

Central Penobscot Region Management Plan

Adopted May 2014

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***Appendix A: Public Review Process – Advisory Committee Members;
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Central Penobscot Region Advisory Committee Members:

Name	Organization
Nahmakanta Advisory Committee	
Ray Campbell	Fin & Feather Club
Fred Candeloro	Kokadjo Roach Riders
Al Cowperthwaite	North Maine Woods (NMW)
Darryl Day	NMW Jo Mary Checkpoint and Guide
Dirk Dewley	The Nature Conservancy
Ron Dobra	Maine Appalachian Trail Club
Bill Geller	Private Citizen
Brett Gerrish	Prentiss and Carlisle
Bruce Grant	Maine Appalachian Trail Club
Don and Angel Hibbs	Nahmakanta Lake Wilderness Camps
Jack Hofbauer	Black Pond Campowners
Christy Hofbauer-Meyers	Black Pond Campowners
Wendy Janssen	National Park Service--Appalachian Trail
Cathy Johnson	Natural Resources Council of Maine
Lester Kenway	Maine Appalachian Trail Club
Hawk Metheny	Appalachian Trail Conservancy
Tim Obrey	MDIFW
Bill Patterson	The Nature Conservancy
Janet Sawyer	Piscataquis County Economic Development Council
Greg Shute	Chewonki Foundation
Rich Smith	Pleasant River Lumber
Ken Snowdon	Moosehead ATV Riders
Steve Tatko	Appalachian Mountain Club
Brian Wentzell	Appalachian Mountain Club
Seboeis / Wassataquoik Advisory Committee	
Jensen Bissell	Baxter State Park
Wade Canney	Devils Sledders Snowmobile Club
Eugene Conlogue	Town of Millinocket
Chick Crockett	Passamaquoddy Tribe
Wayne Dillon	Maine Guide
David Dow	Prentiss and Carlisle
Andrew Dow	Dam Keeper – Seboeis Lake
Charles Fitzgerald	Private Citizen
Don Hudson	IAT and Maine Woods Forever
Gordon (Nils) Kramer	Maine Department of Inland Fisheries and Wildlife

Mark Leathers	Elliotsville Plantation C/O Sewall Company
Marcia McKeague	Katahdin Forest Management
Fred Michaud	Maine DOT (Scenic Byways program)
David Moore	Northern Timber Cruisers Snowmobile Club
Russell Roy	Penobscot Indian Nation
Paul Sannicandro	Northern Timber Cruisers Snowmobile Club
Gene Shields	Cole's Moosehorn Cabins
Michael Washburn	KI Riders ATV Club
Brian Wiley	Millinocket Area Chamber of Commerce

Public Consultation Process:

Plan Phase/Date	Action/Meeting Focus	Attendance/Responses
Public Scoping		
July 6/13, 2011	Notice of Public Scoping Meeting	Letters mailed; notice in papers.
July 28, 2011	Public Scoping Meeting at Milo Town Hall: presented public lands covered in the Plan and the process for planning; received public input on issues of concern, Q and A on Nahmakanta, Seboeis, and Smaller Lots.	31 AC members and general public, plus BPL staff, attended.
August 28, 2011	End of Public Scoping Comment Period	No public comments received.
Preliminary Plan		
September 28, 2011	Advisory Committee Meeting (Nahmakanta): Conducted "SWOT" analysis to identify strengths, weaknesses, opportunities and threats for Nahmakanta Public Lands; discussed issues identified and solutions.	11 AC members plus BPL staff attended
October 15, 2011	End Comment Period on Preliminary Plan	4 comment letters and emails received
May 22, 2012	Advisory Committee Meeting (Combined Committees): discussion of issues and preliminary Resource Allocations for Seboeis and Nahmakanta Units; discussed smaller lots more generally.	22 AC members plus BPL staff attended. 2 AC members who could not attend meeting submitted post-meeting comments.
Initial Draft Plan		
April 2, 2013	Initial Draft Plan made available online and written notices sent to Advisory Committees, with notice of May 1 meeting.	
May 1, 2013	Advisory Committee Meeting (Combined Committees): review of Initial Draft Plan. Comment deadline of May 17 given to attendees.	13 AC members plus BPL staff
May 17, 2013	End of comment period.	6 comment letters and emails received.
June 19, 2013	Advisory Committee Meeting (Nahmakanta): discussed new proposal for changes to road system at Nahmakanta.	13 AC members plus BPL staff; 2 AC members commented by email prior to the meeting
Final Draft Plan		
November 15, 2013	Final Draft Plan made available online and mailed to 40 AC members. Public Meeting scheduled for December 4 in Milo, with	

	comment period ending December 26.	
November 18-20, 2013	Notice of Public Meeting posted in papers.	
November 22, 2013	Press Release on CPR public reserved lands and planning process and upcoming public meeting approved by Governor's office.	
December 4, 2013	Public Meeting held, Milo Town Hall, 6-8 pm: presented Final Draft Plan	7 AC member and 5 members of public attended, plus BPL staff.
December 26, 2013	End of Comment Period.	6 comment letters and emails received (listed below).

Comments received on the Final Draft Plan

Comment source	Date	Form received
Bill Cobb (Forest Fire Lookout Association)	November 28, 2013	email
William Barker	November 29, 2013	email
Roger Merchant	December 2, 2013	Letter
David Merchant (Friends of Wadleigh)	December 3, 2013	Letter
Fin and Feather Club of Maine	December 10, 2013	Letter via email
Natural Resources Council of Maine	December 20, 2013	Letter via email

**Maine Department of Conservation
Bureau of Parks and Lands
SUMMARY OF PUBLIC COMMENT
WITH BUREAU RESPONSE**

Summary of Written Comments on the Final Draft Plan of the Central Penobscot Region Management Plan	
(December 4, 2013 - December 26, 2013).	
Comments have been paraphrased, and similar comments have been consolidated.	
Comment	Response
Topic: Potential Changes to Road System in Nahmakanta Unit	
From: Natural Resources Council of Maine	
<p>NRCM is concerned about the options presented to connect the Black Pond Road to the Prentiss & Carlisle Road and to upgrade the Black Pond Road and replace the bridge. While we understand that the Plan does not call for immediate construction, we want to make clear that we do not support either option. The options would significantly increase access to the Ecological Reserve. The Debsconeags and the surrounding landscape are prized for their quiet recreation opportunities. Increased access to the Reserve threatens to overcrowd this cherished haven.</p> <p>Furthermore, we are concerned that the Black Pond Road upgrade and bridge replacement would negatively impact the resources at Wadleigh Pond and Pollywog Pond. Wadleigh Pond contains Pygmy waterlily, lake trout, and native brook trout. Pollywog Pond contains native brook trout and spawning and nursery habitat for wild salmon. Increased access and traffic would threaten these resources.</p>	<p><u>Potential Impacts to the Ecological Reserve</u></p> <p>The Bureau is concerned about any road system or management changes that might encourage an inappropriate level of or concentrated use in the Ecological Reserve. We are also mindful of the impacts increased use of the existing roads within the Ecological Reserve could have on the quiet backcountry recreation intended there. However, the Bureau does not believe that the potential future road system changes associated with Black Pond Road would significantly affect access or use levels in the ecoreserve. If ultimately a connection were made northward from the Black Pond Road in the Unit to the Golden Road (and such a connection is currently not of interest to the abutting landowners), one might expect some users from Millinocket would consider this route. However, this route would require an additional 7 miles of travel, including several miles on rough logging roads. In contrast, access from the south is via state highway (Rt. 11), followed by North Maine Woods' well-maintained Jo Mary Road and the Bureau's public use roads (all gravel roads) within the Unit. Hence, it is expected that a great majority of visitors would continue to access the unit and the ecoreserve from the south. Regarding noise impacts from any increased use of an upgraded Black Pond Road connecting to the Wadleigh Pond Road (not being contemplated in the near term), the ecoreserve is buffered from the proposed road improvements by Gulliver Brook and bog and by Pollywog Pond. Further, the Plan calls for the closing off of side roads off Murphy Pond Road in the ecoreserve to summer motorized traffic, which is meant to enhance the quiet backcountry experience within the ecological reserve. Finally, even if some increase in use resulted from a change in the road system, since use levels within the ecoreserve and the Nahmakanta Unit as a whole are generally low, we do not foresee that as a problem - more visits could</p>

	<p>be sustainably absorbed by the large land base available, including the ecoreserve portion of the Unit.</p> <p><u>Potential for adverse impacts to the biologic resources of Wadleigh Pond and Pollywog Pond</u> The Bureau recognizes the importance of the fisheries and other natural resources at these “Heritage Waters,” as noted in the plan, and will continue management aimed at protecting those resources. The proposed road upgrade and bridge replacement would not be expected to substantially increase traffic at either pond. Vehicles can now reach the Wadleigh Pond outlet from the east; with the proposed improvements, vehicles would be able to continue across the outlet and proceed westward on Black Pond Road, and would also be able to approach Wadleigh Pond from the west via the Black Pond road. However, there would be no increase in vehicle access to Wadleigh Pond itself, and there would be no change in vehicle access to Pollywog Pond. Parking for vehicles would continue to be restricted to designated areas of limited capacity near the ponds, outside the shoreline protection zone, and ATV use would continue to be limited to designated roads and trails. No new recreation facilities are proposed for either pond in association with the proposed road upgrades. (Limited parking expansion is proposed in conjunction with development of a new group campsite at Wadleigh Pond and new hiking trails, but these are unrelated to any proposed road changes.)</p> <p>The proposed road upgrade and bridge replacement would be constructed to the standards applied by the Bureau throughout the public reserved lands system, which are designed to minimize adverse effects on the environment and in particular water resources.</p> <p>Finally, the Bureau would conduct a thorough assessment of potential impacts to fisheries and other resources prior to implementing any road system changes, with actions identified to mitigate or minimize any impacts identified.</p>
<p>Topic: Potential Wadleigh Mountain Fire Tower Restoration</p>	
<p>From: Natural Resources Council of Maine</p>	
<p>We support the restoration of the fire tower on Wadleigh Mountain. We believe that fire towers provide an excellent recreation opportunity and have potential for public education through interpretive displays inside the towers.</p>	<p>Comments in support of restoration of the Wadleigh Mountain fire tower are noted.</p>
<p>From: Roger Merchant</p>	
<p>The Wadleigh fire tower is important as natural resource opportunity for visitors, as part of the</p>	<p>Comments in support of restoration of the Wadleigh Mountain fire tower are noted. The Plan</p>

<p>forest heritage of the Maine Woods, and as one of the last standing and tangible evidence of that heritage. There are success stories regarding restoration of other fire towers in Maine and in the Northeast for public use; could not something similar work for Wadleigh fire tower? I ask that the planning process provide further discussion and opportunity to address concerns in protecting and preserving the Wadleigh Mountain Forest Fire Lookout.</p>	<p>recommendations include a commitment to evaluate the Friends of Wadleigh proposal for restoration of the tower. That evaluation will provide an opportunity for further discussion with the Friends of Wadleigh group and other stakeholders of concerns surrounding preservation and potential public use of the tower.</p>
<p>From: David Merchant</p>	
<p>The Wadleigh Fire Tower is now one of only 33 remaining in the state with cabs. The tower is of great personal importance to me as a unique historical resource with the potential to provide unique experiences and memories to visitors. Urges that the Bureau agree to work with the Friends of Wadleigh on the restoration plan, with no material help from the state expected, to keep the tower as a living memory for the people of our state.</p>	<p>Comments in support of restoration of the Wadleigh Mountain fire tower are noted. The Plan recommendations include a commitment to evaluate the Friends of Wadleigh proposal for restoration of the tower. That evaluation will provide an opportunity for further discussion with the Friends of Wadleigh group and other stakeholders of concerns surrounding preservation and potential public use of the tower.</p>
<p>From: Bill Cobb, Maine Chapter Director, Forest Fire Lookout Association</p>	
<p>The Maine Chapter of the Forest Fire Lookout Association supports the restoration proposal put forth by the Friends of Wadleigh Mountain. Fire towers in Maine are important historic and cultural symbols of Maine's fire detection past. In the last 5 years, we have seen a sharp decline in the remaining number of fire towers. Parks and Lands committed to saving fire towers over the years. A successful example is the Allagash Mountain tower. We ask that you consider the proposal put forth by the Friends of Wadleigh Mountain, and partner with them to come up with a workable plan that includes DACF requirements and risk mitigations.</p>	<p>See preceding response.</p>
<p>From: William Barker</p>	
<p>I would like to see the state help the group interested in restoring the fire tower on Wadleigh Mountain in any way it can so the fire tower can be restored. These towers are becoming a thing of the past. Several towers have been removed to make way for the new radio communications system the state has. I believe we need to restore what we can so we can preserve a little of Maine's history.</p>	<p>See preceding response.</p>
<p>Topic: Snowmobile Trail south of Fourth Debsconeag Lake (ITS 85/86)</p>	
<p>From: Natural Resources Council of Maine</p>	
<p>NRCM encourages the Bureau to explore alternatives to the snowmobile trail south of Fourth Debsconeag Lake. For instance, has the Bureau considered moving the trail to the south of Nahmakanta Stream, to connect with snowmobile trails on the Katahdin Forest Easement? The trail's current location disrupts winter users of Fourth Debsconeag, including users of Chewonki's camp.</p>	<p>The Bureau has considered an alternate route, but did not find a workable solution. The snowmobile trail extending east from the Nahmakanta Unit (ITS 85/86) was formerly routed to the south of its present location near Fourth Debsconeag Lake. However, that route required a hazardous ice crossing at the mouth of Nahmakanta Stream on Pemadumcook Lake. There had been a history of accidents and serious mishaps involving both riders</p>

	and groomers at that location. Returning the trail to a more southerly route while maintaining the important ITS connections the trail provides would require a new motorized crossing of the A.T., and a new bridge over Nahmakanta Stream. For these reasons, the existing route south of Fourth Debsconeag Lake has been identified as the most practical and least impactful. Moreover, the Bureau has received no complaints about snowmobiles from Chewonki or other winter users of Fourth Debsconeag Lake or the public.
Topic: Motorized Use Within Nahmakanta Ecological Reserve	
From: Natural Resources Council of Maine	
We are pleased to see that there is no expansion of motorized use within the Ecological Reserve under the Plan. NRCM encourages the Bureau to maintain the status quo.	Comments in support of the status quo regarding motorized use in the ecological reserve are noted.
Topic: Potential Expansion of Backpacking Campsites	
From: Natural Resources Council of Maine	
NRCM's comments on earlier drafts of the Plan recommended increasing recreational opportunities in the Debsconeag Backcountry Trail network. We are pleased to see that the Plan calls for consideration of development of 3 to 5 new backpacking campsites within the unit, with priority given to the Debsconeag Backcountry and Turtle Ridge loops. NRCM encourages the Bureau to move forward with those plans. We recommend that the new campsites be primitive in order to fit harmoniously into the overall landscape.	Comments in support of expanded backpacking opportunities within the Nahmakanta Unit are noted. As suggested in the comment, backpacking campsites would be primitive in design. They would most likely be located in areas with a special protection dominant allocation and backcountry non-mechanized secondary allocation, or possibly in areas allocated to remote recreation. In either case, Bureau policy permits only primitive campsites.
Topic: Boat Access to Nahmakanta Lake	
From: Fin & Feather Club of Maine	
Nahmakanta is a large lake and requires a large boat and trailer. For safety reasons the public needs better access to the beach and lake. Requiring the public to hand carry a boat, motor and gear over 400 feet is unreasonable. A lot of people from the area are older and in some cases handicapped. Allowing easy access to these areas would be a benefit to the people of the State of Maine.	The Bureau recognizes the continued strong interest of some users in resuming trailered boat access at the south end of Nahmakanta Lake. The Plan describes the authority by which the National Park Service (NPS) limits motorized crossings of the A.T. and motorized use within the federally owned A.T. Corridor surrounding the lake, and their decision to maintain the status quo at this site in response to prior comments and requests. Through its MOU with NPS, the Bureau has agreed to manage recreation use within the Corridor "in a manner that preserves an environment that is harmonious with the use of the Property as a national scenic trail, and that is consistent with the Maine Appalachian Trail Club's Plan for the Management of Nahmakanta lake Lands." It should also be noted that small motorized boats may be launched nearby at Fourth Debsconeag Lake, which also provides an outstanding fishery opportunity in a remote, large pond setting.
Topic: Vision for the Wassataquoik Unit	

From: Natural Resources Council of Maine

The Plan calls for designating three-quarters of the Wassataquoik Unit as timber dominant, even though there currently is no road access to the unit. NRCM recommends that the Bureau acknowledge that the surrounding land has been proposed as a national park by the land owner, Elliotsville Plantation, Inc. and not harvest any timber for the remainder of this planning period. This will give time for the national park to become established and so that the State land can be managed consistently with the national park lands.

The Plan proposes dominant resource allocations that provide the protections afforded by Special Protection and Wildlife allocations on over 40 percent of the Wassataquoik Unit, while proposing timber management as the dominant use on less than 60 percent. Unless the current lack of road access, as noted in the comment, is addressed, we agree that timber harvesting will not occur on this Unit in the foreseeable future. However, the 1,230 “timber dominant” acres on the unit represent an important long-term source of timber products and a valuable component of the Bureau’s system-wide “timber basket,” and we will continue to watch for and pursue opportunities for access during this Plan period.

The Bureau is aware of the national park proposal that encompasses the lands surrounding the Wassataquoik Unit. Given the number of unknowns related to this proposal, it was not a factor in our management planning. Further, much of the lands surrounding the Wassataquoik Unit are not owned by Elliotsville Plantation, Inc. so at present, there is not a clear nexus of this property to the national park concept. However, this topic can be re-evaluated within the five-year reviews of the 15 year management plan, and adjustments made if circumstances change in regards to the national park proposal.

Appendix B: Guiding Statutes; MRSA Title 12, MOU with National Park Service, and MATC Plan for Management of Nahmakanta Lake Lands

1846. Access to public reserved lands

1. Legislative policy. The Legislature declares that it is the policy of the State to keep the public reserved lands as a public trust and that full and free public access to the public reserved lands to the extent permitted by law, together with the right to reasonable use of those lands, is the privilege of every citizen of the State. The Legislature further declares that it recognizes that such free and reasonable public access may be restricted to ensure the optimum value of such lands as a public trust but that such restrictions, if and when imposed, must be in strict accordance with the requirements set out in this section.

[1997, c. 678, §13 (NEW) .]

2. Establishment of restrictions on public access.

[2001, c. 604, §10 (RP) .]

3. Unlawful entry onto public reserved lands.

[2001, c. 604, §10 (RP) .]

4. Development of public facilities. The bureau may construct and maintain overnight campsites and other camping and recreation facilities.

[1997, c. 678, §13 (NEW) .]

5. User fees. The bureau may charge reasonable fees to defray the cost of constructing and maintaining overnight campsites and other camping and recreation facilities.

[1997, c. 678, §13 (NEW) .]

SECTION HISTORY

1997, c. 678, §13 (NEW). 2001, c. 604, §10 (AMD).

§1847. MANAGEMENT OF PUBLIC RESERVED LANDS

1. Purpose. The Legislature declares that it is in the public interest and for the general benefit of the people of this State that title, possession and the responsibility for the management of the public reserved lands be vested and established in the bureau acting on behalf of the people of the State, that the public reserved lands be managed under the principles of multiple use to produce a sustained yield of products and services by the use of prudent business practices and the principles of sound planning and that the public reserved lands be managed to demonstrate exemplary land management practices, including silvicultural, wildlife and recreation management practices, as a demonstration of state policies governing management of forested and related types of lands. [1997, c. 678, §13 (NEW) .]

2. Management plans. The director shall prepare, revise from time to time and maintain a comprehensive management plan for the management of the public reserved lands in accordance with the guidelines in this subchapter. The plan must provide for a flexible and practical approach to the coordinated management of the public reserved lands. In preparing, revising and maintaining such a management plan the director, to the extent practicable, shall compile and maintain an adequate inventory of the public reserved lands, including not only the timber on those lands but also the other multiple use values for which the public reserved lands are managed. In addition, the director shall consider all criteria listed in section 1858 for the location of public reserved lands in developing the management plan. The director is entitled to the full cooperation of the Bureau of Geology and Natural Areas, the Department of Inland Fisheries and Wildlife, the Maine Land Use Regulation Commission and the State Planning Office in compiling and maintaining the inventory of the public reserved lands. The director shall consult with those agencies as well as other appropriate state agencies in the preparation and maintenance of the comprehensive management plan for the public reserved lands. The plan must provide for the demonstration of appropriate management practices that will enhance the timber, wildlife, recreation, economic and other values of the lands. All management of the public reserved lands, to the extent practicable, must be in accordance with this management plan when prepared.

Within the context of the comprehensive management plan, the commissioner, after adequate opportunity for public review and comment, shall adopt a specific action plan for each unit of the public reserved lands system. Each action plan must include consideration of the related systems of silviculture and regeneration of forest resources and must provide for outdoor recreation including remote, undeveloped areas, timber, watershed protection, wildlife and fish. The commissioner shall provide adequate opportunity for public review and comment on any substantial revision of an action plan. Management of the public reserved lands before the action plans are completed must be in accordance with all other provisions of this section. [1999, c. 556, §19 (AMD) .]

3. Actions. The director may take actions on the public reserved lands consistent with the management plans for those lands and upon any terms and conditions and for any consideration the director considers reasonable. [1997, c. 678, §13 (NEW) .]

4. Land open to hunting. The bureau and the Department of Inland Fisheries and Wildlife shall communicate and coordinate land management activities in a manner that ensures that the total number of acres of land open to hunting on public reserved lands and lands owned and managed by the Department of Inland Fisheries and Wildlife does not fall below the acreage open to hunting on January 1, 2008. These acres are subject to local ordinances and state laws and rules pertaining to hunting. [2007, c. 564, §1 (NEW) .]

SECTION HISTORY

1997, c. 678, §13 (NEW). 1999, c. 556, §19 (AMD). 2007, c. 564, §1 (AMD).

§1805. DESIGNATION OF ECOLOGICAL RESERVE (*selected sections*)

The director may designate ecological reserves on parcels of land under the jurisdiction of the bureau that were included in the inventory of potential ecological reserves published in the July 1998 report of the Maine Forest Biodiversity Project, "An Ecological Reserves System Inventory: Potential Ecological Reserves on Maine's Existing Public and Private Conservation Lands." The director may designate additional ecological reserves only in conjunction with the adoption of a management plan for a particular parcel of land and the process for adoption of that management plan must provide for public review and comment on the plan. When a proposed management plan includes designation of an ecological reserve, the director shall notify the joint standing committee of the Legislature having jurisdiction over matters pertaining to public lands of the proposal. [1999, c. 592, §3 (NEW) .]

1. Allowed uses. Allowed uses within an ecological reserve must be compatible with the purpose of the ecological reserve and may not cause significant impact on natural community composition or ecosystem processes. Allowed uses include nonmanipulative scientific research, public education and nonmotorized recreation activities such as hiking, cross-country skiing, primitive camping, hunting, fishing and trapping. For the purposes of this subsection, "primitive camping" means camping in a location without facilities or where facilities are limited to a privy, fire ring, tent pad, 3-sided shelter and picnic table. The removal of trees and construction of facilities associated with these allowed uses are allowed. The director may allow other uses when their impact remains low and does not compromise the purpose of the ecological reserve. Recreational use of surface waters is under the jurisdiction of the Department of Inland Fisheries and Wildlife. [1999, c. 592, §3 (NEW) .]

2. Trails and roads for motorized vehicle use. The director shall allow the continuing use of an existing snowmobile trail, all-terrain vehicle trail or a road if the director determines the trail or road is well designed and built and situated in a safe location and its use has minimal adverse impact on the ecological value of an ecological reserve and it cannot be reasonably relocated outside the ecological reserve.

A new snowmobile or all-terrain vehicle trail or a new road is allowed only if the director determines all of the following criteria are met:

A. No safe, cost-effective alternative exists; [1999, c. 592, §3 (NEW) .]

B. The impact on protected natural resource values is minimal; and [1999, c. 592, §3 (NEW) .]

C. The trail or road will provide a crucial link in a significant trail or road system. [1999, c. 592, §3 (NEW) .]

3. Incompatible uses. Uses that are incompatible with the purpose of an ecological reserve are not allowed. Incompatible uses include timber harvesting, salvage harvesting, commercial mining and commercial sand and gravel excavation. For the purposes of this subsection, "salvage harvesting" means the removal of dead or damaged trees to recover economic value that would otherwise be lost.
[1999, c. 592, §3 (NEW) .]

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
AND
THE STATE OF MAINE
BUREAU OF PARKS AND LANDS

Article I
Background and Objectives

This Memorandum of Understanding, dated this 28th day of March, 2008, between the State of Maine (hereinafter State), acting by and through its Department of Conservation, and the United States Department of the Interior, National Park Service (hereinafter Service), acting by and through the Park Manager, Appalachian National Scenic Trail.

WHEREAS, the Service has acquired certain lands located in T1, R11, W.E.L.S., Maine and T2, R11, W.E.L.S., Maine (hereinafter Property), for the permanent protection of the Appalachian National Scenic Trail (hereinafter Trail) from Diamond Occidental Forest Inc., which Property is described in a deed by and between Diamond Occidental Forest Inc. and the United States of America dated October 11, 1990, and recorded at Book 0787, Page 206, in the Piscataquis County Registry of Deeds, and

WHEREAS, the Trail was established as a unit of the National Park System, pursuant to 16 U.S.C. § 1241, the National Trails System Act; and

WHEREAS, the Property includes land surrounding Nahmakanta Lake, which is a great pond under the ownership and control of the State; and

WHEREAS, the management and use of the Property and the surrounding property acquired by the State known as the Nahmakanta Management Unit is of concern to both the Service and the State, as well as to the Appalachian Trail Conservancy and the Maine Appalachian Trail Club, and the parties hereto wish to establish certain management practices which will allow the continuation of appropriate traditional uses of the Nahmakanta Management Unit while also preserving an environment harmonious with the use of the Property as a national scenic trail; and

WHEREAS, pursuant to 16 U.S.C. § 1246 (h), the Secretary of the Interior, acting through the Service, is authorized to enter into cooperative agreements with States or their political subdivisions to operate, develop, and maintain any portion of the Trail either within or outside a federally administered area; and

WHEREAS, pursuant to 16 U.S.C. § 460 L, The Congress finds and declares that it is desirable for all levels of government and private interests to take prompt and

coordinated action to the extent practicable to conserve, develop, and utilize such resources for the benefit and enjoyment of the American people.

NOW, THEREFORE, in consideration of the mutual benefits set forth herein, the parties agree as follows:

Article II Terms and Conditions

This Memorandum of Understanding herein made is subject to the following terms and conditions:

(1) The purpose of this Memorandum of Understanding is to provide the State the right to occupy, use, improve, and manage the Property for the purpose of providing: (a) limited parking and public vehicular access to the turnaround located near the shore of Nahmakanta Lake for the purpose of launching boats; (b) public access for snowmobile use to Nahmakanta Lake, along the access roadway that serves as summer access to the lake, and (c) four overnight-use areas (including a total of seven [7] designated overnight campsites with primitive camping facilities), one of which is also a day-use site, two day-use only sites with no improvements or facilities located on the shore of Nahmakanta Lake, d) the Debsconeag Backcountry trail along the northeast shore of the Lake within the NPS Corridor, e) the trail to Tumbledown Dick Falls from the Appalachian Trail, and (f) the connector to the Appalachian Trail at Crescent Pond, all as shown on the attached map and as is further described in the current Maine Appalachian Trail Club's (MATC) Plan for the Management of Nahmakanta lake Lands (MATC Plan), which is a part of the Nahmakanta Unit Management Plan adopted in 1995, or as will be described in subsequent amendments to the MATC Plan.

(2) This Agreement shall not be construed as a grant of permanent interest or right-of-way or as an abandonment of use and occupancy, but shall be considered a permitted use of the land as herein described, anything herein contained to the contrary notwithstanding.

(3) The costs of any improvements reasonably required to provide the access and camping facilities described above (including any ancillary facilities the parties agree are appropriate) shall be paid by the State.

(4) The State shall be responsible for maintaining the access road, parking area, and camping/day use facilities and for monitoring and regulating their use. If the State is unwilling or unable to maintain the facilities and monitor or regulate their use, the area may be closed by either party. In such event, the improvements made pursuant to this agreement will be removed and the affected area(s) will be restored to its current condition, as documented in photographs and a narrative statement, by the State or the Service at the expense of the State.

(5) State monitoring of the Property must ensure, among other purposes, that traditional uses of the lake and lakeshore, including camping, ice-fishing, fishing, boating, and snowmobiling are exercised in a manner that preserves an environment that is harmonious with the use of the Property as a national scenic trail, and that is consistent with the Maine Appalachian Trail Club's Plan for the Management of Nahmakanta lake Lands, which is a part of the Nahmakanta Unit Management Plan adopted in 1995, and the Maine Bureau of Parks and Lands rules and regulations for public reserve lands. If the public's use of the proposed facilities results in repeated and substantial interference with hikers' use of the Appalachian Trail, as determined by the Service or the State, the facilities may be closed and the site(s) restored in accordance with Article II, Item 4, and this Agreement may be terminated in accordance with Article VI.

(6) It is understood and intended that this agreement grants the State sufficient interest in the property to be able to enforce Maine Bureau of Parks and Lands rules and regulations for public reserve lands on the Property and to deal with law enforcement matters. It is further understood that the Property is held under proprietary jurisdiction and that all Maine laws apply to these lands. The Service is due the same protection under State law as any private landowner and exercises all rights of a private party. The State is expected to exercise its full civil and criminal jurisdiction over private activities on the Property.

Article III Term of Agreement

This Memorandum of Understanding shall be in effect for ten (10) years from the effective date hereof, unless prior thereto it is relinquished, abandoned, or otherwise terminated pursuant to the provisions of this Memorandum of Understanding or of any applicable Federal, State or Local law or regulation. The effective date of this memorandum of Understanding shall be the date of its execution by the Park Manager. It is the intention of both Parties at this time to renew this Memorandum of Understanding for an additional period prior to its termination.

Article IV Key Officials

Park Manager
Appalachian National Scenic Trail
National Park Service
Harpers Ferry Center
Harpers Ferry, WV 25425

Director
Maine Bureau of Parks and Lands
State House Station #22
Augusta ME 04333-0022

Article V
Property Utilization

Not applicable.

Article VI
Prior Consultation

The plan for construction, installation, and operation of State-controlled improvements must be submitted to the National Park Service for review and comment as far in advance as possible, but at least 30 days before any facilities are constructed. The Service shall review the plan for consistency with the terms of this agreement and the Maine Appalachian Trail Club's Plan for the Management of Nahmakanta lake Lands, which is a part of the Nahmakanta Unit Management Plan adopted in 1995.

Article VII
Reports

Not applicable.

Article VIII
Termination

This agreement may be terminated upon breach of any of the conditions herein by either Party with ninety (90) days written notice to the other Party, or by mutual agreement of both Parties.

Article IX
Required Provisions

During the performance of this agreement, the participants agree to abide by the terms of Executive Order 11246 on nondiscrimination and will not discriminate against any person because of race, color, religion, sex or national origin. The participants will take affirmative action to ensure that applicants are employed without regard to their race, color, religion, sex or national origin.

No member of or delegate to Congress, or resident Commissioner, shall be admitted to any share or part of this agreement, or to any benefit that may arise therefrom, but this provision shall not be construed to extend to this agreement if made with a corporation for its general benefit.

This Agreement and the obligations of the Service hereunder shall be subject to the availability of funding, and nothing contained herein shall be construed as binding the Service to expend in any one fiscal year any sum in excess of appropriations made by Congress or administratively allocated for the purpose of this agreement for the fiscal year, or to involve the Service in any contract or other obligation for the further expenditure of money in excess of such appropriations or allocations.

This Agreement and performance hereunder is subject to all laws, regulations and management policies governing Service property and resources, whether now in force or hereafter enacted or promulgated. Nothing in this Agreement shall be construed as in any way impairing the general powers of the Service for supervision, regulation, and control of its property under such applicable laws, regulations, and management policies. Nothing in this Agreement shall be deemed inconsistent with or contrary to the purpose or intent of any Act of Congress.

The State will not publicize or circulate materials (such as advertisements, solicitations, brochures, press releases, speeches, pictures, movies, articles, manuscripts, or other publications), suggesting expressly or implicitly, that the Government, the Department, Service or Government employees endorse the State's work, services, or positions, or that the State's work or services are superior to work or services performed by others. All materials referring to the Service or the Department of the Interior must be approved by the Service Key Official prior to publication. Nothing herein is intended to prevent Service or the Department of the Interior from recognizing contributions made by the State to Service, and from authorizing, on a case-by-case basis, inclusion of such recognition in materials generated by the State related to this Agreement.

The State must obtain prior Government approval through the Service Key Official for any public information releases which refer to the Department of the Interior, any bureau, park unit, or employee (by name or title), or this Agreement. The specific text, layout, photographs, etc., of the proposed release must be submitted with the request for approval.

This Agreement, including any attachments hereto, and or documents incorporated by reference herein, contains the sole and entire agreement of the parties.

This Agreement may be extended, renewed or amended only when agreed to in writing by the Service and the State.

Failure to enforce any clause of this Agreement by either party shall not constitute waiver of that clause. Waivers must be expressed and evidenced in writing.

No part of this Agreement shall be assigned to any other party without prior written approval of the other party.

This Agreement may be executed in counterparts, each of which shall be deemed an original (including copies sent to a party by facsimile transmission) as against the party signing such counterpart, but which together shall constitute one and the same instrument.

The State will not seek appropriations from Congress to support any ongoing or proposed State activity or project relating to the subject matter of this Agreement or subagreements hereto, including without limitation federal appropriations for construction, renovation,

property acquisition, leasing, administration or operations. Nothing in this paragraph is intended to preclude the State from applying for and obtaining a competitive or non-competitive grant of federal financial assistance from a federal agency or from undertaking otherwise lawful activities with respect to any project or proposal included in the President's budget request to Congress; nor should this paragraph be construed as requesting, authorizing or supporting advocacy by nonfederal entities before Congress.

The State is not an agent or representative of the United States, the Department of the Interior, or Service, nor will the State represent itself as such to third parties.

This Agreement in no way restricts the State from entering into similar agreements, or participating in similar activities or arrangements, with other public or private agencies, organizations, or individuals.

Unless expressly stated herein, nothing in this agreement is intended to grant any rights or provide any benefits to any third-party.

Any and all provisions which, by themselves or their nature, are reasonably expected to be performed after the expiration or early termination of this Agreement, shall survive and be enforceable after the expiration or early termination of this Agreement.

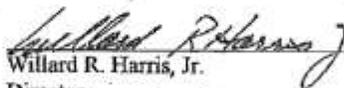
If any provision of this Agreement or the application thereof to any party or circumstance shall, to any extent, be held invalid or unenforceable, the remainder of this Agreement or the application of such provision to the parties or circumstances other than those to which it is held invalid or unenforceable, shall not be affected thereby and each provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

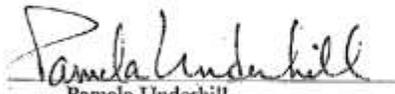
The State certifies that comprehensive actions will be taken to ensure the workplace is drug-free.

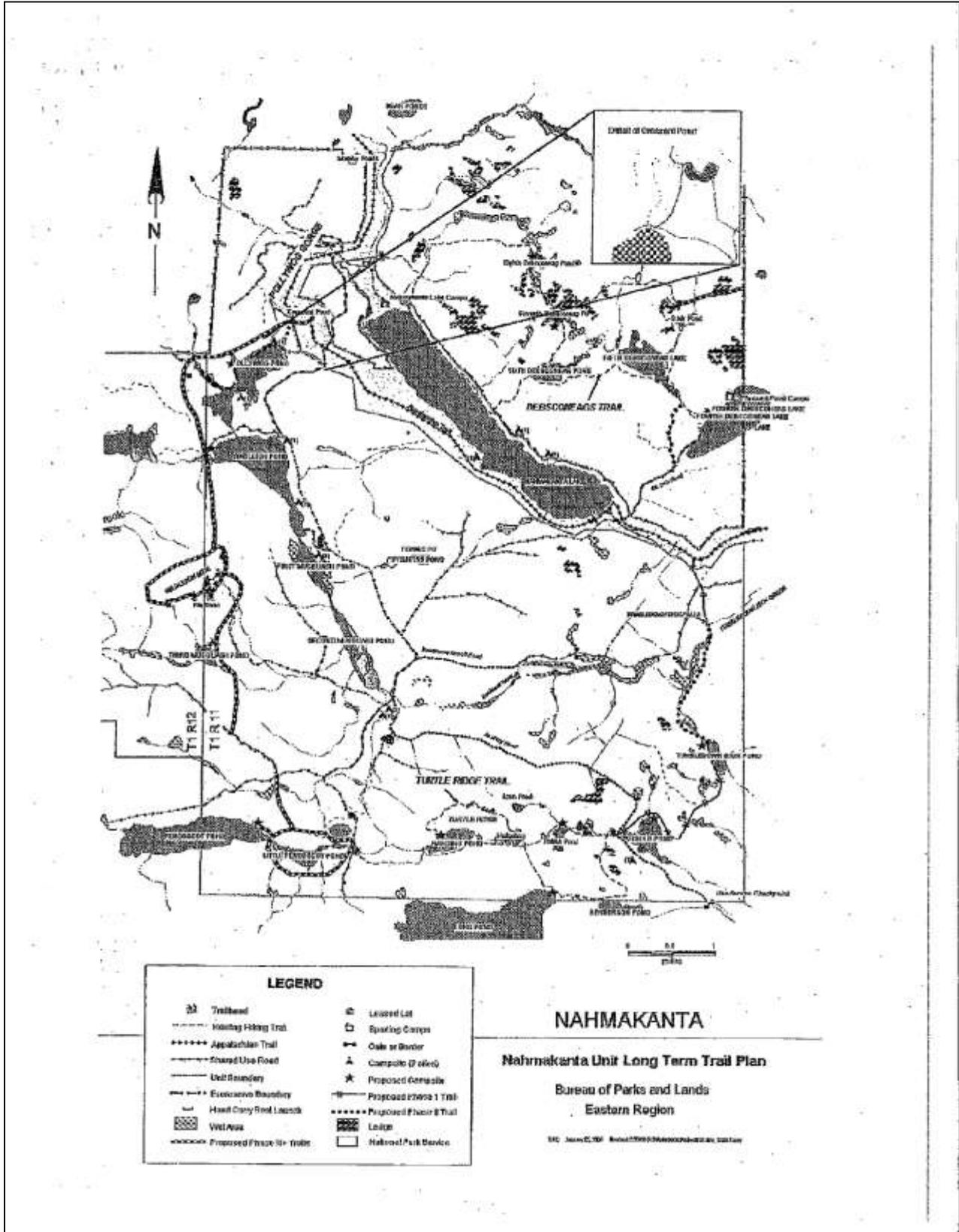
IN WITNESS WHEREOF, the Park Manager of the Appalachian National Scenic Trail, acting on behalf of the United States Department of the Interior, National Park Service, in the exercise of the delegated authority from the Secretary of the Department of the Interior, has caused this memorandum of Understanding number MU 2490-08-001 to be executed this 28th day of March, 2008.

State of Maine

National Park Service


Willard R. Harris, Jr.
Director
Bureau of Parks and Lands


Pamela Underhill
Park Manager
Appalachian National Scenic Trail



PLAN FOR THE MANAGEMENT OF NAHMAKANTA LAKE LANDS¹

Introduction

In the fall of 1990, the Land for Maine's Future Board and the National Park Service (NPS) purchased from Diamond Occidental Forests, Inc. lands in T1R11 and the south half of T2R11 WELS. Diamond retained ownership of 103 acres of land under and around Nahmakanta Lake Sporting Camps, subject to a conservation easement on the development and use of those camps that was acquired by the NPS. The NPS later acquired fee title to the 103 acres and is the lessor for the camps. The property acquired by the Land for Maine's Future Board is managed by the Maine Bureau of Parks and Lands (BPL).

The purpose of this appendix is to document the policies and procedures for the management of the NPS ownership, hereinafter referred to as the "Nahmakanta Corridor". Following a description of the land ownership pattern and special natural features, the plan outlines management policies, reviews principles for the development of public access and facilities, and discusses the administration of the developed sites.

Land Ownership

Figure C6-1 shows the location of the National Park Service Nahmakanta Corridor lands that are surrounded by the BPL's Nahmakanta Management Unit (NMU). The National Park Service holds fee title to lands along the Appalachian Trail from the T1R10/T1R11 line on Nahmakanta Stream to the T1R11/T2R11 line on Rainbow Stream, including a 250-foot strip of land along the northerly shores of Nahmakanta Stream and Nahmakanta Lake, the easterly side of Rainbow Stream, and the westerly side of Pollywog Stream. The ownership along the southwesterly shore of the lake varies from 1,000 to 3,500 feet in width, and includes Nesuntabunt Mountain and Crescent Pond. The NPS owns all of the land around Nahmakanta Lake. The State owns the land around the A.T. corridor and, under Maine law, the lake itself and the land under the water. The State lands are managed by the BPL. Uses of water bodies are under the jurisdiction of the Maine Department of Inland Fisheries and Wildlife. The Maine Land Use Regulation Commission prohibits the use of personal watercraft on the lake.

When the NPS acquired the corridor lands, it signed a Memorandum of Agreement (MOA) with the Maine Department of Conservation for the public's benefit that influences certain aspects of corridor management. The MOA called for the establishment of management practices that "will allow the continuation of appropriate traditional uses of Nahmakanta Lake while also preserving an environment harmonious with the use of the property as a national scenic trail." In brief, the MOA stipulated that 1) the NPS would develop and implement a management plan that allows public access to the lake, including access for launching non-motorized boats and canoes and boats/canoes with motors up to 10 horsepower, 2) the plan would provide for "a suitable means of road access and appropriate parking area(s)" somewhere

¹ This Plan was originally drafted by MATC in 1994, and is presented here as contained in Appendix C of the 2007 MATC Local Management Plan, which has been carried forward to the current version of the Local Management Plan, dated January 1, 2013.

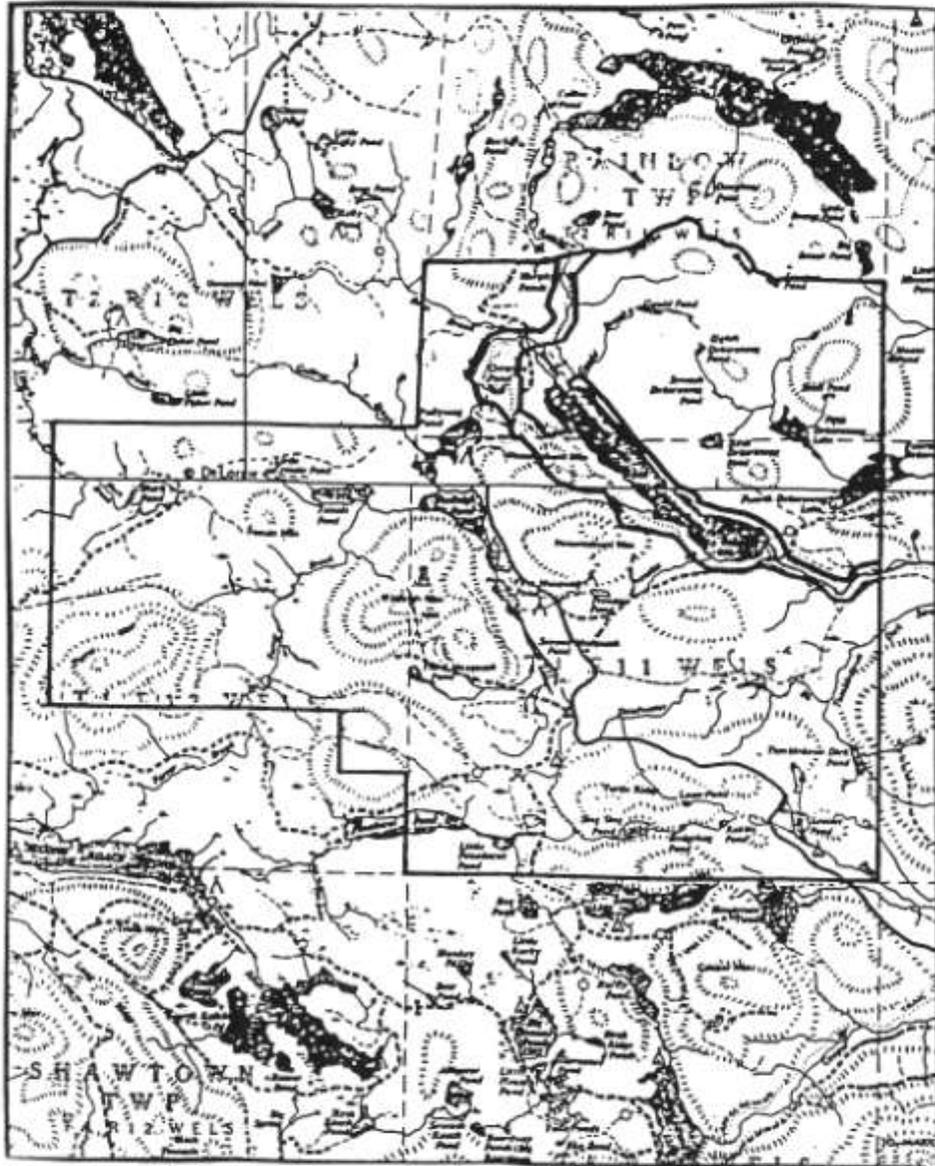


Figure C6-1. Location of the Nahmakanta Corridor Surrounded by the Bureau of Parks & Lands Nahmakanta Management Unit (adapted from the Woodlot Alternatives Report.)

south of the A.T. footpath, and 3) the plan would provide for the establishment of primitive camping sites on the property. The actual development of the facilities would be an obligation of the State. The developments would not take place unless the State were able to fully fund them and to provide for management of their use in a way that protects the quality of the Appalachian National Scenic Trail.

A final Memorandum of Agreement was signed by the NPS and the BPL in 1997 (Appendix B9). That MOA incorporates the principles of the original memorandum, except that the BPL has no jurisdiction over the size of outboard motors used on the lake, so the prohibition is against carrying larger motors across the corridor. Both the final Unit Plan for the management of the Nahmakanta Unit and the 1997 MOA incorporate (by reference) the following language of this management plan, which was completed in October, 1994.

Rare, Threatened, and Endangered Plant and Animal Species

The Maine Appalachian Trail Club contracted with Woodlot Alternatives, Inc., of Brunswick Maine in March, 1992, for a landscape analysis and inventory of the Nahmakanta Corridor. Woodlot Alternatives was already under contract with the BPL for a similar analysis of the State's ownership in the area.

Woodlot Alternatives' report was delivered to the MATC in December, 1992. No rare, threatened, or endangered animals were discovered within the Nahmakanta Corridor. However, two rare plants were located, both within Pollywog Gorge. Fragrant fern (*Dryopteris fragrans*), a State-listed "Special Concern" species, was found in several locations in the gorge on acidic ledges. The rare luminous moss (*Schistostega pennata*) was found at one site in the gorge in a small horizontal crack on two large granitic slabs. Both of these finds were recorded on Natural Heritage Program data forms.

The report notes that "the Appalachian Trail traverses approximately ten and one half miles in the NMU. Natural communities in and near the AT corridor were found to be more intact and of higher ecological quality than those in most of the NMU. This is largely due to protection of these areas from recent cutting." "The entire west shore of Nahmakanta Lake supports many exceptional forest communities."

In particular, the report notes the following "unique natural communities": 1) a mature hardwood floodplain forest along Nahmakanta Stream upstream from the T1R11/T1R10 town line, 2) an old-growth spruce-hemlock forest about two miles northerly along the AT from the south end of the lake, 3) "exemplary stands of old growth mixed northern hardwoods" near Nesuntabunt Mountain.

None of the findings of the Woodlot Alternatives' report identify rare, threatened, or endangered species at the locations that this plan identifies as suitable for consideration for development. However, none of these sites was specifically studied for the presence of such species.

Management Policies

Except for differences stated in this section, all of the management policies that are spelled out in the *Local Management Plan for the Appalachian Trail in Maine* (LMP) apply to the Nahmakanta Corridor. Policies of particular interest to managers and users of the Nahmakanta Corridor include:

1. All signs within the corridor must conform with MATC standards.
2. Open wood fires are prohibited except at designated, prepared sites that have been authorized for safe fire use by the Maine Forest Service. No permit is required at such a site. At all sites, users are encouraged to use stoves rather than wood fires.
3. No trash may be deposited on corridor lands.
4. Horses, and pack animals are prohibited on corridor lands.
5. Hunting and trapping are prohibited on corridor lands.
6. No live vegetation may be cut within corridor lands, except in connection with Trail and campsite management.
6. Special uses (including research activities) are permitted on corridor lands only by special use permit. Guidelines require that the permitted use not derogate the values or purposes of the AT, that the permit be temporary (not more than five years), non-transferable, and revocable at the discretion of the NPS. There must be a clear need for the permitted use.
7. Corridor use may not jeopardize the existence or the habitat of a threatened or endangered species.
8. Projects that involve the development of new campsites, or that require a significant amount of soil disturbance or removal of vegetation require preparation, by the NPS, of an environmental assessment according to the terms of the National Environmental Policy Act.

The following text focuses on policies that have been modified for the Nahmakanta Corridor.

Overnight Facilities

LMP policies specify that camping is permitted anywhere within the NPS Appalachian Trail corridor except where unacceptable resource damage resulting from such camping is highly probable. The policy for the Nahmakanta Corridor is that **camping is prohibited at other than designated sites from the Pollywog Stream bridge to the road crossing south of Nahmakanta Lake.**

The discharge of firearms is prohibited throughout the Appalachian Trail Corridor. Because of past public behavior, notice of this prohibition should be clearly posted at the south end of Nahmakanta lake. Consumption of alcoholic beverages must represent no nuisance to other users of the area. Pets must be so restrained that they are not a nuisance to others.

Mechanized Vehicles

LMP policies specify that all mechanized vehicles, motorized and non-motorized, are prohibited on corridor lands. The policy for the Nahmakanta Corridor is that **mechanized vehicles may be driven over the access road at the south end of the lake for the temporary**

purpose of discharging boats, motors, and other personal property. The State owns rights-of-way along the woods roads that cross the Corridor near Nahmakanta Stream, at a point south of Crescent Pond, and at Pollywog Stream. The State may authorize the use of motorized and non-motorized vehicles, including snowmobiles, along these roads, but not on Corridor lands adjacent to the roads. Outboard motors of greater than 10 horsepower may not be transported across the corridor. Vehicles may be parked within the corridor only at the designated parking area near the south end of the lake, or at the AT road crossings. No boat-launching facilities of any kind may be constructed on the shoreline of Nahmakanta Lake.

Winter Use

Winter use represents a special management challenge. Nahmakanta Lake currently receives significant ice-fishing pressure and snowmobiles regularly travel across the lake and across corridor lands. Ice fishing shanties are common, and are sometimes left on NPS lands when the lake is not frozen.

In general, all policies, rules, and regulations for winter use of the Nahmakanta Corridor are the same as those for non-winter use. In particular, no provision has been made, with regard to snowmobiles, for any relaxation of the National Trails System Act prohibition of motor vehicles on the AT or NPS regulations that prohibit motor vehicles on corridor lands. Thus, snowmobiles may not cross corridor lands to reach the lake. Ice shanties may be dragged across the corridor by hand when the ground is snow-covered, but shanties left on corridor lands will be confiscated.

On 5 November 1993, the Maine Appalachian Trail Club's Executive Committee voted to endorse the concept of a land exchange between the National Park Service and the Maine Bureau of Public Lands. The exchange would provide the BPL with fee title to a land corridor, not to exceed the minimum width necessary for the safe passage of snowmobiles, between the boat launch access road at the south end of Nahmakanta Lake and the closest point of the lake. [No land exchange was made, but the 1997 MOA allows snowmobile use of the same route used for boat launching.]

Public Access Development

The plan for providing public road access to the lake required balancing a desire to keep vehicles as far away from the AT as possible with allowing access close enough so that boaters will not feel inclined to cut a bootleg access route, such as the one that they used to use to drive directly to the lake shore. Figure C6-2 shows the final design.

The old turnout on the main haul road was widened and leveled to provide parking for a maximum of ten vehicles with boat trailers. To discourage camping at the parking area, there will be no privy at this site. "Recreation vehicles" (with built-in living facilities) will not be permitted to use (park overnight in) the A.T. corridor (which includes the parking area). The old "bootleg" road to the beach was blocked to vehicle access and converted into a blue-blazed side trail from the parking lot to the AT. The old Nahmakanta Lake access road, once blocked with

formidable trenches and berms, was reopened to provide single-lane vehicular access to a one-way turn-around, where the public can off-load boats and gear to be carried to the lake. (A wheeled cart is now provided to facilitate this.) The road through the turn-around circle was gated at the end nearest the lake to allow for maintenance vehicle access to the south end of the lake. This gate is located approximately 430 feet from the waterline at the nearest beach (and about 100 yards from the AT). The turn-around is rimmed both inside and out with large boulders to prevent anyone from parking in the area without blocking the road for others. This design should ensure peer pressure against road-hogs and provide self-enforcement of our intent that all parking be in the designated area. No gravel or other minerals may be mined within the corridor.

Facilities Development

Four locations along the lake (Figure C6-3) may be developed for primitive camping sites. The following general policies apply to all sites:

1. Sites should be designed so as to be generally invisible from the Appalachian Trail. Exact locations will be determined through field work by the BPL and the MATC. Both the BOL brochure for the area and signs at the sites will inform the public that camping is allowed only at sites designated as tenting areas, and that tenting is not allowed directly on the beaches.

2. Campsite facilities will generally be primitive in design. Except for Site 5, developments will be limited to a standard BPL fire place, subject to Maine Forest Service approval, and a primitive toilet facility. Rustic tables may be allowed, on a case-by-case basis. However, lake campers often carry tables down to the shore, so some means will have to be designed to fix any tables in place.

3. No trash may be deposited at any of the sites. All users must carry out what they carry in.

Site 1: This is a large, attractive beach with good access (i.e., reasonably deep water up close to the beach). Two distinct use areas have developed near different sections of the beach. Fires have been built in both areas, and both live and dead trees have been cut (the latter for firewood, the former for a shelter frame). A grove of large hemlock on high ground behind the westernmost of the two sites offers an attractive camping area. This site probably offers the best potential for a developed boater-access facility. Two designated overnight sites may be developed at this location.

Site 2: This site includes deep-water access to a small beach. The land behind the beach is rather low and not attractive for camping. However, one designated overnight site may be developed at this location.

Site 3: This site is a prominent beach, with deep-water access, on a point about half a mile from Wadleigh Stream Lean-to on the Appalachian Trail. The beach along the point is separated from another beach in the cove, near the AT footpath and an important spring, by Wadleigh Stream. Access to the second beach is much shallower, but no real problem for a small boat. The land

behind the beach along the point is low and flat, but apparently dry. The land behind the beach in the cove, except for a narrow wooded strip, is mostly under water. Two designated overnight sites may be developed at this location north of Wadleigh Stream.

Site 4: This site is an attractive beach. Access by water is good, but the AT goes directly across the beach. The area behind the beach is a beaver flowage, and channels in the sand indicate that water sometimes runs across the beach itself from this wetland. The beach is bracketed by ledges. Presence of the A.T. and the wetland make this site unsuitable for overnight use, but day use will probably continue. No facilities may be developed at this site.

Site 5: This site is the extensive beach at the south end of the lake, which extends from the lake's outlet into Nahmakanta Stream to near the Appalachian Trail. The area behind the beach includes the long gravel berm that was constructed as part of the old dam and a grassy area between the beach and the site of the old Nahmakanta Lake Lean-to. The area near the outlet and the area crossed by the AT near the old lean-to site are separated by scrub woods and an old gravel borrow area. Two designated overnight sites for the general public may be developed at this location, in the vicinity of the two existing use areas nearest the old dam spillway. A full toilet facility must be provided for this location, to accommodate both overnight and day use expected at the south end of the lake. Design will depend on the suitability of the soils, but maintenance vehicle access should be included in the plans for the area, so a pump-out vault would be possible. Access to the toilet facility would be over the existing roadway.

Site 6: This site is a narrow beach adjacent to the A.T. footpath. It may be managed for day use only, with no facilities development.

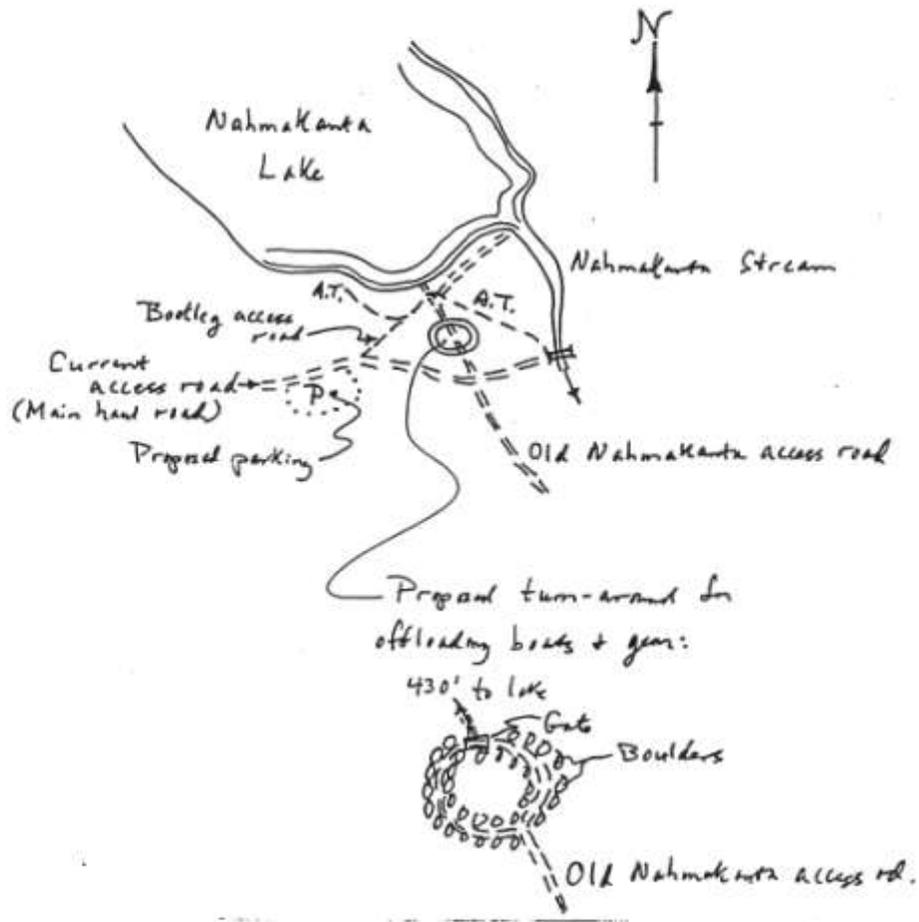


Figure C6-2. Nahmakanta Lake public parking and boat launch access in the Nahmakanta Corridor.

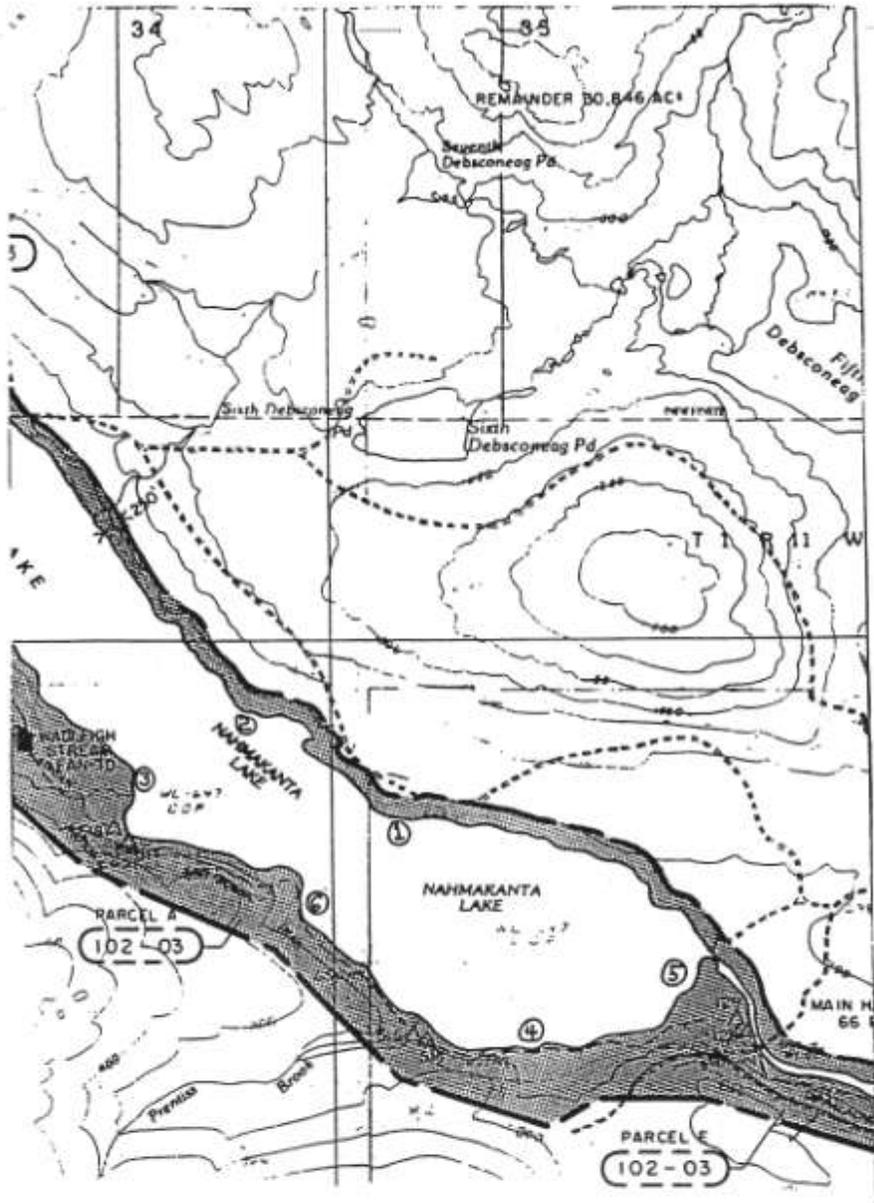


Figure C6-3. Potential camping and day-use sites within the Nahmakanta Corridor.

Administration of Developed Sites

The MOA stipulates that all costs associated with the development, maintenance, and monitoring the use of parking and camping facilities within the Nahmakanta Corridor will be paid by the State or these activities will not occur. (Although not specifically listed in the MOA, it is understood that the State accepts similar obligations for day-use facilities that it develops.) It is understood that, under the terms of the MOA, the NPS is providing the land upon which camping, parking, and day-use facilities may be developed, but that no fees may be charged for the use of the land itself. However, the State may charge fees, for the use of the developments, that are comparable to fees charged on other State-owned developments in the area. The State may retain a third party, such as the North Maine Woods organization, to carry out the physical maintenance of developed facilities and to collect any fees that are charged for use of the sites.

If the BPL elects to charge fees for the use of the sites developed on NPS land, then anyone passing through a road access gate who wishes to camp at one of these sites must pay the designated fee. "Appalachian Trail Backpackers", defined as those who are traveling along the Appalachian Trail and are carrying all of their food and camping gear on their persons, may use the sites without charge. Use of all sites will be on a first-come, first-served basis.

The terms of the MOA indicate that the State is responsible for monitoring the use of developments provided for the public (other than Appalachian Trail Backpackers). Monitoring must ensure, among other purposes, that allowing continuing traditional uses of the lake will be done in such a way as to preserve an environment that is harmonious with the use of the Nahmakanta Corridor as a national scenic trail. It is critically important to the successful implementation of this plan for the management of Nahmakanta Lake lands that State-controlled developments be monitored regularly and frequently, and that the rules and regulations (both State and Federal) that apply to these developments be enforced rigorously. Monitoring will be judged adequate only if violations of development-related rules and regulations have no significant impact on the quality of the experiences of users of the Appalachian National Scenic Trail. If the public's use of the proposed facilities results in repeated and substantial interference with hikers' use of the Appalachian Trail, the facilities must be removed and the site(s) restored. The plan for the administration of State-controlled developments must be approved by the Maine Appalachian Trail Club, the Appalachian Trail Conservancy, and the National Park Service before any facilities are constructed.

The Maine Appalachian Trail Club, under authority delegated by the National Park Service through the Appalachian Trail Conservancy, is responsible for the overall management of the Nahmakanta corridor. This authority does not include law enforcement, transfers of title or use and occupancy to the lands, issuance of special use permits, or charging of any fees or costs. As a part of its normal corridor-monitoring program, the MATC will share a responsibility for monitoring any facilities that are developed by the BPL under the MOA, but will have no authority or responsibility for law enforcement or the maintenance of those facilities. Normal corridor monitoring requires only a few visits to a given area each year, so offers no substitute for regular supervision of public use of the proposed facilities.

The Nahmakanta Lake corridor lands owned by the National Park Service are held under "proprietary jurisdiction" rather than sovereign Federal jurisdiction. All Maine laws apply to these lands. The NPS is due the same protection under State law as any private landowner and exercises all rights of a private party. The State is expected to exercise its full civil and criminal jurisdiction over private activities on NPS-owned Trail lands. However, only commissioned NPS Rangers may legally enforce Federal regulations on these lands, unless these regulations or similar regulations have been adopted by the Maine Legislature.

The BPL has no law-enforcement arm, so relies on Maine Forest Service Rangers, game wardens, sheriffs and the State Police, as appropriate, to deal with law enforcement matters. Both existing and prospective BPL rules and regulations would be unenforceable on lands other than those under BPL jurisdiction. The MOA provides no authority for the BPL with regard to NPS lands other than for facilities construction and management.

Appendix C: A Summary of BPL Resource Allocation System

Designation Criteria for Special Protection Areas

1. Natural Areas, or areas left in an undisturbed state as determined by deed, statute, or management plan; and areas containing rare and endangered species of wildlife and/or plants and their habitat, geological formations, or other notable natural features;
2. Ecological Reserves, established by Title 12, Section 1801: "*an area owned or leased by the State and under the jurisdiction of the Bureau, designated by the Director, for the purpose of maintaining one or more natural community types or native ecosystem types in a natural condition and range of variation and contributing to the protection of Maine's biological diversity, and managed: A) as a benchmark against which biological and environmental change can be measured, B) to protect sufficient habitat for those species whose habitat needs are unlikely to be met on lands managed for other purposes; or C) as a site for ongoing scientific research, long-term environmental monitoring, and education.*" Most ecological reserves will encompass more than 1,000 contiguous acres.
3. Historic/Cultural Areas (above or below ground) containing valuable or important prehistoric, historic, and cultural features.

Management Direction

In general, uses allowed in special protection areas are carefully managed and limited to protect the significant resources and values that qualify for this allocation. Because of their sensitivity, these areas can seldom accommodate active manipulation or intensive use of the resource. Recreation as a secondary use is allowed with emphasis on non-motorized, dispersed activities. Other direction provided in the IRP includes:

Vegetative Management on Ecological Reserves, including salvage harvesting, is also considered incompatible. Commercial timber harvesting is not allowed on either Ecological Reserves or Special Protection natural areas.

Wildlife management within these areas must not manipulate vegetation or waters to create or enhance wildlife habitat.

Management or public use roads are allowed under special circumstances, if the impact on the protected resources is minimal.

Trails for non-motorized activities must be well designed and constructed, be situated in safe locations, and have minimal adverse impact on the values for which the area is being protected. *Trail facilities and primitive campsites* must be rustic in design and accessible only by foot from trailheads located adjacent to public use roads, or by water.

Carry-in boat access sites are allowed on water bodies where boating activity does not negatively impact the purposes for which the Special Protection Area was established.

Hunting, fishing, and trapping are allowed where they do not conflict with the management of historic or cultural areas or the safety of other users.

Research, interpretive trails, habitat management for endangered or threatened species, are allowed in Special Protection natural areas unless limited by other management guidelines

Designation Criteria for Backcountry Recreation Areas

Relatively large areas (usually 1,000 acres or more) are allocated for Backcountry recreational use where a special combination of features are present, including:

- Superior scenic quality
- Remoteness
- Wild and pristine character
- Capacity to impart a sense of solitude

Backcountry Areas are comprised of two types:

Non-mechanized Backcountry Areas – roadless areas with outstanding opportunities for solitude and a primitive and unconfined type of dispersed recreation where trails for non-mechanized travel are provided and no timber harvesting occurs.

Motorized Backcountry Areas – multi-use areas with significant opportunities for dispersed recreation where trails for motorized activities and timber harvesting are allowed.

Management Direction

Trail facilities and campsites in all Backcountry Areas will be rustic in design and accessible from trailheads located outside the area, adjacent to management roads, or by water. All trails must be well designed and constructed, situated in safe locations, and have minimal adverse impact on the Backcountry values.

Management roads and service roads will be allowed as a secondary use in those Backcountry Areas where timber harvesting is allowed.

Timber management in Motorized Backcountry Areas will be an allowed secondary use, and will be designed to enhance vegetative and wildlife diversity. Salvage harvesting is allowed in Motorized Backcountry Areas only.

Wildlife management in Non-mechanized Backcountry Areas will be non-extractive in nature.

Designation Criteria for Wildlife Dominant Areas

1. Essential habitats are those regulated by law and currently consist of bald eagle, piping plover, and least tern nest sites (usually be categorized as Special Protection as well as Wildlife Dominant Areas).

2. Significant habitats, defined by Maine’s Natural Resource Protection Act, include habitat for endangered and threatened species; deer wintering areas; seabird nesting islands; vernal pools; waterfowl and wading bird habitats; shorebird nesting, feeding, and staging areas; and Atlantic salmon habitat.

3. Specialized habitat areas and features include rare natural communities; riparian areas; aquatic areas; wetlands; wildlife trees such as mast producing hardwood stands (oak and beech), snags and dead trees, den trees (live trees with cavities), large woody debris on the ground, apple trees, and raptor nest trees; seeps; old fields/grasslands; alpine areas; folist sites (a thick organic layer on sloping ground); and forest openings.

Management Direction

Recreation and timber management are secondary uses in most Wildlife Dominant Areas. Recreational use of Wildlife Dominant Areas typically includes hiking, camping, fishing, hunting, trapping, and sightseeing. Motorized trails for snowmobiling and ATV riding are allowed to cross these areas if they do not conflict with the primary wildlife use of the area and there is no other safe, cost-effective alternative (such as routing a trail around the wildlife area). Direction provided in the IRP includes:

Habitat management for wildlife, including commercial and noncommercial harvesting of trees, will be designed to maximize plant and animal diversity and to provide habitat conditions to enhance population levels where desirable.

Endangered or threatened plants and animals – The Bureau will cooperate with the US Fish and Wildlife Service, National Marine Fisheries Service, Maine Department of Inland Fisheries and Wildlife, and Maine Natural Areas Program in the delineation of critical habitat and development of protection or recovery plans by these agencies on Bureau lands.

Timber management as a secondary use in riparian buffers will employ the selection system, retaining all den trees and snags consistent with operational safety. In other wildlife-dominant areas it will be managed to enhance wildlife values.

Designation Criteria for Remote Recreation Areas

1. Allocated to protect natural/scenic values as well as recreation values. Often have significant opportunities for low-intensity, dispersed, non-motorized recreation.
2. Usually are relatively long corridors rather than broad, expansive areas.
3. May be a secondary allocation for Wildlife Dominant areas and Special Protection – Ecological Reserve areas.
4. Examples include trail corridors, shorelines, and remote ponds.

Management Direction

Remote Recreation areas are allocated to protect natural/scenic values as well as recreation values. The primary objective of this category is to provide non-motorized recreational opportunities; therefore, motorized recreation trails are allowed only under

specific limited conditions, described below. Timber management is allowed as a secondary use. Direction provided in the IRP includes:

Trail facilities and remote campsites will be rustic in design and accessible by foot from trailheads, management and/or public roads, or by water.

Existing snowmobile and all-terrain vehicle activity may be continued on well-designed and constructed trails in locations that are safe, where the activity has minimal adverse impact on protected natural resource or remote recreation values, and where the trails cannot be reasonably relocated outside of the area.

New snowmobile or all-terrain vehicle trails are allowed only if all three of the following criteria are met:

- (1) no safe, cost effective alternative exists;
- (2) the impact on protected natural resource values or remote recreation values is minimal; and
- (3) the designated trail will provide a crucial link in a significant trail system;

Access to Remote Recreation areas is primarily walk-in, or boat, but may include vehicle access over timber management roads while these roads are being maintained for timber management.

Designation Criteria for Visual Areas

Many Bureau-managed properties have natural settings in which visual attributes enhance the enjoyment of recreational users. Timber harvests which create large openings, stumps and slash, gravel pits, and new road construction, when viewed from roads or trails, may detract significantly from the visual enjoyment of the area. To protect the land's aesthetic character, the Bureau uses a two-tier classification system to guide management planning, based on the sensitivity of the visual resource to be protected.

Visual Class I Areas where the foreground views of natural features may directly affect enjoyment of the viewer. Applied throughout the system to shorelines of great ponds and other major watercourses, designated trails, and designated public use roads.

Visual Class II Include views of forest canopies from ridge lines, the forest interior as it fades from the foreground of the observer, background hillsides viewed from water or public use roads, or interior views beyond the Visual Class I area likely to be seen from a trail or road.

Visual Class I Management Direction:

Timber harvesting is permitted under stringent limitations directed at retaining the appearance of an essentially undisturbed forest.

Openings will be contoured to the lay of the land and limited to a size that will maintain a natural forested appearance.

Within trail corridors or along public use roads it may be necessary to cut trees at ground level or cover stumps.

Branches, tops, and other slash will be pulled well back from any trails.

Scenic vistas may be provided.

Visual Class II Management Direction:

Managed to avoid any obvious alterations to the landscape.
Openings will be of a size and orientation as to not draw undue attention.

Designation Criteria for Developed Recreation Areas

Developed Class I areas are low to medium density developed recreation areas, while Developed Class II areas have medium to high density facilities and use such as campgrounds with modern sanitary facilities. There are no developed class II areas in the Aroostook Hills public reserved lands (they are more typical of State Parks).

Class I Developed Recreation Areas

Typically include more intensely developed recreation facilities than found in Remote Recreation Areas such as: drive-to primitive campsites with minimal supporting facilities; gravel boat access facilities and parking areas; shared use roads and/or trails designated for motorized activities; and trailhead parking areas. These areas do not usually have full-time management staff.

Management Direction

Developed Recreation areas allow a broad range of recreational activities, with timber management and wildlife management allowed as secondary uses. Direction provided in the IRP includes:

Timber management, allowed as compatible secondary use, is conducted in a way that is sensitive to visual, wildlife and user safety considerations. Single-age forest management is not allowed in these areas. Salvage and emergency harvests may occur where these do not significantly impact natural, historic, or cultural resources and features, or conflict with traditional recreational uses of the area.

Wildlife management may be a compatible secondary use. To the extent that such management occurs, it will be sensitive to visual, and user safety considerations.

Visual consideration areas are often designated in a buffer area surrounding the Developed Recreation area.

Designation Criteria for Timber Management Areas

1. Area meets Bureau guidelines as suitable for timber management, and is not prohibited by deed or statute.
2. Area is not dominated by another resource category. Where other uses are dominant, timber management may be a secondary use if conducted in a way that does not conflict with the dominant use.

Management Direction

The Bureau's timber management practices are governed by a combination of statute and Bureau policy, including but not limited to policies spelled out in the IRP. These general policies include:

Overall Objectives: The Bureau's overall timber management objectives are to demonstrate exemplary management on a large ownership, sustaining a forest rich in late successional character and producing high value products (chiefly sawlogs and veneer) that contribute to the local economy and support management of Public Reserved lands, while maintaining or enhancing non-timber values (secondary uses), including wildlife habitat and recreation.

Forest Certification: Timber management practices (whether as a dominant or secondary use) meet the sustainable forestry certification requirements of the Sustainable Forestry Initiative, and the Forest Stewardship Council.

Roads: Public use, management, and service roads are allowed. However, the Bureau seeks to minimize the number of roads that are needed for reasonable public vehicular access or timber harvesting.

Recreational Use: Most recreational uses are allowed but may be subject to temporary disruptions during management or harvesting operations. The Bureau has latitude within this allocation category to manage its timber lands with considerable deference to recreational opportunities. It may, through its decisions related to roads, provide varying recreational experiences. Opportunities for hiking, snowshoeing, back-country skiing, horseback riding, bicycling, vehicle touring and sightseeing, snowmobiling, and ATV riding all are possible within a timber management area, but may or may not be supported or feasible, depending on decisions related to creation of new trails, or management of existing roads and their accessibility to the public.

In addition, the IRP provides the following specific direction for timber management:

Site Suitability: The Bureau will manage to achieve a composition of timber types that best utilize each site.

Diversity: For both silvicultural and ecological purposes, the Bureau will maintain or enhance conditions of diversity on both a stand and wide-area (landscape) basis. The Bureau will manage for the full range of successional stages as well as forest types and tree species. The objective will be to provide good growing conditions, retain or enhance structural complexity, maintain connectivity of wildlife habitats, and create a vigorous forest more resistant to damage from insects and disease.

Silvicultural Systems: A stand will be considered single-aged when its tree ages are all relatively close together or it has a single canopy layer. Stands containing two or more age classes and multiple canopy layers will be considered multi-aged. The Bureau will manage both single- and multi-aged stands consistent with the objectives stated above for diversity; and on most acres will maintain a component of tall trees at all times. Silvicultural strategy will favor the least disturbing method appropriate, and will usually work through multi-aged management.

Location and Maintenance of Log Landings: Log landings will be set back from all roads designated as public use roads. Off-road yarding may be preferable along all gravel roads, but the visual intrusion of roadside yarding must be balanced with the increased soil disturbance and loss of timber producing acres resulting from off-road spurs and access spurs. All yard locations and sizes will be approved by Bureau staff prior to construction, with the intention of keeping the area dedicated to log landings as small as feasible. At the conclusion of operations, all log landings where there has been major soil disturbance will be seeded to herbaceous growth to stabilize soil, provide wildlife benefits, and retain sites for future management need.

Appendix D: Glossary

“Age Class”: the biological age of a stand of timber; in single-aged stands, age classes are generally separated by 10-year intervals.

“ATV Trails”: designated trails of varying length with a variety of trail surfaces and grades, designed primarily for the use of all-terrain vehicles.

“All-Terrain Vehicles”: motor driven, off-road recreational vehicles capable of cross-country travel on land, snow, ice, marsh, swampland, or other natural terrain. For the purposes of this document an all-terrain vehicle includes a multi-track, multi-wheel or low pressure tire vehicle; a motorcycle or related 2-wheel vehicle; and 3- or 4-wheel or belt-driven vehicles. It does not include an automobile or motor truck; a snowmobile; an airmobile; a construction or logging vehicle used in performance of its common functions; a farm vehicle used for farming purposes; or a vehicle used exclusively for emergency, military, law enforcement, or fire control purposes (Title 12, Chapter 715, Section 7851.2).

“Bicycling/ Recreation Biking Trails”: designated trails of short to moderate length located on hard-packed or paved trail surfaces with slight to moderate grades, designed primarily for the use of groups or individuals seeking a more leisurely experience.

“Boat Access - Improved”: vehicle-accessible hard-surfaced launch sites with gravel or hard-surface parking areas. May also contain one or more picnic tables, an outhouse, and floats or docks.

“Boat Access - Unimproved”: vehicle-accessible launch sites with dirt or gravel ramps to the water and parking areas, and where no other facilities are normally provided.

“Campgrounds”: areas designed for transient occupancy by camping in tents, camp trailers, travel trailers, motor homes, or similar facilities or vehicles designed for temporary shelter. Developed campgrounds usually provide toilet buildings, drinking water, picnic tables, and fireplaces, and may provide disposal areas for RVs, showers, boat access to water, walking trails, and swimming opportunities.

“Carry-In Boat Access”: dirt or gravel launch sites accessible by foot over a short to moderate length trail, that generally accommodate the use of only small watercraft. Includes a trailhead with parking and a designated trail to the access site.

“Clear-cut”: a single-age harvesting method in which all trees or all merchantable trees are removed from a site in a single operation.

“Commercial Forest Land”: the portion of the landbase that is both available and capable of producing at least 20 cubic feet of wood or fiber per acre per year.

“Commercial Harvest”: any harvest from which forest products are sold. By contrast, in a pre-commercial harvest, no products are sold, and it is designed principally to improve stand quality and conditions.

“Community”: an assemblage of interacting plants and animals and their common environment, recurring across the landscape, in which the effects of recent human intervention are minimal (“Natural Landscapes of Maine: A Classification Of Ecosystems and Natural Communities” Maine Natural Heritage Program, April, 1991).

“Cross-Country Ski Trails”: designated winter-use trails primarily available for the activity of cross-country skiing. Trails may be short to long for day or overnight use.

“Ecosystem Type”: a group of communities and their environment, occurring together over a particular portion of the landscape, and held together by some common physical or biotic feature.

(“Natural Landscapes of Maine: A Classification Of Ecosystems and Natural Communities.” Maine Natural Heritage Program, April, 1991).

“Folist Site”: areas where thick mats of organic matter overlay bedrock, commonly found at high elevations.

“Forest Certification”: A process in which a third party “independent” entity audits the policies and practices of a forest management organization against a set of standards or principles related to sustainable management. It may be limited to either land/forest management or product chain-of-custody, or may include both.

“Forest Condition (or condition of the forest)”: the state of the forest, including the age, size, height, species, and spatial arrangement of plants, and the functioning as an ecosystem of the combined plant and animal life of the forest.

“Forest Stewardship Council (FSC) Certification”: A third-party sustainable forestry certification program that was developed by the Forest Stewardship Council, an independent, non-profit, non-governmental organization founded in 1993. The FSC is comprised of representatives from environmental and conservation groups, the timber industry, the forestry profession, indigenous peoples’ organizations, community forestry groups, and forest product certification organizations from 25 countries. For information about FSC standards see http://www.fscus.org/standards_criteria/ and www.fsc.org.

“Forest Type”: a descriptive title for an area of forest growth based on similarities of species and size characteristics.

“Group Camping Areas”: vehicle or foot-accessible areas designated for overnight camping by large groups. These may include one or more outhouses, several fire rings or fire grills, a minimum of one water source, and several picnic tables.

“Horseback Ride/Pack Stock Trails”: generally moderate to long-distance trails designated for use by horses, other ride, or pack stock.

“Invasive Species”: generally nonnative species which invade native ecosystems and successfully compete with and displace native species due to the absence of natural controls. Examples are purple loosestrife and the zebra mussel.

“Late successional”: The condition in the natural progression of forest ecosystems where long-lived tree species dominate, large stems or trunks are common, and the rate of ecosystem change becomes much more gradual. Late successional forest are also mature forests that, because of their age and stand characteristics, harbor certain habitat not found elsewhere in the landscape.

“Log Landings”: areas, generally close to haul roads, where forest products may be hauled to and stored prior to being trucked to markets.

“Management Roads”: roads designed for timber management and/or administrative use that may be used by the public as long as they remain in service. Management roads may be closed in areas containing special resources, where there are issues of public safety or environmental protection.

“Mature Tree”: a tree which has reached the age at which its height growth has significantly slowed or ceased, though its diameter growth may still be substantial. When its annual growth no longer exceeds its internal decay and/or crown loss (net growth is negative), the tree is over-mature.

“Motorized”: a mode of travel across the landbase which utilizes internal combustion or electric powered conveyances; which in itself constitutes a recreational activity, or facilitates participation in a recreational activity.

“Mountain Bike Trails”: designated trails generally located on rough trail surfaces with moderate to steep grades, designed primarily for the use of mountain bicycles with all-terrain tires by individuals seeking a challenging experience.

“Multi-aged Management”: management which is designed to retain two or more age classes and canopy layers at all times. Its harvest methods imitate natural disturbance regimes which cause partial stand replacement (shelterwood with reserves) or small gap disturbances (selection).

“Multi-use Trail”: a trail in which two or more activities occur on the same trail at different times of the year.

“Natural Resource Values”: described in Maine’s Natural Resource Protection Act to include coastal sand dunes, coastal wetlands, significant wildlife habitat, fragile mountain areas, freshwater wetlands, great ponds and rivers, streams, and brooks. For the purposes of this plan they also include unique or unusual plant communities.

“Non-motorized”: a mode of travel across the landbase which does not utilize internal combustion, or electric powered conveyances; which in itself constitutes a recreational activity, or facilitates participation in a recreational activity.

“Non-native (Exotic)”: a species that enters or is deliberately introduced into an ecosystem beyond its historic range, except through natural expansion, including organisms transferred from other countries into the state, unnaturally occurring hybrids, cultivars, genetically altered or engineered species or strains, or species or subspecies with nonnative genetic lineage.

“Old Growth Stand”: a stand in which the majority of the main crown canopy consists of long-lived or late successional species usually 150 to 200 years old or older, often with characteristics such as large snags, large downed woody material, and multiple age classes, and in which evidence of human-caused disturbance is absent or old and faint.

“Old Growth Tree”: for the purposes of this document, a tree which is in the latter stages of maturity or is over-mature.

“Pesticide”: a chemical agent or substance employed to kill or suppress pests (such as insects, weeds, fungi, rodents, nematodes, or other organism) or intended for use as a plant regulator, defoliant, or desiccant (from LURC Regulations, Ch. 10).

“Primitive Campsites”: campsites that are rustic in nature, have one outhouse, and may include tent pads, Adirondack-type shelters, and rustic picnic tables. Campsites may be accessed by vehicle, foot, or water.

“Public Road or Roadway”: any roadway which is owned, leased, or otherwise operated by a government body or public entity (from LURC Regulations, Ch. 10).

“Public Use Roads”: all-weather gravel or paved roads designed for two-way travel to facilitate both public and administrative access to recreation facilities. Includes parking facilities provided for the public. Management will include roadside aesthetic values normally associated with travel influenced zones.

“Recreation Values”: the values associated with participation in outdoor recreation activities.

“Regeneration”: both the process of establishing new growth and the new growth itself, occurring naturally through seeding or sprouting, and artificially by planting seeds or seedlings.

“Remote Ponds”: As defined by the Maine Land Use Regulation Commission: ponds having no existing road access by two-wheel drive motor vehicles during summer months within ½ mile of the normal high water mark of the body of water with no more than one noncommercial remote camp and its accessory structures within ½ mile of the normal high water mark of the body of water, that support cold water game fisheries.

“Riparian”: an area of land or water that includes stream channels, lakes, floodplains and wetlands, and their adjacent upland ecosystems.

“Salvage”: a harvest operation designed to remove dead and dying timber in order to remove whatever value the stand may have before it becomes unmerchantable.

“Selection”: related to multi-aged management, the cutting of individual or small groups of trees; generally limited in area to patches of one acre or less.

“Service Roads”: summer or winter roads located to provide access to Bureau-owned lodging, maintenance structures, and utilities. Some service roads will be gated or plugged to prevent public access for safety, security, and other management objectives.

“Silviculture”: the branch of forestry which deals with the application of forest management principles to achieve specific objectives with respect to the production of forest products and services.

“Single-aged Management”: management which is designed to manage single age, single canopy layer stands. Its harvest methods imitate natural disturbance regimes which result in full stand replacement. A simple two-step (seed cut/removal cut) shelterwood is an example of a single-aged system.

“Shared-use Trail”: a trail in which two or more activities are using the same trail at the same time.

“Snowmobile Trails”: designated winter-use trails of varying length located on a groomed trail surfaces with flat to moderate grades, designed primarily for the use of snowmobiles.

“Stand”: a group of trees, the characteristics of which are sufficiently alike to allow uniform classification.

“Succession/ successional”: progressive changes in species composition and forest community structure caused by natural processes over time.

“Sustainable Forestry/ Harvest”: that level of timber harvesting, expressed as treated acres and/or volume removals, which can be conducted on a perpetual basis while providing for non-forest values. Ideally this harvest level would be “even-flow,” that is, the same quantity each year. In practice, the current condition of the different properties under Bureau timber management, and the ever-changing situation in markets, will

dictate a somewhat cyclical harvest which will approach even-flow only over time periods of a decade or more.

“Sustainable Forestry Initiative (SFI)”: A third party sustainable forestry certification program that was developed in 1994 by the American Forest and Paper Association, which defines its program as “a comprehensive system of principles, objectives and performance measures that integrates the perpetual growing and harvesting of trees with the protection of wildlife, plants, soil and water quality.” To review SFI standards see http://www.afandpa.org/Content/NavigationMenu/Environment_and_Recycling/SFI/The_SFI_Standard/The_SFI_Standard.htm.

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Note: References cited in Section IV text that has been excerpted from the three MNAP Natural Resource Inventory Reports listed above (Cutko and Schlawin, 2012; MNAP 2012a, MNAP 2012b) are not listed here. Those references can be found in the original MNAP reports.)

Appendix F: Details on Proposed Nahmakanta Unit Hiking Trails and Proposed Parking Area Development and Expansion Associated with Trails

Proposed New Hiking Trails

The table below summarizes the proposed hiking trails within the Nahmakanta Unit. Additional details on the proposed trails follow. All proposals should be considered preliminary at this time, and may be withdrawn or modified as changing circumstances or needs may dictate.

Proposed Nahmakanta Unit Hiking Trails		
Name	Length (miles)	Description
Great Circle Trail (a)		
Wadleigh Mountain Trail	~ 5.7	Female Brook to Penobscot Pond Road trailhead via Wadleigh Mountain summit (if lookout tower is rehabilitated; alternatively, could incorporate ledge lookouts into a summit loop or spur trails), and via Third Musquash Pond. Trailhead parking and a picnic table are proposed at the south end of the trail, along Penobscot Pond Road.
Debsconeag Backcountry Trail/A.T. Connector	~1.0	Would connect Debsconeag Backcountry trailhead on Nahmakanta Stream Road to A.T. near the south end of Nahmakanta Lake.
Rainbow Loop Trail (b)		
Debsconeag Backcountry Trail connector	~ 1.5	Would extend in N/NE direction from the east loop of Debsconeag Backcountry Trail to vicinity of the NE corner of the Unit, possibly with a side trail to Moose Pond on TNC.
Total trail mileage	~ 8.2	

- (a) Trail segments between Wadleigh Pond group campsite and Female Brook Bridge and between Penobscot Pond Road and the west loop of Turtle Ridge Trail were completed in 2013, late in the plan development process. With these last two proposed segments, the “Great Circle” would be completed by linking the Tumbledown Dick Trail and Turtle Ridge Trail to the A.T. and Debsconeag Backcountry Trail at the north end of Nahmakanta Lake.
- (b) In addition to the new Debsconeag Backcountry Trail segment, the “Rainbow Loop” would require approximately one mile of trail on TNC land to link up with the A.T. near the south end of Rainbow Lake, if a relatively direct route were chosen.

1. Completion of the Great Circle Trail. Started in 2009, this trail is being built to provide multi-day backpacking experiences, with overnight camping opportunities at selected backcountry ponds, all within the unit. The following segments are proposed to complete the trail.

Debsconeag Backcountry/A.T. Connector (Proposed) — Currently, Debsconeag Backcountry Trail hikers who wish to circle Nahmakanta Lake using the A.T. or who wish to proceed south to Tumbledown Dick Falls are required to hike on Fourth Debsconeag Lake Road for nearly a mile between the east trailhead near Fourth Debsconeag Lake and the A.T. along Nahmakanta Stream. A connector trail generally paralleling this segment of road would substantially enhance the experience of these hikers by allowing them to remain in the forest, and reducing their exposure to passenger vehicles and ATVs, while hiking. Only one road crossing would be required, at Nahmakanta Stream Bridge. Trail routing would be conducted in consultation with MNAP to avoid any potential adverse impacts on protected resources within the Nahmakanta Ecological Reserve. Because this trail would cross the A.T. corridor and connect to the A.T., NPS and

MATC must also be consulted in the planning stages. Before approval, side trails off the A.T. require an NPS multi-disciplinary team field survey of the proposed route to insure there will be no adverse impacts to rare or significant botanical or archeological resources.

Female Brook Bridge to Penobscot Pond Road Trailhead (Proposed) — This new segment will connect the proposed Wadleigh Pond group campsite via the existing trail segment to the Female Brook bridge (built 2013) and extend up the north ridge of Wadleigh Mountain to the summit (lookout tower here may be rehabilitated), and on to Third Musquash Pond and then south to the Penobscot Pond Road. At the road, the only (shared use) road crossing on this segment, a scenic overlook/picnic area/trailhead parking is proposed.

From this parking area, existing trail newly constructed in 2013 (late in the Plan development process) connects south to the west loop of the Turtle Ridge Trail via Musquash Brook ledge falls and the existing snowmobile bridge. Existing trail already connects the proposed Wadleigh group site to the A.T. at Crescent Pond via Wadleigh Pond outlet and the East Pollywog Pond Trail (built 2012). Existing trail also connects the East Turtle Ridge trailhead to the Debsconeag Backcountry Trail via the Tumbledown Dick Trail and the A.T., except for the proposed trail segment described above, which will eliminate a mile of road walking.

When completed, the Great Circle Trail will be about a three to four day trip, passing scenic spots such as Tumbledown Dick Falls, Turtle Ridge, Wadleigh Mountain and Pollywog Gorge, and many scenic ponds. The trail would cross two shared-use roads and utilize two existing snowsled/ATV bridges.

2. Linking up existing trails in the unit to trails outside the unit. As with the Great Circle Trail, the following is proposed to provide multi-day backpacking opportunities, but taking advantage of the abutting backcountry.

The Rainbow Loop Trail (Proposed) — There is the potential to connect the Debsconeag Backcountry Trail with the A.T. as it curves along the south shore of Rainbow Lake, within the TNC Debsconeag Lakes Wilderness Area to the north of the Unit. This loop would provide a similar length multi-day loop backpacking opportunity as the proposed Great Circle Trail, but with no road crossings to intrude on the backcountry experience. This new hiking opportunity would take advantage of the large expanse of accessible contiguous backcountry provided by the adjacent TNC Wilderness Area and the Division's Debsconeag Backcountry. The loop would provide backpackers access to two major lakes (Nahmakanta and Rainbow) and numerous smaller lakes and ponds, and several fishable streams and a number of open ledges with views of Katahdin and other landmarks in the region. If completed, this roughly 20-mile loop would be accessible from trailheads within Nahmakanta as well as from the north via a roughly 8-mile (one-way) section of the A.T. with a trailhead near Abol Bridge on the Golden Road.

Creating the Rainbow Loop would require a connector trail between the east loop of the Debsconeag Backcountry Trail and the A.T. The closest A.T. connection point would be near the south end of Rainbow Lake, in which case the length of the connector trail would likely be about 2.5 miles (a specific route has not been determined). About 1.5 miles of the new trail would be within the unit, and about 1.0 mile would be on TNC lands. Trail routing within the

Nahmakanta ER would be conducted in consultation with MNAP to avoid any potential adverse impacts on protected resources within the Ecological Reserve. Trail routing and construction on TNC lands would require agreement with and close coordination between the Division, TNC, and the Maine Appalachian Trail Club. It is noteworthy that the Rainbow Loop Trail proposal, like the 38-mile Grafton Loop Trail in western Maine, relies on the A.T. as a core piece of the backpacking circuit.

Proposed Parking Area Expansion and Development

The Bureau is considering expanding four existing trailhead parking areas, and creating two new parking areas, to better meet the needs of the growing hiking trail network within the Unit. As is the case with the trail proposals, all parking area proposals should be considered preliminary at this time, and may be withdrawn or modified as changing circumstances or needs may dictate. However, in general the intention is for modestly-scaled improvements, with a maximum capacity of 8 vehicles at any site.

Expansion of existing parking areas:

1. Wadleigh Pond hand carry boat launch – Capacity to be increased from 1 to 3 vehicles. Currently, boaters often park alongside main road, rather than parking a little further away at the corner back-in area, which can constrict the road to a nearly impassable condition.
2. Wadleigh Pond outlet – Capacity to be increased to 5 vehicles to serve visitors towing ATV trailers and hikers whose destination is the proposed new group camp site on Wadleigh Pond site, or the Wadleigh Mountain fire tower (north of outlet) or the Pollywog East trail (extending south from the outlet).
3. Pollywog Pond outlet – Capacity to be increased to 5 vehicles to serve hikers/anglers whose destination is Crescent Pond, Brownie’s Trail, or Pollywog East trail.
4. A.T. corridor on Wadleigh Pond Road – Current capacity of 1-2 vehicles, depending on size, causes visitors to park vehicles partly in the roadway. The Bureau’s 66 foot right-of-way allows room for an expansion to 4 vehicle capacity while remaining within the right-of-way. Parking would serve hikers going north (Crescent, Pollywog Gorge) and south (Nesuntabunt) on A.T. BPL will coordinate with NPS and MATC before implementing this proposal.

New parking areas:

1. Penobscot Pond Road – Proposal is for a 4 vehicle capacity parking area along the road about 1 mile west of the “20 mile Y,” where the proposed Great Circle Trail crosses the road. From this trailhead, hikers could head north to Wadleigh Mountain fire tower or to Third Musquash Pond, or south to the Musquash Stream ledges and Turtle Ridge. The proposal includes a one-table picnic area with a view of Katahdin.
2. Wadleigh Pond group camp site (proposed) – Proposal is for parking for 6 ATVs or snowsleds ridden by campers/hikers using the proposed group campsite at the site of the former Wadleigh Pond sporting camp, off the Black Pond ATV/sled trail. The proposed campsite and parking supply an ATV camping destination on the water not otherwise available; hikers could also use the campsite or a satellite tent site just to south at the Female

Brook outlet. The parking would be outside the LUPC P-GP (Great Pond Protection) zone (possibly along the old road to Female Pond), with substantial barriers to exclude ATVs from entering the campsite itself.

Two additional parking areas are proposed to support the needs of the Chewonki Foundation camp at Fourth Debsconeag Lake and to reduce competition for parking with the general public at the Fourth Debsconeag Lake boat access, as well as to provide overflow parking for the Debsconeag Backcountry trailhead.

1. End of Fourth Debsconeag Road – Proposal is to develop an 8 vehicle capacity parking area near the site of and just upslope of the existing 1-2 vehicle back-in parking spot at the end of Fourth Debsconeag Road. The parking area would be used only by Chewonki staff and guests, and would be more than 100 ft. from the lakeshore, as required by LUPC.
2. Fourth Debsconeag Road, near existing backcountry trailhead – Proposal is to develop an 8 vehicle capacity parking area in a flat area on the south side of road, a short distance past the east Debsconeag Backcountry trailhead. The site is a level, almost treeless area that may have been used as a log yard in years past. The parking area would be used for overflow parking for Chewonki camp guests and for public overflow from the Debsconeag Backcountry trailhead lot and the Fourth Debsconeag boat access.