

**New York State  
Department of Environmental Conservation  
Division of Lands & Forests, Region 5**

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**Draft Recreation Management Plan  
Kushaqua Tract Conservation Easement Lands**

Towns of Brighton and Franklin  
Franklin County, New York

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November 27, 2013

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## Introduction

On April 22, 2004, International Paper Company (IP) and the State of New York publicly announced their intent to close on the largest land conservation agreement ever undertaken in the history of the State of New York. Under the terms of the agreement, over 255,000 acres of the IP ownership, across 21 separate tracts in 9 counties and 34 towns, was encumbered by a working forest conservation easement (CE) held by the state. Subsequently, in August of 2006, IP sold the entirety of those lands encumbered by the conservation easement to the Lyme Adirondack Timberlands I, LLC and Lyme Adirondack Timberlands II, LLC which are subsidiaries of the Lyme Forest Fund Limited Partnership (hereinafter referred to collectively as Lyme) of Hanover, New Hampshire. Similar to other conservation easement agreements on large industrial timberlands in the Adirondack Park, the IP easement terms apply to all current and future owners of the property in perpetuity.

The goals of the conservation easement, as finally adopted, were multi-faceted and including, but not limited to: the preservation of open space values, protection against development, provisions dictating sustainable forest management practices to be used in managing the property's natural and timber resources, protection of sensitive areas and ecological resources, limitation of tract subdivision and in certain specific circumstances, provision for public recreation on a tract-by-tract basis. Generally speaking, tracts designated by the easement as wholly open to full public recreation are referred to as "Easement A" tracts, whereas those tracts where public recreation rights were strictly limited or absent are commonly referred to as "Easement B" tracts. As identified by the conservation easement, approximately 84,000 acres of the current LFF ownership falls under Easement A with the remaining 171,000 acres falling under Easement B.

This Draft Recreation Management Plan (RMP) addresses public recreational use of one of the largest LFF Easement A tracts, the Kushaqua Tract (see general location map in Appendix A). With a total of 18,989 contiguous acres located just north of the hamlet of Onchiota in east-central Franklin County, the tract straddles the boundary line between the towns of Franklin and Brighton. As with other Easement A properties encumbered under the IP easement, the State acquired full public recreation rights on the Kushaqua Tract for the specified purposes of public hunting, fishing, trapping, hiking, camping, canoeing and boating.

Private lease camps and their associated large acreage, exclusive use, "posting leases" on the tract have been reduced to one-acre "envelopes" under the terms of the easement. On areas of the property identified as private recreational lease envelopes, LFF has reserved the right to lease private recreation rights to camp owners within the one-acre envelopes. In keeping with these terms, the private one-acre lease areas are closed to all public access and recreation; camp envelope lessees are guaranteed a designated access route to their camp, but when outside their one-acre envelope or designated access route, the lessees enjoy the same rights and privileges that are afforded to the public while recreating on the property. Full public recreation rights, as defined by the conservation easement, went into effect on the Kushaqua Tract on April 22, 2009. Since that time the tract has been managed under an existing Interim Recreation Management Plan (IRMP) that was developed at the time of the easement's acquisition.

## **Plan Intent and Purpose**

This Recreation Management Plan (RMP) has been developed to facilitate and manage public recreational use of the Kushaqua Tract property. The RMP complies with the terms and conditions of the Conservation Easement and may be updated, amended or revised from time to time, as needed, to reflect the State's implementation of the Public Recreational Easements granted in the CE.

During the interim period between the initial acquisition of the CE and the development and landowner approval of this RMP, public recreational use of the Property was allowed in accordance with an Interim Recreation Management Plan (IRMP) that was developed and approved at the time of acquisition. The IRMP was developed in consultation with the Landowner, and as drafted, was not intended to address all the issues related to public recreation on the property. Likewise, the IRMP did not identify all the potential public use opportunities that the property was capable of providing nor did it address all of the potential conflicts between user groups that may occur. As a public document, the IRMP introduced the public, local governments, stakeholders and other interested parties to the Department's planning process and provides limited opportunities for some stakeholders to voice their opinion on how this area should be managed in the future. Due to the time requirements to complete the IRMP, an abbreviated public participation process was utilized. In recognition of that shortcoming, public participation has been fully integrated into the development of this RMP.

Issues and concerns not fully fleshed out in the IRMP are better addressed in this RMP as a result of opportunities for more extensive on-site planning and reconnaissance as well as preliminary public and stakeholder input. This RMP details the implementation of specific public uses determined by the Department to be appropriate and feasible for the foreseeable future. Furthermore, this RMP furnishes the means to discuss and clarify issues pertinent to the easement and states the mechanisms and protocols to be used for management of the public recreation activities.

The landowner has reviewed and granted conceptual approval of this RMP. Subsequent to the landowner review, a public comment period will be initiated.

During the public participation period, this Draft RMP will be made available for public review and comments. Public participation is important in that it gives interested parties the opportunity to learn, provide advice, and influence decisions about how the easement should be managed within the legal context of the purchase. After considering public comments and making edits as appropriate based on that input and landowner consultation, the RMP will be finally adopted, paving the way for public use opportunities to be implemented. Full build-out of the recreation opportunities identified in this RMP is anticipated to be completed in phases as funding and personnel resources permit.

## **Recreation Plan Implementation**

This RMP is solely intended to be a tool designed by the Department to facilitate the Department's management of the public access and public recreational uses of the Protected Property determined by the Department to be appropriate for the duration of the RMP in effect at the time. The RMP is not intended to be a complete restatement of the Affirmative Rights granted under the International Paper Conservation Easement. For a detailed list of the full rights granted in the Conservation Easement, please refer to the Conservation Easement document which is publicly available on file at the appropriate county clerk's office.

Implementation of this RMP and the construction of facilities proposed herein, are subject to relevant provisions of the Environmental Conservation Law (ECL), Executive Law, NYSDEC rules and regulations, NYSDEC policies and procedures, the NY State Environmental Quality and Review Act (SEQRA), and the terms and conditions of the recorded Conservation Easement document that apply specifically to this Property. Foremost among the guidance documents guiding the planning, design and construction of facilities will be the Memorandum of Understanding Between the Adirondack Park Agency and The Department of Environmental Conservation Concerning State-Owned Conservation Easements on Private Lands in Adirondack Park, dated June 2010., Implementation and construction will occur as funding, personnel and resources are made available. As facilities build-out is planned and executed, projects will be evaluated, designed and implemented in compliance with various permitting requirements and guidance documents.

The public recreation facilities proposed in this RMP have been evaluated on the ground by DEC field staff for their safety, suitability and practicality. As part of the evaluation process, proposed project locations were identified using input from the Landowners agents who handle the day-to-day administration of the private rights on the Property.

## Tract Overview

The Kushaqua Tract property is situated in east-central Franklin County on lands located north and west of the hamlets of Onchiota and Loon Lake. The largest portion of the property is in the Town of Brighton (10,213 acres) with the remainder situated in the Town of Franklin (8,776 acres). The majority of the forest lands surrounding the tract are part of the New York State Forest Preserve's Debar Mountain Wild Forest Unit. A number of small to medium size private ownerships also adjoin the property along its southern and eastern boundaries. Some of the principle natural features on the property include the cliffs on the southern exposure of Loon Lake Mountain, the Sable Mountain Range, Mountain Pond and the headwaters of the North Branch of the Saranac River

The lands comprising the modern-day Kushaqua Tract, along with many of the adjoining lands, have been logged to one extent or another for well over 120 years. Much of the logging was conducted with the goal of removing merchantable saw timber to supply a wide variety of local and regional sawmills, however, lower grade wood products were harvested to make charcoal at a number of kilns that existed largely within an approximately 10 mile radius of the property. The arrival of the Chateaugay (precursor to the Delaware and Hudson) and New York Central Railroads to the Loon Lake and Onchiota areas in the late 19<sup>th</sup> century facilitated an increased demand for the remaining timber resources on the property. As a direct consequence of the extensive logging slash combined with the arrival of the railroads, much of the remaining forest in the Loon Lake and Onchiota areas burned in wildfires during the period from 1903 to 1908.

The core of the Kushaqua property was acquired by IP in January of 1898. Over the course of the next century, acquisition of large and small forest tracts contiguous to the core area created the tract as it exists today. Throughout their tenure as the property owner, IP leased exclusive recreation rights, commonly referred to as "posting leases", over the entire acreage of the present-day Kushaqua Tract. Prior to the State's acquisition of the conservation easement, the Kushaqua Tract was leased as a posting lease for the exclusive use of the membership of the Kushaqua Hunting Club, an incorporated sporting club that existed for the better part of a century. Under the auspices of the posting lease, club members were permitted by the landowner to construct hunting and fishing camps and appurtenant structures on an as-approved basis. Along with their exclusive use posting lease tenancy on the tract, the Kushaqua Hunting Club dissolved as a corporation in April 2009. The remnants of the IP posting lease camp development are still readily apparent on the property today. Under the terms of the CE, LFF, and their successors in title, have reserved rights to privately lease one-acre camp envelopes on this tract in perpetuity. Presently, 31 one-acre camp envelopes still accommodate exclusive private use on the property. Many of the modern-day camp locations have been in continuous use by hunters and fishermen dating back as far as the late 1800s, oftentimes providing a unique outdoor experience to as many as five generations of the same family. Under the terms of the CE, three additional camp envelopes may be designated and developed on the property following the relocation of existing camps currently situated in ecologically sensitive areas.

camps currently situated in ecologically sensitive areas.

Throughout IP's ownership, and subsequently under LFF's ownership, the Kushaqua Tract has been managed as a working forest with the intent of practicing sustainable forest resource management while supplying a variety of local and regional saw and paper mills with fiber and log grade forest products. The Kushaqua property has been certified by the Sustainable Forestry Initiative (SFI) as being a well managed source of wood products whose forest management practices adhere to strict environmental and socioeconomic standards in accordance with the Principles and Criteria of SFI

### **Primary Access**

The Kushaqua Tract is generally inaccessible by passenger vehicles traveling directly from the south, west and north, however, public highways provide direct access to a significant portion of the eastern boundary of the property. The southern part of the tract is accessed from the east using the Kushaqua-Mud Pond Road and a deeded right-of-way which accesses the southeastern corner of the tract via the North Branch Road. A designated public parking area and trail register box/informational kiosk were constructed adjacent to the property entrance on the North Branch Road during the summer of 2009. Other than the southern access, the majority of the remaining access originates either from points along National Grid's Malone to Lake Colby Utility Line, or from the road shoulder of Franklin County Route 26 (a.k.a the Port Kent to Hopkinton Turnpike or Old Route 99) which follows the eastern boundary of the tract, beginning at a point approximately 1.5 miles north of the intersection of the Kushaqua-Mud Pond Road and Franklin County Route 26, and ending at the northeast property corner near Duck Pond, approximately 1.1 miles north of the Mullins Road (conservation easement property road). Both the Kushaqua-Mud Pond Road and Franklin County Route 26 are public roads maintained year-round by the Town of Franklin.

Interior access is provided by over 130 miles of roads and trails of varying type and condition that were developed with the intent of providing access for the landowner's forest management operations and/or lessee access to remote areas of their former posting lease. Generally, existing road conditions are largely dictated by the purpose for which they were built and the time elapsed since they were last maintained. Proposed opportunities for public motorized access over the existing interior road and trail network, as well as proposals for the creation of new motorized access routes presumably opened for eventual shared use, will be outlined more completely in later sections of this RMP.

## **Area Identification and Signing**

Where a need is evident, the Department and/or the landowner may opt to post signage or visitor use management facilities which define, regulate or direct notice to a variety of property features, accesses and permitted uses. Property managers representing the Department and the landowner have, and will continue to, directly interface on a regular basis regarding areas of identified need and the methods and implementation necessary to address that need. Signs and improvements designed and constructed with the management of public use in mind will be built to the standards and guidelines agreed to in the Conservation Easement Public Recreation and Trail Sign Manual (see Appendix E) and the Shared-Use Roads Signing Manual (see Appendix F) which was developed and adopted following the joint consultation of the Department, the landowner and the landowner's forest manager in January 2011.

The identification and posting of one-acre private lease camp envelopes within the Kusahaqua Tract boundaries is solely the responsibility of the private lessees. Camp envelope lessees will consult with the landowner or their designated representative to determine the boundaries of their envelope lease. According to the terms of the CE, posting of private lease envelopes must be done in such a way that it does not interfere substantially with the public's rights in the property

# Natural Resource and Culture Components

## Physical Resources

### *a. Geology*

Many factors over a vast period of time have played a part in creating the land as it is today. The slowest and the most drastic changes have undoubtedly been caused by geological events. Several times over the past billion and a half years the area has been covered by oceans and then formed into great mountains only to erode away and again to be covered by water.

As mountains go, the Adirondacks are relatively new, having started the slow creation process less than twenty million years ago. It is believed that a hot spot under the earth's crust resulted in the uplift of the Adirondacks. Even though the Adirondacks are relatively young, the rocks that make them up are very old. The bedrock of much of the Adirondacks was created as part of the Grenville Series, an area of sedimentary rock that covers a large portion of northeastern North America. The Grenville Series was created over a billion years ago when the area was covered by a shallow sea. Over time, the original rock has been buried and changed through many geological processes. Through uplift and erosion, the Adirondacks are one of the few locations where the Grenville Series is exposed at the surface of the earth.

The bedrock which lies under the property in some cases consists of similar or identical parent materials, however, bedrock formation from the component parent materials came about in two distinctly different ways. The predominant type bedrock underlying the property is comprised of gneiss. Gneiss is an example of a metamorphic rock which is formed when its principle parent material, granite (an igneous rock), is exposed to consistent geological pressure accompanied by temperatures which exceed 600 to 700 degrees Celsius. At a much lesser extent, the other bedrock present on the Kushaqua Tract consists of unconsolidated sedimentary materials from glacial and alluvial deposits. This type of bedrock typifies sedimentary rock which is comprised of parent materials of a wide variety of compositions and sizes of parent materials ranging from unweathered boulders to silt and clay. Sedimentary bedrock is formed from a combination of compaction, physical conditions, chemical alterations and biological interactions.

Over time, the forces of erosion and deposition have changed the surface landscape. Throughout the Adirondacks, the most dramatic of these changes were the result of glaciers. The world's climate grew colder 1.6 million years ago, resulting in the formation of huge sheets of ice which advanced and retreated several times. The last of these ice sheets reached its peak approximately 22,000 years ago and retreated from New York 10,000 years ago. As these ice sheets advanced, they tore away huge quantities of soil and rock from the landscape; later, as they retreated, they deposited this material in new locations. This glacial action shaped the mountains, ridges, valleys and drainages found on the property.

The geological history of the Tract is readily apparent in the steep lower and middle slopes of the Loon Lake and Sable Mountain ranges, and in the valleys and drainages interspersed between them.

## ***b. Soils***

All soils are formed by the chemical and physical breakdown of parent material. However, on the property, soil composition stands in contrast with the bedrock beneath. The soils in the Property are largely derived from glacial deposits that have been moved and deposited as glaciers advanced and retreated. Soil characteristics are quite variable and fluctuate widely from location to location. There are basically two broad soil types found in the Property; glacial tills and glacial outwash.

Glacial tills consist of material that was directly deposited by a glacier. These soils are a mixture of clay, silt, sand, and stone. Their occurrence in the Property is widespread, although they tend to dominate the lower and middle slopes. The deeper and richer soils occur around the base of the mountains, especially on terraces and those slightly elevated locations that escaped the fluvial phase in late glacial retreat, meaning places a hundred feet or so higher than the nearby river system. Today, these richer soils are dominated by hardwood tree and shrub species with mixed conifer/hardwood stands found at the lower slopes with partially water-washed soils.

Glacial outwash soil is made of material which was deposited by water flowing from a glacier. These are stratified soils deposited as eskers and moraines in areas subject to periods of flash-flooding during the glacial retreat and from which the nutrient-bearing silts and clays have been washed away. Because the soils are so stony, these soils tend to be dominated by softwood species such as balsam fir and spruce which are able to quickly out-compete other tree species that have more extensive site and nutrition requirements.

## ***c. Terrain/Topography***

The terrain through the Property is varied. There are steep rugged areas, gentle rolling terrain, large sloping hills, numerous small streams, and two significant stream valleys; Hays Brook and the North Branch of the Saranac River. The maximum elevation on the Kushaqua Tract, found on the eastern exposure of the Loon Lake Mountains, is approximately 3,000 feet. The minimum elevation, 1,700 feet, is in the North Branch Saranac River drainage in the southern portion of the property. The only other elevation of significance within the tract boundaries is the highest summit in the Sable Mountain range which is approximately 2,800 feet. The following USGS 7.5' x 15' map series quadrangles cover the Kushaqua Tract property: Loon Lake, Debar Mountain, and Bloomingdale.

## ***d. Water***

The property is drained by both the Lake Champlain and St. Lawrence River watersheds. Approximately 40 miles of Class C (T) protected streams cross or originate within the property including headwaters of two streams of regional significance, the North Branch of the Saranac River and Hays Brook. These major streams and their tributaries within the property have been identified as historical trout waters. Department standards define the highest and best use of Class C streams as the following:

## **§701.8 Class C fresh surface waters**

The best usage of Class C waters is fishing. These waters shall be suitable for fish, shellfish, and wildlife propagation and survival. The water quality shall be suitable for primary and secondary contact recreation, although other factors may limit the use for these purposes.

The (T) suffix accompanying the water quality classification indicates that the designated water is considered to be trout waters and that any water quality standard, guidance value, or thermal criterion that specifically refers to trout or trout waters applies. There is one contiguous pond, Mountain Pond (29 acres), located on the eastern property boundary, as well as an Unnamed interconnected four pond complex (total surface area of 7.8 acres) which is situated near the northern property boundary adjacent to the western exposure of the Loon Lake Mountains. Anecdotal evidence regarding the Unnamed pond complex, as well as a May 1985 Adirondack Lake Survey Corporation (ALSC) study of Mountain Pond, indicate that both ponds are historical brook trout waters.

### ***e. Wetlands***

Wetlands are important ecological areas for wildlife habitat, water protection, flood control, and recreational values. For these reasons, they are protected by state and federal regulations. Wetlands throughout the Kushaqua Tract have been mapped and digitized through the efforts of both the National Wetlands Inventory and the Adirondack Park Agency. Analysis of this information shows that there are approximately 1,669 acres of wetlands located within the property boundaries. Some of these identified wetlands are part of a larger complex that extends beyond the property boundaries (see Appendix D) Wetlands in this area tend to be clustered in the geographic core of the tract, as well as in the western and southern extents of the property, and are generally closely associated with ponded waters and stream drainages.

### ***f. Air/Climate***

The climate for the Property can best be described as cool and wet. The mean annual temperature is 41 degrees Fahrenheit. The average annual precipitation is 39.81". The record extreme temperatures are 98 and -35 degrees Fahrenheit.

In January 1998, a major ice storm affected the Property. Damage throughout the area varied based on several local conditions, but was most heavily influenced by elevation. Major portions of the property were in areas which received heavy damage. This storm will have impacts on the property for years to come. Severely damaged trees likely will not survive, damaged trees will be susceptible to attack from insects or disease, increased sunlight to the forest floor will increase growth of understory vegetation, and debris from damaged trees will make cross-county travel more difficult for some time. In order to avoid all the negative consequences from the ice storm, the landowner has engaged in salvage logging on the property as need dictates according to their forest management strategy.

## **Biological Resources**

### ***a. Vegetation***

Vegetative communities currently present on the property are typical of those generally found throughout northern New York. The New York Nature Heritage Program places the property in 2 ecozones, the Sable Highlands and the Western Adirondack Foothills.

The Kusahaqua Tract is mostly forested. The Natural Heritage Program classifies it as a forested upland system. There are a variety of forest communities which are represented. Examples of most of the forest communities which are found throughout the northern Adirondack Park can be found on the property.

Currently, the Natural Heritage Program has not listed any vegetative species of significance as being present in the property.

### ***b. Wildlife***

The Kusahaqua Tract is home to a diverse range of amphibian, reptile, bird and mammal species that benefit from, and flourish in, a wide range of habitat types. Some elevations and their established forest types within the tract boundaries fall within the criteria used for the designation of the Adirondack Sub-Alpine Forest Bird Conservation Area (BCA). A bird species principally associated with the BCA is the Bicknell's Thrush (*Catharus bicknelli*) which has been designated by New York State as a Species of Special Concern. Elevations exceeding 2,800 feet, which exhibit primarily spruce-fir forest cover types, have been identified as potential breeding and nesting habitat for the Bicknell's Thrush. Recent research conducted on the Bicknell's Thrush shows that no conclusive evidence suggesting that human use and enjoyment of areas meeting the BCA threshold criteria has any deleterious effect on the breeding success of this species. With the exception of the BCA, no other occurrences of protected species, species of concern, or their critical habitats have been identified by the Natural Heritage Program within the property boundaries.

Otherwise, wildlife species and communities found on the Kusahaqua Tract are generally typical of those observed throughout the Adirondack Region. Wildlife species commonly found on the property include, but are not limited to: whitetail deer, black bear, ruffed grouse, woodcock, a variety of boreal bird species including black capped chickadees and gray jays, red and gray fox, fisher, beaver, common snapping turtle, bobcat, long and short tail weasels and snowshoe hares. In addition, anecdotal evidence obtained from the landowner's forestry staff and private camp lessees indicates that a resident moose population has become established both within the property, and in the immediately surrounding area.

### *c. Fisheries*

The major streams and their tributaries within the property have been identified as historical trout waters. Stream surveys conducted in the past by the DEC Bureau of Fisheries indicate that both the North Branch Saranac River, and Hays Brook, are home to native brook trout fisheries; presumably, small tributaries of these major streams support brook trout as well. The unnamed pond complex situated in the northern portion of the tract exhibits habitat features capable of supporting a native brook trout fishery and anecdotal evidence obtained through interviews in the field indicates that one exists.

Mountain Pond was surveyed by Bureau of Fisheries staff in the summer of 2009. Prior to the 2009 survey, the pond had been surveyed by the Adirondack Lakes Survey Corporation (ALSC) during the summer of 1985. The ALSC survey showed brook trout as inhabiting the pond as well as northern redbelly dace, Creek chub, White sucker and Brown bullhead. By contrast, the 2009 survey yielded only Brown bullhead, pearl dace, White sucker, Creek chub and northern redbelly dace as being the only species present. The 2009 survey indicates that the average depth of the pond is approximately two feet with one deeper hole, approximately five feet deep, found in the eastern end of the pond. The pond was largely covered with emergent vegetation when surveyed and despite a cool, rainy summer, water temperatures at the time of the survey hovered around 60 degrees Fahrenheit which is at the upper extent of acceptable water temperatures capable of sustaining brook trout fisheries. Bureau of Fisheries staff consulted during the drafting of this RMP recommend that the waters of Mountain Pond be considered as a candidate for the stocking of brown trout in an effort to re-establish the pond as a viable recreational fishery. Based on the guidance of Fisheries staff, streams and tributaries identified as native brook trout fisheries consistent with documented survey data will not receive stocked fish in an effort to maintain the native fishery in its natural state.

Access to fishing opportunities on the property will be developed in close consultation with Fisheries staff in an effort to ensure that the potential effects of public use and access do not significantly contribute to the degradation of the native fisheries. DEC will periodically conduct fisheries surveys on the property, as time and resources permit, in order to develop data to be used to determine future management decisions regarding stocking and other management actions with the intent of providing the public with suitable fishing opportunities. Existing access points to stream corridors and ponds may be improved to better facilitate public access; determinations will be based primarily on resource considerations with a secondary emphasis on meeting user demand.

### **Cultural Resources**

Cultural resource identification and inventory provide an important link between the culture of Northern New York and its use of forest resources. Although no current, formal, cultural resource inventory has been known to be conducted on the property, Department Forestry staff have received training in how to recognize cultural and historical resources, as well as what measures need to be taken when such resources are discovered in the course of project implementation. In the future, recreation use planning will consider any existing identified

cultural sites, as well as any new cultural resource inventories, in the recreation planning process and when appropriate, offer recreational or interpretive experiences in association with cultural sites.

Notable known locations of cultural significance that are found within the property boundaries include the former bed of the New York Central Adirondack Division Railroad line (a.k.a. the Mohawk and Malone Railroad), the Loon Lake Fire Tower observer's cabin and the location of Hays Brook Camp #12 near the western boundary of the property.

### **Visual/Scenic Resources**

The tract offers recreational users numerous opportunities to view natural scenic beauty. With the exception of the summit of Loon Lake Mountain, which lies in the state-owned Forest Preserve and is accessed from the east via the easement lands, most of the points of elevation within the property boundaries are forested and consequently provide somewhat limited views, if any at all. Conversely, when viewed from the property's road network, these forested hills provide motorized and non-motorized recreational users with a relatively unbroken scenic landscape that is particularly beautiful during the fall foliage season. Some vista areas from the road network provide limited views of Whiteface Mountain, Meenhaga Mountain and its firetower, the North Branch of the Saranac River drainage basin, and the steep slopes of the Sable and Loon Lake mountain ranges. The stillwater section of the North Branch of the Saranac River in the extreme southern portion of the property, as well as Mountain Pond on the eastern boundary, provide scenic viewing opportunities for paddlers. Future recreational planning will consider additional improvements such as scenic pull-offs along forest roads and hiking trails to natural features of interest.

### **Existing Recreational Use**

As discussed previously, the Kusahaqua Tract has been used for hunting, fishing and other outdoor recreational purposes, by means of a private recreation leasing system, for well over 100 years. During this period, the Kusahaqua Hunting Club negotiated lease terms with the landowner which specified the terms of the club's exclusive recreational use of the property during a fixed time period. The terms of private recreation leases have generally permitted the lessees to erect camps, install minor improvements, and develop trail networks on their posting lease at locations that were approved by the Landowner. While a significant number of the private recreation camps were used primarily during the big game hunting season, numerous club members used their camps and access rights for a wide variety of four-season outdoor-based recreation including hiking, berry picking, nature photography, wildlife viewing, fishing, trapping, snowmobiling and ATV riding to name just a few. Generally speaking, private recreation club members were permitted to use motorized vehicles and watercraft on all of the tract's roads, lands and waterbodies subject to the advance approval of the Landowner.

Some unauthorized recreational use of the property by the public has occurred over the course of generations, however, by all accounts, the levels or extent of that use could hardly be characterized as regular. Public use and access prior to April 2009 (the date when the property was opened for public recreation) has generally been a mixture of trespass and permitted use gained with the permission of the landowner. This use has principally focused around the well-known and heretofore closed access to Loon Lake Mountain from County Route 26.

The well-developed road and trail network existing on the property constitutes a substantial resource that served the recreational and access needs of the private lessees well during their exclusive time on the property. Likewise, this infrastructure provides exceptional opportunities for recreation facilities and access development that will, in the future as a result of recreation planning, accommodate the public as well as camp envelope lessees who continue to lease from the landowner.

## Public Use Administration and Management

The easement allows the Department to provide public recreation opportunities in a manner that is consistent with the easements objectives. Any allowed public use must consider the reserved rights of the landowner. Consistent administration and interactive communication between all parties is extremely important to meet all the objectives of the easement. With few exceptions, public use shall be managed in a manner consistent with general public use of State Forest areas.

### **Public Use Objectives**

The Department's planning for and implementation of public recreational uses on the portions of the property designated for such uses, shall be consistent with the purposes of the easement and the following general objectives for such uses:

- Protecting public safety;
- Protecting the value of natural resource and biological diversity, recognizing that the capacity of the property to accommodate public recreation is limited;
- Removing of trash or debris such as papers, bottles, cans, or other garbage left on the property by the public;
- Preventing public interference with the Landowner's forest management activities; and
- Annual review of the location and condition of trails, parking areas, campsites, and other recreational improvements shall be reviewed and more frequently, if necessary.

### **Specific Plan Guidelines.**

In addition to the general objectives listed above, development of the RMP and implementation of public recreational uses of the property shall be consistent with the following specific guidelines:

*Standards for Public Recreational Roads and Trails-* The RMP shall establish minimum standards and specifications for roads and trails designated for public use. Based on the standards and specifications, the Department shall decide whether portions of trails and roads shall be repaired, improved, relocated, or if public use shall be temporarily suspended. Standards for the signing of designated public recreational roads and trails, developed in consultation with the landowner, are specified in this RMP and will be implemented in the field as public access opportunities become available.

*Snowmobile Use-* The main purpose of snowmobile use on the property is to connect existing snowmobile trail systems on and off the property. Trail design and maintenance standards shall conform to such manuals and guidelines produced by the New York State Office of Parks, Recreation, and Historic Preservation, the DEC/Lyme Signing Plan or an equivalent State agency, and in general use by the agency at the time in question. Additional signs, to be used in limited situations where public snowmobile users must share road space with the landowner's forest management contractors, will be developed and posted as need dictates.

*All Terrain Vehicle Use-* Public ATV use shall be restricted solely to roads and trails capable of supporting ATV use, and shall be managed in a manner that prevents damage to natural resource values and biological diversity.

*Private Camp Leases-* Public recreation access opportunities and their associated facilities will be available for the use and enjoyment of both the public and the private camp lessees. The Department, in consultation with the landowner, will develop public recreation facilities in a manner which minimizes the potential for public user conflict with the reserved rights of the landowner, including forest management and lease camp envelopes.

## **Management Actions**

### *Access*

The Department shall have access to, on and across the property at all times for the purpose of:

- Monitoring the conservation easement.
- Undertaking periodic inspections, enforcing the conservation easement, or taking any and all legally permissible actions necessary or appropriate to remedy or abate violations of the conservation easement.
- Exercising and administering the Department's other Affirmative Rights as set forth in the conservation easement.

Under the terms of the conservation easement, the Department may provide for, and permit access by, the public:

- By non-motorized means, including but not limited to: hiking, rock climbing, bicycling, snowshoeing, cross-country skiing, horseback riding and the use of horses or other similar animals for transportation of supplies, and traveling by mechanized aids for persons with mobility impairment.
- By canoe, motorboat, and other watercraft on streams, rivers, wetlands, bogs or other bodies of water.
- By motor vehicle and motorized recreational vehicle, including snowmobile and all terrain vehicle; provided, however, that motorized access by the public shall only be over those roads and trails that (i) have been designated for recreational use along with the specific type(s) of vehicle permitted for motorized access, and (ii) have been specifically marked with appropriate signage for the type(s) of vehicle permitted for such motorized access.
- For camping at campsites specifically designated by the Department for such use.
- For hunting, fishing, and trapping in accordance with applicable laws and regulations.

### ***Barriers, Gates, and Locks***

The Department will install gates or barriers, where a need is evident, to control or prohibit public use. All new and replacement gates, installed by the Department, will meet the Department's safety standards as to color, design, and signage.

DEC staff will work closely in concert with the landowner, and their representatives and lessees, to ensure that all property gates are secured in a timely and effective manner according to mutual agreement that is considerate of each other's operational needs. In response to a recognized need, the Department will post signs intended to direct public use and access at all gates, barriers and principle access points, including those where unauthorized access or use by the public is known to be occurring. Ensuring that gates and barriers remain locked and/or secure, where necessary to discourage unauthorized use by the public, will require that all affected parties, both public and private, work collectively and consistently. Situations which require access to a gate by multiple parties will be addressed with a mutually agreed upon locking system which ensures that no party's rights of access to the property are diminished or interfered with.

### ***Boundary Line Maintenance***

The landowner, or any designated group or individual working on the landowner's behalf with their expressed consent, may identify, maintain, post and mark the boundaries of the Kushaqua Tract property and the one-acre cabin envelopes contained within. The Department may identify, mark, and maintain boundaries with signs in form and content reasonably satisfactory to the landowner describing the public rights associated with the conservation easement lands. The Department may elect to mark portions of the Kushaqua Tract boundary, where it abuts adjacent Forest Preserve lands, for the purpose of better facilitating public use administration of each property.

Pursuant to this RMP, the Department will only construct facilities and improvements for public use when a certain determination has been made that the facility or improvement is wholly within the boundaries of the conservation easement lands.

### ***Maintenance of Improvements***

The conservation easement agreement provides general guidance on how the costs for maintaining improvements are to be shared. The Department and the landowner will share the expense of any maintenance or replacement of improvements based on the proportionate amount of use and benefit that each party derives from the open and accessible improvement. A cost-sharing agreement, developed by both parties with due consideration to their respective annual budgets and work-plans, shall be discussed, reviewed and updated, as a minimum, each year at the annual meeting or at whatever interim point deemed necessary by either party.

When considering cost-sharing arrangements, it is important to mention that neither the Department, nor the landowner, is responsible for assuming a cost that is not commensurate with the interest they have in a particular shared improvement. With that in mind, the Department is solely responsible for incurring costs unique to providing for public access and use; likewise, the landowner is solely responsible for incurring costs unique to providing for their reserved rights in the property. Any damage caused by public recreational activities shall be the responsibility of the Department to repair. Any damage caused by the Landowners activities (for example logging operations or the lease holders) shall be the responsibility of the Landowner to repair.

When roads and trails are constructed by the Department, they will be generally built to the standards the Department uses on State forest lands (DEC Unpaved Forest Road Handbook, August, 2008). In addition, roads and trails will be constructed and maintained with deference to the conservation easement road standards that have been mutually agreed to by the landowner and the Department. During construction and maintenance, Best Management Practices (BMPs) will be utilized to protect the natural resources (see BMP Field Guide at DEC website): [http://www.dec.ny.gov/docs/lands\\_forests\\_pdf/dlfbmpguide.pdf](http://www.dec.ny.gov/docs/lands_forests_pdf/dlfbmpguide.pdf).

The public's use of roads, trails, recreational amenities or any improvement may be subject to temporary or permanent closure, removal or relocation if the Department determines that the use is having a negative impact on natural resources, the landowner's forest management, Department administration of the property, or is contributing to substantial conflicts with other users or lease holders.

### ***Search, Rescue, Fire, and Law Enforcement***

Emergency response to search, rescue, and fire will be coordinated by the Office of Public Protection, in conjunction with Franklin County emergency services.

The Department will identify and maintain certain pre-existing staging areas as emergency helicopter landing zones.

The Department will promulgate site specific regulations pertaining to the public use of the Kushaqua Tract property, as dictated by an apparent and well-reasoned need, for the purposes of future recreational management and law enforcement.

The Department will notify the landowner of all emergency actions and serious violations occurring on easement lands.

The landowner will report public use violations to the Department and file complaints through the area manager and/or the regional dispatch center.

The Department, New York State Police, and other public law enforcement and safety agencies will have full access to easement lands.

### ***Signs***

The Department will be primarily responsible for installing, constructing, and maintaining all signs deemed necessary for identifying access to designated camping sites and recreational amenities as well as roads and trails open for public motorized and non-motorized recreational activities. Following prior consultation with the Department, the landowner may elect to place additional signage that they feel is situation-appropriate for specific access points.

Public use management sign formats will consist of a mixture of standard Department sign formats combined with tract and/or easement specific signs whose design and content has been developed through a collaborative process between the Department and the landowner. The Conservation Easement Public Recreation Road and Trail Sign Guidance Manual (Appendix E) and the Shared Use Roads Signing Manual (Appendix F) will be the principle guiding documents in selecting signs to be used on the property.

Signs placed with the intent of managing public use and access will generally fit in to one of the following broad categories:

- Directional Signs
- Caution Signs
- Administrative Signs
- Trail, Route and Mileage Markers
- Regulatory Signs

### ***Enforcement***

The Department will monitor public ATV use on the Kushaqua Tract and appropriate management actions will be implemented to keep public ATV use from negatively impacting natural resources on the property. The Department's Office of Public Protection officers will routinely patrol the property for illegal ATV use and issue tickets when warranted.

### ***Parking***

All public parking areas will be located within the boundaries of the Kushaqua Tract easement property (see Appendix C). Locations designated and improved for parking lots have been developed in consultation with the landowner and are sited with due consideration to both the public and private rights in the property. The intent of designated parking areas is to channel public use to identifiable primary access points and desirable locations on, or nearby to, the easement lands. Generally speaking, parking areas are located near trail heads and centrally located access points designed to accommodate public fishing, hunting, trapping, boating, paddling, hiking, biking, equestrian and motorized vehicle access opportunities. Parking area design will include provisions for the parking of ATV, boat, snowmobile, and horse trailers where appropriate. Design criteria will also appropriately size designated parking areas in order to indirectly control levels of public use at any one location with a focus on ensuring that public

use patterns do not exceed the capacity of both the recreational and natural resources to withstand that use.

Along designated and opened motorized roads and trails, public users will be permitted to pull-off and park for hunting, fishing, trapping and other recreational activities, provided that in doing so, the road is not obstructed in any manner which impedes other vehicles from travel. Specific roadside locations where traffic flow problems as a result of vehicles pulling off are readily apparent, along with locations where problems become apparent after public access has been opened, will be posted with administrative signs indicated that pulling off is prohibited at that location.

Parking area locations are detailed in Appendix D of this RMP. Additional similar parking areas may be designated and constructed by the Department as needed in the future, subsequent to siting consultation with the Landowner.

### **Permitted Public Recreational Uses**

The conservation easement allows for a wide variety of public recreation uses for the property. The following public recreation uses are meant to provide a general overview of the programs the Department intends to implement on the property and the manner in which those uses and opportunities will be managed and administered. The uses listed are by no means an all-inclusive list of permitted uses and recreational opportunities that may be provided to the public in the future.

#### ***Motorized Uses***

The laws and regulations which govern public use of motor vehicles on DEC Conservation Easement properties will be applied to the roads and trails on the Kushaqua Tract easement property which have been designated for, and opened to, public use. (see Codes, Rules and Regulations of the State of New York, Title 6 Conservation (A), Section 190.12 and NYS Vehicle and Traffic Law).

All motor vehicles and snowmobiles using the property must be registered and insured.

All users of ATVs and snowmobiles must wear appropriate safety equipment.

Roads open to motor vehicle use will be posted to a maximum speed limit of 25 mph, unless conditions or posted signs indicate otherwise.

Additional motorized access opportunities may be identified, evaluated and opened periodically by the Department in response to stakeholder input following landowner consultation.

At some future point subsequent to the initiation of public motorized access to the property,

consideration may be given to the viability and practicality of constructing a re-route of the Mountain Pond Road (road #2) around the NYSEG ownership which road #2 currently crosses for a total distance of 0.25 miles about 0.8 miles west of its eastern terminus.

Well reasoned special regulations governing public motorized use on the property will be promulgated by the Department if necessary.

### *Non-motorized Uses*

The public may enter and use the property to enjoy non-motorized recreational activities including, but not limited to: hiking, horseback riding, hunting, fishing, trapping cross-country skiing, snowshoeing, rock climbing, bouldering, dog-sled mushing, paddling, boating and bicycling. This RMP proposes the opening of two cross-country skiing connections, which will also serve hikers and mountain bikers, to existing trails on adjacent Forest Preserve lands as well as the improvement of access to the Loon Lake Mountain trail which begins on the Property and ends on the mountain's summit which is located on adjacent Forest Preserve lands. The regulations which apply to these activities on State-owned lands will be in effect (see Codes, Rules and Regulations of the State of New York, Title 6 Conservation (A), Section 190.8 ).

Due to the wild character of the recreational opportunities in the North Branch and Hays Brook drainages, the Department's administrative strategy will be to designate and maintain public water craft usage of these streams as non-motorized craft only. This use will be periodically evaluated to ensure that resource and recreation management goals are being met. Special regulations governing use of these streams will be considered and drafted as need becomes apparent.

The use of gasoline-powered outboard motors for the propulsion of watercraft on any pond or stream of this property is prohibited. Special regulations governing this type of activity will be considered and drafted as a need becomes apparent.

The use of electric trolling motors will be permitted on Mountain Pond. The Department will periodically evaluate this type of usage and act accordingly based on real or potential resource impacts.

### *ATV Use*

The easement contains provisions for the public use of ATVs on roads and trails identified for such use on the Kushaqua Tract property. This use is generally considered appropriate on easement lands for several reasons: (1) while these lands are located in the Adirondack Park, the fee ownership is retained by a private owner, so the lands are not considered part of the Forest Preserve, and use is not confined by Article 14 of the State Constitution; (2) while APA land classifications for state lands are restrictive with respect to motor vehicle use, easement lands are

classified by the Private Land Use and Development Plan (generally as Resource Management), a classification that is significantly less restrictive than State land classifications (including allowance for motor vehicle roads); (3) generally easement lands are managed for the production of wood fiber, either lumber or pulp, and as such have a pre-existing network of woods roads which have been built to accommodate motor vehicle (truck) use; and (4) these easement lands have a history of private recreation use including extensive lessee ATV use on existing trail networks.

In this RMP, the Department has designated opportunities for public ATV access or CP-3 ATV access on those existing roads and trails appropriate for motor vehicle or ATV use. A restricted public ATV usage program on the roads designated for such use is detailed under the “RMP Implementation” section of this RMP. Initial ATV access is indicated in the ATV access map which is found in the Appendix B of this plan. The Department will continue to review the existing road and trail network to consider additional access opportunities, including the designation of more seasonal roads and trails for program access, particularly access to hunting, fishing and trapping areas. Appropriate opportunities for enhanced ATV access may be considered and implemented under the State’s affirmative rights. In those circumstances, locations will be identified, evaluated and opened or closed periodically subsequent to consultation between the landowner and the Department.

Public motor vehicle, ATV and snowmobile use of existing roads and trails is selected according to standards that are mutually agreed to by the landowner and the Department. Standards will incorporate a wide variety of factors and considerations including, but not limited to: operator safety, navigability, potential for resource degradation, cost, anticipated types and levels of use, and seasonal factors. Standards may be changed periodically, following joint consultation, in consideration of the operational and logistical needs of either party, but any future new road or trail construction and existing road maintenance will be done according to these standards.

Where appropriate opportunities arise, including seasonal ATV use, the development of designated ATV accessible roads and trails will be identified, evaluated and opened or closed annually or periodically subsequent to consultation between the landowner and the Department

### ***Snowmobiling***

At the current time, the only legitimate snowmobile use occurring on the property is either associated with the private rights of the landowner, or has been independently negotiated between the Department, Franklin Snowmobilers Incorporated (a DEC volunteer and partner), and the landowner under the auspices of the IRMP. In this RMP the Department intends to develop new snowmobile routes through the Kushaqua Tract property with the purpose of providing important connections to the local and regional trail system. The annual opening and closing of public snowmobile opportunities will be at the discretion of regional Department staff to ensure that all mutual safety concerns are addressed and that potential damage to the landowners growing stock and other natural resources is minimized.

Typically, two different types of snowmobile riding opportunities are usually afforded to the public on DEC conservation easement lands. These two types include:

A.) Groomed Snowmobiling Opportunities: Roads and trails designated for grooming by a tracked groomer or snowmobile with a drag. Groomed snowmobile trails on the Property will provide important connections between communities in the region and will be restricted to public roads and trails specified annually for snowmobile use.

B.) Snowmobile Use for Program Access: Under this circumstance, the Department allows public users, following consultation with the landowner, to use snowmobiles on roads and trails that are un-groomed. This type of access is typically implemented to accommodate public use during the winter months for accessing recreational activities and programs, particularly access to specific hunting, trapping and ice fishing areas. Under this RMP, access of this nature will be carefully evaluated and developed subsequent to the opening of groomed riding opportunities to ensure that trespass, resource degradation and unsafe conditions are not being created or encouraged. Future circumstances which may allow for greater accommodation of this type of access will be reviewed on a case by case basis, and will be identified, evaluated and opened or closed annually or periodically subsequent to consultation between the landowner and the Department

### *Camping*

Under the terms of the CE, the Department has acquired the rights to designate and open campsites for public use on the property. Due to a known unsatisfied recreational demand and the logistical limitations of the property, drive-in sites will be given preferential consideration under this RMP when resources become available for campsite construction. Appropriate opportunities for the development of designated campsites that provide a more primitive experience, accessed either partially or wholly through non-motorized means, will be evaluated at the time of identification and, if found desirable, will be constructed and opened subsequent to a future RMP amendment process. Sites will be located, designated and designed following a review of site conditions, accessibility of area roads and trails, and the availability of viable recreational opportunities and notable natural features nearby.

Prior to construction, conceptual campsite locations identified for designation in this RMP will be mutually agreed to by the Landowner and the Department. Campsites may be closed or relocated in the event that continued public use interferes with the landowners forest management operations, creates conflict between public and private users of the property or facilitates negative impacts to the natural resources on a substantial scale.

For the term of this and subsequent RMP's, public camping on the property will only be permitted at sites formally marked and designated by the Department. In the event that user management problems develop and the "Camp at Designated Sites Only" policy is not adhered to, the Department will consider the development of tract-specific regulations to manage use and

encourage compliance. Otherwise, all camping will be managed subject to the same regulations that apply to state-owned lands except in cases where resource or public use conditions warrant the promulgation of special regulations or policy (Title 6 NYCRR section 190.3, 190.4, 190.8).

Campfires on the property shall be limited to campfire rings located at the designated campsites with the only exception being bona fide emergency situations. Public users engaged in firewood gathering for campfires on the property are limited to the use of dead and down wood only; live, standing trees are not allowed to be cut by the public at any time. All trees, whether live or dead, are the property of the landowner and may not be transported off of the property by the public at any time. Unattended fires are prohibited (Title 6 NYCRR section 190.1).

The construction of lean-tos for public use is not being considered during the course of this RMP. The Department will examine areas suitable for lean-tos and consider them as need dictates in future RMP amendments.

### ***Fishing***

Fishing is permitted on the Property in accordance with existing laws and regulations. The public may access all streams, rivers, ponds on the property by foot or other access means as may be allowed, for fishing, unless specifically prohibited.

This RMP proposes fishing access sites (see Appendix C) at Mountain Pond, a portion of the North Branch of the Saranac River and Hays Brook. All three locations will feature designated parking for public vehicles.

At Mountain Pond, ATV access, for the purpose of the drop-off and retrieval of small boats and paddlecraft between the designated parking area and a designated staging point, will be permitted for persons with disabilities in possession of a valid permit under the Department's Commissioner Policy 3 (CP-3). In this location, all other recreational users must access the shoreline by non-motorized means only.

The Hays Brook access point will be designated at an existing location in close proximity to the stream channel. Due to the wild and remote nature of Hays Brook as it runs through the property, parking area size at the access point will be limited to three vehicles in an effort to mitigate the potential for excessive angler pressure on the brook trout fishery resource.

The North Branch of the Saranac River, and its headwaters within the property, constitutes what is arguably the most significant fisheries resource addressed by this RMP. From the point where it leaves the property near the southern boundary, to a point upstream most of the way to the North Branch-Hays Brook Road (property road #1), the stream has the wide, meandering quality of an alder-lined backwater. Upstream of the North Branch-Hays Brook Road, the stream narrows considerably and the gradient grows gradually steeper. This RMP proposes the construction of a fishing access point serving the reaches of the river south of property road #1 at a location

adjacent to the existing designated parking area and registration kiosk at the property gate on the North Branch Road. Due to the wild and remote nature of the North Branch of the Saranac River upstream of property road #1, no access improvements will be made in an effort to mitigate any potential for excessive angler pressure on the brook trout fishery resource.

Additional improved public access to streams and other water bodies on the protected property, or enhancement to existing recreational facilities outlined in this RMP, may be developed at the discretion of the Department in consultation with the landowner. In those circumstances, locations will be identified, evaluated and opened or closed periodically subsequent to consultation between the landowner and the Department.

### ***Hunting***

Hunting is permitted on the property as allowed under existing laws and regulations.

The diverse habitat found on the property supports a wide variety of big and small game wildlife species. With the exception of lease camp envelopes, the entire property will be open to public hunting during legally established open hunting seasons, except where specifically prohibited by posted notice. Property maps will be posted at all appropriate known public access points. In addition, as soon as is practicable, maps detailing private lease camp locations will be made available for public hunters on the Department's website.

### ***Trapping***

Trapping is permitted as allowed under existing laws and regulations.

The diverse habitat found on the property, in concert with some of the forest management practices being conducted by the landowner, supports a wide variety of fur bearers. With the exception of the lease camp envelopes, the entire property will be open to public trapping during legally established, open trapping seasons, except where specifically prohibited by posted notice.

In consideration of both the landowner's and the Department's interest in the property road system and infrastructure, appropriate opportunities for enhanced motorized access to certain parts of the property, for the purpose of trapping, may be considered. In those circumstances, locations will be identified, evaluated and opened or closed periodically subsequent to consultation between the landowner and the Department.

### ***Wildlife Viewing and Nature Appreciation***

The Kushaqua Tract offers outstanding opportunities to the public for wildlife viewing and nature appreciation. Improved opportunities for wildlife viewing areas will be examined. If suitable locations are identified, observation platforms may be constructed. In those circumstances, locations will be identified, evaluated and opened or closed periodically subsequent to consultation between the landowner and the Department.

### ***Mountain Bike Use***

The logging roads through the Property provide ample opportunities for mountain bike use.

Mountain bikes are allowed on any road or trail that is signed open to the public for mountain bike use.

This RMP proposes the development of 2 trail segments intended to serve mountain bikers and other non-motorized recreational users by connecting to existing trails on adjoining Forest Preserve lands in the Grass Pond and Sheep Meadow areas. Construction of, additional mountain bike trails may occur on the property following consultation with the landowner.

### ***Equestrian Use***

The numerous roads and skid trails on the property offer excellent potential opportunities for equestrian use. Currently, horse-back riding is permitted on all roads and trails on the property signed for equestrian use and will be considered as an additional use on the 2 trail segments leading to the Forest Preserve. The Department will monitor this use for any potential conflicts between equestrians and motorized vehicle and equipment users as well as circumstances of resource degradation related to this use. In the event that conflict or degradation becomes apparent, management actions directed toward resolving them will be taken, including allowing horse-back riding only on roads and trails specifically designated for that purpose. Opportunities for improved access and trails for equestrian use, and appropriate partnerships, will be in considered in the future following consultation with the landowner.

Following the successful complete construction of the Grass Pond and Sheep Meadow connections, as well as the construction of the preferred alternative of either the Jack's Camp or Skiff Pond trail connections, those trails will be evaluated to determine their suitability for equestrian use. If horse-back riding is found to be a suitable use, the State will provide those opportunities in accordance with the affirmative rights afforded under the conservation easement. Trails may be opened or closed periodically subsequent to consultation between the landowner and the Department

### *Access for Persons with Disabilities*

In general, the extensive road and trail development on the property lends itself well to universal accessibility for all public recreational users.

This RMP identifies two locations where proposed non-motorized (hiking or biking) roads and trails have been identified to also provide motorized access (ATV) for persons with disabilities. Persons with disabilities taking advantage of this motorized opportunity must have a CP-3 permit.

In addition, four of the designated camping sites identified in this RMP will be universally accessible with site features constructed and maintained to the standards required by the Americans with Disabilities Act (ADA).

As additional non-motorized trails or other appropriate facilities and improvements are identified, designated or improved, the Department will move forward with their planning and construction subject to the availability of resources.

# RMP Implementation

## Existing Access Network

One of the principal features that makes the Kushaqua Tract property so desirable for public outdoor recreation is the well developed access network of roads and trails that has been developed and improved over the course of decades by the current landowner and their predecessors. The extensiveness of the network necessitates the naming and/or numbering of property roads and trails to help streamline recreation use planning, implementation and administration. The table furnished below provides a listing of all roads and trails proposed to be used or accessed under the recommendation of this RMP. Appendix B of this RMP contains maps which detail these roads and trails by name and/or number. This information will be updated as necessary during future RMP amendment processes.

Road/Trail Name	Road Number	Proposed Mileage Open to Public	Proposed Public Use
North Branch-Hays Brook Road	1	7.5 miles	Motor Vehicles Snowmobiles- Winter
Mountain Pond Road	2	3.0 miles	Motor Vehicles Snowmobiles- Winter
Hunter's Camp Road	3	3.7 miles	Motor Vehicles ATV- <i>See usage restrictions</i>
Aden Road	4	1.8 miles	Motor Vehicles Snowmobiles- <i>As Re-routing Option</i>
Center Road	5	2.3 miles	Motor Vehicles Snowmobiles- <i>As Re-routing Option</i>
Headwaters Road	6	1.2 miles	Motor Vehicles ATV- <i>See usage restrictions</i>
Sable Mountain Road	7	1.1 miles	Motor Vehicles Snowmobiles- <i>As Re-routing Option</i>
No Name	5-1	0.4 miles	Motor Vehicles Snowmobiles- <i>As Re-routing Option</i>
Loon Lake Mountain Road	5-3	5.3 miles	Motor Vehicles Snowmobiles- Winter
UnNamed Ponds Road	5-4	0.7 miles	Motor Vehicles
No Name	2-2	0.8 Miles	Snowmobiles-Winter
No Name	2-3	1.8 miles	Snowmobiles-Winter ATV- <i>See Usage Restrictions</i>
Tower Road	9	1.9 miles	Hiking Non-Motorized Winter Access
			Hiking

Mullins Road	10	1.6 miles	Non-Motorized Winter Access
Access to Loon Lake Mtn Trail	N/A	0.6 miles	Hiking Non-Motorized Winter Access
Access to Mountain Pond	N/A	0.4 miles	Portage on Foot ATV- w/ CP-3 Permit
Access to UnNamed Ponds	N/A	0.1 miles	Portage on Foot ATV- w/ CP-3 Permit
Easement Property connection to Sheep Meadow Trail	N/A	0.3 miles	Hiking/Biking Non-Motorized Winter Access
Easement Property connection to Grass Pond Trail	N/A	0.5 miles	Hiking/Biking Non-Motorized Winter Access
Easement Property connection to Jack's Camp Trail	N/A	0.3 miles	Hiking/Biking Snowmobiles-Winter
Easement Property connection to Skiff Pond Trail	N/A	0.4 miles	Hiking/Biking Snowmobiles- Winter
Access to North Branch Saranac River	N/A	0.06 miles	Portage on Foot
No Name	3-1	0.7 miles	ATV- <i>See Usage Restrictions</i>
No Name	3-3	1.8 miles	ATV- <i>See Usage Restrictions</i>
No Name	5-2	0.7 miles	Motor Vehicle
<b>Total Mileage Proposed</b>		<b>38.96 miles</b>	

For the purpose of this RMP, roads where the indicated proposed public use is either “Snowmobiles- Winter” or “Snowmobiles As Re-routing Option” are intended to be opened, subject to need and due process, as opportunities for snowmobiling on groomed trails.

### **ATV Usage Restrictions**

The usage of ATVs on the roads designated in the table above will be restricted to the time frame of the annual Northern Zone Big Game Season. For the purposes of this restriction, this RMP defines the Northern Zone Big Game Season as beginning with the early bear season in September and ending with the close of the big game rifle season in early December. Designated roads open (or closed as need may necessitate) to ATV use will be conspicuously posted as such, and updated information regarding ATV access restrictions will be provided at informational kiosks on the property as well as on the Department’s website.

This access privilege has been afforded to big game hunters for the purpose of improving access to and from remote areas over existing roads that are currently incapable of sustaining public car and truck traffic.

Public users must abide by the following guidelines:

- ATVs may only be operated during the existing permitted operating period on roads legitimately designated as open for that type of access.

- ATV users must meet all requirements of the NYS Vehicle and Traffic Law pertaining to operator age, registration, insurance and required safety equipment.
- ATV operator must be in possession of a valid NYS Big Game Hunting License and be legally able to hunt per the definition of hunting prescribed by the Environmental Conservation Law.

Department staff, in consultation with the landowner, will closely monitor motor vehicle, seasonal ATV and snowmobile use and take management and enforcement action deemed necessary to ensure user safety and the mitigation of potential resource degradation, including closing roads and trails to such motor vehicle, ATV or snowmobile use.

## **Logistics**

A variety of factors influence the phasing and rate at which proposed RMP projects are completed.

The state government fiscal constraints of recent years have limited the Department's ability to complete projects, however, at the same time they have opened new doors to partnership opportunities that have been effective and successful as well as sustainable. Opportunities for partnerships to assist in implementing the projects proposed in this RMP will be actively sought and if appropriate, formalized through the Department's volunteer stewardship programs.

Actual work planning for projects proposed by this RMP is also a factor influencing project initiation and completion. Ensuring that projects are compliant with existing laws, regulations, permitting requirements and guidance documents is critical prior to initiating construction and often requires a substantial investment of time and resources.

Access, or lack thereof, also continues to be a factor that influences RMP project completion. Working forests and their infrastructure require construction and maintenance activities that are well planned and innovative. Execution of these activities requires the use of skilled equipment operators and trades people who are experienced in getting work done in the woods where conditions vary greatly from the built environment of more developed settings. In rural areas such as the where the Kushaqua Tract is situated, a limited talent pool of these type of skilled workers exists. For this reason, project completion is sometimes delayed by difficulty in retaining skilled workers to do the work. In addition, the expense of doing work can oftentimes be considerable due to factors such as terrain, drainage and seasonal conditions. Planning for projects proposed in this RMP will focus on the construction of the safest and most durable facility or improvement in the most cost effective manner possible.

When examining all of the logistical considerations and influencing factors, one that is arguably the most important is active interfacing between the Department and the landowner on a regular basis. Effective conservation easement management is only possible through the cooperation and open communication of land managers representing both parties. With this in mind, the timing and phasing of projects proposed in this RMP will give all due consideration to their potential impacts on the landowner's forest management operations and the private rights enjoyed by their lessees.

Where practical and appropriate, the timing of construction and maintenance projects being conducted by the Department will be done in a manner that compliments ongoing work being conducted by the landowner. For these reasons, and due to the dynamics of completing project work in a working forest setting, priorities may change from year to year as necessity may dictate.

## Project Implementation- Access Plan

Projects detailed in this Access Plan are stratified by type of use, resource base and priority. A detailed implementation schedule of the projects listed here can be found in Appendix G of this RMP. Primary priority projects are intended to be completed in the first five years following adoption of this RMP. Secondary priority projects are intended to be completed in years five through ten and tertiary priority projects will be addressed through future RMPs subsequent to the amendment process.

### **Projects Requiring RMP Approval Only**

#### Trail Construction- Non Motorized Access

- Enhance public access to the Loon Lake Mountain hiking trail and fire tower through the conservation easement property. Construct 0.6 miles of new hiking trail connecting the designated parking area to the Tower Road (property road #9) and the existing Loon Lake Mountain hiking trail. Potential partnership opportunities that may assist in the completion and upkeep of this project will be fully explored.
- Develop a universally accessible access path providing foot access to the shorelines of Mountain Pond. Foot access will be permitted from a designated parking area to the shoreline. In an effort to provide a means of access for Persons with Disabilities, these access paths will be designed and maintained in such a condition as to permit ATV Access to and from a designated staging point close to the shoreline for persons in possession of a valid CP-3 permit.

#### Access to Ponds and Streams

- Designate and sign a portage access from the existing North Branch Road parking area to the river bank of the North Branch of the Saranac.
- Designate put-in locations for the launching of non-motorized water craft (canoes and kayaks) on the North Branch of the Saranac River and Hays Brook. Construct improvements as dictated by site conditions to minimize the potential for resource degradation as a result of sustained public use.
- Construct a universally accessible transition dock on the shoreline of Mountain Pond for the purpose of serving both non-motorized and motorized paddlers and boaters.

#### Road Maintenance, Repair and Upgrade- Motorized Access

- Maintain, repair and/or upgrade all or part of the following roads, as necessary to open them for public motor vehicle (car and truck) use. Potential partnership opportunities that may assist in the completion and upkeep of these projects will be fully explored.
  - Mountain Pond Road (road #2)
  - North Branch- Hays Brook Road (road #1)

- Hunter's Camp Road (road #3)
  - Center Road (road #5)
  - UnNamed Ponds Road (road #5-4)
  - Loon Lake Mountain Road (road #5-3)
  - Headwaters Road (road #6)
  - Aden Road (road #4)
  - Sable Mountain Road (road #7)
  - Road # 5-1
  - Road # 5-2
- Maintain, repair and/or upgrade all or part of the following road and trails as necessary to open them for snowmobile riding on trails groomed by a tracked groomer. Potential partnership opportunities that may assist in the completion and upkeep of this project will be fully explored.
    - Loon Lake Mountain Road (road #5-3)
    - Forest Road #2-3
    - Forest Road #2-2
  - Maintain, repair and/or upgrade all or part of the following roads as necessary to open them for public ATV use. Potential partnership opportunities that may assist in the completion and upkeep of these projects will be fully explored.
    - Road #3-3
    - Road #3-1
  - Erect gates and barriers as needed to manage public motorized use of the property

#### Public Parking Facilities

- Construct a designated parking area with a five vehicle capacity adjacent to the Hunter's Camp Road (road #3). Place an informational kiosk and trailhead register box at the parking area for the purpose of visitor use management.
- Construct a designated parking area with a five vehicle capacity at a former log landing adjacent to the Mullins Road (road #10). Place an informational kiosk and trailhead register box at the parking area for the purpose of visitor use management.
- Construct a designated parking area with a five vehicle capacity to serve the Mountain Pond access site. Place an informational kiosk and trailhead register box at the parking area for the purpose of visitor use management.
- Construct a designated parking area with a three vehicle capacity adjacent to the Hays Brook access site. Place an informational kiosk and trailhead register box at the parking

area for the purpose of visitor use management.

- Construct a designated parking area with a five vehicle capacity on the UnNamed Ponds road to serve recreational users accessing the north-central portion of the property. Place an informational kiosk and trailhead register box at the parking area for the purpose of visitor use management.

### Fisheries Resources

- The Department's Bureau of Fisheries will develop and execute a trout stocking plan for Mountain Pond.
- The Department's Bureau of Fisheries will assess the UnNamed Ponds for their suitability to be managed as a trout fishery. If the ponds are found to be suitable trout waters, the bureau will develop and execute a trout stocking plan. In the event that a viable trout fishery is established, the Division of Lands and Forests will develop access accommodations at the UnNamed Ponds location that are similar in nature to those currently proposed in this RMP for the Mountain Pond location.

### Public Information

- Pertinent and periodically updated information regarding existing, open, access opportunities on the property will be made available to the public on the DEC website.

### **Projects Requiring Both RMP Approval and Forest Preserve UMP Approval**

- Initiate construction of a designated cross-country ski trail connecting the property road and trail system to the Grass Pond Trail on the adjacent Debar Mountain Wild Forest (DMWF) lands. Under this RMP, construction will focus on building trail from the existing road and trail network to the property boundary with the DMWF Forest Preserve lands that are accessed through the Hays Brook Horse Trail assembly area. As planned, the trail connection on easement property would begin at a yet-to-be determined location off of the Hunter's Camp Road (road #3). Completion of the connection between the property boundary and the existing terminus of the present-day Grass Pond trail will be subject to its inclusion and adoption as part of the DMWF Unit Management Plan (UMP). If and when a full connection materializes, monitoring for potential visitor use conflicts between skiers and motorized users, as well as potential re-routing of users, may become necessary. Potential partnership opportunities that may assist in the completion and upkeep of this project will be fully explored.
- Initiate construction of a designated cross-country ski trail connecting the property road and trail system to the Sheep Meadow Trail on the adjacent Debar Mountain Wild Forest (DMWF) lands. Under this RMP, construction will focus on building trail from the existing

road and trail network to the property boundary with the DMWF Forest Preserve lands that are accessed through the Hays Brook Horse Trail assembly area. As planned, the trail connection on easement property would begin at the location currently proposed for the Hays Brook fishing access (see Appendix C). Completion of the connection between the property boundary and the existing terminus of the present-day Sheep Meadow trail will be subject to its inclusion and adoption as part of the DMWF Unit Management Plan (UMP). If and when a full connection materializes, monitoring for potential visitor use conflicts between skiers and motorized users, as well as potential re-routing of users, may become necessary. Potential partnership opportunities that may assist in the completion and upkeep of this project will be fully explored.

- Initiate construction of a designated groomed snowmobile trail connecting the property road and trail system to an existing groomed snowmobile riding trail on the adjacent Debar Mountain Wild Forest (DMWF) lands. Under this RMP, construction will focus on building trail from the existing property road and trail network to the property boundary with the DMWF Forest Preserve lands that are accessed through Meacham Lake Campground and the former Debar Mountain Game Refuge (aka Debar Meadows). As planned, the trail connection on easement property would begin at a yet-to-be determined location, on either road #1 or road #5-4, somewhere near their respective northern termini. Routing options pertaining to this action are conceptually laid out in Appendix C of this RMP. Completion of the connection between the property boundary and the present-day Jack's Camp or Skiff Pond trails will be subject to their inclusion and adoption as part of the DMWF Unit Management Plan (UMP). If and when an actual trail connection materializes, routing options from the Forest Preserve boundary east through the Kushaqua Tract will need to be fully explored and implemented in a timely fashion that gives due consideration to safety, practicality and resource protection. Potential partnership opportunities that may assist in the completion and upkeep of this project will be fully explored.

## Proposed Public Recreation Facilities and Improvements

### **Phasing**

When the facilities and improvements proposed in this RMP will actually be built is subject to a variety of factors. The most logical prioritization of facility and improvement construction is directly tied to access. As access roads and trails become open to the public, the priority facility(s) or improvement(s) for construction will be those served by the open access. Site plans for these facilities are found in Appendix C of this RMP. Opportunities to both open access and construct facilities in a consolidated project will be actively sought and implemented as they become available subject to the availability of resources. Potential partnership opportunities that may assist in the completion and upkeep of these projects will be fully explored.

### **Facility and Improvement Descriptions**

#### Hays Brook Access Site

This site is intended to provide public paddling, fishing, hunting and wildlife viewing opportunities in a remote and scenic stream valley. This opportunity is best suited for experienced back country paddlers who are accustomed to hauling their boats over beaver dams and navigating narrow, shallow stream channels. A three vehicle parking area will be constructed adjacent to the North Branch-Hays Brook Road (road #1). There will be a short portage from the parking area to the designated access points on the stream bank. As site conditions dictate, the Department may harden and define the access point to mitigate resource degradation. A register box and kiosk will be erected at the access point in an effort to track visitor use and inform users.

#### Mountain Pond Access Site

This site is intended to provide public paddling, fishing, hunting and wildlife viewing opportunities on a small pond. An access path, traveling largely over former skid roads, will connect a designated parking area and the shoreline of Mountain Pond. The overall length of the access path will be 0.4 miles. The designated parking area will have a five car capacity, including one Americans with Disabilities Act (ADA) accessible parking space, and will be constructed adjacent to the Mountain Pond Road (road #2). A register box and kiosk will be erected at the parking area in an effort to track visitor use and inform users.

A designated staging area will be constructed within a short distance of the shoreline to accommodate CP-3 users accessing the site on ATVs. From the staging area to the shoreline, the access path will be built to the universal accessibility standards of the ADA. The site conditions of the access path will ultimately dictate how the standards may be achieved. Options may include the Universal Trail Assessment Process (UTAP) or the construction of boardwalks.

At the shoreline, a universally accessible transition dock will be constructed to aid public users in transitioning between water craft and land. Wetland issues in this phase of the project may

necessitate permitting.

#### North Branch Saranac River Access Site

This site is intended to provide public paddling, fishing, hunting and wildlife viewing opportunities in a scenic, slow-moving stream valley. This opportunity is best suited for novice to expert paddlers. Some obstructions to the stream channel may be encountered from time to time and beaver dams are often present. A five vehicle parking area has already been constructed adjacent to the North Branch-Hays Brook Road (road #1). A short portage will be designated from the parking area to the designated access point on the stream bank. As site conditions dictate, the Department may harden and define the access point to mitigate resource degradation. A register box and kiosk have already been erected at the access point in an effort to track visitor use and inform users.

#### Loon Lake Mountain Trail Access Project

This project is intended to provide a defined and reliable public non-motorized access to the existing Loon Lake Mountain Trail. Users may access on foot, mountain bike, snowshoes or cross-country skis as conditions may dictate. A designated five vehicle parking area will be constructed immediately north of the point where the Mullins Road (road #10) intersects with Franklin County Route 26. A trail, approximately 0.6 miles long, will then be constructed from the designated parking area to a point connecting with the Tower Road (road #9) and eventually, the existing Loon Lake Mountain trail. A register box and kiosk will be erected at the parking area in an effort to track visitor use and inform users. Potential partnership opportunities that may assist in the completion and upkeep of these projects will be fully explored.

#### Grass Pond Trail Connection

This project is ultimately intended to provide a 1.4 mile public foot, ski and mountain bike access from the easement property to the existing Grass Pond trail situated in the adjacent Forest Preserve lands. As ultimately envisioned, this trail would become part of a network of similar trails providing potential one-day and multi-day backcountry hiking and ski trips. At final build-out when the trail connection has been completed and opened, public parking needs will be served best by the existing Hays Brook Assembly Area parking lot on State Route 30 north of Paul Smiths. For the purposes of the easement portion of the project, a trail, approximately 0.5 miles long, will be constructed between the easement/Forest Preserve common boundary and a point on the Hunter's Camp Road (road #3).

#### Sheep Meadow Trail Connection

This project is ultimately intended to provide a 1.8 mile public foot, ski and mountain bike access from the easement property to the existing Sheep Meadow trail situated in the adjacent Forest Preserve lands. As ultimately envisioned, this trail would become part of a network of similar trails

providing potential one-day and multi-day backcountry hiking and ski trips. At final build-out when the trail connection has been completed and opened, public parking needs will be served best by the existing Hays Brook Assembly Area parking lot on State Route 30 north of Paul Smiths. For the purposes of the easement portion of the project, a trail, approximately 0.3 miles long, will be constructed between the existing stream crossing at the proposed Hays Brook Access Point to the easement/Forest Preserve common boundary

#### Forest Preserve Snowmobile Trail Connection

This project is ultimately intended to provide a groomed public snowmobile trail connection from the easement property to either the existing Jack's Camp snowmobile trail or the existing Skiff Pond snowmobile trail, both of which are situated in the adjacent Forest Preserve lands. In addition to motorized usage, the trail will also furnish opportunities for hiking and mountain biking in the spring, summer and fall months. This trail will provide an important community connection from the Meacham Lake area to the Onchiota area and other communities to the south and west. In addition, the construction and ultimate opening of this connection will create a safer, more attractive snowmobile route by eliminating a number of miles where snowmobiles, groomers, cars, trucks and snowplows currently share the use of plowed public highways during the winter months. For the purposes of the easement portion of the project, a trail, approximately 0.3 miles long for the Jack's Camp route option or, approximately 0.4 miles for the Skiff Pond route option, will be constructed between the easement/Forest Preserve common boundary and a point on either the North Branch-Hays Brook Road (road #1) or the UnNamed Ponds Road (road # 5-4). Routing options will strive to direct public traffic around or away from private lease camps situated in that area.

#### Camping Sites

Twelve camping sites have been designated for public use under this RMP. A map detailing the location of designated campsites can be found in Appendix C of this RMP. The map details conceptual locations which may change based on field reconnaissance and implementation of Best Management Practices (BMPs). The Department will consider the development of additional designated camping sites on the property through future RMP amendment processes. Future RMP amendments will likely focus on the addition of more primitive and remote tent camping sites where appropriate.

Campsites will be designated using a standard Department campsite marker. Each campsite will feature a fire ring and an outhouse. Four designated campsites will be constructed with facilities and improvements that are compliant to ADA standards. Camping sites will be designed to accommodate camping equipment that doesn't exceed twenty five feet in total length.

Public campers will need to obtain a camping permit from the local Forest Ranger if their intended stay is over three days in length or if their party exceeds ten total members staying overnight. Camping permits will be issued for the duration of the hunting season as is permitted on some Forest Preserve campsites in the local area, however, campers on the easement property may be subject to eviction from their site by Department staff, at any time, with as much reasonable notice

as is possible, in cases of poor or deteriorating weather, road or access conditions.

The Department will manage public camping on this property under a policy of “Camping at Designated Sites Only”. Management will focus on the minimum tool approach to management, however, special regulations may be considered if a need becomes evident.

### Parking Areas

A total of 5 designated parking areas have been proposed under this RMP. A map detailing the location of designated parking areas on the property may be found in Appendix C of this RMP. The map details conceptual locations of parking areas; as-built parking areas will be located subject to field reconnaissance and BMPs.

Generally speaking, most parking areas that have been proposed in this RMP are directly tied to facilities specifically proposed for construction under this RMP. The only notable exception to that circumstance is the designated five-vehicle parking area proposed for construction just east of the intersection of the Hunter’s Camp Road (road #3) and Road # 3-3. This parking area will provide a designated starting point for persons who want to access and recreate in the southernmost portion of the tract which is generally less accessible than the remainder of the property.

**Approval of Recreation Management Plan For Kushaqua Tract Conservation Easement on Lyme Adirondack Timberlands I Property**

The State of New York, by and through its Department of Environmental Conservation (DEC) is the named Grantee and will be the holder of a Conservation Easement granted by International Paper Corporation, and which shall be recorded in the Offices of the County Clerk for Franklin County. The Property encumbered by this Conservation Easement (Protected Property) is approximately 18,998 acres in size, with frontage on the North Branch Road and Franklin County Route 26, and is located in the Towns of Brighton and Franklin in the County of Franklin, more particularly described in Schedule A of the Conservation Easement.

Grantee has developed a Recreation Management Plan (RMP) (121 pages, including the signature and approval pages and 19 map pages attached), for Public Recreational Use of the Protected Property. Grantee considers the attached RMP to comply with the terms and conditions of the Conservation Easement. The attached RMP is submitted to Grantor to review the “Plan” as a vehicle for Grantee’s implementation of its Affirmative Rights in compliance with the Conservation Easement.

Upon completion of Grantor’s review, Grantor will approve the attached Recreation Management Plan as being in compliance with the Conservation Easement and sign below as an indication of Grantor’s approval of the Recreation Management Plan.

ACCEPTED BY GRANTOR:

By: Lyme Adirondack Timberlands I, LLC

By: \_\_\_\_\_  
THOMAS R. MORROW  
Vice President

IN WITNESS of Grantor's Acknowledgment:

STATE OF \_\_\_\_\_ )  
 ) ss.:  
COUNTY OF \_\_\_\_\_ )

On the \_\_\_\_ day of \_\_\_\_\_ in the year 20\_\_\_\_, before me, the undersigned, personally appeared \_\_\_\_\_, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that she/he executed the same and that by her/his signature on the instrument, she/he, or the person upon behalf of whom she/he acted, executed the instrument.

\_\_\_\_\_  
Notary Public, State of New York

ACCEPTED BY GRANTEE:

PEOPLE OF THE STATE OF NEW YORK

Acting By and Through Their Commissioner of Environmental Conservation

By: \_\_\_\_\_  
NANCY LUSSIER, Director  
Division of Management and Budget

IN WITNESS of Grantee's Acknowledgment:

STATE OF \_\_\_\_\_ )  
 ) ss.:  
COUNTY OF \_\_\_\_\_ )

On the \_\_\_\_ day of \_\_\_\_\_ in the year 20\_\_\_\_, before me, the undersigned, personally appeared \_\_\_\_\_, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that she/he executed the same and that her/his signature on the instrument, she/he, or the person upon behalf of whom she/he acted, executed the instrument.

\_\_\_\_\_  
Notary Public, State of New York

## **Appendices**

Appendix A- General Information Maps

Appendix B- Motorized and Non-Motorized Access Maps

Appendix C- Public Recreation Facilities and Improvements

Appendix D- Water Resources and Wetlands Map

Appendix E- Conservation Easement Public Recreation and Trail Sign Manual

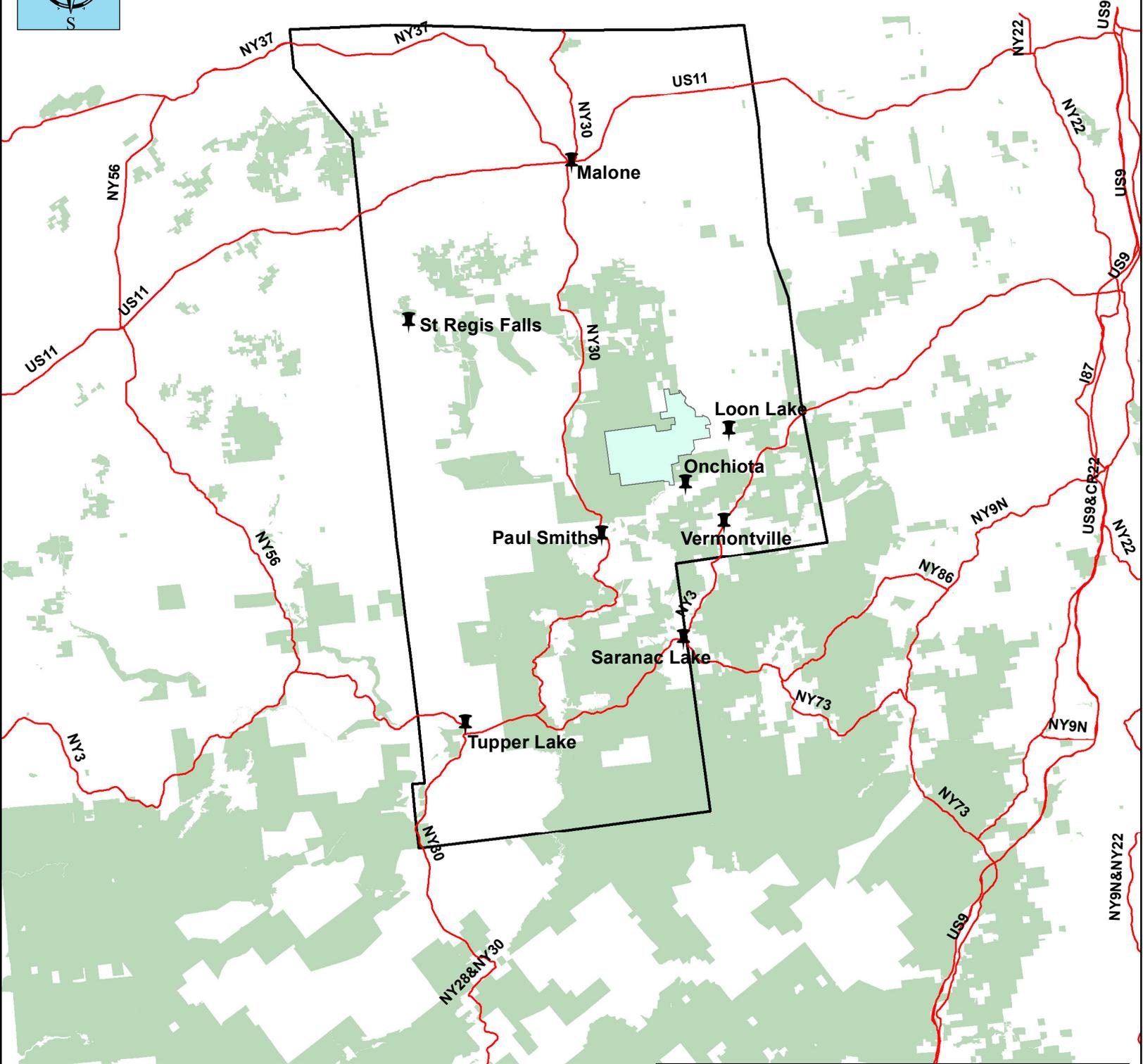
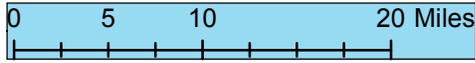
Appendix F- Shared-Use Roads Signing Manual

Appendix G- Implementation Schedule

Appendix H- Public Comment Responsiveness Document

**Appendix A**  
**General Information Maps**

**Appendix A-1  
General Location Map**

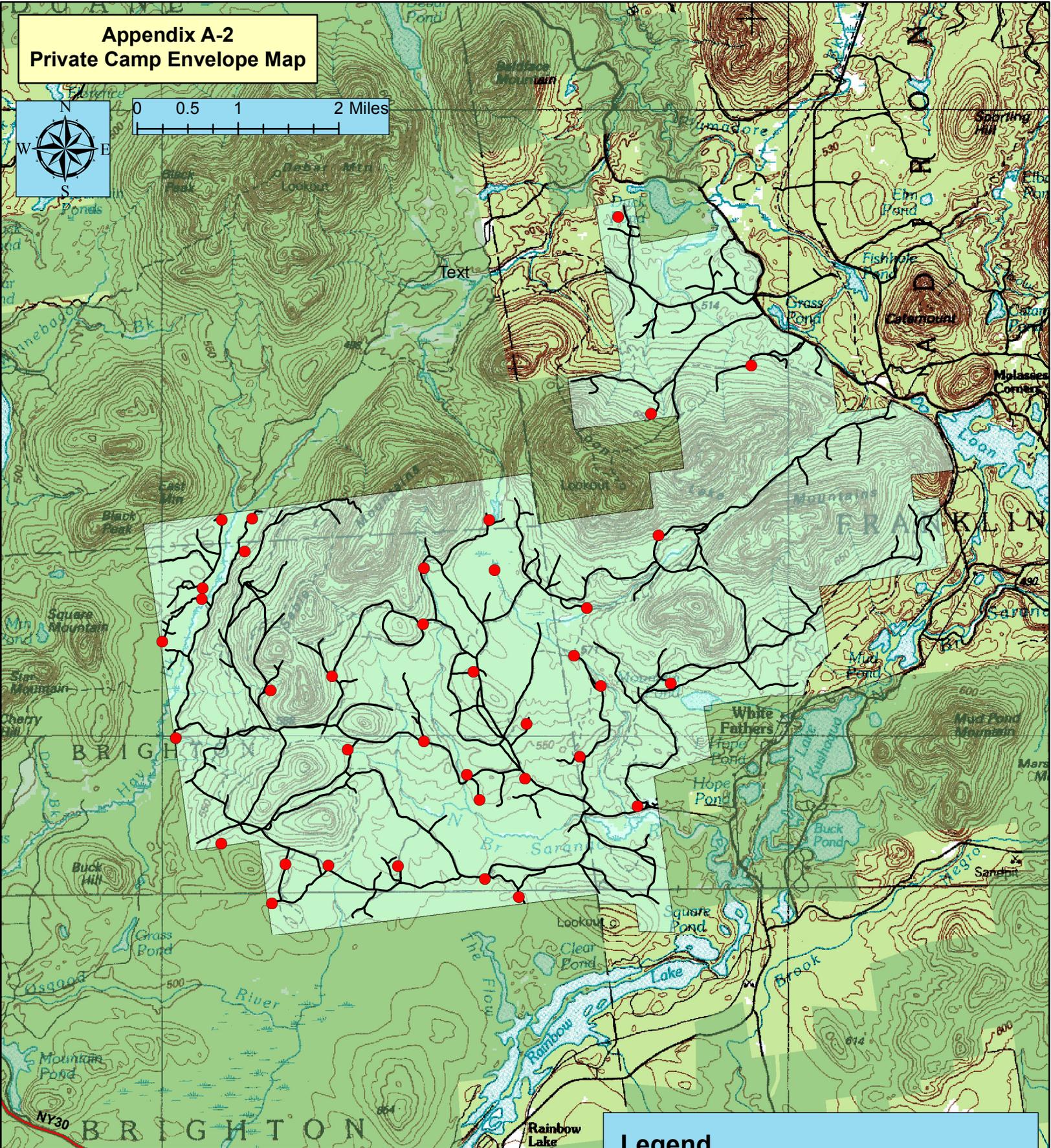
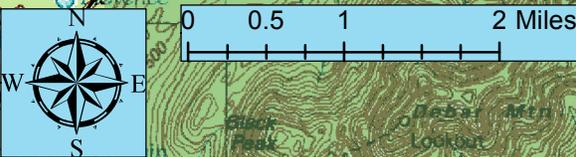


**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
General Location Map  
March 2013**

**Legend**

-  Kushaqua Tract Conservation Easement
-  State-Owned Forest Lands
-  Franklin County, New York

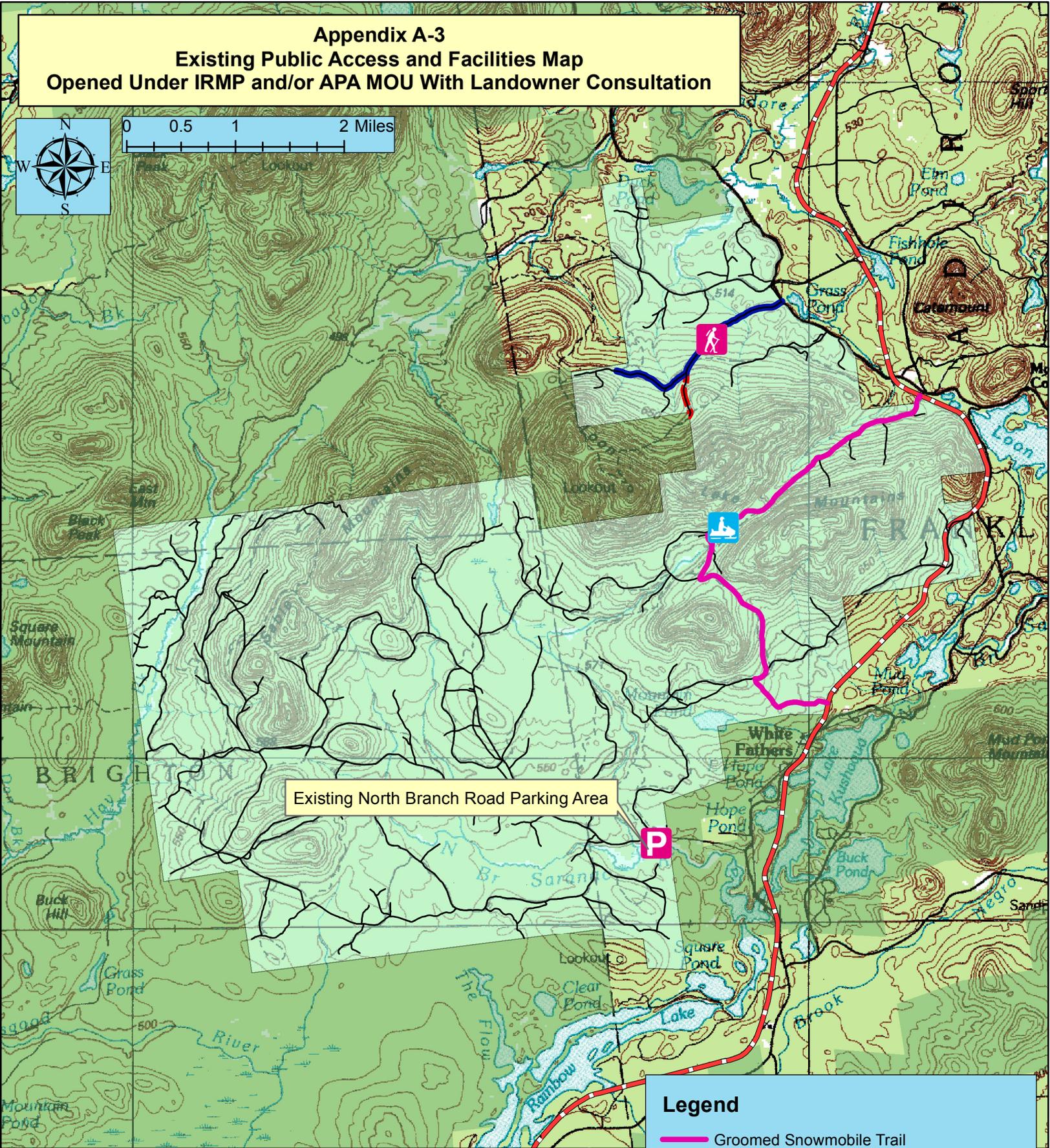
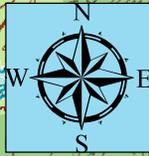
# Appendix A-2 Private Camp Envelope Map



**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Private Camp Envelope Map  
March 2013**



**Appendix A-3**  
**Existing Public Access and Facilities Map**  
**Opened Under IRMP and/or APA MOU With Landowner Consultation**



Existing North Branch Road Parking Area

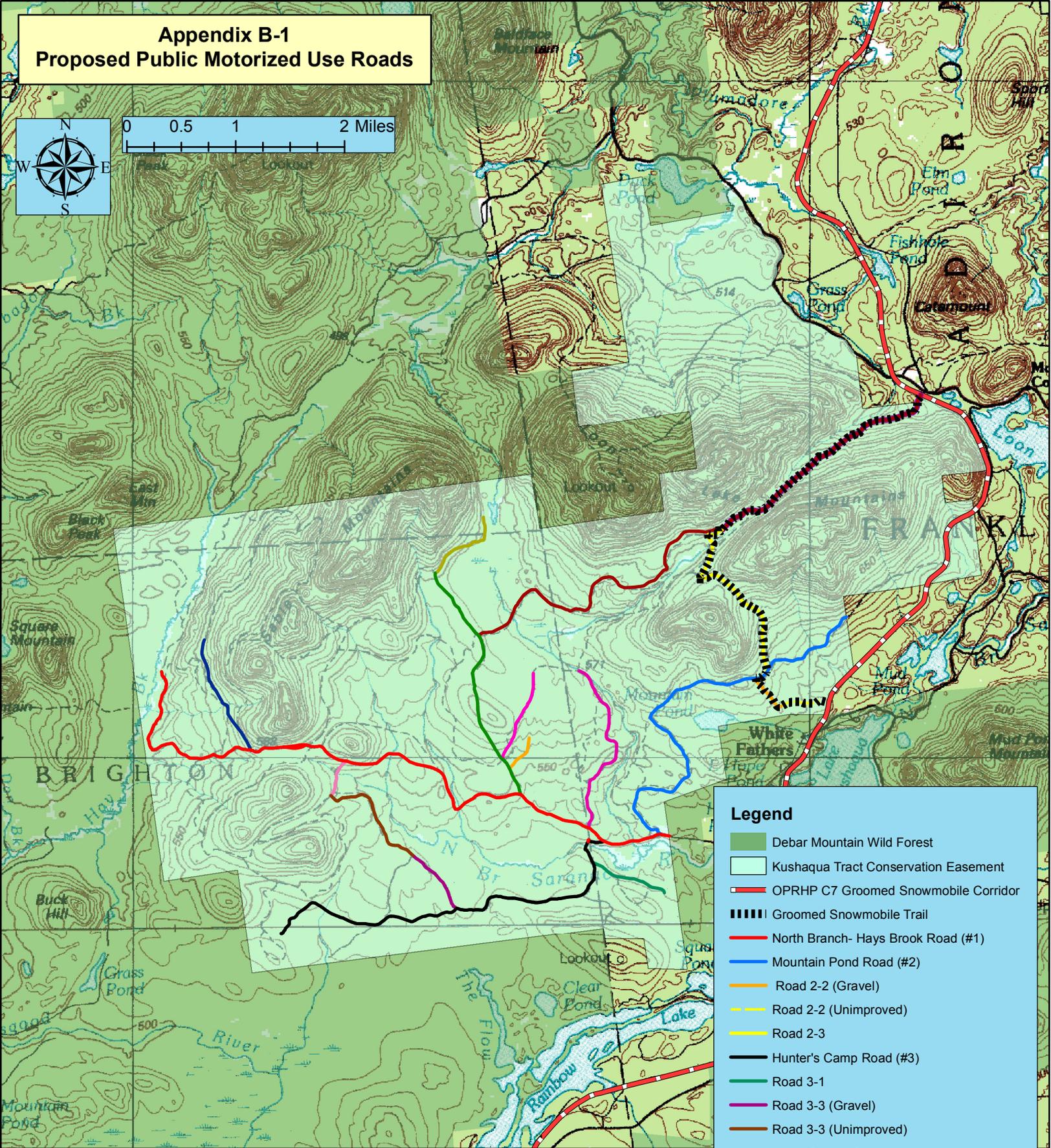
**Legend**

-  Groomed Snowmobile Trail
-  Debar Mountain Wild Forest
-  Kushaqua Tract Conservation Easement
-  Kushaqua Tract Easement Roads
-  Tower Road (#9)
-  Existing Loon Lk Mtn Trail
-  OPRHP C7 Groomed Snowmobile Corridor

**Kushaqua Tract Conservation Easement**  
**Recreation Management Plan**  
**Existing Public Access and Facilities Map**  
**March 2013**

**Appendix B**  
**Motorized and Non-Motorized Access Maps**

# Appendix B-1 Proposed Public Motorized Use Roads

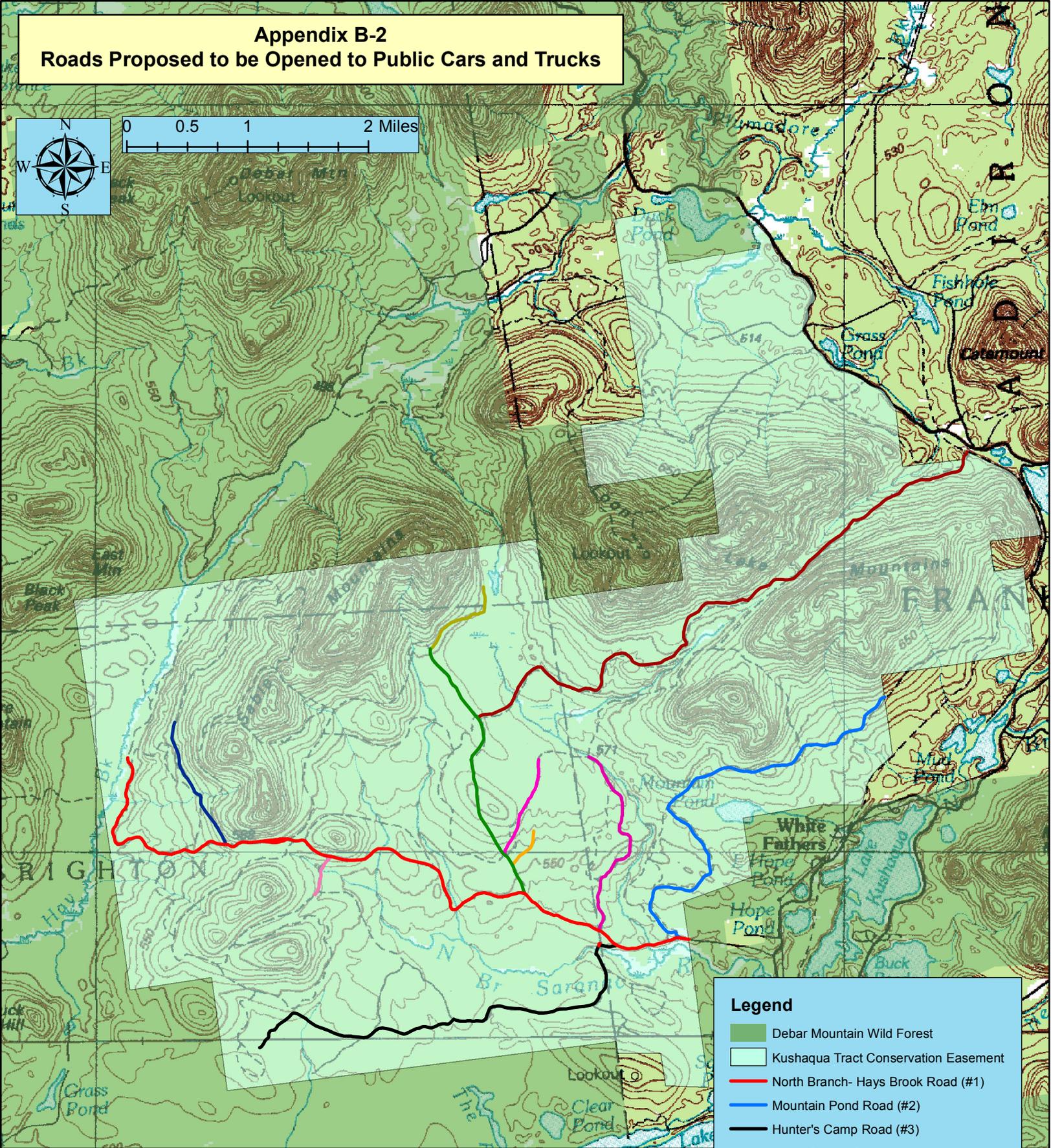


**Legend**

- Debar Mountain Wild Forest
- Kushaqua Tract Conservation Easement
- OPRHP C7 Groomed Snowmobile Corridor
- Groomed Snowmobile Trail
- North Branch- Hays Brook Road (#1)
- Mountain Pond Road (#2)
- Road 2-2 (Gravel)
- Road 2-2 (Unimproved)
- Road 2-3
- Hunter's Camp Road (#3)
- Road 3-1
- Road 3-3 (Gravel)
- Road 3-3 (Unimproved)
- Aden Road (#4)
- Center Road (#5)
- Road 5-1
- Road 5-2
- Loon Lake Mtn Road (#5-3)
- UnNamed Ponds Road (#5-4)
- Headwaters Road (#6)
- Sable Mountain Road (#7)

**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Proposed Public Motorized Use Roads Map  
March 2013**

**Appendix B-2  
Roads Proposed to be Opened to Public Cars and Trucks**

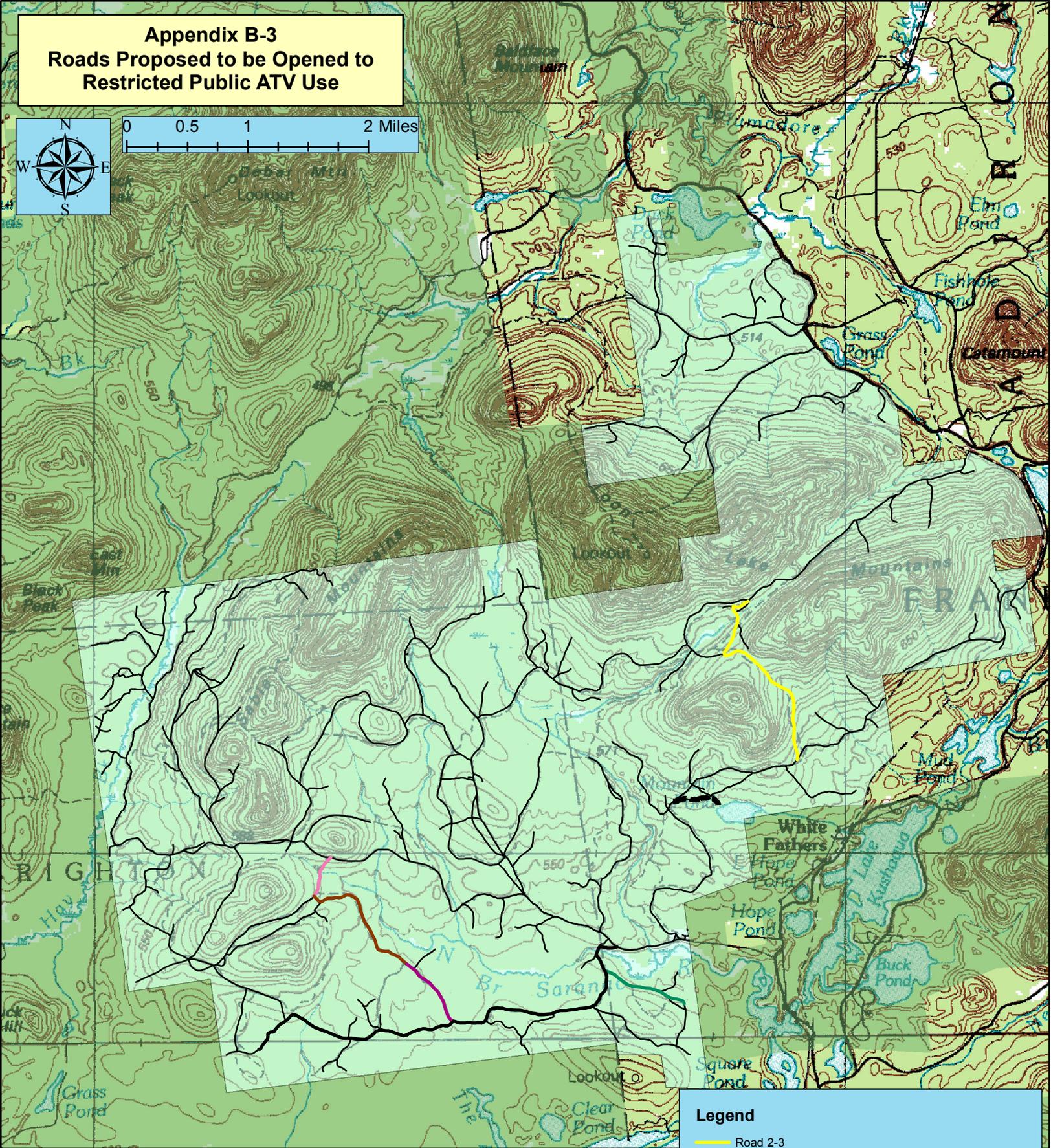


**Legend**

- Debar Mountain Wild Forest
- Kushaqua Tract Conservation Easement
- North Branch- Hays Brook Road (#1)
- Mountain Pond Road (#2)
- Hunter's Camp Road (#3)
- Aden Road (#4)
- Center Road (#5)
- Road 5-1
- Road 5-2
- Loon Lake Mtn Road (#5-3)
- UnNamed Ponds Road (#5-4)
- Headwaters Road (#6)
- Sable Mountain Road (#7)

**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Proposed Public Motor Vehicle Roads  
March 2013**

**Appendix B-3**  
**Roads Proposed to be Opened to**  
**Restricted Public ATV Use**

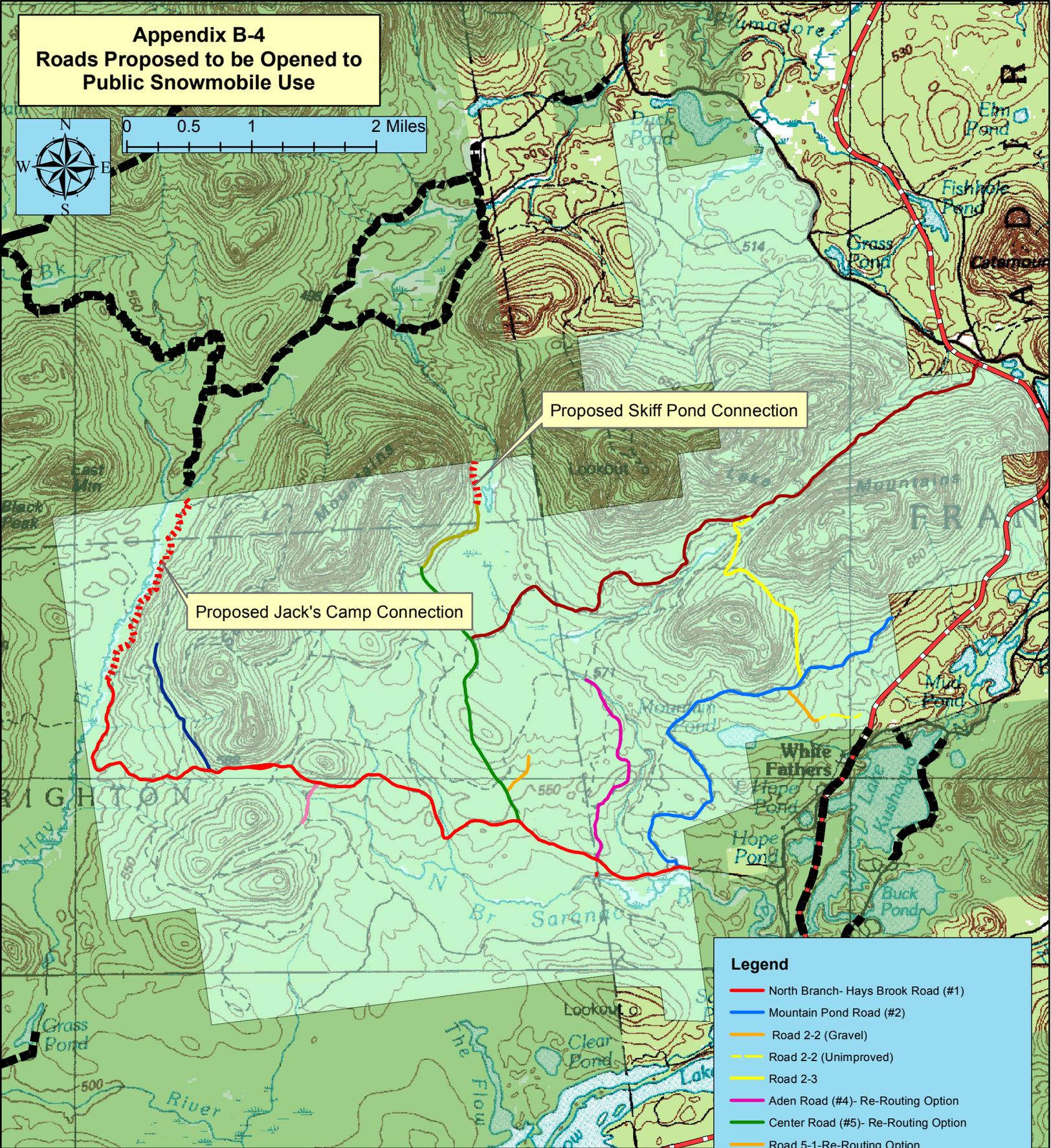
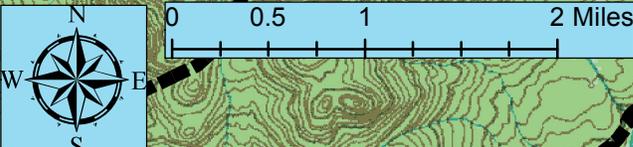


**Kushaqua Tract Conservation Easement**  
**Recreation Management Plan**  
**Proposed Public ATV Roads**  
**March 2013**

**Legend**

- Road 2-3
- Hunter's Camp Road (#3)
- Road 3-1
- Road 3-3 (Gravel)
- Road 3-3 (Unimproved)
- Headwaters Road (#6)
- Debar Mountain Wild Forest
- Kushaqua Tract Conservation Easement
- Kushaqua Tract Easement Roads (Not Open to ATVs)

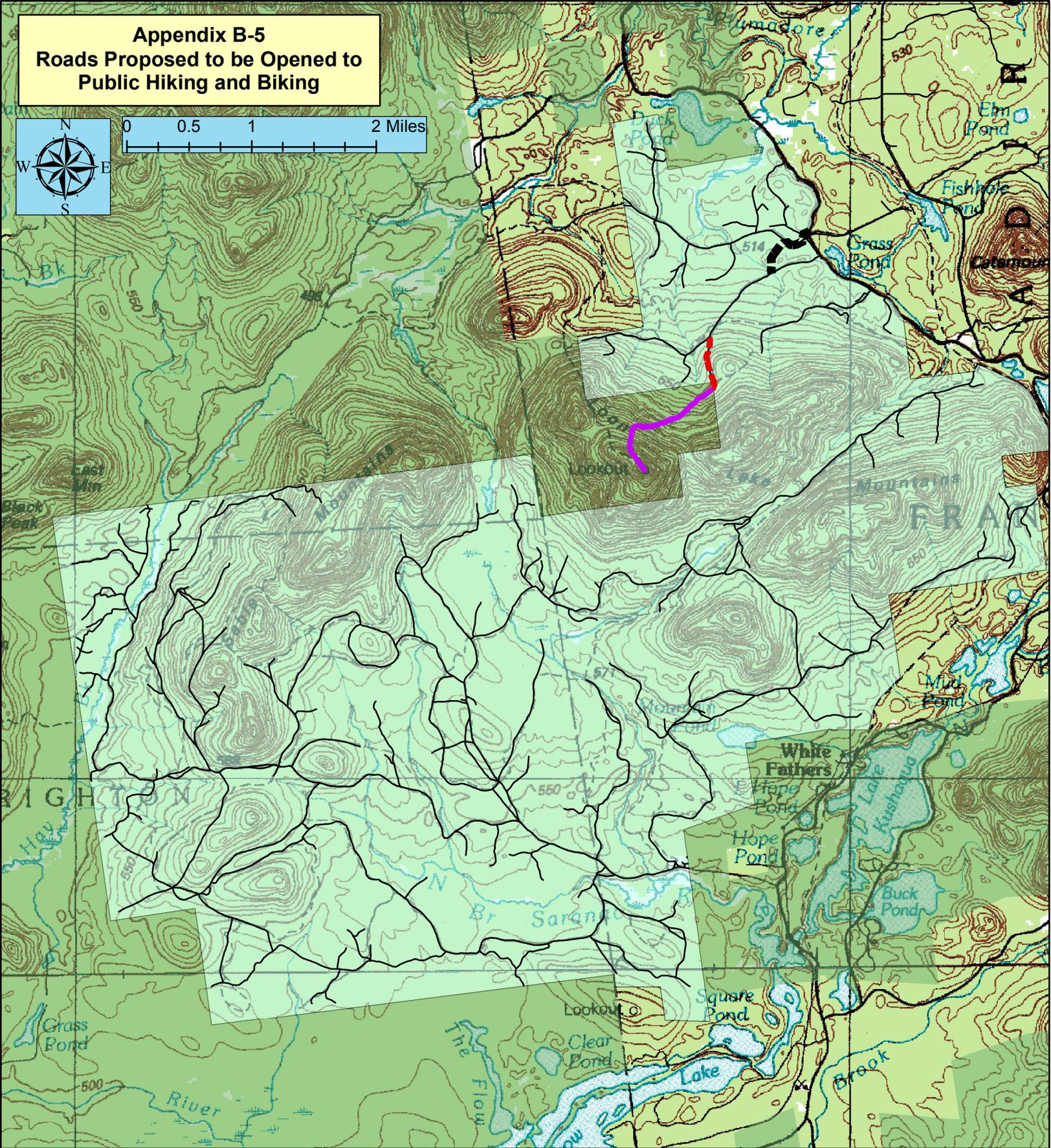
**Appendix B-4**  
**Roads Proposed to be Opened to**  
**Public Snowmobile Use**



- Legend**
- North Branch- Hays Brook Road (#1)
  - Mountain Pond Road (#2)
  - Road 2-2 (Gravel)
  - Road 2-2 (Unimproved)
  - Road 2-3
  - Aden Road (#4)- Re-Routing Option
  - Center Road (#5)- Re-Routing Option
  - Road 5-1-Re-Routing Option
  - Loon Lake Mtn Road (#5-3)
  - UnNamed Ponds Road (#5-4)
  - Headwaters Road (#6)
  - Sable Mountain Road (#7)- Re-Routing Option
  - ▬ OPRHP C7 Groomed Snowmobile Corridor
  - Debar Mountain Wild Forest
  - Kushaqua Tract Conservation Easement
  - Forest Preserve Trails-Snowmobile

**Kushaqua Tract Conservation Easement**  
**Recreation Management Plan**  
**Proposed Public Snowmobile Roads**  
**March 2013**

**Appendix B-5  
Roads Proposed to be Opened to  
Public Hiking and Biking**



**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Proposed Public Hiking and Biking Roads  
March 2013**

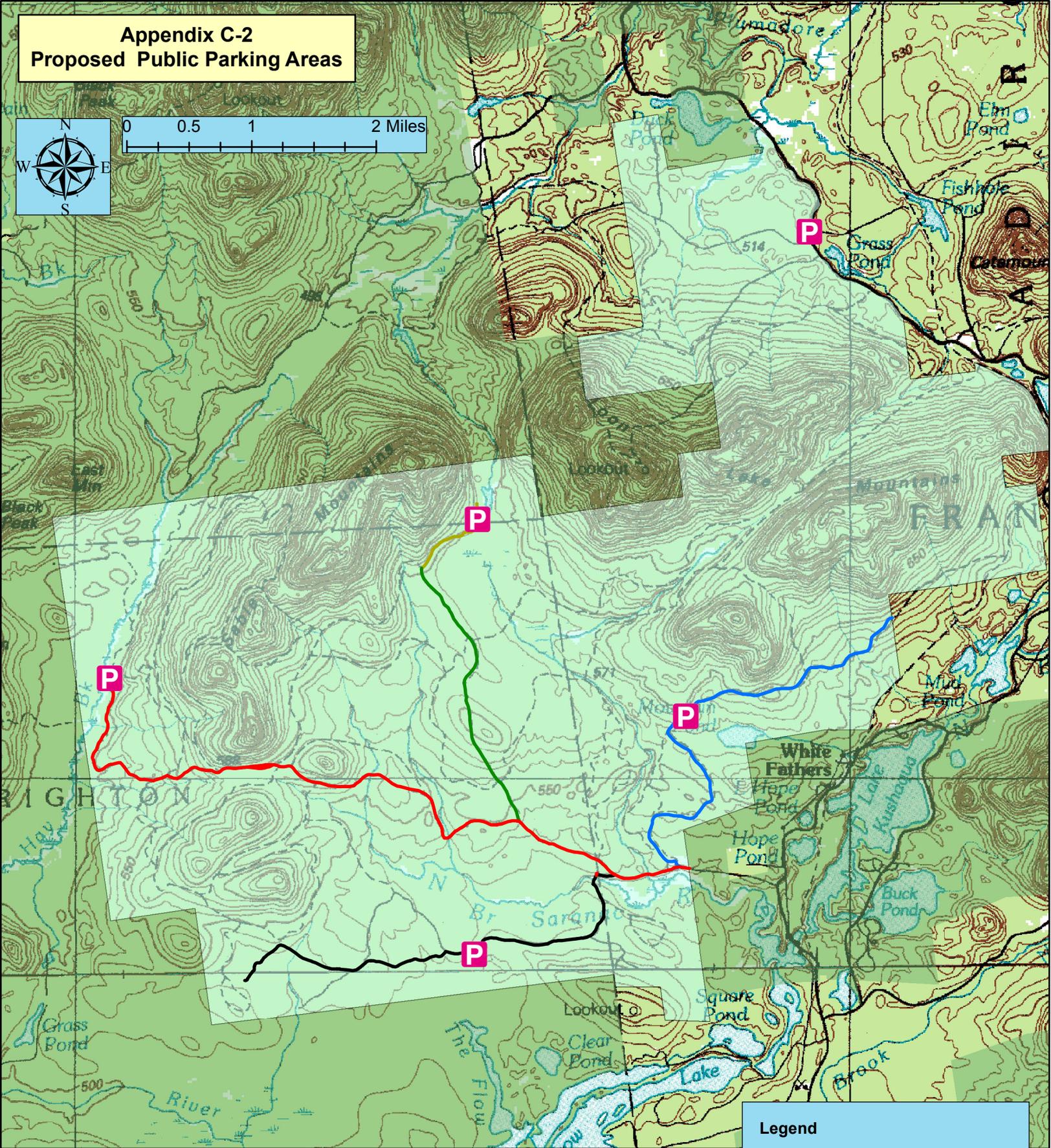
**Legend**

- Roads open to Public Hiking and Biking
- Debar Mountain Wild Forest
- Kushaqua Tract Conservation Easement
- Proposed Access to Loon Lk Mtn Trail-Hiking Only
- Existing Loon Lk Mtn Trail on Kushaqua Tract-Hiking Only
- Loon Lake Mtn Trail- Debar Mtn Wild Forest

**Appendix C**  
**Public Recreation Facilities and Improvements**



**Appendix C-2  
Proposed Public Parking Areas**



**Legend**

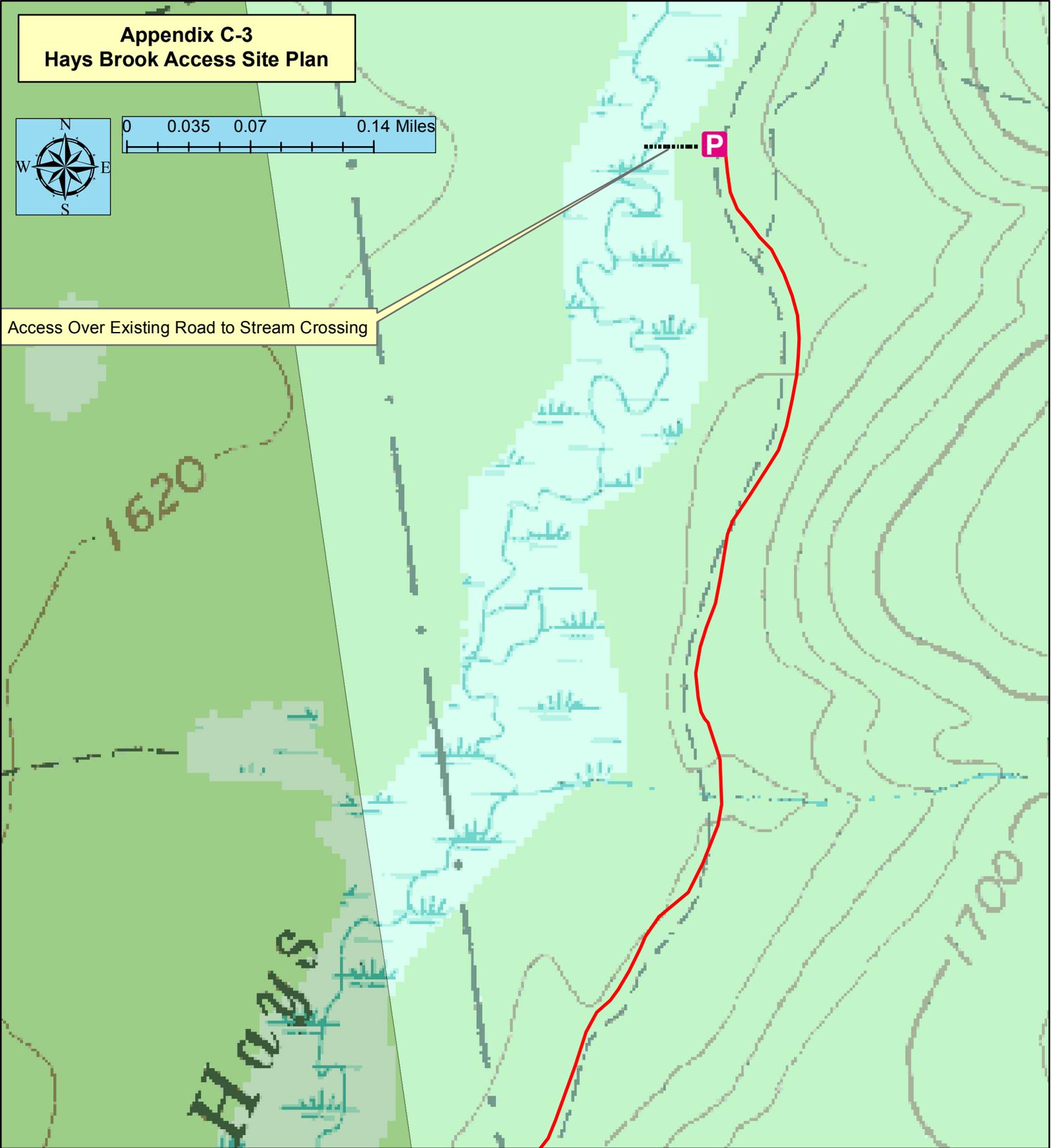
- North Branch- Hays Brook Road (#1)
- Mountain Pond Road (#2)
- Hunter's Camp Road (#3)
- Center Road (#5)
- UnNamed Ponds Road (#5-4)
- Debar Mountain Wild Forest
- Kushaqua Tract Conservation Easement
- P Designated Parking Areas

**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Proposed Public Parking Areas  
March 2013**

**Appendix C-3  
Hays Brook Access Site Plan**



Access Over Existing Road to Stream Crossing

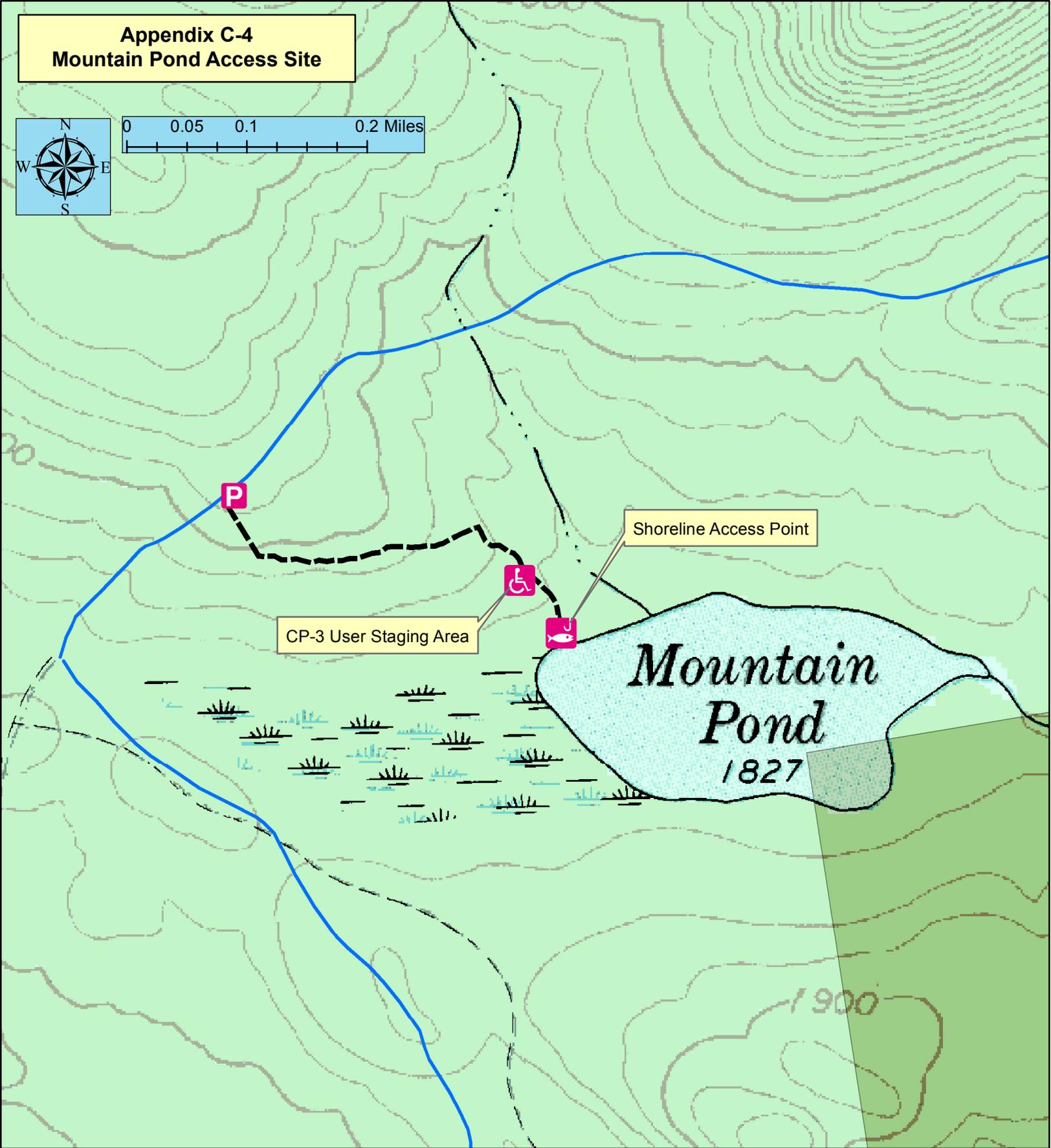


**Kushaquua Tract Conservation Easement  
Recreation Management Plan  
Proposed Hays Brook Access Site  
March 2013**

**Legend**

- North Branch- Hays Brook Road (#1)
- Debar Mountain Wild Forest
- Kushaquua Tract Conservation Easement
- Designated Parking Area

**Appendix C-4  
Mountain Pond Access Site**

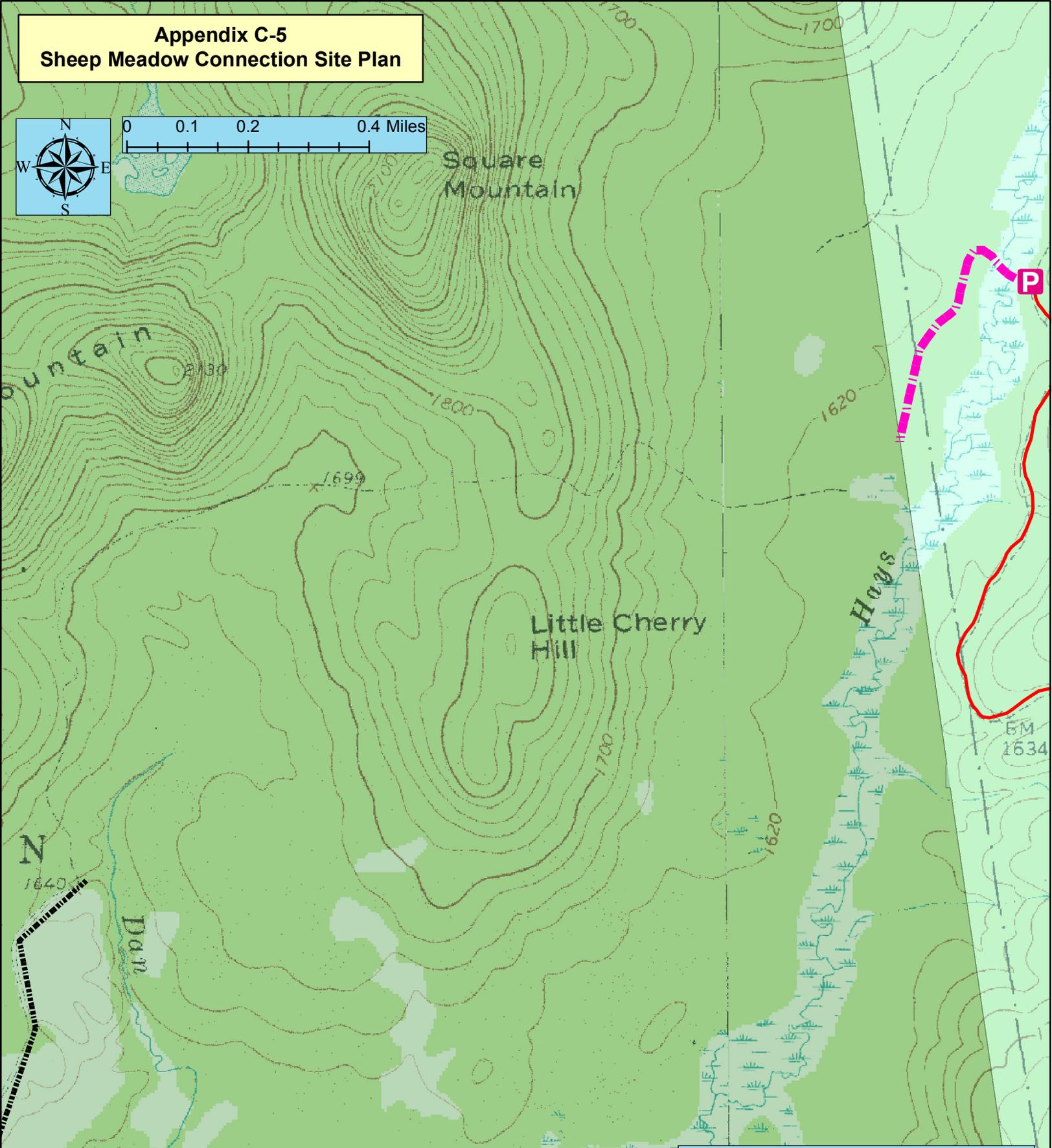
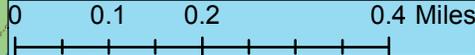
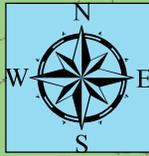


**Kushaquia Tract Conservation Easement  
Recreation Management Plan  
Proposed Mountain Pond Access Site  
March 2013**

**Legend**

- Mountain Pond Road (#2)
- Debar Mountain Wild Forest
- Kushaquia Tract Conservation Easement
- P** Designated Parking Area
- Access Route To Mountain Pond (Hike/CP-3)

**Appendix C-5  
Sheep Meadow Connection Site Plan**

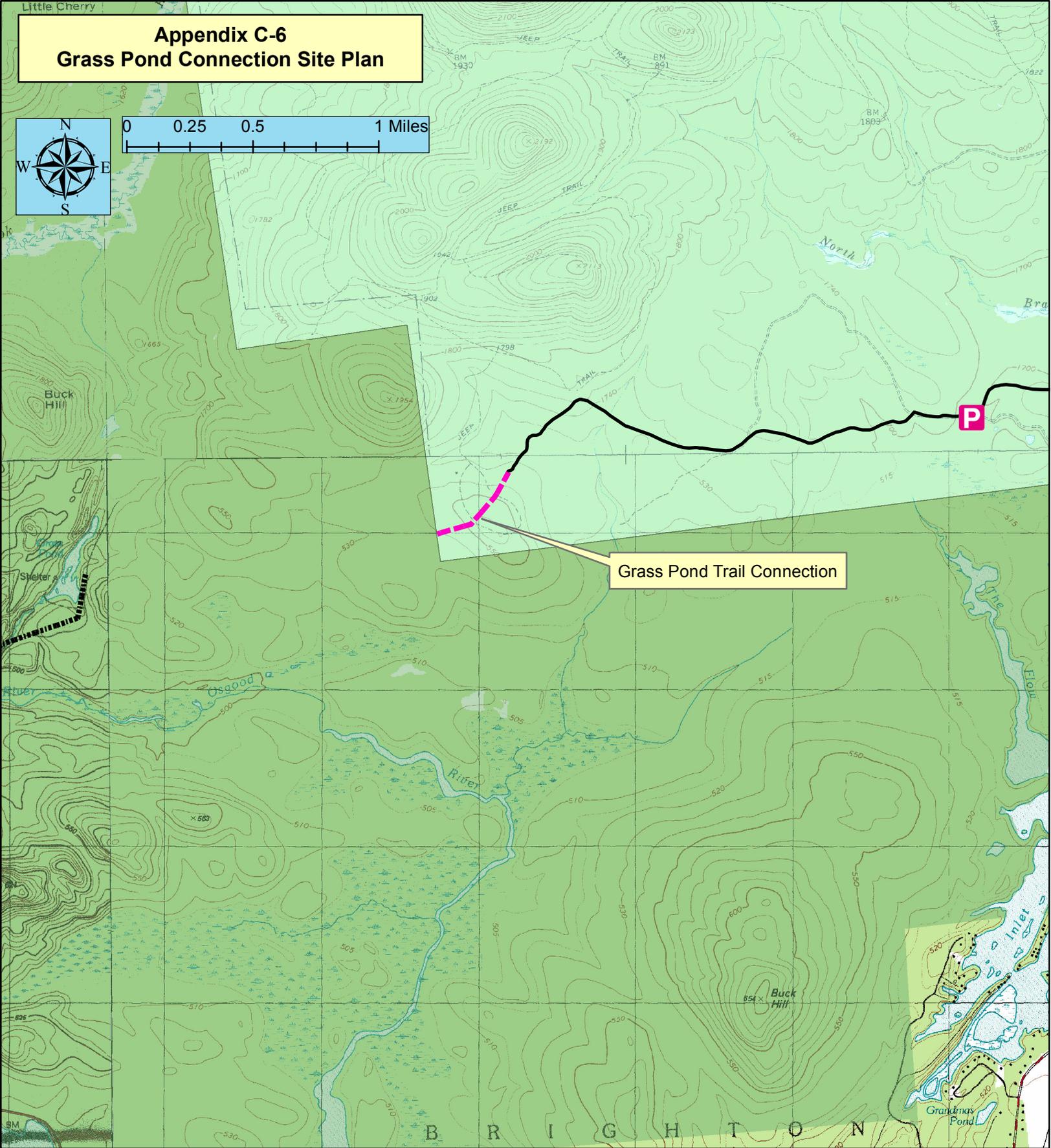


**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Proposed Sheep Meadow Trail Connection  
March 2013**

**Legend**

-  Sheep Meadow Trail- Debar Mtn Wild Forest
-  North Branch- Hays Brook Road (#1)
-  Debar Mountain Wild Forest
-  Kushaqua Tract Conservation Easement
-  Sheep Meadow Trail Connection
-  Designated Parking Area-Spring, Summer & Fall Only

# Appendix C-6 Grass Pond Connection Site Plan



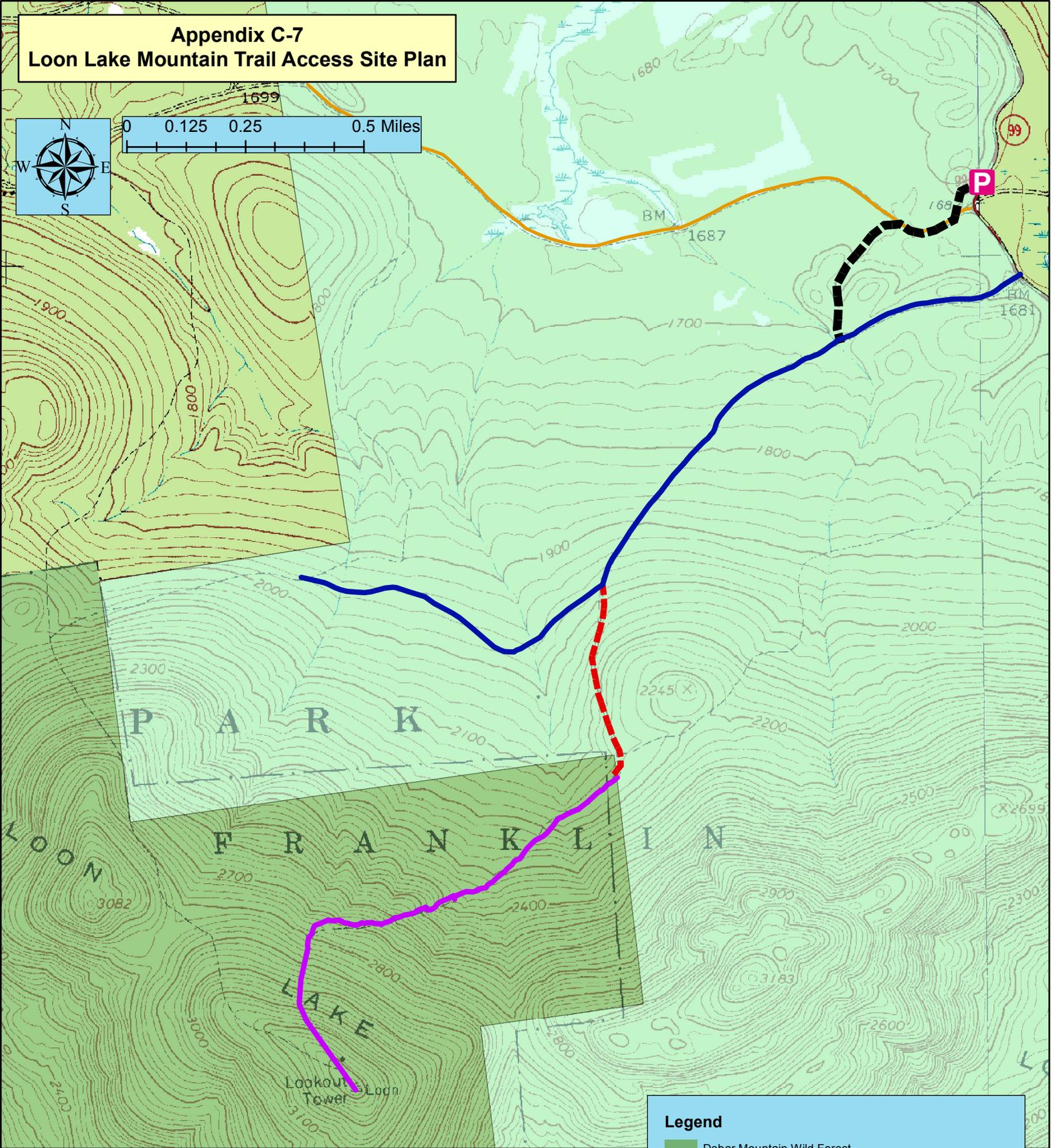
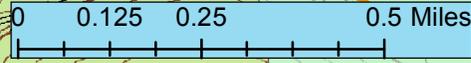
Grass Pond Trail Connection

**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Proposed Grass Pond Trail Connection  
March 2013**

**Legend**

-  Grass Pond Trail- Debar Mtn Wild Forest
-  Hunter's Camp Road (#3)
-  Debar Mountain Wild Forest
-  Kushaqua Tract Conservation Easement
-  Designated Parking Area-Spring, Summer & Fall Only

**Appendix C-7  
Loon Lake Mountain Trail Access Site Plan**

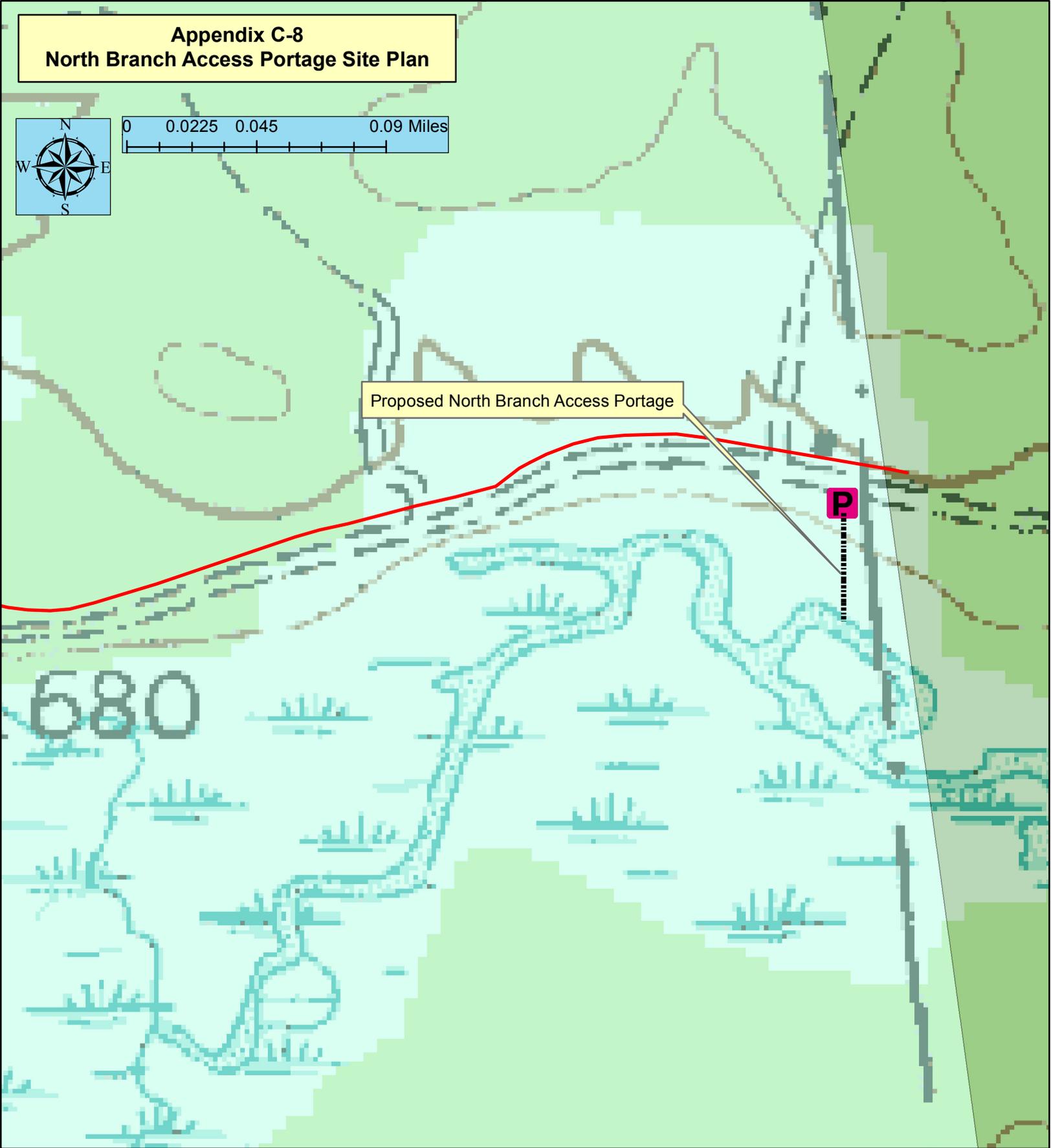
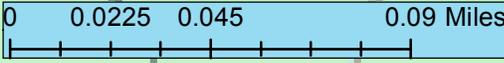


**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Proposed Loon Lake Mountain Trail Access  
March 2013**

**Legend**

- Debar Mountain Wild Forest
- Kushaqua Tract Conservation Easement
- Proposed Access to Loon Lk Mtn Trail-Hiking Only
- Existing Loon Lk Mtn Trail on Kushaqua Tract-Hiking Only
- Loon Lake Mtn Trail- Debar Mtn Wild Forest
- P Designated Parking and Trailhead
- Tower Road (#9)
- Mullins Road (#10)

**Appendix C-8  
North Branch Access Portage Site Plan**

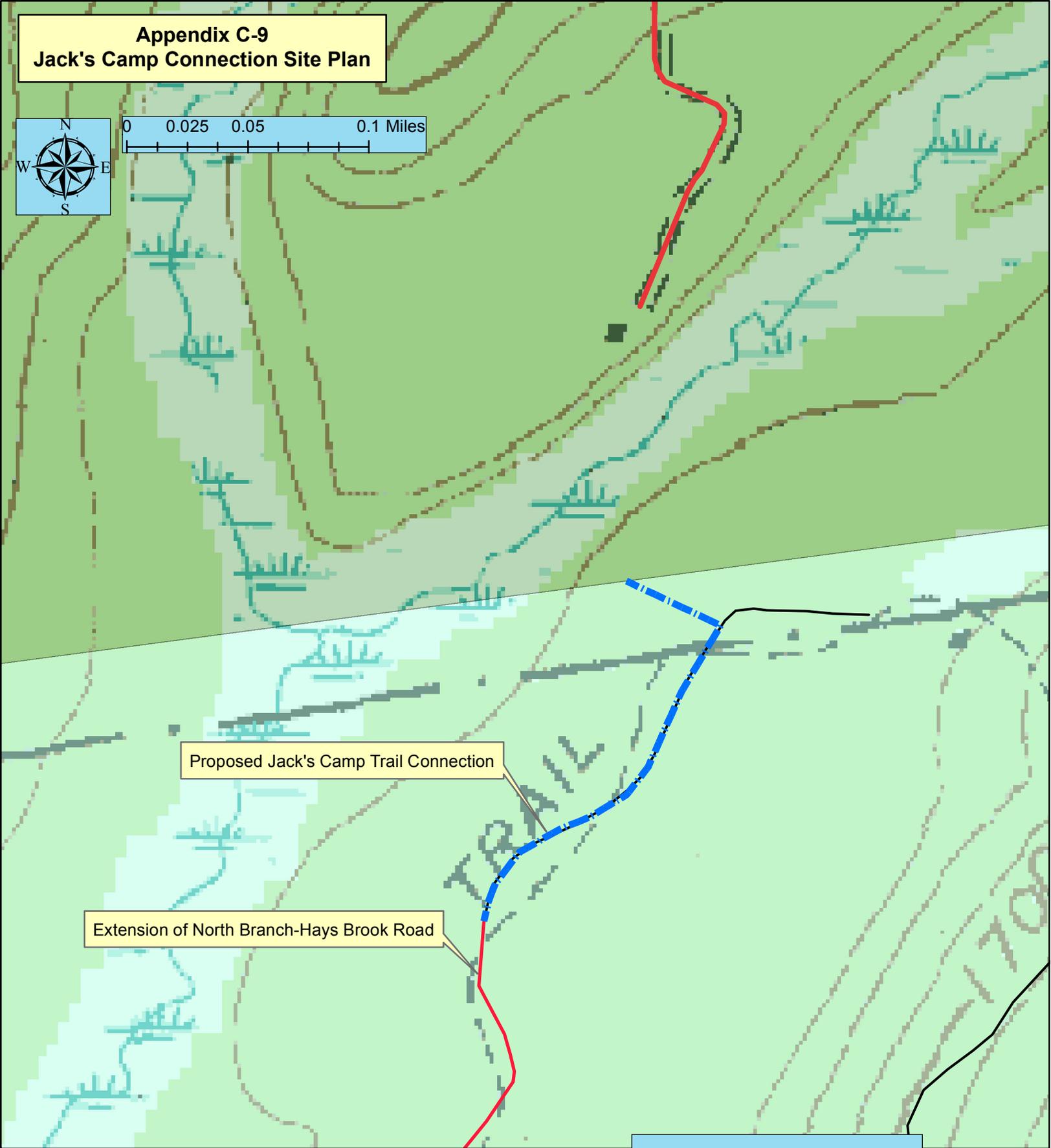
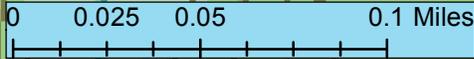


**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Proposed North Branch Access Portage  
March 2013**

**Legend**

- North Branch- Hays Brook Road (#1)
- Debar Mountain Wild Forest
- Kushaqua Tract Conservation Easement
- Existing Designated Parking Area-Spring, Summer & Fall Only

**Appendix C-9  
Jack's Camp Connection Site Plan**



Proposed Jack's Camp Trail Connection

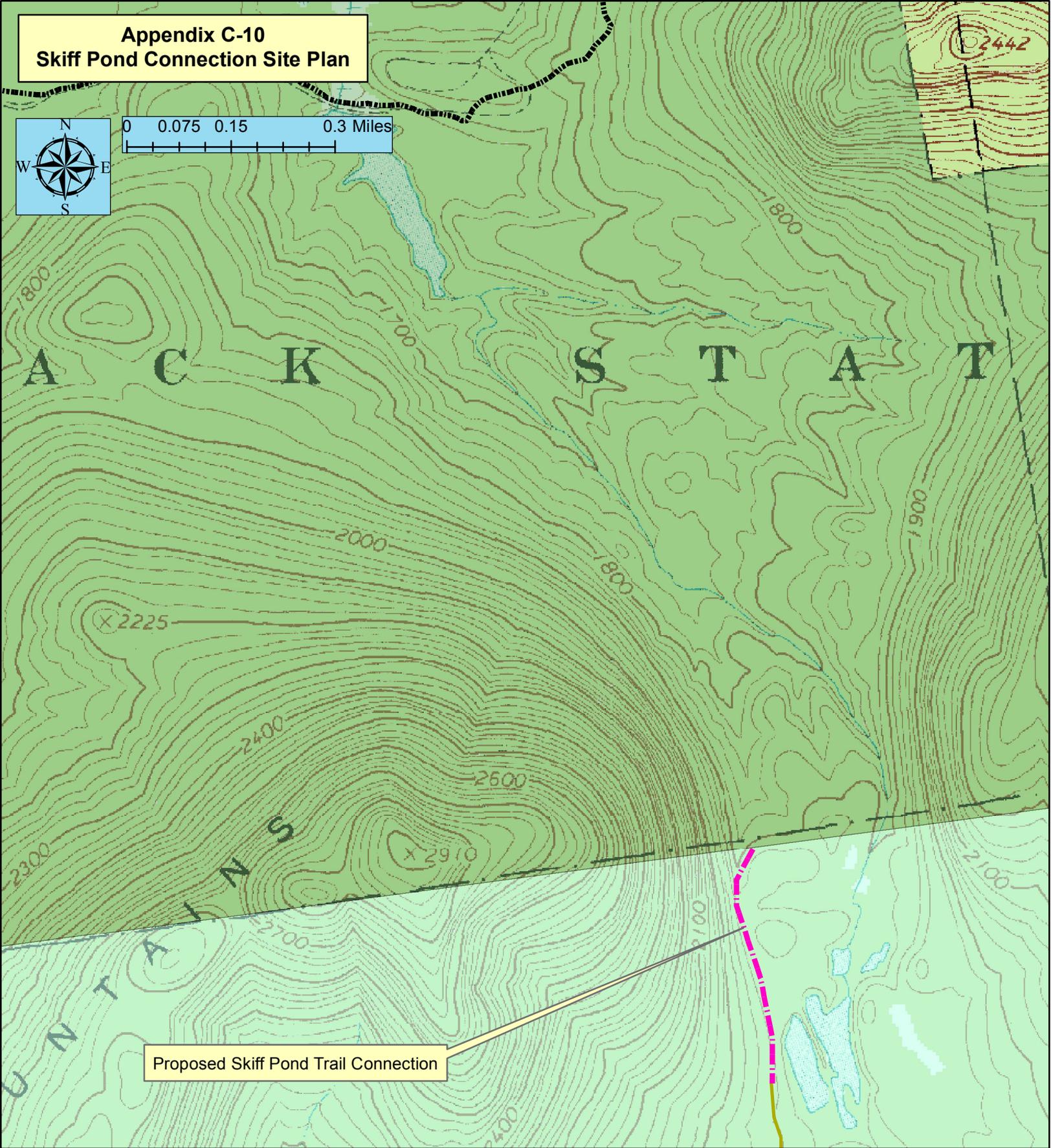
Extension of North Branch-Hays Brook Road

**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Proposed Jack's Camp Trail Connection  
March 2013**

**Legend**

- Debar Mountain Wild Forest
- Kushaqua Tract Conservation Easement
- Gravel Road
- Trail
- Unimproved Road
- Jacks Camp Trail- Debar Mtn Wild Forest

**Appendix C-10  
Skiff Pond Connection Site Plan**



Proposed Skiff Pond Trail Connection

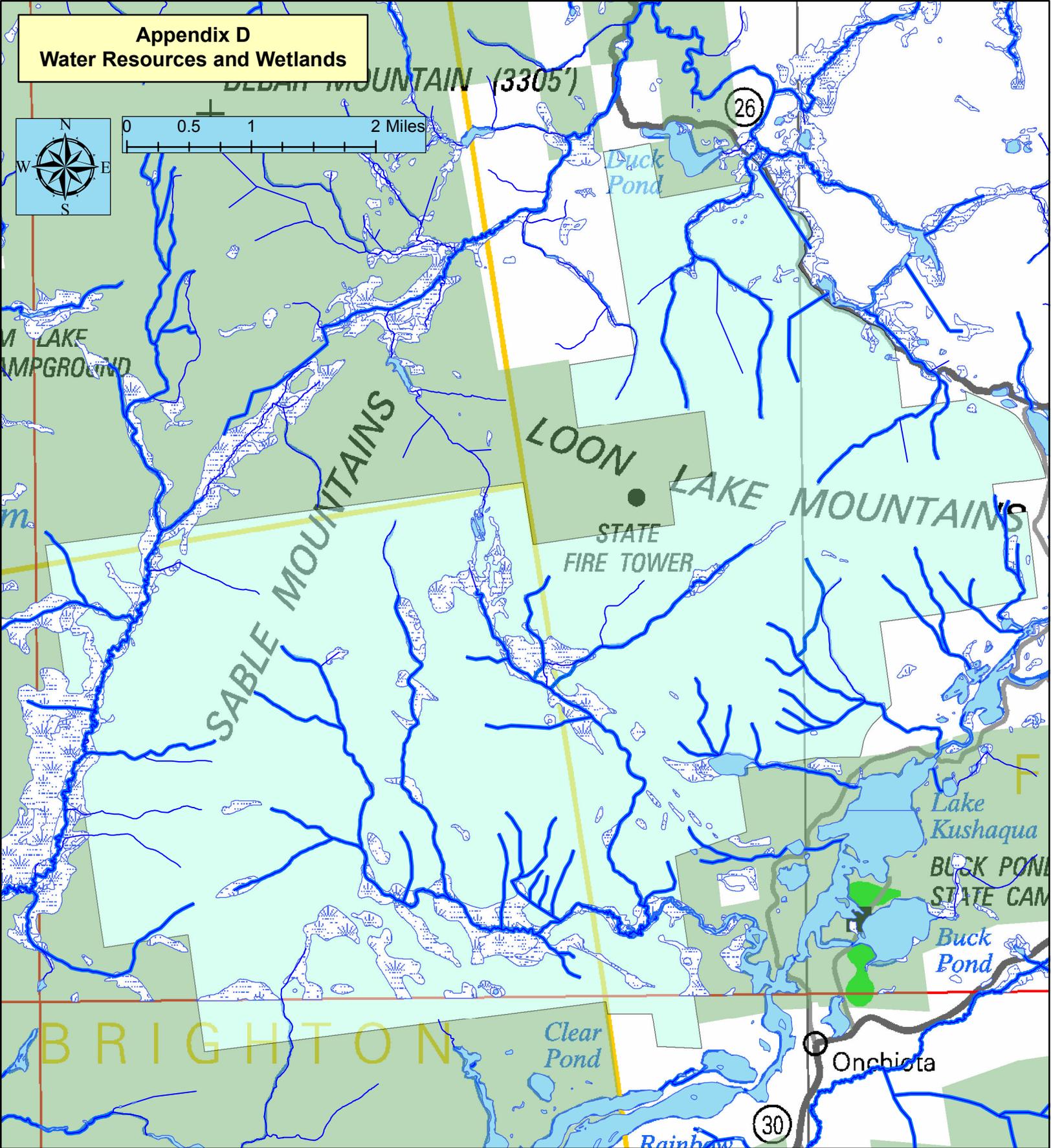
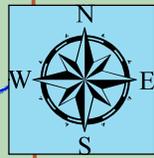
**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Proposed Skiff Pond Trail Connection  
March 2013**

**Legend**

-  Skiff Pond Trail- Debar Mtn Wild Forest
-  UnNamed Ponds Road (#5-4)
-  Debar Mountain Wild Forest
-  Kushaqua Tract Conservation Easement

**Appendix D**  
**Water Resources and Wetlands Map**

**Appendix D  
Water Resources and Wetlands**



**Kushaqua Tract Conservation Easement  
Recreation Management Plan  
Water Resources and Wetlands Maps  
March 2013**

**Legend**

-  Stream, 1:24,000
-  Classified Stream- Protected
-  Known Wetlands-NWI
-  Debar Mountain Wild Forest
-  Kushaqua Tract Conservation Easement

**Appendix E**  
**Conservation Easement Public Recreation and Trail Sign Manual**



**Department of Environmental Conservation**  
State of New York

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# Conservation Easement Public Recreation Road and Trail Sign Guidance Manual



## Introduction

The following manual provides standardized signs<sup>1</sup> proposed for management of public recreation use on conservation easement properties. It is intended for the landowner and DEC to agree that the uniform type, design and content of the signs in this manual are for common placement at locations on these properties with public recreation use and are consistent with provisions of the Conservation Easement and with DEC Regulations for Conservation Easements, applicable sections for posting listed below.

The approved signs in this manual are meant to assist field foresters representing both parties in streamlining the implementation processes: for meeting provisions of the conservation easement; when a demonstrated need for signs is determined through recreation planning; or when the need for signs become evident based on situations that arise in the field. It is intended that the placement of these signs at property locations will be determined at the local level by the respective land managers for the properties.

Other uncommonly used signs necessary to address property-specific management issues and concerns are not presented in this plan. Sign needs commensurate with these particular circumstances will be addressed on a case-by-case basis by the respective land managers, with sign content and location to be mutually agreed upon at that time.

This manual is designed to provide guidance on universal signs and signing for public recreation management of conservation easement properties. It may be amended or modified, consistent with provisions for a specific conservation easement property, location in the State or as determined by the parties to that conservation easement. However, roads and trails open to motor vehicle and snowmobile use for public recreation on all Conservation Easements must be posted for such use, section I provides uniform signs for meeting that regulation.

### **§190.0 Introduction**

“a. Except as otherwise provided, the provisions of this Part shall apply to all persons entering upon or using State lands under the department's jurisdiction that are administered by the Division of Lands and Forests, the Division of Operations, or both, including but not limited to such lands as ... and to those rights owned and managed by the State as conservation easements as defined in §190.12 of this title. ...”

**k.** No person shall operate a vehicle on any State truck trail or road maintained by the Department of Environmental Conservation on State reforestation areas at a speed in excess of 25 miles per hour.”

**m.** Use of motor vehicles on State land under the jurisdiction of the Department of Environmental Conservation outside the forest preserve is prohibited, except where specifically permitted by posted notice or by permit issued by the department. ...”

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<sup>1</sup> Signs featured in this manual have been developed through the past collaborative efforts of representatives of both DEC and the Lyme Timber Company (a CE Landowner) in 2010. It reflects sign usage for Conservation Easements in the Adirondack Park. Other CE property locations throughout the State may require appropriate color, content and style adjustments to signs used for public recreation in those areas. Revisions to signs were made to adjust recommended sign size to DEC sign shop standard sizes.

## §190.12 Conservation Easements

"a. *Applicability.* This section applies only to conservation easement lands to which the public has a right of access. Unless specified otherwise in this section, the **following sections of this Part apply to persons using conservation easement lands** under the jurisdiction of the department's Division of Lands and Forests: §190.0, §190.1, §190.2, §190.3, §190.4 and §190.8.

b. General. Unless specified otherwise in this section, the following regulations also apply to persons using conservation easement lands.

1. No person shall deface, mutilate, remove or destroy any sign or structure of the landowner, lessee or the department.
2. No person shall erect any sign, structure, gate, barrier or other improvement unless specifically authorized in the conservation easement.
3. No person other than the landowner, its invitees, or lessees, or the department shall operate a motor vehicle or snowmobile on any roads or trails except those roads and trails posted for such use. ..."

DEC Sign Shop Stock Material		
SIGN SIZE	WOOD TYPE	METAL OR PLASTIC SIGNS
6"x16" - board	3/4" pine	11.25" x 11.25"
8"x24" - board	3/4" pine	7.5" x 11.25"
9"x30" - board	3/4" pine	can cut down stock to 5.625" x 5.625"
8"x12"	1/2" MDO	
16"x24"	1/2" MDO	
30"x48"	1 3/4" pine or 3/4" MDO	
48"x72"	1 3/4" pine or 3/4" MDO	
48"x96"	3/4" MDO	

## Roads & Trails-Elements and Protocols for Broad Category Signs

*I. The following public recreation management signs are proposed for use on all conservation easement properties that allow for public recreation. These broad category signs are intended for widespread "generic" use across the greatest practicable extent of easement properties."*

- **Signs to be used uniformly on all entrances, roads, parking areas and trails open to public recreation use.**

### **A. Public Use Signs**

**1. Public Use Conditions & Rules** Informational Kiosks or large signs located at critical public access points, parking lots and/or staging areas, determined in the Recreation Plan; large signs depicting public use conditions (rules & regulations) for the property and a public use map.

**2, 2a. Permitted Public Motorized Use-** at trail heads, parking lots, main intersections or the beginning of public use routes; intended to inform the public of what recreation uses and what types of vehicles are allowed on a specific road, trail or use corridor.

**3. Trail Marker-** Along the route at points where the public could go off the route (side roads, etc); intended to keep public motorized use and traffic on the route that has been designated as open for that use.

**4. Camp Site-** at designated camping sites.

**5. Parking Area-** where parking is allowed.

**6. Boat Launch-** where access to water is allowed.

**7. Other (allowed activity)-** where the activity is specifically allowed in the Recreation Management Plan;

# 1. Public Use Conditions and Rules:

## Public Access Point Informational Kiosk

*Fabricated Using DEC In-House Sign Services*

- Dimensions:** 4' x 8'  
**Color Scheme:** Brown Background/ Yellow Lettering  
**Reflective:** Not Required  
**Construction:** Wood

**Kushaqua Tract Conservation Easement Lands**  
**Privately Owned Working Forest Lands - Public Outdoor Recreation Opportunities**

Public Recreation on the Property is Subject to the Following Conditions

- Be prepared to encounter logging trucks and equipment at any time
- Speed limit on all property roads is 25 MPH— use of your headlights for visibility purposes is recommended.
- Roads and trails open to the public may be temporarily closed or rerouted due to road conditions or logging operations.
- Parking is permitted in designated parking areas, pull-offs and on road shoulders- Please do not block gates or obstruct the travel of other vehicles.
- Use of motorized vehicles, including cars, trucks, ATVs and snowmobiles, is limited to roads and trails specifically marked and designated for those uses (see map)
- Camping and campfires are permitted only at designated campsites
- Please respect the rights of the landowner, their lessees, employees and contractors.
- Don't Litter- If you carry it in....carry it out
- Camps and a 1 acre area surrounding them are private property- trespass by the public in these areas will not be tolerated.
- Private camp lessees are permitted to travel to and from their camp lots by any motorized means, regardless of the road's designated public use.
- For more information on public recreation management of the property, contact:  
NYS DEC Lands and Forests: (518) 897-1200
- To report an emergency, contact:  
NYS DEC Forest Ranger Dispatch: (518) 408-5850

**LEAVE THIS SPACE**  
(APPROX 2 FEET WIDE x 3-1/2 FEET TALL)

BLANK FOR THE ADDITION OF A CUSTOM DESIGNED MAP AND/OR TRACT SPECIFIC PRACTICES/REGS POSTER CREATED BY REGIONAL OFFICE STAFF

4'

8' (FLIP PAGE OVER FOR TEXT AND GRAPHICS DIMENSIONS)

### EXAMPLE

#### TEXT AND GRAPHICS SIZES

- DEC LOGO— 4 INCH DIAMETER LOGO WITH "NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION" WORDING AROUND THE LOGO.
- TITLE TEXT (TOP OF SIGN)--- 3" HIGH, "BOLD FACE" ARIAL FONT TEXT
- "Public Recreation on the Property is Subject to the Following Conditions"--- 2" HIGH, "BOLD FACE", UNDERLINED, ARIAL FONT TEXT
- BULLETED TEXT--- 1" HIGH, ARIAL FONT TEXT
- TEXT SPACING--- 1/4" To 1/2" Maximum

## 2. Permitted Public Motorized Use – Primary Sign

For Easement Roads and Trails

<b>Dimensions:</b>	11.25" x 11.25" or size enlarged at regional discretion
<b>Color Scheme:</b>	Yellow Background/Brown Lettering
<b>Reflective:</b>	Not Required
<b>Construction:</b>	Preferably Metal
<b>Other:</b>	The # of symbols on the sign will vary from one to three with the road/trail. There could be a need for up to three; ATV, Car or Truck, and Snowmobile.



## 2a. Permitted Public Motorized Use - Alternative Sign Option

For Easement Roads and Trails

**Dimensions:** 7.5" x 11.25" or size enlarged at regional discretion  
**Color Scheme:** Yellow Background/Brown Lettering  
**Reflective:** No  
**Construction:** Metal or Vinyl  
**Font & size:** Lines (L) 1-3, Aerial (A) 14 bold (b); L 4, A 12 b; L 5&6, A 14b; L 7&8, A 11 b; L 9, Times New Roman (TNR) 12 b Italicized; L 10&11, TNR 12 b.

**New York State  
Department of Environmental Conservation  
Conservation Easement Property**

**Private Forest Management—Public Recreation Opportunities**

*(name of easement label optional)  
(name of road label optional)*

**Permitted Public Motorized Uses Of This Road Include:**

**ATV**



**Route**

NYS Department of Environmental Conservation

**Snowmobile**



**Route**

NYS Department of Environmental Conservation

**Truck and Automobile**



**Route**

NYS Department of Environmental Conservation

**Public Motorized Access Restricted to Marked Routes Only**

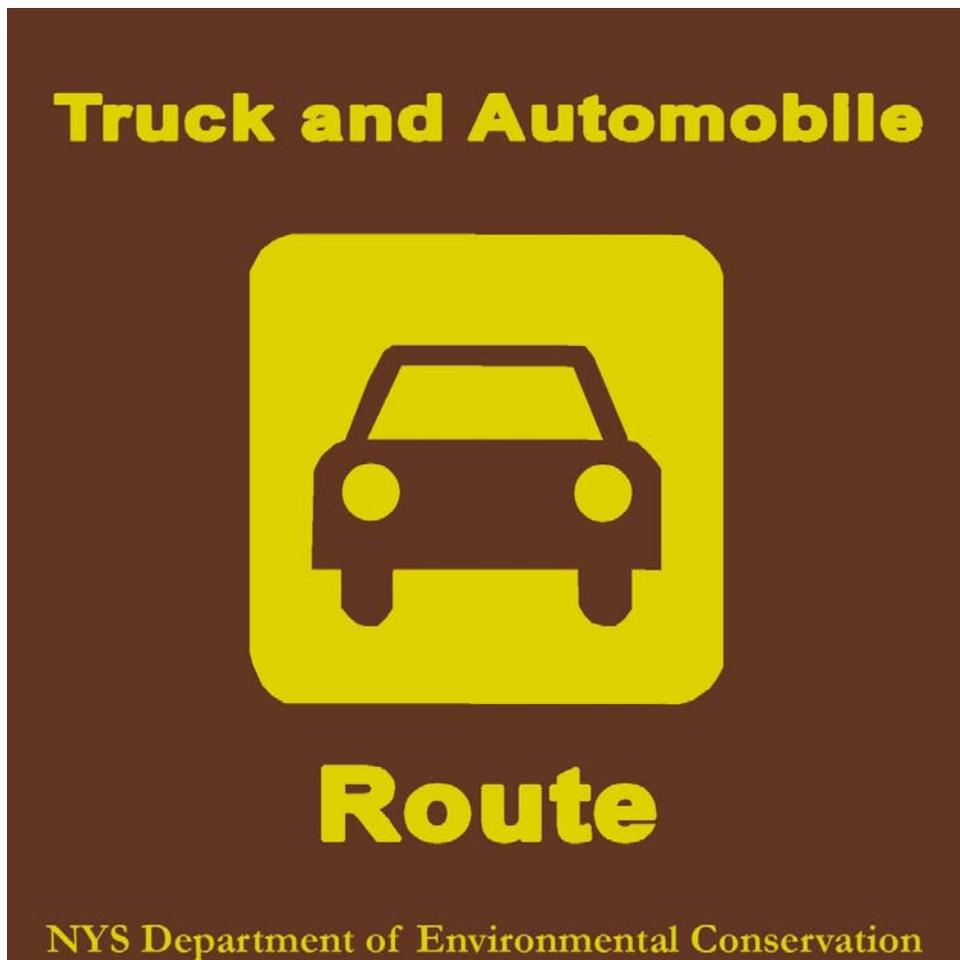
**BE PREPARED TO ENCOUNTER LOGGING & CONSTRUCTION EQUIPMENT**

**Please Respect the Property Rights of the Landowner, Contractors & Lessees**

*For Emergencies (search, rescue, fire, law enforcement) Contact:*  
**DEC Forest Rangers**  
**518-408-5850**

- Image shown is Not to Scale
- Public Motorized Use Activity Icons:
  - Will be applied to signs by DEC sign shop as needed on route-specific basis
  - DEC Foresters will submit individual requests to the sign shop for these signs based on their needs
  - DEC will use the above standard icons across all easement properties.
  - Icons illustrate permitted public means of motorized access and recreational use allowed on a specific route.
- Regions must supply sign shop with appropriate Ranger emergency telephone number.
- Tract Names and Road Names are optional but should be applied with adhesive label by regional office.
- Regions may choose to enlarge this sign's dimensions (customize) to meet specific needs.
- Regions may choose either the primary sign (2 above) or the alternative sign (2a above) design.

- 3. Trail Marker:** Trail Marking Blazer
- Dimensions:** 5.625" x 5.625"
- Color Scheme:** DEC Standard Colors-Brown Background/ Yellow Lettering
- Reflective:** Required - Lettering
- Construction:** Metal or Vinyl

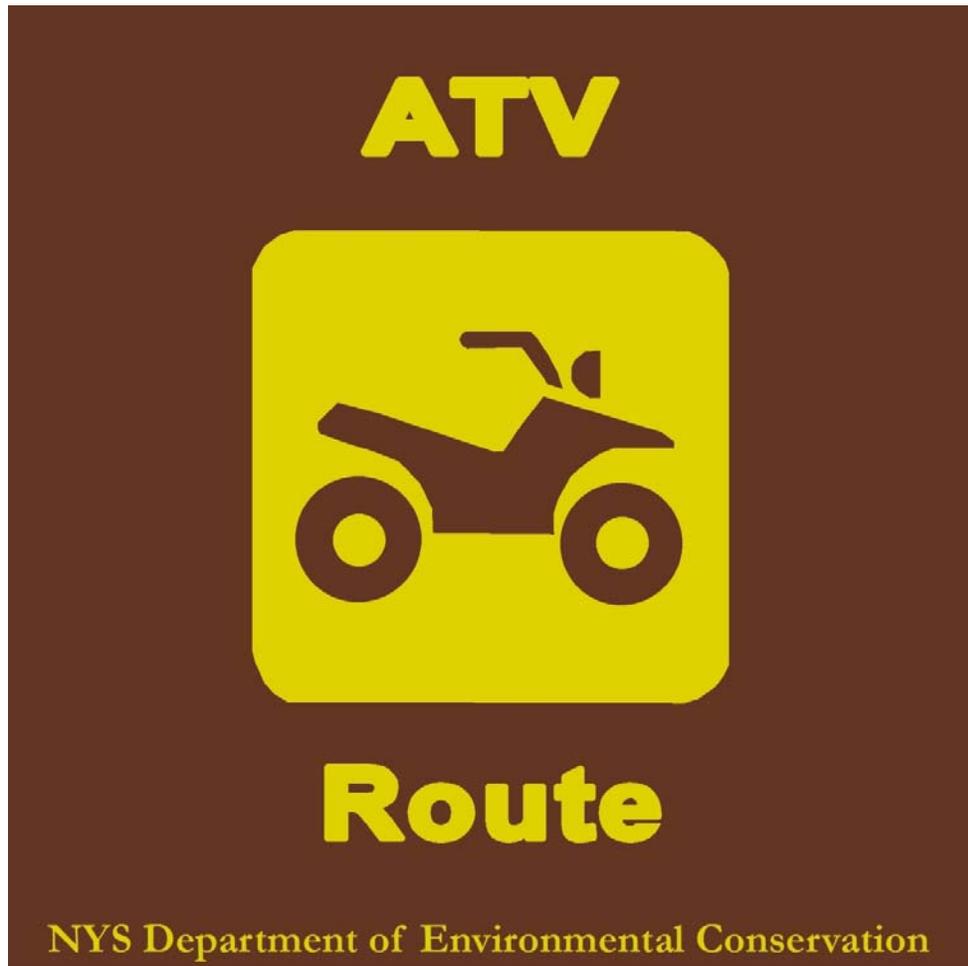


# Snowmobile



# Route

NYS Department of Environmental Conservation



- Images shown approximately to scale.
- Mark both sides of designated travel corridor in an effort to keep public motorized traffic funneled onto the corridor and away from intersecting side roads

4. **Camp Site** (standard sign) (7.5 x 11.25)
5. **Parking Area** (standard sign) (7.5 x 11.25)
6. **Boat Launch** (standard sign) (7.5 x 11.25)
7. **Other (allowed activity)** (other universal signs)

**II. Broad category signs** necessary to address similar tract-specific management issues and concerns are presented below in this plan. Sign needs commensurate with these particular circumstances will be addressed on a case-by-case basis at the appropriate local management level." These signs are also intended for widespread generic use across the greatest practicable extent of the easement properties when needed.

➤ **Signs to be used on Roads Open to the Public when there are specific management issues or concerns**

**A. Regulatory, Prohibition and Caution Signs**

**1. Stop Signs-** Dangerous situations where conflicting uses of the property could converge; where active timber haul roads intersect with recreational use routes; not to be employed in a general way or as a matter of routine placement on public recreation roads.

**2a, 2b- Speed Limit Signs-** Special situations along roads or trails; speed limits or recommended speeds should be included in the **Information Kiosk Sign** under conditions of use and on the **Permitted Public Use Signs**. If appropriate.

**3. Stop Ahead-** Snowmobile trails and other special situations at intersections.

**4. One Lane Bridge Ahead-** Special situations

**5. Right Curve/Left Curve-** Special situations

**6. Hazard Markers-** Special situations

**7. Barrier 100 feet-** Special situations

**8. Do Not Block Gate-** DEC recreation management need or reason.

**9. Do Not Enter-** Should be used only when there is a specific DEC need to prohibit the public from entering, not because it is a private road and the landowner wants added protection from intrusion.

**10. No Parking-** DEC recreation management need or reason.

## 1. Stop Sign

<b>Dimensions:</b>	18" x 18"
<b>Color Scheme:</b>	USDOT Standard- Red and White
<b>Reflective:</b>	Required
<b>Construction:</b>	Metal or Vinyl



- Image shown is Not To Scale
- Stop signs will be posted at the specific location where the desired action is intended to take place (i.e. intersection)

## 2a. Recommended Speed Limit 15 MPH

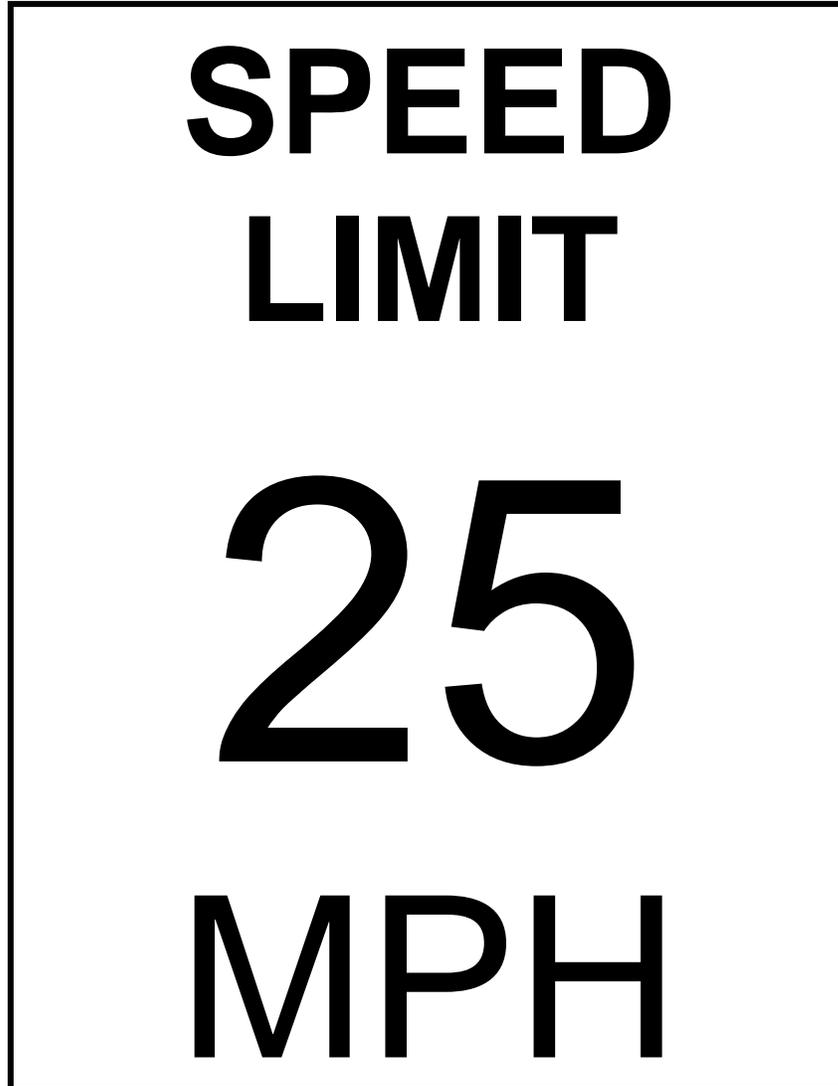
<b>Dimensions:</b>	12" x 18"
<b>Color Scheme:</b>	Yellow Background/ Brown or Black Lettering
<b>Reflective:</b>	Required
<b>Construction:</b>	Metal or Vinyl



- Image shown is Not To Scale
- These signs may be posted at critical public access points to each easement property as well as intermittently along specific roads/trails that have been designated as open to public motorized use.
- Tract-specific circumstances that necessitate a recommended speed limit that is less than 25 mph will be addressed locally on a case-by-case basis with joint consultation and agreement between the landowner and DEC.

## 2b. Speed Limit 25 MPH

<b>Dimensions:</b>	12" x 18"
<b>Color Scheme:</b>	USDOT Standard -- White Background/ Black Lettering
<b>Reflective:</b>	Required
<b>Construction:</b>	Metal or Vinyl



- Image shown is Not To Scale
- Same posting criteria as "Recommended Speed Limit" signs
- Part 190: Use of State lands including conservation easements as defined in section 190.12; 190.8 (k): 25 mile an hour speed limit.
- Tract-specific circumstances that necessitate a recommended speed limit that is less than 25 mph will be addressed locally on a case-by-case basis with joint consultation and agreement between the landowner and DEC.

**3, 4, 5, 6, 7, 8: As Shown Below**

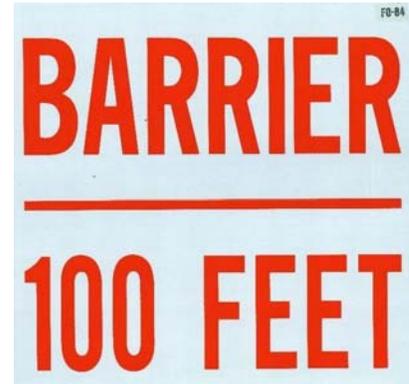
**Dimensions:** Hazard Markers- 6" x 12"  
All Others Shown- 18" x 18"  
**Color Scheme:** As Shown Below  
**Reflective:** Required  
**Construction:** Metal or Vinyl



#3



#5: Left Curve or Right Curve  
(As operational needs dictate)



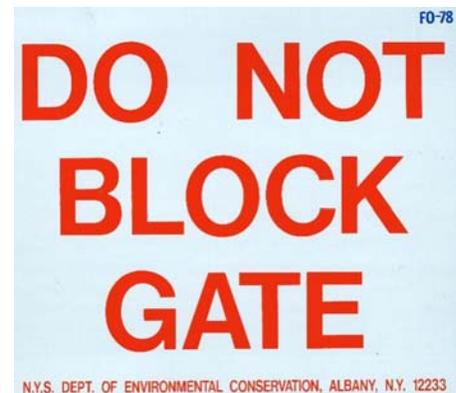
#7



#4



#6: Hazard Marker



#8

- Images shown are Not To Scale
- Hazard marker signs will be posted on both sides of the public use road corridor immediately adjacent to the identified hazard condition (bridge railings, culverts, etc.)
- In consideration of research conducted, and a recommended easement tract maximum speed limit of 25 mph in place, caution signs *other than hazard marker signs* will be posted no less than 100 feet in advance of the identified hazard. In circumstances where the road approaching an identified hazard is windy or steep, caution signs will be posted no less than 150 feet in advance of the identified hazard.

## 9. Do Not Enter- Road Closed to Public Motorized Vehicles and Snowmobiles

<b>Dimensions:</b>	18" x 18"
<b>Color Scheme:</b>	USDOT Standard- Red and White
<b>Reflective:</b>	Required
<b>Construction:</b>	Metal or Vinyl



*EXAMPLE*

- Image shown is Not To Scale
- Sign has universal applicability for road closures—may be posted in response to either temporary or permanent management needs and goals.
- These signs will be posted at the specific location where the desired action is intended to take place (i.e. intersection)

**III. Broad category informational and directional signs** should be deployed on conservation easement properties with public recreation use as program resources are available to do so. The following recreation management signs are designed to enhance the public's use of the recreational resource and are intended for widespread generic use across the greatest practicable extent of the easement properties

1. **Easement Road Identification Sign**- All shared use roads
2. **Directional Signs**- Appropriate trail and road intersections and other locations.
3. **Mileage Marker Signs**- All roads and possibly trails
4. **All other Directional or information signs**

**1. Sign: Easement Road Identification Sign**

<b>Dimensions:</b>	6" x16" or other standard wood size
<b>Color Scheme:</b>	DEC standard colors- Brown Background/ Yellow Lettering
<b>Reflective:</b>	Not Required
<b>Construction:</b>	Wood or Vinyl

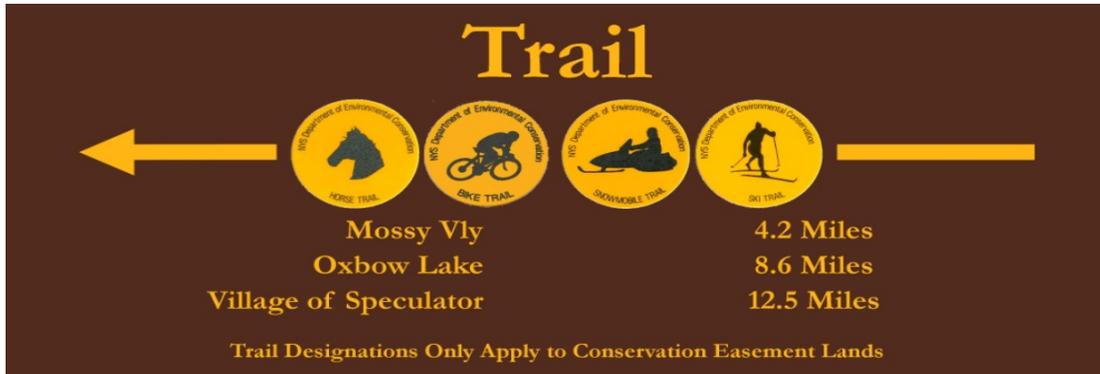


**EXAMPLE**

- Images shown are Not To Scale
- Easement Road ID sign content will be cross referenced to ensure consistency with road ID language found in DEC Rec Plans.
- Road ID names/numbers will be tract-specific and are at the discretion of the DEC planner, subject to consultation with the landowner as need dictates.

## 2. Easement Directional Signs

- Dimensions:** 9" x 30" or other standard wood sizes  
**Color Scheme:** DEC standard colors- Brown Background/ Yellow Lettering  
**Reflective:** Not Required  
**Construction:** Wood



**EXAMPLE**



**EXAMPLE**

### 3. Mileage Markers

<b>Dimensions:</b>	5.625" x 5.625"
<b>Color Scheme:</b>	Brown Background/ Yellow Lettering
<b>Reflective:</b>	Not Required
<b>Construction:</b>	Metal or Vinyl



*EXAMPLE*

- Image shown is Not To Scale
- Mileage markers should be cross-referenced to descriptions on kiosk maps and/or brochures whenever possible
- Wide number range from 1mile to 15 miles
- Layout on road networks is subject to road ID system established by DEC recreation management plan

### 4. All other directional or informational signs

Will be developed as need dictates on a tract-by-tract basis. Signs will be custom-ordered by local DEC staff using in-house sign fabrication services. Generally speaking, directional signs will be constructed of wood and labeled with yellow lettering set on a brown background.

**Appendix F**  
**Shared-Use Roads Signing Manual**

# **Shared-Use Roads Signing Manual**

Lyme Adirondack Timberland I LLC  
Lyme Adirondack Timberland II LLC  
Properties  
Encumbered by NYSDEC  
Phase I-A; Phase I-B; and Phase II-III  
Conservation Easements

Developed In Joint Consultation By:  
*NYSDEC- Division of Lands and Forests Region 5 & 6 Staff*  
*Lyme Timber Company/ LAFCO*  
*Prentiss & Carlisle*

January 2011

## **Introduction**

The following manual provides standardized signs for public use management on Lyme Adirondack Timberland I & II, LLC conservation easement properties.

Signs featured in this manual have been developed and adopted through the collaborative efforts of representatives of both DEC and the Landowner. The Grantor (Lyme) and Grantee (DEC) agree that the uniform type, design and content of the signs in this manual are for common placement at mutually agreed locations on Lyme properties with shared public recreation use, consistent with provision 4.6.2. and 4.6.3. of Phase I-A; Phase I-B and Phase II-III Conservation Easements.

The approved signs in this manual are meant to assist field foresters representing both parties in streamlining the implementation processes when a demonstrated need for signs is determined through recreation planning, or becomes evident based on “real world” situations that arise in the field. The placement of these signs at “mutually agreed” locations will be determined at the local level by the respective land managers for the specific Tracts or properties.

Other uncommonly used signs necessary to address tract-specific management issues and concerns are not presented in this plan. Sign needs commensurate with these particular circumstances will be addressed on a case-by-case basis by the respective land managers, with sign content and location to be mutually agreed upon at that time.

This manual may be amended, augmented, edited or modified at any time necessary as determined by the mutual agreement of both the Grantor and the Grantee, and their respective agents, assigns and successors in title.

## Shared Use Roads Sign Project- Core Elements and Protocols

### **1) Broad Categories of Signs to be Used on Roads Open to the Public**

- a) Trail Marker Signs
- b) Regulatory Signs
- c) Caution Signs
- d) Directional Signs
- e) Other Signs

### **2) Trail Marker Signs-** Intended to keep public motorized use and traffic on roads that have been designated as open for that use

- a) Trail Marking “Blazers”
  - i) Use “line of sight” like trail markers- mark both sides of designated travel corridor in an effort to keep public motorized traffic funneled onto the corridor and away from intersecting side roads
- b) Mileage markers
  - i) Could be cross-referenced to descriptions on kiosk maps and/or brochures

### **3) Regulatory Signs-** Intended to consistently advise public motorized users of general usage guidelines directly pertaining to the safe operation of motorized vehicles.

- a) Stop Sign
  - i) Standard Colors per USDOT specifications
- b) “Do Not Enter- Road Closed to Public Motorized Vehicles and Snowmobiles”
  - i) Standard Colors per USDOT specifications
- c) “Recommended Speed Limit “XX” MPH”
  - i) Appropriate for posting on easement lands where no special regulations pertaining to a speed limit have been drafted or adopted.
- d) “Speed Limit XX MPH”
  - i) Appropriate for posting on easement lands where special regulations pertaining to a speed limit have been drafted or adopted.

### **4) Caution Signs-** Intended to give advance notice to public motorized users of specific identified hazards that the user will encounter when operating on roads posted as open to public motorized use.

- a) “Stop Ahead”
- b) “One Lane Bridge Ahead”

- c) Right Curve/Left Curve
- d) Hazard Markers

## 5) Directional and Informational Signs

- a) Intended to:
  - i) Direct users to public use facilities and improvements located on the easement property
  - ii) Give public users a “sense of place” spatially speaking
  - iii) Direct users to nearest government-maintained public highway
  - iv) In the case of trail networks:
    - (1) Direct users to communities along the network
    - (2) Direct users to intersecting travel corridors that are part of the same trail network.
- b) Not intended to direct users to off-property goods and services i.e. :
  - i) Gas stations
  - ii) Lodging/ Camping
  - iii) Bar/Restaurant
  - iv) General Store
- c) DEC staff will develop directional and informational signs based on tract-specific needs and input from the landowner or their forest management consultant
  - i) Size, content and proposed placement shall be vetted through the landowner prior to submission of final sign request and installation
  - ii) DEC will arrange for sign fabrication through their in-house sign services

- 6) Other Signs-** Intended to be ordered and installed as specific needs dictate.
- a) Administrative signs pertaining to public use
    - i) Parking Area
    - ii) No Parking
    - iii) Barrier- 100 feet
    - iv) Do Not Block Gate
    - v) Camping At Designated Sites Only
    - vi) Other signs as need dictates
    - vii) Informational Kiosks at critical public access points
    - viii)“Working Forest Rules of the Road for the Public”
  
  - b) Install administrative signs based on:
    - i) DEC public use manager’s assessment of need following consultation with the landowner and/or their forest management consultant
  
    - ii) Issues/concerns raised by the landowner or their forest management consultant
  
  - c) Landowner and DEC will coordinate regarding funding and the fabrication source that administrative signs will be drawn from; to the extent practicable, DEC standardized signs from the current sign shop inventory will be employed where their language is appropriate to the situation.

## **Shared Use Roads & Trails—Elements and Protocols for Broad Category Signs**

**1. The following public use management signs are to be used on all properties that allow for public recreation. These broad category signs are intended for widespread “generic” use across the greatest practicable extent of the easement properties.”**

**Signs to be used uniformly on all entrances, roads, parking areas and trails open to public use**

*Public Use conditions & rules*

*Permitted Use Signs*

*Trail Marker Signs*

### **A. Public Use Signs**

1. **Informational Kiosks** at critical public access points, parking lots and/or staging areas, determined in the Recreation Plan; large signs depicting public use conditions (regulations) for the property and a public use map.
2. **Permitted Public Use Signs-** at trail heads, parking lots, main intersections or the beginning of public use routes; intended to inform the public of what recreation uses and what types of vehicles are allowed on a specific road, trail or use corridor.
3. **Trail Marker Signs-** Along the route at points where the public could go off the route (side roads, etc); intended to keep public use and traffic (motorized or non-motorized)) on the route that has been designated as open for that use.
4. **Camp Site Sign-** at designated camp sites.
5. **Parking Area Sign-** where parking is allowed.
6. **Boat Launch Sign-** where access to water is allowed.
7. **Etc., etc. Signs-** positive; where the activity is allowed; generally not where activities are prohibited.

**2. Broad category signs necessary to address similar tract-specific management issues and concerns are presented below in this plan. Sign needs commensurate with these particular circumstances will be addressed on a case-by-case basis at the appropriate local management level.” These signs are also intended for widespread generic use across the greatest practicable extent of the easement properties when needed.**

**Signs to be Used on Roads Open to the Public when there are specific management issues or concerns”**

*Regulatory Signs*

*Caution Signs*

*Prohibitory Signs*

## **B. Regulatory, Prohibition and Caution Signs**

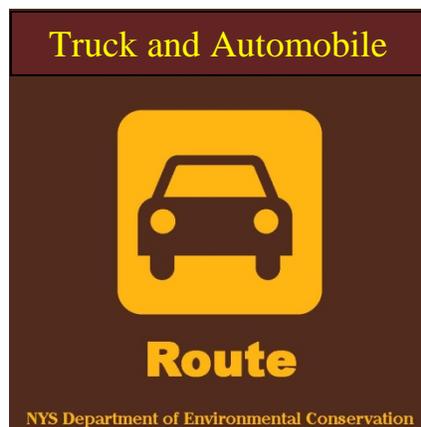
1. **Stop Signs**- Dangerous situations where conflicting uses of the property could converge; where active timber haul roads intersect with recreational use routes; not to be employed in a general way or as a matter of routine placement on public recreation roads.
2. **Speed Limit Signs**- Special situations; speed limits or recommended speeds should be included in the **Information Kiosk Sign** under conditions of use and the **Permitted Public Use Signs**.
3. **Stop Ahead**- Snowmobile trails and other special situations.
4. **One Lane Bridge Ahead**- Special situations
5. **Right Curve/Left Curve**- Special situations
6. **Hazard Markers**- Special situations
7. **Barrier - 100 feet**- Special situations
8. **Do Not Enter**- Should be used only when there is a specific DEC need to prohibit the public from entering, not because it is a private road and the landowner wants added protection from intrusion.
9. **No Parking**- DEC recreation management need or reason.
10. **Do Not Block Gate**- DEC recreation management need or reason.
11. **Other as specifically needed for the situation.**

3. ***Broad category informational and directional signs*** should be deployed on conservation easement properties with public recreation use as program resources are available to do so. The following recreation management signs are designed to enhance the public's use of the recreational resource and are intended for widespread generic use across the greatest practicable extent of the easement properties

1. **Easement Road Identification Sign**- All shared use roads
  2. **Directional Signs**- Appropriate trail and road intersections and other locations.
  3. **Mileage Marker Signs**- All roads and possibly trails.
4. **Posting of Signs** in the field; posting and placement considerations
1. Wherever possible and practical, all roadside signs will be posted on metal posts
  2. Signs will be posted outside the ditchline of roads that have the potential to be plowed during winter logging operations

# **Trail Marker Signs**

**Sign:** Trail Marking Blazer  
**Dimensions:** 6" x 6"  
**Color Scheme:** DEC Standard Colors-Brown Background/ Yellow Lettering  
**Reflective?:** Yes-- Lettering  
**Construction:** Metal or Vinyl



- Images shown are Not To Scale
- Blazers depicting additional icons/text may be added on a case-by-case or standardized basis as operational needs dictate, to include, but not be limited to: motorcycles, equestrian use, mountain biking and access for people with disabilities.
- Use "line of sight" like trail markers- mark both sides of designated travel corridor in an effort to keep public motorized traffic funneled onto the corridor and away from intersecting side roads

**Sign:** Mileage Markers  
**Dimensions:** 6" x 6"  
**Color Scheme:** Brown Background/ Yellow Lettering  
**Reflective?:** Not Required  
**Construction:** Metal or Vinyl



- Image shown is Not To Scale
- Mileage markers should be cross-referenced to descriptions on kiosk maps and/or brochures whenever possible
- Wide number range from 1 mile to 15 miles
- Layout on road networks is subject to road ID system established by DEC recreation management plan

# **Regulatory Signs**

**Sign:** Stop Sign  
**Dimensions:** 18" x 18"  
**Color Scheme:** USDOT Standard- Red and White  
**Reflective?:** Yes- Required  
**Construction:** Metal or Vinyl



- Image shown is Not To Scale
- Stop signs will be posted at the specific location where the desired action is intended to take place (i.e. intersection)

**Sign:** Do Not Enter- Road Closed to Public Motorized Vehicles and Snowmobiles  
**Dimensions:** 18" x 18"  
**Color Scheme:** USDOT Standard- Red and White  
**Reflective?:** Yes- Required  
**Construction:** Metal or Vinyl



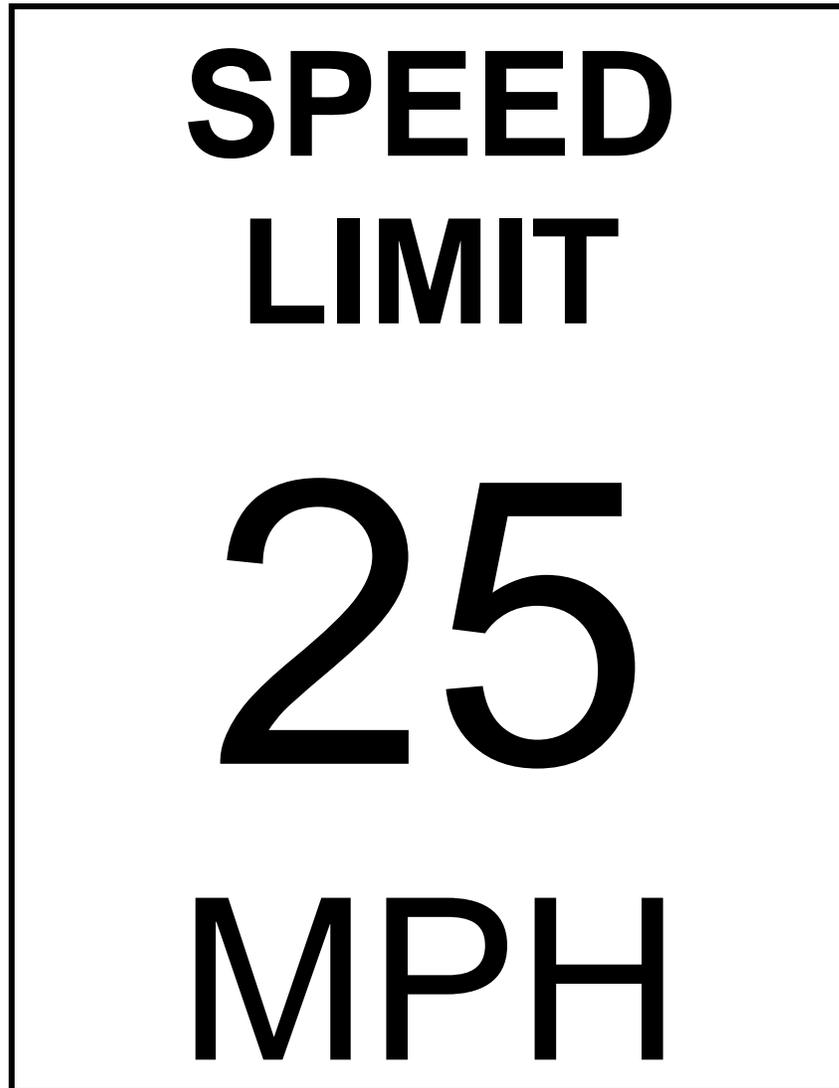
- Image shown is Not To Scale
- Sign has universal applicability for road closures—may be posted in response to either temporary or permanent management needs and goals.
- These signs will be posted at the specific location where the desired action is intended to take place (i.e. intersection)

**Sign:** Recommended Speed Limit 15 MPH  
**Dimensions:** 12" x 18"  
**Color Scheme:** Yellow Background/ Brown or Black Lettering  
**Reflective?:** Yes- Required  
**Construction:** Metal or Vinyl



- Image shown is Not To Scale
- These signs may be posted at critical public access points to each easement property as well as intermittently along specific roads/trails that have been designated as open to public motorized use.
- Tract-specific circumstances that necessitate a recommended speed limit that is less than 25 mph will be addressed locally on a case-by-case basis with joint consultation and agreement between the landowner and DEC

**Sign:** Speed Limit 25 MPH  
**Dimensions:** 12" x 18"  
**Color Scheme:** USDOT Standard-- White Background/ Black Lettering  
**Reflective?:** Yes- Required  
**Construction:** Metal or Vinyl



- Image shown is Not To Scale
- Same posting criteria as "Recommended Speed Limit" signs
- Part 190: Use of State lands including conservation easements as defined in section 190.12; 190.8 (k): 25 mile an hour speed limit.
- Tract-specific circumstances that necessitate a recommended speed limit that is less than 25 mph will be addressed locally on a case-by-case basis with joint consultation and agreement between the landowner and DEC.

## **Caution Signs**

**Sign:** As Shown Below  
**Dimensions:** *Hazard Markers- 6" x 12"*  
*All Others Shown- 18" x 18"*  
**Color Scheme:** As Shown Below  
**Reflective?:** Yes- Required  
**Construction:** Metal or Vinyl



Hazard Marker Sign



Either Left or Right Curve  
As Operational Needs Dictate



- Images shown are Not To Scale
- Hazard marker signs will be posted on both sides of the public use road corridor immediately adjacent to the identified hazard condition (bridge railings, culverts, etc.)
- In consideration of research conducted, and a recommended easement tract maximum speed limit of 25 mph in place, caution signs *other than hazard marker signs* will be posted no less than 100 feet in advance of the identified hazard. In circumstances where the road approaching an identified hazard is windy or steep, caution signs will be posted no less than 150 feet in advance of the identified hazard.

# **Directional and Informational Signs**

**Sign:** Easement Road Identification Sign  
**Dimensions:** 4" x 14"  
**Color Scheme:** DEC standard colors- Brown Background/ Yellow Lettering  
**Reflective?:** Not Required  
**Construction:** Wood or Vinyl



*EXAMPLE*



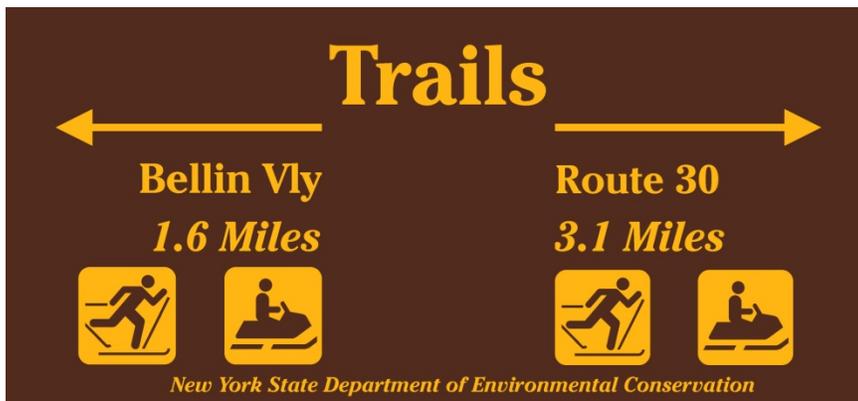
*EXAMPLE*

- Images shown are Not To Scale
- Easement Road ID sign content will be cross referenced to ensure consistency with road ID language found in DEC Rec Plans.
- Road ID names/numbers will be tract-specific and are at the discretion of the DEC planner, subject to consultation with the landowner as need dictates.

**Sign:** Easement Directional Signs  
**Dimensions:** 11" x 30"  
**Color Scheme:** DEC standard colors- Brown Background/ Yellow Lettering  
**Reflective?:** Not Required  
**Construction:** Wood



**EXAMPLE**



**EXAMPLE**

- All other directional or informational signs** will be developed as need dictates on a tract-by-tract basis. Signs will be custom-ordered by local DEC staff using in-house sign fabrication services. Generally speaking, directional signs will be constructed of wood and labeled with yellow lettering set on a brown background.

**Sign:** Easement Roads- Permitted Public Uses  
**Dimensions:** 8" x 11"  
**Color Scheme:** Yellow Background/Brown Lettering  
**Reflective?:** No  
**Construction:** Metal or Vinyl

**New York State**  
**Department of Environmental Conservation**  
**Conservation Easement Property**  
Private Forest Management–Public Recreation Opportunities

**Easement Tract Name:**

**Road Name:**

---

**Permitted Public Uses of This Road Include:**



**BE PREPARED TO ENCOUNTER HEAVY  
TRUCK AND EQUIPMENT TRAFFIC AND  
ROAD CONSTRUCTION**

**Please Respect the Rights and Property of the  
Landowner, their Contractors and Lessees**

*For Information Contact:*  
New York State Department of Environmental Conservation  
Division of Lands and Forests  
*Place Label Here Indicating Office Contact Information*

*EXAMPLE*

- Images shown are Not to Scale
- Tract Names, Road Names and Public Use Activity Icons:
  - Will be applied to signs as needed on a tract-specific basis using brown vinyl lettering created by DEC sign shop; lettering applied prior to sign posting. Fonts will be determined by DEC staff.
  - DEC Foresters will submit individual requests for vinyl lettering based on their needs
  - DEC will focus icon development with the goal of standardization of size, color scheme and image across all easement properties
  - Icons will illustrate permitted public means of access to include the types of activities referenced above as well as motor vehicles (car, truck or universal symbol) motorcycles, hikers, cross-country skiers, snowshoers and equestrians

## **Other Signs**

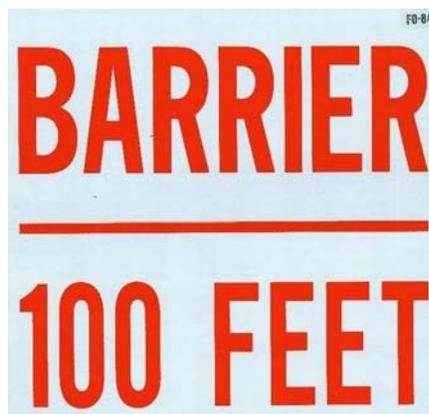
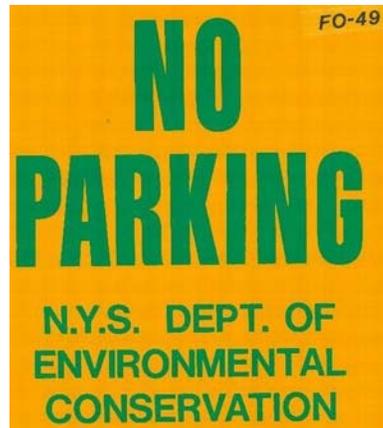
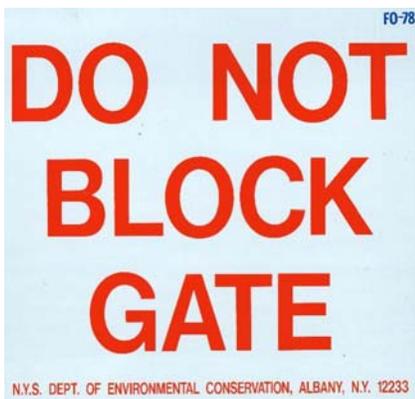
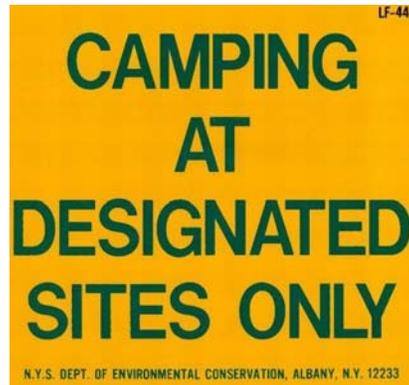
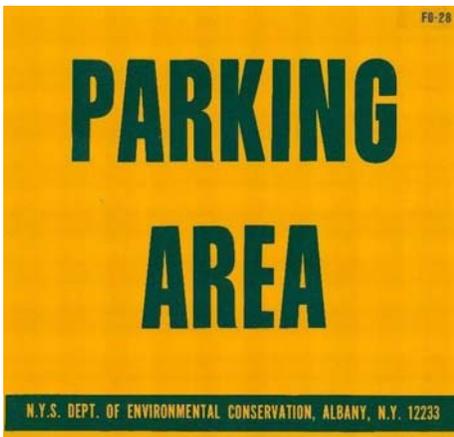
**Sign:** DEC Administrative Signs As Shown Below  
*To be drawn from existing DEC sign inventory*

**Dimensions:** 12" x 12"

**Color Scheme:** As Shown Below

**Reflective?:** Not Required

**Construction:** Metal



**Sign:** Public Access Point Informational Kiosk  
*Fabricated Using DEC In-House Sign Services*

**Dimensions:** 4' x 8'

**Color Scheme:** Brown Background/ Yellow Lettering

**Reflective?:** Not Required

**Construction:** Wood

**Kushaqua Tract Conservation Easement Lands**  
 Privately Owned Working Forest Lands - Public Outdoor Recreation Opportunities

Public Recreation on the Property is Subject to the Following Conditions

- Be prepared to encounter logging trucks and equipment at any time
- Speed limit on all property roads is 25 MPH— use of your headlights for visibility purposes is recommended.
- Roads and trails open to the public may be temporarily closed or rerouted due to road conditions or logging operations.
- Parking is permitted in designated parking areas, pull-offs and on road shoulders- Please do not block gates or obstruct the travel of other vehicles.
- Use of motorized vehicles, including cars, trucks, ATVs and snowmobiles, is limited to roads and trails specifically marked and designated for those uses (see map)
- Camping and campfires are permitted only at designated campsites
- Please respect the rights of the landowner, their lessees, employees and contractors.
- Don't Litter- If you carry it in....carry it out
- Camps and a 1 acre area surrounding them are private property- trespass by the public in these areas will not be tolerated.
- Private camp lessees are permitted to travel to and from their camp lots by any motorized means, regardless of the road's designated public use.
- For more information on public recreation management of the property, contact:  
 NYSDEC Lands and Forests: (518) 897-1200
- To report a problem or an emergency, contact:  
 NYSDEC Law Enforcement Dispatch: (518) 891-0235

LEAVE THIS SPACE  
 (APPROX 2 FEET WIDE x  
 3-1/2 FEET TALL)

BLANK FOR THE  
 ADDITION OF A  
 CUSTOM DESIGNED  
 MAP AND/OR TRACT  
 SPECIFIC  
 PRACTICES/REGS  
 POSTER CREATED BY  
 REGIONAL OFFICE  
 STAFF

**EXAMPLE**

4'

8' (FLIP PAGE OVER FOR TEXT AND GRAPHICS DIMENSIONS)

**TEXT AND GRAPHICS SIZES**

- DEC LOGO— 4 INCH DIAMETER LOGO WITH "NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION" WORDING AROUND THE LOGO.
- TITLE TEXT (TOP OF SIGN)— 3" HIGH, "BOLD FACE" ARIAL FONT TEXT
- "Public Recreation on the Property is Subject to the Following Conditions"— 2" HIGH, "BOLD FACE", UNDERLINED, ARIAL FONT TEXT
- BULLETED TEXT— 1" HIGH, ARIAL FONT TEXT
- TEXT SPACING— 1/4" To 1/2" Maximum

**Sign:** Working Forest “Rules of the Road” for the Public  
*Fabricated at the direction of the Landowner*

**Dimensions:** Subject to the Discretion of the Landowner

**Color Scheme:** Subject to the Discretion of the Landowner

**Reflective?:** Subject to the Discretion of the Landowner

**Construction:** Metal

**CAUTION**

You are entering a privately-owned working forest  
Use extreme caution when approaching active logging operations  
Yield to log trucks and logging equipment  
Forest roads are not maintained or signed to highway standards.  
Please drive responsibly and prudently at all times.  
Watch out for other vehicles and road users.

**EXAMPLE**

- Landowner may have these signs designed, fabricated and installed at their discretion.

## Sign Committee Members

<u>Name</u>	<u>Affiliation</u>	<u>Location</u>
Eric Ross	Upland Forestry	Fort Ann, NY
Sean Ross	Lyme Timber Company	Hanover, NH
Peter D'luhosch	NYSDEC- Region 6	Potsdam, NY
Marcus Riehl	NYSDEC- Region 5	Northville, NY
Sean Reynolds	NYSDEC- Region 5	Ray Brook, NY

## Project Contributors

<u>Name</u>	<u>Affiliation</u>	<u>Location</u>
Damon Hartman	Upland Forestry	Tupper Lake, NY
Kris Alberga	NYSDEC- Region 5	Ray Brook, NY
Rick Fenton	NYSDEC- Region 5	Northville, NY

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**Appendix G**  
**Implementation Schedule**

<b>Annual Maintenance and Other Activities</b>	<b>Estimated Cost</b>
Road maintenance- raking, grading, top-dress, culvert cleaning and brushing as needed	\$20,000 10 days
Trail maintenance- blowdown removal, drainage, maintenance of improvements as needed	\$5,000 3 days
Develop and maintain web pages pertaining to the Kushaqua Tract on the DEC website	5 days
Fish stocking	3 days
Conduct biological and chemical surveys of streams and water bodies on the Kushaqua Tract to assess management needs	3 days
Management and administration of the public's recreation rights in the property	30 days
<b>Total Annual Maintenance Costs</b>	<b>\$25,000</b> <b>54 days</b>

<b>Year 1</b>	<b>Estimated Cost</b>
Loon Lake Mountain trail connector and parking area	\$7,000 + 10 days
North Branch Saranac River portage access and put-in	\$100 + ½ day
Blowdown removal, brushing and drainage work- groomed snowmobile route (roads #5-3, #2-3 and #2-2)	\$5,000 + 5 days
Road maintenance, repair and upgrade- Mountain Pond Road	\$10,000
Mountain Pond Parking Area	\$4,000
Road maintenance, repair and upgrade- Hunter's Camp Road	\$10,000
Hunter's Camp Road Parking Area	\$4,000
Gate placement as needed to control public use	\$4,000
<b>Total Year 1 Costs</b>	<b>\$44,100</b> <b>15.5 days</b>

<b>Year 2</b>	<b>Estimated Cost</b>
Mountain Pond access route and dock	\$9,000
Road maintenance, repair and upgrade- North Branch – Hays Brook Road	\$20,000
Hays Brook parking area and put-in	\$4,100
Road maintenance, repair and upgrade- Center Road	\$8,000
Road maintenance, repair and upgrade- UnNamed Ponds Road	\$1,500
UnNamed Ponds Parking Area	\$4,000
Gate placement as needed to control public use	\$6,000
<b>Total Year 2 Costs</b>	<b>\$52,600</b>

<b>Year 3</b>	<b>Estimated Cost</b>
Road maintenance, repair and upgrade- Loon Lake Mountain Road	\$15,000
Road maintenance, repair and upgrade- Headwaters Road	\$6,500
Road maintenance, repair and upgrade- Roads #3-3 and #3-1	\$5,000
Road maintenance, repair and upgrade- Aden Road	\$6,500
Road maintenance, repair and upgrade- Sable Mountain Road	\$6,500
Campsite designation and construction- 2 standard sites; 2 ADA-accessible sites.	\$6,000
Gate placement as needed to control public use	\$2,000
<b>Total Year 3 Costs</b>	<b>\$47,500</b>

<b>Year 4</b>	<b>Estimated Cost</b>
Road maintenance, repair and upgrade- Roads #5-1 and #5-2	\$6,500
Campsite designation and construction- 2 standard sites; 2 ADA-accessible sites.	\$6,000
Project scoping and layout- Grass Pond and Sheep Meadow Connections	7 days
Project scoping and layout- Jack's Camp and Skiff Pond Connections	7 days
Gate placement as needed to control public use	\$4,000
<b>Total Year 4 Costs</b>	<b>\$16,500 14 days</b>

<b>Year 5</b>	<b>Estimated Cost</b>
Campsite designation and construction- 4 standard sites	\$2,000
Construct Grass Pond and Sheep Meadow trail connections on easement property	\$5,000
Construct Jack's Camp or Skiff Pond connector on easement property	\$2,500 - \$7,500
<b>Total Year 5 Costs</b>	<b>\$9,500 - \$14,500</b>

**Appendix H**  
**Public Comment Responsiveness Document**

There is not Appendix H at this time. It will be developed and included in the Final RMP