas, the Wakely Mountain Primitive Area, as well as the Fulton Chain Wild Forest. The lands of the Adirondack League Club form a portion of the southwestern boundary. The hamlets of Inlet, Raquette Lake and Indian Lake are located within or in close proximity to the unit.

D. Acreage

The Moose River Plains Wild Forest currently contains 82,339 acres classified as wild forest. Should the proposed reclassifications occur as proposed in this UMP the acreage of the MRPWF would be 64, 517 acres.

E. General Access

Access to this unit is gained via State Route 28 on the west or by the Cedar River Road off State Routes 28/30 from the east. The Moose River Plains unit is unique in that there is an extensive road system throughout the area. The Department maintains over 40 miles of public motor vehicle roads including the LLCRR which bisects the unit, allowing one to enter at one access point and exit via another. The two major access points to the unit are through the gate near the Limekiln Lake Campground near Inlet, and the gate at Cedar River Flow near Indian Lake. These roads provide access not only to much of this unit, but also to the West Canada Lakes and Blue Ridge Wilderness Areas. Other parts of the unit are accessible from State Route 28, which borders the unit from Inlet to Raquette Lake. The entire unit lies within a day's drive of over 70 million people in the northeast states and Canada.

F. General History

A brief history of acquisition of lands comprising the Moose River Plains Wild Forest:
Prior to 1885 and the creation of the Forest Preserve, lands in the region would come into State ownership generally through tax sales and then be resold to interested parties. Following creation of the Forest Preserve, lands acquired through tax sales remained in State ownership and became part of the Forest Preserve.

1771- Joseph Totten and Stephen Crossfield purchase, for King George III of Great Britian, the rights to 1,150,000 acres in the central Adirondacks from the Mohawk Nation.
1779- Ownership of the Totten and Crossfield Purchase passes from the Crown of Great Britian to the newly designated State of New York. State of New York proceeds to dispose of its lands for settlement.
1785- NYS creates a "Land Office" with the Governor and other senior officials as members.
1786- NYS orders a survey of Military Tract, 666,000 acres, for sale to Revolutionary War soldiers. Not one soldier accepts any land in the Adirondack Military Tract.
1798- John Brown of Rhode Island becomes sole owner of 210,000 acres at Fulton Chain of Lakes and in 1798 gains clear title.
1799- John Brown serves as Representative to Congress.
1800- Beaver is now extinct in northern New York.
1812- Surveyor Robert Fulton surveys chain of eight lakes, Middle Branch of Moose River.
1816- Surveyor John Richards notes treeless "Indian Plains" on the South Branch of the Moose River.

1836- The Constable brothers establish the now classic Old Forge to Saranac Lake canoe route through the Fulton Chain.
1847- Formation of Hamilton County.
1851- Logging started in and around the future Moose River Plains Wild Forest.
1855- Law allows NYS to acquire land at tax sales.
1862- Alva Dunning reports killing last Adirondack moose along South Inlet.
1868- Fisheries Commission established.
1875- Gordias H.P. Gould begins large scale logging of the western Adirondacks.
1875- William Wakely constructs Wakely Dam, thus creating the Cedar River Flow.
1879- The Adirondack League Club reports the death of two of the remaining four moose held on their property.
1880- Sixth Lake Dam is constructed to control water levels.
1883- Law prohibits sale of NYS lands in 10 Adirondack counties.
1883- NYS allocates $10,000 for land acquisition.
1884- A Forestry Commission was appointed to investigate and report a system of forest preservation.
1885- A law is passed creating the Forest Preserve.
1888- The Antlers Hotel is constructed on Raquette Lake.
1890- W.W. Durrant constructs Camp Uncas at Mohegan Lake.
1890- William Seward Webb buys Adirondack land for right-of-way.
1890- NYS Legislature appropriates $25,000 to buy additional forest preserve lands.
1890- Forest Commission publishes a map delineating the proposed Adirondack Park Blue Line.
1892- Governor Roswell P. Flower signs the Adirondack Park Enabling Act on May 20th.
1893- Forest Commission allows for timber sale leases.
1893- Forest Commission sells spruce on 17, 500 acres of Forest Preserve lands.
1894- The "Forever Wild" amendment is unanimously approved.
1894- Article VII, Section 7 of the NYS Constitution protecting the forest preserve as forever wild, November 6th; effective January 1, 1895.
1895- The Fisheries Commission, the Game Commission and Forest Commission were combined into the Fisheries, Game and Forest Commission.
1895- J. Pierpont Morgan purchases Camp Uncas.
1897- W.W. Durrant builds Camp Sagamore.
1899- The last known Adirondack moose is killed on the Otter Brook, southern Moose River Plains.
1900- W.W. Durrant constructs and begins to operate the Raquette Lake Railway.
1902- Forest, Fish and Game Commission releases 15 moose at Uncas Station in Raquette Lake.
1903- Large fires burn throughout the Adirondacks.
1903- NYS Legislature appropriates $500 to restock beaver in the Adirondacks.
1905- Six beaver are released in the South Branch of the Moose River.
1908- Last mountain lion killed in the Adirondacks near Brown Tract Flow.
1909- A paid force of forest rangers is created for the Adirondack region.
1910- Beaver population explodes and causes rapid tree loss on forest preserve lands.
1912- Adirondack Park is expanded to 4,054,000 acres and now includes private lands.
1919- Black River Regulating District created.
1923- Northville to Lake Placid Trail is completed.
1931- Raquette Lake reservoir was constructed.
1931- Golden Beach Campground opens.
1933- NYS Route 28 opens as paved road from Old Forge to Blue Mountain Lake.
1935- Eighth lake Campground opens.
1946- Governor T.E. Dewey halts efforts to construct Higley Dam on the South Branch of the Moose River.
1948- The last documented log drive on the South Branch of the Moose River was completed.

1950- The Great Appalachian Wind Storm affects 424,000 acres of the Forest Preserve. Over 33,000 acres of the MRPWF was affected by this storm.
1955- An amendment which would have allowed the creation of the Panther Mountain Dam was defeated. This dam would have flooded approximately 1500 acres of Forest Preserve in or adjacent to the Moose River Plains.
1958- Brown Tract Campground opens.
1960- 15,710 acres of the Limekiln Lake Tract were acquired from the Gould Paper Company.
1963- Limekiln Campground opens.
1963- 50,970 acres of the Moose River Tract were acquired from the Gould Paper Company.
1964- The Adirondack Forest Preserve is registered as a National Historic Landmark.
1972- Adirondack Park Agency completes first edition of the Adirondack Park State Land Master Plan, designating the Moose River Plains Wild Forest.
1983- Constitutional amendment to allow exchange of Forest Preserve lands for Great Camp Sagamore.
1988- State of New York acquires remainder of Township 7 from International Paper.
1990- Fulton Chain Wild Forest UMP approved.
1990- The Americans with Disabilities Act is passed by Congress.
1995- Northeastern US Derechio (in-line windstorm or micro-burst) affects 22,000 acres of MRPWF.
2001- Consent Decree reached in settlement of Galusha vs. NYSDEC et. al. requires numerous accessibility projects.
2003- The Town of Long Lake drills wells on Forest Preserve lands for municipal water supply.
2006- Heavy rains lead to numerous road washouts within the Moose River Plains Wild Forest.
2007- Constitutional amendment to allow land exchange with Town of Long Lake for municipal water supply.
2008- Camp Uncas listed as a National Historic Landmark.

II. INVENTORY, USE, AND CAPACITY TO WITHSTAND USE

A. Natural Resources

1. Physical

a. Geology

Approximately 1.3 billion years ago the Adirondack region was generally flat and covered by sedimentary rock at depths up to 30 kilometers. Extreme heat and pressure at these depths resulted in a layer of metamorphic granite gneiss. Massive domal uplifting followed by the erosion of the soft sedimentary layer left the Adirondack region much higher than the surrounding area. This geologic region, known as the Central Highlands, is part of the Grenville Province, a large area of bedrock which extends along the Appalachian Mountains from Labrador to Mexico. (Isachsen, 1991) The arrival of the Pleistocene epoch or "ice age" began approximately 1.6 million years ago. During this time, climates cooled and large glacial ice sheets covered the region. These sheets repeatedly advanced across the region and then retreated north. The last glaciation of the region began around 21,750 years ago and is known as the Wisconsian stage. The Laurentide ice sheet, which covered the region with up to 2 kilometers of ice, retreated around 10,000 years ago. The result of glacial activity is the Adirondack Mountains we know today. Characteristics of this area include gently curved ridges and valleys, long winding eskers, numerous lakes and ponds and radial drainage patterns. (Clarke, 1904)

b. Soils

All soils are formed by the chemical and physical breakdown of parent material. However, like most of the Adirondacks, the soil composition within the MRPWF is vastly different from the bedrock beneath. The soils within the MRPWF are mostly derived from glacial deposits that have been moved and deposited as glaciers advanced and retreated. Soils across the planning area vary widely in degree of slope, depth to bedrock, stoniness and drainage. General meso-soil maps for the planning area are available from the Adirondack Park Agency. These depict broad soil associations relative to a particular landscape type. The maps portray soil associations as patterns of similar soils based on their properties and constituents. These are useful in the management of large forested areas and watersheds, but are not suitable for planning areas less than 40 acres in size. For specific projects in small areas, such as placement of trails, parking facilities, camping areas, etc., detailed on-site soil surveys may be required.

Soil names are usually reflective of their dominant characteristics followed by a list of minor components and limitations. For example, frequently observed soil series in the MRPWF include:

Adams Series

Adams soils are very deep, excessively drained soils formed in glacial-fluvial or glacio-lacustrine sand. It is found throughout the landscape, from nearly level deltas and gently sloping outwash plains to steeper sloping terraces and very steep eskers. The rate of surface runoff ranges from very slow to very rapid as the slope increases. Erosion hazard is rated slight but increases with slope and equipment limitations are moderate on steeper slopes. Permeability is rapid or very rapid and the available water capacity is low.

This makes Adams a droughty soil that is usually low in available nutrients. Reaction ranges from extremely acidic to moderately acidic throughout the soil profile. Some units of Adams are recognized on the New York listing of Farmland of Statewide Importance, although it is generally best suited for woodland and wildlife uses.

Previously disturbed areas which are left idle will support pioneer tree species such as aspen, birch and pine as well as sweet fern and spirea. Forested areas are dominated by maple, beech, spruce and pine. Adams soils are commonly found in association with Becket, Croghan and Naumburgh soils. In the MRPWF Unit Adams soils are the most common soil type in the area referred to as the "Plains" on this unit.

Becket Series

Becket soils are the most abundant soils on the MRPWF. This soil is very deep, well drained and is found on slopes ranging from 3 to 60 percent. Permeability is moderate in the surface and subsoil, and slow in the firm substratum. Erosion hazards and equipment limitations are generally slight, but limitations increase with slope. Reaction is generally strongly acidic. Some units of Becket are recognized on the NY listing of Farmland of Statewide Importance, although it is generally best suited for woodland and wildlife uses. The 7th Lake Mountain and Mount Tom areas are examples of areas comprised mostly of Becket soils. Principle tree species found on Becket soils include sugar maple, yellow birch, eastern white pine, hemlock, balsam fir and white spruce.

Colton Series

The Colton series consists of very deep, excessively drained soils formed in glacialfluvial deposits. They are found on terraces, kames, eskers and outwash plains. Permeability is moderately rapid to very rapid and the available water capacity is very low. Slope ranges from 0 to 70 percent. The erosion hazard and equipment limitations are rated as slight on gentle slopes, but on strongly sloping and steep areas, the erosion hazard is moderate and the equipment restrictions are severe. Reaction is strongly or very strongly acidic. Vegetation in previously disturbed areas include birch, pine, bracken fern and blueberries. Forests include sugar maple, white pine, red pine and white spruce. Colton soils are found in the vicinity of Third Lake Creek and Limekiln Swamp.

Greenwood Series

The Greenwood series consists of very deep, poorly drained soils formed in organic deposits. Greenwood soils are usually located in depressions with larger areas being on outwash or lake plains. Slope ranges from 0 to 2 percent and permeability is moderate to moderately rapid. Reaction is very strongly acidic to extremely acidic. Erosion hazard is low due to lack of slope but equipment limitations are high due to surface water. Few trees except some black spruce and tamarack grow on these soils. Ground cover is blueberries, bog rosemary, laurel, leatherleaf and sphagnum mosses. Areas around Limekiln Creek and the South Inlet of Raquette Lake are on Greenwood soils.

Lyman Series

The Lyman series consists of shallow, somewhat excessively drained soils formed in glacial till. They are located on rocky hills, mountains and high plateaus. Depth to bedrock ranges from 10 to 20 inches. Slopes range from 3 to 80 percent and permeability is moderately rapid. Reaction is very strongly acidic to extremely acidic. Erosion hazard is rated slight but increases with slope and equipment limitations are moderate on steeper slopes. Vegetation is mainly white pine, hemlock, red spruce, birch, sugar maple, beech, fir, white ash and basswood. The upper slopes and summits of Little Moose Mountain and Manbury Mountain are examples of areas with Lyman series soils.

Naumburgh Series

The Naumburgh series consists of very deep, poorly and somewhat poorly drained soils formed in sandy deltaic or glaciofluvial deposits. These soils are on low sand plains and terraces on slopes ranging from 0 to 8 percent. Permeability is rapid. Erosion hazard is low due to slope but equipment limitations are moderate. Reaction is strongly acid to very strongly acid. Associated vegetation includes grasses, spirea, spruce, fir, pine, hemlock and some hardwoods such as maple. The areas around Icehouse and Helldiver Ponds are representative of this soil type.

Potsdam Series

The Potsdam series consists of very deep, well drained soils on glacial till plains. Slope varies from 3 to 60 percent and erosion hazard is moderate and increases with slope. Permeability is moderate in the layers above the substratum and slow below. Reaction is strongly acid to extremely acid. Forest vegetation includes sugar maple, beech, ash, hornbeam, oak, hemlock and white pine. Areas north and west of the Limekiln Lake Intensive Use Area are on Potsdam soils.

Pillsbury Series

The Pillsbury series consists of very deep, poorly and somewhat poorly drained soils on slopes ranging from 0 to 15 percent. Permeability is moderate and reaction is very strongly acid. Erosion hazard is low due to slope but, equipment limitations are moderate. Associated tree species include, sugar maple, white pine and red spruce. The upper portions of the Red River drainage are representative of the Pillsbury soil type.

c. Terrain/Topography

The topography of the MRPWF ranges from the low-lying river valleys of the Cedar, South Branch of the Moose and Red Rivers to 3,500 foot high mountain summits. Considered Adirondack Low Mountains, the unit contains a wide variation in terrain and topography and is truly a transitional zone between the high mountain country to the east and north and the foothills to the west and south.

Maximum relief, or change in elevation, across the unit is 1,900 feet from atop Little Moose Mountain (3,632' elevation) to Third Lake Creek (1,732' elevation).

Other topographical points of interest within the unit include Black Bear Mountain, Rocky Mountain and Manbury Mountain.

d. Water

The MRPWF is drained by the Raquette River on the north, the Hudson River to the east, and the South Branch of the Moose River, part of the Black River watershed, to the south and west. Most of the unit's ponds are located in the South Branch Moose River watershed.

Sixty-seven ponds and lakes that are numbered on Bureau of Fisheries Biological Survey maps occur within or border the unit. There are numerous other smaller, unnumbered ponds within the unit, typically impermanent beaver impoundments. Waters are dispersed throughout the unit and range in size from an unnamed pond of 0.2 acres to Seventh Lake of the Fulton Chain with a surface area of 822 acres. Other prominent waters that border the unit are Cedar River Flow (658 acres), Limekiln Lake (462 acres) and Eighth Lake of the Fulton Chain (302 acres).

Ponded waters in or bordering the unit have a total acreage of 3,482 acres. Some of these waters are part of the MRPWF unit while others are just outside, such as Raquette Lake for which the mean high water line is the boundary for MRPWF but the lake bottom is part of the Sargent Ponds Wild Forest. The area also contains hundreds of miles of small coldwater streams and beaver flows. The prominent stream within the unit is the South Branch of the Moose River. See Appendix 5 for individual pond descriptions.

A 2003 survey found Eurasian milfoil, an aquatic invasive species, present in Sixth and Seventh Lakes. The importance of this issue to the Adirondack ecosystems has been underscored in the establishment of the Adirondack Park Invasive Plant Program, a project jointly undertaken by the APA, NYS DOT, The Nature Conservancy and NYS DEC, and the New York State Invasive Species Task Force.

The Town of Long Lake previously maintained a reservoir approximately 0.25 miles south of the Sagamore Road for the Village of Raquette Lake water supply. The 6 acre reservoir was created in 1931 by the construction of a 13 foot concrete dam on Otter Brook, a tributary of Raquette Lake. The water supply was found in violation of the Environmental Protection Agency's Surface Water Treatment Rules. The New York State Department of Health requires adequate chlorine contact time for surface water supplies. These guidelines were not being met for the Raquette Lake water supply. These requirements forced the Town of Long Lake to look at alternatives to come into compliance. Possible solutions included in an engineering report prepared for the Town include drilling wells or construction of a filtration facility on Forest Preserve lands. In 2003, in compliance with the Adirondack Park State Land Master Plan, several wells were drilled on Forest Preserve lands along the Sagamore Road and in the fall of 2004 the Village began utilizing these wells for their water supply. A new storage and chlorination building has been constructed adjacent to the Sagamore Road. The Town will continue to maintain the ability to draw water from the reservoir via existing pipes as a backup water supply and also for use in emergency situations. In 2007 a Constitutional amendment was passed by the voters which authorized the well by allowing a land exchange between NYS and the Town of Long Lake. This land exchange will consist of one acre of Forest Preserve being transferred to the town in exchange for approximately 12 acres being added to the Forest Preserve. The details of the land exchange are currently being negotiated and will include continued public use, by foot, of the access road to the reservoir.

Wild, Scenic, and Recreational Rivers

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. As described below, within the MRPWF different portions of the Red River, Otter Brook and South Branch of the Moose River are classified as scenic rivers under this Wild, Scenic, and Recreational Rivers System Act. Pursuant to 6 NYCRR §666.6(f), upon the designation of a river in this system and until final boundaries are established, the provisions of 6 NYCRR Part 666, the regulations implementing the Wild, Scenic and Recreational Rivers program, are applicable within one-half mile of each bank of the river. None of the MRPWF portions of these rivers are known to have a current use which is in conflict with either the Wild, Scenic and Recreational Rivers Act (ECL Article 15, Title 27) or the implementing regulations. 6 NYCRR Section 666.7 provides that *"management plans will be developed by Department of Environmental Conservation for designated river areas to recommend specific actions to protect and enhance all river corridor resources."* Management plans for those segments of designated rivers located within the MRPWF planning area are found Appendix 24.

A scenic river is *"a river or section of river that is free of diversions or impoundments except for log dams, with limited road access and with a river area largely primitive and undeveloped, or that is partially or predominantly used for agriculture, forest management and other dispersed human activities that do not substantially interfere with public use and enjoyment of the river and its shore."* (APSLMP, 2001, page 44). Scenic river boundaries include a one-quarter to one-half mile corridor from each bank. The final width of the river corridor will be determined in this UMP. The following rivers within the MRPWF have been designated as scenic rivers:

South Branch of the Moose River- 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));

Otter Brook- 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));

Red River- 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));

Cedar river- Approximately 10 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)).

e. Wetlands

The wetlands of this unit possess great ecological, aesthetic, recreational and educational value. Wetlands have the capacity to receive, store and slowly release rainwater and meltwater and to protect water resources by stabilizing water flow and minimizing erosion and sedimentation. Many natural and man-made pollutants are removed from water entering wetland areas. Also, because they constitute one of the most productive habitats for fish and wildlife, a greater diversity of plant and animal species are found in association with most wetlands. For the visitor, expanses of open space provide a visual contrast to the heavily forested setting.

APA Regulated Wetlands GIS data identifies 2,177 wetland polygons in the MRPWF with a total area of 12,448 acres. The largest individual wetland identified is 436.6 acres in size and is located along Benedict Creek. These wetlands are mostly coniferous, characterized by dense stands of red spruce, black spruce and balsam fir.

A recent mapping project completed by the Adirondack Park Agency identifies four areas in or adjacent to the unit as "Charismatic Megawetlands"[3]. These include, Browns Tract Inlet Fen, South Inlet Fen, Silver Stream Floodplain and Limekiln Swamp.

f. Air/Climate

Climate

The region's climate, in general terms, is best described as cool and moist. Climatic conditions vary considerably throughout the unit and are influenced by such factors as slope aspect, elevation, distance and direction from large water bodies, seasonal temperatures, precipitation, prevailing winds and the location of natural barriers.

Summers tend to be warm with cool nights. Maximum day-time temperatures seldom exceed 90 degrees F. Frost can occur any month of the year. Temperatures of -40 degrees F are common, often accompanied by high winds. Annual precipitation is between 40 and 60 inches per year; snowfall ranges from 120-140 inches per year.

Air Quality

Air quality in the region is good to excellent, rated Class II (moderately well controlled) by federal and state standards. The region receives weather flowing south from the Arctic Circle that tends to be cleaner than weather emanating from the west and southwest. Summit visibility is often obscured by haze caused by air pollutants when a large number of small diameter particles exist in the air. Air quality may be more affected by particulate matter blown in from outside pollution sources rather than from activities inside the Adirondack Park. The relative assimilation of outside pollutants, commonly referred to as "acid rain," is under investigation and study by staff at the NYS Atmospheric Science Research Station located on Whiteface Mountain and other researchers. Whiteface's preeminent feature as a high standing mountain apart from the other High Peaks, in the face of prevailing winds and a long-term collection center of weather research data makes it an outstanding outdoor research laboratory.

[3] *Charismatic Megawetlands were selected from the Cover Type Wetlands data based on visual clues of large cover type agglomerations. The extent of polygons comprising each Megawetland complex is intended to be functionally inclusive from the perspective of wildlife. Many of the Charismatic Megawetlands are made up of lowland boreal habitats, such as peatlands, which create habitat for many unique-to-NYS species such as Spruce Grouse, Gray Jay, Black-backed Woodpecker and Three-toed Woodpecker. For more information on Charismatic Megawetlands, including descriptions of each of the megawetlands shown on the map, refer to the "Wetlands Effects Data and GIS for the Adirondack Park" report and the "Charismatic Megawetlands" slideshow at http://www.apa.state.ny.us/Research/epa_projects.htm*

In the Adirondack Mountains from 1992 through 1999, sulfates declined in 92 percent of a representative sample of lakes selected by the Adirondack Lakes Survey Corporation (ALSC). However, nitrates increased in 48 percent of those lakes. The decrease in sulfates is consistent with decreases in sulfur emissions and deposition, but the increase in nitrates is inconsistent with the stable levels of nitrogen emissions and deposition.

Continued monitoring by collection and analysis of acid deposition will allow the monitoring network to determine if improvements will continue or begin as a result of reductions of SO2- and NO4- legislated in the 1990 Clean Air Act Amendments (CAAA).

Effects of Acidic Deposition on Forest Systems

At present, the mortality and decline of red spruce at high elevations in the Northeast and observed reductions in red spruce growth rates in the southern Appalachians are the only cases of significant forest damage in the United States for which there is strong scientific evidence that acid deposition is a primary cause (National Science and Technology Council Committee on Environment and Natural Resources, 1998). The following findings of the National Acid Precipitation Assessment Program (1998) provide a broad overview of the effects of acidic deposition on the forests of the Adirondacks.

The interaction of acid deposition with natural stress factors has adverse effects on certain forest ecosystems. These effects include:

- Increased mortality of red spruce in the mountains of the Northeast. This mortality is due in part to exposure to acid cloud water, which has reduced the cold tolerance of these red spruce resulting in frequent winter injury and loss of foliage.
- Reduced growth and/or vitality of red spruce across the high-elevation portion of its range.
- Decreased supplies of certain nutrients in soils to levels at or below those required for healthy growth.

Nitrogen deposition, in addition to sulfur deposition, is now recognized as an important contributor to declining forest ecosystem health both at low and at higher elevations. Adverse effects occur through direct impacts via increased foliar susceptibility to winter damage, foliar leaching, leaching of soil nutrients, elevation of soil aluminum levels and/or creation of nutrient imbalances. Excessive amounts of nitrogen cause negative impacts on soil chemistry similar to those caused by sulfur deposition in certain sensitive high-elevation ecosystems.

Sensitive Receptors

High-elevation spruce-fir ecosystems in the eastern United States epitomize sensitive soil systems. Base cation stores are generally very low, and soils are near or past their capacity to retain more sulfur or nitrogen. Deposited sulfur and nitrogen, therefore, pass directly into soil water, which leaches soil aluminum and minimal amounts of calcium, magnesium and other base cations out of the root zone. The low availability of these base cation nutrients coupled with the high levels of aluminum that interfere with roots taking up these nutrients can result in plants not having sufficient nutrients to maintain good growth and health.

Sugar maple decline has been studied in the eastern United States since the 1950s. One of the recent studies suggests that the loss of crown vigor and incidence of tree death is related to the low supply of calcium and magnesium to soil and foliage (Driscoll 2002).

Exposure to acidic clouds and acid deposition has reduced the cold tolerance of red spruce in the Northeast, resulting in frequent winter injury. Repeated loss of foliage due to winter injury has caused crown deterioration and contributed to high levels of red spruce mortality in the Adirondack Mountains of New York, the Green Mountains of Vermont and the White Mountains of New Hampshire. Acid deposition has contributed to a regional decline in the availability of soil calcium and other base cations in high-elevation and mid-elevation

spruce-fir forests of New York and New England and the southern Appalachians. The high-elevation spruce-fir forests of the Adirondacks and northern New England are identified together as one of the four areas nationwide with a sensitive ecosystem and subject to high deposition rates.

Effects of Acidic Deposition on Hydrologic Systems

New York's Adirondack Park is one of the most sensitive areas in the United States affected by acidic deposition. The Park consists of over 6,000,000 acres of forest, lakes, streams and mountains interspersed with dozens of small communities, and a large seasonal population fluctuation. However, due to its geography and geology, it is one of the most sensitive regions in the United States to acidic deposition and has been impacted to such an extent that significant native fish populations have been lost and signature high elevation forests have been damaged.

There are two types of acidification which affect lakes and streams. One is a year-round condition when a lake is acidic all year long, referred to as chronically or critically acidic. The other is seasonal or episodic acidification associated with spring melt and/or rain storm events. A lake is considered insensitive when it is not acidified during any time of the year. Lakes with acid-neutralizing capability (ANC) values below 0 µeq/L are considered to be chronically acidic. Lakes with ANC values between 0 and 50 µeq/L are considered susceptible to episodic acidification; ANC may decrease below 0 µeq/L during high-flow conditions in these lakes. Lakes with ANC values greater than 50 µeq/L are considered relatively insensitive to inputs of acidic deposition (Driscoll et al. 2001). Watersheds which experience episodic acidification are very common in the Adirondack Region. A 1995 EPA Report to Congress estimated that 70% of the target population lakes are at risk of episodic acidification at least once during the year.

In addition to sensitive lakes, the Adirondack region includes thousands of miles of streams and rivers which are also sensitive to acidic deposition. While it is difficult to quantify the impact, it is certain is that there are large numbers of Adirondack brooks that will not support native Adirondack brook trout. Over half of these Adirondack streams and rivers may be acidic during spring snowmelt, when high aluminum concentrations and toxic water conditions adversely impact aquatic life.

Permanent Long-Term Monitoring (LTM) sites in and around this unit

In 1986, the ALSC surveyed a total of twenty waters in this unit (See Appendix 5). One other surveyed pond is on private lands within the geographical boundary of the unit. Summaries of those ponded waters data can be found at http://www.adirondacklakessurvey.com (see ALS Pond Information). Since that time, the Adirondack Long-Term Monitoring (LTM) program managed by the ALSC, has been sampling chemistry in 52 lakes across the Park on a monthly basis.

2. Biological

a. Vegetation

The MRPWF occupies the southernmost extent of the transitional zone between the boreal forests to the north and the mixed forests of the south. Although primarily a mixed forest, in excess of 90%, of the unit does contain representative pockets of boreal species and ecotypes. Its forests represent a mosaic of plant communities that correspond to local variations in soil, temperature, moisture and elevation. Past events such as fire, wind and logging have exerted a strong influence on present day conditions. During the early 1900s, when great fires swept across most of the Adirondacks, portions of this unit were not exempt from their destructive powers. Fire, combined with the history of heavy logging activity, introduced adequate sunlight to the forest floor to allow reproduction of shade intolerant species, such as black cherry, to occur. Many of those larger trees that

managed to escape being harvested for lumber soon fell victim to natural events. On November 25, 1950, a severe hurricane laid waste hundreds of thousands of acres of privately-owned and Forest Preserve lands, primarily in the Adirondacks. It was estimated that the timber on more than 400,000 acres in the Adirondack region had been seriously affected, with 75-100% of the area within being leveled. Over 33,000 acres of forests within the MRPWF unit were affected. On July 15, 1995, a fast moving thunderstorm of near record proportions passed through the Adirondacks. Strong winds caused extensive damage to nearly 1,000,000 acres of forest land in a triangular area bounded roughly by Governeur, Blue Mountain Lake and Lyons Falls. Approximately 22,000 acres of the unit, mostly along the western edge, were affected. Although the results of these similar events may seem destructive, they provide opportunities for the establishment of species requiring more direct sunlight than is generally available under the closed canopy of the surrounding forest.

The Master Habitat Data Bank (MHDB) identifies seven notable ecological communities and three Rare, Threatened or Endangered plant species within the MRPWF unit, including;

Spruce-fir swamp

A conifer swamp often found in drainage basins which are occasionally flooded by beaver. Major tree species include red spruce (*Picea rubens*), balsam fir (*Abies balsamea*), white spruce (*Picea glauca*) and black spruce (*Picea mariana*). Characteristic shrubs and herbs include mountain ash (*Sorbus americana*) and wild raisin (*Viburnum cassinoides*), cinnamon fern (*Osmunda cinnamomea*), mountain wood fern (*Dryopteris campyloptera*) and wood sorrel (*Oxalis acetosella*). An example of this covertype exists in the vicinity of Eighth Lake.

Spruce-northern hardwood forest

A mixed forest that occurs on lower mountain slopes and upper margins of flats on glacial till. This is one of the most common forest types in the Adirondacks. Major tree species include red spruce (*Picea rubens*), sugar maple (*Acer saccharum*), beech (*Fagus grandifolia*) and yellow birch (*Betula alleghaniensis*). Common shrubs and ground layer plants include hobblebush (*Viburnum lantanoides*), Canada yew (*Taxus canadensis*), wood-sorrel (*Oxalis acetosella*) and common wood fern (*Dryopteris intermedia*).An example of this covertype exists in the uplands surrounding Eighth Lake.

Spruce flats

A mixed forest that occurs on moist sites along the borders of swamps and in low flats along lakes and streams. Soils are strongly podzolized, sandy, and seasonally moist, but not saturated and not peaty. Dominant trees are red spruce (*Picea rubens*), black spruce (*Picea mariana*) mixed with smaller numbers of yellow birch (*Betula alleghaniensis*), black cherry (*Prunus serotina*) and hemlock (*Tsuga canadensis*). In some locations white spruce (*Picea glauca*) replaces red spruce. The shrub layer is sparse or patchy. Characteristic shrubs include Labrador tea (*Ledum groenlandicum*), sheep laurel (*Kalmia angustifolia*) and blueberry (*Vaccinium* sp.) Typically the ground cover consists of a luxuriant carpet of mosses and herbs, with an abundance of feather mosses. The area along the Red River is typical of this covertype.

Maple-basswood rich mesic forest

A hardwood forest that typically occurs on middle to lower elevation, concave slopes with north or east aspects. Soils are rich, moist, well-drained and usually have circumneutral pH. Dominant tree species include sugar maple (*Acer sacchurum*), basswood (*Tilia americana*), and white ash (*Fraxinus americana*). Tall shrubs include alternate-leaved dogwood (*Cornus alternifolia*) and witch hazel (*Hamamelis virginiana*). Spring ephemerals are usually abundant in the ground layer. Characteristic species include false Solomons seal (*Smilacina racemosa*), white baneberry (*Actaea pachypoda*) and troutlily (*Erythronium americanum*). The Mount Tom area is characteristic of this covertype.

Dwarf shrub bog *(Helldiver Pond)*

An ombrotrophic or weakly minerotrophic peatland dominated by low-growing shrubs and peat mosses. A dwarf shrub bog may form a floating mat around a bog lake or along the banks of an oligotrophic stream; it may also occur as a large or small mat completely filling a basin. Dominant shrubs include leatherleaf (*Chamaedaphne calyculata*), sheep laurel (*Kalmia angustifolia*) and Labrador tea (*Rhododendron groenlandicum*). Scattered stunted trees may be present, including black spruce (*Picea mariana*), tamarack (*Larix laricina*) and red maple (*Acer rubrum*). Characteristic peat mosses that form a nearly complete carpet under the shrubs include Sphagnum magellanicum, Sphagnum rubellum, and Sphagnum fallax.

Inland poor fen: *(Helldiver pond)*

A weakly minerotrophic peatland. The dominant species are sphagnum mosses with scattered sedges, shrubs and stunted trees. Poor fens are fed by waters that are weakly mineralized and have low pH values, generally between 3.5 and 5.0. Many "kettlehole bogs" are inland poor fens.

Midreach stream *(South Branch Moose River)*

The aquatic community of a stream that has a well-defined pattern of alternating pool, riffle and run sections. Waterfalls and springs may be present. Typical aquatic macrophytes include waterweed (*Elodea canadensis*) and linear-leaved pond weeds such as sago pondweed (*Potamogeton pectinatus*). The Threatened Farwells water-milfoil (*Myriophyllum farwellii*) is found within this stream on the unit.

Within the MRPWF unit are found three species of plants listed as Threatened or Endangered. The mountain goldenrod (*Solidago simplex var randii*) and Farwells water-milfoil (*Myriophyllum farwellii*), both Threatened, and southern twayblade (*Listera australis*) which is Endangered. A 1995 study conducted by Brian and Eileen Keelan identified 24 different fern species within a 0.5 mile radius within the MRPWF unit.

Invasive Plant Species

Non-native, invasive species directly threaten biological diversity and the high quality natural areas in the Adirondack Park. The Park's key conservation targets and supporting ecological processes are at risk from invasive species and the number of communities threatened and the number of invasive species that threaten them is expected to increase over time. Invasive plant species can alter native plant assemblages, often forming monospecific stands of very low quality forage for native wildlife and drastically impacting the ecological functions and services of natural systems. Though not yet predominant across the Park, invasive plants are likely to spread, undermining the ecological, recreational and economic value of the Park's natural resources.

Because of the Adirondack Park's continuous forested nature and isolation from the normal "commerce" found in other parts of the State, its systems are largely functionally intact. In fact, there is no better opportunity in the global temperate forested ecosystem to forestall and possibly prevent the alteration of natural habitats by invasive plant species.

Prevention of non-native plant invasions, Early Detection/Rapid Response (ED/RR) of existing infestations and monitoring are primary objectives in a national strategy for invasive plant management and necessitates a well-coordinated, area-wide approach. A unique opportunity exists in the Adirondacks to work proactively and collaboratively to detect, contain or eradicate infestations of invasive plants before they become well established and to prevent further importation and distribution of invasive species, thus maintaining a high quality natural landscape. We share an inherent obligation to minimize or abate existing threats in order to prevent widespread and costly infestations.

The mission of the Adirondack Park Invasive Plant Program (APIPP) is to document invasive plant distributions and to advance measures to protect and restore native ecosystems in the Park through partnerships with Adirondack residents and institutions. Partner organizations operating under a Memorandum of Understanding are the Adirondack Nature Conservancy, Department of Environmental Conservation, Adirondack Park Agency, Department of Transportation and Invasive Plant Council of NYS. The APIPP summarizes known distributions of invasive plants in the Adirondack Park and provides this information to residents and professionals alike. Specific products include a geographic database for invasive plant species distribution; a central internet website for invasive plant species information and distribution maps; a list-serve discussion group to promote community organization and communication regarding invasive species issues; and a compendium of educational materials and best management practices for management.

In March 2010, the Department and the Adirondack Park Agency finalized "The DEC-APA Interagency Guidelines for the Control of Terrestrial Invasive Plant Species in the Adirondack Park." The goal of these guidelines is to provide protocols for implementing BMPs on Forest Preserve land. The protocols describe what management practices are allowed and when they can be implemented, who can be authorized to implement the management practices, and which terrestrial and aquatic invasive species are targeted.

Relationship to State Lands

Because of the intermingled nature of private and public lands and embedded transport vectors, State lands are, and are likely will continue to be, affected by infestations of invasive species and subsequent degradation of natural system function. This report is prepared to provide NYS DEC staff with current inventory and management information on documented invasive plant species infestations that threaten exemplary communities and conservation targets within the Adirondack Park.

Terrestrial Invasive Plant Inventory

In 1998 the Adirondack Nature Conservancy's Invasive Plant Project initiated Early Detection/Rapid Response (ED/RR) surveys along Adirondack Park roadsides. Expert and trained volunteers reported 412 observations of 10 plant species throughout the area surveyed, namely NYS DOT Rights-of-Way (ROWs). In 1999 the Invasive Plant Project was expanded to include surveying back roads and the "backcountry" (undeveloped areas away from roads) to identify the presence or absence of 15 invasive plant species. Both surveys were conducted under the auspices of the Invasive Plant Council of New Yorks "Top Twenty List" of non-native plants likely to become invasive within New York State. A continuum of ED/RR surveys now exists under the guidance of the Adirondack Park Invasive Plant Program (APIPP).

Assessments from these initial ED/RR surveys determined that four terrestrial plant species would be targeted for Control and Management based upon specific criteria such as geophysical setting, abundance and distribution, multiple transport vectors and the likelihood of human-influenced disturbance. The four Priority terrestrial invasive plants species are purple loosestrife (*Lythrum salicaria*), common reed (*Phragmites australis*), Japanese knotweed (*Polygonum cuspidatum*) and garlic mustard (*Alliaria petiolata*).

The Adirondack Park is susceptible to further infestation by invasive plant species intentionally or accidentally introduced to this ecoregion. While many of these species are not currently designated as a priority species by APIPP, they may become established within or in proximity to a unit and require resources to manage, monitor and restore the site.

Infestations located in and within proximity to a unit may expand and spread to uninfected areas and threaten natural resources within a unit; therefore it is critical to identify infestations located both within and in proximity

to a unit and then assess high risk areas and prioritize Early Detection/Rapid Response (ED/RR) and management efforts.

Terrestrial invasive plant species documented in, or within proximity to, Moose River Plains Wild Forest include the following: garlic mustard (*Alliaria petiolata*), purple loosestrife (*Lythrum salicaria*), common reed (*Phragmites australis*) and Japanese knotweed (*Polygonum cuspidatum*).

Observances of New Non-Native Invasive Plant Species

Giant hogweed (*Heracleum mantegazzianum*), a newly documented invasive species of critical concern, occurs in Old Forge, NY in proximity to both Moose River Plains Wild Forest and Black River Wild Forest. Giant hogweed is a federally listed Noxious Weed, a state listed Noxious Weed in Pennsylvania, and listed as a Class A Noxious Weed in Vermont. The Old Forge infestations represent the only known documentation of this dangerous, poisonous species within the Adirondack Park.

For Giant hogweed information regarding natural history, ecology, and reproduction, please refer to www.invasivespecies.gov/profiles/hogweed.shtml.

Terrestrial Actions

Containment and eradication of giant hogweed should be considered a High Priority management action by all departments and land managers within the Adirondack Park. Once established, it is a very difficult weed to eradicate. Giant hogweed poses a significant public health hazard. Clear, watery sap in the leaves and stems contain glucosides called furanocoumarins that act as phototoxins. The phototoxin causes the skin to be hypersensitive to sunlight and burns and blisters can form when skin is exposed to light after coming in contact with giant hogweed sap.

Prior to implementing targeted containment and/or eradication controls, terrestrial invasive plant infestations occurring within the Moose River Plains Wild Forest need to be assessed on a site-by-site basis. The geophysical setting and the presence, or absence, of sensitive native flora within or adjacent to the targeted infestation often predicts the Best Management Practices (BMPs) and limitations of the control methodology. Infestations occurring within specific jurisdictional settings may trigger a permitting process, as do most terrestrial infestations occurring within an aquatic setting. The species itself often dictates whether manual management controls, e.g. hand-pulling or cutting, or the judicious, surgical application of herbicides is warranted in order to best control that specific species in that exacting infestation and setting. No single BMP guarantees invasive plant containment or eradication. Many infestations require multiple, seasonal control efforts to reduce the density and biomass at that setting. Adaptive Management protocols suggest that implementation of integrated control methodologies may provide the best over-all efficacy at specific infestations. Please refer to the APA Best Management Practices (Appendix 10).

It is suggested that NYS DEC view all “easy to contain – low abundance” terrestrial infestations within the Moose River Plains Wild Forest as immediate targets for containment and/or eradication controls. Minimizing the spread of newly documented and immature infestations before they have the chance to become well-established should be considered a priority management action.

Aquatic Invasive Plant Inventory

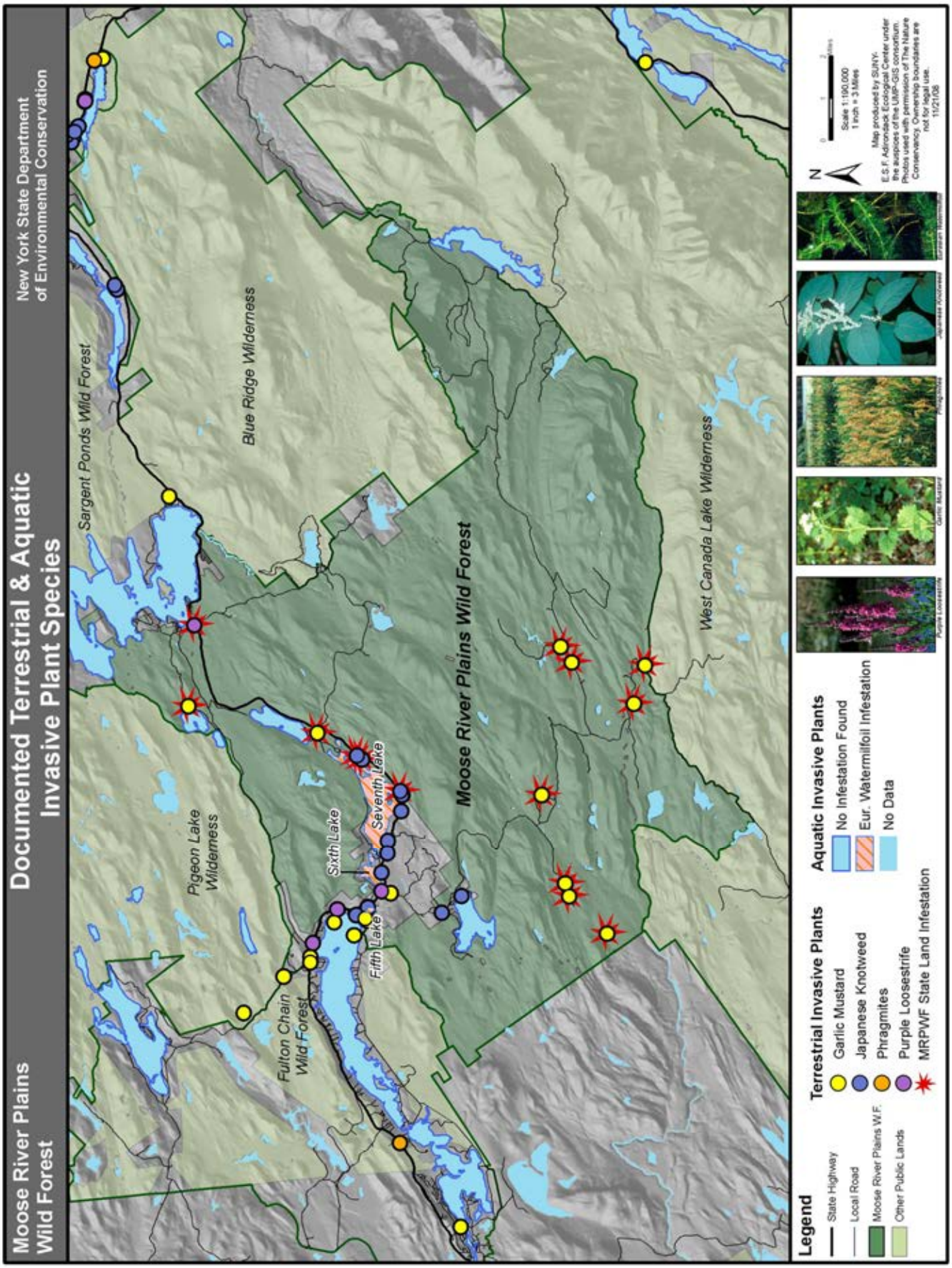
A variety of monitoring programs collect information directly or indirectly about the distribution of aquatic invasive plants in the Adirondack Park including the NYS DEC, Darrin Fresh Water Institute, Paul Smiths College Watershed Institute, lake associations and lake managers. In 2001, the Adirondack Park Invasive Plant Program (APIPP) compiled existing information about the distribution of aquatic invasive plant species in the Adirondack

Park and instituted a regional long-term volunteer monitoring program. APIPP trained volunteers in plant identification and reporting techniques to monitor Adirondack waters for the presence of aquatic invasive plant species. APIPP coordinates information exchange among all of the monitoring programs and maintains a database on the current documented distribution of aquatic invasive plants in the Adirondack Park.

Aquatic invasive plant species documented in the Adirondack Park are Eurasian watermilfoil (*Myriophyllum spicatum*), water chestnut (*Trapa natans*), curlyleaf pondweed (*Potamogeton crispus*), fanwort (*Cabomba caroliniana*), European frog-bit (*Hydrocharus morsus-ranae*) and yellow floating-heart (*Nymphoides peltata*). Species located in the Park that are monitored for potential invasibility include variable-leaf milfoil (*Myriophyllum heterophyllum*), southern naiad (*Najas guadalupensis*) and brittle naiad (*Najas minor*). Additional species of concern in New York State but not yet detected in the Park are Hydrilla (*Hydrilla verticillata*), water hyacinth (*Eichhornia crassipes*) and Brazilian elodea (*Egeria densa*).
Infestations located within and in proximity to a unit may expand and spread to uninfected areas and threaten natural resources within a unit; therefore it is critical to identify infestations located both within and in proximity to a unit to identify high risk areas and prioritize Early Detection/ Rapid Response (ED/RR) and management efforts.

Moose River Plains Wild Forest has an assemblage of lakes and ponds with public access. Access points range from hard surface to hand launches. Aquatic invasive plants are primarily spread via human activities, therefore lakes with public access, and lakes connected to those lakes with public access, are at higher risk of invasion. While a comprehensive survey for the presence of aquatic invasive plant species has not been completed at present, APIPP volunteers monitored Raquette Lake, 5th, 6th, and 7th Lakes of the Fulton Chain, Limekiln Lake and Cedar River Flow. In 2002, the DEC Statewide Lake Assessment Program documented Eurasian watermilfoil in 6th and 7th Lakes of the Fulton Chain. In 2003, APIPP volunteers documented Eurasian watermilfoil in 5th Lake of the Fulton Chain. The APIPP Park-wide volunteer monitoring program aims to maintain a long-term monitoring program on these and other lakes. All aquatic invasive species pose a risk of spreading via transport mechanisms which may include seaplanes, motorized and non-motorized watercraft such as canoes, kayaks, jet skies, motor boats, and associated gear and accessories.

For species specific information regarding natural history, ecology, and reproduction, please refer to the Invasive Plant Atlas of New England program website http://webapps.lib.uconn.edu/ipane/search.cfm.


Moose River Plains Wild Forest
Documented Terrestrial & Aquatic Invasive Plant Species
New York State Department of Environmental Conservation
Sargent Ponds Wild Forest
Blue Ridge Wilderness
Pigeon Lake Wilderness
Sixth Lake
Seventh Lake
Fifth Lake
Fulton Chain Wild Forest
Moose River Plains Wild Forest
West Canada Lake Wilderness
Legend
State Highway
Local Road
Moose River Plains W.F.
Other Public Lands
Terrestrial Invasive Plants
Garlic Mustard
Japanese Knotweed
Phragmites
Purple Loosestrife
MRPWF State Land Infestation
Aquatic Invasive Plants
No Infestation Found
Eur. Watermilfoil Infestation
No Data
Scale 1:190,000
1 inch = 3 Miles
Map produced by SUNY-E.S.F. Adirondack Ecological Center under the auspices of the UMP-GIS consortium. Photos used with permission of The Nature Conservancy. Ownership boundaries are not for legal use.
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b. Wildlife

Wildlife present within the area are typical of those found in the central Adirondack eco-zone (Appendix 4). Common large mammals include white-tailed deer and black bear, and although uncommon, moose are increasingly present. Typical fur-bearing species represented in Department harvest data for the area include beaver, coyote, fisher, otter, pine marten and bobcat. Avian diversity in the unit is representative of northern hardwood and spruce/fir forested habitats. Breeding Bird Atlas data for the unit from the 2000-2002 census (Appendix 4) identified 119 confirmed, probable and possible breeding bird species in the 20 blocks covering the unit. Although no systematic survey of the unit has been conducted for reptiles and amphibians, a volunteer based "Herp Atlas" sponsored by the Department through the 1990s identified 23 species occurring on or adjacent to, the unit. There are no exotic species of concern known to exist within the unit, and nuisance wildlife issues are largely limited to beaver induced flooding.

Birds

As a result of the unit's transitional character in terms of climate and vegetation, there is an overlapping of typically northern, eastern and southern bird species. According to New York State Breeding Bird Atlas data, 120 species of birds are believed to breed within the MRPWF (Appendix 4). Some species thought to occur occasionally within the unit are not shown in the Bird Atlas data. Birds associated with marshes, ponds, lakes and streams are numerous and include the common loon, great blue heron, green heron, American bittern, a variety of ducks, Canada goose and shore birds such as the spotted sandpiper. The most common ducks include the American black duck, mallard, wood duck, hooded merganser and common merganser. Birds of prey common to the unit include the barred owl, great horned owl, red-tailed hawk, sharp-shinned hawk and broadwinged hawk. Bald eagles have been reported on the unit but have not been confirmed as nesting within the unit. The Endangered spruce grouse has been confirmed in the past as nesting within the unit, but these reports have not been confirmed recently. Songbirds, such as woodpeckers, flycatchers, wrens, thrushes, vireos, warblers, blackbirds, finches, grosbeaks, and sparrows occupy one or more of the ten habitat types found in the unit. Bicknell's thrush, a Species of Special Concern, has been identified by several sources as occurring within the unit (NYS Breeding Bird Atlas, Lambert et.al., 2002). Bicknell's Thrush breeding range includes young and stunted spruce stands and dense stands of balsam fir generally at higher elevations. While found in the High Peaks Wilderness Area as low as 2,700 ft. (Lake Colden), it is most numerous on higher ridges up to an elevation of 4,500 ft. Levine (1998) has identified breeding season reports in 27 Adirondack and 14 Catskill mountains. In 2001 New York State created an Adirondack Subalpine Bird Conservation Area to identify habitat where management action should take into account breeding areas of Bicknell's thrush and other high elevation breeding species.

In September of 1997, §11-2001 of the Environmental Conservation Law of New York was established creating the New York State Bird Conservation Area Program. The program is designed to safeguard and enhance bird populations and their habitats on selected state lands and waters.

In November of 2001, New York State designated the Adirondack mountain summits above 2,800 feet in Essex, Franklin, and Hamilton counties as the Adirondack Subalpine Forest Bird Conservation Area (BCA). Included in the designation were lands over 2,800 feet elevation in the MRPWF, which include portions of Wakely, Little Moose and Manbury Mountains. The BCA was nominated because of its diverse species concentration, individual species concentration and its importance to species at risk, in particular the Bicknell's Thrush (Special Concern).

The vision for the Adirondack Subalpine Forest BCA is to *"continue to maintain the wilderness quality of the area, while facilitating recreational opportunities in a manner consistent with conservation of the unique bird species*

present" (NYSDEC, 2001). The Department has developed a Management Guidance Summary to identify education and research needs and to outline operational management considerations. Considerations specific to the unit include:

Operation and Management Considerations:

- The BCA is comprised of lands that are within the MRPWF and other lands within the broader Adirondack Forest Preserve.
- To ensure disturbances are kept to a minimum, trail maintenance and construction activities should be accomplished outside of the breeding season when possible. If, in accordance with Department policy, motorized equipment use is necessary, such use shall be minimized during the breeding or nesting periods.

Education, Outreach and Research Considerations:

- There is a need to identify to the public this distinctive bird community present in subalpine forests over 2,800 feet. The potential impacts of human intrusion need to be portrayed to the public and a "please stay on the trails" approach may be beneficial. Continue partnerships with the National Audubon Society, High Peaks Audubon Society, Adirondack Mountain Club and other groups involved in education and conservation of birds of the Adirondack High Peaks.
- Acid rain deposition may be having an impact on nesting success of songbirds at high elevations by causing die-offs of high altitude conifer forests and killing snails and other sources of calcium needed for egg production. More research is needed on this. The curtailment of sulphur dioxide emissions and the reduction of acid rain is currently a significant New York State initiative.
- A detailed inventory and standardized monitoring of special concern species is needed for the area. In particular, all peaks above 2,800 feet should be surveyed for Bicknell's Thrush.

Mammals

No comprehensive inventory of species is available for the unit; however Appendix 4 lists mammals whose habitat needs indicate a likelihood that they are present in the MRPWF. Larger mammals known to inhabit the MRPWF include white-tailed deer, moose, black bear, coyote, bobcat, raccoon, red fox, gray fox, fisher, marten, mink, muskrat, striped skunk, river otter, beaver, porcupine and varying hare.

A variety of smaller mammals also reside in the unit. They include bats, shrews, moles and mice, along with the short-tailed weasel, long-tailed weasel, eastern chipmunk and red squirrel.

Most species are distributed relatively evenly throughout the unit, although the populations of weasel, mink, muskrat, otter and beaver are concentrated near water and the varying hare and red squirrel are mostly confined to stands of spruce and fir.

As the process of forest succession, set in motion by wind, insects, disease, past logging and forest fires, continues to alter the composition of forest communities, suitable habitats for those species currently occurring on the unit may change. Populations of certain species may decline or disappear completely from the unit while others may increase or become established as these habitat changes occur. Large areas are presently occupied by young forest stands which became established after disturbance. The current decline in upper-elevation stands of spruce and fir, and the widespread dieback of beech, caused by the spread of the beech bark disease, continually creates openings in the forest canopy of the unit.
The populations of the varying hare at higher elevations may increase as young stands of spruce and fir grow beneath older stands of white birch and northern hardwoods. On the other hand, the populations of various

species of birds and mammals which require tree cavities for reproduction should increase as forest stands mature.

White-tailed deer are found throughout the MRPWF. Like many Forest Preserve units, deer populations are likely higher on the periphery of the unit adjacent to managed forest lands than in interior locations. There is often substantial interest in estimating the number of deer occurring within a given land area. White-tailed deer, being highly mobile and well equipped to elude detection, make obtaining accurate estimates difficult in the absence of highly intensive monitoring. Such levels of monitoring are feasible only in specific circumstances, typically on small, well defined landscapes. These situations are the exception rather than the rule. In spite of these realities, there is a benefit in establishing minimum population estimates (MPEs) for various landscapes to help illustrate relative deer abundance. This can be especially useful in comparing deer abundance from one area to another.

In much of the Adirondacks, where deer productivity is relatively low, MPEs can be derived by multiplying the legal buck take estimate by eight. In rough numbers, a minimum population of eight deer (bucks, does and fawns) is required to produce a sustainable buck take of one annually. On better range with higher productivity, the multiplier is somewhat lower. The buck take for the seven towns in which the MRPWF is situated has been fairly consistent over the past five years (1997-2001) averaging 0.43 per square mile (range 0.38- 0.48). Using a multiplier of eight, the MPE for the area is 3.44 deer per square-mile or an average of 457 (range 404-510) total deer on the 133 square mile unit over the past five years.

Two strong cautions need to be applied to this estimate. First, it represents a minimum. The local deer population is almost certainly higher, but the degree is unknown. Second, the MPE is only derived for a resident (late spring, summer, fall) deer population. Deer numbers present during winter may be substantially different based on migration to established wintering areas on and off the unit. Keeping these factors in mind, comparisons of relative deer densities in other portions of the Adirondacks or other portions of the state can be made from similarly derived deer per square mile estimates.

Within the unit there are eight winter deer yards identified by the Department in surveys conducted in the 1970s through the 1980s. A map showing potential deer yard habitat is located at the back of this plan. A deer yard or deer wintering area is any piece of landscape where deer tend to concentrate during winter. These areas are usually lowland areas covered by forests of spruce and fir which provide thermal benefits and/or mobility advantages during periods of cold and deep snow. Dense conifer cover helps to reduce rapid snow accumulation, provides shelter from winds and limits radiational cooling during the evening. South-facing slopes are also used by wintering deer, where lower snow accumulation and favorable sun exposure provide similar benefits. Better quality deer yards also have adjacent regenerating hardwood components which provide available woody browse during milder conditions.

In the Adirondacks, deer use the same yarding areas annually, although the precise boundaries change over time with succession. Deer use within yarding areas will also change annually in response to winter severity. Severe winter weather virtually confines deer to wintering areas for long periods during which the depletion of available browse can lead to high deer mortality. Severe decline in the deer population can be traced directly to adverse winters. The carrying capacity of deer wintering areas limits the carrying capacity of the entire annual range of the deer population. The maintenance and protection of winter deer yards remains a concern of wildlife managers, particularly in the Adirondacks, as they fulfill a critical component of the seasonal habitat requirements of white-tailed deer.

Although relatively numerous, black bears are seldom encountered in the unit by recreationists. However, bears are occasionally encountered in some of the adjacent campgrounds. The Limekiln Lake Campground is installing

metal food lockers at all campsites and campers must read and agree to abide by the "Rules to Prevent Problems with Bears". To date, negative bear – camper conflicts have not been identified as a management problem within the MRPWF. However, if the program at Limekiln Lake is successful it is possible that the displacement of habituated bears from Limekiln could result in increased conflicts with campers within the MRPWF.

The once- extirpated moose population has naturally regained a foothold in the MRPWF. Moose occasionally have migrated from the north and east into the Adirondack region for decades. Since 1980, they have arrived in sufficient numbers to have established a scattered resident population, recently estimated to contain 200 or more individuals. Sightings are commonly reported in the MRPWF and DEC biologists estimate the current moose population within and adjacent to the unit to be between 15 and 25 animals. Although moose prefer to feed on species of woody vegetation generally found in forests of earlier successional stages, moose in general find later-stage forest habitats more suitable than do white-tailed deer and may come to occupy the unit in greater numbers in the future. Experience from Vermont and New Hampshire indicates that the moose population is expected to increase in the future.

Amphibians and Reptiles

Relatively short summers and the long, cold winters of the MRPWF limit the number of species of reptiles and amphibians. Three species of turtles, eight species of snakes, eight species of salamanders, one species of toad and three species of frogs are believed to be residents of the MRPWF (Appendix 4). Species found in marshes or ponds and along wooded streams include the following: turtles - snapping, painted; snakes - northern water, redbelly, common garter, eastern ribbon, brown, ringneck; toad - American; salamanders - red-spotted newt, spotted, blue-spotted, spring, two-lined, mountain dusky and dusky; frogs - bullfrog, green frog, mink frog, wood frog, leopard frog and gray treefrog.

A few species can be found under logs and leaf litter on the forest floor or in forest openings. These species do not require moist surroundings to survive: snakes - ringneck, smooth green, milk, common garter; salamanders - redback; and turtle - wood.

Endangered, Threatened, Species of Special Concern and Other Unique Species

The endangered spruce grouse has been previously confirmed as nesting within the unit. Threatened species of wildlife which may be residents of the MRPWF consist of the pied-billed grebe and the bald eagle. The New York State Breeding Bird Atlas shows the pied-billed grebe as a confirmed breeder in at least one of the 20 blocks which are wholly or partially contained in the MRPWF. The bald eagle is shown as a possible breeder on the unit and sightings have been reported on the unit.

Species of Special Concern, as listed in Title 6 New York Code of Rules and Regulations (NYCRR) Part 182, which may be present in the MRPWF, include the small-footed bat, common loon, American bittern, osprey, sharp-shinned hawk, whip-poor-will, Bicknell's Thrush, wood turtle, blue-spotted salamander and spotted salamander.

In an extensive project undertaken to determine the status of the common loon in New York, DEC staff surveyed 557 lakes in the northern part of the state during 1984 and 1985. According to the Breeding Bird Atlas, loons were confirmed breeders in six of the unit's water bodies.

Typical Adirondack Species

There are a number of wildlife species found in New York State whose habitat requirements include extensive areas of forest cover relatively undisturbed by human development. Some, like the yellow-nosed vole and the northern three-toed woodpecker, are northern species who find the habitat conditions of the central Adirondacks similar to the boreal spruce-fir forests of Canada. Appendix 4 contains lists of species whose range

in New York is generally confined to the Adirondacks and which may be found within the MRPWF. Appendix 6 contains a listing of common Adirondack Fauna.

Extirpated Species

The elk, timber wolf, cougar, Canada Lynx, golden eagle and wolverine all once inhabited the MRPWF and all have disappeared from the Adirondacks. The mammals' disappearance was mostly a result of unregulated harvest and habitat destruction in the nineteenth century. The last known nesting site for golden eagles was in the vicinity of Mitchell Ponds Mountain within the MRPWF unit.

c. Fisheries

Aquatic communities in the Adirondacks are a result of geological and human influences. Prior to human influences relatively simple fish communities were common. Human-caused changes in habitat and introduction of fishes have altered those natural communities.

Geological History

The Fishes of the Adirondack Park, a DEC publication (August 1980) by Dr. Carl George of Union College, provides a summary of geological events which influenced the colonization of the Adirondack ecological zone by fishes. A limited number of cold tolerant, vagile, lacustrine species closely followed the retreat of the glacier. Such species presumably had access to most Adirondack waters. About 13,000 B.P. (before present), glacial Lake Albany, with a surface elevation averaging 350' above sea level, provided a colonizing route for Atlantean and eastern boreal species to Lake George and Lake Champlain. Barriers above that elevation would have excluded those species from interior portions of the Adirondacks.

By about 12,300 B.P., the Ontario lobe of the glacier had retreated sufficiently to allow species associated with the Mississippi drainage access to fringes of the Adirondacks via the Mohawk Valley and the St. Lawrence drainage including Lake Champlain. Lake Albany had apparently drained prior to that, as barriers had formed on the Lake George outlet.

The sequence of colonization routes to surrounding areas, combined with Adirondack topography, resulted in highly variable fish communities within the Adirondacks. In general, waters low in the watersheds would have the most diverse communities. The number of species present would have decreased progressing towards headwater, higher elevation sections. Chance and variability in habitat would have complicated the trends. Consequently, a diversity of fish communities, from no fish to monocultures to numerous species, occurred in various Adirondack waters.

Topography

Watershed morphometry is likely to have severely limited the diversity of fishes in the Adirondack upland. The MRPWF includes first and second order streams and fish diversity is normally low in such headwater portions of watersheds (Hynes 1972).
Brook trout have the extreme agility necessary to have naturally colonized the MRPWF waters and therefore, were probably particularly abundant in the unit.

Human Influences

Impacts of Fish Introduction
"... the one outstanding reason why so many of the lakes, ponds and streams of this and other Adirondack areas are now unfit for the native species is that small-mouthed bass, perch, northern pike and other species of non-native warmwater fishes have been introduced" (1932 Biological Survey of the Upper Hudson Watershed). The decline in brook trout associated with the introduction of other fishes is a result of both predation and

competition for food. Brook trout feed primarily on invertebrates. Many other fishes, including white sucker, longnose sucker, redbreast sunfish, pumpkinseed, brown bullhead, yellow perch and the cyprinids (minnows, shiners and dace) also feed primarily on invertebrates (Scott and Crossman 1973). In low fertility waters such as Adirondack ponds, competition for such forage can be intense.

In addition to competing with brook trout for food, many fishes prey directly on brook trout. Northern pike, largemouth bass, smallmouth bass and rock bass are highly piscivorus. Species which may feed on eggs and/or fry include yellow perch, brown bullhead, pumpkinseed, creek chub, common shiner, white sucker and longnose sucker (Scott and Crossman 1973). The relative importance of competition versus predation in the decline of brook trout is not known for individual waters, but the result is the same regardless of the mechanism.

Competition and predation by introduced species has greatly reduced the abundance of brook trout sustained by natural reproduction. Only about 40 (10%) of the traditional brook trout ponds in public ownership in the Adirondack Park now support viable, self-sustaining brook trout populations, and they are subject to reproductive failure as other fishes become established.

Fish Community Changes

A variety of non-native species were distributed into the Adirondack uplands via stocking efforts described by George (1980) as *"nearly maniacal"*. He notes that many species were *" ... almost endlessly dumped upon the Adirondack upland."* Non-native species were introduced and the ranges of native species, which previously had limited distributions, were extended. The result has been a homogenization of fish communities. Certain native species, notably brook trout and round whitefish, have declined due to the introduction of other fishes. Other natives, brown bullhead and creek chubs for example, are presently much more abundant than ever historically, having been spread to many waters where they were previously absent. Consequently, fish populations in the majority of waters in today's Adirondack wilderness areas have been substantially altered by the activities of mankind. Indeed, of the 1,123 Adirondack ecological zone waters surveyed by the Adirondack Lakes Survey Corporation (ALSC), 65% contained non-native species.

Habitat Changes

Natural reproduction by brook trout is also very sensitive to impacts from sedimentation caused, for example, by extensive logging, fires and other human activities. Due to their reproductive behavior, brook trout are among the most susceptible of all Adirondack fish fauna to the impacts of sedimentation. Brook trout spawn in the fall, burying their eggs in gravel. Flow must be maintained through the gravel around the eggs until hatching the following spring. Sand or fine sediments restrict flow around eggs resulting in an inadequate supply of oxygen. *"Streams that were once natural trout streams may have become unfit for trout through lack of shade and the drying up of the fountain head during a part of the season, caused by lumbering operations"* (Report of the Commissioners of Fisheries, Game and Forests, 1896). The long incubation period, the lack of care subsequent to egg deposition and burying of the eggs contribute to the brook trouts susceptibility to sedimentation. Most other Adirondack fishes are spring spawners, yielding short incubation periods and do not bury their eggs. Various strategies further minimize vulnerability to sediments, such as eggs suspended from vegetation (e.g. yellow perch, northern pike, and certain minnow species) and fanning the nest during incubation (e.g. bullhead, pumpkinseed, smallmouth bass and largemouth bass). In general, the species less susceptible to sedimentation have thrived during the recent history of the Adirondacks.

Acid Precipitation

The phenomenon of acid ion deposition, popularly known as acid rain, has had minor impacts on the fisheries resources of the area. The MRPWF is located on the periphery of a highly acidified zone of waters on the western edge of the Adirondacks. The pH ranges from near 4.4 to 7.6 on the 32 area ponds from which chemistry data has been collected. Although 36 waters have never had water chemistry surveys, the majority of

these are smaller unnamed ponds. Unit waters with pH levels below 5.0 are Cellar Pond, Fox Pond, Indian Lake, Sly Pond and Trout Pond. Cellar Pond and Fox Pond are naturally acidic bog ponds that appear to be historically fishless. Indian Lake was an historical brook trout water that acidified in the late 1960s. Sly Pond and Trout Pond historically have been stocked with brook trout, but have not produced fisheries. Trout Pond, High Rock Pond and Unnamed Pond B-P792 were experimentally limed by Cornell University in 1983. Icehouse Pond is part of DECs liming program and was most recently limed in 1996. The brook trout population in Icehouse Pond would likely vanish if periodic liming efforts ceased. Trout Pond and P792 quickly reacidified after they were limed. High Rock Pond has maintained a pH above 5.0 since the liming. Renewed brook trout stocking in High Rock Pond since 2001 is reportedly successful. The pH level of Squaw Lake is marginal and this lake may need to be limed in the future to preserve its brook trout population. Long term monitoring of water conditions in Indian Lake and Limekiln Lake by the Adirondack Lake Survey Corporation indicates their pH levels are gradually improving, although their acid buffering capacity remains low. This trend has been attributed to continuing improvements in air quality with regard to sulfate levels.

In summary, of the 13 known Adirondack brook fisheries in the MRPWF, two are maintained by past or ongoing liming efforts. Four additional historical brook trout waters have been negatively impacted or lost due to high acid levels, but there are signs of gradually improving water quality that may permit future fish reintroductions (Squaw Lake, Sly Pond, Trout Pond and Indian Lake).

Brook Trout

Currently, there are 13 waters in the unit that support brook trout fisheries. Historically, there were at least 10 other waters that likely supported brook trout: Sixth, Seventh and Eighth Lakes of the Fulton Chain, Beaver Lake, Indian Lake, Limekiln Lake, Mohegan Lake, Lower Mitchell Pond and Upper Mitchell Pond. Non-native species introduction are responsible for the decline of brook trout in most of these waters, except for Indian Lake which acidified. Additionally, Cedar River Flow and Wakely Pond are now stocked with brown trout, in addition to brook trout, in an effort to reduce the abundance of non-native golden shiner. Past management actions such as reclamation, liming and stocking have restored brook trout populations to Bug Lake, Eagles Nest Lake, Icehouse Pond and two of the Lost Ponds. Past reclamation efforts on Limekiln Lake, Beaver Lake, Helldiver Pond, Fawn Lake and the Mitchell Ponds were not successful in eliminating competitive species. There are only two unit waters where brook trout appear to have a self-sustaining population: Lost Pond (B-P887) and Raquette Lake Reservoir.

Reports of poor brook trout fishing in 2004, and a spring 2005 report from Rome Hatchery staff fishing in Lost Ponds (B-P878 and P879), who caught large creek chubs (native-but-widely-introduced), prompted survey work . Regional fisheries staff visiting the pond noted the barrier dam had breached and observed numerous minnows in the shallows of both ponds. Netting efforts showed creek chub and northern redbelly dace are now abundant in the Lost Ponds. The barrier dam breach was fixed during the summer of 2005. However, these historic brook trout ponds now need to be reclaimed to eliminate competitive minnow species.

In summary, it is likely that over 50% of unit waters historically supported brook trout populations. That number is now reduced to 29% of unit waters and without past reclamation and liming efforts would have declined to 12%. Only 3% of unit waters have self-sustaining trout populations. Within the five year scope of this plan, no liming projects appear necessary, although reclamation is proposed for the Lost Ponds (B-P878 and P879). This project is necessary to meet the goal of maintaining roughly 30% of unit waters capable of supporting brook trout. Unit waters that appear to be possible to reclaim or lime in the future to sustain brook trout are: Bug Lake, Eagles Nest Lake, High Rock Pond, Icehouse Pond and Squaw Lake. If non-native species accrue to any of these waters to the detriment of brook trout or if liming appears necessary (Icehouse and High Rock), then the Schedule of Implementation and pond narratives in this UMP will be amended prior to any management action.

Lake Trout

Besides brook trout, lake trout are the only other native salmonid in the Adirondacks. The overall status of this long-lived coldwater species appears to be stable or improving within the unit. Currently, lake trout are present in Bug Lake, Sixth, Seventh and Eighth Lakes of the Fulton Chain and Mohegan Lake. Lake trout were historically present in Limekiln Lake, but several efforts to restore that species since yellow perch were established in the lake in 1959 have failed. Both Bug Lake and Mohegan Lake have restored populations of lake trout due to stocking efforts made in the last decade. Lake trout populations in the Fulton Chain of Lakes appear to be increasing in abundance, most likely due to the gradual decline in DDT levels since the 1950s. That decline has spurred increasingly successful natural reproduction and has permitted DEC to reduce overall stocking levels for this species.

Other Salmonids

Brown trout and rainbow trout are popular, but non-native, trout species historically associated with Adirondack waters. Brown trout are currently stocked in Beaver Lake, Cedar River Flow, Wakely Pond, Helldiver Pond and the Mitchell Ponds. All of these waters have large numbers of non-native competitive minnow species and marginal or declining brook trout fisheries. Brown trout are stocked in these situations in an attempt to reduce the number of minnows and retain the trout fishing heritage for the water. Rainbow trout are stocked only in Seventh and Eighth Lake of the Fulton Chain and have long been a popular fishery.

Kokanee salmon, actually the landlocked form of the sockeye salmon from the Pacific coast, have been stocked historically in Bug Lake and the Mitchell Ponds. Kokanee are a planktivorous species that rarely reach 12 inches in size in Adirondack waters. They are prized for their fighting qualities, but serve a dual function as an excellent forage species for lake trout and larger brook trout. Few kokanee salmon have been stocked in recent years, however, and the kokanee salmon rearing program in New York State officially ended in 2003 due to difficulties in obtaining eggs. There are angler reports that kokanee are still present in small numbers in Bug Lake and the Mitchell Ponds, most likely due to natural reproduction. It is likely that these populations will gradually diminish.

Splake are a hybrid cross between lake trout and brook trout that have proven to be more successful in some lakes than either parent species. Limekiln Lake in the MRPWF is one of the success stories for this hybrid. Both lake trout and brook trout have failed to establish despite repeated stocking in Limekiln Lake. Splake, however, have done very well and are the dominant salmonid species in the lake. Historically, splake have also been stocked in Seventh Lake and in the Mitchell Ponds. Declining hatchery inventories for splake and successful stocking of other salmonids prompted the cancellation of these latter policies.

Round Whitefish

Round whitefish are a native Adirondack species now classified as Endangered within New York State. Historically, this species was present in Limekiln Lake and Bug Lake. Non-native species introductions greatly reduced or eliminated them from both lakes prior to reclamation efforts by DEC. The reclamation effort in Limekiln Lake was a failure and it is doubtful that round whitefish could survive and compete with that water's current fish community. A 1974 reclamation of Bug Lake was successful in eliminating yellow perch, but round whitefish were not reintroduced after the project.

A round whitefish restoration program is now being undertaken by the DEC Bureau of Fisheries. The effort will attempt to establish brood stock waters for the species and then gather eggs and adult fish for transfer to other waters. Since Limekiln Lake and Bug Lake are both historical round whitefish waters, this plan recommends that the species be reintroduced into both lakes. A few round whitefish fry were stocked in Eighth Lake in 2005.

Round whitefish fingerlings were stocked in Bug Lake and Eagles Nest Lake in May 2008. Further stockings may occur in Bug Lake which is judged to have favorable conditions for reestablishment of round whitefish.

Summer Sucker

Summer sucker may be a separate species of sucker distinct from white sucker that is endemic, being found only in the Adirondacks. A review of historic records indicates that summer suckers were present in 13 lakes in five Adirondack watersheds *(author, date*). Currently they have been confirmed to be present in three lakes, but less definitive information indicates they are present in an additional three waters. Two of the confirmed waters, Little Moose Lake and Squaw Lake, are located in the Moose River Plains Wild Forest. Regardless of whether summer suckers are a strain of white sucker or a separate species, they are a part of the biological diversity that makes the Adirondacks unique and therefore deserve protection to ensure their continued viability.

Habitat for the Little Moose and Squaw Lake populations is well protected by the watersheds being in state ownership. The most significant remaining threats are acidification and the potential introduction of additional non-native fishes. Our knowledge of the former is based on decades old data: water chemistry appeared to be fine for Little Moose Lake, but in Squaw Lake pH and acid neutralizing capacity (ANC) were marginal. Liming should be considered if water chemistry significantly degrades.

Concerning non-native fish, remoteness and regulations provide some protection: anglers are unlikely to carry bait fish the distance required to access these waters; Squaw Lake is already on the list of waters where the use of fish as bait is prohibited; and a regulation change proposal has been submitted to add the newly acquired Little Moose Lake to the baitfish prohibited list. Dispersal of non-native fishes into these lakes from adjacent portions of the watershed may be a threat to Little Moose Lake - we lack information on barriers to fish dispersion in that system. A natural barrier is reportedly present downstream of Squaw Lake.

Warmwater Species

The primary warmwater gamefish species within the unit is the smallmouth bass. Lower Brown Tract Pond has the dubious honor of being the first place smallmouth bass were introduced into Adirondack waters by Seth Green in the late nineteenth century. Today, smallmouth bass are present in the Fulton Chain lakes, Mohegan Lake and Lower Brown Tract Pond. This species provides summertime, inshore angling opportunities in the largest lakes of the unit. Largemouth bass, a close cousin, are found only in Lower Brown Tract Pond, but appear to be increasing in abundance there in recent years.

Other popular warmwater gamefish species, namely northern pike, walleye and chain pickerel, have not been reported within unit waters. DEC Fisheries has no plans to introduce these species to any unit water to avoid further impacts on the native trout and minnow fauna. However, northern pike have become established in the Fulton Chain lakes below the Sixth Lake Dam. It may only be a matter of time before the species is unwittingly transferred to the upper chain lakes. The impact of northern pike predation on lake trout in Seventh and Eighth Lakes is likely to be negative and could result in elimination of naturally produced lakers.

Warmwater panfish species in some unit waters are yellow perch, brown bullhead, pumpkinseed and rock bass. All are found in the Fulton Chain lakes and in Lower Brown Tract Pond. Yellow perch are also found in Limekiln Lake in great abundance and Mohegan Lake. Rock bass and yellow perch are both non-native species to the Adirondacks and Fisheries has no plans to introduce these species to other waters. Yellow perch, in particular, have proven to be fatal introductions to most brook trout waters.

Other Native Species

Longnose sucker were once common in many Adirondack waters but are becoming increasingly scarce. As yet, however, the species is not classified as Endangered, Threatened or of Special Concern in New York state.

Longnose sucker were last reported in Seventh and Eighth Lakes of the Fulton Chain in 1954 and in Mohegan Lake in 1933. There are no other unit waters where this species has been captured.

Redside dace are an uncommon Adirondack species. George (1980) regards them as being introduced to upland Adirondack waters from the Mohawk River drainage. Redside dace are easily confused with several native Adirondack minnow species. This species was reported in 1960 as being present in Lost Pond East and Lost Pond West in the MRPWF. However, a 1963 survey in the same waters reported blacknose dace, not redside. It seems likely the redsides were misidentified by field staff. The Lost Ponds were reclaimed in 1965. No survey since the reclamation has captured redside dace, but have noted northern redbelly dace, another species easily misidentified as a redside dace. Since redside dace are not native to the MRPWF area and it is doubtful whether they were truly present in the Lost Ponds, this plan does not propose restoring the species to any unit waters.

Streams

Stocked portions of the South Branch of the Moose River, Otter Brook, Red River, Sumner Stream and Benedict Brook all received CROTS (Catch Rate Oriented Trout Stocking) surveys in the late 1990s. These surveys revealed that area waters are generally sterile with very low insect productivity and limited fish communities. Stocked trout are generally harvested quickly by anglers at the available roadside stocking points. Few trout survive beyond their first year of stocking. It is likely that most of the unit's streams are prone to springtime acid pulses during snowmelt. Such pulses have been documented for Bear Creek and Winslow Brook which drain to Seventh Lake. The CROTS surveys resulted in cancellation of trout stocking for all unit streams except the South Branch of the Moose River, Sumner Brook and Otter Brook. The latter two waters have higher pH levels and some wild brook trout. The wild brook trout in these streams are small, rarely reaching eight inches in total length. Stillwater sections of the South Branch of the Moose River which could not be surveyed reportedly support brook trout during the summer months.

3. Visual/Scenic Resources

Much of the aesthetic appeal to this unit is associated with water bodies. Diverse aquatic scenery is found throughout the unit, from the panoramic views found on the Cedar River Flow to the picturesque spruce-fir reflections found on Helldiver Pond. Several mountains found throughout the unit also offer opportunities to view the surrounding landscape. Little Moose Manbury, Black Bear and Rocky Mountains and, although not located on the unit, the fire tower on Wakely Mountain, all offer exceptional views of the unit. The cliffs behind campsite 68 and the Rock Dam offer other unique geological features to be found on the unit. A scenic pull-off is provided along Route 28 overlooking Seventh Lake.

Special Management Areas

The Adirondack Park State Land Master Plan (APSLMP) identifies the South Inlet of Raquette Lake, Rock Dam and the Moose River Plains as Special Management Areas within this unit. The APSLMP provides *"Guidelines for Management and Use"* of these areas on page 50. Generally, management of Special Management Areas will be no less restrictive than management of the major land classification in which they lay, interpretive signing will be encouraged where appropriate and where overuse or destruction of unique and fragile resources is a threat, special measures will be taken to protect their integrity.

Other Natural Areas

Sand Beaches- Buck Hollow and Sand Beach Island on Seventh Lake north of the boat launch.
Islands- Islands occur on Seventh and Eighth Lakes. Most notable are Sand Beach Island and Goff Island on Seventh lake.

Cliffs/Overlooks- Mitchell Ponds Mountain and north of Silver Run Stream.

State Route 28 is classified as a travel corridor in the APSLMP. The corridor consists of the strip of land constituting the roadbed and right-of-way for a highway as well as those State lands immediately adjacent to and visible from these facilities.

4. Critical Habitat

Several areas within this unit have been identified as important wildlife habitats. These include:

Bicknell's Thrush -Upper elevation stands of young and stunted spruce and dense stands of balsam fir. These cover types exist on Wakely, Little Moose and Manbury Mountains.

Deer wintering areas - There are eight identified deer wintering areas on the MRPWF unit.

Common loon - Bug Lake, Beaver Lake, Squaw Lake, Indian Lake, Little Moose Lake, Sixth Lake, Seventh Lake, Wakely pond, Mitchell Ponds, and Cedar River Flow.

Pied-billed grebe- Suitable habitat exists on the Cedar River Flow.

B. Man-Made Facilities

A listing of man-made facilities can be found in Appendix 2.

C. Past Influences

1. Cultural

The MRPWF unit has been an important part of the cultural heritage of New York State. The area has a pristine beauty due to its deep forests, abundant lakes, streams and the assortment of fish, wildlife and plant communities that abound within its borders. Although use in some portions of the MRPWF is relatively high, the area in general, and especially those areas not directly adjacent to roads, allows visitors an opportunity for tranquility and solitude equal to or exceeding those of many wilderness areas. This quality provides the unique opportunity for visitors to better appreciate the delicate ecological balance of life. There are several locations throughout the unit where remains of old buildings can be found, the most notable being the old camp at Kenwells located along Otter Brook. There are remains of old camps at Beaver Lake and Mitchell Ponds as well.

Military Road- A road was developed in the early 1800's that ran from the site of Sir William Johnson's lodge, Fish House (Fulton County), northwest to St. Lawrence County. In 1812 the Legislature authorized the extension of a portion of this road from Wells to Russell, 82 miles to the northwest. A portion of this road passed through what is now the MRPWF. Old maps indicate the road passed to the south of Little Moose Lake, Lake Kora and Sagamore Lake, and likely followed what is today Sagamore Road.

2. Archeological and Historical

The term 'cultural resources' encompasses a number of categories of human-created resources including structures, archaeological sites and related resources. The Department is required by the New York State

Historic Preservation Act (SHPA) (PRHPL Article 14) and State Environmental Quality Review Act (ECL Article 8) to include such resources in the range of environmental values that are managed on public lands. The Adirondack Forest Preserve was listed as a National Historic Landmark by the National Park Service in 1963, a designation resulting in automatic listing in the State and National Registers of Historic Places. This management unit adjoins Great Camps Sagamore and Uncas, which are addressed in Section V.B. of this document.

In general, the number of standing structures within the Forest Preserve is limited due to the requirements of the Adirondack Park State Land Master Plan. Often those that remain are structures that relate to the Department's land management activities such as fire towers, ranger cabins and related resources.

Archaeological sites are, simply put, any location where materials, such as artifacts and ecofacts, or modifications to the landscape reveal evidence of past human activity. This includes a wide range of resources ranging from precontact Native American camps and villages to Euroamerican homesteads and industrial sites. Such sites can be entirely subsurface or can contain above ground remains such as foundation walls or earthwork features.

The Department arranged for the archaeological site inventories maintained by the New York State Museum and the Office of Parks, Recreation and Historic Preservation to be searched in order to identify known archaeological resources that might be located within or near the unit. The two inventories overlap to an extent but do not entirely duplicate one another. The purpose of this effort was to identify any known sites that might be affected by actions proposed within the unit and to assist in understanding and characterizing past human use and occupation of the unit.

The quality of the site inventory information varies a great deal. Very few systematic archaeological surveys have been undertaken in New York State and especially in the Adirondack region. Therefore all current inventories must be considered incomplete. Even fewer sites have been investigated to any degree that would permit their significance to be evaluated. Many reported site locations result from 19th century antiquarian information, artifact collector reports that have not been field verified. Often very little is known about the age, function or size of these sites. This means that reported site locations can be unreliable or be polygons that encompass a large area. Should systematic archaeological inventory be undertaken at some point in the future, it is very likely that additional resources will be identified. Table 1 shows the results of site file checks for this unit as well as areas immediately adjacent to the MRPWF.

Table 1: Archeological Site Survey Data for MRP Wild Forest and Adjacent Units.

Quad	SHPO/NYSM	Site Name	Description
Raquette Lake	A04107.000206	Pine Knot Point Site, Adirondack Museum Accession No. 66-100.19a-c HAA 104-1	Collection retrieved from W.W. Durrant property at Camp Pine Knot on April 1, 1891. Artifacts recovered include 3 projectile points that came from Camp Pine Knot; 3 pieces of stone all having points, 1 black and 2 gray. Reported by Hartgen Archeological Associates.
Raquette Lake	A04107.000266	Camp Pine Knot Farm Site	Occupation period 1877-1960s. One outbuilding, 2 foundations, 1 rubble pile (maybe spring house). Artifacts recovered include cut and wire nails, brick, red earthenware, vessel and flat glass and coal. Reported by Edward V. Curtin.
Seventh Lake	7450	Seventh Lake	Late Archaic, Transitional, Middle Woodland and Late Woodland. Reported by Foster Disinger.

D. Public Use

1. Land Resources

Current use levels for the unit are relatively high in comparison to other wild forest units that are less accessible. Most use of the MRPWF tends to be concentrated along the road corridors and the associated campsites. Recreational use of the MRPWF unit is difficult to measure and an accurate estimate of overall use of the area is unknown. Many access points throughout the unit do not have registration boxes. Although current regulations require all entering through the Cedar River or Limekiln Lake entrances to register, an unknown percentage of users do not register. Registration data for the years 1999-2001 is incomplete. The previous Forest Ranger provided yearly summary reports of register sheets; however, during the transition period between rangers assigned to the unit the register data was not kept up-to-date. Table 2 shows registration numbers for the years 1993-2002. Although these numbers reflect data collected at only two locations on the unit they do show possible trends in overall user numbers.

Levels of Use

The Department monitors trail use by voluntary registration. There are currently thirteen register booths that sample public use within the planning area. Most of these facilities are located adjacent to marked hiking trails including Rocky Mountain, Wakely Mountain, Black Bear Mountain (Uncas Road), Bug Lake Trail, Seventh Lake Boat Launch, Old Dam Nature Trail, Brown's Tract Canoe Carry, Seventh-Eighth Lake Canoe Carry, Otter Brook

Truck trail, Indian River and the Northville-Lake Placid trails. Two additional registers, one at the Limekiln gate and one at the Cedar River gate, sample use at the main entrance points to the interior of the unit along the LLCRR. Each entrance also has a separate register for paddlers planning to navigate the South Branch of the Moose River across the Adirondack League Club. 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. Confusion over the purpose of this sheet combined with it being located at the same registration kiosk as the general MRPWF registers has lead to persons entering the area using the river specific register sheets instead of the general register sheets. Therefore, there is no accurate way to ascertain from the collected sheets how many parties actually accessed the river. This issue will need to be addressed under the proposed management section of this plan. One additional register is located on the Cedar River Flow.

Trail Registry data is the best source of use information currently available. Registers provide valuable information about use in the area, although signing is voluntary and participation is sometimes a concern. Certain groups of users who are believed to register less frequently than others include day-users, frequent users of the same site, hunters and anglers. This information is also limited to sampling the public that pass by these registers on specific DEC trails. Voluntary trail register compliance percentages can vary depending on register location, time of visit, entry hour, length of stay and group size. The accuracy of the data have been tested in other areas in the Adirondacks and register data have been determined to be very representative of the actual number of users. While there is no reliable estimate on the percentage of visitors who do not sign the register sheets in the MRPWF, registers are useful at showing trends and estimating relative use.

In 2003, a research study was conducted for the adjoining West Canada Lake Wilderness. A combination of trail counters, trail register analysis and interviews were conducted at various locations. Two of these locations were in or accessed through the MRPWF. Information was gathered for the Otter Brook Truck Trail and Indian Lake. At these locations register compliance rates were significantly different with the Indian Lake trailhead having a 78.8% compliance and the Otter Brook Truck Trail having a 44% compliance. A follow up user survey was mailed to some of the people interviewed.

Table 2: User Registration Figures for Cedar River and Limekiln Lake Entrances

YEAR	NUMBER OF VEHICLES	NUMBER OF PEOPLE
1993	8,362	21,266
1994	7,889	21,291
1995	7,683	19,511
1996	7,316	17,796
1997	8,485	21,239
1998	8,507	20,324
1999 (1)	519	1,018
2000 Cedar River Gate (2)	1,074	2,524
2000 Limekiln Gate (3)	1,184	2,491
2001 Cedar River Gate (4)	991	2,204
2001 Limekiln Gate (5)	714	1,415
2002 Cedar River Gate (6)	1,120	2,730
2002 Limekiln Gate (7)	2,005	5,099

(1) Limekiln Gate 10/21/99-12/31/99
(2) 5/27/00-8/17/00
(3) 6/23/00-8/11/00
(4) 8/23/01-12/31/01
(5) 10/7/01-12/31/01
(6) 5/01/02-5/31/02 and 7/5/02-9/30/02
(7) 7/7/02-9/22/02 and 11/1/02-11/30/02

The following table illustrates trailhead register data for the past three years for several registers on the unit.

Table 3: - Trailhead Registration Data.

Trailhead	2005 user days	2006 user days	2007 user days
NPT @ LLCRR	57*	356	417
Rocky Mountain			12,116
Black Bear Mt. Rt 28			4046
Black Bear Mt.			1956
Uncas Trail (8th Lake			1690
Cedar River Flow			4,255

In some years there is a lack of complete data due to some missing pages. A recently developed Standard Operating Procedure outlining responsibilities of DEC Forest Rangers and Foresters in Region 5 related to trail register data should help to improve collection, retention, and reliability of public use data (Appendix 20). Proposals to obtain use data for DEC trails and facilities for which there are currently no registers will be discussed later in this document in the Management Recommendations section.

Periods of Use and Distribution Patterns

Use within the MRPWF at any particular time can be quite variable depending upon time of day, day of the week or season of the year. Hunters and trappers utilize the area in the late fall and early winter coinciding with the respective seasons. There is often a drop in hunting use associated with the opening of the southern zone big gSame season. Trout fishing in two-story lakes typically peaks in intensity in May, June and July when trout can still be found in the cool water near the surface. Activity declines in the summer due to formation of a thermocline which causes fish to move to deeper water. The decline of trout fishing activity which occurs as the summer progresses coincides with an increase in use levels associated with the summer camping season. Winter use of the unit is dominated by snowmobiling, with highest use levels occurring on weekends and holidays. Weather can have a dramatic effect on the use during a particular day or weekend. In the past, the majority of recreational activity tended to be heaviest on the weekends and holidays, however, inclement weather or in the case of snowmobiling, a lack of sufficient snow, can impact use levels.

2. Types of Use

a. Camping

Camping is the most popular recreational activity within this unit. The Department maintains over 170 drive-to tent sites along the unit's roads. There are six lean-tos located on the Adirondack Canoe Route on Seventh and Eighth Lakes, and several designated sites along Seventh Lake. Illegal camping also occurs along parts of the shoreline of these two lakes at undesignated sites which do not meet separation distance requirements. The ten designated campsites at Wakely Dam on Cedar River Flow are the most popular sites on the unit. There are several designated sites within the interior of the unit, however they receive little use. Three adjacent DEC campgrounds, Limekiln Lake, Eighth Lake and Brown Tract Ponds, provide developed camping facilities with many of the users of these campgrounds also using the MRPWF.

Due to the unique camping opportunities found within the MRPWF, patterns of use and of social values have developed that are unlike other wild forest areas. Many existing sites are located in close proximity to each other and have allowed for the development of close associations between camping groups. Many users who come to MRPWF to camp tend to camp close together with other unaffiliated groups year after year. Many users plan their annual vacations around this opportunity for camping in the MRPWF. During the big game hunting season there are a majority of older hunters who began using the area by backpacking and setting up small camps, who then progressed to wall tents and RVs. These late season users prefer camping close to their hunting locations over camping at a campground and driving to their hunting locations daily.

Since the opening of the MRPWF to public use in the early 1960s, the type of camping in the area has evolved with improvements to the road system. Early camping was limited to tents and pick-up trucks with slide-in campers. This was due to concerns of vehicles towing trailers becoming stuck on the poor quality road system. In the late 1960s, the Department began allowing motor homes up to 22 feet in length to enter the area. As the road system improved and was deemed suitable, trailers were allowed access to the area around 1980. Many campers, whether in tents, RVs or motor homes continue to enjoy camping in the MRPWF.

In 2002, a detailed campsite assessment was completed for all designated sites on the unit. The data collected from this assessment will be used as a baseline for monitoring the impacts associated with campsites and to help with future management decisions. Reassessment will be done prior to the first revision to the UMP.

b. Mountain Biking

Although biking on Forest Preserve lands generally occurs on open motor vehicle roads and trails, numerous trails and old roads throughout the unit are suitable for bicycles. 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. Current trail register data does not differentiate between specific uses, thus user numbers for mountain biking cannot be derived from them. Observations by forestry staff and Forest Rangers can verify that mountain biking does occur on the unit, but cannot indicate levels of use. The three adjacent DEC campgrounds certainly contribute to some use of the MRPWF for biking. Known popular mountain bike trails include public and administrative roads throughout the unit, the Seventh-Eighth 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. Currently there are no known areas of unacceptable resource impacts resulting from mountain bike use.

c. Snowmobiling

Snowmobiling is the most popular winter activity in the MRPWF. Though the Department has not obtained detailed information about the amount and distribution of snowmobile use in the unit, a general description is possible. The sport of snowmobiling has evolved from the 1970s, when most riders used informal trail systems for local exploration on light machines, to the present, when riders cover long distances on larger, heavier machines over a system of designated, groomed trails. In keeping with general trends, use within the MRPWF has evolved from local travel on a trail system featuring several loops and spur trails ending at lakes and ponds to a high level of travel on the LLCRR – the main connector between Inlet and Indian Lake -- and a much lower level of use on local loops and spurs.

The results of occasional use surveys conducted in the early 1990s illustrate the high use levels on the LLCRR. During the 1990-1991 season, the Forest Ranger for the unit installed an electronic counter on the road. Because there were data collection problems, reliable information was obtained only for brief, sporadic periods. For the 95 days from December 7, 1990 to February 10, 1991 and from February 23, 1991 to March 13, 1991, the counter recorded over 6,000 machines, an average of 63 per day. It is likely that the daily count was significantly higher on weekends, and varied according to snow conditions and weather. Over the four days from February 23 to 26, 1991 (Saturday through Tuesday) approximately 850 snowmobiles were counted, an average of 212 per day. Again, undoubtedly the daily average was much higher on the weekend days. In February of 2004, an APA staff member conducted a six hour count along the main trail and recorded a total of 830 machines. This count occurred on the second weekend of Presidents Week Holiday, a time when highest use would be expected. An additional count was conducted by Agency staff during January 2008. Snowmobiles were counted at both the Limekiln end and the Cedar River end of the unit. Occurrences were tallied by time of day and direction of travel. A total of 654 snowmobiles were counted on this day. Due to the location of the staff conducting the count all sleds passing one of the locations had to either pass the other or return past the initial count location. Thus the actual number of individual sleds using the area on that day was 327. The peak travel time was from late morning to early afternoon with a lesser peak during the late afternoon. During February of 2008, DEC installed infrared trail counters on both the LLCRR and the Cedar River snowmobile trail. During Presidents week vacation the LLCRR saw use numbers as high as 475 events for a single day while the Cedar River trail saw a maximum of 206 events on its highest use day.

Until 1997, Hamilton County held a snowmobile easement across the lands leased by the Little Moose Lake Club. When this easement expired, the existing trail on the Otter Brook Truck Trail was no longer maintained. It currently receives little use. Several other existing trails receive minimal use because they have not been cleared of brush and fallen trees, and bridges have not been maintained. For example, the Sly Pond Trail is still accessible from the Otter Brook Road, but because the bridge over the South Branch of the Moose River is gone, riders who take the trail must return by the same route.

The Town of Indian Lake maintains a parking area for snowmobilers where winter plowing ends on Cedar River Road, approximately 4.5 miles east of the Cedar River gate. The Town provided the data for Table 3, which illustrates the use and direct economic impact of the Town parking area for 1992-1993 through 2003-2004.

Table 4: Numbers of Snowmobiles and Revenue by Year for the Town of Indian Lake Snowmobile Parking Area, Cedar River Road.

Year	Number of Snowmobiles	Revenue
1992-1993	607	$3,035
1993-1994	716	$3,580
1994-1995	433	$2,165
1995-1996	2,289	$11,445
1996-1997	1,695	$8,475
1997-1998	4,479	$22,395
1998-1999	3,589	$17,945
1999-2000	2,647	$13,235
2000-2001	3,794	$18,970
2001-2002	4,546	$22,730
2002-2003	4,754	$23,770
2003-2004	2,714[4]	$27,140
2004-2005	1,940	$20,380
2005-2006	1,459	$14,590
2006-2007	934	$9,340

[4]*For the 2003-2004 season, the parking fee was increased from $5 to $10 per snowmobile. Town staff noticed a significant increase in the use of parking areas in the hamlet of Indian Lake. It may be that, instead of paying the fee to park in the Cedar River Road parking area, many riders parked in the hamlet for free and rode the trail from the hamlet to Cedar River Road at Wakely Dam.*

It is likely that most of those who park in the Town parking area intend to snowmobile into the MRPWF. It also is likely that the variation in the annual numbers of those who pay to park in the Cedar River Road parking area generally reflects the pattern of annual change in the level of snowmobile use in the MRPWF originating from the Cedar River entrance. However, it would not be appropriate to interpret the variation in parking numbers as having a direct relation to snowmobile use in the MRPWF. It is not known how many of those who use the parking area ride snowmobiles to Indian Lake on the trail that leaves Cedar River Road at Wakely Dam, or how many ride from Indian Lake into the unit, bypassing the parking area. Town residents are not required to pay to use the parking area, and the numbers of residents who use it are not tallied. It would be difficult to separate the effects of variations in local and regional winter weather from trends in the popularity of the area for snowmobiling. While recent parking information cannot easily be interpreted to show a clear trend in use, these figures should continue to be monitored. A use survey using electronic counters could be designed to allow more accurate figures of the use of the MRPWF to be extrapolated from annual parking area use numbers. The Towns of Inlet and Webb utilize a trail permit system to fund the maintenance and grooming of trails on private and Town-owned lands. A permit allows a snowmobile to be ridden on trails in both towns. Table 4 summarizes permit sales for the Inlet-Webb trail system for the past several years. A review of the annual permit sales numbers can give a general picture of overall trends in snowmobile use in the area. However, for a number of reasons, it is not possible to draw useful conclusions from permit numbers about the use of the trails in the MRPWF. The sole snowmobile entry point into the unit from the west is in the town of Inlet. Because there is no parking area serving the western entrance to the unit, as there is on the east side, those who enter onto the LLCRR from the west are likely to have ridden from the Inlet trail system. Therefore, there may be some correlation between the variation in annual permit sale numbers and the pattern of change in annual snowmobiling use levels within the MRPWF originating from the west. However, the degree of correlation, which is probably not high, has not been determined. The trail systems maintained by the Towns outside Forest Preserve lands are extensive, and no permit is required for the use of Forest Preserve trails. Therefore, it is not possible to link permit sales directly to the use of the trails in the unit. In addition, there is no way of knowing how many days during the season that a permit holder rides the trail system. Nor is it known what proportion of people who purchase permits from Inlet enter the unit as compared to those who buy them from Webb. Because both Towns sell permits bought at a discount before winter begins, most permits are sold before winter weather conditions are known. For instance, of the 1,772 full-season permits sold by Inlet during the 2003-2004 season, 1,278 were pre-season permits. It is possible that a year with good permit sales could be characterized by poor weather conditions and relatively low levels of actual riding. Accurate use figures for the MRPWF may only be obtained through periodic surveys of actual trail use.

Table 5: Permit Sales for the Inlet-Webb Snowmobile Trail System

Year	Inlet Permit Sales[5]	Webb Permit Sales[6]	Total Permit Sales
1997-1998	1,902	9,230	11,132
1998-1999	1,750	8,416	10,171
1999-2000	1,886	9,427	11,119
2000-2001	1,297	12,614	13,911
2001-2002	2,507	12,616	15,141
2002-2003	2,433	Not Available	- -
2003-2004	2,260	13,359	15,612
2004-2005	1,847	10,821	12,668
2005-2006	1,816	10,799	12,615
2006-2007	1,760	10,060	11,820
2007-2008	1,870	10,710	12,580

d. Motorized Access

The road system on the MRPWF unit is a result of the logging history of the unit. The two largest acquisitions comprising this unit were from Gould Paper and International Paper Companies. In 1963, prior to the acquisition of Goulds lands in the Moose River Tract, Gould gifted the State an easement, *"for purpose of better promoting fish and wildlife conservation practice on adjacent lands,"* across 26.2 miles of roads. The intent was to ensure future access for hunters and anglers across these roads as well as the ability to do maintenance. This gift was received under what was then codified as Section 361 of the Environmental Conservation Law. The unit's roads also provide access to the West Canada Lake Wilderness and portions of the Blue Ridge Wilderness. Currently there are 37.95 miles of roads open for public motor vehicle use on the unit. There are an additional 3.22 miles of Department administrative roads.

Prior to the 1988 International Paper Company acquisition, an easement was deeded to Hamilton County for approximately 4.1 miles of the Limekiln Lake-Cedar River Road. This easement consists of two different sections of the road separated by a section of DEC road not subject to the easement. The easement consists of a 50 foot wide ROW and the right to maintain it.

Generally the roads are open for public use just prior to Memorial Day. Current regulations require vehicles entering the area after October 1 to be equipped with either 4-wheel drive or have tire chains available. Motorcycles, motorized bicycles and general public use by ATVs are prohibited within the area by regulation.

The opening of public roads to ATV use is governed by Vehicle and Traffic Law §2403 and §2405. Vehicle and Traffic Law §2405(1) provides in part that a State agency may open roads under its jurisdiction to ATVs by rule or regulation where it determines that it *"is otherwise impossible for ATVs to gain access to areas or trails adjacent to the highway."* This provision contains similar requirements for municipalities which open public highways to

[5]*Total permit numbers include approximately 350 to 650 weekly (seven-day) permits per year.*
[6]*Total permit numbers include an undetermined number of weekly permits per year.*

ATVs. Recent cases interpreting the statute's municipal requirements have clarified that a municipality opening a public highway to ATV traffic must make a specific finding that the purpose of opening the road is to provide ATVs with access to areas or trails adjacent to the highway which are otherwise impossible to access. See, Santagate v. Franklin County, Supreme Court, Franklin County, Index No. 99-2; and Brown v. Pitcairn, Supreme Court, St. Lawrence County, Index No. 114295 (August 19, 2003). As there are no areas or trails adjacent to the roads which are legally open for ATV use the criteria in V&T §2405 cannot be met.

As part of the Consent Decree reached in settlement of Galusha v. NYS DEC et al. (ADA Consent Decree), the Rock Dam Road, Otter Brook Road, Indian Lake Road and Limekiln Lake-Cedar River Road were ordered opened to people with qualifying disabilities who have obtained a permit from the Department pursuant to Commissioner Policy 3 (CP-3). As these roads are open to public motor vehicle use, a permit is not necessary for their use to access Department programs. In some cases, the opening of a road under CP-3 can allow the use of ATVs to access programs, however as the above roads are currently opened to public motor vehicle use and therefore qualify as public highways, they are subject to the Vehicle and Traffic Law. Therefore, the roads will remain open for public car and truck traffic only. This plan proposes the closure of the Indian Lake Road to all motorized uses, including CP-3 use. In compliance with the terms of the Consent Decree, substitution mileage was identified and approved by parties to the lawsuit.

The following roads are utilized to reach private lands or use reservations within the unit:

- The Lake Kora Road- This 1.6 mile road provides access to the privately owned Kamp Kill Kare on Lake Kora. The road is gated at the intersection with the Sagamore Road, but is open for public non-motorized use to access adjoining State lands.
- Mohegan Lake Road- This road provides access to private lands at Camp Uncas, the Bear Pond Sportsmans Club and an additional small private inholding. The Mohegan Lake Road begins at the intersection of Sagamore Road and the Lake Kora Road. At approximately 1.4 miles the road forks with the east fork continuing another 0.4 miles to the privately owned Camp Uncas on the eastern shore of Mohegan Lake. The west fork, which is gated, continues around the western shore of Mohegan Lake to the use reservation of the Bear Pond Sportsmens Club. This portion of the road is also referred to as the "Old Carnahan Road". The legal ROW for the Bear Pond Sportsmens Club was confirmed in a 1967 Supreme Court decision. It was determined that their legal ROW began on State Route 28, near the Eighth Lake Campground, followed a part of the Uncas Road and then followed the Old Carnahan Road. An agreement between the Department and the Club has resulted in the Club being issued annual TRPs for access to their Club on the Mohegan Lake Road. This was done after an inspection of the legal ROW, and the work needed to make it usable, revealed that significant environmental impacts would result from such work. The Club's use reservation expires in 2022.
- Sagamore Road- The town highway stops at the old Camp Sagamore boundary line just west of the bridge over the outlet of Sagamore Lake. From that point the road is considered a Forest Preserve road for 0.75 miles subject to private rights-of-way. A maintenance agreement between the Department and the in-holders provides for yearly maintenance of this road. An additional spur off of the Sagamore Road leads to Camp Sagamore via an old bridge over the outlet of Sagamore Lake. This spur also serves as the boundary between MRPWF and the Blue Ridge Wilderness.

e. Hiking

Limited amounts of hiking occur on this unit. The absence of unique destinations such as mountains with open summits or waterfalls curtails the number of desirable hikes. The Northville-Placid Trail passes through a portion of the unit and receives moderate use. Data collected at the trail register where the Northville-Placid Trail enters the LLCRR showed that, from May 9, 2002 to December 23, 2002, 508 hikers registered. The trail to the fire

tower on the summit of Wakely Mountain originates on the MRPWF unit although the summit and the tower are on the adjoining Wakely Mountain Primitive Area. Hiking trails to the summit of Black Bear Mountain originate from the Rocky Mountain Trailhead, the Uncas Road or from the Eighth Lake Campground. These trails, along with the Rocky Mountain Trail, are very popular with the many tourists who visit the area. For those seeking a short hike, the Cathedral Pines Trail offers a short walk into a towering stand of white pine between Route 28 and Seventh Lake. The numerous old roads and snowmobile trails throughout the unit do provide excellent hiking opportunities for those seeking to merely enjoy the wild forest setting.

f. Floatplane and Motorboat Use

6NYCRR§196.5(a)(6) prohibits the use of motor boats within the MRPWF on the following water bodies: Beaver Lake, Helldiver Pond, Icehouse Pond, Indian Lake, Lost Ponds, Mitchell Ponds and Squaw Lake. Cedar River Flow and Eighth Lake receive some motor boat use; however, it is generally limited to small fishing boats. Raquette Lake and Seventh Lake receive higher uses of larger motor boats as both are served by public and private boat launches.

The use of floatplanes to reach interior lakes and ponds has historically occurred throughout this unit. During the early spring trout season prior to the opening of the roads, floatplanes are traditionally used to reach Beaver Lake, Squaw Lake, and Indian Lake.

g. Horseback Riding

Horseback riding has become increasingly popular on this unit. Many old roads are utilized by equestrians. Horse use is allowed on all roads and snowmobile trails and on specific hiking trails posted open for horse use. In 1989 five old roads were signed as horse trails in order to help users identify open routes. Those roads included; Lost Ponds, Mitchell Ponds, Beaver Lake, Sly Pond and the Sly Pond Loop Trail.

h. Cross Country Skiing/Snowshoeing

Most skiing and snowshoeing occurs on the portions of the unit which are accessible from plowed roads. Some back country use does occur but is relatively light due to limited access. The Town of Inlet maintains a ski trail system on their lands which is connected to a series of trails around the Limekiln Campground. The Town also grooms the trails within the Limekiln Lake Campground Intensive Use Area. The area around Black Bear Mountain also has several designated ski trails. Previously, access was available across private lands to the southern end of these trails but in recent years has been restricted by private land owners. Current access is through the Eighth Lake Campground.

i. Northern Forest Canoe Trail

The NFCT is a 740 mile long canoe route which runs from Old Forge across the Adirondacks to the Saranac River, to Lake Champlain then across Vermont, New Hampshire and Maine. The portion of the route from Fifth Lake to Raquette Lake is within the MRPWF unit. Many paddlers spend their first night on the route in the vicinity of Seventh or Eighth lakes. This use accounts for a large part of the camping that occurs along the shorelines of these two waterbodies. Observations by the local Forest Ranger indicate that use of the canoe route has continued to increase and much of this use is in the form of larger organized groups.

j. Swimming

The area just north of the Seventh Lake boat launch known as Buck Hollow has been used by many local residents for swimming for many years. The area offers a sandy beach easily accessible from the boat launch parking area or Route 28.

k. Use Restrictions

Sagamore hunting/trapping exclusion zone - In 1975, the State purchased all of the former Camp Sagamore estate of more than 1,500 acres except for eight acres encompassing the main buildings. The property had long been posted against hunting and trapping and the caretaker had maintained a small tame deer herd by a program of regular feeding. Soon after acquisition, the Department heard proposals to continue to manage the area as a wildlife refuge. Department Wildlife Biologists reviewed the proposals and concluded that there were no rare species or critical habitats within the former Camp Sagamore property requiring protection beyond that afforded by existing laws and regulations. They recommended that deer feeding be discontinued and hunting in the vicinity of the Camp Sagamore buildings be suspended up to five years to protect the tame deer herd until they had dispersed.

A major issue raised by Camp Sagamore representatives was the concern that the proximity of hunters bearing firearms, especially during the big game season, could deter people from visiting Camp Sagamore and participating in its educational and recreational programs. The Department decided that the protection of the economic viability of the organization engaged in the preservation of Camp Sagamore warranted the establishment of a safety zone around the building complex. In 1976, 6NYCRR section 95.1 was adopted, prohibiting hunting and trapping within a described area of approximately 100 acres around the Camp Sagamore property (Appendix 21).

Raquette Lake Reservoir - Due to its former use as a public water supply, public fishing on this small reservoir was restricted. In 2005, the Town of Long Lake completed drilling of wells near the reservoir for use as a water supply for the Town of Raquette Lake. Consequently, the Raquette Lake Reservoir is now available for anglers.

l. Special Events

Wakely Dam Ultra-Runners Event- This annual foot race uses a 32.6 mile section of the N-P Trail from Piseco to Wakely Dam.

New York State Muzzle-Loaders Rendevous- The New York State Muzzle-Loaders Association holds its annual primitive rendevous and black powder hunt in the MRPWF. This event, held under a TRP from the Department, draws approximately 50-70 campers. All participants must have camps and clothing of a primitive nature. A visitors day, open to the public, is held during the week drawing up to 300 guests.

Black Fly Challenge Mountain Bike Race- The Adirondack Mountain Bike Association holds a yearly mountain bike race from Indian Lake to Inlet across the LLCRR. This race is held under a TRP from the Department.

Adirondack Canoe Classic - This event is held annually on the first weekend after Labor Day. The route begins on First Lake of the Fulton Chain in Old Forge and ends in Saranac Lake. The route traverses portions of the MRPWF on Fifth, Sixth, Seventh and Eighth Lakes of the Fulton Chain, as well as Brown's Tract Inlet.

Other Uses/Benefits

Other recreational activities that occur in the MRPWF include commercial recreation by guides and outfitters, photography, snowshoeing and nature appreciation. In some cases the method of access, for example, in the case of all-terrain bicycling and snowmobiling, can also be a form of recreation. Geocaching is a new type of recreation that has developed within the last several years. This pastime involves the placing of a "cache," usually a small plastic container housing a log book, somewhere in the outdoors. GPS coordinates for the cache are then posted on a website and participants use handheld GPS units to locate the cache. Once they find the cache, they sign the log book. A couple of locations have been reported for the MRPWF. DEC does not encourage the placement of physical geocaches on Forest Preserve lands and Forest Rangers have removed

some of them in the past. Virtual geocaches are caches which do not involve the container or its contents; instead, the coordinates lead the participant to a location which is notable for scenic or other qualities. DEC does not prohibit geocaching on State lands at this time. DEC requests however, that all geocaches be labeled and will continue to work with the geocaching community to ensure that problems do not arise. Appropriate guidelines will be developed by DEC if necessary.

In addition to recreation, the natural resources within the MRPWF provide many societal benefits. A few examples include watershed protection, scientific research opportunities, preservation of biological diversity and open space values.

m. Projected Use

It is clear that we have limited capabilities to project wild forest use. A handful of studies are in agreement that use will increase, but they do not agree on the projected rates of increase. All studies have predicted the steady, slow to modest increases seen in the last 20 to 40 years. The greatest difficulty in projecting future wild forest use is due to the limited current and past use information, as past use is the basis for estimating future use (Hendee and Dawson 2002). These limitations are true for all wildlands, including the MRPWF.
In general, the demand for recreation will grow as human populations increase. Regional, national and international economic and political factors may affect the choices people make about what recreational activities to pursue. For instance, economic recession and increases in international tension could influence people in large northeastern cities to refrain from long-distance travel and pursue more local recreational activities, such as hiking and camping. Other factors, such as the aging of the American population, may lead to higher demand for more accessible recreation and lower demand for activities requiring physical exertion, such as back country hiking and camping. The following table, based on the National Survey on Recreation and the Environment, illustrates national recreation trends for certain activities from the past 20 years. These national trends, combined with the publishing of UMPs and the Department's increasing use of the internet to provide information and promotion of the Adirondacks in general as a tourist destination, will likely result in a steady increase in use of the MRPWF.

Table 6: Millions and Percentage Change of Persons 16 Years or Older Participating at Least Once in 12 Months in Certain Outdoor Recreational Activities in the United States, 1982-83, 1994-95 and 2000. (NSRE)

Activity	Number in Millions 1982-83	Number in Millions 1994-95	Percent Change from 1982-83	Number in Millions in 2000	Percent Change from 1994-95
Hiking	24.7	47.8	+93.5%	69.7	+45.8
Backpacking	8.8	15.2	+ 72.7%	22.8	+ 50.0%
Primitive Camping	17.7	28.0	+ 58.2%	31.5	+ 10.3%
Horseback Riding	15.9	14.3	- 10.1%	21.1	+ 47.5%
Snowmobiling	5.3	7.1	+ 34.0%	10.5	+ 47.9%
Cross Country Skiing	5.3	6.5	+22.6%	7.9	+0.215

Although past use data for the MRPWF is generally lacking at this time, some projections of future use may be made utilizing what data is available combined with management actions that will be proposed as part of this plan as well as those proposed for other units in the Park. Enough data is available for the two major recreational uses of this unit, snowmobiling and camping, to project likely future use levels. An analysis of each use and projections for future use are presented below.

Snowmobiling

Future levels of snowmobile use in the MRPWF generally will be determined by factors such as winter weather, the influence of general economic trends on the availability of leisure time and income for recreation and the success of local tourism marketing efforts. The use of the LLCRR as a major connecting trail between the communities of Inlet and Indian Lake is expected to remain high. The use of the proposed, Seventh Lake Mountain - Sargent Ponds Trail between the LLCRR and Raquette Lake Village is expected to become high after it is constructed. The proposals to close a number of spur trails in the unit reflect the expectation that the trend toward long-distance travel on groomed trails connecting communities, and away from local excursions on ungroomed trails, will continue. However, because some snowmobilers seek opportunities to ride off the corridor trails to destinations where they can picnic or enjoy the scenery, it is proposed that some spur and loop trails remain open. The replacement of bridges and an increase in the level of maintenance on these trails is likely to result in increased use levels. But undoubtedly, the numbers of people riding spur and loop trails will remain significantly lower than the numbers traveling the LLCRR. Periodic use surveys using electronic counters would provide reliable information about use trends.

Although no comprehensive inventory of snowmobile use exists for this unit, inferences can be made from the data provided in Section II. D. 1. Tables 3 and 4. These tables illustrate the number of snowmobile permit sales for the Towns of Webb and Inlet whose trail system is directly linked to the trail system on the western edge of the MRPWF, as well as parking permits sold by the Town of Indian Lake for the snowmobile parking area on the Cedar River Road on the eastern end of the unit. Although these two data sets are not directly derived from use on this unit, the assumption can be made that the relationship of use on surrounding private lands and those same uses of the MRPWF is linear.

Projected Impacts of increased snowmobile use on the MRPWF- An increase in use of the existing trail system within the MRPWF will have little or no impact on the trail itself. However, an increase in use will have a likely impact on air quality, noise pollution and possibly disturbance of wildlife. The impacts to air quality from snowmobile emissions may actually be reduced as the snowmobile industry moves towards the use of 4-stroke engines. Commercially available 4-stroke snowmobiles are significantly cleaner than 2-stroke sleds. Compared to previously tested 2-strokes, these 4-stroke sleds emit 98-95 % less HC, 85 % less CO, and 90-96 % less PM (Lela and White, 2002)

Camping

There are 170 existing campsites along the road system within the unit. The national trends indicated in Table 5 show a continued increase in the number of persons participating in primitive camping, a trend which is likely to continue. Thus, any reduction of sites below current use levels may result in an increase in “user defined” sites in areas which are currently not used for camping.

The Need for Inventorying and Monitoring

The projections for future snowmobiling and camping use of the MRPWF unit are based on available current use data and proposed management actions which will affect those uses. Information about current conditions and trends aids in the selection of limits of acceptable change. It also permits the effectiveness of management

programs to be assessed and suggests places where changes in management are needed (Hammitt and Cole, 1987). With this in mind, the development of a method to monitor future use and conditions must be pursued.

3. Wildlife

a. Game Species

The MRPWF provides an opportunity for a variety of wildlife related recreational opportunities. These include hunting, trapping, bird watching and wildlife photography. A number of mammals and birds may be hunted or trapped during seasons set annually by the Department. These species are identified in the Environmental Conservation Law (ECL), Section 11-0903 and 11-0908. The Department has the authority to set hunting and trapping season dates and bag limits by regulation for all game species. The unit is located within Wildlife Management Unit (WMU) 5H. Wildlife related usage has historically centered around big game hunting, primarily for deer, although bear hunting, small game hunting and fur-bearer trapping are also prominent. One of the most popular hunting periods in the unit is during the early season for black bear. During the regular big game season, the pursuit of Adirondack white-tailed deer draws hunters from throughout the east. Numerous hunters establish camps, under permit, for the duration of the season.

Deer and bear harvests for the unit can be extrapolated from town data and estimated based on the percentage of the total town area occupied by the Moose River Plains unit. The seven towns in which the unit is located – Arietta, Inlet, Lake Pleasant, Long Lake, Morehouse, Ohio and Webb – occupy 1,967 square miles, while the unit covers approximately 133 square miles, or 7% of the total. The table below shows the estimated deer and bear takes for the unit over the past 5 years:

Table 7: Estimated Deer and Bear Take for Moose River Plains Wild Forest; 1997-2007

Year	Deer Harvest	Bear Harvest
1997	53	4
1998	51	4
1999	60	5
2000	61	13
2001	50	6
2002	64	9
2003	51	12
2004	56	4
2005	62	3
2006	69	4
2007	74	4

Fur-bearer harvest can be estimated for the unit to illustrate the presence of several species. Trapping effort is known to vary somewhat annually in response to weather conditions and pelt prices, particularly in areas with

low resident human densities. In other word, trappers will not travel as far when prices are low. Thus, the estimates below cannot be used for population trend purposes, but rather for indication of presence.

Table 8: Estimated Fur-bearer Take For Moose River Plains 1997-2007

Year	Beaver	Bobcat	Coyote	Fisher	Otter
1996-1997	40	1	3	5	7
1997-1998	49	1	4	11	4
1998-1999	37	0	1	6	3
1999-2000	33	1	2	6	3
2000-2001	22	0	1	2	2
2001-2002	39	1	3	11	5
2002-2003	16	0	1	4	4
2003-2004	31	1	3	8	6
2004-2005	32	1	2	12	6
2005-2006	49	1	2	4	8
2006-2007	39	1	1	6	4

Some human uses do have the potential to affect wildlife resources on the unit, particularly relative to portions critical to deer survival in the winter. Some guidelines for use regulation in proximity to the identified deer wintering yards are found in Section III. B.2.

b. Non Game Species

Little is known on the potential impact of recreational activities within the MRPWF on non-game species. More research is necessary. Some species, such as the red-shouldered hawk, nest in areas near large coniferous and mixed forest wetlands. Osprey nest in the tops of dead trees and snags close to shallow water in which the bird forages. These sites are not very desirable for camping, resulting in less chance for conflicts. At least one species may be affected due to human interaction:

Common Loon: Common loons nest along shorelines of lakes and ponds. Their nests are often very near the water line, and are susceptible to disturbance from the land or from the water. Nests along shore are more susceptible to human disturbance where trails follow the shore of a lake (Titus, 1978). Shoreline use by campers, particularly on islands, has the potential to lead to the loss of nest site availability. Human disturbance, including paddling activity, can result in nest abandonment or direct injury to adult or juvenile birds. Additionally, fledgling mortality can occur if chicks are chased by boats. Water bodies with greater boating access will have higher levels of disturbance.

Loons are a long-lived species and a predator near the top of the food chain. They have great public appeal, signifying remote, wild areas to many people. Numerous natural and anthropogenic factors can impact the breeding population of loons. Natural predation of eggs and chicks is common and has been observed and documented on several occasions within the Park. Airborne contaminants, including acid rain, can cause the

bioaccumulation of mercury, a neurotoxin, and a decreased food supply, which can potentially lead to decreased reproductive success. The death of adult loons due to lead toxicity from the ingestion of lead fishing tackle accidentally lost by anglers is a concern and has recently been documented in New York State. A new law passed in 2002 bans retail sales of lead fishing sinkers weighing one-half ounce or less. This action is expected to limit the availability of lead sinkers and promote production and sale of non-lead alternatives.

The effects of direct human impacts, such as disturbance or shoreline use, on breeding loons within this unit have not been determined, but are presumed to be low due to the minimal number of MRPWF shoreline improvements and facilities. Management efforts will concentrate on protecting loon nesting areas and habitat.

4. Fisheries

A limited amount of quantitative information about the numbers of anglers who visit the waters of the MRPWF is available. However, fishing is known to be a popular activity in selected waters. Angling-related expenditures contribute to the economy of the area and have probably remained stable or increased in the last decade. Tourism and outdoor recreation are a major portion of the area's economy. It is known that floatplane operators take anglers into Squaw Lake, Indian Lake and Beaver Lake prior to Memorial Day. Similarly, a horse drawn cart operator brings sportsmen into the Lost Ponds. Such relatively expensive and unconventional methods for gaining angling access are an indication of the popularity of angling in this unit.

Fishing pressure is generally higher on better quality trout waters in the unit, although ease of access is a contributing factor. An angler catch card survey done in 1996 generated 62 responses out of 300 cards distributed to Inlet area businesses. These cards provided catch effort data from 129 anglers who fished a total of 311 hours on area waters. They caught a total of 291 salmonids or roughly one fish per hour. About 56% of the angling effort occurred in June, 25% in July and 20% in August. This pattern differs from most Adirondack trout waters which experience peak use in May, primarily because Moose River Plains roads are typically closed until Memorial Day. There appears to be very little fishing done in autumn in the MRPWF. The most popular waters in the angler survey were the Lost Ponds (25%), Icehouse Pond (20%), Cedar River Flow (18%), Otter Brook (15%) and Sumner Stream (13%). Most anglers rated the fishing experience in these waters as good to average with the exception of Cedar River Flow which most ranked as poor. Stream angling effort generally peaked right after stocking in June and many comments written on the catch cards requested continuation or an increase in stocking efforts in area waters.

Warmwater fishing effort generally peaks in July and August and is centered on the peripheral, large waters of the unit which contain largemouth or smallmouth bass, such as Seventh Lake, Eighth Lake and Mohegan Lake.

The only unit waters open to ice fishing are Limekiln Lake, Seventh Lake and Sixth Lake. Past annual reports from retired area ranger Gary Lee indicate that Limekiln Lake is most heavily and successfully fished in the winter with splake the preferred target species.

The use or possession of baitfish is prohibited in Bug Lake, Eagle Nest Lake, High Rock Pond, Icehouse Pond, the Lost Ponds, the Mitchell Ponds, Squaw Lake and Unnamed Pond B-P851.

5. Water Resources

Due to the abundance of water bodies on the unit, much recreational use revolves around water related activities. 6 NYCRR §196.5(a)(6) prohibits the use of mechanically propelled vessels on the following waters: Beaver Lake, Helldiver Pond, Icehouse Pond, Indian Lake, Lost Ponds, Lower Brown Tract Pond, Mitchell Ponds and Squaw Lake. This does not restrict the use of float planes. The Adirondack Canoe Route crosses the unit on

the way from Inlet to Raquette Lake. A public boat launch on Seventh Lake provides access for trailered boats as well as hand launched boats. The Eighth Lake campground provides for public water access to Eighth Lake. The Cedar River Flow on the eastern edge of the unit receives relatively high use by anglers and campers. The Flow also provides water access to portions of the West Canada Lake Wilderness Area.

In 2000, a lawsuit between the Adirondack League Club and the Sierra Club resulted in a settlement agreement that opened the South Branch of the Moose River across League Club lands for canoeing and kayaking. The access to begin this trip is at either Otter Brook or Rock Dam, both located on the MRPWF. All paddlers are required to meet the conditions set forth in the settlement agreement (Appendix 12).

Little Moose Lake, which was subject to a use reservation, is available for public use. The lake can be accessed via foot over the Northville-Placid Trail or the Wilson Ridge Road. Little Moose Lake supports a good brook trout fishery.

Impoundments

There are seven water bodies located within the unit which are considered impoundments:

Cedar River Flow- The flow is impounded by a 190 foot long, 15 foot high concrete dam. The spillway elevation of the dam is 2,101 feet.

Raquette Lake Reservoir- Constructed by the Town of Long Lake; elevation approximately 1,860 feet. DEC is responsible for the maintenance of this structure as it is a State owned facility.

Sixth and Seventh Lakes- The dam located on Sixth Lake is owned and controlled by the Hudson River-Black River Regulating District. Spillway elevation 1,786 feet.

Limekiln Lake- Located at the outlet of Limekiln Lake. An additional unmaintained fish barrier dam also exists below the outlet.

Mohegan Lake- Known as the Durrant Dam, located on the outlet of Mohegan Lake.

Raquette Lake- Controlled by a privately owned dam on the north end of the lake.

Little Moose Lake- An unmaintained two foot high earthen dam across the outlet. This dam may have been used to increase water flow for floating logs down the South Branch of the Moose River.

Wakely Pond- A three foot high earthen dam, the Cedar River Road, at the outlet.

E. Recreational Opportunities for Persons with Disabilities

The Federal Americans with Disabilities Act of 1990 (ADA) along with the Architectural Barriers Act of 1968 (ABA) and the Rehabilitation Act of 1973, have important implications for the management of all public lands, including the Moose River Plains Wild Forest. A detailed explanation of the ADA and its influence on management actions is provided under Section III. B. 2. f of this UMP.

In 1997, DEC adopted policy CP-3, Motor Vehicle Access to State Lands under Jurisdiction of the Department of Environmental Conservation for People with Disabilities. This policy establishes guidelines for issuing Temporary

Revocable Permits allowing qualified people with disabilities to use motor vehicles to gain access to designated routes on certain state lands.

On July 5, 2001, an Order on Consent was signed in the case of Galusha et al. v. New York, State Department of Environmental Conservation et al., a case pending in the United States District Court for the Northern District of New York. Among other things, the Order on Consent required the Department to support through the UMP amendment process, motor vehicle used for persons with disabilities holding permits under Commissioner Policy CP-3, subject to closure for seasonal conditions in DEC's discretion, certain routes in the Moose River Plains Wild Forest leading to Helldiver Pond, Icehouse Pond, Lost Ponds, Beaver Lake, and Squaw Lake. The Consent Decree also required the Department to keep open for such access, pending final approval through the UMP process, the Rock Dam, Otterbrook, Indian Lake, and Limekiln Lake-Cedar River roads in the Moose River Plains Wild Forest. The purpose of the opening of these roads was to provide persons with disabilities with access to Department recreational programs. The Order on Consent also authorized substitutions for such roads through the UMP process where necessary, provided the substitution roads provided access to the same recreational programs and totaled the same mileage.

Eight campsites along these routes were modified in 2006 to meet accessibility guidelines. Wheelchair accessible trails were constructed to Helldiver and Icehouse Ponds. Additionally, Mitchell Ponds Road and Gould Road are open under CP-3 to provide access to Department programs.

F. Relationship between Public and Private Land

1. Land Ownership Patterns and Tax Base

Hamilton County is the third largest county in the State, the least populated, and one of the two counties located entirely within the Adirondack Park. The overall population density is three people per square mile, but this small population is clustered in a few hamlets. The area accommodates a much larger seasonal population of both tourists and residents of camps or summer homes. From a regional perspective there are relatively few people living on private property within the planning area boundary, particularly when the nearby large metropolitan cities of Albany, Schenectady, and Utica are considered.

A direct economic benefit is the amount of land and school taxes paid to local governments for Forest Preserve lands. This is especially significant because State lands do not require the same infrastructure, government goods and services demanded by the private sector. Although the State does pay full taxes on the assessed value of Forest Preserve Lands pursuant to Real Property Tax Law §532(a), there may nonetheless be some impact on the local taxpayers. If the land were privately held and "improved," property taxes could increase, adding to the tax base. However, unimproved State land does not generate the public service costs (e.g. public schools, water and sewer, and road maintenance) that improved private land does.

Much of the MRPWF unit is bordered by other Forest Preserve units. These include Blue Ridge Wilderness Area, Pigeon Lake Wilderness Area, West Canada Lake Wilderness Area and the Sargent Ponds Wild Forest. Though future management of these areas is not an issue for the MRPWF Unit Management Plan, the inter-relationship between the units must be considered. Some recreational trails begin on the MRPWF and lead onto adjoining units. An example is the West Mountain Trail which enters the Pigeon Lake Wilderness after crossing a portion of the MRPWF.

2. State -Administered Land Use Controls

State-administered environmental and land use controls, including the regulations of the Adirondack Park Agency, the Freshwater Wetlands Act and the Wild, Scenic, and Recreational Rivers Act, require protection of and setback of development from important environmental resources thus protecting open space. Within the planning area, and not subject to this UMP, are privately-owned lands, most of which are classified as "Resource Management" and "Rural Use" by the Adirondack Park Agency. Around the Hamlets of Inlet, Eagle Bay and Raquette Lake, the private lands are also zoned "Low Intensity Use", "Moderate Intensity Use" and "Hamlet". These zones and the uses allowed within them are defined in the Adirondack Land Use and Development Plan. As is implied by the fact that the unit abuts private lands in several different zones, there is a wide variety of activity that could be taking place on adjacent private lands.

3. Impact of State Ownership on Adjacent Private Lands

The economic base of the general area that includes the MRPWF is influenced to a large degree by tourism, outdoor recreation and forestry. The early settlers were attracted to the area by its natural beauty and abundant fish and wildlife resources. Some individuals capitalized on these natural assets by providing services to the tourists who followed. Besides its many intrinsic values, the Adirondack Forest Preserve is an important economic asset for the region. Both indirectly, as a powerful attraction to tourists and a positive influence on private land values, and directly in terms of property tax payments to local governments, the Forest Preserve makes substantial contributions to the local economy. While some Forest Preserve visitors spend all their time on public land, most are day users who consider a Forest Preserve outing just one of many reasons to take a trip to the Adirondacks. They may combine a walk on a trail with visits to local shops and restaurants and an overnight stay at an inn or motel. Others are drawn to the area simply to enjoy the scenery of Forest Preserve lands and waters. Though these visitors may never set foot on a trail, the contribution that they make to the local economy is partly due to the existence of the Forest Preserve.

Government is the leading source of employment in Hamilton County with much of the employment highly seasonal and directly dependent on tourism and recreation, particularly in the summer months. Various local businesses such as motels, gas stations, restaurants, food stores, establishments which sell and rent goods or services benefit from the influx of hikers, campers, hunters, anglers and other recreationists attracted by nearby State lands and waters. This business has been an important part of the local economy ever since and is dependent, in part, on nearby undeveloped State lands.

4. Land Resources

To date there have been few economic studies on the impact of State ownership as it affects adjacent private lands or local communities. In some cases, property values of private land next to State holdings are increased by advertising the many benefits of Forest Preserve lands (Kay, 1985). Landowners seeking privacy and solitude have protection from adjacent private development. State lands also provide the unique opportunity of having a backyard with no maintenance costs or taxes and direct access to various recreational experiences.

While studies have been conducted regarding the economic impact of snowmobiling in New York State, data regarding economic impact solely in the Adirondack Park are not available. It should be recognized that other recreational pursuits on the Forest Preserve also contribute to local economies in the Adirondack Park (Draft Comprehensive Snowmobile Plan, 2003). A recent study by Holmes & Associates and SUNY-Plattsburgh (Holmes and Associates, 1999) noted the significant lack of research concerning the economic contribution of tourism to the economy of the Adirondack Park. The focus of the study was "the views and observations of small business owners" in the central and western Adirondacks. Among the major findings of the study was the following: After

sightseeing, the activities viewed as making the largest contribution to the areas tourism economy included snowmobiling, canoeing and kayaking, hiking, cross-country skiing, downhill skiing and observing birds and animals, in that order. A majority of respondents view those six recreation activities as "very important" to their local economies. Activities identified by business operators with the most economic potential included snowmobiling and cross-country skiing. A closer look at subregions within the Adirondacks shows substantial geographic variation in perceived economic opportunities. For example, business operators in the Speculator areas view cross-country skiing as having the greatest potential. The preference for winter recreation activities reflects in part the business operators' preference for an expanded winter tourist season and highlights winter activities that appear to be locally underdeveloped. Nonetheless, the support of expanded snowmobiling and cross-country skiing point to the importance of a central and western Adirondack initiative to plan, develop and promote those opportunities. While viewing scenery was recognized as the most important tourism related activity, snowmobiling was selected as the next most important activity, economically. Canoeing and kayaking were listed as third in importance among the activities listed, with cross-country skiing viewed as equal in economic value to hiking.

Attractions such as the summits of Rocky and Wakely Mountains, the Northville-Lake Placid trail, and adjacent DEC campgrounds draw numbers of people into the area. Public purchase of local goods and services generates recreation dollars whose multiplier effect is felt throughout the surrounding area.

5. Wildlife

The pursuit of wildlife provides substantial economic income to the state and local communities throughout New York. The expenditures of sportsmen who hunt or trap are important to NY's economy. Expenditures for licenses, equipment, firearms, ammunition, gasoline, lodging, meals and a variety of other purposes infuse money into the local economy. The value of the meat or hides obtained further adds to the value. Besides the value for hunting and trapping, wildlife attracts people for a variety of other uses, such as hiking, bird watching, photography. People pursuing these activities infuse considerably additional money into the State and local economy.

6. Fisheries

Quantitative estimates of angler use and its economic impact on the MRPWF are not available. Angling-related expenditures contribute to the economy of the area and have likely remained stable or increased in the last decade

7. Water Resources

The abundance of readily accessible lakes and ponds in the unit contributes to and helps maintain a stable tourism economy for the area. This water resource attracts various recreational activities along with providing water access to both private and MRPWF lands.

In the winter, some frozen water bodies are utilized as travel corridors to connect snowmobile trails and for the purpose of accessing temporary ice shanties used for ice fishing. In addition, selected water bodies can provide landing and drop off locations for float plane pilots in the area.

8. Relationship of Adjacent Private Lands to State Holdings

The lands of the Adirondack League Club form a majority of the southwest boundary of the unit. These lands are primarily managed for timber production and for the recreational use of the clubs members. The Rock Dam Road

has been used in the past, under TRP, by the Adirondack League Club to reach portions of their lands for timber harvesting. The most significant impact along this boundary is the potential for Forest Preserve users to trespass onto private lands. This generally occurs during the big-game hunting season.

The opening of Camp Sagamore to public use has also impacted the MRPWF unit. Visitors to the camp often use trails adjacent to Camp Sagamore or through their visit acquire information on the surrounding Forest Preserve and the recreational opportunities available.

Private lands near or adjacent to this unit have the potential to both compliment and complicate DEC management. All of the private lands adjacent to this unit have the potential to be developed. Development of these properties could contribute to additional user demands on the unit. Like many regions of the Adirondack Park, this area could face a rapid rise in development, residential and commercial, by those seeking to live in or near wild forest lands or by those who wish to utilize its attraction for recreationists for profit.

The Town of Long Lake has maintained a reservoir on the unit to supply water to the Village of Raquette Lake. Facilities in conjunction with the reservoir include a chlorinator building, underground pipe lines and an access road. This reservoir has been replaced with a well system located along the access road to the reservoir.

There are several Great Camps located adjacent to, or in the general vicinity of, the MRPWF Unit. These include: Camp Uncas, Camp Sagamore, Camp Pine Knot, Echo Camp and Kill Kare. Camp Sagamore and Camp Uncas are both listed as National Historic Landmarks.

9. Historic Great Camps Special Management Area

The Department proposes to establish an Historic Great Camps Special Management Area (HGCSMA) consisting of Forest Preserve lands located in the immediate vicinity of the historic properties at Great Camp Sagamore and Great Camp Uncas. The HGCSMA will be administered to promote traditional public recreational access in the wild forest and wilderness areas adjacent to these camps in a manner which recognizes the unique setting of the two camps, their history, their contribution to tourism and educational and cultural programs in the region, and their support for protection of adjacent Forest Preserve resources. Additionally, the creation of the HGCSMA will provide a mechanism of ensuring that programmatic activities of the Great Camps are consistent with public use of the surrounding Forest Preserve. Day to day administration of the HGCSMA will include partnerships with the two camps, utilizing such tools as Adopt-a-Natural-Resource Agreements and Memoranda of Understanding (See Appendix15).

G. Relationship between MRPWF and Adjacent State and Municipal Lands

The MRPWF unit boundary adjoins two Wild Forest Areas, three Wilderness Areas, one Primitive Area, three campgrounds and one boat launch. The Town of Inlet's Fern Park, a municipal recreation area, also adjoins the unit. Several ski and bicycle trails originating on Town lands are connected to trails within the MRPWF.

1. State Lands under the Jurisdiction of DEC

Sargent Ponds Wild Forest *(45,300 acres)*

This unit borders the MRPWF along the shore of Raquette Lake. The mean high water mark is the boundary between the units and the bed of the lake is part of Sargent Ponds. The APSLMP describes the unit as follows:

> *"Known to many canoeists, hunters and fishermen, this wild forest area offers intimate sightings of Adirondack wildlife and bog plants. The trail to Sargent Ponds courses through stands of old growth forest. Many of the picturesque tall pines along the Marion River may be glimpsed from the highway.*"

Fulton Chain Wild Forest *(15,158 acres)*

The two units share a relatively short border along the southwest boundary of the MRPWF. The boundary is Third Lake Creek. The APSLMP describes the unit as follows:

> *"This unit has a high recreational potential due to its location within short driving distance of the populated Mohawk Valley. Uses include hiking, camping, canoeing, hunting, fishing, horse-back riding, cross country skiing, snowmobiling and sight-seeing, the latter drawing many visitors to the Rondaxe Mt. Fire Tower during the fall foliage season."*

West Canada Lake Wilderness *(156,695 acres)*

The boundary between the MRPWF and the WCLWA extends from the southeast corner of the Adirondack League Club lands along the South Branch of the Moose River, the Indian River to Indian Lake then northeasterly to the Cedar River Flow. The Indian Lake Road and the Otter Brook Truck Trail form a majority of the boundary. Access to much of the northern portion of the West Canada Lake Wilderness is from the road system on the MRPWF. The APSLMP describes the unit as follows:

> *"The terrain ranges from swamp flats and rolling hills to steep mountains such as Snowy. Water drains from the area into three basins: the Hudson,the Mohawk and the Black. Among the areas chief attributes are its numerous ponds, lakes and streams, most of which support a brook trout population. The forest cover consists chiefly of mixed hardwood-softwood types with large diameter trees of both types on the more fertile soils. There is also considerable acreage in spruce-balsam swamp and beaver meadow."*

Blue Ridge Wilderness Area *(45,736 acres)*

The boundary between the two units follows the South Inlet of Raquette Lake to the Sagamore Road then heads southeasterly before turning northeast towards the Wakely Mountain Primitive Area. The boundary then follows the Wakely Mountain Trail and several old roads to the Cedar River Road. The APSLMP describes the unit as follows:

> *"The area is dominated by Blue Ridge, a height of land ranging from 2,700 to 3,497 feet in elevation and running in a general east-west direction for a distance of more than six miles. On the lower north slopes of the ridge there are a number of attractive little trout ponds with foot trails leading to them from Route 28. The forest cover is typical mixed hardwood-softwood types with the higher elevations predominantly covered with spruce and balsam. Most of the old growth spruce and hemlock suffered heavy damage in the 1950 blow down, which affects the character of the area even to this day*."

Pigeon Lake Wilderness Area *(50,100 acres)*

The MRPWF-PLWA boundary runs from Sucker Brook Bay on Raquette Lake southwesterly to the Brown Tract Campground following an old roadway. From the campground, the Uncas road forms the boundary until private lands are reached. The APSLMP describes the unit as follows:

> *"The terrain consists of low, rolling hills, with the exception of West Mountain near the eastern boundary. There are many brook trout ponds and streams and a considerable expanse of swampland along the courses of Sucker Brook and Beaver Brook. The forest cover runs to mature or near-mature mixed softwoods and hardwoods, with some dense spruce-balsam types near the summit of West Mountain and in the swampland."*

Wakely Mountain Primitive Area *(120 acres)*

The WMPA and the MRPWF share a short boundary formed by the Wakely Mountain foot trail. Access to the foot trail leading to the fire tower on the summit is located on the MRPWF along the Cedar River Road.

Intensive Use Lands

Limekiln Lake Campground

This 271 campsite facility is located near the western entrance of the MRPWF. Much of the intensive use area is surrounded by part of the MRPWF. The campground offers boat, canoe and kayak opportunities on Limekiln Lake as well as a nature trail which is located on both Intensive Use lands and Wild Forest.

Eighth Lake Campground

This 126 campsite facility is located between Seventh and Eighth Lakes of the Fulton Chain of Lakes just north of the hamlet of Inlet. The campground provides access to Seventh and Eighth Lakes for canoeing and kayaking as well as access to numerous foot and bicycle trails on the MRPWF.

Brown Tract Campground

This 90 campsite facility is located on Lower Brown Tract Pond nestled between the MRPWF and the PLWA.

2. State Lands under the Jurisdiction of DEC and DOT

NYS DOT Travel Corridor

This land category is unique in that several State agencies are involved in its administration. A travel corridor is defined as: *"...that strip of land constituting the roadbed and right-of-way for state and interstate highways in the Adirondack Park, and those NYS lands immediately adjacent to and visible from these facilities."* (APSLMP, 2001, page 46)

NYS Route 28

The 10.5 mile section of this highway from near Eagle Bay to the South Inlet of Raquette Lake passes through this unit. The Seventh Lake Boat Launch is located adjacent to a portion of this highway.

3. Other Lands under the Jurisdiction of DOT

In 1986, a 6.41 acre parcel was transferred from DEC to DOT along the Sagamore Road. This parcel was to be used for a highway maintenance center. The 6.41 acres transferred were deducted from the Land Bank specifically created for highways within the Park.

4. State Lands under the jurisdiction of HRBRRD

The Hudson River-Black River Regulating District (HRBRRD) has jurisdiction over the dam on Sixth Lake.

5. Town Lands

The Town of Inlet owns and maintains a public recreational park, Fern Park, on Town lands adjoining the unit. Many of the trails in this facility connect with trails on the MRPWF. Opportunities exist for hiking, mountain

biking, skiing and snowmobiling. Appendix 15 contains a map of the Fern Park and adjoining State land trail system.

H. Capacity to Withstand Use

Carrying Capacity Concepts

The Moose River Plains Wild Forest, like any other natural area in the Forest Preserve, cannot withstand ever-increasing, unlimited visitor use without suffering the eventual loss of its essential, natural character. This much is intuitive. What is not intuitive, however, is how much use and of what type the whole area - or any particular site or area within it - can withstand before the impacts of such use cause serious degradation of the very resource being sought after and used. Therefore, a wildland manager's most important and challenging responsibility is to work to ensure a natural area's carrying capacity is not exceeded while concurrently providing for visitor use and benefit.

The term carrying capacity has its roots in range and wildlife sciences. As defined in the range sciences, carrying capacity means *"the maximum number of animals that can be grazed on a land unit for a specific period of time without inducing damage to the vegetation or related resources"* (Arthur Carhart National Wilderness Training Center, 1994). This concept, in decades past, was modified to address recreational uses as well. However in its application to recreational use, it has been shown to be significantly flawed when the outcome sought has been the maximum number of people who should visit and recreate in an area such as the Moose River Plains Wild Forest. Much research has shown that the derivation of such a number is not useful.

Essentially, this is because the relationship between the amount of use and the resultant amount of impact is not linear (Krumpe and Stokes, 1993). For many types of activities, for instance, most of the impact occurs with only low levels of use. In the case of trail erosion, once soil starts to wash away additional foot travel does not cause the impact upon the trail to increase proportionately. It has been discovered that visitor behavior, site resistance and resiliency and type of use may actually be more important in determining the amount of impact than the amount of use, although the total amount of use is certainly still a factor (Hammit and Cole, 1987).

This makes the manager's job much more involved than simply counting, redirecting, and perhaps restricting the number of visitors in an area. Influencing visitor behavior can require a well-planned, multi-faceted educational program. Determining site resistance and resiliency always requires research, which often includes time, legwork and experimentation. Shaping the types of use impacting an area can call not only for education, research and development of facilities, but also for the formulation and enforcement of a set of regulations which some users are likely to regard as objectionable.

Nevertheless, the shortcomings of a simple carrying capacity approach have become so apparent that the basic question has changed from the old one of, "How many is too many?" to the new, more realistic "How much change is acceptable?" The DEC embraces this change in approach while recognizing the tasks it calls for in developing the best foundation for management actions. Professionally-informed judgments must be made such that carrying capacity is given definition in terms of resource and social conditions that are deemed acceptable. These conditions must be compared with the on-the-ground conditions; certain projections must be made; and management policies and actions must be drafted and enacted with an aim toward maintaining or restoring the conditions desired.

This shift in managers' central focus - away from trying to determine how many visitors an area can accommodate to trying to determine what changes are occurring in the area and whether or not they are acceptable - is as critical to a wild forest area like the Moose River Plains Wild Forest as it is to a wilderness. All

such areas are State Forest Preserve units which must be protected, as per the state Constitution, as *"forever wild forest lands."* Furthermore, the APSLMP dictates in the very definition of wild forest areas that their *"essentially wild character"* be retained.

The magnitude of the challenge here is made evident by other statements and acknowledgments found in the APSLMP concerning wild forest areas. The 1972 APSLMP claim that *"[m]any of these areas are under-utilized"* remains seemingly true, and from this determination and the determination that these areas *"are generally less fragile, ecologically"* comes a directive that *"these areas should accommodate much of the future use of the Adirondack Forest Preserve."*

Clearly a delicate balancing act is called for, and yet just as clearly, the Department's management focus must remain on protecting the resource. *"[F]uture use"* is not quantified in the above directive, but it is generally quantified and characterized in the definition of wild forest as only *"a somewhat higher degree of human use"* when compared to wilderness. And whereas certain *"types of outdoor recreation... should be encouraged,"* they must fall *"[w]ithin constitutional constraints... without destroying the wild forest character or natural resource quality"* of the area.

A central objective of this plan is to lay out a strategy for achieving such a balance in the MRPWF. This strategy reflects important guidelines and principles, and has directed the development of the management proposals which are detailed in Section VIII.

Planning Approach

The approach to the development of a unit management plan for the MRPWF involves a combination of two generally accepted wilderness planning methods: (1) the goal-achievement framework; and (2) the Limits of Acceptable Change (LAC) model employed by the U.S. Forest Service and other agencies.

Goal-Achievement Framework

In wild forest areas, the Department is mandated by law to implement actions designed to realize the intent of the wild forest guidelines of the APSLMP. The goal-achievement framework will be used to organize this management plan to direct the process of determining appropriate management actions through the careful development of goals and objectives. Goals are general descriptions of management direction reflecting legal mandates and general conditions to be achieved or maintained in the MRPWF area. Objectives are statements of more specific conditions whose achievement will be necessary to assure progress toward the attainment of the established goals. In each category of management activity included in Section IV and Section V of this plan, the current management situation is assessed and assumptions about future trends and conditions are discussed. Proposed management objectives describing conditions to be achieved are presented and individual actions to meet the objectives are proposed. However, this approach does not identify specific thresholds of unacceptable impact on particular resources or give managers or the public clear guidance as to when a particular restrictive management action is warranted. For these issues, the LAC process will be used.

Limits of Acceptable Change (LAC) Process

The Limits of Acceptable Change (LAC) process employs carrying capacity concepts to prescribe not the total number of people who can visit an area but the desired resource and social conditions that should be maintained regardless of use. Establishing and maintaining acceptable conditions depends on explicit management objectives which draw on managerial experience, research, inventory data, assessments, projections and public input. When devised in this manner, objectives founded in the LAC process dictate how much change will be allowed, as well as how management will respond to changes. Indicators, measurable variables that reflect conditions, are chosen and standards, representing the bounds of acceptable conditions,

are set, so management efforts can address unacceptable changes. A particular standard may be chosen to act as a boundary which allows for management action before conditions deteriorate to the point of unacceptability. The monitoring of resource and social conditions is critical. The LAC process relies on monitoring to provide systematic and periodic feedback to managers concerning specific conditions related to a range of impact sources, from visitor use to the atmospheric deposition of pollutants.

A number of management issues on the MRPWF could be addressed by the LAC process. Such issues may be categorized as conflicts between public use and resource protection, conflicts between users and conflicts between outside influences and the objectives for natural resource or social conditions within the unit. For instance, two goals of management are protecting natural conditions and providing public recreational access. Yet the promotion of recreational use could have unacceptable impacts to natural resources, such as the soils and vegetation in a popular camping area. The LAC process could be used to determine the thresholds of acceptable soil and vegetation impacts and what management actions would be taken to protect resources from camping use. LAC does not work in every situation. For example, managers do not need a process to help them determine how much illegal ATV use is acceptable; because existing wild forest guidelines and regulations strictly limit public motor vehicle use, all illegal motor vehicle use is unacceptable.

The LAC process involves 10 steps:

Step 1: Define Goals and Desired Conditions
Step 2: Identify Issues, Concerns and Threats
Step 3: Define and Describe Acceptable Conditions
Step 4: Select Indicators for Resource and Social Conditions
Step 5: Inventory Existing Resource and Social Conditions
Step 6: Specify Standards for Resource and Social Indicators for Each Opportunity Class
Step 7: Identify Alternative Opportunity Class Allocations
Step 8: Identify Management Actions for Each Alternative
Step 9: Evaluate and Select a Preferred Alternative
Step 10: Implement Actions and Monitor Conditions

The application of the LAC process will require a substantial commitment of staff time and public involvement. The full implementation of LAC for each unit will occur over a period of years. Of the 10 steps of the LAC process, this plan implements steps 1, 2 and 3, which apply to all the resources and conditions of the unit. The application of steps 4, 5 and 6 to selected issues is proposed for the next five years.

As a part of step two of LAC, this UMP identifies significant management issues affecting the MRPWF. From the list in Section III-F, issues suitable for the application of the LAC process will be selected. For these issues, the Department will implement the four major components of the LAC process:

- The identification of acceptable resource and social conditions represented by measurable indicators;
- An analysis of the relationship between existing conditions and those desired;
- Determinations of the necessary management actions needed to achieve and preserve desired conditions; and,
- A monitoring program to see if objectives are being met over time.

Though LAC will not be fully implemented, this plan provides substantial resource inventory information, sets goals founded on law, policy and the characteristics of the area, identifies management issues and lays out an extensive system of proposed objectives and actions designed to meet management goals. Ultimately a

monitoring system will be put in place, and management actions will be revised and refined over time in response to the results of periodic evaluation to assure that desired conditions will be attained or maintained.

Impacts of Public Use

A systematic assessment of the impacts of public use within the MRPWF has not been conducted. There are a few locations within the MRPWF that the amount of use or character of use is such that resource impacts are evident. These areas include Wakely Dam, Wakely Mountain Trail and some of the roadside campsites. These impacts do not necessarily suggest that the carrying capacity of these areas has been exceeded. However, the impacts do point to the need for specific management actions to correct the problems.

While additional information is needed about overall public use of the MRPWF and the impacts of use on the areas physical and biological resources, as well as its social impacts, the planning team considered the best available information. For ease of organization, the capacity of the MRPWF to withstand use is divided into three broad categories: physical, biological and social. For each category, the definition of capacity will be followed by the known current situation within the MRPWF. The management objectives and proposed management actions to deal with existing or potential future problems are presented in Section IV of this plan.

Physical capacity- May include indicators that measure visitor impacts to physical resources (e.g. soil erosion on trails, campsites and access sites) and changes to environmental conditions (e.g. air and water quality).

Biological capacity- May include indicators that measure visitor impacts to biological resources (e.g. vegetation loss at campsites or waterfront access sites) and changes in the ecosystem (e.g. diversity and distribution of plant and animal species).

Social capacity- May include indicators that measure visitor impacts on other visitors (e.g. conflicts between user groups), the effectiveness of managerial conditions (e.g. noncompliant visitor behavior) and interactions with the area's physical or biological capacity (e.g. noise on trails, campsites and access sites).

1. Physical

The physical capacity of a land area to withstand recreational use is the level of use beyond which the characteristics of the areas soils, water and wetland resources and topography undergo substantial unnatural changes. The capacity of a particular site is related to slope, soil type, ground and surface water characteristics, the type of vegetation that occupies the site and the types or amount of recreational activity to which the site is subjected. In some cases physical impacts observed within the area are due to erosion brought on by inadequate or infrequent maintenance or poor layout and design, rather than actual use. In other instances impacts may be caused by illegal uses of the area.

As indicated by register information and observations by DEC staff, public use of the MRPWF is relatively high. This is especially true for snowmobile use and camping. Most snowmobiling within the unit occurs on motor vehicle roads thus limiting any physical impacts to the roadbed. Campsites throughout the unit show the most signs of physical impacts through loss of vegetation, damage to trees and occurrences of littering. The loss of vegetation on these sites, or the appearance there of, may be a result of the sites' construction. Many of these sites, when originally built, where hardened with gravel, the result of which may be that vegetation cannot be established on the site. In some instances, vegetation loss from the site is evident and is usually the result of foraging for firewood.

Campfires have historically been associated with the camping experience and many people value the presence of a fire as an important part of their recreational experience. While some users now carry portable backpacking

stoves, eliminating the need for fire for cooking, the fire remains an important social focus. Existing Department regulations allow for fires for the purpose of *"cooking, warmth or smudge"* on most public forest lands in the State (6 NYCRR § 190.1 [a]). Within the MRPWF, there are some problems associated with fire such as improper location, damaged trees, partially burned garbage, and melted or broken glass. Physical impacts associated with fire within the MRPWF unit generally occur at designated campsites. Although fire sites are quite small, firewood gathering in popular areas can cause impacts. This activity increases the area of disturbance around campsites. Excessive firewood gathering can lead to the cutting of live and dead standing trees once all available on-ground sources are consumed. Pulling off limbs results in visual impacts for other users.

Air quality in the region including the MRPWF is largely a product of forces and activities originating outside the unit. The air quality impacts resulting from the building of campfires by visitors are limited and localized. Smoke from campfires is not known to have significant ecological effects. The effects of exhaust emissions from snowmobile use within this unit have not been comprehensively studied or documented.

Impacted Areas

A physical inspection of parts of the MRPWF identified areas where man made impacts to the natural environment have been observed. Some of these impacted areas, and proposed management actions to address them, are further described in Section IV.

Wakely Dam Campsites- This area currently has ten designated campsites within a very small area. The area also receives heavy day-use. Physical impacts observed include loss of vegetation, some soil compaction and litter.

Other Campsites- Many of the existing campsites throughout the unit show some physical impacts. Generally in the form of loss of vegetation, both on and off the site, tree cutting and litter. A detailed campsite inventory completed in 2002 as part of this plan will provide a baseline for monitoring these impacts in the future. This inventory can be found in Appendix 8.

Wakely Mountain Trail- This popular foot trail ascends several steep pitches approaching the summit of Wakely Mountain. In several locations soil erosion is evident. This is likely the result of poor trail location, shallow soils and lack of maintenance. Future trail stabilization work is necessary to protect this resource from further damage and to ensure a safer trail surface.

Snowmobile Trails

Snowmobiling is likely the greatest use of the entire MRPWF. The lack of registers prevents an accurate estimate of actual snowmobile use within the unit. A cushion of ice and snow tends to prevent soil impacts when the trail is covered, with land resource impacts generally minor. Minor trail surface disturbance occurs during the early and late portions of the season when the ground is not completely covered with ice and snow. Some new maintenance problems have developed in recent years. The decking on snowmobile bridges receives excessive wear from the increasing use of carbide studs and runners on some snowmobiles. This new problem along with the increase in size and weight of snowmobiles has led to a modified bridge design. Research concerning the environmental effects of snowmobiles was reviewed by DEC staff with results and conclusions compiled in the DEC/OPRHP Snowmobile Plan for the Adirondack Park /FEIS of 2006 (2006 Snowmobile Plan). See: http://www.dec.ny.gov/outdoor/27707.html.

Water Resources

Impacts relating to shoreline use, such as camping, have been shown to have little effect on the water quality of the adjacent water body (Werner, Leonard and Crevelling, 1985). Of more concern are the social issues and impacts to the biological component of this natural resource.

Erosion of portions of the shoreline of State land can be the result of wave action and water level changes. Wave action is created both naturally and by motor boats, with some hull configurations creating larger waves than others. High lake levels can also be a contributing factor to erosion.

2. Biological

The biological capacity of a land area to withstand recreational use is the level of use beyond which the characteristics of the areas plant and animal communities and ecological processes sustain substantial unnatural change. A review of available information indicates that the level of use within the unit does not appear to be exceeding the capacity of the biological resources to withstand use.

Plant life

Impacts from public use to area vegetation include illegal tree cutting, removal of brush and loss of vegetation due to expansion of campsites. Additional impacts to this resource involve tree cutting allowed by easement or road and utility line maintenance (under TRP) or tree removal associated with trail maintenance, rehabilitation and development. Another potential impact is the introduction of invasive species into the unit.

Wildlife

The impact of public use on most wildlife species within the MRPWF is unknown, but there is likely minimal impact with the possible exception of the most heavily used areas. These heavily used areas represent only a small portion of the MRPWF so the overall impact is expected to be minimal.

Non-Game Species

Common Loon: Common loons nest along shorelines of lakes and ponds. Their nests are often very near the water line, and are susceptible to disturbance from the land or from the water. Nests along shore are more susceptible to human disturbance where trails follow the shore of a lake (Titus, 1978). Shoreline use by campers, particularly on islands, has the potential to lead to the loss of nest site availability. Human disturbance, including paddling activity, can result in nest abandonment or direct injury to adult or juvenile birds. Additionally, fledgling mortality can occur if chicks are chased by boats. Water bodies with greater boating access will have higher levels of disturbance.

Loons are a long-lived species and a predator near the top of the food chain. They have great public appeal, signifying remote, wild areas to many people. Numerous natural and anthropogenic factors can impact the breeding population of loons. Natural predation of eggs and chicks is common and has been observed and documented on several occasions within the Park. Airborne contaminants, including acid rain, can cause the bioaccumulation of mercury, a neurotoxin, and a decreased food supply, which can potentially lead to decreased reproductive success. The death of adult loons due to lead toxicity from the ingestion of lead fishing tackle accidentally lost by anglers is a concern and has recently been documented in New York State. A new law passed in 2002 bans retail sales of lead fishing sinkers weighing one-half ounce or less. This action is expected to limit the availability of lead sinkers and promote production and sale of non-lead alternatives.

The effects of direct human impacts, such as disturbance or shoreline use, on breeding loons within this unit have not been determined, but are presumed to be low due to the minimal number of MRPWF shoreline improvements and facilities. Management efforts will concentrate on protecting loon nesting areas and habitat.

Game Species

Impacts appear to be minimal for the handful of game species monitored. The Bureau of Wildlife monitors populations of game species partly by compiling and analyzing harvest statistics, thereby quantifying the effects

of consumptive wildlife use. Harvest statistics are compiled by town, county and wildlife management unit. It can be assumed that because of the heavily forested condition of the State lands and inaccessibility of some areas, fewer deer per square mile are harvested on MRPWF than on the surrounding private lands. The narrow range of variation in annual harvest numbers, along with regular season regulations of bucks only, demonstrate little impact on the reproductive capacity of a deer population. Overall, deer populations within the unit are capable of withstanding current and anticipated levels of consumptive use.

An analysis of black bear harvest figures, along with a study of the age composition of harvested bears indicates that hunting has little impact on the reproductive capacity of the bear population. Under existing regulations, the unit's bear population is capable of withstanding current and anticipated levels of consumptive use.

While detrimental impacts to game populations over a large area are unlikely, Wildlife Biologists continually monitor harvests with special attention to otter, bobcat, fisher and marten. These species can be susceptible to over-harvest to a degree directly related to market demand for their pelts and ease of access. The Bureau of Wildlife monitors furbearer harvest by requiring trappers to tag the pelts of beaver, bobcat, fisher, marten and otter. Specific regulations are changed when necessary to protect furbearer populations.

Other Impacts

Water fluctuations can have a significant impact on nesting loons, marsh birds and waterfowl in general with furbearers such as muskrats and beaver also affected. Numerous studies have been conducted to assess the effects of marine engine pollution on the aquatic environment. The basic conclusion from this research indicated that outboard and inboard motors are not polluters of any major significance in larger waterbodies. Outboard motor manufacturers were required to decrease overall emissions by 2006. New four-stroke motors meet these EPA requirements and emit significantly less pollution than conventional two-stroke motors. The effect of snowmobiles on deer wintering areas or other area wildlife has been researched in the past and is still under investigation. In the Adirondacks, deer use the same yarding areas annually, although the precise boundaries change over time with succession. Deer use within yarding areas will also change annually in response to winter severity. The maintenance and protection of winter deer yards remains a concern of wildlife managers, particularly in the Adirondacks, as they fulfill a critical component of the seasonal habitat requirements of white-tailed deer.

Fisheries

DEC angling regulations are designed to conserve fish populations in individual waters by preventing over-exploitation. Angling regulations effectively control impacts of angler use. DEC monitors the effectiveness of angling regulations, stocking policies and other management activities by conducting periodic biological and chemical surveys. Based on analysis of biological survey results, angling regulations may be changed as necessary to protect the fish populations of the Moose River Plains Wild Forest. Statewide angling and special angling regulations provide the protection necessary to sustain or enhance natural reproduction where it occurs.

In addition to angling regulations, factors at work in the unit which serve to limit use include the relative remoteness of some ponds and streams from roads, the seasonal nature of angling in coldwater ponds and seasonal road closures. Because angler use of back country streams in the unit is believed to be light, the brook trout populations which they support can sustain anticipated harvest levels without damaging their capacity to maintain themselves naturally. The few warmwater game fish species found in the unit also have proven their ability to maintain themselves under existing regulations without the need for stocking.

When necessary, populations of coldwater gamefishes are maintained or augmented by DECs annual stocking program. Most warmwater species, such as smallmouth bass, largemouth bass, and panfishes, are maintained

by natural reproduction; however, stocking is sometimes used to introduce those fishes to waters where they do not exist. This plan proposes stocking largemouth bass into unnamed pond B-P825 if a future survey indicates biological, chemical and physical conditions are appropriate for such an introduction (see pond narratives in Appendix 5).

3. Social

The social capacity of a land area to withstand recreational use is the level of use beyond which the likelihood that a visitor will achieve his or her expectations for a recreational experience is significantly hampered. Social capacity is strongly influenced by an area's land classification, which in turn determines the management objectives for the area and the degree of recreational development possible. While solitude may be managed for in some locations, it is not as important a component of the recreational experience in wild forest areas as it is in wilderness. Social conflicts mainly occur due to recreationists seeking different experiences. A source of tension can derive from different ideas of what constitutes a camping experience; some visitors anticipate spending a quiet evening observing their natural surroundings, while others look forward to a party atmosphere.

User satisfaction from recreating is a function of both perception and expectation with the presence, number and behavior of others encountered having a direct influence on the quality of the experience. Compatibility between uses usually involves how quiet or noisy an activity is, whether it is consumptive or non-consumptive, whether it involves individuals or groups and whether it is a traditional or newly introduced activity. A few recreationists feel that other users degrade the quality of their own experiences. Particularly controversial in this respect are motorized recreational activities to which people involved in non-motorized activities often object. Sound related impacts can cover a large area but are generally temporary in nature with little or no physical effect on the environment. Loud noise could impact area wildlife or alter the experience of a person seeking to escape the sounds of civilization. For other users, particularly those using motor vehicles such as snowmobiles, the sound is an expected normal part of the overall recreational experience.

According to available information and the low level of reports of user conflict, the current level of public use within the MRPWF is not believed to be exceeding the social capacity of the area to withstand use.

I. Education, Interpretation and Research

Current educational efforts on this unit are limited to information provided by the Forest Ranger and Assistant Rangers as well as at the kiosks at the Limekiln and Cedar River gates. A brochure covering a portion of the unit is also available for public distribution.

Research activities on the MRPWF unit are conducted under Temporary Revocable Permits from the Department. Research projects have included TRPs for: geological research, collection of plant specimens, effects of acidic deposition on fish and water quality, water chemistry, nitrogen cycling, sphagnum moss studies and stream monitoring.

III. MANAGEMENT AND POLICY

A. Past and Present Management

The administration of Forest Preserve land is the responsibility of the Division of Lands and Forests. The responsibility for the enforcement of DEC rules and regulations lies with the Office of Public Protection. The Division of Operations conducts construction, maintenance and rehabilitation projects. The Bureau of Recreation within the Division of Operations operates and manages the public campgrounds adjacent to the unit. The Division of Fish, Wildlife and Marine Resources manages the State's fish and wildlife resources.

1. Land Management

The State acquired an original tract of 9,000 acres in the heart of what is now the MRPWF before 1900. In 1948 the Conservation Department issued a permit allowing Gould Paper Company to use an existing wagon road known as the Kenwell Road to haul timber across State lands and to maintain a gate at the end of the road near Limekiln Lake to prevent public access. The Department acquired 15,710 acres surrounding Limekiln Lake from Gould in 1960, then another Gould parcel encompassing Lost Ponds and containing approximately 1,803 acres in 1962. An individual owner sold the State a parcel of 356 acres including Beaver Lake in 1963. The majority of what is now the MRPWF and the northern part of the West Canada Lake Wilderness was added to the Forest Preserve in 1963 when Gould Paper Company sold the State a tract of 50,970 acres stretching from Horn Lake on the west to Manbury Mountain on the east. Major subsequent additions included 602 acres surrounding Wakely Dam and the north end of Cedar River Flow from Finch, Pruyn and Company in 1964 and two large parcels acquired from International Paper Company: the 1,120-acre Cellar Mountain parcel in 1986 and a tract of 9,925 acres south of Wakely Mountain in 1988. The larger parcel was acquired subject to a 1987 easement conveyed by IP to Hamilton County for the maintenance of the four miles of Cedar River Road which crossed the parcel. Appendix 25 contains an acquisition map.

A small parcel was acquired in 1981 along Route 28. This acquisition included access to the shore of Fourth Lake. However, there is no potential to develop any water access at this location. Appendix 15 contains a deed and sketch map for this parcel.

After this major acquisition, the Department took an active approach to the management of the area then referred to as the "Moose River Recreation Area," a name which reflected the intent behind the purchase. From the beginning, the Department pursued the development of an extensive road system to provide public access to the remote interior for hunting, trapping, fishing and camping. An early Department report indicated that there were about 178 miles of primary gravel roads and an equal extent of secondary and winter roads throughout the former Gould lands. However none of the roads was suitable for public motor vehicle use without significant improvement. Minutes to a meeting of Department staff on December 9, 1963 included an estimated cost of $25,000 for the annual maintenance of 50 miles of roads and bridges. Starting in 1964, Division of Fish and Wildlife staff used heavy equipment to improve roads initially identified for public use. When the area first was opened to the public on October 23, 1964, the road connecting the Limekiln and Cedar River entrances had just been cleared by bulldozer, but remained difficult to traverse. In addition to the LLCR Road, the Rock Dam Road, Otter Brook Road and Sly Pond Loop were open to public use by permit for a total of about 30 miles. Fifty-six parking areas were established along the road system. At the entrance gates, cars were assigned parking areas and travel was allowed only to and from those areas. The public were required to have four-wheel drive vehicles or tire chains. Pickups with slip-on campers were permitted from the start, but because the roads were not yet suitable, trailers were not permitted.

In a road plan adopted in 1965, roads to be designated were divided into three categories. Twenty-two miles would be first priority roads, open to all traffic; 30.5 miles would be second priority roads open only to four-wheel drive vehicles; and 7.5 miles would be administrative roads restricted to use by Department staff for crossing private property. In the first years after the area was opened to the public, access remained difficult because of the effects of weather on road conditions. In the summer of 1965, work needed to make the roads passable delayed opening until July 1. In order to minimize fire danger and facilitate the disposal of trash, the public was allowed to camp only in areas adjacent to the roads and for a maximum of 3 days. Trash receptacles eventually were provided at most campsites and Department staff collected trash twice a week through the 1970s. The trash was deposited at a dump site south of the LLCR Road east of Helldiver Pond.

The road crew worked steadily year by year to improve the roads with the intention of ultimately allowing them to be traveled safely by cars. After the extensive logging by Gould, especially after the 1950 Blowdown, much of the area was occupied by thick low vegetation, the tops of harvested and wind-thrown trees. Foot travel was difficult. To allow hunters to more easily travel through more remote areas in search of game, Fish and Wildlife staff used a bulldozer to clear and extend logging roads and skid trails to serve as foot trails, starting in the late 1960s. Trails cleared in this way include routes to Mitchell Ponds, Bear Pond, Lost Ponds, Cellar Pond, Beaver Lake, Sly Pond and Squaw Lake, as well as those along Benedict Creek and Butter Brook. A number of routes cleared at that time are now within the West Canada Lake Wilderness, including the trails to Horn Lake and Falls Pond. Many of the cleared routes extended beyond the trails currently marked and maintained. A map prepared by Jack Harnish, a member of the crew that did the trail clearing work, is on file with the Department.

The minutes of the December 9, 1963 Department staff meeting mentioned above 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.

Because of the importance of the Plains as a deer wintering area, the Department’s game management staff began studying the area in 1931. Hunting and fishing advocates such as the Adirondack Conservation Council supported the acquisition of the Plains and the development of its roads, trails and campsites for hunting and fishing access. In 1965 and 1966 with federal Pittman-Robertson Act funding, 30 log landings were graded for hunter parking access and 30,000 trees were planted in the Plains area as an experiment intended to provide winter deer shelter.

In 1965 housing was constructed for the Limekiln and Cedar River gatekeepers. The possibility of a use fee was discussed, but no fee was charged during the early years. During the 1976 season the Department charged a fee of $1.50 or $2.00 per car. A subsequent assessment determined that most of the revenue generated by the fee was offset by the costs of staffing and administration. The fee was discontinued the following year.

Work to clear hunter access trails by bulldozer continued for a few years. However, after repeated incidents of public motor vehicle travel on these trails, 16 barriers were installed in 1970, and motor vehicles no longer were used to maintain the trails. Also in 1970, the original road plan was changed to close 22.5 miles of the original 30.5 miles of secondary roads to the public and retain them as administrative roads. The other 8 miles, consisting of the beginning of the Otter Brook truck trail and the road to the Indian River, were upgraded to primary roads and the gate at the Otter Brook bridge was removed.

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 motorhomes 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.

For several years after the Department first erected wood signs in the MRPWF, they were repeatedly damaged by black bears. To prevent further destruction, metal signs were installed in 1975.

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 2008 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.

In recent years, maintenance activities have focused on keeping the road system in passable condition, replacing inadequate culverts and trail maintenance. In 2001, four gravel pits were reclaimed and replanted.

In 1996 an engineering evaluation was completed for the public motor vehicle roads in the unit. The report focused on 8 major and 12 minor culvert problem areas and made recommendations for replacing existing culverts with new structures of sufficient capacity to handle a design storm of 100-year occurrence probability with a snowmelt allowance. Between 2000 and 2005, 11 of the 12 minor sites, with the exception of site 10B, were addressed and site 5A of the major sites is the only one complete. The report and an updated status can be found in Appendix 22.

In 1974, jurisdiction over approximately one acre of State land was transferred from the Hudson River-Black River Regulating District to the Department for use as a canoe access site on Sixth Lake. In 1986, the Department transferred jurisdiction of 6.41 acres of State land along Sagamore Road to DOT. This parcel encompasses an old sand pit and was transferred so that DOT could relocate their maintenance facility from an area immediately adjacent to State Route 28 to a more screened location. DEC reserved the right to use gravel from this site, as long as it did not interfere with the DOT facility. Currently DOT does not use the site, but may use it at some time in the future.

2. Public Use

When the Moose River Recreation Area was first opened to the public, use levels were relatively high. During big game hunting season in 1964, 2,021 vehicles with 5,764 passengers signed in. Though the area originally was purchased and developed for use by hunters, trappers and anglers, the first 10-day report filed after the 1965 opening on July 1 indicated that 75 percent of visitors were campers and sight-seers. In 1966, 7,809 people signed in as anglers and 23,408 camper-days were recorded during big game hunting season, about 6,000 of which were recorded for campsites beyond the Otter Brook bridge. Big game hunters were very successful in the early years, harvesting 373 deer and 15 bear in 1966 and a high of 404 deer in 1968. Deer harvest levels declined sharply after 1969, with 77 harvested in 1970 and 11 in 1971. Since the 1970s the number of deer taken by

hunters has increased and in recent years harvest numbers have nearly returned to the levels recorded in the 1960s. The MRPWF remains popular with hunters, trappers and anglers.

Early management included the adoption of a number of regulations in 1972. These regulations, which still apply to public use of the area, require visitors to register at the Cedar River and Limekiln entrances, require the use of tire chains after October 1 except on 4-wheel drive vehicles, prohibit snowmobile operation during the big game hunting season and prohibit the use of motorcycles and motorized bicycles. Current conditions may warrant the elimination of the registration requirement and the prohibition against motorcycle use.

3. Wildlife Management

The Moose River Plains has a rich history of pioneering winter white-tailed deer research. The Plains was known to be a major deer wintering area prior to 1900, and long term studies of winter deer survival by the Conservation Department, which would become the Department of Environmental Conservation, commenced in 1931. Moose River Plains deer studies provided a wealth of important information related to winter range capacities for deer, impacts of artificial feeding on natural landscapes, northern deer reproductive rates and the effects of winter severity on deer populations. A controversial study conducted in February of 1964 involved collection of 50 deer from the Plains by Conservation Department Biologists. While the results of the 1964 collection added significantly to knowledge about Adirondack deer, the basis for the study was not well understood by North Country residents. Unfortunately, this impaired Department relations with local sporting interests. Nonetheless, the deer studies, which continued annually through the 1960s, contributed much to our current understanding of deer biology on northern ranges.

Hunting and Trapping Regulations

Regulations controlling season dates, method of taking and bag limits for wildlife have been the principal wildlife management techniques applied to unit lands. Early regulations were written consistent for all of northern New York, the equivalent of today's Northern Zone. In the past, DEC subdivided the State into numerous Deer Management Units (DMU) for big game and Wildlife Management Units (WMU) for small game and furbearers. Each unit was defined according to its distinctive ecological and social characteristics. In an effort to make hunting and trapping regulations more user-friendly and easier to understand, a single set of management units is now used for all species. Boundaries were adjusted when necessary and a new alpha-numeric identification system was created. Decisions concerning wildlife management are ordinarily based upon these management units which are typically larger than individual Forest Preserve units. The MRPWF occupies a portion of the larger forest stands and landforms within WMU 5H, the number indicating the wildlife region generally responsible for that unit.

Waterfowl season parameters are largely established by Federal authority, but states have some flexibility for season modifications within the Federal framework.

Nuisance Wildlife Policy

The Bureau of Wildlife investigates nuisance wildlife complaints on a case-by-case basis. The DEC does not actively control nuisance wildlife except when the behavior of wildlife is deemed to threaten the lives of visitors. No major conflicts between visitors of the MRPWF and resident wildlife have been reported. Beaver activity occasionally floods trails or roads in the unit.

Surveys and Inventories

Over the years, both game and non-game species of wildlife and significant wildlife habitats have been the subjects of various surveys and inventories.[7] Maps showing the locations of significant wildlife habitats have been created and are continually updated by DECs Wildlife Resources Unit. Significant habitats within the unit are described in the Section II- A - 4 - Critical Habitat.

Annual flights through the Adirondacks to inventory active osprey nests and to determine nesting success are conducted by the Bureau of Wildlife. Eagle and peregrine falcon nests and deer wintering areas are monitored annually. Periodically, DEC and private agencies have surveyed common loon populations in the State. DEC's last loon survey was completed in 1985. The Breeding Bird Atlas Project was conducted from 1980 to 1985 and censussed breeding birds statewide. The Atlas 2000 project is currently repeating the survey to learn how breeding bird distribution has changed. As mentioned elsewhere, harvest figures are collected annually for a variety of game species.

Species Restoration

A number of wildlife species once native to the Adirondacks were extirpated either directly or indirectly as a result of human activities. In recent years, recognizing the desirability of at least partially restoring the composition of wildlife species originally present in the Adirondacks, DEC and others have launched projects to reintroduce the peregrine falcon, bald eagle and Canada lynx.

DEC began an effort to reintroduce the peregrine falcon to the Adirondacks in 1981 by implementing a method of artificially rearing and releasing young birds to the wild called "hacking." Between 1983 and 1985, 55 bald eagles also hacked within the Adirondack region. The peregrine and bald eagle restorations have been very successful statewide, but no nesting activity by either species has been discovered within the unit since the end of the hacking program.

The State University of New York College of Environmental Science and Forestry, through the Adirondack Wildlife program, conducted an experimental project to reintroduce the Canada lynx to the Adirondack High Peaks region. Lynx were first released in 1989; a total of 83 animals were released by the spring of 1991. The restoration is considered to be a failure, as a lynx population has not been re-established in the Adirondacks.

Invasive/Exotic Wildlife

A Non-indigenous Aquatic Species Comprehensive Management Plan prepared by the Department in 1993 identifies strategies to eliminate or reduce environmental, public health and safety risks associated with non-indigenous aquatic species, particularly zebra mussels.

Other Fauna/Public Health Concerns

Wildlife occasionally can impact the health or enjoyment of outdoor recreationists. In some cases, area waters are treated with Bti to help reduce the numbers of black flies. This activity falls within the scope of Article 15 of the Environmental Conservation Law and an aquatic pesticide application permit and TRP are required under NYCRR Part 329. The more common potential health concerns include:

[7] *The New York Natural Heritage Program is a cooperative effort between the Nature Conservancy and DEC to inventory and manage the occurrence of rare plants, animals and exemplary natural communities in New York State. It is closely related in scope and purpose to DECs Significant Habitat Program. Natural Heritage and Significant Habitats jointly issue reports and maps assessing resource conditions.*

Chronic Wasting Disease (CWD) in White-tailed Deer - Chronic Wasting Disease (CWD) is a rare, fatal, neurological disease found in members of the deer family (cervids). It is a transmissible disease that slowly attacks the brain of infected deer and elk, causing the animals to progressively become emaciated, display abnormal behavior and invariably results in the death of the infected animal. Chronic Wasting Disease has been known to occur in wild deer and elk in the western U.S. for decades and its discovery in wild deer in Wisconsin in 2002 generated unprecedented attention from wildlife managers, hunters and others interested in deer. Chronic Wasting Disease poses a significant threat to the deer and elk of North America and, if unchecked, could dramatically alter the future management of wild deer and elk. However, there is no evidence that CWD is linked to disease in humans or domestic livestock other than deer and elk.

In 2005, the New York State Department of Environmental Conservation (NYSDEC) received confirmation of CWD from two captive white-tailed deer herds in Oneida County and subsequently detected the disease in two wild deer from this area. Until recently, New York was the only state in the northeast with a confirmed CWD case in wild deer. However, CWD was recently detected in a wild deer in West Virginia.

The NYSDEC has established a containment area around the CWD-positive samples and will continue to monitor the wild deer herd in New York State. More information on CWD, New York's response to this disease, the latest results from ongoing sampling efforts and current CWD regulations are available on the NYSDEC website: http://www.dec.ny.gov/animals/33220.html

Giardiasis - This intestinal illness sometimes called "beaver fever" is caused by a microscopic parasite called *Giardia lamblia*. Even though many animals other than man can act as hosts, including the beaver, improper disposal of human excrement is one of the primary reasons for the increased numbers of this parasite in the interior.

Lyme disease - This infection is caused by the bite of a deer tick carrying a bacterium and often infects deer, field mice, humans and household pets.

West Nile Virus - A relatively new viral disease that is carried by birds and can be transmitted to humans, in particular, through mosquito bites. It is often fatal to some species of birds, such as crows, but in most species it is not fatal. It can be fatal in humans, especially in those with compromised immune systems. The use of insect repellant will help reduce exposure.

Rabies - Rabies is a viral infection that affects the nervous system of all mammals, including humans. It is usually transmitted by the bite of an infected animal to another. Like other viral infections, it does not respond to antibiotics and is almost always fatal once the symptoms appear. Major carriers of rabies include raccoons, skunks, bats and fox species but all mammals can be potential carriers

4. Fisheries Management

Fisheries management in the MRPWF has emphasized brook trout; however, brown trout, rainbow trout, splake, kokanee salmon, landlocked Atlantic salmon and lake trout have been stocked in some unit waters. Squaw Lake, the Lost Ponds, Eagles Nest Lake, Icehouse Pond, High Rock Pond and Raquette Lake Reservoir have been managed solely for brook trout. Brown trout have been stocked, sometimes in conjunction with brook trout, in Beaver Lake, Cedar River Flow, Helldiver Pond, Wakely Pond and the Mitchell Ponds. Rainbow trout and landlocked salmon provide popular fisheries in Seventh and Eighth Lakes. Splake are stocked in Limekiln Lake and were formerly stocked in the Mitchell Ponds. Kokanee salmon may still be present in Bug Lake and the Mitchell Ponds but will not be stocked in the future. Lake trout are stocked in Seventh Lake, Eighth Lake, Bug Lake and Mohegan Lake.

Past fisheries management actions in the Moose River Plains include reclamations of Limekiln Lake, Fawn Lake, Bug Lake, Eagles Nest Lake, Beaver Lake, Lower and Upper Mitchell Ponds, Icehouse Pond,and East and West Lost Pond. Icehouse Pond is limed periodically by DEC to maintain adequate pH levels, while High Rock Pond, Trout Pond and unnamed pond B-P792 were experimentally limed once by Cornell University in the early 1980s. A fish barrier dam on the outlet of the Lost Ponds is inspected annually and maintained as necessary by DEC. This barrier was last rebuilt in 2005.

Moose River Plains Wild Forest waters generally are subject to statewide angling regulations. A number of the larger border waters are managed under special fishing regulations and provide for angler use throughout the year.

Historical biological data are available for most named waters in the unit excluding 33, small unnamed waters. Appendix 5 presents pond-specific survey and management data for MRPWF waters.

B. Management Guidelines

1. Guiding Documents

This Unit Management Plan has been developed within the guidelines set forth by Article XIV, Section 1 of the New York State Constitution, Article 9 of the Environmental Conservation Law, Parts 190-199 of Title 6 NYCRR of the State of New York, the Adirondack Park State Land Master Plan and established Department policy.

Article XIV, Section 1 of the New York State Constitution provides in part that, *"The lands of the State, now owned or hereafter acquired, constituting the Forest Preserve as now fixed by law, shall be forever kept as wild forest lands. They shall not be leased, sold or exchanged, or be taken by any corporation, public or private, nor shall the timber thereon be sold, removed or destroyed."*

The APSLMP provides guidance for the use and management of lands which it classifies as *"wild forest"* by establishing basic guidelines.

DEC policy has been developed for the public use and administration of Forest Preserve lands. Select policies relevant to the management of this unit include:

1. Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve (CP-17).
2. Motor Vehicle Access to State Lands under the Jurisdiction of DEC for People with Disabilities (CP-3).
3. Standards and Procedures for Boundary Line Maintenance (NR-91-2; NR-95-1).
4. Tree Cutting on Forest Preserve Land (O&D #84-06).
5. Cutting and Removal of Trees in the Forest Preserve (LF-91-2).
6. The Administration of Conservation Easements (NR-90-1).
7. Acquisition of Conservation Easements (NR-86-3).
8. Division Regulatory Policy (LF-90-2).
9. Adopt-A-Natural Resource (ONR-1).
10. Policies and Procedures Manual Title 8400 - Public Land Management.
11. Adirondack Subalpine Forest Bird Conservation Area- Management Guidance.
12. Forest Preserve Roads (CP-38).

The Department also maintains policy to provide guidelines for the design, location, siting, size, classification, construction, maintenance, reconstruction and/or rehabilitation of dams, fireplaces, fire rings, foot bridges, foot trails, primitive camping sites, road barriers, sanitary facilities and trailheads. Other guidelines used in the administration of Forest Preserve lands are provided through Attorney General Opinions, Department policy memos and Regional operating procedures.

The recommendations presented in this Unit Management Plan are subject to the requirements of the State Environmental Quality and Review Act of 1975. All proposed management activities will be reviewed and significant environmental impacts and alternatives will be assessed.

Guidance and Clarification Documents

- Guidelines for Motor Vehicle Use Proposals in Wild Forest UMPs Memorandum - 7/25/2001
- Management Guidance - Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park, November 2009 (Appendix 1)

SEQRA

The recommendations presented in this unit management plan are subject to the requirements of the State Environmental Quality and Review Act of 1975. All proposed management activities will be reviewed and significant environmental impacts and alternatives will be assessed.

State of New York Snowmobile Trail Plan

The Statewide Snowmobile Plan was completed by OPRHP in October, 1989. The overall goals of the plan are to provide a statewide snowmobile trail system while protecting the environment and properly addressing the concerns of the non-snowmobiling public. The Statewide Snowmobile Plan provided a trail classification system and conceptual corridor trail system. While the Adirondacks were included within the Statewide Snowmobile Plan, the classification and standards for snowmobile trails on Forest Preserve lands in the Adirondacks were refined in the Snowmobile Plan for the Adirondack Park/ FEIS of 2006 (2006 Snowmobile Plan) and subsequently in the *Management Guidance*. The 2006 Snowmobile Plan/ FEIS includes the identification of a conceptual system of community connections, balanced with interior trail re-designations for non-motorized use only, and other possible mitigative actions. New and reconfigured trails contemplated for State lands pursuant to the *Management Guidance* will require specific authorization in an approved UMP for each individual location.

The Biodiversity Act

The Biodiversity Act of 1993 mandates that DEC identify, manage and conserve plants, animals and ecological communities that are rare in New York State, and that are located on State-owned lands under the jurisdiction of the Department. The Act also establishes the New York Natural Heritage Program to identify, locate, rank and maintain records on the status of rare plants, animals and ecological communities, for the purpose of conserving and managing the States biological diversity.

Historic Preservation

The New York State Historic Preservation Act of 1980 (SHPA, Article 14 of Parks, Recreation and Historic Preservation Law) and its implementing regulations (9 NYCRR 426, 427 and 428) created the State Register of Historic Places and recognizes the National Register of Historic Places. The statute further obligates State agencies to act as stewards of historic properties (buildings, structures, objects and archaeological sites) they own and requires that agencies identify, evaluate and mitigate impacts to historic properties that might be

affected by actions they undertake, fund or permit. The Department is also specifically charged with providing historic sites and services within the Adirondack Park in ECL Articles 9 and 41.

The historic and archaeological sites located within the MRPWF, as well as additional unrecorded sites that may exist on the property, are protected by the provisions of the New York State Historic Preservation Act, Article 9 of Environmental Conservation Law, 6 NYCRR Section 190.8 (g) and Section 233 of Education Law. Unauthorized excavation and removal of materials from any of these sites is prohibited by Article 9 of Environmental Conservation Law and Section 233 of Education Law. In some cases additional protection may be afforded these resources by the federal Archaeological Resources Protection Act (ARPA).

2. Application of Guidelines and Standards

All projects will be developed in accordance with the above mentioned laws, rules, regulations and policies and will incorporate the use of Best Management Practices, including but not limited to such considerations as:

a. Construction Projects

- Locating improvements to minimize necessary cut and fill;
- Locating improvements away from streams, wetlands and unstable slopes;
- Use of proper drainage devices such as water bars and broad-based dips;
- Using stream crossings with low, stable banks, firm stream bottom and gentle approach slopes;
- Constructing stream crossings at right angles to the stream;
- Limiting stream crossing construction to periods of low or normal flow;
- Avoiding areas where habitats of Threatened and Endangered species are known to exist;
- Using natural materials to blend the structure into the natural surroundings.

Lean-tos:

- Locating lean-tos to minimize necessary cut and fill;
- Locating lean-tos to minimize tree cutting;
- Locating lean-tos away from streams, wetlands and unstable slopes;
- Use of drainage structures on trails leading to lean-to sites, to prevent water flowing into site;
- Locating lean-tos on flat, stable, well-drained sites;
- Limiting construction to periods of low or normal rainfall.

Parking Lots:

- Locating parking lots to minimize necessary cut and fill;
- Locating parking lots away from streams, wetlands and unstable slopes wherever possible;
- Locating parking lots on flat, stable, well-drained sites;
- Locating parking lots in areas that require a minimum amount of tree cutting;
- Limiting construction to periods of low or normal rainfall;
- Limiting the size of the parking lot to the minimum necessary to address the intended use.

Trails:

- Locating trails to minimize necessary cut and fill;
- Wherever possible, lay out trails on existing old roads or clear or partially cleared areas;
- Locating trails away from streams, wetlands and unstable slopes wherever possible;
- Use of proper drainage devices such as water bars and broad-based dips;
- Locating trails to minimize grade;

- Using stream crossings with low, stable banks, firm stream bottom and gentle approach slopes;
- Constructing stream crossings at right angles to the stream;
- Limiting stream crossing construction to periods of low or normal flow;
- Using stream bank stabilizing structures made of natural materials such as rock or wooden timbers;
- Using natural materials to blend the structure into the natural surroundings.

Bridges:

- Minimizing channel changes and the amount of cut or fill needed;
- Limiting construction activities in the water to periods of low or normal flow;
- Minimizing the use of equipment in the stream;
- Installing bridges at right angles to the stream channel;
- Constructing bridges to blend into the natural surroundings;
- Using stream bank stabilizing structures made of natural materials such as rock or wooden timbers;
- Stabilizing bridge approaches with aggregate or other suitable material;
- Using soil stabilization practices on exposed soil around bridges immediately after construction;
- Designing, constructing and maintaining bridges to avoid disrupting the migration or movement of fish and other aquatic life;

Mountain Bike Trails:

- Look for and identify control points (e.g. wetlands, rocks, outcrops, scenic vistas);
- Avoid sensitive areas, wetlands and wherever water collects. Keep trails below 2,500 feet;
- Use existing roadways where possible to create easier routes
- Utilize existing trails to create single track routes;
- Clear new trails to a maximum width of 4 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. Out sloping in this manner helps to remove water from the trail. Vegetate back slopes;
- Build flow into the trail with open and flowing designs with broad sweeping turns;
- Streams should be crossed at 90 degree angles preferably across rock or gravel;
- Bridges may be used where steep banks prevent normal stream crossings;
- Do not construct skid berms or extensive banked turns that may accelerate erosion;
- Avoid acute, sharp angle turns;
- 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 annually. Address water problems immediately.

b. Pond Reclamation

All pond reclamation projects will be undertaken in compliance with the *Programmatic Environmental Impact Statement on Fish Species Management Activities of the Department of Environmental Conservation, Division of Fish and Wildlife*, dated June 1980 and the *Programmatic Environmental Impact Statement on Undesirable Fish Removal by the Use of Pesticides Under Permit Issued by the Department of Environmental Conservation, Division of Lands and Forests, Bureau of Pesticides Management*, dated March 1981.

c. Liming

All liming projects will be in compliance with the Final Generic Environmental Impact Statement on the New York State Department of Environmental Conservation Program of Liming Selected Acidified Waters, dated October 1990, as well as the Division of Fish, Wildlife and Marine Resource's liming policy.

d. Fish Stocking

All fish stocking projects will be in compliance with the Programmatic Environmental Impact Statement on Fish Species Management Activities of the Department of Environmental Conservation, dated December 1979.

e. Protection of Deer-Wintering Areas

Research on wildlife responses to winter recreation (e.g., cross-country skiing, foot travel, and snowmobiling) is limited. Studies conducted on mule deer (Freddy et al., 1986) and elk (Cassirer et al., 1992) suggest that these species can be disturbed by these activities. However, when planning the location of recreational trails, general guidelines for protecting deer wintering areas can be followed which should reduce the potential for disturbance.

Maintenance and protection of deer-wintering areas are important in maintaining deer in the northern portions of their range. Activities which substantially diminish the quality or characteristics of the site should be avoided, but this does not mean human use is always detrimental. Forest stewardship activities, pass-through trails, and other uses can be compatible with a deer yard if carefully considered. The most important characteristic of an Adirondack deer yard is the habitat configuration making up a "core" and travel corridors to and from the core. The core is typically an area of dense conifer cover used by deer in severe conditions. Travel corridors are dense but narrow components which allow access to food resources in milder conditions. Through trails used by snowmobiles can also be acceptable, particularly if the traffic is not prone to stopping or leaving the trail footprint. Various research conducted in the 1970s indicated that snowmobile use in deer wintering areas could be both detrimental and beneficial to deer depending on the circumstances. High levels of snowmobile use can increase the energy demands of deer within the yard due to increased movement, but the packed surface of a snowmobile trail is often also used by deer to access other portions of the yarding area. Snowmobile trails can create access for free-roaming dogs. Coyotes can also use the hardpacked trail. Today's snowmobiles are less capable of off trail use than the smaller lighter machines of 20 years ago, and trail networks allowing through traffic are far better developed than in the past. It should also be noted that a study in Wisconsin showed cross-county skiers frightened deer more than snowmobiles. (Marchinton R.L. and Hirth DH, Chapter 6 Behavior in Halls LK 1984) Some general guidelines follow.

Deer Yard Protection in the Adirondacks

- Maintain a minimum 100 foot forested buffer on either side of streams to protect winter habitat and travel corridors between core yard components.
- Avoid placement of heavily used ski trails through core segments of deer yards to reduce disturbance associated with skiers stopping to observe deer.
- Trails should not traverse core segments of deer yards in densely populated areas such as hamlets, villages, or along roadsides developed with human habitation because they provide access for free roaming dogs.

The Department's Northern Zone deer biologists do not presently feel that snowmobile activity has a significant adverse impact on deer populations. Care should be used in the planning of snowmobile trails in, or adjacent to, deer wintering areas. Increased human activity within the core of a yarding area can result in an increased energy demand to deer present in the immediate vicinity of the trail. During portions of the day when use is

limited however, the same trail may also provide a firm, packed surface readily used by deer for travel between yard components during periods of deep snow.

f. Application of the Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA), along with the Architectural Barriers Act of 1968 (ABA) and the Rehabilitation Act of 1973; Title V, Section 504, have had a profound effect on the manner by which people with disabilities are afforded equality in their recreational pursuits. The ADA is a comprehensive law prohibiting discrimination against people with disabilities in employment practices, use of public transportation, use of telecommunication facilities and use of public accommodations. Title II of the ADA requires, in part, that reasonable modifications must be made to the services and programs of public entities, so that when those services and programs are viewed in their entirety, they are readily accessible to and usable by people with disabilities. This must be done unless such modification would result in a fundamental alteration in the nature of the service, program or activity or an undue financial or administrative burden.

Consistent with ADA requirements, the Department incorporates accessibility for people with disabilities into the planning, construction and alteration of recreational facilities and assets supporting them. This UMP incorporates an inventory of all the recreational facilities or assets supporting the programs and services available on the unit, and an assessment of the programs, services and facilities on the unit to determine the level of accessibility provided. In conducting this assessment, DEC employs guidelines which ensure that programs are accessible, including buildings, facilities, and vehicles, in terms of architecture and design, transportation and communication to individuals with disabilities. A federal agency known as the Access Board has issued the ADA Accessibility Guidelines (ADAAG) for this purpose.

An assessment was conducted, in the development of this UMP, to determine appropriate accessibility enhancements which may include developing new or upgrading of existing facilities or assets. The Department is not required to make each of its existing facilities and assets accessible so long as the Department's programs, taken as a whole, are accessible. New facilities, assets and accessibility improvements to existing facilities or assets proposed in this UMP are identified in the Proposed Management Actions section.

For copies of any of the above mentioned laws or guidelines relating to accessibility, contact Carole Fraser, DEC Universal Access Program Coordinator at 518-402-9428 or cafraser@gw.dec.state.ny.us.

3. Deed Restrictions

There are two use and occupancy reservations on the MRPWF unit; Bear Pond Sportsmen Club Inc.- A 10 acre and a 1 acre reservation in Lot 4, Township 5, T&C Purchase, along with a right-of-way for ingress and egress. This reservation expires March 26, 2022. The Town of Long Lake has maintained a reservoir for municipal water supply, approximately 0.25 miles south of the Sagamore Road, since the 1930s This reservoir is pursuant to Article XIV, Section 2 of the New York State Constitution which states "The legislature may by general laws provide for the use of not exceeding three per centum of such lands for the construction and maintenance of reservoirs for municipal water supply, and for the canals of the state. Such reservoirs shall be constructed, owned and controlled by the state, but such work shall not be undertaken until after the boundaries and high flow lines thereof shall have been accurately surveyed and fixed, and after public notice, hearing and determination that such lands are required for such public use. The expense of any such improvements shall be apportioned on the public and private property and municipalities benefitted to the extent of the benefits received. Any such reservoir shall always be operated by the state and the legislature shall provide for a charge upon the property and municipalities benefitted for a reasonable return to the state upon the value of the rights and property of the state used and the services of the state rendered, which shall be fixed for terms of not

exceeding ten years and be re-adjustable at the end of any term. Unsanitary conditions shall not be created or continued by any such public works."

Camp Uncas, on Mohegan Lake, has a deeded right to use a spring located on adjacent Forest Preserve lands for a water supply. This spring was used until wells were drilled on the private lands in the mid 1990s. The cistern and pipes used for the spring are still located on State lands.

Great Camp Sagamore, Camp Uncas, Kamp Kill Kare and a small inholding along the Mohegan Lake Road all have deeded rights for access as well as for providing power and phone service across State land.

4. Deed Provisions

Finch, Pruyn and Company conveyed a 594 acre parcel, now within the MRPWF, as a gift to the State for forestry purposes. In 1956, the State took title to the 594-acre parcel in Township 3 encompassing lands north of Sixth Lake. The deed includes the provision that the lands are given *"for forestry purposes, in accordance with the provisions of Subdivision 7 of Section 50 of the Conservation Law of the State of New York."* This law, now §9-0105(6) of the ECL, provides that the Department has the authority to: *"Receive and accept, in the name of the people of the State, by gift, devise, or otherwise, the fee or other interest or estate therein of lands or timber or both, for general conservation purposes, including but not limited to watershed protection, forest management, production of timber or other forest products, silviculture, forest and outdoor recreation and kindred purposes."*

In 2001, Finch Pruyn and Company sued the Department for the return of certain parcels within the Adirondack Park given by the company for forestry purposes in 1955, 1956 and 1962. The 1956 gift mentioned in the petition included the parcel within the MRPWF. The company contended that the Department had violated the deed conditions by not actively managing the lands for forestry purposes which included, according to the company's interpretation, the harvesting of timber. The company further alleged that the lands had been improperly designated as Forest Preserve lands, on which the harvesting of timber is not permitted.

In 2002, the New York State Supreme Court ruled in agreement with the Department's assertions that the gift lands were classified in the APSLMP when it was adopted in 1972, and that the statute of limitations for challenging the applicability of that document to the management of the gift lands had long ago expired. The court also found that no language in the 1955 and 1956 deeds indicated that those lands were not intended to be added to the Forest Preserve, and no language in any of the deeds suggested that the State's ownership of the lands would terminate automatically upon the violation of deed provisions. All lands within the MRPWF will continue to be managed as Forest Preserve lands in accordance with the wild forest guidelines of the APSLMP.

C. Administration and Management Principles

1. Administration

Administration of the MRPWF is shared by several programs in the Department. Within the context of the MRPWF, Department programs fill the following functions:

- The Division of Lands and Forests acquires and maintains land for public use, manages the Forest Preserve lands, promotes responsible use of public lands and provides educational information regarding the use of the Forest Preserve.

- The Division of Fish, Wildlife and Marine Resources protects and manages fish and wildlife species, provides for public use and enjoyment of natural resources, stocks freshwater fish, licences fishing, hunting and trapping, protects and restores habitat and provides public fishing, hunting and trapping access.
- The Natural Heritage Program enables and enhances conservation of New Yorks Threatened and Endangered plants, animals and significant ecosystems. Field inventories, scientific analyses, and expert interpretation result in the most comprehensive database on New Yorks distinctive biodiversity which provides quality information for natural resources planning, protection and management.
- The Division of Water protects water quality in lakes and rivers by monitoring water bodies and controlling surface runoff.
- The Division of Air Resources regulates, permits and monitors sources of air pollution, forecasts ozone and stagnation events, educates the public about reducing air pollution and researches atmospheric dynamics, pollution and emission sources.
- The Division of Operations designs, builds and maintains Department facilities and infrastructure, operates Department Campgrounds and day-use facilities.
- The Division of Public Affairs and Education is the public communications wing of the Department. The Division communicates with the public, promotes citizen participation in the UMP process, produces, edits and designs Department publications.
- The Division of Law Enforcement is responsible for enforcing all of New Yorks Environmental Conservation Laws relating to hunting, fishing, trapping, license requirements, Endangered species, possession, transportation and sale of fish and wildlife, trespass and damage to property by hunters and anglers.
- The Division of Forest Protection and Fire Management is responsible for the preservation, protection and enhancement of the State's forest resources, and the safety and well-being of the public using those resources. Forest Rangers are the stewards of the Forest Preserve, the primary public contact for the MRPWF and are responsible for fire control and search and rescue functions. In 1980, state law designated Forest Rangers as Peace Officers with all powers to enforce all State laws and regulations with emphasis on Article 9 of the Environmental Conservation Law and Part 190 of the Department's Regulations.

D. Management Issues, Needs and Desires

Several issues are of concern for the Department and the public in the development of this plan. Information has been obtained from the public by way of an Open House, held on January 9, 2001 at Indian Lake, by mail, and by email. The following list of issues, needs and desires were received from the public and DEC staff. Some of the issues, needs and desires have not resulted in Proposed Management Actions being developed. Where this has occurred, a justification for the exclusion is provided.

- Projects required in the ADA Consent Decree. These projects will involve the rehabilitation of several administrative roads to be open to holders of CP-3 permits for motor vehicle use. Projects will also involve the construction of accessible fishing areas and accessible canoe launches, road maintenance and improvement of campsites to meet accessibility guidelines.
- Non-compliance with the separation distance requirements set forth in the APSLMP for primitive tent sites. This is an issue along Seventh and Eighth Lakes as well as along the roads in the MRPWF.
- Parking needs; provide for safe, adequate parking at trail heads which currently do not have parking or where parking is unsafe.
- Allow floatplane use of Little Moose Lake when it becomes available for public use.

- Replacement of the bridge over the South Branch of the Moose River is desirable to a variety of user groups.
- Relocation of a portion of the Northville-Placid Trail off of roads.
- Through a Park wide campaign for "quiet waters" many comments were received both for and against designating Eighth Lake of the Fulton Chain and South Inlet of Raquette Lake as motorless waters.
- Many comments were received concerning the Department's lack of maintenance on the unit's roads and trails. Many people expressed a concern for building new facilities, when they feel the existing facilities are not being properly maintained.
- Creation of a new snowmobile trail from the LLCRR to the Seventh-Eighth Lake trail. This trail would provide a connection to Raquette Lake. Both pro and con arguments have been made by the public.
- Potential for overuse: Concerns over increasing numbers of users and the potential impacts they may have on the resources and the conflicts which may arise between different user groups.
- Lack of accurate user data: As identified in most Department UMPs there is no coordinated attempt to collect reliable data on recreational use in the unit.
- There are numerous tax parcels in Township 40 of the Totten and Crossfields Purchase that are claimed to be owned by both the State of New York and by private parties. Many of these parcels lie within the MRPWF. Title to many of these parcels of land has been in dispute since shortly after the State acquired title in the 1800s and early 1900s. Title often hinges on the question of whether the predecessors in the chain of title of the current occupants acquired prescriptive rights to the land prior to the date when the State acquired title. There is no easy resolution to these title disputes. Private citizens, who have often had camps on such lands for many years, are willing to neither concede that the State has title nor move off the land. The Department, on the other hand, is prohibited by Article XIV, Section 1 of the New York State Constitution (the "Forever Wild Clause") from leasing, selling or exchanging land which it believes to be Forest Preserve, without a Constitutional amendment. The issue of land ownership in Township 40 should be addressed through the development of a comprehensive strategy. This UMP does not recommend a solution to this issue other than to note that this is a difficult, significant issue requiring resolution.
- The current gates and signage on the Uncas and Kamp Kill Kare Roads are confusing as to the public's right to use those roads for non-motorized uses.

E. Public Participation

Effective public participation and involvement is important to the development of unit management plans. The exchange of information and perspectives between DEC staff and the public increases the understanding of resource management, unit management issues and concerns and improves decision making. A number of formal and informal activities are undertaken to inform the public, and more importantly allow citizens the opportunity to provide input on the development of the unit management plan. These include press releases, letters to interested parties, postings on the DEC web site and open houses.

Public Notification

Public participation for the MRPWF UMP began with the development of an extensive mailing list. On October 20, 2000, a package of information about the management unit and the planning process, along with an invitation to a public meeting and a request for comments, was mailed to more than 150 individuals, organizations and government agencies on the DEC-UMP mailing list. Magazines such as *The Adirondack Explorer* have facilitated public participation in planning through numerous articles about planning issues. In addition, the *Hamilton County News* has published articles describing the planning process and MRPWF open house public meeting.

UMP Open House Session

This method of citizen participation allows an opportunity for the public to get together with DEC staff and share their thoughts, ideas, hopes and desires about the future management of a particular unit. They are helpful to identify the issues, alternatives and topics to be considered and to keep the public informed and involved throughout the planning process. On January 9, 2001 an open house for the MRPWF was held at the Indian Lake Central School in the Village of Indian Lake. The meeting involved split sessions that enabled informal discussions between public and DEC staff, along with a slide presentation on the UMP initiative and the MRPWF. A list of issues and potential facilities was posted on wall flip charts for the public to examine and comment on. More than 70 citizens attended and the DEC heard oral statements from several different speakers. Detailed notes taken during the meeting were summarized for the team's reference. Additionally, numerous written statements were received from individuals and organizations. An additional, less formal open house was held on January 13, 2001, in conjunction with a Town of Inlet meeting. Approximately 30 people attended and comments were given by approximately ten attendees.

Statewide Open Houses

DEC hosted a series of UMP open houses in January, 2001, to gather public input on a number of Unit Management Plans under development. Sessions were held in Cheektowaga, Rochester, Syracuse, Greenvale, New York City, New Paltz and Guilderland to provide the opportunity to keep informed about this planning initiative to citizens who do not live close enough to attend the meetings in the Adirondacks. Approximately 518 people attended and the DEC heard oral statements from 132 speakers. Additional written statements were received.

Web Site

Information on planning efforts is available online at the DEC website. The website address is: http://www.dec.ny.gov/lands/4979.html. The site contains information regarding UMP progress and additional opportunities for public input. The website includes descriptions of many of the State land units the Department is planning for, some draft and final plans, a listing of staff responsible for accepting comments for each UMP and office and e-mail addresses for each UMP planner. A copy of the Comprehensive Snowmobile Plan for the Adirondack Park and GEIS, as well as the *Management Guidance: Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park,* can be found on DEC's website.

Document Repository

Due to its proximity to the planning area, a document repository for the MRPWF will be established at the Northville and Indian Lake DEC offices. Materials such as a copy of the draft UMP may be reviewed at the repository but not removed from the site.

Public Meeting for the Draft Plan

To further refine the future management for MRPWF, this draft UMP was subject to a public meeting and comment period. On March 30, 2006 a public meeting was held at the Inlet Town Hall. More than 90 citizens attended the meeting and the DEC heard oral statements from numerous speakers. An additional meeting was held in Albany on in April of 2006. The meeting was attended by approximately 15 people. All written and verbal comments were reviewed and considered. (See DEC comment and response section in Appendix 19.)

Public Input and Comment Update

Following the release of the Draft UMP and public meeting on March 30, 2006, public comments were received by the Department. Some input was of a form letter type, responding to numerous issues as either in favor of or opposed to proposals in the draft UMP. Other individual letters were more specific comments detailing existing

uses and needs within the MRPWF. In addition to the oral comments at the public meeting, written comments consisted of more than 5000 e-mails, letters, faxes and post cards. To receive input on proposed changes to the snowmobile trail network proposed in an addendum, released August 18, 2006, additional comments on the addendum and the draft UMP were accepted until September 22, 2006. An additional 200 written comments were received on the addendum. In some cases, public participation resulted in the proposal of new facilities or alterations to previously proposed actions.

Decision Making Process

All comments and issues were reviewed, keeping in mind the scope of the document, compatibility with various laws, DEC's statutory responsibility for the care, custody, and control of these lands and the purpose and significance of Article XIV of the Constitution.

Public comment provided valuable information to guide the decision making process used in developing this plan. While all suggestions were considered, the degree to which they could be satisfied varies. It is important to understand that decisions guiding future recreation opportunities within the MRPWF will not be made using a voting process. Decisions must consider physical, administrative or economic constraints, existing laws and policies and a determination of what is best to protect the natural resources while providing appropriate opportunities for public recreation and use. Any decision on an issue often has negative impacts or causes hardship for some people. However, to ignore issues that need to be addressed would be irresponsible. Ultimately, many decisions regarding recreation on public lands are decisions of judgement based upon what is a reasonable, sensible and responsible course of action while taking steps to minimize, when possible, any hardship the decisions may cause upon others. In a few instances, proposals identified in the Draft and proposed Final UMP were removed or revised based upon public input or new information.

IV. PROPOSED MANAGEMENT ACTIONS

The APSLMP requires an assessment of physical, biological and social carrying capacity of the area with particular attention to portions of the area threatened by overuse in light of its resource limitations and its classification under the APSLMP. This section of the plan breaks down the various resources of the unit into the following categories: bio-physical resources, land protection, man-made facilities, and public use and access. Each category is further broken down into component units where the present conditions are assessed, management objectives developed and management actions proposed. All recommended actions are consistent with the APSLMP and the management guidelines and principles outlined above, and are based on information gathered during the inventory process, through public input and in consultation with the Planning Team. Some of the management proposals in this plan are made based on the assumption that proposed reclassifications of portions of the MRPWF will occur. Should these proposed reclassifications not occur these actions will need to be revised.

More detailed information for proposed management actions at the Seventh Lake Boat Launch, Historic Great Camps Special Management Area and the proposed Moose River Plains Intensive Use Area can be found in Section V.

A. Bio-Physical Resources

1. Water

Present Situation and Assumptions:

Water quality studies have been conducted by the ALSC, researching the effects of acid deposition, and the Bureau of Fisheries routinely conducts biological surveys of area waters. No studies have been conducted to determine the effects of recreation use on water quality. As focal points for visitation, streams, springs, lakes, ponds and wetlands are on the receiving end of more human disturbance than upland forest areas. Visitors must be advised that the water is not considered potable and must be properly treated before consumption.

Those portions of the South Branch of the Moose River, the Red River, Cedar River and Otter Brook located within the MRPWF are designated as “Scenic Rivers” under the New York State Wild, Scenic and Recreational Rivers Act. See ECL 15-2713 (2)(g), 15-2714(2)(x), (ECL §15-2714 (2)(g)) and 15-2714(2)(v), respectively.

Objectives:

- Seek to achieve and maintain high water quality within the MRPWF unit.
- Reduce the potential for pathogenic contamination from all water sources.
- Reduce or eliminate aquatic invasive plant species found within the unit.

Management Actions:

- Aquatic and riparian habitats will be maintained and/or improved. Any new use which could prove damage to the character of riparian vegetation will be monitored.
- Train DEC staff working within the unit to identify and document the location of key invasive plant species.
- Management of identified populations of invasive plant species should be undertaken when appropriate. These actions may be carried out by NYSDEC personnel or by members of APIPP or other volunteers under supervision of NYSDEC through an Adopt a Natural Resource Agreement.

- Biological survey work will be incorporated in all future water related planning activities.
- Advise adjoining landowners on the use of Best Management Practices to protect water quality.
- Advise the public through DEC information and education programs to treat all water prior to consumptive use.

2. Soil

Present Situation and Assumptions:

Broad soil types accurate to an area about 40 acres in size were delineated on aerial photographs by the Natural Resource Conservation Service. Little information has been documented on wide-spread soil loss and deposition.

Objective:

- Keep soil erosion and compaction caused by recreational use within acceptable limits that closely approximate the natural erosion process.

Management Actions:

- Inventory, map and monitor soil conditions affected by recreational use.
- Relocate or rehabilitate any trail, designated campsite or lean-to which is causing significant soil erosion.
- Continue to restrict motor vehicle use during the spring breakup and during periods of excessively wet weather.
- Target trail and road maintenance to heavily eroded trails and roads; develop a priority list based on resource need rather than on user convenience.
- Request voluntary compliance with seasonal closures of trails during periods of wet weather; usually from April 1 - May 15, or at appropriate times set by the area manager.

3. Vegetation

Present Situation and Assumptions:

Much of the MRPWF's vegetated landscape has been altered by wind, fire, insects and disease, pre-Forest Preserve logging, and recreational use. Despite these influences, the unit has several unique ecosystems requiring special attention. These areas include small portions of old growth forest, wetland communities and potentially some areas not yet identified through the unit management planning process. Vegetation on some severely disturbed sites, old gravel pits for example, is not sufficient for natural re-vegetation. Four of these sites were planted with conifer seedlings in 2001. Plant inventories and ecological mapping are on-going; however, not all areas have been inventoried.

A number of invasive exotic plant species, both terrestrial and aquatic, have become established in the Adirondack Park. Under the supervision of the Adirondack Park Invasive Plant Program, numerous volunteers are involved in a program of monitoring and removing invasive plants from the Adirondack environment. The extent of exotic, non-native species introductions that compete with indigenous vegetation is not known, however, a 2005 inventory conducted by the SCA AmeriCorps identified terrestrial invasive species at the following locations in the MRPWF:

- Garlic mustard - Campsites 130AA, 123, 124, 50, 116, 101, Loop Rd. near intersection with bear Pond Trail, Lost Ponds Rd. near gate.
- Shrub honeysuckle - Campsites 69, 73 and 72.
- Wild parsnip - Campsite 63.

Objectives:

- Allow natural processes to play out their roles to ensure that the succession of plant communities is not altered by human impacts.
- Preserve and protect known locations of Threatened and Endangered species.
- Continue and enhance programs to identify and map Threatened and Endangered species.
- Assist natural forces in restoring natural plant associations and communities where they have been severely altered by human activity.
- Reduce or eliminate terrestrial invasive plant species found within the unit.
- Support scientific research projects on the MRPWF through the issuance of TRPs.

Management Actions:

- All vegetation protection and restoration programs will emphasize information and education as the primary means to reduce impacts and slow unnatural change.
- Continue botanical surveys to produce a more complete inventory of Threatened and Endangered species.
- Ecological inventorying and mapping will be correlated with recreation, and fish and wildlife project plans to prevent unintended and undesirable impacts to Threatened and Endangered species.
- Minimum impact techniques will be used to revegetate sites where concentrated use has destroyed natural vegetation. Native seedlings, trees, shrubs and grasses will be planted to accelerate return to natural conditions when necessary.
- Vegetation at primitive tent sites will be monitored in conjunction with the campsite monitoring program described in the section on campsites.
- Train DEC staff working within the unit to identify and document the location of key invasive plant species.
- Control known infestations of invasive species using BMPs found in Appendix 10.
- A comprehensive inventory of the presence and extent of invasive plants in the unit should be undertaken.
- Management of identified populations of invasive plant species should be undertaken. These actions may be carried out by NYSDEC personnel or by members of APIPP or other volunteers under supervision of NYSDEC through an Adopt a Natural Resource Agreement.

4. Wildlife

Present Situation and Assumptions:

A number of changes have occurred over the past several decades that have impacted a variety of wildlife species within the MRPWF. Habitat changes have resulted from pre-Forest Preserve logging, wildfires, acid precipitation, recreational use, natural plant succession, protection of the forest and wildlife species through legislation, attempted reintroduction of extirpated species of wildlife and immigration of extirpated species back into the area.

One of the original factors attracting visitors to the Adirondacks was the vast array of hunting, fishing and trapping opportunities. The APSLMP indicates that these uses are legitimate and compatible with Forest Preserve concepts. DEC policy encourages these activities as part of a larger Forest Preserve experience, not just a quest for game (Doig, 1976).

Habitat areas heavily used by wildlife are often also choice locations for human trails and campsites (Hendee and others, 1990). Bears often scrounge for food and garbage where people habitually camp. While negative

human/bear encounters in this unit are minimal, the concentration of camping in distinct locations poses the potential for this to be a problem in the future. Domestic pets, mainly dogs, may also harass and stress wildlife.

Objectives:

- Re-establish self-sustaining wildlife populations of species that are Endangered, Threatened or of Special Concern in habitats where their existence will be compatible with other elements of the ecosystem and human use of the area.
- Monitor and afford extra protection, where warranted, to species which are Endangered, Threatened or of Special Concern that are currently using the MRPWF.
- To perpetuate, support and expand a variety of wildlife recreational opportunities, including sustainable hunting and trapping and wildlife observation and photography as desirable uses of wildlife resources.
- Provide information, advice and assistance to individuals, groups, organizations and agencies interested in wildlife whose activities and actions may affect, or are affected by, the wildlife resources or the users of wildlife.

Management Actions:

- Monitor the occurrence of Endangered or Threatened species on the unit.
- Support traditional use of the unit's wildlife resources, particularly activities designed to perpetuate hunting and trapping programs and education efforts.
- Active management of wildlife populations will be accomplished primarily through hunting and trapping regulations developed by DEC Bureau of Wildlife for individual or aggregate Wildlife Management Units. Continued input from Citizen Advisory Committees will be considered in determining desirable levels of wildlife.
- Continue pelt sealing of species to determine level of harvest, guarding against over harvest for species especially vulnerable to trapping, such as the marten and fisher.
- Promote education efforts stressing multiple-use and hunting seasons that are concurrent with other anticipated uses of the area. Advise visitors of the fact that there is hunting in the area so that they may dress and act accordingly during the hunting season.
- Advise visitors to the area that the potential for conflict with wildlife exists and suggest means of avoiding conflicts through a combination of on-site signage, printed Department media and direct contact with Department staff.

5. Fisheries

Present Situation and Assumptions:

Fisheries management in the MRPWF has emphasized brook trout; however, brown trout, rainbow trout, splake, kokanee salmon, landlocked Atlantic salmon and lake trout have been stocked in some unit waters. Squaw Lake, the Lost Ponds, Eagles Nest Lake, Icehouse Pond, High Rock Pond and Raquette Lake Reservoir have been managed solely for brook trout. Brown trout have been stocked, sometimes in conjunction with brook trout, in Beaver Lake, Cedar River Flow, Helldiver Pond, Wakely Pond, and the Mitchell Ponds. Rainbow trout and landlocked salmon provide popular fisheries in Seventh and Eighth Lakes. Splake are stocked in Limekiln Lake and were formerly stocked in the Mitchell Ponds. Kokanee salmon may still be present in Bug Lake and were formerly stocked in the Mitchell Ponds. Lake trout are stocked in Seventh Lake, Eighth Lake, Bug Lake and Mohegan Lake.

Historical biological data are available for most named waters in the unit excluding 33, small unnamed waters. Appendix 5 presents pond-specific survey and management data for MRPWF waters.

Ponds in the MRPWF did not escape the massive fish introductions caused by humans, as is typical throughout much of the Adirondacks. Non-native fish species are present in most waters on the unit.

Both the round whitefish and self-sustaining populations of brook trout were historically much more abundant in the Adirondacks than presently (George 1980). Lost Pond and the Raquette Lake Reservoir are the only two waters that have self-sustaining populations of brook trout.

Objectives:

- Perpetuate and enhance a diverse, high quality fishing experience in accordance with sound biological management practices.
- Maintain the diversity of coldwater and warmwater fish populations in the unit.
- Encourage and promote angler use of the waters in the unit through routine fish management practices including hotlines, correspondence and contact with the public by Department staff.

Management Actions:

- Conduct biological surveys of waters within the unit as required.
- Manage Cedar River Flow, Eagles Nest Lake, High Rock Pond, Icehouse Pond, Indian Lake, the Lost Ponds, Raquette Lake Reservoir, Squaw Lake, Unnamed Pond B-P851 and Wakely Pond as Adirondack brook trout ponds. Although Indian Lake is currently fishless, it was an historic trout fishery. Chemical monitoring suggests pH conditions are beginning to improve in Indian Lake and trout stocking may be resumed if that trend continues.
- Manage Mohegan Lake and Sixth Lake, Seventh Lake and Eighth Lake of the Fulton Chain as two-story lakes. Management recommendations for Seventh Lake will appear in a separate report based on survey data collected in summer 2003.
- Manage Bug Lake, Limekiln Lake, the Mitchell Ponds, Beaver Lake and Helldiver Pond as coldwater lakes.
- Reclaim East Lost Pond and West Lost Pond. Restock with brook trout.
- Reclaim Bug Lake, Eagles Nest Lake, Icehouse Pond, East Lost Pond, West Lost Pond, and Squaw Lake upon establishment of additional fish. Reclamation of these waters does not appear necessary within the five year scope of this plan. However, should conditions change to the detriment of native species, this plan's Schedule of Implementation and specific pond narratives would be amended to specify the necessary action.
- Lime Icehouse Pond if water chemistry surveys show the need.
- Maintain the fish barrier dam on Lost Ponds.
- Reintroduce round whitefish in Eighth Lake, Eagles Nest Lake, Bug Lake and Limekiln Lake as part of the recovery plan for this Endangered Species.
- Monitor the population status of round whitefish stocked in Eighth Lake.

B. Land Protection

1. Open Space/Acquisition

Present Situation and Assumptions:

Protecting and managing open space land is a key part of the mission of DEC. This philosophy is based not just on the number of citizens who wish to participate in outdoor activities, but also on the value of the resources themselves to present and future generations.

The overall framework for land protection in New York State is identified in the State Open Space Conservation Plan, 2006. The plan is prepared by OPRHP and the DEC, in consultation with nine Regional Advisory Committees appointed by county governments and the State, representing the spectrum of open space advocates, natural resource and recreation professionals, local government, and concerned citizens. This plan ensures that the State of New York conserves its cherished open space resources as a critical part of efforts to improve the economy and the quality of life in New York communities. Priority projects identified in the plan are eligible for land acquisition funding from the State's Environmental Protection Fund established by ECL Article 54. Projects which are not identified as priority projects in the plan may also be funded under certain conditions, as set forth in ECL § 54-0303(5).

In particular, the priority project, entitled, "Recreational Trail Linkages and Networks," ensures that the State can protect key trail linkages in the Adirondacks. This priority project states:

> *"Long distance trail linkages and networks, (including water routes) for a variety of motorized and non-motorized recreational uses (such as hiking, skiing, biking, snowmobiling, canoeing, and other appropriate uses) are important as a way for local communities to benefit from neighboring State lands. The State has an obligation to adequately maintain and police such trails and to protect adjacent private landowners from illegal trespass, poaching, and other nuisances resulting from the inappropriate use of such trails. An Adirondack region-wide process is underway that will result in a plan that identifies new or existing trails that need to be protected or established through the use of easement, fee title acquisition and other conservation tools from willing sellers. (It is not the intent of this project to achieve broader acquisition.) The result of this exercise will be a regional plan for long-distance trails that ensures protection for land-owners as well as the trail system and a permanence for the trail."*

The existing Cedar River Snowmobile Trail crosses private lands without the benefit of a formal easement agreement. A permanent easement is currently being considered which would secure the future of this trail.

Certain areas within the MRPWF will be given a higher priority for protection when acquisition by the State is being contemplated. These areas include:

- Private in-holdings surrounded by State lands.
- Private properties that create significant accessibility limitations to State land.
- Property that allows for the solving of management problems (i.e. linking to an existing trail system)
- Areas containing wild, scenic or recreational rivers.

Management Actions:

- Continue to identify and evaluate land protection opportunities as they arise.
- Pursue acquisition of parcels identified in the Open Space Plan from willing sellers.

2. Boundary Lines

Present Situation and Assumptions:

Aside from public roads and riparian boundaries, the unit has approximately 36 miles of boundary lines. Twelve miles have been maintained in the past five years while an additional eight miles require maintenance. There are approximately six miles of boundary which need to be surveyed. This mileage of boundary line does not include boundaries on lands in Township 40 where ownership is disputed.

Objectives:

- Locate and post all boundary lines on a scheduled basis.
- Physically identify APSLMP unit designations on the ground for administrative and public use.

Management Actions:

- Physically inspect the boundary to determine resurvey and maintenance needs; assign a priority to each. Undertake maintenance activity to ensure all boundaries are identified and marked within the five-year implementation of this plan. Brush, paint, and sign all boundary lines at least once every seven years. Mark boundaries where they cross any trail, road, or stream. Monitor boundaries for unauthorized activities, such as illegal motor vehicle use, encroachment from private lands and timber trespass.
- Sign unit boundaries with boundary signs identifying the land classification of the unit. Sign trailheads, trails and other entrances to the MRPWF with specific signage identifying the unit's designation, so that both DEC personnel and the public know individual unit designations.
- Survey approximately six miles of boundary where required.

3. Fire Management

Present Situation and Assumptions:

DEC is required by law (Article 9 ECL) to suppress all human-caused and natural fires. Fire activity within the MRPWF unit has been historically low, with a few exceptions during the early 1900s. The predominantly hardwood forests combined with abundant annual precipitation lessens the likelihood of major fires. Short term droughts can increase the potential for fires.

Objective:

- Adequately protect the unit from wildland fires.

Management Actions:

- Fire prevention activities will consist of public education by the integration of fire safety awareness information disseminated through brochures and signing at an informational kiosk.
- Use restrictions may be imposed on Forest Preserve lands during periods of high fire danger.

4. Administration

P*resent Situation and Assumptions:*

All DEC programs within the unit are funded by the State's general fund, Environmental Protection Fund, and Bond Acts. Fish and Wildlife functions are also supported by the Conservation Fund, a dedicated fund generated by the sale of hunting, fishing and trapping licenses.

Historically, the management of Forest Preserve lands by DEC has been divided along the lines separating program divisions. The individual responsibilities of the Divisions of Lands and Forests; Operations; Fish, Wildlife and Marine Resources; and Forest Rangers have been only loosely coordinated. In addition, the jurisdiction of the staff within each division has been delineated generally by county lines rather than the boundaries of Forest Preserve management units. Making the Forest Preserve unit the focus of management and improving coordination among program divisions would benefit the public by giving them a single contact for information about the unit and making the unit more identifiable as an entity with a consistent recreational atmosphere. The changes would benefit the Department by allowing staff to work more cooperatively and consistently in meeting Forest Preserve management goals.

The interaction between the Department and APA is governed by a Memorandum of Understanding. The various divisions of the Department have attended to the procedures laid out in the MOU in an uncoordinated manner. Better coordination could improve efficiency in meeting management goals within and between the two agencies.

Objectives:

- Make the MRPWF a focus of Department management.
- To provide better coordination and communication between DEC Divisions, volunteers and local municipalities for the maintenance of existing trails and improvements.
- Improve the management of the MRPWF through better coordination among Department program divisions and between the Department and APA.

Management Action:

- Designate a unit manager for the MRPWF who would coordinate all management activities to make the management of the unit as efficient and consistent as possible, and to facilitate communication with the public about the management of the unit. The unit manager would be appointed by the appropriate Regional Director. Staff from all DEC program divisions with Forest Preserve management responsibilities would keep the unit manager informed about planned activities, natural resource conditions, and anything else that would have a bearing on Forest Preserve management or public communication.

<u>For each unit under his or her jurisdiction, the unit manager would be responsible for:</u>

- Overseeing the preparation, periodic update and revision, amendment, and implementation of Unit Management Plans;
- Coordinating the preparation of budget requests;
- Assuring that the management activities of all DEC divisions comply with applicable laws, regulations, policies, the APSLMP and unit management plans;
- Coordinating trailhead management and all Department signage within the unit;
- Fostering communication about management activities within DEC, between DEC and APA, and between DEC and the public;
- Continue the Assistant Forest Ranger program on the unit; and
- Appoint a management team as another measure to advance the cause of coordinating the management of the MRPWF. The management team would be appointed by the Regional Director. The activities of the team would be overseen by the unit manager.

<u>For each unit, the unit management team typically would be composed of:</u>

- The unit manager;
- One Forester;
- Staff from the Office of Public Protection to include at least one Forest Ranger, and if appropriate, an Environmental Conservation Officer;
- One fisheries Biologist;
- One wildlife Biologist;
- One Operations Supervisor; and
- One representative of the Bureau of Real Property.

<u>The unit management team will be responsible for:</u>

- Preparing, periodically updating and revising, amending and implementing the unit management plan;

- Monitoring resource conditions and public use, and assessing the effectiveness of the unit management plan in addressing resource and public use needs;
- Preparing budget requests for the unit; and
- Communicating regularly with each other, their program divisions, the unit manager, and the public.

5. Use Reservations

Present Situation and Assumptions:

Use reservations occur where someone other than the land owner has a deeded right to use or occupy a piece of property for a certain period of time. The following are known use reservations on lands comprising the MRPWF:

Bear Pond Sportsmens Club - When the State acquired the lands of the Bear Pond Sportsmens Club in 1987, the Club reserved the use and occupancy of two parcels for a period of 35 years, to expire in 2022. Currently, there is one camp building located on each parcel. The removal of the structures will need to be addressed following expiration of the occupancy.

Little Moose Lake Club- 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 remains on the site.

Private Springs and Reservoirs - A cistern and shed are located on MRPWF land in Lot 62, Township 3, Moose River Tract, near the Limekiln entrance. It has been reported that this facility supplies water to residences on adjoining private lands. 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 pipeline on this property. The legal status of the existing facilities needs to be clarified.

Fawn Lake- A right of way exists for access to private lands near Fawn Lake.

Objectives:

- Comply with guidelines set forth in the APSLMP.
- Comply with provisions of Article XIV, Section 1 of the NYS Constitution.

Management Actions:

- Develop a work plan for the removal of the Little Moose Lake Club structures and rehabilitation of the site.
- The removal of the Bear Pond Sportsmens Club structures will need to be addressed following expiration of the occupancy.

6. Encroachments

Present Situation and Assumptions:

Encroachments include both unauthorized occupancy of MRPWF lands and unresolved issues related to the use of roads across State lands. Many of these may be inadvertent encroachments and may only be partly located on State land. In most situations, the issue can be resolved by the relocation of the use onto private land. Some forms of trespass are of a temporary nature including storage of vehicles or logs along road shoulders, plowing of snow from adjacent private land driveways or dock storage. Where these occur they will be addressed by enforcement of existing regulations when discovered or through the promulgation of new regulations. Some

occupancies are no longer an issue since the adjoining landowner removed the structure[8] or the State abandoned claim to title of the underlying land.

Contested Title in Township 40 - The issue of title disputes in Township 40 continues to be one of the most difficult to resolve issues in the MRPWF. Any resolution of this issue is beyond the scope of this management plan.

Efforts to resolve this issue have included numerous court cases, and recent efforts for a Constitutional amendment[9]. A concurrent resolution of the Senate and the Assembly passed in 2008, which proposed that section 1 of article 14 of the constitution would be amended by adding a new closing paragraph to read as follows:

> *"Notwithstanding the foregoing, the legislature may authorize, according to such terms as it shall determine, the settlement of title disputes in township forty, Totten and Crossfield's Purchase in the town of Long Lake, Hamilton county, between the state and private parties, provided, however, that prior to and as a condition for the settlement of such title disputes by the state, the town of Long Lake shall convey to the state for incorporation into the forest preserve land located within the Adirondack Park that the legislature shall determine is at least equal in value to the lands subject to such settlement."*

The concurrent resolution did not, however, secure second passage by the legislature so the measure is now dead.

Raquette Lake Railroad -A survey was completed in 2006 for a portion of the bounds of the Raquette Lake Railway adjacent to State owned lands in Township 40 and 41, T&C Purchase, Town of Long Lake and Township 5, T&C Purchase, Town of Inlet, Hamilton County. The survey revealed numerous occupancies on State lands. Appendix 13 contains a table illustrating encroachments along the Raquette Lake Railroad that were observed in the summer of 2005.

Use of roads across State Land - Documented road easements are identified in Appendix 2. In some cases private access rights need to be clarified. One example is the use of a short section of LLCRR for access to a private parcel (Tax Map #68.000-1-8) near Fawn Lake during the closed season[10].

Boundary line maintenance efforts and discussions with area forest rangers revealed occupancies in the MRPWF area. Miscellaneous trespass files that involved MRPWF lands were reviewed to determine current status. More specific locations within the MRPWF where questions exist regarding title to the land or occupancies are believed to occur on State lands include:

[8] *A recent case (State of New York v. John E. Moore and George T. Moore - Index No. 81361) was decided in 2001 when the State filed suit following the construction of a garage on disputed lands. In this case, the State's claim to title was upheld on both the initial suit and upon an appeal. The pilings from that portion of the land between the road and the lake and the garage on the south side of NYS Route 28 were removed and the surface of the State Land was restored, including plantings of native tree species.*

[9] *Forest Preserve land, under Article XIV, Section 1 of the New York State Constitution, may not be alienated without a constitutional amendment.*

[10] *State lands acquired in 1976 (Hamilton 6C) excluded the portion of Great Lot 50, Township 3 Moose River tract southerly of the Limekiln Lake Road and reserved an easement of ingress and egress over the gravel road from the gatehouse property to lands in Lot 61.*

Table 9 - Trespass problems to be addressed

TOWN	LOCATION	FILE, SURVEY MAP #	DESCRIPTION
Long Lake	T&C purchase, Township 40[11] numerous tax parcels	numerous files	various improvements and structures, tree cutting
Inlet	Raquette Lake Railroad ROW numerous tax parcels	survey map #11917	various improvements, sheds, debris, etc. See Appendix 13
Long Lake	T&C purchase, Township 5 & Township 40 Tax Map #61.000-1-1	survey map #11917	Old Raquette Lake Landfill [12]
Inlet	Lot 5, Township 3, Moose River Tract	survey map #3640	Driveway on State Land
Inlet	Lot 3, Township 3, Moose River tract Used for access to several private parcels, Tax Map #68.012-3-1 through 68.012-3-15	survey map #3771	trail, wood boardwalk, bridge, spring box and piping
Inlet	John Brown's Tract, Twp 8, parcel K Originally used to supply water to adjacent private parcel.	Ham 5-477 survey map #3866	small reservoir and section of water pipe[13]

Riparian Rights - The owner of land that abuts the shore of a body of water has a right of access to and egress from that water body. That right includes structures that facilitate access, such as docks, even if commercial in nature, as long as it is a valid exercise of riparian rights and does not impede the public's right of navigation. The support structure of a dock or boathouse may rest on the bed of the water body or pilings driven to support the structure. Riparian landowners or others do not have the right to build elaborate deck docks or other non-riparian structures, anchor a floating swim platform separated from shore, or buoy an exclusive swimming area where the underlying land is Forest Preserve.

Objectives:

- Identify and categorize all known issues of trespass, title questions and occupancies within the unit.
- Seek information from landowners about their legal right to use roads that cross Forest Preserve for access to their property.
- Identify and document encroachments.
- Pursue enforcement of all documented trespasses within the MRPWF.

[11] *Title to approximately 220 parcels of land totaling slightly more than 1,000 acres in Township 40, Hamilton County, is claimed by both the State and private parties. The underwater power cables and phone lines on the Forest Preserve bed of Raquette Lake are outside the boundaries of this unit and will be discussed in the Sargent Ponds Wild Forest UMP.*

[12] *In 1986 the Long Lake town dump site on Dillon Road in the hamlet of Raquette Lake was closed. In 1988, the town hauled gravel to the site closing the landfill, with guidance provided by staff from the Hamilton County Soil and Water Conservation District. While the majority of the landfill was located within the 99' wide strip of private land consisting of the old railroad bed, a small portion of the old landfill site is within the Moose River Plains WF.*

[13] *In 1980 about one-half of the 4,000 feet of water pipe was removed. According to Department records, the concrete dam is a low, unobtrusive structure, located on rock ledge. It creates a minor catch basin type of impoundment and presents no downstream hazard. The dam and remaining pipe will be left in place to erode away in time.*

Management Actions:

- Monitor boundaries for unauthorized activities, such as illegal motor vehicle access, encroachments and timber trespass.
- Research the issue of rights of all inholders to access private lands over MRPWF. Clarify maintenance issues and allowed uses where landowners have proven legal rights.
- Address encroachments along the Raquette Lake Railroad/ Dillon Road.
- Document all potential MRPWF trespass problems as they are discovered. Establish list of all discovered occupancies and attempt to resolve on a case by case basis. All coordination will be through the area manager.
- Refer occupancies which cannot be resolved by DEC staff to the Attorney General's office for appropriate action.

7. Nonconforming Uses

Present Situation and Assumptions:

According to the APSLMP, a nonconforming use is *"a structure, improvement or human use or activity existing, constructed or conducted on or in relation to land within a given classification that does not comply with the guidelines for such classification specified in the master plan."* The APSLMP further provides that all nonconforming uses must be removed, and no new nonconforming uses may be permitted.

Individual nonconforming structures and improvements related to public use such as the lean-to cluster at Raquette Lake, primitive tent sites less than 1/4 mile apart, and metal signs and posts are addressed in the proposed facility section for each respective facility. In the case of conforming small scale water supply facilities within the borders of the MRPWF, such as the reservoirs for the Eight Lake and Brown Tract campgrounds are facilities, their use and required level of maintenance would be more appropriately addressed within a designated intensive use area. See Section IV.D.8 for reclassification proposals.

Boat launches are non-conforming structures on small waters in wild forest areas and existing locations where trailered launching occurs must be closed. Fishing and waterway access sites are defined in the APSLMP, page 17 to include: *"a site for fishing or other water access with attendant parking which does not contain a ramp for or otherwise permit the launching of trailered boats."* Some trailered launching does occur within the MRPWF on the Cedar River Flow at the water access site. The proposal to prevent trailered boat launching at this location is discussed in Section IV. D. 6.

There are some nonconforming structures and improvements within the MRPWF that involve private structures such as the Malcom Blue Monument and Sagamore Road gates.

Malcom Blue Memorial - On September 11, 1946, a memorial plaque was erected on a large white pine tree near Seventh Lake as a tribute to Malcom Blue. Blue was a WWII navigator who was shot down and killed in France on June 2, 1944. He was a resident of the Town of Poland and his family had a camp on Golden Beach in Raquette Lake. Blue's father, Ernest Blue, was New York State's Senior District Forest Ranger. The dedication ceremony was attended by Governor Thomas E. Dewey. The large white pine on which the plaque was located was felled by a lightning strike. In 1994 the DEC Operations staff constructed a small stone monument and moved the plaque to within the pine grove known as Cathedral Pines.

Kamp Kill Kare and Camp Uncas Gates - Currently, there are two privately owned gates at the intersection of the Sagamore, Mohegan Lake and Kamp Kill Kare Roads. These gates are privately owned and are not under permit

from the Department. The gate on the Mohegan Lake Road consists of a wooden pole gate. The road to Kamp Kill Kare has an electronically operated gate, a small structure which houses a battery backup for the gate, a delivery drop box and a keypad for operating the gate. Some structures are within the BRW, and some in the MRPWF. Although these gates are meant to restrict only unauthorized motor vehicle access, their presence as private gates projects a sense that the public is restricted from going beyond them for any purpose. Though nonconforming, these structures may remain if the landowners have legal rights to maintain them.

Objective:

- Remove all nonconforming uses from the MRPWF as soon as possible, consistent with all applicable laws, regulations and policies.

Management Actions:

- Contact any family members to determine if the Malcom Blue Memorial can be moved to an alternative location not on Forest Preserve. Until then this structure will be allowed to remain until maintenance or rehabilitation is necessary, at which time the plaque will be relocated to either non Forest Preserve lands or a location near the trailhead along Route 28.
- Determine the legal status of the structures near the intersection of the roads to Camp Uncas and Kamp Kill Kare. Work with the landowners to remove nonconforming structures that may not be legally maintained.
- Work with the owners of Camp Uncas and Kamp Kill Kare to replace the gates at the beginnings of Mohegan Lake and Lake Kora Roads with Department gates. Provide an acceptable means of access through the gates for interior landowners and their guests.

8. Cultural/Historical/Archaeological Resources

Present Conditions:
The cultural, historical, and archaeological resources on Forest Preserve lands reveal an important link between people and natural resources in this area long ago. Resource inventory efforts will lead to more inclusive discussions with local citizens and other interested parties in managing area natural resources. In addition to table 1 in Section II-C-2, additional historical sites may exist in or adjacent to the MRPWF. The New York State Archaeological Inventory indicates that archaeological resources may be present in the MRPWF. According to an evaluation of archaeological sensitivity for prehistoric Native American sites, there is a mixed probability of the existence of prehistoric cultural material within the study area. This rating is based on the physiographic characteristics of the unit. Areas in the vicinity of lakes, streams and swamps in the study area would suggest a higher than average probability of prehistoric occupation or use. These would have been potential food and water sources for prehistoric people who may have inhabited the area. Areas of steep slope would suggest a low probability of prehistoric occupation or use, except in exposed rock faces which could have functioned as rock shelters.

The historic and archaeological sites located within the MRPWF, as well as additional unrecorded sites that may exist on the property, are protected by the provisions of the New York State Historic Preservation Act (SHPA - Article 14 PRHPL), Article 9 of the Environmental Conservation Law, 6 NYCRR Section 190.8 (g) and Section 233 of the Education Law. No actions that would negatively impact these resources are proposed in this Unit Management Plan. Should any such actions be proposed in the future they will be reviewed in accordance with the requirements of SHPA. Unauthorized excavation and removal of materials from any of these sites is prohibited by Article 9 of Environmental Conservation Law and Section 233 of Education Law. In some cases additional protection may be afforded these resources by the federal Archaeological Resources Protection Act (ARPA).

Objectives:

- Identify all known cultural, historical or archaeological resources.
- Promote to the extent practicable, appropriate sites within the MRPWF.
- Coordinate all activities affecting these resources through the regional office to the State Museum and the NYS Office of Parks, Recreation and Historic Preservation.

Management Actions:

- Locate and inventory historical structures or archaeological sites as they are found within the MRPWF.
- The archaeological sites located on this land unit as well as additional unrecorded sites that may exist on the property may be made available for appropriate research. Any future archaeological research to be conducted on the property will be accomplished under the auspices of all appropriate permits. Research permits will be issued only after consultation with the New York State Museum and the Office of Parks, Recreation and Historic Preservation. Extensive excavations are not contemplated as part of any research program in order to assure that the sites are available to future researchers who are likely to have more advanced tools and techniques as well as more fully developed research questions.

C. Man-Made Facilities

Many different types of structures are found on MRPWF lands such as pit privies, foot and snowmobile bridges, trail register boxes and bulletin boards and kiosks. See Appendix 2 for a detailed list of the existing man-made structures and improvements within the MRPWF. To create a Forest Preserve look when installing new structures or rehabilitating old ones, it is useful and desirable to have consistent design standards for all Forest Preserve facilities. Since no formal Forest Preserve design standards exist at this time, existing DEC documents such as the "Interior Use Manual," "Draft ADA Accessibility Standards for Outdoor Recreational Facilities" and the "Adirondack Lean-to Plan" will be used when designing new structures or rehabilitating old ones. If no specific guidance is available for a structure, it will be designed to incorporate the use of natural materials such as round wood, wood shingles and native stone. The appearance of Forest Preserve structures will be made to conform to the natural environment through the use of colors such as subdued greens, browns and other earth tones.

Impacts associated with area facilities are discussed in Section II-H-Capacity to Withstand Use. This section of the plan will identify specific structures and improvements that need to be maintained, closed or constructed. The applicability of ADA and ADAAG, either adopted or proposed, to facility rehabilitation, removal and development is discussed in Section III-B-2, Section IV-D, and Section V. Encroachments or occupancy information can be found in Section IV-B.

During the summer of 2002, two seasonal employees were utilized to conduct a facilities inventory on the unit. The first priority of this inventory was to conduct an assessment of all designated campsites on the unit. Appendix 8 contains a summary of that assessment. Additionally, all man-made facilities were to be inventoried and mapped. Detailed trail logs for this unit were not completed as part of this inventory, but will be completed as part of this plan.

Stewardship of Area Facilities through Partnerships with Local Communities

In 2010 the Department and local communities partnered through a Temporary Revocable Permit (TRP) to open roads within the MRPWF. The Department was faced with a reduction of resources which hampered it from completing the necessary work required to open the road system. This partnership proved to be beneficial and

the main roads remained open to the public for access. The Department will continue to work with the communities and all interests to develop a long term plan for stewardship of the facilities within the MRPWF. Future stewardship activities undertaken by the County or Towns will be done under either an AANR or TRP. This effort may include maintenance of roads, campsites, trails, and other public use facilities.

General Objectives:

- Construct, maintain and manage all structures and improvements in conformance with the APSLMP.
- Remove any nonconforming uses.
- Develop a complete inventory of all structures and improvements and identify maintenance needs in accordance with the Department's Maintenance Management System (MMS).
- Establish a program of continual monitoring of the unit's conforming structures and improvements through the implementation of the MMS.
- Design all structures and improvements in accordance with a unified system developed for all Forest Preserve lands.
- Support the retention and long-term development of facility construction and maintenance expertise among Department staff.
- Supplement Department staff resources by encouraging volunteer assistance in the construction and maintenance of facilities. Enter into long-term volunteer maintenance agreements under the terms of the Adopt-A-Natural-Resource Policy.

General Management Actions:

- Prepare a project work plan for each construction or major maintenance project.
- Consult the Adirondack Park Agency in accordance with the current DEC-APA Memorandum of Understanding.
- Comply with the requirements of all applicable laws, regulations and policies.
- Use the Limits of Acceptable Change (LAC) system to monitor and address environmental impacts related to the existence of structures and improvements in the unit.
- Develop a long-term partnership with the communities and other interests for the stewardship of MRPWF.

1. Roads/Motor Vehicle Use

The planning team considered whether public use of existing roads should be maintained as is, reduced, expanded, eliminated or limited to other means of travel. Some significant changes to existing motor vehicle access will occur as a result of the reclassifications proposed in this UMP. In addition, other changes will include the closure of several short road segments and the designation of Mitchell Ponds and Gould Roads for use by persons with disabilities under CP-3 permit from the Department.

A wide variety of roads can be found within the planning area, ranging from heavily traveled highway corridors like NYS Route 28 to lightly used private access roads. These facilities will be described separately with their own set of objectives and management actions under the categories: public highways, open DEC motor vehicle roads, CP-3 roads, private roads, closed roads and State truck trails.

Public Highways

Present Conditions:

There are approximately 24 miles of public highway frontage adjacent to MRPWF lands. The majority of road frontage occurs along State and county roads, with additional mileage along town roads. These roads provide

access to some portions of the MRPWF and provide views into the wild forest, as well as (in two instances) into adjacent wilderness areas on the other sides of the roads: the Pigeon Lake Wilderness from Uncas Road; and the Blue Ridge Wilderness from Sagamore Road. Portions of NYS Route 28 and the State lands immediately adjacent to and visible from this highway are designated by the APSLMP as a travel corridor. These State lands are the most visible to the traveling public and provide Adirondack Park visitors with a variety of aesthetic settings and occasional scenic vistas. Some of these roads are parts of a system of officially designated scenic byways marked with distinctive icons on brown and yellow signs. For example, NYS Route 28 is the Adirondack Trail Scenic Byway. In addition, these travel corridors which are owned and/or managed by the NYS Department of Transportation occasionally accommodate sections of snowmobile routes on public lands not designated as Forest Preserve.

The portion of the LLCRR located in Township 7, Totten and Crossfields Purchase, with the exception of the segment in the so-called Gospel and Literature Lot, is subject to a 50 foot wide easement conveyed to Hamilton County on December 15, 1987. This easement includes approximately 4.1 miles of the LLCRR.

ATV use on public highways that are open to motor vehicles

A particular section of road that is part of a county highway, would have to be specifically designated for ATV use by the town under Vehicle and Traffic Law §2405(1) for it to be legal to drive ATVs on that road.

Objectives:

- Preserve the park-like atmosphere on MRPWF lands adjacent to travel corridors and scenic byways by managing State lands outside the right-of-way in compliance with APSLMP travel corridor guidelines.
- Identify areas that provide potential scenic or recreational pull-offs.
- Improve recreational access to MRPWF lands from scenic byways, when necessary.
- Require a TRP for all highway work other than normal routine maintenance[14], where the highway abuts or crosses MRPWF land and the municipality does not own fee title to the land underlying the highway.
- Work jointly with APA and DOT to develop a comprehensive signing plan and assist with travel corridor unit management planning efforts.

Management Actions:

- Conduct a roadside scenic assessment. Many sections of public road frontage restrict public shoulder parking or access due to the presence of guard rails, steep ditches, rock ledges and other terrain constraints. The documentation of these constraints will be inventoried as part of a scenic roadside assessment.
- Locate trailheads and parking areas to have the minimum effect on the surrounding environment, and wherever feasible and necessary, to be screened from view of scenic highways.
- Coordinate with DOT and local municipalities to enable winter plowing of parking areas for winter based recreational activities.

[14] *Activities such as cleaning ditches, replacing culverts, surfacing or resurfacing, and other work necessary to repair and maintain an existing roadway is considered normal routine maintenance.*

Open DEC Motor Vehicle Roads/ATV Use

Present Conditions:

Motor vehicle use in and of itself, except for snowmobiling, is not a program offered by the Department. However, use of motor vehicles by the public is authorized on designated roads to provide access for hunting, trapping, fishing, camping or other permitted recreational purposes.

When NYS purchased the majority of the lands comprising the MRPWF from the Gould Paper Company, 26.2 miles of the existing road system was gifted by separate deed to the State for *"purposes of fish and wildlife management"*. These roads included the Otter Brook Truck trail from near the intersection of the Otter Brook Road easterly to the IP boundary; the Indian Lake Road (aka Indian River Road) from the Otter Brook Road intersection westerly to the Adirondack League Club boundary; the Falls Pond Outlet Road; and, the portion of the LLCRR from the Morehouse-Arietta line easterly to Silver Run. Following State acquisition, many of these routes were bulldozed in order to provide hunting access trails. Illegal motor vehicle use on these trails led to many of them being gated around 1970.

Current management of the road system consists of raking, grading, replacement of culverts and responding to frequent washouts caused by heavy rains. An engineering evaluation conducted in 1996 surveyed twenty known problem areas. Between 2000 and 2005, eleven of those sites identified were addressed through the replacement of culverts as specified in the 1996 evaluation (Appendix 22). Nine sites, one minor and eight major sites, as identified in the 1996 report remain to be addressed. The one-time funding of these drainage improvement projects needs to be protected by sufficient annual funding for road maintenance.

There are several locations where illegal motor vehicle use is occurring on the unit. These areas consist of portions of old gravel mines which have not been blocked off and sand banks adjacent to the road. Two of these locations are in the vicinity of the Red River Bridge and one is near the bridge over the South Branch of the Moose River.

The APSLMP contains several specific provisions on the public use of motor vehicles and all-terrain vehicles in units classified as wild forest. The APSLMP also provides, in guideline 2 under the heading "Motor vehicles, motorized equipment and aircraft" on page 35, that in wild forest areas motor vehicle use by the general public is limited to existing public roads and Department roads that are designated by the Department as being open to the general public. Guideline 4 under the heading "Basic guidelines" for wild forest areas, on page 33 of the APSLMP, indicates that public use of motor vehicles "will not be encouraged" and there will not be any *"material increase in the mileage of roads and snowmobile trails open to motorized use by the public in wild forest areas that conformed to the master plan at the time of its original adoption in 1972."* Future proposals that would increase the mileage of roads open to public motor vehicle use have to be considered in light of this provision.

Pursuant to 6 NYCRR §196.1(b)(3), public motor vehicle use in the Forest Preserve is only permitted on roads that are specifically marked by the Department for motorized use. Currently there are a total of 61.45 miles of roads on the unit. Of these, 42.0 miles are currently open to public motor vehicle use. 6 NYCRR §196.3 provides regulations for the operation of motor vehicles on the LLCRR.

Prior to the adoption of the APSLMP, there were approximately 44.6 miles of roads used by the public across lands that were to become the Moose River Plains River Wild Forest. Implementation of this UMP will result in a total of 29.7 miles of open roads across Forest Preserve lands, resulting in a net loss of 14.9 miles from 1972 MRPWF mileage. The decrease in mileage is primarily the result of a land classification change that occurred in 1980 (6.3 miles) and from proposed reclassifications and management proposals in this plan (6.25 miles).

The following table shows a comparison of road mileage in 1972, 2008 and after final adoption of this UMP, as it is currently proposed. The road mileage shown as open in 1972 was compiled from regional staff and various other sources, and is not based on any documented inventory from that time.

Table 10: Comparison of 1972, 2008 and Post UMP Road Mileage

	Open in 1972	Open in 2008	Open if UMP adopted as proposed
Miles of open roads	44.0[15]	38.9	36.24[16]
% change from 1972	---	-11.6	-17.6

Additional mileage will come from the proposed closure of several short, dead-end roads.(Appendix 2 contains a list of motor vehicle roads on the MRPWF.) The following roads are proposed to be closed either through this UMP or as a result of proposed reclassification:

Indian Lake Road- 2.3 miles from the vicinity of approximately one-half mile east of the Squaw Lake Trail to its gated end near Indian Lake and the wilderness boundary there. The proposal to close the entire Indian Lake Road was scaled back following public comment received on the 2010 Revised Draft UMP.

Otter Brook Truck Trail- 4.05 miles from the intersection with the Otter Brook Road easterly along the WCLWA boundary to where the old road crossed Otter Brook. The first .75 miles are currently open to public motor vehicle use while the remaining 3.3 miles have been gated since 1980. This area is proposed to be reclassified and become part of the WCLWA.

Sly Pond Road- .25 miles from the LLCRR south to the former bridge crossing over the South Branch of the Moose River. This road is being closed to preserve and enhance the scenic qualities of the river.

Gould Road- 2.1 miles (0.6 miles currently usable) from the intersection with the LLCRR northwesterly around Wakely Pond. This road is being closed to prevent illegal motor vehicle use into the adjoining BRWA and to protect the character of Wakely Pond. The first one-half mile of the road will remain open as a CP-3 route to provide access to an accessible campsite.

Wakely Mountain Road- 1.0 miles from the trail head parking area northwesterly to the old camp location. This road is part of the foot trail to Wakely Mountain and is in very poor condition. The first 0.1 miles to the parking area will remain open.

Cellar Pond Road- 0.2 miles from the LLCRR northerly to the old camp location. This road is proposed to become a foot trail to Wakely Mountain and is impassable by motor vehicle.

Payne Brook Road- 0.2 miles from the LLCRR northerly to the washed out culvert. This road is in poor condition and does not provide access to any facility.

[15] *6.3 miles were closed in 1980 following the reclassification of the area west of Indian Lake to Wilderness.*
[16] *Includes open public motor vehicle roads, CP-3 roads and road easements.*

Wakely Dam Bridge and campsite access road- 0.1 miles. Motor vehicle access will be stopped on the west side of the bridge in order to provide more primitive type camping on the east side of the Cedar River Flow and due to safety concerns with larger vehicles crossing the bridge, inadequate guide rails and pedestrian traffic.

ATV Use

All-terrain vehicle (ATV) riding is not a recreational program offered to the public by the Department but is instead one of many means of accessing such recreational programs as camping, hunting, and fishing. ATVs are only allowed to operate on public highways that are designated and posted for ATV use by the State or local government having management authority over such highways; on public land where specifically designated and signed for ATV use by the government entity having management authority over such lands; and on private land where the operator has permission from the owner or lessee.

The Vehicle and Traffic Law (V&TL) §2405(1) sets forth the requirements which municipalities and State agencies must follow in order to open highways to ATVs. In summary, the APSLMP provides that in Wild Forest units ATVs are not allowed on trails or in areas without trails and are allowed only on roads that are open to the public, but the V&TL provision prohibits the use of ATVs on such roads except for the limited purpose of providing access to areas or trails adjacent to the roads which are legally open to ATVs and which cannot otherwise be accessed (such as where private lands are open to ATV traffic and are interspersed with State Wild Forest lands, and access to the private land can occur only by allowing ATVs to cross, or travel a short distance on, a State road). Consistent with the Vehicle and Traffic Law and APSLMP requirement, there are presently no roads, trails or areas designated for this activity within the MRPWF.

The Department evaluated each road currently open for motor vehicle use to determine its suitability for ATV use. None of the 42.0 miles of open roads was considered suitable for future ATV use. The decision was made because the road sections do not provide access to adjacent trails or areas which are open to ATVs (as required by V&TL § 2404(1)); are dead ends; and because the threat of illegal use on adjacent lands and subsequent resource degradation.

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.
- Minimize impacts to wilderness of motor vehicle use along wilderness area boundaries.
- Prevent illegal motor vehicle use.
- Develop cooperative arrangements with local municipalities to help maintain area roads.

Management Actions:

- Continue to replace known problem culverts as identified in the 1996 engineering evaluation.
- Continue to annually maintain all open Department roads.
- Close the Gould Road (2.1 miles) at the intersection with the Cedar River Road to public motor vehicle use. The road will be closed by gating to allow continued administrative and CP-3 access.
- Close the Wakely Dam Bridge to motor vehicle use by installing a gate on the west side of the bridge. The bridge will continue to be used as part of the Cedar River snowmobile trail.
- Close the Wakely Mountain Road (1.0 miles) beyond the parking area to motor vehicle use by placing boulders at the edge of the existing parking area.
- Close the Cellar Pond Road to motor vehicle use by placing boulders near the intersection with the LLCRR.

- Close the Payne Brook Road to motor vehicle use by placing boulders at the intersection with the LLCRR.
- Close the Sly Pond Road to motor vehicle use by placing boulders near the LLCRR intersection.
- Close the Indian Lake Road from a point approximately one-half mile east of the Squaw Lake Trail.
- Request that Hamilton County maintain their 4.1 miles of the LLCRR.
- Place rock barriers along road shoulders to prevent illegal motor vehicle use in areas adjacent to roads at the following locations; Rock Dam Road just south of the intersection with the LLCRR, LLCRR near the intersection of the Loop Road east of the Red River Bridge, and Otter Brook Road just north of the bridge over the South Branch of the Moose River.

CP-3 Roads *(Open for use by people with mobility impairments under TRP)*

Present Conditions:

Opportunities to provide motorized access on old roads solely by persons with qualifying disabilities were proposed as part of the ADA Consent Decree. Programs to be accessed include fishing, hunting and camping.

Private Roads

Present Conditions:

A few inholdings exist within the unit that are completely surrounded by Wild Forest classified lands or utilize MRPWF lands for access. Three roads within the MRPWF provide private landowners access to their property. The Sagamore Road has been maintained through an MOU with Sagamore Institute, Camp Uncas and Kamp Kill Kare. The road is currently gated at the intersection of the Sagamore, Mohegan Lake and Lake Kora Roads. Public motor vehicle access is not permitted beyond the gates, but non-motorized access is permissible. Following the implementation of management actions proposed in this plan, the MOU will likely need to be revised. Additionally, a portion of the Mohegan Lake Road as well as the Bear Pond Road is used to reach the Bear Pond Sportsmen's Club. This club has a use reservation that will expire in 2022.

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.

This motor vehicle access over NYS lands is by legal easement or has been allowed by the Department. Use of these roads is limited and maintenance is provided for in easements. Any change in the present width or route is not allowed.

Objectives:

- Clarify private land access rights that involve crossings of MRPWF.
- Clarify DEC administrative motor vehicle access rights over private lands.

Management Action:

- Research legal access rights in all cases where private landowners are using MRPWF lands to access their property.

Closed Roads

There are numerous old logging and woods roads throughout the MRPWF. These roads are a remnant of the area's history as commercial forest lands prior to the States acquisition. Some of these old roads are utilized and maintained as snowmobile trails. At these locations, the old roads will not be maintained to road standards, but

will be maintained according to the trail classification. Vegetation will be allowed to grow into the old road bed up to the allowed trail width.

Management Action:

- Close and barricade old roads where necessary to prevent motor vehicle use by the public.

State truck Trails

The APSLMP defines a State Truck Trail as "an improved way maintained by the Department of Environmental Conservation for the principal purpose of facilitating administration of state lands or of allowing access for firefighting equipment and not normally open for public use of motorized vehicles."

State Truck Trails are used by Department personnel where necessary to reach, maintain or construct permitted structures and improvements, for appropriate law enforcement and for general supervision of public use and research. Department personnel using these roads must comply with Commissioner Policy CP-17, *"Recordkeeping and Reporting of Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve."* Administrative roads may also be designated for use under Commissioner Policy CP-3, *" Motor Vehicle Access to State Lands Under the Jurisdiction of the Department of Environmental Conservation for People with Disabilities."*

The following roads are considered State Truck trails within the MRPWF; Beaver Lake Road, Mitchell Ponds Road, Lost Ponds Road, Sagamore Road, and Raquette Lake Reservoir Road.

Management Action:

- Allow DEC administrative motor vehicle use when required to manage public use, to conduct emergency operations and to accomplish essential maintenance, construction and resource protection activities that cannot be accomplished reasonably by other means.

Alternatives Discussion for Motorized Use

As discussed previously, the APSLMP allows only very limited public use of motor vehicles on wild forest units within the Adirondack Park. Under the heading "Roads, jeep trails and state truck trails" on page 36 of the APSLMP, Guideline 4 provides that *"no new roads will be constructed in wild forest areas nor will new state truck trails be constructed unless such construction is absolutely essential to the protection or administration of an area, no feasible alternative exists and no deterioration of the wild forest character or natural resource quality of the area will result."*

The APSLMP does distinguish between the different types of motor vehicles and their uses. This is important from a management perspective because the environmental and social impacts associated with each different type of motor vehicle use can vary greatly. Realizing this, it becomes more apparent that managers need to pay special attention to the specific type of motorized use being proposed or allowed in an area.

The following environmental, social and economic impacts were identified for the motor vehicle use issue:

Pollution of surface waters related to road maintenance activities and motor vehicle use

Road maintenance activities and increased motor vehicle use could cause sediment to be deposited in streams, ponds and wetlands. The threat of surface water sedimentation related to construction and maintenance activities can be minimized through the use of Best Management Practices (BMPs) for water quality. These practices include the installation of sediment control measures such as filter fabric, hay bales and silt fences.

Oils, gasoline and other petroleum based products could also enter surface and groundwater and could affect the health and safety of visitors and fish and wildlife.

Negative effects on fish and wildlife populations related to road maintenance activities and motor vehicle use

Sedimentation related to road run-off could reduce the quality of fish spawning habitat. To minimize these impacts, sedimentation will be contained and work in sensitive areas will be scheduled so as not to coincide with spawning seasons. Wildlife populations will not be significantly affected by the physical existence of roads, but the passage of users could disturb the breeding activity of certain birds. It is believed that the noise of motorized vehicles will have a relatively minor impact because wildlife tend to grow accustomed to the repetition of innocuous sounds. Visual contact with people would be more likely to cause a disturbance to wildlife.

The operation of motor vehicles on open roads may lead to instances of collision with wildlife. However, because of the limited number of open roads, relatively low frequency of use and low speeds at which they would be traveling, wildlife mortality due to motor vehicle collisions will be very rare.

The removal of vegetation related to road maintenance activities and motor vehicle use

Routine road maintenance will require that woody and herbaceous vegetation be removed from within the width of the existing road. Chainsaws and other mechanized hand held equipment may be used; the use of herbicides is not anticipated. Wetland plants could be affected by vegetation management activities. However, mitigation measures will minimize the impacts of vegetation management on protected native plants.

An increase in the need for law enforcement, fire protection and search and rescue services

Providing motor vehicle access could lead to moderate increases in problems of trespass across private lands, fires and lost persons, which might lead to increased demands on State and local services. The incidence of these potential problems could be kept within reasonable limits through proper signing, education and identification of boundary lines.

An increase in the visual impacts related to road improvements and motor vehicle use

Visual impacts will result from the use of motor vehicles. The clearing of vegetation from within the width of roads will be necessary. Increased use and the concentrations of visitors on certain roads could cause damage to the physical resource, especially if roads are not properly maintained. Vegetation will be retained when possible and will only be removed to the minimum width necessary to protect the natural character of the area, provide adequate sight distances on curves and to maintain drainage structures.

The creation of safety hazards

Allowing public motor vehicle use could lead to a number of safety hazards for different user groups. Some danger of motor vehicle collisions will exist wherever trails utilize or cross open roads. The risk of conflict between different user groups will be reduced by properly identifying all roads and their designated uses. Barriers will be used when necessary to limit motor vehicles and ATVs from illegally accessing trails and to prohibit them from illegally crossing snowmobile bridges.

An increase in noise levels in areas surrounding open roads and related facilities

The use of motor vehicles will cause increases in noise levels in the lands adjacent to open roads. The level of sound emitted by an individual motor vehicle constructed to meet modern noise emission standards is relatively low, and the frequency at which these vehicles will pass a given point is estimated to be relatively low. The sound of vehicles on open roads will affect the sense of solitude available to visitors in the lands surrounding

those roads, most significantly in wilderness areas near where the roads exist along a boundary. However, because motor vehicle use will only occur on a limited number of short open roads and traffic is anticipated to be light, it is believed that relatively few people will be present to be affected by the noise. In addition, the policy of removing the minimum amount of vegetation necessary will also help confine motor vehicle noise.

The following management alternatives were identified regarding public motorized access:

Alternative 1 - **No Motor Vehicle use at all.** This alternative would close all open roads and leave closed the roads that are currently closed. While this limits impacts related to motor vehicle use, it does not consider the enhancement of recreational opportunities for mobility impaired users. Furthermore, the APSLMP and DEC regulations allow for public use of motor vehicles on open roads in wild forest units. For these reasons, this alternative will not be supported by this UMP.

Alternative 2 - Allow ATV use on all roads open to motor vehicle use. This would allow the public to use ATVs on all DEC roads to the exclusion of other public motor vehicle traffic. Allowing ATVs to travel down these roads could encourage illegal use and subsequent resource degradation. The posting of open DEC roads for ATV use only would exclude a vast majority of the public from reaching the interior of the unit. Also, opening the roads to ATVs would not comply with VTL §2405(1), which prohibits opening a public highway to ATVs unless the purpose is to provide ATVs with access to adjacent trails or areas which they otherwise could not access. Considering these factors, this is not an appropriate or recommended management action and will not be supported by this UMP.

Alternative 3 - **Open more motor vehicle roads.** This alternative would propose a greater degree of motor vehicle use by opening up additional roads to enhance public access into the area. DEC could rehabilitate and open to the public for motor vehicle use numerous old roads throughout the unit. Some of these roads could be opened for ATV use under CP-3, but would require significant amounts of rehabilitation and annual maintenance. Considering APSLMP guidelines limiting the potential extent of new motor vehicle roads or uses and the possible impacts on the wild forest character and adjoining wilderness areas, this alternative will not be supported by this UMP.

Alternative 4 - Allow limited motor vehicle use. This **preferred alternative** balances road closures with continued public motor vehicle access on some currently open roads. This alternative would allow the maintenance of selected, existing DEC roads. Roads such as the Gould Road, Wakely Mountain Road, Cellar Pond Road, Payne Brook Road and Sly Pond Road that are either not suitable for motor vehicle use or provide only limited access to the general public would be closed. In situations where roads form the boundary with adjoining wilderness areas consideration should be given to closing the road. The Indian Lake Road falls into this category and a determination was made that closing the road to motor vehicles would lead to a substantial increase in acreage of lands having true wilderness character. The decision to close this road comes at an expense to users who have traditionally utilized this part of the unit. The loss of motor vehicle access will limit the use of the area to fewer people. However, in this instance the opportunity to protect and enhance true wilderness character surpass the loss of access. Existing public motor vehicle roads in areas reclassified to wilderness or primitive would be closed under the APSLMP guidelines for management of lands with those classifications. Short access roads to accessible facilities, limited to permit holders on the two proposed CP-3 routes, and proposed accessible parking lots will be developed to enhance program access into MRPWF. Considering all of the available options, this alternative appears to be the best and will be supported by this UMP.

No Action Alternative - This alternative would leave roads in their current state as either closed, open or partially closed due to maintenance condition. By maintaining the status quo, opportunities for the mobility

impaired would not be enhanced. Lack of maintenance on existing roads would result in further washouts, eventually rendering the roads impassable to vehicles. Considering these factors, this is not an appropriate or recommended management action and will not be supported by this UMP.

2. Parking Areas

Present Situation and Assumptions:

The Department provides two types of parking facilities: parking areas and pull-offs. Parking areas are designed and designated for parking with signs and established perimeters. The perimeter can be guard rails, boulders or natural features. Pull-offs are areas where the public can safely pull off the road to park, stand or allow other traffic to pass. These areas are wide spots on the road or just off the road shoulder. Pull-offs are not formally designated or signed and are generally only suitable for one to a few vehicles.

The current parking situation throughout this unit is adequate to accommodate current use levels. However, improvements to existing parking areas can be made which will ensure the protection of the resource and the quality of the visitor experience. The development of new facilities or improvements to existing facilities for persons with disabilities will require the need for additional parking. There are several locations at which roadside parking currently occurs and numerous campsites which are utilized for parking by day users. In locations where roadside parking occurs, parking facilities should be provided to alleviate safety concerns.

Once the proposed new snowmobile trail is constructed, additional parking for snowmobilers may be needed. There are several existing locations that may be utilized Eighth Lake Campground, Seventh Lake boat launch and the DOT pull off near South Inlet. Other possible alternatives will need to be explored in the future.

All newly constructed and rehabilitated existing parking areas will include one accessible parking spot. Parking areas in conjunction with CP-3 projects are addressed in the Access for Persons with Disabilities portion of this section.

The parking area for the Seventh Lake Boat Launch is often utilized by people who swim at the beach at Buck Hollow. On busy weekends this leads to parking along State Route 28. As this use conflicts with existing regulations, separate parking along Route 28 will be explored. Parking also occurs along the shoulder of Route 28 in various locations. This use is currently not an issue but should be continually monitored for future problems. Parking for uses other than boat launching at this site is illegal:

59.1 (g) No person shall moor, dock, beach, leave, abandon or park any boat, auto trailer, float, raft or vehicle of any type for more than 24 hours at any boat-launching site or fishing-access site from which boats may be launched, and no vehicle except one used in loading and unloading or launching a boat shall be left parked within such area at any time.

Until either the regulation is modified or a new parking area is constructed for day use, no proposed improvements for the Buck Hollow area will be constructed.

A new parking area will need to be constructed at the proposed new end point of the Indian Lake Road. This parking area will serve those going to Squaw and Indian Lakes as well as users accessing the WCLWA. It is estimated a minimum of 12 parking spaces will be required.

Objectives:

- Provide adequate parking where necessary and in line with the area's capacity to withstand use.

- Develop partnerships with local governments to maintain and snowplow roadside trailhead parking facilities. The plowing of snow from area trail heads will depend upon the trail head type, adjacent road classification, and public use needs.
- 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.
- Ensure 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:

Cathedral Pines Trailhead:

Present Situation and Assumptions:

Currently the only existing parking at this trailhead consists of two informal pull-offs along the shoulder of Route 28.

Management Actions:

- Through a cooperative effort with NYSDOT construct a 3-car parking area, with one space accessible, adjacent to Route 28 at the Cathedral Pines trail head. The plan for this parking area should be included in the reconstruction design for Route 28.
- A 5-car parking area, with two accessible spaces, was constructed adjacent to the existing gate at the trail head to Icehouse Pond in 2009.

West Mountain Trailhead:

Present Situation and Assumptions:

The current parking area at this trail head consists of space for 2 cars in an old gravel pit along the Uncas Road, approximately 400 feet north of the trail head.

Management Action:

- Improve the existing parking area through resurfacing/re-grading the existing parking area to provide parking for 3 vehicles with one space being accessible.

Sucker Brook Bay Trailhead:

Present Situation and Assumptions:

Parking currently occurs at an informal pull-off near Brown's Tract Pond where the trail intersects the Uncas Road. A four car parking area will be constructed off from the Uncas Road to provide parking for this trail.

Management Actions:

- Develop a new four car parking area along the Uncas Road for the Sucker Brook Bay trailhead.
- Install a new trail register/guideboard at the parking area.

Indian Lake Road

Present Situation and Assumptions:

As the terminus of the Indian Lake Road will be moved east 2.3 miles, a new parking area will be necessary to serve this area.

Management Actions:

- Construct a new 12-car parking area approximately one-half mile west of the Squaw Lake Trail.
- Monitor for use to determine if capacity is adequate.

Wakely Dam/Cedar River Flow:

Present Situation and Assumptions:

A four car parking area located adjacent to the old caretaker's cabin is the only designated parking area in this location. Campers utilizing the designated sites park on or near their site. Boaters tend to park wherever they find room in the open grassy areas. A new 10 car parking area will be constructed to accommodate public use of the flow. A site restoration plan which will enhance the wild forest character of the area and improve the integrity of the scenic river corridor will be developed, in consultation with APA, and implemented for this area.

Management Actions:

- Construct a new 10 car parking area for users of the Cedar River Flow.
- Develop a site restoration plan to revegetate areas unused for parking.

Seventh-Eighth Lake Loop Trail:

Present Situation and Assumptions:

The existing 6-car parking area across from the Eighth Lake Campground is adequate in size but needs resurfacing. The parking area is currently plowed during the winter months by the Town of Inlet.

Management Actions:

- Improve the existing parking area across from Eighth Lake campground by resurfacing and grading.

Rocky Mt./ Black Bear Mt. Trailhead:

Present Situation and Assumptions:

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. The current area used for parking can accommodate approximately 20 cars. From this parking area access is gained to foot trails leading to Rocky Mt. and Black Bear Mt. On busy summer and fall weekends it is not uncommon for the parking lot to be at capacity as these are both relatively easy summits to reach and are popular with many visitors to the area. This parking area, due to its location and the types of visitors using it, provides an excellent opportunity to provide information to the public on not only this unit but on all of the Forest Preserve as well as the local area.

Management Actions:

- Provide an informational kiosk adjacent to the parking area.
- Work with the Town of Inlet to provide winter snow removal to a portion of the parking area for skiers and snowshoers.

Sagamore Lake:

Present Situation and Assumptions:

This undesignated parking area consists of a 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 and can accommodate six cars. Most parking currently occurs in a small area at the beginning of the Lake Trail at the end of the road. The limited space leads to blocking of the bridge and the trail. Designation of this parking area will help alleviate the congestion near the bridge.

Management Actions:

- Improve the existing parking area on the road to Sagamore Lake by graveling and leveling.
- Provide adequate signage identifying the parking area.
- Restrict parking, through the posting of signs, at the locations near the bridge and trail head.

Sagamore Road Parking Area:

Present Situation and Assumptions:

This parking area serves a number of different Forest Preserve destinations as well as providing some parking for Great Camp Sagamore, a national historic site, which is open to the public. The current parking area has a capacity of approximately 50 cars. On busy summer weekends the area can be full, with most, if not all, users going to Camp Sagamore. As this parking area is located on the Forest Preserve and is intended for those users, it is important that Camp Sagamore's use does not infringe on the projected need for parking for Forest Preserve users. Projected use levels for both the MRPWF and the BRW will require approximately 24 parking spaces in the vicinity of Camp Sagamore. Six of these spaces will be provided for at the parking area along the spur road leading to Sagamore Lake. The remaining 18 spaces will be in this larger parking area. The rest of the area is available for use by Sagamore visitors. The use of the large parking area by Sagamore tour and special event participants is permitted to help maintain the historic atmosphere of the Sagamore grounds. Continual automobile traffic to and from Sagamore's interior parking area, which is reserved for residents, would disrupt walking tours and intrude on the camp's visual and sound environment. The level and timing of the use of the large parking area by Sagamore guests has not significantly interfered with public use.

Management Actions:

- Monitor parking to determine if use by Camp Sagamore visitors is impacting Forest Preserve users' ability to have ample parking facilities.
- If monitoring shows a need to regulate parking in this area, work with Camp Sagamore to resolve this issue.

Gould Road Parking Area

Present Situation and Assumptions:

Currently the Gould Road is open for public motor vehicle use. Users of this area generally park along the Cedar River Road or at various openings along the Gould Road. Most use of this area occurs during the big game hunting season. As this plan is proposing the closure of the Gould Road to motor vehicle use, except for motor vehicle access along the first half-mile for people with disabilities under permit, parking will need to be provided. The proposed location for the parking area, at the intersection of the Gould Road and the Cedar River Road, is approximately 150 feet from the intersection along the Gould Road. Construction closer to the Cedar River Road is not possible due to wetlands. Projected use levels for both Wakely Pond and the surrounding area indicate

that a 4-car parking area at this location would be sufficient. Eight trees will need to be removed for construction of this parking area; 1- 5" aspen, 1- 4" red maple, 1- 5" red maple, 1- 3" yellow birch, 1- 5" yellow birch, 1- 3" balsam fir, 1- 4" red spruce and 1- 5" red spruce.

Management Action:

- Construct a 4-car parking area at the intersection of the Gould Road and the Cedar River Road, including one accessible parking space.

Black Bear Mountain Trail (Uncas Road)

Present Situation and Assumptions:

The existing trailhead parking for this trail can accommodate only two to three cars, and on busy days there will be up to 12-15 cars parked along the Uncas Road. During the fall of 2009 the private landowner, whose property the trail crosses for approximately ten feet, requested the Department move the trail off of their property. As the trail follows the old Uncas Road, which may have a right for public travel, additional investigation will be needed to determine if the trail has to be moved. Whether or not the trail is relocated, new additional parking for this trail is needed. A new location was located approximately 800 feet east of the current trail head. A new 8-car parking area will be constructed at this location. Should the existing trail remain at its current location, a new connector trail may be constructed to avoid road walking to get to the trail. If the old trail is relocated the new connector trail will also be designated as a snowmobile trail.

Management Actions:

- Construct a new 8-car parking area approximately 800 feet east of the existing trail head.
- Construct a connector trail between the new parking area and the existing trail.

The following discussion of the Wakely Mountain trailhead is included in the BRW and WMPA UMP as this trail and its use affects those areas as well as the MRPWF.

Wakely Mountain Trailhead:

The Wakely Mountain trailhead is located 11.8 miles down Cedar River Road from Route 28; 0.3 miles before the Cedar River entrance to the MRPWF. The trailhead is within the MRPWF. A DEC access road leads 150 feet to a parking area about 100 feet long by 70 feet wide. It can accommodate from 15 to 20 cars, depending on the discipline of the visitors. On a sign post beside Cedar River Road there is a standard guideboard with the words, *"Trail To Wakely Mt. Observatory, 3,744 Ft. Elev., 3.0 miles."* A sign hanging from the guideboard with the words, *"Parking Area"* and an arrow, directs visitors to the trailhead. There is a standard trail register on the edge of the parking area. At present, there is no barrier preventing motor vehicles from proceeding beyond the parking area along the road that forms the 1st mile of the trail.

The parking area should be designed to accommodate in all seasons the variety of uses considered appropriate within the capacity of the area to withstand use. Compared with other fire tower trails, the trail to Wakely Mountain is lightly used. On summer weekend days seldom more than 15 parties climb to the summit. The publication of fire tower books is likely to increase use levels. Maximum use levels are not likely to exceed 20 parties per day during the next five years. The summit area is considered to be able to withstand the expected continuation of relatively low use levels. Though vegetation is lacking and bare soil is exposed in the core area between the tower and observer cabin, the area is level and soil erosion is minimal. The area of bare soil does not appear to be expanding. With the installation of needed erosion-control structures, the existing trail also would be capable of withstanding projected use. Needed parking capacity would be somewhat less than 20,

since not all the cars belonging to those hiking to the summit would occupy the parking area at one time. Because peak use levels would be likely to occur only on relatively few days during the year, on most days parking capacity would well exceed use levels. The construction of the Cellar Pond route to the summit likely would result in a substantial reduction in the use of the existing trail. Parking demand would fall accordingly.

The parking area would be useful for other visitors to the area. The Gould Road will be open for mountain biking and horseback riding. However, because of the limited length of the road, the absence of scenic destinations and the many other parking options for bikers and equestrians exploring the trails in the MRPWF, parking demand is expected to be low. The parking area also is used during the big game season for hunting access. However, the number of people hiking to the summit of Wakely Mountain declines significantly as big game season advances, so additional parking capacity is not required. The parking area is not used in winter because Cedar River Road is not plowed beyond a snowmobile parking area located more than 4 miles northeast of the trailhead.

After the relocation of the NP Trail, it is expected that the use of the NP Trail would be largely limited to through-hikers. Many of those would be through-hikers who would camp and park in the Wakely Dam area. Therefore, the demand for parking in the Wakely Mountain parking area likely would not exceed 3 or 4 cars at a time.

It is expected that the present capacity of the Wakely Mountain parking area is larger than would be required on most days during the year, though it could approach capacity on peak summer weekends. It is likely that a smaller parking area would be sufficient after the construction of the Cellar Pond route. Parking capacity needs should be reassessed once all management proposals affecting the area have been implemented and new use patterns have become established.

Management Actions:

- Maintain the Wakely Mountain trailhead as a Class I trailhead. Replace the existing standard trail register with a Storey register. Include a map and messages in the display area including regulations and recommendations from the Leave No Trace program.
- Maintain the existing 20-car capacity of the Wakely Mountain trailhead parking area.
- Install a sign approximately 1.5' x 2' with the wording, *"Wakely Mountain Trailhead"* in 2"-3" letters with a directional arrow, printed on both sides, on the existing sign post on Cedar River Road. Relocate the existing guideboard to the beginning of the trail near the new Storey register.
- Reassess parking capacity needs after all management proposals affecting the area have been implemented and new use patterns have become established.

No Action Alternative - The "no action" alternative would prevent necessary improvements to existing lots and construction of new parking facilities where a need is clearly demonstrated and anticipated public use is expected. Establishing properly sized parking facilities with the edges outlined with rock will help limit the number of people entering an area at specific locations, thereby lowering potential use at any given time. Proper siting and construction can reduce environmental impacts and help mitigate impacts to adjacent landowners.

3. Trails

Present Situation and Assumptions:

Many of the existing trails on the MRPWF utilize former woods roads once used for logging purposes. The extensive system of old roads on the unit could provide for future expansion of the existing trail network. An inventory of existing trails is found in Appendix 2; however a detailed trail log showing specific problem areas

and documenting trail maintenance needs has not yet been completed. Several sections of the existing trail network cross wetlands and streams. Though excessive slope is not a problem for most trails, the trail ascending the steep flank of Wakely Mountain to the summit follows the fall line and is subject to soil erosion. In general, few trail-hardening or drainage improvements have been installed on the trails in the unit. Maintenance has consisted mostly of blowdown removal, brushing and trail marking.

Though bridging or trail-hardening structures should not be provided at every wet spot, permitting a trail to pass unimproved through extensive wetlands or across streams with unstable banks can lead to unacceptable impacts to vegetation, soils, aquatic habitats and natural visual character. On existing trails, significant wet areas should be avoided through trail relocation, where feasible. Where terrain restrictions prevent relocation, appropriate types of bridging or trail hardening should be installed where necessary to protect natural resources. When determining the location of a new trail, a route should be chosen that will minimize long-term environmental impacts and maintenance needs. To get to interior destinations, anglers and hunters are inclined to establish foot paths that follow old roads. However, old roads often follow streams or run along the toes of slopes where the water table is high and numerous springs flow across the road surface, especially in spring and fall. The amount of bridging or drainage work necessary to convert such roads to official trails can be excessive.

Trail management involves not just the trail itself, but also the corridor it occupies. Trails are not self-sustaining. Once developed, all trails must receive a degree of maintenance; otherwise non-maintained trails will deteriorate and cause resource problems. The degree of maintenance a trail receives varies greatly depending on the designated use of that trail. Snowmobile and ski trails may require pruning of branches to a greater height to accommodate the snow pack. Horse trails also require greater pruning heights as riders are generally 6-8 feet or more above ground level. Maintenance of all trails should be conducted in a manner that is adequate for the desired use and has minimal impact on the character of the trail.

DEC faces a backlog of unmet trail maintenance and reconstruction on some of the unit's trails and relies on volunteers and trail contractors to close the gap. User groups, clubs, and other organizations raise resources, financial and otherwise, for trail work. Contributions come in terms of labor, materials, and planning assistance. The use of volunteers and contractors, though effective, has associated costs and other limitations. For example, DEC personnel must devote time to planning and coordination, training, supervision and logistical support of volunteers. Currently there are two Adopt-A-Natural-Resource Stewardship Agreements for trail maintenance on the unit. The first is with the Central Adirondack Trail Blazers. Permitted maintenance activities include: blowdown removal, brushing, cleaning of culverts, repairing water bars, replacing broken bridge planking and replacing signs. The second agreement is with the Inlet Barnstormers Snowmobile Club. This agreement allows for the same trail maintenance as above, but also allows for grooming of snowmobile trails pulling drags not exceeding 6 feet in width. Two additional TRPs allow for snowmobile trail grooming by the Towns of Inlet and Indian Lake.

The concept of multiple-use trails will be promoted on the MRPWF. Many of the unit’s existing trails utilize old woods roads, remnants of the logging history of the area. These old roads are suitable to withstand a variety of different uses. Any trail showing evidence of erosion or degradation should be assessed to determine if the trail’s location is in the best place. Recent reports have shown that in many areas, trail problems are not the result of any one particular type of use, but rather from poor design and layout.

User- created trails exist in many locations throughout the unit. Many of these trails are used to access areas for hunting and fishing, while others may provide access to DEC trails from the vicinity of private residences. Although the use of these trails is permissible, their maintenance, or construction of new trails, is illegal. A comprehensive inventory of these trails has not yet been completed.

General Trail Objectives:

- Provide visitors with a trail system that offers a range of recreational opportunities in a manner that keeps physical and visual trail and resource impacts to a minimum.
- Maintain trails to appropriate standards.
- Minimize the mileage of hiking trails, where practical, that utilizes open motor vehicle roads.
- Identify need for trail relocations and/or need for new trails.
- Provide a unified system of trail signage and markers on Forest Preserve lands.

General Trail Management Actions:

- Trail construction, relocation, or reconstruction activities will not be undertaken in the absence of an approved trail project plan.
- Trail maintenance will include removal of downed trees, ditching, clearing of brush, water bar construction and cleaning, bridge repairs and reconstruction in accordance with annual work plans and availability of funds. Bridge repair and construction will occur only in cases where public safety and/or resource protection is jeopardized.
- The Adirondack Park Agency will be consulted in any trail management activities in wetlands and in areas adjacent to wetlands to determine if an Agency wetlands permit is required.
- Trail sections vulnerable to excessive damage which cannot be relocated will be designated and closed during wet seasons. Postings will be done at trail heads and through the media. Voluntary compliance will be the first strategy employed; mandatory regulation and enforcement will be the actions of last resort.
- Conduct a detailed trail log identifying problem areas for all trails.

Snowmobile Trails

Present Situation and Assumptions:

The DEC system of snowmobile trails has been used by the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) to identify a snowmobile trail corridor system within the unit as part of OPRHP's statewide snowmobile trail network. OPRHP's snowmobile trail classification plays a major role in the amount of funding available for grooming and trail maintenance. Trails designed by OPRHP as snowmobile "corridor" or "secondary" trails are eligible for OPRHP funding to support maintenance and grooming. Unfunded snowmobile trails may be kept clear to their allowed width only where cutting of trees or other woody growth over 3" DBH is not necessary. DEC, as per the *Management Guidance* (Appendix 1), however, utilizes a different trail classification system and standards than that of OPRHP.

Class II (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 (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.[17] They may be spur trails (perhaps leading to population areas

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

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, although some - with high recreational value - may be located beyond one mile and may approach a remote interior area.
Snowmobile Use on Roads: Designated snowmobile routes can exist on Forest Preserve roads such as the LLCRR in the Moose River Plains. DEC management of all such roads for motor vehicle use, including snowmobiles, is guided by the Department's "CP-38 Forest Preserve Roads" policy.

Most of the MRPWF trails were developed in the 1960s when snowmobiles were narrower in width and capable of traversing more rugged terrain. Today's machines are generally heavier and wider and are much more dependent on a groomed trail surface than were sleds of a decade or more ago. Touring sleds designed for travel on trails can be 48 inches in width and exceed 500 pounds. The larger size and weight of today's machines cause them to get stuck more easily once off the groomed surface. This is especially difficult for older family members and child operators. In addition, the type of grooming equipment has changed over the years. The size of machinery has varied from home-made equipment, such as a snowmobile dragging bed springs, to larger twin-tracked units with a hydraulically controlled groomer. Some modern day groomers may exceed twenty five feet in length and 6,000 pounds in weight.

Many of the existing snowmobile trails within the MRPWF are un-groomed, single track trails that lead to lakes or ponds. Several trails on the unit have received minimal use in recent years due to un-groomed conditions, which make it nearly impossible for modern snowmobiles to operate on. Concerns over water crossings, rough existing trail conditions and aesthetics have prompted an identification of existing problems and solutions for the snowmobile trails within the MRPWF.

A Park-wide Perspective to Snowmobile Planning

Until recently snowmobile trail planning and development was accomplished through individual unit management plans on a unit by unit basis. Throughout the development of the UMP for the MRPWF, the need to consider a broader approach to snowmobile trail planning became evident. When the Adirondack Park snowmobile trail network is viewed in its entirety, it becomes obvious that there are numerous gaps in the trail network. These gaps isolate individual towns and villages and without connections to other regions may limit opportunities for riding to local trails. In other cases ice crossings, necessitated by the lack of ground routes, adversely affects when adjoining trails may be used. These situations not only limit for some communities the opportunity to take advantage of the economic benefits of snowmobiling but also tend to focus more intensive use of areas with a more developed snowmobile trail network.

Developing a better park-wide network will not only improve snowmobiling opportunities throughout the Park, but will offer opportunities to enhance areas within the interior by reducing impacts associated with snowmobile use. Interior trail closures should focus on dead-end trails, those requiring ice crossings, trails that are redundant and those that are in proximity to either wilderness boundaries or areas of the unit that are relatively primitive in character. Although the balance of new long distance connections versus interior back country opportunities may not achieve the desires of all snowmobilers, it is consistent with the direction of snowmobiling on the forest preserve, where the emphasis is on providing trail connections that cross the forest preserve in lieu of trails that utilize the forest preserve as a destination for riding. These concepts are outlined in the 2006 Snowmobile Plan and the *Management Guidance*.

Due to the mosaic of lands classified as wilderness and wild forest throughout the Park, some proposed snowmobile trails may require a proposal for reclassification of some forest preserve lands. Where feasible, new connecting routes should follow public highway corridors or be as peripheral to the unit as possible. The overall

goal of this approach is to focus motor vehicle use in or near travel corridors while making interior portions of the unit more primitive in character.

Trail Closures

The following trails and roads within the MRPWF are proposed to be closed for snowmobiling. Trails which are to be closed for snowmobiling will have their snowmobile trail markers removed. If a trail is to be retained for other uses, new trail markers will be installed and the trail will be allowed to "grow in" to the appropriate maintained width for the designated use of the trail.

a. Fawn Lake Trail (aka Sump Trail)- 1.88 miles-This trail dead-ends at Limekiln Lake requiring an ice crossing. The trail will continue to be maintained as a foot/bicycle trail.
b. Bear Pond Trail- 2.20 miles- this is a dead-end trail and doesn't provide access to any significant destination. A portion of the trail may be maintained for foot and bike use if a new trail is constructed connecting the LLCRR to the Bear Pond Road.
c. Benedict Creek Trail -1.27 miles - This trail is almost indiscernible in places and receives little or no use. Due to its numerous wet areas, this trail will not be maintained for any use.
d. Lost Ponds Trail – 2.93 miles - A dead-end trail which receives little or no use. The trail will continue to be maintained for foot and bicycle use.
e. Butter Brook Trail - 3.25 miles - The trail is within an area proposed to be reclassified to Wilderness. This trail will not be maintained for any other uses.
f. 7th-8th Lake Loop - 4.88 miles - Two sections of this loop will be retained as snowmobile trails. From Seventh Lake to the intersection with the proposed new trail (1.4 miles) and from Eighth Lake to the intersection with the new trail paralleling Route 28 (0.1 miles).
g. Otter Brook Truck Trail- 8.90 miles- This trail is within an area proposed to be reclassified to Wilderness. This old road will continue to be maintained as a foot trail.
h. Rock Dam Trail-1.43 miles- This trail is seldom used. The trail will continue to be maintained as a foot and bicycle trail.
I. Limekiln Loop -2.16 miles The portion of this trail leading from the Limekiln Lake Campground to private lands near Beaver Dam Pond will be closed as it is a dead-end trail and could potentially lead to trespass on private lands. The 0.5 mile portion of this trail connecting the campground roads and the F.X. Matts Trail will remain open. The trail will continue to be maintained for foot, bicycle and ski use.
j. Lost Ponds Road - 0.3 miles- This is a short dead-end road and receives no use. This road will remain open as a motor vehicle road.
k. Ice House Pond Trail - 0.34 miles- This trail is not used. The trail will be maintained as an accessible trail in order to provide access to the pond.
l. Sly Pond Trail - 5.31 miles- This trail is within an area proposed to be reclassified to Wilderness. This trail will be maintained as a foot trail.
m. Sly Pond loop Trail -2.7 miles- This trail is within an area proposed to be reclassified to Wilderness. This trail will be maintained as a foot trail.
n. Beaver Lake Trail - 2.0 miles- This trail is within an area proposed to be managed with very limited motorized uses. This trail will be maintained as a foot trail.
o. Indian Lake Road - 5.26 miles- This road is in an area proposed to be managed with very limited motorized use. This road will be maintained as a foot trail.
p. Sly Pond Road - 0.25 miles- The road dead-ends at the river and will be closed to all motor vehicle use. This trail will be maintained as a foot and bicycle trail.
q. Beaver Lake Road-.25 miles- This is a dead-end road. The road will remain open for motor vehicle use.
r. Squaw Lake Trail - 0.5 miles -This trail is within an area proposed to be managed with very limited motorized uses. This trail will be maintained as a foot trail.

s. Indian Lake Trail - 0.1 miles- This trail is within an area proposed to be managed with very limited motorized uses. This trail will be maintained as a foot trail.
t. Helldiver Pond Road - .35 miles- From LLCRR to dead-end.

Total miles – 46.39

Existing Interior Trails and Trail Designations

The Mitchell Ponds Trail - This trail provides a 1.7 mile connection from the LLCRR to the Mitchell Ponds Road. There are three bridges along the trail that will need to be replaced. The current bridges are approximately 4 feet in width and in poor condition. All three bridges will be replaced by 8 foot wide wooden bridges. This trail will be maintained as a Class I trail.

Seventh-Eighth Lake Trail - This trail forms a loop between the Seventh Lake boat launch and the Eighth Lake Campground. Two sections of the trail will be retained as part of the new community connector trail. The section between Eighth Lake and the Bear Pond Road/Mohegan Lake will be maintained for foot, ski and biking use. This trail will be maintained as a Class II trail.

Bug Lake Trail - Provides a connection between the Eighth Lake Campground and the Uncas Road. This trail was formerly a road providing access to Mohegan Lake. A short section of this trail, near the intersection with the Uncas Road, may need to be relocated to avoid crossing a strip of private land. If so, a new section of trail would lead to the Uncas Road approximately 800 feet east of the current intersection. This trail will be maintained as a Class I trail.

Mike Norris Trail - This trail connects the Bug Lake Trail to the Brown's Tract Carry Trail. This trail will be maintained as a Class I trail.

Brown's Tract Carry Trail - Connects the north end of Eighth Lake to the Raquette lake Railroad Trail. This trail will be maintained as a Class I trail.

F.X. Matts Trail - Connects the Limekiln Lake Campground to the Town of Inlet Trail system and to Town trails on private lands north and east if the Limekiln Lake Road. This trail will be maintained as a Class I trail.

Upper and Lower Trails - Connects the LLCRR to the Town of Inlet trail system. The Upper trail will be maintained as a Class II trail and the Lower Trail as Class I.

Dillon Road connector - This trail connects the Uncas Road to the Dillon Road (Raquette Lake Railroad). The trail is only several hundred feet in length and is groomed by the Town of Long Lake. This trail will be maintained as a Class II trail.

Cedar River Trail

The Cedar River Trail provides the only non-road connection from the MRPWF to the trail network in the vicinity of Indian Lake village. The trail begins at the bridge over the Cedar River located at Wakely Dam then parallels the river onto private lands to the north. The APA land use map shows a portion of the trail going through a part of the West Canada Lake Wilderness. It is not clear if this is a mapping error or the trail was rerouted after the classification of these lands in 1990. The existing trail, where it crosses Wilderness, follows an old road which would have been the obvious route for the trail. The reclassification of this area that would place the entire trail in wild forest will be proposed in this plan.

The Cedar River Trail is located within the Cedar River scenic river corridor. New motorized trails within scenic river corridors are regulated under Environmental Conservation Law Article 15, Title 27, 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 history of when use of this trail first began is unclear and likely undocumented. The earliest documentation associated with this trail is a lease agreement between the Town of Indian Lake and Finch Pruyn to use the portion across the Finch Pruyn property. The use of the trail under this agreement began in 1977. The southerly portion of the trail is located on State lands which formerly belonged to International Paper Company. When IP sold the lands to the State in 1987 they first granted Hamilton County an easement for the snowmobile trail through December of 1997. At least a portion of the IP section of the trail follows an old road which was used for forest management and also for access to leased camps. Use of this trail prior to these agreements was likely occurring through verbal approval of the landowners or possibly occurring unquestioned by the landowners. Department staff, as well as local residents who used this area in the early 1970s, 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 1960s.

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 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 since 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-quarter 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 residence 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- Retain the Existing Route With Some Relocations **(Preferred Alternative)** - 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-quarter 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. This trail will be maintained as a Class II trail.

New Snowmobile Trail Proposals

In March 2006, the Department of Environmental Conservation released the Draft Moose River Plains Wild Forest unit management plan (UMP) for public comment. A large number of public comments on the Draft UMP related to the closure of existing snowmobile trails. Others expressed the need for new snowmobile trail connections, such as a link between the Limekiln Lake-Cedar River Road and Raquette Lake. Some public input recommended that the Sly Pond Trail be closed since it is not suitable for snowmobiling and is seldom used. Several comments supported the use of snowmobile trails for other recreational activities. The largest number of comments pertaining to trails other than snowmobile trails suggested the need for a hiking and mountain biking trail that would connect existing trails in the vicinity of NYS Route 28 to roads and trails in the interior of the unit. In September of 2006 DEC released an addendum to the draft plan that included a proposed snowmobile trail from the LLCRR to the Seventh-Eighth Lake Trail. This route would have provided a land based connection between Raquette Lake and Indian Lake. Following additional discussions with the snowmobiling community, local officials and environmentalists, on the future management of the MRPWF several new proposals were developed. One of those proposals looked at the need for a snowmobile connection outside of the MRPWF unit. The result was a decision to include a proposal for a land based snowmobile connection to the north beyond the MRPWF unit which would connect into the trail system in the Sargent Ponds Wild Forest. This route will provide a trail connection between Indian Lake and points east, to Long Lake and points north. Without this connector the only possible alternative requires going through Inlet, to the Uncas Road. This requires traveling along plowed roads, which may be bare pavement at times. The map included in the alternatives discussion which follows shows the proposed connector trail and how it relates to adjoining units. As indicated on the map, a portion of this trail would need to pass through part of the Blue Ridge Wilderness. The trail would be located within 500 feet of the Route 28 travel corridor and would therefore be compliant with APSLMP guidelines. The northern end of this route would require the construction of a new trail through part of the Sargent Ponds Wild Forest.

The planning team assessed several alternative trail routes that would connect the Limekiln Lake-Cedar River Road and Raquette Lake and then Raquette Lake to the Sargent Ponds Wild Forest. Due to the complexity and

number of alternatives explored, the analysis is broken down into two parts. The first part addresses the trail from the LLCRR to the Seventh-Eighth Lake Loop Trail. The second part addresses the trail connecting to both Raquette Lake and Sargent Ponds. Criteria to help guide decision making to locate the best possible route included: locating the trail near the unit periphery; minimizing impacts on nearby private lands; avoiding areas which are more primitive in character; minimizing highway crossings; Avoiding plowed roads and water bodies; avoiding the Historic Great Camps Special Management Area (HGCSMA); minimizing the amount of new trail construction; minimizing the potential for impacts on soils, wetlands, rare species and significant habitats such as deer wintering yards; creating a trail that would be attractive and suitable for use as a hiking and biking trail as well as a snowmobile trail; and following existing trails and former roads to the greatest extent possible.

To assist in the comparison of alternative trail routes, staff from the Adirondack Ecological Center of the SUNY College of Environmental Science and Forestry developed several maps, which are included in the following alternatives discussion, identifying various alternative trail routes and their relationships to known wetlands and potential deer wintering areas. They generated a table presenting the total length of each alternative route that passed through these sensitive areas. Because the records of the Natural Heritage Program include no occurrences of rare plant and animal species or other significant habitats, none is indicated on the map. In addition, they developed a map showing the community connections that would be facilitated by the preferred alternative. The preferred alternatives were selected after a review of the maps and extensive field reconnaissance by regional staff. Due to the numerous possible configurations for the entire trail, the alternatives are presented for two separate sections of the entire route. The first section is from the LLCRR to the Seventh-Eighth Lake trail and the second section is from the Seventh-Eighth Lake Trail to the Sagamore Road and to the South Inlet bridge.

Limekiln Lake-Cedar River Road to Seventh-Eighth Lake Trail

No Action Alternative **-** Keeping only the trail system proposed in the Draft Moose River Plains Wild Forest UMP would fail to address important concerns raised by the public during the public comment period. This alternative would prevent the development of a new land-based trail connection between the Limekiln Lake Cedar River Road, the Hamlet of Raquette Lake and the snowmobile trail network that exists to the north. For this reason this alternative will not be supported.

Alternative 1 - Seventh Lake Mountain along boundary - Department policy requires snowmobile trails to avoid slopes exceeding 20 percent. Although this alternative would be desirable since it is the closest route to the periphery of the unit, minimum slopes on the best potential trail segments in the vicinity of Seventh Lake Mountain would range from 25 to 40 percent. Additionally, the terrain has many rock outcrops and ledges, preventing side hill construction to overcome the steep slopes. As these terrain constraints would prevent this alternative from meeting established snowmobile trail design guidelines, this alternative is not considered feasible and will not be supported.

Alternative 2 - Bear Pond Trail and South Side of Red River Valley - The route would leave the existing Bear Pond Trail and travel northeast to an old road located in a notch above Bear Pond. The old road then continues northeastward to a point on the Seventh-Eighth Lake Loop Trail. Many stream crossings are encountered along this route with some streams following the road bed for substantial distances. Though the route skirts the large area of potential deer wintering habitat along the Red River, it crosses several wetland areas. It is likely that extensive bridge construction would be needed in order to provide a suitable year-round trail. Additionally, this route would be located within the river corridor area of the Red River, which has been designated scenic under the Wild, Scenic and Recreational River System Act. High construction costs, along with the significant impacts to the area's wild forest character that would result from the large amount of necessary trail improvements would make this alternative less desirable than the proposed route. Therefore, this alternative will not be supported.

Alternative 3 - Bear Pond Trail via Bear Pond Road - This route would utilize more existing roads and require the least amount of new trail construction. It would traverse less potential deer wintering habitat than most other alternatives. However, topography near Bear Pond would necessitate the crossing of wetlands that might need extensive bridging, especially for use as a year-round trail. Wetlands also would have to be crossed on the old woods road leading from Bear Pond to the Bear Pond Road. This alternative would require the use of portions of roads in use by private inholders. The Bear Pond Road accesses the two camps of the Bear Pond Sportsman's Club, which are reserved for the club's use until 2022. The road also passes through the proposed HGCSMA, which is intended to support non-motorized recreational programs associated with Great Camps Sagamore and Uncas. Because this alternative could impact sensitive areas and nearby private lands and would not provide a trail suitable for summer recreational use, it will not be supported.

Alternative 4 - Bear Pond Trail Through Northern Notch - Similar to Alternative 3, this route would begin on the existing Bear Pond Trail and skirt the northwest side of Bear Pond. From Bear Pond an old woods road would be used along with a combination of skid roads and new trail to reach a road running through the most northerly notch between mountains along the same route as alternative 6. The route would continue northerly along the old road to an intersection about 0.2 miles east of the Seventh-Eighth Lake Loop Trail. Here a new trail would be constructed to make the connection to the existing trail. Though this route would avoid the impacts to private lands and the HGCSMA that alternative 3 would have, it would have the same problems with wetland crossings in the area of Bear Pond. Therefore, it will not be supported.

Alternative 5 - Bear Pond Trail via Bear Pond Road and Winter Road - This route is similar to Alternative 3 except an old road is utilized to avoid the HGCSMA. Although the route would avoid the HGCSMA, the increased elevation of the road on the north aspect of the mountain overlooking Mohegan Lake would increase the noise levels impacting private lands. These impacts combined with the same wetlands impacts found in alternatives 3 and 4 make this alternative unsupportable.

Alternative 6 - Bear Pond Trail via Benedict Creek Headwaters - This route would leave the existing Bear Pond Trail approximately one-half mile southwest of Bear Pond. It would then travel northerly for 0.25 miles on an old woods road. The next 1.1 miles would be new trail construction to connect to another old woods road, which climbs along a ridge approximately 0.25 miles northwest of Bear Pond. Grades do not exceed fifteen percent. Beginning at the height of the ground the road parallels the upper reaches of Benedict Creek. Crossing the creek the road travels approximately another 0.1 miles northeast. From this point approximately 0.6 miles of new trail would need to be constructed to connect to the old woods road that runs through the northern notch. Much of this new segment would utilize old skid roads. The road through the notch runs northwest for approximately 0.7 miles. From this point a 0.2-mile connection to the Seventh-Eighth Lake Loop Trail would need to be constructed. The connection would include a bridge over the stream just east of the trail.

This route involves less total distance of wetland and potential deer wintering area crossings than most other alternatives. It would create a wild forest snowmobile trail connection between Indian Lake and Raquette Lake, along with a new route connecting Raquette Lake and Inlet that avoids plowed roads and water crossings. Because it would extensively utilize existing trails and roads with relatively firm surfaces, this route appears to have the best potential for use by hikers and bikers during the warm seasons. However, the goal is to locate new trails as close to the periphery as possible and no further than two miles from a motor vehicle road. This route would be greater than two miles from the nearest motor vehicle road and therefore will not be supported as a preferred alternative.

Alternative 7 - Foot Trail Connection - This alternative was investigated in an attempt to avoid a bridge required to connect alternative 6 to the Seventh-Eighth Lake Loop Trail. It would follow the route of alternative 6, but would depart from it to follow an old woods road parallel to and east of the existing Seventh-Eighth Lake Loop

Trail, then connect to the foot trail between Bear Pond Road and the Seventh-Eighth Lake Loop Trail. Although the topography is suitable, the area traversed by the route consists of extensive spruce-fir wetlands that would not be suitable for a year-round trail. For this reason this alternative will not be supported.

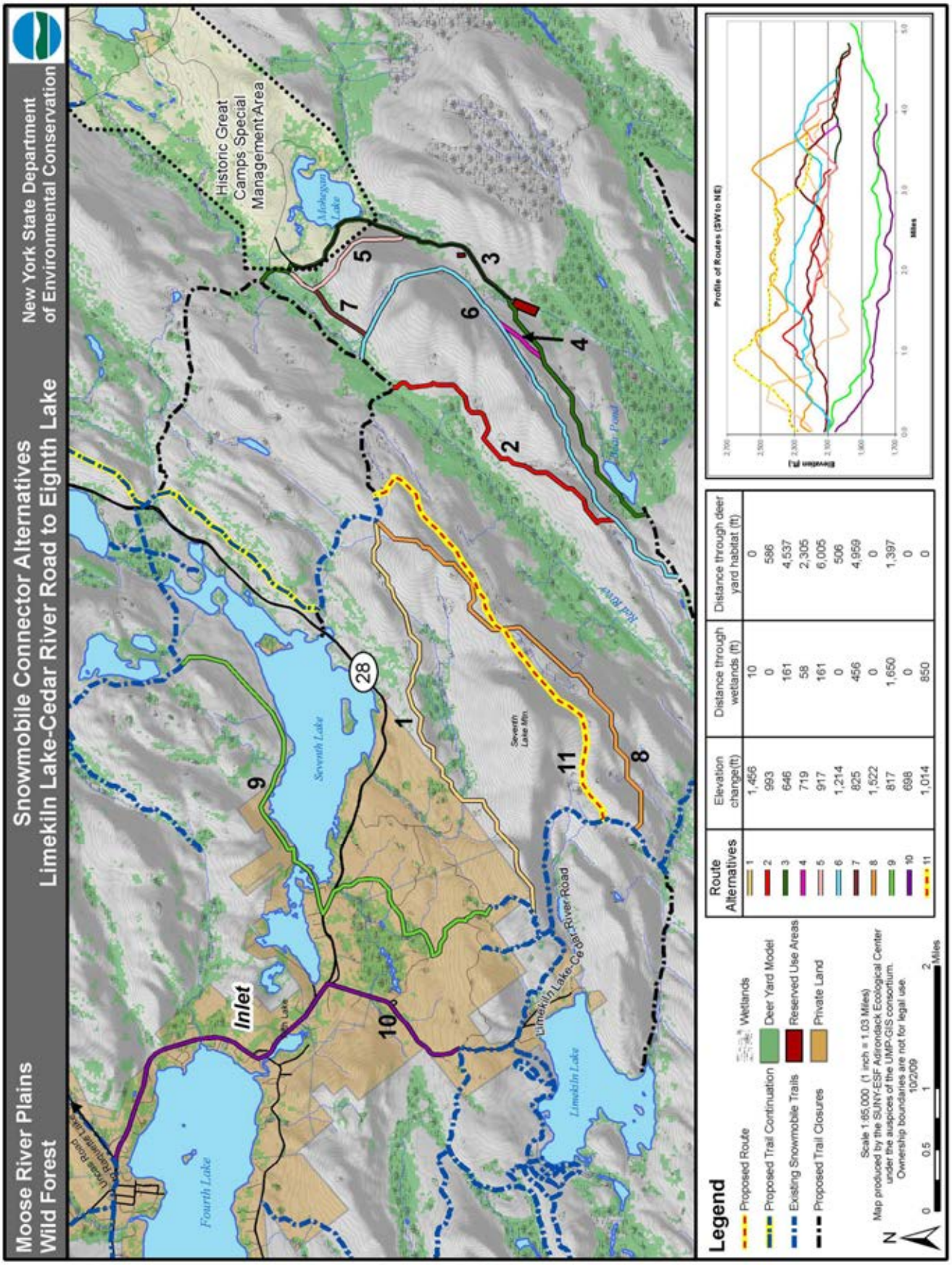
Alternative 8 - North Side of Red River Valley - This alternative would leave LLCR Road in the vicinity of the Fawn Lake Trail and travel parallel to and north of the Red River in a northeasterly direction to the existing Seventh-Eighth Lake Loop Trail. As there are no old woods roads through this area to follow, the entire 4-mile length of this route would consist of new trail construction, which could include a substantial amount of tree cutting. Although the topography is generally suitable for a snowmobile trail, it crosses a greater distance of wetlands and potential deer wintering habitat than most other alternatives. Much of the area appears poorly drained and would likely make a poor year-round trail. For these reasons this alternative will not be supported.

Alternative 9 - Seventh Lake Road, North Shore of Seventh Lake - This alternative would proceed northward from LLCR Road onto existing trails crossing private lands, cross Route 28 and follow Seventh Lake Road to Forest Preserve lands. It would continue eastward along an unmarked foot path on the north shore of Seventh Lake providing a connection to the existing Bug Lake Trail. This route would require snowmobiles to travel on a plowed town highway shared by motor vehicles, then proceed approximately a mile along a narrow private road to Forest Preserve land. The road passes in close proximity to numerous private camps. Because there does not appear to be an easement for public motor vehicle or snowmobile use on this road, the landowners would have to grant permission for its use as a public snowmobile trail. Camp owners have expressed opposition to public motor vehicle use of the road and would be likely to have strong objections to public snowmobile use. Because of the strong likelihood of opposition by landowners at the end of Seventh Lake Road and the potential conflict between snowmobiles and motor vehicles on the road, this route will not be proposed.

Alternative 10 - Limekiln Lake Road, Inlet Hamlet, Uncas Road - This in an existing route consisting of designated town highways and trails. It proceeds westward along LLCR Road to Limekiln Lake Road, turns off westward on an existing trail across private lands to Gilbert Road, turns onto South Shore Road and heads into the hamlet of Inlet. The route then proceeds westward along Route 28, with three crossings of the state highway, to Northstar Loop Road, then heads eastward on Uncas Road to the hamlet of Raquette Lake. Limekiln Lake Road, Gilbert Road, South Shore Road and Northstar Loop Road are plowed. The west end of Uncas Road is plowed for approximately 5 miles to Lower Browns Tract Pond. Snowmobilers traveling between Indian Lake and Raquette Lake would travel 4 or 5 miles more than the preferred route. Because this route involves several miles of plowed roads and requires three crossings of a State highway, it will not be proposed.

Alternative 11- LLCRR to Seventh-Eighth Lake Loop and new trail via south side of Seventh Lake Mountain **(Preferred Alternative)** - This alternative would begin on the LLCRR approximately 2.3 miles east of the Limekiln gate. The route would follow old woods roads through a notch on the east shoulder of Seventh Lake Mountain. The first 1.3 mile section is on what appears to be an old bulldozed road cut across the slope. Grades never exceed 10-15%. The next 1.1 miles would require new trail construction along the northwest side of several ponds. A 1.3 mile section of old road connects this section to the Seventh-Eighth Lake loop Trail. The route would then follow the existing trail going toward Seventh Lake. There are several places where trail work will be required to fix the existing trail. One major washout and several locations where water has gotten onto the trail and runs along its length will need to be addressed. Approximately 500 feet east of route 28 the route will head northeast parallel to Route 28. This section will be approximately 1.6 miles and will connect to the 8th lake end of the loop about .2 miles east of Route 28. The existing trail and bridge over Seventh Lake Inlet will be utilized. The existing bridge will need to be replaced with a new bridge. From here, the route will connect to the proposed new trail heading towards Sagamore Road. As this route is the most suitable route closest to the periphery of the unit, it will be supported as the preferred alternative. This trail will be maintained as a Class II trail.

Alternative 12- LLCRR to Seventh-Eighth lake Loop and existing trail via south side of Seventh Lake Mountain - This alternative would follow the same route to the Seventh-Eighth Lake Loop Trail. Then it would follow the existing trail 4.3 miles to the Eighth Lake end. As this alternative does not move the trail closer to the periphery, it will not be supported in this plan.



Route Alternatives	Elevation change(ft)	Distance through wetlands (ft)	Distance through deer yard habitat (ft)
1	1,456	10	0
2	993	0	586
3	646	161	4,537
4	719	58	2,305
5	917	161	6,005
6	1,214	0	506
7	825	456	4,959
8	1,522	0	0
9	817	1,650	1,397
10	698	0	0
11	1,014	850	0

Seventh-Eighth Lake Trail to South Inlet Bridge

The preferred alternative selected above would provide a suitable trail connection from the LLCRR to Raquette Lake via the trail system west of Eighth Lake. However, relying on this route as part of a long distance connection between Moose River Plains and Sargent Ponds would require several crossings of a major highway and requiring all snowmobile traffic to use the plowed Sagamore Road. The following alternatives explore possible routes that would avoid these conditions to the greatest extent possible. Although the Sagamore road would still be utilized by traffic going to and from Raquette Lake, through traffic would utilize a route on the east side of Route 28.

Alternative 1- North Side of Hill Crossing Seventh Lake Inlet - This alternative would begin from the Seventh-Eighth Lake Trail and cross the Seventh Lake Inlet just below a small pond. The route would then follow along the northerly side of a ridge to the Sagamore Road. This location would provide a sound buffer between the trail and the HGCSMA. The route would require an extensive side hill traverse for the first 1.75 miles. Field visits to this area have not found a suitable route that would avoid slopes in excess of 20% grade. The trail would then need to utilize the road for approximately one mile to join the proposed trail to the South Inlet Bridge. An additional 1.5 miles of road riding would be required to reach Raquette Lake. Due to the extreme slopes and number of miles required on plowed roads this alternative will not be supported.

Alternative 2- North Side of Hill Around East End of Pond - This alternative is similar to alternative 1, with the exception of the first 0.5 mile. This variation would go east of a small pond which is the beginning of Seventh Lake Inlet, thus avoiding that crossing. For the same reasons as alternative 1, this alternative will not be supported.

Alternative 3- Southeasterly Side of Hill - This alternative offers the most direct route from the Seventh-Eighth Lake Trail to the Sagamore Road. Similar to alternatives 1 and 2, this route would require utilizing a plowed road as part of the trail. Additionally, this route could potentially cause noise issues with Great Camp Sagamore as it is less than one mile away from the route. For these reasons this alternative will not be supported.

Alternative 4- Southeasterly Side of Hill Utilizing Old Roads - This alternative follows the same route as alternative 3 for approximately half of its distance. The route would then head easterly and tie into old logging roads following them to the Sagamore Road. Although the use of old roads is desirable, their proximity to the HGCSMA raises concerns with noise. This route would also require the use of plowed roads as part of the trail. For these reasons this alternative will not be supported.

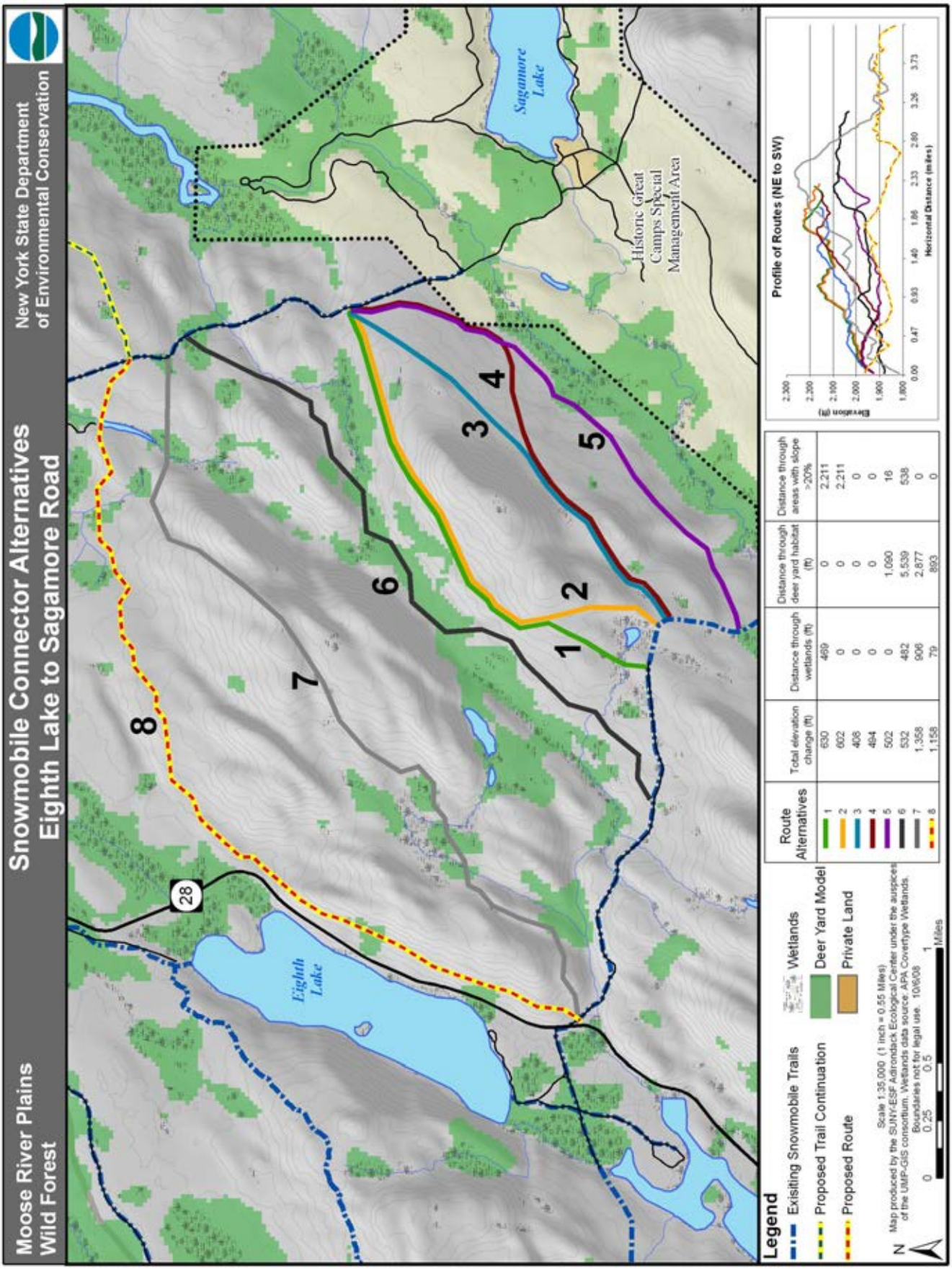
Alternative 5- Eastern Route - this alternative would be the closest to the HGCSMA boundary. The route would utilize old woods roads, the same as alternative 4, for approximately half its distance. For the same reasons as alternative 4, this alternative will not be supported.

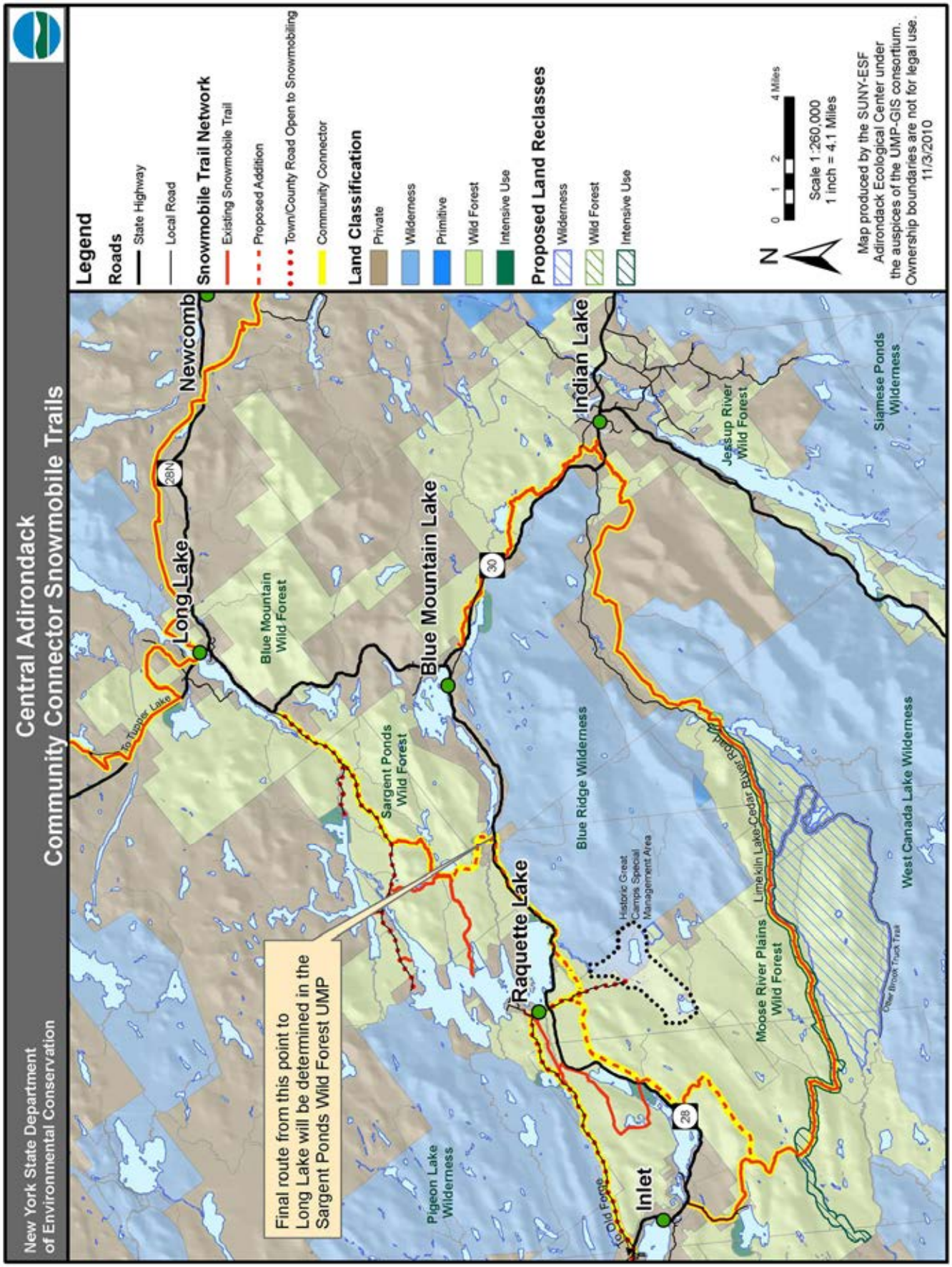
Alternative 6- Lowland Route - This alternative would follow a valley north of routes one and two. This route would require extensive trail construction in both wetlands and potential deer yard habitat. A reconnaissance of the area did not find any suitable routes through this area. For these reasons this alternative will not be supported.

Alternative 7 - East of Reservoir Hill - This alternative would began near the intersection of the Seventh-Eighth Lake Trail and Route 28. The trail would head generally northeast taking the most direct route towards the Sagamore Road. As this route would require extensive trail construction in wetlands and potential deer yard habitat, it will not be supported.

Alternative 8 - Parallel to Route 28 **(Preferred Alternative)** - This route would begin at the intersection of the Seventh-Eighth Lake Trail and Route 28 near Eighth Lake. The trail would follow the access road to the reservoir for the Eighth Lake Campground and then continue along the top of a ridge paralleling Route 28. At the north end of the ridge, the trail would run between two smaller ridges to a point fairly close to Route 28. From here it would turn easterly towards Sagamore Road. A field visit through this area in March 2008 concluded that construction of a snowmobile trail through this area was feasible. The terrain is gentle enough to permit changes in elevation without the need to have excessive slopes. Although the site visit occurred with snow on the ground, a review of soil maps and photos indicates the trail route would also be suitable for warm weather uses. Additional field work will be required to identify the best route for the trail. The trail would need to cross either above or below the Raquette Lake Reservoir to reach the Sagamore Road. APA wetlands maps indicate a large wetland complex above the reservoir which would make crossing there less desirable than below the reservoir. Another possibility would be to construct a single lane bridge utilizing the abutment of the dam itself. The span is approximately 20-24 feet and the addition of the bridge would not significantly alter the character of the area. This possibility will need further review. If the dam abutments cannot be utilized there are several possible bridge locations just downstream of the dam. Once the outlet of the reservoir is crossed, the trail will continue to Sagamore Road and may need to run parallel to the road for a short distance in order to cross the road in alignment with the proposed trail north of the road.

This alternative requires only minimal trail construction in either wetlands or potential deer yard habitat, is more peripheral to the unit than any other alternative, does not impact adjoining private lands and appears to be suitable for other recreational uses. Additionally, this alternative will provide a direct through route - avoiding plowed roads, ice crossings and highway crossings - to trails north of this unit. For these reasons this alternative will be supported as the preferred alternative. This trail will be maintained as a Class II trail.


Snowmobile Connector Alternatives
Eighth Lake to Sagamore Road
Moose River Plains
Wild Forest
New York State Department
of Environmental Conservation
Historic Great
Camps Special
Management Area
Sagamore
Lake
Eighth
Lake
28
1
2
3
4
5
6
7
8
Legend
Exisiting Snowmobile Trails
Proposed Trail Continuation
Proposed Route
Wetlands
Deer Yard Model
Private Land
Route Alternatives
Total elevation change (ft)
Distance through wetlands (ft)
Distance through deer yard habitat (ft)
Distance through areas with slope >20%
1 630 469 0 2,211
2 602 0 0 2,211
3 406 0 0 0
4 484 0 0 0
5 502 0 1,080 16
6 532 482 5,539 538
7 1,358 906 2,877 0
8 1,158 79 893 0
Profile of Routes (NE to SW)
Elevation (ft)
Horizontal Distance (miles)
Scale 1:35,000 (1 inch = 0.55 Miles)
Map produced by the SUNY-ESF Adirondack Ecological Center under the auspices of the UMP-GIS consortium. Wetlands data source: APA Covertype Wetlands.
Boundaries not for legal use. 10/6/08
Miles
N


New York State Department of Environmental Conservation
Central Adirondack Community Connector Snowmobile Trails
Legend
Roads
State Highway
Local Road
Snowmobile Trail Network
Existing Snowmobile Trail
Proposed Addition
Town/County Road Open to Snowmobiling
Community Connector
Land Classification
Private
Wilderness
Primitive
Wild Forest
Intensive Use
Proposed Land Reclasses
Wilderness
Wild Forest
Intensive Use
N
0 1 2 4 Miles
Scale 1:260,000
1 inch = 4.1 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.
11/3/2010
Newcomb
Long Lake
Blue Mountain Lake
Indian Lake
Raquette Lake
Inlet
28N
30
28
To Tupper Lake
To Old Forge
Blue Mountain Wild Forest
Sargent Ponds Wild Forest
Blue Ridge Wilderness
Historic Great Camps Special Management Area
Limekiln Lake-Cedar River Road
Moose River Plains Wild Forest
Otter Brook Truck Trail
Jessup River Wild Forest
Siamese Ponds Wilderness
West Canada Lake Wilderness
Pigeon Lake Wilderness
Final route from this point to Long Lake will be determined in the Sargent Ponds Wild Forest UMP

Sagamore Road North to South Inlet Bridge

As part of the above alternatives, a new trail would need to be constructed from Sagamore Road north to the vicinity of South Inlet. This trail would utilize an old "Blowdown Road" from Sagamore Road to Route 28. From there it would parallel Route 28 to South Inlet. The area around South Inlet has extensive wetlands bordering the highway on both sides of the bridge. Several hundred feet of the new snowmobile trail would need to be constructed within wetlands, either with a major structure or with extensive fill. This section of the route will require a cooperative effort with NYSDOT to provide a wide enough shoulder to accommodate snowmobiles and to incorporate a lane into the new bridge design over South Inlet. DOT is currently planning a bridge replacement and road reconstruction project at this location which could accommodate the needed changes. DEC staff walked this route in 2006 and found it suitable for a snowmobile trail. No other alternative routes exist to provide this connection.

South Inlet Bridge to Sargent Ponds Wild Forest

To make the trail connection to the Sargent Ponds Wild Forest a segment of trail will need to be located within the Blue Ridge Wilderness Area. Starting at the South Inlet Bridge, a route parallel to the south side of Route 28 would need to be constructed. Although the north side of the road is classified as wild forest, and therefore more preferable to the south side, numerous wetlands would make trail construction impossible. It is likely a trail could be located within 500 feet of the highway, which is allowable in wilderness under APSLMP guidelines. The trail would then go onto private lands and cross the Marion River on the existing private bridge. It will then tie into the existing trail system on the Sargent Ponds Wild Forest. This trail will be maintained as a Class II trail.

Trail Construction

Before any portion of trail is constructed, a detailed Snowmobile Trail Work Plan will be developed as per the *Management Guidance*. Development of such work plans will occur in consultation with the APA , and as per the DEC/APA MOU, notice of such consultations will be published in the Environmental Notice Bulletin (ENB). The final layout will utilize existing roads, trails and natural openings to the greatest extent possible. Wetland permits will be obtained from APA if required. It is possible that soil and grade conditions would make the trail suitable for the use of bicycles during the summer and fall months. The location of the proposed route would lend itself to the creation of a number of bicycle trail loops of various lengths, accessible from the hamlets of Inlet and Raquette Lake, the Limekiln Lake, Eighth Lake and Browns Tract Pond Campgrounds and Great Camp Sagamore. The potential value of the proposed trail as a key component in a regional bicycle trail system will govern final route selection and bridge construction decisions. Trail construction will conform to current snowmobile trail policy standards, as well as the standards for mountain bicycle trails provided in Appendix 11.

Projected Use and Potential Impacts of the Preferred Alternative

The ability to establish and maintain suitable snowmobile trail links between area communities is an important goal. It is possible that snowmobile use levels would increase with the preferred alternatives due to the additional option of snowmobile riding between communities on wild forest lands without traveling on plowed roads, crossing frozen water bodies or using trails over private lands whose use requires the purchase of a town snowmobile trail permit. The ability to ride greater distances and access more of the Park-wide trail network may also lead to increased use over current levels. However, it is difficult to predict how large the increases would be. Section 2. D. c provides snowmobile use counts taken over the past several years. These counts indicate that the existing corridor trail through the MRPWF has been used by up to 800 or more snowmobiles on peak days. Typically weekends and holiday weeks are when the heaviest use occurs. Based on the information provided in Table 6, which illustrates national outdoor recreation trends, and supported by Tables 4 and 5, which shows mostly increasing sales of snowmobile permits for the Town of Inlet and parking permits for the Town of Indian Lake, snowmobile use of the trail system within the MRPWF will likely continue to increase. Potentially, the proposed new trail could receive similar use numbers. A discussion on potential impacts associated with

snowmobile use can be found in Appendix E of the 2006 Snowmobile Plan (http://www.dec.ny.gov/outdoor/27707.html)

Any increase in use due to the construction of new routes is offset by the closure of existing trails within the interior of the unit. Not only is the mileage of proposed trail closures much greater than the mileage proposed to be constructed, but with regard to the general effects on wild forest character, the beneficial effects resulting from the removal of interior trails are likely to exceed the negative impacts caused by the construction of peripheral trails.

Some tree cutting and the removal of other vegetation will be necessary for the construction of proposed trails. Bench cutting may be required in some locations in order to overcome topography. These cuts will be minimized to the greatest extent possible but may be necessary to locate the trail closer to the periphery. Other possible adverse impacts may include temporary disturbance to streams and wetlands, such as increased soil erosion and siltation and stream bottom disturbance. There may be minor noise impacts during construction. Potential environmental impacts will be minimized through the application of best management practices during route selection and trail construction.

Monitoring will be important to ensure that environmental degradation of the trail is minimized. If degradation were to occur, the Department would take appropriate mitigation actions, including increased maintenance activities, education and other management actions. The Department would work with local snowmobile clubs and the towns to monitor use and to coordinate maintenance activities through the use of temporary revocable permits or Adopt-a-Natural-Resource Stewardship Agreements.

Following the completion of construction of the new Community Connector Trail, the Department would request that the Town of Long Lake no longer designate the Sagamore Road as a snowmobile trail south of the new trail crossing, which would alleviate some safety concerns with motor vehicles. If the Town does not wish to close the trail, then the Department would request that it be removed from trail maps and not promoted.

Snowmobile Trail Grooming

Snowmobile trail grooming within the MRPWF is done under TRP agreements with the Towns of Inlet and Indian Lake as well as under an AANR with the Inlet Barnstormers Snowmobile Club. The Town of Indian Lake grooms the LLCRR from the Cedar River entrance to the intersection of the Butter Brook Trail and the Cedar River Trail. This grooming is with a tracked groomer and drag. The Town of Inlet grooms the LLCRR from the Limekiln entrance to the Butter Brook Trail intersection, the Rock Dam Road, the Otter Brook Road, the Indian Lake Road to Falls Pond Outlet, FX Matts Trail and the Upper and Lower Trails. Grooming is by tracked groomers with drags. The Inlet Barnstormers groom the Mike Norris Trail, Browns Tract Trail, Bug Lake Trail, Fawn Lake Trail and Mitchell Ponds Trail. Grooming is done with snowmobiles and drags not exceeding 6 feet in width. The Town of Long Lake grooms the Dillon Road with a tracked groomer, though snowmobile use and maintenance is reserved to the private landowner. Future grooming will be dependent upon trail class designation, with Class II trails being groomed with either snowmobiles and drags or tracked groomers and Class I trails being groomed with snowmobiles and drags only.

Discussion of "No Material Increase"

The APSLMP requires that there be no *"material increase in the mileage of roads and snowmobile trails open to motorized use by the public in wild forest areas that conformed to the master plan at the time of its original adoption in 1972".* Further, the APSLMP states that *"the mileage of snowmobile trails lost in the designation of wilderness, primitive and canoe areas may be replaced in wild forest areas with existing roads or abandoned wood roads as a basis of such new snowmobile trail construction, except in rare circumstances requiring the*

cutting of new trails;" and that *"wherever feasible such replacement mileage should be located in the general area as where mileage is lost due to wilderness, primitive or canoe classification."*

The mileage of snowmobile trails in the Moose River Plains Wild Forest shown in the draft UMP was based on a GPS survey of all known existing snowmobile trails on Adirondack Forest Preserve lands. This survey was conducted by DEC in the winter of 2001. The revised mileage shown in this UMP shows that prior to the adoption of the APSLMP, there were approximately 88.85 miles of trails and roads open to snowmobiling across lands that were to become the Moose River Plains Wild Forest. Since 1972, a total of 2.85 miles of new trails were opened, for a total of 91.7 miles of roads and trails open for snowmobiling.

While the material increase provision applies to all wild forest areas on a Park-wide basis, efforts are made during the planning process for each unit to close unsuitable snowmobile trails to help compensate for new snowmobile trail mileage necessary for trail relocations or new community connector links where they may be determined to be possible and desirable. In order to determine what contribution proposals of this UMP would make to a "material increase" or decrease in trail mileage, it was necessary to document historic mileage in the unit and compare that mileage to the total mileage proposed in this plan. Implementation of all the proposed snowmobile trail changes in this UMP will result in the closure of 45.66 miles of existing trails and roads open to snowmobiling and the creation of approximately 12.74 miles of new trails. These actions will result in a net loss of 32.92 miles of trails and roads open for snowmobiles from what existed in 1972.

In March of 2008 the Adirondack Park Agency adopted a resolution which found that existing DEC policy, which places a cap on the total snowmobile trail mileage on all wild forest units at 848.88 miles, consistent with the APSLMP. The resolution also outlined the format in which snowmobile trail mileage should be presented in future unit management plans. This table is presented below.

For the purposes of APSLMP guidelines and compliance, the mileage of roads and snowmobile trails placed into intensive use as a result of reclassifications to create the MRPCA, will still be considered wild forest mileage. It will not be available for reallocation to other wild forest areas or other portions of the MRPWF. If a road or trail within the MRPCA be permanently closed at some point in the future, then the mileage may be reallocated.

This Unit Management Plan

Base Snowmobile Trail Mileage:	91.30
Proposed Closure Mileage:	45.66
Proposed New Trail Mileage:	12.74

Table 11: Park-wide Trail Mileage:

1972 Mileage	Estimated Existing Mileage in All Wild Forest Units	Proposed Net Gain/(Loss) of Mileage in MRPWF	New Total Estimated Mileage in All Wild Forest Units	Total Allowable Wild Forest Mileage * *Mileage beyond which would be considered a "material increase"
740	803.63	(32.92)	770.71	848.88

Snowmobile Trail Objectives:

- Provide for snowmobiling opportunities on the unit that are consistent with the APSLMP, the Wild, Scenic and Recreational Rivers Act, and Department Policies and Guidelines and are compatible with the resource protection objectives for the unit.
- Provide for a variety of snowmobiling opportunities throughout the unit, including trails which connect neighboring communities and trails to unique or scenic destinations.
- Provide snowmobile trail connections to the Park-wide trail network where necessary.

Snowmobile Trail Management Actions:

- Conduct an assessment and compile a detailed trail log identifying problem areas for all snowmobile trails in the unit.
- Prioritize maintenance concerns and develop a strategy to address such concerns.
- Maintain or upgrade all snowmobile trails to current snowmobile trail standards. This will include replacing existing bridges with new wider bridges.
- Close the roads and trails listed above to snowmobiling.
- Relocate the northern one-half mile of the Cedar River Trail to a location that is at least 500 feet from the river and follows the classification boundary as closely as possible.
- Reclassify the area on the south end of the trail from wilderness to wild forest placing the trail entirely in wild forest.
- Construct the proposed snowmobile trail connector as proposed in the selected preferred alternatives.
- Construct a new snowmobile trail from Sagamore Road north to South Inlet as described above, once approval for the entire route is finalized.
- Work with NYSDOT to accommodate snowmobiles across wetlands and the bridge at South Inlet.

Impacts and Management Alternatives for All Proposed Snowmobile Trail Additions:

Several options were considered in determining a preferred management strategy for this area:

No Action Alternative **-** The *"No Action"* alternative, in some cases, forgoes the recreational opportunity and economic benefits of snowmobile-based tourism. Taking no action would also allow trails to remain in use that are not as environmentally sound as the proposed trails. Trails will have to be closed when individual private landowners withdraw permission. This would force snowmobilers to ride along road shoulders on plowed roads. Another concern involves illegal road riding. When the shoulder gets rough, some snowmobilers ride the highway instead of the groomed trail, an activity which occurs mostly late at night. In addition, the no-action alternative would not provide for adequate community connections. Therefore, this alternative will not be supported by this UMP.

Alternative 2 **-** Relocate snowmobile trails to private lands. Efforts will be made to encourage corridor snowmobile trail systems on private lands or road corridors whenever possible. However, there is still need for secondary and local trails that connect to necessary support services such as gas, food, lodging, maintenance and trailheads. It should also be noted that snowmobiling provides persons with disabilities with a means of accessing State lands during periods of snowcover. While this alternative may be possible it would require significant new trail construction along with permission from numerous landowners. Since snowmobile trails are usually not easements but yearly agreements with the landowner, the trail system would always be subject to closure if any individual landowner withdrew permission. Therefore, this alternative will not be supported by this UMP.

Proposal discussion

The ability to develop and maintain suitable trail links between area communities is important. The **preferred alternative** is to officially designate and construct some new trails and to relocate portions of existing snowmobile trails. See specific trail information in the previous section. By avoiding private land crossings where the landowners do not want snowmobiles and road shoulder riding where unsafe, both the trail and enhanced access to State lands will be secured for the future. While these new snowmobile trails will result in the creation of new snowmobile trail mileage, this would be more than offset by the removal of snowmobile designation on unsuitable trails and trail segments. Moving trails out of the more remote portions of the unit while designating new peripheral community connector trails will enhance both snowmobiling opportunities and the wild forest character of the unit as a whole. Therefore, this alternative will be supported by this UMP.

Projected Use and Potential Impacts of the Preferred Alternative

The *Management Guidance* creates a new class of snowmobile trail (Class II) to establish and improve community connections. The other new class of snowmobile trail (Class I) is intended to preserve a more traditional type of Adirondack snowmobiling experience. Identification of trail class for individual snowmobile trails through this UMP will enhance the Department's ability to manage and monitor snowmobile use while helping to reduce impacts. With the development of the new, Seventh Lake Mountain - Sargent Ponds (Class II) Trail, there will be some shifting of the highest snowmobile use to this trail in an area more peripheral to the unit. Between Inlet and Raquette Lake this trail will have no spur trails or other snowmobile trails connected to it, so while monitoring snowmobile use on it will be important, it should not be too difficult to accomplish.

Use of tracked groomers will be restricted to the Community Connector (Class II) routes in the MRPWF, while grooming of Secondary (Class I) Trails will be restricted to snowmobiles and drags, only, as part of allowing these trails to acquire a less developed and maintained character. Some existing snowmobile trails (generally extending toward more interior areas of the unit), will be re-designated for non-motorized use or abandoned as trails altogether. Consequently, the wilder, more remote areas of the MRPWF 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 in the area. These actions will serve to ensure available, wintertime recreational opportunities in the area 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. By utilizing some sections of old logging roads and portions of some existing routes currently in use, the actual amount of new trail construction and associated tree cutting required for development of the major new trail in the unit - the Seventh Lake Mountain - Sargent Ponds Trail - will be minimized. Since most of the existing route connecting Inlet and Indian Lake Village is either on Forest Preserve road or on private, easement lands, tree cutting in the Forest Preserve for minor widening of existing trail segments to meet Class II trail standards on that route will be very minimal.

Snowmobile use in the MRPWF is anticipated to remain generally the same or to rise a little after implementation of the UMP. Use of the new, Seventh Lake Mountain - Sargent Ponds Trail is expected to be high after its construction, but largely as a result of existing use in the area being redirected. This may change in the future, after a safer, land-based community connection is also established with Long Lake Village, so future use will be worthy of attention.

Enhancing snowmobiling safety is an important focus of this UMP and the recently adopted *Management Guidance*, which precludes designation of State trails leading across lakes when alternative, land-based trails are available. Much effort has been devoted to determining a feasible route for the proposed, new Community

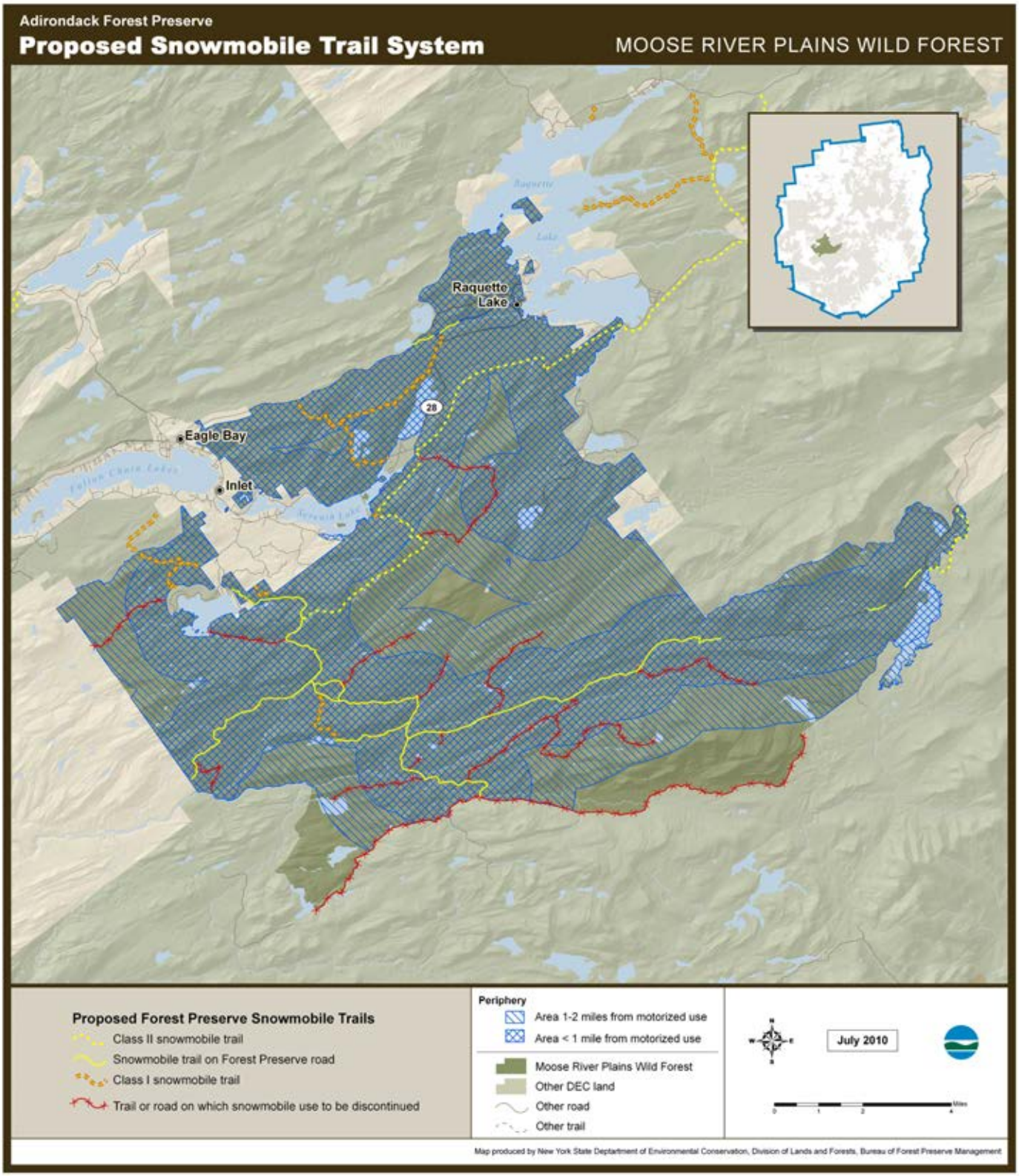
Connector Trail that will link the three communities of Inlet, Raquette Lake Village and Long Lake Village without any need for snowmobilers to risk crossing the ice of Raquette Lake in the MRPWF. The Department recognizes that it is long-distance riders who are least likely to be fully or adequately knowledgeable about critical local conditions. The Department also recognizes, however, that frozen lakes can provide an enjoyable experience for snowmobilers, along with important access to other Department programs such as ice fishing, so carefully selected opportunities for access will be preserved.

Another method of enhancing snowmobiling safety is to regulate trail speed. There is currently no statewide speed limit for the operation of snowmobiles on public highways or public trails in New York State. While the 2006 Snowmobile Plan does not recommend imposing a Forest Preserve-wide speed limit, the MRPWF UMP supports the promulgation of a snowmobile trail speed limit regulation where conditions warrant it. The UMP proposes the promulgation of a regulation for speed not to exceed 25 mph on snowmobile trails and Forest Preserve roads in MRPWF. This would be consistent with efforts from adjoining towns that have established similar local speed limits on sections of trails on private lands. This new regulation, combined with increased enforcement, would help establish snowmobiling as a safer family activity.

Economic impacts have also been considered in the development of this portion of the UMP. Many Adirondack businesses depend on winter business to sufficiently supplement income generated during the warmer months. Through the establishment of a well maintained land-based trail system, given adequate snowfall the snowmobile season may begin earlier and end later, thus helping to boost the local business economies. In the case of the Seventh Lake Mountain - Sargent Ponds Trail, by constructing it for multiple recreational uses and siting it entirely (or almost so) on State land with links to other trails and routes also designated for mountain biking and hiking, the year-round recreational opportunities should result in additional economic benefit for the area.

While the 2006 Snowmobile Plan includes the goal of using private lands as much as possible, little of this is accomplishable in this area. The option of using private lands and/or other routes very close to State Route 28 in Inlet was determined to be unavailable due to the numerous private landowners along the highway who would have to be involved cooperatively and the very challenging, steep terrain existing on the State lands that would have to be traversed. The particular route selected by the Department - away from private lands while still very much in the periphery of the unit - should serve to minimize impacts on both State lands and private landowners of the area.

Developing the Seventh Lake Mountain - Sargent Ponds Trail will also create an opportunity for reducing the impacts of snowmobiling on State lands and private landowners along the northern boundary of the unit with the Pigeon Lake Wilderness - on Uncas Road between Inlet and Raquette Lake. This opportunity will be explored. While very little of the snowmobile route there is actually DEC snowmobile trail (most of it is a town road), it is heavily used by snowmobilers and will, after considerable effort and State funding is expended to construct the alternate, Seventh Lake Mountain - Sargent Ponds Trail to Raquette Lake south of Route 28, appear to be parallel and largely redundant routes. However, these routes do in fact serve to connect different communities. The Seventh Lake Mountain-Sargent Ponds Trail provides a connection between Indian Lake to the east and Long Lake to the north. While the Uncas Road provides a connection from the Old Forge-Big Moose area to trails heading north. Following construction of the Seventh Lake Mountain-Sargent Ponds Trail, use of this route would be expected to increase as there would then be the ability to ride longer distances. The existing and potential increase in use along the Uncas Road will have greater impacts on the private landowners along the road as well as to the adjoining Pigeon Lake Wilderness. Impacts of this use to private landowners on Uncas Road typically include those related to late-night and high-speed travel, as well as exhaust emissions. Impacts to State lands include effects of noise and emissions in the wilderness immediately north of the road. An


Adirondack Forest Preserve
Proposed Snowmobile Trail System
MOOSE RIVER PLAINS WILD FOREST
Raquette Lake
Eagle Bay
Inlet
28
Proposed Forest Preserve Snowmobile Trails
Class II snowmobile trail
Snowmobile trail on Forest Preserve road
Class I snowmobile trail
Trail or road on which snowmobile use to be discontinued
Periphery
Area 1-2 miles from motorized use
Area < 1 mile from motorized use
Moose River Plains Wild Forest
Other DEC land
Other road
Other trail
July 2010
Map produced by New York State Deptartment of Environmental Conservation, Division of Lands and Forests, Bureau of Forest Preserve Management

opportunity may exist to construct a new route from Inlet to Raquette Lake that would reduce the amount of snowmobile traffic on the Uncas Road. This new route would utilize the existing Mike Norris and Brown Tract Carry trails and would connect to Route 28 outside of Inlet by the designation of a new route. The new trail section follows an old trail that may have been opened for snowmobiles in the past. A 1980 inventory of snowmobile trails for the unit listed a trail as Inlet-Eighth Lake Trail and the mileage listed was approximately the same as this route. A former Forest Ranger for the area confirmed this route was open and that old markers may still be found along the route. The Department will consult with local governments and landowners, to thoroughly evaluate the use and seek cooperative ways to reduce it. If an agreement can be reached to reduce snowmobile use of the Uncas Road, the Department will evaluate the feasibility of constructing a new route. An amendment to this plan would need to evaluate the possible route configurations and trail designations for this new trail, as there may be several alternatives to explore.

Hiking Trails

Present Situation and Assumptions:

Although all roads and trails are open for hiking, there are only a few trails on the unit that are considered destinations for hikers. The trail to the summit and fire tower on Wakely Mountain is located mostly on the MRPWF unit. There are several routes to the summit of Black Bear Mountain. The Uncas Trail, beginning at either the Eighth Lake Campground or along the Uncas Road, is the most popular. Rocky Mt., located just outside of Inlet, provides for a short climb offering a great view of the Fourth Lake area. The Cathedral Pines Trail takes visitors through an impressive stand of large white pine. The Northville-Lake Placid Trail crosses a portion of the unit, although it is mostly on the LLCRR.

There are several locations on the existing Wakely Mountain Trail that are significantly eroded and need erosion control structures installed.

The Beaver Flow Trail, which is currently used by Sagamore guests, will be adopted as a formal hiking and bicycle trail. Two bridges will need to be constructed on the trail to accommodate these uses.

The Old Dam Nature Trail Loop is accessed from the Limekiln Lake Campground. It is a self guided nature trail; however it has not been maintained for several years. In 2006 the trail was brushed out and two foot bridges were rebuilt. Additional work, including brushing, bridge repair and signing, still need to be done. Once the trail is restored, the brochure for the trail will also be updated and made available to users.

Mitchell Ponds Mountain may provide an opportunity for a new foot/bicycle trail. The old road network needs to be assessed to determine if it is feasible to locate a trail there.

The possibility exists to create a new long-distance hiking trail from the Uncas road to the West Canada Lake Wilderness across the unit. This route would begin at the Uncas Road pass through the Eighth Lake Campground, Seventh-Eighth Lake Trail to the proposed snowmobile trail to the LLCRR and along the roads to the WCLWA boundary.

The following proposal for a new trail from Cellar Pond to the summit of Wakely Mountain also is included in the UMP for the BRWA.

Wakely Mountain Trail from Cellar Pond

The existing trail to the summit of Wakely Mountain climbs directly up the fall line on the mountain's southeastern flank. Because trail use levels are relatively low, soil erosion has proceeded at a lower rate than it has on more heavily used trails with similar slopes and soils. However, erosion is evident, and the rate of erosion

will increase in step with increases in use. Erosion could be curtailed through an aggressive program of trail hardening, but the installation and maintenance of trail-hardening structures is costly. The topography of many mountains precludes the construction of trails with moderate slopes. However, where existing trails are sustaining significant erosion on steep slopes, alternative routes should be investigated.

A review of topographic maps indicates that a route to the Wakely Mountain summit involving a more gradual ascent might be found along the ridgeline approaching the summit from the southwest. The route would begin where the old road to Cellar Pond leaves Limekiln Lake-Cedar River Road in the MRPWF, approximately 3.5 miles from the Cedar River entrance. It would proceed along the old road approximately 1.8 miles to the pond. From the pond, a new foot trail would be constructed approximately 2.0 miles to the summit. Aerial photographs show a former logging road heading northeastward from the pond. The final half-mile to the summit would be within the WMPA.

A reconnaissance of the proposed route revealed that it proceeds at a steady, gentle grade to the pond. It starts on a road that is not blocked and occasionally is traveled by motor vehicles to a point about 0.4 miles in from Limekiln Lake-Cedar River Road, where severe gullying impedes further motor vehicle travel. The MRPWF UMP will propose that a boulder barrier preventing motor vehicle use be installed near the beginning of the road. Mountain bikes and horses will be allowed as far as the pond. The road bed on the part presently traveled by motor vehicles is firm, with few drainage problems. For several hundred feet beyond the end of vehicle travel, the progress of the severe gullying observed could be curtailed through the installation of waterbars. Farther along the former road, occasional gullying could be arrested through similar means. The route passes through patches of hay-scented fern under an attractive forest of large hardwoods, and then climbs into a forest community dominated by balsam fir, with scattered white birch and other hardwoods. From this point to the pond the former road is occupied by a dense growth of balsam fir saplings.

From the pond, a route proceeding due east to the ridgetop and along the ridge to the summit would require new trail construction. Reconnaissance did not include the former logging road, which should be investigated as an alternative route for the first half-mile of the trail. Slopes on the route along the top of the ridge between the pond and the summit are relatively steady and gentle, except for two steep sections. The use of switchbacks to limit the slope of the trail on the first section appears feasible. However, the second section farther up the mountain is very steep, and the shallow soils could make switchback construction difficult. Each steep section is only a few hundred feet long.

The topography of the ridge route offers the possibility of a trail that would climb steadily and fairly gently for almost its entire length. Unfortunately, the forest cover is uniformly dense along the entire ridge, leaving no openings for views along the route. It appears that the trail could totally avoid streams and wetlands, not requiring a single bridge. However, trail construction would be difficult, since almost the entire ridge is affected by blowdown, possibly resulting from the major wind events that have afflicted the Adirondacks since 1995. The forest floor is rough, characterized by the tip mounds left by toppled trees. The route would be approximately 3.8 miles long, compared with the 3.0 mile length of the existing trail. The trailhead would be at an elevation of approximately 2,600 feet above sea level, compared to 2,000 feet at the existing trailhead, so the trail's total change in elevation would be 600 feet less than the existing trail. There are no occurrences of rare species, historical deer wintering areas or other significant habitats in the vicinity of the proposed trail route on record with the Natural Heritage Program or the Bureau of Wildlife. Observations during reconnaissance confirmed the results of a review of wetlands mapping, which indicated that the route would not significantly affect wetlands.

Once constructed, it is possible that the new trail would become the major route to the Wakely Mountain summit. Though it would be longer, its smaller and more gradual ascent would be an attractive characteristic to

most visitors. With more gentle grades, it would be expected that the trail surface would be able to withstand higher use levels than the existing trail. The existing trail would stand as an alternate route. Though it is likely that the construction of the new route would result in some increase in the total number of people climbing annually to the summit, the physical and social impacts of trail use would be divided between two trails. Use levels and associated erosion impacts on the existing trail would likely decline. It is possible that visitors would support the retention of the existing trail along with the new trail to afford recreational variety. However, because the trail surface along most of the route of the proposed trail would be less prone to erosion than the existing trail with its steep final mile, the eventual closure of the existing trail should be considered. For three years after the construction of the Cellar Pond route, the use and condition of the two trails would be monitored and public comments would be invited. The existing trail would be closed above the Gould road intersection if the decision would be supported by an assessment of resource impacts, public use and public opinion.

North Country National Scenic Trail (NCNST) - At the time of development of this UMP, there were several proposed routes through the Park. The final route is not decided at this time. The DEC is currently working with staff from the North Country Trail Association and the National Park Service for a professional assessment of the proposed route alternatives. The criteria for this assessment are based on the National Scenic Trail standards, the APSLMP, DEC policy, and comment from the New York State Trails Council and the Forest Preserve Advisory Committee. The resulting recommendations for the most appropriate route will be the major consideration in deciding the final approved route. If the preferred route passes through the MRPWF, a detailed work plan will be prepared and the UMP amended before any construction or designation occurs.

Management Actions:

- Maintain all hiking trails on the unit.
- Designate a portion of the existing unmarked trail along the north shore of Seventh Lake for hiking and Mt. Biking from the Bug Lake Trail to the southernmost lean-to. Close trail section between the lean-to and private lands to the west.
- Adopt the Beaver Flow Trail as a designated hiking and mountain biking trail. This trail 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.
- Construct two new bridges on the Beaver Flow Trail.
- Restore the Old Dam Nature Trail.
- Rehabilitate portions of the Wakely Mountain Trail to prevent further erosion problems.
- If feasible, construct a designated foot trail to the summit of Mitchell Ponds Mountain utilizing old woods roads to the greatest extent possible.
- Once the proposed snowmobile trail is constructed, designate the above mentioned long-distance route as a hiking trail.
- Construct the trail from Cellar Pond to the summit of Wakely Mountain and maintain it as a class IV foot trail. Do not permit horses or bicycles on the segment from Cellar Pond to the summit. Mark this segment with yellow “foot trail” markers.
- Conduct trail construction activities after August 1 and before May 15 to protect Bicknell’s thrush.
- Permit bicycles and horses on the trail segment from Limekiln Lake-Cedar River Road to Cellar Pond. Mark this segment with yellow “trail” markers.
- Monitor public use and resource impacts on both trails to the summit. Close the existing trail above the Gould road intersection should the decision be supported by an assessment of impacts, use and public opinion.
- Construct a new 12-car parking area, including 1 accessible space, along the Cellar Mountain Road.

No Action Alternative- If this alternative was implemented, opportunities to enhance recreational enjoyment of this wild forest area, such as family trails, would not be realized. The ability to help control distribution and intensity of use by the addition of new trails would be curtailed. Easy public access into new locations would not occur. People using the area would likely choose their own path, resulting in hiking impacts over a larger area, and in less environmentally appropriate locations. Therefore, this alternative will not be recommended.

Alternatives - Do not designate all trails and identify "trail-less" area

A formal designated trail is not always necessary or appropriate. A segment of recreationists do not require designated trails for their pursuits. Formal trail systems may conflict with several recreational pursuits which do not require trails such as walking, hunting, trapping, fishing, back country camping, orienteering, and nature observation or bird watching. Designated trails can draw a steady flow of users, which may disturb some of these recreationists who seek a solitary experience. Much of the interior of the MRPWF does not have designated trails and would already be considered "trail-less". As no new trails are proposed within much of the unit there is no reason to designate specific areas as "trail-less" at this time. Future revisions to this plan may consider doing so.

Trails to be Relocated:

Northville-Lake Placid Trail

The following proposal for the relocation of the Northville-Lake Placid Trail also is included in the UMP for the Blue Ridge Wilderness.

Present Conditions and Assumptions:

Heading northward along the west shore of Cedar River Flow, the Northville-Lake Placid Trail emerges from the woods onto Limekiln Lake-Cedar River Road near the Cedar River entrance of the Moose River Plains Wild Forest. The trail continues northeastward along the road for seven and one-half miles until it leaves the road and heads northwestward through private property, formerly owned by McCane, then through property owned by Finch, Pruyn and Company, to the Blue Ridge Wilderness. The part of the route through the private parcels is not secured by easements or written agreements. In 2004 the new owner of the former McCane's Resort decided to allow only through hikers to cross his land, and only until the trail is relocated. He ceased to allow parking. The trail swings around the west side of Stephens Pond and enters the Lake Durant Campground, proceeding along a truck trail to campsite number three. From there the trail follows the campground road, crosses a bridge over the Rock River at the east end of Lake Durant into the Blue Mountain Wild Forest and emerges onto a large paved parking area on Route 28. It is the only trail that passes all the way through the Blue Ridge Wilderness.

The Northville-Lake Placid trail was constructed by the Adirondack Mountain Club and opened in 1923 as a foot trail. The part of the trail now within the BRW entirely followed the route of former carriage roads. A major Department goal for the NP Trail is to relocate segments of the trail that involve walking on roads now open to motor vehicles off those roads and into the woods. A major candidate for relocation is the segment of the trail on Cedar River Road. The need for relocation is made urgent by the wish of the new owner of the former McCane's Resort to remove the trail from his property.

Objectives:

There is as yet no formal policy governing the management of the Northville-Lake Placid trail. The following objectives have been developed to guide the process of selecting a new route for the trail where it now follows Cedar River Road. The objectives reflect the goal of maximizing recreational values and the stability of the location of the route while minimizing environmental impacts and keeping costs within reason.

- Minimize the length of the trail on roads open to motor vehicle use.
- Minimize the length of the trail open to conflicting recreational uses.
- 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.
- Minimize the total length of the trail.
- Find a trail location that minimizes the potential for impacts on soils, wetlands, significant habitats and rare species.
- 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.
- For ease of walking, minimize the length of trail in steep sections and minimize variation in elevation.

Alternatives:

The process of selecting a new route for the NP Trail involved a comparison of a number of alternatives (Figure 14). The alternative analysis is presented in Appendix 16. To assure that the development of the list of alternatives would be comprehensive, the search for the best route was not confined by unit boundaries. The Department convened a meeting in December, 2001 involving the coordinators of the UMPs potentially affected by relocation proposals and a number of individuals and organizations with interest in the trail. Meeting participants presented and discussed a number of alternative routes. The discussion of alternatives builds upon the results of the meeting, considering each alternative in light of the objectives developed for the trail, and concludes with the selection of a preferred alternative.

In describing and comparing the alternative routes included for discussion, the planning team benefitted from the extensive knowledge of field conditions provided by Department staff and interested volunteers. Significant segments of most of the alternative routes have been scouted in the field. However, end-to-end field surveys in sufficient detail for complete trail layout were not conducted. Therefore, the alternative analysis includes consideration of hypothetical locations of some route segments and involves a comparison of recreational characteristics, practical considerations such as land ownership, and available ecological information, such as information about rare species and significant habitats from the records of the Natural Heritage Program, regional mapping of deer wintering areas, and wetlands. The actual route of the preferred alternative will depend upon the results of a field assessment of topography, soils, vegetation and wetlands. Should detailed field reconnaissance reveal conditions that vary significantly from the assumptions made in this analysis, the planning team will revisit the alternatives and decide, in consultation with APA, whether to modify the preferred route or select another route, and whether to amend the UMP.

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. Application of the tool supported the preferred alternative, and suggested possible refinements to the location of the route that should be investigated when the trail is laid out in the woods. A description of the least cost path approach is presented at the end of Appendix 14. Figure 14 shows the various routes considered.

Description of the Preferred Alternative

Starting from the south, the new route would follow the existing route northerly along the west shore of Cedar River Flow to Payne Brook within the MRPWF. There the route would depart from the existing route, heading northeasterly to Wakely Dam through the woods on a new trail parallel to Limekiln Lake-Cedar River Road and southeast of it. The route may follow 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, and 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 MRPWF and head northerly into the BRW 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 intersect the existing trail at a point south of Stephens Pond.

Trail Construction

Some of the proposed NP Trail reroute is within the BRW and some in the MRPWF. Construction on the parts of the trail within each unit would not begin until after the UMP had been adopted. The precise location of the relocated trail would be determined after detailed field reconnaissance work. Segments of the trail that would follow former roads generally would require little more work than cutting brush and posting trail markers. Foot bridges might be required in some locations. Field conditions might necessitate that parts of old roads preliminarily designated as part of the trail be bypassed in favor of constructing new trail on sites with better-drained or more stable soils. In general the trail would be located with the goal of minimizing the need for foot bridges and drainage structures, tree cutting, long-term maintenance needs and impacts to soils, wetlands, significant habitats and rare species.

The construction of the new route consists of two segments: the relatively short segment south of Wakely Dam between Limekiln Lake-Cedar River Road and the shore of Cedar River Flow, and the relatively long segment between the Wakely Mountain trail and the trail south of Stephens Pond. The segment south of Wakely Dam, within the MRPWF, may follow a former road reported to lie between the flow and Limekiln Lake-Cedar River Road. Should the route of the former road not prove appropriate, it is expected that new trail construction would not be difficult, because the area generally appears to be characterized by gentle slopes and open upland forest. The longer segment would follow the Wakely Mountain trail for the first mile, then the Gould road for a little less than a mile, all within the Moose River Plains Wild Forest. Though it is likely that the trail would follow the Gould road, it is possible that relocations would be necessary to bypass wet areas. The relocated trail would then enter the BRW, following a former road for more than a mile before approximately five miles of trail would be newly constructed.

Before trail construction would begin, the Department would consult with APA in the development of a detailed work plan and would obtain all necessary permits.

Projected Use of the Preferred Alternative Route and Potential Impacts of Use

It is not possible to accurately project use levels of trails yet to be constructed. However, general predictions can be made from a review of characteristics such as location, access, land character and the use patterns in nearby areas.

The proposed reroute of the NP Trail within the MRPWF and the Blue Ridge Wilderness would be much more attractive to hikers than the present route on Cedar River Road. However, the amount of use by through-hikers would not be expected to rise significantly from presently low levels. Because the hike from the Wakely

Mountain trailhead to Stephens Pond would be approximately eight miles long, use of that segment by people other than through-hikers is also likely to be relatively low.

Winter use of all parts of the relocated trail segment would be expected to be low. Cedar River Road is a major snowmobile route and is not plowed beyond a fee parking lot maintained by the Town of Indian Lake located approximately four and a half miles northeast of the Wakely Dam. Depending on the characteristics of the trail once built, it might prove attractive to a hearty few as part of a rugged long-distance cross-country skiing trip, though the trip would be more than 12 miles long, require the parking of one car at the fee parking lot on Cedar River Road and another on the Route 28 parking area, and involve sharing three or four miles of the unplowed Cedar River Road with snowmobiles. The low level of winter use of the relocated trail would not be likely to have significant impacts on wintering deer.

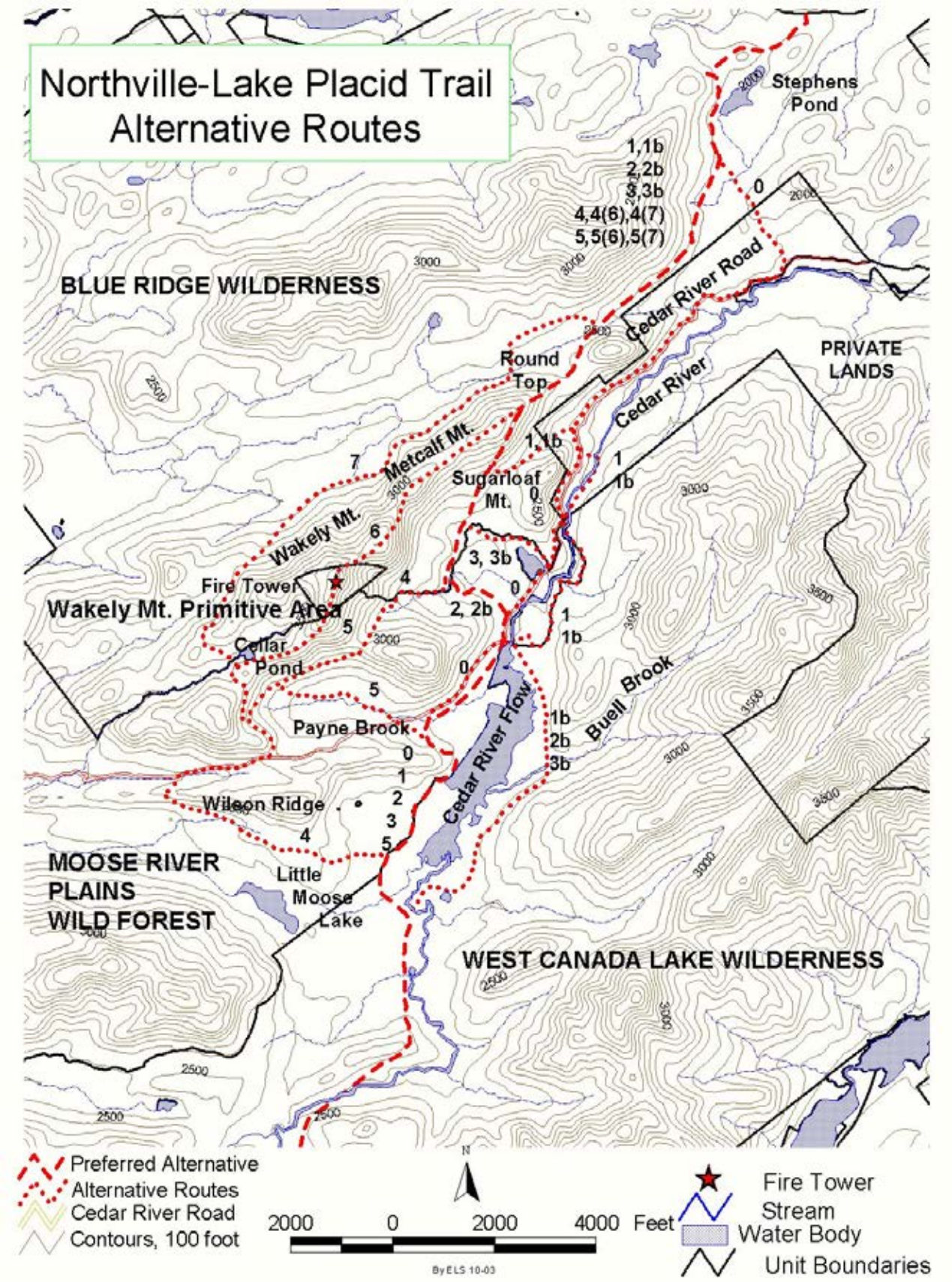


Figure 14. Northville-Lake Placid Trail Alternative Routes

Management Actions:

- Construct the new route of the Northville-Lake Placid Trail as described in alternative 2 and maintain it as a class IV foot trail. Post blue NP Trail markers. Post a guideboard at the intersection with the Wakely Mountain trail.
- Close the part of the trail between the former McCane's Resort and the new trail. Remove all signs and trail markers. Install suitable barriers at both ends.
- Post signs and trail markers within the Lake Durant Campground to clearly delineate the route of the NP Trail to hikers. (Lake Durant Campground UMP)
- Posts signs on the trail to indicate the boundary between the Lake Durant Campground and the BRW.

Canoe Carries

Present Situation and Assumptions:

There are currently six canoe carries on the MRPWF. Two of these carries, Brown's Tract Inlet and Rock Dam, are also designated snowmobile trails. The third carry is between Fifth and Sixth Lakes. The take out on Fifth Lake is on a 1.8 acre parcel of wild forest which is part of the MRPWF unit. The trail leads from Fifth Lake to State Route 28, follows along Route 28, crosses over the highway to Sixth Lake Road and to a launch site along the wing wall of the dam. The State land where the Sixth Lake 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 on the north side of Sixth Lake jointly under the jurisdiction of DEC and the Hudson River-Black River Regulating District. There are express conditions in the transfer of jurisdiction papers that restrict public use of the site. They include: Parking of vehicles or trailers or motor boat launching is not allowed; mooring and docking of motor driven boats is not allowed; and, Camping and picnicking is prohibited. The take out site on Fifth Lake appears to utilize the remains of an old structure. The Fifth Lake site is muddy and a stone or wooden structure would reduce potential sedimentation and improve accessibility. The site on Sixth Lake becomes difficult to use when the water levels become low enough that there is a drop of several feet from the top of the wall to the water. A modification of the head wall would improve accessibility of the site. 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. Squaw Lake is currently accessed by a 0.5 mile carry from the Indian Lake Road. Seventh and Eighth Lakes are linked by a carry which passes through the Eighth Lake Campground. There is also a little used canoe carry to reach the South Branch of the Moose River located at campsite number 80. Department staff will also evaluate the feasibility of establishing a canoe carry from the inlet of the Cedar River Flow to Little Moose Lake (this proposed management action will need to be outlined in the West Canada Lakes Wilderness UMP).

Currently there is no marked access to Mohegan Lake for canoers. There is already a 20-30 car parking area on the Sagamore Road which could be utilized as a trailhead. Access would follow the Mohegan Lake Road to the Bear Pond Road and then to the proposed water access site.

Management Action:

- Maintain existing canoe carries on the unit.
- Modify the head wall at the Sixth Lake site to improve access. Consult with HRBRRD.
- At the Fifth Lake canoe launch, construct a stone or wooden landing at the water line to reduce sedimentation problems and improve access.
- Designate the route from the parking area near Sagamore to Mohegan lake as a canoe carry. The section from the Bear Pond Road to the lake will be constructed to meet accessibility grade guidelines. This will be accomplished by removing obstacles and adding limited gravel material where necessary to address grade conditions or cover obstacles that cannot be removed.

Mountain Biking

Present Situation and Assumptions:

In 1993, the APA and DEC signed an addendum to the memorandum of understanding between the two agencies that addressed use of mountain bikes on wild forest classified lands, while prohibiting mountain biking on all wilderness areas. The memorandum was partly in response to the tourism, bicycling and regional planning interests which identified the economic and recreational potential for mountain bicycling in the Adirondack Park. For the next couple of years, the identification and inventory of popular mountain bicycling trails (Adirondack Park Mountain Bike Preliminary Trail and Route Guide, 1995) was undertaken through a combined effort of the Adirondack North Country Association, the Adirondack Mountain Club and the LA Group. Since the preliminary listing, some counties have identified other routes at the local level and additional routes continue to be identified through the Adirondack Park Mountain Bike Initiative.

All backcountry users can have an effect on the environment. This UMP will identify places where mountain bikes are not appropriate, where mountain bike use can be allowed, ways to minimize impacts and methods to foster cooperation between trail user groups to maximize the quality of the recreation experience for all while protecting the natural resources. The APSLMP guidelines for wild forest areas allow all terrain bicycles *"on roads legally open to the public and on state truck trails, foot trails, snowmobile trails and horse trails deemed suitable for such use as specified in individual unit management plans."* 6NYCRR §196.7(e) provides that *"[t]he operation of bicycles is permitted on all roads and trails on Adirondack forest preserve wild forest areas except for those roads and trails posted as closed to bicycle operation."* All designated trails within the MRPWF will be posted as open or closed for mountain bike travel. Even in wild forest, certain constraints limit the opening of all trails within the unit to mountain bikes. Factors such as private land crossings, topography, drainage and impacts to other recreational activities were considered in identifying possible mountain bike trails within the MRPWF. A discussion of the compatibility of mountain bike use on new snowmobile trail proposals is discussed in the proposed snowmobile trail section.

An assessment of all existing trails within the MRPWF for mountain bike use has not been completed. However, seasonal trails such as certain ski and snowmobile trails, which may cross wet areas when the ground is frozen, will be signed prohibiting the use of mountain bikes. Appendix 11 contains general guidelines for mountain bike trails.

Following the release of the Revised Draft UMP in 2010 numerous comments were received concerning proposals, or lack of proposals, for mountain biking within the unit. To address these concerns, raised from biking groups, individuals and local communities the Department has added several proposals to allow continued use of some routes and to establish new routes. In addition, the Department is committed to working with mountain bike groups and/or individuals, local communities and other interested parties to develop a comprehensive mountain bike plan for the MRPWF. This plan will identify an overall framework for mountain biking, trail construction and maintenance and will guide the future of mountain biking on the unit. Following development of the mountain bike plan, the Department will propose an amendment to this UMP to implement the proposals of that plan.

The following Proposals have been added to this plan to address concerns raised during the public comment period:

Otter Brook Truck Trail Wild Forest Corridor- This proposal will leave a strip of lands classified as wild forest along the Otter Brook Truck Trail, from the intersection with Indian Lake Road, to Little Moose Lake. The corridor will then follow the Wilson Ridge Road to the LLCRR. This corridor is being created for the sole purpose of maintaining an important mountain bike loop that would have been eliminated had the area been reclassified

to wilderness. A single-track bike trail will be developed within the 20 foot wide corridor (10 feet either side of center line of the road).Other non-motorized uses on this route may include hiking, skiing and horseback riding.

Bear Pond-Benedict Creek Trail- This route will be utilize alternative number 6 for the community connector snowmobile trail from the Bear Pond Trail to the vicinity of the northern Bear Pond Sportsman's Club camp. At this point the new trail will connect to the Bear Pond Road. The addition of this route, when combined with existing trails, will provide a series of loops of varying lengths throughout this part of the unit. Other non-motorized uses of this trail may include hiking and skiing.

Squaw Lake Beaver Lake Trail- A new foot/ bike trail is proposed to connect the Indian Lake Road, from the vicinity of Squaw Lake, to the Beaver Lake Trail. This route may serve as part of the NNCST or as an alternative route for that trail. Allowing mountain bike use on this trail will provide an excellent loop utilizing a portion of the Indian Lake Road.

Objectives:

- Develop and implement a comprehensive mountain bike plan for the MRPWF
- Provide for mountain biking opportunities on trails suitable for their use.
- Maintain trails to appropriate IMBA standards to minimize environmental impacts.
- Close inappropriate trails.

Management Actions:

- Initiate a working group consisting of mountain bike users, local governments and other interested parties to develop a comprehensive mountain bike plan for the MRPWF.
- Amend the MRPWF UMP to implement the mountain bike plan once complete.
- Develop a work plan to build the Bear Pond-Benedict Creek Trail.
- Develop a work plan to build the Squaw Lake-Beaver Lake Trail.
- Allow the use of mountain bikes on all open motor vehicle roads within the MRPWF.
- Designate the following existing trails for use by mountain bikes; Otter Brook Truck Trail, Wilson Ridge Road, Mitchell Ponds Trail, Mitchell Ponds Road, Rock Dam Trail, FX Matts Trail, Bear Pond Trail, Rocky Mountain Trail ,Lost Ponds Trail, Ice House Pond Trail, Helldiver Pond Trail, Cellar Mountain Road to Cellar Pond, Wakely Mountain Trail to the first bridge, Gould Road, Beaver Lake Trail, Indian Lake road, Squaw Lake Trail, Indian Lake Trail, Bug Lake Trail, Black Bear Mountain trail, Seventh-Eighth Lake Trail (north section only), Seventh Lake Trail, Mike Norris Trail, West Mountain Trail, Beaver Flow Trail, Sucker Bay Brook Trail, Browns Tract Inlet Carry Trail, Third lake Creek Trail, Traveling Rock Trail, Limekiln Lake Trail and the trails adjacent to Fern Park.
- Designate the following closed motor vehicle roads for use by ATBs; Mohegan Lake Road and Bear Pond Road.
- Designate the new community connector snowmobile trail for use by ATBs.
- Post signs prohibiting the use of ATBs on the following trails; Rocky Mountain Trail, Black Bear Mountain Ski Trail, Wakely Mountain Trail (beyond the first bridge), Cellar Mountain Road (beyond Cellar Pond), Whites Pond Trail, and Cathedral Pines Trail.
- If additional problem areas are found in the future, relocate those sections if possible. If relocation is impossible and the situation cannot be mitigated, close those trails for all uses until a solution is found.
- Assess old logging roads throughout the unit for future opening for mountain bikes. Amend the UMP if new bike trails are to be designated.

Alternatives Discussion for Proposed ATB Trail Additions

Several options were considered in determining a preferred management strategy for this area. As discussed in Section II-D-Capacity to Withstand Use, most wild forest roads and trails within the MRPWF have not been closed to mountain bikes and show only minor environmental impact from bicycle use. Trail obstacles such as roots, rocks and occasional wet areas have tended to discourage use. The lack of large organized clubs and bike shops with rentals has also contributed to low use levels. Various strategies to accommodate mountain bike use within the unit were considered including: (1) listing only closed trails with all other trails considered as open to mountain bikes, (2) identification on a trail by trail basis of all open designated trails, or (3) limited selection of one or two open designated trails to adequately address trail problems and monitor impacts. The option of opening all trails not listed as closed does not adequately identify to potential bikers trail constraints, trail features and/or level of difficulty and the absence of official trail marking/designation may confuse the public. Specifically restricting designation and mountain bike use to a couple of trails would constitute a mass closing of the remaining trails currently open to bike use, a type of outdoor recreation compatible with the wild forest classification. Limiting use to a few specific trails might unintentionally cause a higher degree of physical and social impacts, since use will be much more concentrated rather that dispersed throughout the unit.

No Action Alternative - This alternative would prevent the designation of any mountain bike trails. This would eliminate the potential for conflict between bikers and hikers on designated foot trails. The "no action" alternative would prevent the official designation of bike trails where a need is demonstrated and anticipated public use is indicated. Further, the requirements of the APSLMP to designate appropriate routes for mountain bikes through the UMP planning process would not be met. Without the designation and rating of specific trails through the UMP planning process, the public may not be aware of these potential recreational opportunities. Mountain bike travel would also continue on trails that are not suitable for such use. For these reasons, this alternative will not be supported by this UMP.

Impacts and Management Alternatives:

The **preferred alternative** is the designation of mountain bike trails and posting of trails to be closed. The MRPWF is composed of over 85,000 acres, a large enough area to meet the needs of mountain bike riders and other recreational users without significant user group conflict. Trail designation will direct mountain bike riders to old roads and properly constructed trails which can be more environmentally appropriate places to ride, thus reducing environmental impacts. The existing trails proposed to be designated for mountain bike use were considered for suitability as bike trails, taking into consideration land ownership, ground conditions, existing public uses, trail slopes, obstacles and features, and possible conflicts with other users. In addition, some of the new trail proposals will allow for future mountain bike use. See Section V. The formal designation of mountain bike trails in the MRPWF will accommodate a type of recreational use and access method that is not permitted in the adjacent West Canada Lake Wilderness or the Blue Ridge Wilderness. For these reasons, this alternative will be supported by this UMP.

Projected Use and Potential Impacts of the Preferred Alternatives

By formally designating a trail with mountain bike markers, the trail will most likely be advertized in books and local Chamber of Commerce trail guides, thereby potentially increasing use. Use levels are anticipated to only increase slightly since most of the proposed designated trails do not lead to attractive natural features such as waterfalls, scenic views, or sandy beaches. However, the proposed trail improvements will provide a safer and more enjoyable experience which may eventually increase use due to greater rider satisfaction. Problems of trail widening, braiding and development of new bootleg trails is not likely to happen in the lesser used parts of the Adirondacks, since it is believed that user density will never approach that observed near developed urban areas.

Cross Country Ski and Snowshoe Trails

Present Situation and Assumptions:

Due to the distance from plowed roads, the interior portion of the unit receives very little use by skiers and snowshoers. Areas in the vicinity of Black Bear Mountain, Camp Sagamore and Limekiln Lake Campground receive some use. The trail system at Limekiln Lake Campground is linked to the Inlet Ski Trail system at Fern Park and likely receives the most use.

Objective:

- Provide designated ski and snowshoe trails in areas which are accessible from plowed roads and parking areas.

Management Actions:

- Mark the north end of the Seventh-Eighth Lake Loop Trail, Bear Pond Road, Mohegan Lake Trail, Beaver Flow Trail and Traveling Rock Trail as ski trails.
- Assess existing old roads and trails for future ski/snowshoe use especially in the area between the Sagamore Road and the existing trail from Eighth Lake to Mohegan Lake. This area, which is easily accessible from plowed roads could provide for a system of interconnecting ski trails.
- Amend the UMP when new ski trails are to be designated.

Horse Trails

Present Situation and Assumptions:

Areas designated for horseback riding in Hamilton County are quite limited, consisting mainly of small privately operated riding stables and trails. It is important to realize that a horse trail network that provides looped trails and the desired experience of most equestrians may not be feasible within the MRPWF. However, the opportunity for limited riding does exist. Some trails and roads that are currently ridden sporadically by local equestrian users are capable of sustaining such minimal use, but may not be able to withstand the use that could result from formal designation.

Pursuant to 6 NYCRR § 190.8(n), use of horses and equestrian riding is allowed anywhere on State lands under the jurisdiction of the Department of Environmental Conservation except designated foot trails and snowmobile trails when covered with ice or snow and intensive use areas, such as DEC campgrounds. Page 22 of the APSLMP (June 2001) authorizes horse trails in wilderness areas, provided that *"new horse trails will be limited to those that can be developed by conversion of appropriate abandoned roads, snowmobile trails, or state truck trails.'"* Horse hitching posts and rails, and horse trail bridges constructed of natural materials are also allowed by the APSLMP. The APSLMP on page 25 also provides that *"access by horses, including horse and wagon, while permitted in Wilderness, will be strictly controlled and limited to suitable locations and trail conditions to prevent adverse environmental damage."* These guidelines also apply to wild forest classified lands.

The APSLMP on page 17 defines a foot trail as *"a marked and maintained path or way for foot travel located and designed to provide for reasonable access in a manner causing the least effect on the surrounding environment."* As a result, all designated foot trails are closed to use by equestrians. While the co-designation of foot trails as horse trails could enable horseback riding to occur, horse trails are generally not compatible with pedestrian hiking on popular foot trails. Although horse trails may follow foot trails for short distances, in order to minimize user conflicts it is preferable that they be developed as separate distinct facilities, utilizing as much as possible areas not presently used by hikers to a great degree.

Horseback riding is a compatible use of Forest Preserve lands when the trails are properly located, designed and maintained. It is important to bear in mind that designation of a particular trail or old road for horse travel may invite increased traffic, and without adequate maintenance could cause the trails to become eroded and muddy. Trails in such a condition are environmentally unacceptable, unsafe and unpleasant to use. Trails are most vulnerable to erosion during the months of November, December, March and April, the "mud season" when trails can be most easily damaged. In January, February, and March snowmobile use would conflict with any winter horse use.

Currently there are five designated horse trails within the MRPWF, the Lost Ponds Road, Mitchell Ponds Road, Beaver Lake Road, Otter Brook Truck Trail and Sly Pond Loop Trail. All of these trails, with the exception of the Sly Pond Loop Trail, are on old roads which are also designated snowmobile trails. Ideally horse trails should provide a series of interconnected loops allowing for rides of varying lengths and not requiring return trips via the same routes. Unfortunately this is not the case on this unit and is the likely reason the use of horses has remained fairly low on the unit. The future designation of horse trails to provide a network will depend on the reconnaissance of old roads and trails throughout the unit. Many factors must be evaluated prior to the designation of a route for use by horses including soils, topography, stream and wetland impacts as well as compatibility with other uses. Routes that follow old gravel roads with hardened surfaces and proper drainage will form the basis of any future horse trail system on the unit.

Objectives:

- Provide recreational opportunities for equestrian riders on suitable trails.
- Maintain trails to appropriate standards to minimize environmental impacts.
- Close inappropriate trails.

Management Actions:

- Assess other existing trails to determine if they are suitable for designation as horse trails.
- Designate the Wilson Ridge Road as a horse trail.
- Amend the UMP when new horse trails are to be designated.

Alternatives Discussion for Proposed Horse Trail Designation

Several options were considered in determining a preferred management strategy for this area:

No Action Alternative **-** This alternative is to not designate any additional horse trails. This would reduce the potential for conflict between equestrians and hikers on designated trails. Although under applicable law it is legal to ride a horse on an unmarked trail, as a practical matter riding a horse off trail is difficult in most forest stand types. Terrain constraints, brush, obstacles, and other factors limit the ability to easily ride through the woods. The "no action" alternative would prevent the official designation of horse trails where anticipated public use is indicated. For these reasons this alternative will not be supported by this UMP.

Impacts and Management Alternatives:

The **preferred alternative** is the retention of currently designated horse trails, allowing informal horseback riding where suitable, and posting of trails to be closed. The MRPWF is composed of over 85,000 acres, a large enough area to meet the needs of equestrians and other recreational users without significant user group conflict. While riding will still be allowed on some snowmobile trails, this occasional activity is expected to only have minor impacts. Trail designation will direct equestrian users to old roads which can be more environmentally appropriate places to ride, thus reducing environmental impacts. Horses provide an alternative means of transportation into the MRPWF. The designation of horse trails can improve the accessibility within the area for

persons with disabilities who are seeking to access Department programs in a wild forest setting. Therefore, this alternative will be supported by this UMP.

Projected Use and Potential Impacts of the Preferred Alternatives

It is anticipated that the few trails that are designated for horse use will not be heavily used, since the total overall mileage of horse trails is small. However, the proposed trail improvements will provide a safer and more enjoyable experience which may eventually increase use due to greater rider satisfaction. There may be resistance from hikers and other users to the designation of horse trails in the MRPWF. However, given the need to develop opportunities for people with limited mobility and APSLMP provision allowing horse trails in wild forest, horse use is an appropriate mode of travel. The designated horse trails will be signed to inform users of the trail designation and reduce the potential for conflict. Equestrian use will be monitored for resource impacts and complaints from other users. To assist with the maintenance of newly designated horse trails the Department will seek an organization willing to adopt these newly designated horse trails.

4. Primitive Tent Sites

Present Situation and Assumptions:

There are currently 170 designated primitive tent sites (designated sites) located in the MRPWF. The reclassifications proposed in this plan will place 116 of the existing (170) designated sites within MRPWF into a new Moose River Plains Intensive Use Camping area. (Appendix 23 contains a draft unit management plan for this proposed Intensive Use Area.)

54 of the existing (170) designated sites are located on the lands remaining classified as Wild Forest. This UMP proposes to designate an additional four new sites within the Wild Forest Area. Of the 54 existing sites, 37 need to be closed for (1) environmental reasons or (2) in order to comply with APSLMP separation distance requirements. Closed sites will be relocated to appropriate areas within the new Intensive Use Area or within the Wild Forest. No sites will be closed prior to development of a site relocation plan in consultation with APA staff and local communities.

Compliance with the APSLMP for campsite separation distance must occur before the end of the third year following adoption of this plan. Thus, the relocation plan must be finalized within this time frame.

The APSLMP area description for the MRPWF reads in part *"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 the developed campground and primitive tent sites."* It is for this unique opportunity that many users come to the MRPWF.

Existing camping regulations require camping to be either at designated sites or at undesignated locations that are at least 150 feet or more from a road, trail or water (6 NYCRR §190.3(b)). A primitive tent site is one identified by a DEC sign or disk and defined as: a designated tent site of an undeveloped character providing space for not more than three tents, which may have an associated pit privy and fire ring, designed to accommodate a maximum of eight people on a temporary or transient basis, and located so as to accommodate the need for shelter in a manner least intrusive on the surrounding environment (APSLMP, 2001, page 18).

The APSLMP guidelines for primitive tent sites in wilderness areas (APSLMP, 2001, page 21) also apply to other land classifications such as primitive and wild forest. Conforming primitive tent sites should meet the following criteria;

- primitive tent sites below 3,500 feet in elevation that are out of sight and sound and generally one-quarter mile from any other primitive tent site or lean-to:
- where severe terrain constraints prevent the attainment of the guideline for a separation distance of generally one-quarter mile between primitive tent sites, individual unit management plans may provide, on a site-specific basis, for lesser separation distances, provided such sites remain out of sight and sound from each other, be consistent with the carrying capacity of the affected area and are generally not less than 500 feet from any other primitive tent site.

The existing designated campsites located along the road system were constructed in the 1960s. Sites and access roads were leveled and hardened with gravel. These sites are designed similar to those found in intensive use areas, and can withstand current and projected use levels. Most existing sites are equipped with a pit privy, picnic table and either a fire ring or fireplace. Most of the existing fireplaces are in poor condition and those remaining at wild forest primitive tent sites will be converted to simple fire rings. Several interior sites are also designated generally located near waterbodies. Additional sites are designated on Seventh Lake along the Northern Forest Canoe Route.

Compliance with APSLMP Site Separation Distance Requirements

An analysis of the separation distance between designated sites on the MRPWF found that there were numerous individual sites not in compliance with the guidelines set forth in the APSLMP. To determine which sites were out of compliance, the planning team created a map showing all designated campsites on the unit. GIS software was used to create a one-eighth mile radius circle around each site. Anywhere these circles intersected represented sites that were within one-quarter mile of another site. In some cases 10-12 circles intersected each other. Each site identified through this process was then visited. Criteria looked at during these visits included resource impacts, location, previous indications of use and the site's ability to withstand future use. Sites were then compared to other sites within one-quarter mile and a determination was made as to which sites to close. The initial Draft UMP proposed the closure of 99 of the 170 existing sites to meet separation distance guidelines. This proposal was not well received by users of the area and raised major concerns with local government officials due to the potential impacts on their communities. Following numerous discussions with user groups and local governments, DEC made a decision to review the Draft UMP and look at possible alternatives to the camping issue on the unit. The outcome of this review has resulted in a major revision to the draft plan that will include a proposal to reclassify some portions of the road corridors within the MRPWF to intensive use. This reclassification is being proposed to allow the retention of existing sites that do not meet separation distance requirements. The management of these intensive use camping areas will be guided by a separate plan for those areas. This plan will address those sites remaining within the MRPWF. Future monitoring will determine the need for additional sites within the unit. A campsite use inventory, begun in 2008 and proposed to be done yearly, will be utilized in determining the need for additional sites. No new primitive tent sites in wild forest will be designated so as to be closer than one-quarter mile from any other tent site whether in wild forest or intensive use.

Existing Primitive Tent Sites

Management of primitive tent sites within the MRPWF will focus on providing a more primitive experience than those sites in the adjoining intensive use area. This will include separating the tent sites from parking areas and removing picnic tables from the wild forest sites that have traditionally been provided within the MRPWF. The overall goal is to offer a range of types of camping facilities in general proximity to each other along the Moose River Plains road network, from the most basic primitive tent sites to a variety of more developed sites available within the proposed new campground. All sites, however, will be managed so they remain in keeping with the character of the area and its historical use.

The existing primitive tent sites which are to remain within the unit will be reconfigured to provide parking space for one vehicle and trailer. Newly designated sites will be constructed in the same manner. The area designated for the tent site will be separated from the parking area by a minimum of 100 feet. During the big game hunting season users may utilize the parking area for campers or pick-up trucks equipped with slide in campers.

Mitchell Ponds (Site 64a)- This site is currently located approximately 50 feet from the shore of Mitchell Ponds. The road leading to the site is proposed to be opened to CP-3 access as part of the Galusha Consent Decree. In order to better protect the immediate shoreline and to prevent users from having to access the water directly through the tent site, the site will be relocated to a location where the proposed CP-3 motor vehicle access will end. The newly constructed site will be accessible. A 400 foot accessible trail will connect the site to the water.

Ice House Pond (Site 81) - The existing site is approximately 200 feet to the south of the pond and is wheelchair accessible, and an accessible trail provides access to the pond.

Site 83- This site is located on a dead-end road just north of the Moose River. In order to provide proper separation distance between sites within the proposed intensive use area and site 84, this site will be closed.

Site 84- This site is located on a dead-end road just north of the Moose River. The road is proposed to be blocked near the intersection with the Otter Brook Road.

Site 45- This site is located just beyond the gate on the Lost Ponds Road. The site is too close to both a stream and a wetland as well as being less than one-quarter mile from other sites which will remain open. For these reasons this site will be closed.

Site 46- This site is located adjacent to the Lost Ponds Trail. If a more suitable location away from the trail can be found, the site will be relocated.

Site 47- This site is located on Lost Ponds.

Site 35- this site is located at the end of the Sly Pond Road. The road is proposed to be closed and blocked at the intersection with the LLCRR. Space for one vehicle will be provided at the intersection and the site will be accessed by foot via the old road.

Sites 134, 135, 135a, and 138- These sites are located adjacent to the Indian Lake Road. All of these existing sites will be closed, and new sites at more desirable locations will be designated. Some of the new sites may be within the WCLWA and will be addressed in that UMP. All newly designated sites will conform to APSLMP guidelines. The following sites are located on or near the Otter Brook Road, within the scenic river corridors for either the SBMR or Otter Brook, will be retained as wild forest compliant sites: 80, 82, 89, 90, 98, 101, 103, 104, 106, 110 and 111.

The following sites are located within the scenic river corridor for the Red River and will be retained as wild forest compliant sites: 73a, 76, 77, 119a, and 122.

Proposed new Primitive Tent Sites

Cellar Pond Road- A new site will be designated at the location of the old lease camp approximately .2 miles from the LLCRR. Parking will be along the LLCRR.

Payne Brook Road- A new site will be designated near the first stream crossing along the old road approximately .2 miles from the LLCRR. Parking will be along the LLCRR.

Wakely Pond- a new site will be designated along the Gould Road near Wakely Pond approximately 200 yards from the proposed parking.

Mohegan Lake (Boy Scout Point) - A new site will be designated on Boy Scout Point. The site will be located so that it is reasonably screened from the water.

Old Farm Meadow- A new site will be designated and constructed in the vicinity of the Old Farm Meadow along the Bear Pond Road.

Site Screening

DEC Policy states in part "primitive camping sites shall be set back from roads, trails, springs, streams, ponds and other bodies of water so as to preserve the aesthetics of those features". Additionally the APSLMP states *" Any new, reconstructed or relocated lean-tos, primitive tent sites and other conforming buildings and structures located on shorelines of lakes, ponds, rivers or major streams, other than docks, fishing and waterway access sites and similar water- related facilities, will be located so as to be reasonably screened from the water body to avoid intruding on the natural character of the shoreline and the public enjoyment and use thereof. Any such lean-tos, ranger stations, storage sheds, horse barns and similar structures will be set back a minimum of 100 feet from the mean high water mark of lakes, ponds, rivers or major streams."* Although the sites which are to remain are exempted from the APSLMP criteria because they are pre-existing, the intent of both DEC Policy and SLMP guidelines is to protect the resources and enhance the users' experience. Therefore, these criteria were used to assess all sites in determining which sites would be the most desirable to retain. In some instance the sites remaining open may need to have screening between the site and the road enhanced through vegetative planting. Any sites where adequate screening cannot be established may have the camping area of the site moved farther from the road in order to better screen the site. An assessment of vegetative screening and a plan for the management of screening will need to be developed for all roadside sites.

The Department will control and reduce the adverse physical and social impacts of human use in the MRPWF through a combination of education and minimum regulation. The most common violations deal with: tree cutting; littering; camping too close (less than 150 feet) to water, trails, or roads; failure to obtain required permits; or violating group size requirements. Many minor violations are due to unskilled actions and/or uninformed behavior rather than maliciousness. A combination of campsite designation, education and general increased Department presence will be used to control use within the capacity of the resource to withstand use. If this approach does not achieve desired user behaviors, additional law enforcement measures will be employed.

Tent Site Groupings

Groups of 10 or more individuals up to a maximum of 20 people must obtain a camping permit prior to overnight use of NYS lands as required by DEC rules and regulations (6 NYCRR § 190.4(e)). Under guidelines for management and use of wild forest areas (APSLMP, page 36), the APSLMP additionally allows:

> *small groupings of primitive tent sites designed to accommodate a maximum of 20 people per grouping under group camping conditions may be provided at carefully selected locations in wild forest areas, even though each individual site may be within sight or sound and less than approximately one-quarter mile from any other site within such grouping, subject to the following criteria:*

- such groupings will only be established or maintained on a site specific basis in conformity with a duly adopted unit management plan for the wild forest area in question;
- such groupings will be widely dispersed (generally a mile apart) and located in a manner that will blend with the surrounding environment and have a minimum impact on the wild forest character and natural resource quality of the area;
- all new, reconstructed or relocated tent sites in such groupings will be set back a minimum of 100 feet from the mean high water mark of lakes, ponds, rivers and major streams and will be located so as to be reasonably screened from the water body to avoid intruding on the natural character of the shoreline and the public enjoyment and use thereof.

While the APSLMP accepts large camping groups of nine to twenty people as a legitimate class of users in wild forest areas, it is very specific (p.37) about how carefully they should be accommodated "*per grouping under group camping conditions.*" The intent of the provision for tent site groupings is not explicit as to whether the grouping is intended to be occupied by one affiliated group or a number of separate camping parties. However, additional guidance provided by past reports (The Future of the Adirondack Park, The Reports of the Temporary Study Commission on the Future of the Adirondacks, 1970), recommend that in wild forest areas, "*small walk-in camping areas should be developed*" with *"spaces available for no more than five camping parties*." "*Small primitive type campsites (campgrounds)...will be allowable on wild forest lands...under proper planning guidelines*." (Technical Report 1, Volume B, Private and Public Land, p. 27)

On some occasions groups larger than twenty people camp on the unit. These groups camp under TRP from the Department and do not camp at designated tent sites. To date there has been no resource impacts associated with this type of use. The Department will continue to issue TRPs for this type of use.

Careful and limited development of designated group campsites is called for in the APSLMP since camping in large groups can cause significant degradation of an area's resources, including solitude. This is reflected by the APSLMP guideline that states such group campsites "*will be widely dispersed… and have a minimum impact on the wild forest character and natural resource quality of the area*." Group campsites are to be provided only *"at carefully selected locations in wild forest areas*" and established or maintained only "*on a site specific basis in conformity with a duly adopted unit management plan*."

Large groups of people (10 or more individuals) have utilized portions of the MRPWF for camping in the past. Much of this use is associated with groups such as youth camps, Boy Scout troops and hunting parties. By permit, these groups were allowed to camp at locations that were deemed suitable by the area forest ranger. In some areas such as Wakely Dam, large concentrations of people have occupied the closely spaced roadside sites at the same time giving the appearance of a large group even though they are separate camping parties.

Consistent with APSLMP guidelines, wilderness UMPs are proposing a maximum overnight group size of eight people. A limit on the size of overnight groups in wilderness areas may put increasing pressure on wild forest areas to accommodate group camping activities. At this time there are no formal designated tent site groupings within the MRPWF. Prior to the proposed creation of intensive use areas within the unit, the designation of several group sites was considered. However, at this time it is expected that the intensive use areas can accommodate the current level of large groups. If future monitoring indicates the need for additional tent site groupings within the MRPWF they will be designated using the following criteria.

- The grouping will be designed to accommodate a maximum of 20 people.
- Individual tent sites within a grouping do not have to be out of sight and sound and may be less than a quarter mile apart from other sites in the grouping.

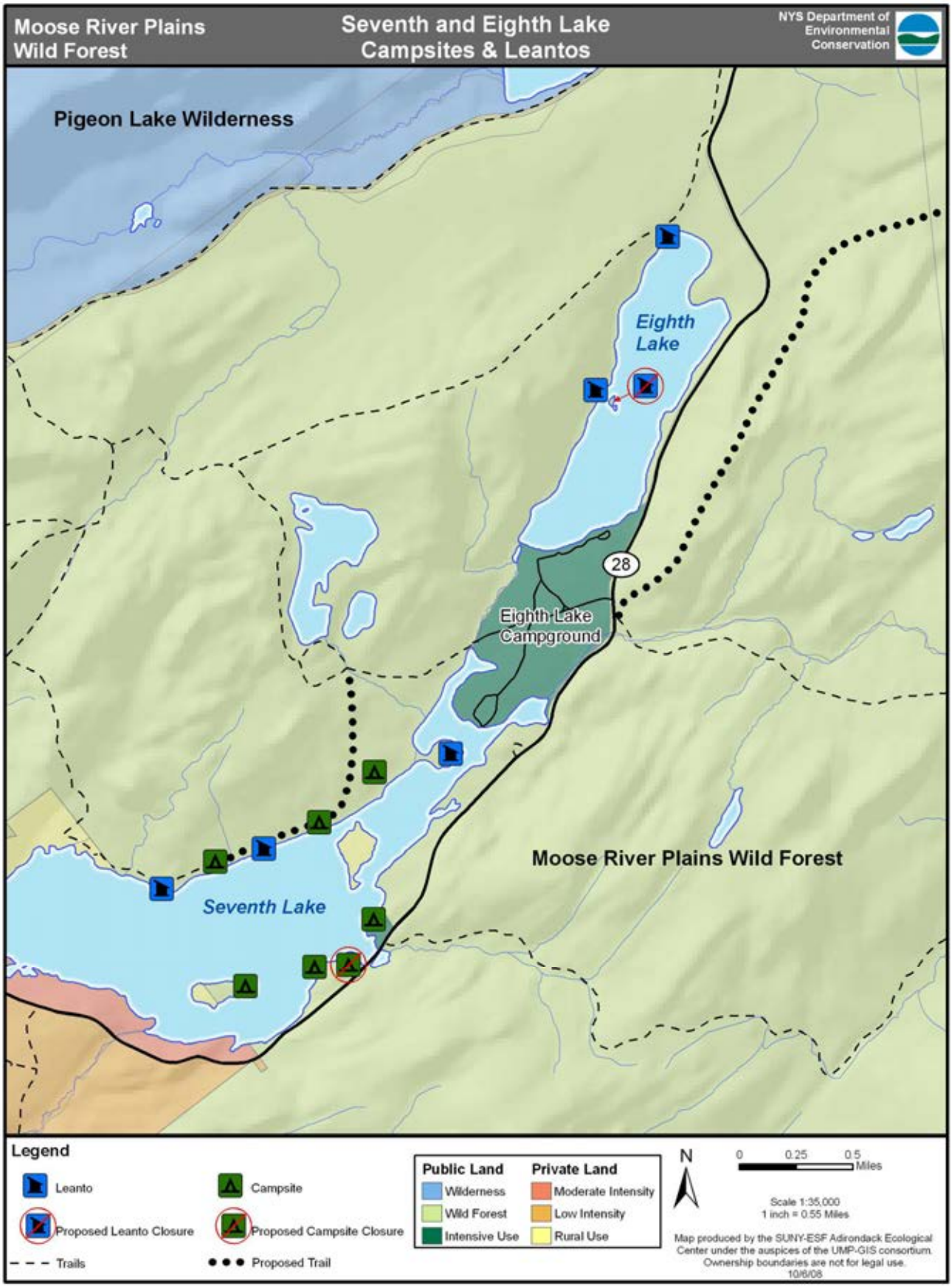
- The grouping will be more than one mile from any other designated tent site grouping.
- Impacts on natural resources will be minimized by locating individual sites at least 100 feet from water and wetlands, and allowing vegetation to screen between individual sites.
- Newly designated group sites will be available by permit only.

Camping Along the Northern Forest Canoe Trail (AKA Adirondack Canoe Route)

Camping along the NFCT occurs at both designated and un-designated sites along the shores of Seventh and Eighth Lakes. Along the north shore of Seventh Lake there are approximately twelve well defined, un-designated sites within 150 feet of the water. Additionally, there are two existing lean-tos on the north shore of Seventh Lake and one lean-to located on an island at the east end of the lake. On the south shore side of Seventh Lake there are four existing designated sites, three on the shore and one on an island. Three lean-tos on Eighth Lake also provide camping opportunities along the route. Illegal camping occurs at the island lean-to and there is evidence of numerous un-designated tent sites on this small island. The creation of user-defined sites along the south shore of both lakes has been curtailed by either steep slopes or fringe wetlands. These factors also restrict the future establishment of designated sites in these areas.

Although no studies have been conducted to ascertain group size information along the canoe route, anecdotal information suggests most groups are comprised of 12 or less people. Overnight stays at any one site by these groups is generally limited to a single night as for many paddlers starting their trip from Old Forge, sites on Seventh and Eighth Lakes are ideal destinations for a day's paddling. Additional use comes from parties accessing the Lakes from the Seventh Lake Boat Launch or along Route 28 who paddle to sites for the sole purpose of camping. This use generally occurs in smaller groups or by individuals. Staff observations have indicated the overall use of the canoe route has continued to increase as has the size of groups traveling together.

Due to the nature of use along the canoe route, combined with the limited areas suitable for the designation of tent sites, it will be proposed to use a site separation distance of generally one-third of a mile between sites with a group size limit of 12 persons for those sites along Seventh and Eighth Lakes. Groups larger than 12 will be encouraged to utilize one of the Intensive Use campgrounds along the route.


Moose River Plains Wild Forest
Seventh and Eighth Lake Campsites & Leantos
NYS Department of Environmental Conservation
Pigeon Lake Wilderness
Eighth Lake
28
Eighth Lake Campground
Moose River Plains Wild Forest
Seventh Lake
Legend
Leanto
Campsite
Proposed Leanto Closure
Proposed Campsite Closure
Trails
Proposed Trail
Public Land
Wilderness
Wild Forest
Intensive Use
Private Land
Moderate Intensity
Low Intensity
Rural Use
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Map produced by the SUNY-ESF Adirondack Ecological Center under the auspices of the UMP-GIS consortium.
Ownership boundaries are not for legal use.
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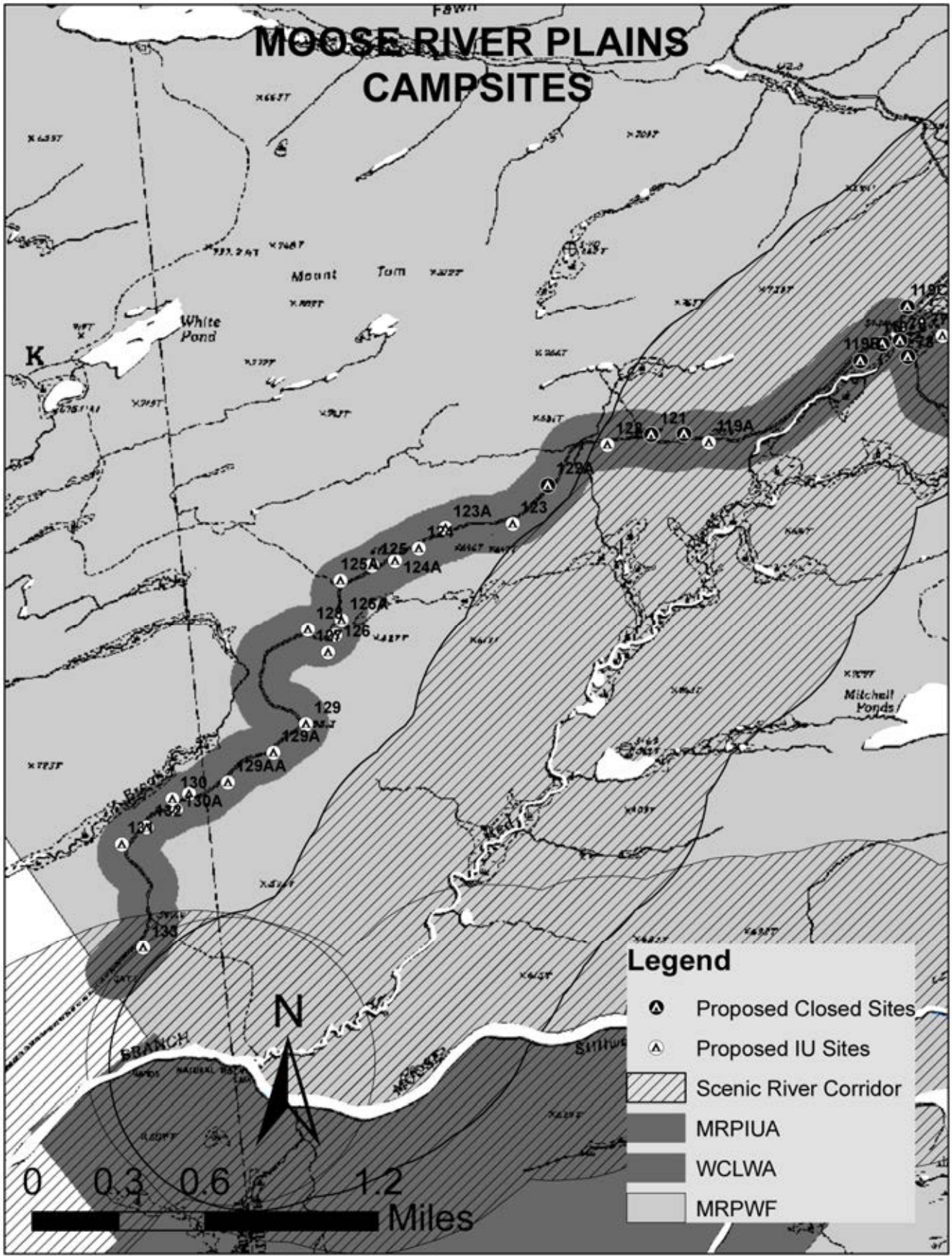
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Mount Tom
White Pond
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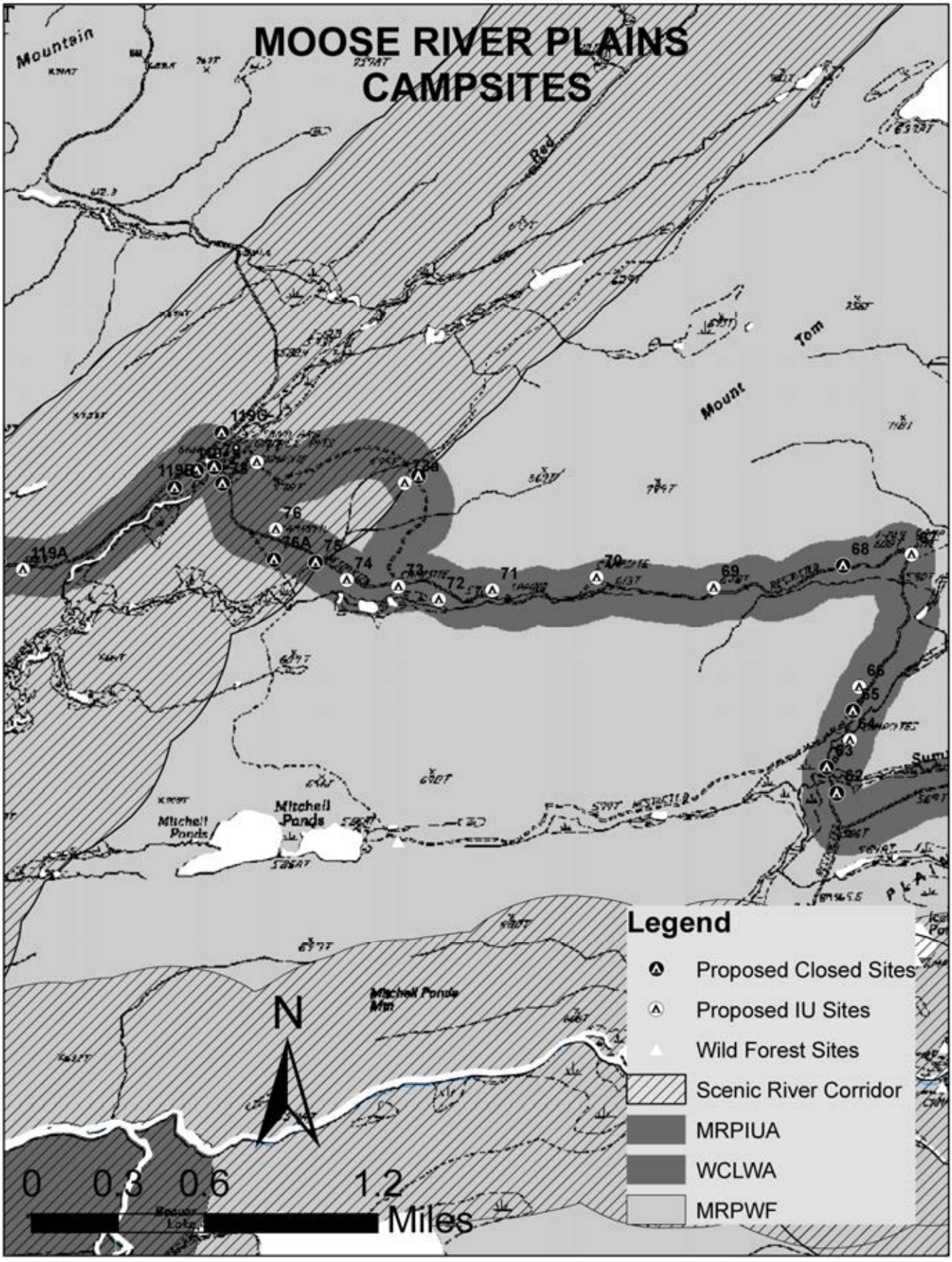
WCLWA
MRPWF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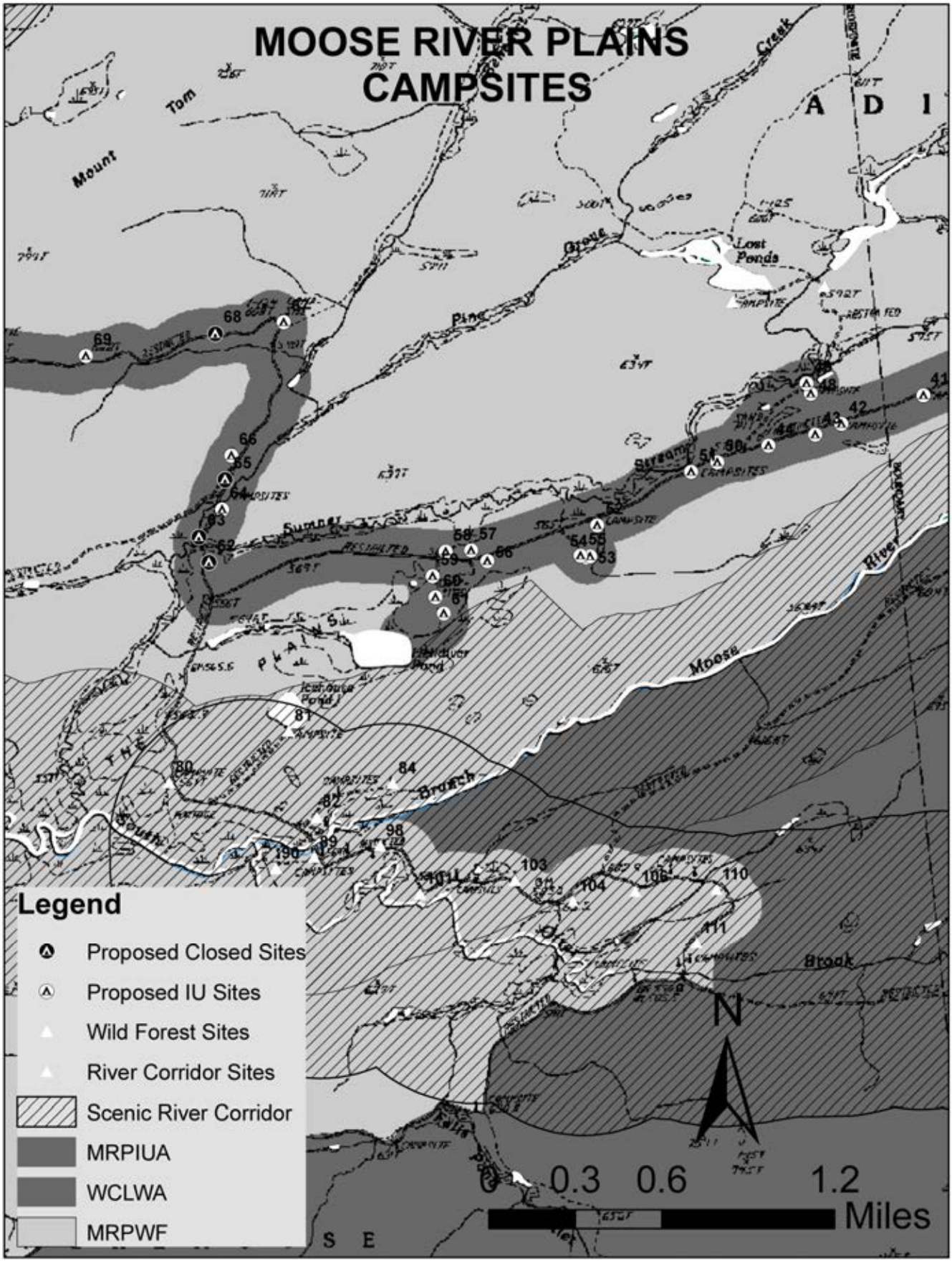
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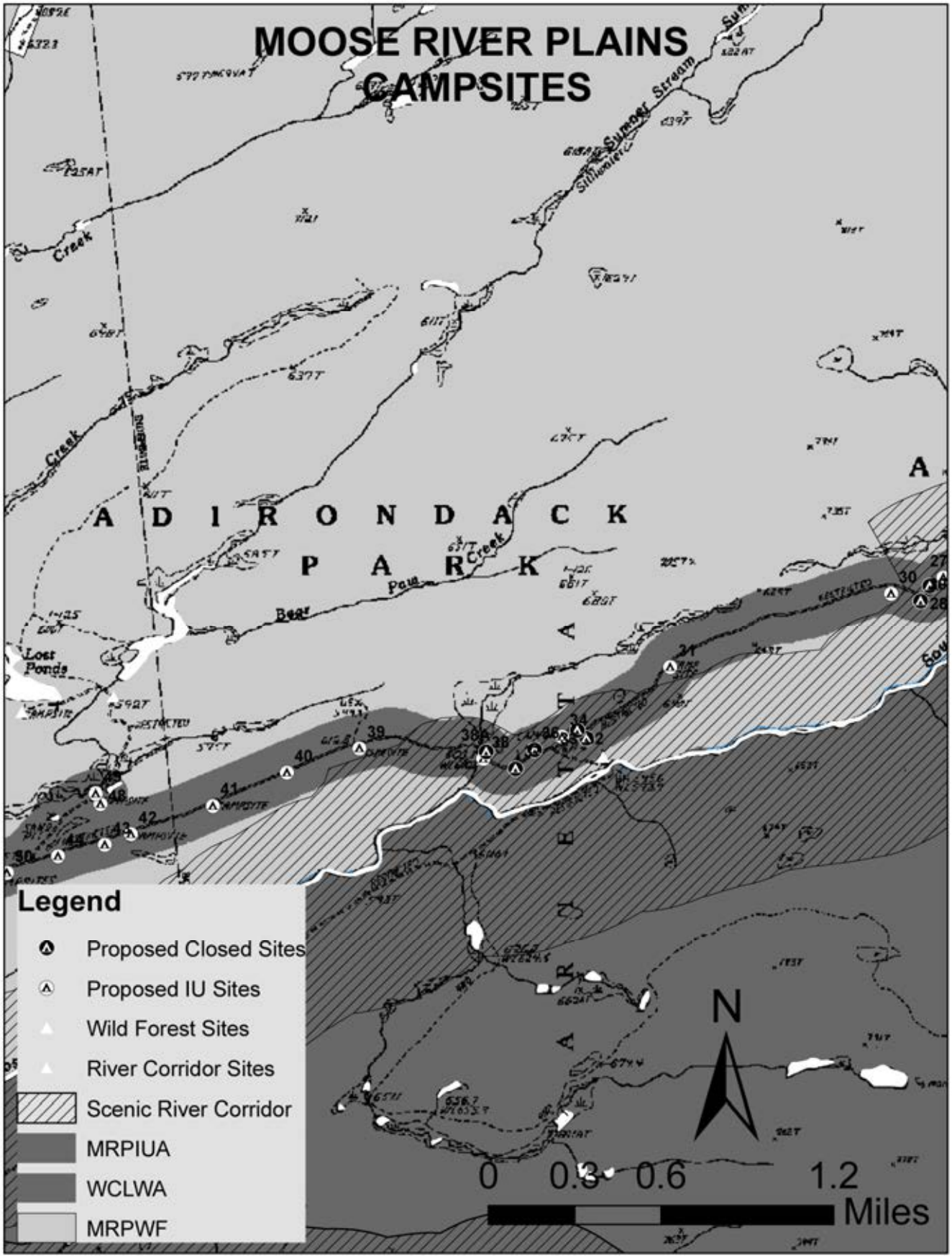
Mount Tom
Lost Ponds
Moose River
Branch
Brook
Sumner
Stream
Creek
Pine Grove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CAMPSITES
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Bear
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Ponds
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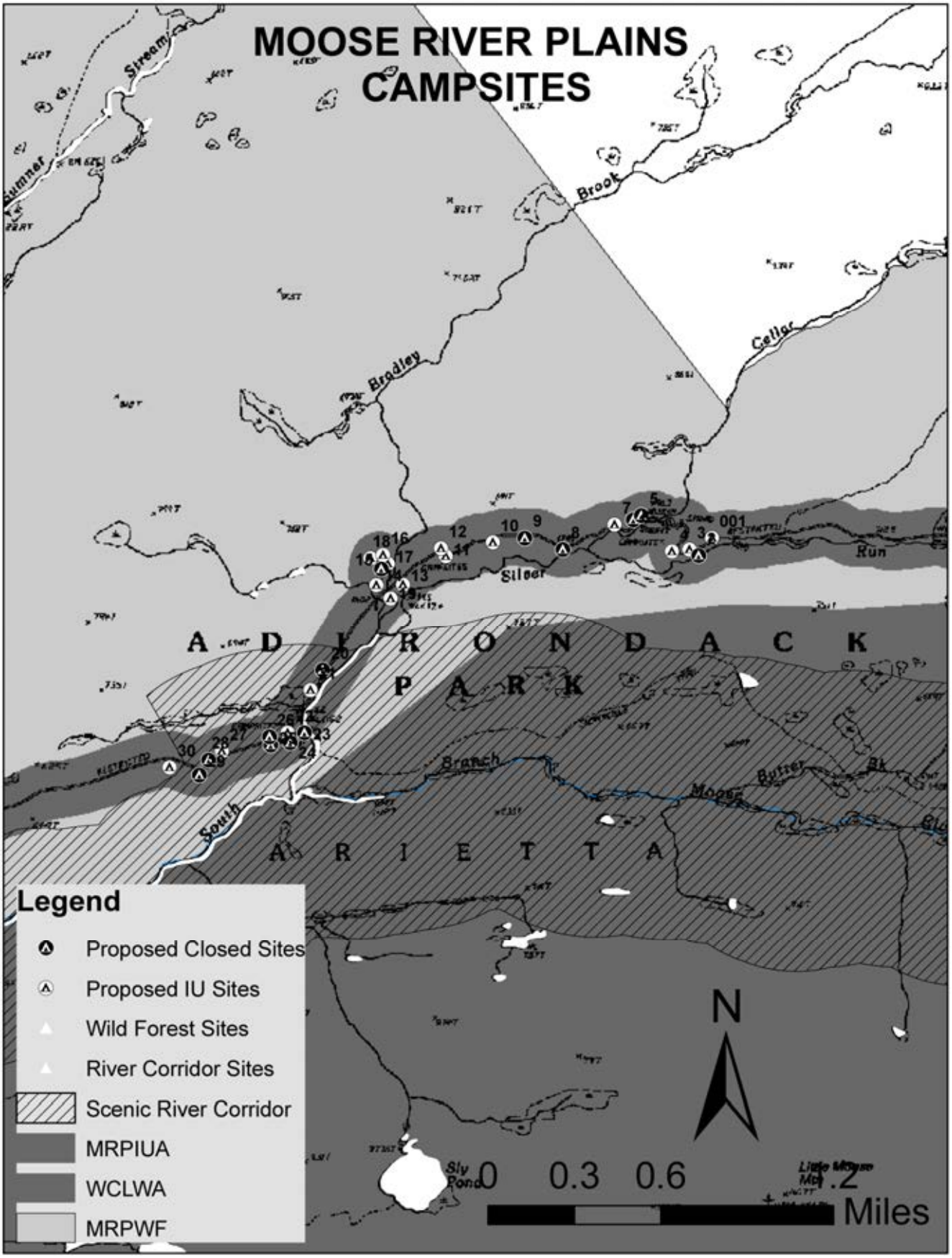
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Stream
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Silver
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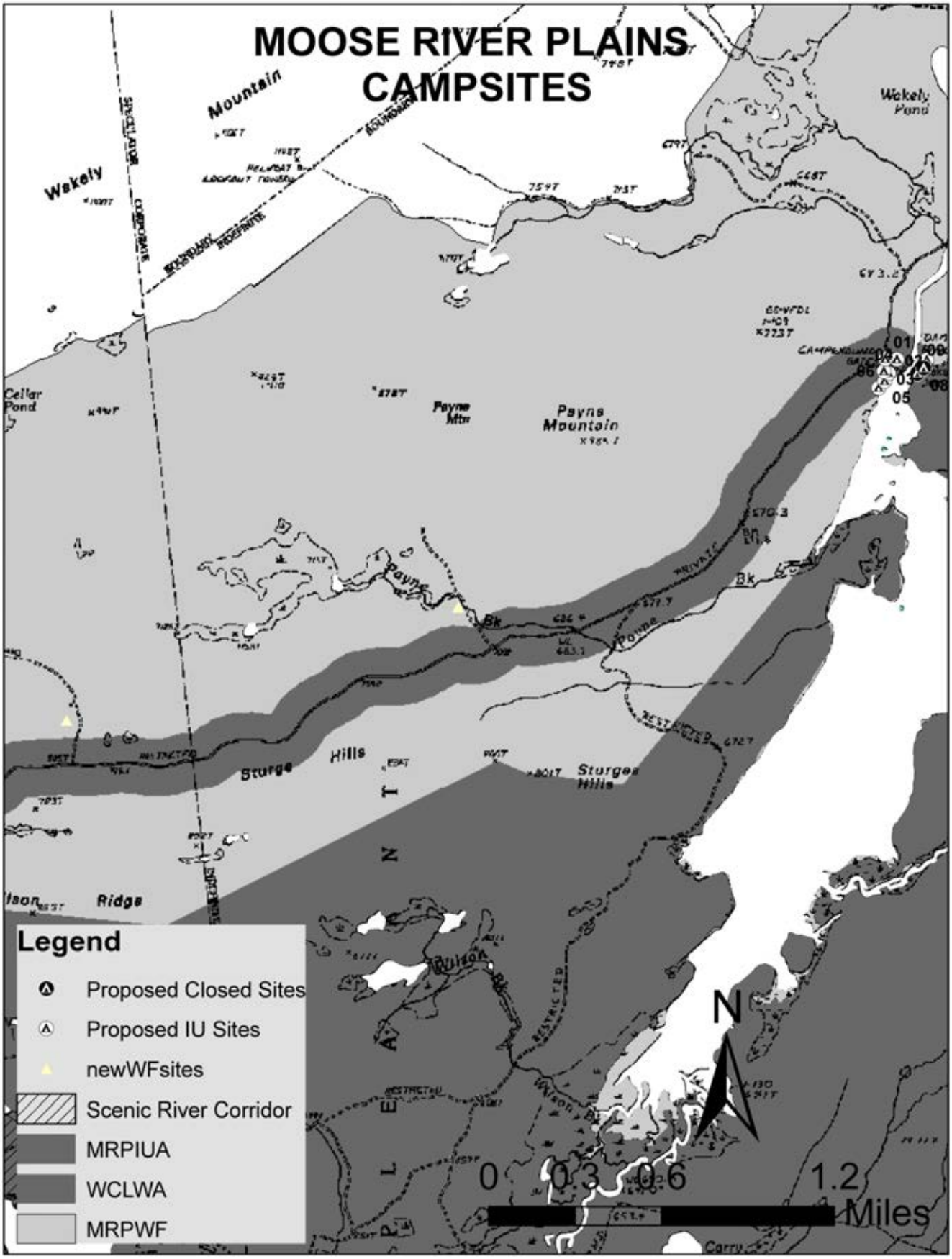
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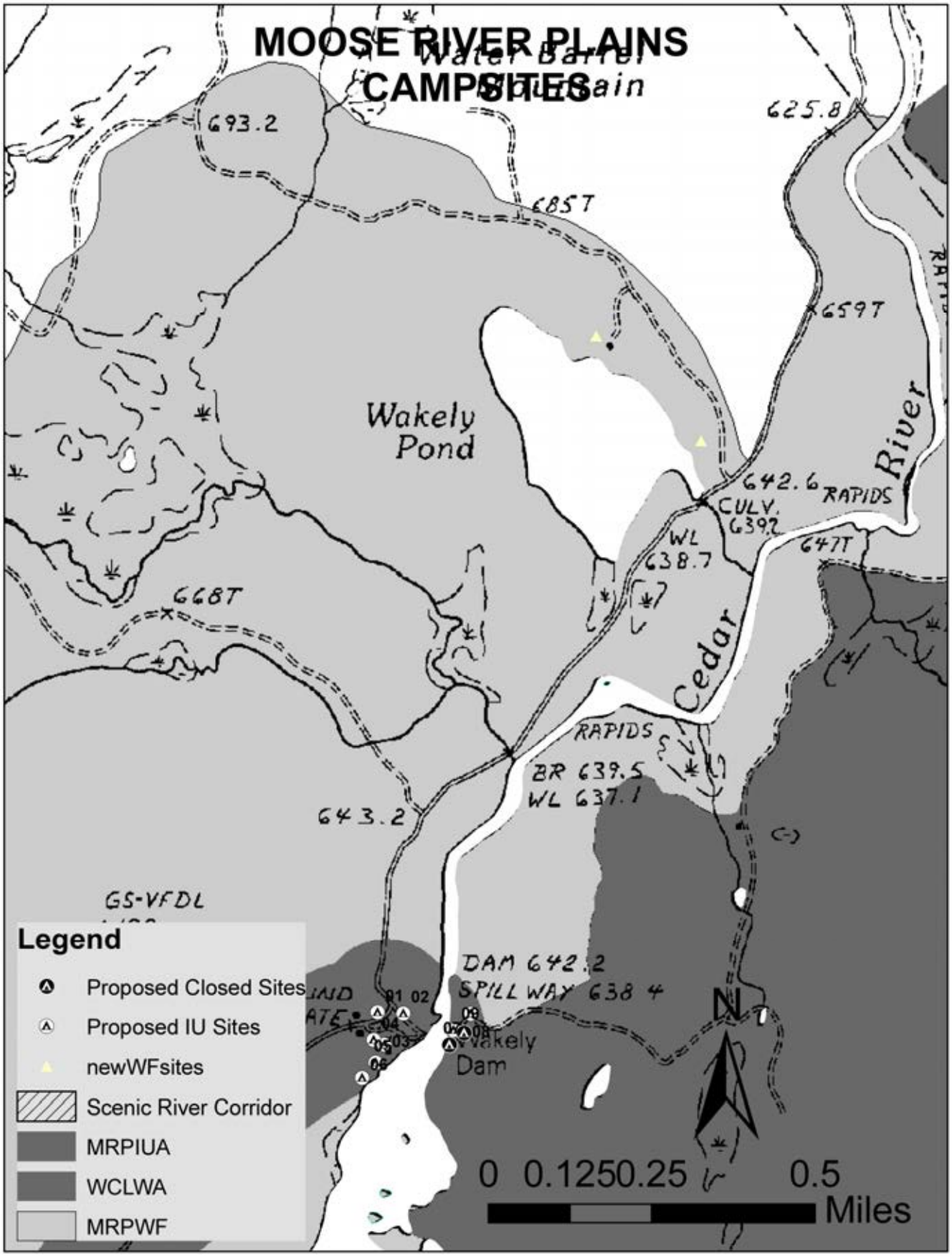
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Pond
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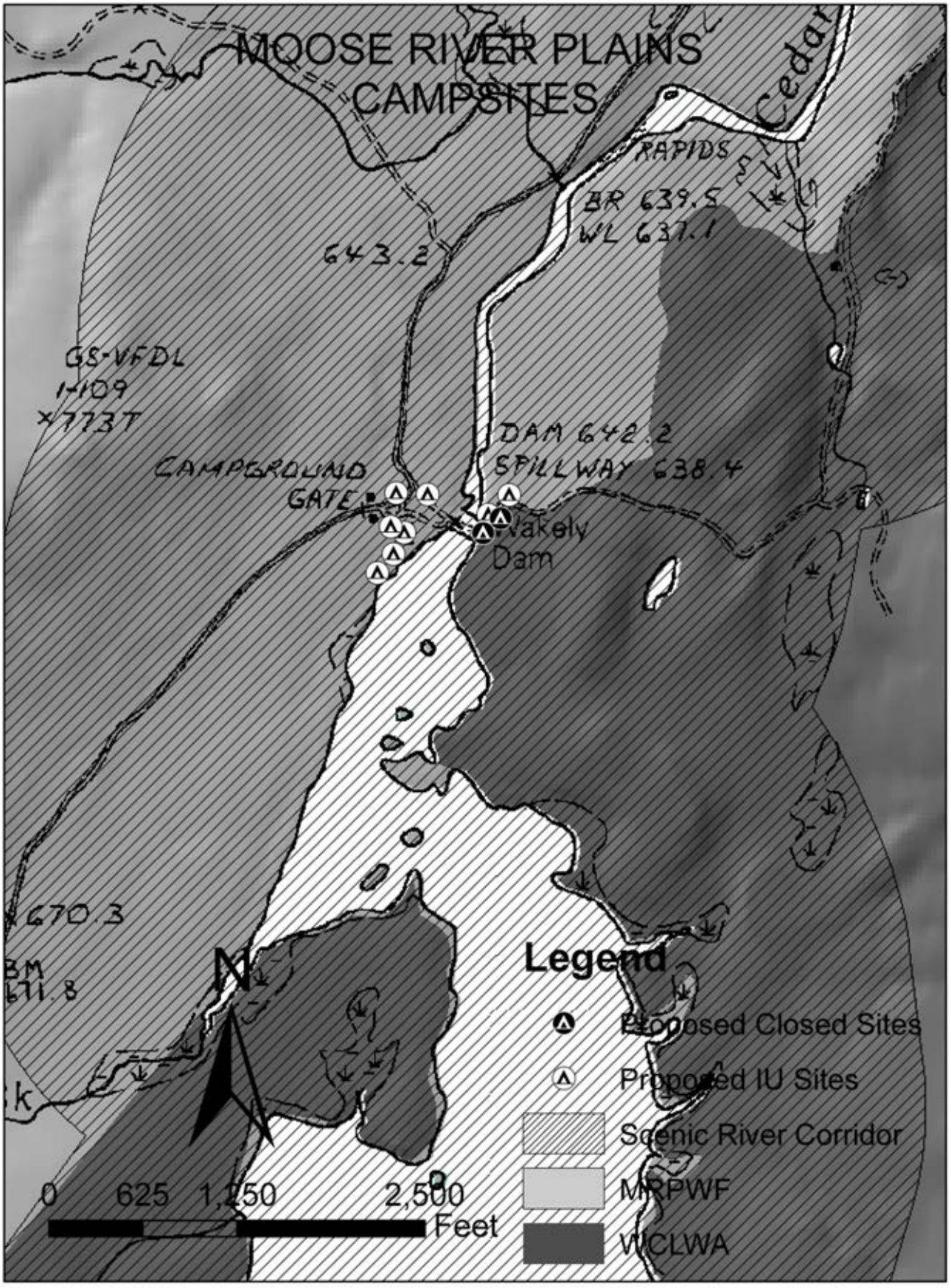
MOOSE RIVER PLAINS
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CAMPGROUND
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Wakely
Dam
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Proposed Closed Sites
Proposed IU Sites
Scenic River Corridor
MRPWF
WCLWA
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625
1,250
2,500
Feet

Objectives:

- Reduce, eliminate or mitigate the adverse effects on natural resources and visitor experience that result from improperly located campsites.
- Comply with the APSLMP campsite standards to disperse use.
- Adequately screen sites from roads, trails and water bodies.
- Direct the public to designated camping locations by providing information in publications and at area treailheads.

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.
- Relocate existing tent sites along the Indian Lake Road to suitable locations.
- Remove signs, pit privies, picnic tables and fire places from all sites being closed.
- Revegetate closed sites as necessary.
- Brush in closed sites to deter use.
- Sign closed sites with Department "No Camping" disks.
- Designate the campsites on Cellar Pond Road and Payne Brook Road.
- Designate two campsites on Wakely Pond.
- Develop a numbering system and signage for the designated sites along the NFCT.
- Any undesignated camping sites adjacent to lean-tos on Seventh and Eighth Lakes that do not comply with APSLMP guidelines will be closed and revegetated. Sites will be relocated if appropriate locations can be identified.
- So-called "at-large" camping will be permitted in accordance with 6 NYCRR, §190.3(b). This regulation prohibits camping within 150 feet of any road, trail, spring, stream, pond, or other body of water except at camping areas designated by the Department. Groups of nine or more need a permit; groups over twenty will need a TRP. In both cases a condition of the permit shall be that groups must camp at least one-quarter mile from a designated tent site.
- Annual work plans shall incorporate campsite maintenance and rehabilitation.
- Replace fireplaces at all wild forest primitive tent sites with fire rings.
- Pending a use assessment of the entire 90-mile Adirondack Canoe Route, which passes through four wild forest areas, two wilderness areas, and two DEC administrative regions, an interim number of no more than 12 persons per campsite is proposed for that portion within the MRPWF. Group size limits may be subject to further adjustment based on results of future monitoring. All groups camping along the canoe route are subject to permitting requirements under section (e) Part 190.4 NYCRR.
- Camping permits will not be issued for groups larger than 12 along the canoe route within the unit.
- All primitive tent sites within the unit will be monitored for damage due to overuse. Where ease of access by motor vehicle appears to be contributing to overuse of primitive tent sites the least intrusive measures, such as education and/or site remediation, will be implemented. If these are not successful in reducing user impacts, more stringent measures will be considered and appropriate management actions taken. However, consideration will be given to maintaining motor vehicle access to tent sites that provide recreational opportunities for people with mobility impairments. All campsites within the unit will be re-inventoried every five years using the procedures found in Appendix 7.

Alternatives Discussion for primitive tent sites

Several options were considered in determining a preferred management strategy for this area:

No Action Alternative **-** This alternative would continue current use of the existing primitive tent sites on the unit. The "no action" alternative would also prevent the official designation of additional sites where a need is demonstrated and anticipated public use is indicated. Further, the requirements of the APSLMP to separate primitive tent sites by generally one-quarter mile would not be met. For these reasons, this alternative will not be supported by this UMP.

Alternative 2- Close approximately 100 existing primitive tent sites to comply with the APSLMP guidelines. Most of the historically used sites within the MRPWF are sites that were constructed following State acquisition of the area. These sites were hardened and are capable of withstanding current use levels. Closing a majority of these sites would also require relocating a number of them to accommodate use levels. Additionally, local communities could potentially be economically impacted as a large reduction in sites would likely lead to a significant reduction in visitors to the area. The existing tent sites were located in areas that were most desirable as well as most suitable for camping. Much of the undeveloped roadside areas throughout the unit consist of steep slopes or wetlands and are therefore not suitable for future development. For these reasons this alternative will not be supported by this UMP.

Alternative 3- The Preferred Alternative- The ability to maintain most of the existing roadside campsites in this area is important to the traditional user of the area, local communities and to the resources of the area. The **Preferred Alternative** would reclassify a strip one-tenth of a mile wide from wild forest to intensive use along much of the existing road system. This reclassification would allow the retention of most existing sites, closing those necessary for resource protection. Sites within the proposed intensive use area and also within scenic river corridors would be managed as wild forest sites. This will require closure of sites in order to meet APSLMP separation distance guidelines. Since the 1960s the MRPWF has been known for its roadside camping opportunities and has become a destination for many users, including hunters, anglers and campers. The number of users coming to this area for these opportunities directly impacts local economies as many visitors pick up supplies and fuel from local merchants. Focusing this use along the roadsides on constructed sites also reduces not only physical impacts in other areas but provides more primitive opportunities in undeveloped portions of the unit. Therefore, this alternative will be supported in this UMP. A draft UMP for the proposed intensive use area can be found in Appendix 23.

5. Bridges and Other Infrastructure

Present Situation and Assumptions:

NYSDOT inspects all bridges over 20 feet in length which are open to public motor vehicle use. The Moose River Bridge, Otter Brook Bridge, Wakely Dam Bridge, Red River Bridge, Sagamore Lake Outlet Bridge and the two bridges over South inlet on the Sagamore Road are inspected periodically by DOT. Currently all bridges are open and safe for motor vehicle use.

Objectives:

- Provide for safe crossings of streams, wetlands and rivers that do not impact the natural resources.
- The need for new bridges or other trail-hardening facilities will depend upon the allowed uses on the trail and will focus on resource protection not user convenience.
- The use of pressure treated lumber on bridges and drytread will be preferred over untreated lumber in recognition of treated lumber's capacity to remain sound for more than 30 years in service and in light of the ASLMP guideline directing that structures be designed to require minimal maintenance.
- Newly constructed snowmobile bridges will be of a standard design using dimensional lumber or poles for stringers depending on total bridge length. When possible, bridge materials will be brought in on snowmobile in the winter.

Management Actions:

- Replace existing snowmobile corridor trail bridges that are less than eight feet in width. Bridges will be widened when a trail is rehabilitated, or as they deteriorate and become unsafe. The final length, width (up to 12 feet), need for ramps, and alignment changes will be reviewed at each location where a bridge is to be built or rebuilt.
- Remove from the site, reuse or dispose of properly any unused material from new bridge construction and bridge maintenance or removal.
- Remove or replace as necessary illegal pallets and user constructed bridges that do not comply with DEC standards and specifications.

6. Lean-tos

Present Situation and Assumptions:

Prior to the advent of light-weight backpack tents, lean-tos were erected for user convenience and to provide shelter from inclement weather. The structures were often built immediately adjacent to trails and close to water and firewood sources. They were sometimes clustered in scenic areas to accommodate increased visitor demand and to facilitate maintenance. Many were afforded stone and concrete fireplaces, pit privies, and picnic tables.

During the summer season, these sites are now generally dominated by novice users and/or large groups. Many do not bring tents or possess adequate camping gear. This lack of proper equipment and personal shelter causes serious safety problems when the lean-tos are full and visitors are forced to seek shelter elsewhere.

From a philosophical perspective, some people have argued that lean-tos, as works of man, do not belong in the Forest Preserve. Others argue that lean-tos represent a cultural legacy and are needed for safety. Since the MRPWF is in a land classification less restrictive that wilderness, there is greater opportunity to: *"...provide improved access to encourage public use consistent with the wild forest character."* The APSLMP acknowledges lean-tos as conforming structures, provided they meet a minimum 100 foot setback distance from water and have proper sight and sound separation distances from adjoining campsites or other lean-tos (APSLMP, 2001).

To help ensure a wild forest experience for all users, all lean-tos will be signed indicating that their maximum occupancy is restricted to eight persons. This would include any associated tent camping close to lean-tos.

Currently there are nine lean-tos on the unit, none of which has been adopted by groups or individuals. There are three on Eighth Lake, three on Seventh Lake and three on Raquette Lake. The three lean-tos on Raquette Lake constitute a lean-to cluster and are therefore non-conforming. This plan will call for the removal of one of these structures. The island site on Eighth Lake is the only site which shows signs of significant resource impacts. Due to tent camping associated with the lean-to and the island's small size, vegetative impacts are evident. This lean-to is also in need of major repair. Given the island's small size and impacts from use, this lean-to will be removed and no camping will be permitted on the island. Appendix 2 provides details on lean-to conditions and distance from water.

Objectives:

- Limit existing lean-tos to appropriate locations as prescribed by the APSLMP. Existing lean-tos not meeting the 100 foot minimum set back from water will be relocated at the time significant repairs such as replacement of roof or bottom logs is required.

Management Actions:

- Inspect and complete condition reports for all lean-tos on the unit.
- Monitor existing lean-to sites, using the same procedures as for primitive tent sites, on a yearly basis.
- Control camping activity near existing and proposed lean-tos. To help ensure a wild forest experience, enforce regulations to ensure that the maximum capacity of any lean-to site shall not exceed eight persons. This will include associated camping adjacent to lean-tos or in close proximity to the spur trails that lead to them.
- New, reconstructed or relocated lean-tos will be set back a minimum distance of 100 feet or more from the water as required by the APSLMP (page 33).
- Communicate facility changes to the public through the media, the unit's information and education programs, trailhead messages, and personal contact.
- Remove the Eighth Lake Island lean-to.
- Remove one of the three lean-tos on Raquette Lake. The lean-to most in need of rehabilitation should be removed if the remaining two do not impact the resource.

7. Wildlife Management Structures

Present Situation and Assumptions:

There are two deer enclosure located on the unit, one on the carry by site 80 and one off from the Icehouse Pond Trail. The enclosure near site 80 was constructed in 1931 when white-tailed deer research was being conducted on the unit. The enclosure along the Icehouse Pond Trail was constructed around 1985 to study deer browse. Neither enclosure is currently maintained nor does the research continue.

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. An additional fish barrier dam was constructed on the outlet of Beaver Lake, approximately 0.13 miles upstream of the outlet's confluence with the Indian River. The dam, constructed in 1966, is a three and one-half feet high by 40 feet long log crib barrier dam. The dam was repaired in 1975 using bentonite to plug a hole which had developed. At this time DEC Fisheries does not intend to reclaim Beaver Lake again or maintain the barrier dam. A fish barrier dam was constructed in 1961 on the outlet of Limekiln Lake. This dam has been deemed unnecessary by DEC Fisheries and will not be maintained.

Objective:

- Protect reclaimed ponds from reintroduction of non-desirable species.

Management Actions:

- Maintain existing fish barrier dams as necessary.
- Construct new fish barrier dams when needed to protect recently reclaimed ponds.
- Remove the existing deer enclosure.

8. Signs, Registers, Barriers and Kiosks

Present Situation and Assumptions:

The Department produces and posts a great variety of signs that give Forest Preserve visitors information about regulations and resource conditions, recommendations about safety and minimizing use impacts, and directions and distances to destinations. Signs are posted at trailheads, along boundaries and at interior locations. To maintain a consistent look to the Forest Preserve, dimensions, materials, colors, and wording of DEC signs should

be standardized. Currently, many of the signs on this unit are constructed of metal and are located on metal posts. This was done in order to prevent bears from destroying the signs. However, the use of metal for signs and posts is not consistent with the APSLMP guidelines and are therefore considered nonconforming.

Trail registers, whose original purpose was to help locate people who lose their way in the backcountry, can provide information about trail use. Presently there are trail registers on the most popular trails on the unit. Many trail users do not sign registers, and register sheets are occasionally destroyed or lost through vandalism. Nevertheless, trailhead registrations can give a fair indication of relative use levels and can indicate long-term use trends.

Kiosks are used to provide a wide variety of information at one location. Currently there are kiosks located at both the Cedar River and Limekiln gates. Both of these facilities need to be replaced as they are both in poor condition.

Gates are used throughout the unit to stop or limit motor vehicle use on specific roads or across boundaries onto adjoining wilderness or private lands. Where closure is permanent, gates should be replaced with barriers of large stones. All gates and barriers should leave sufficient space for wheelchair passage. Roads proposed to be opened as CP-3 routes will be gated to limit use to CP-3 permit holders only.

Objectives:

- Provide for the smallest number of signs necessary to accomplish an informational or regulatory objective.
- Provide signs for visitor safety and resource protection, and to inform the public about recreational opportunities.
- Design and locate signs and trail markers in accordance with a unified system developed for all Forest Preserve lands.
- Bring current signing into compliance with Forest Preserve standards, i.e. made of rustic materials and limited in number.
- Remove all non-conforming metal signs and replace with wooden signs.
- At selected trailheads, provide informational access to trails with basic maps and descriptions of trail characteristics. Otherwise, generally provide signs needed for visitor safety and resource protection rather than for the convenience of visitors. Use the minimum number of signs necessary to achieve this objective.
- Minimize regulatory signs at interior locations in favor of signs posted at trailheads or access points. Provide detailed regulatory information to visitors before they enter the unit in brochures and maps or by other appropriate means. Create signs that carry positive messages. Rather than simply citing a regulation, a sign should explain the reasons behind the message.
- Develop a standardized method of collecting, compiling and reporting user data collected from register sheets.

Management Actions:

- Reconstruct the information kiosks at the Cedar River and Limekiln entrances.
- Install new trail registers at Otter Brook and Rock Dam for canoeists paddling the SBMR. As part of the settlement agreement, paddlers are required to register and read and sign a sheet containing information stating the terms of their paddling the river across the Adirondack League Club.
- Replace the existing boulders on the Dillon Road with a metal pipe gate. This will allow for winter snowmobile use without having to move the boulders every year.

- Install a new pipe gate at the intersection of the Uncas Road and the access road leading to the Dillon Road.
- Install new trail registers at the beginning of all routes being opened under CP-3 permits.
- Replace the existing private gates at the end of Sagamore Road with State gates.
- Install new trail registers at all trailheads.
- Install signage at the Route 28 bridge over the South Inlet of Raquette Lake identifying the inlet as a "No Wake" zone.
- Construct an informational kiosk at the parking area near Camp Sagamore providing a map and information on recreational opportunities in that vicinity.
- Work with private landowners to remove any nonconforming signs from State lands.
- Sign all designated trails with adequate signage.
- Replace existing metal signs and posts with wooden signs and standards.
- Remove existing gates at Wilderness boundaries and replace with boulders. Locations where this will occur include; Wilson Ridge Road, Otter Brook Truck trail, Sly Pond Loop trail, Northville-Placid Trail, Sly Pond Road and several campsite access roads to closed sites.
- Install a gate on the access road to the storage shed near the Big T.
- Install a gate on the Mitchell Ponds Snowmobile Trail near the intersection with the LLCRR.
- Install boulders at locations where illegal motor vehicle use is occurring on old roads.
- Ensure that all gates, boulders and other barriers provide sufficient space for passage of people using wheelchairs.

9. Ranger Stations

Present Situation and Assumptions:

Currently there are three ranger stations on this unit, Cedar River, Limekiln Lake and Raquette Lake. The Raquette Lake station is the only one occupied full-time. There is a boathouse located on Raquette Lake and an additional storage building located on County Route 2, both are used by the Ranger. The Limekiln Ranger Station is also used to house seasonal and temporary staff for the Limekiln Campground and for work being conducted within the interior of the unit. The Limekiln Lake headquarters also has a garage which is utilized by DEC Operations staff. The Cedar River headquarters has the possibility of being used for educational purposes. Both of these facilities have served as incident command centers during search and rescue emergencies. The development of stewardship partnerships with local communities may require the utilization of these existing structures for housing or interpretive programs. If used for these purposes these structures will require needed maintenance, such as roof replacement, painting etc. Additionally, there is a gate house located at the Cedar River headquarters, the gatehouse at Limekiln Lake having been removed in 2005. Within the interior of the unit one small shed exists south of the LLCRR near Helldiver Pond Road. This shed is used to store supplies and a small amount of extra fuel during the winter months. Additional information for unit buildings can be found in Appendix 2

Objectives:

- Maintain adequate facilities to support Department programs, maintenance and on-site emergency situations.
- Utilize existing structures where appropriate for educational and informational programs.

Management Actions:

- Maintain the garage at the Limekiln gate for use by Operations.
- Maintain the old ranger house at the Limekiln gate.

- Maintain the ranger house, storage shed and boathouse in Raquette Lake.
- Remove the old generator shed at Cedar River Flow.
- Maintain the storage shed within the interior of the unit.
- Maintain the larger gate house at the Cedar River gate. At the time of the first revision of this plan, the need to keep this structure should be reevaluated.

10. Beaches and Picnic Areas

Present Situation and Assumptions:

There are two locations on Seventh Lake which are utilized for swimming and picnicking activities. Buck Hollow, adjacent to the Seventh Lake Boat Launch and easily accessible from Route 28, is popular with many local residents for swimming. Illegal camping has occurred at this location but efforts by the local ranger have reduced, but not eliminated, the illegal camping. Many users of this area also picnic during their visit, so the addition of several picnic tables would be desirable in this location. Sand Beach Island, located on Seventh Lake, is a popular location for boaters. The Department constructed three fireplaces on the island to help direct where fires were being built. Two picnic tables are also located on the island. A new pit privy will be installed to control sanitation issues. The privy will be located at least 150 feet from the mean high water mark. The Sixth and Seventh Lake Improvement Association annually places a small dock on the island to provide access for less mobile persons to the day use area. The dock is placed in the spring and removed in the fall. The dock not only allows for access by those users who might have a mobility impairment, but also directs boat traffic away from the beach area of the island. As the only accessible portion of the island faces into the prevailing wind boat traffic in the vicinity of where users swim could be a safety hazard. Placing and maintaining a seasonal dock to the north of the beach area alleviates the safety hazard. The Improvement Association has also expressed an interest in maintaining the area under an Adopt-A-Natural Resource Agreement.

Objective:

- To enhance day use activities at popular locations, where appropriate.

Management Actions:

- Sign the Buck Hollow and Sand Beach Island locations for “No Camping”
- Monitor beach areas for compliance with Department regulations.
- Enter into an AANR Agreement with local user groups.
- Place and maintain four picnic tables at Buck Hollow.
- Maintain three existing fireplaces, two picnic tables and a pit privy on Sand Beach Island. This may be done through an AANR agreement with the Sixth and Seventh Lake Improvement Association.

11. Dams

Present Situation and Assumptions:

There are several maintained dams located within the MRPWF. The Wakely Dam is notably the largest. This dam is 17 feet high, 190 feet in length and has a spillway width of 125 feet. The dam impounds approximately 675 acres known as the Cedar River Flow. The dam was constructed in 1875 by William Wakely. In 1931 the Town of Long Lake constructed a dam for water supply purposes south of the Sagamore Road. This dam is 17 feet high, 180 feet wide and has a spillway width of 28 feet. Although the Town has gone to drilled wells as the primary source for its water supply, the reservoir will still be retained as a backup or for use in emergencies. Wakely Pond is impounded by an earthen dam three feet high and 115 feet long. Several unmaintained dams also exist on the unit. A dam constructed of large rocks on the outlet of Mohegan Lake by William West Durant remains

intact. No flashboards, gates or other means of regulating water level or streamflow were incorporated in its design. The purpose of the dam may have been to create a brook trout pond for fishing (Michael Wilson, personal communication). It is not known whether the dam affects the level of Mohegan Lake.

Fish barrier dams exist on Lost Ponds, Beaver Lake and Limekiln Lake.

There are several locations where the remnants of old logging dams are present on the unit. The South Branch of the Moose River above Beaver Lake, Benedict Stream and Sumner Stream, all have the remains of wooden logging dams.

Objective:

- Maintain dams on State lands, when determined to be necessary.

Management Action:

- Develop a plan for maintenance of the Wakely Dam.

12. Helicopter Landing Sites

Present Conditions:

While the APSLMP lists helicopter platforms as non-conforming structures in wilderness areas, the document does not specifically mention landing areas. DEC policy on Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve (CP-17) allows administrative use of aircraft for maintenance, rehabilitation or construction of conforming structures or improvements. Additional policy guidance in Cutting and Removal of Trees in the Forest Preserve (LF-91-2) authorizes the removal of hazard or problem trees for routine maintenance projects. An area just east of the "Big T" intersection has been maintained as a helicopter landing area for emergency purposes. The area surrounding the landing zone is characterized by low shrub vegetation. The general area is also classified as a significant community by the New York Natural Heritage Program.. In order to protect this community the area will be left unmaintained and any future helicopter landings will occur on the road.

Objectives:

- Protect the wild forest character.
- Ensure that Department helicopters will have a suitable location to land for emergencies.

Management Actions:

- Do not continue to maintain the existing landing area east of the Big T intersection.
- Identify helicopter landing sites suitable for administrative or emergency purposes.

13. Access for Persons with Disabilities

Present Situation and Assumptions:

Past management of the MRPWF has not focused on provision of access for people with disabilities. While all trails are legally open to wheelchair use, none have been improved to the standards necessary for access by a conventional wheelchair. Steep slopes and other terrain constraints such as exposed roots, rocks and other natural barriers make a large portion of the MRPWF difficult to traverse. The Department is looking at ways to 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 conforming under the guidelines of the APSLMP.

In 2001, a Consent Decree was reached in settlement of a United States District Court case of Galusha v. NYS DEC et al. (ADA Consent Decree). As a result of that settlement, the Department agreed to pursue numerous projects within the MRPWF unit in order to provide access to recreational programs for people with disabilities. Many of these projects were originally proposed to be undertaken in the UMP. However, after consultation with APA, it was determined that most were modifications of existing facilities and could be completed prior to completion of the UMP.

The settlement agreement called for expanded motorized access to Department programs through the issuance of permits under Commissioner Policy 3; Motor Vehicle Access to State Lands Under the Jurisdiction of DEC for People with Disabilities (CP-3). Prior to the final settlement agreement, on July 28, 1998, the Court granted a temporary restraining order which opened four roads in the MRPWF to CP-3 access and ordered that they remain open subject to final approval through the UMP process. As these roads, Rock Dam, Otter Brook, Indian Lake and the Limekiln Lake-Cedar River Road, were open to public motor vehicle use (limited to cars and trucks), a CP-3 permit is not required for the use of these roads to access Department programs. A substitution for CP-3 access along the Indian Lake Road was approved pursuant to the Consent Decree.

The Department acknowledges that under the current language in the CP-3 policy there is likely to be an expectation of access opportunities by ATVs. However, the following must be considered:
The opening of public roads to ATV use is governed by Vehicle and Traffic Law §2403 and §2405. Vehicle and Traffic Law §2405(1) provides in part that a State agency may open roads under its jurisdiction to ATVs by rule or regulation where it determines that it *"is otherwise impossible for ATVs to gain access to areas or trails adjacent to the highway."* This provision contains similar requirements for municipalities which open public highways to ATVs. Recent cases interpreting the statute's municipal requirements have clarified that a municipality opening a public highway to ATV traffic must make a specific finding that the purpose of opening the road is to provide ATVs with access to areas or trails adjacent to the highway which are otherwise impossible to access. See, e.g. Santagate v. Franklin County, Supreme Court, Franklin County, Index No. 99-2; and Brown v. Pitcairn, Supreme Court, St. Lawrence County, Index No. 114295 (August 19, 2003). Based on the requirements of Vehicle and Traffic Law §2405(1), and public safety issues where ATVs and passenger vehicles are traveling on the same road, the requirement that CP-3 use be consistent with existing laws and these recent court decisions, the use of ATVs under CP-3 will not be permitted on any roads which are also open to other motor vehicles, except in situations that conform to §2405 of the V&T Law. Administrative roads which are being opened to CP-3 access may be opened to either car and truck traffic only or ATV use only, as these roads are limited access roads and are not open to the general public.

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:

- Develop methods to monitor environmental impacts from motorized use of CP-3 routes.
- Develop methods to monitor visitor use and experiences to ensure expectations are being met.
- Complete the following access project(s):

Red River Fishing Access

Present Situation and Assumptions:

The location for this proposed fishing access site is currently occupied by an existing campsite. The campsite will be closed and the site reconfigured to accommodate a two car parking area and an accessible fishing area adjacent to the Red River. Existing disturbed areas not necessary for the project will be revegetated.

Management Actions:

- Provide an accessible fishing opportunity at the Red River.
- Reconfigure the existing campsite near the Red River into a two car accessible parking area.

D. Public Use and Access

1. Public Use

Present Situation and Assumptions:

The collection and analysis of data relating to number of users, group sizes and overall use of the unit needs to be improved. As evident by the gaps in the data contained in the public use inventory section of this plan, collection and summarization of register sheets must be made a Department priority. This may be greatly improved by the designation of a unit manager. Register sheets need to be reevaluated to determine if the most meaningful information is being collected or if additional information could be useful.

Many visitors consider large groups inappropriate and undesirable in the Forest Preserve. Aside from behavioral factors, the potential to cause impact varies with party size and the type of user. Parties larger than eight persons in a group have been documented to cause greater impacts to certain environmental and sociological resources than smaller groups (Cole, 1987, 1989, Hendee, 1990, and USDA Forest Service, 1994). Although large party use in the unit represents a small proportion of total users, they can contribute a disproportionate amount of impact when compared to smaller parties.

Large camping groups require greater campsite space and often clear areas to accommodate additional tents, store equipment, or make room to eat and congregate. Large groups cooking with wood fires generally consume greater amounts of fuel wood and extend firewood gathering areas. Impacts tend to be more spread out and extend well beyond campsite boundaries. As the proposed reclassification to intensive use will leave many of the existing campsites open, larger groups will be able to occupy more than one site while remaining in close proximity to the group. Monitoring will be necessary to ensure this limits the impacts associated with larger groups. If impacts from larger groups become an issue then additional management actions will be explored.

The number of pets, particularly dogs, brought into the unit is increasing. There have previously been some complaints of unleashed dogs, especially at adjoining campsites. The separation of designated sites should reduce these occurrences.

In 1972 regulations were adopted requiring visitors to register at the Cedar River and Limekiln Lake entrances, requiring the use of tire chains after October 1 except on 4-wheel drive vehicles, prohibiting snowmobile operation during the big game hunting season, and prohibiting the use of motorcycles and motorized bicycles. It is no longer necessary to require visitors to register at the entrances or to prohibit the use of motorcycles or motorized bicycles on the road system.

In 1976, 6NYCRR section 59.1 was adopted, prohibiting hunting and trapping within a described area of approximately 100 acres around Camp Sagamore. The area was established partly to protect a small tame deer herd, but mostly as a safety zone around the camp complex with the purpose of supporting the viability of Camp Sagamore as a self-sustaining historic preservation and educational enterprise. Deer feeding ceased long ago, so there is no longer a tame deer herd to protect. However, Camp Sagamore continues to attract visitors for tours and a diverse offering of educational and recreational programs. Therefore, the conditions that constituted the main purpose for the establishment of the safety zone around Camp Sagamore remain in place.

Objectives:

- Manage visitor use to keep impacts on the resource and experiences of all visitors at an acceptable level.
- Monitor changes in use and level of use over time.
- Increase visitor self-sufficiency and knowledge of personal protection**.**
- Provide adequate informational and educational material to users.
- Provide a greater Department presence within the unit during peak use times.

Management Actions:

- Reevaluate current register sheets to determine possible improvements.
- Develop uniform method of collecting use data across the unit.
- Develop an informational and educational program for the unit.
- When they are available, continue to assign assistant Forest Rangers to this unit.
- Monitor dog complaints to see if additional regulations are necessary to control problems.
- Maintain the existing safety zone around Great Camp Sagamore. Clearly identify the boundary on the ground by posting signs and on maps mounted on Storey registers to be installed in the area.

2. Access

Present Situation and Assumptions:

In general, public access to the MRPWF is excellent. There are approximately 24 miles of public roads bordering the unit, including NYS Route 28, Uncas Road, Antlers Road, Sagamore Road, Cedar River Road, Limekiln Road and a portion of the LLCRR maintained by Hamilton County. Portions of the unit can also be accessed from the Limekiln Lake, Brown's Tract Ponds or Eighth Lake Campgrounds.

The interior of the unit is served by an extensive road system. This road system provides motor vehicle access to much of the interior of the unit as well as to the northern boundary of the West Canada Lake Wilderness Area (WCLWA). Along the road system can be found numerous roadside campsites which, due to their ease of access, are utilized extensively from late spring through the end of the big game hunting season. Several marked trails, as well as numerous old woods roads, allow access to the interior of the unit. Throughout the development of the MRPWF UMP, no major issues associated with the road system were brought forth. However, taking an overall view of the entire Adirondack Park and the interrelationship between management units, consideration must be given to potential impacts of motor vehicle use on adjoining wilderness areas. Motorized access to wilderness boundaries may impact the primitive character of the adjoining wilderness areas. Decisions on continuing or limiting motorized access to wilderness boundaries should consider physical, biological and social impacts. User expectation and satisfaction must also be assessed, including potential opportunities for CP-3 and floatplane access to determine how future management decisions may affect these uses. Winter access to the area is predominately by snowmobile. The LLCRR serves as the only snowmobile trail connection between Inlet on the west and Indian Lake to the east. The Cedar River Road is utilized by snowmobiles to reach a Town of Indian Lake parking area located approximately four miles north of the Cedar River Flow. Snowmobile access to

the northern part of the unit, in the vicinity of Raquette Lake, is possible but requires riding plowed roads or crossing frozen waterbodies. Several locations on the unit offer winter access for activities such as skiing or snowshoeing. The end of the access road to the Limekiln Lake Campground and the parking area across from the Eighth Lake Campground are plowed to allow parking for skiing and snowshoeing. Plowing additional parking areas such as the Rocky Mountain trailhead and the Black Bear Mountain trailhead on the Uncas Road, and the Sagamore parking area would improve access for non-motorized winter uses.

Float plane access has traditionally occurred on several waterbodies within the MRPWF. Squaw Lake, Indian Lake and Beaver Lake each receive some floatplane use. Limiting motor vehicle access to these waterbodies could provide a unique opportunity for floatplane only access within a wild environment.

The road to private lands surrounding Lake Kora is the boundary between the BRW and the MRPWF for about one mile from the existing gate. It is not clear to the public that foot travel is permitted along the road between the gate and the private land boundary.

Objectives:

- Provide public access where such access does not have a negative impact on physical, biological and social resources.
- Provide information to the public through the posting and maintenance of appropriate signs and the dissemination of information through Department media.
- Limit impacts associated with motor vehicle use.

Management Actions:

- Support reclassification of the LLCR Road, Rock Dam Road, Loop Road and Otter Brook Road to intensive use to maintain motor vehicle access to the area's unique camping opportunities.
- Work with the Town of Inlet to provide winter parking at the Black Bear Mt. trailhead off the Uncas Road, the Rocky Mountain trailhead off Rt. 28 and the Limekiln Lake Campground for access to designated cross-country ski trails.
- Increase the size and quality of one of the largest and most remote areas of wilderness in the Adirondack Park by removing motor vehicle access and reclassifying a large area south of the South Branch of the Moose River and north of the Otter Brook truck trail to wilderness as a special management area.
- Develop and implement a method for monitoring and addressing impacts associated with motor vehicle use.
- Give appropriate information about access at trailheads in the informational brochure for the unit and on the Department website.
- Install Storey registers at the large parking area across from the main entrance to Camp Sagamore and at the intersection of the Lake Kora and Mohegan Lake Roads, each with a map and information indicating local parking, trails, boundaries between State and private lands, boating access and the borders of the Sagamore safety zone.

3. Access for Persons with Disabilities

The Americans with Disabilities Act (ADA) and its influence on management actions for recreation and related facilities was discussed in Section III B.2.F. Implementation of the ADA consent decree[18] will help ensure greater

[18] *ADA Consent Decree signed and ordered by US District Court Judge, Lawrence Kahn in 2001, settled a lawsuit (Galusha v. NYSDEC and APA, US District Court, Northern District of New York, 7-5-01) brought under the Federal Americans with Disabilities Act (ADA).*

public access to Forest Preserve land in the Adirondack and Catskill parks for persons with disabilities, while preserving the *"forever wild"* protection of these lands under the State Constitution. Under the ADA consent decree of Galusha et al. V. New York State Departmental Conservation et al., Civil Action No. 98-CV-117 (United States District Court Northern District), DEC will enhance accessibility for persons with disabilities to parking areas, restrooms, fishing access sites, boat launches, campsites, and picnic areas along with other improvements. In addition, the agency will provide signs and promotional materials listing recreational opportunities in the Forest Preserve for persons with disabilities.

The ADA consent decree includes a commitment on the part of DEC and APA, through the unit management planning process, to support the opening of carefully selected roads in the Adirondack Forest Preserve for motor vehicle use by persons with qualifying disabilities to provide access to activities such as fishing, hunting, canoeing, bird watching and sightseeing. These roads will remain closed to motor vehicle use by the general public. Other projects include constructing and/or improving parking, restroom and showering facilities, access to fishing opportunities, campgrounds, picnic areas, recreational trails, equestrian mounting platforms, boat launches, signage, promotional materials and road rehabilitation.

The MRPWF includes numerous miles of public motor vehicle roads and snowmobile trails. Although these snowmobile trails are closed to public motorized vehicles, some can be utilized by persons with mobility impairments who utilize mechanized aids (i.e., non-motorized or motorized wheelchairs or other similar devices), as well as the young hiker and families seeking an outdoor experience not requiring strenuous effort. Horse trails on existing MRPWF snowmobile trails and old roads which are not also marked as foot trails may provide additional opportunities for equestrians with disabilities.

Draft final Accessibility Guidelines for Outdoor Developed Areas include proposed guidelines for trails, outdoor recreational access routes, beach access routes, and picnic and camping facilities. As discussed previously in Section II-E, ADAAG apply to newly constructed structures and facilities and substantial alterations to existing structures and facilities. Technical provisions for trails include specifications for running slope or grade, cross slope, width, surface, passing space, edge protection, and signs. See http://www.access-board.gov/outdoor/status.htm.

Improving the accessibility of suitable trails might require limited modifications to trail surfacing or tread width, consistent with wild forest guidelines. Parking, bridge surfaces and approaches, privies and other parts of the built environment should be developed or improved where necessary to ensure accessibility. Informational access could be improved. Signs at selected trailheads could present information about trail surface type, length, average grade, average cross slope, maximum grade and slope, trail width, and hazards such as rocks, ruts, and roots that might be encountered on the trail. Information about a trail also could be provided in a simple pocket guide with a map showing the trail and the locations of obstacles. Providing information about trail characteristics would allow visitors to make informed decisions about their ability to use the trail.

To ensure that the Department's management efforts will effectively meet accessibility guidelines and recommendations while conforming with the legal and natural resource constraints that affect the management of wild forest areas, managers should involve experts in universal design and representatives of the community of people with disabilities in the design and implementation of actions intended to improve accessibility.

Objectives:

- Provide opportunities for access by people with disabilities.
- Comply with the Americans with Disabilities Act and use ABA for outdoor in assessing structures, improvements and programs and designing new ones.

- For structures and improvements not covered by official accessibility guidelines, design and build them to maximize accessibility in accordance with available design information.

Management Actions:

- Involve knowledgeable representative staff from the community of people with disabilities such as DEC, AAC, the NYS Independent Living Center or other similar organizations in the planning for subsequent projects and proposals, including the design and construction of any accessible trails and the accessible campsites and picnic areas proposed in this plan.
- Assess the unit's trails with regard to their accessibility for people with disabilities. Use the information gathered to provide information to visitors.
- Include information on the level of difficulty visitors can expect to encounter when accessing the various facilities of the unit. Include this information at all appropriate trail heads, on the Department's website and in the area brochure.
- Identify accessible facilities with signs. New regulations are proposed that will allow the Department to reserve specific primitive campsites for people with disabilities. This management decision will be applied where there is heavy camping pressure on the accessible sites. At less popular locations, use of accessible camping sites (except for parking spaces) will not be limited to persons with disabilities, but will be available to everyone on a first-come, first served basis.
- Perform Universal Trail Assessment Process (UTAP)[19] inventory on the Cathedral Pines, Rock Dam and Sucker Brook Bay Trails which may be suitable for access for persons with disabilities.
- Investigate the need for equestrian mounting platforms. Install, as needed.

4. Public Information and Education

Public demand for information concerning the Adirondack Park and recreational opportunities on NYS lands is growing. DEC staff at both the local and regional level attempt to answer questions, provide general trail brochures and maps, and promote appropriate use of Forest Preserve lands. Detailed maps and trail guides are published by the private sector.

Present Conditions:

Many area visitors have not contacted DEC or received area specific information, such as maps or brochures, prior to their trip. The Department of Environmental Conservation publishes numerous brochures with simple maps orienting visitors to areas of the Forest Preserve. The brochure for the MRPWF has not been updated for a number of years. DEC publications with general Forest Preserve information are available, including the Adirondack Forest Preserve Map and Guide, and Use of New York State Public Forest Lands. The proximity of developed trailheads along well traveled highways tends to encourage impromptu day hiking or sightseeing.

As they patrol the Forest Preserve, Forest Rangers and Assistant Forest Rangers carry out informal educational efforts when they visit with hikers, anglers, hunters and campers. DEC also enters into partnerships with local

[19] *The National Park Service and USDA Forest Service are attempting to assess trail conditions to provide detailed and pertinent information about individual trails. Information is collected on grade, cross slope, width, surface characteristics, and type and magnitude of obstacles. Maps are produced that illustrate grade and surface information and 3-D topography. This information is beneficial to anyone who might want to hike the trails regardless of ability including people with walking or endurance limitations, respiratory limitations, inexperienced hikers, families with small children, and anyone else whose special circumstances limit their willingness or ability to navigate trails. This information would allow a visitor to decide whether he or she could enjoy the trail, and whether assistance would be needed to get around difficult areas or obstacles*

governments and not-for-profit organizations for the purpose of educating and assisting Forest Preserve users. Examples of such partnerships include stewardship agreements with fire tower friends groups.

Objectives:

- Assist local Chambers of Commerce and town/county recreation staff to advertise and promote recreational opportunities in the area.
- Provide information which will increase the understanding and appreciation of the Forest Preserve and its unique resources.
- Encourage local snowmobile clubs, towns and counties to provide internet information with current condition reports on area snowmobile trails.
- Guide different kinds of users to the places and activities best suited to their objectives and abilities.

Management Actions:

- Update the brochure and map outlining the recreational opportunities afforded by the MRPWF. The brochure will provide a brief narrative of the area's history, natural resources, and will include a unit map showing present boundaries of State parcels and existing trails, parking lots, lean-tos, and other important public facilities. A segment on backcountry ethics will also be included. The brochure will be periodically updated as facilities are created or removed and as funds are made available. The DEC website will also be updated to include a MRPWF page, such as exists for other wild forest units.
- Provide assistance to the publishers of commercially-produced trail guides and maps with the purpose of assuring the accuracy and suitability of all public information about the MRPWF.

5. Float Plane Use

Present Situation and Assumptions:

Currently three lakes within the MRPWF are used by float planes; Squaw Lake, Beaver Lake and Indian Lake. Access by float plane is generally limited to early spring trout season when the roads are not yet open. Once the roads open, anglers tend to drive and hike to these waters. Interviews with several float plane operators revealed that total yearly float plane use on these waters combined averages approximately 20-30 trips per year. When the phase out of float planes using Lows Lake was approved in the Bog River Management Complex UMP, the Department made a commitment to identify waters in wild forest areas that would be appropriate for float plane use. The discussions leading to the proposed reclassifications within this unit identified the potential to create float plane opportunities on Beaver, Squaw and Indian Lakes. This would be accomplished through reclassifying this area to a primitive classification and allowing the lakes to remain open for float plane use for a period of 20 years. However, under a primitive classification, float plane use would be nonconforming and would need to be removed by the third year following reclassification. An alternative to the reclassification to primitive is to designate the area as a special management zone within the wild forest and manage the area as primitive with the exception of float plane use. Based on public comments the plan has been amended to remove the Special Management Area proposal but still allow historic float plane use to these three water bodies.

The proposal to expand the WCLWA would protect the wild character of Little Moose Lake and Sly Pond, where the use of motorboats and aircraft would be prohibited. Additionally, in keeping with the goals and objectives for the HGCSMA, float plane use will not be permitted on Mohegan Lake.

Objective:

- Provide for additional float plane opportunities in wild forest areas on water bodies that are capable of withstanding that use.

Management Actions:

- Institute a voluntary reporting method for float plane operators, to monitor use levels and trends on waters within the unit.
- Amend 6NYCRR § 196.4 to prohibit the use of aircraft on Mohegan Lake, Little Moose Lake and Sly Pond.

6. Motor Boat Use

Present Situation and Assumptions:

Motor boat use occurs on several of the larger water bodies bordering on, or within, this unit. These waters include; Limekiln Lake, Seventh Lake, Eighth Lake, Raquette Lake and Cedar River Flow. 6NYCRR § 196.5(a)(6) prohibits the use of motor boats on Beaver, Indian and Squaw Lakes as well as Helldiver, Icehouse, Mitchell and Lost Ponds. Seventh Lake is the only water body in the unit with a formal boat launch. Some trailered launching does occur on the Cedar River Flow at the water access site. These are typically smaller boats with motors of less than 25 hp. However, it would be possible to launch a larger boat at this location. Due to the proposed reclassification of much of the Flow, staff feel that a restriction on motor size to those less than 10 hp would be appropriate for this area. Section III. D. identified several issues with the use of motor boats on several waters within the MRPWF.

A campaign calling for the prohibition of motor boats on certain waters included Eighth Lake and the South Inlet of Raquette Lake. As Eighth Lake is relatively small at 302 acres, and access is limited to hand launching, motor boat use is generally limited to small boats and motors. A majority of the current motor boat use on Eighth Lake is by early season anglers.

South Inlet is an avenue of motorboat access to the Cascades, also known as South Inlet Falls. The falls is a popular destination for people who travel in motorboats and jet skis from Raquette Lake, as well as those paddling in canoes and kayaks both from Raquette Lake and the waterway access site on Route 28. There is no regulation prohibiting motorboat use on South Inlet. The boundary between the BRW and MRPWF where it crosses South Inlet is not visible on the ground. It is estimated to be from 500 to 1,000 feet downstream from the falls. Day use of the area surrounding the falls occasionally is significant, and Sagamore staff report occasionally removing litter left by boaters. However, impacts to soils and vegetation are not excessive, and those who arrive by boat seldom leave the immediate vicinity of the landing area and the Cascades. Section 45-2 of the Navigation Law provides, “Except as provided in section forty-five-cc of this part, no vessel shall be operated within one hundred feet of the shore, a dock, pier, raft, float or an anchored or moored vessel at a speed exceeding five miles per hour, unless such vessel is being operated near such shore, dock, float, pier, raft, or anchored vessel for the purpose of enabling a person engaged in water skiing to take off or land.” Most of the water surface of South Inlet is within 100 feet of shore. This UMP proposes to publicize the applicability of this law by posting South Inlet as a “No Wake” zone from the Route 28 bridge to the Cascades.
In keeping with the goals and objectives for the HGCSMA, motor boat use will not be permitted on Mohegan Lake.

Objectives:

- Provide for motorized boating opportunities on appropriate waters in the unit.
- Protect potentially sensitive areas by posting “No Wake” zones.

Management Actions:

- Post the South Inlet of Raquette Lake as a “No Wake” zone from the Route 28 bridge to the Arietta-Long Lake town line.

- Restrict motor boat use on Cedar River Flow to motors 10 horse power or less in size.
- Prohibit the use of motor boats on Mohegan Lake.
- Prohibit the use of motorboats and aircraft on Sly Pond and Little Moose Lake should the area around them be reclassified to wilderness.

7. Proposed Regulations

Several of the management proposals outlined in this unit require the promulgation of new rules and regulations in accordance with DEC policies and procedures, the State Environmental Quality Review Act (SEQRA), and the APSLMP. Statutory authority for regulatory change is found in ECL §9-0105(3) and ECL §9-0105(3) § 816.1 through 816.3. Section 816.3 of the Executive Law (Adirondack Park Agency Act) directs DEC to develop rules and regulations necessary to implement the APSLMP. Existing regulations relating to public use of State lands under the jurisdiction of the Department are found in 6 NYCRR Part 190. These proposed regulations constitute the minimum level of direct regulation necessary to assure APSLMP compliance and directly influence visitor behavior to protect resources and the experiences of visitors.

One safety concern regarding snowmobiling includes the lack of regulation of vehicle speed. There have been complaints from both the recreational users (snowmobilers and other users) and trail groomers over the lack of a speed limit on the trails on NYS lands. There is currently a statewide speed limit of 55 mph for the operation of snowmobiles on public highways or public trails in New York State (2006Snowmobile Plan). PRHPL § 25.03 provides that it is unlawful for any person to operate a snowmobile "at a rate of speed greater than reasonable or proper under the surrounding circumstances." Factors that determine what speed is "reasonable or proper" include: sight distance; snow/trail conditions; alertness of the operator; brake wear; and the presence of other trail users, among others. Essentially a safe speed is that which permits the operator to bring the snowmobile to a stop within the distance the operator can see ahead of the snowmobile. Some New York communities such as the towns of Morehouse and Lake Pleasant have established local snowmobile speed limits.

Because of the APSLMP provision that snowmobile trails in the Adirondack Forest Preserve have essentially the same character as foot trails, it is likely that they will have more curves and fewer straight sections than snowmobile trails in other areas of the State. In fact, the *Management Guidance* gives emphasis to this, highlighting the need for snowmobile operators to drive at slower speeds on Forest Preserve lands than they might on other lands. Frozen water is another concern for trails. In view of the risks of ice, OPRHP has determined those trails over frozen bodies of water are ineligible for NYS snowmobile trail fund support, and supports efforts to move trails off of ice everywhere.

Regulation changes proposed throughout this UMP are summarized below:

- Promulgate a new regulation under 6NYCRR §196 to restrict motor boat use on Cedar River Flow to motors 10 hp or less in size.
- Rescind 6NYCRR §196.3(a), which requires visitors to register at the Cedar River and Limekiln Lake entrances, and § 196.3 (c), which prohibits the use of motorcycles and motorized bicycles.
- Promulgate a new regulation as part of 6NYCRR §196.3 stating "No person shall operate a motor vehicle or snowmobile within the Moose River Plains Wild Forest at a speed in excess of 25 miles per hour."
- Amend 6NYCRR § 196.4 to include Mohegan Lake. This will prohibit the use of motor boats on Mohegan Lake.
- Amend 6NYCRR § 196.4 to include Sly Pond and Little Moose Lake should the area around them be reclassified to wilderness.

8. Reclassification Proposals

Some of the proposals in this UMP are based upon the premise that certain areas will be reclassified to either wilderness, wild forest or intensive use. An intensive use designation is required to allow for existing campsites which do not conform to Wild Forest Guidelines to remain along certain sections of roads. A minor reclassification from wilderness to wild forest will also be proposed to correct an apparent, previous error and place an existing snowmobile trail in wild forest. Additionally, the reclassification of the lands south of the South Branch of the Moose River from wild forest to wilderness will also be requested.

Although classification or reclassification of forest preserve lands is an Adirondack Park Agency action, a brief description and rationale for each proposed reclassification follows:

Wild forest to wilderness-(14,956 acres) With the proposed closure of several motorized roads and trails south of the South Branch of the Moose River, an opportunity exists to move the wilderness boundary north and utilize the river as a new boundary. This area has remained relatively primitive in character due to limited access. Use of existing snowmobile trails within this area has been curtailed due to the loss of the bridge over the South Branch of the Moose River in the early 1990s and the use reservation that existed at Little Moose Lake. Utilizing the river as a natural boundary between wild forest and wilderness provides a more gradual transition between the two classifications than the current boundary along a road. The addition of these lands to the adjoining wilderness area will provide the opportunity to experience wilderness at the more primitive end of the recreation opportunity spectrum. The proposed reclassification would encompass lands south of the river, east of a tenth-mile wide strip of wild forest along the Otter Brook Road and a corridor along the Otter Brook Truck Trail and Wilson Ridge Road which would remain as wild forest to allow continued use by mountain bikes and other non-motorized recreation. A proposed boundary would also add more of the Cedar River Flow to the wilderness area. A small acreage of wild forest north of the Kamp Kill Kare Road is also proposed to be reclassified to wilderness.

Wilderness to wild forest-(59 acres) This reclassification will place the entire length of the Cedar River snowmobile trail within wild forest. Evidence indicates that the trail has been in its present location since before State acquisition. The current location of the trail is on an old, well constructed road bed so it seems unlikely the trail would have been rerouted. A reclassification from wilderness to wild forest is the most appropriate action to remedy this situation. Relocating the trail to existing wild forest would place the trail closer to a scenic river and likely within the 500 foot buffer allowed for in the APSLMP.

Wild forest to intensive use-(2,925 acres) The purpose of this request is to continue to allow camping along the road corridors in the MRPWF as it has occurred since the State took ownership. The proposed intensive use area will be administered by DEC's Division of Lands and Forests and will not become an Operations run pay-to-use campground nor will it have any of the amenities common to other State campgrounds. The purpose of the intensive use designation is to allow campsites closer than wild forest guidelines to remain, and to continue to allow camping in recreational vehicles, camping trailers or slip-on campers, which are especially important during the big game hunting season. It should be noted that the APSLMP limits future intensive use areas to a maximum of 150 campsites. A draft unit management plan, outlining management goals, objectives and actions for the proposed intensive use area can be found in Appendix 23.

Reclassification from wild forest to intensive use is also proposed for the areas containing the water supplies for the Eighth Lake and Browns Tract Campgrounds. The area to be reclassified should be made large enough to encompass the existing water supply and waterlines, and large enough to accommodate any future expansion of the system. The Eighth Lake Campground receives its water from a concrete well located on the north side of Route 28. The water supply for Brown's Tract is located on the north side of the Uncas Road.

V. SPECIAL MANAGEMENT AREA PLANS

A. Seventh Lake Boat Launch

1. Man Made Facilities

There is one boat launch in the Moose River Plains Wild Forest that is administered by the DEC Bureau of Fisheries; Seventh Lake Boat Launch. Seventh Lake has a surface area of approximately 900 acres, including its three islands. Sixth Lake, to which Seventh Lake broadly connects, has a surface area of approximately 120 acres. Thus the water way served by the Seventh Lake Boat Launch is essentially 1,000 acres. There is a second small boating access site located in the Eighth Lake Campground, which provides access to Seventh Lake. This site, administered by the Division of Operations, is predominately used to launch small craft, including canoes and rowboats, although small motorized fishing boats and occasionally larger boats do launch here. Small motorized fishing boats may also launch there. This campground launch does not add materially to the motor boat usage of Seventh Lake. There is one private boat launch which serves Sixth and Seventh Lakes. The operator of this facility has advised DEC that he plans to close down the operation.

The Seventh Lake Boat Launch is located on State Route 28, 1.5 miles east of the Hamlet of Inlet. The boat ramp consists of a steel mat ramp, with a macadam surfaced approach which is large enough to accommodate moderately large car and trailer units. The ramp is double-wide, and is inadequately pitched at 10 %; a ramp pitch of approximately 13% is considered ideal for most boats. A wooden dock/bulkhead extends on each side of the ramp and together they provide sufficient dock space. The metal ramp material was recently in very poor condition, a situation which led to many complaints and damage claims. In November of 2001, DEC requested the Adirondack Park Agency's approval to replace the metal ramp material with a concrete slab. The APA's response at the time was that only a replacement in kind with similar metal ramp material was acceptable since the Seventh Lake site was classified as Wild Forest rather than Intensive Use. Later, interagency discussion and review of older Adirondack Park Land Use and Development Plan maps revealed that the facility is an Intensive Use site. Unfortunately, in the interim, the metal ramp was replaced with used metal ramp material, a decidedly inferior material for boat launch ramp construction. A November 22, 2002 memorandum from APA staff to then DEC Regional Fish Manager, Larry Nashett, documents the Intensive Use classification of the Seventh Lake Boat Launch.

The parking area can accommodate approximately 20 cars and trailers. There is a vault toilet facility, which is in critical need of replacement. The Seventh Lake Boat Launch facility continues to provide adequate boating access to Sixth and Seventh Lakes, two very important waters of the Fulton Chain of Lakes.

2. Public Use

Direct information about the level of public use of the Seventh Lake is sparse at best. Seventh Lake was not included in the 1990 Statewide Survey of Boating Use at Public Waterway Access Sites in New York State (1990 Statewide Boating Survey). This study and the resultant publication was a joint undertaking by the New York State Department of Environmental Conservation and the New York State Office of Parks, Recreation and Historic Preservation. Insight may be gained from the survey as respondents were asked several questions, including questions relative to boating access needs at sites not included in the 1990 survey.

Seventh Lake was ranked 90th statewide as a water body needing new or improved boating access. Boaters nominated 459 waters to which they desired new or expanded facilities. Statewide, fishing was the activity most

often identified as the purpose for boating trips, although the percentage varied widely by site. Boaters indicated that over, the primary purpose of their trip was fishing 58% of the time. Pleasure boating was the most cited purpose of non-fishing trips.

Aerial counts on 21 lakes flown for aerial surveys showed that public launch sites contributed on average 28% of the boats in use during busy summer weekend and holiday periods, and only 21% on summer weekdays. During the less busy periods of spring and fall, public sites contributed a lesser number, but a higher percentage of boats in use. Aerials counts also indicated that on average, 11% of boats present on or around the lakes were actually in use at a given time during summer weekends and holidays.

Presently, the parking area is also used by those engaged in day use and camping on MRPWF lands adjacent to the boat launch. This fact relates to the capacity of the launch parking area for boaters, as well as any proposed management actions to limit parking to those who launch boats.

3. Recreational Opportunities for Persons with Disabilities

The New York State Department of Environmental Conservation is committed to providing recreational opportunities to persons with disabilities. The reconstructed toilet facility at Seventh Lake Boat Launch will be made fully accessible. Moreover, the gentle slopes encountered at the site should facilitate making other accessibility improvements as well.

4. Capacity to Withstand Use

The 1990 Statewide Boating Survey provides information useful in assessing the ability of Sixth and Seventh Lake to withstand current and near-term levels of boating use. Public sites contributed only 28% of all boat use on study lakes during the peak periods of summer weekends and holidays. The public access points did contribute a larger relative percentage, but a smaller actual number of boats in use during spring and fall seasons. Springtime usage is generally characterized by very light levels of use. Boating densities were considered low on all waters studied during the spring season. Public launching facilities contributed 40% of boat users during this time frame.

The summer season was, as might be expected, the busiest time for boating. Peak numbers of boats present, and boat densities were observed during the summer, with double the use on weekend days as on week days. During these peak times, boat density averaged 48 acres per boat during peak use hours in 17 study waters. While the 17 study waters did not include Sixth and Seventh Lakes, the boating density on these lakes would be expected to fall within the levels encountered during the survey. Sixth and Seventh Lakes combined would be intermediate among the study lakes in terms of number of resident boats, surface acreage and public launch site capacity. The study did include waters nearby, including Fourth Lake and White Lake. In surveyed waters, boating usage during the fall dropped to levels similar to spring levels, with an average weekend boat density of 129 acres per boat. Spring and fall weekday boating use was extremely light at 499 acres per boat.

The 1990 Statewide Boating Survey (1990 Survey) concluded that boating use on New York's waterways was relatively light, especially during spring and fall, weekdays and even summer weekends at times other than mid-day. The mean peak boating density was calculated to be 88 acres per boat. The 2003-2007 Statewide Comprehensive Outdoor Recreation Plan (SCORP), a planning document prepared by OPRHP and updated every 5 years, established boating density standards which vary by activity. A minimum of 0.2 acres/boat are needed for still fishing. More area is needed for powered activities. Six to eight acres per boat are required for power boating and sailing and 15-20 acres for waterskiing.

Applying what was learned from the 1990 Statewide Boating Survey, one can make some assumptions about the current levels of boating use on Sixth and Seventh Lakes and the ability of the resource to withstand this usage. According to the Sixth and Seventh Lakes Shore Owners Association, there are approximately 270 camps on the waterway. If we assume that each camp has 1 boat, then the 1990 Survey would predict that during times of peak use, 30 boats originating from shore owners would be on the water. Boats originating from the private launch are assumed to be included with those associated with shore owners as the general public does not typically use the private launch, and the docks are rented to camp owners whose camps are accessible only by water. The parking capacity of the Seventh Lake Boat Launch is estimated at 20 cars and trailers. It is likely some additional use occurs by boats launched at the campground, both by people staying at the campground and day users. It is unknown how often overflow use occurs or how many boats utilize the campground instead of the boat launch. If the site were filled to capacity during a peak use time, it would contribute 20 boats more, resulting in a probable scenario of 50 boats on the water during peak summer holidays and weekends during the hours of heaviest use. Fifty boats using the waterway simultaneously represents a boating density of 20 acres per boat. Thus, on Sixth and Seventh Lakes, even when boat use is at its peak, boating density is not high and would remain suitable for even those activities like water skiing, which require the most acres per boat.

Available information would then indicate that boating densities in New York including those on Sixth and Seventh Lakes are very favorable and modest and that the resource is fully capable of withstanding use.

It should be noted that during the past 10 years, the New York State DEC has modernized several of its boat launching facilities within the Adirondack Park including facilities on Lake Placid, Upper Chateaugay Lake, Tupper Lake and Lake Champlain. However, these facility upgrades have generally not included increased parking, which is the overriding limitation of facility use. DEC does not propose to expand the Seventh Lake Boat Launch facility capacity during the planning period. Expansion of facilities may be necessary at some time in the future.

5. Past Management

The decade of the 1960s saw the purchase and development of many of New York's waterway access sites. These projects ranged from modest and often largely undeveloped sites to large boat launching facilities such as those located along Lake Champlain. Fewer, but still significant, numbers of access sites were brought into existence during the 1970s. Since that time, the addition of new boating and waterway access sites has been modest, with more emphasis on improving and remodeling existing access. According to the Strategic Waterway Plan, many facilities deteriorated due to inadequate annual maintenance [monies], with a resulting loss of fishing and boating opportunities. A critical development was the 1984 enactment of the Wallop-Breaux Amendment to the Federal Dingell-Johnson Act, which provides federal money to the states through the Sport Fish Restoration Fund. The amended act provided for an expanded tax base to support the restoration fund. The result has been an increased annual Sportfish Restoration Fund, 10% of which must be spent on boating access enhancement programs. This funding source has been used to support salaries for increased design work and to upgrade existing facilities. The bulk of the Sportfish Restoration Fund has been, and will continue to be, used for annual recurring maintenance of existing sites.

6. Current Management

As described in the Strategic Plan for Modernization of Department of Environmental Conservation Waterway Access Facilities in New York State (1987), providing access to the waterways of New York State is an integral part of a sound fisheries management program and is consistent with the DEC's mission. As detailed in Conserving Open Space in New York State 2006, (Open Space Plan) an important planning document jointly prepared by DEC and OPRHP, waterway access provided by DEC will focus on fishing while OPRHP directs its efforts at the full range of recreational boating and water recreation. As all boating access sites within the

Adirondack Park are administered by DEC, we must provide for users other than anglers. However the stated function of DEC boat launching sites is reflected in the general design character and scope of DEC facilities. DEC will continue to provide recreational opportunities in keeping with our mission *"to conserve, improve and protect New York's natural resources and environment and control water, land and air pollution, in order to enhance the health, safety and welfare of the people of the state and their overall economic and social well being."*

Appendix D of the Open Space Plan assesses recreational facility needs for the coming years. Hamilton County is rated as moderate in its near future needs for improved boating access.

The 2003-2007 edition of the State Comprehensive Outdoor Recreation Plan constitutes the most recent update of an essential recreation planning document written, and periodically updated, by the Office of Parks, Recreation and Historic Preservation. This document has identified boating access needs similar to those described in DEC plans. SCORP calls for improvements to existing launching sites, including launch ramp and dock repairs, dredging, and the need for improved supporting facilities such as pump outs and restrooms. SCORP also identifies the need for improving public access during winter months for ice anglers. It will be DEC's policy to assess its launch sites for suitability as winter access spots. Opening of sites to winter access may require modification of existing rules and regulations which restrict boat launch usage to the launching and retrieving of boats. Sites like Seventh Lake Boat Launch lend themselves to winter access because the simplicity of the design and lack of landscape islands and curbs facilitates winter plowing without undue damage.

7. Proposed Management Actions

The Seventh Lake Boat Launch is the only public boat launch included that is in close proximity to the Moose River Plains. Although it is an Intensive Use Area, it is included in this Unit Management Plan due to its importance to the area. The Seventh Lake Boat Launch currently provides adequate access to Sixth and Seventh Lakes. The ramp is comprised of used metal landing mat, which is not expected to last more than a few years. The ramp is currently pitched at a low angle, considered insufficient for convenient launching. The wooden bulkheads are structurally sound, but will require repair or replacement in the near future. The parking area is of a size sufficient to provide adequate boating opportunities during the planning period.

During the planning period, it is anticipated that the Seventh Lake Boat Launch will undergo a modernization, including installation of a concrete boat ramp. The wooden bulkhead docks will undergo reconstruction or will be removed and replaced with modern floating docks. Any shore protection deemed necessary at this site will be constructed of natural materials. Often times the DEC utilizes steel sheet pile for shore protection at sites subject to severe wave and ice conditions, but such is not the case at the Seventh Lake site, and wood or stone shore protection will be adequate. Design work for this site is not yet available. No major expansion of the site is anticipated, and the parking area will reside on a similar footprint. The toilet building will be removed and replaced with a facility that is fully accessible to persons with disabilities

8. Conformity with the Adirondack Park State Land Master Plan

According to the current edition of the APSLMP (updated 2001), launch sites for trailered boats will be provided only on Adirondack lakes in conformity with several guidelines. Among these guidelines is a requirement that launches only be provided on large lakes, defined as being "approximately 1,000 or more acres in size." A list of lakes and interconnected lakes meeting that criterion is included in Chapter III of the plan. While Sixth and Seventh Lake are not among the interconnected waterways listed in the APSLMP, it is noteworthy that their combined acreage is "approximately 1,000 acres in size". Possibly this list should be amended in any future revision of the APSLMP to include the Sixth and Seventh Lake waterway. Not only do Sixth and Seventh Lake

combined equal approximately 1,000 acres, but they appear to fully meet all the other criteria for eligibility for a boat launch site.

The APSLMP states that "existing boat launch sites that do not meet the above guidelines may be retained, but their status will be periodically reviewed to determine if their eventual conversion to fishing access sites is appropriate."

Following is a review of the Seventh Lake Boat Launch and a description of how it meets all other guidelines set forth in the APSLMP.

Adequate public or private boat launching facilities open to the public are not available to meet the demonstrated need.

Currently there is only one private boat launch serving Sixth and Seventh Lake that is open to the public. Recent conversations with the owner indicate that he is anticipating phasing out his marina operation over the next two years. If the private boat launch does close as anticipated, the Seventh Lake Boat Launch will be the only significant launch serving the private camp owners as well as the general public. As stated above, the small launch in the Eighth Lake Campsite does not provide significant motorized access to Seventh Lake. Most boats are launched by people staying at the campground, but some use may be from day users. DEC staff discussion with the Sixth and Seventh Lake Shore Owners Association suggests that approximately one third of shore owners already rely on the state boat launch to seasonally launch and retrieve their boats. Moreover, the Seventh Lake Boat Launch is, and will, remain a crucial access point for local fire and rescue boats. There are number of private camps on the north shore of Sixth and Seventh Lakes which are accessible only by water. The Town of Inlet's fireboat requires access to the lake via the Seventh Lake Boat Launch.

The physical, biological and social carrying capacity of the lake, or a portion of the lake, or other water bodies accessible from the lake will not be exceeded.

The physical and social carrying capacity of Sixth and Seventh Lake for boating is discussed in detail in Section II.2. - Capacity to Withstand Use. Boat densities are estimated to be rather low, and not to be excessive, even during the very busiest hours of peak summer weekends and holidays. Neither is there a reason to believe that any biological thresholds are exceeded. Loons are known to frequent both waters, despite the common occurrence of float planes and fishing, which is a popular activity. Although motor boat use as well as paddling can have an impact on loon nesting sites, current use levels are not having a significant impact on loon nesting. Motor boats are generally accepted on Sixth and Seventh Lakes, with the local economy and social structure not only accommodating them, but based upon them. The Seventh Lake Boat Launch is an integral part of the local social infrastructure and is important from a health and safety standpoint, as well as a recreational one.

The boat launching site or attendant water uses will be compatible with the state or private land use classifications and attendant management guidelines as land use controls surrounding the water body.

The Seventh Lake Boat Launch is classified as Intensive Use. At one time, the Adirondack Park Agency had advised the Department that the boat launch was on Wild Forest land. A search of old maps and records revealed a mapping error and it was determined that the site was in fact Intensive Use. The surrounding area is Wild Forest with another Intensive Use Area, the Eighth Lake Campground, nearby. Private land classifications on the waterway include rural use along the southern shore of Seventh Lake and low intensity and moderate intensity use surrounding Sixth Lake. Power boating is a customary and compatible use with all of these land classes.

The boat launching site is located in a manner to avoid adverse impact on adjacent or nearby state and private lands.

The Seventh Lake Boat Launch is ideally located to reduce adverse impacts on adjacent lands. It is located in a sheltered bay, removed from the public campground, far removed from private lands and within easy sight of State Route 28. Its location adjacent to the highway minimizes the impacts of vehicular traffic and facilitates enforcement and monitoring.

Motor size limitations appropriate to the carrying capacity of the lake are provided; particularly for lakes with embayment or shoreline configurations providing the character of small lakes.

Currently, there is no motor size limitation at the boat launch on Seventh Lake. The launch is adequate for launching most boats, but it is shallower than the private launch. Larger boats are known to launch at the private site and motor size is not restricted on the lake as a whole. Seventh Lake is wide and does not have the characteristics that would give the lake a small lake character. Motor size limitations will be considered in the future if conditions suggest such a restriction is in order.

There will be no material adverse impacts on physical, biological or scenic resources of the water body and surrounding land.

Sixth and Seventh Lake are lakes with a long history of motor boat use. Sea planes also have long been based at Sixth Lake and flown from Seventh Lake. The private camps and local economy have been built around the historic use of motors and motorboats. Physical, biological and scenic resources have long adapted to the current and near-term level of motor boat use.

Schedule of Implementation

Annually: Perform routine maintenance as required, including: mowing, paving repairs, repair of docks, and operation of toilet facilities.

Year Three: Replace metal landing mat ramp with a concrete ramp. Replace wooden bulkhead docks and provide shoreline protection with natural materials as required. Replace vault toilet facility with accessible structure. Dredge in front of ramp as required allowing access to site.

B. Historic Great Camps Special Management Area

The Department proposes to establish a Historic Great Camps Special Management Area (HGCSMA) consisting of Forest Preserve lands within the Blue Ridge Wilderness (BRW) and Moose River Plains Wild Forest (MRPWF) located in the vicinity of the historic properties at Camp Sagamore and Camp Uncas. The purpose of this designation is to recognize the importance of the Great Camps as cultural resources of state and national significance, their contribution to tourism and educational and cultural programs in the region, and the importance of the management of the Forest Preserve lands around them, formerly parts of their original estates, in supporting the preservation of the Great Camps. Further, the designation is an acknowledgment that the educational and recreational programs of the Sagamore Institute emphasize the close connection between the history of the Great Camps and the creation and evolution of the Forest Preserve, and thereby promote the understanding, appreciation and enjoyment of the Forest Preserve by the public.
Because the HGCSMA includes lands within both the BRW and MRPWF, this special area plan will be incorporated within the UMPs for both areas. It is likely that the UMPs for the BRW and MRPWF will be adopted at different times. Therefore, management proposals in the portion of the HGCSMA affecting lands within a particular management unit will be finalized only when the UMP for that unit is adopted. Should the management proposals in the special area plan for the HGCSMA be changed in the UMP adopted later, the first UMP will be amended to include the changes, so that the final UMPs for the BRW and MRPWF will contain identical special area plans.

The HGCSMA plan presents background information and focuses on management issues and proposals of particular importance to the relationship between the Great Camps and surrounding Forest Preserve lands. Additional background information and management proposals which may apply within the conceptual boundary of the HGCSMA are presented in the UMPs for the BRW and MRPWF.

1. Location and Boundaries

The boundaries of the HGCSMA are shown in a map at the back of this plan. They were chosen to encompass the major historical and archaeological resources of the former Great Camp estates now within the BRW and MRPWF, and the structures and improvements for public recreational use whose construction, maintenance and management have the potential to affect the environment of the Great Camps and to be affected by the educational and recreational programs of the Sagamore Institute. The boundary does not encompass Kamp Kill Kare because the complete original estate remains in private hands and is managed for private purposes.

2. Access

Sagamore Road is a town highway open to public motor vehicle use from Route 28 south to a point about 100 feet north of the northern bridge over South Inlet. It is maintained by the Town of Long Lake. The town highway ends at the point where formerly a gate allowed entry only to the owners and guests of Camp Sagamore, Camp Uncas and Kamp Kill Kare. From that point south the road crosses Forest Preserve lands within the MRPWF, serving as the right-of-way to Camp Sagamore, Camp Uncas and Kamp Kill Kare. A large parking area on the west side of the road, across from Camp Sagamore, serves as overflow parking for Sagamore and public parking for Forest Preserve access. The road also provides public access to Forest Preserve lands within the MRPWF and BRW. At present, public motor vehicle access is permitted to the point where the roads to Camp Uncas and Kamp Kill Kare diverge. At this point, two gates block public motor vehicle passage. The public is permitted to travel on foot or by bicycle beyond the gates to gain access to Forest Preserve lands and waters, including Mohegan Lake.

3. Easements

Bear Pond Sportsmen's Club

In 1987 the Bear Pond Sportsmen's Club, Inc. sold their land to the State, subject to a 35-year use reservation on a 10-acre and a one-acre parcel with camp buildings in Lot 4, Township 5, T&C Purchase, along with a right-of-way for ingress and egress. The reservation expires on March 26, 2022. In a 1967 Supreme Court decision, the club's legal right-of-way was determined to follow a route beginning on State Route 28 near the Eighth Lake Campground, proceeding along the old Uncas Road, then what was known as the Old Carnahan Road. The club has an easement for a road segment, beginning and ending on the Old Carnahan Road, known as the "St. James Mountain cutoff," which was conveyed to the club in 1976 by the Trustees of the Emilie M. Bullowa Memorial Endowment for Camp Bullowa Trust–then owners of Camp Uncas–to allow the club to avoid a steep section of the club's original right-of-way. When the State acquired the club's land, an inspection of the club's legal ROW revealed that the work needed to rehabilitate the road at the time would be substantial, and its use could have significant environmental impacts. Therefore, the parties entered into an agreement allowing club members and guests to drive from Sagamore Road to Mohegan Lake Road, then past a gate and on along Bear Pond Road to the use reservation areas. The Department annually issues the club a temporary revocable permit (TRP) for access along this route.

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.

Camp Sagamore Water Supply

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. The system is no longer active.

Camp Uncas Spring

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. The system is active. The 1976 deed conveying the 16 acres including the camp buildings also conveyed the right to use Mohegan Lake as "an alternative source of water supply."

4. Agreements

A September 15, 1975 agreement between the Department and Syracuse University imposes several conditions on the owners of the main Camp Sagamore building complex to assure that the parcel will be maintained in its original condition and managed in a manner compatible with surrounding Forest Preserve lands. The conditions include:

1. The buildings must be made available for public viewing and visitation at least one day per week during the summer.
2. The buildings must be preserved and maintained in accordance with their "period and architectural tradition," subject to the review and approval of the Preservation League of New York State.
3. No trees may be cut or destroyed except as necessary to protect the buildings.

4. No motorized boats or aircraft are permitted on Sagamore Lake.
5. No alcoholic beverages may be sold on the property.
6. Failure to observe any of the conditions for a two-year period will result in the forfeiture of the property to the Preservation League of New York State.
7. Should the owner wish to sell the property, the Preservation League of New York State has the right of first refusal at the original purchase price, plus the cost of capital improvements, adjusted for inflation.

On October 28, 1977 the Department entered into an agreement with the owners of private lands served by the segment of Sagamore Road from the end of the town highway south to the two gates controlling access along the roads to Camp Uncas and Kamp Kill Kare. The agreement specifies the responsibilities of each party with regard to the maintenance of the road and the two bridges over South Inlet, and provides that all signs bordering the roads are subject to Department approval.

An August 2, 1997 agreement between the Department and Sagamore Institute of the Adirondacks, Inc., which mainly concerns ownership and maintenance responsibilities for the three bridges on the roads between the end of the town highway and Camp Sagamore, includes a provision for sharing the maintenance of the road from the end of the town highway to the southernmost bridge over Sagamore Outlet, as well as the large parking area across from Sagamore. It makes no mention of the road south of that point. 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.

5. History

Late 1870s	William West Durant focused plans for recreational development on Township 40 with money inherited from his father, Thomas Clark Durant.
1880s	Durant built hunting lodges on the sites of Camps Uncas, Sagamore and Kill Kare.
Late 1880s	Durant purchased part of Township 5, and all of Townships 6 and 34, which encompass Blue Mountain Lake and the Eckford Chain, and comprise most of today's Blue Ridge Wilderness and part of the MRPWF.
1893-95	Durant built Camp Uncas on Mohegan Lake.
1895	Durant sold Camp Uncas and 1,550 acres to J. Pierpont Morgan.
1897-99	Durant built Sagamore Lodge on Shedd Lake.
1897	By this time Durant had sold nearly all Township 6–23,872 acres–to New York State. He reserved a 1,526-acre estate around Camp Sagamore and another 1,027-acre inholding surrounding Sumner Lake (Lake Kora), purchased in 1897 by Lt. Governor Timothy L. Woodruff.
1898	Lt. Governor Timothy L. Woodruff constructed Kamp Kill Kare on the site of Durant's Camp Omonson, built for Dr. Arpad Gerster before 1888.
1901	Durant sold Sagamore to Alfred G. Vanderbilt, who renamed Shedd Lake as Sagamore Lake.
1913	Woodruff sold Kamp Kill Kare to Vanderbilt.

1915	Fire did extensive damage to Kamp Kill Kare. Owner Francis P. Garvan, who acquired the property from Vanderbilt that year, rebuilt the complex over the next several years, following designs by architect John Russell Pope and designer Charles C. Hiscoe.
1915	Alfred G. Vanderbilt constructed a self-contained hydroelectric system for Sagamore. Vanderbilt died on the Lusitania.
1936	Two years after the death of W. W. Durant, the State named Lake Durant after him and installed a memorial plaque on a boulder near what is now Route 28/30.
1947	Morgan family sold Camp Uncas to Mrs. Margaret Emerson, widow of Alfred G. Vanderbilt.
1952, 1953	Margaret Emerson donated Camp Uncas to the Memorial Center for Cancer and Allied Diseases.
1953, 1954	Margaret Emerson donated Sagamore to Syracuse University.
1955	Margaret Emerson by deed confirmed an easement for ingress and egress across Sagamore lands to Camp Uncas.
Late 1950s	Herbert Birrell acquired Camp Uncas from the Memorial Center for Cancer and Allied Diseases.
1966	Herbert Birrell sold Camp Uncas to Adolph Jung.
1967	Adolph Jung sold Camp Uncas to Rockland County Council, Boy Scouts of America, Inc.
1971	Rockland County Council, Boy Scouts of America, Inc. sold Camp Uncas to Edward Borg, Salvatore Ciancimino and Joseph Nowicki, Trustees of the Alma M. Bullowa Memorial Foundation, Inc.
1975	New York State purchased all of the original 1,526-acre Sagamore estate from Syracuse University except 7.7 acres containing the main camp complex. In order to assure that the camp complex would be preserved in its original condition and managed in a manner compatible with surrounding Forest Preserve lands, the Department entered into an agreement with Syracuse University imposing a number of conditions.
1975	Syracuse University sold the 7.7 acres including the main Camp Sagamore building complex to the Preservation League of New York State.
1975	The Preservation League of New York State sold the 7.7 acres including the main Camp Sagamore building complex to the National Humanistic Education Center, a not-for-profit organization which became the Sagamore Institute.
1976	Edward Borg, William A. Metz and Frederick Van Wort, Trustees of the Emilie M. Bullowa Memorial Endowment for Camp Bullowa Trust sold 16 acres with the Camp Uncas building complex to Howard and Barbara Glaser-Kirschenbaum, board members of the Sagamore Institute.

1976 The Camp Sagamore main lodge and major buildings included in the original 7.7 acre parcel was listed on the National Register of Historic Places. The boundary of the listed property was later expanded to 18.6 acres to include the caretaking complex.

1977 Edward Borg, William A. Metz and Frederick Van Wort, Trustees of the Emilie M. Bullowa Memorial Endowment for Camp Bullowa Trust, sold approximately 1,532 acres of the Camp Uncas estate to the People of the State of New York, reserving a two-acre parcel on the west side of Mohegan Lake Road.

1980 Camp Sagamore listed on the State Registers of Historic Places.

1983 Constitutional amendment passed to transfer 10.9 acres and the buildings of Sagamore's caretaking complex to Sagamore Institute in exchange for 218 acres purchased by Sagamore Institute for addition to the Forest Preserve. The Sagamore Institute now owns 18.6 acres including the entire historic core building complex.

1986 The Camp Uncas building complex within the 16 acres of private land on which they stand listed on the State Register of Historic Places.

1987 Camp Uncas listed on the National Register of Historic Places.

1989 Camp Uncas subdivided into four lots. Future subdivision is regulated by an APA permit, and maintenance and modification of the historic structures are subject to restrictions set forth in a recorded written agreement among the owners. The restrictions are intended to preserve the original character of the structures and grounds.

2000 In recognition of its architectural and cultural significance, Camp Sagamore with all of its original 1,526-acre estate designated a National Historic Landmark.

2008 In recognition of its architectural and cultural significance, Camp Uncas with all of its original 1,550-acre estate designated a National Historic Landmark.

6. Structures and Improvements

a. Roads

Sagamore Road is a town highway from Route 28 to the former Camp Sagamore boundary line at 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 southern end of the Sagamore Lake trail. A spur serves an alternate entrance to Sagamore, with a bridge over Sagamore Lake outlet, and provides public access to the northern end of the Sagamore Lake trail in the BRW. This spur is the boundary between the MRPWF and the BRW.

Lake Kora Road: 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 non-motorized access to adjoining State lands.

Mohegan Lake Road: Mohegan Lake Road begins with a gate at the point where it and Lake Kora Road diverge at the end of Sagamore Road. It proceeds to the boundary of the Camp Uncas property on the eastern shore of Mohegan Lake. At approximately 1.4 miles, the road forks. The east fork continues 0.4 miles southward to the boundary of privately owned Camp Uncas.

Bear Pond Road: 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. 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.

b. Trails

All the former carriage roads of the original Sagamore estate have been used as hiking and cross-country ski trails. They are known as the Cascades, Powerhouse, Big Slope, Blue Ridge (Farm Meadow), and Sagamore Lake trails. All the trails are within the BRW. Within the MRPWF, the trails known as the Beaverflow and Mohegan Lake trails are unmarked trails that have been used for cross-country skiing. People on bicycles are allowed on the Sagamore, Mohegan Lake and Lake Kora roads within Forest Preserve lands. From the gate at the beginning of Bear Pond road, the public may hike, bike and cross-country ski along the road. Approximately 0.5 miles from the gate, an unmarked foot trail leads to the shore of Mohegan Lake. At 0.8 miles a trail open for hiking, biking and skiing heads west and connects to the Seventh-Eighth Lakes loop trail. None of these trails has been officially marked and maintained by the Department. People on horseback are allowed anywhere except on marked foot trails or on marked snowmobile or ski trails when they are covered with ice and snow.

c. Major Bridges

There are two highway bridges on Sagamore Road beyond the end of the town highway, both crossing Sagamore Lake outlet. A third highway bridge crosses the outlet on the spur road to the back entrance to Sagamore. A bridge with two steel I-beam stringers crosses East Inlet on the Sagamore Lake trail. It is within the BRW. There are bridges on Bear Pond road that have not been inventoried.

d. Trailheads and Parking Areas

At or near the points where the trails near Camp Sagamore begin, there are small areas where people may park. The only area maintained for parking is the large former log landing on the west side of Sagamore Road, across from Camp Sagamore. This parking area is used by both Sagamore guests and those visiting nearby Forest Preserve lands. It can accommodate approximately 40 cars.

e. Waterway Access Sites

A short path breaks off the Sagamore Lake trail near its northern end and leads about 50 feet to a waterway access site on Sagamore Lake. The site is used for the hand-launching of non-motorized boats.

f. Barriers

Boulders or earthen barriers have been placed at the beginning of the Cascade, Powerhouse, Beaver Flow and Mohegan Lake trails, and at both ends of the Sagamore Lake trail. Gates control access at the beginning of the roads to Camp Uncas and Kamp Kill Kare and near the point where the Bear Pond road leaves Uncas Road. They are both maintained by the private owners. Recently a sign was posted at the Uncas gate to indicate that the public may walk and bike beyond it. The sign at the Kill Kare gate does not clearly indicate the types of public access that are allowed.

g. Primitive Tent Sites

No locations have been designated as primitive tent sites. However, members of the public camp occasionally in the clearing near the beginning of the Powerhouse trail, in the old field near the intersection of the Big Slope and Sagamore Lake trails, and near East Inlet, east of Sagamore Lake.

h.Dams

Two dams constructed in association with the Camp Sagamore hydroelectric complex are located on Sagamore Lake outlet. A low concrete dam at the head of the outlet, designed to use flashboards to control the level of the lake, is integrated with the bridge on the road to the back entrance of Sagamore. It appears to be in good condition. Another low concrete dam that formed a small impoundment upstream of the valvehouse and powerhouse has been breached, but appears stable.

A dam constructed of large rocks on the outlet of Mohegan Lake by William West Durant remains intact. No flashboards, gates or other means of regulating water level or streamflow were incorporated in its design. The purpose of the dam may have been to create a brook trout pond for fishing (Michael Wilson, personal communication). It is not known whether the dam affects the level of Mohegan Lake.

Sagamore Hydroelectric Complex

In 1915 Alfred Vanderbilt constructed a self-contained hydroelectric system for Sagamore, consisting of a concrete dam at the head of Sagamore Lake outlet, a second concrete dam located approximately one-quarter mile downstream from the northern crossing of Sagamore Road; a stone-lined raceway leading to a 9-foot by 12-foot valvehouse, which controlled the flow of water to the powerhouse; a wood penstock used as a water conduit between the valvehouse and the powerhouse; a 26-foot by 33-foot powerhouse, or generator plant, approximately 1,100 feet downstream from the dam; and transmission lines from the powerhouse to the former transformer house on the Sagamore campus. The remnants of the dam, raceway, valvehouse, penstock and powerhouse remain in place within the BRW.

Utility Lines and Privately-Owned Structures

Power lines and telephone lines follow the roads to Sagamore, Uncas, Kill Kare and the former Boy Scout caretaker's residence on Mohegan Lake Road, in accordance with deeded rights. The spring house, two water storage reservoirs and piping to Camp Uncas are situated on land within the MRPWF about one-quarter mile south of the private land boundary. They continue to be used for the camp's water supply. Two spring houses, a water storage reservoir and piping to Camp Sagamore remain within the MRPWF a few hundred feet south of the intersection of Mohegan Lake and Lake Kora Roads. Sagamore's springhouses were replaced in 1914 by a shoreline pumphouse providing water from Sagamore Lake. A 1994 State Law prohibiting the use of surface water sources for public consumption required Sagamore to drill a well, which was completed in 1996. At the intersection of Sagamore, Lake Kora and Mohegan Lake Roads, there is a telephone relay and amplifier box serving the three camps. The telephone company has erected a wood fence to screen the box from the road. A small rustic wood cabin on the east side of Mohegan Lake Road, just south of the intersection, houses an electrical junction facility serving Uncas and Kill Kare. Near the gate at the beginning of Lake Kora Road the owners of Kamp Kill Kare have installed a keypad for operating the gate, a small structure which houses a battery backup for the gate and a delivery drop box.

7. Cultural Values[20]

William West Durant was a proponent of recreational development in the central Adirondack region. Using the wealth he inherited from his father, Durant built three Great Camps: Pine Knot, Uncas and Sagamore in Townships 40, 5 and 6 of the Totten and Crossfield Purchase. Except for 16 acres including the camp buildings and a two-acre lot on Mohegan Lake Road, all of the original 1,550-acre estate of Uncas, Durant's second Great Camp, are now within the Moose River Plains Wild Forest. Camp Sagamore, his last Great Camp, is on the edge of what is now the Blue Ridge Wilderness, which includes all but 18 acres of the 1,526 acres that once were attached to Sagamore. The significance of Camps Sagamore and Uncas as cultural resources in the context of the history of the Forest Preserve lands that now surround them is demonstrably rooted first in changing American attitudes toward wild nature, which propelled the construction of Sagamore and Uncas in direct relation to the creation of New York State's Forest Preserve; and second in a sequence of specific events which document 130 years of growing public commitment to the protection of the public domain, and then of Camp Sagamore itself.

The Forest Preserve and Camp Sagamore share a common, nationally prominent distinction: the Department of Interior's National Park Service first declared the Forest Preserve a National Historic Landmark in 1963, and then Sagamore a National Historic Landmark in 2000. Recognizing that Camp Uncas is a similarly exceptional example of original American resort architecture, the National Park Service designated it a National Historic Landmark in 2008. Both the Forest Preserve and these early wilderness retreats represent profound changes in American attitudes toward wilderness. During the first half of the 19th century, when the national economy was still primarily agricultural, the wilderness was regarded as a foe to be conquered, or at best a resource to be exploited. But philosophers like Ralph Waldo Emerson and Henry David Thoreau, painters like Thomas Cole and poets like William Cullen Bryant were all shaping public attitudes toward wilderness as the edenic sign of God's presence, and the true source of national identity. Within three decades following the Civil War, when the nation transformed into an urban-industrial society, wild nature was rehabilitated as a source of physical and recreational as well as spiritual renewal. As the remaining, proximate wilderness for the nation's first large metropolitan centers, the Adirondack region became the focus of conservation measures, not only as a source of dependable water for canal systems and urban-industrial uses, but also as a resort for scenic and recreational tourism.

Camp Uncas was built in 1893-95, followed by the construction of Camp Sagamore in 1897-99, during a 15-year period following the creation of the Forest Preserve when more than a third of the region's woods and waters were acquired by some fifty-five private recreational preserves. Uncas and Sagamore were designed by William West Durant, the scion of an Adirondack transportation and recreational development empire founded by his father, Thomas Clark Durant, whose fortune derived from his aggressive entrepreneurship as vice president and general manager of the Union Pacific Railway, and creator of the infamous Credit Mobilier financing scheme. Durant created Uncas as his summer home, but finding himself in need of cash, sold it in 1895 to J. Pierpont Morgan. Sagamore was the last, largest and most sophisticated of the numerous luxurious wilderness retreats young Durant built or promoted from 1876, and which brought the Raquette Lake area international prominence as the preferred vacation site of some of America's wealthiest Gilded Age families. As financial mismanagement was bringing about the collapse of his empire, Durant sold Sagamore to newlywed Alfred G. Vanderbilt in 1901, and it continued to serve as that family's Adirondack retreat following Vanderbilt's death on the Lusitania in 1915 until his widow, the social hostess Margaret Emerson, donated the Camp to Syracuse University in 1954.

Sagamore Institute's current 18-acre inholding is the result of three negotiations with New York State which span the entire history of the Forest Preserve and characterize over a century of growing public commitment to

[20]*This section was adapted from information provided by Michael Wilson of the Sagamore Institute.*

its protection. The first began in the late 1870s, when the Durants' original development plans focused on Township 40, in which Raquette Lake was to serve both as a hub for their water transportation lines and the focal point for summer resort land development. Under growing public criticism for its disposal of public lands to the benefit of lumber, railroad and other entrepreneurial interests, however, New York State increasingly became a buyer rather than a seller of Adirondack lands, and to the frustration of the Durants and many others had by 1881 appropriated most of Township 40 at tax sales. Not only did most subsequent attempts to wrest these valuable lands from the State fail, but a growing conservation movement stiffened its resolve: in 1883 the legislature prohibited further sales of public lands in the ten Adirondack counties, and by 1885 another law designated these lands a Forest Preserve, to be "forever kept as wild forest lands" governed by a special three-man commission rather than the Land Office. So William West Durant focused his development plans on adjoining lands, and within three years managed to purchase part of Township 5, and all of Townships 6 and 34, which encompass Blue Mountain Lake and the Eckford Chain, and comprise most of today's Blue Ridge Wilderness.

By 1897, when the expenses of building both Camp Uncas in Township 5 and neighboring Camp Sagamore in Township 6 within just five years had drained his resources, Durant negotiated the sale of nearly all Township 6—23,872 acres—to New York State, not at the ten dollars per acre that he sought, but still at a higher price than the State had yet paid for adding prime forest lands to the Forest Preserve. Moreover, after the sale closure in October, it emerged that not only was a 1,526-acre estate around Durant's Camp Sagamore and Shedd Lake excluded from the sale, also excluded were Camp Uncas and its 1,550-acre preserve around Mohegan Lake, recently acquired from Durant by J. Pierpont Morgan, and another 1,027-acre inholding surrounding Sumner Lake. The owner of this valuable parcel, entirely surrounded by lands that were now to be "forever kept as wild forest lands" by a unique, three-year-old constitutional amendment, was Timothy L. Woodruff, who was not only Lieutenant Governor, but chairman of the Forest Preserve Board that had met at Sagamore in July to inspect the land and negotiate the purchase price with Durant. By August Woodruff had taken possession of his privileged new estate, and was cutting a road to the site of an 1888 Durant hunting cabin on Sumner Lake called both Camp Omonson and Bear Camp. Within a year Woodruff had developed a luxurious, artful rustic compound which he named Kamp Kill Kare, renaming the lake Kora after his wife.

Thus are the origins of three private landholdings near the boundary between today's Blue Ridge Wilderness and Moose River Plains Wild Forest, Camps Uncas, Sagamore and Kill Kare, closely linked to the formative processes of the Forest Preserve and the adoption of successively stronger measures to protect it not only from private exploitation, but from dissipation by public agencies and legislatures alike. By voting in 1894 to amend the State Constitution with Article VII, Section 7, the citizens of New York augmented the "forever wild" language of the 1885 Forest Preserve legislation with the enjoinder that Forest Preserve lands "shall not be leased, sold, or exchanged, or be taken by any corporation, public or private, nor shall the timber thereon be sold, removed or destroyed." Such thorough, uncompromising protection of the Adirondack watersheds served to thwart much overt corruption in public land sales and trades. However, the potential for enhancing the value of protected, private inholdings made venal conflicts of interest that characterized the Woodruff-Durant deal in Township 6 a great temptation. Constitutional protection certainly contributed to a moral climate in which Woodruff's exclusive acquisition was belatedly investigated as possible malfeasance by a special State commission and the popular press.

Cultural changes over the next century only deepened the convictions of New Yorkers that its public domain must be protected from exploitation. By the time New York State seized the opportunity to purchase the Sagamore acreage from Syracuse University for the Forest Preserve in 1975, there had been an eighty-year history of more than a hundred rejections by the legislature and voters of all proposals to significantly diminish constitutional protection and the growing vigilance of guardian organizations. At this point State acquisition invoked the statutory policies of the APSLMP of 1972, which mandated the destruction of Sagamore's twenty-

seven buildings as "non-conforming uses" in the Forest Preserve. Deploring such an erasure of cultural history, historic preservationists throughout the state intervened to arrange for the transfer of title to eight acres and 16 buildings of Sagamore's lower complex from Syracuse University directly to the newly formed Preservation League of New York State, who in turn sought a third party to purchase and assume stewardship of the buildings. By this means the strictures of what we know today as Constitutional Article XIV were circumvented, preserving the portion of Camp Sagamore deemed most architecturally significant through its indirect purchase by a non-profit, educational organization which became Sagamore Institute, while title to 1,517 acres of the original estate passed directly from the university to the State for inclusion in the Forest Preserve.

Valid objections were raised to this circumvention of constitutional protection. The exclusion of land and structures from a State purchase resulted in both cases—the 1897 Durant-Woodruff sale and the 1975 Syracuse University sale—in compromising the State's goal to eliminate inholdings and to consolidate the Forest Preserve. Mitigating circumstances certainly include the differences in motive between acquiring a private vacation retreat with a market value enhanced by State land protections and historic preservation for public educational purposes. Moreover, among the many restrictions permanently attached to Sagamore's deed were: the provisions that the buildings and infrastructure, after twenty years of deferred maintenance in a harsh climate, were to be maintained in good condition or the Preservation League of New York State might repossess them without compensation; at least some public access must be permitted; and that the property could not ever be resold for more than the original purchase price and the costs of subsequent improvements. Of greater validity, however, was the objection that Sagamore's exclusion from the State purchase set a precedent that could be invoked in other Forest Preserve acquisitions for less meritorious purposes and on more advantageous terms. As a result, the obstacles to saving all of Sagamore increased significantly.

In 1977, only two years after the sale of Sagamore, the opportunity arose to add the Camp Uncas lands to the Forest Preserve. The 16 acres comprising the complete Camp Uncas building complex were separated from the rest of the 1,550-acre estate. The Sagamore Institute considered acquiring Uncas for its proximity and historical relationship to Sagamore, but was not in a position to accept the significant additional responsibility. The directors of the organization were able to personally acquire Uncas as their residence, to house Sagamore Institute staff and volunteers, and to provide access to members of the public who participate in Camp Sagamore programs.

By 1980 the attention that Sagamore and other Adirondack Great Camps were receiving had made it clear that their cultural significance was not confined to the architecture and social history of the rich and famous; the generations of artisan craftsmen and families who comprised the year-round caretaking communities were an essential part of their history. The exclusion of the eleven service buildings in Sagamore's upper, caretaking complex from the 1975 sale was now regarded as an error, but disagreement over other conflicts between environmental conservation and historic preservation elsewhere in the Forest Preserve left only one solution: a constitutional amendment. This challenging process required first the passage through two legislative sessions of a bill calling for the exchange of more than 200 acres deemed an important acquisition to the Forest Preserve, and purchased by Sagamore Institute, for the 10 acres and buildings of Sagamore's caretaking complex. Then a coalition of advocacy groups, with the Preservation League again providing leadership, had to mount a campaign to persuade voters throughout the state to support this measure to reunite Camp Sagamore in a public referendum. On November 8, 1983 the amendment to "Save Sagamore" won the support of 62 percent of New York's voters, more than any of the eight propositions on the statewide ballot that year. Although this was a long, complex, and arduous process of public decision-making, in this case it served two complementary purposes: Camp Sagamore's cultural significance and the importance of constitutional protection for the Forest Preserve were at once brought to statewide attention.

The terms in which Sagamore is designated a National Historic Landmark focus primarily on the recognition that the Camp is the most "sophisticated" prototype of a new resort architecture that "exerted a strong and lasting influence on the design of rustic buildings developed in the national and state park systems in the twentieth century," beginning with Old Faithful Inn (1901) at Yellowstone, the world's first National Park in 1872. As "the first and fullest application of a rustic aesthetic in American buildings," the artful use of indigenous materials created buildings in many Adirondack Camps that are in visual harmony with their woodland settings, appear to have grown out of the ground, and that declared in their day a new affinity with wilderness. "We *belong* here, living a simple life close to nature," the architecture asserts. That this ideal was an elaborate, nostalgic, and picturesque illusion, however, is nowhere clearer than in the sheer scale—Sagamore had more than fifty buildings in its heyday—the municipal-grade infrastructure; social structures involving laborers, skilled craftsmen, guides, servants, guests and owners; and the worldly recreational pursuits of these single-family "trophy" camps.

8. Archaeological Resources

Known archaeological resources from the records of the New York State Museum and the New York State Office of Parks, Recreation and Historic Preservation in the vicinity of the HGCSMA are presented in Table 1. The designation of Camp Sagamore as a National Historic Landmark in 2000 encompassed the entire original estate of 1,526 acres. Therefore, the components of the former hydroelectric complex and the other structures, as well as former carriage roads, are included in the designation. Some of the old carriage roads, such as the trail around Sagamore Lake, are clearly evident, while others seem to have disappeared without a trace. Buildings like the valvehouse and powerhouse from the former hydroelectric plant remain substantially intact, though little remains of the former boathouse on South Inlet but the submerged cribbing on which the structure was built. Camp Uncas was designated a National Historic Landmark in 2008, including its original estate of 1,550 acres.

Table 1. Recorded Archaeological in the Vicinity of the Historic Great Camps Special Management Area

Quad	Site Name	Description
Raquette Lake (15')	Marion River Carry	1899-1900. Landing dock, engine house, old water tank, bridge remains. Blue Mountain and Raquette Lake Steamboat Line.
Blue Mountain (15')	Cedar River-Indian Lake Hydroelectric Plant	20th Century. Concrete dam, canal, wood stove penstock, wood frame powerhouse. Now a vacation cabin.
Raquette Lake (15')	Camp Pine Knot Farm Site	1877-1960s. Cut and wire nails, bricks, red earthenware, coal, and vessel and flat glass. One outbuilding, two foundations, one rubble pile.
Raquette Lake (15')	Pine Knot Point Site, Adirondack Museum Accession No. 66-100.19a-c HAA 104-1	Collection retrieved from W.W. Durant property at Camp Pine Knot on April 1,1891. Artifacts recovered include 3 projectile points that came from Camp Pine Knot; 3 pieces of stone all having points, 1 black and 2 gray.
Seventh Lake (15')	Seventh Lake	Late Archaic, Transitional, Middle Woodland and Late Woodland.

A number of sites related to the camp's former estate are situated on Forest Preserve lands. Table 2 lists the historic roads, structures and archaeological sites associated with Camps Sagamore and Uncas known to exist within or near the HGCSMA.

Table 2. Unrecorded Archaeological Sites within or Adjoining Historic Great Camps Special Management Area

Site Name	Description
	Camp Sagamore
Sagamore hydroelectric plant	Concrete dam on South Inlet, raceway to valvehouse of brick with concrete roof (some hardware in place), channel with steel ribs of former wood penstock leading to powerhouse of brick with concrete roof, remnants of two turbines and other hardware in place, raceway to river.
South Inlet boathouse	Remains of boathouse for launch owned by W. W. Durant. Near South Inlet Falls. Only remnants of log and rock support cribs under water remain.
Gate house	Site of former structure where a watchman greeted guests. Near Cascades trailhead on Sagamore Road. Building removed.
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.
Milking barn	Ruins, east side of old field known as "farm meadow," north side of Sagamore Lake.
Carriage and hay shed	Ruins, near farm meadow, north side of Sagamore Lake.
Sugar shack	Ruins, between farm meadow and Sagamore Lake
Lineman's cabin	Remains of former seasonal farm dwelling on north shore Sagamore Lake.
George's Camp	Ruins of structure on south side of Sagamore Lake, east side.
Gloria's Lean-to	Ruins near Blue Ridge trail.
Well	Formerly used to water horses on former road to Sagamore, now called Big Slope trail.
Gazebo	Ruins near south shore of Sagamore Lake, west side.
Road around Sagamore Lake	Former Camp Sagamore carriage road. Now used as Sagamore Lake foot trail.
Road from Sagamore Road to South Inlet falls, east side Sagamore Outlet	Former Camp Sagamore carriage road. Now used as Powerhouse foot trail
Road from Sagamore Road to South Inlet falls, west side Sagamore Outlet	Former Camp Sagamore carriage road. Now used as Cascades foot trail.
Road from Powerhouse road to road around Sagamore Lake	Former Camp Sagamore carriage road. Now used as Big Slope foot trail.
Winter road to South Inlet falls	Former Camp Sagamore carriage road. Visible as it heads southward from Route 28 near bridge over South Inlet, becomes steadily less visible, disappears well before falls. Used as logging road during 1950s timber salvage operations.
1950 Blowdown salvage logging roads	Numerous roads constructed in early 1950s to remove timber affected by 1950 Blowdown. Roads concentrated in northwest portion of BRW, area most significantly affected by storm. Some entered unit from Route 28, some from Sagamore Road. Records and maps on file in Department's Northville office.

Camp Uncas	
Uncas water supply spring houses	Three springhouses, 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.
Cabin	Cellar hole with foundation walls on south side Mohegan Lake Road south of intersection with Uncas Road
Mink farm	Cabin cellar hole and pier blocks east of Mohegan Lake
Pumphouse	Standing structure with bark siding north shore Mohegan Lake. Pumped water to farm meadow.
Old farm meadow	Includes former apple orchard, north of Mohegan Lake, north side Bear Pond Road
Milking barn	Ruins in old farm meadow
Carriage shed	Ruins in old farm meadow
Durant dam	Rock dam on Mohegan Lake outlet

9. Public Use

Visitors to the HGCSMA engage in a variety of recreational pursuits throughout the year. The trail around Sagamore Lake and other trails in the vicinity of Great Camps Sagamore and Uncas are regularly traveled by the public, although they are not marked Department trails. In summer and fall many of the trails are popular for hiking, and several are used by groups participating in the educational programs of the Sagamore Institute. A long mountain biking route popularized on regional maps follows Sagamore Road to Mohegan Lake Road, Bear Pond Road and on through the MRPWF to Eighth Lake. Most visitors are day users, but occasionally people camp, mostly in the vicinity of Sagamore Lake. Occasionally a group of up to 12 people will camp by permit in the old farm meadow north of the lake. A clearing near the beginning of the Powerhouse trail is a popular camping spot. Sagamore staff report regularly removing litter. In winter most of the trails are attractive for cross-country skiing and sustain moderate use.

Anglers ply the waters of Sagamore and Mohegan Lakes, both of which contain lake trout. Mohegan Lake also hosts a population of smallmouth bass. Sagamore Lake outlet is a good brook trout stream popular with anglers. Angler use has caused the development of streamside pathways. Most anglers fish for the day, though some camp in the vicinity. Use of parking areas, trails and camping locations by anglers continues through summer and fall.

South Inlet is regularly traveled by motorized and non-motorized boats. Canoes, kayaks, motorboats and jet skis land at the upstream limit of navigability near the attractive stretch of rapids known as the Cascades, identified on early maps as South Inlet Falls. Though the location of the wilderness boundary is not identified on the ground, it is estimated that the landing area is 500 to 1,000 feet on the wilderness side of the old property boundary that separates the BRW from the MRPWF. The use of motorboats and aircraft is prohibited on Sagamore Lake. No regulation prohibits their use on Mohegan Lake.

Hunters enter the HGCSMA and neighboring parts of the BRW and MRPWF during the fall big game season, parking at a number of locations along Sagamore Road. On weekend days up to eight vehicles may be parked at the north entrance of the Sagamore Lake trail. Occasional parties of big game hunters travel across Sagamore Lake and up East Inlet. Hunting and trapping are prohibited by regulation in the Sagamore safety zone. However, hunters may carry their weapons for the purpose of hunting on Forest Preserve lands outside the safety zone.

Public motor vehicle use is permitted on Sagamore Road. The Department has determined that the goal of the HGCSMA to promote non-motorized passive recreation within the special management area. Therefore public access to the HGCSMA will be limited to hiking, biking, snowshoe and cross-country ski access. Public motor vehicle access to the area will be limited to currently open DEC motor vehicle roads. Motor vehicle use of all other roads within the HGCSMA will be limited to administrative use by Department personnel, use by private property owners under their deeded rights, or person(s) under a temporary permit from the Department.

With the exception of the unmarked trail around Sagamore Lake, winter use of the HGCSMA is generally very low. The trail around Sagamore Lake is suitable for skiing and snowshoeing and is used throughout the winter. Skiers also follow the unmarked Cascades, Powerhouse, Big Slope, Crossover and Beaverflow trails. The Mohegan Lake trail was used by skiers until 1996, when winter programs at Sagamore were curtailed.

Sagamore Road has been designated for public snowmobile use by the Town of Long Lake. Occasionally snowmobile tracks have been observed beyond the end of the town highway, on Sagamore Lake and the lake trail.

a. Sagamore Programs

From June through October, the Sagamore Institute conducts a wide variety of educational and recreational programs that involve excursions onto the Forest Preserve lands within the HGCSMA. Sites with building ruins associated with the history of the Great Camps are destinations for groups led on interpretive walks by Sagamore staff. Many programs involve tours of Camp Uncas. Tour groups walk along Sagamore and Mohegan Lake Roads. Sagamore provides visitors a map showing hiking and biking opportunities in the area. The bike route along Sagamore and Bear Pond Roads and the trail through the MRPWF to Eighth Lake is advertised on regional trail maps. Many who visit Sagamore also hike or bike along the roads and trails in the area or canoe Sagamore Lake. Sagamore offers the use of wheeled canoe carriers free of charge for those who want to transport their vessels to Mohegan Lake. Mohegan Lake Road is popular with bird-watchers.

b. Public Use Impacts

The impacts of public use within the HGCSMA are relatively low. Impacts related to use generally are confined to the vicinity of parking areas, trails and their destinations. Impacts to soils and vegetation on the unmarked trails in the area are relatively low. The soils and vegetation in wet areas on some trails could be protected through minor trail reroutes or bridging. A systematic inventory of trail conditions would afford a clearer picture of resource protection needs.

Camping use in the area is relatively light, and there are few visible impacts. Few people camp on Sagamore Lake. Most overnight visitors stay at Camp Sagamore. Occasional camping may occur on an attractive peninsula with a sandy beach on the east end of the lake, south of East Inlet, though most use is day use. Minimal impacts to soils and vegetation are apparent, but the site is too close to shore to be suitable for designation. Another camping spot is an area of old fields known as the “farm meadow” on the northwest side of the lake, several hundred feet from shore. Use impacts have not been significant.

The area surrounding South Inlet Falls, also known as the Cascades, shows evidence of a moderate amount of day use. Most visitors travel by boat from Raquette Lake or the undeveloped canoe and kayak access path at Route 28, land at points on both sides of the river below the cascades, walk the short paths along both shores and explore the immediate area. Impacts of use are evident, but not excessive. Vegetation has been displaced from shoreline areas, though soils appear stable. Fire rings have been assembled near shore. Sagamore staff report that they remove a significant amount of refuse left by visitors.

Occasionally, members of the public illegally drive snowmobiles on Sagamore Road beyond the point where the jurisdiction of the Town of Long Lake ends. Snowmobile tracks have been observed on Sagamore Lake and the Sagamore Lake trail.

c. Projected Use

The HGCSMA is easily accessible, but is a significant distance from major population centers. It is likely that use levels will increase on the Sagamore trails once they are marked and maintained. However, because these trails exist and have been used for some time, their addition to the list of marked and maintained trails is not expected to result in significant increases in use. Off-trail use by hunters and trappers and impacts associated with their use are expected to decline in step with general trends.

The impacts of future use in the part of the HGCSMA within the BRW generally would be reduced through the adoption of regulations needed to implement existing APSLMP guidelines for wilderness, such as those limiting camping group size to eight people and prohibiting the public use of motorized equipment.
The proposed addition of information stations at various locations within the HGCSMA will significantly increase public understanding of available recreational opportunities, the location of the Sagamore safety zone and private land boundaries, and public use regulations. Clearer information could lead to moderate increases in public non-motorized use of Mohegan Lake and Lake Kora Roads, as well as surrounding lands and Mohegan Lake, while reducing inappropriate use.

The Sagamore Institute plans to winterize the café in the Chalet building in preparation for the resumption of winter operation as a base for cross-country skiing. The new winter program, with the availability of winter parking on Sagamore grounds, would be expected to result in a moderate increase in winter use of the trails in the HGCSMA.

Trends in use levels, patterns and impacts must be monitored to assure that HGCSMA management goals will continue to be met over the long term.

10. Relationship between Public and Private Land

Camp Sagamore is owned by a not-for-profit organization dedicated to preserving the camp buildings and landscape setting in their original condition, and to educating the public about the history of Sagamore, Uncas and other Great Camps in the context of the creation and evolution of the Forest Preserve. Though Sagamore is not State-owned, the deed restrictions imposed on present and future owners reflect a vision for Sagamore as a permanently protected historical and educational resource for the people of the state. It is therefore appropriate for the Department to manage the lands of the HGCSMA in a manner that is compatible with this vision.
Camp Uncas continues to be owned by the former directors of Sagamore Institute. The current directors also reside there. The camp complex and the surrounding lands of the former estate are incorporated in Sagamore's interpretation of great camp history. Uncas is a regular destination of Sagamore tour groups and is included in a number of programs.

Sagamore programs regularly involve hikes along former carriage roads to sites on Forest Preserve land that were associated with the original Great Camps. Those who participate in programs are provided with maps and encouraged to explore the roads and trails of the former estates, now within the HGCSMA, on their own. Many visitors may take a tour as one part of a visit that may involve canoeing on Sagamore Lake or a bike ride along Mohegan Lake and Bear Pond Roads.

Sagamore's diverse program offerings draw upon and emphasize the setting of vast undeveloped forest that was the original environmental context of the Great Camps, a setting now consisting entirely of Forest Preserve lands. Proposals to increase public access to lands and waters within the HGCSMA should be made with the understanding that the effectiveness of Sagamore's educational, interpretive and recreational programs is enhanced to the degree that the undeveloped and non-motorized character of nearby Forest Preserve lands is maintained.

6NYCRR section 59.1 prohibits hunting and trapping within a described area of approximately 100 acres surrounding Camp Sagamore. The area was established as a safety zone around the camp complex with the purpose of supporting the viability of Sagamore as a self-sustaining historic preservation and educational enterprise. It is important that the location and purpose of the boundary be clearly indicated through informational displays and the posting of signs.

The Kamp Kill Kare property at the end of Lake Kora Road is privately owned. Better information about private land boundaries and guidelines for the public use of Forest Preserve lands would encourage appropriate public use and help protect private land from trespass.

Economic Impacts

The tourist economy of the central Adirondacks is largely based on the attractive power of the landscape, the abundance of outdoor recreation and the richness of regional history, a key element of which is the development of the Great Camps. Camps Sagamore and Uncas are the only Great Camps in the area that are open to the public – Sagamore continually from spring through fall and Uncas during Sagamore tours and programs – making them important economic resources. The camps are prominently featured in the Adirondack Museum in Blue Mountain Lake and promoted as attractions in regional and statewide tourist publications and periodicals. Sagamore, Raquette Lake Navigation Company, which operates the Raquette Lake tour boat W. W. Durant, and the Adirondack Museum regularly join together to maximize their marketing effectiveness. In recognition of their unique and successful partnership, they received New York State's Millennium Arts and Business Partnership Award in 2000. Regional trail maps feature the camps along with hiking and biking trails on nearby Forest Preserve lands. Sagamore actively collaborates with other businesses to promote the kinds of tourism that are compatible with the goals behind the creation and ongoing management of the Forest Preserve and the Adirondack Park.

11. Education and Interpretation

The mission of the not-for-profit Sagamore Institute is largely focused on interpreting Sagamore in the context of surrounding Forest Preserve lands. The original estate, all of which was included in Sagamore's National Historic Landmark designation, includes all the former carriage roads and the ruins of the hydroelectric complex and other structures which are integral to Sagamore's educational mission and interpretive programs. Many of Sagamore's interpretive activities include visits to these sites, now within the BRW. A number of Sagamore programs include the Camp Uncas building complex as well as historic sites once part of the Uncas estate, now within the MRPWF and part of the Camp Uncas National Historic Landmark.

According to Michael Wilson, Associate Director of Sagamore Institute, the interpretation of history at Sagamore is shaped by an essentially ecological mission on behalf of "nature, people, and their critical interdependence." Sagamore's architecture and social history are presented in relation to their wilderness setting. The larger design of Sagamore's interpretation focuses on the changing relations between culture and nature, asking guests to consider issues of sustainability in light of historical change. Based upon geological, botanical, wildlife and photographic surveys of the Sagamore Lake and farm meadow trails, Sagamore's interpretation of ecological history treats natural succession and human intervention as intertwined episodes. This approach, according to

Wilson, is intended to explain interdependence and to demonstrate the meaning of the qualifying language in the APSLMP, showing how a designated wilderness "*appears* to have been affected primarily by the forces of nature, with the imprint of man's work *substantially* unnoticeable." According to Sagamore staff, the reactions of their guests have taught them that the decaying ruins of Sagamore's historic structures are powerful object lessons in this interpretation. Contradicting the illusion of an historical, enduring nature that stands in independent opposition to human culture, ruins incorporate biological resilience within historical process, enabling people to reconsider the human role in natural processes with skepticism and humility. As opposed to interpretive signage, ruins can invoke the recognition that biological cycles operate on larger scales and over far longer chronologies than our market economy can accommodate, and that sustainable living turns upon reconciling the differences.

Camp Uncas gives direct and indirect support to the operation of Sagamore in the following ways:

- Hosting up to 70 volunteers for Sagamore work weekends.
- Serving as a training site for six interpreter trainees.
- Hosting activities and tours for Grandparents and Grandchildren camp sessions in July and August. There are seven sessions, each with 60 people.
- Hosting tours for great camp weekends in July and August.
- Hosting a tour or reception for the annual Sagamore benefit.
- Hosting tours during three, three-night sessions for up to 90 Skidmore College freshmen as part of an outdoor orientation program.
- Hosting tours for Elderhostel programs in autumn. 40 people attend each of eight sessions.
- Hosting a party for volunteers during the fall Sagamore work weekend.
- Hosting tours for other not-for-profit groups attending conferences at Sagamore throughout the year.

12. Past and Present Management

Sagamore Safety Zone

In 1975 the State purchased all the former Camp Sagamore estate of 1,526 acres except for eight acres encompassing the main buildings. The property had long been posted against hunting and trapping, and the caretaker had maintained a small tame deer herd by a program of regular feeding. Soon after acquisition, the Department heard proposals to continue to manage the area as a wildlife refuge. Department wildlife biologists reviewed the proposals and concluded that there were no rare species or critical habitats within the former Sagamore property requiring protection beyond that afforded by existing laws and regulations. They recommended that deer feeding be discontinued, and hunting in the vicinity of the Sagamore buildings be suspended up to five years to protect the tame deer herd until they had dispersed.

A major issue raised by Sagamore representatives was the concern that the proximity of hunters bearing firearms, especially during the big game season, could deter people from visiting Sagamore and participating in its educational and recreational programs. The Department decided that the protection of the economic viability of the organization engaged in the preservation of Sagamore warranted the establishment of a safety zone around the building complex. In 1976, 6NYCRR section 95.1 was adopted, prohibiting hunting and trapping within a described area of approximately 100 acres around the Sagamore property (see Appendix 11).

13. Management Guidelines

The Adirondack Park State Land Master Plan (APSLMP) provides the general framework for the development and management of State lands in the Adirondack Park. In addition to setting forth guidelines for the management of

State lands within each of the various classifications, the APSLMP contains Special Management Guidelines for areas or resources that require special management "to reflect unusual resource or public use factors." Examples include ". . . historic buildings, structures or sites not part of a designated historic area . . ." Guidelines include appropriate measures to protect, publicize and interpret important resources. Protective measures to be considered include limiting motorized access, rerouting trails and discouraging overnight camping.

The New York State Historic Preservation Act of 1980 (SHPA, Article 14 of Parks, Recreation and Historic Preservation Law) and its implementing regulations (9 NYCRR 426, 427 and 428) created the State Register of Historic Places and recognizes the National Register of Historic Places. The statute further obligates State agencies to act as stewards of historic properties, such as buildings, structures, objects and archaeological sites that they own and requires that agencies identify, evaluate and mitigate impacts to historic properties that might be affected by actions they undertake, fund or permit. The Department is also specifically charged with maintaining historic sites and services within the Adirondack Park in ECL Articles 9 and 41.

The historic and archaeological sites located within the HGCSMA, as well as additional unrecorded sites that may exist on the property, are protected by the provisions of the New York State Historic Preservation Act, Article 9 of Environmental Conservation Law, 6 NYCRR Section 190.8 (g) and Section 233 of Education Law. Unauthorized excavation and removal of materials from any of these sites is prohibited by Article 9 of Environmental Conservation Law and Section 233 of Education Law. In some cases additional protection may be afforded these resources by the Federal Archaeological Resources Protection Act (ARPA).

14. Management Goals

- Promote public recreational access and use of the HGCSMA in a manner which recognizes Great Camps Sagamore and Uncas as cultural, educational and economic resources of local, state and national significance.
- Promote the use of the HGCSMA for the educational and recreational programs of the Sagamore Institute in ways that comply with the laws, regulations and policies governing public use of BRW and MRPWF lands and do not conflict with permitted uses of the area by the general public.
- Protect archaeological sites from vandalism and address safety issues, but allow them to succumb to the forces of nature. Manage historic structures in accordance with applicable laws.

15. Proposed Management Actions

a. Administration

The area manager for the HGCSMA will be the supervising forester in the Department's Northville office, who will coordinate management activities on Forest Preserve lands and waters. The apportionment of contributions to the maintenance of roads and bridges will be negotiated and set forth in memoranda of understanding. The maintenance of trails on Forest Preserve lands may be conducted by Camp Sagamore and Camp Uncas under stewardship agreements in accordance with the Department's Adopt-A-Natural Resource Policy. Actions by the Great Camps that may affect Forest
Preserve lands under water, such as the construction or maintenance of structures on the beds of Mohegan and Sagamore Lakes, will be governed by temporary revocable permits (TRPs) and protection of waters permits.

The roads within the HGCSMA that lead to private lands and the areas of use reservation retained by the Bear Pond Sportsmen's Club may not be widened, relocated or otherwise altered by the landowners. No standing trees may be cut without a Temporary Revocable Permit (TRP) from the Department. Maintenance work such as

resurfacing, the installation of new ditches or culverts, the replacement of existing culverts with new culverts that are larger or set in a different orientation, bridge work or other maintenance activities that could affect streams or wetlands may require a TRP from the Department or a wetlands permit from the Adirondack Park Agency

b. Facilities

Boundary Lines

The boundary of the HGCSMA is a conceptual boundary. It will not be marked on the ground. Standard Forest Preserve boundary signs indicating classification will be posted at intervals along the sections of Sagamore and Lake Kora Roads that constitute the boundary between the BRW and MRPWF.

The boundary of the Sagamore safety zone has been marked on the ground through the posting of small signs. However, few signs remain, and the location of the boundary is not clear in many places. New signs designed specifically for the Sagamore safety zone will be posted.

Trails

Sagamore considers all the former carriage roads except the Blue Ridge trail essential to their interpretive programs and would be willing to maintain them under an Adopt-a-Natural-Resource agreement (AANR) with the Department. In addition to the former carriage roads, Sagamore is interested in having the following former log skidding roads designated as public trails: a foot and cross-country skiing trail within the BRW known as the Crossover trail, connecting the Camp Sagamore Farm Meadow and the upper end of the Powerhouse trail, which would provide visitors an alternative to walking and skiing on Sagamore Road and would allow less confident skiers to avoid the relatively steep Big Slope trail; the Beaverflow trail within the MRPWF, a biking and cross-country skiing trail; and the Mohegan Lake trail within the MRPWF, a hiking and cross-country skiing trail which connects the main Camp Sagamore parking area with Bear Pond Road near the Uncas Farm Meadow, along with a short spur between it and Mohegan Lake Road known as the Traveling Rock trail. The adoption of these trails would provide a network of hiking and cross-country ski trails for public use throughout the year. The installation of Department signs and trail markers and the availability of public parking would clearly indicate that the trails are open to the public. In addition, the trails would serve the educational mission of the Sagamore Institute. The former carriage roads of the original Sagamore estate connect a number of sites and ruins that are included in Sagamore's National Historic Landmark designation.
Because the Sagamore trails already exist, new trail construction would not be required. Significant wet areas on some trails would be addressed over time through appropriate measures such as minor relocation or the installation of waterbars, ditching or bridging. A substantial bridge over East Inlet on the Sagamore Lake trail was constructed with steel I-beams, and therefore does not conform with APSLMP guidelines requiring the use of natural materials. It would be replaced with a conforming bridge when reconstruction was required. All work would be done according to detailed work plans based on field assessments conducted in consultation with APA. A short segment of the Sagamore Lake trail near the south entrance would be relocated farther from the boundary with the Sagamore property to reduce the likelihood of trespass.

The trail around Sagamore Lake has the potential for use by people with disabilities. Bridges could be modified to make them accessible. However, many parts of the trail along the south shore present major obstacles for people with disabilities, including significant drainage problems and uneven surfaces with thick vegetation. A pathway from the trail to a waterway access site on the lake near the trail's north end provides relatively easy access for non-motorized boats. The boulder barriers at both ends of the trail need to be modified to permit wheelchair passage. The barrier at the north end should be moved closer to the beginning of the trail to prevent cars from parking along the beginning of the trail and blocking access.

The Cascades trail is an excellent trail for people with mobility impairments. It has a generally firm and stable surface with no steep pitches, very few surface obstacles, no bridges and no drainage problems. The turf of grasses that has grown over much of the surface of the former road outside the course of the narrow footpath would impede the passage of wheelchairs.

To help assure that public trail use would not exceed the capacity of the trails to withstand use, no sign advertising the trail system would be installed on Route 28. Trail registers would provide valuable information about use patterns and trends.

Actions

- Mark and maintain the following trails within the BRW as foot and ski trails. Install "foot trail" markers as follows:

Cascades trail - blue
Powerhouse trail - blue
Sagamore Lake trail - red
Big Slope trail - yellow
Crossover trail - yellow

- Mark and maintain the following roads and trails within the MRPWF as foot and bicycle trails. Install "trail" markers, with "bicycle trail" markers posted at access points and intersections, as follows:

Beaverflow trail - yellow
Mohegan Lake and Bear Pond Roads and trail to Eighth Lake - red
Bear Pond Road south from intersection with trail to Eighth Lake - blue

- Mark and maintain the following trails within the MRPWF as foot and ski trails. Install "foot trail" markers as follows:

Mohegan Lake trail - red
Traveling Rock trail - yellow

On the Sagamore Lake trail, move the boulder barrier on the north entrance out to the road, and modify boulder barriers and bridges to allow the passage of wheelchairs. Starting approximately 600 feet in on the south end of the Sagamore Lake trail, relocate 0.1 to 0.2 miles of the trail southward to increase the distance of the trail from the Sagamore property line. Add deck boards to fill gaps on the bridge over East Inlet, and replace a small bridge on the trail off the lake's southeast shore to make them accessible. When it needs reconstruction, replace the bridge over East Inlet with a new bridge constructed of natural materials.

- Pursue a stewardship agreement with Sagamore Institute for the maintenance of the trails within the HGCSMA.

Trailheads and Parking Areas

The system of existing unmarked trails in the HGCSMA are served by a number of existing parking areas and pull-offs. Proceeding north to south along Sagamore Road, those in the BRW are:

Cascades Trailhead: At the beginning of the Cascades trail, there is a clearing on the east side of Sagamore Road about 55 feet long that can accommodate four or five cars. The configuration of the parking area is awkward, and it is not clear how visitors are expected to park. A barrier consisting of three boulders blocks the trail,

formerly a road, at a point about 75 feet from Sagamore Road. There are no signs at the trailhead, and there is no trail register. The trailhead serves both the Cascades trail and the Beaverflow trail.

When marked as a foot trail, the Cascades trail will be open to hiking and cross-country skiing. It leads to a waterfall on South Inlet, where travelers may wade the river or cross it on the ice to connect with the Powerhouse trail. Use levels are expected to increase. The Beaverflow trail will be open to hiking, biking and skiing, though use levels are expected to be low. A parking area designed to accommodate five cars - the present capacity - would accommodate five to 15 day hikers at one time. However, it is expected that seldom more than two or three cars would use the parking area simultaneously. Evening and overnight parking capacity required for the relatively low level of camping use expected would not overlap with most day use and so would not require additional capacity. Though solitude would not be as high a management priority on a trail near the periphery of the wilderness, the proposed parking capacity would not preclude opportunities for solitude along the trails throughout the year. The parking area has not been plowed in winter. If the parking area were plowed, winter use would be expected to be light, seldom requiring room for more than two or three cars.

Actions

- Maintain the Cascades trailhead as a class II trailhead. Install a standard trail register near the parking area.
- Maintain the Cascades trailhead parking area with its existing capacity of five cars to accommodate appropriate levels of day use and camping. Make minor modifications to more clearly define the parking area.
- Install a sign approximately one and one-half by two feet with “Blue Ridge Wilderness” in a banner at the top and the wording, “Cascades Trailhead” in two-to three-inch letters with a directional arrow, printed on both sides in a location visible from Sagamore Road.
- Install a guideboard near the barrier giving the distance to the cascades.
- Plow the parking area for winter trail access.

Pulloff: A pulloff, apparently maintained by the Town of Long Lake, is on the east side of Sagamore Road between the Cascades and Powerhouse trailheads. It is approximately 70 feet long and 25 feet deep and can accommodate three cars parking parallel to the road. If plowed, it could afford winter access to nearby trails.

Powerhouse Trailhead: At the beginning of the Powerhouse trail, there is a clearing on the east side of Sagamore Road about 100 feet long that can accommodate five cars parking parallel to the road. The northern two-thirds of the parking area is surfaced with crushed limestone. A barrier consisting of three boulders blocks the trail, formerly a road, at a point about 150 feet from Sagamore Road. There are no signs at the trailhead, and there is no trail register.

When marked as a foot trail, the Powerhouse trail will be open to hiking and cross-country skiing. It leads to the hydroelectric ruins associated with Camp Sagamore and on to South Inlet Falls, where travelers can wade the river or cross on the ice to connect with the Cascades trail. It connects with a number of other trails in the area. The Powerhouse trail will be available for public use as part of the network of trails in the area. Sagamore staff will lead groups on educational trips to the ruins. But because the trail has several wet segments in need of drainage improvements, the Cascades trail will be the preferred route to South Inlet Falls. In addition, the Sagamore hydroelectric ruins should be protected from excessive public visitation. Therefore, the visibility of the trailhead should be minimized. Use levels are expected to be low.

The existing parking area could accommodate five to 15 day hikers and occasional camping use. However, it is expected that it seldom would be occupied by more than two or three cars. Though solitude would not be as high a management priority on a trail near the periphery of the wilderness, the proposed parking capacity would

not preclude opportunities for solitude along the trails throughout the year. The parking area has not been plowed in winter. Winter trail access should be afforded through the plowing of the Cascades parking area.

Actions

- Maintain the Powerhouse trailhead as a class III trailhead.
- Maintain the Powerhouse trailhead parking area with its existing capacity of five cars.
- Do not install a trailhead sign.
- Install a guideboard beyond the boulder barrier, not visible from the road, giving the distance to the Cascades.
- Do not plow the parking area in winter.

Sagamore Lake Trailhead and Waterway Access Site: The trail around Sagamore Lake connects with a road at both ends. Most people park at the north end in a small clearing at the beginning of the trail between the spur road that leads to the back entrance to Sagamore and the boulder barrier. The clearing is not suitable for parking and can only accommodate three vehicles. Additional cars park along the road, occasionally causing traffic congestion. Visitors should be redirected to other parking areas. There is an additional parking area not far before the beginning of the north end of the trail on the south side of the spur road within the Moose River Plains Wild Forest. 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 and can accommodate six cars. There are no signs at either parking area, and there is no trail register. There is no room for parking near the south end of the trail.

When marked as a foot trail, the Sagamore Lake trail would be open to hiking and cross-country skiing. It would connect with a number of other trails in the area. It is expected that the Sagamore Lake trail would be more heavily used than the other Sagamore trails in all seasons. Most use would be day hiking, skiing and hunter access. As a former carriage road with a firm, generally level surface, the trail is capable of withstanding substantial foot traffic without sustaining significant physical impacts. It is likely that visitors would tolerate relatively high numbers of interpersonal encounters on this accessible trail on the periphery of the BRW near Camp Sagamore, a major tourist destination. Parking for 10 cars would be sufficient to accommodate anticipated use levels, which would not exceed the capacity of the trail to withstand use.

There has been confusion among the public about the availability of Sagamore Lake for public boating use. The lake has a good fishery and is open to the public for non-motorized boating. A short path beginning near the north entrance of the Sagamore Lake trail affords access to the lake for the launching of canoes and kayaks. The point where the path enters the water presents some difficult footing that could be improved with the placement of one or two large rocks with flat surfaces. Presently there are no signs identifying the waterway access site.

Approximately one mile long and a third of a mile wide, it is likely that 166-acre Sagamore Lake could accommodate a fair number of boaters engaged in fishing or recreational paddling without causing most visitors to experience a sense of crowding. With the proximity of the lake to a public road and Camp Sagamore, visitor expectations for solitude would not be as high as they would be on an interior pond. However, it would be difficult to definitively establish the capacity of the lake to withstand recreational boating use without research. Department staff and Agency staff are currently involved in a working group with the task of developing protocols to assess physical, social and biological carrying capacity of water bodies as required by the Adirondack Park State Land Master Plan. Once these protocols are agreed upon, they will be used to reassess parking lot capacities for this unit management plan.

The total parking capacity of 14 cars needed during spring, summer and fall–10 for hikers of the Sagamore Lake trail and four for Sagamore Lake boaters–would partly be provided at the five-car parking area beside the spur road, assuming one accessible parking space and four standard spaces, with the other nine finding space in the large parking area within the MRPWF across from Sagamore's main entrance. The large parking area can accommodate up to 50 cars and serves a number of destinations. Parking capacity for six vehicles is needed to serve those interested in hiking or biking Mohegan Lake Road, Bear Pond Road, or other trails in the MRPWF, as well as those who wish to canoe or fish Mohegan Lake. Therefore, parking capacity for a total of 15 vehicles is required to accommodate Forest Preserve visitors. The rest of the area is available for use by Sagamore visitors. The use of the large parking area by Sagamore tour and special event participants is permitted to help maintain the historic atmosphere of the Sagamore grounds. Continual automobile traffic to and from Sagamore's interior parking area, which is reserved for residents, would disrupt walking tours and intrude on the camp's visual and sound environment. The level and timing of the use of the large parking area by Sagamore guests has not significantly interfered with public use. The parking areas near Sagamore have not been plowed in recent years. To provide access to the Sagamore Lake trail for skiing and snowshoeing, the 6-car parking area on the spur road should be plowed.

Actions

- Maintain the parking area off the spur road to the back entrance of Camp Sagamore as the Sagamore Lake trailhead. Maintain it as a class II trailhead with a capacity for five cars, including one accessible space. Delineate the parking area with small boulders. Install a trailhead sign approximately one and one-half by two feet with "Blue Ridge Wilderness" in a banner at the top and the wording, "Sagamore Lake Trailhead" in two-to three-inch letters, printed on both sides. Install small signs with the wording, "Sagamore Lake Trail and Canoe Launch," one at the parking area and one at the beginning of the trail. Install a Storey register near the north entrance of the Sagamore Lake trail with a map and information indicating local trails, boating access and the borders of the Sagamore safety zone. This area will continue to be used as it has historically been used.
- Delineate the large parking area across from the main entrance to Camp Sagamore with boulders. Install a wood railing in the center of the parking area to indicate proper parking orientation. Communicate parking information to the public through the installation of signs and through personal contact by Department and Sagamore staff.
- Install a Storey register at the large parking area across from the main entrance to Camp Sagamore with a map and information indicating local parking, trails, boating access and the borders of the Sagamore safety zone.
- Move the boulder barrier at the north entrance of the Sagamore Lake trail back to within about 40 feet of the edge of the spur road, leaving room to allow road maintenance vehicles to turn around. Leave room for the passage of wheelchairs. Install a "No Parking" sign.
- Install a guideboard near the trail entrance giving distances to the Big Slope trail, Crossover trail and the distance of the complete loop.
- Place one or two large native rocks in the water at the foot of the Sagamore Lake waterway access path to improve footing for launching boats.
- Install appropriate educational signage at the canoe launch to mitigate or prevent the spread of non-native or invasive plants.
- Plow the five-car parking area off the spur road for winter trail access.

Signs and Informational Displays

Signs and informational displays are effective means of providing information to the public. In general, informational and regulatory signs are posted at boundaries and access points rather than in the interior. Interior signing largely is limited to guideboards at trail junctions and signs about fishing and camping

regulations. The APSLMP requires that signs on Forest Preserve lands be made of rustic materials and limited in number. Outside State or municipal highway right-of-way boundaries, signs on Forest Preserve lands must be installed or approved for installation by the Department and must conform with Department standards for form and content.

An expanded trail register structure, referred to as a class II trail register or "Storey register," originally designed by Mike Storey of the APA and later modified by Department staff, has been developed. It is intended generally for use at class II trailheads. It contains a space enclosed with a door for a trail register and brochures, and has an open panel where regulations and other information may be posted, along with a map of the area. The display area is covered with plexiglass. The structure would be appropriate at strategic locations to inform the public about recreational opportunities, boundaries and use guidelines.

Actions

- Coordinate the design, wording and placement of all signs through the area manager.
- Install Storey registers, each containing a map and information indicating local parking, trails, boating access and the borders of the Sagamore safety zone, at the large parking area near Sagamore, the north entrance of the Sagamore Lake trail, and near the point where Mohegan Lake and Lake Kora Roads diverge from Sagamore Road.
- Post standard Forest Preserve boundary signs indicating the classification of the land being identified every one-tenth mile along all roads that pass through the HGCSMA and at other strategic locations.
- Do not advertise HGCSMA trails with a sign on Route 28.
- Install a sign along Sagamore Road to identify the boundary of the HGCSMA.
- Mark the boundary of the Sagamore safety zone through the posting of small signs approximately every 100 feet along the boundary.
- Post signs at trail junctions, showing directions with arrows, with wording reduced to the minimum necessary.
- Eliminate sign clutter. Cluster signs on a single sign post or bulletin board placed where they are most likely to be seen by visitors.
- In general, except for guideboards at trail intersections, place informational signs on the periphery of the unit rather than in the interior. Post signs at interior locations only where necessary to protect important resources.
- Clearly identify the path to the waterway access site on Sagamore Lake.
- Install aquatic invasive species signs near the canoe access trail to Sagamore Lake and Mohegan Lake.

Barriers

Gates installed on Forest Preserve lands for the purpose of controlling public access should conform with Department standards and permit free access to Department staff. The two privately owned gates where Mohegan Lake and Lake Kora Roads diverge from Sagamore Road are on Forest Preserve land and do not conform with Department standards. These gates are not operated to restrict Department administrative access, and a sign at the Uncas gate indicates that the public may walk and bike beyond it. However, the Kill Kare gate projects a sense that public access to Forest Preserve lands beyond it is restricted.

Actions

- Work with the owners of Camp Uncas and Kamp Kill Kare to replace the gates at the beginnings of Mohegan Lake and Lake Kora Roads with Department gates. Provide an acceptable means of access through the gates for interior landowners and their guests.

- Move the boulder barrier at the north entrance of the Sagamore Lake trail back to within about 40 feet of the edge of the spur road, leaving room to allow road maintenance vehicles to turn around. Leave room for the passage of wheelchairs. Install a "No Parking" sign.

Primitive Tent Sites

Camping is permitted throughout the HGCSMA, except within 150 feet of roads, trails and water. No primitive tent sites have been previously designated. The designation of tent sites in suitable locations to which visitors are directed through informational displays and publications could improve the recreational experiences of visitors in ways that would not conflict with other management objectives for the area. Two primitive tent sites will be designated, one on Boy Scout Point and another near the Old Farm Meadow.

Actions

- Permit camping throughout the area in accordance with applicable regulations. A regulation proposed for the BRW would limit the size of camping groups to eight people.
- Designate two tent sites in the vicinity of Sagamore Lake that are visually screened from the lake and nearby trails. If a suitable location is found, make one site accessible for people with mobility impairments.
- Designate two tent sites in the vicinity of Mohegan Lake. One at Boy Scout Point and one near the Old Farm Meadow.

16. 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.

The Department installs pit privies at locations where use levels are observed or expected to be high enough that the practice of burying waste in dispersed, individually selected locations would not succeed in protecting the environment.

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 suitable locations where public use monitoring indicates that they are needed.
- Should a suitable location for an accessible tent site be found near Sagamore Lake, install an accessible privy connected to the site by an accessible path.

17. Classification

A review of the boundaries between the BRW and MRPWF revealed locations where minor classification and reclassification proposals could be made to improve the administration of this and adjacent units. Within the HGCSMA, the desirability of reclassifying the wild forest parcel east of the road between Sagamore Lake and Lake Kora to wilderness will be investigated.

18. Cultural Resources

Archaeological sites within the HGCSMA will be permitted to remain, subject to the forces of nature. They will be protected from vandalism through education and law enforcement. Minimal measures will be taken if necessary

to protect public safety. Interpretation will occur through Sagamore programs at the Great Camps, tours and the use of publications rather than the installation of signs or exhibits at the sites.

Sagamore Ruins

In 1915 Alfred Vanderbilt constructed a hydroelectric system for Camp Sagamore. The components of the system remain within the HGCSMA. The unit management plan for the BRW and WMPA gives a complete presentation of the history of the site and current management guidelines, an analysis of management alternatives and a discussion leading to the selection of a preferred alternative for the management of the site.

Actions

- Retain the Sagamore ruins, subject to the free operation of the forces of nature, as important cultural resources for their value in interpreting the historical context of the creation and evolution of the Forest Preserve. Leave the valvehouse and powerhouse open for public viewing.
- Consult with OPRHP before taking any action that could affect historic resources within the BRW and WMPA.
- Secure the valvehouse by installing a wood wall approximately four feet high in the bottom of the doorway.
- Secure the doors and window shutters in a fully-open position to maintain safe access and permit natural light to enter the powerhouse.
- Rearrange and secure the unattached pieces of hardware lying on the floor inside the powerhouse to the minimum extent necessary to protect the public from an undue risk of injury.
- Inspect the steel hoops remaining from the penstock and take the minimum action necessary to protect the public from an undue risk of injury.
- Assess the safety issues of all other ruins and take the minimum action necessary to protect the public from an undue risk of injury. Consult with APA before taking action.
- Encourage methods of interpretation that do not involve the installation of signs or displays in or near the sites of the Sagamore ruins.

19. Public Use

The public will be allowed to use the Forest Preserve lands within the HGCSMA in accordance with the UMPs for the BRW and MRPWF and Department laws, regulations and policies for wilderness and wild forest areas. Staff and guests of the Great Camps will observe the same laws, regulations and policies on Forest Preserve lands as the general public.

The existing safety zone around Great Camp Sagamore will be retained. The boundary will be clearly identified on the ground through the posting of signs and on maps included in publications and mounted on Storey registers to be installed in the area.

20. Access

Lake Kora Road proceeds approximately 1.6 miles to the boundary of the Kamp Kill Kare property. It is not clear to the public that non-motorized public travel is permitted along the road between the gate and the private land boundary. Measures should be taken to inform the public about appropriate access and use of HGCSMA lands and the need to respect private lands.

Winter access to the trails in the area, many of which are excellent for cross-country skiing, is limited by the lack of available parking.

Though there is no regulation prohibiting the use of Mohegan Lake by float planes or motorboats, there have been relatively few instances of public float plane or motorboat use. A regulation prohibiting the public use of float planes and motorboats on Mohegan Lake would protect the historic environment of Great Camp Uncas and the natural environment of the lake for the public.

Actions

- Give appropriate information about public access to HGCSMA lands through signage and informational displays at trailheads and other strategic locations, in informational brochures and on the Department website.
- Promote winter access by plowing parking areas. Seek assistance from State and local government agencies and volunteers.
- Adopt a regulation prohibiting public float plane and motorboat use on Mohegan Lake.

Access for People with Disabilities

The need to protect the wild character of Forest Preserve lands and the difficulties presented by their generally rugged terrain set limits on the degree of physical modification that can be made to improve their accessibility. However, there are a number of measures that managers can take. Improving the accessibility of suitable trails might require limited modifications to trail surfacing or tread width, consistent with APSLMP guidelines. Parking, bridge surfaces and approaches, privies and other parts of the built environment should be developed or improved where necessary to ensure accessibility. Informational access could be improved. Signs at selected trailheads could present information about trail surface type, length, average grade, average cross slope, maximum grade and slope, trail width, and hazards such as rocks, ruts, and roots that might be encountered on the trail. Information about a trail also could be provided in a simple pocket guide with a map showing the trail and the locations of obstacles. Providing information about trail characteristics would allow visitors to make informed decisions about their ability to use the trail.

Actions

- Assess the trails within the HGCSMA with regard to their accessibility for people with disabilities. Use the information gathered to provide information to visitors. Prioritize the Cascades and Sagamore Lake trails.
- At the trailhead to the Cascades trail, add one accessible parking space. Modify the boulder barrier to allow the passage of wheelchairs.
- At Sagamore Lake, provide one accessible parking space in the six-car parking area to serve the lake trail. Modify bridges on the lake trail to make them accessible. If feasible, increase accessibility for the hand launching of boats from the existing path on the north side of Sagamore Lake outlet. Provide an accessible tent site along the Sagamore Lake trail if feasible. Modify boulder barriers at both ends of the trail to permit wheelchair passage.
- Incorporate accessible signage and trail registers at trailheads.

21. Nonconforming Uses

A foot trail bridge over East Inlet near Sagamore Lake consists of two steel I-beam stringers and a wood deck. The APSLMP requires that foot trail bridges be constructed of natural materials.

Various structures near the intersection of the roads to Camp Uncas and Kamp Kill Kare are not listed in the APSLMP as conforming in wilderness or wild forest, including a telephone relay and amplifier box serving the three camps, a wood fence to screen the box from the road, a small rustic wood cabin on the east side of

Mohegan Lake Road which houses an electrical junction facility serving Uncas and Kill Kare, a keypad for operating the Kamp Kill Kare gate, a small structure which houses a battery backup for the gate and a delivery drop box. Though nonconforming, these structures may remain if the landowners have legal rights to maintain them.

Actions

- When the bridge over East Inlet near Sagamore Lake requires reconstruction, replace it with a new bridge conforming to APSLMP guidelines.
- Determine the legal status of the structures near the intersection of the roads to Camp Uncas and Kamp Kill Kare. Work with the landowners to remove nonconforming structures that may not legally be maintained.

22. Regulations

The BRW UMP proposes the adoption of a number of new regulations to implement the guidelines of the APSLMP and protect wilderness resources. The MRPWF UMP includes proposals for a number of regulation changes. In general, public use within the HGCSMA will be governed by the regulations that apply to the lands and waters of the BRW and MRPWF. Public information should stress the public use management differences between the two units.

23. Education and Interpretation

The Department publishes a general map and trail guide for the MRPWF, but has not yet produced an informational brochure specific to the BRW and WMPA. Future publications should be developed that would include maps of Forest Preserve management units in the broader context of surrounding communities, attractions and cultural resources, such as the Adirondack Museum and Great Camp Sagamore. They should provide extensive interpretive information, along with sources of information about local tourist attractions and services. The publications should be designed as a component of a family of publications patterned after the *Adirondack Forest Preserve Map and Guide*. The quality of the publication should reflect the value and importance of the information provided. Publications for the MRPWF and BRW should present a description of the HGCSMA and show its boundary on the maps.

A major part of the mission of Camp Sagamore is to interpret the history of the property in the context of the development of the Forest Preserve. A number of Sagamore's activities take place on the Forest Preserve lands that once were part of the original Sagamore estate. These lands, largely within the BRW, are included in Sagamore's National Historic Landmark designation. The outlying ruins of buildings once included in the estate, notably the hydroelectric complex, are considered by Sagamore to be vital to their educational programs and interpretive activities. A number of Sagamore's programs also take place at Camp Uncas and on the Forest Preserve lands formerly included in the Camp Uncas estate, which are included in the Camp Uncas National Historic Landmark.

Actions

- Include Great Camps Sagamore and Uncas and the HGCSMA in high-quality Department publications about the MRPWF and BRW.
- Provide information about the HGCSMA in the context of regional communities and the regional tourist economy.
- Support the efforts of the Sagamore Institute to inform the public about the history and values of the Forest Preserve by maintaining trails for access to the HGCSMA and retaining the ruins of structures associated with the Great Camps for use in interpretive programs.

- Support the Sagamore Institute by providing public information to clarify the distinction between public and private lands. Design trails and parking areas to accommodate appropriate public use of the HGCSMA while minimizing the likelihood of uncontrolled public access to Camp Sagamore and Camp Uncas.

24. Schedule for Implementation

The actions listed in the following schedule for the implementation of proposed management actions within the HGCSMA also are included with estimated costs in the UMPs for the BRW and MRPWF. Accomplishments are contingent upon sufficient staffing levels and funding. Additional management proposals which may apply within the conceptual boundary of the HGCSMA are presented in the UMPs for the BRW and MRPWF. The implementation schedule for the various projects proposed for the HGCSMA should be viewed in the context of the schedules developed for other management units throughout the Forest Preserve.

Annual Activities

- Maintain wilderness and wild forest boundary signs and signs along the boundary of the Sagamore safety zone.
- Collect and submit trail register sheets and camping permits to unit manager quarterly.
- With assistance from Sagamore Institute under an Adopt-a-Natural-Resource agreement (AANR) with the Department, perform routine maintenance of existing trails, including blowdown removal, brushing and trail marking in accordance with trail classifications and official trail marking standards. Perform routine maintenance of existing trailheads, privies, bridges, tent sites and signs.
- Maintain roads, bridges and gates according to the terms of a memorandum of understanding among affected parties.
- Stock fish in unit waters consistent with Bureau of Fisheries policies and *Programmatic Environmental Impact Statement on Fish Species Management Activities of the New York State Department of Environmental Conservation, Division of Fish and Wildlife*, June 1980.
- Monitor area to identify occurrences of invasive plants. Take appropriate action.
- Plow parking areas for access to Sagamore trails.

Year 1

- Sagamore ruins: secure valvehouse and powerhouse. Inspect other ruins and take appropriate safety measures.
- Support reclassification of wild forest parcel east of road between Sagamore Lake and Lake Kora to wilderness.
- Adopt as official foot and ski trails following existing trails: Sagamore Lake trail, Big Slope trail, Crossover trail, Powerhouse trail, Cascades trail, Mohegan Lake trail and Traveling Rock trail . Adopt Beaverflow trail as an official foot, bicycle and ski trail. Install trail markers and remove blowdown. Develop and implement sign plan. Install Storey registers at both ends of Sagamore Lake trail and in large parking area across from main entrance to Sagamore. Designate two tent sites with fire rings in vicinity of Sagamore Lake and Mohegan Lake. Move boulder barrier at north entrance Sagamore Lake trail closer to road. Modify boulder barriers at both ends of Sagamore Lake trail to allow passage of wheelchairs. Relocate Sagamore Lake trail near south entrance.
- Develop an Adopt-a-Natural-Resource agreement (AANR) to allow the Sagamore Institute to maintain the trails within the HGCSMA.
- Work with owners of Camp Uncas and Kamp Kill Kare to replace Mohegan Lake Road and Lake Kora Road gates with Department gates.

- Initiate process of updating memoranda of understanding with owners of Camp Sagamore, Camp Uncas and Kamp Kill Kare pertaining to the maintenance of roads and bridges.
- Determine legal status of nonconforming structures near intersection of Mohegan Lake Road and Lake Kora Road, work with landowners to remove structures that may not legally be maintained.
- Modify parking area for Cascades trail to accommodate five cars, including one accessible parking space. Modify boulder barrier to allow passage of wheelchairs. Install standard trail register.
- Adopt regulation prohibiting public use of aircraft and motorboats on Mohegan Lake.

Year 2

- Develop existing parking area off spur road to back entrance to Sagamore to accommodate five cars, including one accessible parking space. Install signs.
- Delineate large parking area across from main entrance to Camp Sagamore with boulders, install railing in center to indicate proper parking orientation.
- Contract analysis of accessibility of Cascades and Sagamore Lake trails. Provide information at trailheads

Year 3

- Conduct comprehensive fisheries surveys of Rock Pond and Sagamore Lake.

Year 4

- Fill gaps in deck of East Inlet bridge and replace small bridge on trail off Sagamore Lake's southeast shore to make them accessible.

Year 5

- Investigate options to improve accessibility of canoe launch on Sagamore Lake and implement if feasible. Investigate possibility of providing accessible tent site. If suitable site found, construct tent site with accessible privy.

VI. SCHEDULE FOR IMPLEMENTATION AND ESTIMATED BUDGET

Annual Maintenance and Other Activities	Estimated Cost
Road maintenance (grading, raking and brushing) 27.97 miles @ $1500/mile.	$41,955
CP-3 road maintenance 2.3 miles @ $1000/mile.	$2,300
Trail maintenance (brushing, blowdown removal) 131 miles @ $300/mile.	$39,300
Maintenance of signs, register and kiosks.	$1,500
Plow parking areas for access to Sagamore trails. This may be accomplished through either the stewardship agreement with Sagamore or through an agreement with the Town of Long Lake.	$1,000
Water access site maintenance $500/ea/yr.	$2,000
Collect and submit trail register sheets and camping permits to unit manager quarterly.	1 day/yr
With assistance from Sagamore Institute under a stewardship agreement with the Department, perform routine maintenance of existing trails, including blowdown removal, brushing and trail marking in accordance with trail classifications and official trail marking standards. Perform routine maintenance of existing trailheads, privies, bridges, tent sites and signs.	$2,000
Maintain roads, bridges and gates within the HGCSMA according to the terms of a memorandum of understanding among affected parties.	$2,500
Parking area maintenance $500/ea/yr.	$9,000
Conduct biological, chemical and/or physical surveys of selected unit waters to assess management needs and to determine progress toward the objectives stated in this plan.	5 days/yr
Stock fish in unit waters consistent with Bureau of Fisheries policies and the *Programmatic Environmental Impact Statement on Fish Species Management Activities of the New York State Department of Environmental Conservation, Division of Fish and Wildlife(1980).*	8 days/yr
Annual boundary line maintenance including signing and painting lines 22.4miles/year @ $200/mile.	$11,200
Annual campsite and lean-to assessments.	3 days/yr
Annual maintenance of Seventh Lake Boat Launch.	$2,000

Annual Maintenance and Other Activities	Estimated Cost
Work with APIPP to implement continuum of early detection invasive plant inventories focusing on all trails, parking areas, campsites, roads and water bodies with public access. Take immediate and appropriate action to eradicate or contain all "easy to contain-low abundance" terrestrial and aquatic invasive plant infestations. Train Department staff and educate the public about invasive species identification, prevention and management.	$3,000
Once LAC indicators and standards have been developed, monitor public use and visitor impacts to water quality, soils, vegetation, wetlands, and recreational river corridors to determine compliance with LAC standards. Take actions necessary to assure APSLMP compliance and to prevent standards from being exceeded.	15 days/yr
Request that Hamilton County maintain the 4.1 miles of the LLCRR designated as county road.	0
Total Annual Maintenance $/days	**$117,755 32 days/yr**

Year 1	Estimated Costs
Designate a unit manager and management team for the Moose River Plains unit.	0
Complete the access project for Red River as shown in Section IV.D.2.a.	$5,000
Develop work plans for all proposed new snowmobile trails on the unit. Construction costs are estimated at $10,000/mile.	10 pd
Close the Lost Ponds Road and Otter Brook Truck Trail to snowmobile use.	0
Close the trails identified in Section IV.C.3.a to snowmobiles.	0
Adopt the Beaver Flow Trail as a designated hiking trail.	0
Maintain and post the safety zone around Great Camp Sagamore.	$500
Construct new informational kiosks at the Limekiln and Cedar River gates.	$5,000
Install new trail registers at Otter Brook and Rock Dam for canoeists paddling the South Branch of the Moose River.	$1,000
Install trail registers at the beginning of all routes being opened for CP-3 access.	$2,000
Adopt as official foot and ski trails the following existing trails: Mohegan Lake trail and Traveling Rock trail. Adopt Beaverflow trail as an official foot, bicycle and ski trail. Install trail markers and remove blowdown. Develop and implement a sign plan.	$1,000

Develop a stewardship agreement to allow the Sagamore Institute to maintain the trails within the HGCSMA.	2 pd
If needed, construct a new 8-car parking area approximately 800 feet east of the existing trail for Black Bear Mtn. off from the Uncas Road. A new connector trail will also need to be constructed.	$5,000
Initiate the process of updating the memorandum of understanding with owners of Camp Sagamore, Camp Uncas and Kamp Kill Kare pertaining to maintenance of roads and bridges.	2 pd
Adopt a regulation prohibiting public use of aircraft and motorboats on Mohegan Lake.	2 pd
Install a "No Wake Zone" sign on the Route 28 bridge over the South Inlet of Raquette Lake.	$250
Construct a new 10 car parking area for users of the Cedar River Flow.	$5,000
Develop a plan to revegetate open areas at Cedar River Flow.	2 pd
Re-deck bridge on Lost Ponds trail	$1,000
Total	$25,750 19 pd
Develop work plans for the creation of new foot/bike trails.	19pd
Work with local communities to develop a comprehensive plan for mountain bikes on the unit.	8pd
Total	$25,750 37 pd

Year 2	**Estimated Cost**
Close roads identified in Section IV.C.1.	$1,000
Inventory and assess all roads, culverts and bridges on the unit	8 pd
Prioritize maintenance concerns for all roads, culverts and bridges on the unit.	3 pd
Construct a new informational kiosk at the parking area near Camp Sagamore.	$1,250
Improve the existing parking area at Sagamore Lake including signage.	$2,000
Delineate the large parking area across from main entrance to Camp Sagamore with boulders, install a railing in the center to indicate proper parking orientation.	$2,500
Install a new Storey register and identification sign at the Wakely Mt. Trailhead.	$500
Develop existing parking area off spur road to back entrance to Camp Sagamore to accommodate five cars, including one accessible parking space, install signs.	$2,000

Year 2	Estimated Cost
Sign the roads shown in Section IV.C.3.f. as horse trails.	$200
Develop a standardized method for collecting, reporting and compiling user data from trail registers.	3 pd
Relocate the N-P Trail and complete projects as shown in Section IV.C.2.b.	$3,500
Install new trail registers at the Otter Brook bridge, Cellar Pond Road, Wilson Ridge Road, Lost Ponds trail, Rock Dam Trail.	$2,500
Install new pipe gates on the Dillon Road and the access road leading to it.	$2,000
Remove any structures abandoned at Little Moose Lake.	$3,000
Construct a new route to Wakely Mountain utilizing the Cellar Pond Road as identified in Section IV.C.3.	$7,500
Construct a new 12-car parking area at the intersection of the LLCRR and Cellar Pond Roads.	$5,000
Develop methods to monitor impacts associated with CP-3 use.	3 pd
Reclaim Lost Ponds (B-P878 and P879).	$2,600
Designate trails closed for mountain bike use by signing .	$1,000
Remove the island lean-to on Eighth Lake and sign the island as “No Camping.”	$1,000
Develop work plans in conjunction with NYSDOT for the Cathedral Pines parking area and the snowmobile trail connector trail where it crosses South Inlet.	5 pd
Construct a 12car parking area, including one accessible space Indian Lake Road approximately one-half mile east of Squaw Lake	$2,500
Identify helicopter landing sites for emergency use.	1 pd
Relocate the northern one-half mile of the Cedar River Snowmobile Trail.	$500
Promulgate and amend regulations as identified in Section IV. D.5.	3 pd
Total	**$40,550/ 26 pd**

Year 3	Estimated Cost
Place rock barriers at locations identified in Section IV. C.1.	$2,000
Rehabilitate the Seventh Lake Boat launch facility as identified in Section V.	$35,000
Conduct an assessment and compile a detailed trail log for all snowmobile trails on the unit.	10 pd
Remove one of the lean-tos at Raquette Lake.	$1,000
Prioritize maintenance concerns for all snowmobile trails on the unit.	2 pd
Close illegal campsites along Seventh Lake, relocate if possible.	$1,500
Complete Wakely Mountain Trail relocation projects listed in Section IV.C.2.c.	$4,000
Replace metal signs and posts with wooden signs and posts.	$3,500
Correct erosion problems on the Wakely Mountain Trail.	$2,500
Surplus the smaller gate house at Cedar River entrance.	$3,000
Relocate the gate on the Sly Pond Loop Trail to a location near the Otter Brook Road.	$500
Close or relocate all tent sites identified in Section IV.C.d.	$1,000
Designate new tent sites as identified in Section IV.C.d.	$1,000
Sign Buck Hollow and Sand Beach Island as “No Camping.”	1 pd
Develop and implement a voluntary reporting system for float plane use on the unit.	2 pd
Designate the route from the parking area near Sagamore to Mohegan lake as a canoe carry.	1 pd
Restore the Old Dam Nature Trail.	$1,000
Work with owners of Camp Uncas and Kamp Kill Kare to replace Mohegan Lake Road and Lake Kore Road gates with Department gates.	$3,000
Determine legal status of nonconforming structures near the intersection of the Mohegan Lake Road and Lake Kora Road, work with landowners to remove structures that may not be legally maintained.	3 pd
Develop an informational and educational program for the unit including revising the unit brochure.	10 pd
Total	$59,000/ 29 pd

Year 4	Estimated Cost
Construct a 6-car parking area at the beginning of the Gould Rd.	$2,000
Construct an informational kiosk at the Rocky Mountain parking area.	$2,500
Conduct an assessment and compile a detailed trail log for all hiking, snowmobile, horse, ski and bicycle trails on the unit to identify maintenance needs.	15 pd
Construct a new four car, including one accessible space, parking area near the Sucker Brook Bay Trailhead.	$500
Improve the Fifth and Sixth Lakes canoe carry access sites.	$1,200
Develop a plan for maintenance of Wakely Dam.	3 pd
Reassess parking capacity needs for all parking areas.	5 pd
Total	$6,200/ 23 pd

Year 5	Estimated Cost
Improve the existing parking area at the West Mountain trailhead by leveling and graveling the existing site.	$2,000
Improve the existing parking area across from the Eighth Lake Campground by resurfacing and grading.	$1,500
Assess old roads on the unit for future designation as horse, ski and/or bicycle trails.	8 pd
Remove the existing deer enclosure.	$500
Remove any existing gates along wilderness boundaries and replace with rock barriers.	$2,000
Total	$6,000 8 pd

Some of the management actions proposed in Section IV are either ongoing processes or their scheduling is dependent upon the completion of other actions first. These proposed actions will be completed during this five year plan, however, their scheduling will be the responsibility of the unit manager.

Ongoing or Unscheduled Management Actions ***Cost estimates for many of these projects can only be determined after the development of a project work plan. Such actions show no estimated cost*.**	**Estimated Cost**
Monitoring for the occurrence of Threatened or Endangered species.	$5,000
Monitor snowmobile use on the unit by utilizing trail counters.	8days/yr
Acquisition of parcels identified in the OSP from willing sellers.	0
Developing agreements with Towns or NYSDOT for plowing parking areas.	0
Construct a 3-car parking area for Cathedral Pines trail. This project will be included in DOT's Route 28 reconstruction design.	0
Relocate a part of the N-P Trail.	0
Control infestations of invasive species.	0
Inventory for the presence of invasive species on the unit.	0
Survey boundary lines where required.	$7,500/mile
Continue to replace known problem culverts. Cost estimates are based on the 1996 report.	$1,537,000
Maintain all snowmobile trails according to new snowmobile trail standards set forth in the *Management Guidance*.	0
Maintain the existing facilities on Sand Beach Island under an AANR with the Seventh Lake Improvement Association.	
Research the issue of rights of all inholders to access private lands over MRPWF. Clarify maintenance issues and allowed uses where landowners have proven legal rights.	3days/yr

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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 activities[27] 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. Without Maintained Parking (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.

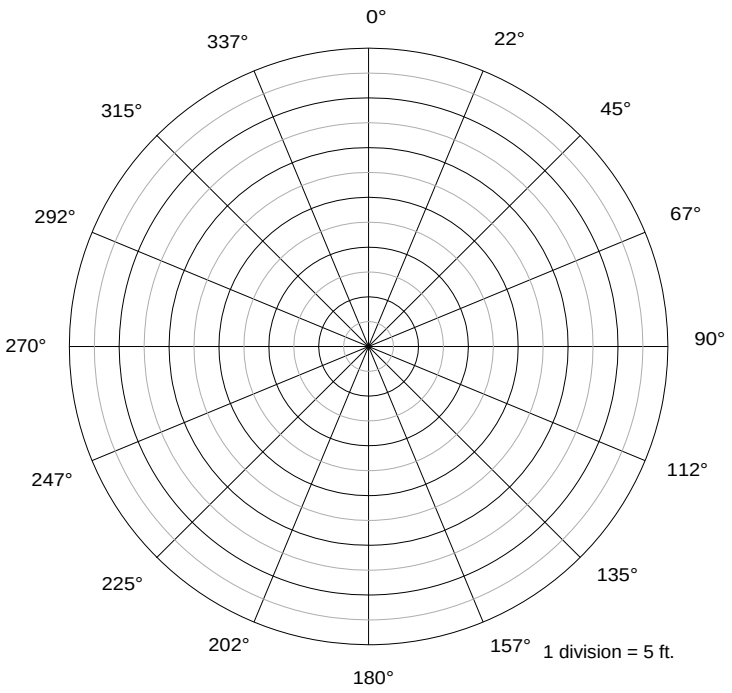
These additional procedures are designed to eliminate much of the measurement error associated with different individuals making subjective judgements on those sites or portions of sites where boundaries are not pronounced. These procedures may only be used for sites whose center points can be relocated.

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

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

By: _____

Whiteman, Osterman & Hanna

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

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

By: _____
Attorneys or Plaintiff

_____
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

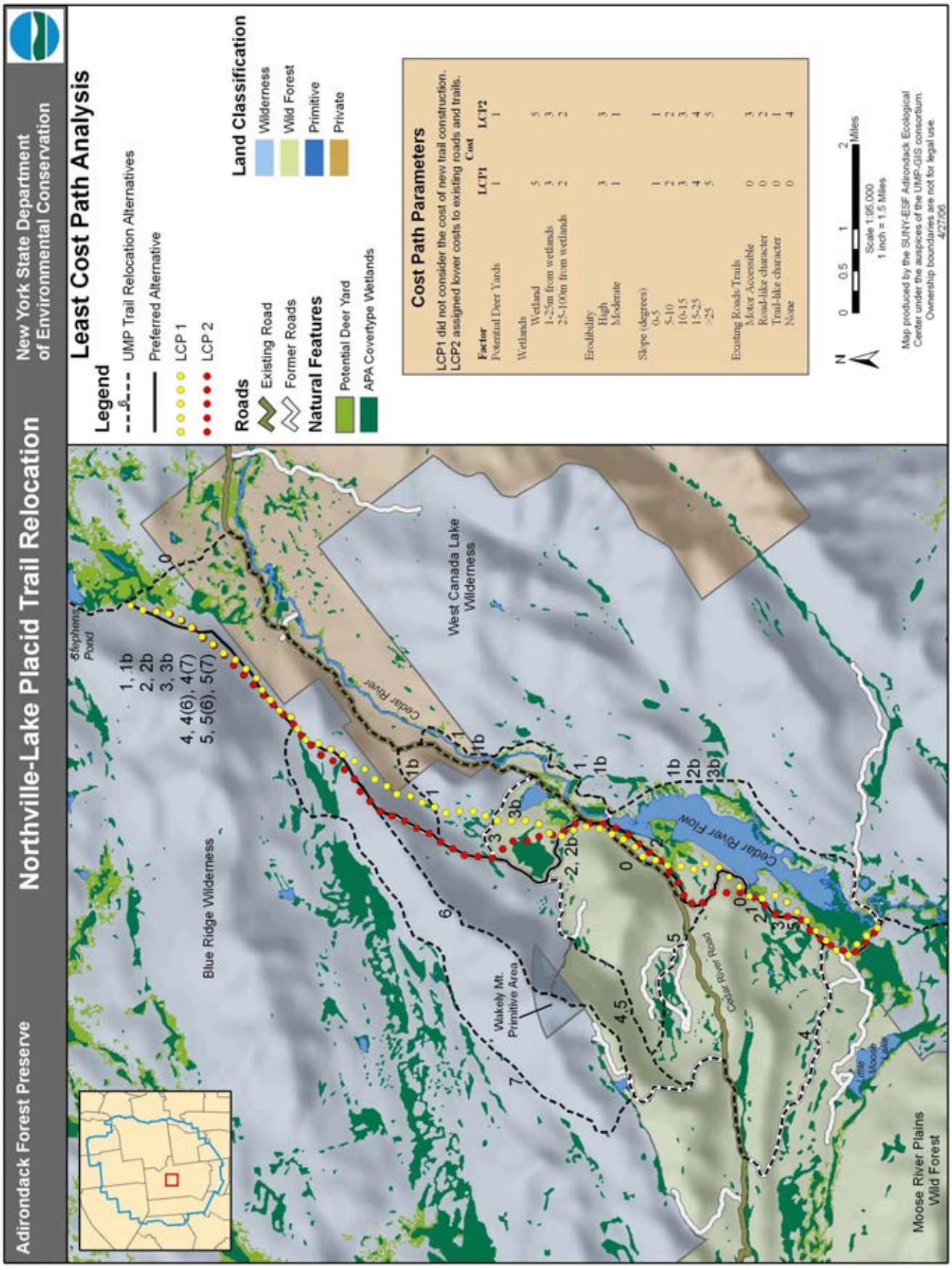
ENCROACHMENT TYPE	NOTES
SEVERAL IMPROVEMENTS	SHED, PROPANE TANK, DEBRIS
SEVERAL IMPROVEMENTS	PORCH, SHED, FIREPLACE, 8 FT, CUT BANK
SEVERAL IMPROVEMENTS	OUTHOUSE, SHED - MOWED AREA, BOAT, LAWN MOWER, DEBRIS
SEVERAL IMPROVEMENTS	STORAGE TANK, PUMP HOUSE, WOODEN STAIRS, CLEARED TRAIL TO LAKE
SEVERAL IMPROVEMENTS	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
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
Major 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
West Canada Lake Wilderness
Cedar River
Blue Ridge Wilderness
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

LIBER 184 PAGE 564

RECORDED June 24, 1983
at 1:15 P M. Book 184
of Deeds
Page 564 and examined
John A. Omje
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

LIBER 184 PAGE 565

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.

523

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. Belfiore

JOHN S. BELFIORE
Notary Public, State of New York
Qualified in Oneida 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:

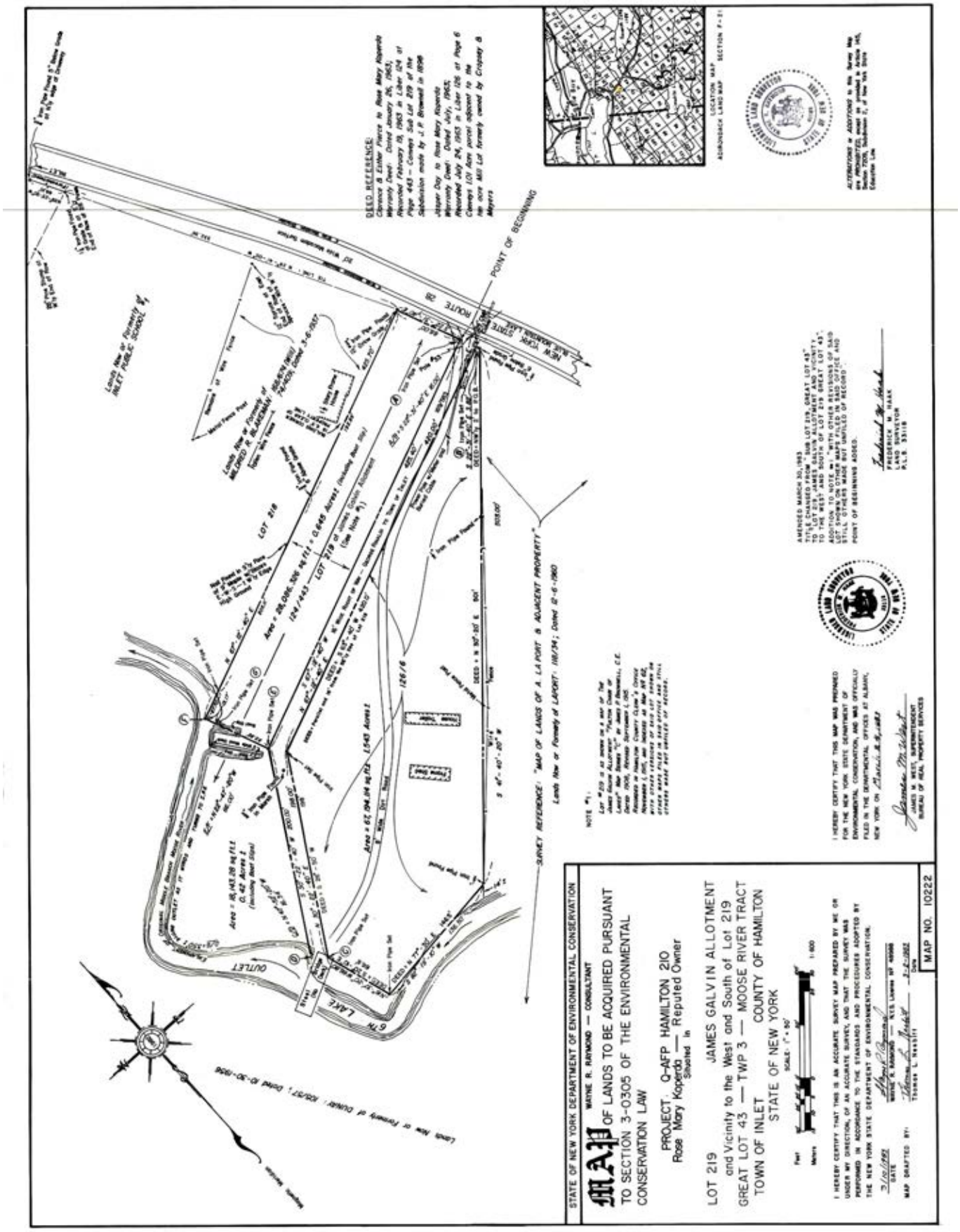
Mr. Dale L. Huyck
Regional Supervisor
Department of Environmental
Conservation
Region 5 Headquarters
Ray Brook, New York 12977

Approved as to form and manner of execution.

ROBERT ABRAMS
Attorney General.

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

8-29-67 (70-84)


STATE OF NEW YORK DEPARTMENT OF ENVIRONMENTAL CONSERVATION
WAYNE R. RAYMOND — CONSULTANT
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
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
6TH LAKE
OUTLET
LOT 218
ROUTE 28

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
- [ ] 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 Hudson River-Black River Regulating District over a parcel of land in the Town of Inlet, County of Hamilton. : ORDER

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 , 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.

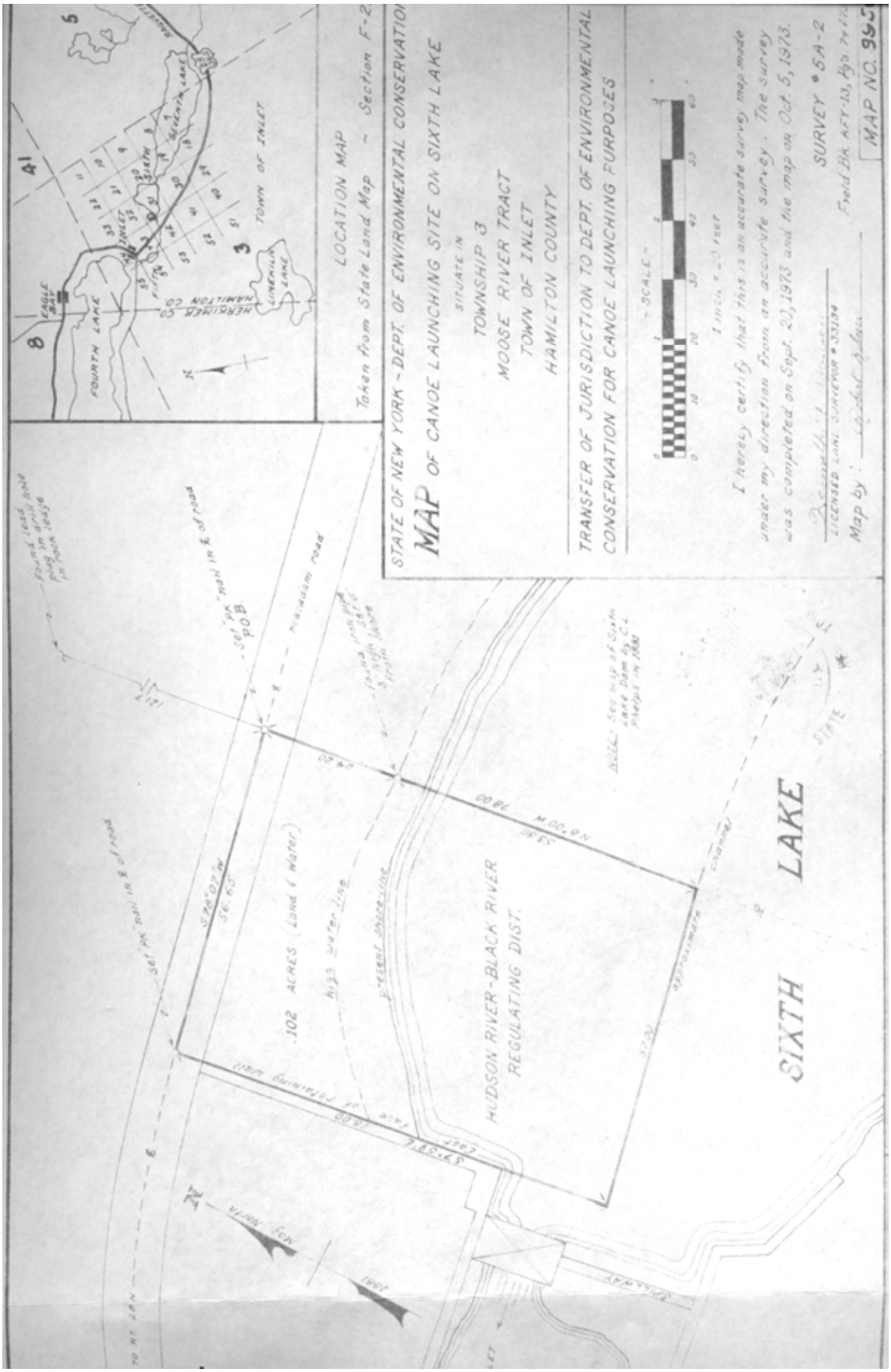
Containing .102 of an acre of land and water.

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
LOCATION MAP
Taken from State Land Map - Section F-2
SURVEY #5A-2
MAP NO. 995
SIXTH LAKE
HUDSON RIVER-BLACK RIVER REGULATING DIST.
.102 ACRES (Land & Water)
POB
FOURTH LAKE
EAGLE BAY
INLET
TOWN OF INLET
HAMILTON CO
HERKIMER CO
LINKLIN LAKE

LIBER 187 PAGE 350

RECORDED Dec. 17, 198
at 1:40 P M. Book 187
of Deeds
Page 350 and examined
John A. Ostrander 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

229
RECEIVED
$ Exempt
REAL ESTATE
DEC 17 1984
TRANSFER TAX
HAMILTON
COUNTY

LIBER 187 PAGE 351

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.

LIBER 187 PAGE 353

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

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LIBER 189 PAGE 390

RECORDED Dec 17, 1985
at 12:55P M. Book 189
of Deeds
Page 390 and examined
John A. Dix 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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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.

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 Dispray	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

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 N. 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. Fice
Notary Public, State of Conn.
Residing in County of Fairfield
My Commission expires

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

TILDA B. FICE 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, Associate Attorney
~~ASSISTANT~~

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

NOTARIAL SEAL TILDA B. FICO PUBLIC CONNECTICUT

LIBER 183 PAGE 613

WARRANTY DEED, WITH FULL COVENANTS.
(Corporation)

2-11-83 500 (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.

LIBER 183 PAGE 615

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

LIBER 183 PAGE 616

220

RECEIVED
RECORDED
REAL ESTATE
NOV 19 1982
TRANSFER TAX
HAMILTON
COUNTY

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.

Clerk.

Approved as to form and manner of execution.

Robert Abrams
Attorney General.

By Timothy L. Noffsinger
Associate Attorney

CORD AND RETURN TO:

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

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

DEC 3 1982



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: Barry Bridges

THE PEOPLE OF THE STATE OF NEW YORK

Acting by and through the

Department of Environmental Conservation

BY: John P. Cahill

Commissioner Environmental Conservation

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
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 1978
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:

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

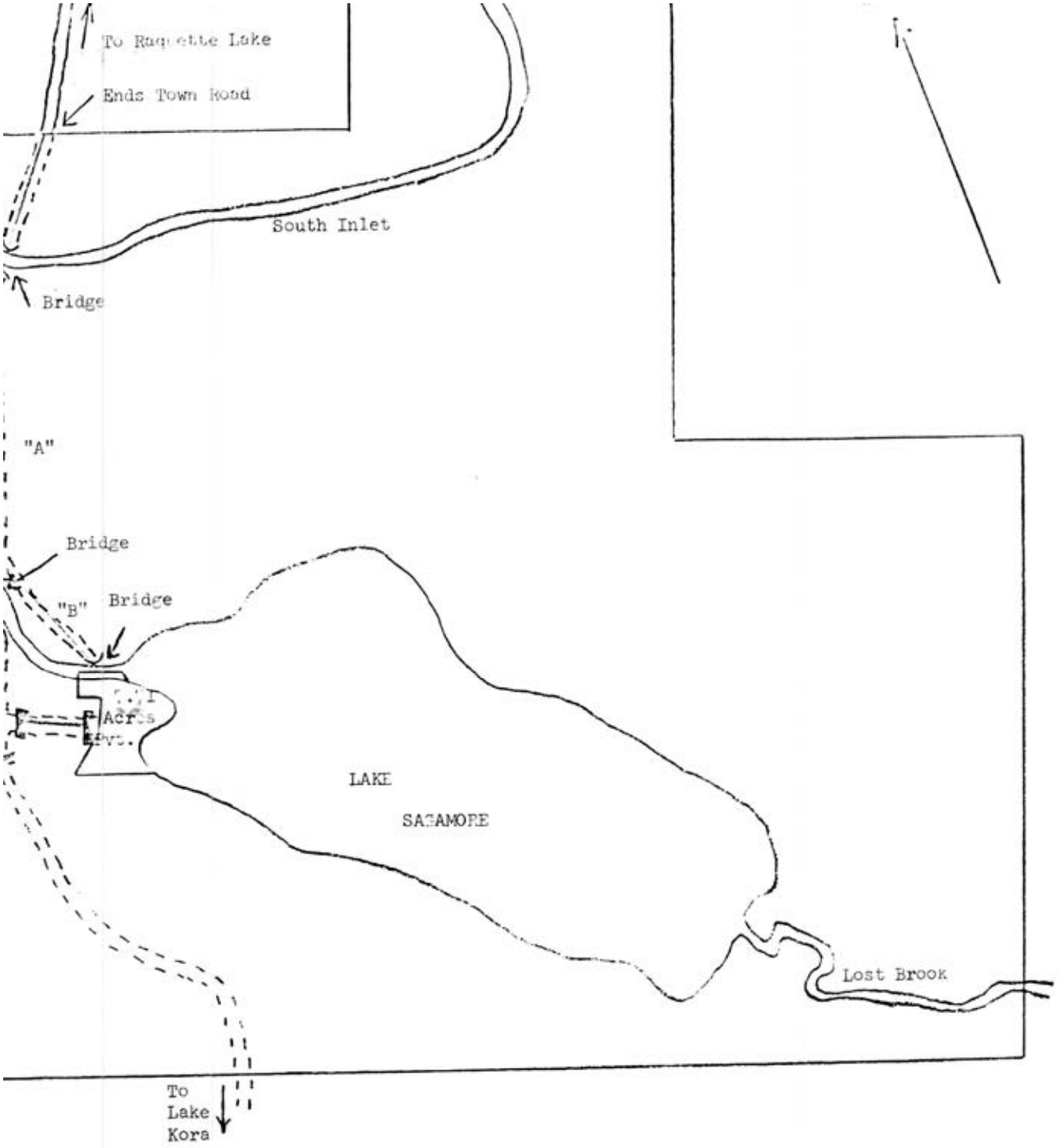
Dated 3/4/75
at Ray Brook, N.Y.

Howard Glaser-Kirschenbaum
National Humanistic
Education Center

Dated 2-7-78
at New York City

Allen Smith
Caretaker - Lake Kora Property

Dated 2/9/78
at Kora, Raquette Lake, N.Y.


To Raquette Lake
Ends Town Road
South Inlet
Bridge
"A"
Bridge
"B" Bridge
Acres
LAKE
SAGAMORE
Lost Brook
To
Lake
Kora
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

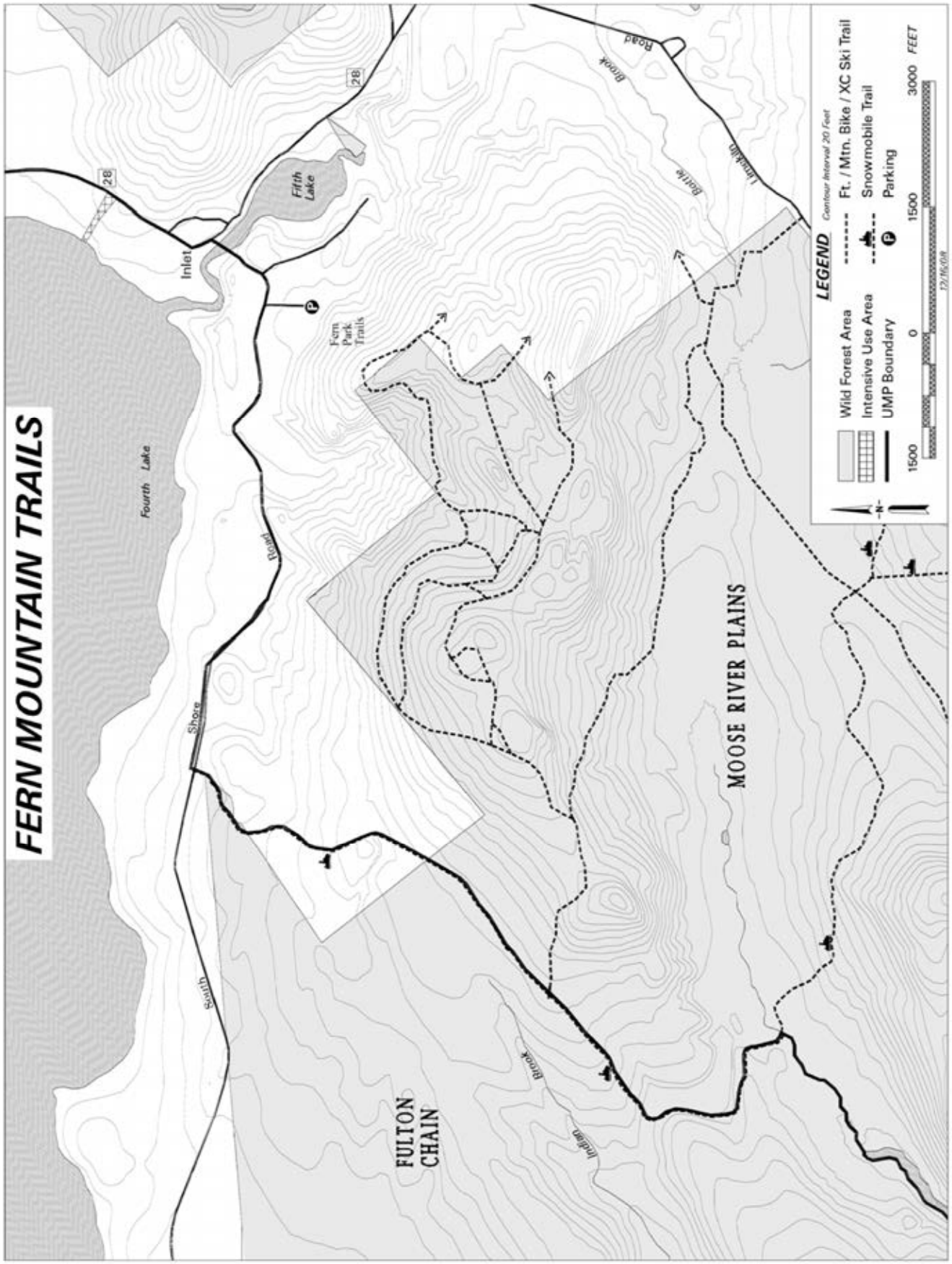
- 2 -

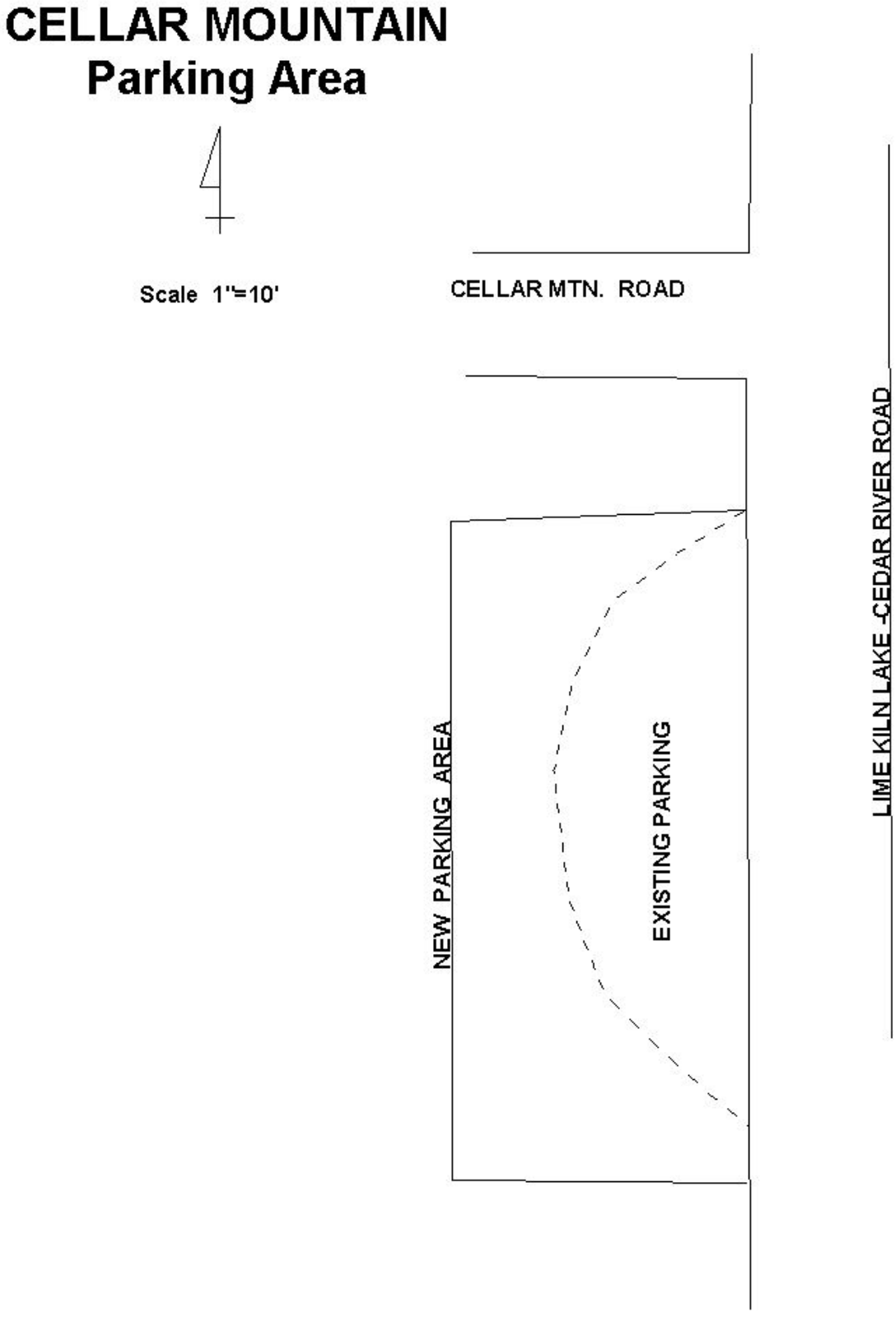
Barbara Glaser-Kirschenbaum
Howard Glaser-Kirschenbaum
Mohegan Lake Property

Dated 7-17-73
at New York City

Allen Smith
Caretaker - Lake Kora Property

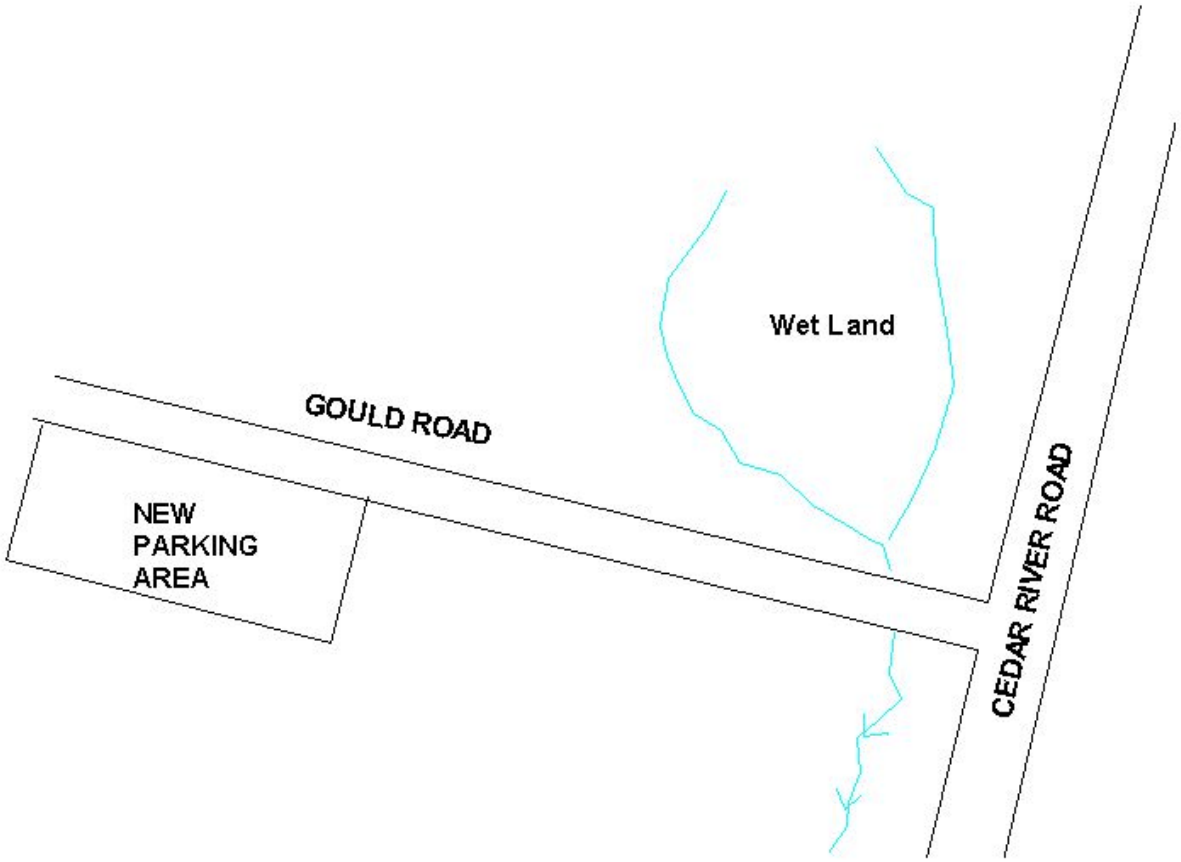
Dated 2/9/74
at Kanpkill Kora, Lake the Lake
N.Y.


FERN MOUNTAIN TRAILS
Fourth Lake
Fifth Lake
Inlet
Fern Park Trails
South Shore Road
Indian Brook
Battle Brook
Limekiln Road
28
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


CELLAR MOUNTAIN
Parking Area
Scale 1"=10'
CELLAR MTN. ROAD
LIME KILN LAKE -CEDAR RIVER ROAD
NEW PARKING AREA
EXISTING PARKING

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.

<u>Beaver Lake Special Management Area</u>

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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Commissioner

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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

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.

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

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

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	JOE MARTENS
Governor	*Acting Commissioner*

For Further Information Contact:
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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.

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

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

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

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

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

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

Projected use of the Wakely Dam Area

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

Campsite Management Actions:

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

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

Roads and Snowmobile Trails

Present Situation and Assumptions:

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

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

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

Objectives:

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

Management Actions:

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

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

Parking areas

Present Situation and Assumptions:

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

Objectives:

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

Management Actions:

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

Access For Persons With Disabilities

Present Situation and Assumptions:

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

Objectives:

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

Management Actions:

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

Buildings

Present Situation and Assumptions:

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

Management Actions:

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

Sanitation

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

Management Actions:

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

Public Education

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

Management Actions:

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

Schedule for Implementation

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

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

Annual Activities for the MRPCA

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

Year 1

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

Year 2

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

Year 3

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

Year 4

- Actions will be dependent on campsite plan.

Year 5

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

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

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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

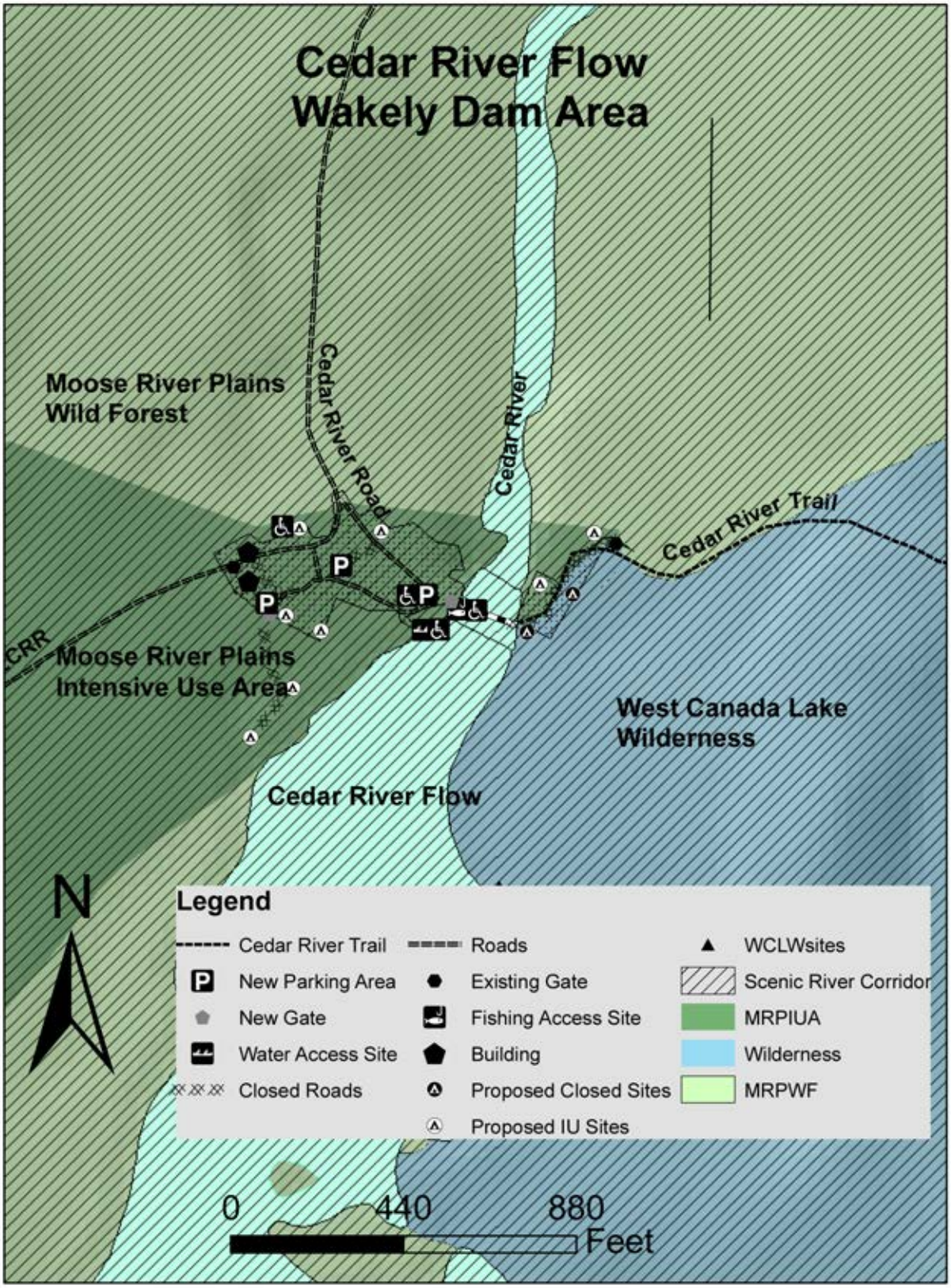
This alternative would retain the existing route from Wakely Dam to a point approximately one-half mile south of the State boundary. This is the location where the existing route deviates from the classification boundary and approaches the river. There is a possibility that at the time of classification 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.

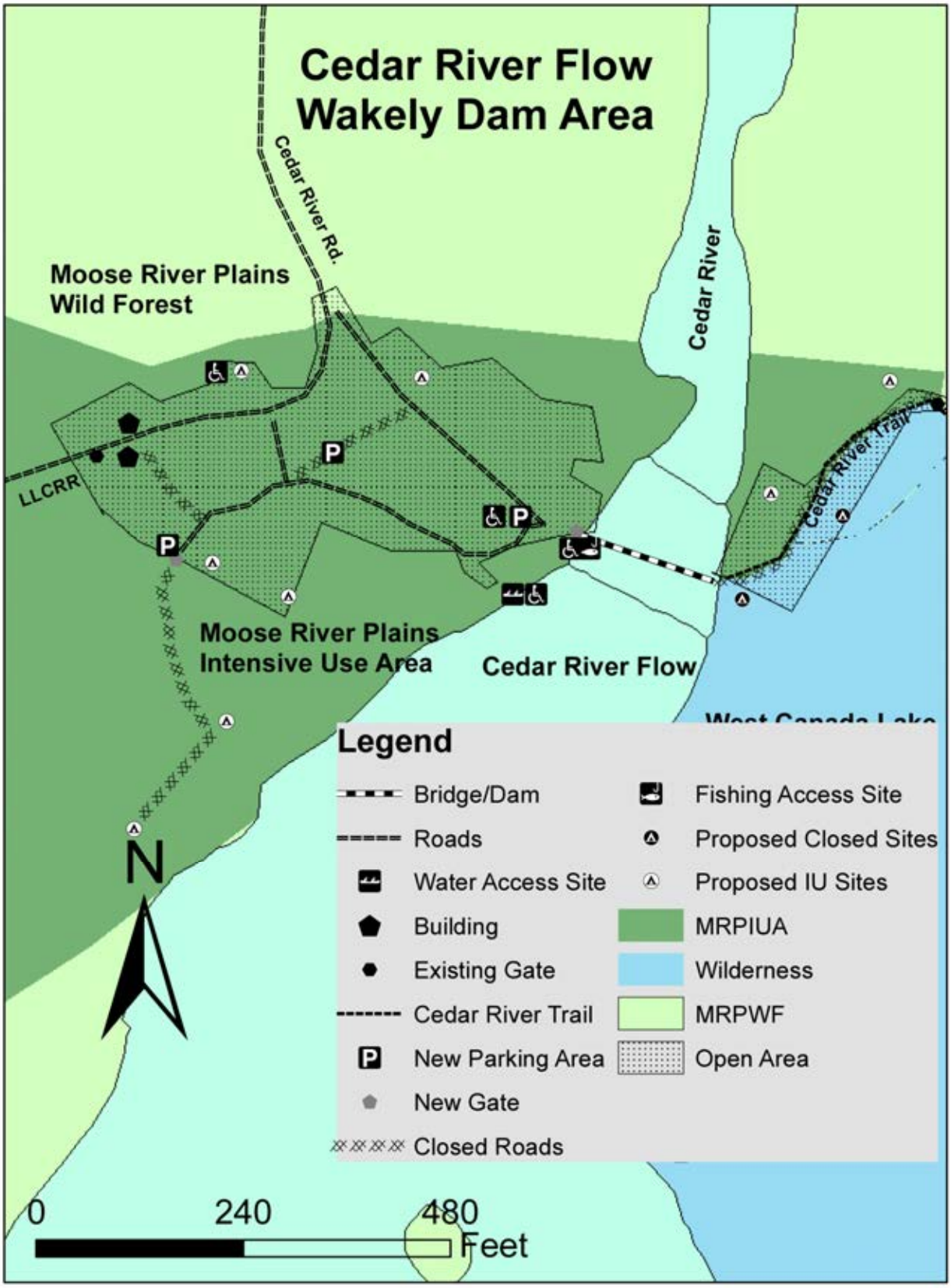
Proposed Management Actions:

- 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
N
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
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:

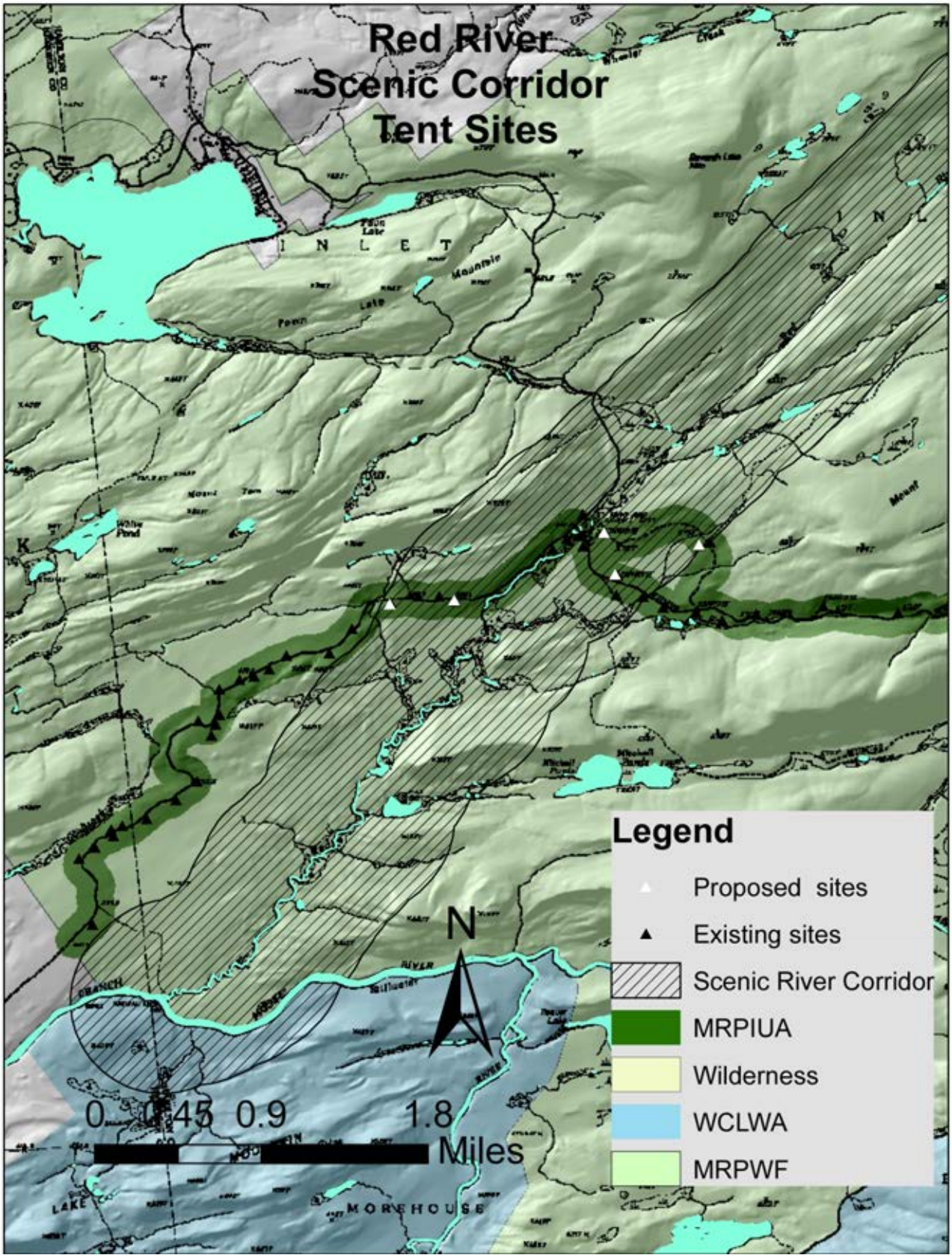
The Rock Dam Trail, Bear Pond Trail and the Mitchell Ponds Trail are the only designated snowmobile trails within the one-half mile river corridor. The Rock Dam and bear Pond Trails are proposed to be closed in the MRPWF UMP. The Mitchell Ponds Trail will be retained as a Class I snowmobile trail.

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
INLET
Legend
Proposed sites
Existing sites
Scenic River Corridor
MRPIUA
Wilderness
WCLWA
MRPWF
N
0 0.45 0.9 1.8
Miles
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:

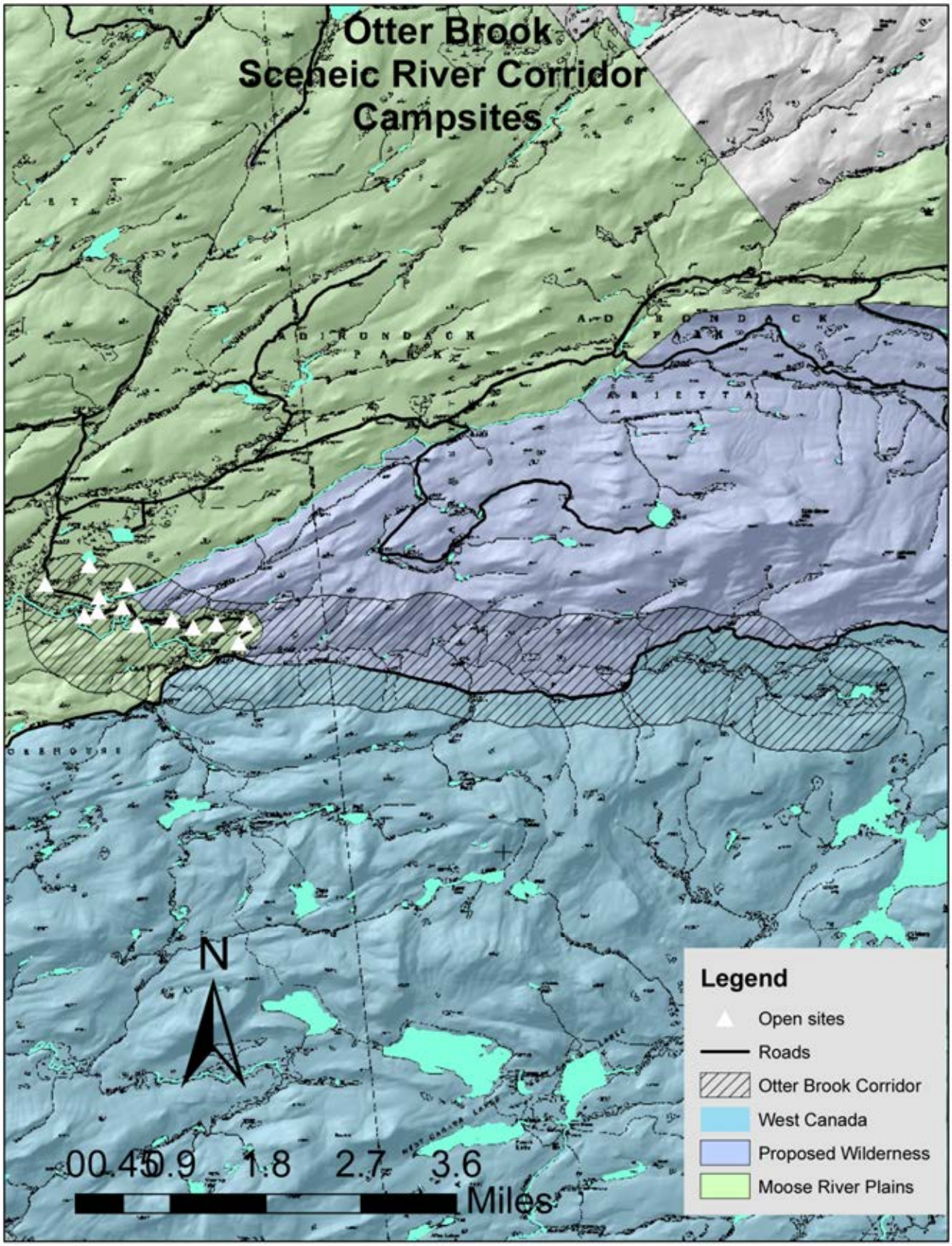
There are approximately 6.9 miles of designated snowmobile trails within the one-half mile river corridor. All of these trails are proposed to be closed in the MRPWF UMP.

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:

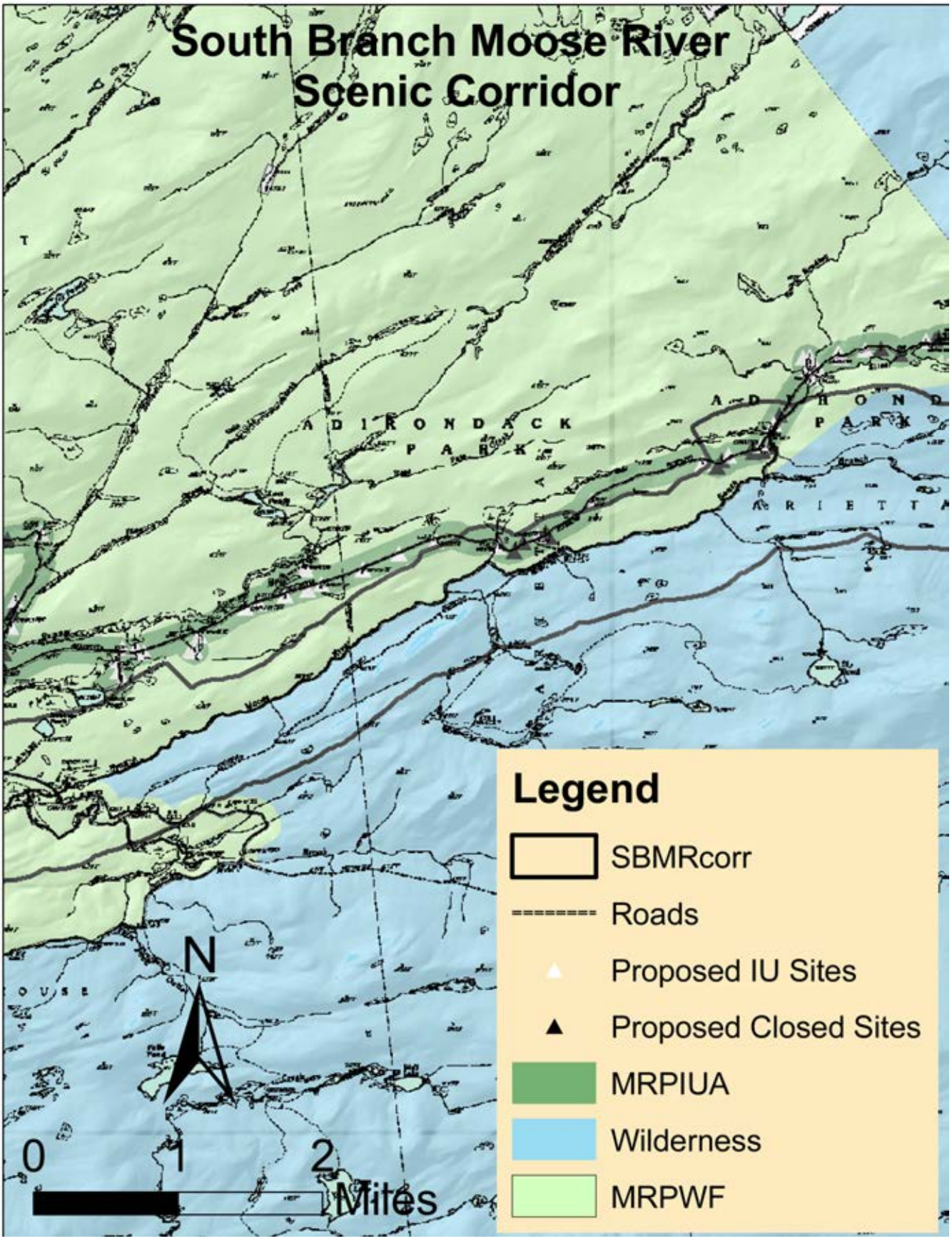
There are approximately 9.7 miles of designated snowmobile trails within the one-half mile river corridor. All of these trails are proposed to be closed in the MRPWF UMP.

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
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2
Miles

APPENDIX 25 – Maps

MOOSE RIVER PLAINS
WILD FOREST AREA
EXISTING FACILITIES

ROAD AND TRAIL NAMES

1. 3rd lake Creek Ski trail
2. Limekiln Loop Snowmobile Trail
3. F.X. Matts Snowmobile Trail
4. Fern Park Ski Trails
5. Old Dam Nature Trail Loop
6. Whites Pond Trail
7. Rock Dam Snowmobile Trail
8. Rock Dam Road
9. Loop Road
10. Fawn lake Trail Snowmobile Trail
11. Limekiln Lake-Cedar Rriver Road
12. Upper And Lower Snowmobile Trails
13. 5th-6th Lake Canoe Carry Trail
14. Rocky Mountain trail
15. Black Bear Mountain Trails
16. Seventh Lake Trail
17. Bug Lake Snowmobile Trail
18. Cathedral Pines Trail
19. 8th Lake Campground Reservoir Road
20. Mike Norris Snowmobile Trail
21. Brown Tract Canoe Carry Trail
22. Brown Tract Campground Reservoir Road
23. Browns Tract Inlet Snowmobile Trail
24. Dillon Road
25. West Mountain Trail
26. Sucker Brook Bay Trail
27. Raquette River Reservoir Road
28. Bear Pond Road
29. 7th- 8th Lake Loop Snowmobile Trail
30. Mohegan Lake Road
31. Beaver Flow Trail
32. Sagamore Road
33. Sagamore Spur Road
34. Lake Kora Road
35. Mitchell Pond Spur Trail
36. Mitchell Ponds Snowmobile Trail
37. Squaw Lake Snowmobile Trail
38. Indian Lake Snowmobile Trail
39. Indian Lake Road
40. Otter Brook Road
41. Otter Brook Truck Trail
42. Otter Brook Snowmobile Trail
43. Sly Pond Loop Snowmobile Trail
44. Sly Pond Snowmobile Trail
45. Beaver Lake Road
46. Beaver Lake Snowmobile Trail
47. Ice House Pond Trail
48. Mitchell Ponds Road
49. Mitchell Ponds Road
50. Benedict Creek Snowmobile Trail
51. Bear Pond Snowmobile Trail
52. Helldiver Pond Road
53. Lost Ponds Road
54. Lost Pond Spur Trail
55. Lost Ponds Road
56. Lost Ponds Tr.
57. Sly Pond Road
58. Butter Brook Snowmobile Trail
59. Wilson Ridge Road
60. Cellar Pond Road
61. Payne Brook Road
62. Wakely Mountain Road
63. Wakely Mountain Trail
64. Gould Road
65. Wakely Pond Road
66. Cedar River Snowmobile Trail
67. Northville-Lake Placid Trail

LEGEND *Contour Interval 50 Feet*

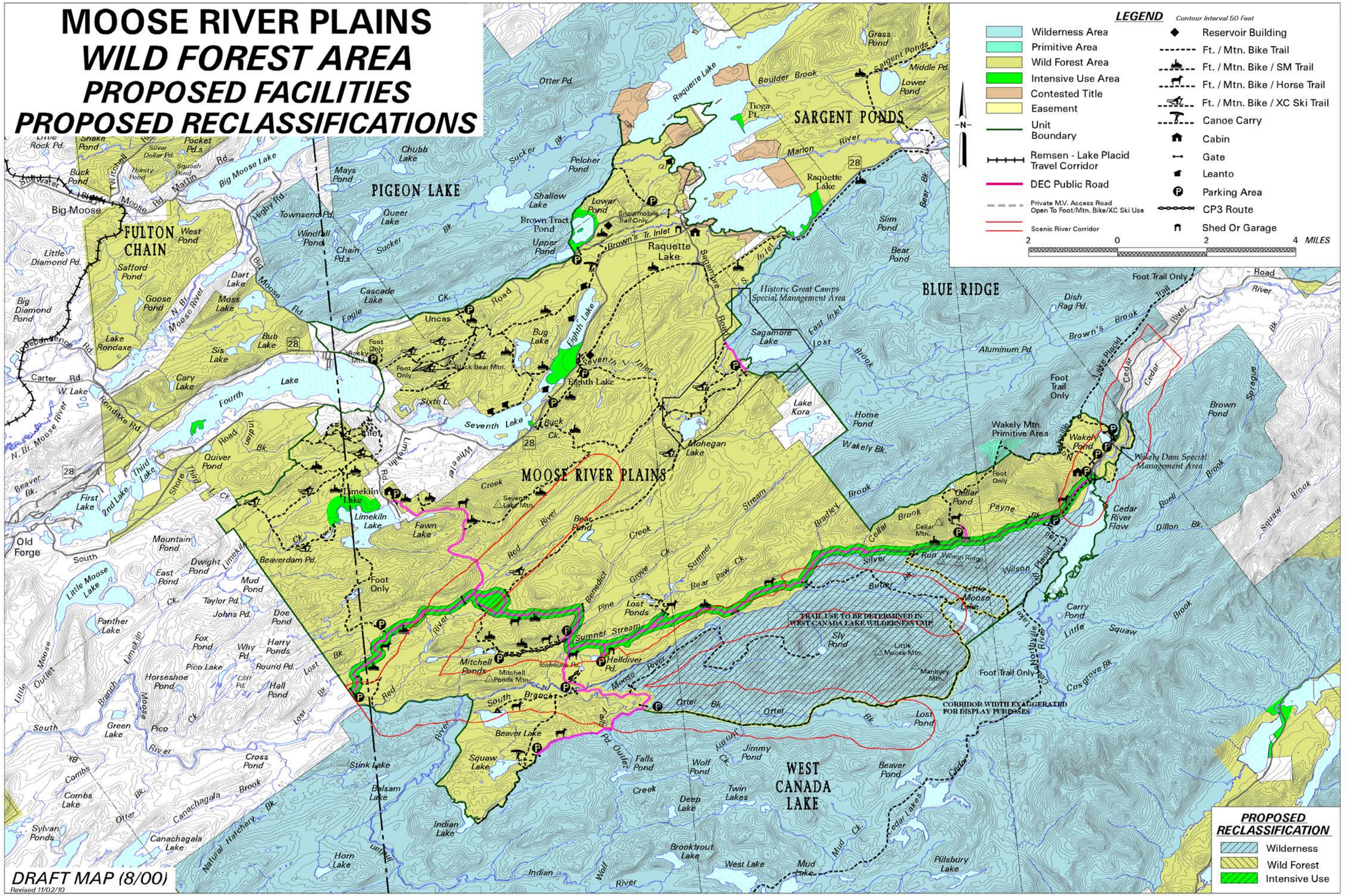
- Wilderness Area
- Primitive Area
- Wild Forest Area
- Intensive Use Area
- Contested Title
- Easement
- Unit Boundary
- Remsen - Lake Placid Travel Corridor
- DEC Public Road
- Private M.V. Access Road Open To Foot/Mtn. Bike/XC Ski Use
- Parking Area
- Ft. / Mtn. Bike Trail
- Ft. / Mtn. Bike / Horse Trail
- Ft. / Mtn. Bike / XC Ski Trail
- Ft. / Mtn. Bike / SM Trail
- Cabin
- Gate
- Leanto
- Canoe Carry
- Reservoir Building
- Shed Or Garage

-N-

2 0 2 4 *MILES*

DRAFT MAP (8/00)
Revised 6/23/10

MOOSE RIVER PLAINS
WILD FOREST AREA
PROPOSED FACILITIES
PROPOSED RECLASSIFICATIONS



MOOSE RIVER PLAINS
WILD FOREST AREA
HYDROLOGY

LAND CLASSIFICATION
- Wilderness Area
- Primitive Area
- Wild Forest Area
- Intensive Use Area
- Contested Title
- Easement
- Management Complex Unit Boundary
- Remsen - Lake Placid Travel Corridor

HYDROLOGY
- Wetlands
- Watershed Boundary
- Megawetlands Boundary

NYS DESIGNATED RIVERS
- Scenic
- Wild

TRAILS
- DEC Public Road
- Trail
- Private M.V. Access Road

N

2 0 2 4 MILES

6/2/3/10

PIGEON LAKE
FULTON CHAIN
MIDDLE BRANCH MOOSE RIVER
SOUTH BRANCH MOOSE RIVER
MOOSE RIVER
RAQUETTE LAKE
BLUE RIDGE
WEST CANADA LAKE
CEDAR RIVER
SARGENT P
Big Moose
Old Forge
Inlet
Raquette Lake
Eighth Lake
Seventh Lake
Limekiln Lake
Sagamore Lake
Mohegan Lake
Brown Tract Pond
Big Moose Lake
Lower Sister Lake
Russian Lake
Pigeon Lake
Chubb Lake
Mays Pond
Otter Pd.
Sucker Bk.
Pelcher Pond
Shallow Lake
Upper Pond
Lower Pond
Queer Lake
Windfall Pond
Chain Pd.s
Cascade Lake
Uncas
Eagle Ck.
Dart Lake
Moss Lake
Bub Lake
Sis Lake
Cary Lake
Lake Rondaxe
West Pond
Safford Pond
Goose Pond
Silver Lake
Little Rock Pd.
Snake Pond
Pocket Pd.s
Silver Dollar Pd.
Squash Pond
Thirsty Pond
Buck Pond
Stillwater Pond
Little Diamond Pd.
Big Diamond Pond
Grass Pond
Sargent Ponds
Middle Pd.
Lower Pond
Boulder Brook
Tioga Pt.
Marion River
Slim Pond
Bear Pond
Bear Bk.
Aluminum Pd.
Brown's Tract Inlet
East Inlet
Lost Brook
Brown's Brook
Cedar River
Sprague Bk.
Brown Pond
Wakely Pond
Wakely Bk.
Home Pond
Lake Kora
Cellar Pond
Cellar Brook
Bayne Bk.
Buell Brook
Dillon Bk.
Squaw Brook
Little Moose Lake
Carry Pond
Little Squaw Brook
Cosgrove Bk.
Lost Pond
Jimmy Pond
Wolf Pond
Falls Pond
Twin Lakes
Deep Lake
Cedar Lakes
Pillsbury Lake
Brooktrout Lake
West Lake
Mud Lake
Mud Ck.
Wolf River
Indian Lake
Balsam Lake
Stink Lake
Squaw Lake
Beaver Lake
Mitchell Ponds
Helldiver Pd.
Icehouse Pd.
Lost Ponds
Sumner Stream
Bear Paw Ck.
Grove Ck.
Benedict Pine
Sly Pond
Fawn Lake
Beaverdam Pd.
Mountain Pond
Dwight Pond
East Pond
Mud Pond
Taylor Pd.
Johns Pd.
Doe Pond
Harry Ponds
Why Pd.
Round Pd.
Hall Pond
Fox Pond
Panther Lake
Pico Lake
Horseshoe Pond
Green Lake
Cross Pond
Combs Lake
Sylvan Ponds
Canachagala Lake
Horn Lake
Natural Harchery Bk.
Quiver Pond
Third Lake
First Lake
2nd Lake
Beaver Bk.
Fourth L.
Sixth L.
Seventh Inlet
Eighth Lake Inlet
Raquette Lake Road
Sagamore Road
Limekiln Rd.
Higby Rd.
Townsend Rd.
Moose Rd.
Independence Rd.
Carter Rd.
W. Lake Rd.
Rondaxe Rd.
Old Forge Rd.
Shurfshell Rd.
Martin Rd.
Big Moose Rd.
Eagle Ck.
Uncas Ck.
Limekiln Ck.
Otter Bk.
Lost Bk.
Pico Ck.
Combs Bk.
Canachagala Brook
Otter Pd. Outlet
Falls Pd. Outlet
Cedar River Flow
Cedar River
Bradley Brook
Wheeler Creek
Red Creek
Stream
Aluminum Pd.
P293
P316
P317
P318
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P5208
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P791
P5525
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P789
P788
P793
P5215
P312
P883
P787B
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P824
P847
P848
P849
P850
P852
P876
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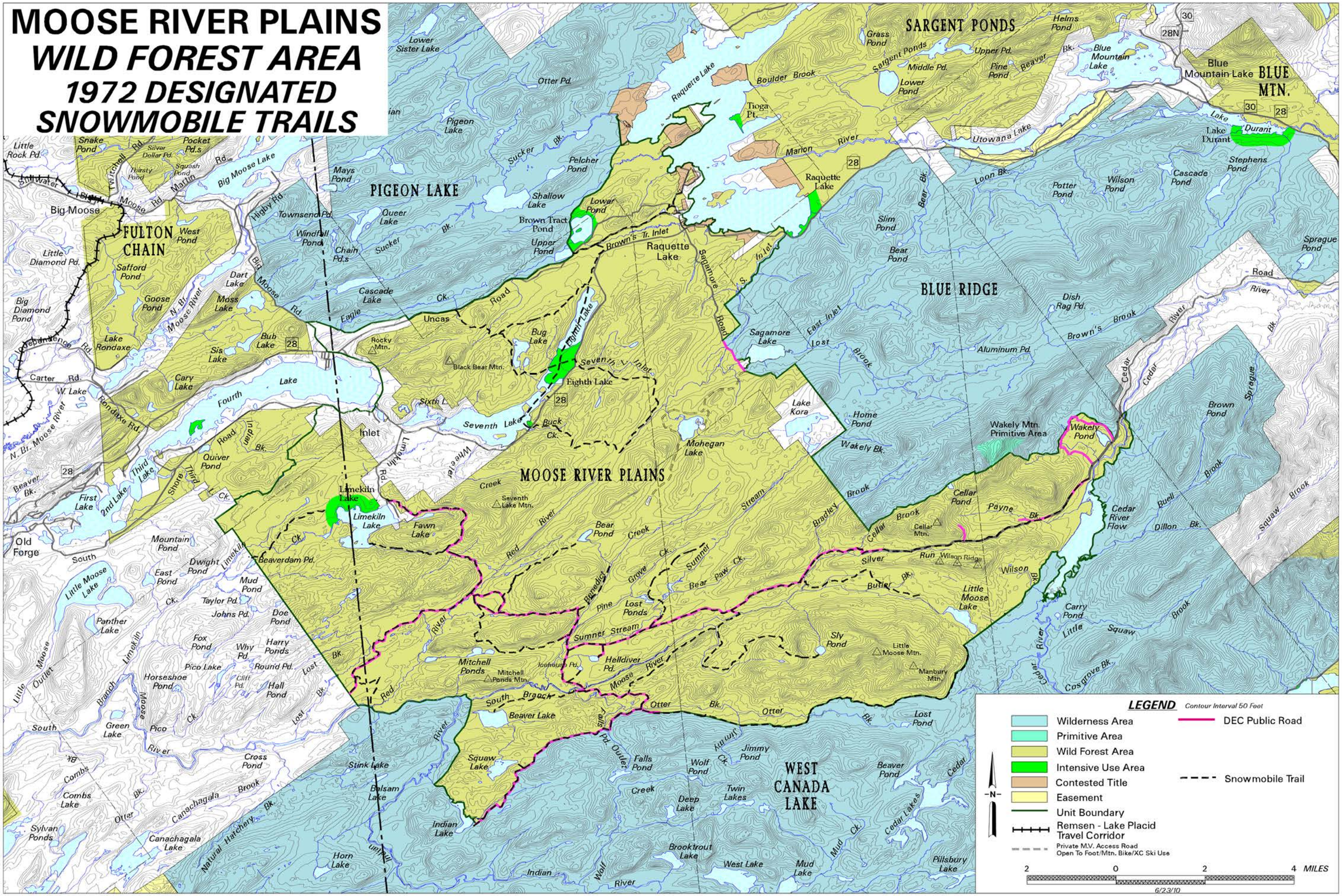
P666
P667
P668A
P890

MOOSE RIVER PLAINS
WILD FOREST AREA
1972 DESIGNATED SNOWMOBILE TRAILS


SARGENT PONDS
PIGEON LAKE
FULTON CHAIN
BLUE RIDGE
MOOSE RIVER PLAINS
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BLUE MTN.
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Raquette Lake
Lake Durant
Utowana Lake
Big Moose
Old Forge
Eagle Lake
Limekiln Lake
Seventh Lake
Eighth Lake
Sagamore Lake
Wakely Mtn. Primitive Area
Wakely Pond
Lake Kora
Mohegan Lake
Lower Sister Lake
Pigeon Lake
Otter Pd.
Sucker Bk.
Pelcher Pond
Mays Pond
Shallow Lake
Brown Tract Pond
Upper Pond
Lower Pond
Queer Lake
Windfall Pond
Chain Pd.s
Cascade Lake
Uncas
Bug Lake
Rocky Mtn.
Black Bear Mtn.
Sixth L.
Fawn Lake
Seventh Lake Mtn.
Mitchell Ponds
Mitchell Ponds Mtn.
Icehouse Pd.
Helldiver Pd.
Lost Ponds
Sumner Stream
Bear Paw Ck.
Grove Ck.
Benedict Pine
Red River
Beaver Lake
Squaw Lake
Stink Lake
Balsam Lake
Indian Lake
Horn Lake
Brooktrout Lake
West Lake
Mud Lake
Deep Lake
Twin Lakes
Falls Pond
Wolf Pond
Jimmy Pond
Cellar Mtn.
Wilson Ridge
Little Moose Mtn.
Manbury Mtn.
Sly Pond
Little Moose Lake
Cellar Pond
Payne Bk.
Cedar River Flow
Dillon Bk.
Wilson Bk.
Butler Bk.
Silver Run
Cedar Lakes
Pillsbury Lake
Beaver Pond
Lost Pond
Aluminum Pd.
Dish Rag Pd.
Brown's Brook
Cedar River
Sprague Brook
Brown Pond
Sprague Pond
Stephens Pond
Cascade Pond
Wilson Pond
Potter Pond
Loon Bk.
Bear Bk.
Slim Pond
Bear Pond
Grass Pond
Sargent Ponds
Upper Pd.
Middle Pd.
Lower Pond
Pine Pond
Beaver Bk.
Helms Pond
Blue Mountain Lake
Boulder Brook
Tioga Pt.
Marion River
Raquette Lake
Brown's Tr. Inlet
Sagamore Road
East Inlet
Lost Brook
Wakely Bk.
Cellar Brook
Bradley Stream
Red Creek
Otter Bk.
Jimmy Ck.
Cosgrove Bk.
Little Squaw Brook
Carry Pond
Buell Brook
Squaw Brook
Cedar River
Lost Bk.
Fourth Lake
Third Lake
First Lake
2nd Lake
Shore Third L. Ck.
Beaver Bk.
Quiver Pond
Limekiln Lake Road
Whetlet Road
Limekiln Road
Beaverdam Pd.
Mountain Pond
Dwight Pond
East Pond
Mud Pond
Taylor Pd.
Johns Pd.
Doe Pond
Panther Lake
Little Moose Lake
Fox Pond
Why Pd.
Harry Ponds
Pico Lake
Round Pd.
Horseshoe Pond
Cliff Pd.
Hall Pond
Green Lake
Pico River
Cross Pond
Combs Bk.
Combs Lake
Sylvan Ponds
Canachagala Brook
Canachagala Lake
Natural Hatchery Bk.
Otter Bk.
Lost Bk.
Little Moose Outlet
Little Moose Branch
Moose River
Limekiln Bk.
Lost Pond Outlet
Jimmy Ck.
Wolf River
Indian River
Mud Ck.
Cedar River
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Safford Pond
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Lake Rondaxe
Rondaxe Rd.
Carter Rd.
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Cary Lake
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Bub Lake
Dart Lake
Moss Lake
N. Br. Moose River
Big Moose Rd.
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Windfall Pond
Chain Pd.s
Higby Rd.
Mays Pond
Big Moose Lake
Marion Rd.
Squash Pond
Thirsty Pond
Silver Dollar Pd.
Pocket Pd.s
Snake Pond
Little Rock Pd.
Stillwater Bk.
Moose Rd.
Fitchtel Rd.
Independence Rd.
Lower Pond
Raquette Lake
Inlet
Lake
Road
Creek
Stream
Run
Ck.
Bk.
Pd.
Pd.s
Mtn.
Mtn.s
Rd.
Lake
Pond
Ponds
Brook
River
Bk.
Ck.
Creek
Stream
Run
Outlet
Inlet
Road
Trail
Rd.
Pd.
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Mtn.
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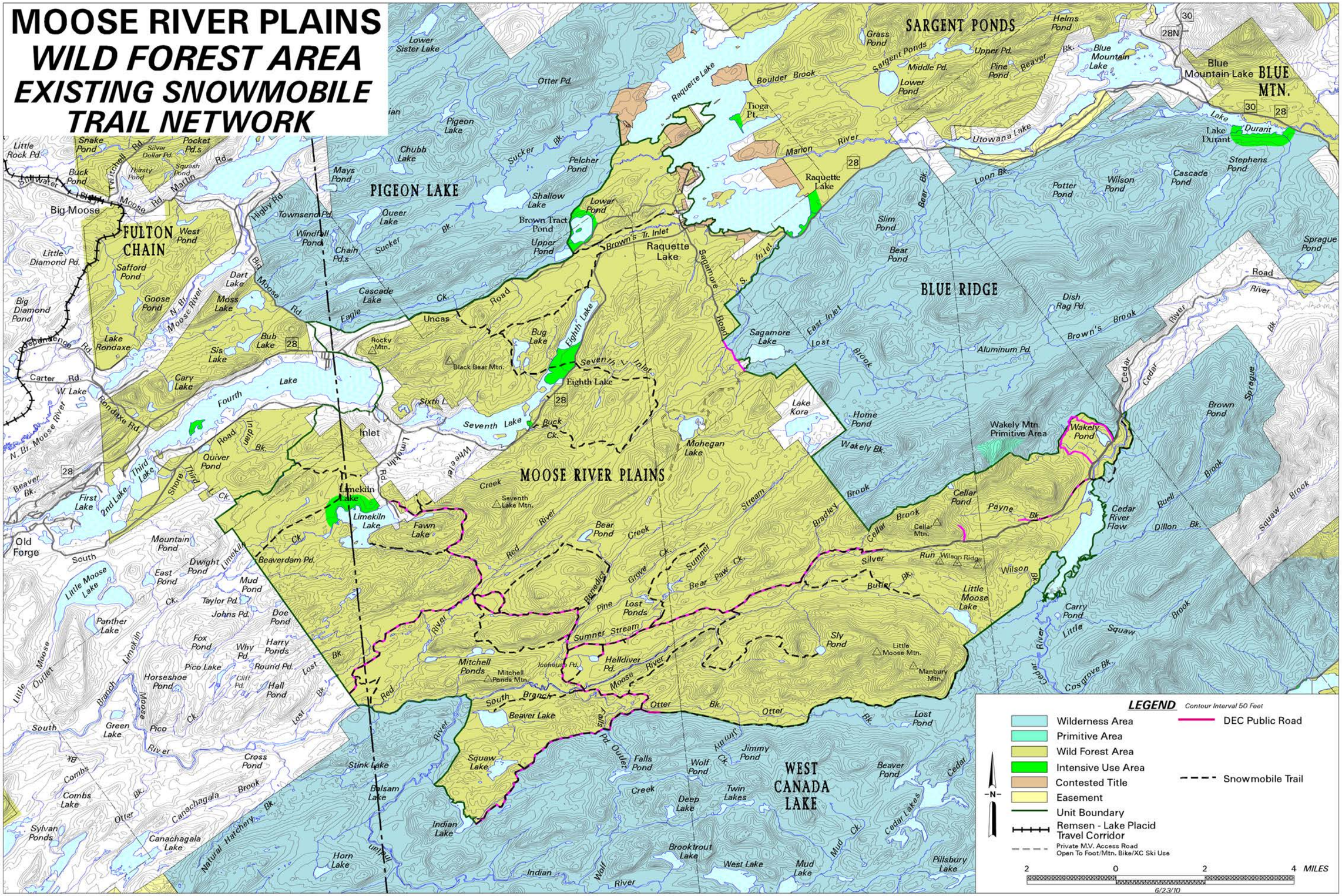
Lake

MOOSE RIVER PLAINS
WILD FOREST AREA
EXISTING SNOWMOBILE TRAIL NETWORK


SARGENT PONDS
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Brown Tract Pond
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Queer Lake
Windfall Pond
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Uncas Road
Bug Lake
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Black Bear Mtn.
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Fawn Lake
Beaverdam Pd.
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Mitchell Ponds Mtn.
Icehouse Pd.
Helldiver Pd.
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Grove Ck.
Benedict Pine
Red River
Beaver Lake
Squaw Lake
Stink Lake
Balsam Lake
Indian Lake
Horn Lake
Brooktrout Lake
West Lake
Mud Lake
Pillsbury Lake
Deep Lake
Twin Lakes
Wolf Pond
Falls Pond
Jimmy Pond
Beaver Pond
Cedar Lakes
Cellar Pond
Cellar Mtn.
Wilson Ridge
Little Moose Mtn.
Manbury Mtn.
Sly Pond
Little Moose Lake
Wilson Pond
Potter Pond
Cascade Pond
Stephens Pond
Sprague Pond
Brown Pond
Carry Pond
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Dish Rag Pd.
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Wakely Mtn. Primitive Area
Lake Kora
Home Pond
Mohegan Lake
Sagamore Lake
Slim Pond
Bear Pond
Raquette Lake
Tioga Pt.
Grass Pond
Helms Pond
Upper Pd.
Middle Pd.
Lower Pond
Pine Pond
Blue Mountain Lake
Boulder Brook
Beaver Bk.
Loon Bk.
Bear Bk.
Marion River
Brown's Tr. Inlet
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Cedar River
Cedar River Flow
Buell Brook
Dillon Bk.
Squaw Brook
Payne Bk.
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Butler Bk.
Wilson Bk.
Little Squaw Brook
Cosgrove Bk.
Wakely Bk.
Cedar Brook
Lost Pond
Otter Bk.
Red Creek
Bradley Stream
Sumner Stream
Moose River
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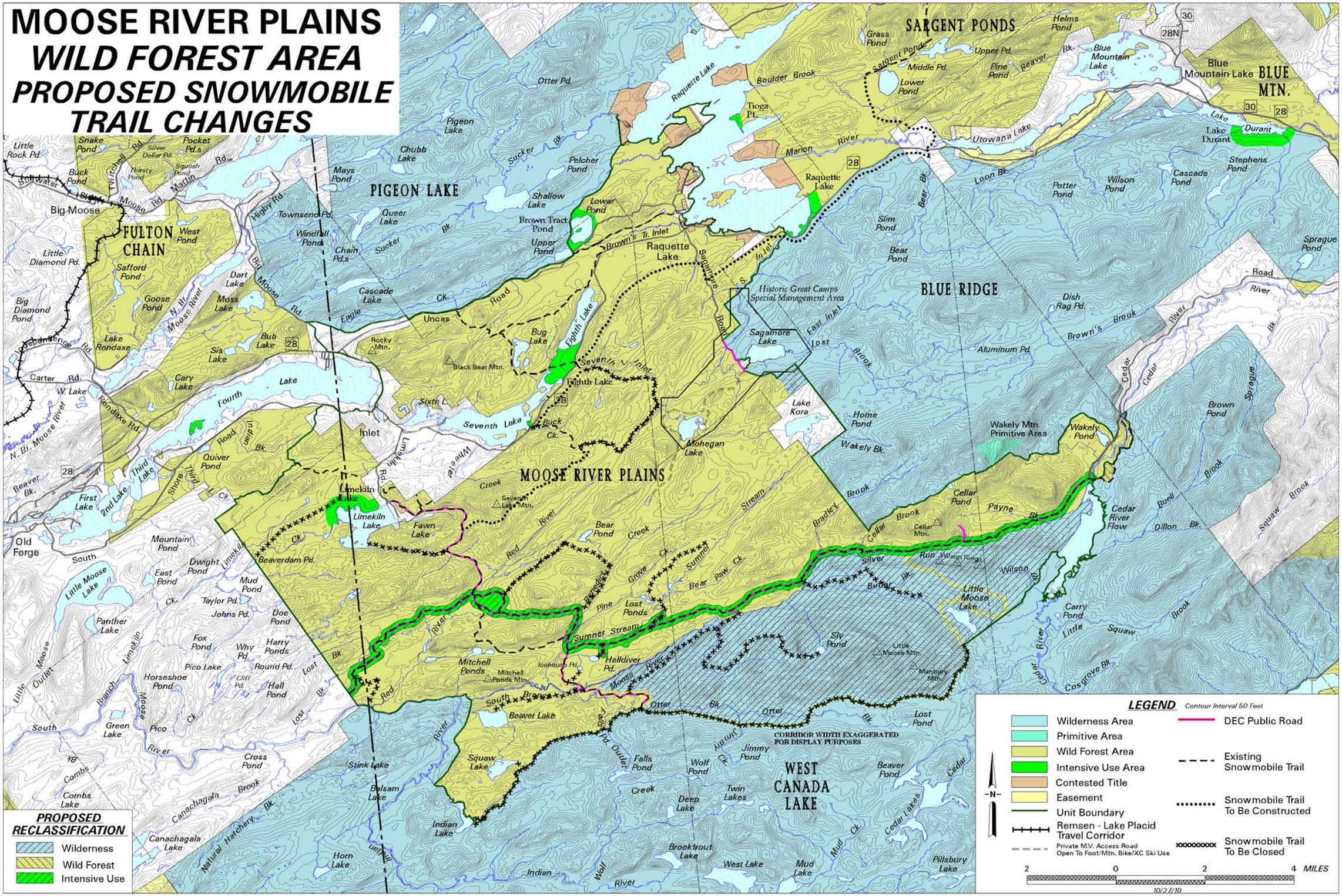
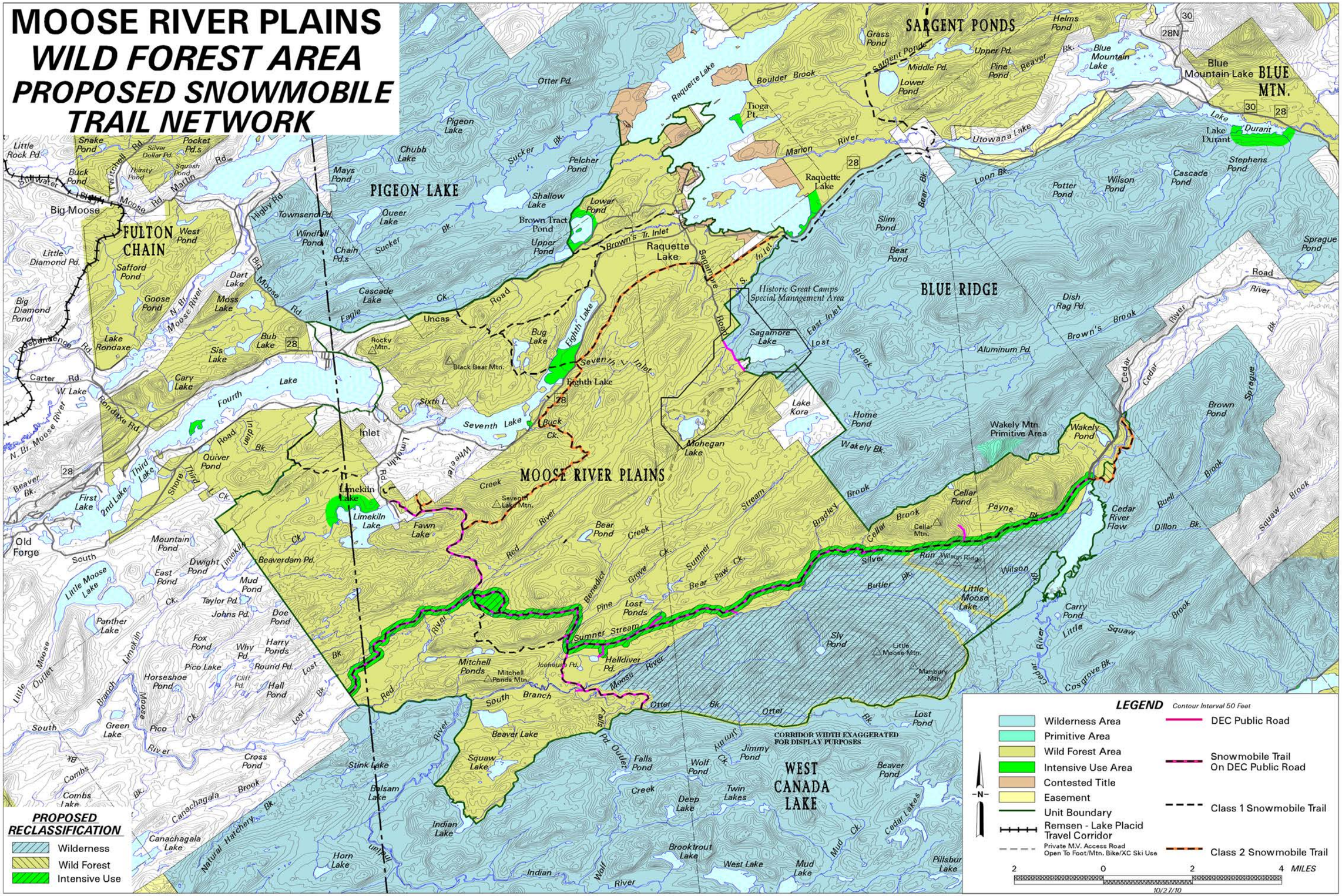
Jimmy Ck.
Mud Ck.
Lost Bk.
Pico Ck.
Buck Ck.
Limekiln Ck.
Third Lake
Second Lake
First Lake
Shore Third Ck.
Fourth Inlet
Seventh Inlet
Eighth Lake
Lost Pond
Lake Rondaxe
Sis Lake
Bub Lake
Cary Lake
W. Lake
Quiver Pond
Mountain Pond
Dwight Pond
East Pond
Mud Pond
Taylor Pd.
Johns Pd.
Doe Pond
Panther Lake
Fox Pond
Why Pd.
Harry Ponds
Pico Lake
Round Pd.
Horseshoe Pond
Cliff Pd.
Hall Pond
Green Lake
Cross Pond
Combs Lake
Sylvan Ponds
Canachagala Lake
Canachagala Brook
Natural Hatchery Bk.
Little Moose Outlet
Limekiln Lake Rd.
Limekiln Rd.
Beaver Bk.
Combs Bk.
Otter Bk.
Lost Bk.
Big Moose Rd.
Moose Rd.
Marion Rd.
Townsend Rd.
Higby Rd.
Fulton Chain Rd.
Rondaxe Rd.
Carter Rd.
Stillwater Rd.
Fitchbel Rd.
Silver Dollar Pd.
Squash Pond
Thirsty Pond
Pocket Pd.s
Snake Pond
Little Rock Pd.
Buck Pond
Big Diamond Pond
Little Diamond Pd.
Safford Pond
Goose Pond
Dart Lake
Moss Lake
N. Br. Moose River
Big Moose Rd.
Chain Pd.s
Windfall Pond
Townsend Pd.
Queer Lake
Sucker Bk.
Chubb Lake
Pigeon Lake
Lower Sister Lake
Raquette Lake
Boulder Brook
Tioga Pt.
Marion River
Utowana Lake
Loon Bk.
Bear Bk.
Slim Pond
Bear Pond
Raquette Lake
Brown's Tr. Inlet
Sagamore Road
East Inlet
Lost Brook
Sagamore Lake
Aluminum Pd.
Dish Rag Pd.
Brown's Brook
Cedar River
Sprague Brook
Wakely Bk.
Wakely Pond
Wakely Mtn. Primitive Area
Lake Kora
Home Pond
Mohegan Lake
Cellar Pond
Cellar Mtn.
Payne Bk.
Cedar River Flow
Buell Brook
Dillon Bk.
Squaw Brook
Silver Run
Wilson Ridge
Butler Bk.
Wilson Bk.
Little Moose Lake
Carry Pond
Little Squaw Brook
Cosgrove Bk.
Sly Pond
Little Moose Mtn.
Manbury Mtn.
Lost Pond
Otter Bk.
Red Creek
Bradley Stream
Sumner Stream
Moose River
Fish Pd. Outlet
Jimmy Ck.
Mud Ck.
Lost Bk.
Pico Ck.
Buck Ck.
Limekiln Ck.
Third Lake
Second Lake
First Lake
Shore Third Ck.
Fourth Inlet
Seventh Inlet
Eighth Lake
Lost Pond
Lake Rondaxe
Sis Lake
Bub Lake
Cary Lake
W. Lake
Quiver Pond
Mountain Pond
Dwight Pond
East Pond
Mud Pond
Taylor Pd.
Johns Pd.
Doe Pond
Panther Lake
Fox Pond
Why Pd.
Harry Ponds
Pico Lake
Round Pd.
Horseshoe Pond
Cliff Pd.
Hall Pond
Green Lake
Cross Pond
Combs Lake
Sylvan Ponds
Canachagala Lake
Canachagala Brook
Natural Hatchery Bk.
Little Moose Outlet
Limekiln Lake Rd.
Limekiln Rd.
Beaver Bk.
Combs Bk.
Otter Bk.
Lost Bk.
Big Moose Rd.
Moose Rd.
Marion Rd.
Townsend Rd.
Higby Rd.
Fulton Chain Rd.
Rondaxe Rd.
Carter Rd.
Stillwater Rd.
Fitchbel Rd.
Silver Dollar Pd.
Squash Pond
Thirsty Pond
Pocket Pd.s
Snake Pond
Little Rock Pd.
Buck Pond
Big Diamond Pond
Little Diamond Pd.
Safford Pond
Goose Pond
Dart Lake
Moss Lake
N. Br. Moose River
Big Moose Rd.
Chain Pd.s
Windfall Pond
Townsend Pd.
Queer Lake
Sucker Bk.
Chubb Lake
Pigeon Lake
Lower Sister Lake
Otter Pd.

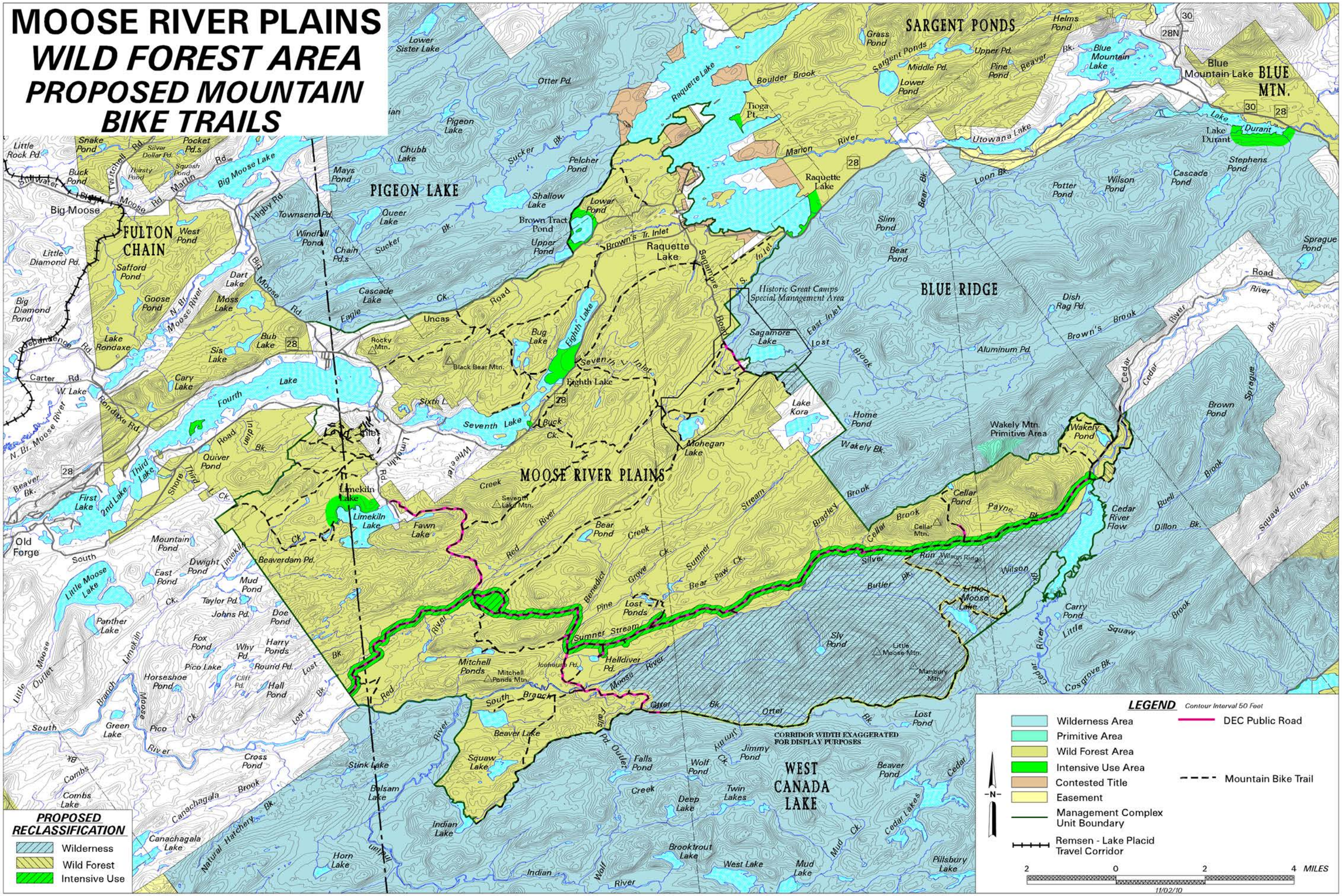
MOOSE RIVER PLAINS
WILD FOREST AREA
PROPOSED SNOWMOBILE TRAIL CHANGES



MOOSE RIVER PLAINS
WILD FOREST AREA
PROPOSED SNOWMOBILE TRAIL NETWORK



MOOSE RIVER PLAINS
WILD FOREST AREA
PROPOSED MOUNTAIN BIKE TRAILS



HISTORIC GREAT CAMPS
SPECIAL MANAGEMENT AREA

EXISTING FACILITIES *Contour Interval 20 Feet*

- Wilderness Area
- Wild Forest Area
- Intensive Use Area
- Valve House
- Generator Plant
- Reservoir Buildiong
- Private M.V. Access Road
- DEC Public Road
- State Truck Trail
- Penstock
- Management Unit Boundary
- Parking Area
- Barrier
- Unmarked Foot Trail
- Bridge
- Snowmobile Trail
- Waterway Access Site
- Hydroelectric Dam

PROPOSED FACILITIES

- Special Management Area Boundary
- Trail Register
- Waterway Access Site
- Unmarked Foot Trail To Be Marked
- Mtn. Bike Trail
- Snowmobile Trail

PROPOSED RECLASSIFICATION

- Wilderness

MOOSE RIVER PLAINS WILD FOREST

BLUE RIDGE WILDERNESS

1958 2436 2310 2293

Sagamore Road

Camp Sagamore Boathouse Site

Cascades Trail

Powerhouse Trail

Gatehouse Site

Cascades

Big Slope Trail

Old Farm Meadow

Ridge Trail

Sugarhouse Site

Johnny Hoy Memorial

Blue Lake Trail

Lost Bk. East Inlet Trail

Crossover Trail

Sagamore Lake

Camp Sagamore

PRIVATE

Safety Zone

Gazebo Site

Gloria's Lean-To Site

Lineman's Cabin Site

George's Cabin Site

Camp Sagamore Springhouses And Cistern

PRIVATE

Old Farm Meadow

Cabin Site

Mink Farm Site

Durant Dam

Pumphouse

Mohegan Lake

Camp Uncas

PRIVATE

Uncas Springhouses

PRIVATE

Lake Kora

28

Eighth Lake

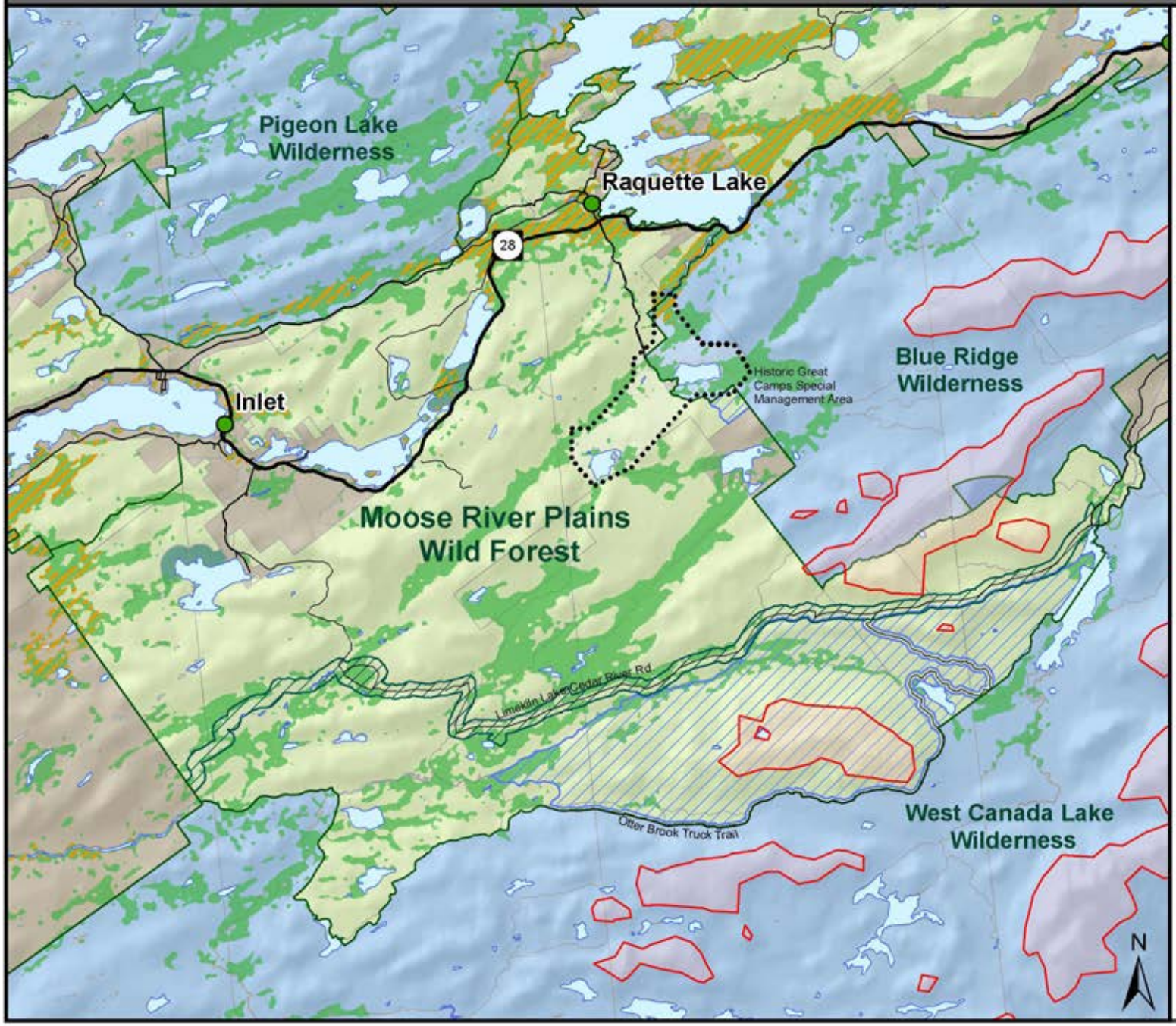
.5 0 .5 1 1.5 2 2.5 *MILES*

12/17/09

Moose River Plains
Wild Forest

Wildlife Habitat Map

New York State Department
of Environmental Conservation



Legend

Wildlife Data

- Spruce Grouse Habitat Model
- Deer Yard Model
- Bicknell's Thrush Habitat

Land Classification

- Private
- Wilderness
- Primitive
- Wild Forest
- Intensive Use

Proposed Land Reclasses

- Wilderness
- Wild Forest
- Intensive Use

Scale 1:170,000
1 inch = 2.68 Miles

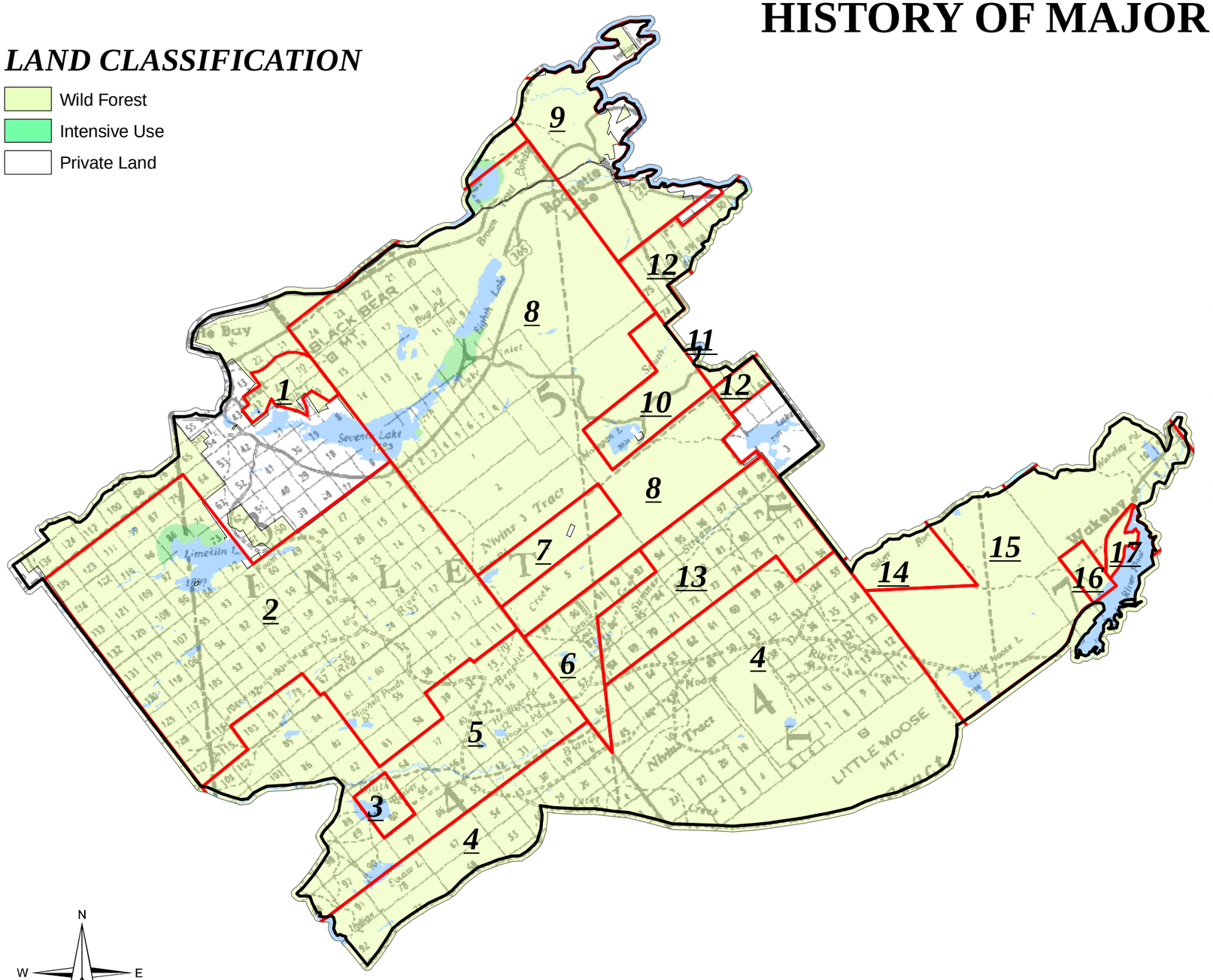
Map produced by the SUNY-ESF Adirondack Ecological Center under the auspices of the UMP-GIS consortium. Ownership boundaries 11/3/2010

0 0.5 1 2 Miles

MOOSE RIVER PLAINS WILD FOREST
HISTORY OF MAJOR LAND ACQUISITIONS

LAND CLASSIFICATION

- Wild Forest
- Intensive Use
- Private Land



1 1956
Finch, Pruyn and Co.
594 Acres
FPP 1275

2 1960
Gould Paper Co.
15,710 Acres
FPP 1342

3 1963
Wilcox
356 Acres
FPP 1508

4 1963
Gould Paper Co.
50,970 Acres *
FPP 1500

5 1881 - 1901

6 1962
Gould Paper Co.
1,803 Acres
FPP 1360

7 1987
Bear Pond Sportsmen Club
1,127 Acres
Hamilton 128

8 1881 - 1900
15,000 Acres

9 1871 - 1909

10 1977
Camp Bullowa Trust
(Camp Uncas)
1,532 Acres
Hamilton 162

11 1975
Syracuse University
(Camp Sagamore)
1,520 Acres *
Hamilton 158

12 1897

13 Most 1898 And 1900

14 1986
Intl. Paper Co.
1,220 Acres *
Hamilton 265

15 1988
Intl. Paper Co.
9,925 Acres *
Hamilton 277

16 1885 - 1890

17 1964
Finch, Pruyn and Co.
602 Acres
Hamilton 2

*Acreage includes lands outside Moose River Plains Wild Forest

N
W E
S

2 1 0 2 4 6 8 Miles

6/22/10

MOOSE RIVER PLAINS POTENTIAL SPRUCE GROUSE HABITAT

LAND CLASSIFICATION

- Wilderness
- Primitive
- Wild Forest
- Intensive Use
- Contested Title
- Easement

DEER YARD HABITAT

- Potential Spruce Grouse Habitat Adirondack GIS Consortium 2005

TRAILS

- Dec Public Road
- Private M.V. Road
- Multi Purpose Trail

N

2 1 0 2 4 6 Miles

MOOSE RIVER PLAINS POTENTIAL DEER YARD HABITAT

LAND CLASSIFICATION

- Wilderness
- Primitive
- Wild Forest
- Intensive Use
- Contested Title
- Easement

DEER YARD HABITAT

- Potential Deer Yard Habitat
  Adirondack GIS Consortium 2005

TRAILS

- Dec Public Road
- Private M.V. Road
- Multi Purpose Trail

N

2 1 0 2 4 6 Miles