

VI. MANAGEMENT: POLICIES, GOALS, OBJECTIVES, & STRATEGIES.

ALLAGASH WILDERNESS WATERWAY VISION AS SEEN THROUGH THE LENS OF THE STRATEGIC PLAN'S GUIDING PRINCIPLES

Background

As stated in the 2011 Allagash Wilderness Waterway Strategic Plan, The Allagash Wilderness Waterway Advisory Council was established in 2007 (P.L. 2007, c. 146) in amendments to the Waterway law, implementing the recommendations of the Governor's Allagash Wilderness Waterway Working Group. The Advisory Council developed the strategic plan to provide a strategic context for this more "operational" Allagash Wilderness Waterway Management Plan. Like the Advisory Council itself, the strategic plan is independent of and advisory to the management plan. However, the Division looks to the strategic plan as a document that while not legally binding like state Waterway statutes, is nonetheless a source of guidance and a marker for appropriate management.

The following Strategic Plan principles and management plan visions are intended to describe the management plan vision as it relates to the principles laid out in the strategic plan.

AWW STRATEGIC PLAN MISSION STATEMENT

"Preserve, protect and develop the maximum wilderness character of the Allagash Wilderness Waterway by ensuring its ecological integrity and optimum public use through careful management as a wilderness area in the historic and modern context of a working forest."

STRATEGIC PLAN GUIDING PRINCIPLE

“Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen.”

Management Plan Vision

- The views, sounds, and smells of nature dominate throughout the Restricted Zone and on the watercourse. Opportunities to have experiences comprised of elements such as solitude, freedom, adventure, self-reliance, relaxation, tradition, appreciation for nature and history, and a sense of connectedness with something larger than one’s self abound.
- Waterway management activities will not unduly restrict visitors’ sense of freedom, spontaneity, and unconfined recreation. However, Waterway management actions shall still ensure visitor and resource protection as well as the positive experiences of other users. Park staff will be available but will not intrude unnecessarily on the Waterway experience.
- Water quality and quantity are maintained for traditional recreation activities and water dependent resources. This includes the continued operation of Telos, Lock, and Churchill Dams.
- Waterway management will continue to work closely with the Maine Department of Inland Fisheries and Wildlife to help them protect native fish populations and the fishing opportunities based on these native fish species.
- While *“priority is placed on providing a memorable wilderness recreation experience to ...canoeists and fishermen”*, opportunities are also provided that include but are not limited to the use of small motors on canoes and boats; the use of large motors on Chamberlain and Telos Lakes; hunting; hiking; nature education; wildlife observation; photography; limited float plane access for canoeing and fishing parties; snowmobiling; and ice fishing.
- Canoe parties will continue to have the opportunity to break the Waterway into trips of varying duration by utilizing various put-in and take-out locations directed to remain available per statute.

STRATEGIC PLAN GUIDING PRINCIPLE

“The rich history, culture and traditions of the Allagash River contribute to its uniqueness, and will be preserved and interpreted as an asset to the Waterway and its visitors”.

Management Plan Vision

- Management of significant cultural and historic resources within the Restricted Zone will protect those resources while minimizing their impact to the wilderness character.
- Nugent’s and Jalbert’s sporting camps represent historical and cultural elements inherent to the Allagash and Maine’s north woods and will continue to operate in the Waterway.
- Interpretative materials (unobtrusive interpretive signs, exhibits, etc.) will be limited to specific locations in the Restricted Zone (such as the Tramway and Churchill Depot). Offsite materials such as brochures, webpages, and other digital media will prepare and inform visitors prior to their arrival in the Waterway. All interpretive materials as well as conversational interactions between visitors and staff will seek to impart to visitors the dynamic history associated with the river and how the current wilderness setting is a unique blend of human history and natural processes.

STRATEGIC PLAN GUIDING PRINCIPLE

“The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management.”

Management Plan Vision

- The Restricted Zone and Watercourse are the focal points of managing wilderness character. The one-quarter mile New Construction Area and the One Mile Area, outside of the Restricted Zone, are regarded as buffers to the “wilderness character” of the Restricted Zone and the watercourse for the purposes of preventing development within one-quarter mile of the outer Restricted Zone boundary that would impinge upon the wilderness character of the Restricted Zone.

- The Allagash Wilderness Waterway’s prominent role as the first State-administered component of the National Wild and Scenic River System as well as its national significance as a canoe tripping destination is recognized and celebrated.
- Management will strive to maintain and enhance where possible shorelines’ predominantly natural character in which evidence of human activity is sparse. Exceptions will exist at access points and bridge crossings defined by statute, designated historical/cultural buildings and campsites, as well as administrative structures deemed essential for safety and management purposes.
- Recreation infrastructure including but not limited to campsites, portage and other trails, and put-in and take-out sites will be constructed to be functional yet rustic in design and deemed beneficial to the safety and experience of Waterway users. Infrastructure such as bridges, roads, boat launches, and parking areas will have their aesthetic impacts on the natural appearance of the shoreline minimized. Administrative structures within the Restricted Zone will be unobtrusive and/or out of view of the recreating public unless, as in the case of ranger cabins, they serve a public safety function and need to be visible to Waterway visitors.
- The physical setting, including but not limited to campsites, launch sites, and portage trails will be managed to minimize recreation impacts to native plant and animal species while still affording appropriate recreation access and experiences.

STRATEGIC PLAN GUIDING PRINCIPLE

“The Watercourse and Restricted Zone shall be managed in accordance with wilderness management principles and legislative mandates to facilitate preservation of historical features and traditions that enrich the Waterway and visitor experience”.

Management Plan Vision

- Waterway management recognizes and plans for the local culture of and demand for day-use associated with traditions such as gathering berries and fiddleheads, fishing, hunting, and visiting historic destinations.
- Formal and informal data sources and techniques will be employed to monitor recreational use, visitor experiences, and resource conditions.
- Consistent with statute, limitations are placed on the number of motor vehicle, float plane, watercraft, foot trail, and snowmobile access points to the watercourse.

- Seasonal distinctions are recognized as part of the overall recreation management approach. Specifically, it is recognized that winter visitation has its own unique character and has specialized policies. Likewise, spring and fall represent seasons in which fishing and hunting demand are especially considered.

STRATEGIC PLAN GUIDING PRINCIPLE

“Broader Waterway purposes of ecological integrity, viewsheds, fish and wildlife management, forest management and wilderness recreation and character of the ¼ and 1-mile zones shall be pursued in partnership with landowners and appropriate agencies, especially the Maine Departments of Conservation and Inland Fisheries and Wildlife”.

Management Plan Vision

- Waterway management will seek to collaborate with private landowners within and abutting the Waterway to enhance the Waterway. Continued, open communication and a spirit of collaboration will be nurtured.
- The Division of Parks and Public Lands will explore opportunities to work with participating landowners and other state agencies to identify and plan for the protection of important ecological, historic/cultural, and recreational resources.
- The Maine Department of Conservation and the Maine Department of Inland Fisheries and Wildlife will continuously seek to coordinate and collaborate on Waterway matters.

MAINE DIVISION OF PARKS AND PUBLIC LANDS MISSION AND ROLE OF THE ALLAGASH WILDERNESS WATERWAY

The Mission of the Maine Division of Parks and Public Lands is as follows:

“The Maine Division of Parks and Public Lands protects and manages the natural and cultural resources under its care in order to offer a wide range of recreational and educational opportunities and provide environmental and economic benefits for present and future generations.”

The Allagash Wilderness Waterway serves the Division’s mission by acting as a destination for generations of visitors looking to engage in outdoor recreation pursuits and experiences on the primitive, wilderness side of the spectrum of recreation opportunities. It is an iconic canoe tripping and cold-water fishing destination purposefully managed to help the Division meet the demand for wilderness experiences in Maine.

WILDERNESS CHARACTER OF THE WATERCOURSE AND THE RESTRICTED ZONE

The state-owned Restricted Zone of the Allagash Wilderness Waterway was established to “. . . *preserve, protect and develop the maximum wilderness character of the watercourse*” from Telos Lake to Twin Brook Rapids, including Allagash Lake and Stream. The Legislature also provided for the continued existence of a privately-owned, working forest beyond the Restricted Zone, within one mile of the watercourse, by allowing conditional timber harvesting. This area is described in the statute as the “One Mile Area,” but is also often referred to as the “One Mile Zone.” The zones outside of the Restricted Zone but still within the design and boundary of the Waterway serve as a buffer to the wilderness character of the Restricted Zone and watercourse.

Wilderness Character

The phrase “maximum wilderness character” is used in Section 1873.3 of the Allagash statute as follows: “*The Restricted Zone shall preserve, protect and develop the maximum wilderness character of the watercourse.*” The word “wilderness” is used in Section 1871, Declaration of Policy, without reference to the Waterway or any area or zone of the Waterway. “Wilderness character” is also used in Section 1883: “. . . *proper observance of rules of human behavior to preserve the natural beauty and wilderness character of the waterway.*” “Wilderness” or “wilderness character” is not used in any definition of the New Construction Area or the One Mile Area.

The clearest use of the phrase “wilderness character” is in the definition of the Restricted Zone. This, in addition to special activities prohibited or allowed by statute or by rule, have led to the creation of a working concept of “wilderness character” for the Restricted Zone and the watercourse.

WILDERNESS CHARACTER CONCEPT FOR THE RESTRICTED ZONE AND THE WATERCOURSE

Wilderness character can be thought of a mix of physical, social, managerial, and even symbolic conditions coming together to create a setting with specific traits experienced by visitors. This management plan uses the term “wilderness character concept” to more clearly define what is meant by “wilderness character”. The wilderness character concept for the AWW Restricted Zone is expressed below; this outline is intended to guide management and showcase the vision of wilderness character for the Restricted Zone.

Biophysical Setting:

- Shorelines will be predominantly natural and show little evidence of human activity. Exceptions will exist due to designated campsites, access points and bridge crossings defined by statute, designated historical/cultural buildings and sites, as well as administrative structures deemed essential for safety and management purposes.
- Recreation infrastructure including but not limited to designated campsites, portage and other trails, and put-in and take-out sites will be constructed to be functional yet rustic in design and deemed beneficial to the safety and wilderness experience of Waterway users. Bridge sites and their associated roads will have their aesthetic impacts on the natural appearance of the shoreline minimized not withstanding safety requirements. Administrative structures within the Restricted Zone will be unobtrusive and/or out of view of the recreating public unless, as in the case of ranger cabins, they serve a public safety function and need to be visible to Waterway visitors.
- The setting, including but not limited to campsites, launch sites, and portage trails will be managed to minimize recreation impacts to native plant and animal species while still affording appropriate recreation access and experiences. To the extent possible, the overriding management intent should be to ensure ecological integrity so that Waterway visitors can experience a setting marked predominantly by natural ecological processes.
- Water quality and quantity are maintained for traditional recreation activities and water dependent resources.

Social Setting

- Natural views, sounds, and smells dominate.

- Solitude, freedom, adventure, self-reliance, relaxation, appreciation for nature and history, and a sense of connectedness with something larger than one's self are predominant values. Pristine environments, primitive campsites, and minimized evidence of modern human activity (e.g., litter, site impacts) provide opportunities for inspiration and contemplation.

Managerial Setting

- Limitations are placed on the number of motor vehicle, float plane, watercraft, foot trail, and snowmobile access points to the watercourse.
- Waterway management activities should not unduly restrict visitors' sense of freedom, spontaneity, and unconfined recreation. However, Waterway management actions shall still ensure visitor and resource protection as well as the positive experiences of other users.
- Necessary site-hardening associated with erosion control, such as installing rock steps at eroding put-in and take-out points, should be established to a degree ensuring resource protection while minimizing the overall impression of human handiwork.
- Signage and facilities not essential to visitor safety and experience will be minimized or removed. Signage will, where possible, be placed at access points at the outer boundary of the Restricted Zone to the watercourse, thus minimizing the amount of signage encountered while recreating within the Restricted Zone.
- Management of significant cultural and historic resources within the Restricted Zone will protect those resources while minimizing the impact to the wilderness character otherwise described above.

Symbolic Aspect

- The history, culture, and traditions of the Allagash River add to the symbolic value of the Waterway.
- Interpretation, whether inside or outside of the Waterway, will seek to impart to visitors the dynamic history associated with the river and how the current wilderness setting is a unique blend of human history and natural processes.
- Intangible Waterway values such as heritage and pride, freedom, conservation, the interconnectedness of nature, mystery, restraint and humility, etc. will be emphasized in Waterway information with the intention of enriching visitor experiences. Visitor experiences are enriched and wilderness character is

enhanced by forging intellectual and emotional connections between visitors and the natural and cultural resource stories unique to the Waterway.

CULTURAL CONTEXT OF WATERWAY MANAGEMENT

As with all of Maine, the Allagash region has thousands of years of human inhabitation, with the vast bulk of that history tied solely to Native Americans. For native people, the river and its interconnected headwater lakes provided transportation in addition to sustenance. Later, the river and its surrounding lands provided these same opportunities to non-native settlers. Homesteads and timber harvesting emerged in the Allagash region, though the river never became populated to the same degree as some other river valleys in Maine.

Lumbering, including the establishment of communities at places such as Churchill Depot, helped create a woods culture founded on camp life, log-driving, and the blending of cultural groups, including a strong French Canadian influence. Similarly, guides and their visiting clients or “sports”, sporting camps, and local sportsmen from north woods towns added to cultural mix centered on the big woods and the rivers.

Although Henry David Thoreau never ventured further north than Pillsbury Island in Eagle Lake, he is perhaps a good symbol of the interest in experiencing the Allagash’s wildness. Generations of visitors both before and after Waterway designation have come to the Allagash seeking a wild experience in which connecting with nature and utilizing self-reliance are primary goals. These visitors also help shape the evolving culture associated with the Allagash River.

Cultural Implications for Management

The Allagash Wilderness Waterway is not simply a recreational asset, or a conservation property, or even an experience. It is a place that many equate with who their ancestors were, who they are, and what the State of Maine is. It is this quality that drives passion for the Waterway and concern for its management. The policies put forth by this plan strive to understand and consider the array of cultural connections to the Waterway and put forward a plan for honoring those connections in balance with and enhancement of the values articulated in the Allagash Statutes as well as the spirit of the Wild River designation.

"WHEN THE ALLEGASH DRIVE GOES THROUGH" - MAINE POET HOLMAN F. DAY.

"We're spurred with the spikes in our soles; There is water a-swash in our boots; Our hands are hard-calloused by peavies and poles, And we're drenched with the spume of the chutes; We gather our herds at the head, Where the axes have toppled them loose, And down from the hills where the rivers are fed We harry the hemlock and spruce.....

...Here some rips and there the lips of a whirlpool's bellowing mouth, Death we clinch and Time we fight, for behind us gasps the Drouth; Twenty a month, bateau for a home, and only a peep at town, For our money is gone in a brace of nights after the drive is down; But with peavies and poles and care-free souls our ragged and roofless crew Swarms gayly along with whoop and song when the Allegash drive goes through."

ADVISORY COUNCIL

The Allagash Wilderness Waterway Advisory Council was established as a result of the recommendations of the Allagash Wilderness Waterway Working Group that were signed into law in 2007. As stated in PL 2007, c. 146, this Advisory Council will "aid in the long-term governance, management and oversight structure for this vital resource and will bring stability, peace and prestige to its management."

In addition, the legislation also required the Director of the Division of Parks & Public Lands to "create technical committees as needed to advance the waterway's purposes". The Advisory Council is made up of 7 members, with 6 appointed by the Governor and 1 representing the National Park Service.

There are four key features of the legislation creating the current AWW Advisory Council:

- The Council is specifically charged to "work with the manager of the waterway in developing and maintaining a strategic plan for the waterway and advancing the mission and goals of the waterway;" and to "report annually to the Director of the Division of Parks and Public Lands regarding the state of the waterway and at other times as it is determined necessary by the council."
- The Council elects its own chair annually and the chair "is responsible for scheduling, preparing the agenda for and presiding at meetings."
- With the exception of the National Park Service representative and the "public member," each member is designated to bring "knowledge and experience in" one of five areas of importance to the Waterway.
- The Council is independent and advisory.

POLICIES FOCUSED ON THE RESTRICTED ZONE

POLICY 1: "ENHANCE WILDERNESS CHARACTER WITHIN THE RESTRICTED ZONE TO PROVIDE FOR TRADITIONAL RECREATION ACTIVITIES IN A WILDERNESS SETTING."

Goal: Appropriately Manage Public Access to the Restricted Zone and the Watercourse

Objective 1.1: Designate a specific, limited number of authorized access roads to, bridge crossings over, parking areas near, and aircraft landing sites on the Allagash watercourse.

Purpose: managing access to the Restricted Zone is a key tool within the Division's authority. Providing designated access and eliminating inappropriate access helps protect sensitive resources, ensures the setting possesses traits in line with the vision for wilderness character of the Restricted Zone, and provides recreational users with opportunities to enjoy the Waterway.

Coordination with AWW Strategic Plan: Guiding Principles: (3) "The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and federal wild river designation, and is central to state administration and management."*

*As discussed below, it is important to recognize that state statutes serve as the preeminent guidance and, in the case of access, provide specific access points and bridge crossings that shall be maintained.

Background: the 2006 revision of Maine law (Title 12, §1882) clarified and codified the minimum locations of motor vehicle access points, trail access points, certain parking areas, and the exclusive locations of permanent watercourse crossings. Furthermore, Title 12, §1875 addresses the landing of aircraft in the Waterway. While legislation directs much of the policies regarding access, the Division retains the authority to establish access points and trails as well as parking areas, so long as they are not in conflict with state statute.

Figure VI-A: Maine State Title 12, §1882

Maine State Title 12, §1882

Except as provided in this section, the Bureau may determine the location of access points, control stations and watercourse crossings within the waterway. [2005, c. 598, § 1 (RPR).

1. **Spring, summer and fall access by motor vehicle** to the edge of the watercourse must be maintained at:

- A. Chamberlain Thoroughfare Bridge;
- B. Churchill Dam,
- C. Umsaskis Lake Thoroughfare;
- D. Henderson Brook Bridge;
- E. Michaud Farm; and
- F. Twin Brooks.

2. **Spring, summer and fall access by motor vehicle to short trails** leading to the watercourse must be maintained at:

- A. John's Bridge, limited to:
 - (1) Unloading and access during the months of May and September;
 - (2) Day use only with a permit from the bureau;
 - (3) Parking outside the restricted zone; and
 - (4) No vehicle access to the water's edge;
- B. Bissonette Bridge road,
- C. Finley Bogan, from the Inn Road to the top of the high bank;
- D. Ramsey Ledge Campsite, limited to the motor vehicle parking area behind vegetative screening. Self-contained motor vehicle camping is allowed and canoe access is allowed; and
- E. Indian Stream,

3. The bureau shall maintain 19 **snowmobile access points** to the watercourse. Snowmobiles are prohibited on Allagash Lake and Allagash Stream.

4. Only the following six **bridges** within the waterway are permanent watercourse crossings:

- A. Henderson Brook Bridge;
- B. Reality Bridge, also known as Umsaskis Bridge;
- C. Churchill Dam Bridge;

- D. John's Bridge;
- E. Chamberlain Thoroughfare Bridge; and
- F. Allagash Stream Bridge.

Watercourse crossings may not be constructed at the locations of the former Schedule Brook Bridge or the former Bissonette Bridge. Any right or interest granted to any person by the State to construct or maintain a bridge at those sites is extinguished.

Direct motor vehicle access to the watercourse

Direct motor vehicle access to the watercourse for spring, summer, and fall use is currently allowed at six sites: Chamberlain Thoroughfare Bridge, Churchill Dam, Umsaskis Thoroughfare Area, Henderson Brook Bridge (no trailers allowed in the water), Michaud Farm, and Twin Brooks.

Access to the watercourse by short trails

By law, limited, seasonal access is allowed at John's Bridge (see statute language above). This access does not allow for direct motor vehicle access to the water's edge. The site of the former Bissonette Bridge includes a short foot trail leading from the river's edge to the Bissonette Road, where canoe dunnage and some paddlers are dropped off. Ramsey Ledge campsite, slightly south of Michaud Farm, has a parking area with access trail to the watercourse. Finley Bogan, which is just north of Michaud Farm, provides access for fiddleheading and to the river for fishing between Michaud Farm and Allagash Falls. Access to John's Bridge, Bissonette Bridge, Ramsey Ledge, and Finley Bogan codified in Title 12, §1882.

The 2002 MOA between the National Park Service and the Department of Conservation contained on-the-ground mitigation efforts calling for the Division to push back vehicle access and lengthen the pedestrian trail at the former site of Bissonette Bridge from the current distance of approximately 100 feet to a minimum of 400 feet. However, in 2006, the legislature amended the AWW statutes and current state law requires that access at the Bissonette Bridge location remains as it existed in 2005. A modification of the 2002 MOA is proposed in which two actions- relocating a road to Telos Dam (see strategy 1.1.G) and moving a parking area at Michaud Farm (see strategy 1.4.B) -will take the place of the prior Bissonette Bridge requirement.

Designated parking areas

Authorized parking areas within or adjacent to the Restricted Zone are available at Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, Henderson Brook Bridge, Michaud Farm, Ramsey Ledge, and Finley Bogan. Parking areas on private land, located well outside of the Restricted Zone, are also available at Indian Stream and along the road behind Zieglar campsite (no Restricted Zone access May 1 – September 30). Vehicle parking at Michaud Farm is, at the time of this writing, located adjacent to the ranger cabin in an undefined parking area where vehicles are in plain view of visitors paddling by on the river and/or visiting the ranger station.

Responsibility for maintaining the road to the parking lot at Indian Stream, and of the parking lot itself is not clearly established. The parking lot and the road are located on private land accessed from the east. However, a gated continuation of the road provides access to a unit of Public Reserved Land located on the west side of Indian Pond as well as access to the privately –owned Lock Dam lot. In addition, North Maine Woods, Inc. manages two campsites along the road, one on the northeast side of Indian Pond and the other on a side road northeast of Indian Stream. In the past, the Division has participated financially with the other agencies to repair the road and parking area with the landowner’s permission, but no formal agreement exists.

Winter access

Winter access by motor vehicle is allowed at Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, Henderson Brook Bridge, Michaud Farm, and Twin Brooks. Winter access to the watercourse by snowmobile is allowed at 19 sites. More discussion of winter access can be found in Policy 2.

Access to the watercourse by aircraft

The use of float planes along the watercourse is customary and traditional, largely for embarking and disembarking canoeing and fishing parties, and supplying the parties. Designated landing sites are established to provide access while minimizing potential conflicts with visitor experiences. Open water landing of aircraft is prohibited by rule within the One Mile Area of the Waterway except at seven sites designated by the Division (Telos Landing, Chamberlain Thoroughfare Bridge, Nugent’s, Lock Dam, the Jaws between Churchill and Heron Lake, Camp Drake on Umsaskis Lake, and Jalbert’s). The 1970 rules allowed float plane landing and takeoff at eight locations; the site eliminated was at the Sam Jalbert Camps on Long Lake, which no longer exist. Winter landing is permitted by rule on frozen bodies of water except Allagash Lake. Exceptions

to prohibited landing areas include emergencies, necessary use by state agencies and departments, and purposes designated by the Division.

Bridge Crossings

The Division had instituted a policy in 1973 of limiting the number of Allagash River and Allagash Stream bridge crossings to no more than were then present: Chamberlain Thoroughfare Bridge; John’s Bridge; Churchill Dam; Bissonnette Bridge; Allagash Stream Bridge; Umsaskis Thoroughfare Bridge; and Schedule Brook Bridge. This policy is extended, with the noted exceptions that per state statute, there cannot be a crossing at Bissonnette Bridge and that the Henderson Brook Bridge has been substituted for Schedule Brook Bridge, which now cannot be a permanent crossing site.

One new bridge crossing, at Henderson Brook, has been constructed since 1973; two bridges, Bissonnette Bridge below Chase Carry Rapids and Schedule Brook Bridge, have been removed. From 2009 to 2010, the Henderson Brook Bridge was reconstructed to improve safety and continue the vital economic activity associated with greatly decreased trucking distances for timber production. The six current bridge crossings codified by law are Chamberlain Thoroughfare Bridge, John’s Bridge, Churchill Dam, Allagash Stream Bridge, Umsaskis Thoroughfare Bridge, and Henderson Brook Bridge.

It should be noted that all landowners retained a deeded ownership right to roads and bridges existing on December 28, 1966, the effective date of the Act creating the Allagash Wilderness Waterway.

Access Strategies – motor vehicles:

Strategy 1.1.A: Consistent with state law, continue to allow summer access by motor vehicle to the watercourse at Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, Henderson Brook Bridge, Michaud Farm, and Twin Brooks.

Strategy 1.1.B: Consistent with state law, continue to allow vehicle access from the Inn Road to the top of the high bank at Finley Bogan.

Access Strategies – short trails:

Strategy 1.1.C: Consistent with state law, continue access by short foot trail to Bissonnette Bridge.

Strategy 1.1.D: Consistent with state law, maintain access at John’s Bridge limited to:

- (1) Unloading and access during the months of May and September;
- (2) Day use only with a permit from the Division;
- (3) Parking outside the restricted zone; and
- (4) No vehicle access to the water's edge;

Strategy 1.1.E: maintain the trail to Eagle Lake from the Indian Stream parking area

Access Strategies – parking:

Strategy 1.1.F: Provide Division-maintained parking areas, screened from the watercourse by natural vegetation, in the vicinity of Chamberlain Thoroughfare Bridge, Churchill Depot, Umsaskis Thoroughfare, Henderson Brook Bridge, Ramsay Ledge, Michaud Farm, and Finley Bogan.

Strategy 1.1.G: Close the existing parking area at Michaud Farm (next to the ranger station) and replace it with a 50' X 90' handicap accessible parking lot that would be screened from the river and the Michaud Farm access road. Access to the watercourse for loading and unloading remains unchanged at this location.

Strategy 1.1.H: Seek formal agreements with landowners for management of authorized parking lots, located outside the Restricted Zone, at Indian Stream and at Zieglar.

Access Strategies – aircraft:

Strategy 1.1.I: Continue to allow aircraft to land on frozen lakes and ponds within the Waterway, except for Allagash Lake.

Strategy 1.1.J: Continue to allow aircraft to land on open water lakes and ponds at the six sites designated by rule: Telos Landing, Chamberlain Thoroughfare Bridge, Nugent's, Lock Dam, Camp Drake, and Jalbert's. Seek a rule change to move aircraft access from The Jaws to Churchill Dam.

Access Strategies – bridge crossings

Strategy 1.1.K: Limit the number of bridge crossings to no more than are now present at Chamberlain Thoroughfare, Allagash Stream below Little Round Pond, John's Bridge, Churchill Dam, Umsaskis Thoroughfare, and Henderson Brook.

Objective 1.2: Designate and maintain a specific and limited number of water and foot trail routes to and from the watercourse.

Purpose: traditional water and foot trails in the Allagash Wilderness Waterway predate the AWW itself by centuries. Native American portage routes and trails to fire towers are just two examples of historic trail uses in existence prior to the creation of the Waterway. However, the proliferation of modern, unmanaged trails has the potential to create recreation conflicts and resource damage negatively impacting the character of the Waterway. Therefore, management strategies are needed to direct access and protect resources as well as visitor experiences.

Coordination with AWW Strategic Plan: Goal A.1.

Background

Water and land trail access routes to and from the Waterway may be established by the Division (§1882). Currently, Allagash rule K.6 prohibits land trails that provide access to the watercourse, except those that have been specifically approved by the Division. It must be noted that §1882 specifies that foot trails to the watercourse must be maintained at John's Bridge (seasonal), Bissonette Bridge, Finley Bogan, Ramsey Ledge, and Indian Stream.

Traditional water routes to the Allagash watercourse include Mud Pond to Chamberlain Lake, upper Allagash Stream to Allagash Lake, Johnson Pond to Allagash Stream, and upstream on the Allagash River itself from the town of Allagash. Other brooks and streams to the Allagash watercourse are occasionally used.

There are five primary portage trails of varying lengths within the Restricted Zone: Little Allagash Falls; Lock Dam; the Tramway; Chase Carry Rapids (Big Eddy Trail); and Allagash Falls. Division staff stationed at Churchill Depot portage canoes, equipment, and passengers around Chase Carry Rapids to the Bissonette Bridge site for a fee. This service was initiated to ensure the safety of those who are not proficient enough to canoe through the Rapids. Prior to providing the service, Allagash staff spent a considerable amount of time extracting damaged canoes and equipment from the water and rescuing canoeists. However, staff still spends a considerable amount of time providing the portage service. A 1.5 mile portage trail from the Dam to the head of Big Eddy is also available for those who desire to bypass the upper reaches of Chase Carry Rapids.

Traditional foot trails associated with access to and from the Allagash watercourse include the carry trail from Umbazooksus Lake to Mud Pond, which is privately-owned and entirely outside of the One Mile Area; the Carry Trail from Round Pond to Allagash Lake; several portage trails within the Restricted Zone (see above); and the hiking trails from lakeshores to Allagash and Round Pond Mountains. Foot trails from roads with at least a portion of the trail located within the Restricted Zone include the following: Indian Stream Trail; Allagash Lake Carry Trail; Allagash Mountain Trail; Johnson Pond Outlet Trail; Ice Cave Campsite Trail; Otter Pond Trail; Sandy Point Trail; and the Round Pond Mountain Trail. Note that the Johnson Pond Outlet trail to upper Allagash Stream, a trail from Otter Pond to Allagash Lake, and the Indian Stream trail to Eagle Lake are all trails created after Waterway Designation.

Formerly, there was an unregulated trail to Little Allagash Falls from Allagash Stream Bridge. This trail originated as a path used by anglers and later was adopted by staff to provide access for maintenance of the campsite at the falls. The 1999 management plan called for the closure of this trail. That policy is continued in this plan.

Maintenance - The Division marks and maintains the portage trails and portions of some foot trails located within the Restricted Zone. In addition, it marks and maintains the entire Allagash Mountain and Round Pond Mountain trails. Maintenance consists of clearing the trails of fallen trees and tree limbs, and other hazards.

Foot trails to the Restricted Zone and the watercourse that are located partially on private land are subject to relocation or closure from time to time because of timber harvest operations. Such trails should not be listed in Division rules or publications without landowner involvement. Information regarding these trails should be available from the Allagash Manager's office.

Foot access to the outer boundary of the Restricted Zone over temporarily discontinued logging roads and privately cut trail routes from the Restricted Zone boundary to the watercourse is an issue. These unauthorized, privately-maintained routes have the potential to create conflicts when they provide access to areas used by campers and others. Furthermore, these trails may not be constructed to appropriate standards regarding erosion control and other environmental factors and thus may negatively impact the ecological integrity of the Restricted Zone and watercourse.

Landowners have cooperated with the Division in the closure of certain spur logging roads to vehicles by placing boulders or by constructing earthen berms and ditches upon completion of harvest operations. Road closure is also subject to approval by the Division of Forestry. These measures, however, do not necessarily prevent access

by foot or by motorized recreational vehicles because enforcement is difficult once the road bed is in place.

Access Strategies – foot and water access routes

Strategy 1.2.A: Request that landowners close spur logging roads potentially providing undesigned access to the Restricted Zone upon completion of timber harvest operations.

Strategy 1.2.B: Physically block and revegetate undesigned foot trails within the Restricted Zone.

Strategy 1.2.C: Allow foot access to and from the watercourse, with landowner permission where necessary, at the following locations, where use does not conflict with the wilderness character management objectives of the Restricted Zone or the watercourse:

- the Allagash Mountain trail between Allagash Lake and Allagash Mountain;
- the Carry Trail between Round Pond in T7 R14 WELS and the south end of Allagash Lake;
- the Johnson Pond Outlet Trail between Johnson Pond and Allagash Stream in T8 R14 WELS;
- the trail between Otter Pond and Allagash Lake in T8 R14 WELS;
- the Indian Stream Trail along Indian Stream to Eagle Lake in T7 R12 WELS;
- the Round Pond Mountain Trail to Round Pond Mountain Tower (T13 R12 WELS);
- the trail between Chamberlain Lake and Eagle Lake following the tramway route;
- the Pumphandle Trail (T8 R13 WELS)
- the Sandy Point Trail (T11 R13 WELS)
- a trail to the Ice Caves from Allagash Lake;
- portage trails at Little Allagash Falls, Lock Dam, and Allagash Falls, Telos Dam to Webster Lake and
- at specific locations where use of the foot trail is open to use except from May 1 through September 30. These locations include: the Ziegler and

Russell Cove trails to Eagle Lake and the trail currently travelling to the Island campsite on Allagash Lake.

Strategy 1.2.D: Relocate the snowmobile and foot trail away from the Island campsite on Allagash Lake.

Strategy 1.2.E: Recognize that pedestrian access is generally permitted throughout the Restricted Zone but that maintenance (e.g., clearing, brushing, blazing) of undesignated trails/routes is not permitted and motorized use of illegally maintained trails will also not be permitted

Strategy 1.2.F: Mark and maintain portage trails according to appropriate standards.

Strategy 1.2.G: Mark and maintain the portion of the Round Pond/Allagash Lake Carry Trail located within the Restricted Zone and the Sandy Point Trail on Umsaskis Lake.

Strategy 1.2.H: Continue to mark and maintain the Allagash Mountain and Round Pond Mountain trails.

Strategy 1.2.I: Relocate the start of the Round Pond Mountain Trail away from its current location at the Tower Trail Campsite to a nearby site with appropriate canoe landing capacity.

Strategy 1.2.J: Work with the Maine Public Lands Northern Region staff to improve the safety of the Round Pond Mountain tower.

Goal: Maintain/Enhance Wilderness Appearance and the Prevalence of Natural Sounds

Objective 1.3: Limit the number and impact of state-owned administrative structures located in the Restricted Zone.

Purpose: Specific administrative structures such as ranger cabins provide critical services relative to Waterway management. At the same time, structures have the capacity to reduce the wilderness character of the Waterway and of Waterway visitors' experiences. A balance between function (and safety) and wilderness appearance is needed to enhance wilderness character while not unduly diminishing safety and management efficiency.

Background

With the exception of structures at Jalbert’s and Nugent’s Sporting Camps, and privately-owned structures associated with Lock and Telos dams, only structures essential to state agency services are allowed within the Restricted Zone. Other new structures or expansion of existing structures are prohibited (Title 12, §1876.1).

“Structures” are not defined in the Allagash statute. The Land Use Regulation Commission defines “structure” as “*anything constructed or erected with a fixed location on or in the ground, or attached to something having a fixed location on or in the ground, including, but not limited to, buildings, mobile homes, walls, fences, billboards, signs, piers, and floats.*” LURC further defines “accessory structure” as “*a structure subordinate to a permitted or conditional structure and customarily incidental to the permitted or conditional use of the structure.*”

For the purposes of this plan, a “structure” is defined as:

“anything constructed or erected with a fixed location on or in the ground, or attached to something having a fixed location on or in the ground, including, but not limited to, buildings, mobile homes, piers, and floats.” Outhouses, signs, wood sheds, storage sheds, and generator sheds are considered to be “accessory structures” incidental to the permitted or conditional use of the structure.

Since 1965, approximately 30 camps and other buildings have been removed from the Restricted Zone. The list includes the LaCroix Lumber Co. supervisor’s house, a horse barn, and an additional six buildings at Churchill Depot; six buildings at Sam Jalbert’s Sporting Camps on Long Lake; and four buildings in the area of the tramway between Eagle and Chamberlain Lakes. A shed enclosing the two locomotives at the tramway was mistakenly burned in April, 1969.

Wilderness Appearance Strategies - administrative structures within the Restricted Zone

Strategy 1.3.A: New or replacement administrative structures, and repairs to or expansion of existing structures, will to the extent possible, blend in with the existing natural character and landscape of the surrounding area, and with surrounding structures. Screening may be advisable to achieve such outcomes. However, ranger stations should remain visible to Waterway users for safety purposes.

Strategy 1.3.B: Working with other agencies, the Division will periodically review the need for existing administrative structures and remove or destroy those that are found unnecessary for management of the resources within the Waterway.

Strategy 1.3.C: Remove the remaining buildings at Telos Dam and encourage the naturalization of the areas surrounding the buildings.

Objective 1.4: Relocate roads in the Restricted Zone not associated with designated access and crossing points.

Purpose: Roads have the potential to intrude into the experience of persons travelling along the watercourse. By looking for opportunities to relocate roads outside of the Restricted Zone, Waterway management can enhance the wilderness character of the Restricted Zone.

Coordination with AWW Strategic Plan: Goal A.1., Objective c.

Background

As noted previously in this plan, all landowners retained a deeded ownership right to roads and bridges existing on December 28, 1966, the effective date of the Act creating the Allagash Wilderness Waterway. At the time of this planning effort, a few year-round logging roads not associated with designated access and crossing points are located in or near the Restricted Zone. Relocation of these roads to a greater distance from the Restricted Zone would reduce unauthorized access and associated effects reducing solitude.

Wilderness Appearance Strategies - Roads within/near the Restricted Zone

Strategy 1.4.A: Identify with landowners those roads near or in the Restricted Zone that if moved would enhance the natural character of the Restricted Zone and the watercourse, and work with landowners to relocate these roads.

Strategy 1.4.B: Construct alternative management access to Telos Dam by closing and putting to bed approximately 3250 feet of access road along the south shore of Telos Lake; all within the restricted zone and frequently visible from the watercourse. Construct approximately 1675 feet of new access road on the former Telos Dam lot, approaching in a much less visible manner from the east on Public

Reserved Land. This action is to be considered one portion of a mitigation alternative associated with the 2002 NPS MOA for Churchill Dam.

Objective 1.5: Limit the Number and Impact of Signs Located in the Restricted Zone.

Purpose: Signage within the Waterway is an important safety and visitor management tool. However, excessive signage has the capacity to erode the wilderness character.

Coordination with AWW Strategic Plan: Goal A.1., Objective c.

Background

Signs are used throughout the Waterway to direct visitors to specific locations such as parking lots, hiking trails, boat launch sites, and portages. Additionally, signs identify campsites. In some locations, paths to toilets are identified. Signs may also be used to share resource protection messages and to convey policies (e.g., seasonal launching policy at John’s Bridge).

Wilderness Appearance Strategies - Signs within/near the Restricted Zone

Strategy 1.5.A: Signs employed will continue to be wooden routed signs. Exceptions are made for signs posted on limited kiosks.

Strategy 1.5.B: Campsites will continue to be identified with a standardized campsite sign including the name of the site. “Toilet” directional signs shall be removed from campsites unless there is a specific need for clarity at a site.

Strategy 1.5.C: Resource protection signs may be maintained as needed, though they should be used judiciously.

Strategy 1.5.D: Especially minimize signage outside of concentrated use areas such as Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, Henderson Brook Bridge, and Michaud Farm.

Objective 1.6: Designate limits on the storage of recreational equipment in the Restricted Zone of the Allagash Waterway.

Purpose: The storage of recreational equipment has the potential to multiply an individual's impact on other users' experiences by leaving visible evidence of their presence. Limits on the storage of recreational equipment are intended to protect the wilderness character of the Restricted Zone and the quality of recreation experiences in the Restricted Zone.

Coordination with AWW Strategic Plan: Goal A.1., Objective c.

Background

Allagash rule K.3 states that "equipment including canoes and other watercraft shall not be left unattended except in an emergency situation." State employees or their representatives in the official conduct of their duties and with prior permission from the Division are exempt from this rule.

Recreational equipment is occasionally stored within the Restricted Zone, sometimes with permission by the Waterway Manager and staff and sometimes without permission. Examples of permitted storage include boats, canoes, and snowmobiles at administrative structures and at Jalbert's and Nugent's Sporting Camps. Concentration of stored equipment at remote locations, unattended for extended periods and clearly visible to visitors can diminish the experience of natural character and remoteness expected by many visitors.

The most common form of storage without permission in the Restricted Zone is that of ice shacks. Ice shacks and other structures used for ice fishing are prohibited by rule within the Restricted Zone from April 3 through November 30, but may be stored at the Chamberlain Thoroughfare parking lot with the permission of the Allagash Manager. In addition, agencies and individuals occasionally store boats and canoes at sites where public access is not permitted, implying to the public that those sites can be used for access to the watercourse. Boats and canoes are also occasionally left unattended by administrative agencies at public access sites, without prior permission from the Division.

Wilderness Appearance Strategies – Recreational Equipment Storage

Strategy 1.6.A: Require storage of unattended, administrative equipment out of sight of watercourse users. Boats such as the Boston Whalers and large Scott Canoes employed by staff may be left at docks etc. as their removal from the watercourse is impractical and inconsistent with emergency response functions.

Strategy 1.6.B: To control the proliferation of unattended canoes and provide for their storage in a way that will not have a detrimental impact, maintain a permit system allowing short-term storage of unattended watercraft by frequent watercourse users at approved out-of-sight locations, with the permission of the Allagash manager.

Strategy 1.6.C: Prohibit the storage of ice shacks, other ice fishing structures, and other recreational equipment within the Restricted Zone from April 3 through November 30, except for those permitted at the Chamberlain Thoroughfare parking lot.

Objective 1.7: Monitor and evaluate the use, physical conditions, and visitor perceptions of authorized watercourse campsites to determine the need for new campsites and/or the relocation/improvement of existing sites.

Purpose: For a majority of Waterway visitors, campsites are an integral component of the experience had on the Allagash Wilderness Waterway. As such, there is a need to manage campsites to provide high-quality experiences in keeping with the wilderness character of the Restricted Zone.

Coordination with AWW Strategic Plan: Goal A.1., Objective c.

Background

Campsite use- occasionally the number of groups or individuals at some campsites or campsite cells exceeds the space available. There may be too many groups or individuals using a campsite, or the cell separation may be insufficient, either in distance or amount of screening, to provide quiet and solitude for those groups seeking a sense of privacy. Furthermore, the character of shoreline in specific areas may limit the potential for new campsites that can serve as safe, attractive, and environmentally sustainable campsites.

Strong winds on the large lakes can make it unsafe to continue until the wind abates, leading to congestion at certain campsites. Allagash rangers consider weather conditions before asking parties to move from a campsite – such requests are typically made when and where campsite demand is high. Additionally, the rhythm of trips and distances travelled, along with considerations such as the need to portage, make certain campsites more frequently occupied. Preference for camping by particular fishing locations also influences campsite use.

In his 2003 *Allagash Wilderness Waterway Visitor Survey*, Daigle lists Allagash Falls, Jaws, Churchill Dam, Inlet, and Scofield Point as the most popular campsites in the Waterway (based on number of survey respondents identifying sites camped at). However, certain campsites (e.g., Thoreau) appeared to include higher nights stayed totals, meaning campers on average stayed longer at these sites.

In 1997, the Division undertook a study to determine the occupancy rate of Allagash campsites and of campsite cells. The study identified campsites with the highest percentage occupancy rates, campsites with the highest percentage cell occupancy rates, campsite occupancy by cell size, the number of nights cell capacity was equaled or exceeded, and the campsites most frequently used by oversize groups. The study was repeated in 1998. Churchill Lake/Dam area, Allagash Lake, and Eagle Lake were shown to be the most popular areas, based on campsite occupancy rate. These three areas all show high occupancy rates in May, suggesting popularity among fishing parties. The extra space for large parties provided by multi-cell campsites appears to lead to greater site occupancy rates at these sites (i.e., higher rates of at least one camping party staying on site), though total cell occupancy rates are higher for single-cell campsites (note: single cell sites by definition are sites where any individual occupancy fills the total cell occupancy).

Daigle (2003) reports 98% of survey respondents as having spent at least one night in the Allagash Wilderness Waterway. Three nights and four nights were the highest proportion of visitor nights (19% and 20% respectively) and 28% stayed five to six nights. Approximately 17% stayed a week or more. Notably, 46% of campers reported not choosing the first available campsite, with site wetness, not enough tent sites, bugs, lack of ground cover, erosion, trees with exposed roots, scarce vegetation for screening other campers, and litter listed as causes of rejecting a campsite (causes listed in descending order – list represents causes receiving mentioning by more than 10% of survey respondents).

Campsites, according to Daigle (2003) were also rejected due to location characteristics. Sites were rejected for being too close to another occupied campsite, no level ground, multi-cell campsite, no breeze, poor view of water, lack of good swimming, and too small for group (again, causes listed in descending order – list represents causes receiving mentioning by more than 10% of survey respondents).

A need for an additional campsite with multiple cells located near the Chamberlain Bridge Thoroughfare has been identified by Waterway staff. This need is associated with late arrivals to the Waterway arriving too late to safely start their trip without a night's layover.

It should be noted that the average number of “camping nights” per year from 2007 – 2010 represents only 60% of the number of camping nights in the period from 1997 – 2000. Thus, there has been a significant decline in the amount of camping from the time in which aforementioned campsite use data was obtained.

Campsite conditions: Zinn (1989) concluded that a simple monitoring program, that periodically records campsite use levels and physical impacts, was needed. He also concluded that new campsites should be located in areas that would take pressure off existing multi-cell campsites, that one or two new campsites should be located on the eastern shore of Chamberlain Lake between Lock Dam and Nugent’s Camps, and that one or two campsites between the Sweeney Brook campsite and Round Pond (T13 R12 WELS) would relieve the pressure canoeists now feel to reach Round Pond from Long Lake in a day.

The physical condition of campsites is observed on a regular basis by rangers, but not formally noted in such a way as to systematically plan for remedial action when appropriate. However, during the summers of 1999-2001, researchers led by Dr. John Daigle from the University of Maine inventoried campsite conditions in the Waterway. The research team monitored the following impact parameters and condition classes:

- Campsite cell area
- Loss of ground cover
- Exposure of bare mineral soil
- Damage to tress
- Trees with exposed roots
- Extent of development
- Cleanliness
- Social trails
- Condition of picnic table
- Condition of toilets
- Amount of vegetation between campsite cells
- Amount of vegetation between campsite cells and water.

Ninety-four percent of AWW campsites surveyed in the three-year span from 1999-2001 scored either three or four on the rating scale measuring one to five. This means the vast bulk of AWW campsites have little alteration of natural conditions above

management maintenance (rating of 2) or will have noticeable (rating of 3) but not significant or extreme environmental damage (rating of 4 or 5). It is important to recognize that the assessments used did not weigh certain parameters (e.g., damage to trees) disproportionately to others (e.g., condition of picnic table).

Wilderness Appearance Strategies – Improving Campsite Conditions

Strategy 1.7.A: Develop quantitative standards below which campsite conditions will not deteriorate. Should campsites reach the base standard, steps will be taken to prevent further deterioration and as possible the condition will be improved. Specific standards may include measuring: loss of ground cover vegetation, exposure of bare mineral soil, damage to trees, exposed tree roots, level of inappropriate visitor-generated site modifications, unplanned paths (social trails), condition of picnic table and outhouse, amount of screening vegetation between cells (where applicable), degree of site visibility from the watercourse and/or other campsites.

Strategy 1.7.B: Wherever use patterns and conditions prove possible, multi-cell campsites will be reduced in size or replaced with single-cell campsites.

Strategy 1.7.C: Identify campsites where less intensive maintenance can be employed. Specifically, mowing may be reduced or eliminated where not essential for reducing biting insects/ maintaining breezes or where necessary to keep the site from being overtaken by shrub/sapling growth. Remove/minimize visitor-generated site modifications to increase site naturalness. The use of picnic tables and ridge poles will not be eliminated.

Strategy 1.7.D: Inform Allagash users that the Ramsay Ledge campsite is vehicle accessible for use by self-contained motorized camping units. List alternative campsites not within the AWW for those parties that may find this site occupied by motor vehicle campers.

Strategy 1.7.E: The number of campsites accessible to self-contained motor vehicles will not be increased beyond the one site at Ramsay Ledge.

Strategy 1.7.F: Develop a walk-in, multi-cell campsite outside of the Restricted Zone on Division-owned public land near the northwest corner of the Chamberlain Bridge parking lot. Develop at least one handicap-accessible cell. Operate this campsite primarily as a camping option for those arriving at Chamberlain Bridge and the AWW late in the day/evening.

Strategy 1.7.G: Continue to monitor campsites for erosion. Harden or relocate campsites for which erosion problems are identified. Priority will be given to hardening sites, versus relocating or rotating sites. Erosion control/hardening (water bars, rip rap, etc.) will use native materials and be as visually unobtrusive as possible.

Strategy 1.7.H: Continue to monitor demand for campsites in specific locations within the Waterway and consider developing limited new campsites only in response to a documented need. Any new campsites should not diminish the wilderness character of the Restricted Zone and watercourse.

(Right): Sample campsite identification sign found at all AWW campsites. Also note the screened tents in the background (photo taken a few steps on shore).



Figure VI-B: View of Contrasting Campsite Cells at the Jaws Campsite



This image of two of the Jaws campsite cells exhibits a contrast between a highly visible camping area (Cell A) and one better screened from the water (Cell B). Waterway staff will look for opportunities to minimize highly visible campsite openings while still retaining popular aspects such as some degree of view to the water and enough openness to allow breezes to enter the campsite. Furthermore, a mowing policy, as outlined below, will be instituted.

Mowing Policy

AWW staff will mow grassy campsites for fire safety, brush control, and insect relief.

- **Fire Safety** - Tall, dead, dry grass and brush will not be allowed to accumulate within 25 feet of the fireplace.
- **Brush Control** – Grassy campsites will be mowed only two or three times per year. The grass shall not be cut shorter than 3 inches. Areas where tents are commonly setup away from the fireplace/tent area will be mowed.
- **Aesthetic strip** – An irregular strip of un-mowed grass a least six feet wide will be left between the water and the campsite cell area. This six foot strip will be allowed to naturally regenerate as a vegetative screen. A path maybe kept cleared through the un-mowed area to the edge of the water. Management will encourage trees to mature within the strip, though selective pruning of mature tree’s lower branches to enhance views of the water is permissible. Clumps of trees and underbrush should be left as opposed to the vegetation being pruned to a uniform height.
- **Insect Relief** - Brush may be thinned and tree branches pruned within the vegetative strip to allow a breeze into the campsite for insect relief following the guidelines above.

Objective 1.8: Minimize the sound and/or impact of motors and other equipment or appliances used on the watercourse or in the Restricted Zone.

Purpose: The prevalence of natural sounds is a vital aspect of the wilderness character within the Restricted Zone and along the watercourse. Reducing or eliminating intrusive sounds can help protect and enhance the experience of recreationists along the Waterway.

Coordination with AWW Strategic Plan: Guiding Principles: (1) “Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen”; (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

The Allagash statute requires the Division to allow “*watercraft with power propulsion of any kind*” . . . except “*as prohibited by rule,*” on Telos Lake, Round Pond (T6 R11 WELS), and Chamberlain Lake (Title 12, §1875.1A). Neither the statute nor Allagash rules limit watercraft motor size on these lakes. Canoes equipped with one motor not exceeding 10 horsepower are allowed by statute anywhere on the watercourse, except on Allagash Lake and Allagash Stream (Title 12, §1875.1B), where the use of all motors is prohibited.

By statute, “watercraft” means any type of vessel, boat, canoe, or craft, other than a seaplane (Title 12, §1872.14). Watercraft other than canoes, including motorboats, pleasure boats, racing boats, party boats, airboats, hovercraft, and jet skis, are not addressed in the Waterway rules. At the time the Allagash statute was enacted in 1968 it was not envisioned that watercraft of these types would be used on Telos or Chamberlain Lakes. The use of such watercraft is deemed inconsistent with the traditional uses of the watercourse and Restricted Zone.

Strong winds, which are common in the Allagash, can make large lakes and ponds unsafe for boating, sometimes for several consecutive days. The ability to use higher horsepower motors on Telos and Chamberlain Lakes provides a measure of safety for boating and fishing parties. However, the wilderness character of the watercourse or the

Restricted Zone around Telos and Chamberlain Lakes could be maintained by limiting non-traditional watercraft used on those lakes.

Division rules prohibit the possession of power saws in the Restricted Zone and on the watercourse at all times. Public use of generators is allowed in the Chamberlain Thoroughfare Bridge and Kellogg Brook parking lots for winter camping only. Power ice augers are prohibited on Allagash Lake but are allowed elsewhere. Other power equipment, except outboard motors, may not be used without prior approval of the Division.

The use of fuel-powered equipment is addressed in the Allagash rules, but, use of electronically-powered audio and visual devices, such as radios, cd players, and televisions is not. Devices that “broadcast” their sound and that might disturb other Waterway users, are inconsistent with the wilderness character of the watercourse and the Restricted Zone.

Prevalence of Natural Sounds Strategies – Internal Combustion Engines and Electronic Devices

Strategy 1.8.A: Allow only motorless canoes on Allagash Lake and Stream, and canoes with motors of 10 horsepower or less on the watercourse north of Lock Dam, except for administrative purposes.

Strategy 1.8.B: Prohibit motor use of any kind, including powered ice augers, on Allagash Lake and Allagash Stream, except for administrative purposes.

Strategy 1.8.C: Prohibit possession of power saws in the Restricted Zone and on the watercourse, except for administrative purposes, at sporting camps as outlined in agreements or leases, or vehicles in transit.

Strategy 1.8.D: Permit generators at the Chamberlain Thoroughfare and Kellogg Brook parking areas for winter camping, at Jalbert’s and Nugent’s Sporting Camps, and for administrative purposes.

Strategy 1.8.E: Prohibit watercraft such as jet skis, airboats, hovercraft, racing boats, and pontoon boats that conflict with traditional uses of Telos and Chamberlain Lakes.

Strategy 1.8.F: Discourage the use of radios, cd and tape players, video players, television receivers, 2-way radios, scanners and other similar devices that may disturb the experience of campsite and watercourse users. Exceptions are allowed for administrative or emergency purposes at administrative structures,

sporting camps, and the Chamberlain and Kellogg Brook camping areas during the winter. Furthermore, visitors making loud and unreasonable noises will be managed through appropriate education/enforcement responses.

Goal: Minimize Social Impacts from Conflicting or Competing Uses

Objective 1.9 : Enhance Opportunities for Solitude

Purpose: Managing the social setting is a key element of providing wilderness experiences. Waterway management strives to reduce conflicts/competition between users in order to enhance recreational experiences.

Coordination with AWW Strategic Plan: Guiding Principles: (1) “Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen”; (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

The frequency of encountering other groups and the size of groups encountered has an influence on visitor experiences. According to Daigle (2003), “solitude” was rated as “very important” by 59% of Waterway visitors. Seventy-one percent of all visitors surveyed indicated that the number of other people they saw while at campsites was “about right”. When asked about the number of people seen when on the watercourse, 69% stated the amount was “about right”. In both settings, though, a notable percentage of respondents indicated that they saw either “too many” or “way to many” other people. From campsites, 18% of respondents saw too many other people and 1% reported seeing way too many. From the watercourse, 14% saw too many people and 3% saw way too many people. A cumulative percentage of respondents ranging from 1% to 3% in each setting (campsite, watercourse) indicated seeing too few or way too few other people.

Thirty percent of visitors surveyed by Daigle reported no other parties camped within sight or sound of their campsite. The majority of respondents indicated having one, two, or three parties within sight/sound (40%, 19%, and 31% respectively). Sixty three percent of visitors always located an acceptable campsite (in terms of other parties

being camped within sight/sound). Daigle (2003) also lists 29% usually (i.e., at least half the time) finding such a campsite, 7% sometimes (i.e., less than half the time) finding such a campsite, and 1% never finding such a campsite. Furthermore, 44% of respondents reported rejecting a campsite due to it being too close to an occupied campsite.

Minimizing Conflict Strategies – Enhancing Opportunities for Solitude

Strategy 1.9.A: Disseminate information about the varied entry and exit point options available to Waterway visitors. Consider highlighting campsites, areas, and times of year typically offering greater opportunities for solitude.

Strategy 1.9.B: Identify campsites where there is opportunity to better screen tents and tarps from view on the watercourse. Balance screening goals with other values, such retaining a breeze and scenic views from campsites.

Strategy 1.9.C: Identify and share information regarding campsites better suited for larger parties (6+ persons, multiple tents) and those well-suited for smaller parties.

See also: Objective 9.3: *Minimize visitor impacts to resources and other users' experiences by promoting low-impact outdoor skills and ethics.*

Objective 1.10 : Minimize the impact of large groups on the wilderness character of the Restricted Zone.

Purpose: Large groups have the capacity to significantly affect the experiences of other Waterway users and resource conditions. Therefore, large groups require special management focus.

Coordination with AWW Strategic Plan: Guiding Principles: (1) “Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen”; (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

The presence of large groups can negatively impact smaller groups, both on the water and at campsites. In 1974, the Division took steps to reduce the impact of large groups by limiting group size to 12 persons, exempting organizations that had traveled in large groups up to that time. In 1973, groups of 13 or more accounted for 30% of the total visitor day use (24); in 1978, groups of 13 or more accounted for only 15% of the visitor day use (12). Public use records for the 1997 summer season indicate that only 3% of the visitor days through November was attributed to registered groups of 13 or more. Daigle (2003) lists 1% of Waterway survey respondents as consisting of groups of 13 or more persons. More recently, an average of 4.6 exempted organizations were issued Oversize Group Permits between 2006 and 2010 for an average total of 6.6 permits issued per year.

Today, only four “grandfathered” organizations (down from 80 in 1973) exceeding the group size limit of 12 still canoe the Allagash. This amounts to a total of seven trips per year with all but one group limited to 16 persons (one is limited to 18). Over the years, occasional exemptions for recreational parties (administrative use exemptions are allowed with the prior permission of the Division) have been granted in extraordinary circumstances.

It is noteworthy that parties exceeding 12 occasionally register at the North Maine Woods check points as two or more parties of less than 13 persons. These parties often join together on the water and/or at campsites, violating the group size limit.

Minimizing Conflict Strategies – Group Size and Use

Strategy 1.10.A: Restrict canoeing/camping group sizes to 12 or fewer with the exception of “grandfathered” canoeing/camping parties.

Strategy 1.10.B: Limit the maximum size of “grandfathered” canoeing/camping parties to 18 persons for the duration of this plan.

Strategy 1.10.C: Discourage “separate” yet affiliated large parties (still under 12 persons each) from congregating at multi-cell campsites- thereby circumventing the 12 person group size policy.

Objective 1.11: Minimize the impact of consecutive night stays at individual campsites.

Purpose: Managing when and where campers stay multiple nights at a campsite enables the Waterway staff to maximize the overall experiences of Waterway visitors while still allowing visitors to camp consecutive nights at campsites.

Coordination with AWW Strategic Plan: Guiding Principles: (1) “Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen”; (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

Parties traveling along the watercourse on multi-day trips require campsites spaced at specific intervals. Furthermore, visitor experiences are affected by how frequently they camp within sight and/or sound of other parties. Campers staying multiple nights at an individual campsite have the potential to create conflict with other visitors looking to camp one night in a given location as part of longer trip. At this time, there does not appear to be major conflict between campers staying consecutive nights at one site and campers staying one night per site. Furthermore, rangers have not typically needed to ask campers staying consecutive nights at a site to move to another site. However, Objective 1.11 is valued for providing management guidance to ensure this issue can be addressed should use levels and patterns change.

Consecutive Night Stays Strategies

Strategy 1.11.A: Campers will be allowed to stay at campsites on consecutive nights as outlined in AWW rule 2.2 camping D. *Camping will be allowed on consecutive nights on any campsite if, in the judgment of the Division, as represented by its authorized employees, such use is not an inconvenience to other users of the Waterway.*

Strategy 1.11.B: Campers will be asked to move if their camping party is monopolizing a prime location from May 15th – Sept. 30th and the campsite is in demand by other users moving through the Waterway.

Strategy 1.11.C: Staff will attempt to guide/direct visitors wishing to camp at one site more than two consecutive nights to less used campsites. Camping parties wishing to stay at one campsite for more than two consecutive nights may be assigned to an underutilized campsite by AWW staff.

Strategy 1.11.D: To prevent camping parties from becoming entrenched at a certain campsite, no camping party may camp more than 14- nights within a 30 day period at any one campsite.

Objective 1.12: Allow hunting within the Allagash Restricted Zone at certain times of the year:
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Purpose: Hunting is an activity with long-standing history pre-dating the creation of the Waterway. Management of the Waterway strives to maintain this recreational opportunity while appropriately addressing any safety concerns associated with hunting and other recreational uses of the Waterway.

Coordination with AWW Strategic Plan: Guiding Principles: (2) “The rich history, culture and traditions of the Allagash River contribute to its uniqueness, and will be preserved and interpreted as an asset to the Waterway and its visitors”, (4) “The Watercourse and Restricted Zone shall be managed in accordance with wilderness management principles and legislative mandates to facilitate the preservation of historical features and traditions that enrich the Waterway and visitor experience.

Background

Hunting is a traditional use within the Restricted Zone and on the watercourse. Title 12, Section 1883 of the Allagash statute allows the Division to establish rules for the safety of the public. Waterway rules allow hunting within the Restricted Zone in accordance with Maine Inland Fisheries and Wildlife rules between October 1 and April 31. The use of baiting and attractants for bear hunting is not allowed in the Restricted Zone.

The Department of Inland Fisheries and Wildlife prohibits moose hunting during the month of September in the Restricted Zone at the request of Division of Parks and Public Lands,. The Division is concerned that (1) the presence of hunters in boats or along roads in the Restricted Zone during times of significant recreational use conflicts with the canoeing and camping that occurs then, and (2) bullets from high powered rifles

used to shoot moose can travel a long distance, creating a safety hazard for other watercourse users.

In 2008 and 2009, overnight camping at authorized campsites in October tallied 370 and 381 camper nights, respectively (camper nights are the total of number of nights a party camps along the watercourse multiplied by the number of visitors in that party). It seems unlikely that this low amount of use along the watercourse would significantly conflict with the moose hunting occurring in October (currently restricted to one week). There are, however, areas along the watercourse and within the Restricted Zone where moose hunting should not be allowed because of administrative or safety concerns, e.g., near structures, campsites, trails, and bridges.

The Allagash statute (Title 12, §1885) allows only law enforcement or other authorized personnel to discharge firearms in the Restricted Zone between May 1 and October 1. To ensure that firearms are not discharged, an Allagash rule requires that during periods when hunting is not allowed in the Restricted Zone (May 1 to October 1 and all Sundays), firearms be transported across the Restricted Zone either securely wrapped in a complete cover, fastened in a case, or carried in at least two separate pieces.

Strategy 1.12.A: Continue to allow hunting in the Restricted Zone and on the watercourse between October 1 and April 30.

Strategy 1.12.B: Between May 1 and September 30, and on Sundays, allow the transportation of firearms within the Restricted Zone and on the watercourse provided they are securely wrapped in a complete cover, fastened in a case, or carried in at least two pieces so that they cannot be fired unless the separate pieces are joined together. However, during this same time period (May 1 – Sept 30), firearms may be transported across the Restricted Zone at permanent water crossings identified in §1882 without being wrapped in a complete cover, fastened in a case, or carried in at least two pieces. At other times of the year, the possession of firearms within the Restricted Zone or on the watercourse is allowed in accordance with the rules and regulations of the Department of Inland Fisheries and Wildlife.

Objective 1.13: Improve existing facilities at vehicle access points within the Restricted Zone to better accommodate use by persons with physical disabilities.

Purpose: Vehicle access points such as Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, and Michaud Farm present opportunities for a variety of visitors with physical impairments to enjoy the Allagash Wilderness Waterway. However, not all facilities at these points are accessible.

Coordination with AWW Strategic Plan: Guiding Principles: (1) “Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen”; (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

Facilities at vehicle access sites, including outhouses (privies), ranger stations, and campsites, are not as accessible as they could be. This, coupled with these sites’ accessibility by motor vehicle, creates the need to upgrade facilities to better serve visitors with physical handicaps. There is little conflict with other goals, such as enhancing wilderness character, in that the character of motor vehicle access points is not as remote, pristine, and wild as other points within the Restricted Zone. Additionally, it is not perceived that improvements would diminish wilderness character. Typical improvements would include efforts such as ensuring that access to outhouses, ranger cabins, and picnic tables are compliant with Americans with Disability Act standards.

Accessibility Strategies

Strategy 1.13.A: Develop a plan and schedule for making campsites and access sites that are accessible by motor vehicle, and associated facilities, accessible to persons with disabilities.

Strategy 1.13.B: Identify toilets, drinking water, and other facilities at ranger stations that should be accessible to the disabled, and schedule their renovation.

Strategy 1.13.C: Inform users as to what accessible facilities exist in the Waterway.

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POLICY 2: “MANAGE WINTER USE OF THE RESTRICTED ZONE AND WATERCOURSE TO RETAIN TRADITIONS AND PROTECT THE SETTING’S UNIQUE WILDERNESS CHARACTER”

Goal: Manage Winter Access to the Restricted Zone and the Watercourse

Objective 2.1: Manage winter access to facilitate snowmobiling, ice-fishing, and non-motorized recreational uses while also protecting the wilderness character of the Restricted Zone during winter.

Purpose: While winter represents a distinct change to the setting and use of the Waterway, there is still an imperative to maintain wilderness character in which access is managed and in keeping with the vision for winter experiences within the Restricted Zone and on the watercourse (for more on this vision, see page 6).

Coordination with AWW Strategic Plan: Goal A.1.

Background – snowmobiles

Access to the Restricted Zone in the winter is markedly different than the spring, summer, and fall seasons. Plowed road access to the Waterway is not guaranteed and is instead dependent on specific harvesting operations necessitating plowing. The amount and location of plowed roads varies and fluctuates year to year. Thus, snowmobiling is a primary means of accessing and traveling on the watercourse. Snowmobiling, a traditional activity in the Waterway, is governed by the Allagash rules.

Statute allows snowmobiling on all bodies of the watercourse except Allagash Lake and Allagash Stream. Snowmobile access to the watercourse is designated only at the sites listed below. Per Maine State Title 12, §1882, snowmobile access must be maintained at 19 sites within the Waterway. A replacement site may be substituted for another, so long as the total is 19. Access site substitutions are envisioned as occurring on a temporary basis as the result of safety or other concerns (likely associated with timber harvesting) requiring an adjacent landowner to close or move a trail leading to an access point. Temporary replacement sites should strive to provide access to the same general area (e.g., pond or portion of lake) as the temporarily closed access point. As of the adoption of this plan, the 19 sites include:

- Telos Dam;
- Chamberlain Thoroughfare;
- Mud Pond Carry;
- McNally Brook;
- Nugent’s Camps;
- Upper Crows Nest;
- Lock Dam;
- Smith Brook;
- Island Road;
- Allagash Lake Carry Trail;
- Zeiglar Trail;
- Allagash Lake Ledge Campsite;
- North Twin Brook (T9 R12);
- Churchill Dam;
- Umsaskis Lake Reality Road;
- Ross Stream;
- Henderson Brook Bridge;
- Michaud Farm; and
- Twin Brook, Allagash Plantation

All designated snowmobiling trails to the watercourse or within the Restricted Zone of the Waterway are listed in Table 2.1. Of these, several travel over roads to the watercourse, listed in the Waterway rules, providing legal snowmobile access to the watercourse. These road-based snowmobile access trails include roads to Telos Dam, Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, Henderson Brook (Blanchette) Bridge, Michaud Farm, and Twin Brook in Allagash Plantation. The access point at Twin Brook in Allagash Plantation serves also as the legal entry point for riders coming (south) upriver when ice conditions on the river allow snowmobile travel. The “Ross Stream Trail” listed in the rules is not a land trail; it is access from McNally’s Camps down Ross Stream, when it is frozen, to Long Lake.

Snowmobile travel across frozen water bodies is not restricted, except that snowmobiles are not allowed on Allagash Lake or Allagash Stream. Authorized locations where snowmobilers briefly enter the Restricted Zone while travelling from the watercourse to the watercourse again are not considered “access points”. Such locations include the Tramway between Chamberlain and Eagle Lakes, a short crossing point at John’s Bridge, and along the portage route around Allagash Falls.

The character of snowmobile use varies significantly between the region defined by the headwater lakes such as Chamberlain, Eagle, and Churchill versus the more northerly, river region. The headwater lakes have significant use by ice-fishermen and the demand for access is largely linked to the demand for access to favored fishing destinations. Parking opportunities providing a space to park a motor vehicle and snowmobile trailer are more common in this region than below Churchill Dam. Snowmobile touring not associated with fishing appears to be a growing trend in this region. Further north, especially in the areas downstream of Round Pond, snowmobile use in the Waterway is centered on travel along the river. Conditions must be right and riders need a familiarity with the river to safely travel its surface, but riding along the

river occurs with some regularity. Access to the AWW watercourse from the north primarily originates in the village of Allagash. Comments at the August 23rd public meeting in Fort Kent suggested considering Big Brook as a replacement access point instead of Michaud Farm. After further review, this plan calls for the Michaud Farm access point to remain, though the situation should be monitored and possibly reconsidered in future plan updates.

Table VI-A: AWW Watercourse Authorized Snowmobile Access Points		
Trail Name	Township	AWW Water Body
Telos Dam	T6R11	Telos Lake
Mud Pond Carry	T6R12	Chamberlain Lake
Chamberlain Thoroughfare	T6R11	Chamberlain Lake, Round Pond
McNally Brook	T7R11	Chamberlain Lake
Nugent's Camps*	T7R12	Chamberlain Lake
Upper Crows Nest	T7R13	Chamberlain Lake
Smith Brook*	T8R12	Eagle Lake
Lock Dam	T7R13	Chamberlain Lake, Eagle Lake
Island Road	T7R14	Allagash Lake**
Carry Trail	T7R14	Allagash Lake**
Ledge Campsite	T8R14	Allagash Lake**
Zeigler Trail	T8R13	Eagle Lake
North Twin Brook	T9R12	Churchill Lake
Churchill Dam	T10R12	Churchill Lake
Reality Road	T11R13	Umsaskis Lake
Ross Stream	T12R13	Long Lake
Henderson Brook Bridge	T13R12	Allagash River, Round Pond
Michaud Farm	T15R11	Allagash River
Twin Brook***	Allagash Plantation	Allagash River
<p>* Pending ammendment of existing rule. **Access to shoreline only (snowmobile use not allowed on Allagash Lake). ** The Twin Brook access point covers snowmobiles entering the Waterway by riding southward, up the river from north of the Waterway boundary.</p>		

John's Bridge is not a legal winter motor vehicle access site. It is used by some in the winter as a place to off-load and load ice shacks onto and off of Eagle and

Churchill Lakes. The trail from the Ziegler parking lot is not wide enough to accommodate large ice shacks, and the towing distance is quite long to reach Eagle Lake by snowmobile over the ice from Churchill Dam and Chamberlain Thoroughfare Bridge. There is additional access to the southern end of Eagle Lake via Indian Stream. Currently, the primary uses of Eagle Lake in the winter are snowmobiling and ice fishing. All of the routes used by snowmobiles on the Restricted Zone trails are maintained by sporting camps, individual volunteers, or the State.

Some users of the Allagash watercourse prefer to blaze their own snowmobile trails, enabling them to quickly reach their favorite ice fishing destinations. The proliferation of unapproved snowmobile trails to the watercourse, which also creates the potential for new summer access routes to the Restricted Zone and the watercourse, is not consistent with enhancing wilderness character within the Restricted Zone and should be addressed through signage, education, and enforcement.

Background – Non-motorized Winter Recreation

Motor vehicle access points are limited by statute and, in the winter months, by varying road-plowing decisions made by individual landowners based on timber harvesting logistics. Therefore, there are limited winter trailhead opportunities providing access to the Restricted Zone and watercourse. Chamberlain Thoroughfare is the most reliable winter access point in the Waterway.

Waterway staff experience indicates that non-motorized recreational use, including but not limited to cross-country skiing and snowshoeing, is low. Public information materials neither promote nor discourage these activities and it is difficult to definitively identify the demand for participating in these activities in the Waterway. Travel distance, road conditions and uncertainty about access, perceptions of relatively high snowmobile use, and alternative destinations (such as Baxter State Park) may be factors limiting winter non-motorized use within the Waterway. Once a year, a portion of the 250-mile Can-Am Sled Dog Race is run within the Waterway, in the Round Pond area (T13 R12 WELS).

Background – All-Terrain Vehicles (ATVs)

All terrain vehicles include motorcycles and off-road trail bikes, as well as 3 and 4-wheeled vehicles. ATVs are not allowed in the area managed by North Maine Woods, Inc., at any time of the year. However, because North Maine Woods' check points are not staffed in the winter, it is possible to bring an ATV into the North Maine Woods area and the Allagash Waterway at certain times of year.

A Vision for Winter Wilderness Character in the Restricted Zone

Management of the Restricted Zone in the Winter months will not depart in spirit from management in the spring, summer, and fall. Namely, the wilderness character of the Restricted Zone and the watercourse will be a focal point. As such, consideration of the impact of winter activity on spring, summer, and fall character will not be the only consideration. Rather, Waterway management will strive to provide a setting in which winter visitors can also find solitude, experience predominantly pristine shorelines, and connect with an environment in which natural processes dominate. However, there are unique winter realities present in the Allagash Wilderness Waterway that help define the use and character of the Waterway in the winter.

Snowmobiles are an approved use in select areas within the Restricted Zone and on all waters except Allagash Stream and Allagash Lake. Likewise, power ice augers are allowed except on Allagash Lake. Ice shacks are permitted on Waterway lakes, though they should minimize their visual impact on the setting by not being excessively large; temporary shacks not left unattended beyond 24 hours are preferable to seasonally permanent structures. While snowmobiles are not congruent with what some consider wilderness, they are a traditional use authorized within the Waterway subject to Waterway rules. Furthermore, they are far and away the most common form of travel on the watercourse in winter. The winter vision for the Allagash Wilderness Waterway includes snowmobiles and, more specifically, includes a specific setting for snowmobiles.

The experience of snowmobiling within the Allagash Wilderness Waterway is envisioned as continuing to be marked by primitive conditions with very limited trail grooming. Whereas the 12-person group size rule was designed and intended for open-water seasons, discretion will be applied in its enforcement in the winter. Reasonably small groups of snowmobiles traveling to ice fish or reach pristine destinations will not significantly diminish the experience of other users, including other snowmobilers and ice fishermen. Snowmobile parties will consider group size and will be encouraged to plan outings in the Waterway that don't involve oversized parties.

Visitors will find opportunities to experience the natural sounds of winter, although timber harvesting activity outside of the Restricted Zone is commonplace and may be heard at times. Non-motorized users will find opportunities to explore the watercourse and Restricted Zone, though recreational amenities and staff oversight will be very limited and conditions will continue to require backcountry skills and experience, especially further away from the few, relatively prominent motor vehicle access points.

Previously, AWW Rules allowed the use of ATVs between January 1 and March 31 at 19 locations, including three to the shore of Allagash Lake. Use was limited to frozen ground. This plan requires changing that rule to be consistent with Strategy 2.1.D, which denies use of ATVs in the Restricted Zone unless the Waterway Superintendent declares and posts that, due to a lack of sufficient snow cover for snowmobile use, ATVs are allowed until conditions for snowmobile access improve and the posting is removed. Summer rules do not allow the use of ATVs in the Waterway. The use of ATVs in the Waterway is not considered a “traditional” use and is allowed only by exception.

Access Strategies – vehicle, snowmobile, aircraft, and ATV winter access:

Strategy 2.1.A: Apply identical spring, summer, and fall motor vehicle access rules in the winter, with the understanding that spring, summer, and fall access points often will not be available as many roads are typically not plowed.

Strategy 2.1.B: The following 19 snowmobile access routes to the Allagash watercourse will be maintained as the exclusive routes onto watercourse:

- Telos Dam
- Chamberlain Thoroughfare
- Mud Pond Carry
- McNally Brook
- Upper Crows Nest
- Smith Brook
- Nugent’s Camps
- Lock Dam
- Island Road
- Allagash Lake Carry Trail
- Zeiglar Trail
- Allagash Lake Ledge Campsite
- Twin Brooks (T9 R12)
- Churchill Dam
- Umsaskis Lake Reality Road
- Ross Stream
- Henderson Brook Bridge
- Michaud Farm; and
- Twin Brook (Allagash Plantation)

Strategy 2.1.C: Support the North Maine Woods, Inc., policy prohibiting all terrain vehicles in the Allagash One Mile Area between April 1 and December 31, except for emergency, administrative, forest management, and administrative sporting camp use at Nugent’s and Jalbert’s camps.

Strategy 2.1.D: All-terrain vehicles will not be allowed in the Restricted Zone of the Waterway (pending ammendment of existing rule). However, the

Waterway Superintendent may post the designated snowmobile access points and the portions of the watercourse open to snowmobile use as open to ATV use should conditions merit. Conditions meriting a temporary lift on the ATV restriction shall include unusually low snowfall making access for ice fishing and ice shack transport impossible with snowmobiles. All-terrain vehicles shall not be allowed within one mile of Allagash Lake and Stream, except for emergency, administrative, and forest management use.

Strategy 2.1.E: Prohibit snowmobile trail routes from passing through the Restricted Zone to campsites on the watercourse.

Strategy 2.1.F: Find a temporary, replacement snowmobile access point for any designated snowmobile access point made obsolete due to the closure of the adjacent trail segment by a landowner. Seek to replicate the general access provided by the designated site while avoiding or minimizing any clearing etc. that infringes on the ability to manage for wilderness character.

See Also: Strategy 1.5.A [winter landing of aircraft]

Goal: Manage Winter Recreation Experiences to Protect the Unique Wilderness Character of the Restricted Zone and Watercourse.

Objective 2.2: Continue to support ice fishing and snowmobiling while ensuring opportunities abound for solitude in primitive settings.

Purpose: Ice fishing and snowmobiling are important recreational activities within the Waterway. Management needs to ensure these activities continue to be available. While these activities are not viewed as being inconsistent with the desired character of the setting, there is a need for careful management to ensure that the experience, including the experiences of snowmobilers and ice fishermen, continues to include elements of solitude and wildness.

Coordination with AWW Strategic Plan: Goal A.1.

Background:

Concern has been voiced that the Chamberlain Thoroughfare and Kellogg Brook parking lots are inconsistent with the wilderness character concept for the Restricted Zone and watercourse. The parking lots are located outside of the Restricted Zone, on Public Reserved Land, and are not visible from the watercourse or from the closest authorized campsites. They are, however, visible from the road approaching the Restricted Zone and the Chamberlain Thoroughfare Bridge.

There are also questions regarding the disposal of rubbish and wastes generated by persons staying in ice shacks on Telos, Chamberlain, Eagle, and Churchill Lakes, especially those staying overnight. There is no data or information regarding how much, if any, rubbish or waste is disposed of improperly by ice shack users.

Camping overnight in ice shacks is inconsistent with a Waterway rule that allows camping only at authorized campsites. Fishing at night, however, is permitted by the Department of Inland Fisheries and Wildlife. As a result, it is impossible to distinguish “night fishing” from “overnight camping” and to enforce a “no camping in ice shack” rule.

Primitive camping associated with backcountry, non-motorized, recreational winter use is not a significant use within the Waterway at this time. However, such use, subject to Waterway rules, is consistent with the vision for the Waterway. The Allagash rule permitting camping only at “authorized campsites” was intended to address spring, summer, and fall camping at land campsites, not winter camping in ice shacks or at some land locations potentially better suited for winter camping than the signed, authorized campsites. Additionally, the designated campsites have been established at intervals tailored to watercraft travel patterns, not winter travel on foot.

The use of motor vehicles intended for highway use on frozen lakes is inconsistent with maintaining the wilderness character of the watercourse, raises concern about safety and environmental impact, and is prohibited by rule.

Strategy 2.2.A: Continue to allow winter camping at the Chamberlain Thoroughfare and Kellogg Brook parking lots, but do not increase capacity beyond the 48 sites currently available, or extend the camping period beyond October 1 to May 15.

Strategy 2.2.B: Continue to allow ice fishing on Allagash lakes and ponds in accordance with Department of Inland Fisheries and Wildlife regulations. Allagash, Telos, Chamberlain, Eagle, and Churchill Lakes are currently open to ice fishing; Umsaskis Lake, Long Lake, and Round Pond are closed to ice fishing.

Strategy 2.2.C: Allow ice shacks on Telos, Chamberlain, Eagle, and Churchill Lakes in the Restricted Zone and on the ice between December 1 and April 2.

Strategy 2.2.D: Emphasize to ice shack users the carry in, carry out Allagash policy, and that all rubbish and wastes must be disposed of properly.

Strategy 2.2.E: Make special use permits potentially available upon request for groups or individuals needing to camp at undesignated sites during the winter months due to unavoidable trip logistics including but not limited to distances

between designated sites being too far or a safety concern limiting the availability of a designated site. Existing rules governing the cutting of live vegetation shall still apply.

Strategy 2.2.F: Maintain the AWW Rule limiting the public's use of generators to the camping areas at Chamberlain Thoroughfare Bridge and Kellogg Brook from October 1 through May 15. Generators will not be allowed at ice shacks.

Strategy 2.2.G: Inform and educate snowmobile interests to highlight the winter wilderness character of the Restricted Zone and watercourse. Encourage traveling parties to visit the Waterway in relatively intimate groups versus large parties or large parties broken into numerous mid-sized clusters. Use the open-water size limit of 12 people as a guideline for snowmobilers.

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POLICY 3: ASSURE RESOURCE IDENTIFICATION, PROTECTION, AND APPROPRIATE MANAGEMENT WITHIN THE RESTRICTED ZONE BY WORKING WITH THOSE AGENCIES RESPONSIBLE FOR HISTORICAL, CULTURAL, NATURAL, WILDLIFE, AND FISHERY RESOURCES.

Goal: Identify, Protect, and Manage Natural , Wildlife, and Fishery Resources.

Objective 3.1: Identify, protect, and manage important natural resources, features, and ecosystems in the Restricted Zone.

Purpose: Title 12, §1871, the Declaration of Policy, specifically references the “...preservation, protection and development of the natural scenic beauty and the unique character of our waterways, wildlife habitats...” There is a vital requirement that management of the Restricted Zone appropriately steward natural resources. Identifying important natural resources, features, and ecosystems in the Restricted Zone and developing management approaches to safeguard those resources is an essential management priority for the Division.

Coordination with AWW Strategic Plan: Goal A.1.a (1), Goal A2 a& b

Background

The 22,840 acres comprising the Restricted Zone are spread across 22 townships, two counties, and provide the foundation for a waterway approximately 92 miles in length. This geographic range and its associated diversity of habitats is a challenging natural resource to manage. The Division relies heavily on the expertise, authority, and actions of the Maine Department of Inland Fisheries and Wildlife to understand and manage fish and wildlife resources. Additionally, the Division looks to the Maine Natural Areas Program, the Maine Forest Service, and the Land Use Regulation Commission- all sister agencies within the Department of Conservation- to assist in their own unique ways with resource information and management.

The Division is contracting with the Maine Natural Areas Program to have a Natural Resources Inventory produced for the Restricted Zone. This inventory, involving field work in 2011 and 2012 will enhance documentation of unique and exemplary natural communities found within the Restricted Zone and deepen Waterway management’s knowledge of ecological resources within the Restricted Zone. The

inventory will, as the Strategic Plan recommends, identify rare plants, exemplary communities, and significant habitats. For information on the Chamberlain Lake Ecological Reserve, which is comprised of 2,890 acres of Public Reserved Lands centered on the Lock Dam/Tramway Trail area, see the Ecological Reserve Fact Sheet produced by the Maine Natural Areas Program (**Appendix F**). This reserve is not technically within the Restricted Zone but is owned by the Division and is surrounded by the Restricted Zone

Strategy 3.1.A: Enhance and expand existing Geographic Information System (GIS) databases of unusual and important natural resources, features, ecosystems, and natural communities located within the Restricted Zone.

Strategy 3.1.B: Develop management guidelines and provide appropriate management for each unusual or important natural feature, resource, ecosystem, or natural community.

Strategy 3.1.C: Encourage public and private research of these areas and require that data be made available to the Division as it is completed and verified.

Objective 3.2: Work cooperatively with the Department of Inland Fisheries and Wildlife to protect and manage fish and wildlife species, and their habitat, located in the Restricted Zone or the watercourse.

Purpose: The fish and wildlife resources found within the Waterway are part of the core Allagash experience and are vital components of the ecosystems found along the Waterway. Continued collaboration between Waterway staff and the Department of Inland Fisheries and Wildlife will serve to protect and enhance the Restricted Zone's character and visitor experiences.

Coordination with AWW Strategic Plan: Goal A.1.a (1), Goal A2 a& b

Background

There are many fish and wildlife species and habitats within the Restricted Zone and the watercourse. Management of species and habitats is the responsibility of the Department of Inland Fisheries and Wildlife, including the identification and mapping of endangered, threatened, special, or of concern animal species. A detailed inventory of important species and their habitats within the Restricted Zone, coupled with the development of species management plans, would enable Allagash staff to better assist

Inland Fisheries and Wildlife staff with the management of habitats and the identification of appropriate activities within those habitats.

Strategy 3.2.A: Continue to work with the Department of Inland Fisheries and Wildlife to compile an inventory of fish and wildlife species and habitats located within the Restricted Zone and in the watercourse, and participate in the process of preparing management guidelines for species and habitat.

Objective 3.3: Work cooperatively with partners including but not limited to the Department of Inland Fisheries and Wildlife to combat existing or potential exotic, invasive species located in the Restricted Zone or the watercourse.

Purpose: The introduction of invasive species has the capacity to greatly alter the assemblage of native species. Diligence and planning is required to address the constant threat of invasive plant and animal species.

Coordination with AWW Strategic Plan: Goal A.1.a (1), Goal A2 a& b

Background

Invasive species pose a great threat to the ecological integrity of the ecosystems present in the Restricted Zone and beyond. An assortment of potential “invaders” including but not limited to insects, fish, and plants could drastically alter the character and health of terrestrial and aquatic environments. This phenomenon has already occurred with the presence of non-native Muskellunge and smallmouth bass having altered the fisheries downstream of Allagash Falls.

Aquatic invasive plants such as variable and Eurasian milfoil and hydrilla, to name three of eleven imminent plant threats to Maine’s freshwaters, risk being introduced to waters in the Waterway via transport on boat motors, trailers, etc. Insects including the emerald ash borer and the Asian longhorned beetle can be transported in firewood and threaten native Maine forest trees. In 2010, the Maine Legislature banned all out-of-state firewood from being brought into Maine.

Strategy 3.3.A: Continue to monitor the effectiveness of Allagash Falls as a barrier to upstream expansion of the non-native fish populations below the falls and in the greater St. John watershed.

Strategy 3.3.B: Seek training for Waterway staff to enhance awareness of and ability to recognize aquatic invasive species.

Strategy 3.3.C: Coordinate with appropriate agencies and organizations to develop an invasive species action plan.

Strategy 3.3.D: Continue to educate and monitor anglers concerning the issues and laws regarding introducing fish into any Maine waters and the Waterway in particular.

Strategy 3.3.E: Continue to educate and monitor boaters as possible to raise awareness of aquatic invasive species and to minimize the opportunity for invasive species to enter the watercourse.

Strategy 3.3.F: Continue to educate and monitor campers concerning invasive insects and firewood

Goal: Identify, Protect, and Manage Historical and Cultural Resources.

Objective 3.4: Identify, manage, and, where appropriate, restore important pre-historic, historic and cultural features in the Restricted Zone.

Purpose: Historic and cultural resources serve to help impart a sense of place upon which the Allagash Wilderness Waterway’s character is built. Management of these resources within the Restricted Zone is a vital component of land stewardship and recreational experiences.

Coordination with AWW Strategic Plan: Goal B. 1

Background

There are a number of pre-historic and historic features within the Restricted Zone that should be protected and interpreted: pre-historic archaeological sites, the tramway Historic District; Churchill Depot Historic District; the Moir Farm north of Michaud Farm on the east side of the river; and miscellaneous artifacts.

Background information highlighting the rich historic resources in the Waterway is available in the HISTORICAL FEATURES AND RESOURCES section. However, a number of specific actions have occurred concerning the management of historic resources since adoption of the 1999 Allagash Wilderness waterway Management Plan. A few of these actions are discussed below.

- The Tramway Historic District has seen a number of improvements/actions, including research and documentation as part of a plan to display a portion of the tramway on-site. Additionally, trail work has been completed as part of an effort

to harden the Tramway Trail's previously muddy sections prone to damage from foot traffic.

- The boarding house at Churchill Depot has been extensively photographed and documented and the foundation has been stabilized.
- Additional artifacts have been added to the History Center at Churchill Depot.
- Research materials have been used to develop interpretive background materials detailing some of the historical and cultural aspects of the Waterway. This information is currently presented on the Division's website.
- Research was undertaken on the historical significance of the Henry Taylor Camps. A nomination was made for the camps to be placed on the National Register of Historic Places. The nomination was denied.
- Volunteer efforts began in a project aimed at rehabilitating the Taylor Camps. This work is ongoing.
- Research into early non-native inhabitants beginning with the Moir family has been undertaken.

Strategy 3.4.A: If recommended by the Maine Historic Preservation Commission, nominate pre-historic sites to the National Register of Historic Places. Establish policies and procedures concerning protection and management of these sites and the artifacts associated with them, including the establishment of a protocol with appropriate Native American Tribes to ensure their input. Site locations will not be made available to the public.

Strategy 3.4.B: Continue to monitor the stabilized locomotives in the Tramway Historic District and make any necessary improvements to maintain their stabilization.

Strategy 3.4.C: Maintain the historic nature of Telos Dam as a timber-crib structure.

Strategy 3.4.D: In conjunction with fisheries and water management considerations, explore the potential for enhancing the historic nature of Lock Dam by replacing the current culvert system with a small timber crib gate. ***See also: Strategy 8.1.B.***

Strategy 3.4.E: Through drawings and photographs, document and retrieve the unique artifacts comprising the remaining Moir Farm structures. Develop a plan to display and interpret artifacts in a way that celebrates the significance of the site in the context of early Allagash Settlement. Explore collaborating with historical/cultural institutions or groups to share the site's history within the Waterway and possibly at a location(s) in the St. John Valley Region.

Strategy 3.4.F: Complete renovation of the Henry Taylor Camps consistent with the Land Use Regulation Commission permit. Manage the Taylor Camps site as a complimentary structure enabling interpretation of not only the Henry Taylor Camps but also the earlier, adjacent Moir Farm. Develop a footpath to the site from a riverside location as close to the camps as possible yet still affording a safe and erosion-resistant canoe landing area. The site shall remain as day-use only destination and any interpretive signage should be placed out of sight from the river, such as within the cabins.

Strategy 3.4.G: Complete the survey of historical artifacts scattered throughout the Waterway in the Restricted Zone. Do not publish or otherwise provide the public with locations of identified sites (due to looting concerns). Retrieve significant objects that have been removed from the Waterway, as feasible, for preservation or exhibit.

Strategy 3.4.H: Continue to monitor the boarding house while exploring options for interpreting its historic role at Churchill Depot.

Objective 3.5: Maintain and operate camps and structures at Jalbert’s and Nugent’s Sporting Camps without diminishing the historic value and significance of the Camps or the wilderness character of the Restricted Zone.

Purpose: Jalbert’s and Nugent’s sporting camps provide recreational and historical/cultural values to the Allagash Wilderness Waterway. Careful management is required to ensure that these sporting camps continue to support rather than detract from the Waterway’s character.

Coordination with AWW Strategic Plan: Guiding Principles (2): “The rich history, culture and traditions of the Allagash River contribute to its uniqueness, and will be preserved and interpreted as an asset to the Waterway and its visitors.” (3): “The Watercourse and Restricted Zone shall be managed in accordance with wilderness management principles and legislative mandate’s to facilitate preservation of historical features and traditions that enrich the Waterway and visitor experience.”

Background

Jalbert’s and Nugent’s are sporting camps owned by the state and run by private individuals through a lease agreement. No new, additional structures or expansion of existing structures are permitted in the Restricted Zone, except those essential to state service agencies and those necessary for watercourse crossing and access (Title 12,

§1876.1). In addition, the existing use of Jalbert's and Nugent's Sporting Camps may not be changed, nor the camps destroyed or abandoned, without legislative approval (Title 12, §1876.3).

These two historic sporting camps were not eliminated when the Allagash was purchased by the State because they offered an alternative, traditional form of recreational use in the Waterway, and because both provided a measure of safety for boaters on Chamberlain Lake and Round Pond. Operators of both sporting camps have rescued and assisted watercourse users in trouble.

When the Allagash was created in 1965, eight camps were owned and operated by Robert and Willard Jalbert, Jr., including five at Round Pond, two at Burntland Brook, and one at Whittaker Brook. Today there are 10 camps and structures at Jalbert's, including those at Burntland Brook and Whittaker Brook. In 1965, there were 26 camps and structures at Nugent's, including 17 at the Chamberlain Lake camps. Today, there are 25 camps and structures at Nugent's, excluding outhouses. In both instances, additional structures such as utility buildings, wood sheds, and outhouses were undoubtedly present in 1965 but were not identified.

If the Division determines that any of the original structures at Jalbert's or Nugent's merit consideration for historical interpretation, and these structures might otherwise be replaced by the leasee without regard to their historical value, then their conservation should be undertaken by the Division rather than the lessee. Other replacement structures should blend with the surrounding landscape and buildings in style and material to maintain the site's character.

Foot and snowmobile trail access is currently available to Jalbert's and Nugent's for administrative and emergency purposes, and for the transportation of guests and equipment upon arrival and departure. This plan also now allows public use of the Nugent's snowmobile trail access to the camps and Chamberlain Lake. ATV access is available over the same trail for administrative and emergency use only. Furthermore, ATV use for administrative use should occur only seasonally when neither boat nor snowmobile access is possible due to lake/snow conditions. These trails should be maintained by the camp operators.

Strategy 3.5.A: The Division will create a baseline record [including photographs where possible] of all camps, structures, and number of beds that currently exist at Jalbert's and Nugent's Sporting Camps.

Strategy 3.5.B: The number of camps and structures at Jalbert's and Nugent's shall not exceed the number identified in the baseline record.

Strategy 3.5.C: Repair, improvement, and replacement of existing camps and structures will be of a design and use materials that are as consistent as practical with the original structures.

Strategy 3.5.D: All replacement structures, and repairs to existing structures, will, to the maximum extent possible, blend with the existing character of the surrounding area and buildings.

Strategy 3.5.E: Motor vehicle access to Jalbert's and Nugent's will not be allowed. Plowing of roads for administrative access to the sporting camps in the winter will require the Division's permission. Access to the sporting camps by a Division-approved foot/snowmobile trail originating from outside the One Mile Area is permitted.

Strategy 3.5.F: With Division approval, existing sporting camp buildings may be replaced except for those meriting conservation for historical preservation purposes. The Division shall contribute to the restoration of structures maintained solely for educational or historical purposes.

Strategy 3.5.G: Reasonable costs associated with approved improvements to structural components that will exceed the total term of the lease, including extensions, may be given to the lessee by the Division as credit against rent.

POLICY 4: MONITOR AND EVALUATE RESOURCE CONDITIONS AND VISITOR EXPERIENCES TO SUSTAIN ECOLOGICAL INTEGRITY AND WILDERNESS RECREATION QUALITY.

Goal: Continue to improve the Methods of Evaluating Resource Conditions and Visitor Use and Satisfaction.

Objective 4.1: Monitor the impact of use levels on the wilderness character and ecological integrity of the Restricted Zone.

Purpose: The quality of recreation experiences along the watercourse and within the Restricted Zone is sensitive to visitor perceptions of resource and social conditions. Waterway management has the imperative to monitor wilderness character, both physical and social, in order to maintain the qualities that define the experience of recreating in the Restricted Zone. This monitoring need includes not only an assessment of resource conditions but also an ongoing understanding of visitor preferences and satisfaction.

Coordination with AWW Strategic Plan: Goal A.1.b,c,d,e

Background

Allagash summer use is recorded by “camping days,” “sporting camp use,” and “other day use.” Camping days and use of sporting camps are accurately counted. An accurate accounting of day use is difficult because many day users reach the watercourse from routes that are not monitored by Allagash rangers, and many of these users are on and off the watercourse before they are encountered by staff. It is therefore quite likely that day use is greater than reported by the rangers.

Canoeists and fishermen who expect a wilderness experience where few or no groups are encountered on the water or at campsites express concern that Allagash summer use may be too high, even though the 2010 use of approximately 28,664 total visitor days for camping and day use is far less than the peak of 51,194 visitor days in 1981. Establishment of a maximum number of users for the watercourse, or for sections of the watercourse, which would require a permit or reservation system and tighter control of access to the watercourse, has been suggested in the past.

The United States Forest Service has used a “limits of acceptable change” (LAC) process and the National Park Service a “visitor experience and resource protection” (VERP) process to determine the maximum number of users allowed in a National Forest

or Park, or sections of a Forest or Park. Determination of a maximum number of users for the Allagash Restricted Zone and watercourse, or sections of the Restricted Zone or watercourse, would require detailed research over a period of time by qualified professionals. An effort to quantify maximum number of users (carrying capacity) is not advocated by this plan due to trends showing significantly reduced visitation as well as research indicating high levels of user satisfaction (Daigle, 2003).

The presence of only the park manager and two full-time rangers during the winter months limits the amount of time allocated to monitoring use and assuring such use complements the management objectives of the Restricted Zone. General observations made by Waterway staff indicate that there has been strong growth in the snowmobile activity associated not so much with ice fishing access but rather with snowmobile touring. In particular, the locomotives at the Tramway have become a popular day-trip destination for snowmobilers.

Data provided by Maine Department of Inland Fisheries and Wildlife angler counts on Churchill and Big Eagle Lakes show ice fishing activity leveling off in the 2000s. More information on winter angling activity can be found in section V.

Because the two winter rangers only count use south of Churchill Depot and are unable to count actual use on a daily basis, it is likely that the amount of reported winter use is inaccurate. Undercounting may occur because of some uncounted winter camping, uncounted use of the lower river, and uncounted day use throughout the Waterway; overcounting may occur because persons camping at Chamberlain or Kellogg Brook, or staying at Nugent's, may also be counted as ice fishing or snowmobiling day users.

Strategy 4.1.A: Review methods of counting and surveying spring, summer, and fall day users. Coordinate data collection with the Department of Inland Fisheries and Wildlife. Consider the use of unobtrusive monitoring tools (e.g., infrared counters, etc.) to sample use patterns at specific locations.

Strategy 4.1.B: Work with the Department of Inland Fisheries and Wildlife to coordinate and enhance winter use estimates, including counts of ice shack and authorized campsite use, use at Jalbert's and Nugent's Sporting Camps, and day use, to determine the extent and type of use occurring in the Restricted Zone and on the watercourse.

Strategy 4.1.C: Tabulate the Allagash summer registration cards annually in a database to allow for the tracking of trends.

Strategy 4.1.D: Undertake survey work building off past efforts to update information on visitor satisfaction and preferences. Partner with University/College staff to perform such work.

Strategy 4.1.E: Develop standards defining desired resource conditions and the acceptable level(s) of recreation impacts. Strongly consider partnering with University/College staff to develop/apply a Limits of Acceptable Change model for the Restricted Zone.

Strategy 4.1.F: Further analyze existing visitor use data as well as the campsite and visitor survey findings reported by Daigle. Develop and prioritize, based on management plan objectives, visitor data to be further investigated for future management and planning efforts.

See also Objective 1.7

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POLICY 5: PREVENT DEVELOPMENT IN THE NEW CONSTRUCTION AREA THAT IS INCOMPATIBLE WITH THE WILDERNESS CHARACTER OF THE RESTRICTED ZONE.

Goal: Prevent Development in the New Development Zone Incompatible with the Wilderness Character of the Restricted Zone

Objective 5.1: Assure that existing and proposed new and accessory structures, located within 1/4 mile of the Restricted Zone, are compatible with the wilderness character and management objectives of the Restricted Zone.

Purpose: The limited width of the Restricted Zone makes the Wilderness Character of the Watercourse and Restricted Zone vulnerable to influences from adjacent areas. Managing development in the ¼ mile New Construction Area buffering the Restricted Zone is a tool for protecting the wilderness character of the Restricted Zone.

Coordination with AWW Strategic Plan: Goal A.1.

Background

By statute, the Division must approve any new construction within 1/4 mile (New Construction Area) of the Restricted Zone (Title 12, §1876.2). New construction includes structures and accessory structures (see definitions under Objective 1.6), and the construction or creation of land management roads. It also includes the development of recreation facilities, which are addressed under Objective 4.2. Development in the 1/4 mile New Construction Area, and the One Mile Area, is also regulated by the Land Use Regulation Commission. To date, requests for new construction within the New Development Area have been associated with forest management (e.g, road building).

Over 32,000 acres of Public Reserved Land are managed by the Division within the One Mile Area, none of which is leased for private use. The Division has a policy of not entering into new lease agreements for recreational camps on Public Reserved Land.

Consideration of any development in the New Construction Area hinges upon whether or not the development under consideration will or will not impact the wilderness character of the adjacent Restricted Zone. Developments with potential to negatively impact the wilderness character of the Restricted Zone will be highly scrutinized, given the imperative to protect the wilderness character of the Restricted Zone.

Preventing Incompatible Development Strategies:

Strategy 5.1.A: Review records to establish a complete inventory of all structures and accessory structures in the New Construction Area, including date constructed and permits received for construction.

Strategy 5.1.B: Work with landowners to establish guidelines and procedures for review of proposed New Construction Area structures and accessory structures. Ensure that guidelines promote consistency with the wilderness character of the Restricted Zone and the watercourse.

Strategy 5.1.C: Continue to ensure that all proposals submitted to the Land Use Regulation Commission for development within the One Mile Area be provided to the Waterway Superintendent and Director of the Division of Parks and Public Lands for review and comment.

Strategy 5.1.D: Continue the policy on not leasing Public Reserved Land located within the One Mile Area for private recreational structures or uses.

Objective 5.2: Control the number of recreational improvements located within 1/4 mile of the Restricted Zone that provide access to the watercourse, including water access sites, land trails, and parking areas.

Purpose: Recreational improvements adjacent to the Restricted Zone have the capacity to erode the wilderness character of the Restricted Zone and therefore proposed improvements need to reinforce rather than conflict with goals for the Restricted Zone.

Coordination with AWW Strategic Plan: Goal A.1.

Background

Some land trails and water routes may provide access to the Restricted Zone and watercourse that is inconsistent with the maintenance or enhancement of wilderness character in the Restricted Zone. Access over land trails and water routes to the Restricted Zone can be made easier by the unauthorized clearing and marking of trails, provision of off-road parking areas, or improvement of launching areas to tributaries. All recreational improvements within the Quarter-Mile Zone are “new construction” and must be approved by the Division.

Strategy 5.2.A: Continue to inventory existing recreational improvements within 1/4 mile of the Restricted Zone, including water access sites, land trails

(snowmobile and pedestrian), picnic areas, campsites, and parking areas. Establish procedures for addressing those improvements that were not permitted by the Division.

Strategy 5.2.B: Require proposed recreational improvements in the New Construction Area, such as picnic shelters and tables, outhouses, and signs to use natural appearing materials.

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POLICY 6: WORK WITH LANDOWNERS TO MAINTAIN THE APPEARANCE FROM THE WATERCOURSE OF A GENERALLY UNBROKEN FOREST CANOPY AND TO MINIMIZE THE IMPACT OF TIMBER HARVESTING ON RECREATIONAL EXPERIENCES WITHIN THE RESTRICTED ZONE

Goal: Maintain the Appearance from the Watercourse of Generally Unbroken Forest Canopy

Objective 6.1: Limit timber harvesting operations within the Restricted Zone

Purpose: the directive to enhance the wilderness character of the Restricted Zone supports a minimalist forest management approach that allows visitors to experience shoreline forests shaped primarily by natural events and processes.

Coordination with AWW Strategic Plan: Guiding Principles: (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

Timber harvesting operations are prohibited within the Restricted Zone except for the purpose of maintaining healthy forest conditions or for correcting situations arising from natural disasters (Title 12, §1880.1). Herbicide spraying and flying any aircraft equipped to spray herbicides at less than 500 feet above ground level is prohibited over the Restricted Zone (Title 12, §1880.1).

Since the establishment of the Allagash Waterway, timber salvage operations to remove dead and dying trees in the Restricted Zone have not occurred. Herbicide spraying in the Restricted Zone was prohibited by statute in 1991. Insect infestations can spread between the narrow Restricted Zone adjacent private land, resulting in loss of commercially valuable wood.

Strategy 6.1.A: Allow the natural course of events to proceed within the forests of the Restricted Zone except when the events threaten adjacent forests. When, as determined by the Maine Forest Service, an insect infestation, disease, or severe fire hazard exists within the Restricted Zone that has the potential to significantly affect adjacent commercial forest land, the Division will work with appropriate

landowners and the Division of Forestry to identify and implement measures that least impact the natural character of the Restricted Zone while still addressing the infestation/disease/hazard.

Objective 6.2: Maintain a natural appearing forest in the Restricted Zone.

Purpose: A wild forest devoid of obvious signs of human alteration is a primary component of the experience along the watercourse and within the Restricted Zone. However, there is a recognized need for limited removal of trees in specific areas associated with approved structures.

Coordination with AWW Strategic Plan: Guiding Principles: (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

State service agencies may remove trees for the construction of essential structures, those structures determined to be essential in maintaining water level controls, and temporary structures for watercourse crossing and access (§1876.1). Additionally, §1882.4 identifies permanent watercourse crossings, which also may require the removal of trees as part of a maintenance routine. “Structures” are not defined in the Allagash statute. The Land Use Regulation Commission defines “*structure*” as “*anything constructed or erected with a fixed location on or in the ground, or attached to something having a fixed location on or in the ground, including, but not limited to, buildings, mobile homes, walls, fences, billboards, signs, piers, and floats.*” LURC further defines “*accessory structure*” as “*a structure subordinate to a permitted or conditional structure and customarily incidental to the permitted or conditional use of the structure.*” The statute is silent regarding trails and campsites. However, the definition of “structures” listed above includes recreation facilities. Camps and associated structures may be maintained at Jalbert’s and Nugent’s Sporting camps (§1876.3).

By rule, cutting live trees in the Restricted Zone is prohibited, except by Waterway staff.

The narrowness of the Restricted Zone limits the number of fires that might be started by lightning. Campfires are allowed only at authorized Allagash campsites, which are regularly maintained by rangers and where the fireplaces meet the Maine Forest

Service requirement for authorized campsites. However, it is possible for wildfires to start in the Restricted Zone and spread to adjacent private lands. The Division coordinates with the Maine Forest Service in planning for the prevention and control of forest fires in the entire Allagash Waterway area, to assure that Department of Conservation staff and equipment respond quickly to fires. The Division does not, however, have a written plan with the Maine Forest Service regarding suppression activities, the location of helicopter landing sites, and the creation of fire access roads within the Restricted Zone.

Except as noted in Strategy 6.2.A, the forests within the Restricted Zone are not manicured or manipulated and natural forest cycles are intended to occur uninterrupted. The “hands-off” approach to forest management in the Restricted Zone is an intentional decision in support of enhancing the wilderness character of the Restricted Zone.

Strategy 6.2.A: Allow the removal of blowdowns and hazardous trees only for the maintenance of administrative structures, sporting camps, roads, trails, bridges, parking lots, access sites, campsites, public safety, and navigability. This may require limited cutting of some live trees incidental to the obstruction or hazard.

Strategy 6.2.B: Develop a fire prevention and suppression plan with the Maine Forest Service, with the intent to suppress all wildfires immediately and to minimize the number of helicopter landing sites and fire access roads within the Restricted Zone.

Strategy 6.2.C: Locate new or replacement administrative structures and associated roads in such a way so as to minimize the cutting of live trees.

Strategy 6.2.D: Locate new or replacement campsites on sites best suited to withstand human use, which may require the cutting of some live trees.

Objective 6.3: Maintain the appearance of a largely unbroken forest canopy in areas visible from the watercourse, especially north of Churchill Dam and around Allagash Lake.

Purpose: The experience of viewing the surrounding forest lands from the watercourse and not seeing obvious signs of timber harvesting and development enhance the visitor experience on the watercourse.

Coordination with AWW Strategic Plan: Guiding Principles: (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”, (4) “Broader

Waterway purposes of ecological integrity, viewsheds, fish and wildlife management, forest management and wilderness recreation and character of the ¼ and 1-mile zones shall be pursued in partnership with landowners and appropriate agencies, especially the Maine Departments of Conservation and Inland Fisheries and Wildlife.”

Background

Timber harvesting operations and herbicide applications may not commence in the One Mile Area without notification and, in some cases, Division approval. Harvesting operations or herbicide applications within Visible Areas north of Churchill Dam must be approved by the Division (§1880.2.B).

To assure that bare ground openings created by harvesting will not be visible from the watercourse, the Division must approve any timber harvests in the Visible Areas in the Waterway north of Churchill Dam. Division –adopted procedures limiting the width and size of clearcuts must be followed in these Visible Areas. The maximum size of allowable clearcuts in these areas is 50 acres and the allowable clearcut acreage decreases as slope increases. More information can be found in Section 3 of the Waterway rules (Appendix C).

Harvesting operations require notification and in certain situations approval by the Land Use Regulation Commission. In addition, all harvest operations must also be conducted within standards established by the Maine Forest Service according to the state Forest Practices Act (12 MRSA Chapter 805, subchap. III-A), and pesticide spraying must be approved by the Board of Pesticide Control, Department of Agriculture. The notification form used by the Land Use Regulation Commission is similar to the Division’s harvest notification/application form. It may be possible that the Division’s harvest notification/application could be combined with those of LURC and the Maine Division of Forestry to produce one set of application forms and procedures.

Allagash staff occasionally inspects or monitor harvests or the application of herbicides, especially if those operations are near the Restricted Zone. None of the Allagash rangers, however, is a licensed Maine forester. Lands foresters have begun training Allagash rangers in monitoring harvests and herbicide applications.

Although they are not included in the statutory definition of “Visible Areas” there are several areas around Allagash Lake, within the One Mile Area, that are very visible from the lake. These visible areas were identified by the Division and Seven-Islands Land Company in 1993. A May 4, 1993 letter from the President of Seven Islands Land Company to the Director of the Division of Parks and Recreation stated that Seven Islands would manage all the Pingree Family land within one mile of Allagash Lake in a manner that was consistent with the timber harvesting guidelines for the Visible Areas of

the Allagash Waterway. This agreement is still in place. Public Reserved Lands managed by the Division of Parks and Public Lands within one mile of Allagash Lake and Stream are also harvested consistent with the Allagash harvesting guidelines for Visible Areas.

At present - aside from the aforementioned agreements and Division policies on Public Reserved Lands - there are no formal agreements between the Division and landowners regarding harvesting techniques in areas visible from the watercourse south of Churchill Dam.

Strategy 6.3.A: Continue to work with landowners to identify areas visible from the watercourse south of Churchill Dam and pursue additional voluntary agreements to ensure that timber harvesting and herbicide applications minimize the visual impact of operations in those areas.

Strategy 6.3.B: Continue to improve the efficiency of the process associated with the forest operations application/notification form for harvesting on lands located within the Allagash One Mile Area. Ensure that forestry operations are not unduly delayed and explore the possibility of a single form to be used to notify the Waterway Superintendent, LURC, and the Division of Forestry.

Strategy 6.3.C: Continue to provide training for Allagash rangers by licensed foresters in management and harvesting terminology and in monitoring of forest harvests and pesticide applications.

Objective 6.4: Minimize the impact of the sight and sound of harvesting operations and herbicide applications on watercourse users and users of campsites, trails, and water access sites within the Restricted Zone.

Purpose: The Restricted Zone is primarily a fairly thin ribbon surrounding the watercourse. Given this reality, there is a need to work with landowners in the Waterway to minimize the potential for wilderness experiences in the Restricted Zone or on the watercourse being impacted by harvesting operations and/or herbicide applications.

Coordination with AWW Strategic Plan: Guiding Principles: (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”, (4) “Broader Waterway purposes of ecological integrity, viewsheds, fish and wildlife management,

forest management and wilderness recreation and character of the ¼ and 1-mile zones shall be pursued in partnership with landowners and appropriate agencies, especially the Maine Departments of Conservation and Inland Fisheries and Wildlife.”

Background

Landowners must notify the Division of plans to harvest or apply herbicides in the One Mile Area before operations commence. This notification provides the Division an opportunity to consider the operation’s impact on watercourse and campsite users and discuss concerns with landowners. Landowners have been cooperative in scheduling operations so as to minimize the sight and sound of harvesting perceived by summer canoeists and campers. The start of harvest operations is often scheduled to begin in late September or October, rather than during summer months of heavy use. Herbicide applications, however, must occur in late August or early September in order to suppress hardwood growth.

Strategy 6.4.A: Continue to work with and seek cooperation from private landowners to schedule the start-up of harvest operations near Allagash access sites, campsites, and trails, before or after the peak canoeing season.

POLICY 7: IDENTIFY AND ENCOURAGE APPROPRIATE MANAGEMENT OF NATURAL, RECREATIONAL, HISTORICAL, CULTURAL, WILDLIFE, AND FISHERY RESOURCES LOCATED IN THE WORKING FOREST OF THE ONE MILE AREA, OUTSIDE OF THE RESTRICTED ZONE, THAT ARE VISITED BY WATERWAY USERS OR THAT CONTRIBUTE TO THE WILDERNESS CHARACTER OF THE RESTRICTED ZONE, BY WORKING WITH LANDOWNERS AND PUBLIC AND PRIVATE ORGANIZATIONS.

Goal: Identify, Protect, and Manage Natural, Wildlife, and Fishery Resources.

Objective 7.1: Landowners and the Division identify and protect important natural features and resources located within the One Mile Area that complement the management objectives of the Restricted Zone

Purpose: The stewardship of natural resources within the One Mile Area but outside of the Restricted Zone has a significant impact on the character of the natural resources within the Restricted Zone. The ecological processes in the Waterway are not distinct by zone (i.e., Restricted Zone vs. One-Mile Area). Therefore, coordination and collaboration between (largely) private landowners in the One-Mile Area and both the Division and the Maine Department of Inland Fisheries and Wildlife is greatly beneficial to the management of Waterway natural resources.

Coordination with AWW Strategic Plan: Goal A.2.a ; A.2.b.; A.4.a; A.5.a,b,c

Background

Though landowners have been diligent to limit leases and the construction of roads within the One Mile Area, the possibility of future residential and commercial development and new roads that might diminish the value of important natural features and resources exists.

Features or resources that complement the management objectives of the Restricted Zone, in which the Division may have an interest, include shorelines subject to development; the peninsula of land separating Chamberlain Lake from Eagle Lake (the “tramway” parcel); visible old growth forest stands; important fish and wildlife habitat; and land adjacent to hiking trails. Given funding limitations and acquisition needs elsewhere in the State, fee purchase of a large portion of the One Mile Area (approximately 106,000 acres of private land) is difficult to justify.

Management of Public Reserved Land adjacent to the Restricted Zone is sensitive to and complements management of the Restricted Zone and watercourse. Public Reserved Land is not leased for new private campplots. The management plans of the Public Reserved Land units may contain special considerations and provisions for management of features because of their presence within the Allagash Wilderness Waterway. One such example is the forested portion of the tramway area between Chamberlain and Eagle Lake, which has been designated as part of the Ecological Reserves system comprised of state-owned lands specifically set aside to protect and monitor the state's natural ecosystems.

The designation of Ecological Reserves was enabled by an act of the Maine Legislature in 2000. Section. 2. 12 MRSA §1801, sub-§4-A includes three aspects of Ecological Reserves. They are intended to serve as “*a benchmark against which biological and environmental change may be measured*”, to “*protect sufficient habitat for those species whose habitat needs are unlikely to be met on lands managed for other purposes*”; or “*as a site for ongoing scientific research, long-term environmental monitoring and education.*” The Chamberlain Lake Ecological Reserve has been identified as having exemplary Evergreen Seepage Forest, Spruce - Fir Wet Flat, Montane Spruce - Fir Forest, Spruce - Northern Hardwoods Forest, and White Pine Forest community types.

Conservation easements further protect several portions of the Waterway. All of T8 R14, T7 R14, and T7 R13 are conserved under the Pingree Easement. Additionally, portions of T8 R13, T8 R12, and T9 R12 are conserved under the same easement. The portion of T7 R12 not under State fee ownership is conserved under the Katahdin Forest Easement.

It is worth noting that while activity outside of the Waterway but within the Allagash watershed has ecological and other bearing on the Waterway, those areas outside the Waterway are not within the jurisdiction of the Waterway and are not covered by strategies in this plan.

Strategy 7.1.A: With landowners permission and the participation of other appropriate agencies, seek funding to conduct inventories filling gaps in information for important natural features and resources in the One Mile Area and identify those that warrant long-term special management and protection.

Strategy 7.1.B: Seek opportunities for agreements from landowners in the One Mile Area for state acquisition of land with unique resource attributes, or interests in such land, that complement the Division’s management objectives.

Strategy 7.1.C: Accept gifts of land in and adjacent to the Waterway that complement the management objectives of the Restricted Zone.

Strategy 7.1.D: Manage the forested portion of the Division-owned tramway parcel according to Restricted Zone standards.

Objective 7.2: Work with Landowners to Identify, Protect, and as Appropriate and as Possible Develop Recreational Opportunities in the One-Mile Area.

Purpose: Recreational use of the Restricted Zone and watercourse routinely involves access via connected trails and/or facilities in the adjacent One-Mile Area. Furthermore, there are attractions in the One-Mile Area outside the Restricted Zone that may complement the experiences associated with the watercourse and Restricted Zone.

Coordination with AWW Strategic Plan: Guiding Principle (5): Broader Waterway purposes of ecological integrity, viewsheds, fish and wildlife management, forest management and **wilderness recreation and character of the ¼ and 1-mile zones** (emphasis added) shall be pursued in partnership with landowners and appropriate agencies, especially the Maine Departments of Conservation and Inland Fisheries and Wildlife.

Background

Most important recreational features located in the One Mile Area, outside of the Restricted Zone, are known to Allagash staff, landowners, and others who frequently visit northern Maine and the Allagash Waterway. However, the specific location, values, and owners of these features have not been documented and verified with all affected parties, including landowners.

Recreational foot trails leading from the Restricted Zone to destinations outside the Restricted Zone, that are currently available and contribute to the Allagash experience, include the hiking trails to Allagash Mountain from Allagash Lake and to Round Pond Mountain from Round Pond. The Allagash and Round Pond Mountain trails are entirely state-owned and managed to complement the management objectives of the Restricted Zone.

Campsites developed by the Division, North Maine Woods, Inc., or others, outside of the Restricted Zone, within the One Mile Area, should complement the management objectives of the Restricted Zone.

Strategy 7.2.A: Review existing information to identify and locate important recreational features within the One Mile Area.

Strategy 7.2.B: With landowners permission and the participation of other agencies conduct inventories and complete data for important recreational features located within the One Mile Area.

Strategy 7.2.C: Work with landowners to identify those recreational features and facilities that warrant permanent protection and management, and seek agreements to implement protection and management.

Strategy 7.2.D: Work with North Maine Woods, Inc. to ensure that campsites developed within the One Mile Area do not conflict with the management objectives of the Restricted Zone.

Objective 7.3: Work with landowners to identify and protect important historical and cultural structures, features, and resources located within the One Mile Area that complement the management objectives of the Restricted Zone.

Purpose: Historical/cultural resources are not limited to the Restricted Zone but rather follow patterns derived from the interaction of humans with the watercourse and surrounding lands. Collaboratively working with landowners in the One-Mile Area to manage historical/cultural resources gives a more holistic perspective than simply focusing on the Restricted Zone alone.

Coordination with AWW Strategic Plan: Guiding Principles (2): The rich history, culture and traditions of the Allagash River contribute to its uniqueness, and will be preserved and interpreted as an asset to the Waterway and its visitors.

Goal B.1.a

Background

Evidence of the Native American and lumbering history of the Allagash is present not only in the Restricted Zone, but also in the One Mile Area. The Division does not have a comprehensive inventory of structures, features, and sites within the One Mile Area that are associated with this past, although many of these may have been identified by landowners.

Strategy 7.3.A: With landowners permission, identify important historical structures, features, and sites within the One Mile Area associated with the Native American and lumbering history of the Allagash, the protection of which would complement the management objectives of the Restricted Zone, and seek agreements or easements for their protection.

Strategy 7.3.B: Assist landowners where appropriate with the development of management guidelines for important pre-historic sites and lumbering structures and features that complement the management objectives of the Restricted Zone.

Strategy 7.3.C: With landowners permission provide users additional information about significant historic structures, features, and sites located in the One Mile Area that complement the management objectives of the Restricted Zone.

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**POLICY 8: MAINTAIN WATERCOURSE WATER QUALITY
AND MANAGE WATER FLOWS TO PROTECT ECOLOGICAL
AND RECREATION RESOURCES.**

Goal: Maximize the Ability to Manage Appropriate Water Flows and to Protect Water Quality.

Objective 8.1: Ensure the repair, maintenance, and continued operation of Telos, Lock, and Churchill Dams to maintain sufficient water quantity in the watercourse and associated wetlands for traditional recreation activities and the management of natural resources.

Purpose: Appropriate operation of Telos, Lock, and Churchill Dams manages lake levels and river flows for canoeing, minimizing shoreline erosion, and for managing native fish populations.

Coordination with AWW Strategic Plan: Goal A.3.

Background

The Allagash statute allows new or expanded structures essential in maintaining water level controls (§1876.1). One of the first acts of the Division in 1968 was to replace the breached dam at Churchill (outlet of Heron Lake) to control the flow of water for canoeing.

The presence of the three dams prior to development of the Waterway did not preclude the Allagash from being included in the Wild and Scenic River System nor did it preclude the Waterway from attaining a Wild classification. The 1970 Federal Register notice of approval for inclusion specifically mentions that, “these existing structures [dams] do not form impoundments which distract from or disrupt the wilderness character of the waterway and are of historic significance in that they portray the development of the logging industry in the northeastern United States.” In 1997, the Maine Department of Conservation reconstructed Churchill without obtaining the required permit from the US Army Corps of Engineers, the process of which would have included a review by the National Park Service. As a resolution to this issue, in 2002, the Department of Conservation and the National Park Service entered into a memorandum of agreement describing mutual understandings and actions to be taken (see Appendix).

Telos and Lock Dams are essential for maintaining the water levels in Telos and Chamberlain Lake that are expected by boating and fishing enthusiasts. In addition, fish and wildlife along the watercourse have adjusted to the water level management regime for over 100 years. Maintenance of current levels is necessary to prevent habitat disruption. In particular, the water management regime is central to minimizing shoreline erosion associated with higher lake levels. Telos, Lock, and Churchill Dams are managed with consideration for both recreational boating (notably canoeing) as well as fisheries management purposes.

At Lock Dam, the existing culvert provides a flow to Big Eagle Lake through Martin Stream only when the water level in Chamberlain Lake is higher than 5.0 feet on the gage at Telos Dam (full pond = 9.0 feet, empty = 2.6 feet). Maintaining an adequate minimum flow through this culvert requires that the fall draw down at Chamberlain be limited to a maximum of 3.5 feet (no lower than elevation 5.5 feet on the gage at Telos Dam). Limiting the draw down to an elevation of 5.5 feet affects water management flexibility at Chamberlain Lake.

This plan does not advocate the removal of existing dams in the Waterway. If conditions change dramatically and one of the dams is proposed for replacement, circumstances may require the Department of Inland Fisheries and Wildlife to study the option of dam removal on fish and wildlife resources.

Strategy 8.1.A: Manage Churchill Dam for an adequate flow of water for facilitated canoeing through the Chase Carry Rapids and fisheries enhancement in the river and lakes above the dam.

Strategy 8.1.B: Maintain, repair, and, if needed, reconstruct state-owned Telos Dam and Lock Dam. See also **Strategy 3.4.C and 3.4.D** (maintaining historic character of Telos and Lock Dams).

Strategy 8.1.C: Work with Maine IF&W to evaluate potential benefits of modifying a section of Lock Dam to establish a lower sill level. If determined to be a desirable project, consider options available- including constructing a small timber crib section to achieve the lower sill level - and seek funding opportunities.

Strategy 8.1.D: Operate Telos and Lock dams to maintain water levels and flows benefitting traditional recreation activities, fishery and wildlife habitat, and to minimize shoreline erosion.

Strategy 8.1.E: Assist Maine IF&W with flow study efforts designed to identify optimum flows in Martin Stream based on habitat, recreation, and system-wide water management needs.

Objective 8.2: Achieve the highest water quality possible for the lakes, ponds, and river sections of the watercourse.

Purpose: Excellent water quality is an essential feature underpinning the various values associated with the Waterway. Furthermore, excellent water quality is a central attribute of rivers within the Wild and Scenic River System, especially rivers in the Wild classification, such as the Allagash.

Coordination with AWW Strategic Plan: Goal A.2.

Background

Herbicide spraying is prohibited by statute within the Restricted Zone (§670.1). Allagash rules prohibit the discharge of wastes, including soaps and detergents, into the waters of the watercourse.

The prevention of erosion and sedimentation was a public benefit envisioned in the Allagash Statute's declaration of policy (§1871). Current water quality of the watercourse is extremely high: "AA" north of Churchill Dam and in Allagash Stream; "A" for other rivers and streams; and "GPA" for lakes and ponds elsewhere (38 MRSA §465-A and §467). Lake and pond water quality has been monitored by Allagash staff since 1986, in cooperation with the Department of Environmental Protection. Water quality in those water bodies has improved since then. The water quality of Allagash River and Allagash Stream have not been monitored.

Efforts of the Division to maintain high water quality have focused on reducing two types of erosion: that occurring at campsite shorelines from camper use, which can sometimes be aggravated by water level fluctuations; and runoff from old woods roads, landing areas, and water crossings. The Division will continue to work with Waterway landowners to reduce erosion as issues arise.

Strategy 8.2.A: Assist the Department of Environmental Protection with continued monitoring of the water quality of the watercourse.

Strategy 8.2.B: Work with the Department of Environmental Protection, the Land Use Regulation Commission, and landowners to identify sources that adversely affect water quality and aquatic habitat and address those problems within our authority.

Strategy 8.2.C: Continue to prohibit, by rule, the discharge of wastes, including soaps and detergents, into the watercourse.

See also Strategy 1.7.G (campsite erosion and site hardening) and Strategy 3.3.E (aquatic invasive plants).

POLICY 9: ENHANCE INTERPRETIVE MATERIALS/SERVICES IN ORDER TO FACILITATE VISITATION, ENHANCE RESOURCE APPRECIATION, AND BOLSTER STEWARDSHIP

Goal: Improve Public Information Used to Plan Visits to the Allagash Wilderness Waterway.

Objective 9.1: Provide quality public information in a variety of media to inform visitors of the logistics, rules, and other important considerations associated with visits to the Waterway.

Purpose: It is essential that potential visitors to the Waterway have information that will allow them to safely visit the Waterway and have positive experiences.

Coordination with AWW Strategic Plan: Goal A.1.

Background

Visits to the Allagash Wilderness Waterway, especially for new visitors, typically require advanced planning. Trip planning information, whether for a day's adventure or longer trips, is vital to visitor safety and quality experiences. Additionally, rules and other information are central components helping potential visitors decide if a trip to the Waterway is right for them and what trip itinerary will suit their particular interests.

More and more, visitors are looking to digital, on-line resources to plan recreational trips. Currently, the Division of Parks and Public Lands provides a basic web page for the Waterway with links to rules, historic information, and natural resource information. Three hiking trails, the Allagash Mountain Trail, the Tramway Trail, and the Round Pond Mountain Trail, are newly listed and mapped on the Maine Trail Finder website (www.mainetrailfinder.com).

Strategy 9.1.A: The Division will continue to provide information to potential users to prepare them for an Allagash visit and will look for opportunities to share information about the range of recreational opportunities available at the Allagash Wilderness Waterway.

Strategy 9.1.B: Encourage the use of traditional authorized water access routes to the watercourse, including Mud Pond to Chamberlain Lake, upper Allagash Stream to Allagash Lake, Johnson Pond to Allagash Lake, and upstream on the Allagash

River from the town of Allagash. Consult with landowners if promoting any access that involves directing the public onto resources not managed by the Division (such as the Mud Pond portage).

Strategy 9.1.C: Ensure that an Allagash Waterway brochure describing the wilderness character and objectives of the Restricted Zone and the watercourse; the location of campsites, trails, and ranger stations; and other trip and facility information, is available for all potential users who request information. Waterway rules should also be available for those requesting information.

Strategy 9.1.D: Reinforce that the majority of campsites are water access only. Share authorized exceptions.

Strategy 9.1.E: With landowners' permission, provide users additional information about the values of important recreational features and the working forest in the One Mile area that complement the wilderness character objectives of the Restricted Zone.

Strategy 9.1.F: Enhance public information by using web-based tools to help users preview and plan trips to the Waterway. Possible examples include providing interactive campsite mapping with campsite photos, notes on typical use patterns, considerations on suitability for various group sizes, distance to next sites, etc.

Goal: Interpret the Natural and Cultural Resources within the Allagash Wilderness Waterway.

Objective 9.2: Share and celebrate the natural and cultural resources within the Allagash Wilderness Waterway to build appreciation these assets.

Purpose: Interpreting the natural and cultural heritage of the Waterway is a technique for instilling greater appreciation for resources while enhancing visitor experiences. Interpreting the special character experienced along the Waterway can help visitors connect with the Waterway in ways that foster stewardship.

Coordination with AWW Strategic Plan: Guiding Principles (2): The rich history, culture and traditions of the Allagash River contribute to its uniqueness, and will be preserved and interpreted as an asset to the Waterway and its visitors; (also) Goal B.1, e, f

Background

There isn't one dominant historical time-period that the Waterway is intended to represent or showcase. Rather, the Waterway's historical/cultural character is derived

from the full range of human habitation and interaction with the Allagash landscape, beginning over 10,000 years before present with Maine's earliest native inhabitants and continuing to include periods of settlement at the northern end of the Waterway and noteworthy periods of intensive lumbering and associated dam construction.

Visitors to the Waterway are likely to experience a significant amount of artifacts and interpretation pertaining to the lumbering era. This takes the form of dams including Telos, Lock, Churchill, and Long Pond (washed out) as well as dramatic sites such as the Tramway and the locomotives near Eagle Lake. Additionally, a majority of the artifacts and exhibits at the history center at Churchill Dam currently address logging and the logging community centered on Churchill Depot. As such, there may be an opportunity to enhance awareness of and appreciation for Native American and early settlers along the Allagash River and its headwater lakes.

Currently, the Division relies on several web pages and a limited supply of color maps/brochures to interpreting the natural history observed along the Waterway. There are also a number of private publications exploring the natural and cultural history of the Waterway.

Strategy 9.2.A: Continue to operate the barn at Churchill Depot as a history center displaying artifacts and images so visitors can explore themes relating to Native American use of the Waterway area, early settlements/settlers, historic lumbering, and the origins of recreational use.

Strategy 9.2.B: Develop an interpretive publication or multi-media product sharing the history of the Allagash and the historical features and resources that can be viewed by visitors to the Waterway.

Strategy 9.2.C: The Division will make every effort to collect and add examples of machinery and artifacts to exhibit within the Allagash Wilderness Waterway. The history center (barn) at Churchill Depot will be the primary exhibit space within the Waterway.

Strategy 9.2.D: Interpret the significance of fishery and wildlife species and their habitats in the Restricted Zone and the watercourse. Consider including awareness of invasive species as part of any interpretive materials/products.

Strategy 9.2.E: Interpret the role of natural occurring phenomena on the forest in the Restricted Zone.

Strategy 9.2.F: With landowners permission, provide Waterway users additional information about the values of important natural features and resources and the working forest in the One Mile Area that complement the management objectives of the Restricted Zone.

Strategy 9.2.G: Working with landowners, provide Allagash visitors additional information regarding the working forest outside the Restricted Zone, within the One Mile Area.

Strategy 9.2.H: Provide to writers and publishers upon request Allagash history and historical and natural feature data and information.

Strategy 9.2.I: Identify additional historical and natural feature information that could be provided to Waterway users, and methods of providing the information.

Strategy 9.2.J: Seek funding and resources to enhance the display of historic photographs located within the History Center at Churchill Depot.

Strategy 9.2.K: Seek funding and resources to better interpret the story of Native Americans in what is now the Allagash Wilderness Waterway. Consider developing artistic renditions depicting use of the Waterway in the Archaic, Ceramic, and Contact periods. Strongly consider consulting with Native American tribal representatives as part of any project.

Strategy 9.2.L: Develop a “Junior Allagash Ranger” program to encourage and reward younger Waterway visitors through an informal program highlighting the natural and cultural history of the Waterway.

Goal: Reduce Visitor Impacts through Education

Objective 9.3: Minimize visitor impacts to resources and other users’ experiences by promoting low-impact outdoor skills and ethics.

Purpose: Low-impact outdoor skills and ethics have the potential to reduce resource impacts and visitor conflicts arising from visitor actions in which impact or conflict occurs not out of willful neglect of rules/recommendations but rather from a lack of knowledge/awareness.

Coordination with AWW Strategic Plan: Guiding Principles (4): The Watercourse and Restricted Zone shall be managed in accordance with wilderness management principles and legislative mandate’s to facilitate preservation of historical features and traditions that enrich the Waterway and visitor experience.

Background

Rules and regulations are not the only approach to protecting the ecological integrity of a wilderness area. Likewise, enhancing opportunities for solitude and other social aspects of wilderness cannot be managed completely through enforcement alone.

Education efforts aimed at fostering skills and ethics associated with sustainable wilderness recreation can help minimize both physical impacts to the Waterway's resources as well as social impacts between groups of visitors.

The Division of Parks and Public Lands is a partner with Leave No Trace, a leader in outdoor skills and ethics education.

Strategy 9.3.A: Highlight the most frequent violations in informational publications in order to reduce infractions through ignorance.

Strategy 9.3.B: Emphasize in any relevant Allagash materials/productions that the Waterway seeks to provide a primitive experience in a pristine setting. Visitors should be encouraged to keep sounds of human activity in the Restricted Zone and on the watercourse to a minimum. Music players, video players, television receivers, 2-way radios, scanners and other similar devices should not be used in a fashion that disturbs the experience of campsite and watercourse users.

Strategy 9.3.C: Develop a downloadable brochure for river/lake paddlers based on principles from the Leave No Trace program. Consider developing a more generalized brochure for use state-wide, an AWW specific brochure, or both.

Strategy 9.3.D: Consider developing a web-friendly video companion to any brochure(s) described in Strategy 9.3.C.

Strategy 9.3.E: Develop a group use guidelines brochure for grandfathered groups and other large groups inquiring about the Waterway. Employ Leave No Trace principles and Waterway policies as a foundation for any group use publication(s).