

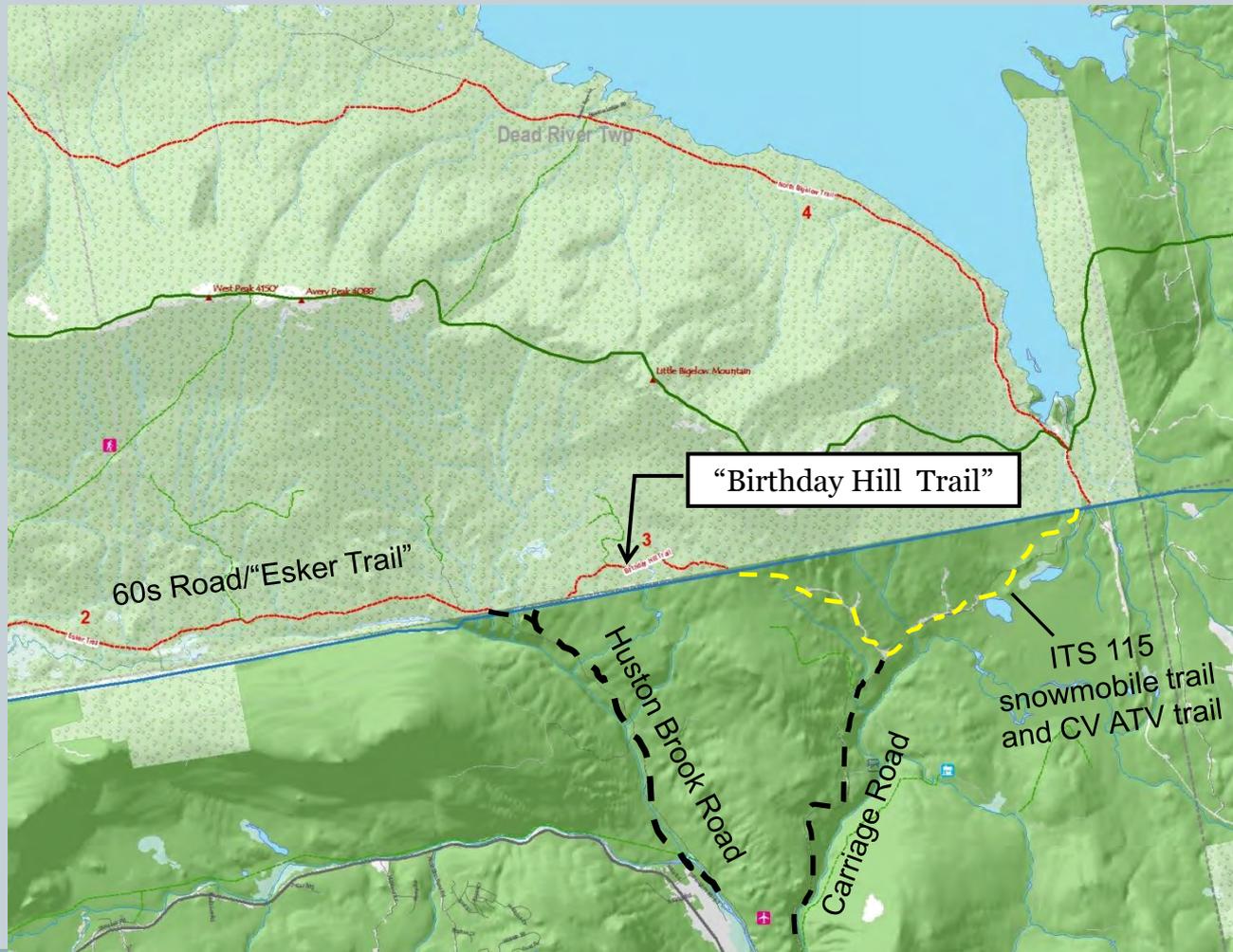
CR NEMBA Proposed “Birthday Hill Trail”

1

- CR NEMBA Proposal
 - Allow bike use on 1.5 mile management road/snowmobile trail segment along south Bigelow Preserve boundary
 - Purpose: “connector trail in existing network, challenging climb/descent”
- Dominant Resource Allocation
 - Bigelow Backcountry

CR NEMBA Proposed “Birthday Hill Trail”

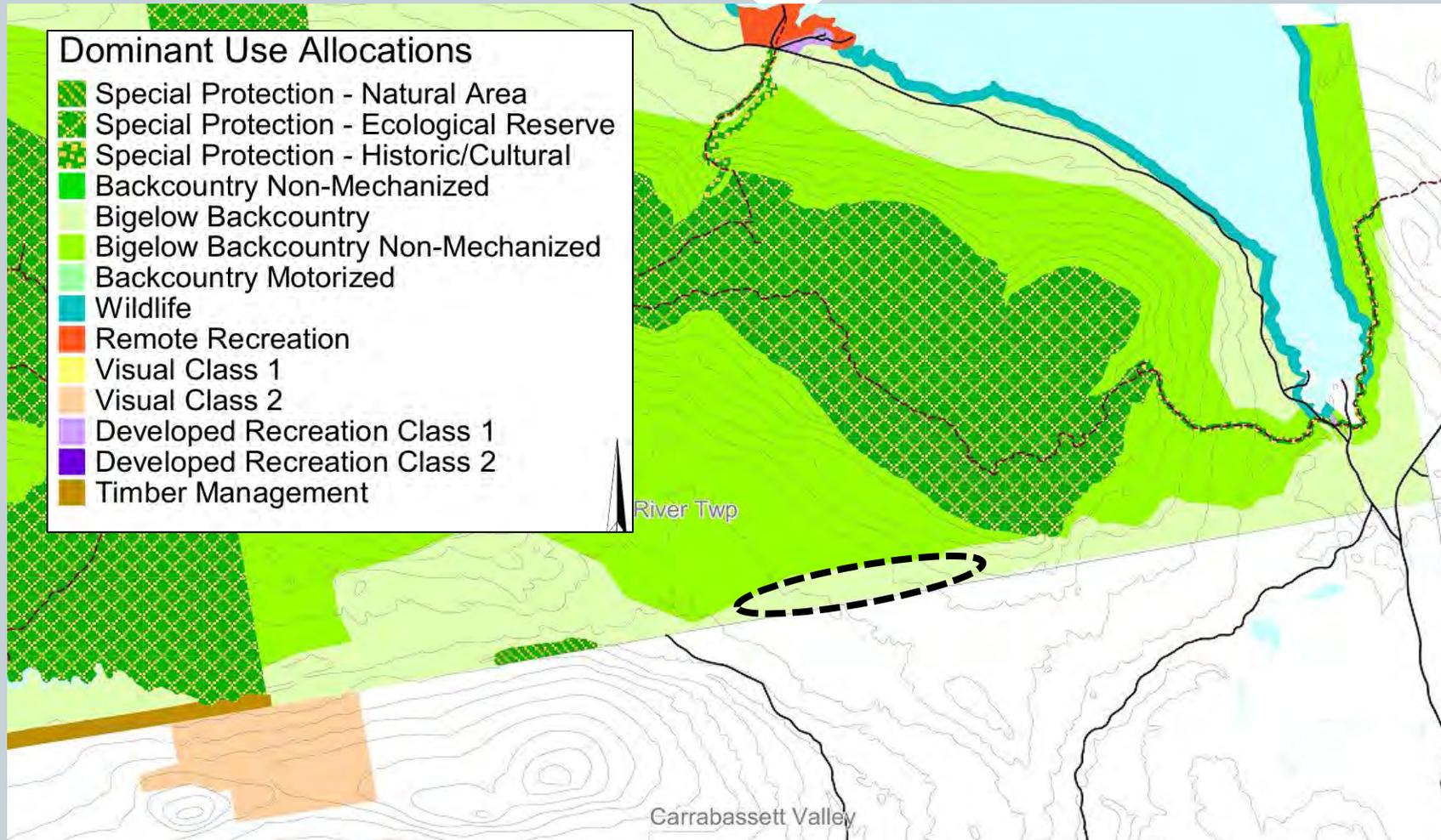
2



Source: base map with numbered trails provided by CR-NEMBA; notation added by BPL.

Dominant Resource Allocations in Vicinity of Proposed Trail

3



Field Photos – “Birthday Hill Trail”

4



Slope on Birthday Hill Trail



Level section of Birthday Hill Trail

CR NEMBA Proposed “Birthday Hill Trail”

5

- Concerns/Constraints
 - Does not link directly to any other designated bike trails (although existing snowmobile/ATV route between the Carriage Road and Huston Brook Road is reportedly ridden now)
 - Riders seeking challenge may be tempted to ride on “winter roads” branching north (upslope) from this road

CR NEMBA Proposed “Birthday Hill Trail”

6

- Justifications for Approval of Concept
 - No new ground disturbance (existing management road used informally by bike riders)
 - Road links directly to snowmobile/ATV routes on adjacent lands that are used by mountain bike riders
 - Road links indirectly to the 60s Road/Esker Trail and regional bike trail network via Huston Brook Road and the Carriage Road
 - Provides gradual climb (most other bike trails and management roads open to bikes in Preserve are generally flat) for riders seeking more physical challenge

Proposed “Birthday Hill Trail”: Proposed Plan Amendment

7

- Allow mountain bike use of road/snowmobile trail segment as a connector trail by adding to list of management roads designated for mountain bike use
- BPL will block as needed any associated winter roads and will monitor for unauthorized bike use of those roads
- Consistent with current policy on mountain bike use within the Bigelow Preserve, road will not be formally designated **as a “bike trail”**
- BPL may use the road as a haul route during future timber harvests, and log yards could be constructed along the road

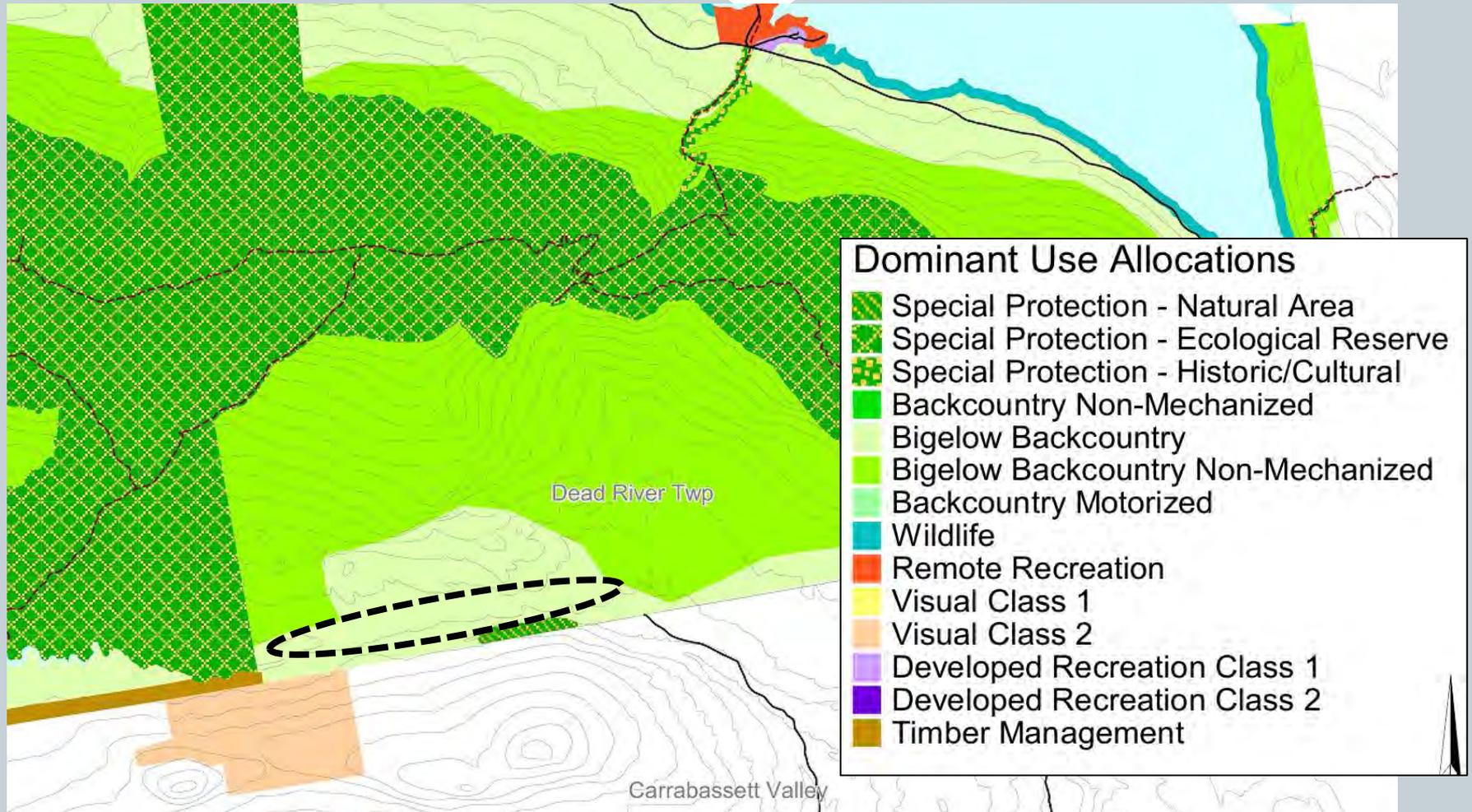
CR NEMBA Proposed “Esker Trail” Reroute

8

- CR NEMBA Proposal
 - Reroute existing trail [~2.4 mile section of the “Esker Trail” within Dead River Twp.] to mitigate for planned use of the road as a haul route during the next few years
 - Purpose: “Trail to provide wilderness experience for users”
- Dominant Resource Allocation
 - Bigelow Backcountry

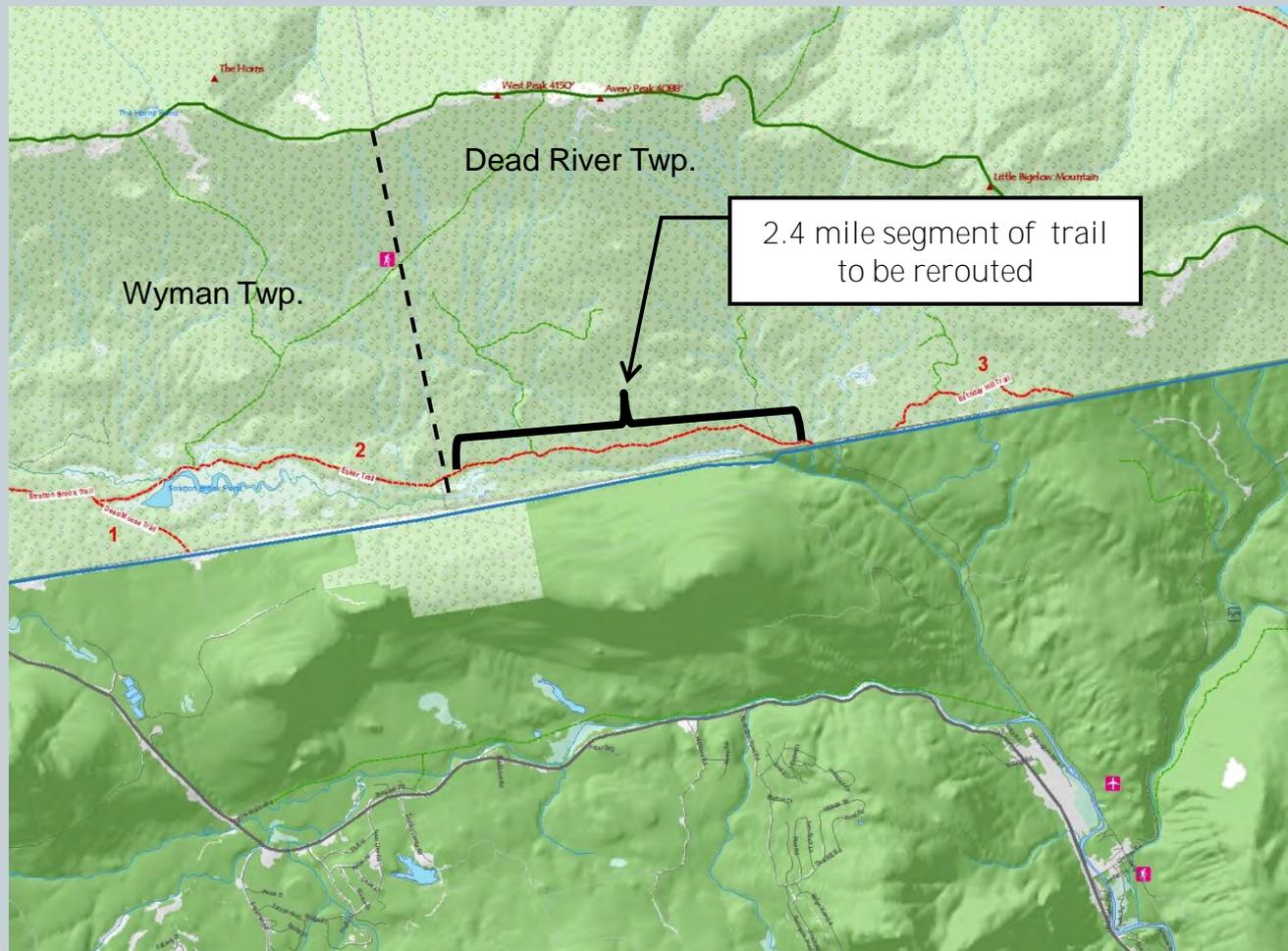
Dominant Resource Allocations in Vicinity of Proposed Trail Reroute

9



CR NEMBA Proposed “Esker Trail” reroute

10



Source: base map with numbered trails provided by CR-NEMBA; notation added by BPL.

Field Photos – “Esker Trail” within Dead River Twp

11



Bridge over small stream crossing



Beaver flowage area crossed by trail

CR NEMBA Proposed “Esker Trail” Reroute

12

- Concerns/Constraints

- Rerouted trail would represent new recreational development and require new ground disturbance in Bigelow Preserve
- Construction of single-track trail may be perceived as setting a precedent for bike trails in the Bigelow Preserve on other than existing public use and management roads
- Availability of resources to construct rerouted trail ahead of planned harvests
- Necessity to avoid potential impacts to Huston Brook Pond and its buffer zone (allocated Special Protection)

CR NEMBA Proposed “Esker Trail” Reroute

13

- Justification for Approval of Concept
 - Trail is key East-West mtn. bike route in south part of Bigelow Preserve, linking Huston Brook Road and Stratton Brook Road
 - Timber harvesting activity will close bike route for 2 seasons, possibly beginning in 2016
 - Upgrade of road for planned harvest would substantially change the riding experience when the trail is reopened
 - ✦ Would no longer approximate single track riding
 - ✦ Would become similar to riding on other management roads in the Preserve, with a wide cleared ROW and graveled surface
 - Concept replaces rather than creates an additional route for mountain bikes
 - Concept does not open up a new area of the Preserve to bike riding
 - Single-track trail can be constructed sustainably and with minimal ground disturbance

Proposed “Esker Trail” Reroute: Proposed Plan Amendment

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- Collaborate with CR NEMBA on specific route and design for ~2.4 miles of rerouted trail, with intention **of providing a “single track” trail**
- Trail will cross only areas allocated Bigelow Backcountry and will avoid the Special Protection zone around Huston Brook Pond
- Trail to be constructed by CR NEMBA
- If beaver flowage half mile east of township/county line is not avoided by reroute, consider improving crossing to facilitate trail use during occasional flooding

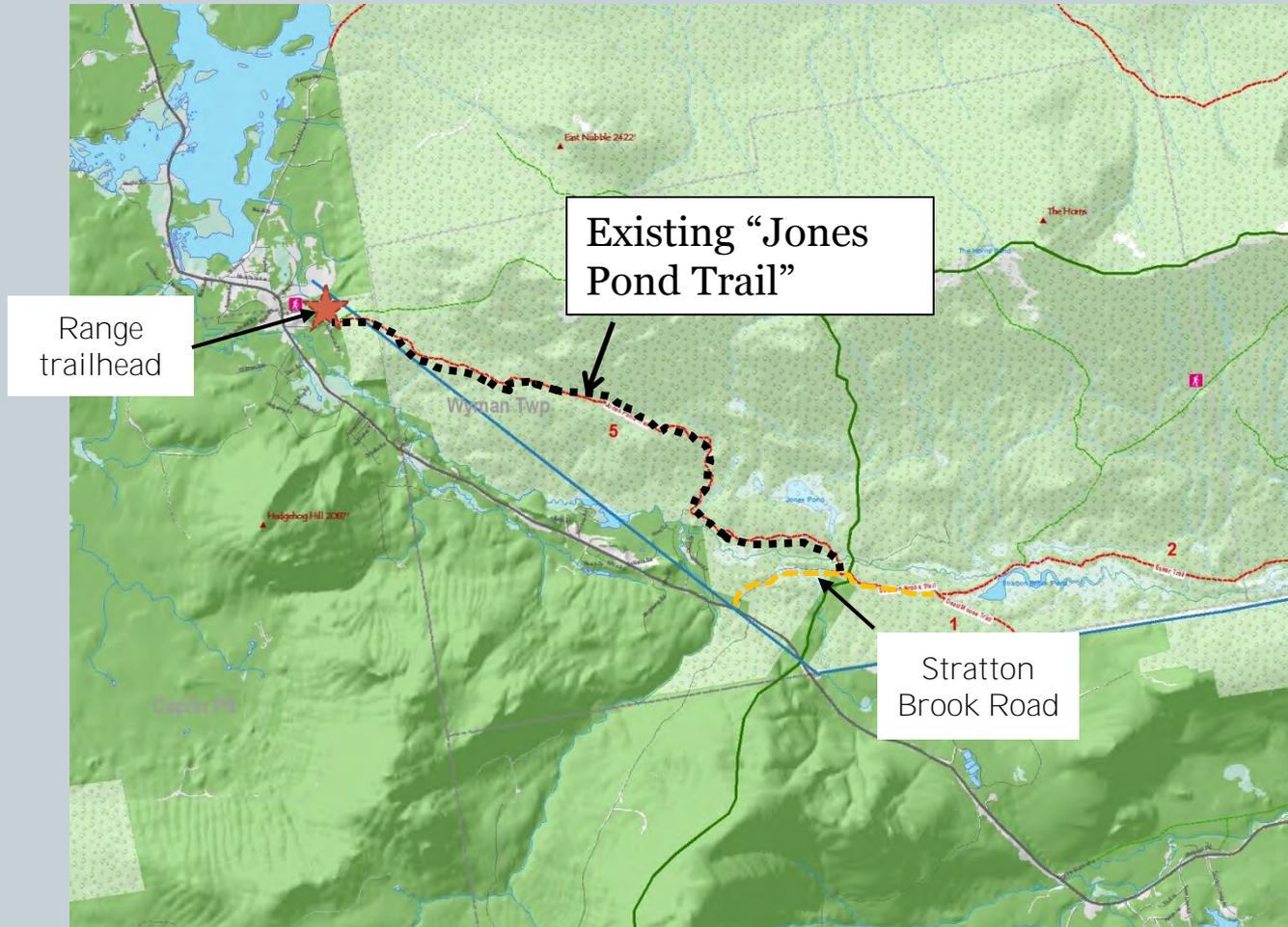
CR NEMBA Proposed Reroute of “Jones Pond Trail”

15

- CR NEMBA Proposal
 - Allow bike use on 5 miles of management road/snowmobile trail crossing SW Bigelow Preserve (Range TH to Stratton Brook Pond Road)
 - Reroute existing trail to provide better experience
 - **Purpose: “provide longer loop option for advanced rider /secondary out and back for intermediate rider”**
- Dominant Resource Allocation
 - Bigelow Backcountry

Stratton Brook Road to Range TH management road (aka “Jones Pond Trail”)

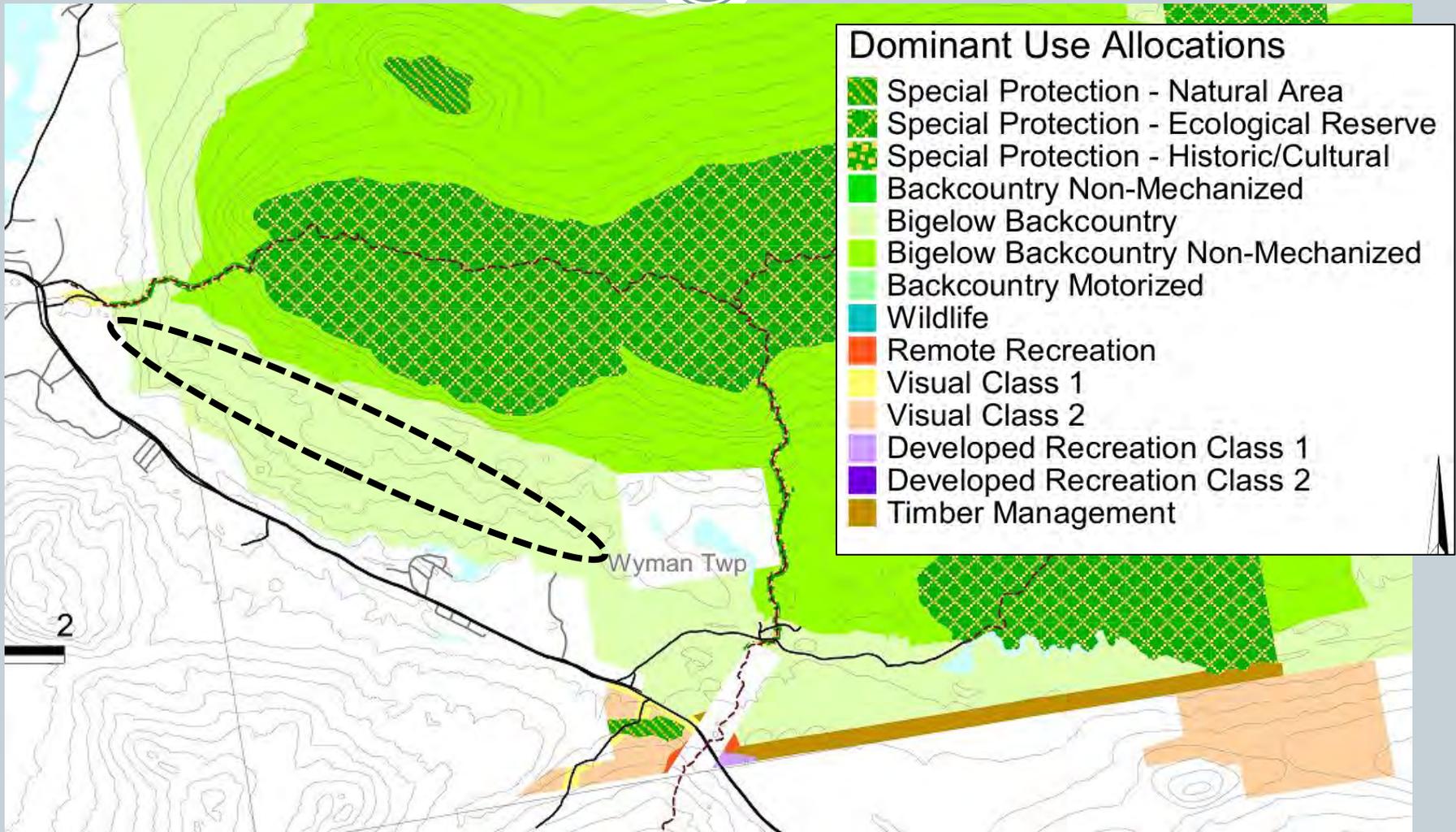
16



Source: base map with numbered trails provided by CR-NEMBA; notation added by BPL.

Dominant Resource Allocations in Vicinity of Proposed Trail Reroute

17



CR NEMBA Proposed “Jones Pond Trail” Reroute

18

- Concerns/Constraints
 - Wet areas within westernmost mile of currently designated trail (“winter road” section) are not in desired condition for bike use
 - Entirely rerouted trail to provide alternative to management road riding would entail 5 miles of new trail in Bigelow Preserve, raising concern about overdevelopment in “Bigelow Backcountry” and preservation of “overall natural character” of the Preserve

CR NEMBA Proposed “Jones Pond Trail” Reroute

19

- Justification for Approval of Concept
 - Road has already been designated for mountain bike use (page 126 of Plan)
 - **Eastern 4 miles of trail is “surfaced summer road” in good condition for bike use**
 - Provides bike route connecting Carrabassett Valley to Stratton community

Field Photos – “Jones Pond Trail”

20



Snowmobile trail near Range TH:
surface conditions suitable for bike
use



Snowmobile trail ~1 mile from Range
TH: washout with logs across trail

Proposed “Jones Pond Trail” Reroute: Proposed Plan Amendment

21

- Work with CR NEMBA to plan improvements on existing management road/snowmobile trail to facilitate bike use and improve riding experience, with limited reroutes in problem areas
- Improvements must be compatible with snowmobile use of the trail corridor
- Improvements to be constructed by CR NEMBA

CR NEMBA Proposed “Backside Trail”

22



Source: base map with numbered trails provided by CR-NEMBA; notation added by BPL.

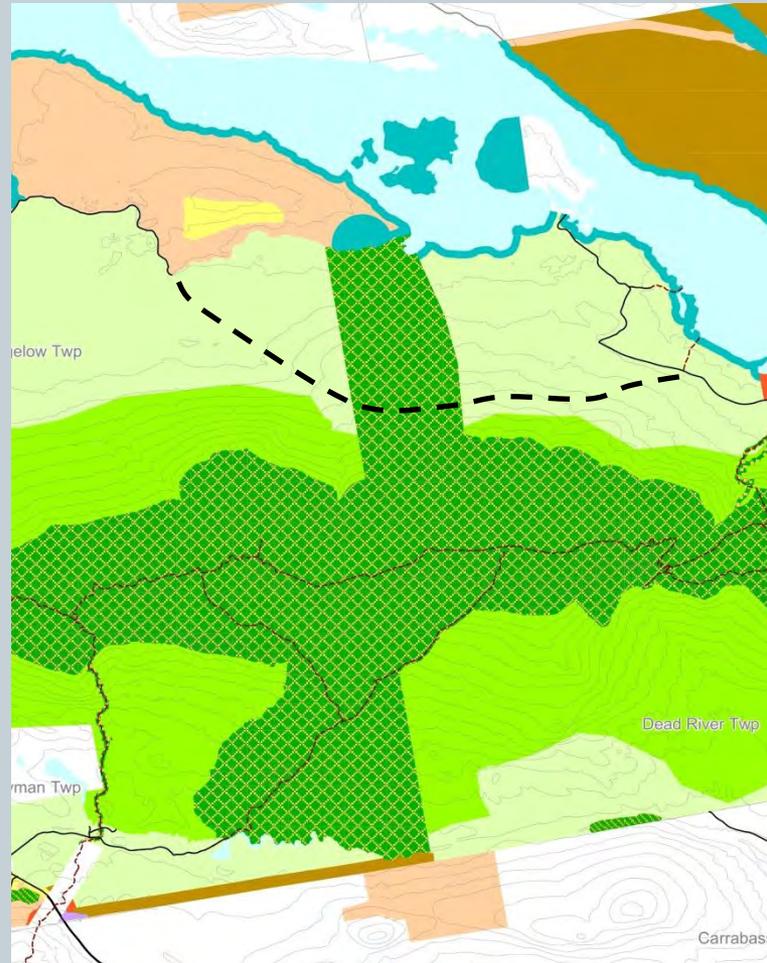
Dominant Resource Allocations in Vicinity of Proposed Trail

23

Flagstaff

Dominant Use Allocations

-  Special Protection - Natural Area
-  Special Protection - Ecological Reserve
-  Special Protection - Historic/Cultural
-  Backcountry Non-Mechanized
-  Bigelow Backcountry
-  Bigelow Backcountry Non-Mechanized
-  Backcountry Motorized
-  Wildlife
-  Remote Recreation
-  Visual Class 1
-  Visual Class 2
-  Developed Recreation Class 1
-  Developed Recreation Class 2
-  Timber Management



Field Photos – “Backside Trail”

24



Wet area with drainage across trail
(Bigelow Twp.)



Beaver dam and flowage across
trail (Bigelow Twp.)

CR NEMBA Proposed “Backside Trail”

25

- No Plan Amendment is proposed
 - **Conflicts with Plan’s objective to minimize further summer trail development on the northern slope and to locate mtn. bike trails “outside a core non-mechanized area” (p. 126), which includes the ecoreserve (Special Protection dominant use allocation)**
 - **Conflicts with desire to limit additional recreation development in the Preserve, in keeping with Vision: “trails and facilities proposed in this Plan...approach the limits of...the maximum appropriate level” (p. 116)**

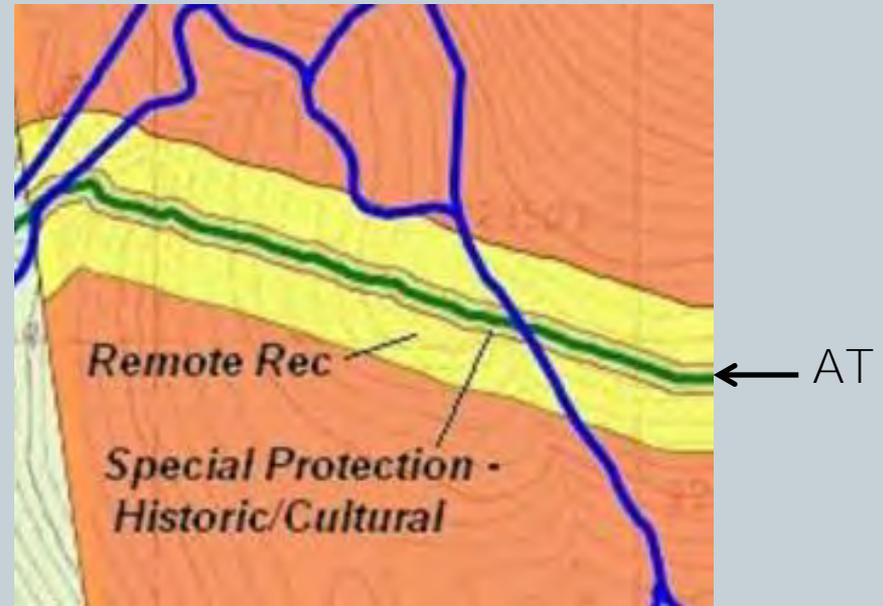
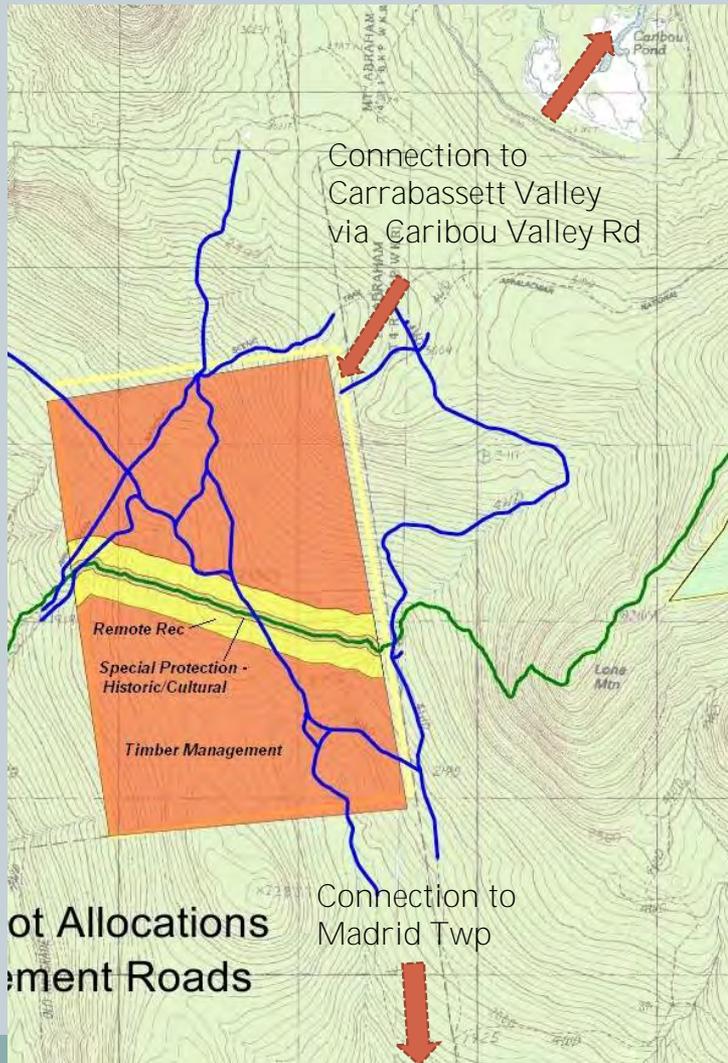
Proposed Redington Lot AT Crossing

26

- BPL & High Peaks Alliance Proposal
 - Allow a perpendicular crossing of the AT corridor on the Redington Lot by a new shared motorized/non-motorized recreation trail
 - **Purpose: provide trail link (along with segments on abutter's lands) between Caribou Valley Road and Madrid Township**
- Dominant Allocations
 - Special Protection – 100 ft. buffer on each side of AT
 - Remote Recreation – additional 400 ft. buffer on each side
 - Timber Management – remainder of lot

Redington Lot Resource Allocations and Roads

27



Close-up of allocations in vicinity of AT

Proposed Redington Lot AT Crossing

28

- Concerns/Constraints
 - Current Plan does not allow new motorized recreation trails within 500 feet of the AT (within the Special Prot./Remote Rec. buffer)
 - **IRP does not allow new motorized trails in “natural” or “historic/cultural” Special Protection areas (page 12)**
 - IRP requires that adjacent landowner approval be sought and received before planned trail connections are approved (page 64); Abutters = Sugarloaf Corp to north, Wagner to south
 - Some organizations and members of local trails community oppose development of motorized trails in core of High Peaks area
 - **Potential for impacts on AT and disturbance of AT hiker’s experience** associated with motorized/mechanized activity (e.g., mountain bikes and ATVs during summer)
 - New trail construction would likely be required on Redington Lot within TM area, where separate motorized (ATV and snowmobile) and **“mechanically assisted” (mtn. bike and groomed ski) trails are desired**, which may conflict with timber management

Proposed Redington Lot AT Crossing

29

- Justification for Approval of Concept
 - Existing timber management road on lot could provide shared-use trail crossing of AT (avoids a new motorized crossing of AT, although use of crossing would expand from timber management only to recreation)
 - Provides a regional link for snowmobiles, ATVs, and groomed ski trails to connect the Caribou Valley Road to trails south of the lot on Madrid Twp.
 - A number of trail interests in the region consider this link to be vital to the development of regional trail networks
 - No other north-south motorized trail linkage routes in this area appear viable

Proposed Redington Lot AT Crossing: Proposed Plan Amendment*

30

- Dominant Resource allocations
 - Reallocate 100-foot Special Protection buffer to Remote Recreation in the immediate vicinity of management road crossing of AT
 - Allow new motorized recreation trail within 500 feet of the AT (within the Remote Recreation buffer); IRP allows if meet 3 criteria
- Management Recommendations
 - Collaborate with regional trail organizations (e.g., snowmobile and ATV clubs, CR-NEMBA, MH&T, MATC) to develop the best trail alignment on BPL and adjoining properties that would utilize a shared AT crossing on existing management road and shared or, potentially, separate motorized and non-motorized trails on and off the lot
 - Develop plan with AT organizations to control and monitor mountain bike and motorized use at AT crossing to ensure no trespass onto AT and to minimize potential conflicts with hikers

** Pending approval from abutters of motorized trail on their parcels*

Proposed East Flagstaff Lake Boat Launch

31

- Brookfield Proposal
 - To meet FERC license obligations, Brookfield has proposed to “investigate potential locations...for alternate trailered boat access” due to lack of viable options for day parking at Bog Brook boat launch
 - 2 options have been discussed:
 - ✦ develop basic trailered launch at Little Bigelow Gravel Pit trailhead
 - ✦ construct new launch ramp on Dead River Peninsula, in vicinity of North Flagstaff Road (specific site TBD)
- Resource Allocations
 - Gravel Pit site:
 - ✦ Parking and campsites (former gravel pit) = Developed Recreation Class I
 - ✦ Shoreline zone (330 ft. buffer) – Dominant = Wildlife, Secondary = Remote Recreation
 - Dead River Peninsula site:
 - ✦ Shoreline zone (330 ft. buffer) - Dominant=Wildlife, no secondary allocation
 - ✦ Outside buffer zone = Timber Management

Gravel Pit Site and Vicinity

32



Field Photos – Little Bigelow gravel pit TH

33



Parking area



Carry-in boat access trail

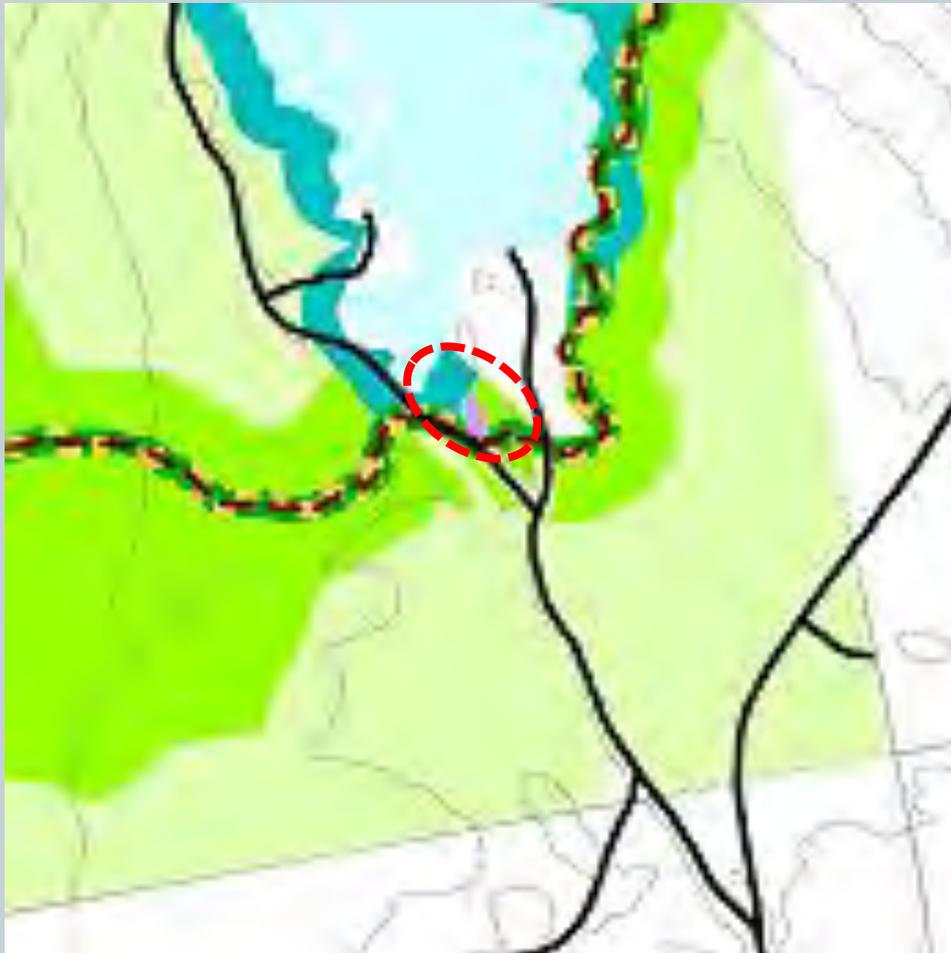
Dead River Peninsula (general area of proposed launch ramp, site TBD)

34



Dominant Resource Allocations in Vicinity of Proposed Boat Launch – Gravel Pit Site

35



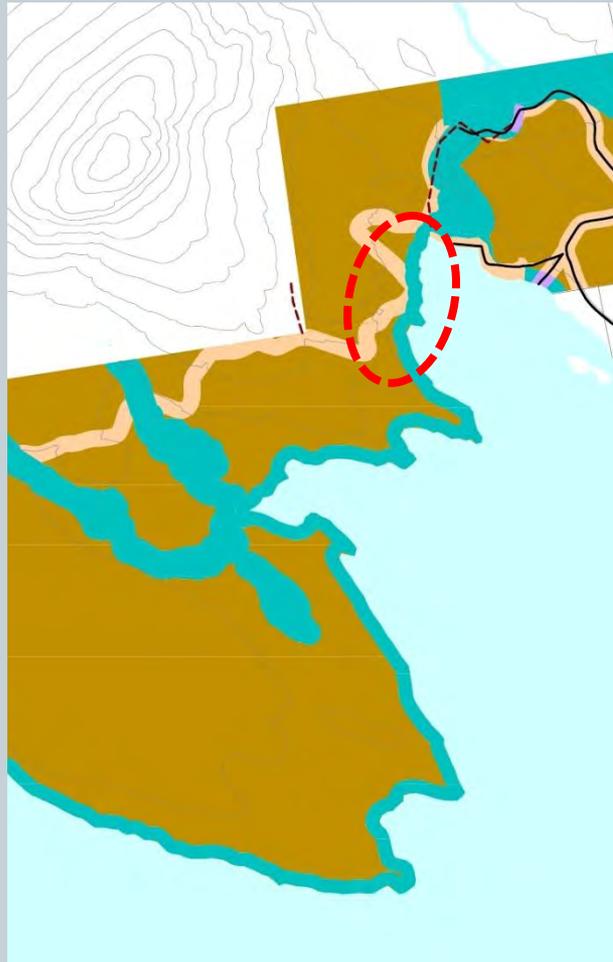
Dominant Use Allocations

-  Special Protection - Natural Area
-  Special Protection - Ecological Reserve
-  Special Protection - Historic/Cultural
-  Backcountry Non-Mechanized
-  Bigelow Backcountry
-  Bigelow Backcountry Non-Mechanized
-  Backcountry Motorized
-  Wildlife
-  Remote Recreation
-  Visual Class 1
-  Visual Class 2
-  Developed Recreation Class 1
-  Developed Recreation Class 2
-  Timber Management



Dominant Resource Allocations in Vicinity of Proposed Boat Launch – Dead River Peninsula Site

36



Dominant Use Allocations

-  Special Protection - Natural Area
-  Special Protection - Ecological Reserve
-  Special Protection - Historic/Cultural
-  Backcountry Non-Mechanized
-  Bigelow Backcountry
-  Bigelow Backcountry Non-Mechanized
-  Backcountry Motorized
-  Wildlife
-  Remote Recreation
-  Visual Class 1
-  Visual Class 2
-  Developed Recreation Class 1
-  Developed Recreation Class 2
-  Timber Management



Proposed East Flagstaff Lake Boat Launch

37

- Concerns/Constraints

- Gravel Pit site:

- ✦ Within Bigelow Preserve (some may consider a new boat launch to be **incompatible with maintaining “undeveloped character” of Preserve**)
- ✦ Remote Recreation secondary allocation allows only carry-in boat access
- ✦ Potential conflicts with existing uses (trailhead parking and primitive campsites)
- ✦ AT routed on road and through woods adjacent to site

- Dead River Peninsula site:

- ✦ Development would likely involve more new ground disturbance and would be more costly than Gravel Pit site
- ✦ Considerable distance (10+ miles) from existing Bog Brook launch that new launch would replace and less accessible from nearby communities
- ✦ Remoteness of site may make it more vulnerable to abuse and other management problems

Proposed East Flagstaff Lake Boat Launch

38

- Justifications for Approval of Concept

- General:

- ✦ No fully functional trailered boat access on east side of lake
- ✦ The limited capacity and design of the intended facility and the large area and shallow character of the lake would minimize potential impacts on non-motorized boating
- ✦ Facility would facilitate access by non-motorized as well as motorized boaters, particularly large groups with multiple boats

- Gravel Pit site:

- ✦ Close to existing Bog Brook site, easily accessible from communities to south
- ✦ Most of site already disturbed (new construction would be required for launch ramp and turn-around that would replace existing 400 ft. carry-in foot trail, and expansion of parking area within former gravel pit)

- Dead River Peninsula site:

- ✦ outside of Bigelow Preserve
- ✦ no conflict with existing uses

Proposed East Flagstaff Lake Boat Launch: Proposed Plan Amendment

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- Explore with Brookfield the development of one of two potential new trailered boat launch sites on east Flagstaff Lake
- If Gravel Pit site selected:
 - Consistent with 1981 Bigelow Preserve Policy and Guidelines incorporated into the 2007 Plan (p. 117), allow for development of **facility as “a basic facility necessary to provide access”**
 - Expand existing trailhead/campsite parking to provide 4-6 vehicle with trailer parking spaces
 - Modify existing carry-in trail to a gravel trailered boat ramp with a turnaround, and with a cement plank surface at the lower end
 - Revise shore zone allocation from Wildlife/Remote Recreation to Developed Recreation Class I in area of launch ramp
 - Collaborate with Boating Facilities Program and Brookfield on design, permitting, and construction of facility

Proposed East Flagstaff Lake Boat Launch: Proposed Plan Amendment

40

- If Dead River Peninsula site selected:
 - Revise Dominant Allocation from Wildlife and Timber Management (if applicable) to Developed Recreation Class I in area of launch ramp
 - Construct a new gravel trailered boat launch ramp with parking for 4-6 vehicles and trailers, with access via the North Flagstaff Road
 - Collaborate with Boating Facilities Program and Brookfield on siting, design, permitting, and construction of facility
 - Consider site maintenance arrangement using Camp Host volunteer stationed at Big Eddy

Summary – Proposals Accepted

41

- Plan amendments would allow the following proposals to move forward, *with prescribed requirements and changes to concept as indicated*:
 - Non-motorized trail segments at Chain of Ponds
 - Non-motorized trail segment at Stratton area/Bigelow Preserve, without new trail construction
 - Mountain bike use of 2 short management roads in Preserve
 - Minor reroutes of **“Jones Pond” bike route** in problem areas
 - Reroute of Dead River Twp. portion of Esker Trail
 - Connector trail from Stratton Brook Hut to Bigelow Preserve
 - Basic trailered boat launch on East Flagstaff Lake
 - Shared motorized/non-motorized crossing of AT on Redington Lot

Summary – Proposals Rejected

42

- No Plan amendments have been proposed to allow the following proposals , or portions of proposals
 - 4.5 miles of new non-motorized trail along Stratton Brook
 - **Complete or substantial reroute of “Jones Pond” bike route**
 - Mountain bike crossing of northern portion of Bigelow Preserve
- BPL has judged these to be incompatible with the 2007 Plan and/or the BPL Vision for the affected properties, and has proposed amendments to allow alternatives that require little or no new development on public lands