

Connecticut Lakes Headwaters Working Forest Recreation Program Public Access and Recreation & Road Management Plans -Volume 1-

For the property owned by the
Connecticut Lakes Timber Company
and
State of New Hampshire
Department of
Resources and Economic Development

Initial Plan
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Acknowledgements

This Plan represents a unique partnership between the State and the Connecticut Lakes Timber Company. It is an effort to manage the Connecticut Lakes Headwaters Working Forest well for three important purposes: forest products, high quality public access and recreational opportunities, and ecological values, biodiversity, and wildlife habitat. As such, it has been developed in close cooperation with the Landowner which, along with State officials, must give it final approval. The Department of Resources and Economic Development, Division of Parks and Recreation has also consulted widely with the public, host communities, and other agencies and organizations and is grateful for their participation. Chief among these are the Citizens Committee and Fish and Game Department. The Division also appreciates the work of Thomas Kokx Associates and H. Dominie Consulting in developing the plan and facilitating public involvement; and of EPRO Engineering and Environmental Consulting in conducting the fall recreation use survey.

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Plan Summary

This summary provides a snapshot of what is contained in the Plan. While lengthy, it will acquaint the reader with the most important aspects of the Plan and the changes in use and recreation improvements that are planned during the upcoming five years.

Chapter 1: Introduction

This Public Access and Recreation and Road Management Plans will guide public access, recreational use, and road management on the Connecticut Lakes Headwaters Working Forest over the next five years — in keeping with the Forest Legacy Conservation Easement of 2003. The Easement formalized the State’s right to grant to the public the use of this extraordinary privately-owned Working Forest — not to be confused with a publicly-owned park — for natural resource-based outdoor recreation and conservation activities, and conservation education. The Easement requires the Department of Resource Economics (DRED) to develop two five-year management plans: one for recreation; the other for roads. The document herein combines both.

This Initial Plan supercedes the “Interim Public Access and Recreational Use Management Plan” which was adopted in 2003. The road management chapter satisfies the Easement requirement for completion of the Initial Road Management Plan. It also replaces the schedule of maintenance, replacement, and improvement work specified under the “Interim Road Agreement” adopted at the time when the Easement was recorded.

The required elements pertaining to the Recreation and Road Management Plans are outlined in Chapters 3 and 4, respectively. Most importantly, the plans must be consistent with one another, the Landowner’s Stewardship Plan; Easement Purposes and Stewardship Goals, and Road Management Agreement.

Work began in earnest in the fall of 2005 and the public, Landowner, and other agencies and organizations have been involved all along the way, providing strong direction. Basically, users want the place to “stay the way it is,” citing its solitude, peacefulness, unspoiled natural beauty, and remote and vast qualities, along with little evidence of human use other than continued timber harvesting, as the main reasons. Those attending the several meetings definitely want traditional “backwoods” activities (called “Primary Uses” in this Plan), expressly allowed under the Easement, to be protected.

Chapter 2: The Property and Its Managers

The existing character of the Forest and the opportunities for recreation and public access available on it are a result of its long history as a privately-owned working forest. It is this vestige of “unconfined backwoods” that people most cherish today. In a nutshell: the Working Forest is unique, in transition, and an integrated part of the Connecticut Lakes Headwaters area. While this plan focuses primarily on the Forest, it takes into account the fact that roads, trails and wildlife corridors, resource values, and user activities interconnect among the properties in the area, and must be managed cooperatively and holistically.

This plan largely relies upon the Interim Plan for most documentation about how people use the property and its users, except for two recreation surveys, one interview- and traffic counter-based, the other observational, which were conducted to fill in knowledge gaps. The new data, along with the old, provides the Department with a rough baseline against which to measure change in user activity on the Forest over time.

The Department and Landowner are collectively responsible for stewardship and management of the property. They each have the authority to approve or deny the other’s plan. The Department is also required to consult with State agencies and seek advice from the Citizens Committee.

Chapter 3: Public Access and Recreation Management

Vision, Guiding Principles, and Decision-making Criteria

The Plan articulates a long term vision, and identifies principles and criteria which will guide the Department in managing public access and recreation on the Forest over the long term. Section 3.3 outlines important Evaluation Criteria for Changes in Use or Management.

The Plan Vision is as follows:

The Department will provide public recreation and access opportunities compatible with the working forest and Easement in a manner which serves all New Hampshire citizens and visitors, safeguards the unique sense of remoteness and informality which users most value, and contributes to the local quality of life and economy:

- 1. The experience of using the property will still feel informal, remote, safe, and dispersed, and provide opportunity for engaging with the land in what seems an unconfined way;*
- 2. The land will support, in separate places, a balance of motorized and non-motorized uses, with opportunities to enjoy a quiet and peaceful setting, solitary experience, or more social and active setting where some noise and*

more people are expected;

- 3. All citizens of the State of New Hampshire and its visitors will have access to recreational resources on the property — they will be accommodated fairly, use the land and water safely and with care or face effective enforcement, and understand well the role, constraints, and contribution of the working forest; and*
- 4. The property will enhance, and to the extent practical, diversify the local quality of life and economy.*

The highlights (not complete text) of the Guiding Principles are as follows:

- 1. Management Capacity. Permit during the life of this Plan only the intensity and types of recreational uses and public access for which it and other partnering state agencies have sufficient resources to manage and enforce effectively;*
- 2. Protection of Primary Uses. Permit new uses only to the extent to which they do not degrade the experiential qualities of primary uses (e.g. hunting, fishing, hiking, snowmobiling, and nature observation);*
- 3. Intensity Thresholds. Identify limits for the numbers of people able to use the property without impairing its experiential qualities and, if such numbers are exceeded or close to being exceeded at the time of any subsequent update of this Plan, identify within the update those management policies and actions intended to achieve such limits. In general, the recreational intensity goal will be low density, involving few encounters with persons other than in one's own party;*
- 4. Partnerships. Continue to build and maintain a strong relationship with the Connecticut Lakes Timber Company, adjacent Landowners, host communities, and user group organizations; and*
- 5. Capital Investments. Make capital investments in a manner that avoids deferred maintenance and in keeping with the backcountry character of the property, legal responsibilities to the fee owner, and budget constraints.*

Management Policies and Strategies for Specific Recreational Uses

This Plan makes some adjustments from the Interim Plan in the way certain recreational uses will be managed. The reader should see the specific policies and actions contained in the plan for targeted uses. The general direction for these management changes is as follows:

1. *Non-motorized Dispersed Use.* *The Division will manage the two areas shown on Map 3.1 primarily for non-motorized winter use. Parking improvements and privies are planned. While not singled out, other remote parts of the Forest such as the Stub Hill area will be specially managed for such use in coordination with other uses to maintain the desired character and experiential values. Road and gate actions are planned to minimize new trails or motorized use of such areas.*
2. *Non-motorized Trails.* *In response to summer interest and because of the low cost, the Division will create new trails at Indian Stream Gorge and Deer Mountain; consider a partnering proposal from the Cohos Trail Association and/or Connecticut River Joint Commissions; and maintain and enhance trails at Boundary Pond, Sheehan Pond, Magalloway Mountain, Garfield Falls, and Little Hellsgate Falls.*
3. *Snowmobile Use.* *Because of the lack of public satisfaction with existing enforcement and experiential qualities, the Division will work with clubs, law enforcement, and other partners to reconfigure the system to make it more manageable, maintenance-efficient, enforceable, and family-oriented. This includes creating off-road parking to get the cars off Route 3 without expanding capacity beyond that which already exists in that part of the Forest; evaluating trail standards to control speed better; placing speed restrictions especially on problem areas; and promoting compliance through better education. Temporary connectors will also be provided as needed over the course of the five-year plan to provide access around closed timber management areas.*
4. *Biking.* *In this five-year period, designate Big Brook Bog Road as an attractive setting for bikers and identify other such places as appropriate.*
5. *ATV Use.* *This plan maintains the status quo at least for the near term because of inadequate enforcement capacity at NHF&G and inadequate capacity within DRED for managing the activity. Existing use and demand in the region will be monitored, especially how the new multiple use Jericho Mountain State Park in Berlin will affect use in the North Country. Even though the Department's action is "status quo," the Department will accept proposals from area ATV clubs, as outlined below, to link ATV trail systems adjacent to the property.*
6. *Equestrian Use.* *If a lead equestrian organization comes forward, the Division will work with it and other partners to develop one area for a 10-20 mile loop system in the area of the forest north of Diamond Pond originating at Coleman State Park (See Map 3.4). Planning for such a trail, however, must include a monitoring plan for invasive species.*

7. Boating and Paddling. *Work with the Appalachian Mountain Club and other partners to identify and implement potential enhancements at existing and/or new access points.*
8. Hunting, Fishing, and Trapping. *No new direction is planned.*

Planned Recreation Improvements

During the next five years, the Division will continue to maintain and enhance existing improvements based on a site condition survey and add a few new ones based on public comments. Table 3.2 below summarizes the projects which will be undertaken. The Landowner has planned no recreation improvements other than some additional camp leases.

Table 3.2: Planned Improvements (2007-2012)

Location	Parking	Trails	Wayfinding	Kiosks	Toilets	Interpretation
Indian Stream Gorge	X	X	X	X		
Indian Stream Road (south end)	X					
Coon Brook Bog / Big Bog Brook Area	X				X	
Deer Mountain Trails	X	X	X	X	X	X
Magalloway Bridge	X			X		
Magalloway Trail and Trailhead	X	X				
Garfield Falls	X	X	X			
Little Hellsgate Falls	X	X	X			
Sheehan Pond						
Boundary Pond and Trailhead	X	X				

Other Policies and Actions

The Plan also addresses four other general issues. The reader is directed to the plan for the specific policies and actions. Suffice it to say here that the Division will continue to:

1. Public Safety and Law Enforcement. *Cooperate and coordinate with NHF&G law enforcement and local emergency providers in providing for public safety and emergency services on the Forest,*
2. Solid Waste Management. *Manage waste on a carry-in / carry-out basis,*
3. Public Education and Awareness. *Not increase publicity about the Forest but continue to provide timely information for using the Forest, and*

4. ***Monitoring.** The Division will continue to monitor forest operations, camp leases, and recreation use in a manner that provides timely information for adjustments in management as necessary. In addition, it will base its management and monitoring of recreation use upon a set benchmarks / user thresholds to ensure that the amount and impact of recreation use stays within acceptable limits. Strategies for responding to situations where use exceeds thresholds will be identified in advance of application.*

Chapter 4: Road and Gate Management

The extensive road and gate system of the Working Forest serves two significant functions. Foremost, it is critical to on-going forest management practices and activities of the Connecticut Lakes Timber Company — such activities occurring across the Forest, depending upon management needs, take precedence over other uses. In addition, the now publicly-owned portion, the 269 miles of Designated Roads, provides access to the diverse outdoor natural resource-based recreation resources on and adjacent to the property.

With the exception of a 4 mile-shift on one section of secondary road to main haul road, the Designated Road system is to remain unchanged, as is the Designated Snowmobile Trails system.

Road and Gate Closure Policy

The Plan contains the following overall policy:

For the Designated Road System, roads and gates will be open for public auto and truck traffic from the end of mud-season to the beginning of season closure (which may occur at the end of hunting season, or by snow cover, or by December 15th at latest) unless there is a decision to close specific roads indefinitely or temporarily based on gate management guidelines and criteria.

Specific gate relocation, installation and removal actions will be implemented to enhance public access. Except for snowmobile use, motorized public access will be limited when gates are closed. Gate closure will then remain in effect regardless of hunting season (deer/moose) or other public use as long as the condition for gate closure is present. Camp lessees will be allowed to access their camps behind closed gates; mode of access and frequency will depend on the reasons for gate closure.

Map 4.3 – Public Access / Road and Gate Management identifies three categories of road and gate management status for the next five years. Even roads expected to remain open once the use season starts are subject to closure if adverse conditions occur or unexpected administrative / management reasons dictate. The map also indicates gate jurisdiction and identifies those gates that are planned to be closed on a consistent basis. Table 4.2

provides a list of gates owned or managed by DRED and the roads with which they are associated, their current management status, and the new status under the Road Management Plan. Relocation, new installations, and removal actions are also identified. The Division will have responsibility and management control over the approximately 57 gates it owns, or has been given the authority to manage if under another's jurisdiction, during the five-year planning period. Other gates on the Forest are under the jurisdiction of the Connecticut Lakes Timber Company, New Hampshire Fish and Game Department, or others and the Division does not have any management authority over them.

The Plan also outlines a framework for governing how decisions are made in regards to road and gate closure. Foremost is the status of the road standard behind the gate or its current condition. Other key criteria address administrative and management needs (including budgetary), experiential qualities of various uses, environmental quality, forest and wildlife management, safety and law enforcement, and the capacity to maintain the road in good condition.

Planned Road Improvements

The Division will also continue to maintain and, where necessary and according to standards and available budgets, upgrade roads and relocate or improve gates. Maps 4.4 – 4.8 identify the locations of planned improvements to roads and bridges, gates and parking lots, grading and mowing.

The Division will:

- Negotiate an MOU/MOA with TransCanada on the management of gates numbered 33, 50, and 51 and discuss potential for exchange of rights for access to both parties that is in accordance with state policies and procedures;
- Negotiate an MOU/MOA with DES on management of Gate # 106;
- Seek Administrative Rules regarding speed limit posting, full authority for road closures, and other authorities as needed;
- Continue planning, design, and construction of parking lots and ancillary facilities for recreation use in coordination with the Landowner and in line with needs relative to appropriate recreation use and road-related facilities discussed in Chapter 3; and
- Enhance signage and the numbering system on gates in consultation with NHF&G and the Landowner to indicate jurisdiction and provide contact numbers. Assign each gate management entity sequential gate numbers, such as gates 1 – 199 for the Division, 200 – 299 for CLTC, etc.

Road Standards

Road maintenance standards for the five-year plan period will be those defined in the Initial Road Management Agreement.

Capital Investments

The Department is required to submit to the Governor as part of its budgeting process projects requiring general funds greater than \$50,000 or having a 25-year life span. No Capital Investments are proposed for the upcoming five-year plan period. Rather, general road and bridge improvements will be covered under on-going maintenance budgets funded through the Road Maintenance Endowment, Landowner's annual maintenance contribution, and grant-in-aid funds.

While not identified as capital improvements, it is recognized that most sections of main haul road will require some level of gravel surfacing over the plan period. Highest priorities for surfacing work are Perry Stream, Smith Brook to Gate 68, and Dead Water Road.

More intensive road rebuilding is planned for Designated Road 27-41 in 2007-2008 at a cost of \$15-20,000; and for Halls Stream Road during the plan period at a cost of \$20,000 per mile.

Developing and funding a capital fund will also be considered during the five-year plan period to provide contingency funds for unexpected high cost needs.

The Plan also specifies the locations from which gravel will be taken to support road improvements.

Chapter 5: Implementation Program

Table 5.1 is a compilation of all the "Actions" contained in the Recreation Plan (Chapter 3.0) and Road Plan (Chapter 4.0), with the exception of the road and bridge improvements shown in Table 4.3. It shows priorities and target dates for completion. The Divisions and Bureaus within DRED will have planning and implementation responsibility for the action items and may need to consult with the Landowner, other agencies such as the Fish and Game Department and the Department of Transportation, and non-profit organizations. (Projects marked with an * indicate that the Division will not act unless a proposal from an outside organization is initiated.)

The Division used the following criteria, weighted in order, to determine priorities (1 = high / 3 = low) and will be guided by all of the Criteria for Evaluation Changes in Use or Management (see Chapter 3.3) in carrying the actions out:

1. *Is the action required by the Easement?*
2. *Are necessary funds, resources, and / or partners available?*
3. *Is the action needed to safeguard public health and safety?*
4. *Is the action needed to safeguard environmental qualities?*
5. *Is the action needed to safeguard experiential qualities?*
6. *Which actions will result in the greatest gain in positive outcomes compared with cost?*

Table 5.1: Implementation Program

Action	Priority	Target Date for Completion				
		2007	2008	2009	2010	2011
RECREATION PLAN						
Non-motorized Dispersed Use (3.4.5.1)						
1. Non-motorized winter use parking / information	3			X		
2. Non-motorized use remote opportunities information	2	X				
Non-motorized Trail Use (3.4.5.2)						
1. Deer Mountain hiking trail.	2			X		
2. Indian Stream Gorge Loop hiking trail	1		X			
3. Cohos Trail Planning *	3		X			
3. Cohos Trail Development					X	
Snowmobile Trails / Management (3.4.5.3)						
1. Trail Patrol Program for CLHWF	2		X			
2. Develop User Ethics Program	2		X			
3. 2007-2008 trail system plan	1	X				
4. Parking management changes	2			X		
Biking Use (3.4.5.4)						
1. Biking safety information	3	X	X	X	X	X
2. Big Bog Brook parking	2		X			
ATV Use (3.4.5.5)						
1. Regional use evaluation & monitoring	2	X	X	X	X	X
Equestrian Use (3.4.5.6)						
1. Equestrian trail planning*	3			X		
2. Equestrian trail development	3					X
Boating and Paddling Use (3.4.5.7)						
1. Identify enhancement opportunities to existing facilities	3			X		
2. Monitoring existing facilities & parking	1	X	X	X	X	X
Wildlife Enjoyment (3.4.5.8)						
1. Collaborate with NHF&G on interpretive efforts	2	X	X	X	X	X
Recreation Improvements (3.4.6.1)						
1. Indian Stream Gorge	1		X			
2. Coon Brook Bog / Big Bog Brook Access	3			X		
3. Magalloway Bridge	2	X				
4. Magalloway Trail and Trailhead	2		X			
5. Garfield Falls	2			X		
6. Little Hellsgate Falls	3					X
7. Sheehan Pond	2	X				
8. Boundary Pond and Trailhead	2		X			
9. Improve paths to privies	3			X		
Enforcement (3.5.3)						
1. Develop Administrative Rules for CLHWF	2		X			

Action	Priority	Target Date for Completion				
		2007	2008	2009	2010	2011
Waste Management (3.6.3)						
1. Carry-in / carry-out program promotion	2		X			
2. Carry-in / carry-out program evaluation & monitoring	1	X	X	X	X	X
Public Information and Education (3.7.3)						
1. Website, kiosk and brochure maintenance	1	X	X	X	X	X
2. Collaborate with NHF&G on interpretive efforts	2	X	X	X	X	X
3. Monitor user behavior and safety conditions	1	X	X	X	X	X
Monitoring (3.8)						
1. Develop monitoring plan and metrics	2	X				
2. Annual monitoring report	1	X	X	X	X	X
3. Yearly inspection of and report on improvements	2		X			
4. Survey of user perceptions	2		X			
ROAD PLAN (4.9)						
1. Road maintenance and upgrade / gate relocation or improvement		(see Table 4-3)				
2. Update Road Agreement	1	X				
3. TransCanada Road & Gate MOA	1	X				
4. DES Water Resource Board Road & Gate MOA	2		X			
5. Administrative Rules Development	2		X			
6. Recreation Improvements - Parking (see above)						
7. Gate Signage & Renumbering Plan						

Note: Projects marked with an * indicate that the Division will not act unless a proposal from an outside organization is initiated.

Plan Monitoring, Amendment, and Update

The Division will keep the Citizens Committee informed of progress in implementing the Initial Plan. Staff will report to the committee at least once annually and more frequently as needed. The annual report will focus on what has been accomplished on schedule, what has not and why, and any opportunities or problems that have arisen which should be addressed through change in management decisions or amendment as appropriate. The report will be posted on the Forest web site.

DRED, in consultation with other State agencies that have regulatory and programmatic responsibilities for administration or monitoring of the Easement, will submit new or updated Recreation and Road Management Plans to the Landowner for its approval not more than every five (5) years after the approval date of this Plan. This Initial Plan will remain in effect until an Updated Plan is approved. Amendments will adhere to the same procedures.

Chapter 1

Introduction



1.0 Introduction

1.1. What are the purpose and scope of the plan?

This Public Access and Recreation Plan and Road Management Plan, hereafter referred to together as “Initial Plan,” will guide public access, recreational use, and road management on the Connecticut Lakes Headwaters Working Forest over the next five years — in keeping with the Forest Legacy Conservation Easement of 2003 (see Appendix A).

The Easement formalized the State’s right to grant to the public the use of this extraordinary privately-owned Working Forest — not to be confused with a publicly-owned park — for natural resource-based outdoor recreation and conservation activities, and conservation education.

The document assigns the Department of Resource and Economic Development (DRED), the Easement Holder, responsibility for managing public access and recreation and “designated roads” on the property — and for developing and periodically updating, for Landowner approval, a plan setting forth the policies and strategic actions by which it will fulfill its obligations. The Division of Parks and Recreation (Division) fulfills this charge.

Actually, the Easement requires DRED to develop two five-year management plans: one for recreation; the other for roads. The document herein combines both.

The policy portion of this plan articulates a long term vision and guiding principles for managing public use and facilities on the property. It specifies the kinds of activities which will be allowed, under what conditions, and in which locations. The plan then sets forth how gates and roads will be managed to accommodate such use;

Easement Purposes Related to Public Access and Recreation (Section 1A)

- i. “To conserve open spaces, natural resources and scenic values, particularly the conservation of the 146,400 acres and the productive forest on the Property, for the enjoyment, education, and benefit of the general public, and
- v. To guarantee the Easement Holder’s right to permit public access on the Property which will allow the general public to hike, hunt, fish, and trap, snowmobile on Designated Snowmobile Trails (as defined in Section 5.A.v), drive motorized vehicles on Designated Roads (as defined in Section 5.D), and participate in other natural resource-based outdoor recreational activities, natural resource-based outdoor conservation activities, or natural resource-based outdoor conservation education on the Property.”

Easement Stewardship Goal Related to Public Access and Recreation (Section 2C)

- xiii. Maintenance and enhancement of a range of non-motorized, natural resource-based, outdoor recreational opportunities for the public, as well as maintaining opportunities for snowmobiling on Designated Snowmobile Trails (as defined in Section 5.A), and motorized recreational uses by the public on Designated Roads (as defined in Section 5.D) as agreed to by the parties.

and the goals, policies, physical improvements, and management strategies which the State will employ in attaining this vision and meeting stewardship responsibilities. And finally, the plan outlines an implementation program for carrying out, monitoring, and updating its provisions over the next five years.

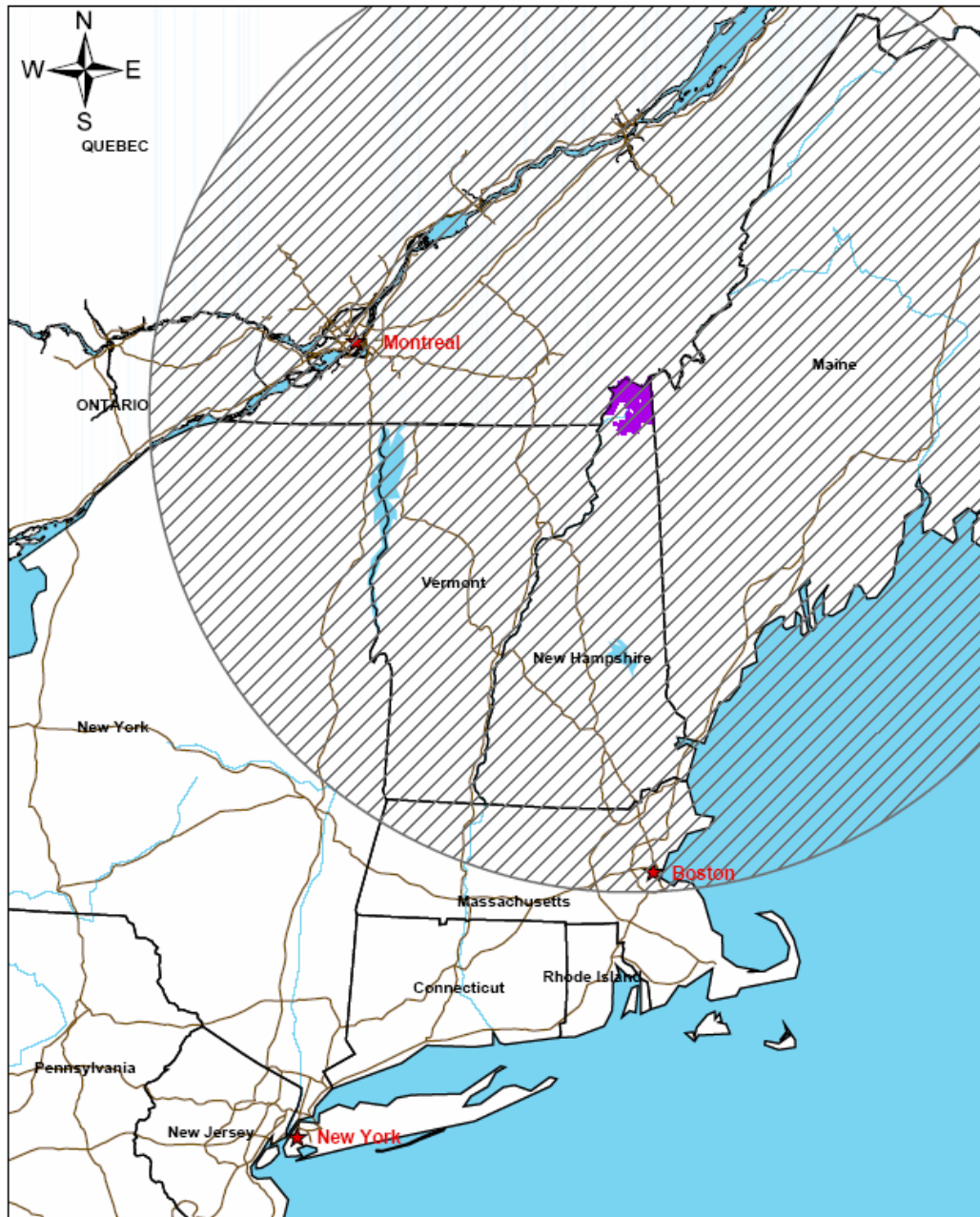
Figure 1.1: The Forest is the only remaining extensive “backwoods” in NH.



Essentially, this plan is a blueprint by which the Department of Resources and Economic Development will coordinate internally among divisions and with other State departments and agencies, Connecticut Lakes Timber Company, cooperating organizations, citizens, communities, and abutters to ensure that public use complements forest management activities and the ecological values of this extraordinary landholding.

1.2. What is the Connecticut Lakes Headwaters Working Forest Recreation Program and how was it created?

In 2001 the Trust for Public Lands purchased 171,500 acres of commercial forest land, the single largest contiguous private ownership in New Hampshire from International Paper Company. This area comprises the most northern-most tip of the state, about one fortieth of its total area (See Map 1.1 – Area Location Map). Working with other conservation organizations and the State, the Trust for Public Lands developed a long-term conservation strategy for maintaining timber production, natural values, and public use of the property. The State was represented by a Steering Committee appointed by Governor Jeanne Shaheen and United States Senator Judd Gregg, and composed of legislators, local citizens, and representatives of conservation, tourism, forestry and other interests.



Map 1.1

Location of the Connecticut Lakes Headwaters Lands

0 40 80 160 Miles

- Connecticut Lakes Headwaters Lands
- Major Roads
- Area within 200 miles of CT Lakes Headwaters Lands

Data from International Paper Co.,
The Society for the Protection of
New Hampshire Forests, The
Nature Conservancy, the State of
NH, and ESRI. Map produced by The
Trust for Public Land February 2003.



To realize the collective vision for the property, the Trust:

- Sold 146,400 acres (about 229 sq miles) to the Connecticut Lakes Realty Trust to be managed as a Working Forest and operated under the name of Connecticut Lakes Timber Company, LLC (CLTC) with land use restrictions perpetuating the Working Forest;
- Designated and conveyed to the State of New Hampshire 269 miles of the 424-mile plus network on the Working Forest to be managed for public access and recreation and forest management activities;¹
- Conveyed 25,000 acres to the State of New Hampshire (through a sale to the Nature Conservancy) to protect highly sensitive Natural Areas;
- Conveyed 100 acres to the State of New Hampshire through fee simple sale to accommodate future expansion of the Deer Mountain Campground which abuts the Working Forest; and
- Obtained a conservation easement on the Working Forest and fee ownership of the other properties through \$13,500,000 in grants from the Forest Legacy Program and Land and Community Heritage Investment Program (LCHIP) and \$10,000,000 from General Fund appropriations.

Figure 1.2: The Forest has long supported a diversity of informal activities.



¹ Designated Road miles (269) based upon 3,264± acres / 100 ft right of way. Includes main haul and other gravel roads.

The Working Forest, and associated Designated Roads, is the subject of this plan. The NH Fish and Game Department (NHF&G) is responsible for preparing and updating a stewardship plan for the adjacent Natural Areas portion of the land transaction.

1.3. How is the Initial Plan different from the Interim Plan?

This Initial Plan supercedes the “Interim Public Access and Recreational Use Management Plan” which was adopted in 2003, shortly after the land transactions described above were accomplished. The road management chapter (Chapter 4) satisfies the Easement requirement for completion of the Initial Road Management Plan (Easement: 5E). The road chapter replaces the schedule of maintenance, replacement, and improvement work specified under the “Interim Road Agreement” adopted at the time when the Easement was recorded. The intent of the Easement in requiring such interim documents was to guide immediate agency decisions while more complicated decisions about recreation use and gate and road management decisions could be widely and carefully deliberated with the public through development of the “Initial Public Access and Recreational Use Management Plan” and “Initial Five-Year Road Management Plan.”

In place for about three years, the Interim Plan allowed public access and recreational use of the Working Forest to continue, as it had prior to the Easement, until this “Initial Plan” could be developed. During that time, public managers gained experience and learned more about the resource base and user activities and managing roads and gates, and forged stronger ties with the company which manages the Forest.

This Initial Plan builds on that experience and takes into account a more extensive public discourse than did the Interim Plan, particularly concerning:

- Whether and how additional uses can be incorporated into the mix without jeopardizing significant recreational values and the unique character of the Connecticut Lakes Headwaters; and
- How decisions about road management and gate status (open or closed) will be made.

It is longer-termed and more comprehensive than the Interim Plan. By the terms of the Easement (Section 5B), the Interim Plan must remain in force or be amended until the Initial Plan is formally adopted.

1.4. What substantive requirements must the Plans meet?

The Easement specifies the required elements pertaining to the Recreation and Road Management Plans. These are several and outlined in Chapters 3 and 4, respectively. Most importantly, however, the plans must be consistent with one another and with the

Landowner's Stewardship Plan described in Easement Section 2.E (5.E.i.a). Together and in coordination with planning for other contiguous State lands, these three plans form an integrated blueprint for management of the Forest.² Of equal importance in the development of the Initial Recreation Plan is that it be consistent with the Easement Purposes and Stewardship Goals and Road Management Agreement (5.B.i.a).

1.5. What was the planning process?

Work began in earnest in the fall of 2005 when the Division of Parks and Recreation (Division) contracted with Thomas Kokx Associates and his subcontractor H. Dominie Consulting to spearhead the development of the plan and facilitate public involvement. And the public, Landowner, and other agencies and organizations have been involved all along the way—through meetings of the Citizens Committee and Technical Team, public meetings, and individual interviews and surveys conducted by the consultants.

Public meeting agendas and summaries, and opinion survey results are included in Appendices C through G and P.

1.5.1. Organizational Meetings

Two groups in particular were instrumental in shaping the process and plan. These were the Citizens Committee and Technical Team; and the Division and consultants (Planning Team) met with each early in the process. An administrative creation, the Technical Team consists of representatives of the landowner, Citizens Committee, NH Fish & Game Department, NH Department of Cultural Resources (Division of Historic Resources), and Divisions within DRED (Parks and Recreation and Forests and Lands).

INITIAL PLAN MEETINGS

Organizational

Technical Team	December 6, 2005
Citizens Committee	February 11, 2006

Visioning

Public Meetings:	
Pittsburg	October 25, 2006
Concord	October 27, 2006
Citizens Committee:	
Recreation Orgs.	April 29, 2006

Alternatives / Issues

Landowner	June 20, 2006
Technical Team	July 18, 2006
Landowner	July 18, 2006
Citizens Committee:	
Summer Residents	July 29, 2006
Technical Team	September 19, 2006
Citizens Committee	October 14
Public Poster Sessions:	
Pittsburg	October 31, 2006
Concord	November 2, 2006
Citizens Committee	December 13, 2006

Plan Review

Landowner	January 24, 2007
Citizens Committee	INSERT DATE
Public Meeting	INSERT DATE

²In particular, the Department of Fish and Game is obligated to prepare Stewardship Plan for the Natural Areas designated for wildlife management and protection

The Citizens Committee was established in 2002 as a requirement of New Hampshire law (see Appendix B).³ Its role is to advise DRED on the plan and make certain decisions about property management (see Plan Section II.2.4). Representatives from the towns of Pittsburg, Stewartstown, and Clarksville; landowner, DRED, and NHF&G sit on the committee, as do four appointees with expertise in resource and land management, two gubernatorial appointees, and a Coos County Commissioner.

The Planning Team met with the Technical Team and Connecticut Lakes Headwaters Citizens Committee in December 2005 and February 2006, respectively, to agree upon a work plan and public involvement strategy for the project.

Figure 1.3: Public discussion provided strong direction for this Plan.



1.5.2. Visioning Sessions

The first round of plan development meetings included two public listening sessions (Appendix C) and two Citizens Committee meetings (Appendix D).

The public meetings provided an initial opportunity for New Hampshire residents and visitors, statewide organizations, local clubs, and others with an interest in the property to register their opinions on the kind of place they wish the Working Forest to be in the future. The meetings, one in Pittsburg, the other in Concord, occurred on April 25 and 27 of 2006, respectively.

On April 29, the Citizens Committee invited statewide organizations and local clubs associated with diverse outdoor recreation uses to share their views at a listening session in Pittsburg on the potential for the property to accommodate expanded or new uses

³ New Hampshire Law Regarding Acquisition and Oversight of the Connecticut Lakes Headwaters RSA12-A:9-b.

(Appendix F). In addition, the committee devoted a portion of its July 29 meeting to public comment from summer visitors and others on the same issue.

Individuals who attended any of the above meetings or visited the Division of Parks and Recreation website were invited to complete and return surveys regarding the experiences and activities they currently enjoy or wish to see accommodated on the property.

In addition, representatives of the Division of Parks and Recreation met with the Select Boards of three communities in which the Working Forest is located. The consultants also met with the landowner and land manager, and interviewed a few local business owners, club representatives, and state agency personnel.

The outcome of these meetings and opinion survey was a draft of the Future Vision and Guiding Principles included in this plan (See Section 3.2).

1.5.3. Issues and Management Alternatives

Based upon public comments, the Planning Team then identified key issues and recreation activities which would need the greatest attention in developing the plan (see Appendix G). The Team also put together decision-making criteria for use in deciding which new or expanded uses should be included in this plan and for making day-to-day management decisions during the five-year implementation period of the plan (see Section 3.3). With this information, it proceeded into a second round of meetings.

The Technical Team reviewed the list of issues and criteria at its July 18 and September 19, 2006 meetings and discussed potential opportunities and problems that might result from the new or expanded uses which had been proposed during the public listening sessions. The Citizens Committee also considered the list of issues and criteria at its July 29 meeting.

Moving ahead, the Division and the consultants considered public and Technical Team comments, field inventory and assessment findings, and the decision-making criteria, and developed a range of alternatives for the new or expanded uses. They presented the alternatives to the Citizens Committee on October 14, and asked for comments on whether the alternatives were complete.

Subsequently, the Planning Team revised, evaluated, and presented the alternatives at two Poster Sessions in Pittsburg and Concord on October 31 and November 2, 2006 (Appendix P). Attendees and people visiting the Division's website were also invited to complete a survey indicating their preferences for each of the alternatives proposed. The Division then developed its preliminary preferences and the Planning Team presented them and survey results to the Citizens Committee on December 13 in Pittsburg. Members of the committee expressed their preferences as well at the meeting.

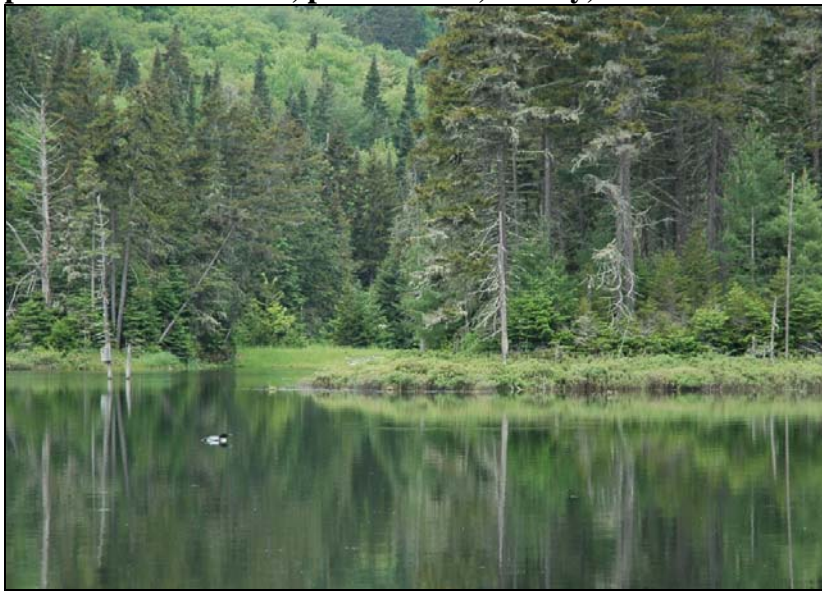
Guided by all of the above input, the Division then made final decisions about the contents of this plan in consultation with the Landowner and Technical Team.

1.6. How did the public influence plan recommendations?

Public response throughout the process provided strong direction for this plan. In particular and as mentioned above, they helped identify important values and experiential qualities to strive for; were instrumental in alternative development and review; and provided valuable insight in identifying the appropriate guiding principles and policies for public access, recreation, and road management on the Forest.

Basically, people want the place to “stay the way it is,” citing its solitude, peacefulness, unspoiled natural beauty, and remote and vast qualities, along with little evidence of human use other than continued timber harvesting, as the main reasons. Those attending the meetings definitely want such traditional “backwoods” activities, expressly allowed under the Easement, to be protected.

Figure 1.4: People value the solitude, peacefulness, beauty, and remote feel of the place.



Participants were willing to accept some restrictions in order to maintain the qualities they value in common. Foremost, they don’t want more activity allowed on the land than the state can effectively manage, especially given current budget constraints. They urged the Division to consider establishing thresholds to control the number of visitors should use escalate, and to educate users about trail etiquette and safety. Nobody spoke in favor of increased publicity.

The Vision and Guiding Principles reflect the above widely-held sentiments. The primary and secondary uses which will be permitted on the Forest under this Plan are in accord as well, although there was much less agreement on which new uses, if any, will best fit with

existing uses. It was clear, however, that not every citizen's or group's needs could be met, despite the size of the property, given the level of State resources available for management and enforcement.

In developing Plan elements, the Planning Team paid particular attention to the following key issues which many citizens and technical advisors had raised in the process:

- new uses,
- State funding and resources,
- reliability of volunteerism,
- user thresholds,
- law enforcement,
- roads and gates (speed, access, standards, landings),
- Working Forest first,
- institutional responsibility for dams, and
- interface with Special Management Areas and Natural Areas (signs, road management, standards).

Chapter 2 presents important background information about these and other issues. Information on the status of management during the term of the prior plan is also included in Chapters 3 and 4 which, together, are the blueprint for management of public access, recreation, and roads and gates on the Forest through 2012.

Chapter 2

The Property and Its Managers



2.0 The Property and Its Managers

This chapter provides an overview of the property and partners involved in its management. To aid the reader in the geography, recreation resources, and recreation improvements on the Forest, it describes eight “recreation units,” largely defined by topographic features. For detailed background information about the Working Forest, please refer to the Interim Plan and its Appendices.

2.1. Overview of Property

Plain and simple, the existing character of the Forest and the opportunities for recreation and public access available on it are a result of its long history as a privately-owned working forest. Vast working forests once defined the identity of northern New Hampshire, and it is this vestige of “unconfined backwoods” that people most cherish today. They don’t want to have to tell their grandchildren “when I was young, this place was something special. . .” Rather, they want to be able to say with pride and caring that it still provides the same high quality and spirit-renewing experience that it once did.

People recognize that over the years, and as has happened in the past, forest operations will shift and displace some recreation opportunities — at least for a time. While the location of such resources as habitat for hunting and snowmobile trails will change, new opportunities will be created elsewhere. The diversity of the landscape and its ever changing character will keep the Forest interesting.

Figure 2.1: Shifting forest operations create new recreation opportunities.



The Working Forest is unique.

No other such extensive working forest remains in the state of New Hampshire. Located in the extreme northern third and representing roughly three percent of the total area of the state, the undeveloped expanse of forests, mountains, ponds, and

streams contributes significantly to the backwoods character, economy, and recreational opportunities of the region. (See Map 1.1 – Area Location Map in Chapter 1.0.)

Three quarters of the Forest is covered by hardwoods, punctuated with stands of softwoods and mixed woods. Various tree size classes, mostly small to intermediate, are represented. Elevations range from about 1,400 feet above sea level near the Connecticut River to more than 3,000 feet on some of the higher mountain tops. This physiographic diverse mosaic supports an assemblage of wildlife habitats and recreation settings. It is home to more than 190 species of birds, mammals, reptiles and amphibians, 22 species of fish, and uncounted but other animal species (*e.g.*, insects and other invertebrates).

The Forest is in transition.

Heavily cut just prior to the Easement, the Forest is now managed to achieve a more mature, higher quality, and biological diverse system which will provide a relatively even flow of timber products, enhance wildlife habitat, and accommodate public use over time. Forestry management activities occur throughout, except where exemplary natural communities, critical habitat, high mountain areas, and cultural features exist. These “Special Management Areas” are singled out for protection and special care in the Easement. In general, forestry operations are confined to specific parts of the Forest during the winter, and more dispersed throughout when the roads are passable in other seasons.

The property is an integrated part of the Connecticut Lakes Headwaters area.

While this plan focuses primarily on the Connecticut Lakes Headwaters Working Forest, it takes into account the fact that roads, trails and wildlife corridors, resource values, and user activities interconnect among the properties in the area, and must be managed cooperatively and holistically.

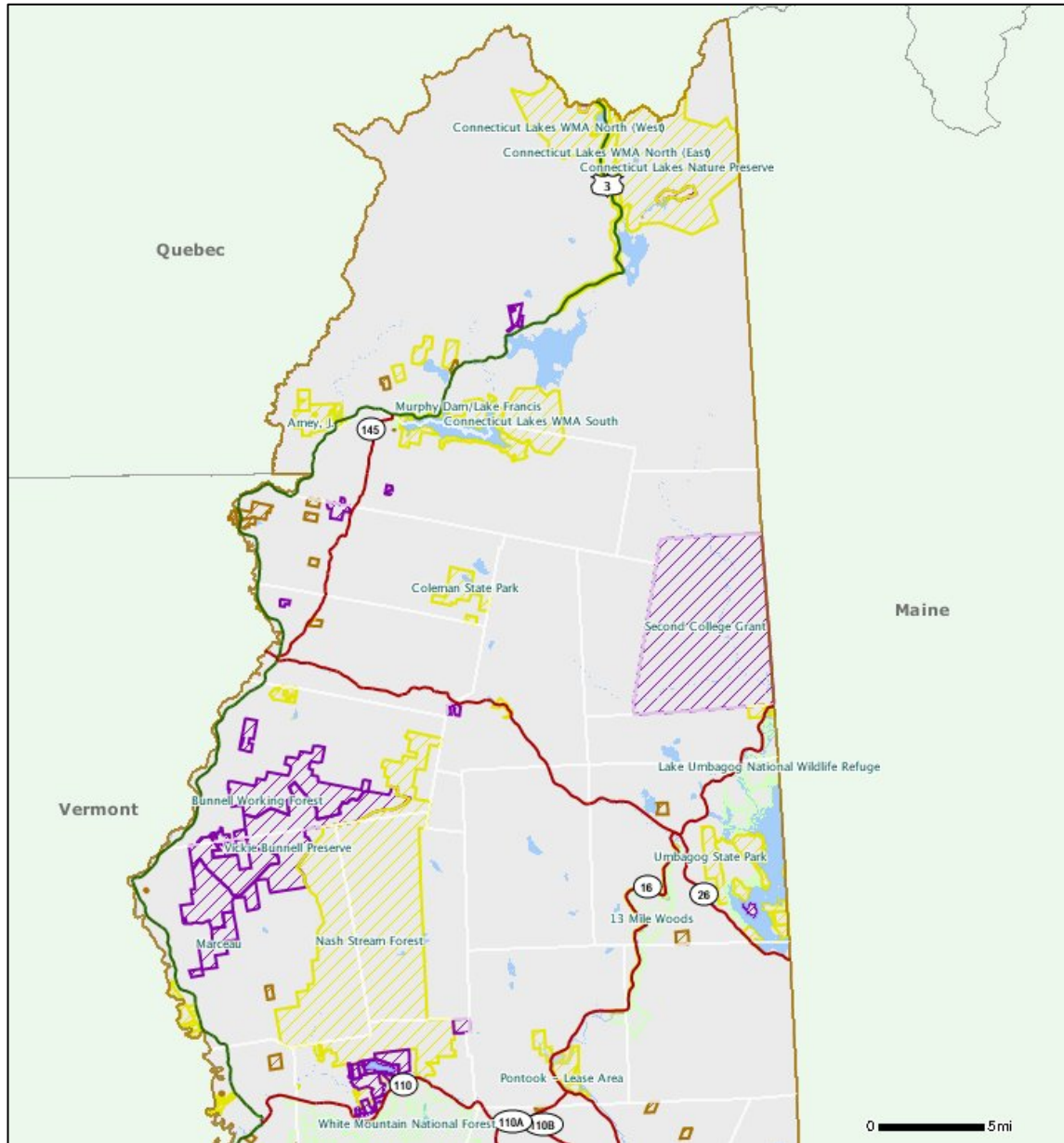
Bordered to the north, west, and east by Quebec Province and the State of Maine, the property straddles the towns of Pittsburg, Clarksville, and Stewartstown. It abuts or is near to a mixture of private and industrial forest ownerships, state park and forest, and non-profit conservation lands within the three communities (See Table 2.1 and Map 2.1 – Conservation Lands Map).

2.2. Findings of Recent User Surveys/Observations

The Interim Plan contains most of the factual information which is known about how people use the property and where they are from. Two recreation surveys, one interview- and traffic counter-based, the other observational, have been conducted since the Interim Planning process to fill in a gap. This new data, along with the old, provides the Division with a rough baseline against which to measure change in user activity on the Forest over time. Highlights are reported below.

Table 2.1: Abutting and Nearby Conservation Lands
(Source: Interim Public Access and Recreation Use Management Plan)

Name	Ownership	Town/County	Acres
THE PROPERTY			
Connecticut Lakes Headwaters Working Forest	Connecticut Lakes realty Trust and DRED	Pittsburg, Clarksville, and Stewartstown	146,400
ABUTTING CONSERVATION LANDS			
Connecticut Lakes State Forest	DRED	Pittsburg	1,548
Lake Francis State Park	DRED	Pittsburg	38
Coleman State Park	DRED	Pittsburg	1,543
Connecticut Lakes Headwaters Natural Area	NH Fish and Game	Pittsburg	21,000
South Bay Natural Area	NH Fish and Game	Pittsburg / Clarksville	4,000
Lake Francis Flowage Lands	NH Dept. of Environmental Services	Pittsburg / Clarksville	5,000
French Wildlife Refuge	Society for Protection of NH Forests	Pittsburg	49
Brundage Forest	Society for the Protection of NH Forests	Pittsburg	238
Norton Pool Preserve	The Nature Conservancy	Pittsburg	427
Fourth Connecticut Lake Preserve	The Nature Conservancy	Pittsburg	78
First and Second Connecticut Lakes (Shorelands) Conservation Easement	Trans Canada	Pittsburg	3,396
		Total Linked Acreage	37,347
NEARBY CONSERVATION LANDS			
Brown Wildlife Management Area	NH Fish and Game	Pittsburg	803
Gray Wildlife Management Area	NH Fish and Game	Pittsburg	206
Hurlbert Swamp	The Nature Conservancy / Society for the Protection of NH Forests	Stewartstown / Clarksville	347
		Total Nearby Protected Acreage	1,356



Map 2.1

Publicly Conserved Lands Near the Connecticut Lakes Region

-  Federal Agency
-  State Agency
-  Municipal Agency
-  Private Organization

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2.2.1. Fall 2005 Use Survey

EPRO Engineering and Environmental Consulting, LLC of Augusta, Maine, conducted a user survey during the fall 2005 recreation season. DRED selected this seasonal period for study because land managers from the Division and Fish and Game Department have historically observed a high volume of use (vehicles) on Forest roads but did not have a good knowledge of destinations or the activities these users were engaged in. The full survey report is included as Appendix Q while key findings and selected tables are highlighted below.

The surveyors installed traffic counters on the main haul roads and, based on a random schedule, implemented check points to intercept passing visitors. They asked willing participants for information about what activities they were participating in, where they were from, and where they were going on the property.

Total fall use between October 1 and December 1 amounted to 74,687 user days⁴ (see Table 2.2). Thirty percent of the use was recorded on the Magalloway Road; Cedar Stream Road also received a high volume of use. These two roads serve as key access routes to a large block of the Forest, and, in combination with a few less traveled roads, provide a scenic driving loop. Survey results show that three quarters of the users were hunting at the time of the survey. In addition to hunting, other use on these two roads included mostly wildlife and general viewing and driving for pleasure, though a larger percentage of users listed “other” when asked what they were doing.

Surveyors counted 1,234 user days on an average fall weekend. This was 1.76 times more than the average weekday use of 716 user days. The average trip length in the area was 4.6 days and the average respondent had visited the Forest 12 times in the past year to hunt, fish, hike, view wildlife, and enjoy scenery (see Table 2.3).

⁴ A user day is defined as a visit by a person to the project for recreational purposes during any portion of a 24-hour period (see Appendix J).

Table 2.2: Usage (User Days), By Recreation Access Site

Location	Total Fall Use	Average Fall Weekday Use	Average Fall Weekend Use	Average Persons per Party
Cedar Stream Rd	16,776	144	320	1.8
E. Indian Stream	11,547	111	190	2.0
East Inlet Rd	7,919	69	148	2.1
Magalloway Rd	22,496	216	370	2.1
Perry Stream Rd	6,415	64	99	2.0
W. Indian Stream	9,534	111	107	2.2
Total Study Area	74,687	716	1,234	2.0 (a)

(a) Weighted average based upon survey responses.

Table 2.3: Fall Recreational Activity, By Recreation Site*

Location	Cedar Stream Rd	E. Indian Stream	East Inlet Rd	Magalloway Rd	Perry Stream Rd	W. Indian Stream	Total Study Area
Upland Bird Hunting	27%	11%	16%	10%	12%	45%	19%
Moose Hunting	3%	0%	5%	6%	7%	0%	3%
Deer Hunting	35%	70%	61%	54%	75%	40%	53%
Leased Camp	7%	2%	0%	2%	0%	0%	2%
Fishing	0%	0%	0%	3%	0%	1%	1%
Enjoying Scenery	2%	0%	0%	9%	5%	0%	3%
Wildlife Viewing / Photography	0%	8%	12%	2%	0%	0%	3%
Hiking	1%	0%	0%	3%	0%	0%	1%
Other	26%	8%	6%	12%	1%	13%	13%

* Figures may not total 100 because of rounding.

Participants had driven an average of 999 miles in the Forest over the course of the prior year. When asked if they had a specific destination, visitors answered that they were driving around, in search of game, or going to a private camp. Specific destinations included Magalloway, Cedar Stream, Scott's Bog, Garfield Falls, Bear Mountain Loop, Deadwater, and Hall Stream. Non-hunting / fishing users had a tendency to stay on the better maintained and more heavily used roads, most likely due to the unknown condition of lesser roads.

Based on license plate and zip code information, just over half (57%) of the visitors to the study area were from New Hampshire; 14% were from the Town of Pittsburg (see Appendix Q for cities / towns of origin). Visitors to the study area also came from Vermont, Massachusetts, and many "Other" states not listed in Table 2.4 below.

Table 2.4: State of Origin, By Recreation Site (a)

Location	New Hampshire	Vermont	Massachusetts	Other
Cedar Stream Rd	63%	21%	9%	6%
E. Indian Stream	49%	20%	22%	10%
East Inlet Rd	57%	7%	33%	3%
Magalloway Rd	53%	15%	19%	12%
Perry Stream Rd	75%	16%	6%	3%
W. Indian Stream	37%	21%	32%	11%
Total Study Area (b)	57%	18%	17%	8%

(a) Based on license plate data from calibrations, for vehicles that could be identified by state.

(b) Note that figures may not total to 100 percent because of rounding

Table 2.5 tabulates how users obtained knowledge of the area. The majority of individuals learned from friends and relatives or because they are local residents. A small percentage of the recreation users heard about the site from the internet, brochures or local businesses.

Table 2.5: Source of Site Knowledge, By Recreation Site

Location	Internet	Brochures	Friends / Relatives	Local Businesses	Lake Francis State Park	Resident	Other
Cedar Stream Rd	2%	1%	44%	1%	0%	28%	25%
E. Indian Stream	4%	0%	48%	0%	0%	11%	37%
East Inlet Rd	3%	0%	43%	3%	0%	3%	49%
Magalloway Rd	3%	1%	57%	1%	2%	14%	23%
Perry Stream Rd	0%	0%	58%	0%	0%	9%	33%
W. Indian Stream	4%	0%	43%	0%	0%	13%	39%
Total Study Area (b)	3%	1%	50%	1%	1%	16%	29%

The user survey study provides a snapshot in time of fall recreational use on the CLHWF. The results will be useful as baseline data for tracking trends and updating this Plan. Overall findings regarding current recreational use and trends are outlined below:

- The study generally reflected a high level of local use thus resulting in higher than expected trips to the site and longer stays in the area;

- Longer stays in some of the destinations areas are probably the result of users within a 100-mile area using vacation time for fall hunting or fishing. A large segment of deer hunters generally hunt 3-5 days during the first week of the season, arriving at their destination the weekend before opening day to scout the area;
- High use of the better maintained roads probably reflects more general tourism/wildlife viewing by the non-hunting public rather than hunters/anglers who have a specific destination in mind; and
- General/casual visitor users generally attempt to remain on the most used or best maintained roads. Most non-hunting/fishing users will likely stay on the better maintained/used roads and will tend to avoid the lesser used roads; this is likely due to the unknown condition of the lesser used roads. Since there is not a good road map of the CLHWF currently available to the general public, many individuals are not drawn off the main road. (A “good” map needs to have a scale, include locations and numbers of gates, provide road names, highlight destination points, provide information about road conditions, and will be available for purchase in the area.)

Figure 2.2: Visitors unfamiliar with the property frequently stick to the main roads



2.2.2. 2006 Forest User Observations

The Division also conducted an Observational Recreation Survey to confirm numbers and patterns of users (see Appendix K). From July 29 until September 30, 2006, Division staff and volunteers drove key main haul roads (and side spurs w/ recreation features) on the Forest twice a week to record public use activity. They were asked to look for users engaged in the activities of driving for pleasure, observing wildlife, photography, fishing, biking, canoe/kayaking, walking / hiking, and parked informally along road or at gates. The following routes were monitored:

- Indian Stream Road and associated recreation features (i.e. Terrill Pond and Indian Stream Gorge);
- Highway 3, especially the Third Connecticut Lake, Deer Mountain Campground, Trailhead to Deer Mountain Fire Tower, Big Brook Bog, Coon Brook Pond, and Round Pond and their associated access roads;
- Magalloway (and Smith Brook) Roads, especially Magalloway Road Bridge Crossing (Connecticut River), Magalloway Fire Tower Parking Lot, and Garfield Falls; and
- Buckhorn and Cedar Stream Loop Roads (e.g. Little Hellsgate Falls and Sheehan Pond).

The results of the observations supported assumptions that Forest users were recreating primarily at locations offering opportunity to engage in a specific activity; such as fishing at ponds or bridge locations; hiking on existing trails with Magalloway Mountain Trail appearing to be the most popular; or in residence at a camp location.

Numerous observations were made of vehicles driving on the Forest roads. While these could be users en route to a recreation destination or returning from an activity they participated in, it also supports the response to check point questions asked during the 2005 Fall Survey – that users did not have a specific destination in mind and were generally driving for pleasure or to explore.

As one would expect, the dominant use along the Highway 3 corridor related heavily to wildlife viewing. General observations also suggested that the area east of Highway 3 had a greater appeal and higher use than the area to the west. This could be due to several factors including easier access, more interesting geographic features, and greater landform relief enhancing scenic qualities. Overall, wildlife viewing, hiking and fishing were the most popular activities recorded during the survey.

Of all the destination sites in the Forest (See “Table 2.6 – Existing Recreation Facilities” in Section 2.4 for a complete list), Terrill Pond, Magalloway Bridge, Magalloway Mountain Trailhead, and Garfield Falls are the most popular based upon the fact that activity was generally observed on the visits. This finding is also supported by comments from land managers and observations made by the consultants during the project field work. No activity was observed at Indian Stream Gorge Trailhead or at the start of the trail to Little Hellsgate Falls during the survey or other informal observation opportunities. This may be due to little information or awareness about these sites or user difficulty in identifying where the trails start.

2.3. Recreation Features of the Property by Recreation Unit

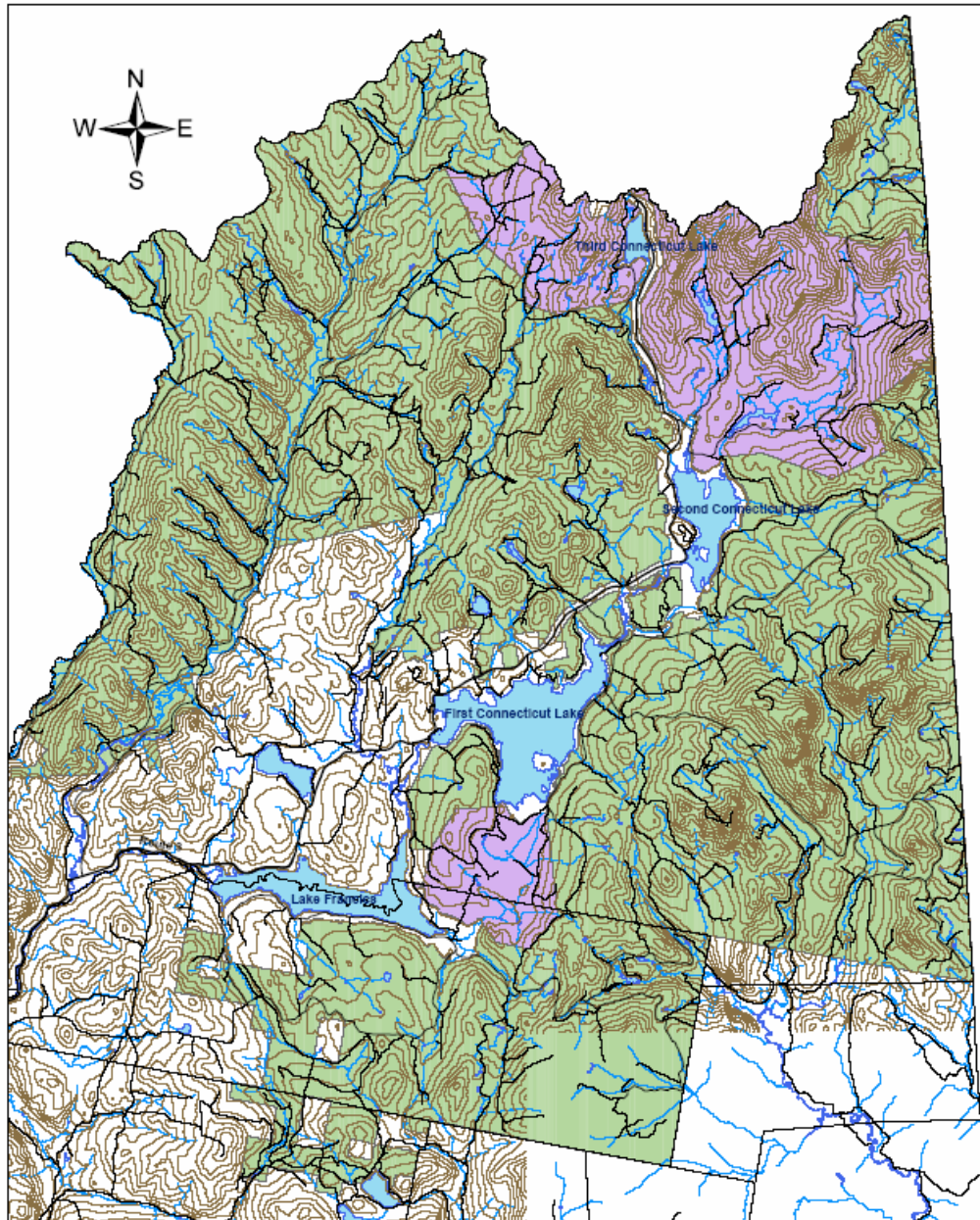
Despite its active management for timber, users perceive the Connecticut Lakes Headwaters as wild and unconfined, with few formal public trails. The extensive network of logging roads and informal trails is well known to local woodsmen and women and other residents, but less so to visitors to the area (as mentioned in Section 2.2.1). Because of forestry management, more early successional growth supports deer, moose, grouse, snowshoe hare, bobcat, and coyote than is found in the vast wooded areas of the Green or White Mountain National Forests that are managed more passively. Because of the extensive network of woods roads, the lands are actually more accessible by car or truck than the national forests.

Figure 2.3: The Landowner manages the Forest to enhance wildlife.



The terrain is quite varied. The mountains are lower in elevation than the White Mountains or Green Mountains (with very few above 3,000 ft), and most have wooded summits. There are a few noteworthy peaks, however – for example, Stub Hill (the highest at 3,627 ft), two unnamed peaks over 3,400 feet in elevation (which are the second and third highest peaks on the property), Magalloway Mountain (3,383 ft), Deer Mountain, and Prospect Mountain – but they are scattered. Because of the relatively gentle topography, it is a place that is naturally welcoming to hunting, snowmobiling, hiking, cross country skiing, snowshoeing, horseback riding, and bicycling. An abundance of small ponds, wetlands, and streams attracts paddlers to explore quiet waters.

Together with the Natural Areas, the Forest is shaped like an amorphous horseshoe opening to the southwest. As shown in Map 2.2 – Working Forest, Route 3 skirts the Connecticut River and the lakes strung along its headwaters, dividing the horseshoe not quite in half.



Map 2.2

The Connecticut Lakes Headwaters Working Forest Lands

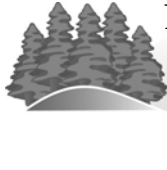
0 2 4 8 Miles

Contour Interval 100 ft

- Working Forest
- Deer Mountain Campground
- Natural Areas

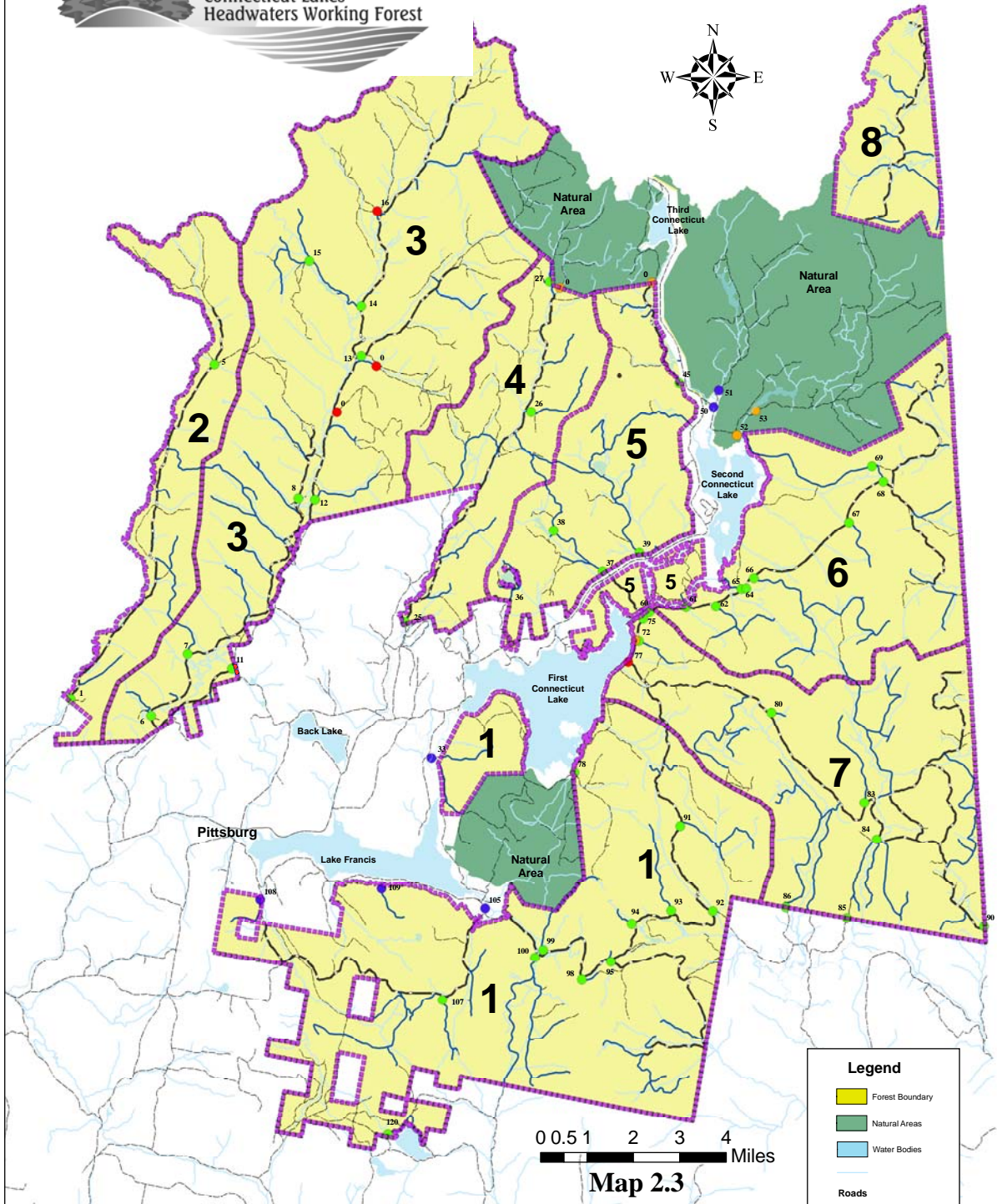
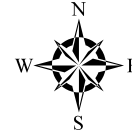
Data from International Paper Co.,
The Society for the Protection of
New Hampshire Forests, The
Nature Conservancy, the State of
NH, and ESRI. Map produced by The
Trust for Public Land February 2003.





Public Access and Recreation / Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Thomas Kolk Associates

Data Source: NH Granit, TPL, CLTC
File Ver. 06/16/07

Recreation Sub-Units

----- Sub-Unit Boundary

Legend

- Forest Boundary
- Natural Areas
- Water Bodies
- Roads
 - Main Haul
 - Gravel
 - Other
- Gate / Jurisdiction
 - CLTC
 - DRED
 - NH F&G
 - Other

The western portion is bisected by three parallel streams, along each of which major haul roads run, bordered by ridges trending southwest/northeast. Recreation features on this side of Route 3 tend to focus along the ridges and on the streams and some ponds. Indian Stream stands out as a steep-sided gorge.

In contrast, the topography of the larger eastern section of the property is defined more by free standing peaks, e.g. Stub Hill, Magalloway Mountain. Streams on the east side flow in a fan pattern toward the Second or Third Connecticut Lakes or Lake Francis, and are highlighted by several ponds and gorges (e.g., Garland Falls / Little Hellsgate Falls). The largest haul road on the Forest, Magalloway, cuts across the property from Route 3 into Maine. Lesser roads and trails fan out like the streams. Three haul roads form the only “loop road” on the property.

One isn’t surprised that a property of this size has such a variety of landscape settings and recreational opportunities. Indeed, Map 2.3 – Recreation Sub-Units above shows eight distinct areas, each with its own character, largely defined by water courses and ridgelines. The boundaries of the recreation units are almost the same as those depicted in the Interim Plan; they have been slightly adjusted to conform more closely with watershed divides.

2.3.1. Unit 1: Cedar Stream

This is a diverse and large unit on the Forest served by four main haul roads – Cedar Stream, West Branch Cedar Stream, Dead Water Stream, and Pisgah Mountain – and numerous spurs. A small isolated area north of the Natural Area and west of First Connecticut Lake is also included. The boundaries are defined by ridgelines and peaks to the north and by the Forest Boundary on all other sides. Coleman State Park is located just to the south of the Forest boundary on Little Diamond Pond, while the Natural Area nestles in the western edge, along with Lake Francis and First Connecticut Lake. Hardwood forest dominates but frequent stands of softwood or mixed softwood/hardwood add interest to the roadside environment. Primary landforms include Mount Pisgah and Crystal Mountain; lesser named peaks or hills include Bear, South, Roundtop, and Cedar Mountains, Whipple Ridge, and Hedgehog Hill. Because of the unit’s variety, the loop formed by Cedar Stream / Buckhorn and Magalloway Roads and Highway 3 is highly scenic and unique. The unit abounds with ponds and streams, including Little Hellsgate Falls, and Special Management Areas too numerous to list here. Natural Heritage Inventory communities are particularly of note.

This area is popular for the primary recreation pursuits on the Forest. Noteworthy among these are: the loop mentioned above which accommodates driving for pleasure, a high concentration of snowmobile trails and fishing use, and day hiking trails to Sheehan Pond and Little Hellsgate Falls. Twenty two seasonal camps are located within the unit, too.

Figure 2.4: The only loop road on the Forest is located in the Cedar Stream Unit.



Potential Uses Discussed and Evaluated for Unit

Potential new uses / considerations discussed and evaluated during the plan preparation addressed opportunity for equestrian loop trail in conjunction with Coleman State Park, a short section of the proposed Cohos Trail route, improvements related to Little Hellsgate Falls trailhead and trail, and potential trail connector points to trails on adjacent lands should extended ATV use be approved during this plan period. There is also good interpretative opportunity for forest management and wildlife.

2.3.2. Unit 2: Halls Stream

Long and narrow, this unit sits on the western border, hemmed in by the U.S.-Canadian Boarder to the west and a ridgeline to the east. The main haul road, aptly named after Halls Stream, and a few spur roads pass through tolerant hardwoods and softwoods. Vegetation and landforms offer little variety and interest. Views are largely confined to the roadway, with an occasional glimpse into the midground (defined here as the landscape visible between 1/2 and 3 miles away) and one exceptional long distance view of rural farmland in Canada. Special Management Areas protect wildlife habitat, mostly associated with the stream, upper slopes, and ridgelines.

The unit boasts no special recreation features or facilities. People go there now largely to enjoy fall hunting or one of the twelve seasonal camps. When winter forest operations shift to another part of the Forest, the area will again be available for snowmobiling.

Figure 2.5: The Halls Stream Unit offers an exceptional distant view of Canada.



2.3.3. Unit 3: Indian Stream

Encompassing a good part of the Indian Stream watershed, this large recreation unit is also bordered to the east and west by parallel ridgelines. Special Management Areas are generally associated with these ridgelines and the stream and its tributaries, including Terrill Pond. Three main haul roads, Indian Stream, West Indian Stream, and East Indian Stream, provide high variety and interest, leading to numerous side spurs fingering up the slopes. High quality vegetation, forming strong patterns, dominates. Softwoods are most abundant, while roadside wildflowers add visual interest. The Forest does not enclose the road, for one can see across stream-side areas and up the bordering slopes from many vantage points.

Figure 2.6: Terrill Pond is a gem.



Terrill Pond is a wonderful recreation feature, as are Indian Stream and its tributaries, including a gorge / waterfall. In addition to the twenty six seasonal

camps, the area is most popular for hunting, hiking, fishing, driving for pleasure, and wildlife viewing. The only ATV trail currently on the Forest, a connector between trails on private property, is located in the southeastern portion along Designated Road 21-20. This area has also been closed to snowmobiling for several seasons due to forest operations, but will be available when they are shifted to other parts of the Forest.

Potential Uses Discussed and Evaluated for Unit

Potential considerations discussed revolve around its proximity to existing ATV trails and potential for connections and loop trails, opportunity for enhancements at Indian Stream Gorge Trailhead and possible loop trail, equestrian use opportunities, and favorability for winter non-motorized use.

2.3.4. Unit 4: Perry Stream

The ridgelines bounding this unit also run NE / SW paralleling one another and Perry Stream, and the Route 3 corridor to the east. Softwoods dominate along the Perry Stream Main Haul Road which, in some sections, runs along the stream. Vegetation is not diverse or otherwise remarkable, and views are limited within the corridor, primarily focusing close on the road and, occasionally, the stream. Opportunities exist, however, for views through regeneration cuts at higher elevations from Designated Road side spurs. Special Management Areas are primarily riparian and buffer zones related to Perry Stream and feeder brooks, but the Deer Mountain area includes high elevation and steep slope zones.

Figure 2.7: Perry Stream Road offers some views of the stream.



No special recreation features or facilities presently exist for the public, but twelve seasonal camps are located in the unit. Aside from camp use, fall hunting, snowmobiling and some fishing along the lower reach of Perry Stream comprise the major recreation activities.

Potential Uses Discussed and Evaluated for Unit

Some driving for pleasure occurs, and the potential exists to connect East Indian Stream Road with Perry Stream Road to create a loop to enhance the experience or for emergency purposes, provided Landowner willingness to allow extension of these Designated Roads. Other potential exists for connecting roads/trails associated with the Indian Stream unit to create loops for ATV and /or equestrian use; and to establish a Coon Brook Bog connector trail (Perry Stream Road to Magalloway Road) to enhance snowmobile or other use.

2.3.5. Unit 5: Route 3 Highway Corridor

This unit is defined by lands either side of the Route 3 corridor laying between the ridgeline to the west and the Connecticut River and First Connecticut Lake to the east. The highway is the “jumping off place” to the Forest, although the 1,000-foot wide highway corridor itself is actually part of the Connecticut Lakes State Forest rather than the Forest, and Deer Mountain State Campground anchors the northern section. The Forest and these other State holdings are integral to one another and thus must be planned and managed in coordination.

Referred to locally as “Moose Alley”, the Connecticut River Byway (Route 3) is a National Scenic Byway, highly regarded for the opportunity for viewing Moose and other wildlife. Rolling topography showcases outstanding foreground, middleground and distant views. High quality hardwoods dominate the corridor providing outstanding fall foliage. Special Management Areas protect riparian and buffer zones of the Connecticut River, four ponds, and numerous brooks, as well as a significant area around Deer Mountain in High Elevation and Steep Slope Zones.

Figure 2.8: Route 3 attracts wildlife viewers.



The water features and Deer Mountain are the most significant recreation assets beyond the highway corridor which many people drive to sight see or view wildlife. Other visitors fish, snowmobile, or camp at Deer Mountain State Campground. Eight private leases to camps also exist.

Potential Uses Discussed and Evaluated for Unit

This unit has good potential for development of trailhead parking and hiking trails to the east and west sides of Deer Mountain and location of the regional Cohos Trail. The area north of the road into Big Brook Bog Pond has desirable attributes for snowshoeing and cross-country skiing, and the roads into Coon Brook Bog and Big Brook Bog Ponds, especially the latter, could be excellent biking “trails.” A connector with the Perry Stream Unit could provide another loop for snowmobiling. Potential locations also exist to provide winter parking lots for snowmobile use that would alleviate informal parking along Highway 3; off-road parking and development of moose observing areas; and opening more views through vegetation management along the roadside.

2.3.6. Unit 6: Smith Brook

This unit is encompassed by the Connecticut Lakes Natural Area to the north, Second Connecticut Lake and Connecticut River to the west, height of land to the south, and Maine border to the east. Main haul roads (Smith Brook Road and Camp 31 Road) and side spurs provide access into the Moose Brook area, Trestle Brook area, and into the remote area north of Prospect Mountain and south of Rump Mountain.

Main haul road corridors offer a variety and interesting mix of vegetation ranging from hardwoods, softwood, and mixed hardwood / softwood. Past harvest areas afford numerous distant views to the west. Noteworthy landscape features include Prospect Mountain, Stub Hill, Diamond Ridge, several named brooks, including Smith Brook, the headwaters area of the Little Magalloway River, and remote Stub Hill Pond. Special Management Areas protect these resources and shoreland areas, as well as a large block of wildlife habitat located northeast of Second Connecticut Lake and high elevation and steep slope zones associated with Diamond Ridge, Stub Hill, and adjacent peaks.

Not surprisingly, many snowmobile trails are located within this unit, including access to Diamond Ridge. Driving for pleasure and viewing wildlife / scenery, hunting, and remote fishing at Stub Pond are noteworthy in the recreational mix. Six seasonal camps are located there.

Potential Uses Discussed and Evaluated for Unit.

Potential exists to: manage Stub Hill for non-motorized uses and foot access only; designate Diamond Ridge with its gravel road access for a variety of uses,

including driving for pleasure, hiking, equestrian, and ATV use; and create loop trails for equestrian, ATV, or other uses.

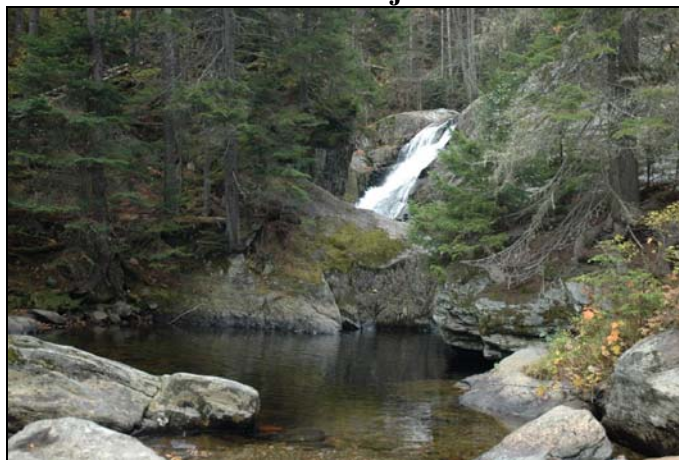
Figure 2.9: Diamond Ridge offers a wonderful view of Magalloway Mountain.



2.3.7. Unit 7: Magalloway

Magalloway Road is the most heavily used on the Forest, providing access to a dominant block of the Forest, connecting to Maine, and feeding spurs to Magalloway Mountain, Buckhorn / Cedar Stream Loop, southern part of the Stub Hill area, Middle and East Branch of the Dead Diamond River, and Garfield Falls. This main haul road provides some of the highest interest and variety on the Forest, meandering through rolling terrain and hardwood forest of various ages. It provides great views including one of the steep eastern flank of Magalloway Mountain. Dominant water features include the East and Middle Branches of the Dead Diamond River and Garfield Falls. A large variety and extensive Special Management Areas are found in the unit.

Figure 2.10: Garfield Falls is a major attraction on the Forest.



All of the major uses now occurring on the Forest are enjoyed here, especially driving for pleasure, viewing wildlife / scenery, hunting, fishing, snowmobiling, and hiking. Magalloway Mountain and Garfield Falls are two of the most heavily used features. Views from Magalloway, especially from the fire tower, are outstanding. The recreation unit also hosts fourteen camps.

Potential Uses Discussed and Evaluated for Unit

The potential exists to provide an ATV connector trail with adjacent existing ATV trail system and into the State of Maine.

2.3.8. Unit 8: Boundary Pond

This area is isolated from the remainder of the Forest by the Natural Area so access is via the East Inlet Road which fans into spur roads along its length. Canada forms the boundary on the north and west; Maine to the east. One gets a sense of openness and visual interest driving this road, as it is framed by open areas of bog, pond, and low softwoods and some mixed woods. Numerous midground and distant views reward one driving north and south. Landforms range from relatively flat area along the road corridor in the center of the unit to steeper mountains along the U.S. and Canadian boundary.

Figure 2.11: Fishing is a popular activity at Boundary Pond.



The unit includes Moose Bog Brook, the beginning of the West Branch of Magalloway River, and some small ponds, but the major recreation feature is Boundary Pond. Special Management Areas encompass primarily pond and brook riparian and buffer zones, but also the ridge and slopes along the west boundary. The New Hampshire Inventory includes a plant community of importance on Snag Pond.

The snowmobile trail terminates at Boundary Pond, and many riders come here on the fringes of the season when snow is scarce elsewhere. In addition, people hunt, fish, walk on a small trail at Boundary Pond, view wildlife and sight see. The unit's remote location and landscape characteristics offer a unique destination found nowhere else on the Forest for viewing scenery and wildlife. One seasonal camp is located there.

2.4. Interim Plan Accomplishments

As mentioned earlier, the property has only a few "improved" facilities supporting recreational activities (see Table 2.6 and Map 2.4 below). The current condition of these facilities is described in Append H: Facility Existing Condition Survey. Improvements undertaken by the State during Interim Plan implementation are also listed in Table 2.6. No improvements were undertaken by the Landowner during this period.

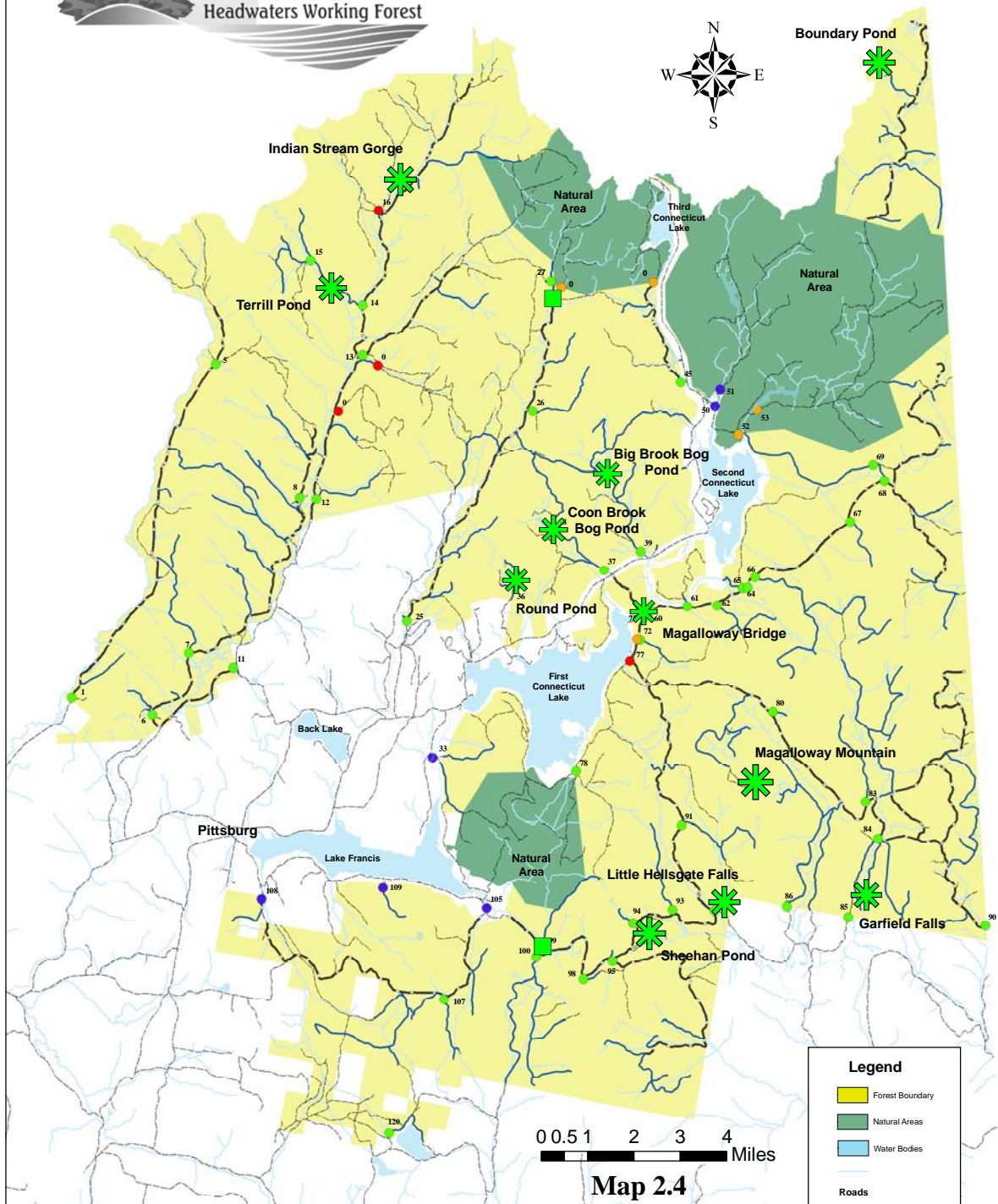
Administrative accomplishments related to recreation management during the Interim Plan include the following:

- Developing an Interagency Agreement with NH Fish and Game regarding hunting, fishing, and trapping on property;
- Developing a Memorandum of Understanding with NH Fish and Game regarding distribution of endowment funds for maintenance of roads within the Connecticut Lakes Natural Area;
- Developing agreements with snowmobile clubs for trail maintenance and volunteer work;
- Use of SCA NH Parks AmeriCorps to complete trail maintenance work on several Forest trails;
- Identifying the remaining 2500 acres to be designated as Special Management Areas; and
- Monitoring the Easement and reporting to the Legislature.



Recreation Access and Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Thomas Kox Associates
Data Source: NH Granit, TPL, CLTC
File Ver. 06/16/07

Recreation Features and Facilities



Recreation Feature
and Facility



Vault Toilet
Location

Table 2.6: Recreational Improvements on the Forest

Description of Resource / Improvement	Improvements During Term of Interim Plan
Recreation Unit 1: CEDAR STREAM	
<p><i>Little Hellsgate Falls</i> Located on Hellsgate Brook which feeds the West Branch of the Dead Diamond River, water flow is limited during dry season. Until recently these significant falls were relatively inaccessible and less visited than Magalloway Mountain and Garfield Falls.</p>	<ul style="list-style-type: none"> Constructed trail from Cedar Stream Road at Gate 92 to falls
<p><i>Sheehan Pond Trailhead and Trail</i> Managed as a put-grow-and-take trout pond, this pond is noted for its relative remoteness, scenery, and brook trout fishing. Many people store their boats in the shoreland area and walk in to use them along a trail from the end of a logging road.</p>	
<p><i>Intersection of Cedar Stream and Bog Branch Roads</i></p>	<ul style="list-style-type: none"> Placed accessible vault toilet
<p><i>Cedar Stream Road at boundary with DES land</i></p>	<ul style="list-style-type: none"> Placed kiosk
Unit 2: HALLS STREAM ROAD	
<p>No existing improvements.</p>	
Unit 3: INDIAN STREAM	
<p><i>Indian Stream Gorge</i> On the Middle Branch of Indian Stream, the gorge has eighty-foot walls and several small waterfalls (5 to 10 feet). It is the only significant gorge on the property and is accessible from Indian Stream Road where there is a small parking area and kiosk.</p>	<ul style="list-style-type: none"> Completed trail maintenance work. (AmeriCorps project) Placed identification sign at parking lot
<p><i>Terrill Pond Access</i> One of the key recreation features on the west side of the property, this scenic pond is managed for flyfishing.</p>	<ul style="list-style-type: none"> Placed accessible vault toilet
<p><i>ATV Connector Trail</i> The trail, as with any motorized use on the Forest, is confined to a Designated Road. This short .2 mile section of road, connects trails on adjacent private lands managed for forestry and ATV use.</p>	<ul style="list-style-type: none"> No road improvement specifically to enhance ATV purposes
Unit 4: PERRY STREAM	
<p><i>End of Perry Stream Road</i></p>	<ul style="list-style-type: none"> Placed accessible vault toilet

Description of Resource / Improvement	Improvements During Term of Interim Plan
Unit 5: ROUTE 3 HIGHWAY CORRIDOR	
<i>Coon Brook Bog / Big Bog Brook Access</i>	
Unit 6: SMITH BROOK	
No improvements.	
Unit 7: MAGALLOWAY MOUNTAIN	
<p><i>Magalloway Tower Trailhead and Trail</i> The view from Magalloway Mountain, an isolated peak with a 600 foot cliff at the summit, is spectacular. At 3,383 feet, it is not the highest, but easily the most scenic feature on the Forest. Two trails from the west ascend the mountain,. In addition, an overlook trail skirts the edge of the cliff, and together with the fire tower, provides virtually unobstructed views in all directions.</p>	<ul style="list-style-type: none"> Placed accessible pit toilet and information kiosk placed at site Some trail work completed by SCA NH Parks AmeriCorps
<p><i>Garfield Falls Trailhead and Trail</i> On the East Branch of the Dead Diamond River, the falls cascade 40 feet over two drops. Accessed by a walking path, this is one of the most scenic and heavily used recreation sites on the Forest.</p>	<ul style="list-style-type: none"> Placed accessible pit toilet and kiosk at parking lot Completed trail maintenance on existing trail (including steps to the waterfall area) Constructed new trail to falls from end of Road 10-56-9 for fishing and alternate waterfall access
<p><i>Connecticut River Access at Magalloway Bridge</i> The river is known for its trout and salmon fishing, particularly in the early spring.</p>	<ul style="list-style-type: none"> Constructed parking lot east of bridge location at intersection of Smith Brook and Magalloway Road. Placed accessible pit toilet Constructed pull-off parking at bridge Placed kiosk with protective rock barrier Constructed bank ladder to stream
<i>Start of Magalloway Road</i>	<ul style="list-style-type: none"> Placed kiosk
Unit 8: BOUNDARY POND	
<p><i>Boundary Pond Access</i> This pond is noted for its relative remoteness, scenery, and brook trout. It is regulated for flyfishing only and is a put-grow-and-take fishery.</p>	

Figure 2.12: SCA NH Parks AmeriCorps recently improved trails at Garfield Falls.



2.5. Overview of Land Managers

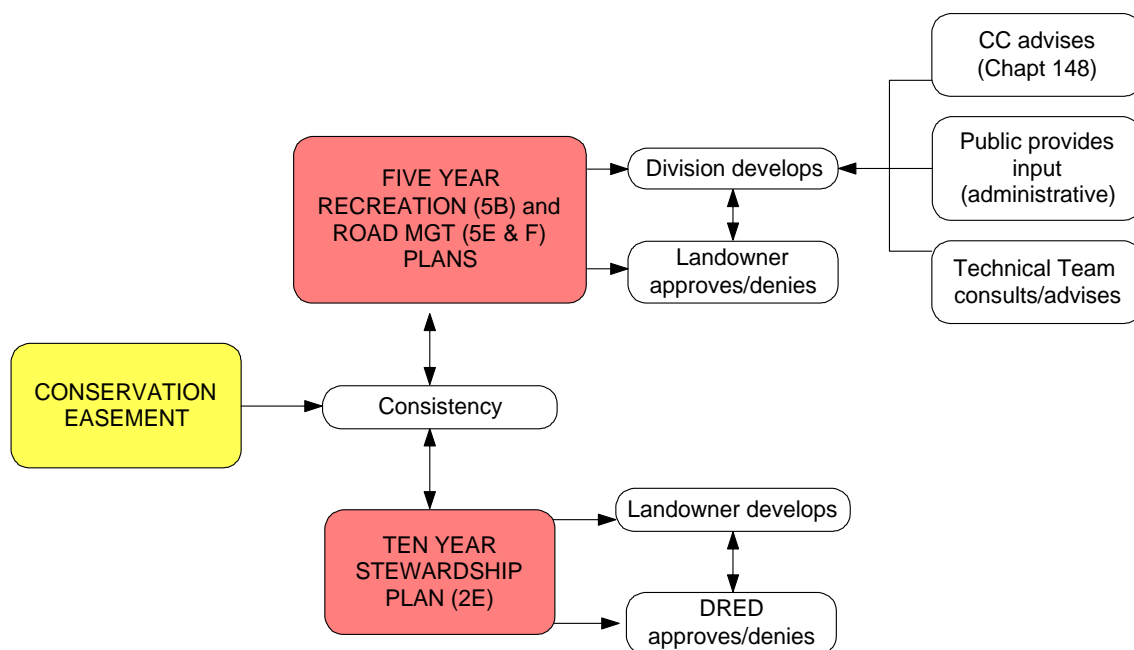
To understand the property and how it functions, one needs to understand the entities which are collectively responsible for its stewardship and management, and their respective roles and interrelationships. Easement sections or NH Law chapters in the text and figures below are noted in parentheses. Appendix I presents a more detailed list of the responsibilities and authorities for managing public access and recreation on the property while the narrative below highlights the most important.

2.5.1. Plan Development and Approval / Denial

A close working relationship is required of DRED and the Landowner in developing the Public Access / Recreation and Road Management Plans and the Landowner's Stewardship Plan, as all must be consistent with one another. Each partner has the authority to approve or deny the other's plan and annual operations plans as shown on Figure 2.13.

In preparing the Recreation and Road Plans, the Easement also requires the Division to consult with State agencies which have regulatory or programmatic responsibilities for administration or monitoring of the Easement, e.g. NHF&G. The Division has elected to do so primarily through the Technical Team, an administratively-created advisory body (see current membership in the "Acknowledgements"). Chapter 148 of the Laws of New Hampshire requires that the Division also seek advice from the Citizens Committee which includes representatives from the State agencies, host communities, and public (see Section 1.5.1). Though not required to do so, the Division actively sought advice from the general public and natural resource-based organizations and clubs in the preparation of this plan.

Figure 2.13: Planning Authority and Responsibilities / Roles



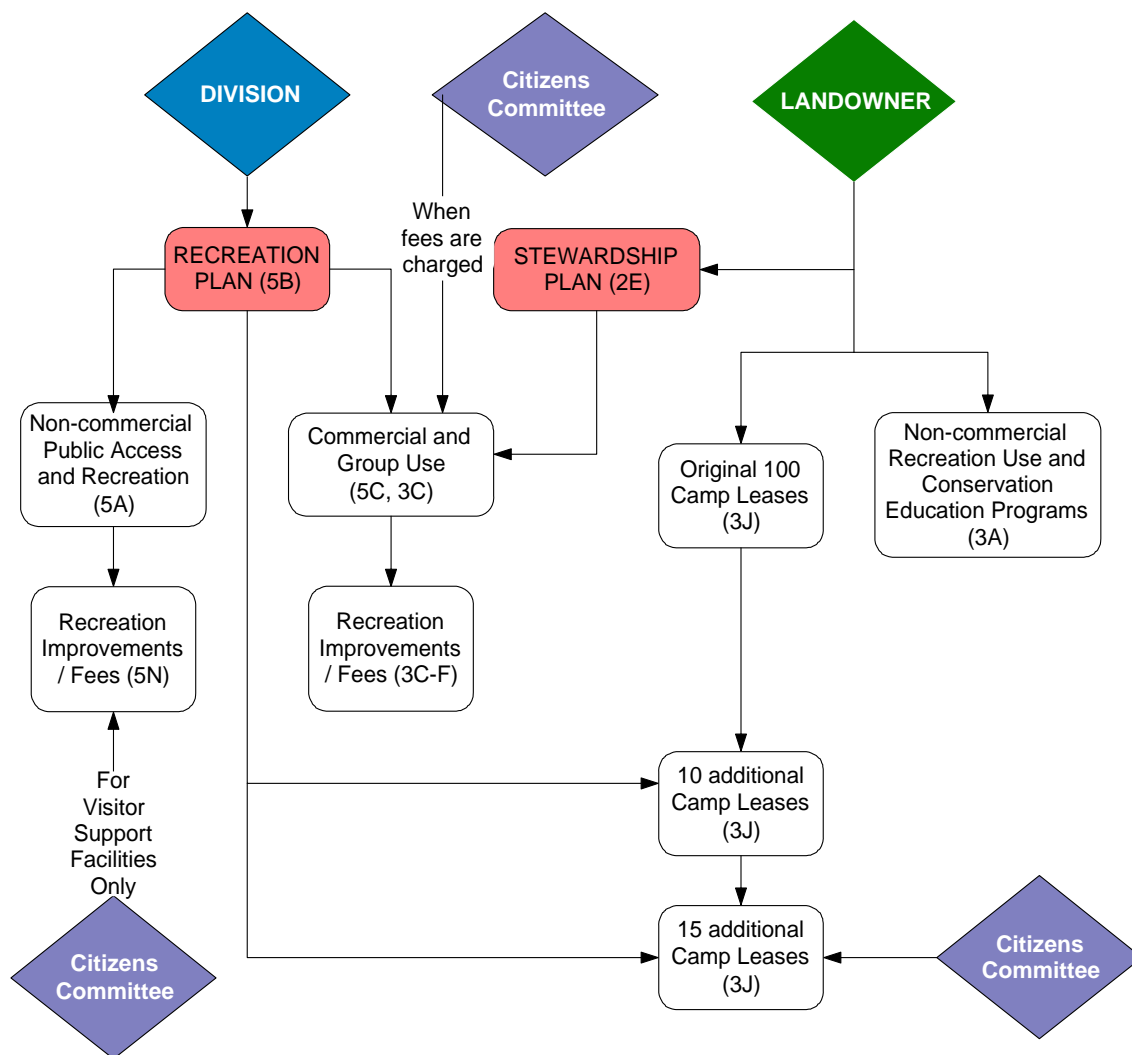
2.5.2. Recreation Management

The Division and the Landowner share authority for managing, providing improvements for, and charging fees for outdoor, natural resource-based recreation and access on the property as shown in Figure 2.14. The State has responsibility for public use and access, while the Landowner may permit its employees, invitees, and others as stipulated in the Easement to engage in recreation, education, and access. The Division and the Citizens Committee both have the authority to approve or deny any Landowner proposal for commercial fee-based activities and up to 15 additional camp leases, not to exceed 125 in total (5.N). The Citizens Committee also has the authority to approve or deny the Division's proposal for any Visitor Support Facilities.⁵

The Landowner has elected not to pursue any commercial recreational use during the period of their current Ten Year Stewardship Plan (adopted in 2006).

⁵ Visitor Support Facilities are defined in section 5N of the Easement as enclosed shelters, huts and lean-to shelters (each with a footprint of impervious surfaces that does not exceed 1,000 square feet and a height that does not exceed one and one-half stories (25 feet)), and primitive campsites or any improvement for which the State charges a fee.

Figure 2.14: Recreation Management Authority and Roles



2.5.3. Wildlife Management

The Division has delegated authority for the management of hunting, fishing, and trapping on the Working Forest through an Interagency Agreement contained in Appendix J.

2.5.4. Public Safety, Emergency Management, and Enforcement

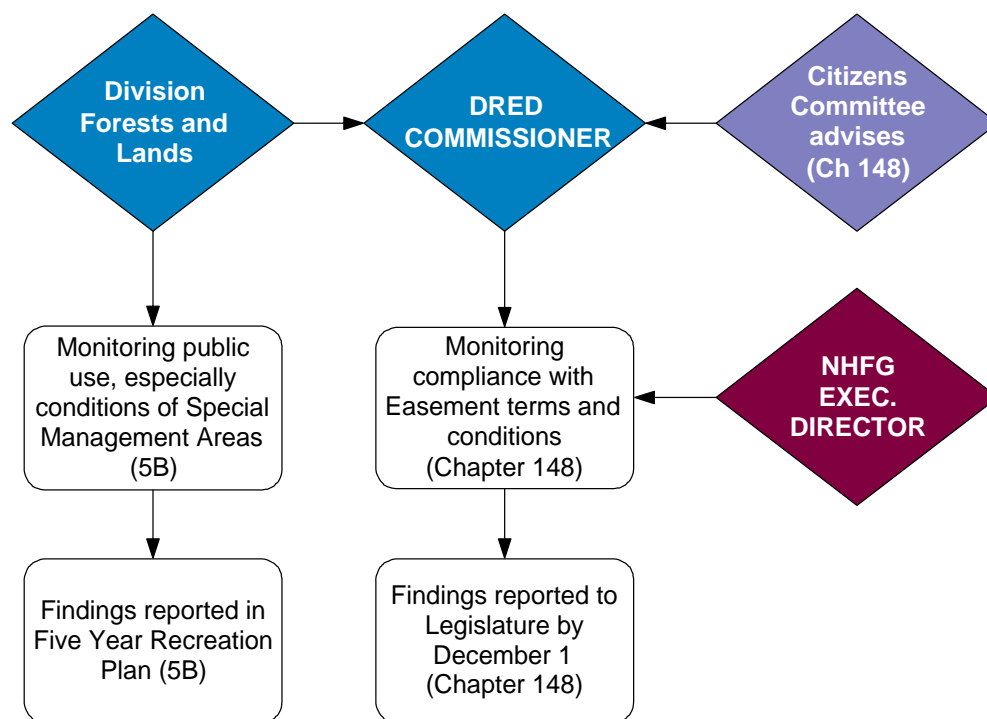
The NH Fish and Game Department has authority under State laws to enforce hunting, fishing, trapping, snowmobiling, and other such regulations on the property. It also provides search and rescue services and works closely with local police. DRED also has authority to enforce state laws related to such matters as outdoor fires, camping, snowmobiling, and off-highway recreational vehicle use. The Towns provide emergency response services.

The Landowner has the authority to take emergency actions required to protect public safety or natural resources, including closure of the roads and trails which it owns and prohibition of access to portions of the property (3F). The Division also has the right to limit public access on Designated Roads and Trails when it deems necessary (5A).

2.5.5. Easement Monitoring

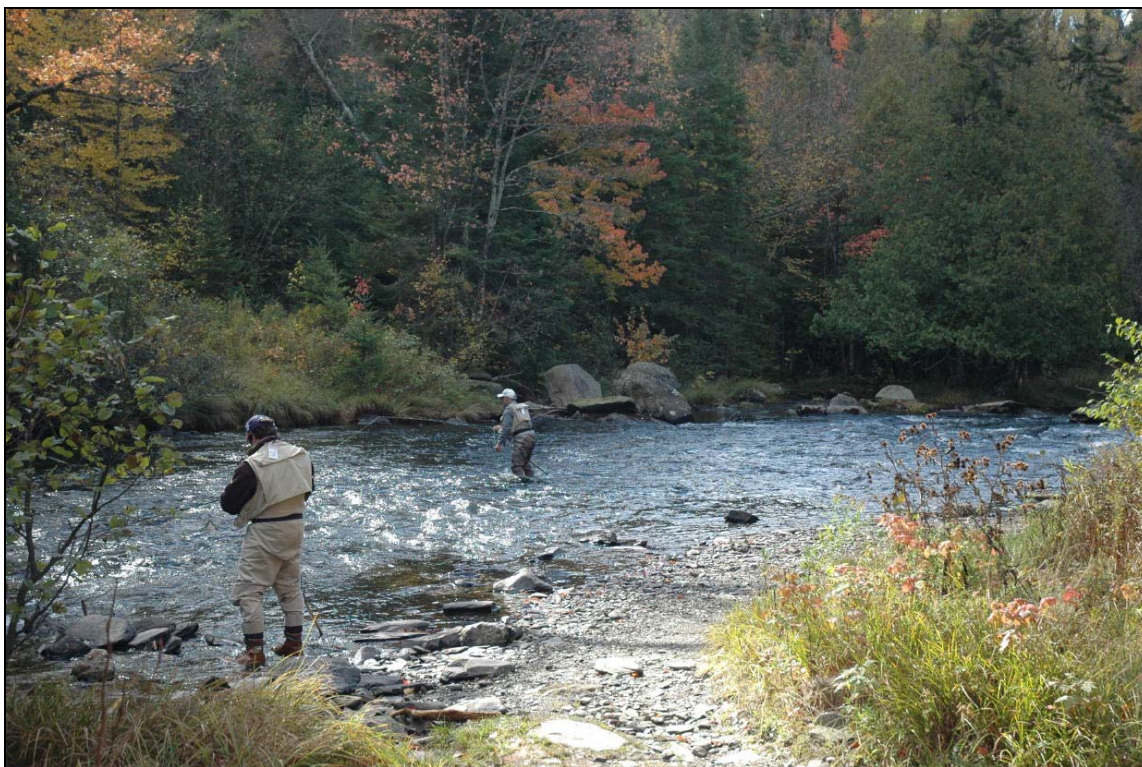
Monitoring the terms and conditions of the Easement for the entire Connecticut Lakes Headwaters tract and public use on the Working Forest are required on a regular basis as shown below. Within DRED, the Commissioner relies upon the Bureau of Forests and Lands for monitoring the Forest and receives advice on this matter from the Citizens Committee as directed by Chapter 148. NH law also directs the Commissioner and the Director of NHF&G to report monitoring findings to the Legislature annually.

Figure 2.15: Monitoring Authority and Responsibilities



Chapter 3

Public Access and Recreation Management



3.0 Public Access and Recreation Management

This portion of the Plan specifies the vision, planning principles, goals, policies, and strategies that will guide recreation and public access management decisions on the Forest during the next five years.

3.1. Required Recreation Plan Elements

The Easement (Section 5B) requires the Division to develop in consultation with the Landowner a Public Access and Recreation Plan which is consistent with the Road Management Plan (Easement Section 5E) and the Landowner's Stewardship Plan (Easement Section 2E). The Initial Recreation Plan must also be consistent with the Easement Purposes and Stewardship Goals and Road Management Agreement (5.B.i.a). In addition, the level of detail must be similar to that of the Stewardship Plan, and the Plan must state how and in what time-frame DRED plans to achieve or progress toward attaining Easement Stewardship Goal 2.C.xiii:

Maintenance and enhancement of a range of non-motorized, natural resource-based, outdoor recreational opportunities for the public, as well as maintaining opportunities for snowmobiling on Designated Snowmobile Trails (as defined in Section 5.A), and motorized recreational uses by the public on Designated Roads (as defined in Section 5.D) as agreed to by the parties.

Table 3.1 identifies those elements which must be included, at a minimum, in this and subsequent Public Access and Recreation Management Plans.

Figure 3.1: Snowmobiling use will receive greater management attention.



Table 3.1: Required Recreation Planning Elements

Easement Requirements (Primary Reference)	Chapter / Section
1. Goals and objectives	3.2
2. Description of recreational uses that will be permitted	3.4.1-3.4.5
3. Policies that will govern access and permitted recreational activities	3.4.4-3.4.5
4. Description of existing and planned Recreational Improvements ⁶ and an analysis of use and management concerns during the prior plan	3.4.6.1
5. Map showing the locations of the Fee Owner's existing and proposed Recreational Improvements ⁷ and an analysis of use and management concerns during the term of the prior plan	3.4.6.2 (map not applicable)
6. Description and maps of the locations of outdoor recreational features and an analysis of use and management concerns during the prior plan	2.3 / 3.4.5
7. Examples of conflicts, if any, between recreational activities and other permitted uses, the responses to such conflicts and the process or proposed process for resolving them	3.4.5
8. Description of proposed new or additional public uses, proposed responses to such proposed uses, and a process for determining whether such uses are acceptable to the Easement Holder and the Fee Owner	3.4.5 / 3.4.3
9. Description of the methods of collecting, storing, and removing rubbish, garbage, debris and waste materials resulting from public use and a summary of the results of such management during the prior plan	3.6
10. Monitoring plan of public use on the Property and, specifically in Special Management Areas and other such fragile places ⁸ , to ensure their protection; and summary of the results of the monitoring during the prior plan	3.8

3.2. Vision and Guiding Principles

3.2.1. Introduction

The Easement contains the following vision statement developed by a State-level Steering Committee to guide the State's acquisition of public recreation and access rights on the property:

"We see the [Property's lands] continuing to provide the many economic, recreation and natural resource benefits they have provided New Hampshire citizens and visitors for generations. These lands will remain as a large block of largely undeveloped productive/working forest while

⁶ "Recreational Improvements" include, but are not limited to, trails, dams, bridges, culverts, sheds, pit toilets, parking lots, gatehouses and Visitor Support Facilities (as defined below) on the Property (Section 5.N).

⁷ Including, but not limited to, roads, trails and other improvements.

⁸ "Other such places" mean areas that are ecologically fragile or that contain rare and exemplary natural communities, populations of rare species, or natural heritage or cultural features.

continuing their substantial contribution to the local and regional culture and economy. Public access for recreation will be assured as will the conservation of ecologically sensitive resources and places.”

For this Initial Plan, the Division consulted with the Citizens Committee, Technical Team, public, and nine recreation organizations to understand better and articulate the kind of program which will result in the qualities and experiences which the above statement implies and which people mean when they say, almost universally, that they want the property “to stay the same as it is.” The result is the following Long Term Vision, Guiding Principles, and Decision-Making Criteria which together will be the blueprint for conducting day-to-day management activities and policy-making during the next five years.

3.2.2. Long Term Vision

The Division will provide public recreation and access opportunities compatible with the working forest and Easement in a manner which serves all New Hampshire citizens and visitors, safeguards the unique sense of remoteness and informality which users most value, and contributes to the local quality of life and economy:

1. The experience of using the property will still feel informal, remote, safe, and dispersed, and provide opportunity for engaging with the land in what seems an unconfined way;
2. The land will support, in separate places, a balance of motorized and non-motorized uses, with opportunities to enjoy a quiet and peaceful setting, solitary experience, or more social and active setting where some noise and more people are expected;
3. All citizens of the State of New Hampshire and its visitors will have access to recreational resources on the property — they will be accommodated fairly, use the land and water safely and with care or face effective enforcement, and understand well the role, constraints, and contribution of the working forest; and
4. The property will enhance, and to the extent practical, diversify the local quality of life and economy.

3.2.3. Guiding Principles

The Division will:

1. Management Capacity. Permit during the life of this Plan only the intensity and types of recreational uses and public access for which it and other

partnering state agencies have sufficient resources to manage and enforce effectively. The goal will always be to be creative, resourceful, and streamlined;

2. Protection of Primary Uses. Permit new uses allowed on the property under the Easement, hereinafter referred to as “secondary uses” (defined in 3.4.1.1 below), only to the extent to which they do not degrade the experiential qualities of the uses specifically listed in Section 5.A.i.a. of the Easement, hereinafter referred to as “primary uses.” The listed primary uses include hunting, fishing, trapping, picnicking, swimming, hiking, cross-country skiing, snowmobiling, nature observation, snowshoeing, and enjoyment of open space. Secondary uses permitted under this recreation and public access plan must fit the spirit and letter of the Easement. They may vary as times change and may include activities requiring commercial or special use permits;
3. Intensity Thresholds. Identify limits for the numbers of people able to use the property without impairing its experiential qualities and, if such numbers are exceeded or close to being exceeded at the time of any subsequent update of this Plan, identify within the update those management policies and actions intended to achieve such limits. The goal will always be to implement management tools before problems become too great to overcome effectively. Until such thresholds can be objectively identified, the Division will continue using the characterization expressed in the Interim Plan and supported through public opinion during the planning process: in general, the recreational intensity goal will be low density, involving few encounters with persons other than in one’s own party.
4. Partnerships. Continue to build and maintain a strong relationship with the Connecticut Lakes Timber Company, adjacent Landowners, and host communities; and actively encourage volunteerism and cooperation among user group organizations to promote shared responsibility for stewardship and for ensuring positive user behavior, to the extent to which such organizations can provide reliable support and sources of funding and resources; and
5. Capital Investments. Make capital investments in roads and other support facilities in a manner that avoids deferred maintenance (and higher costs later) and in keeping with the rustic and, in parts, remote backcountry character of the property, legal responsibilities to the fee owner, and budget constraints.

3.3. Evaluation Criteria for Changes in Use or Management

In evaluating management decisions such as whether to permit Secondary Uses or close or open a road, the Division will consider and apply the following criteria:

3.3.1. Legal Requirements Criteria

To be acceptable, a change in use or management action must:

1. Be consistent with the Easement to protect forest land, achieve multiple use conservation purposes, and provide opportunities for natural resource-based outdoor recreation (Easement 1.1A);
2. Not degrade the long term capability of the property to produce forest products (2.A.ii);
3. Not cause non-forest uses allowed in the Easement to exceed 10 % of the property (2.A.iii);
4. Meet the management intent for Special Management Areas (2F):
 - a. High Elevation Zones
 - b. Riparian Areas
 - c. Wetlands
 - d. Wildlife Management Areas
 - e. Natural Heritage Areas
 - f. Cultural Heritage Areas;
5. Be in accordance with all applicable local, state, and federal laws and regulations (2.N); and
6. Conform with any provisions pertaining to specific uses covered in the Easement, including but not limited to the following:
 - a. Signage – Not exceed 8 square feet in size or be artificially illuminated (5.S and 5.K);
 - b. Trail Construction and Maintenance – Be carried out in accordance with the then-current generally accepted best management practices for the sites, soils, and terrain of the Property (3.F.v and 5.N.iii). The most current standards are: “Best Management Practices for Erosion Control During Trail Maintenance and Construction” (State of NH, DRED, Division of Parks and Recreation, Trails Bureau, 2004);
 - c. Camps – Not exceed more than 125 licensed Sites (3.J.ix);
 - d. Groomed Snowmobile Trails – Not exceed two hundred fifty (250) miles (5.A.v);
 - e. Visitor Support Facilities – Not exceed 1,000 square feet footprint of impervious surfaces and a height of 25 feet (5.N) (see footnote 5, Chapter 2.0).

3.3.2. Setting and Experiential Qualities Criteria

To be acceptable, a change in use or management action must be consistent with the Vision and Guiding Principles contained in this Plan. In particular, it must:

1. Maintain and/or enhance the backwoods character of designated Forest Recreation Areas;
2. Maintain the informal, remote, and dispersed qualities of the property;

3. Maintain a reasonable balance of uses, especially between motorized and non-motorized uses, on the property;
4. Avoid conflicts with enjoyment of the primary uses allowed on the property, especially those which depend upon a quiet and peaceful setting for a more solitary experience;
5. Maintain or enhance the separation of uses, especially motorized and non-motorized uses, which may conflict with one another; and
6. Contribute to the local quality of life.

3.3.3. Environmental Criteria

In addition to conforming to the Easement requirements for Special Management Areas, to be acceptable, a change in use or management action must:

1. Avoid conflicts with management of Connecticut Lakes Natural Areas managed by the NH Fish and Game Department;
2. Protect and maintain surface and ground water quality and watershed integrity;
3. Prevent or, where no alternative route is possible, minimize soil erosion;
4. Maintain the scenic quality and working forest character of the property;
5. Protect seasonal wildlife nesting and other sensitive habitats;
6. Minimize noise; and
7. Promote a healthy planet by using appropriate technology and mechanization.

3.3.4. Administrative Criteria

To be acceptable, a change in use or management action must:

1. Avoid unsafe conditions and liability issues related to logging and other land management activities;
2. Be within the capacity of DRED, other State agencies, supporting organization(s) or other partners to adequately fund and execute implementation, maintenance, enforcement and monitoring of the use and associated facilities in the Forest;
3. Minimize potential violations and consequent effects on State programs and resources, user experience, environment, and physical setting of the Forest;
4. Promote cooperation and coordination among land managers, law enforcement agencies, user groups, and organizations to enhance management and law enforcement of the property; and
5. Promote understanding and a respectful relationship between users and the Working Forest.
6. Be mindful of:
 - a. Connecticut Lakes Timber Company's Stewardship Plan (2E);
 - b. Relevant State policies and other local, regional, and State plans including but not limited to:

- i. NHF&G Connecticut Lakes Natural Areas Stewardship Plan,
- ii. State of NH Comprehensive Outdoor Recreation Plan (SCORP),
- iii. State of NH ATV Plan,
- iv. Connecticut River Joint Commissions' Corridor Management Plan,
- v. Connecticut River Scenic Byway Management Plan, and
- vi. Local master plans.

3.3.5. Technical Requirements / Needs of Use Criteria

To be acceptable, a change in use or management action must:

1. Meet Best Management Practices (BMP) as outlined in the Easement or State of NH or other acceptable BMPs and technical specifications for the stated use;
2. Strive to achieve USDA Forest Service Accessibility Guidelines for Outdoor Recreation Facilities and Trails (See USDA Forest Service "Accessibility Guidebook for Outdoor Recreation and Trails", May 2006); and
3. Be flexible in its placement and design relative to changes in forest management activities, especially logging operations.

3.3.6. Sources of Information for Applying the Evaluation Criteria

In addition to the specific documents and sources listed in the Evaluation Criteria, DRED will consult other sources, such as but not limited to the following, in making a determination:

1. Public / User Group Comments (written and oral);
2. Summary of Issues Identified During Planning Process (see Appendix G);
3. Interviews;
4. Scientific Literature / Research; and
5. Technical Team and / or Citizens Committee Input.

3.4. Management Policies and Strategies

3.4.1. Permitted Uses

3.4.1.1. Definitions

The Easement lists the types of uses which are considered to be "natural resource-based" and thus allowable on the property, providing they are permitted in this or a subsequent Recreation Plan. The following definitions clarify in practical language how DRED interprets this term on the Forest:

1. **Natural Resource-based Use** means any outdoor recreational activity which depends upon a backwoods setting for its pursuit and enjoyment.
2. **Primary Use** means any Natural Resource-based Use which is explicitly allowed under the terms of the Grant of Conservation Easement (Section 5B.i.c.8) or documented to have been a permitted *public, non-commercial* use at the time of the Easement. These uses include the following:

- | | |
|--|--|
| ▪ Bicycling (on Designated Roads)* | ▪ Hobby Mineral Collecting* |
| ▪ Camp Leases* | ▪ Hunting* |
| ▪ Canoe / Kayaking / Motor Boating | ▪ Nature Observation* |
| ▪ Cross-country skiing* | ▪ Nordic Skiing* |
| ▪ Dog Sledding (on Designated Snowmobile Trails) | ▪ Photography |
| ▪ Driving For Pleasure (on Designated Roads)* | ▪ Picnicking* |
| ▪ Enjoying Open Space* | ▪ Shed Hunting |
| ▪ Fishing* | ▪ Snowmobiling (on Designated Trails)* |
| ▪ Gathering Wild Edibles | ▪ Snowshoeing* |
| ▪ Hiking on Existing Trails* | ▪ Swimming* |
| | ▪ Target and Skeet Shooting |
| | ▪ Trapping* |
| | ▪ Walking |
| | ▪ Wildlife Viewing |
- *Uses identified in one or more provisions of the Easement

- a. **Secondary Use** means any “new” natural resource-based *public* use which is not explicitly allowed under the terms of the Grant of Conservation Easement or permitted under the most current Recreation and Public Access Management Plan; or any “additional” primary use which is different in scale, technology, environmental impact, or aerial extent than existed at the time of the Grant of Easement. Secondary Uses considered in the development of this Plan include:

- ATVs
- Camping
- Equestrian Use (general public)
- Hiking Trails (extended or new)
- Special Use Permits (e.g. commercial photography and educational groups)

Figure 3.2: Fishing and paddling are popular on Forest waters.



3.4.1.2. Permitted Uses During Term of Prior Plan

Permitted uses under the Interim Plan included all Primary Uses listed in 3.4.1.2 above, and two secondary uses: ATV riding on a short, existing trail which connects trails on private lands (see Chapter 4, Map 4.1) and use by Special Use Permit.

3.4.1.3. Permitted Uses During Upcoming Five-year Planning Period

This Plan permits use of motorized vehicles that are registered for use on public roads on Designated Roads open to public use; all Primary Uses listed in 3.4.1.2 above; and the following Secondary Uses:

- ATV use on connector trails
- Equestrian use as specified in this Plan (see Chapter/Section 3.4.5.6)
- Special Use Permits for organized groups and commercial activity

3.4.2. Special Use Permits

Commercial uses and organized groups of ten or more people require a Special Use Permit from the Director of Division of Parks and Recreation in Concord, New Hampshire before using the Forest. Commercial and other for-profit uses also require the consent of the Landowner.⁹ Examples of uses for which a Special Use Permit is required include:

- Events (e.g. fishing tournaments, dog trials)
- Commercial Guiding (for nature observation, hunting and fishing)
- Commercial Photography

⁹ Groups of 10 or more family members, friends, or acquaintances who happen to recreate together do not constitute an “organized” group and therefore do not require a Special Use Permit from the State.

- Conservation / Forestry Education Classes and Tours
- Scientific Research

Requests for Special Use Permits must meet three screens in order to be considered. The answer to the following questions must be affirmative:

1. Does the requested use or activity meet the definition of “Natural Resource-based Use (see 3.4.1.1.);
2. Is the requested use or activity identified as a Permitted Use as listed in this Plan (see 3.4.1.3.); and
3. Does the requested use or activity meet the criteria outlined in the Evaluation Criteria (see 3.3)?

3.4.3. Prohibited Public Recreational Uses

The following recreational activities are not permitted under this Plan. Those uses marked with an asterisk have not been allowed in the past and have been confirmed through the planning process to be inappropriate for the physical and experiential setting of the Working Forest. Others, such as camping, could be permitted in future plan updates if funding, management resources, and other decision-making criteria are met.

- Camping
- Campfires (except for owners of private camps)
- Any motor vehicle use other than on a Designated Road open to the public*
- Timber harvesting, including cutting and collection of firewood or Christmas trees, except as authorized by the Landowner*
- Feeding wildlife*
- Hang gliding and parasailing*
- Artifact hunting*
- Planting or cultivation of any vegetation*
- Maple sugaring*
- Model airplane flying*
- Construction or installation of recreational structures, by the public, including permanent hunting stands*
- Gathering or damaging any rare plants or damaging their habitats*
- Dumping of refuse and waste*
- Use of pesticides, herbicides, or toxic substances*

* Will not be considered for permission in future updates

3.4.4. General Recreation and Public Access Policies

The following policies pertain in general to use and recreation on the Forest:

1. **Use Limitations.** The State may control or limit public use and access in the interest of public safety or compliance with the Easement. This could include restrictions on the type, timing, and location of uses needed to:
 - a. Achieve compatibility with the property's management objectives including protection of fish and wildlife habitat values, unique or important natural communities or sites, and water quality;
 - b. Manage recreational use to reduce conflicts between recreational activities; or
 - c. Manage recreational use in a manner that does not unreasonably adversely impact the Landowner's use of the property for production of forest products;
2. **Camp Lease Areas Off-limits.** The public is not granted any rights of access on lots leased by the Landowner for private camps on the property;
3. **Wildlife Management and Enforcement.** Under written agreement, the Division will rely upon the Department of Fish and Game to manage and monitor wildlife and regulate hunting, fishing, and trapping on the Forest, with the exception that the Division will be responsible for recreation facilities and improvements which support any of these activities. See Appendix J for a copy of the existing agreement;
4. **Signage.** In keeping with signs used historically on the Property, signs on the Working Forest will be designed to be rustic and relatively inconspicuous. The Division will consult with the Landowner with respect to the design, size, and location of signs (Easement 5.S). No new sign, except with the mutual consent of the Division and Landowner, shall exceed eight (8) square feet in size or be artificially illuminated. (Easement 2.K). In general, signs will be limited to:
 - a. Entrance signs at major access points;
 - b. Boundary signs (as needed);
 - c. Safety warning signs (as needed and appropriate);
 - d. Signs identifying trailheads or entrance points to formal recreational facilities; and
 - e. Permanent signs placed at regular intervals, but at minimum at the beginning of and at intersections along the Designated Roads, to advise the public that the Designated Roads are used for Forest Management Activities (Easement 5K).

Signs warning of danger, needed for safety, or to prevent damage to fragile features will be located close to the feature in question and in a

location where they will not be overlooked by the target audience. Trails will be blazed as specified in DRED standards. In general, signs directing the public to specific recreational resources or facilities, beyond those specifically identified herein, will not be provided in the interior portions of the Working Forest to safeguard the “on your own” backcountry feel; kiosks and maps (website and/or brochures) will be available to the public, however, to guide them to their destinations.

5. **Dam Safety and Upkeep.** Dams and their impoundments are important recreational and ecological attributes of the property. The dams are owned by the landowner. The Fish and Game Department has obtained a conservation easement from the landowner to replace and maintain the dam at Big Brook Bog. Other dams will be maintained or replaced on a case by case basis dependent on funding and future use.
6. **Proposals for Expanded Use.** The following conditions must be met for any proposal for expanded or new uses for which the Division requires a partnering organization to move forward in this plan. Proposals must:
 - a. Meet the Evaluation Criteria for Changes in Use or Management on the Forest; and
 - b. Describe the specific provisions and improvements which will be in place for managing, funding, policing, and monitoring the use and include the following:
 - i. Map showing the designated trails and / or facilities, access points, and ancillary facilities or signage which will comprise the system;
 - ii. Description of the public access management and law enforcement capacity which will be in place to respond effectively to the scale, location, and types of management and law enforcement problems expected. If state resources are insufficient, this provision could, at least on a trial basis, be met through a fee system, club grant or endowment, or cross-deputation of local officers;
 - iii. Description of the institutional and financial capacity of the club (e.g. staff, organization, policies) to take primary responsibility for maintenance and repair of the trail system, and if damaged, restored to state standards; and
 - iv. Public outreach plan for making sure that educational information will be in the hands of, or highly visible to, each participant prior to trail use (permit system with conditions / trail head kiosk / brochure).

Such a partnering proposal must be reviewed by the Division and State Land Management Team. If the Division accepts it, the following conditions must be in place before new or expanded uses may begin:

- i. Trails built to appropriate standards;
- ii. Parking lots with sufficient capacity, size, and toilet facilities to accommodate the number of users planned;
- iii. Signage / Information Kiosk(s); and
- iv. Funds / Cooperative Agreements.

Proposals may be implemented on a trial basis for a limited period during which time the Division must evaluate and approve or deny continuation of such use and/or stewardship. If a proposal is implemented, the right to continue such use will be contingent upon satisfactory compliance with all requirements.

3.4.5. Management Policies and Strategies for Specific Recreational Uses

This Plan makes some adjustments from the Interim Plan in the way certain recreational uses will be managed. These adjustments are based upon public opinion, suggestions from organized recreational groups, Technical Team, and Citizens Committee, and the State's capacity to manage public use on the Forest. They are consistent with the Plan's Long Term Vision, Guiding Principles, and Evaluation Criteria. The alternatives considered and evaluated in determining these changes are presented below, along with the policies and actions which will be undertaken during the next five years to accommodate the recreational uses. A more detailed evaluation of these alternatives may be found in Appendix P (which also includes the public and organizational response summaries).

3.4.5.1. Non-Motorized Dispersed Use

Analysis of Prior Use

Many uses of the Forest are not associated with or confined to a particular road or formal trail, and are allowed anywhere except when in conflict with forest management activities or safety. These involve walking on informal trails or bushwalking to hunt, trap, fish, picnic, swim, cross-country ski, snowshoe, observe nature, otherwise enjoy open space, or engage in commercial guiding under a Special Use Permit. The more frequented places, apart from water bodies, include special features such as Stub Hill area, side spurs off West Indian Stream, and Diamond Ridge. According to observations by the Division and Landowner, the numbers of people using the Forest for this purpose did not appreciably increase over this time period and they reported no substantial problems in use.

Management Alternatives

The Division proposed one alternative different from the status quo in response to public comments about the desire for the retention of some places on the Forest that retain opportunities for quiet and remote bushwhacking and other pedestrian uses. This alternative proposes highlighting and managing

areas providing attributes favorable for winter (cross country skiing and snowshoeing) and other non-motorized uses (see Map 3.1 – Non-motorized Use Improvements). Favorable attributes include gentle terrain, plowed roads to access trailhead, opportunity to provide small parking lots, and separation from motorized use.

Selected Plan Direction

The Division will manage the two areas shown on Map 3.1 primarily for non-motorized winter use. Parking improvements and privies are planned to accommodate use of the two highlighted areas; one proposed parking area is located on the State Forest, the other on the Working Forest at a gravel pit. While not singled out, other remote parts of the Forest such as the Stub Hill area will be specially managed for such use in coordination with other uses to maintain the desired character and experiential values. Road and gate actions are planned to minimize new trails or motorized use of such areas (see Chapter 4.8.2).

Figure 3.3: People can walk anywhere on the Forest.

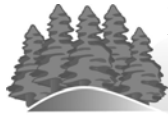


Policies

1. Opportunities compatible with a working forest will be maintained for bushwhacking and seclusion in certain parts of the property to accommodate non-motorized users throughout the seasons.

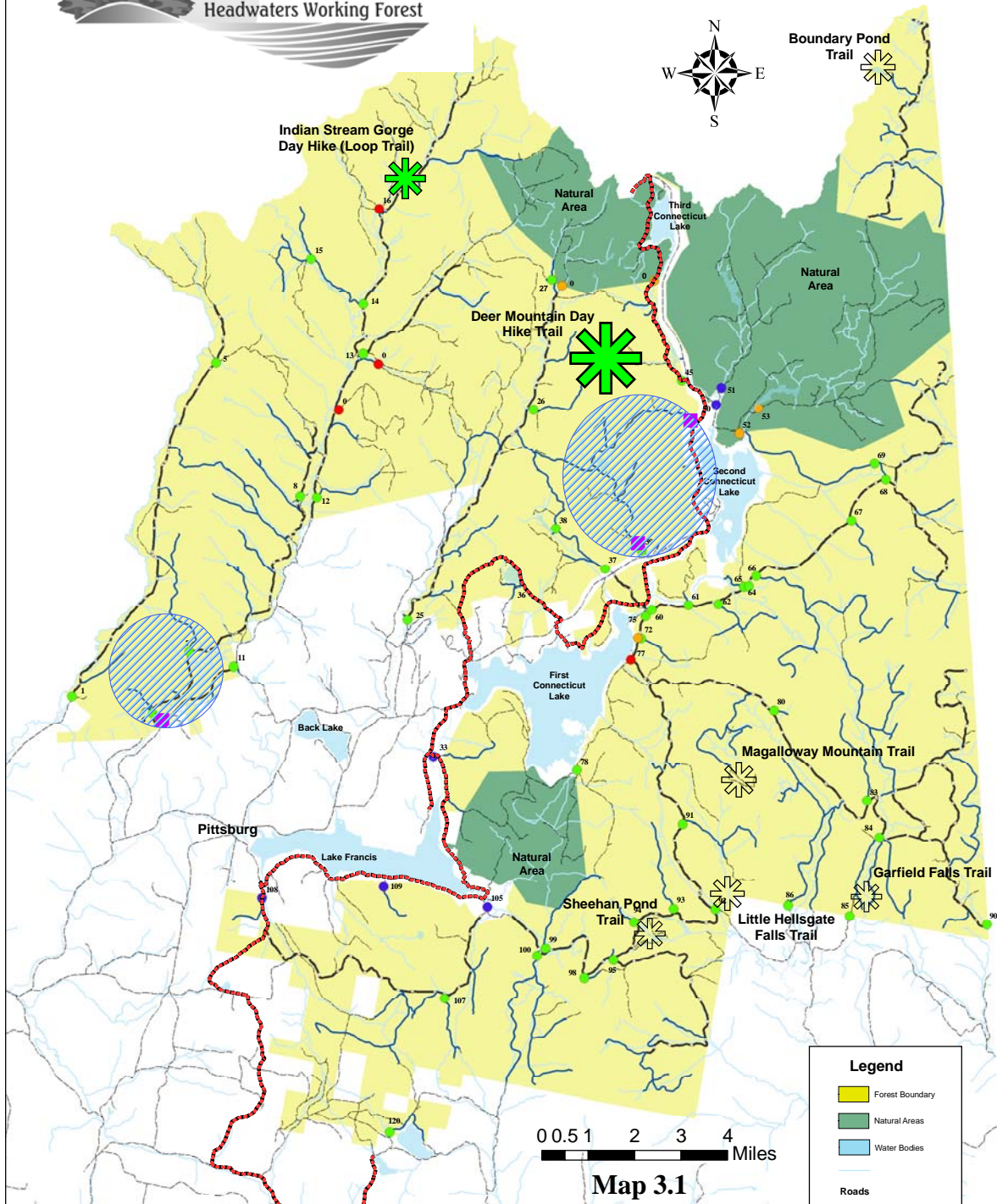
Actions

1. The Division will work with the State Forest Regional Forester, State Park Regional Supervisor and Landowner to locate and develop small rustic parking areas for the two winter-use areas shown on Map 3.1 and provide information about them on Forest kiosks, website, and signage as appropriate; and



Recreation Access and Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Thomas Koks Associates
Data Source: NH Granit, TPL, CLTC
File Ver. 06/16/07

Non-Motorized Use Improvements

- Existing Day Hiking Trail
- Proposed Day Hiking Trail
- Proposed Cohos Trail
- Areas Favorable For Winter Non-Motorized Use
- Potential Winter Parking Lot

2. The Division will provide information about areas managed for remote qualities on Forest kiosks, website, signage, and in written materials as appropriate.

3.4.5.2. Non-Motorized Trail Use

Analysis of Prior Use

Geologic features are the primary location and destination for non-motorized uses such as hiking and snowshoeing. The most popular existing trails are at Garfield Falls and Magalloway Mountain. Other formal trails are available at Little Hellsgate Falls, Boundary Pond, Indian Stream Canyon, and Sheehan Pond as shown on Map 3.1. In some cases such as Little Hellsgate Falls, little if any direction or field identification is provided and the trail is difficult to locate. No new recreation survey was completed during the term of the Interim Plan specific to non-motorized trail use to determine if the number of users has changed since adoption of the Interim Plan. But State and Landowner representatives familiar with the land report no remarkable increase in user numbers or problems. The public has requested, however, that such trails be separated from motorized activities to the extent possible to enhance experiential qualities and avoid unsafe conditions.

Management Alternatives

The following alternatives were considered (See Map 3.1):

1. Status quo – No change from current management. Continue to manage and maintain existing hiking and access trails;
2. Develop new day hikes (Deer Mountain & Indian Stream Gorge Loop). Continue to manage, maintain, and enhance existing hiking and access trails as appropriate; and
3. Same as Alternative 2, but accept proposal for Cohos Trail, providing the organization(s) stewarding the trail's development becomes a partner in its management. Continue to manage, maintain, and enhance existing hiking and access trails as appropriate.

About half of the respondents to the fall 2006 public review survey regarding alternatives favored Alternative 3 while another 13% supported new day hikes without acceptance of the Cohos Trail proposal. All but one organization supported Alternative 3, as did six Citizens Committee members. The Landowner asked that the Cohos Trail and any other new trails which are sited on the Forest be developed without a buffer. The Cohos Trail Association has asked to establish and expand the Cohos Trail onto the Forest and is strengthening its capacity and may wish to partner in extending the Cohos Trail through or near the property. In addition, since the alternatives were developed, the Connecticut River Joint Commissions has recommended a foot trail in roughly similar alignment, following the Connecticut River from its

source at Fourth Connecticut Lake along the chain of lower lakes until the river becomes navigable by kayak or canoe.

Selected Plan Direction

In response to summer interest and because of the low cost, the Division will refine and implement Alternative 3. The Division will consider a partnering proposal from the Cohos Trail Association and/or Connecticut River Joint Commissions if they wish to coordinate in planning and maintaining a through-trail. In addition, trails at Boundary Pond, Sheehan Pond, Magalloway Mountain, Garfield Falls, and Little Hellsgate Falls will be maintained and enhanced (see 3.4.6.1).

Policies

1. Continue to manage and maintain hiking and access trails in good, safe, environmentally-sound, and experientially-appropriate condition;
2. Site any new trail directly through the Forest without a protected buffer area in recognition of the Forest's primary use for timber management;
3. Reevaluate, in a timely fashion, any proposal from one or more organizations willing to partner in the development and management of a trail in the vicinity of the Cohos Trail proposed in Alternative 3 in the manner prescribed in General Policy 2 (see 3.4.4).

Actions

1. The Division, in consultation with the Landowner and State Land Management Team, will further evaluate the feasibility and locations for, and construct and maintain the Indian Stream Gorge Loop and Deer Mountain trails; and provide information about them on Forest kiosks, website, and signage as appropriate;
2. The Division will undertake the enhancements listed in Section 3.4.6.1 and Table 3.2 for existing trails.

3.4.5.3. *Snowmobile Use*

Analysis of Prior Use

The Division coordinates with DRED's Trails Bureau and local clubs to groom and maintain between 150 to 250 miles of snowmobile trail depending on forest management activities and the snowmobile grant-in-aid program. The current average of 150 miles of groomed trails is well within the maximum of 250 miles of groomed trail allowed under the Easement. The specific trails open for snowmobile use change from year-to-year in response to annual changes in land management needs of the Landowner or the NH Division of Parks and Recreation. During the Interim Plan period, the Halls Stream and Indian Stream Recreation Units were closed to use to accommodate forest management activities.

While the public expressed little concern about the physical elements of the trail system and related facilities, most people agreed that the activity needs to be managed differently to restore the quality of the user experience, especially for families. Most public meeting and survey comments related to budget and volunteer resources and law enforcement capacities to handle the volume of use and user violations, such as speeding, which is prevalent. There was consensus on reestablishing snowmobile trail riding as a family-oriented experience. While public opinion points to increased user numbers during the period of the Interim Plan, no actual counts were made, but presumably varied with the amount of snow.

One of the dominant uses on the Forest, snowmobiling has been central to the local winter economy. People recognize that a diversification of the economic base by expanding recreational uses during the winter and developing new uses in all seasons is needed. Poor snow conditions in recent years have increased pressure from some to emphasize / enhance non-motorized uses on the Forest, and from others to expand ATV riding.

In developing management alternatives and direction, the Division considered the existing problem of unsafe parking along Route 3 and the need to make accommodation off-highway. It also took into account improvements at Deer Mountain State Campground, including a warming hut constructed and maintained by a local snowmobile club. Snowmobiling has been long possible on the property because of the volunteer work of local clubs, but this contribution in recent times has become stretched and may be further challenged by an aging population and fewer volunteers. Opportunities for greater efficiency, such as the proposed Coon Brook Bog connector which would make getting grooming equipment to sections of the trail faster, were also taken into account.

Management Alternatives:

The Division developed four alternatives based upon public / technical comments and Forest opportunities and constraints (see Map 3.2 – Snowmobile Use Improvements). These include:

1. Status quo – No change in current use and management;
2. Distribute use through the development of the trailside facility at Deer Mountain Campground and large and efficient parking areas in the Magalloway Road Area and the East Inlet Road Area to get parking off Route 3 and encourage start points in those locations to distribute heavy use away from southern locations of the Forest;
3. Implement the Coon Brook Bog Connector to provide a mid-trail connection to Perry Stream Road thus improving grooming efficiency and reducing concentration in other areas to the north and south; and

4. Implement combination of Alternatives 2 & 3 to reduce concentration in the southern part of the Forest.

About two thirds of the individual respondents, two of the organizations, and three Citizens Committee members favored some level of facilities improvement. Most favored Alternative 4. But such improvements were not the public's greatest concern; rather, many cited the need for better enforcement, improvement of user attitudes, and better understanding of system capacity and user thresholds. In addition, NHF&G expressed strong concern that the proposed improvements would be detrimental to the Natural Areas and in keeping with its Natural Area Stewardship Plan. Additional parking could create further conflict by increasing use on limited trails within the Connecticut Lakes Natural Area.

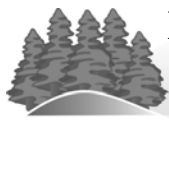
Some members of the public also expressed the belief that decisions about trail planning and maintenance should be left to the clubs, which have had long experience.

Selected Plan Direction

Because of the lack of public satisfaction with existing enforcement and experiential qualities, the Division will implement a fifth alternative developed after the public comment period: it will work with clubs, law enforcement, and other partners to reconfigure the system to make it more manageable, maintenance-efficient, enforceable, and family-oriented. This includes creating off-road parking to get the cars off Route 3 without expanding capacity beyond that which already exists in that part of the Forest; evaluating trail standards to control speed better; placing speed restrictions especially on problem areas; and promoting compliance through better education. Temporary connectors will also be provided as needed over the course of the five-year plan to provide access around closed timber management areas.

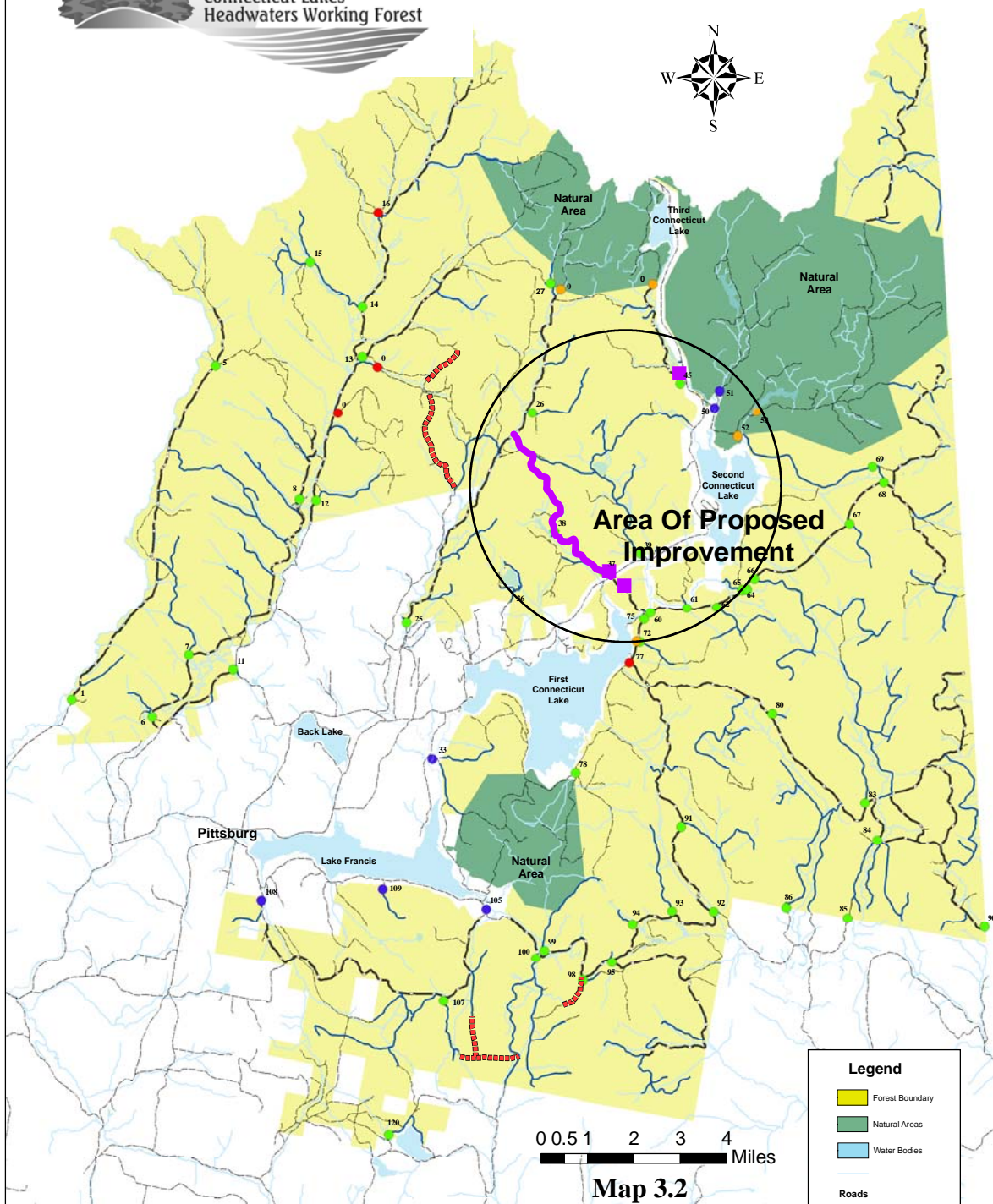
Policies:

1. New facilities or improvements must meet the Evaluation Criteria for Use or Management Changes;
2. No additional net parking capacity will be developed on the northern end of the Forest to avoid detrimental impacts on the Natural Area. However, to improve safety, the location of parking may be shifted to the Connecticut Lakes State Forest and possibly the Magalloway Road;
3. Annual snowmobile networks will be configured, managed, and monitored to create a manageable, enforceable, and family-oriented system. Except for temporary connectors, only the system of designated roads and trails approved in this Plan may be used for design and layout of the trail system;



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Thomas Kolk Associates
Data Source: NH Granit, TPL, CLTC
File Ver. 06/16/07

Snowmobile Use Improvements

Proposed Trail Improvement For Grooming Access Potential Parking Area Temporary Connector Route Location

Legend	
	Forest Boundary
	Natural Areas
	Water Bodies
Roads	
	Main Haul
	Gravel
	Other
Gate / Jurisdiction	
	CLTC
	DRED
	NH F&G
	Other

4. The Division will continue to work in partnership with the local snowmobile club(s), Landowner, and NHF&G in the planning and management of the annual network, which will be determined approximately six months prior to the snowmobiling season (mid-December);
5. Under the terms of the Easement, in the event that the Landowner or Division chooses to temporarily or permanently relocate any of the Designated Snowmobile Trails, the State and Landowner will work together, in consultation with the clubs, to designate an alternate route which will be created and maintained at the expense of the State (anticipated temporary connectors are shown on Map 3.2);
6. Snowmobiling events require a Special Use Permit in advance (see 3.4.2);
7. A map of the groomed trail system will be created annually by local organizations or the state and made available to the public free or for purchase, depending on funding;
8. Marking of trails with signs will be performed in accordance with the “Trail Signing Handbook: Guidelines for Signing Snowmobile Trails” (State of New Hampshire), or such successor standard, to indicate location of the trail, direct snowmobile use in appropriate areas, provide safety warnings where needed, and restrict access by vehicles other than snowmobiles;
9. Trail maintenance will be performed using best management practices as described in “Best Management Practices for Erosion Control During Trail Maintenance and Construction” (State of New Hampshire), or such successor standard. These provisions will apply to maintenance performed during both the winter and off-season periods. Maintenance activities include, but are not limited to, installation and replacement of bridges and culverts, protection of bridge surfaces from damage due to snowmobiling, rock and stump removal, smoothing the trail surface, placement of gravel and natural fill, installation of broad-based dips, water bars and ditches to divert runoff, removal of fallen trees, cutting back encroaching vegetation, and wintertime grooming;
10. Snowmobile use will be monitored on the Working Forest to ensure that current ecological conditions and the purposes of the Easement are not degraded by snowmobile use, and that snowmobiling activity is done in compliance with existing state laws and administrative rules (see section 3.3.1);
11. Removal of any litter from the trails and any signs that are intended exclusively for the management of snowmobile use shall occur following each snowmobiling season;
12. The Landowner will be named in the State’s general liability policy for the public’s use of all Designated Snowmobile Trails; and
13. Any new proposals from organizations for new facilities or improvements must also meet the requirements of General Policy 6 (see 3.4.4.). In addition, such a proposal must describe:

- a. The balance of responsibilities between DRED and local snowmobile clubs; and
- b. The equality of grooming and maintenance responsibility among any cooperating clubs.

Actions

1. The Division will work with clubs to establish a trail patrol program unique to the Working Forest and monitor user ethics to identify enforcement problem areas and patterns and amount of use so layout of the system and its management may be adjusted over time and enforcement directed appropriately;
2. The Division will work with clubs and other partners to provide information (e.g., written material, education programs, websites) on management concerns, user behavior problems, and strategy for restoring and enhancing a quality family-oriented experience;
3. The Division will work with local snowmobile clubs and NHF&G to develop and present to the Citizens Committee for comment an improved configuration, management, and enforcement strategy for the 2007-2008 season. The presentation will include an explanation of how proposed changes will enhance the quality of the user experience and fit State management and enforcement resources; and
4. The Division will work with representatives of the Landowner, Connecticut Lakes State Forest, and NHF&G to implement the parking management changes depicted on Map 3.2.

3.4.5.4. Biking on Designated Roads

Analysis of Prior Use

Biking is only allowed on Designated Roads under the Easement (5.A.iv.b.). Some biking occurs but the use is not prevalent, perhaps because of the need to share the road with logging trucks. Neither the public nor organizations expressed a strong interest in promoting more development of biking on the Forest, but there may be a need to steer bikers toward areas which are not, at least in this five-year period, in the thick of summer forestry activity and heavy traffic.

Management Alternatives

No specific alternative was put forth for public consideration, other than to encourage use of the safest areas.

Selected Plan Direction

In this five-year period, designate Big Brook Bog Road as an attractive setting for bikers and identify other such places as appropriate.

Policies

1. Bikers will be encouraged to check safety conditions before they head for the Forest and to choose routes with low traffic and away from forest management operations.

Actions

1. The Division will post and update as needed safe biking locations and practices on the website and provide safety information at kiosks and/or in brochures.
2. The Division will consider, in consultation with the State Forest, the development of a parking lot for summer (and winter) non-motorized use in the Big Brook Bog Road area (see 3.4.6.1).

Figure 3.4: Biking has potential in the Big Brook Bog area.



3.4.5.5. ATV Riding on Designated Roads

Analysis of Prior Use

During the Interim Plan period, wheeled off-highway vehicles were not permitted on the property except for ATV riding on a short section of Designated Road (see Map 4.1 – Designated Roads). A decision on expanded use was left to a time subsequent to the Interim Plan when more careful consideration and on-the-ground planning could be undertaken.

The short existing route connects and provides a loop for riders using Great North Woods Riders ATV Club trails on adjacent Perry Stream Land and Timber Company land. Representatives of the Connecticut Lakes Timber Company and NHF&G conservation officers report some instances of illegal ATV use on other parts of the property, but no detrimental impacts have been identified. No accidents have occurred on the Designated Road where ATV use has been permitted.

The Easement anticipates the possibility of greater ATV use if it is permitted under a Public Access and Recreation Management Plan, but only on Designated Roads (5.A.iv.b.).

Management Alternatives

Five alternatives were considered. In developing the options, areas and roads were identified that would minimize potential conflict with other uses, conflict with Natural Areas, and maintain the quiet, backwoods character of such special places as the Stub Hill area. Potential parking areas were identified, some with dual uses opportunities (see Map 3.3 – ATV Use Considerations). The options include:

1. Status quo – No ATV use other than currently specified in Interim Plan;
2. Utilitarian use – Allow ATV use by permit for people with disabilities and hunters retrieving down/dead game during hunting season;
3. Allow public recreation riding on specified Designated Roads. The system would be designed and designated on a yearly basis, working around known forest management activity, and would link to adjacent trail systems and other destination points important to ATV users;
4. Public recreation and utilitarian use – combination of Alternatives 2 and 3;
5. Dispersed riding on any Designated Road that is open to motor vehicle traffic.

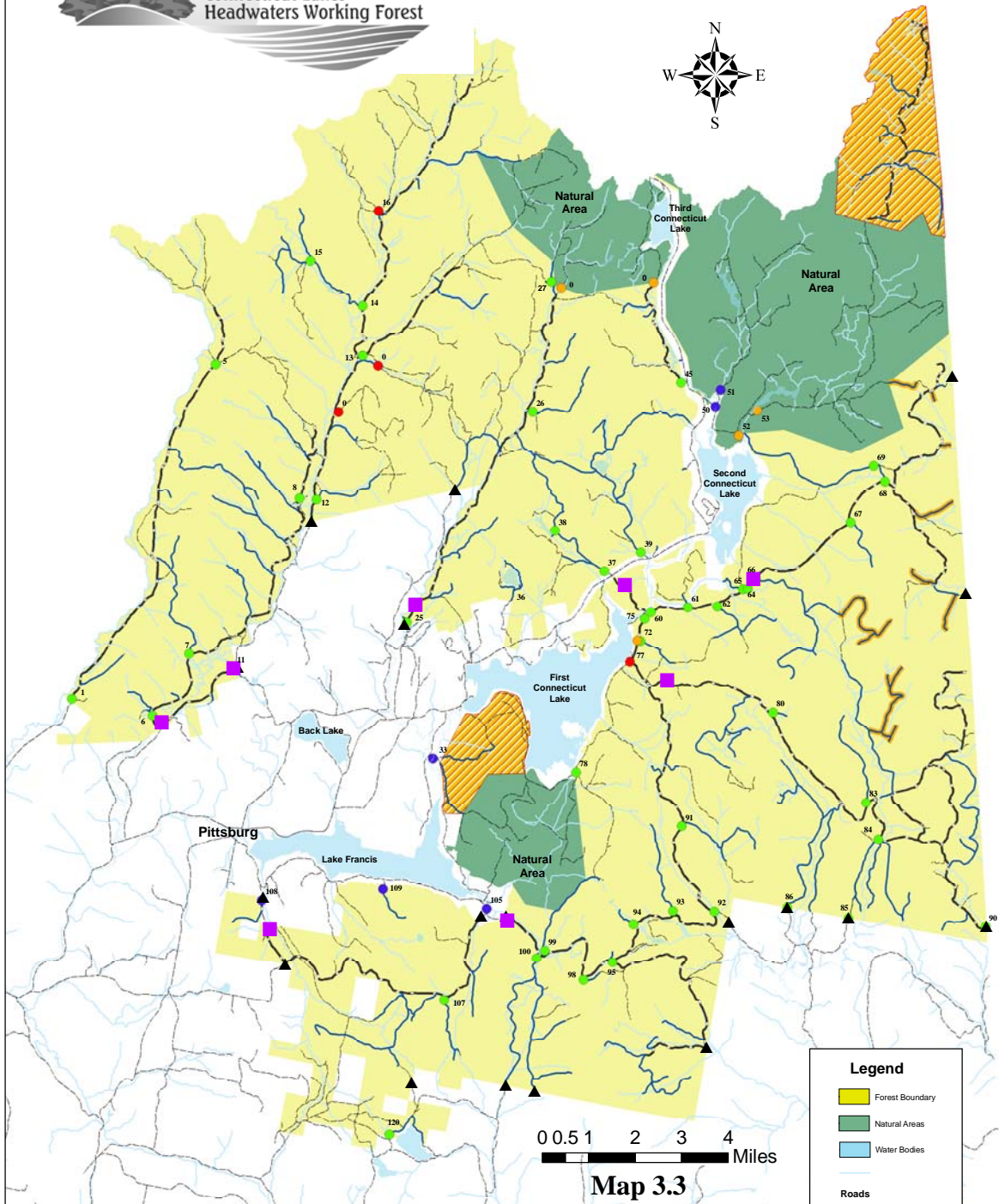
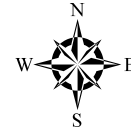
ATV use expansion was a dominant point of discussion, perhaps with the greatest and strongest range of opinions, under this planning process. Some expressed the belief that another major use is needed that to strengthen and buffer the local economy. They were concerned also about long term security for such use in the area, should the local club lose the opportunity to use Perry. Stream Land and Timber Company land. They recommended the development of more loop opportunities for variety and interest; and opportunity to connect with other existing trail systems.

Most individual survey respondents, however, favored the status quo or utilitarian use; most organizations strongly favored utilitarian use. Reasons centered on maintaining experiential values on the property, ability to meet law enforcement needs, ability of State to fund and manage, low environmental impact, and availability of existing areas in the region and state. One organization, the Great North Woods Riders ATV Club, expressed a preference for the use of ATVs on specified Designated Roads. Three Citizens Committee members agreed with the club stating economic reasons; one committee member supported only utilitarian use; another wanted all alternatives to be “left” in the plan to allowing flexibility in these changing times.



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Legend

- Forest Boundary
- Natural Areas
- Water Bodies

Roads

- Main Haul
- Gravel
- Other

Gate / Jurisdiction

- CLTC
- DRED
- NH F&G
- Other



Data Source: NH Granit, TPL, CLTC
File Ver. 06/16/07

Potential Parking Area

Potential Trail Connector Point

Areas Not Available For ATV Use

Roads Not Available For ATV Use

ATV Use Considerations For Alternative Development

Selected Plan Direction

This plan maintains the status quo at least for the near term because of inadequate enforcement capacity at NHF&G and inadequate capacity within DRED for managing the activity. The Division cannot divert scarce state resources from other existing facilities in the North Country. Existing use and demand in the region will be monitored, especially how the new multiple use Jericho Mountain State Park in Berlin will affect use in the North Country. Even though the Department's action is "status quo," the Department will accept proposals from area ATV clubs, as outlined below, to link ATV trail systems adjacent to the property.

Policies

1. Any new proposals from organizations for new facilities or improvements must also meet the requirements of General Policy 6 (see 3.4.4) and require a plan revision. In addition, such a proposal must describe how:
 - a. Management and liability concerns (e.g. collisions with other vehicles or accidents due to terrain or road conditions) will be adequately addressed and minimized;
 - b. The proposal meets all legal, safety, environmental and technical requirements specified for such use in state regulations or this plan, and the method by which compliance will be monitored (see page 40 of State ATV/ Trail Bike Plan); and
2. For any new proposals, certain sensitive and remote areas and/or roads may be designated as "Not Available" as a result of application of the Evaluation Criteria developed for use evaluations, especially where ATV use may conflict with primary uses and other management considerations (See Map 3.3). The area north of the Natural Area (Boundary Pond Recreation Unit) and certain roads in the Stub Hill area are two such locations where this might occur.

Actions

1. The Division will work with NHF&G to monitor existing use and demand along with supply in the region for possible use considerations in future plan updates; and
2. In the update of this plan, the Division will evaluate the need for linkages in the region and their potential locations.

3.4.5.6. Equestrian Use

Analysis of Prior Use

The Grant of Conservation Easement specifically allows the Landowner to exercise its fee right to "engage in and permit its employees and invitees to conduct non-commercial natural resource-based outdoor recreational

activities, including, but not limited to, camping, hunting, fishing, trapping, hiking, nature study, bird watching, walking, snowshoeing, cross-country skiing, snowmobiling and *horseback riding* (3A.).” The document is silent, however, on public equestrian activity. Furthermore, the Easement does not limit any such use to Designated Roads. Public equestrian use was not allowed under the Interim Plan.

Management Alternatives

The four alternatives presented to the public for consideration are as follows (see Map 3.4 – Equestrian Use Improvements):

1. Status quo – Allow no public use;
2. Special use only – Permit equestrian use by Special Use Permit only and allow no general public use;
3. Allow for dispersed use on all Designated Roads and trails open to the public; and
4. Allow for use on specified Designated Roads and trails only –A system of trails would be designed and designated on a yearly basis, working around known forest management activity. A list of criteria for designating the trail system will be in place to guide the design of the system.

Approximately 60 % of individual survey respondents favored allowing equestrian use anywhere or on specified trails; most favored the latter. Organizations were less interested in equestrian activities as a new use; two favored use by Special Use Permit only and one the status quo; two others offered comments without indicating a preference. Concerns related to protection of the riparian zones on the property and the adjacent Natural Areas, and the potential introduction of invasive plant material through horse manure. The Citizens Committee expressed reservations about invasive species and lack of scientific agreement on whether this is a threat in this area; one member supported Alternative 4.

While interest was expressed by the NH Horse Council and a few individual equestrians, this use on the forest is not anticipated to be high when and if it is permitted. It is known that trail riding opportunities do exist in surrounding towns but discussions with equestrians indicated that they would also use the Working Forest if the opportunity were provided.

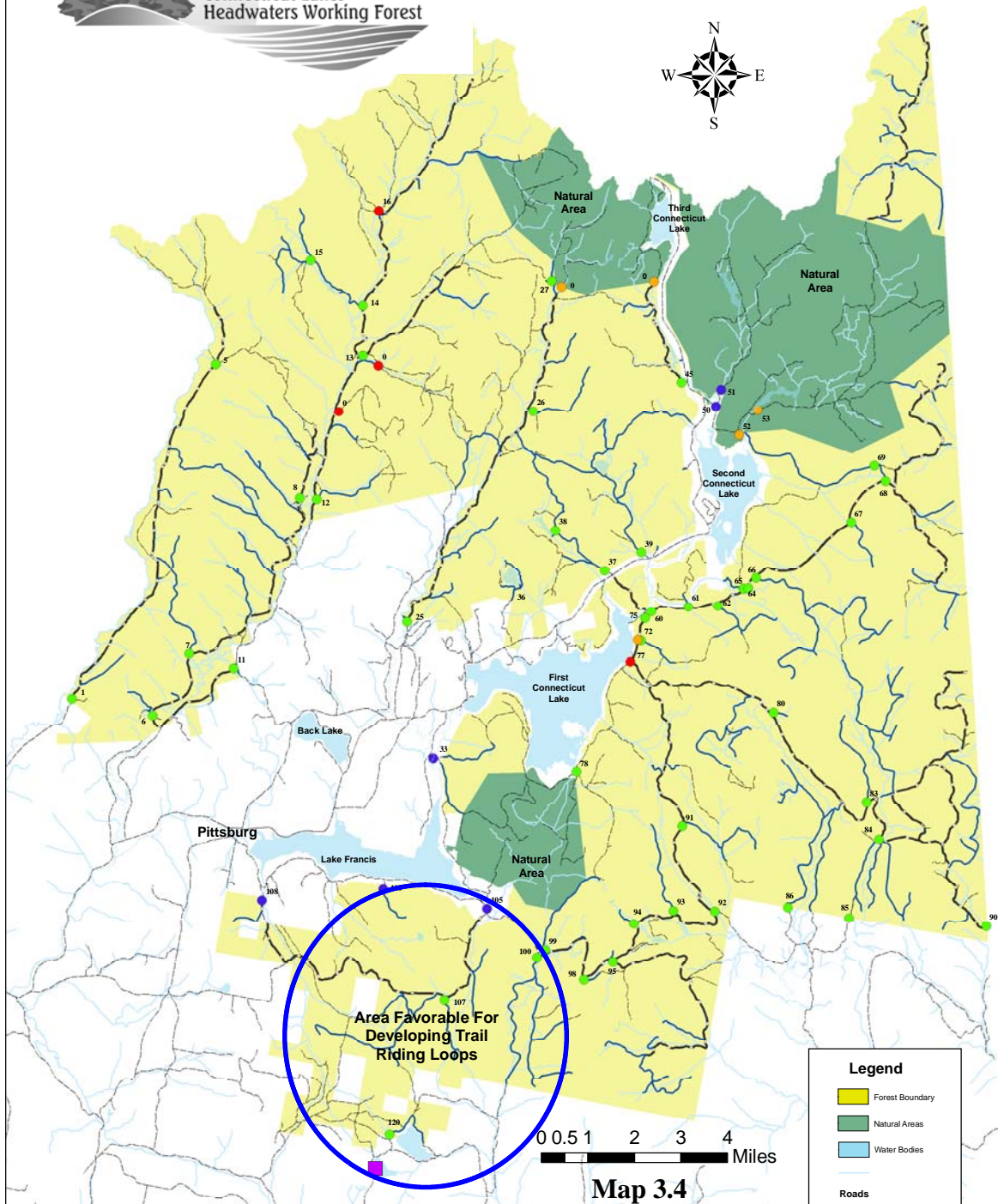
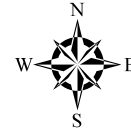
Selected Plan Direction

If a lead equestrian organization comes forward with the capacity to develop and manage a trail appropriately, the Division will work with it and other partners to develop one area for a 10-20 mile loop system in the area of the forest north of Diamond Pond originating at Coleman State Park (See Map 3.4). Planning for such a trail, however, must include a monitoring plan for invasive species.



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Thomas Koks Associates
Data Source: NH Granit, TPL, CLTC
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Equestrian Use Improvements

○ Areas Favorable For Developing Trail Riding Loops
■ Potential Parking Area

Policies

1. Any proposal from an organization for new equestrian facilities or improvements must meet the requirements of General Policy 6 (see 3.4.4). In addition, such a proposal must describe the measures that will be taken to minimize the potential introduction of invasive species and monitor the trail in way that provides early detection of any infestations or other detrimental impacts;
2. The Division will strive to create interesting loop trails 10-20 miles in length, separated where possible from motorized uses, in configuring equestrian trails; and
3. Use will only be permitted during the time period between Memorial Day Weekend and September 30th, daylight hours only (i.e., official sunrise to sunset hours listed specifically for Pittsburg, NH).

Actions

1. The Division will keep abreast of research on the potential for horses to introduce harmful invasive plant species (e.g. some in the knotweed family).
2. Work with the Landowner, State Land Management Team, and other partners as appropriate to identify the best roads / trails for a loop system, especially to avoid adversely impacting sensitive environments.

3.4.5.7. Boating and Paddling

Analysis of Prior Use

People use motor boats and paddle canoes and kayaks on the Connecticut Lakes and River. The Forest, however, has little water frontage except on small ponds. It has been customary for members of the public to store their small boats on many of the ponds where as many as 40 have been counted on a single shoreline. No information about whether boating and paddling use has changed on the ponds during the Interim Plan is available, but neither the Landowner nor Division staff has reported any problems.

Management Alternatives

Because of the little interest expressed by the public on this issue, the Division proposed no alternatives for consideration. The Appalachian Mountain Club commented on the lack of such alternatives and expressed an interest in working with the Division to identify enhancements such as carry-in launch areas or parking for canoe and kayak use.

Selected Plan Direction

Work with the Appalachian Mountain Club and other partners to identify and implement potential enhancements at existing and/or new access points as outlined in General Policy #5.

Policies

None

Actions

1. Work with the Landowner, State Management Team, and interested groups to identify enhancement opportunities; and
2. Monitor boating and paddling use and size associated parking to ensure maintenance of remote, backwoods character.

3.4.5.8. Hunting, Fishing, and Trapping

Analysis of Prior Use

These sporting activities continue to be dominant uses on the property and are managed by NHF&G under special agreement with DRED (see Appendix J). Public access and recreation facility improvements are DRED's responsibility. No significant change in user numbers or problems has been reported by the Division, Landowner, or NHF&G.

While hunting use relative to certain habitats and associated game species occurs throughout the Forest, it is recognized that on-going forest management does impact the productivity of locations over time. Areas receiving heavier hunting pressure today may change as young forests mature and are harvested.

It is also important to recognize that native brook trout populations occur on some of the streams and their tributaries on the west and southwestern portion of the Forest. For the most part, these streams are more remote and take a bigger effort to access than the more popular and higher use streams such as the Connecticut River, and Indian and Perry Streams. The remote character of these streams is important to their experiential values and should be maintained.

Management Alternatives

No alternatives were proposed; the public expressed little interest in additional recreation improvements for these uses.

Selected Plan Direction

No new direction is planned.

Policies

1. Continue current cooperation and coordination with NHF&G for fishing, hunting, and trapping activities (See General Policy 3.3.4.4).

Actions

1. Coordinate with NHF&G on their interpretive efforts for wildlife management and observation as well as the Connecticut River Birding Trail sites already on the property.

3.4.6. Recreation Improvements

Beyond the Designated Roads, which provide access both for recreational activities and for land management, existing facilities that provide recreational opportunities for the public on the Working Forest include snowmobile trails; a limited number of hiking trails, walking paths, and water access trails; a number of lowhead dams; parking lots and privies; and the fire tower on top of Magalloway Mountain. (See Chapter 2.4)

3.4.6.1. State Improvements

Analysis of Improvements During Term of Prior Plan

The Division has made great strides in upgrading existing trails, signage, and parking, and in providing a few additional kiosks and privies. These are highlighted in Table 2.6 (see Chapter 2.4).

Planned Improvements

Over the course of the project, all recreation facilities were visited and an Existing Condition Survey completed (See Appendix H). During the next five years, the Division will continue to maintain and enhance existing improvements based on the survey and add a few new ones. Table 3.2 below summarizes the projects which will be undertaken.

Recreation improvements are be funded through the Connecticut Lakes Headwaters Natural Areas Endowment Account established by Chapter 148 of the Laws of the State of New Hampshire. The endowment supports DRED's Forest management activities as well as those for the Natural Area owned by NHF&G.

Table 3.2: Planned Improvements (2007-2012)

Location	Parking	Trails	Wayfinding	Kiosks	Toilets	Interpretation
Indian Stream Gorge	X	X	X	X		
Indian Stream Road (south end)	X					
Coon Brook Bog / Big Bog Brook Area	X				X	
Deer Mountain Trails	X	X	X	X	X	X
Magalloway Bridge	X			X		
Magalloway Trail and Trailhead	X	X				
Garfield Falls	X	X	X			
Little Hellsgate Falls	X	X	X			
Sheehan Pond						
Boundary Pond and Trailhead	X	X				

The details of these improvements are as follows:

1. Indian Stream Gorge
 - a. Better define parking lot road and parking areas / gravel
 - b. Install kiosk to define trail entrance point
 - c. Replace all deteriorating step structures at drainage crossing
 - d. Evaluate further whether clearing can be done without affecting site character to enhance gorge view and provide fence at view location
 - e. Evaluate potential for a bridge above falls and continuing trail on west side, eventually looping back in with existing trail on east side of stream (west side may provide better viewing of gorge and falls)
 - f. Long term – evaluate needs and consider improving trail tread for improvements to make it fully accessible for all users
 - g. Better identify location on maps and other printed material
2. Coon Brook Bog / Big Bog Brook Access
 - a. Better define parking areas (square off corners and define edges) and add gravel to remove depressions and better control drainage away from pond and outlet stream
3. Deer Mountain Trails
 - a. Site and develop one or two trails
 - b. Improve / provide parking, toilets, and signage as necessary at trailhead(s)

- c. Install kiosk and interpretive information
- 4. Magalloway Bridge
 - a. Reposition rock informally at kiosk and bury lower half to appear more natural; plant indigenous vegetation to enhance natural appearance of site
 - b. Rake edges around pull-off area to remove uneven edges and clean up to enhance integration into site
- 5. Magalloway Trailhead and Trail
 - a. Widen parking area to allow for more turn-around room and lengthen to increase capacity
 - b. Mitigate steep sections and erosion on trails
- 6. Garfield Falls Trailhead and Trail
 - a. Better define parking area at primary access point
 - b. Sign directions to alternate parking location
 - c. Provide information on alternate trail at kiosk to indicate potential for loop trail system
 - d. Continue enhancement work on trail as needed, especially eroded area in vicinity of falls
 - e. Evaluate and install appropriate barrier along trail near falls
 - f. Identify start point of new trail at end of road and where it turns to follow stream
 - g. Evaluate potential for realigning new trail at steep section to improve accessibility for all users
 - h. Better identify location on maps and other printed material, highlighting loop trail opportunity.
- 7. Little Hellsgate Falls
 - a. Layout and construct small off-road parking area
 - b. Install site identification sign
 - c. Evaluate and realign trail to start at point after crossing bridge rather than having to step down off bridge and follow stream channel / trail directional sign may be needed
 - d. Evaluate stream crossing above falls and extending/terminating trail at better view location on other side
 - e. Provide adequate information for this site in written materials (trail mileage is important – fairly long walk to falls)
- 8. Sheehan Pond Trail and Trailhead
 - a. No improvements identified

9. Boundary Pond Trailhead / Trail

- a. Better define parking areas (square off corners and define edges) and add gravel to remove depressions and direct drainage away
- b. Implement trail drainage improvements and surface (gravel) tread
- c. Evaluate and provide puncheon for extremely wet areas
- d. This trail has good potential for accessibility enhancement, especially if the right puncheon were used)

10. Paths to Toilets (All)

- a. Consider finish coat of ledge pack with increased fines to improve surface compaction.

3.4.6.2. Landowner Improvements

Analysis of Improvements During Term of Prior Plan

Other than ownership of numerous dams creating ponds and administration of camp leases, the Connecticut Lakes Timber Company does not provide or have responsibility for any recreation facilities or improvements. Dams and their impoundments are important recreational and ecological attributes of the property. The dams are owned by the landowner. The Fish and Game Department has obtained a conservation easement from the landowner to replace and maintain the dam at Big Brook Bog. Other dams will be maintained or replaced on a case by case basis dependent on funding and future use.

The Landowner is responsible for maintaining access to and managing use around the ponds; Terrill Pond is the only location with a defined boat launch access. Boat storage has historically been allowed by previous landowners and continues to be allowed. Several ponds have parking areas for which the DRED takes responsibility for maintenance and enhancement. These parking areas are also the terminus of the Designated Roads that serve the ponds.

CLTC may, under the terms of the Easement develop certain recreational improvements and charge a fee for the use of these facilities, with prior consent of DRED and the Citizens Committee. In their Stewardship Plan, the Landowner has stated that they have no plans at this time to develop any recreation improvements.

In addition to the current 109 active camp leases, the Landowner has identified the location of one additional camp for which they have been granted approval. Under the Easement and with the approval of the Citizens Committee an additional 15 camp leases may be created and sited on the property. CLTC plans to seek grantee approval for some or all these additional sites during the term of their Stewardship Plan.

Planned Improvements

1. No recreational improvements are planned.
2. Potentially seek approval for up to 15 additional camp leases on the property within the five-year plan period of this plan.

3.5. Public Safety and Law Enforcement

3.5.1. Analysis of Public Safety and Law Enforcement During Term of Prior Plan

Conservation officers with NHF&G generally enforce state laws and regulations on the property. Their time is most consumed monitoring and responding to calls relating to fishing, hunting, and snowmobiling. They are stretched beyond capacity overseeing these uses alone.

The Pittsburg Fire Department provides fire and emergency medical services, frequently responding to calls related to snowmobilers, hunters, and hikers. Responses to snowmobiling incidents have dealt with accidents and health issues. For other uses, calls have largely related to health issues and minor injuries such as broken ankles. Through the use of volunteers, the Division is currently cooperating in tracking and evaluating responses to 911 calls to determine where accidents are most frequently occurring so the department can identify and respond to needs better. This may lead to better signing on snowmobile trails and public maps so that responders may hone in more easily on the appropriate locations.

Previous Landowners developed areas (openings) for helipads for emergency use related to forest management operations. The Division intends to commit to keeping the existing locations mowed but does have reoccurring problems with people parking in them so that they may need to be signed. Their maintenance is dependent on available funding.

3.5.2. Policies

1. Continue to cooperate and coordinate with NHF&G law enforcement and local emergency providers in providing for public safety and emergency services on the Forest.

3.5.3. Actions

1. Continue coordination work with 911 in developing an emergency response program.
2. Develop schedule for and complete helipad maintenance.
3. Provide emergency contact and awareness information on printed literature, website, and available maps.

3.6. Waste Management

3.6.1. Analysis of Waste Management During Term of Prior Plan

Waste is currently managed on a “carry-in / carry-out” basis. This policy has worked well and the Division reports few, if any, problems. Towns have assisted occasionally by allowing the use of town facilities for large disposal needs. Illegal dumping situations have been infrequent.

Local snowmobile clubs annually sponsor a day to clean up along trails and other facilities. The Boy Scouts have also volunteered in cleaning up facilities.

3.6.2. Policies

1. Manage waste on a carry-in / carry-out basis.

3.6.3. Actions

1. Continue to provide visible and effective information to acquaint the public with the carry-in / carry-out policy.
2. Monitor compliance with the policy and make adjustments as necessary.

3.7. Public Information and Education

3.7.1. Analysis of Public Information and Education During Term of Prior Plan

Under the Interim Plan the Division implemented several efforts to provide for public information through efforts that included:

- Developing a website and posting information about the Connecticut Lakes Headwaters Working Forest Project;
- Posting and regularly updating the gate list regarding the status of roads and gates, i.e., open or closed;
- Developing a handout giving basic information about the Forest, its management, and key sites of interest;
- Installing information kiosks at strategic locations to provide user information (see 3.4.4.1);
- Supporting education about resources of the Forest, including a visit by the SCA_NH Conservation Corps to the Pittsburg School to demonstrate trail building techniques and tools; and
- Initiating this planning process to help educate users about the Forest and engage them in its planning and stewardship.

3.7.2. Policies

1. The Division will make no effort to promote increased use of the Forest;
2. The Division will provide the public with up-to-date information about conditions and prescribed activities on the Forest on the website and at kiosks so people may make good choices about their activities and the locations, times, and conditions in which they engage in them;
3. The Division will promote safety awareness concerning active forest management activities and the need to inquire on a regular basis about areas that should be avoided or are off-limits for safety and other reasons; and
4. The Division will promote understanding of the Working Forest and land ownership and stewardship, related management issues, and ethics and individual responsibility for appropriate and respectful use and behavior.

3.7.3. Actions

1. The Division will use the web site, kiosks, and brochures to provide timely and up-to-date public information;
2. The Division will coordinate with NHF&G in their interpretive efforts regarding wildlife management and opportunities on the property, Natural Area, and Great North Woods;
3. The Division will coordinate with the Landowner and NHF&G to monitor safety conditions and user-behavior on the Forest.

3.8. Monitoring

3.8.1. Analysis of Monitoring During Term of Prior Plan

The Easement requires this and subsequent Recreation Plans to summarize the results of monitoring, specifically in Special Management Areas and other such fragile places, to ensure their protection during implementation of the Recreation Plan.

For the past three years under the Interim Plan, responsibility for monitoring the terms of the Easement, e.g., forestry and wildlife impacts, has been assumed in coordination by staff from the Division of Forests and Lands and the Fish and Game Department. The Division's Great North Woods Regional Supervisor has informally monitored recreation impacts and responded to Landowner concerns. The methods and results of their past assessments are described below.

Monitoring activities are supported through the Monitoring Endowment established in Chapter 148 of the Laws of the State of New Hampshire.

3.8.1.1. Forest Operations

Twice a year, the North Region Regional Forester and Regional Biologist have visited on-site with forest managers, and sometimes with representatives of the Landowner, to evaluate the effects of forest management activities on the health and integrity of the forest and wildlife. They have gone in late summer and late winter when operations are at a peak with several timber sales having been accomplished and several others in operation. The monitoring team looked for impacts on water quality, wildlife (especially any Special Management Areas), and visual appearance related to the recreational experience. They evaluated silvicultural methods, compliance with best management practices and with limits on cutting volume and operations during unfavorable conditions (e.g. road rutting). Land managers showed them some proposed future sales areas in SMAs and discussed their silvicultural approaches to ensure protection.

Using their notes and records, the Regional Forester provided a brief report to DRED Forests and Lands. DRED and NHF&G have annual responsibility for reporting to the legislature as outlined in Chapter 148 of the Laws of the State of New Hampshire.

The Landowner employs three foresters to oversee forest management operations. These professionals mark timber, lay out sales, plan operations to minimize crossings, and choose the appropriate silviculture methods, among other duties. Because of Landowner attention to these details, the monitoring team has been able to report favorably on operations during the reporting period.

3.8.1.2. Camp Leases

The Landowner marked on the ground and invited several State representatives to make field visits to proposed sites for ten new camp leases and two sites for the relocation of existing camps. The North Region Regional Forester, Regional Biologist, and Great North Woods Regional Supervisor joined a representative of the Landowner in making these inspections. The team agreed with all of the proposals, except one new site which was subsequently moved due to wetness. The two existing camp relocations were also approved because of their positive impact in improving water quality and flooding conditions.

3.8.1.3. Recreation Use

Monitoring recreation use and facility maintenance or enhancement needs has been addressed through on-going site inspections and observations by Division staff and a significant ongoing presence of NHF&G personnel. No formal process is in place. Administrative and facility physical needs are

addressed as the Division has the ability to do so. User safety and emergency repairs are given first priority.

3.8.1.4. Special Management Areas

Section 5.1.b.i.c.10 of the Easement specifically highlights the Special Management Areas and areas that are ecologically fragile or that contain rare and exemplary natural communities, populations of rare species, or natural heritage or cultural features to ensure that these areas are not degraded or the Purposes of the Easement diminished and shall be included in inspections and reports of monitoring activities.

3.8.2. Policies

1. The Division will continue to monitor forest operations, camp leases, and recreation use in a manner that provides timely information for adjustments in public access management as necessary.
2. The Division will base its management and monitoring of recreation use upon a set benchmarks / user thresholds to be established to ensure that the amount and impact of recreation use stays within acceptable limits of the Future Vision of this Plan (3.2.2) and the Stewardship Goals of the Easement (Section 2.C.) and be consistent with the landowner's Stewardship Plan. Strategies for responding to situations where use exceeds thresholds will be identified in advance of application, in consultation with the Technical Committee and Citizens Committee.

3.8.3. Actions

1. DRED will continue its approach to monitoring forest operations and camp leases;
2. The Division will develop and implement a method for establishing and monitoring acceptable limits of change;
3. The Division will conduct a yearly inspection and issue a report of developed public access and recreational improvements to document resource and public use impacts; and
4. The Division will conduct a survey of users to assess user perception of resource impacts and plan implementation steps accordingly during the term of the plan.

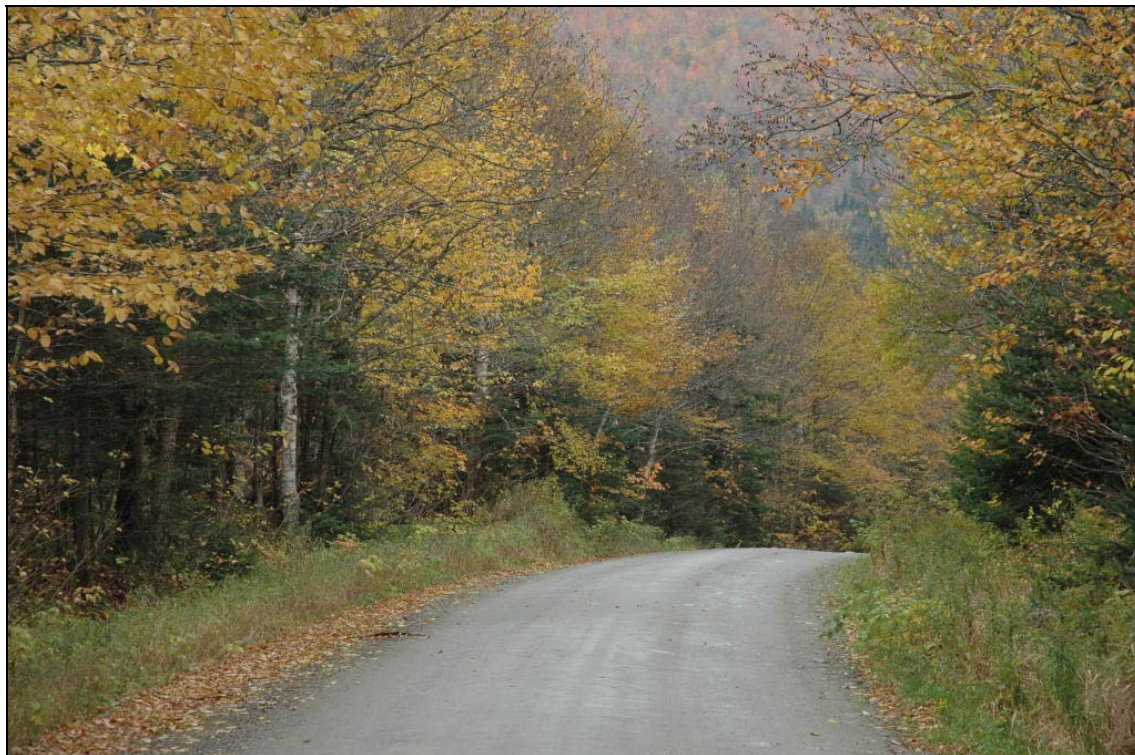
Note: Given the growing demand for public use of the Forest, some decline or change in resource condition and the quality of visitor experience is inevitable. But how much decline or change is appropriate or acceptable? This issue is often referred to as the limits of acceptable change (LAC) and is fundamental to addressing and monitoring carrying capacity.

Several planning and management frameworks have been developed to address carrying capacity, including the National Parks and Conservation Association Visitor Impact Management (VIM) process, the Parks Canada Management Process for Visitor Activities (known as VAMP), and the Park Service Visitor Experience and Park Resource (VERP) process.¹⁰ While each framework includes refinements to suit individual agency missions, policies, and procedures, all of the frameworks share a common set of elements. All include a description of desired future conditions for planning area resources and visitor experiences, the identification of indicators of quality experiences and resource conditions, establishment of standards that define minimum acceptable conditions, the formulation of monitoring techniques to determine if and when management action must be taken to keep conditions within standards, and the development of management actions to ensure that all indicators are maintained within specified standards.

¹⁰ USDI, National Park Service, 1991. The Visitor Experience and Resource Protection (VERP) Framework A Handbook for Planners and Managers.

Chapter 4

Road and Gate Management



4.0 Road and Gate Management

This Road Management Plan describes the issues and management policies and strategies which will govern the care, condition, and use of Designated Roads and location and status of gates during the next five years.

4.1. Road Planning Requirements

The Easement requires the Division to develop with the Landowner a Road Management Plan (Easement Section 5E) which is consistent with the Public Access and Recreation Management Plan (Easement Section 5B) and the Landowner's Stewardship Plan (Easement Section 2E). The table below identifies those elements which must be included in this and subsequent road management plans.¹¹

Table 4.1: Road Planning Requirements Specified in the Easement

Easement Requirements		Ch. / Sec.
1. A map identifying Designated Roads that the Easement Holder and the Fee Owner would like maintained during the term of the Five Year Road Plan ¹² and showing roads: <ul style="list-style-type: none"> i. To be open to the public for travel by motor vehicles registered for highway use, ii. To be open for use as groomed Designated Snowmobile Trails; iii. To be open for other motorized and mechanized use in accordance with the Recreation Plan; iv. To be maintained for Forest Management Activities and other Reserved Rights of the Fee Owner¹³; and v. That do not fall within the categories above and that the Easement Holder or the Fee Owner would like maintained, repaired, or have capital improvements made to during the term of the Five Year Road Plan. 		4.8.1.1
2. Specifications setting forth the various minimum standards to which the Designated Roads will be maintained during the Five Year Road Plan.		4.10 / App. N
3. A capital improvement budget for the term of the Five Year Road Plan.		4.11
4. A description of the road maintenance, replacement and/or improvements planned during the term of the Plan ¹⁴ and the intended location and timing thereof. ¹⁵		4.9
5. Provisions for gating and road and trail closure, including due to planned maintenance.		4.8.2 & .3
6. A description of the extent to which the Easement Holder plans to use gravel, sand, topsoil and other similar materials from the property and the locations from which Easement Holder proposes to remove such materials.		4.12

¹¹ The Easement did not "intend or require" DRED to maintain all of the Designated Roads or to open all of them to public use (Section 5.D).

¹² The Easement acknowledges, however, that the Plan is solely for planning and budgeting purposes and neither party intends to be bound by the Plan.

¹³ Based upon the Fee Owner's estimates about where it will be carrying out such activities during the term of the Stewardship Plan and which of those roads the Easement Holder may open to the public for motorized use.

¹⁴ Including the replacement, repair and improvement of bridges, culverts and roadway structures

¹⁵ Distinguishing where possible, between annual maintenance and repair and capital improvements.

4.2. Road Functions and Allowed Uses

The extensive road and gate system of the Working Forest (see Map 4.1 – Designated Roads) serves two significant functions. Foremost, it is critical to on-going forest management practices and activities of the Connecticut Lakes Timber Company — such activities take precedence over other uses, and range across the forest fluidly, depending upon management needs. (Also, see Appendix X – List of Designated Roads.)

In addition, the now publicly-owned portion, the Designated Roads, provides access to the diverse outdoor natural resource-based recreation resources on and adjacent to the property. This area is some of the most remote land in New Hampshire yet the network of gravel and seasonal roads has allowed people to hunt, fish, hike, and enjoy other favorite pursuits in the undeveloped forest for decades.

Besides offering access to particular recreation resources on the property, the Designated Roads are the only location where certain activities are permitted under the Easement. Driving for pleasure is the most notable use relegated to the road system, but so, too, is bicycling and, if allowed, ATV use or other off-highway motorized vehicles. Allowing for snowmobiling is different: during the winter months, not only may the network of current trails follow Designated Roads, it may also take advantage of forest management roads maintained by the Landowner (See Map 4.2 – Designated Snowmobile Trails and Section 3.4.5.3).

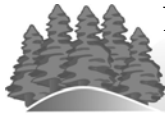
Non-motorized recreation “primary” uses have no prohibitions; they are allowed behind the gates and anywhere on the property, depending upon forest management activities. Still, many people choose to walk, hunt, see the stars, and hike along the roads during the warmer months and snowshoe, cross-country ski, and dog sled during the winter.

Because of the multiple uses of Forest roads, coordination of road management must be closely tied to recreation planning to help avoid conflicts among uses and enhance the user experience.

4.3. Current Road System and Management

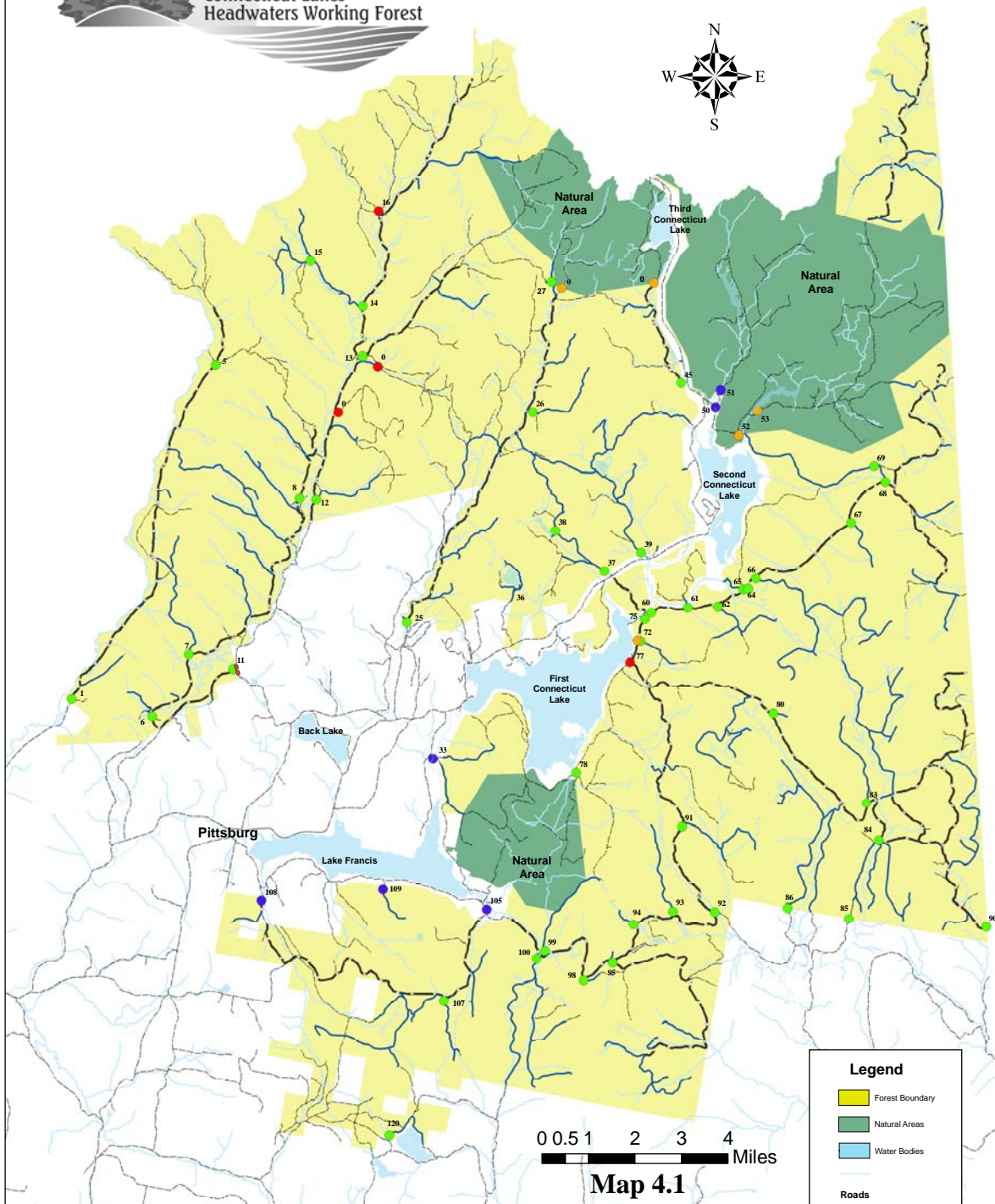
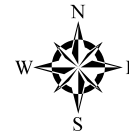
4.3.1. Extent and Type

Of the approximately 424 miles of identifiable roads on the property, 269 are currently classified as Designated Roads which DRED owns and manages. Of these, 109 miles are currently main haul roads and 160 miles are secondary gravel



Public Access and Recreation / Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Thomas Kox Associates

Data Source: NH Granit, TPL, CLTC
File Ver. 06/16/07

Designated Roads

Designated Roads Are Those Categorized As
Main Haul and Gravel In Legend

 .2 Mile ATV Trail

Legend

 Forest Boundary

 Natural Areas

 Water Bodies

Roads

 Main Haul

 Gravel

 Other

Gate / Jurisdiction

 CLTC

 DRED

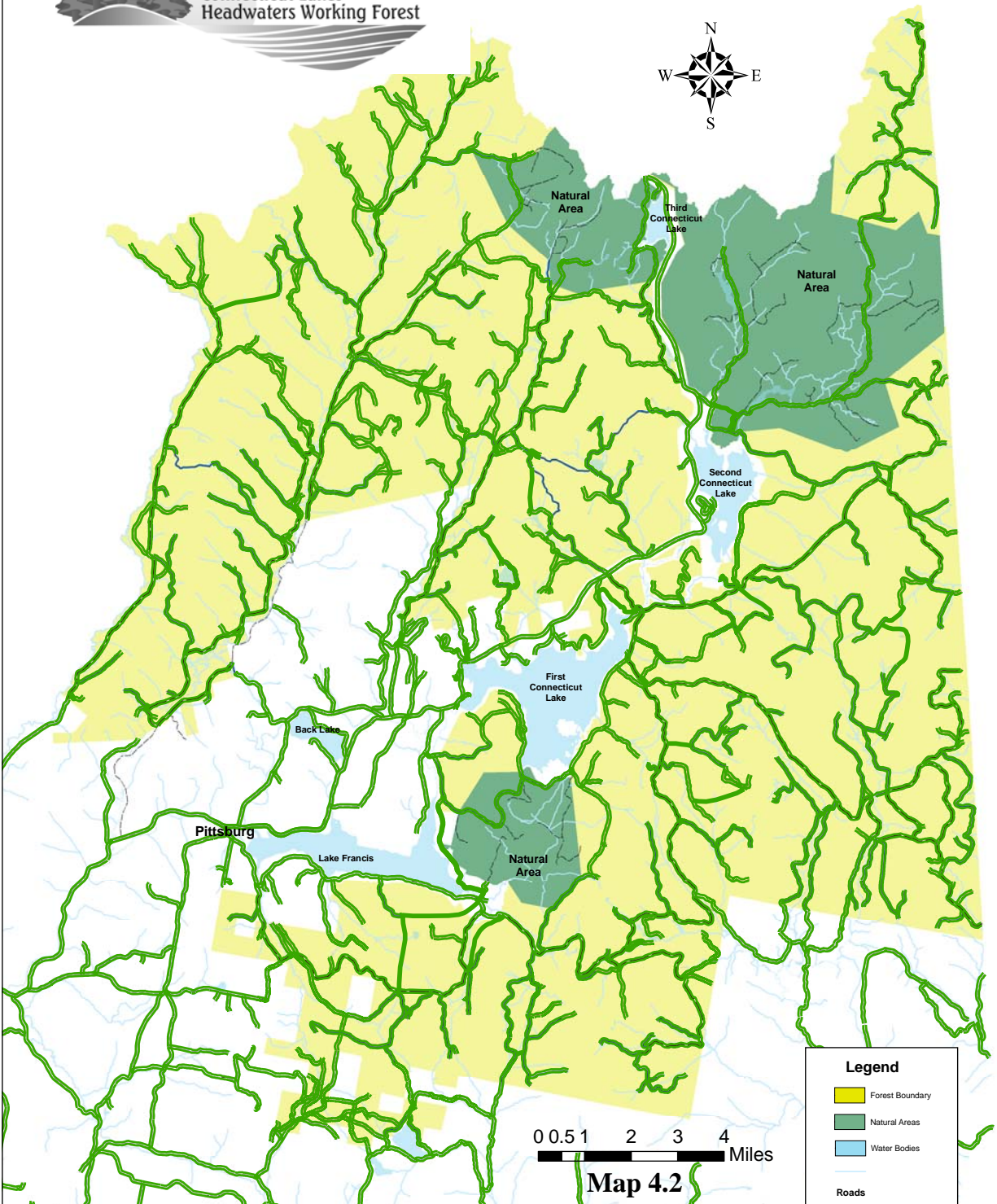
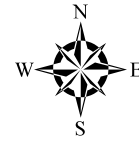
 NH F&G

 Other



Public Access and Recreation / Road Management Plan

Connecticut Lakes
Headwaters Working Forest



0 0.5 1 2 3 4 Miles

Map 4.2

Thomas Kolk Associates

Data Source: NH Granit, TPL, CLTC
File Ver. 02/12/07

Designated Snowmobile Trails

Designated Snowmobile Trails
Available For Grooming

Legend

Forest Boundary

Natural Areas

Water Bodies

Roads

Main Haul

Gravel

Other

Gate / Jurisdiction

CLTC

DRED

NH F&G

Other

roads.¹⁶ These numbers will change, however, when approximately 4 miles of Road 09-00, connecting Magalloway and Cedar Stream Roads, is officially reclassified from secondary gravel to main haul road. In-the-works, this change is reflected on the maps within this plan.

The remaining 155 miles of road on the Working Forest are owned and managed by the Landowner and are generally closed to the public.

4.3.2. Schedule of Road Closure

Annually, a major portion of the Designated Roads is open for public use and managed through a system of road gates or temporary closure signs. The decision to open or close a road depends on a combination of factors such as season, standard and condition, and presence of forest management activities in the area.

During the duration of the Interim Plan, a schedule of road closure was maintained that was similar to that in place prior to the signing of the Easement. The basic schedule outlined in the Interim Plan and used as a reference evolved around the following dates or management situations:

- December 15th – Designated Roads closed to public auto and truck traffic and available for use as part of snowmobile trail system or other winter trail use (See Map 4.2 – Designated Snowmobile Trails);
- On or around March 15th (prior to complete snowmelt) until mid to late May – All Designated Roads closed to all use by the public with the exception of dispersed pedestrian use and snowmobile use;
- Mid to late may – Most Designated Roads open for public use by vehicle or truck except for selected roads that remain gated based on past precedence and/or poor standard and condition of road behind gate; and
- Moose season – most all gates open or roads available (except where unsafe road / bridge conditions remain).

In addition to seasonal and forestry-related closures, the policy has been to close certain Designated Roads temporarily for maintenance and repair and during periods of adverse weather conditions when damage can occur to road beds. The

¹⁶ Main Haul Roads – Gravel, all purpose roads, generally open to public vehicular use and suitable for frequent or continuous use except during winter and spring mud season, when closures are required. Drainage structures are permanent and road surfaces consist of aggregate fill.

Secondary Gravel Roads – Roads that are typically dead end at log landings or continue with lower standard CLTC Roads. While most have aggregate surfacing and drainage structures they are not built to the standards of the Main Haul Roads, and may or may not be open for public vehicular travel.

Division has provided easy access to road closure information through its website and messages posted on its phone line.

Figure 4.1: Erosion and culvert repair are key items to address.



4.4. Interim Road Management Agreement

Under the Easement, DRED must keep the Designated Roads safe and passable for public use and to meet the Landowner's forest management needs. To guide road management decisions until this Initial Plan could be developed, DRED and the Trust for Public Lands signed in October of 2003 an Interim Road Management Agreement that has governed the responsibilities of the Department and Landowner for the past three years. The Interim Agreement also established a schedule for maintenance, replacement, and improvement work that the State would undertake to fulfill its responsibilities.

DRED and the Landowner developed a new agreement called the "Initial" Road Management Agreement (See Appendix N), concurrently with this Plan. The new agreement, when signed, will replace the Interim Agreement. Together, this Plan and the Initial Road Management Agreement will dictate the schedule of maintenance, replacement, and improvement work over the next five years.

4.5. Accomplishments to Date

The roads were not in particularly good shape at the time of the Easement, so the Division has had some catching up to do. During the Interim period, it has been actively making improvements to accommodate the Landowner, catch up on a backlog of maintenance on main haul roads, and respond to Nature's contribution of severe washouts and erosion problems.

Accomplishments and improvements during the last three years include:

- Maintaining routine and annual schedule of road grading, rock raking and compacting, mowing, ditch maintenance work, and gate maintenance;
- Maintaining on-going program to maintain and upgrade culverts.
- Replacing bridges on the Middle Branch Indian Stream, Middle Branch of Dead Diamond, and West Branch Cedar Stream;
- Re-decking bridges on East Branch Indian Stream and Camp Yard 31 Road;
- Undertaking major rehabilitation work on selected roads;
- Installing mile marker signs on main haul roads along with public information and safety signs; and
- Extending Road 10-36 to the property line to provide alternate connector route for access.

Division accomplishment reports are submitted annually. Reports for years 2004 – 2006 are included in Appendix O.

4.6. Issues / Concerns and Opportunities

Several important road / gate-related issues and concerns surfaced during the series of public, Citizen Committee and Technical Team meetings. Condition of road, standard and quality of road maintenance, and whether gates should remain open or closed on some roads were important to the public, land managers, and Landowner, sometimes for different reasons and with differing perspectives on the same issue.

Road maintenance over the past three years has dramatically improved the quality of road surface, thus reducing long term maintenance needs and costs, improving safety, and limiting erosion and run-off and water quality impacts. However, some feel these improvements have come at the expense of higher use and increased speeds due to smoother and wider surfaces. Use of terms such as “Cadillac-accessible” and “road riders” are being used to describe the change in road conditions and the greater increase of users who speed or just drive the roads without a specific destination. Some question whether the level of maintenance is sustainable, especially with respect to available maintenance funds. In general, it is felt road standards such as narrower widths and frequency of maintenance should promote slower speeds and fit the proposed use and management needs of the road, recognizing that roads vary by function and require different standards.

Road closure and gate management is another important issue, receiving more comment than any other element of road management. Some believe that the public ought to have access to any public road, suggesting that all gates should be removed. They also argue that open gates will actually help with maintenance over the long term by keeping vegetation down. Closures are perceived to be particularly unfair where camp leases are located a considerable distance behind the locked gates, creating the impression of private reserves for camp leasees.

Figure 4.2: Ditches were recently rebuilt on Perry Stream Road.



At the same time, many feel it is important not to allow easy access to every part of the property. They believe that it is appropriate to have some areas that are not vehicle-accessible and that feel and function as more remote. Arguments presented against more open gates also address impacts on wildlife and Special Management Areas. A system of gate closure rotation, where in any given time period a certain number of roads would remain closed, was one of the ideas expressed. It was argued that by rotating those areas that are more fully accessible, the budget could be stretched while conserving the experiential element of using the property.

Fairness over schedule and season of closure was also expressed in regard to hunting: many roads open during moose season remain closed during the deer season. Some observed that roads open during hunting season often correspond with the freeze and thaw period that leads to road damage and higher levels of maintenance.

Opportunities identified during the planning process included:

- Managing the road system and uses on roads to minimize conflicts between uses, especially motorized and non-motorized, and between logging operations and recreation use;
- Providing parking lots where needed relative to specific recreation uses (e.g., opportunity to use gravel pit and old landing sites); and
- Evaluating the potential to connect some roads to provide additional loops for driving for pleasure and/or emergency purposes.

4.7. Management Assumptions

During the planning process, the Planning Team identified and evaluated management alternatives based upon public and technical comments and Forest opportunities and constraints. In developing direction for road management, the team made the following assumptions about what would constitute a viable and fair management system:

- Seasonal restrictions and need for temporary road closure due to ground conditions will still be a factor in gate management;
- Main haul roads and certain other gravel roads of high standard are most likely to have the minimum restrictions, only requiring closure from first snow to spring thaw when the ground and roads are adequately dried out to allow use;
- Surface conditions that dictate whether a lesser Designated Road can be opened or closed will vary; some may require more frequent closure, earlier closure in the fall, or later opening in the spring;
- Overtime, as road improvements are made (drainage and surfacing), the frequency and duration of closure on certain roads will diminish unless there are other factors to consider;
- Fairness of access to engage in recreation activities on the property behind gate locations will be an important consideration in gate management;
- Some gates will remain closed to maintain the experiential qualities of other recreation uses and provide for a fairness in the distribution and balance of motorized and non-motorized uses;
- On occasion, certain roads may need temporary closure for safety reasons, administration, and management needs;
- Certain gates will remain closed to protect resource values or for jurisdictional reasons where DRED does not have rights-of-way with adjacent land owners; and
- Certain gates may be removed and/or relocated to enhance forest and resource management. In some cases, new gates may be installed to improve efficiency and effectiveness of road closure management.

4.8. Management Plan

4.8.1. Available Roads and Trails

4.8.1.1. Designated Roads to be Maintained

With the exception of the 4 mile-shift from secondary to main haul road mentioned in 4.3.1, the Designated Road system is to remain unchanged from that identified in the Interim Road Management Agreement. Map 4.1 – Designated Roads outlines the Designated Road System that the Division is responsible for maintaining and plans to maintain over the next five-year plan period.

The map also shows the 0.20 of a mile where ATV use is permitted to provide a connector for the ATV trails system on Perry Stream Land and Timber Company managed in partnership with the Great North Woods Riders ATV Club.

Through a Memorandum of Agreement with NHF&G, DRED will receive 89% of the funds from the Road Maintenance Endowment and will not be responsible for maintenance of roads within the Natural Areas (see Appendix M).

4.8.1.2. Designated Snowmobile Trails

The Designated Snowmobile Trails system is also to remain unchanged from that identified in the Interim Road Management Agreement. Map 4.2 – Designated Snowmobile Trails outlines the roads and trails available for use as groomed snowmobile trails (see Section 3.4.5.3). Those trails to be used during any given year will depend upon the trail configuration which is planned for that season.

4.8.2. Road / Gate Closure Policy

For the Designated Road System, roads and gates will be open for public auto and truck traffic from the end of mud-season to the beginning of season closure (i.e., end of hunting season, or by snow cover, or by December 15th at latest) unless there is a decision to close specific roads indefinitely or temporarily based on gate management guidelines and criteria (see Section 4.8.3).

Specific gate relocation, installation and removal actions will be implemented to enhance public access. Except for snowmobile use, motorized public access will

be limited when gates are closed. Gate closure will then remain in effect regardless of hunting season (deer/moose) or other public use as long as the condition for gate closure is present. Camp lessees will be allowed to access their camps behind closed gates; mode of access and frequency will depend on the reasons for gate closure.

Figure 4.3: Wetness, poor road bed, and frost conditions contribute to rutting.



Map 4.3 – Public Access / Road and Gate Management identifies three categories of road and gate management status for the next five years. It shows those roads which are anticipated to:

- Remain open during the use season for passenger vehicles and light trucks;
- Be open after mud-season but are subject to closure at anytime, primarily as a result of adverse weather conditions or deterioration of road bed; and
- Be closed as long as the reason for closure pertains and per the Department's decision for resource protection, forest management, or budgetary reasons.

It should be noted that even roads expected to remain open once the use season starts are subject to closure if adverse conditions occur or unexpected administrative / management reasons dictate. However, these are generally higher standard and quality roads that will stand up to adverse conditions better than roads in the other categories.

The map also indicates gate jurisdiction and identifies those gates that are planned to be closed on a consistent basis. Table 4.2 provides a list of gates owned or

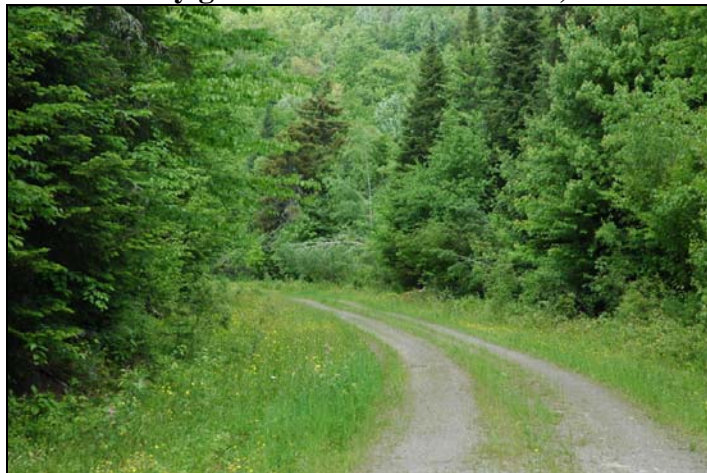
managed by DRED and the roads with which they are associated, their current management status, and the new status under the Road Management Plan. Relocation, new installations, and removal actions are also identified. The Division will have responsibility and management control over the approximately 57 gates it owns, or has been given the authority to manage if under another's jurisdiction, during the five-year planning period. Other gates on the Forest are under the jurisdiction of CLTC, NHF&G, or others and the Division does not have any management authority over them.

The Division may change the status of these roads and gates over the life of this Plan in response to changing circumstances, providing such decisions are consistent with the policies, guidelines, and decision-making criteria contained in this plan.

Figure 4.4: Main haul roads receive higher maintenance.



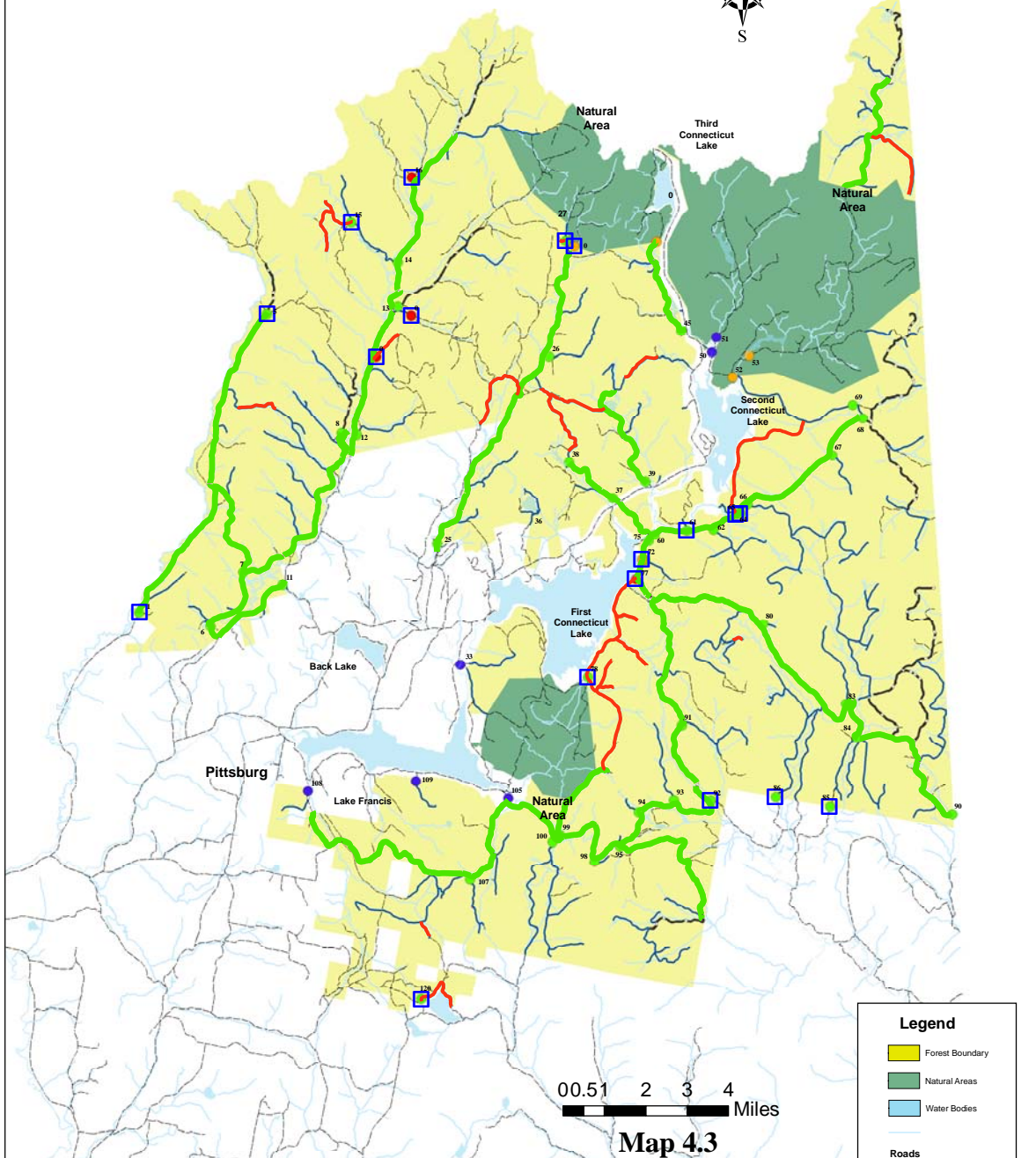
Figure 4.5: Secondary gravel roads have a wilder, remoter character.





Public Access and Recreation / Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Thomas Koks Associates

Data Source: NH Granit, TPL, CLTC
File Ver. 06/16/07

Gates Most Likely To Be Closed On Consistent Basis

Roads Most Likely To Remain Open After Mud-Season / Other Roads Not Categorized As Closed Are Subject To Closure At Anytime

Road Closed To Public Vehicle Use

Legend

- Forest Boundary
- Natural Areas
- Water Bodies

Roads

- Main Haul
- Gravel
- Other

Gate / Jurisdiction

- CLTC
- DRED
- NH F&G
- Other

Table 4.2: Gates Under Jurisdiction of, or Managed by, Division of Parks and Recreation

Gate #	Road Name	Road #	Current Status	New Status	Actions
1	Hall Stream Rd.	21-00	Closed	Closed	
5	Halls Stream Rd., Malvinia	21-00	Seasonal	Closed	
6	Comstock Hill Rd., West Side Bridge	23-00	Open	Open	
7	Indian Stream Rd. to Hall Stream Rd.	23-19	Open	Open	
8	West Side Indian Stream Rd. @ 9.5 Mi.	23-00	Seasonal	Open	
11	Indian Stream Rd. @ 5 Miles (PSLT)	24-00	Open	Open	(Subject To PSLT Permission To Use Their Road)
12	Indian Stream Rd., Cowen Hill	24-42	Seasonal	Open	
13	Indian Stream Rd, East Branch Depot Camp	25-00	Open	Open	
14	Indian Stream Rd, Terrill Pond	24-71	Open	Open	
15	Indian Stream Rd., Rancourt Brook	24-71	Seasonal	Closed	
23	Farr Road			Open	Open Gate To Be Added During Road Upgrade (Subject to PSLT Permission to Use Their Road)
24	Lamb Valley Trail			Open	Gate To Be Added During Road Upgrade
25	Perry Stream Rd., Cloutier Line	27-00	Open	Open	Move Gate To Forest Boundary
26	Perry Stream Rd.	27-70	Seasonal	Open	
27	Short Spur off Perry Stream Rd.	27-85	None	Closed	Relocated / Placed At Bridge
33	Carr Ridge Rd. on Bridge	03-49	Seasonal	Seasonal	TransCanada Gate / Managed By DRED
37	Coon Brook Rd., Rt. 3	03-24	Open	Open	
38	Coon Brook Rd., Bog Jct.	03-24	Closed	Open	
39	Big Brook Rd., Rt. 3	03-20	Open	Open	
45	Deer Mtn. Rd., Rt. 3	29-00	Seasonal	Open	
50	East Inlet Rd. on Bridge	01-00	Open	Open	TransCanada Gate / Managed By DRED
52	East Inlet Rd., Moose Brook Trail	01-08	Seasonal	Open	Relocate On Moose Brook Trail
56	East Inlet Rd.	01-00	None	Open	New Gate / To Be Installed
60	Smith Brook Road	05-00	Open	Open	
61	Smith Brook Rd., Island	05-11	Closed	Closed	(Bridge Out)
62	Smith Brook Rd., Cozzie Brook Trail	05-20	Seasonal	Open	
63	Stub Hill Pond Road	05-40	None	Open	New Gate / To be Installed At The Snowmobile Camp 8 Jct.
64	Cozzie Brook Snowmobile Route		Closed	Closed	
65	Smith Brook Rd., Emery Allen Brook Rd.	05-37	Closed	Closed	Gate To Be Relocated To Close CLTC Rd. Only

Gate #	Road Name	Road #	Current Status	New Status	Actions
66	Smith Brook Rd., Diamond Ridge Vista	05-40	Seasonal	Open	
67	Smith Brook Rd., Stub Hill (BCP)	05-70	Seasonal	Open	
68	Smith Brook Rd., Trestle Brook Rd.	05-70	Seasonal	Open	
69	Smith Brook Rd., Moose Brook Trail	05-00/01-08	Closed	Open	
72	Magalloway Rd., Merrill Brook Rd.	10-11	Open	Open	
75	Magalloway Rd.	10-00	Open	Open	
78	South Bay Bog Rd.	07-00		Closed	
80	Magalloway Rd., Diamond Ridge	10-33	Seasonal	Open	Gate To Be Removed
83	Magalloway Rd., Crystal Pond Rd.	10-53	Seasonal	Open	
84	Magalloway Rd., East Branch DDR	10-00	Open	Open	
85	Laramie's Camp Trail	10-56	Closed	Closed	
86	Middle Branch Dead Diamond	10-36	Closed	Closed	
90	Magalloway Rd., Abbott Brook Rd.	10-00	Closed	Open	
91	Cedar Stream Rd. & Buckhorn Rd. Jct.	09-00	Open	Open	
92	Trail 137 Snowmobile Route		Closed	Closed	
93	Cedar Stream Rd., Rowell Brook	30-87	Seasonal	Open	
94	Cedar Stream Rd., Roby Brook	03-81	Closed	Open	
95	Pisgah Mtn. Rd.	32-00	Open	Open	
96	Pisgah Mtn. Rd.	32-00	None	Open	New Gate / To Be Installed When Bridge Replaced
98	Cedar Stream Rd., Warden Camp	30-70	Closed	Open	
99	Cedar Stream Rd., Bog Branch	30-61	Seasonal	Open	
100	Crystal Brook Road	30-60	Seasonal	Open	
101	Trail 5 South Bay Snowmobile Route		Closed	Closed	
105	Cedar Stream Rd., 7.5 Mile	30-00	Open	Open	Move Gate To Forest Boundary
106	West Branch Cedar Stream	34-00	None	Open	New Gate / To Be Installed
107	Whipple Ridge Pitt	34-51	Seasonal	Open	
108	Dead Water Loop Rd.	36-00	Open	Open	Move Gate To Forest Boundary
109	Cedar Stream Rd., Carr Pond Rd.	30-20	Closed	Open	TransCanada Gate / Managed By DRED
120	Diamond Pond, Roy Property Line	39-00	Closed	Closed	

4.8.3. Implementation Framework

Road and gate management requires on-going monitoring so that adjustments can be made as needed. Situations change due to unforeseen acts of nature, shifting forest management activities, and other resource and management needs. The following framework will govern how decisions are made in regards to road and gate closure:

1. For decisions and/or re-evaluation on (longer term) road / gate closure status, the Division will evaluate each road against the Evaluation Criteria for Recreation Use or Management Decisions outlined in Section 3.3. Foremost among the criteria is the status of the road standard behind the gate or its current condition. Other key criteria address administrative and management needs (including budgetary), experiential qualities of various uses, environmental quality, forest and wildlife management, safety and law enforcement, and the capacity to maintain the road in good condition;
2. The Division will consult with the Landowner and NH Fish and Game Department in the review and application of criteria and decisions on road / gate closure greater than one year;
3. The Division will monitor road conditions and take actions to close roads when conditions indicate temporary closure is the appropriate action. Forest management personnel working on the property and NHF&G Conservation Officers may be consulted about road conditions due to their frequent presence on and extensive knowledge of the Forest;
4. The status of roads that are closed because of road conditions may change as road improvements are made over time.
5. Situations in which Designated Roads that are normally open to the public may be closed temporarily include:
 - a. Where they require maintenance and repair, whether for planned needs or to address unsafe conditions due to storm washouts and other such damage;
 - b. Where timber harvest operations are underway and the Division and Landowner agree to the closure; and
 - c. When the Division and the Fish and Game Department agree to limit public access for wildlife management purposes.

Any such closure will be for the minimum time necessary while repairs or management actions are taking place.

6. To provide easy access to road closure information, the Division of Parks and Recreation will maintain an up-to-date posting of the road status on its website and Great North Woods Region contact number phone line.

4.9. Planned Five-Year Road Management Actions

The Division will also continue to maintain and, where necessary and according to standards (See Section 4.10) and available budgets, upgrade roads and relocate or improve gates. The narrative below and Maps 4.4 – 4.8 (see pages 106-109) identify the locations of these planned improvements and the reasons the work will be undertaken:

4.9.1. Road / Bridge Improvement Actions

Map 4.4 – Road / Bridge Improvement Actions and Table 4.3 identify roads slated for improvement and bridges where replacement or new decking is planned. Roads identified for minor improvement work will have ditches cleaned with a grader and/or backhoe and may receive other maintenance such as culvert replacement. Roads in the major category will have their ditch lines reconstructed and culverts replaced; some may also be resurfaced.

In determining bridge type replacement (permanent or temporary), a values analysis will be completed evaluating whether the additional expense for a permanent bridge will achieve long term values for forest management and recreational use that make the investment appropriate.

Table 4.3: Planned Road and Bridge Improvements

Road Number	Priority (Target Date)	Road Improvements		Bridges	
		Major	Minor	Reconstruction	Re-Decking
01-00			X (upper end)		
01-08		X			
01-49		X			
01-50		X		X	
01-54		X			
01-59		X			
01-59-3		X			
03-24-0			X (mid section)		
03-24-3			X		
05-70			X		
05-70-0			X		
05-70-5			X		
05-70-8			X		
05-77-0		X			
09-00					X
10-00			X (short section)		
10-26-3				X	
10-36					X
10-56			X		
10-56-9			X		
10-65-4			X		
10-65-41			X		
15-00		X	X		
21-00		X (Halls Stream)			
21-20-0			X		
23-19			X		
23-19-8			X		
24-42			X		
24-71			X (first section)		
24-92				X	
25-00			X		
25-30			X		
27-00					X
27-60			X		
27-41-0		X			
30-00					X
30-00-0			X		
30-60		X			
30-61		X			
30-60-0		X			
30-60-7		0			
30-60-9		X			
30-62-2		X			
30-81			X		
30-87			X		
32-00		X (south of bridge)	X	X	
32-50		X			
32-80			X		
34-71			X		
39-00		X			
41-00					X

4.9.2. Gate Improvement Actions / Proposed Parking Lots

Map 4.5 – Gate Improvement Actions / Proposed Parking Lots outlines planned gate relocation, removal, and installation locations (also see Table 4.2). In addition, the map shows proposed parking lot locations related to improvements identified for non-motorized, equestrian, and potentially snowmobile trail system enhancements.

For some locations parking lots are proposed on State Forest lands while in others they are proposed on the Working Forest. They all are located with easy access routes that are plowed during the winter. They also utilize natural openings, generally related to old landings or gravel pits, thus minimizing new impacts. In the case of landings on the Working Forest, periodic active use of the landings may occur that will require coordination with CLTC on temporary areas for substitute parking.

4.9.3. Grading Schedule

The road grading schedule depicted in Maps 4.6 and 4.7 – Road Grading Schedule recognizes different levels of maintenance for the Designated Roads. Generally the main haul roads receive the most intense maintenance due to their use and volume of traffic and standards which they are required to meet (see Initial Road Management Agreement – Appendix N). The grading plan proposed also reflects public comment and Landowner input that maintenance standards on some roads during the period of the Interim Plan were higher than needed; the level of maintenance that is planned for the upcoming five-year period is, accordingly, less. Proposed maintenance schedules also reflect the anticipated maintenance dollars available during the five-year plan period.

4.9.4. Roadside Mowing Schedule

Similar to the road grading schedule, the mowing schedule shown in Map 4.8 – Roadside Mowing Schedule reflects available dollars for maintenance and public and Landowner input while still achieving the standards required to maintain road edge and needed drainage by keeping woody vegetation out of ditch lines.

Other Actions Planned

The Division will:

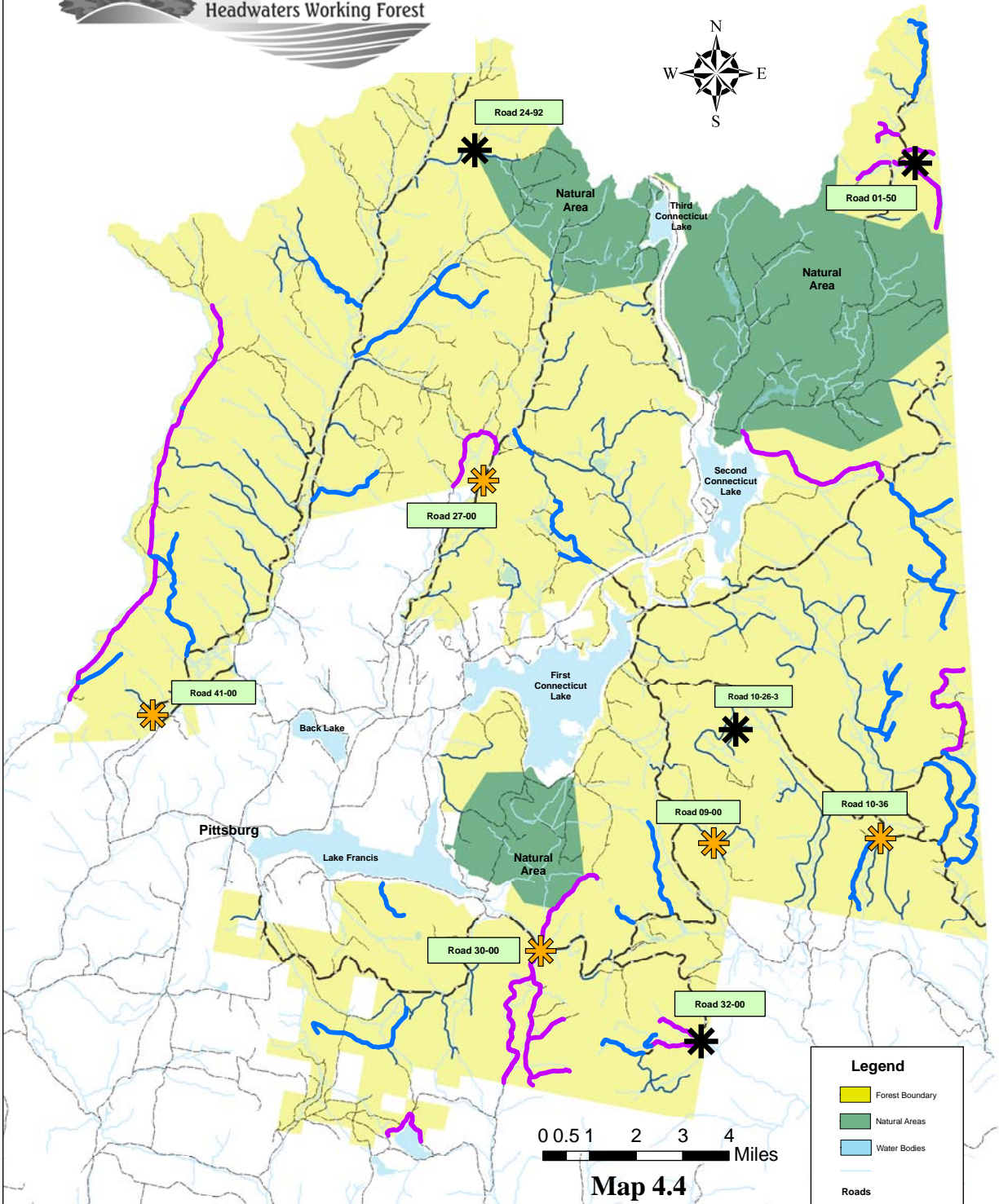
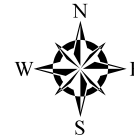
- Continue negotiations of an MOU/MOA with TransCanada on the management of gates numbered 33, 50, and 51 and discuss potential for exchange of rights for access to both parties that is in accordance with state policies and procedures;
- Negotiate an MOU/MOA with DES on management of Gate # 106;

- Establish agreement for public access with adjacent landowners and state agencies on private roads (i.e., Indian Stream, Magalloway, East Inlet, Moose Pond Road);
- Seek Administrative Rules regarding speed limit posting, full authority for road closures, and other authorities as needed;
- Continue planning, design, and construction of parking lots and ancillary facilities for recreation use in coordination with the Landowner and in line with needs relative to appropriate recreation use and road-related facilities discussed in Chapter 3; and
- Enhance signage and the numbering system on gates in consultation with NHF&G and the Landowner to indicate jurisdiction and provide contact numbers. Assign each gate management entity sequential gate numbers, such as gates 1 – 199 for the Division, 200 – 299 for CLTC, etc.



Public Access and Recreation / Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Thomas Koks Associates
Data Source: NH Granit, TPL, CLTC
File Ver. 02/12/07

Five-Year Road / Bridge Improvement Plan

Major Road Improvement

Minor Road Improvement

Bridge To Be Replaced

Bridge To Be Re-Decked

Legend

Forest Boundary

Natural Areas

Water Bodies

Roads

Main Haul

Gravel

Other

Gate / Jurisdiction

CLTC

DRED

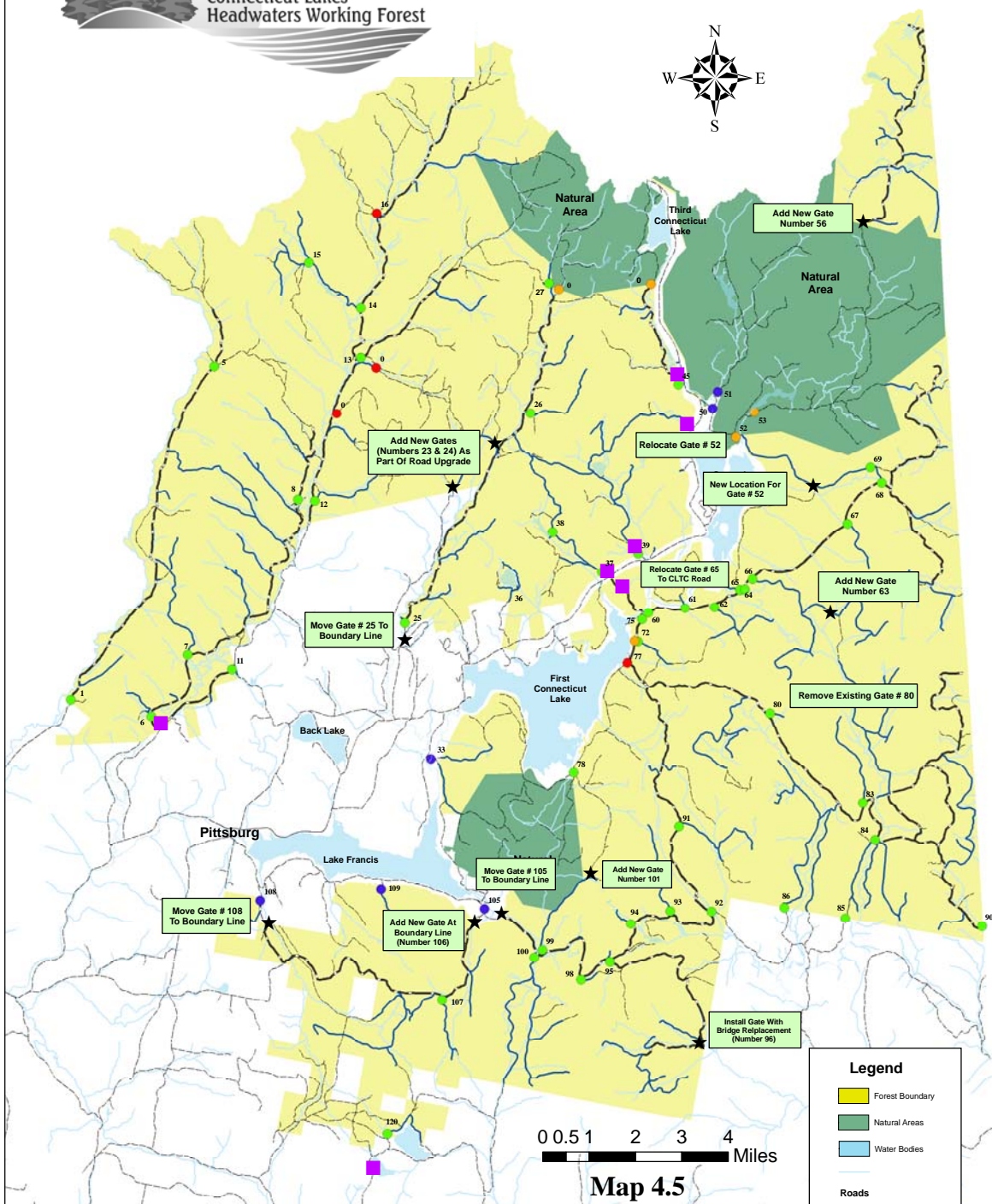
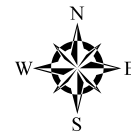
NH F&G

Other



Public Access and Recreation / Road Management Plan

Connecticut Lakes
Headwaters Working Forest

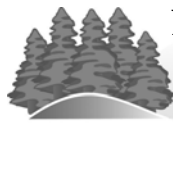


Data Source: NH Granit, TPL, CLTC
File Ver. 06/16/07

Five-Year Gate / Parking lot Improvement Plan

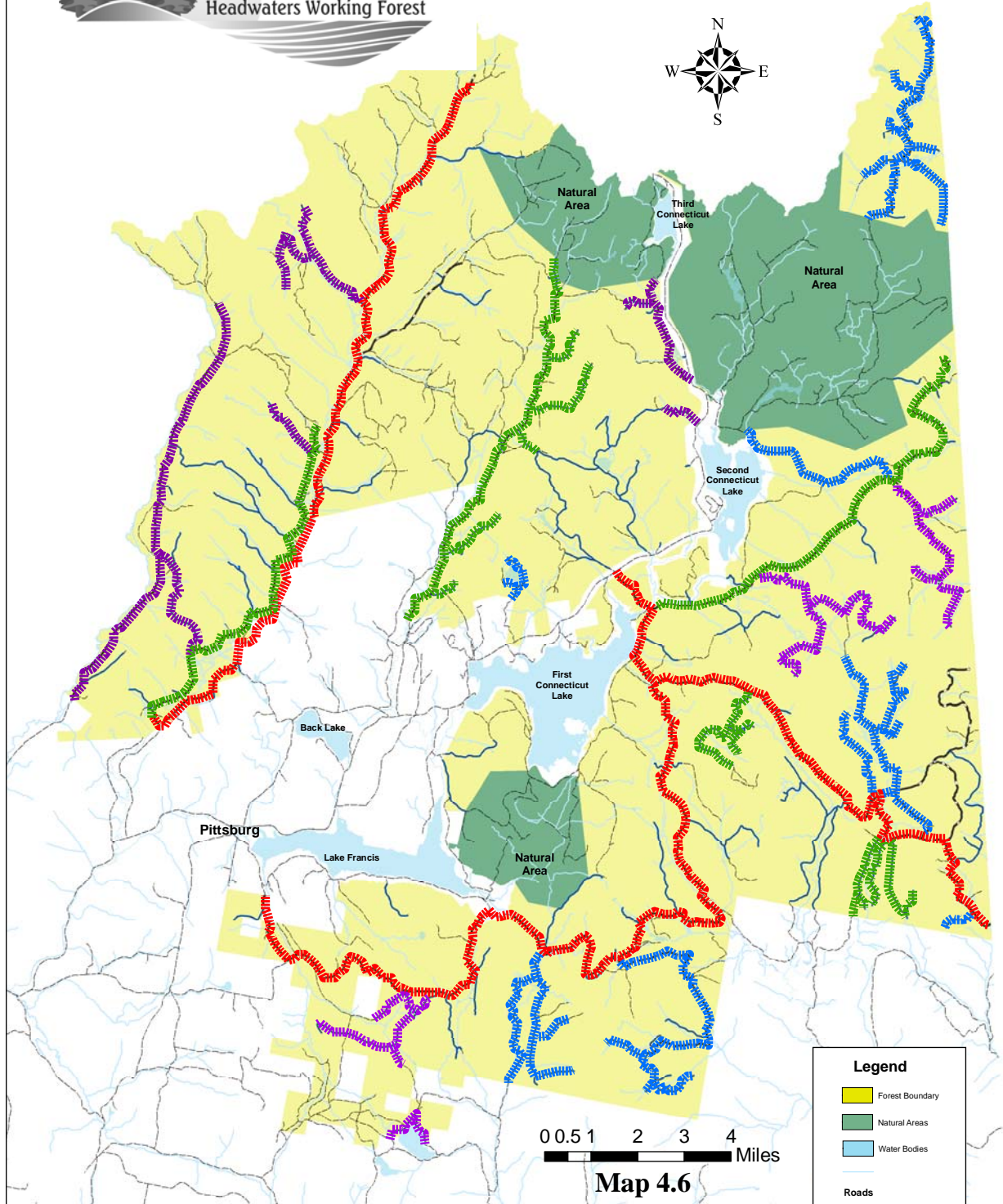
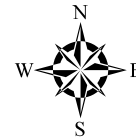
Potential Parking Lot Development Area (Locations Address All Uses - Snowmobile, Equestrian, Non-Motorized)

Note Indicating Planned Gate Improvement Action



Public Access and Recreation / Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Data Source: NH Granit, TPL, CLTC
File Ver. 02/12/07

Five-Year Maintenance Plan Road Grading Schedule - Part A

Grade In
Year 2007

Grade In
Year 2008

Grade In
Year 2009

Grade In Years
2007 - 2009

Legend

- Forest Boundary
- Natural Areas
- Water Bodies

Roads

- Main Haul
- Gravel
- Other

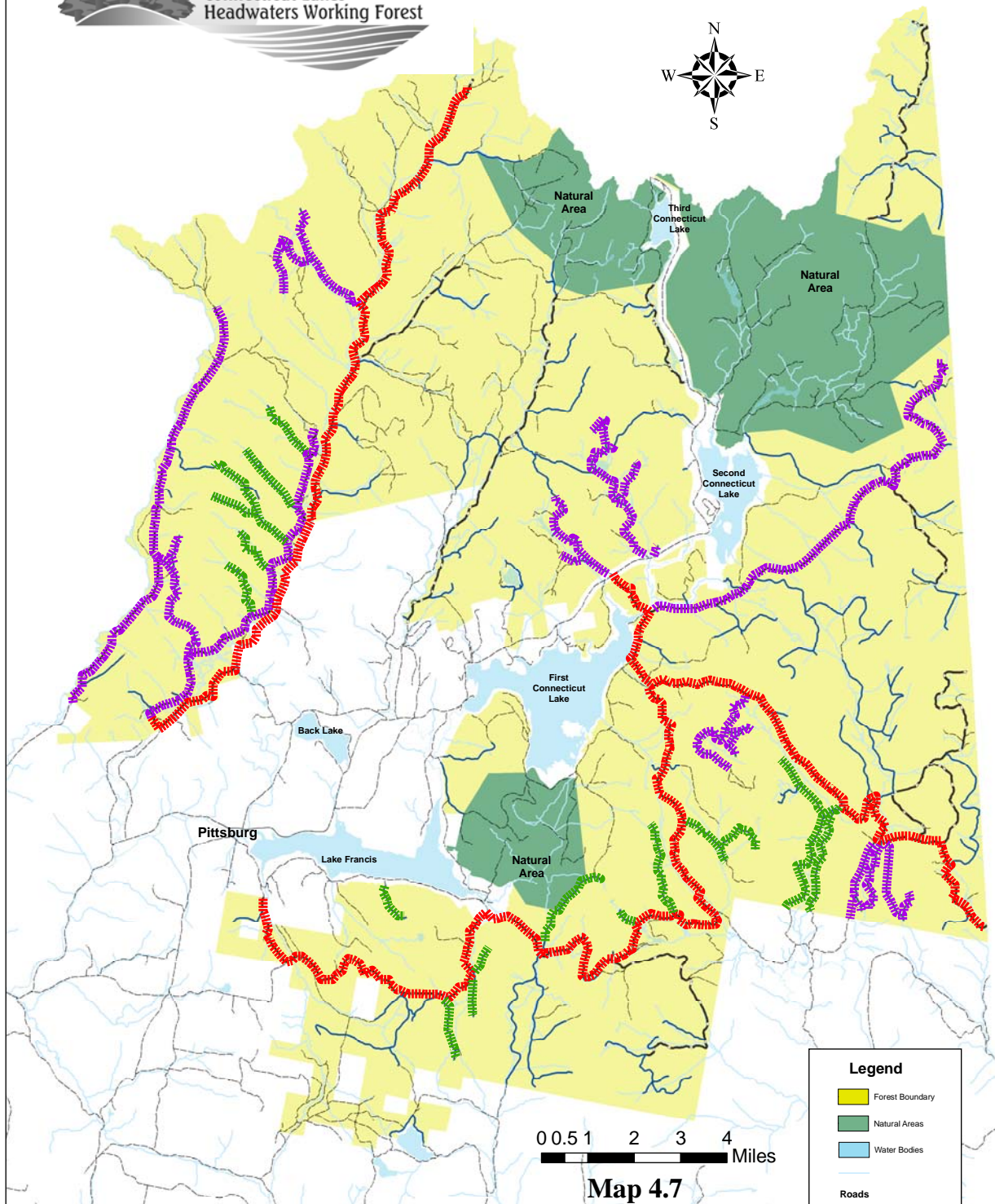
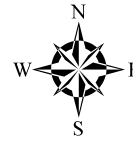
Gate / Jurisdiction

- CLTC
- DRED
- NH F&G
- Other



Public Access and Recreation / Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Thomas Kokx Associates
Data Source: NH Granit, TPL, CLTC
File Ver. 02/12/07

Five-Year Maintenance Plan Road Grading Schedule - Part B



Grade In
Year 2010



Grade In
Year 2011



Grade In Years
2010 and 2011

Legend

Forest Boundary

Natural Areas

Water Bodies

Roads

Main Haul

Gravel

Other

Gate / Jurisdiction

CLTC

DRED

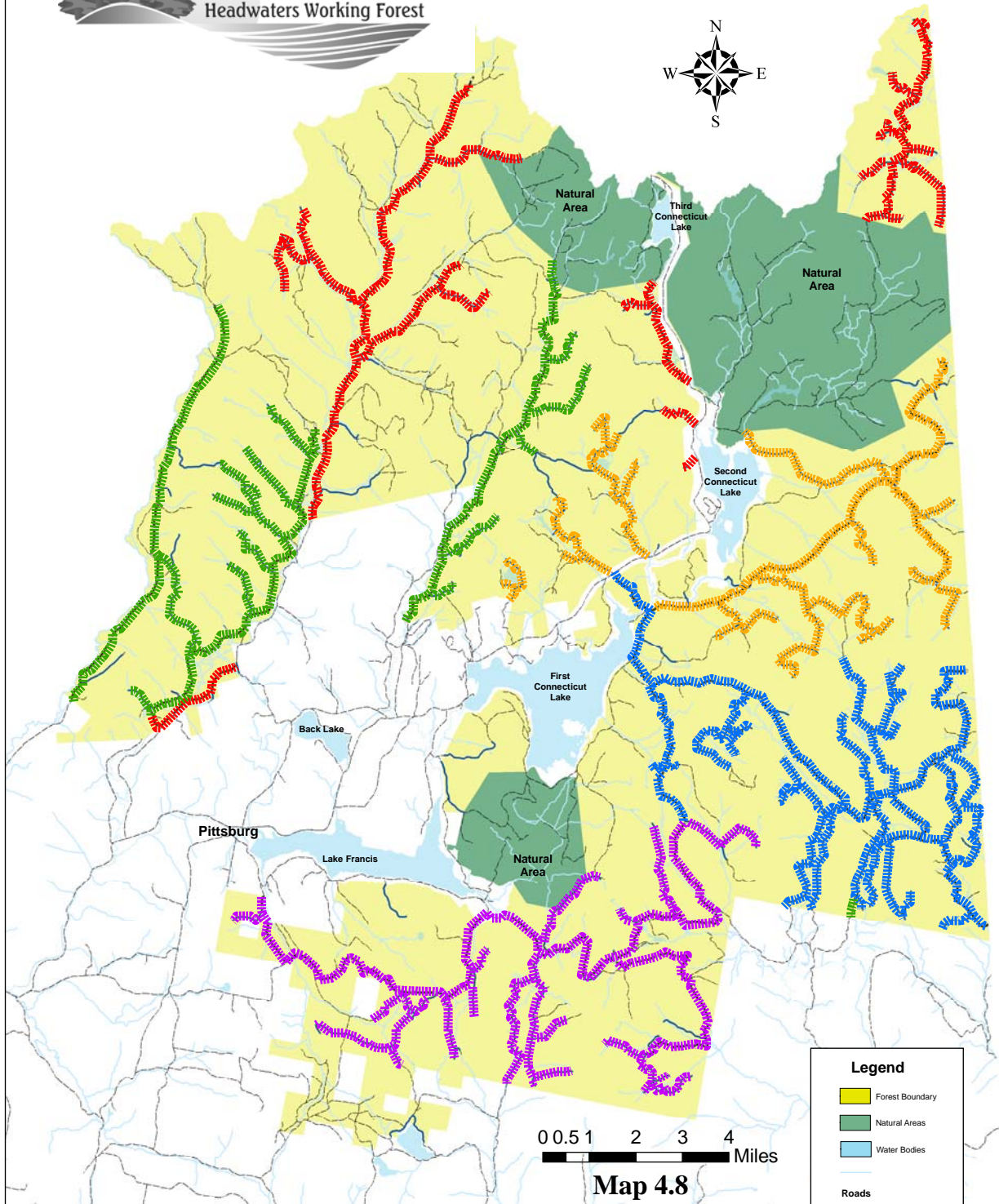
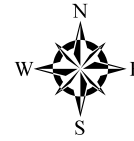
NH F&G

Other



Public Access and Recreation / Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Thomas Koks Associates
Data Source: NH Granit, TPL, CLTC
File Ver. 012/12/07

Five-Year Maintenance Plan Roadside Mowing Schedule

Mow In Year 2007 Mow In Year 2008 Mow In Year 2009 Mow In Year 2010 Mow In Year 2011

4.10. Specifications for Road Maintenance

Road maintenance standards for the five-year plan period will be those defined in the Initial Road Management Agreement (Appendix N).

4.11. Capital Improvement Budget

The Department is required to submit to the Governor as part of its budgeting process projects requiring general funds greater than \$50,000 or having a 25-year life span. These are classified as Capital Investments.

Most needed major capital improvements were completed under the Interim Plan. No Capital Investments are proposed for the upcoming five-year plan period. Rather, general road and bridge improvements will be covered under on-going maintenance budgets funded through the Road Maintenance Endowment, Landowner's annual maintenance contribution, and grant-in-aid funds.

While not identified as capital improvements, it is recognized that most sections of main haul road will require gravel surfacing over the plan period. Highest priorities for surfacing work are Perry Stream, Smith Brook to Gate 68, and Dead Water Road.

More intensive road rebuilding is planned for Designated Road 27-41 in 2007-2008 at a cost of \$15-20,000; and for Halls Stream Road during the plan period at a cost of \$20,000 per mile.

Developing and funding a capital fund will be considered during the five-year plan period to provide contingency funds for unexpected high cost needs.

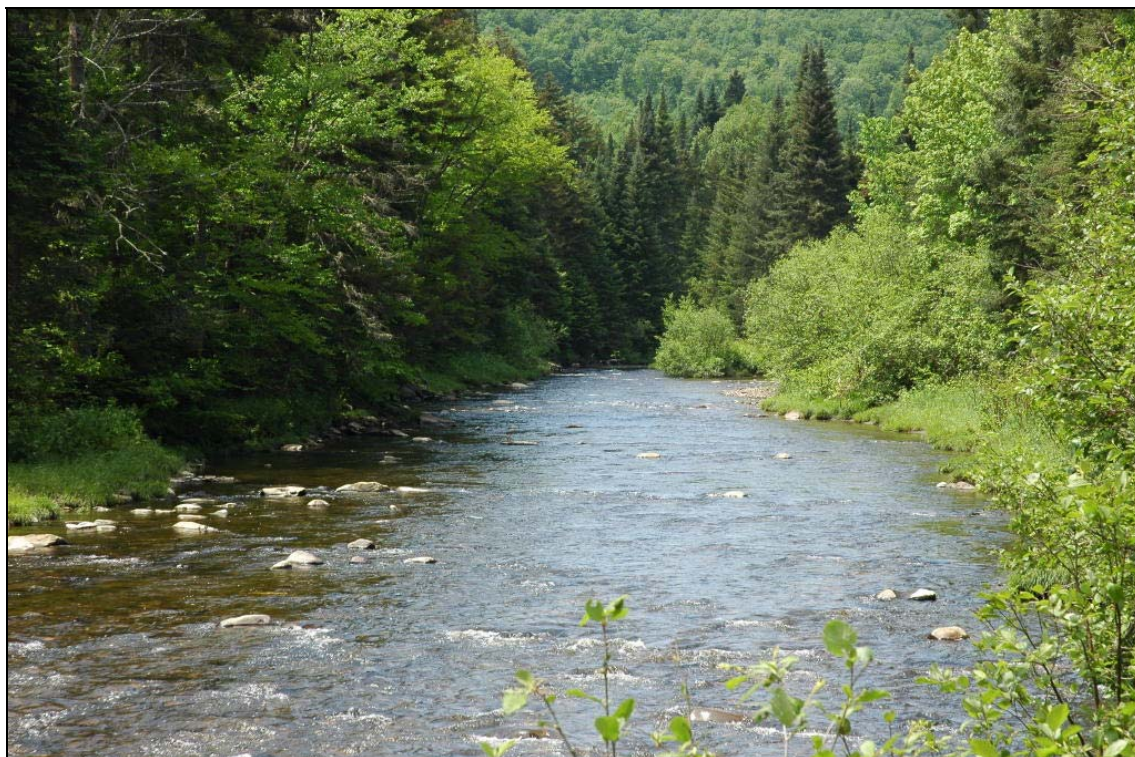
4.12. Planned Use of Materials from Property

Extraction of gravel from selected pits is planned during the five-year plan period. Planned sources are:

- 2007 – Pits associated with Perry Stream Road, supplemented with potential purchase from private sources. Plans are to stockpile 5000 cubic yards;
- 2008 – Pits associated with upper end of Perry Stream Roads;
- 2009 – Pits associated with Buckhorn and Smith Brook Roads;
- 2010 – Pits associated with Buckhorn and Smith Brook Road; and
- 2011 – Pits associated with Middle Branch of Magalloway Road.

Chapter 5

Implementation Program



5.0 Implementation Program

5.1. Priorities, Partners, and Timetable

Table 5.1 on the next page is a compilation of all the “Actions” contained in the Recreation Plan (Chapter 3.0) and Road Plan (Chapter 4.0), with the exception of the road and bridge improvements shown in Table 4.3. It shows priorities and target dates for completion. The Divisions and Bureaus within DRED will have planning and implementation responsibility for the action items and may need to consult with the Landowner, other agencies such as the Fish and Game Department and the Department of Transportation, non-profits such as the Cohos Trail Association, Connecticut River Joint Commissions, the New Hampshire Horse Councils and local equestrian organizations, Great North Woods Trail Riders ATV Club, and the snowmobile clubs that maintain the network including the Pittsburg Ridge Runners, Swift Diamond Riders and Colebrook Ski Bees. These are all organizations that have come forward through the planning process to register their interest in the property but as this plan moves forward new relationships can be established to accomplish identified actions.

The Division used the following criteria, weighted in order, to determine priorities and will be guided by all of the Criteria for Evaluation Changes in Use or Management (see Chapter 3.3) in carrying the actions out:

1. Is the action required by the Easement?
2. Are necessary funds, resources, and / or partners available?
3. Is the action needed to safeguard public health and safety?
4. Is the action needed to safeguard environmental qualities?
5. Is the action needed to safeguard experiential qualities?
6. Which actions will result in the greatest gain in positive outcomes compared with cost?

Priority Key

- 1 = high priority
- 2 = medium priority
- 3 = low priority

Projects marked with an * indicate that the Division will not act unless a proposal from an outside organization is initiated. If proposal is not received by target date then no further planning will take place and the alternative will be reconsidered in the next planning effort.

Table 5.1: Implementation Program

Action	Priority	Target Date for Completion				
		2007	2008	2009	2010	2011
RECREATION PLAN						
Non-motorized Dispersed Use (3.4.5.1)						
1. Non-motorized winter use parking / information	3			X		
2. Non-motorized use remote opportunities information	2	X				
Non-motorized Trail Use (3.4.5.2)						
1. Deer Mountain hiking trail.	2			X		
2. Indian Stream Gorge Loop hiking trail	1		X			
3. Cohos Trail Planning *	3		X			
3. Cohos Trail Development					X	
Snowmobile Trails / Management (3.4.5.3)						
1. Trail Patrol Program for CLHWF	2		X			
2. Develop User Ethics Program	2		X			
3. 2007-2008 trail system plan	1	X				
4. Parking management changes	2			X		
Biking Use (3.4.5.4)						
1. Biking safety information	3	X	X	X	X	X
2. Big Bog Brook parking	2		X			
ATV Use (3.4.5.5)						
1. Regional use evaluation & monitoring	2	X	X	X	X	X
Equestrian Use (3.4.5.6)						
1. Equestrian trail planning*	3			X		
2. Equestrian trail development	3					X
Boating and Paddling Use (3.4.5.7)						
1. Identify enhancement opportunities to existing facilities	3			X		
2. Monitoring existing facilities & parking	1	X	X	X	X	X
Wildlife Enjoyment (3.4.5.8)						
1. Collaborate with NHF&G on interpretive efforts	2	X	X	X	X	X
Recreation Improvements (3.4.6.1)						
1. Indian Stream Gorge	1		X			
2. Coon Brook Bog / Big Bog Brook Access	3			X		
3. Magalloway Bridge	2	X				
4. Magalloway Trail and Trailhead	2		X			
5. Garfield Falls	2			X		
6. Little Hellsgate Falls	3					X
7. Sheehan Pond	2	X				
8. Boundary Pond and Trailhead	2		X			
9. Improve paths to privies	3			X		
Enforcement (3.5.3)						
1. Develop Administrative Rules for CLHWF	2		X			

Action	Priority	Target Date for Completion				
		2007	2008	2009	2010	2011
Waste Management (3.6.3)						
1. Carry-in / carry-out program promotion	2		X			
2. Carry-in / carry-out program evaluation & monitoring	1	X	X	X	X	X
Public Information and Education (3.7.3)						
1. Website, kiosk and brochure maintenance	1	X	X	X	X	X
2. Collaborate with NHF&G on interpretive efforts	2	X	X	X	X	X
3. Monitor user behavior and safety conditions	1	X	X	X	X	X
Monitoring (3.8)						
1. Develop monitoring plan and metrics	2	X				
2. Annual monitoring report	1	X	X	X	X	X
3. Yearly inspection of and report on improvements	2		X			
4. Survey of user perceptions	2		X			
ROAD PLAN (4.9)						
1. Road maintenance and upgrade / gate relocation or improvement	(see Table 4-3)					
2. Update Road Agreement	1	X				
3. TransCanada Road & Gate MOA	1	X				
4. DES Water Resource Board Road & Gate MOA	2		X			
5. Administrative Rules Development	2		X			
6. Recreation Improvements - Parking (see above)						
7. Gate Signage & Renumbering Plan						

Note: Projects marked with an * indicate that the Division will not act unless a proposal from an outside organization is initiated.

5.2. Plan Monitoring

The Division will keep the Citizens Committee informed of progress in implementing the Initial Plan. Staff will report to these committees at least once annually and more frequently as needed. The annual report will focus on what has been accomplished on schedule, what has not and why, and any opportunities or problems that have arisen which should be addressed through change in management decisions or amendment as appropriate. The report will be posted on the Forest web site.

5.3. Plan Amendment and Update

Section 5.B.iii of the Easement allows the Division to submit to the Fee Owner for its approval amendments to the Recreation Plan. Amendments shall be subject to the approval process for the Recreation Plan but does not need to include all the

Recreation Plan required elements. Amendments would be needed if the Division proposes a new type of recreational activity; if a recreational activity is limited in location in a prior plan and is being changed; an expansion of the areas of where a recreational activity is permitted; or a new Recreational Improvement is being proposed that has not been approved as part of a Recreation Plan. Amendments would be submitted to the Connecticut Lakes Headwaters Citizens Committee and the public for comment.

5.3.1. Initial Plan Update Process

DRED, in consultation with other State agencies that have regulatory and programmatic responsibilities for administration or monitoring of the Easement, will submit new or updated Recreation and Road Management Plans to the Landowner for its approval not more than every five (5) years after the approval date of this Plan. This Initial Plan will remain in effect until an Updated Plan is approved.

While the Easement does not require DRED to consult with the public on Plan Updates, other than through the Citizens Committee, the Division intends also to hold at least one public meeting for the public and organizations and more, depending upon funding available for the process and issues which are at stake.

5.3.2. Recreation Plan Amendment Process

DRED also, in consultation with the State agencies that have regulatory and programmatic responsibilities for administration or monitoring of the Easement, may submit to the Landowner, for its approval, amendments to this Plan. Amendments are subject to the same approval process as the Recreation Plan but need not include all of the Recreation Plan elements described in the Easement. The Division in most cases will consider an addendum to the Plan sufficient. Such an amendment is required if the Easement Holder proposes a new (5.B.iii.):

1. Type of recreational activity (or if a recreational activity is limited in location in a prior plan, an expansion of the areas in which such activity is permitted), or
2. Recreational Improvement that has not been approved as part of an approved Recreation Plan.

5.3.3. Road Plan Amendment

The Easement Holder or the Landowner may also submit to the other party for its approval amendments to the Road Plan. The Easement spells out the circumstances under which an amendment is required (5.F.iii.). An amendment:

1. is required only in the event a party proposes a change in the Designated Roads to be maintained under the Plan;
2. is required in the event that a significant upgrade or repair of a Designated Road is required which was not anticipated in an approved Road Management Agreement and a party requests that such work be included in the budget and the budget and work plan revised accordingly;
3. is required in the event that a party requests that either party's Contribution to road maintenance be amended;
4. is not required for any change in the level of vehicular public access on Designated Roads provided that such access is allowed under this Easement and an approved Recreation Use Plan, and the Designated Roads are maintained to the specifications set forth and agreed to in the Road Management Agreement; or not be required for any closing of a Designated Road for maintenance or safety as long as such actions are allowed under this Easement and an approved Road Management Agreement.

Amendments to the "Road Agreement," if agreed to by both parties, are also deemed amendments to the Five Year Road Management Plan.

5.3.4. Landowner Review and Approval Process

Readers may wish to know the process by which Recreation and Road Management Plans are approved. It is as follows:

The Landowner has at least ninety (90) days to review and approve or disapprove of a draft plan, and longer by mutual consent with DRED.

The Easement requires the Landowner to state in writing its reasons for any unfavorable comments/disapproval, referencing the specific provision(s) of the document and how it is inconsistent with the Purposes and Stewardship Goals of this Easement or with the Landowner's Stewardship Plan.

If the Landowner disapproves, DRED has up to ninety (90) days to submit a proposed revision to the Recreation Plan or thirty (30) days to explain in writing why the Recreation Plan should be approved as originally proposed.



APPENDIX P

Poster Session Presentation Material



Background and Briefing Packet

With Response Form

For
Key Use and Management Decisions
To Be Made In Draft Public Access and
Recreation / Road Management Plan

NH Department of Resources and Economic Development
Division of Parks and Recreation



Welcome and Goals for the Session

NH Division of Parks and Recreation

Thank you for participating in this important public session. It is a significant milestone in the continuing planning process to develop direction that will be outlined in the Initial Public Access and Recreation / Road Management Plan for the Connecticut Lakes Headwaters Working Forest.

At our spring public sessions and in our summer update message at the project website we stated that we would hold one more public session prior to the writing of the draft plan. Much information, data, and input has been collected through the earlier public sessions, various meetings and interviews, field work, and surveys. A range of alternatives has now been developed to address the issues, concerns and opportunities identified.

Our goal for this session is to:

- **present and acquaint you with the range of alternatives developed to address the key decisions that will be made regarding public access, recreation, and road management for the Forest;**
- **provide you the opportunity for review of background material and the Division's current evaluation of the alternatives based on public and other input received to date; and**
- **provide you the opportunity to indicate your preference and comment on the alternatives.**

The input we receive tonight and during the response period that ends November 30, 2006 will impact the Division's consideration of whether to expand existing recreational use and/or allow other new recreational opportunities. After this current review period ends, we will be selecting a preferred alternative to present in the draft plan.

It is important to note that the public will again be given a chance to review and respond to the draft plan when it is complete. At this time it is anticipated that the draft will be available around mid-January 2007.

Tonight is an informal opportunity to provide you this briefing packet; to view some of the content in larger format, especially the maps; and have representatives from the Division available to talk with about the plan and the briefing package content. It is also your opportunity to ask questions you have regarding the packet or to seek additional information you desire in order to help make informed decisions on the alternatives and other material presented.

Posters are set up around the room and are categorized by introduction material, road and gate management, motorized use, non-motorized use, and general use. Feel free to move about the room, review the posters, and ask questions from the Division representative at each station.

The Background and Briefing Package provides information for your review and comment and contains the following material:

- Guiding Principles and Plan Vision

This document provides the principles and vision developed to guide the planning effort and resulting plan. Both are based on input from the spring public meetings, insight from the Project Technical Team, and were reviewed at the July Citizen Committee meeting.

- Evaluation Criteria

These criteria were developed to provide a process and objective approach to evaluating decisions regarding use and other management needs. They are key to making decisions in this plan and for decision needs that may come up in the future. Note that they relate to several important areas that include Easement requirements, setting and experiential quality, environmental considerations, administrative considerations, and technical considerations.

- Background and Briefing Packet for Road and Gate Management, Wheeled Off-Highway Vehicle Use (ATVs only), Snowmobile Use, Non-Motorized Use, Equestrian Use, and a paper that covers General Uses.

For each key area the content includes statements on:

- Background
- Decisions to be Made
- Range of Alternatives
- Implementation Considerations
- Supporting Map(s)
- Evaluation of the Alternatives

- Response / Comment Form

Please fill out the Response Form and return to the NH Division of Parks and Recreation either tonight or over the course of the next few days. Instructions and return address are provided on the form. The Deadline for receiving public response is November 30, 2006.

If mailed, the Response Form should be returned to:

Attn: Johanna Lyons
NH Dept. of Resources and Economic Development
Division of Parks and Recreation
PO Box 1856
Concord, NH 03302-1856

Project Website is:

<http://www.nhparks.state.nh.us/ParksPages/CLHWF/CLHWFhome.html>



1.0 Overall Vision

1.1. **Guiding Principles**

The Forest Legacy Conservation Easement of 2003 is the ultimate framework guiding the Department of Resource and Economic Development in its management of recreation and public access on the Connecticut Lakes Timber Company's Conservation Easement Area (see Section 1.4). In addition and in response to public comments and agency policy, the Department will also follow the supporting guiding principles listed below:

1. Management Capacity. Permit during the life of this plan only the intensity and types of recreational uses and public access for which the department and other partnering state agencies have sufficient resources to manage and enforce effectively. The goal will always be to be creative, resourceful, and streamlined;
2. Protection of Primary Uses. Permit new uses allowed on the property under the easement, hereinafter referred to as "secondary uses," only to the extent to which they do not degrade the experiential qualities of the uses specifically listed in section 5.A.i.a. of the easement, hereinafter referred to as "primary uses." The listed primary uses include hunting, fishing, trapping, picnicking, swimming, hiking, cross-country skiing, snowmobiling, nature observation, snowshoeing, and enjoyment of open space. Secondary uses permitted under this recreation and public access plan must fit the spirit and letter of the Easement. They may vary as times change and may include activities requiring commercial or special use permits;
3. Intensity Thresholds. Identify limits for the numbers of people able to use the property without impairing its experiential qualities and, if such numbers are exceeded or close to being exceeded at the time of any subsequent update of this recreation and public access management plan, identify within the update management policies and actions intended to achieve such limits. The goal will always be to implement management tools before problems become too great to overcome effectively;
4. Partnerships. Actively encourage volunteerism and cooperation among user group organizations to promote shared responsibility for stewardship and for ensuring positive user behavior, to the extent to which such organizations can provide reliable support and sources of funding and resources; and
5. Capital Investments. Make capital investments in roads and other support facilities in a manner that avoids deferred maintenance (and higher costs later) and in keeping with the rustic and, in parts, remote character of the property, legal responsibilities to the fee owner, and budget constraints.

1.2. Long Term Vision

The Easement contains the following vision statement developed by a Steering Committee to guide the State's acquisition of public recreation and access rights on the property:

"We see the [Property's lands] continuing to provide the many economic, recreation and natural resource benefits they have provided New Hampshire citizens and visitors for generations. These lands will remain as a large block of largely undeveloped productive/working forest while continuing their substantial contribution to the local and regional culture and economy. Public access for recreation will be assured as will the conservation of ecologically sensitive resources and places."

For this Initial Plan, the department consulted with the public and nine recreation organizations better to understand and articulate the kind of program which will result in the qualities and experiences which the above statement implies and which people mean when they say, almost universally, that they want the property "to stay the same as it is."

Accordingly, the department will **provide public recreation and access opportunities compatible with the working forest and Easement in a manner which serves all New Hampshire citizens and visitors, safeguards the unique sense of remoteness and informality which users most value, and contributes to the local quality of life and economy:**

- 1. The experience of using the property will still feel informal, remote, safe, and dispersed, and provide opportunity for engaging with the land in what seems an unconfined way;**
- 2. The land will support, in separate places, a balance of motorized and non-motorized uses, with opportunities to enjoy a quiet and peaceful setting, solitary experience, or more social and active setting where some noise and more people are expected;**
- 3. All citizens of the State of New Hampshire and its visitors will have access to recreational resources on the property—they will be accommodated fairly, use the land and water safely and with care or face effective enforcement, and understand well the role, constraints, and contribution of the working forest; and**
- 4. The property will enhance, and to the extent practical, diversify the local quality of life and economy.**



Evaluation Criteria (For making use or other management decisions)

The Grant of Conservation Easement requires inclusion in the Recreation and Public Use Management Plan a “description of proposed new or additional uses of the Property by the public, proposed responses to such proposed uses, and a process for determining whether such uses are acceptable to the Easement Holder and the Fee Owner.”¹ The proposed process for determining the acceptability of new or additional uses is described below.

1. Definitions

First some definitions for clarification:

- 1.1 Natural-resourced Base Use** means any outdoor recreational activity which depends upon an outdoor, backwoods setting for its pursuit and enjoyment.
- 1.2 Primary Use** means any natural-resource based use which is explicitly allowed under the terms of the Grant of Conservation Easement or documented to have been a permitted use at the time of the Easement. Such uses include the following: ²
- 1.2.1 Bicycling (on designated roads)
 - 1.2.2 Camp Leases
 - 1.2.3 Canoe / Kayaking / Motor Boating
 - 1.2.4 Dog Sledding
 - 1.2.5 Driving For Pleasure
 - 1.2.6 Enjoying Open Space
 - 1.2.7 Fishing
 - 1.2.8 Hiking Trails (existing)
 - 1.2.9 Hobby Mineral Collection
 - 1.2.10 Hunting
 - 1.2.11 Nordic Skiing
 - 1.2.12 Photography
 - 1.2.13 Picnicking
 - 1.2.14 Shed Hunting
 - 1.2.15 Snowmobiling
 - 1.2.16 Snowshoeing
 - 1.2.17 Swimming
 - 1.2.18 Trapping
 - 1.2.19 Walking
 - 1.2.20 Wildlife Viewing
 - 1.2.21 Nature Study

¹ Grant of Conservation Easement, Section 5B.i.c.8

² Determined from Grant of Conservation Easement and Interim Plan

- 1.3 Secondary Use** means any “new” natural-resource based use which is not explicitly allowed under the terms of the Grant of Conservation Easement or permitted under the most current Recreation and Public Access Management Plan; or any “additional” primary use which is different in scale, technology, environmental impact, or aerial extent than existed at the time of the Grant of Easement. Secondary uses under consideration for inclusion in this Initial Plan include:

- 1.3.1 ATVs
- 1.3.2 Camping
- 1.3.3 Horseback Riding (general public)
- 1.3.4 Hiking Trails (extended or new)
- 1.3.4 Special Use Permits

2. Evaluation Criteria Categories

In evaluating whether to permit secondary uses or other management decisions, DRED will consider and apply the following specific criteria:

2.1 Grant of Conservation Easement Requirements / Agreements

To be acceptable, a change in use or management action must:

- 2.1.1 Be consistent with the spirit and intent of the Easement to protect forest land, achieve multiple use conservation purposes, and provide opportunities for natural resource-based outdoor recreation (1.1A / Pg. 3);
- 2.1.2 Not degrade the long term capability of the property to produce forest products (2.A.ii / Pg. 5);
- 2.1.3 Not cause non-forest uses allowed in the Easement to exceed 10 % of the property (2.A.iii / Pg. 5);
- 2.1.4 Meet the management intent for Special Management Areas (2F / Pg 12 – 15):
 - 2.1.4.1 High Elevation Zones
 - 2.1.4.2 Riparian Areas
 - 2.1.4.3 Wetlands
 - 2.1.4.4 Wildlife Management Areas
 - 2.1.4.5 Natural Heritage Areas
 - 2.1.4.6 Cultural Heritage Areas;
- 2.1.5 Not violate applicable local, state, and federal laws and regulations (2.N / Pg. 17); and
- 2.1.6 Conform with any provisions pertaining to specific uses covered in the Easement.
- 2.1.7 Signage – Not exceed 8 sf in size or be artificially illuminated (5.S / Pg. 34 and 5.K – Pg. 16).
- 2.1.8 Trail Construction and Maintenance – Be carried out in accordance with the then-current generally accepted best management practices for the sites, soils, and

terrain of the Property (3.F.v / Pg. 20 and 5.N.iii / Pg. 33). Reference is made to “Best Management Practices for Erosion Control During Trail Maintenance and Construction” (State of NH, DRED, Division of Parks and Recreation, Trails Bureau, 1996)

- 2.1.9 Camps – Not exceed more than 125 licensed Sites (3.J.ix / Pg.22).
- 2.1.10 Groomed Snowmobile Trails – Not exceed two hundred fifty (250) miles (5.A.v / Pg. 25).
- 2.1.11 Visitor Support Facilities – Not exceed 1,000 sf footprint of impervious surfaces and a height of 25 feet (5.N / Pg. 33).

2.2 Setting and Experiential Qualities

To be acceptable, a change in use or management action must be consistent with the Vision and Guiding Principles contained in this Plan. In particular, it must;

- 2.2.1 Maintain and/or enhance the character of designated Forest Recreation Areas;
- 2.2.2 Maintain the informal, remote, and dispersed qualities of the property;
- 2.2.3 Maintain a reasonable balance of uses, especially between motorized and non-motorized uses, on the property;
- 2.2.4 Avoid conflicts with enjoyment of the primary uses allowed on the property, especially those which depend upon a quiet and peaceful setting for a more solitary experience;
- 2.2.5 Maintain or enhance the separation of uses, especially motorized and non-motorized uses, which may conflict with one another; and
- 2.2.6 Contribute to the local quality of life.

2.3 Environmental Considerations

In addition to conforming to the Easement requirements for Special Management Areas, to be acceptable, a change in use or management action must:

- 2.3.1 Avoid conflicts with management of Connecticut Lakes Natural Areas managed by the Fish and Game Department;
- 2.3.2 Protect and maintain surface and ground water quality and watershed integrity;
- 2.3.3 Avoid or, where no alternative route is possible, minimize soil erosion;
- 2.3.4 Maintain the scenic quality and working forest character of the property;
- 2.3.5 Protect seasonal wildlife nesting and other sensitive habitats;
- 2.3.6 Minimize noise; and

2.3.7 Promote a healthy planet by using appropriate technology and mechanization.

2.4 Administrative

To be acceptable, a change in use or management action must:

- 2.4.1 Be consistent with DRED policies (Appropriate policy to be identified and listed clauses to be listed – Table format);
- 2.4.2 Be consistent with the Connecticut Timber Company Stewardship Plan purposes and goals;
- 2.4.3 Be consistent with relevant State policies and regulations and other local, regional, and State plans including but not limited to:
 - 2.4.3.1 NH F&G Connecticut Lakes Natural Areas Stewardship Plan
 - 2.4.3.2 State of NH Comprehensive Outdoor Recreation Plan (SCORP)
 - 2.4.3.3 State of NH ATV Plan
 - 2.4.3.4 Be cognizant of other regional planning efforts including:
 - 2.4.3.5 Connecticut River Joint Commission's Corridor Management Plan
 - 2.4.3.6 Connecticut River Scenic Byway Management Plan
 - 2.4.3.7 Local master plans
- 2.4.4 Avoid unsafe conditions and liability issues related to logging and other land management activities;
- 2.4.5 Be within the capacity of DRED, other State agencies, supporting organization(s) or other partners to adequately fund and execute implementation, maintenance, enforcement and monitoring of the use and associated facilities in the Forest;
- 2.4.6 Minimize potential violations and consequent effects on State programs and resources, user experience, environment, and physical setting of the Forest;
- 2.4.7 Promote cooperation and coordination among land managers, law enforcement agencies, user groups, and organizations to enhance management and law enforcement of the property; and
- 2.4.8 Promote understanding and a respectful relationship between users and the working forest.

2.5 Technical Requirements / Needs of Use

To be acceptable, a change in use or management action must

- 2.5.1 Meet State of NH or other acceptable Best Management Practices and technical specifications for the stated use;
- 2.5.2 Strive to achieve USDA Forest Service Accessibility Guidelines for Outdoor Recreation Facilities and Trails (See USDA Forest Service "Accessibility Guidebook for Outdoor Recreation and Trails", May 2006); and ;

- 2.5.3 Be flexible in its placement and design relative to changes in forest management activities, especially logging operations.

3. Sources of Information for Applying the Criteria

DRED will consult sources of information such as the following in making a determination:

- 3.1 Recreation and Public Access Management Plan Vision / Guiding Principles
- 3.2 Public / User Group Comments (written and oral)
- 3.3 Summary of Issues Identified During Planning Process
- 3.4 Interviews
- 3.5 Scientific Literature / Research
- 3.6 Grant of Conservation Easement
- 3.7 Policy (DRED)
- 3.8 State Statutes
- 3.9 Connecticut Lakes Timber Company Stewardship Plan
- 3.10 Technical Team Input



Road and Gate Management

Background:

The NH Department of Resources and Economic Development has deeded ownership and maintenance responsibility for approximately 400 miles of road within the Connecticut Lakes Working Forest. These roads, referred to as “Designated Roads,” are classified as “Main Haul Roads” and “Other Gravel Roads.” In accordance with the Easement, DRED has responsibility for managing public use on these roads. Within DRED, the Division of Parks and Recreation carries out this management according to an Interim Road Management Agreement as called for under the terms of the Easement.

At the time of signing the Easement, a gate management schedule was in place that kept certain roads open continually from mud-season to late fall, regulated other roads according to seasonal conditions, and kept others closed except for open periods for some hunting seasons. For the most part, the Division has maintained this schedule.

The public has expressed concerns regarding road / gate management and have requested that a greater amount of the Forest be accessible to the public; that there be less gate closures and more roads open for general use.

Decision To Be Made:

Whether a different management model and/or actions can be implemented that will provide better access opportunities for Forest lands and in a way that is more fair to all users.

Management Alternatives:

The following alternatives were developed based upon public / technical comments and Forest opportunities and constraints. In constructing these alternatives the following assumptions were made about what constitutes a viable and fair management system:

- Seasonal restrictions and need for temporary road closure due to ground conditions will still be a factor in gate management;
- Main Haul Roads and certain other gravel roads of high standard are most likely to have the minimum restrictions, only requiring closure from first snow to spring when thaw is absent from the ground and roads are adequately dried out to allow use;

- Surface conditions that dictate whether a road could be open or closed will vary for the remaining designated roads that DRED has responsibility for and they may experience the need for more frequent closure, earlier closure in the fall, or later opening in the spring;
- Overtime, as road improvements are made (drainage and surfacing), the frequency and duration of closure on certain roads will diminish;
- Fairness of access to engage in recreation activities on the land base behind gate locations will be an important consideration in gate management;
- Some gates will remain closed to maintain the experiential qualities of other recreation uses and provide for a fairness in the distribution and balance of motorized and non-motorized uses;
- On occasion, certain roads may need temporary closure for safety reasons, wildlife management, and other needs;
- Certain gates will remain closed to protect resource values or for jurisdictional reasons where DRED does not have right-of-ways with adjacent land owners; and
- Certain gates may be removed and/or relocated to enhance forest and resource management.

The two alternatives are as follows:

1. No change from current policy of gate management.
2. Institute a policy that gates will be open unless there is a decision to close based on specific gate management criteria – Under this alternative specific gate relocations will be implemented to enhance public access. All public access will be limited when gates are closed. Gate closure will remain in effect regardless of hunting season (deer/moose) or other public trail use as long as the condition for gate closure is present. Camp lessees will be allowed to access their camp behind the closed gate; mode of access and frequency will depend on reason for gate closure.

Implementation Considerations:

1. For final decisions on gate closure status, each gate will be evaluated against the Evaluation Criteria for Recreation Use or Management Decisions on the Forest outlined in a separate document.
2. Foremost in the set of criteria is the status of the road standard behind the gate or its current condition. Overall, criteria is set around administrative and management needs (including budgetary), maintaining experiential quality of different uses, environmental quality, forest and wildlife management, safety and law enforcement, and in general, the ability to maintain the road in good condition.

3. Road improvements and gate relocation will enhance and contribute to lasting opportunities for road recreation use access.
4. Parking lot locations and design should consider opportunities for shared use.
5. Coordination needs are:
 - a. On property line gate locations, coordinate with adjacent land owners on open/closure status of gates (Openings may be seasonal based on needs for a specific use).
 - b. Coordinate with sharing of information between DRED staff and Conservation Officers in monitoring road conditions.

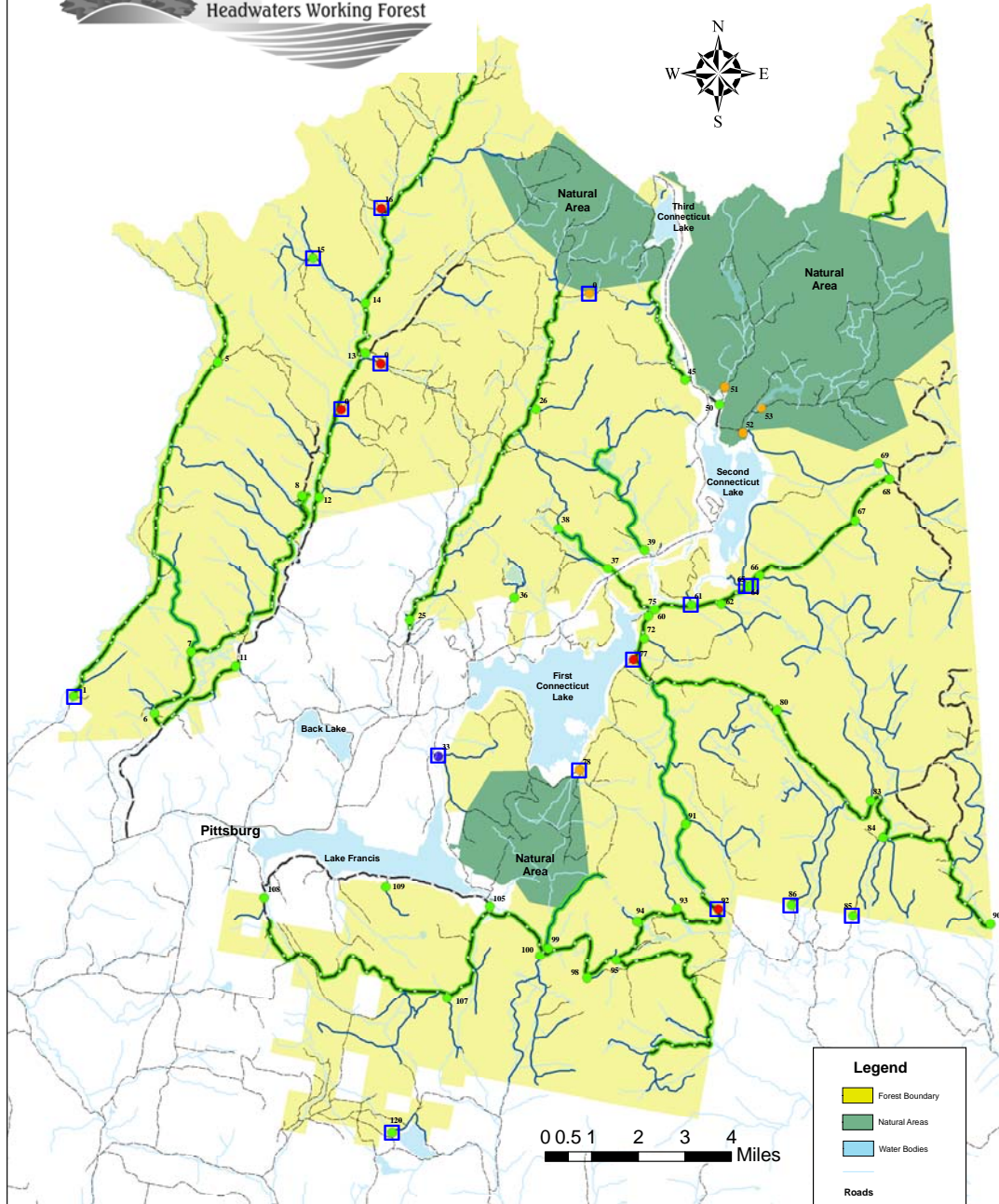
Summary of Alternative Evaluations:

- See attached Evaluation of Road and Gate Alternatives Table.



Recreation Access and Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Legend

- Forest Boundary
- Natural Areas
- Water Bodies

Roads

- Main Haul
- Gravel
- Other

Gate / Jurisdiction

- CLTC
- DRED
- NH F&G
- Other

Thomas Koks Associates

Data Source: NH Granit, TPL, CLTC
File Ver. 10/28/06

Proposed Road and Gate Management

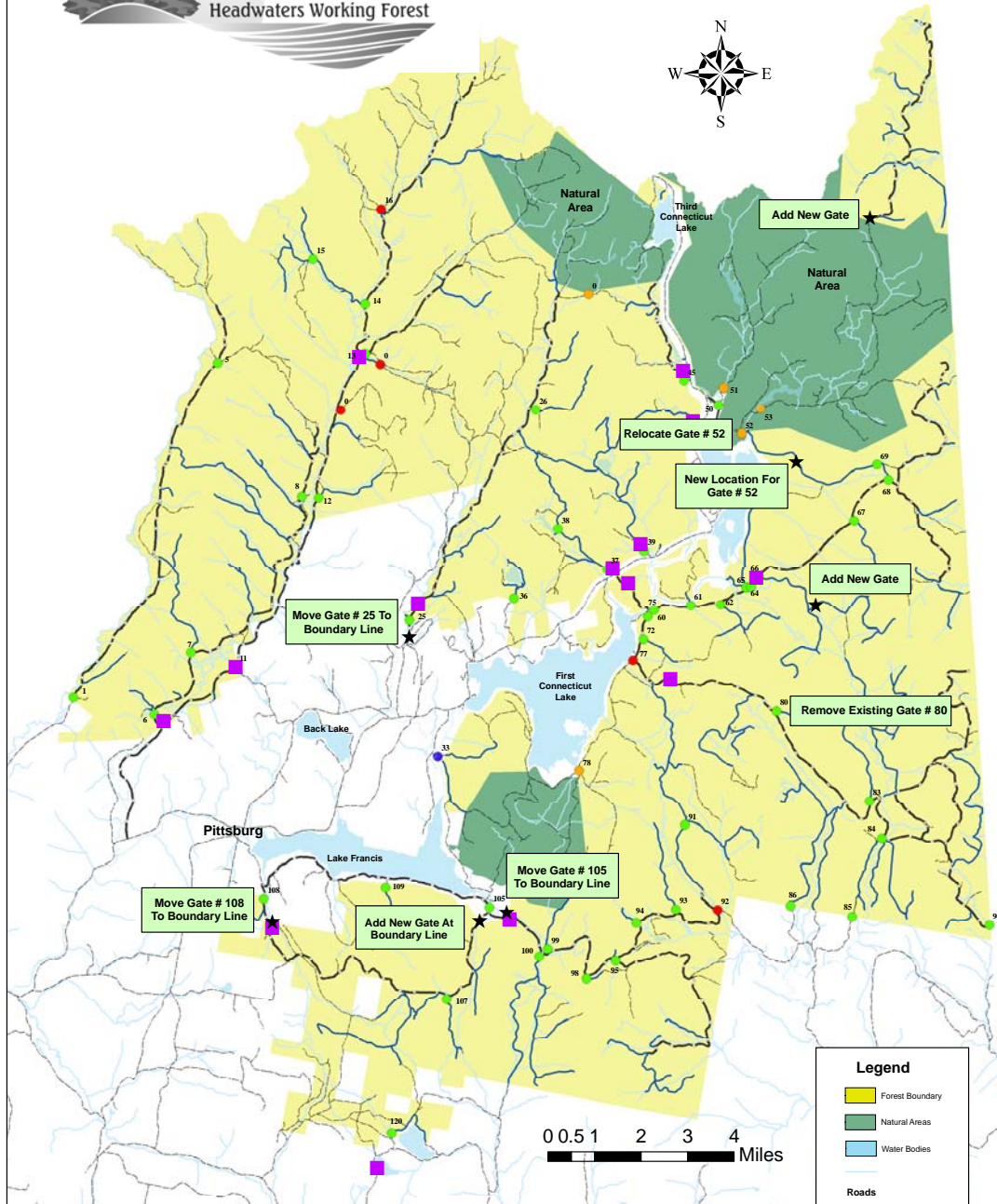
Gates Most Likely To Be Closed
On Consistent Basis

Roads To Remain Open After Mud-Season / All
Other Roads Subject To Closure At Anytime



Recreation Access and Road Management Plan

Connecticut Lakes
Headwaters Working Forest




Thomas Koks Associates




Data Source: NH Granit, TPL, CLTC
File Ver. 10/28/06

Five-Year Road and Gate Improvement Plan

 Potential Parking Lot Development Area (Locations Address All Uses - Potential ATV, Snowmobile, Equestrian, Non-Motorized)

 Note Indicating Planned Gate Improvement Action

Legend

-  Forest Boundary
-  Natural Areas
-  Water Bodies

Roads

-  Main Haul
-  Gravel
-  Other

Gate / Jurisdiction

-  CLTC
-  DRED
-  NH F&G
-  Other

Evaluation of Road / Gate Management Alternatives

Evaluation Category	<u>Alt. #1:</u> Status Quo	<u>Alt. #2:</u> New Policy of Road and Gate Management
Grant of Conservation Easement Requirements	<ul style="list-style-type: none"> Consistent with Easement 	<ul style="list-style-type: none"> Consistent with Easement
Setting & Experiential Qualities	<ul style="list-style-type: none"> Continued dissatisfaction with inability of many users to have better and fair access to some Forest lands. 	<ul style="list-style-type: none"> Increased user satisfaction with ability to have better and fairer access to Forest lands. Will still be closures that affect access to certain areas of the Forest for limited times. (On-going road maintenance work will continue to improve on reducing frequency of closures.) Could be potential for increased impacts on other uses / users.
Environmental Quality	<ul style="list-style-type: none"> Maintains current condition. Does not increase environmental disturbance. 	<ul style="list-style-type: none"> More roads open to the public could increase environmental affects related to road use. Increased noise and dust.
Administrative Considerations	<ul style="list-style-type: none"> No changes in current management routine. (Current level and schedule of road maintenance / gate closure would remain in effect.) 	<ul style="list-style-type: none"> Improved user satisfaction would reduce administrative time to address user concerns. May increase maintenance needs on some roads / reduce on others. Some increase in administrative time for monitoring and coordinating different management routine.
Technical Requirements or Needs of Use		
NH Division of Parks and Recreation Summary of Alternatives	<ul style="list-style-type: none"> Results in continued dissatisfaction of user and level of concerns expressed. 	<ul style="list-style-type: none"> Improved user satisfaction and more positive relationship with user. Improves on fairness of access to Forest lands (Users of all ability). Some increase in staff time to monitor and administer but minimal affect on budget.



Wheeled Off-Highway Vehicle Use (ATVs Only)

Background:

ATV use is currently not allowed under the Interim Plan.¹ Its inclusion was discussed during development of the Grant of Conservation Easement and the Interim Plan, but the decision was left to a later time when more careful consideration and on the ground planning could be undertaken. The Easement anticipates the possibility of such use by allowing for ATV use if it is permitted under the Public Access and Recreational Use Management Plan, but only on Designated Roads (Easement source: 5.A.iv.b / Pg. 25).

This Plan, after public discussion, will include a determination of whether the NH Division of Parks and Recreation will permit public ATV use as a “secondary use” on the Forest at any time during the next five years, and if so, the conditions under which such use may be conducted or the privilege of use revoked. If ATV use is approved, this Plan will identify the specific designated roads and recreation improvements which are potentially available for inclusion in the system. Upon adoption of the plan, specific proposals for an ATV system will then be eligible for consideration and implementation.

Decisions To Be Made:

1. To allow or not allow and explain the reasons why.
2. If not allowed:
 - Are there any considerations for the future?
 - What, if anything, would need to happen or be in place to allow during a future update of the Initial Plan?
3. If allowed:
 - How many miles/parts of property at any one time are appropriate to activate?
 - What provisions need to be in place?
 - See attached NH RSA 215-A:42 & 43, ATV and Trail Bike Operation on State Lands.
 - See ATV-Specific Considerations below.
 - What supporting recreational improvements should be provided, if any?
 - What are appropriate limits of use or thresholds that should be considered for ATV use to maintain experiential qualities of this and other forest uses.

¹ Currently 2/10ths of a mile of designated road is used as a connector for the ATV trails system on Perry Stream Land and Timber Company managed in partnership with the Great North Woods Riders ATV Club.

Management Alternatives:

The following alternatives were developed based upon public / technical comments and Forest opportunities and constraints. In constructing the last three options, the following assumptions were made about what constitutes a viable physical system:

- At least 30 miles long (average in NH State Plan is 34 miles, range is 3 to 120)
- Interesting loops, destination points, and linkages with adjacent existing ATV trail systems where possible;
- Starting points at designated parking lots;
- Separation from conflicting uses where possible; and
- Opportunities for linkage with potential trails on lands of willing abutters.

The five alternatives are as follows:

1. Status quo – No ATV use other than currently specified in Interim Plan.
2. Utilitarian use – Alternative would allow ATV use by permit for people with disabilities and hunters retrieving down/dead game during hunting season.
3. Allow public recreation riding on specified designated roads – Alternative would provide a trail system utilizing designated roads for registered vehicles. The system would be designed and designated on a yearly basis, working around known forest management activity, and would link to adjacent trail systems and other destination points important to ATV users.
4. Public recreation and utilitarian use – Combination of Alternatives 2 and 3.
5. Dispersed riding on roads that are open to vehicle traffic – Alternative does not specify a specific trail system but rather allows for ATV use by registered vehicles on all designated roads open to the public for motor vehicle use.

Implementation Considerations:

1. A proposal for ATV use must pass the screening process described in RSA 215-A: 42 & 43 and the Evaluation Criteria for Use or Management Changes on the Forest outlined in a separate document.
2. Proposals shall describe the specific provisions and improvements which will be in place for managing, funding, policing, and monitoring the trail system.
3. Only the system of designated roads described in this Plan may be used for such purpose. If the NH Division of Parks and Recreation accepts a proposal, the following conditions must be in place before ATV use may begin:
 - a. System roads are at appropriate standards;
 - b. Parking lots with sufficient capacity, size, and toilet facilities to accommodate the number of users planned;
 - c. Signage / Information Kiosk(s); and
 - d. Funds / Cooperative Agreements.

4. Proposals may be implemented on a trial basis only with evaluation and approval by the Division before continuation. If an ATV proposal is implemented, the right to continue such use will be contingent upon satisfactory compliance with all requirements.
5. The proposal shall describe:
 - a. And show on a map the designated roads, access points, and ancillary facilities or signage which will comprise the system;
 - b. The public access management and law enforcement needs which will be in place to respond effectively to the scale, location, and types of management and law enforcement expected. If state resources are insufficient, this provision could, at least on a trial basis, be met through a fee system, club grant or endowment, or cross-deputation of local officers;
 - c. If the proposal is from an ATV Club the institutional and financial capacity of the Club (e.g. staff, organization, policies) will take primary responsibility for maintenance and repair of the trail system, and if damaged, restored to state standards;
 - d. How management and liability concerns (e.g. collisions with other vehicles or accidents due to terrain or road conditions) will be adequately addressed and minimized;
 - e. How the proposal meets all legal, safety, environmental and technical requirements specified for such use in state regulations or this plan, and the method by which compliance will be monitored (see page 40 of State ATV/ Trail Bike Plan); and
 - f. The public outreach plan for making sure that educational information will be in the hands of, or highly visible to, each participant prior to trail use (permit system with conditions / trail head kiosk / brochure).
6. Certain areas and/or roads may be designated as “Not Available” as a result of application of the Evaluation Criteria developed for use evaluations, especially where ATV use may conflict with other key use and management considerations. The area north of the Fish and Game Natural Area (Boundary Pond Area) is being considered as an area where ATV’s will not be permitted.
7. Use would be permitted only during the time period between Memorial Day Weekend and September 30th, daylight hours only (Official sunrise to sunset hours listed for Pittsburg, NH)

Summary of Alternative Evaluations:

- See attached Evaluation of ATV Use Alternatives Table.

NH F&G Regulations for Siting ATV/Bike Trails on State Lands

CHAPTER 215-A

OFF HIGHWAY RECREATIONAL VEHICLES AND TRAILS

ATV and Trail Bike Operation on State Lands

Section 215-A:43

215-A:43 Evaluation Process. – Any new ATV or trail bike trail proposal on state-owned property shall be evaluated by the department of resources and economic development using a 2-step process.

I. The new ATV or trail bike trail proposal shall be considered to have passed the initial screening process if the following coarse filter criteria are met:

(a) There are no deed restrictions, laws, or purchase funding source restrictions that prohibit the use of ATVs or trail bikes on the property.

(b) Less than 90 percent of the property is composed of the following types of areas in combination:

(i) Exemplary natural communities as identified in the natural heritage inventory program as defined in RSA 217-A:3, XVI;

(ii) Habitat necessary for the successful breeding or survival of federal or state listed endangered or threatened species; and

(iii) Forested wetlands consisting of group IIB forest soils as defined and mapped by the Natural Resources Conservation Service or non-forested wetlands as defined by the department of environmental services.

(c) If it is to be a self-contained trail network, at least 700 contiguous acres are available within which the trail network can be situated, in either single state ownership or as a combination of abutting state properties.

(d) If it is to be a trail corridor link, the trails which are being connected exist or will exist when the trail corridor link is established, or shortly thereafter.

(e) The use of ATVs or trail bikes on the property does not conflict with the purpose for which the property was acquired by the state as provided by law, or as attested to by letters from grantors, department memoranda, historic records, or other credible documents, or, if such conflict exists, it has been set aside by some legal means that includes a formal review process by the custodial state agency.

(f) The use of ATVs or trail bikes on the property is not prohibited by an existing management plan for the property.

- (a) The new trail is supported by an organized ATV or trail bike club recognized by the bureau.
- (b) ATVs or trail bikes operated on the trail will comply with maximum decibel limit established by law.
- (c) Adequate parking exists or will be developed for the type of trail being proposed and the number of expected riders.
- (d) The bureau has given due consideration to local planning and zoning ordinances.
- (e) The proposed trail does not pass through a parcel with deed restrictions.
- (f) The bureau has given due consideration to local noise and obnoxious use ordinances.
- (g) The proposal is reasonably compatible with existing uses.
- (h) The proposal does not violate federal, state, or local laws.
- (i) The proposal includes a monitoring and response system designed to detect and correct adverse environmental impacts.
- (j) The proposed trail layout incorporates existing motorized travel corridors whenever possible.
- (k) The proposed trail layout minimizes further fragmentation of blocks of forestland by locating trails on areas with existing development whenever possible.
- (l) The proposed trail does not pass through a wellhead protection area as determined by the department of environmental services under RSA 485:48, II.
- (m) The proposed trail is not located on earthen dams, dikes, and spillways.
- (n) The proposed trail avoids areas having soil types classified as important forest soil group IIA or IIB as defined and mapped by the Natural Resources Conservation Service, unless there is an existing soil condition or surface roadway that can be used to reduce adverse environmental impacts.
- (o) The proposed trail is not within 100 feet of the ordinary high water mark of first and second order streams, 330 feet of third order streams, and 600 feet of fourth order and higher streams, except for purposes of stream crossing.

II. A new ATV or trail bike trail proposal that has passed the initial screening process of the coarse filter criteria under paragraph I shall proceed into a planning and layout phase and shall be considered to have passed such phase if the following fine filter criteria are met:

- (p) All stream crossing structures meet 5-year flood design criteria.
- (q) The proposed trail is not within 200 feet of any water body, forested or non-forested wetland, or vernal pool.
- (r) The proposed trail avoids elevations over 2700 feet.
- (s) The proposed trail avoids important wildlife habitat features for species of concern.
- (t) The proposed trail avoids known locations of federally and state listed endangered or threatened species, or their habitat, as specified on a site-specific basis by the fish and game department.
- (u) The proposed trail avoids known locations of rare plants and exemplary natural communities, as specified on a site-specific basis by the natural heritage inventory.
- (v) The proposed trail avoids alteration or disturbance of unique geologic features, formations, and designated state geologic waysides, as specified on a site-specific basis by the state geologist.
- (w) The proposed trail avoids alteration, disturbance, and adverse impacts to cultural and historic resources.
- (x) The proposed trail is not within 330 feet of known raptor nest trees, or within 650 feet of trees with eagle or osprey nests.
- (y) The proposed trail is more than 650 feet from eagle winter roosting areas and 330 feet from the edge of wetlands containing heron rookeries.
- (z) The proposed trail layout has a safe and appropriate trail design.
- (aa) Safety standards for highway crossings are met.
- (bb) Any planned use of the proposed trail with other uses is safely accommodated.
- (cc) Local enforcement officers have been contacted to review and provide input regarding enforcement issues.

III. The bureau shall hold at least one meeting to inform the public and local cities and towns of the plan and layout for a proposed ATV or trail bike trail, consistent with the fine filter criteria in paragraph II, and to provide an opportunity for the public to comment. Information on the plan and layout shall be made available to the public at a place in the local area in which the proposed trail is to be located, at the bureau's office in Concord, and on a public accessible Internet site maintained by the bureau. The meeting and the places to obtain the information on the plan and layout shall be advertised at least 14 days prior to the meeting in a newspaper of statewide

circulation and also in any local newspapers to the cities and towns in which the state property is located.

IV. No person shall operate an OHRV wider than 50 inches or over 1000 pounds on any state-owned trails.

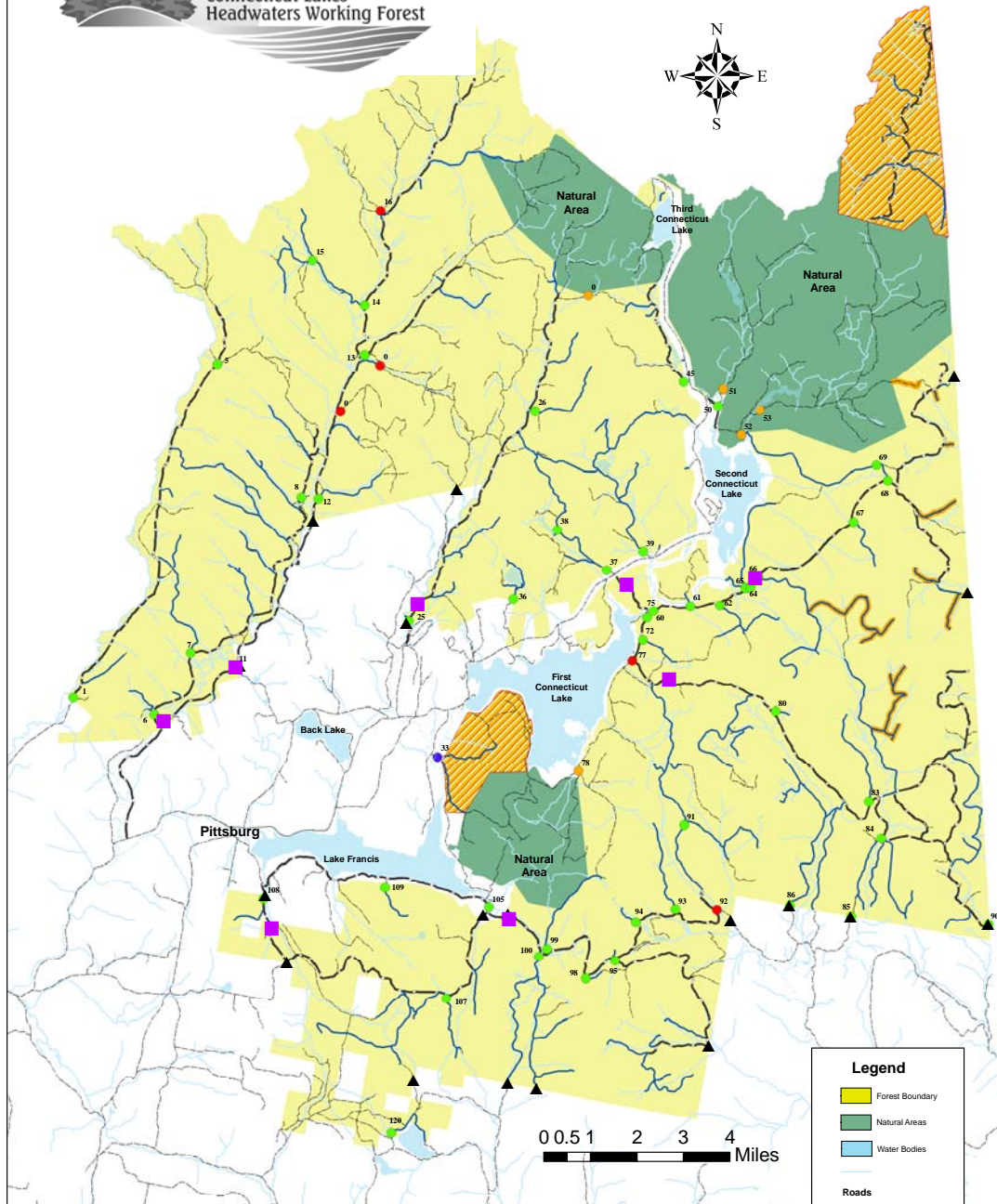
V. This section shall not apply to the change in use designation of rail trails to include ATV and trail bike use.

Source. 2002, 233:16, eff. July 1, 2002. 2003, 295:8-10, eff. July 1, 2003.



Recreation Access and Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Legend

- Forest Boundary
- Natural Areas
- Water Bodies

Roads

- Main Haul
- Gravel
- Other

Gate / Jurisdiction

- CLTC
- DRED
- NH F&G
- Other

ATV Use Implementation Considerations



Data Source: NH Granit, TPL, CLTC
File Ver. 10/28/06

Potential Parking Area

Potential Trail Connector Point

Areas Not Available For ATV Use

Roads Not Available For ATV Use

Evaluation of ATV Use Alternatives

Evaluation Category	<u>Alt. #1</u> : Status Quo	<u>Alt. #2</u> : Utilitarian Use	<u>Alt. #3</u> : Use Allowed on Specified Roads	<u>Alt. #4</u> : Combined Alt. # 2 and 3	<u>Alt. #5</u> : Use on all Open Designated Roads
Grant of Conservation Easement Requirements	<ul style="list-style-type: none"> Consistent with Easement. 	<ul style="list-style-type: none"> Consistent with Easement. 	<ul style="list-style-type: none"> Consistent with Easement. 	<ul style="list-style-type: none"> Consistent with Easement. 	<ul style="list-style-type: none"> Consistent with Easement.
Setting & Experiential Qualities	<ul style="list-style-type: none"> Maintains setting and experiential qualities of Forest environment. Does not impact or affect other uses (sight / sound/etc.). 	<ul style="list-style-type: none"> Slight probability of effect on setting and experiential qualities of Forest environment. Slight probability to impact or affect experiential qualities of other uses. 	<ul style="list-style-type: none"> Has potential to create a more desirable experience for local and regional riders. Has potential to create and disperse additional activity – thus higher probability of conflicts with other non-motorized uses. Higher probability to concentrate use conflicts or exceed desired ATV use thresholds than Alt. #5. May promote considerably more additional use of Forest and diminish overall opportunities for solitude. 	<ul style="list-style-type: none"> Same as Alt. #3. 	<ul style="list-style-type: none"> Same as Alt. #3 except creates higher probability to disperse potential conflicts with non-motorized use in more Forested areas; and less probability of exceeding desired ATV use thresholds at any one location.
Environmental Quality	<ul style="list-style-type: none"> Maintains current conditions. Does not increase environmental disturbance. 	<ul style="list-style-type: none"> Slight probability of creating undesired environmental disturbance. Any new disturbance would be limited to existing designated roads on periodic basis. Permitting would maintain control of where effects might occur. Slight increase of fossil fuel use on property. 	<ul style="list-style-type: none"> Heavy use could increase soil erosion, rutting, water quality impacts on existing roads unless well maintained and mitigated. 	<ul style="list-style-type: none"> Same as Alt. #3 	<ul style="list-style-type: none"> Same as Alt. #3 except potential environmental effects of use would apply to greater area than in Alt. #3.

Evaluation of ATV Use Alternatives

Evaluation Category	<u>Alt. #1:</u> Status Quo	<u>Alt. #2:</u> Utilitarian Use	<u>Alt. #3:</u> Use Allowed on Specified Roads	<u>Alt. #4:</u> Combined Alt. # 2 and 3	<u>Alt. #5:</u> Use on all Open Designated Roads
Environmental Quality (Cont'd)			<ul style="list-style-type: none"> • Potential effects would be limited to specific roads utilized for trail system. (Effects more controlled and limited compared to Alt. #5.) • Increased noise and dust. • Increased fossil fuel use on property. 		
Administrative Considerations	<ul style="list-style-type: none"> • No additional requirements. • Consistent with existing management and law enforcement capacity. 	<ul style="list-style-type: none"> • Slight increase in management and law enforcement needs. (Additional administrative time in issuing and monitoring permits.) 	<ul style="list-style-type: none"> • Would overextend current Division budget and staffing to implement, manage, and monitor. • Could increase road maintenance cost. • Would overextend existing law enforcement capacity without additional funding or assistance. (Greater capacity for violations to occur verses Alt. #1 and #2) • Could increase safety and liability concerns between logging vehicles and ATVs. (Provides for best safety management compared to Alt. #5.) 	<ul style="list-style-type: none"> • Same as Alt. #2 and #3 combined. 	<ul style="list-style-type: none"> • Same as Alt. #3 except management of law enforcement would be required over a greater area; more roads would be affected regarding potential increased maintenance; and greater opportunity for entry into closed areas.

Evaluation of ATV Use Alternatives

Evaluation Category	<u>Alt. #1</u> : Status Quo	<u>Alt. #2</u> : Utilitarian Use	<u>Alt. #3</u> : Use Allowed on Specified Roads	<u>Alt. #4</u> : Combined Alt. # 2 and 3	<u>Alt. #5</u> : Use on all Open Designated Roads
Technical Requirements or Needs of Use			<ul style="list-style-type: none">• System required to meet use and trail Best Management Practices for implementation. (Including noise abatement.)• Provides for flexibility in its layout.	<ul style="list-style-type: none">• System required to meet use and trail Best Management Practices for implementation. (Including noise abatement.)	<ul style="list-style-type: none">• System required to meet use and trail Best Management Practices for implementation. (Including noise abatement.)
NH Division of Parks and Recreation Summary of Alternatives	<ul style="list-style-type: none">• Would not have effect on Division budget or staffing capacities.• Continued planning for future consideration and positioning for use would add to Division's planning needs.	<ul style="list-style-type: none">• Other than increased administration time for issuing permits and monitoring, would have little effect on Division budget or staffing capacities.	<ul style="list-style-type: none">• While alternative may concentrate use (Compared to Alt. #5) it provides the most control regarding crucial concerns related to setting and experiential qualities, environmental qualities, and administrative considerations.• Division has concern that current and foreseeable budget, staffing, and law enforcement structures are not capable of managing this new use.	<ul style="list-style-type: none">• Some comments as Alt. #3 except control over use may be slightly more difficult to manage.	<ul style="list-style-type: none">• Similar to Alt. #3 but distributed use would have greater management concerns due to fewer controls over use.



Snowmobile Use

Background:

The NH Division of Parks and Recreation coordinates with the NH Trails Bureau and local clubs to groom and maintain between 175 to 250 miles of snowmobile trail depending on forest management activities and the OHRV grant-in-aid program.

There are over 400 miles of roads and trail, referred to as “Designated Snowmobile Trails,” on the Connecticut Lakes Working Forest and the State owned Natural Areas where snowmobiling is allowed and from which the groomed trails are selected on an annual basis. The Easement allows for a maximum of 250 miles of groomed trail within the network. The specific trails open for snowmobile use may change from year-to-year in response to annual changes in land management needs of the Landowner or the NH Division of Parks and Recreation.

During public input, little concern was mentioned of the physical elements of the trail system and related facilities. Most comments related to budget and volunteer resources, law enforcement capacities to handle the volume of use and user violations, and maintaining a quality user experience, especially for families.

Decisions To Be Made:

1. What facilities, if provided, would enhance user experience and address identified snowmobile use concerns and opportunities?
2. What changes in program management would enhance user experience and address identified snowmobile use concerns and opportunities?
3. What changes or improvements in law enforcement capacity would enhance snowmobile use experience?

Management Alternatives:

Alternatives were developed based upon public / technical comments and Forest opportunities and constraints.

The four alternatives are as follows:

1. Status quo – No change in current use and management.

2. Distribute Use through the development of trailside facility at Deer Mountain Campground and large and efficient parking areas in the Magalloway Road Area and the East Inlet Road Area that will encourage start points in those locations to distribute heavy use away from southern locations of the Forest.
3. Implement Coon Brook Bog Connector to give options for mid-trail connection to Perry Stream Road thus reducing concentration in other areas to the north and south.
4. Combination of alternatives 2 & 3 to reduce concentration in the southern part of the Forest.

Implementation Considerations:

1. New facilities or improvements must meet the Evaluation Criteria for Use or Management Changes on the Forest outlined in a separate document.
2. New facilities or improvements must also describe the specific provisions and management strategies which will be in place for managing, funding, policing, and monitoring the trail system.
3. Only the system of designated roads and trails approved in this Plan may be used for design and layout of the trail system. The following conditions must be in place for implementation:
 - a. System trails are at appropriate standards;
 - b. Parking lots with sufficient capacity, size, and toilet facilities to accommodate the number of users planned;
 - c. Signage / Information Kiosk(s); and
 - d. Funds / Cooperative Agreements.
4. Proposals may be implemented on a trial basis only with evaluation and approval by the Division before continuation. If a proposal is implemented, the right to continue such use will be contingent upon satisfactory compliance with all requirements.
5. The management proposal shall describe:
 - a. The public access management, law enforcement and partnership needs will be identified to respond effectively to the scale, location, and types of management and law enforcement expected if new facilities are developed or improvements implemented.
 - b. If a proposal to build a new facilities or other improvements is from a snowmobile club or other organization the institutional and financial capacity of the club (e.g. staff, organization, policies) will

take primary responsibility for maintenance and repair of the trail system (or facility), and if damaged, restored to state standards will be considered.

- c. The public outreach plan for making sure that educational information will be in the hands of, or highly visible to, each participant prior to trail use (permit system with conditions if applicable / trail head kiosk / brochure).
- d. The balance of responsibilities between DRED and local snowmobile clubs.
- e. The equality of grooming and maintenance responsibility between cooperating clubs.

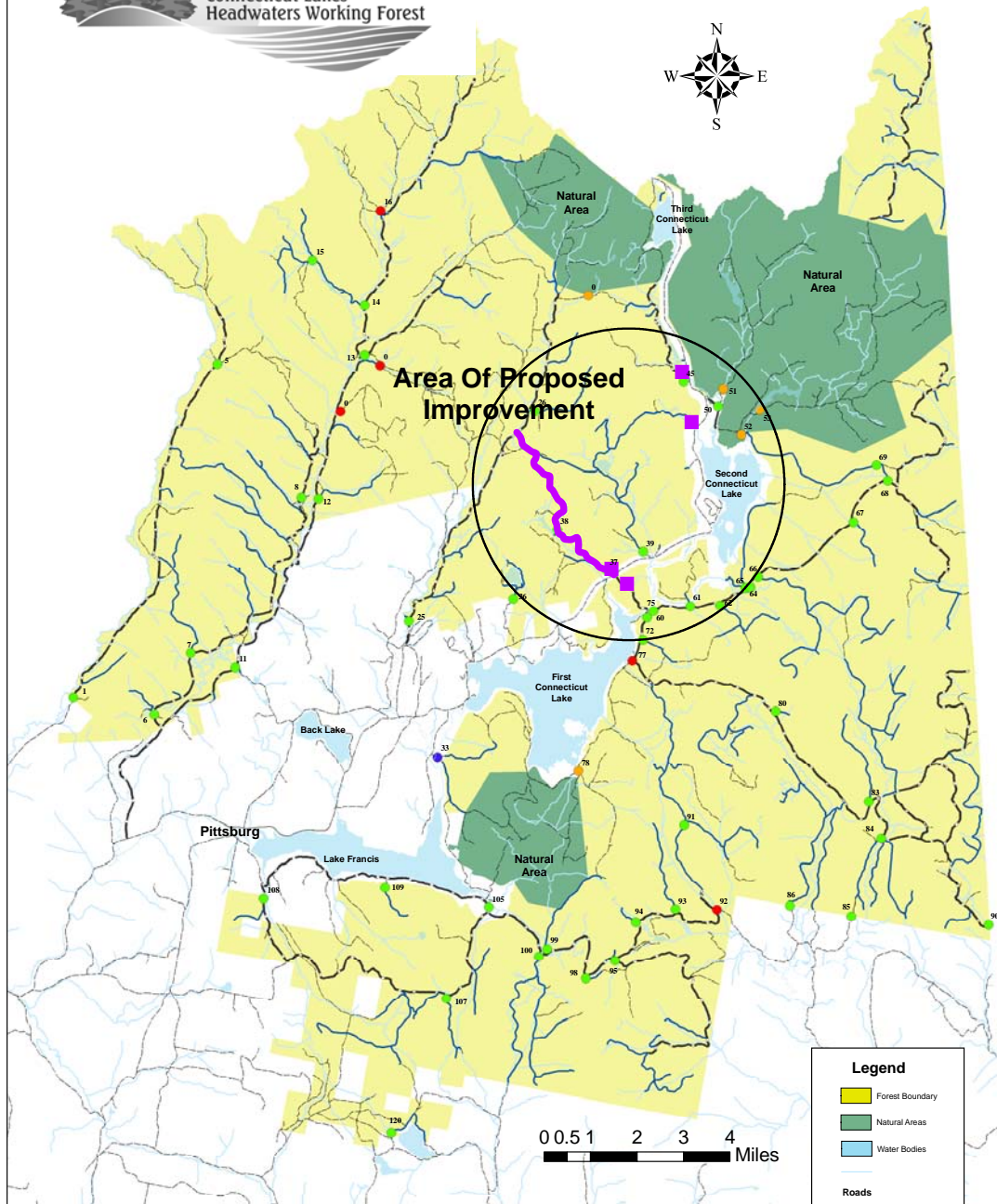
Summary of Alternative Evaluations:

- See attached Evaluation of Snowmobile Use Alternatives Table.



Recreation Access and Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Thomas Koks Associates
Data Source: NH Granit, TPL, CLTC
File Ver. 10/28/06

Snowmobile Use Improvement Considerations

Proposed Connector Route

Potential Parking Area

Legend

- Forest Boundary
- Natural Areas
- Water Bodies

Roads

- Main Haul
- Gravel
- Other

Gate / Jurisdiction

- CLTC
- DRED
- NH F&G
- Other

Evaluation of Snowmobile Use Alternatives

Evaluation Category	<u>Alt. #1:</u> Status Quo	<u>Alt. #2:</u> New Facilities and Parking Areas	<u>Alt. #3:</u> Coon Brook Bog Connector	<u>Alt. #4:</u> Combined Alt. # 2 and 3
Grant of Conservation Easement Requirements	<ul style="list-style-type: none"> Consistent with Easement 	<ul style="list-style-type: none"> Consistent with Easement 	<ul style="list-style-type: none"> Consistent with Easement 	
Setting & Experiential Qualities	<ul style="list-style-type: none"> Maintains current setting and character of Forest environment. Takes no action to improve on reducing concentration of use affecting use experiential quality. Does not conflict with quality of other uses. 	<ul style="list-style-type: none"> Moderate improvement of setting and character of Forest environment by providing adequate parking area off highway / roads. (Reduces informal parking.) Improves experiential quality of snowmobile use by helping to distribute use / reduce concentration. 	<ul style="list-style-type: none"> Improves experiential quality of snowmobile use by helping to distribute use / reduce concentration. Does not conflict with other uses. 	<ul style="list-style-type: none"> Moderate improvement of setting and character of Forest environment by providing adequate parking area off highway / roads. (Reduces informal parking) Improves experiential quality of snowmobile use by helping to distribute use / reduce concentration. Greater probability to enhance user experiential qualities than Alt. #2 & 3 by themselves.
Environmental Quality	<ul style="list-style-type: none"> Current affects unchanged. Current use patterns have slightly higher probability to cause undesired affects due to use concentration. 	<ul style="list-style-type: none"> Slight probability of creating undesired environmental affects due to parking lot construction. Use of existing gravel extraction area could provide rehab opportunities. Reduces affects that might occur due to informal and uncontrolled parking along roads. Helping to better distribute use may slightly reduce affects due to concentrated use in some areas. 	<ul style="list-style-type: none"> Helping to better distribute use may slightly reduce affects due to concentrated use in some areas. 	<ul style="list-style-type: none"> Same as Alt. #2 except combined efforts to distribute use may have greater beneficial affects on environment than either Alt. #2 or #3 by itself.

Evaluation of Snowmobile Use Alternatives

Evaluation Category	<u>Alt. #1:</u> Status Quo	<u>Alt. #2 :</u> New Facilities and Parking Areas	<u>Alt. #3:</u> Coon Brook Bog Connector	<u>Alt. #4:</u> Combined Alt. # 2 and 3
Administrative Considerations	<ul style="list-style-type: none"> • No additional requirements • Consistent with existing management and law enforcement capacity. 	<ul style="list-style-type: none"> • Better distribution of use, reducing concentration that may contribute to user and law enforcement problems. • Reduction of concentrated heavy use on certain trail segments, potentially reducing maintenance needs. • Potentially provides parking needs for other uses. 	<ul style="list-style-type: none"> • Better distribution of use, reducing concentration that may contribute to user and law enforcement problems. • Reduction of concentrated heavy use on certain trail segments, potentially reducing maintenance needs. • Does not require additional designated trail 	<ul style="list-style-type: none"> • Greater probability of distributing use and potentially reducing maintenance needs than Alt. #2 and #3 by themselves. • Potentially provides parking needs for other uses.
Technical Requirements or Needs of Use				
NH Division of Parks and Recreation Summary of Alternatives	<ul style="list-style-type: none"> • Continued user management, law enforcement, and maintenance needs remain unchanged. 	<ul style="list-style-type: none"> • May cause some reduction in management, law enforcement, and management needs. Potentially improved user experience. • Implementation of parking lot development could be done under current budget and have longer term benefits. • Additional planning will be needed if facilities are redeveloped or added at Deer Mountain Campground. • Funding will need to be identified for redevelopment and management. 	<ul style="list-style-type: none"> • May cause some reduction in management, law enforcement, and management needs. Potentially improved user experience. • Implementation of trail connector could be done under current budget and have longer term benefits. 	<ul style="list-style-type: none"> • Has same benefits as Alt. #2 & #3 but combination could provide greater positive results. • Could result in redistribution of grooming and maintenance responsibilities between clubs.



Non-Motorized Use

Day Hikes
Cohos Trail
General Hiking & Walking
Cross-Country Skiing
Snowshoeing

Background:

Cross country skiing, snowshoeing and hiking are among the primary uses currently allowed on the property and recognized in the Grant of Conservation Easement (5A,i.a. / Pg. 24). The public has requested that such uses be separated from motorized activities to the extent possible to enhance experiential qualities and avoid unsafe conditions. While some trails exist, none have been identified or promoted in the past particularly for these uses. In addition, the Forest has been proposed to “host” a segment of the Cohos Trail, a trans-county hiking trail under development.

Decisions To Be Made:

1. To Identify / highlight general area(s) providing attributes favorable for winter non-motorized uses (cross-country and snowshoe activity).
2. Identify enhancement opportunities for existing trails.
 - Garfield Falls
 - Magalloway Mountain
 - Little Hellsgate Falls
 - Boundary Pond
 - Indian Stream Canyon
 - Sheehan Pond(?)
3. Identify / evaluate opportunities for new short hiking/walking trails.
 - Deer Mountain
 - Indian Stream Canyon Loop Extension
4. Evaluate/ accept proposal for Cohos Trail.

Management Alternatives:

Alternatives were developed based upon public / technical comments and Forest opportunities and constraints.

The three alternatives are as follows:

1. Status quo – No change from current management. Continue to manage and maintain existing hiking and access trails, including Garfield Falls, Magalloway Mountain, Little Hellsgate Falls, Boundary Pond, Indian Stream Canyon, and Sheehan Pond
2. Development of new day hikes (Deer Mountain & Indian Stream Gorge Loop.) Highlight and manage areas providing attributes favorable for winter and non motorized uses (Cross Country Skiing and Snowshoe). Continue to manage and maintain existing hiking and access trails.
3. Same as Alternative 2, but accept proposal for Cohos Trail. Continue to manage and maintain existing hiking and access trails.

Implementation Considerations:

1. A proposal must meet the Evaluation Criteria for Use or Management Changes on the Forest outlined in a separate document.
2. A proposal must also describe the specific provisions and improvements which will be in place for managing, funding, policing, and monitoring the trail system.
3. If the NH Division of Parks and Recreation accepts a proposal, the following conditions must be in place before new pedestrian uses may begin:
 - a. System trails are at appropriate standards;
 - b. Parking lots with sufficient capacity, size, and toilet facilities to accommodate the number of users planned;
 - c. Signage / Information Kiosk(s); and
 - d. Funds / Cooperative Agreements.
4. Proposals may be implemented on a trial basis only with evaluation and approval by the Division before continuation. If a proposal is implemented, the right to continue such use will be contingent upon satisfactory compliance with all requirements.

5. The proposal shall describe:
 - a. And show on a map the designated trails, access points, and ancillary facilities or signage which will comprise the system;
 - b. The public access management and law enforcement needs which will be in place to respond effectively to the scale, location, and types of management and law enforcement expected. If state resources are insufficient, this provision could, at least on a trial basis, be met through a fee system, club grant or endowment, or cross-deputation of local officers;
 - c. If the proposal is from a club or organization the institutional and financial capacity of the club (e.g. staff, organization, policies) will take primary responsibility for maintenance and repair of the trail system, and if damaged, restored to state standards;
 - d. The public outreach plan for making sure that educational information will be in the hands of, or highly visible to, each participant prior to trail use (permit system with conditions / trail head kiosk / brochure).

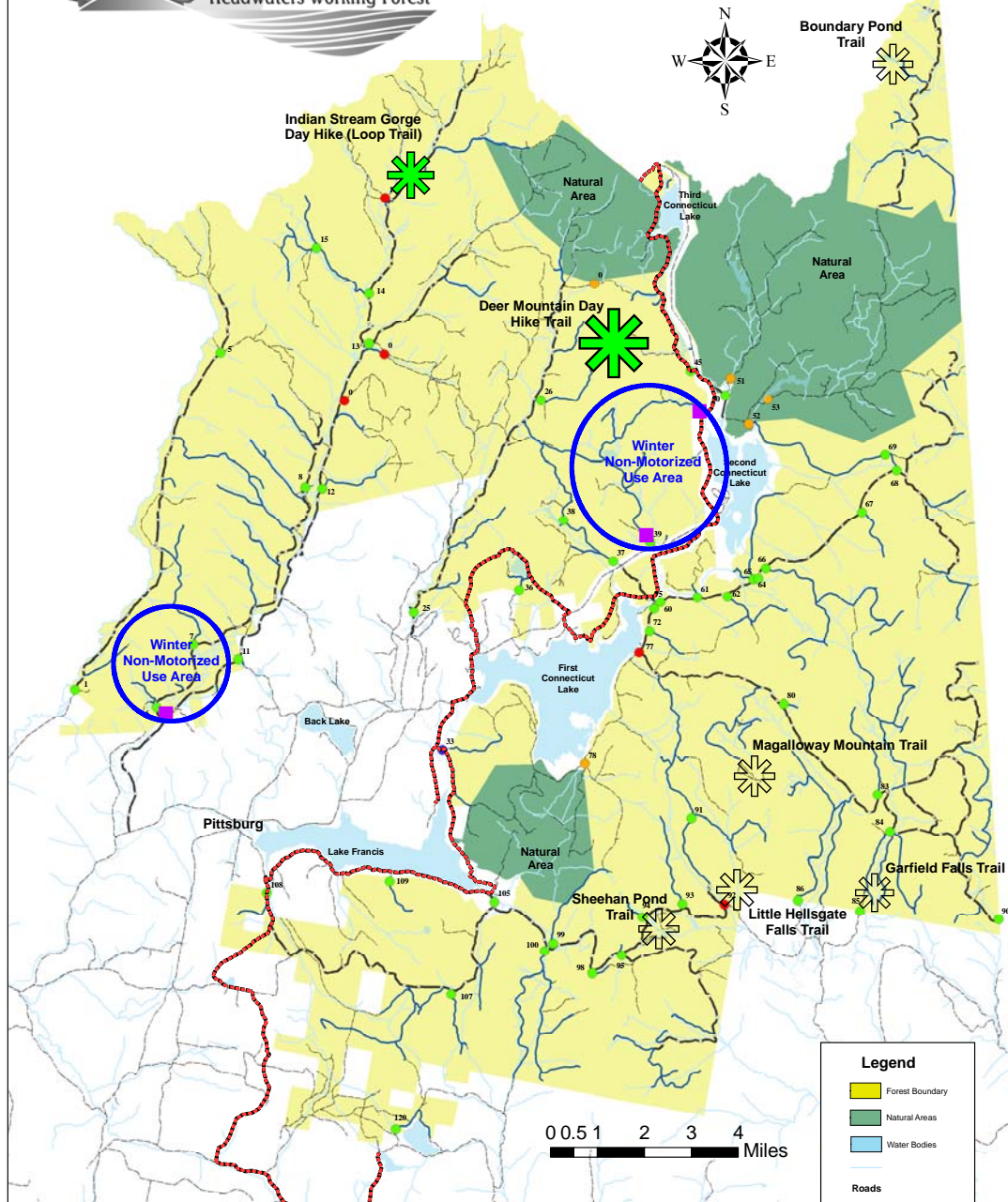
Summary of Alternative Evaluations:

- See attached Evaluation of Non-Motorized Use Alternatives Table.



Recreation Access and Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Non-Motorized Use Implementation Considerations

Thomas Koks Associates

Data Source: NH Granit, TPL, CLTC
File Ver. 10/28/06



Existing Day
Hike Trail



Proposed Day
Hike Trail



Cohos
Trail



Areas Favorable For Winter
Non-Motorized Use



Potential Winter
Parking Lot

Legend

- Forest Boundary
- Natural Areas
- Water Bodies

Roads

- Main Haul
- Gravel
- Other

Gate / Jurisdiction

- CLTC
- DRED
- NH F&G
- Other

Evaluation of Non-Motorized Use Alternatives

Evaluation Category	<u>Alt. # 1:</u> Status Quo	<u>Alt. #2:</u> New Day Hikes / Manage Winter Areas	<u>Alt. #3:</u> Same as Alt. # 2 / with Acceptance of Cohos Trail
Grant of Conservation Easement Requirements	<ul style="list-style-type: none"> Consistent with Easement. 	<ul style="list-style-type: none"> Consistent with Easement. 	<ul style="list-style-type: none"> Consistent with Easement.
Setting & Experiential Qualities	<ul style="list-style-type: none"> Maintains current setting and Forest character. No additional opportunities for day hikes / Slight reduction of user experience for desired hikes. 	<ul style="list-style-type: none"> Maintains current setting and Forest character. Adds to (desired) opportunities for additional day hikes. Enhances experiential qualities at Indian Stream Gorge (Better opportunity to view falls) Provides opportunities for enhanced experience for winter non-motorized activity. 	<ul style="list-style-type: none"> Same as Alt. #2 but with enhanced longer distance hiking opportunity.
Environmental Quality	<ul style="list-style-type: none"> Maintains current condition. Does not increase environmental disturbance. 	<ul style="list-style-type: none"> Slight environmental disturbance due to trail construction for day hiking trails and parking lots. Indian Stream Gorge loop in proximity to stream. 	<ul style="list-style-type: none"> Same as Alt. #2 / Except. Slight environmental disturbance where new construction required for Cohos. Trail (For most part, follows existing roads / trails.)
Administrative Considerations	<ul style="list-style-type: none"> No additional requirements Consistent with existing management, budgets and law enforcement capacity. 	<ul style="list-style-type: none"> Some increase in administrative time for planning / oversight and on-going management. Projects can be carried out with existing budgets and volunteers. Potential operating budget needs for winter plowing. 	<ul style="list-style-type: none"> Same as Alt. #2 except minimum affects on administrative and management responsibilities for Cohos Trail. (Primarily an independent effort.)
Technical Requirements or Needs of Use		<ul style="list-style-type: none"> Trails required to meet Best Management Practices for construction and maintenance. 	<ul style="list-style-type: none"> Trails required to meet Best Management Practices for construction and maintenance.
NH Division of Parks and Recreation Summary of Alternatives	<ul style="list-style-type: none"> Would not have effect on Division budget or staffing capacities. 	<ul style="list-style-type: none"> For moderate effort and slight impact on staffing and budget, would enhance opportunities for non-motorized uses, especially for winter season. 	<ul style="list-style-type: none"> For moderate effort and slight impact on staffing and budget, would enhance opportunities for non-motorized uses, especially for winter season



Equestrian Use

Background:

The Grant of Conservation Easement specifically allows the landowner to exercise its fee right to “engage in and permit its employees and invitees to conduct non-commercial natural resource-based outdoor recreational activities, including, but not limited to, camping, hunting, fishing, trapping, hiking, nature study, bird watching, walking, snowshoeing, cross-country skiing, snowmobiling and horseback riding (3A. / Pg. 17),” but is silent on public equestrian activity. Furthermore, the Easement does not limit any such use to designated roads.

This Plan, after public discussion, will include a determination of whether DRED will permit public equestrian use as a “secondary use” on the Forest at any time during the next five years, and if so, will specify the conditions under which such use may be conducted or the privilege of use revoked. If equestrian use is approved, this Plan will identify the specific trails/roads and recreation improvements which are potentially available for inclusion in the system. Upon adoption of the plan, specific proposals from equestrian clubs or organizations for an equestrian use will then be eligible for consideration and implementation.

Decisions To Be Made:

1. To allow or not allow Equestrian use on the Forest.
2. If use is not allowed.
 - Are there any considerations for the future?
 - What, if anything, would need to happen or be in place to allow use during a future update of the Initial Plan?
3. If allowed.
 - Would it be for general area (unrestricted use) or restricted to specific areas / trails (roads)?
 - What provisions need to be in place?
 - What supporting recreational improvements need to be provided?

Decision (Management) Alternatives:

Alternatives were developed based upon public/technical comments and Forest opportunities and constraints. In constructing alternatives, the following assumptions were made about what constitutes a viable physical system:

- Interesting loop trails 10-20 miles in length; and
- When possible, separate equestrian use from motorized recreation uses.

The four alternatives are as follows:

1. Status quo – No allowance for public use.
2. Special use only – Equestrian use would be permitted by special use permit only and no general public use would be allowed.
3. Allow for dispersed use on roads and trails open to the public – This alternative does not designate a specific trail system but rather allows for equestrian use on all designated roads and trails open to the public.
4. Allow for use on specified designated roads and trails only – Under this alternative use would be allowed on specific designated roads and trails. A system of trails would be designed and designated on a yearly basis, working around known forest management activity. A list of criteria for designating the trail system will be in place to guide the design of the system.

Implementation Considerations:

1. A proposal must meet the Evaluation Criteria for Use or Management Changes on the Forest outlined in a separate document.
2. Proposals shall describe the specific provisions and improvements which will be in place for managing, funding, policing, and monitoring the trail system.
3. Only the system of designated roads and trails approved in this Plan may be used for such purpose. If DRED accepts a proposal, the following conditions must be in place before equestrian use may begin:
 - a. System trails (roads) are at appropriate standards;
 - b. Parking lots with sufficient capacity, size, and toilet facilities to accommodate the number of users planned;

- c. Signage / Information Kiosk(s); and
 - d. Funds / Cooperative Agreements.
4. Proposals may be implemented on a trial basis only with evaluation and approval by DRED before continuation. If a proposal is implemented, the right to continue such use will be contingent upon satisfactory compliance with all requirements.
 5. The proposal shall describe:
 - a. And show on a map the designated roads, access points, and ancillary facilities or signage which will comprise the system;
 - b. The public access management and law enforcement needs which will be in place to respond effectively to the scale, location, and types of management and law enforcement expected. If state resources are insufficient, this provision could, at least on a trial basis, be met through a fee system, club grant or endowment, or cross-deputation of local officers;
 - c. If the proposal is from an equestrian club or organization the institutional and financial capacity of the club (e.g. staff, organization, policies) will take primary responsibility for maintenance and repair of the trail system, and if damaged, restored to state standards;
 - d. The public outreach plan for making sure that educational information will be in the hands of, or highly visible to, each participant prior to trail use (permit system with conditions / trail head kiosk / brochure).
 6. If allowed, provisions need to address organized trail ride events.
 7. Certain areas and/or roads may be designated as “Not Available” as a result of application of the Evaluation Criteria developed for use evaluations, especially where Equestrian use may conflict with other key use and management considerations. The area north of the Fish and Game Natural Area (Boundary Pond Area) is being considered as an area where Equestrian use will not be permitted.
 8. Use would be permitted only during the time period between Memorial Day Weekend and September 30th, daylight hours only (Official sunrise to sunset hours listed for Pittsburg, NH)

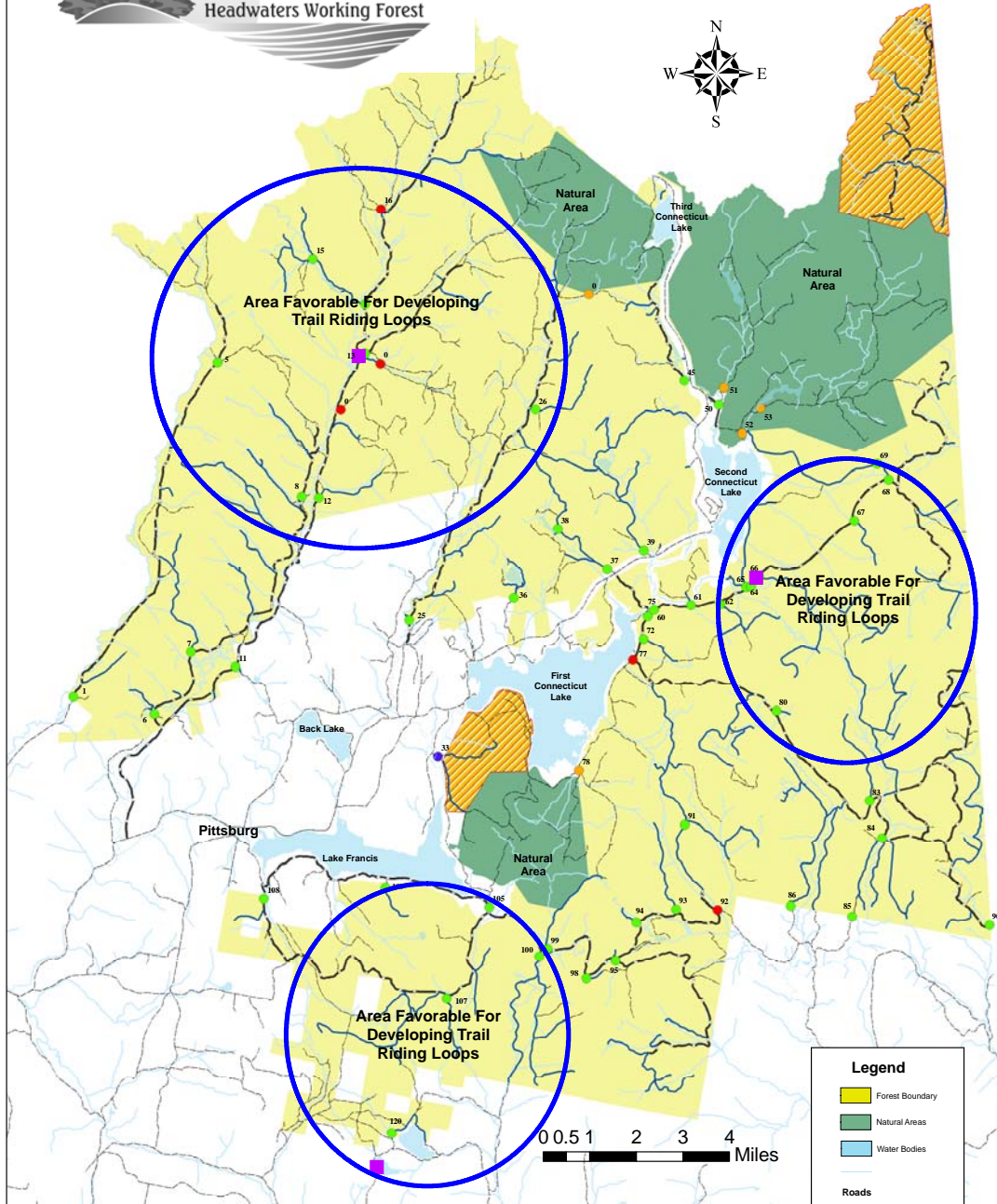
Summary of Alternative Evaluations:

- See attached Evaluation of Equestrian Use Alternatives Table.



Recreation Access and Road Management Plan

Connecticut Lakes
Headwaters Working Forest



Thomas Koks Associates
Data Source: NH Granit, TPL, CLTC
File Ver. 10/28/06

Equestrian Use Implementation Considerations

○ Areas Favorable For Developing Trail Riding Loops

■ Potential Parking Area

▨ Areas Not Available For Equestrian Use

Legend

Forest Boundary

Natural Areas

Water Bodies

Roads

Main Haul

Gravel

Other

Gate / Jurisdiction

CLTC

DRED

NH F&G

Other

Evaluation of Equestrian Use Alternatives

Evaluation Category	<u>Alt. #1:</u> Status Quo	<u>Alt. #2:</u> By Special Use Permit Only	<u>Alt. #3:</u> Dispersed Use on all Open Roads and Trails	<u>Alt. #4:</u> Use on Specified Roads Only
Grant of Conservation Easement Requirements	<ul style="list-style-type: none"> Consistent with Easement 	<ul style="list-style-type: none"> Consistent with Easement 	<ul style="list-style-type: none"> Consistent with Easement 	<ul style="list-style-type: none"> Consistent with Easement
Setting & Experiential Qualities	<ul style="list-style-type: none"> Maintains setting / character of Forest. No conflict with other uses. Does not provide equestrian experience for those desiring to ride on Forest. 	<ul style="list-style-type: none"> Maintains setting / character of Forest. Slight potential for use conflicts. Provides limited equestrian experience on Forest. 	<ul style="list-style-type: none"> Provides equestrians with experience in new environment Noticeable change in Forest recreation environment with introduction of new use. Potential for conflict with other uses. 	<ul style="list-style-type: none"> Same as Alt. #3 except limited to specific areas with more management control thus reducing potential for conflict with other uses.
Environmental Quality	<ul style="list-style-type: none"> Maintains current condition. Does not increase environmental disturbance. 	<ul style="list-style-type: none"> Potential for slight environmental affects due to horse waste. (Minimum concern for introduction of invasive species.) Use controlled in location, timing, and numbers. 	<ul style="list-style-type: none"> Heavy use could increase soil erosion, cause concern for water quality impacts on existing roads and trails unless well maintained and mitigated. Potential for slight environmental affects due to horse waste. (Minimum concern for introduction of invasive species.) 	<ul style="list-style-type: none"> Same as Alt. #3 except limited to specific areas. (More control would help minimize potential affects.)
Administrative Considerations	<ul style="list-style-type: none"> No additional requirements. Consistent with existing management, budgeting and law enforcement capacity. 	<ul style="list-style-type: none"> Slight increase in management needs. (Additional administrative time in issuing and monitoring permits.) 	<ul style="list-style-type: none"> Implementation would have slight affect on current management, budget, and law enforcement needs. Could increase road / trail maintenance needs. Could increase safety and liability concerns between logging and other vehicles. Education efforts would be required for all users to understand / respect new use. 	<ul style="list-style-type: none"> Same as Alt. #3 except affects limited to specific areas and more controlled. Allows for better management and use controls, especially for safety concerns.

Evaluation of Equestrian Use Alternatives

Evaluation Category	<u>Alt. #1:</u> Status Quo	<u>Alt. #2:</u> By Special Use Permit Only	<u>Alt. #3:</u> Dispersed Use on all Open Roads and Trails	<u>Alt. #4:</u> Use on Specified Roads Only
Technical Requirements or Needs of Use			<ul style="list-style-type: none">• System required to meet use and trail Best Management Practices for implementation.	<ul style="list-style-type: none">• System required to meet use and trail Best Management Practices for implementation.
NH Division of Parks and Recreation Summary of Alternatives	<ul style="list-style-type: none">• Would not have effect on Division budget or staffing capacities.	<ul style="list-style-type: none">• Other than increased administration time for issuing permits and monitoring, would have little effect on Division budget or staffing capacities.	<ul style="list-style-type: none">• Would be increased management time to administer with slight budget allocations needs.	<ul style="list-style-type: none">• Same as Alt. #3 except better ability to manage use and affects.



General Uses

This sheet provides general management considerations related to other uses.

Camps

1. As provided for in the Easement, the Connecticut Lakes Timber Company has located and leased ten new sites for camps (See map for location).
2. Easement allows for an additional 15 camps with approval of Easement holder required. No additional camps are currently proposed. Total of leased sites on property cannot exceed 125.

Bicycle Use

1. Easement allows for bicycle use on designated roads only (5.A.iv.b). Current policy of allowing use will continue.
2. Users will be encouraged to inquire on safest areas (With respect to low traffic and forest logging activities) and best locations (for difficulty and interest) prior to their trips or use of the Forest.
3. Web Site posting and other literature to provide safety messages along with desirable locations to bike.

Driving for Pleasure

1. Promote Public Use and develop interpretive opportunities on the Magalloway, Buckhorn, Cedar Stream and Dead Water Road Loop as the primary scenic drive for the Connecticut Lakes Timber Company lands.

Education / Interpretation

1. See Item 1 under Driving for Pleasure.
2. Through use of the Divisions Web Site and other printed literature, promote understanding of the working forest and land ownership, related management, recreation access and road management responsibilities, and opportunities available and ethics of their use.

3. Provide information on safety awareness concerning active forest management activities and need to inquire on a regularly basis areas they may want to avoid for any given time period.
4. Coordinate with NH Fish and Game in their interpretive efforts on the Natural Areas and wildlife management in the Great North Woods.

Viewing Wildlife

1. Coordinate with Fish and Game in their interpretive efforts regarding moose management and observation as well as the bird observation sites already recognized on the Forest.

Hunting / Fishing Use

1. No change in current management. Continue to provide access for hunting and fishing use.
2. Continue current cooperation and coordination with NH Fish and Game for fishing and hunting activities

Special Uses

1. Request for Special Use Permits must meet three key screens in order to be considered. These are:
 - a. Does the requested use or activity meet the definition of "Natural-resource Based Use as defined in the Evaluation Criteria (For making use and other management decisions);
 - b. Is the requested use or activity identified as a Primary or Secondary Use as listed in the Evaluation Criteria definitions; and
 - c. Does the requested use or activity meet the criteria outlined in the Evaluation Criteria?

Publicity / Literature / Maps

1. No effort will be made by the Division of Parks and Recreation to address tourism or encourage use. Efforts will be directed (With means available such as web posting or written literature) to provide user the information outlined in Items 2 and 3 under Education and Interpretation.
2. Division will encourage development of an accurate and quality map that conveys accurate road information and standards, highlights interesting natural features, recreation trails, parking lots, recreation facilities on the Forest, and conveys information about the working forest, safety, recreation use (by season), and gate management.



Public Session Response Form

CLHWF Recreation Access / Road Management Plan

1. Please enter home zip code _____
2. Did you attend any of the prior public or advisory committee meetings regarding the plan this year? Yes ☐ No ☐
3. DRED has identified several alternatives for expanded existing use or permitting of new uses (See Briefing Package). Indicated in rank of order which alternatives you most prefer for each:

Alternatives For

Road / Gate Management:

1	2

Comments:

Wheeled Off-Highway Vehicle Use (ATVs Only):

1	2	3	4	5

Comments:

Snowmobile Use:

1	2	3	4

Comments:

Non-Motorized Use:

1	2	3

Comments:

Equestrian Use:

1	2	3	4

Comments:

4. Additional Thoughts / Explanations / Comments: **(Use back)**

Return This Form to:

**Attn: Johanna Lyons
NH Department of Resources and Economic Development
Division of Parks and Recreation
PO Box 1856
Concord, NH 03302-1856**



APPENDIX O

Annual Road Reports (2003-2006)

Great North Woods Management Area 2003 Road Summary

This is a brief summary of the road maintenance activities and expenditures for 2003 Operations of the Connecticut Lakes Working Forest.

This first season, summer 2003, was getting our feet planted and getting a grasp of what was needed and how to accomplish all of the goals and expectations of the state. Most of 2003 was geared to gate openings, signage, safety issues, rehab, and repairs for logging operations, leaving 10% of the operations for public access and maintenance of the property. The following is a breakdown of accomplishments for the season.

Grading and Raking:

The grading and raking goal was to grade 100 miles by the middle of July. 99.9 miles of road was graded, but was not completed until the first week of September. 100 miles of road raking took 7-8 passes. Along with secondary roads, over 1,000 miles of road was raked causing fatigue to the Front Runner. 35.5 miles of the road system was compacted with a vibrating roller. See Map AA.

Culverts:

A total of 45 culverts were installed on the property for rehabilitation or on-going maintenance. The culverts came through the Pittsburg Ridge Runners Snowmobile Club and the resetting 40+ pipes.

Ditch Maintenance:

In selected areas, 12 miles of ditching was to be maintained. Through outside contractors and our staff, 15 miles of ditch lines were cleaned, repaired, and reseeded and mulched.

Road Rehabilitation and Repair:

The first project that needed to be done was a rehab for the summer logging operation behind Deer Mtn. Campground. A major road washout on Perry Stream Land and Timber distressed our maintenance plans. By realigning schedules, repairs were completed in time for summer operations to begin.

Mowing:

Mowing approximately 135 miles of road was above the projected goal of 85 miles. Without breakdowns, it could be possible to mow up to 150 miles. See map BB.

Bridge Repair:

The bridge repairs put a large burden on all projects, as there was only a budget to repair decks. The first repair was a 30' deck, which turned into a complete replacement of a 50' bridge. Repairs and redecking also took place. The material for Indian Stream E Branch Bridge are on site for next spring.

Friends Groups:

Americorp had a crew of 6 members, which stayed dedicated to the CLHW project. The crew helped with decking bridges, cutting brush, cleaning culverts, and painting 45 gates.

The Pittsburg Ridge Runners helped with purchasing culverts, decking, steel, and providing manpower for installation.

Great North Woods Management Area 2004 Road Summary

This is a brief summary of the road maintenance activities and expenditures for the 2004 operations of the Connecticut Lakes Working Forest.

This season was still a learning curve in which all summers will be. The following is a breakdown of accomplishments for the season.

Grading and Raking:

119.6 miles of road was graded, but was not completed until the end of August, including miles of road raking taking 7-8 passes per mile. 24 miles of road was rock raked without being graded, this was done to get the road dried out earlier in the season. This raking was a tremendous help, the road will still need to be reshaped after a job is finished and then put into a grading cycle. Along with secondary roads, over 1,000 miles of road was raked. Over 50 miles of the road system was compacted with a vibrating roller.

Culverts:

A total of 40 culverts were installed on the property for rehabilitation or on-going maintenance. The culverts came through the Pittsburg Ridge Runners Snowmobile Club, and the resetting of 30+ pipes was accomplished by our staff and contractors.

Ditch Maintenance:

In selected areas, 12 miles of ditching was to be maintained. Through outside contractors and our staff, 16 miles of ditch lines were cleaned, repaired, and reseeded and mulched.

Road Rehabilitation and Repair:

The Big Brook Road, Round Pond Road and spurs were rehabbed with ditch maintenance, mowing, resetting of pipes, grading, and rock raking. The weather causing many changes to the Forestry Operation Plan, including

sink holes on Pisgah Road, and Magalloway Road (Abbott). The efforts of The Great North Woods Staff by realigning their schedules, repairs were completed for logging operations to continue through out the season.

Mowing:

Mowing approximately 100 miles of road was above the projected goal of 85 miles. This season the mowing was concentrated on getting back beyond the ditch line to help the road dry quicker and to enhance visibility.

Bridge Repair:

The Middle Branch of Indian Stream had a new 50' bank to bank bridge installed. The East Branch of Indian Stream was redecked. New runners were installed on the bridge leading to the West side of Indian Stream (Comstock Hill Road).

Signage:

Mile Maker signs and posts were installed on proposed logging operations by Dred Crews from Trails Bureau and Forest and Lands.

Friends Groups:

The Pittsburg Ridge Runners helped with purchasing culverts, decking, and steel.

Comments:

1. **The crushed gravel roads:** There will be and effort to get the road graded, raked and compacted while the road is still damp driving the rocks deeper into the surface.
2. **Speed of vehicles:** From talking with the tire dealers and other contractors they believe speed may be causing some of the blown tire problem.
3. **Repairs to be preformed by Upland Forestry:** East Branch Magalloway Road Hill (ruts), Camp 8(ruts), Road 10-56-5(ditch line filled in), Road 15-00(ditch line filled in), Pisgah Road including the crow's foot (ruts), Road 30-06 Bateman Brook (ruts).

4. **Yard placement and clean up:** This was discussed between Paul, Don and Sandy everyone just needs to be on the same page. Look at the draft for yards and road use.
5. **Road work to be performed:** A more concrete schedule of projects needed to match the operation plan. One year in advance for large projects.

Great North Woods Management Area 2005 Road Summary

This is a brief summary of the road maintenance activities and expenditures for the 2005 operations of the Connecticut Lakes Working Forest.

Grading and Raking:

115.1 miles of road was graded, but was not completed until the first of September, including miles of road raking taking 7-8 passes per mile. 24 miles of road was rock raked without being graded, this was done to get the road dried out earlier in the season. This raking was a tremendous help, the road will still need to be reshaped after a logging operation is finished and then put into a grading cycle. Along with secondary roads, over 1,000 miles of road was raked. Over 50 miles of the road system was compacted with a vibrating roller.

Culverts:

A total of 48 culverts were installed on the property for rehabilitation or on-going maintenance. The culverts came through the Pittsburg Ridge Runners Snowmobile Club, and the resetting of 30+ pipes was accomplished by our staff and contractors.

Ditch Maintenance:

In selected areas, 12 miles of ditching was to be maintained. Through outside contractors and our staff, 10 miles of ditch lines were cleaned, repaired, and reseeded and mulched.

Road Rehabilitation and Repair:

Snag Pond, Lois Lane, Perry Stream, Camp 8, Buck Horn, Graham, Abbott and Roby Brook were rehabbed with ditch maintenance, mowing, resetting of pipes, grading, and rock raking. Another wet season causing many changes to the Forestry Operation Plan, including heavy rains causing washouts and road closures. The efforts of The Great North Woods Staff by

realigning their schedules, repairs were completed for logging operations and public access to continue through out the season.

Mowing:

Mowing approximately 52 miles of road was below the projected goal of 85 miles. This season the mowing was concentrated on very heavy ditch line vegetation allowing the road dry quicker and to enhance visibility. Some of these roads took 4 to 5 passes totaling 400 hrs of mowing.

Bridge Repair:

The West Branch of Cedar Stream (Round Top) had a new 20' bank to bank bridge installed. After heavy rains new waste blocks were set, steel reset and decking replaced on a 16' bridge on Camp Yard 31 Road. Waste blocks and decking was provided by the Pittsburg Ridge Runners.

Signage:

More mile marker signs and posts were installed on proposed logging operations by Trails Bureau and the Ridge Runners. Entrance signs were also added at the beginning of Magalloway Road to accommodate road safety use, forest legacy information.

Friends Groups:

The Pittsburg Ridge Runners helped with purchasing culverts, decking, and steel. The Club was also awarded a \$2000.00 grant thru the Connecticut River Joint Commissions. This grant was used near the Magalloway Bridge to help stop bank erosion, reshaping of the road surface, culvert replacement and sediment ponds.

Comments & projected projects:

1. **The crushed gravel roads:** There will be and effort to get the road graded, raked and compacted while the road is still damp driving the rocks deeper into the surface.
2. **Speed of vehicles:** From talking with the tire dealers and other contractors they believe speed may be causing some of the blown tire problem.

3. **Yard placement and clean up:** This was discussed between Paul, Don and Sandy everyone just needs to be on the same page. Look at the draft for yards and road use.
4. **Road work to be performed:** A more concrete schedule of projects needed to match the operation plan. One year in advance for large projects.
5. **Redeck West Branch Bridge of Cedar DES Property:** Trails and DES Staff - spring before gates open material on site.
6. **Redeck Magalloway Bridge /Smith Brook:** Trails – spring before gates open material on site.
7. **Repair lower side of culvert abutment:** Depot Camp Roaring Brook with waste blocks on order.
8. **Ditch one mile:** West Branch of Cedar to property line.
9. **Need to discuss bridge priority:** Middle Branch Indian, Pisgah, Big Brook, and Lois lane.
10. **Ditch Work:** Camp 8(Big Brook), Perry Stream, Indian Stream (Tabor Gray's), East Inlet. Most of this work will evolve around the summer operations.
11. **Mowing:** Indian, Pisgah, Diamond Pond
12. **Gravel:** Round Pond Road after summer operation clean up. 3 loads
13. **Culverts:** purchase culverts for the start of replacement on Perry Stream. 100 - 18" @ 168 = 16,800.00
14. **Mile marker signs:** More signs need to be purchased & installed for new logging operations.

Great North Woods Management Area 2006 Road Summary

Note: 2006 Summary currently in draft form pending review at Annual DRED / CLTC Spring Review Meeting.



APPENDIX L

List of Roads

Designated Roads – Connecticut Lakes Headwaters Working Forest

						Historically		
						Open to		
						Public User	Amt.	
Road				Length		in Cars &	of Rec.	
<u>No.</u>	<u>Name</u>	<u>From</u>	<u>To</u>	<u>(Miles)</u>	<u>Class.</u>	<u>Trucks?</u>	<u>Use</u>	<u>Features Accessed and Notes</u>
01-00	East Inlet Road	Rt. 3 above 2nd CT Lake	ME border just S of Canadian Border	5.76	Main Haul	Open		This road goes from Route 3 just above Second Connecticut Lake to the Maine and Canadian border in the very northeast tip of New Hampshire. The upper end is suitable for four-wheel drive vehicles only. This road provides access to the northeastern corner of the property above the Connecticut Lakes Headwaters Natural Area. The road provides scenic views and access to some of the most remote country in New Hampshire, including Boundary Pond, which is the site of an old Indian portage trail and a popular walk-in fishery.
01-??				0.10	gravel	open		
01-08		East Inlet Rd.	05-77	4.01	gravel	moose seas		Moose Brook area and connector to the Smith Brook Rd.
01-32				0.70	gravel	open		
01-44				0.55	gravel	open		
01-49				0.80	gravel	open		
01-50				2.09	gravel	open		
01-54				0.66	gravel	open		
01-59				0.87	gravel	open		
01-73				0.85	gravel	open		
03-06				0.73	gravel	open		
03-10				0.11	gravel	open		
03-18				0.12	gravel	open		
03-20				4.37	gravel	open		
03-24				1.73	gravel	open		
03-34	Round Pond Rd.			1.68	gravel	open		Noted for it's scenic views.
03-49				2.66	gravel	moose seas		
05-00	Smith Brook Road-Open			6.36	Main Haul	open		The Smith Brook Road runs east from the Magalloway Road, where it crosses the Connecticut River, almost to the Maine border over in the headwaters of the Little Magalloway River. It provides access to the Moose Brook area, the Trestle Brook area and the area north of Prospect Mountain and south of Rump Mountain, including the northern portion of the headwaters of the Little Magalloway in New Hampshire. This is some of the most remote country in New Hampshire.
05-00	Smith Brook Road-Moose			4.55	Main Haul	moose seas		

Designated Roads – Connecticut Lakes Headwaters Working Forest

						Historically		
						Open to		
						Public User	Amt.	
Road				Length		in Cars &	of Rec.	
<u>No.</u>	<u>Name</u>	<u>From</u>	<u>To</u>	<u>(Miles)</u>	<u>Class.</u>	<u>Trucks?</u>	<u>Use</u>	<u>Features Accessed and Notes</u>
05-20				2.54	gravel	moose seas		
05-35	Moose			0.57	gravel	moose seas		
05-35	Closed			0.02	gravel	closed		
05-37				2.85	gravel	moose seas		
05-40				5.30	gravel	moose seas		
05-60				1.26	gravel	moose seas		
05-70	Camp 31 Road			2.76	Main Haul	moose seas		This road starts on the Smith Brook Road and leads to the southern portion of the headwaters of the Little Magalloway River. It provides access to the south side of Prospect Mountain, the west of the Prospect Mountain, and to the headwaters of the Middle Branch of the Little Magalloway River. Prospect Mountain has a summit of 2,714 feet and a very sharply defined peak, making it one of the more interesting summits in the area. Scenic area near Camp Hill Rd. on the northend of Corridor Trail 20, @ 1/4 mile south from its junction with Club Trail 145, near Rump Mtn. Quad Pond #3 and on the Little Magalloway River.
07-00	South Bay Bog Road			3.44	Main Haul	closed		This road runs from the Magalloway Road south along the east side of First Connecticut Lake. It provides access along the east side of the lake down to the South Bay Bog Natural Area. There are four scenic areas along Club Trail 5 -- @ 3/4 mile; @ 1 1/4 miles; @ 2 miles; and @ 3 miles -- south from it's junction with the South Bay Bog Rd.
09-00				4.86	gravel	open		
09-19				0.40	gravel	open		
09-20				0.37	gravel	open		
09-30				1.79	gravel	open		
09-37				1.29	gravel	open		
10-??				0.40	gravel	closed		
10-00	Magalloway Road-Open			10.54	Main Haul	open		This road goes from Route 3 all the way to the southeast corner of the property. This road provides access to Magalloway Mountain area, the Diamond Ridge area, as well as the Middle and the East Branch of the Dead Diamond River, and Garfield Falls. The Magalloway Mountain and Garfield
10-00	Magalloway Road-Moose			7.07	Main Haul	moose seas		
10-11				0.99	gravel	moose seas		
10-26				3.01	gravel	open		
10-26-3				1.37	gravel	open		

Designated Roads – Connecticut Lakes Headwaters Working Forest

						Historically		
						Open to		
						Public User	Amt.	
Road				Length		in Cars &	of Rec.	
No.	Name	From	To	(Miles)	Class.	Trucks?	Use	Features Accessed and Notes
10-36				5.15	gravel	moose seas		
10-36-0				0.44	gravel	open		
10-36-5				2.17	gravel	open		
10-53				2.29	gravel	moose seas		
10-56				1.47	gravel	open		
10-56-3				1.63	gravel	moose seas		
10-56-5				1.90	gravel	moose seas		
10-56-51				0.58	gravel	moose seas		
10-56-9				0.36	gravel	open		
10-65				3.75	gravel	moose seas		
10-65-4	Boardpile Brook Rd.			2.48	gravel	moose seas		Noted for it's scenic view from below Stub Hill.
10-65-41				0.64	gravel	moose seas		
10-86				1.48	Main Haul	moose seas		There is a scenic area near Road 10-86 on Club Trail 143 @ 1/4 mile west from its junction with Club Trail 112.
10-96				0.82	gravel	moose seas		
15-00	Meadow Brook Road -- Main			3.77	Main Haul	moose seas		This road runs from the Magalloway Road near its southeastern end north up to very eastern edge of the property, ending approximately one quarter of the way up the eastern property boundary from the southeast corner of the property. For much of its distance it parallels the Magalloway Road but <u>downslope, contouring around the hills on that part of the property. It</u>
15-00	Meadow Brook Road -- Gravel			4.35	gravel	moose seas		
21-00	Halls Stream Road			9.76	Main Haul	open		This road parallels Halls Stream and runs from the southwest corner of the property almost up to the Canadian Border. It provides access to the whole western side of the property.
21-20				0.24	gravel	open		
21-20-0				1.12	gravel	open		
21-30-0				0.09	gravel	open		
21-40				0.39	gravel	open		
21-50				0.33	gravel	open		
23-00	W Indian Stream-Open			7.35	Main Haul	open		This road runs from the Indian Stream Road in the south, north along the west bank of Indian Stream. It provides access to the area on the west side of Indian Stream.
23-00	W Indian Str--Moose			1.83	Main Haul	moose seas		

Designated Roads – Connecticut Lakes Headwaters Working Forest

						Historically		
						Open to		
						Public User	Amt.	
Road				Length		in Cars &	of Rec.	
<u>No.</u>	<u>Name</u>	<u>From</u>	<u>To</u>	<u>(Miles)</u>	<u>Class.</u>	<u>Trucks?</u>	<u>Use</u>	<u>Features Accessed and Notes</u>
23-05				0.87	gravel	open		
23-07				0.23	gravel	open		
23-19				2.78	gravel	open		
23-19-8				0.79	gravel	open		
23-27				1.47	gravel	open		
23-31				1.31	gravel	open		
23-51				2.44	gravel	open		
23-51-5				1.09	gravel	open		
23-51-8				0.45	gravel	open		
23-55				1.96	gravel	open		
23-61				1.46	gravel	moose seas		
24-00	Indian Stream Road			13.04	Main Haul	open		This road runs from the southern boundary of the property north almost to the Canadian border along Indian Stream. It provides access to the east side of Indian Stream, including the Canyon on Indian Stream. The area around the north end of this road is some of the most remote country in New Hampshire.
24-10-0				0.17	gravel	open		
24-42	Closed			0.28	gravel	closed		
24-42	Moose			1.47	gravel	moose seas		
24-50				0.84	gravel	open		
24-60				0.48	gravel	open		
24-71				3.03	gravel	open		
24-71-7				2.28	gravel	closed		
24-81-0				0.16	gravel	open		
24-82-0				0.07	gravel	open		
24-88				0.25	gravel	open		
24-92				2.27	gravel	open		

Designated Roads – Connecticut Lakes Headwaters Working Forest

						Historically		
						Open to		
						Public User	Amt.	
Road				Length		in Cars &	of Rec.	
No.	Name	From	To	(Miles)	Class.	Trucks?	Use	Features Accessed and Notes
25-00	East Branch Indian Stream			3.07	Main Haul	open		This road runs from the Indian Stream Road northeast up toward the Connecticut Lakes Headwaters Natural Area. It provides access on the southwest side of the Natural Area and the area east of Indian Stream and west of Perry Stream. This is relatively remote country. (Note: it was not clear from the maps we have where it ended on its upstream end)
25-30				1.61	gravel	open		There is a scenic area near Road 25-30 on Club Trail 141 @ 1 1/2 miles north from its junction with Club Trail 140, and near Mountain #3 in the Cowen Hill Quad.
27-0				0.93	gravel	closed		
27-00	Perry Stream Road			8.50	Main Haul	open		This road runs from the southern border of the property along Perry Stream north along Perry Stream up to the Connecticut Lakes Headwaters Natural Area. It provides access to the area along Perry Stream to the areas on the west side of Deer Mountain and the southwest side of the Natural Area.
27-10??				0.15	gravel	open		
27-18				0.72	gravel	open		
27-18				0.72	gravel	open		
27-20				1.78	gravel	open		
27-41				1.00	seas	open		
27-41-1				0.91	seas	open		
27-60				0.49	gravel	open		
27-70				2.09	gravel	closed		
27-76				1.09	gravel	open		
29-00	Deer Mountain Road			1.09	Main Haul	moose seas		(Note: the angle of the road this doesn't seem to match the maps, where it looks to be at least two miles long). It is open to public vehicular use during moose season only. This road parallels the Connecticut River on the west bank. It provides access to the area north and east of Deer Mountain.
29-49				0.30	gravel	moose seas		
29-55				0.76	gravel	moose seas		
30-??				0.99	gravel	closed		

Designated Roads – Connecticut Lakes Headwaters Working Forest

						Historically		
						Open to		
						Public User	Amt.	
Road				Length		in Cars &	of Rec.	
<u>No.</u>	<u>Name</u>	<u>From</u>	<u>To</u>	<u>(Miles)</u>	<u>Class.</u>	<u>Trucks?</u>	<u>Use</u>	<u>Features Accessed and Notes</u>
30-00	Cedar Stream Road			7.78	Main Haul	open		This road runs from the west end of Lake Francis following the south shore of Lake Francis continuing further to the east and then swinging north and ending up in the headwaters of Rowell Brook. This is a major access road. It provides access to the whole south side of Lake Francis and the area east of Lake Francis.
30-60				3.20	gravel	moose seas		
30-60-2				1.19	gravel	moose seas		
30-60-7				0.91	gravel	moose seas		
30-60-9				0.88	gravel	moose seas		
30-61				2.35	gravel	moose seas		
30-70				0.48	gravel	closed		
30-75-0				0.22	gravel	open		
30-81				0.55	gravel	closed		
30-87				2.17	gravel	moose seas		
3-20-??				0.05	gravel	open		
3-20-??				0.46	gravel	open		
32-00	Pisgah Mtn. Road-Main			5.57	Main Haul	open		This road runs from the Cedar Stream Road to the southeast and then turns southwest. It provides access to Pesky Brook and the Little Dead Diamond River and the area on the east side and south side of Mount Pisgah, which is a substantial peak with a height of 3,081 feet at its summit.
32-00	Pisgah Mtn. Road-Gravel			1.05	gravel	open		
3-20-4				0.98	gravel	open		
3-24-0				0.47	gravel	closed		
3-24-3				0.69	gravel	open		
32-50				1.06	gravel	open		
32-80				0.50	gravel	open		
32-91				2.09	gravel	open		
32-91-5				0.39	gravel	open		
32-91-6				0.35	gravel	open		
34-00	W Br Cedar Stream-Main			2.14	Main Haul	open		This road runs from the Cedar Stream Road near the southeast end of Lake Francis, runs south and then southwest terminating in the Dead Water Ridge area. It provides access West Branch of Cedar Stream, Whipple Ridge, Dead Water Ridge, and the headwaters of Ferguson Brook.
34-00	W Br Cedar Stream- Gravel			2.38	gravel	open		

Designated Roads – Connecticut Lakes Headwaters Working Forest

						Historically		
						Open to		
						Public User	Amt.	
Road				Length		in Cars &	of Rec.	
<u>No.</u>	<u>Name</u>	<u>From</u>	<u>To</u>	<u>(Miles)</u>	<u>Class.</u>	<u>Trucks?</u>	<u>Use</u>	<u>Features Accessed and Notes</u>
34-31-0				1.04	gravel	open		
34-31-1				0.63	gravel	open		
34-51				1.65	gravel	closed		
34-71				3.42	gravel	open		
36-00	Dead Water Road			5.75	Main Haul	open		This road runs from the southwest end of Lake Francis over to the West Branch of the Cedar Stream Road. This road provides access to the Dead Water Ridge area, and the area along Ferguson Brook. There is a scenic area on Club Trail 131, beside the East Branch of the Dead Water Stream and along the Dead Water Road. About a mile and a half to the west from the end of the Dead Water Road, there is another scenic area on Club Trail 130 that is also near the East Branch of the Dead Water Stream.
36-05				0.85	gravel	open		
39-00-0				1.48	gravel	closed		
5-??-??				0.23	gravel	moose seas		
5-??-??				0.19	gravel	moose seas		
5-11				0.21	gravel	closed		
5-40-6				2.66	gravel	moose seas		
5-70-0				1.43	gravel	moose seas		
5-70-5				0.96	gravel	moose seas		
5-70-8				0.67	gravel	moose seas		
5-70-9				0.08	gravel	moose seas		
5-88-0				0.23	gravel	moose seas		
No #				27.04	seas	closed		
No #				25.69	seas	moose seas		
No #				103.53	seas	open		
TO TAL				424.15				



APPENDIX K

Recreation Observation Survey

Observation Survey Summary

Date:	7/29/06	8/05/06	8/09/06	8/11/06
Indian Stream				
Route 3		<ul style="list-style-type: none"> • Early Evening • 13 – Observing Wildlife • 4 – Fishing • 4 – Canoe / Boating • 4 – Lake Viewing (Parking along roadside and dam area parking lot) 		<ul style="list-style-type: none"> • Late Evening (8:40-9:10) • 29 – Vehicles Wildlife viewing along primary areas (NH, MA, CT, NY)
Magalloway Road	<ul style="list-style-type: none"> • Early AM • 2-Wildlife viewing • 3 - Driving 		<ul style="list-style-type: none"> • Late AM/Early PM • 7 – Driving (NH,VT,NJ) • 1 – Fishing (gate #84) • 5 cars in parking lot – Fire Tower (hiking) • 2 – Hiking (Garfield Falls) • 1 – Parked vehicle 	
Buckhorn/Cedar Stream Loop	<ul style="list-style-type: none"> • Early AM • 2 - Driving 	<ul style="list-style-type: none"> • No Activity Observed 	<ul style="list-style-type: none"> • Early PM • 1 – Driving (FL) • 3 – vehicles @ mile 15 (IN, PA, NH) • 1 – vehicle Gate #109 	

Observation Survey Summary

Date:	8/12/06	8/19/06	8/22/06	8/26/06
Indian Stream	<ul style="list-style-type: none"> • Early Am • 2 – ATV (Legal Area) • 2 – Fishing (NH) • 2 – Driving (NH, VT) • 2 – Camp Occupied 	<ul style="list-style-type: none"> • Early to mid-morning • 6 – Driving (NH,VT) • 2 – ATV (Legal Area) • 6 – Fishing/Terrill Pond • 2 – Fishing MM #16 	<ul style="list-style-type: none"> • Early AM • 1 – Runner • 2 – Bird Watching • 1 – Fishing @ Terrill Pond 	
Route 3				<ul style="list-style-type: none"> • Early Evening • 71 – Wildlife View @ primary viewing locations on road • 2 – Photography
Magalloway Road		<ul style="list-style-type: none"> • Early PM • 4 – Biking • 4 – Vehicles @ bridge (RI,NY,NH) • 2– Gathering Firewood • 3 – Looking @ camp for sale • 2 – Hiking Fire Tower (NH) (2 additional vehicles) 		
Buckhorn/Cedar Stream Loop			<ul style="list-style-type: none"> • Late Afternoon • 1 – Runner • 4 – Fishing (Carr Ridge Bridge) 	<ul style="list-style-type: none"> • Early Afternoon • 1 – Fishing @ gate #60 • 2 – Fishing@ gate #109

Observation Survey Summary

Date:	8/31/06	9/02/06	9/03/06	9/07/06
Indian Stream	<ul style="list-style-type: none"> • Early Am - Noon • No Activity Observed 	<ul style="list-style-type: none"> • Early to mid-afternoon • 8 – Fishing stream side • 2 – Fishing @ Terrill Pond • 21 – ATV riding (2 Illegal) • 2 – Running Dogs • 3 – Scouting Deer • 6 – Canoeing • 1 – Camp Occupied 		<ul style="list-style-type: none"> • Early AM • 7 – Driving (NH, VT) • 2 – Fishing / Terrill Pond • 1 - Walking
Route 3				
Magalloway Road			<ul style="list-style-type: none"> • Early AM • 1 – Walking Dogs • 2 – Parked Cars • 8 – Driving 	
Buckhorn/Cedar Stream Loop				<ul style="list-style-type: none"> • Late Afternoon • 4 – Driving (NH) • 2 – Viewing (MA) • 1 – Camp Occupied

Observation Survey Summary

Date:	9/09/06	9/16/06	9/23/06	9/28/06
Indian Stream	<ul style="list-style-type: none"> • Mid-Morning • 2+ – Driving (NH) • 2 – Canoeing / Fishing • 3 – Camp Occupied 	<ul style="list-style-type: none"> • Early Afternoon • 27+ – Driving (4 Scouting) • 2 – ATV(Legal Area) • 1 – Vehicle parked 	<ul style="list-style-type: none"> • Early AM • 10+ - Driving • 7 – Camp Occupied • 1 – Vehicle parked • 7 – ATV (MM 9.0) 	<ul style="list-style-type: none"> • Morning • 2 – Driving (NH, VT) • 1 – Walking • 1 – Vehicle Parked • 2 – Bow Hunting • 8 – ATV • 1 – Camp Occupied
Route 3				
Magalloway Road	<ul style="list-style-type: none"> • Mid-Afternoon • 8 – Driving (ME, NH, MA) • 6 – Hiking @ Garfield Falls (NH, VT) 	<ul style="list-style-type: none"> • Early AM • 23 – Driving • 4 – Fishing • 4 – Vehicles parked @ Fire Tower • 2 – Vehicles parked @ Garfield Falls • 1 – Camp Occupied 	<ul style="list-style-type: none"> • Early Afternoon • 3 – Fishing • 3 – Vehicles parked @ MM #1 / assumed fishing • 17 – Driving • 1 – Vehicle parked at Garfield Falls 	<ul style="list-style-type: none"> • Mid-Afternoon • 16 – Driving (NH, NJ, VT, ME, MA, NY) • 6 – Fishing @ bridge • 1 – Vehicle parked @ Garfield Falls • 1 – Vehicle parked @ Fire Tower
Buckhorn/Cedar Stream Loop			<ul style="list-style-type: none"> • Mid - Morning • 8+ – Driving • 1 – Vehicle parked @ Mile 7.0 • 1 – Vehicle parked with fishing boat 	

Observation Survey Summary

Date:	9/30/06
Indian Stream	<ul style="list-style-type: none"> • <u>Early AM</u> • 5 – Fishing / Terrill Pond • 2 – Wildlife Viewing gate #4 • 5 – ATV @ gate #4 • <u>Early AM to Noon</u> • 6 – ATV • 11 – Driving (VT, ME, NH, CT, MA) • 2 – Fishing • 1 – Hunting • 3 – Target Shooting • 3 – Camp Occupied • <u>Late Afternoon</u> • 30 – Driving (CT, MA, PA, NH, VT) • 2 – Target Shooting • 5 – Fishing • 2 – Vehicles parked (1 @ Mile 15.9 / 1 @ Mile 19.0)
Route 3	
Magalloway Road	<ul style="list-style-type: none"> • Late Afternoon • 1 – Wildlife Viewing (NH) • 35 – Driving (RI, NY, NH, VT, ME, CT) • 2 – Fishing @ bridge
Buckhorn/Cedar Stream Loop	<ul style="list-style-type: none"> • Early to Mid-morning • 24 – Driving (MA, NH) • 3 – Camp Occupied



APPENDIX J

Wildlife Management Agreement

Interagency Agreement

between
New Hampshire Department of Resources and Economic Development
And
New Hampshire Fish and Game Department
pertaining to
Management of Hunting, Fishing and Trapping
on the
Connecticut Lakes Headwaters Working Forest

Whereas the State of New Hampshire acting by and through the Department of Resources and Economic Development (DRED) has accepted a Conservation Easement (Easement) on 146,400 acres of the Connecticut Lakes Headwaters (Property), and

Whereas the Easement grants to the State of New Hampshire the exclusive right to permit and manage pedestrian access by the public on and across the Property for permitted recreational activities, and

Whereas the Easement permits pedestrian recreational activities including, but not limited to, hunting, trapping, fishing, etc. (Easement Section 5.A.i.a), and

Whereas the New Hampshire Department of Resources and Economic Development is the public access and recreation manager of the Connecticut Lakes Headwaters Working Forest, and

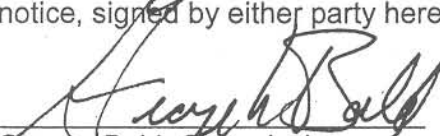
Whereas the New Hampshire Fish and Game Department (NHF&G) regulates hunting, fishing and trapping through the authority granted by the General Court (New Hampshire State Statutes Annotated, Title XVIII).

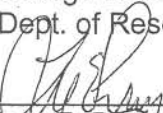
Now therefore the Department of Resources and Economic Development agrees that hunting, fishing and trapping will be regulated and managed on the Connecticut Lakes Headwaters Working Forest by the Fish and Game Department in accordance with the state law and regulations promulgated under the authority of the Fish and Game Department, and

It is further agreed that hunting, fishing and trapping activities permitted by the Fish and Game Department will be consistent with the Easement, the current Public Access and Recreation Use Management Plan and Road Management Agreement as required by the Easement and with the terms of the Stewardship Plan prepared by the landowner , and

It is further agreed that DRED and NHF&G will meet every five years to discuss management of hunting, fishing and trapping on the Property to determine if these practices are being conducted in accordance with the Easement, the current Public Access and Recreation Use Management Plan and Road Management Agreement.

This agreement may be amended and/or terminated only by an instrument in writing with 30 days notice, signed by either party hereto.

*amc
4/3/06*

George Bald, Commissioner
Dept. of Resources and Economic Development


Lee E. Perry, Executive Director
Fish and Game Department

4/6/06
Date

3-30-06
Date



APPENDIX I

Land Management Roles and Responsibilities

1.1. Fee Owner: Connecticut Lakes Timber Company, LLC (CLTC)

The Connecticut Lakes Timber Company, or any future private owner, has the right to conduct forest management activities in accordance with its ten-year Stewardship Plan (and annual operations plan) for the property and the terms of the Easement (see Section 2 of the Easement). The company currently contracts with Upland Forestry to carry out its forest management activities. In addition, the fee owner has several rights and responsibilities related to recreation and public access on the property. The most noteworthy are summarized below. The fee owner:

- Must approve or deny the Public Access and Recreation and Road Management Plans (5C),
- Must enter into a Road Management Agreement with DRED and contribute to the costs of maintaining the Designated Roads and Designated Snowmobile Trails that are associated with the fee owner's use (3Eii),
- May engage in and permit its employees and invitees to conduct non-commercial natural resource-based outdoor recreational activities, including, but not limited to, camping, hunting, fishing, trapping, hiking, nature study, bird watching, walking, snowshoeing, cross-country skiing, snowmobiling and horseback riding (3A),
- May conduct and permit its employees, agents, contractors, permittees and invitees to conduct non-commercial, natural resource-based outdoor conservation education and programs on the Property, including those programs operated by non-profit organizations. (3B);
- May construct recreational improvements and charge fees for commercial recreational activities which are included in its Stewardship Plan and after obtaining DRED's prior written approval (3C-3F, 5.A.i);
- May take emergency actions required to protect public safety or natural resources, including closure of roads and trails and prohibition of access to portions of the property (3F);
- May erect, maintain, and replace regulatory signs, including trail and road directions, such as the DRED or fee owner may deem necessary or desirable (2F); and
- May continue to lease or license each of the 100 seasonal, recreational camp leases, and establish an additional 25 more through the procedures outlined in the Easement (3J) and NH Law Chapter 148.

1.2. Easement Holder: NH Department of Resources and Economic Development

DRED has responsibility for managing public access and recreation use on the property. The department is also the fee owner of the Designated Roads; and is responsible for monitoring the Easement.

1.2.1. Division of Parks and Recreation

This Division oversees land and road management and has responsibility for:

- Developing, in consultation with other agencies and the public, the Public Access and Recreation Management Plan and, in consultation with the landowner, an annual operations plan (5A, B, G);
- Approving or denying the landowner's Ten Year Stewardship Plan (2E);
- Permitting and managing pedestrian and vehicular access by the public on and across the property for permitted recreational activities in accordance with the plan (5) and limiting public access when the Easement Holder deems necessary (5A);
- Making and maintaining recreational improvements to support public use (5N);
- Developing the Road Management Plan, entering into a Road Management Agreement and cost sharing with the fee owner, and maintaining the Designated Roads according to the agreement (5E and F);
- Maintaining and managing public use of Designated Snowmobile Trails (5O);
- Posting signs on the Property for way finding and law enforcement (5S);
- Issuing special use permits for group or commercial use activities (5A);
- Constructing recreational improvements (5N); and
- Staffing the Citizens Advisory Committee (see Footnote 10).

1.2.2. Division of Forests and Lands

The Division of Forests and Lands has the task of monitoring the terms of the Easement which DRED is required to do under the Easement (5B).

1.3. Citizens Committee

Established by law¹, the state established and gave the committee a combination of advisory and decision-making responsibilities which include the following:

Advisory Duties. The committee provides advice to DRED on:

- monitoring compliance with the terms and conditions of the conservation easement related to the working forest;
- management of public recreational use of the forest, including the:
 - siting and approval of the first 10 new leases,
 - seasonal use of the road system, snowmobile trails and their use, and
 - terms for access and use of the tract by motorized vehicles; and
- management of associated state park fee lands.

Decision-making Duties. The committee also is charged with exercising authority to decide if the:

- Connecticut Lakes Timber Company, or any future private owner, should be allowed to exercise its rights under the conservation easement for commercial recreational activities for which the private owner may charge fees; and
- State may build structures for visitor support facilities on the working forest.

1.4. State Partner: NH Fish and Game Department

NH Fish and Game is a major partner in management of the property. It is responsible for:

- Managing fish and wildlife under an agreement with DRED (see Appendix X);
- Enforcing hunting, fishing, snowmobiling and other applicable laws of the State of New Hampshire; and
- Providing search and rescue services.

¹ Chapter 148 of the Laws of New Hampshire, 12-A:9-b

1.5. Local Partner: Towns of Pittsburg, Clarksville, and Stewartstown

Communities have no specified role under the Easement, but they do indirectly under Chapter 148 which created the Citizens Committee with official representation from the three communities. See Section 1.1.3 above. Local roles most related to the need for partnering include:

- ensuring that cross-boundary issues are considered through their land use planning and regulatory authority;
- providing emergency response services and coordinating public safety with NHFG Conservation Officers; and
- developing local land use plans, economic development plans, and ordinances which enhance the environmental and experiential qualities of the property and demand for its use.



APPENDIX H

Facility Existing Condition Survey

Facility Existing Condition Survey

Indian Stream Gorge Trailhead / Trail

Existing Condition

- Location is not identified specifically on any map.
- Trailhead is now identified by approx. 3'x 5' sign developed as test model (Brown background with cream color letters). Size of letters somewhat difficult to read from road.
- Parking lot is pull on and off loop. Configuration is not well defined or graveled but has good parking capacity (More than needed).
- Trail entrance point located on opposite side of road is not defined except for an old sign post and frame. Difficult to know where to pick up trail.
- Trail has had enhancement work completed by AmeriCorp and overall is in good condition. One drainage area has bank step structures that are in poor condition.
- Observation point for gorge and water falls does not provide a good view. Possibly some clearing could help.
- With work trail has good potential to enhance for universal accessibility.
-

Consideration for Improvements

- Better define parking lot road and parking areas / gravel
- Define trail entrance point with kiosk.
- Replace all deteriorating step structures at drainage crossing.
- Evaluate further whether clearing could be done without affecting site character to enhance gorge view. Provide fence at view location.
- Evaluate stream crossing with bridge above falls and continuing with trail continuing on west side eventually looping back in with existing trail on east side of stream (West side may provide better viewing of gorge and falls).
- Long term – Evaluate needs and consider improving trail tread for improvements to make it fully accessible for all users.
- Better identify location on maps and other printed material.

Pond Parking Lots (Coon Brook Bog / Big Bog Brook)

Existing Condition

- Parking areas generally adequate in size but configuration is not always well defined. Surfacing is in need of gravel and grading.

Consideration for Improvements

- Better define parking areas (Square off corners and define edges) and gravel to remove depressions and better controlling drainage away from pond and outlet stream.

Boundary Pond Trailhead / Trail

Existing Condition

- Location not identified well on maps nor is direction signing provided at any location on East Inlet Road.
- On day observed it barely provided room for vehicles present. Could be improved with better definition and minor clearing along edges.
- Trail had sections with drainage problems and wet tread forcing users off edge of trail.

Consideration for Improvements

- Better define parking areas (Square off corners and define edges) and gravel to level and control drainage off to side.
- Implement trail drainage improvements and surface (gravel) tread.
- Evaluate and provide puncheon for extremely wet areas.
- Trail has the highest potential for accessibility enhancement, especially if the right puncheon were use.

Magalloway Bridge

Existing Condition

- New parking lot with accessible pit toilet has been constructed at the intersection of Smith Brook and Magalloway Road. All new construction – No improvement needed.
- Information kiosk with rock barriers constructed at bridge location. Rock placement looks un-natural and is not visually pleasing for area adjacent to important water feature.
- Pull-off parking area also recently constructed at bridge along with stream bank ladder.

Consideration for Improvements

- Place rock informally and bury lower half to appear more natural. Utilize some vegetation to enhance natural appearance to site
- Rake edges around pull-off area to remove uneven edges and clean up to enhance integration into site.

Magalloway Tower Trailhead and Trail

Existing Condition

- Directional signing at key intersections or where to turn off Magalloway Road is minimal.
- New toilet and information kiosk placed at site.
- Parking lot capacity does not meet high use at this popular site.
- Parking is confined to one side due to slopes.
- No turn-around area provided. Is difficult to turn around, especially once the parking lot fills up.
- There are two trails to summit - Trail off parking lot and one further down the road. The latter is not signed and most users are probably unaware of its existence.
- Primary trail is extremely steep in some sections and highly eroded with alternate bypass routes started also in same condition. Some sections unstable and unsafe. (Note – did not hike other trail but Sandy indicated it also has some steep eroded sections.)
- Numerous view locations at top are adequately and tastefully cleared to allow for views without climbing tower.

Consideration for Improvements

- Widen parking area to allow for more turn-around room and lengthen to increase capacity.
- Address steep sections and erosion on trails.
- Enhance directional signing at key intersections on Magalloway Road to better indicate important turn points.

Garfield Falls Trailhead and Trail

Existing Condition

- Directional signing at key intersections or where to turn off Magalloway Road is minimal. Map directions also minimal.
- Recent improvement work involved installation of an accessible pit toilet and information kiosk.
- Adequate parking area is provided on both sides of road but is not well defined.
- Existing trail has had improvement work completed including installation of steps near the Waterfall area. However, highly eroded areas with roots exposed still exist. Better controls such as fence should be considered near observation locations along trail where steep ledges exist.

- New trail along stream (Starting at the terminus of logging road) has been constructed for fishing access and alternate waterfall access. Nice trail with only one steep bank that reduces accessibility opportunities. Location and starting point of trail is not signed.

Consideration for Improvements

- Better define parking area at primary access point.
- Sign directions to alternate parking location.
- Provide information on alternate trail at kiosk to show potential for loop trail system.
- Continue enhancement work on trail as needed, especially eroded area in vicinity of falls.
- Evaluate and install appropriate barrier along trail near falls.
- Identify start point of new trail at end of road and where it turns to follow stream.
- Evaluate potential for realigning new trail at steep section to improve accessibility for all users.
- Enhance directional signing at key intersections on Magalloway Road to better indicate important turn points.
- Better identify location on maps and other printed material. Highlight loop trail opportunity.

Little Hellgate Falls

Existing Condition

- There is no parking lot for off-road parking at trailhead.
- Location of trailhead is not identified at road or on maps. Without instruction is difficult if not possible to know where to go or start.
- After one follows trail to intersection with stream, there is no indication where to go. Without prior instruction user would not know where to go.
- New trail is poorly placed directly along edge of stream. Have to step down off bridge and follow rocky terrain in location that could be under water at times. Better location following old logging road further away from stream.
- In vicinity of Falls, the trail is poorly placed and encourages steep decent down ledges to reach base of falls. Good view but unsafe alignment and will impact sensitive environment. Better consideration is to identify stream crossing to put trail on opposite bank and find desirable viewing location to view falls from top.

Consideration for Improvements

- Layout and construct small off-road parking area.
- Provide site identification sign.
- Evaluate and realign trail to start at point after crossing bridge rather than having to step down off bridge and follow stream channel. Trail directional sign may be needed.
- Evaluate stream crossing above falls and extending/terminating trail at better view location on other side.
- Provide adequate information for this site in literature (Trail mileage is important for this trail – Fairly long trail to falls.



APPENDIX G

Summary of Issues

RUNNING SUMMARY OF ISSUES
Connecticut Lakes Headwaters Working Forest Interim Public Access and Recreation Management Plan, NHDRED

TOPIC	SOURCE							PRIMARY USES -- OPPORTUNITIES AND CONCERNS
	Land Owner/Mgr	DRED	Technical Comm.	Citizens Comm.	Recreation Groups	Public Meetings	Written Comments	
General	X		X					<p>Few <u>complaints</u>, with the exception of litter and some calls on ATV use (where already allowed?).</p> <p><u>Traditional uses</u> in which public meeting participants engage: hiking (26), hunting (23), canoeing and kayaking (19), nature observation (19), snowmobiling (19), fishing (18), driving for pleasure (8), biking (7), skiing/snowshoeing (6), shed hunting (3), dog sledding (1). Also, leasees (9). (This list is compiled from 4/27/06 group reports plus 4/25 and 4/29 questionnaires.)</p> <p><u>Traditional uses</u>: be consistent w/ use of term and not when it suits purpose</p> <p><u>Conservation officers</u> already at limit or beyond (w/ snowmobiling and fishing)</p>
Snowmobiling				X	X		X	<p><u>Insufficient enforcement</u>: local people consider winter weekends unsafe and w/out opportunity for solitude. Speeds too high. W/out linkages to VT & ME, they tend to travel round and round.</p> <p>Conservation Officers perceive by some to congregate.</p> <p><u>Parking</u> is limited; some park in awkward places.</p> <p><u>Length/condition of trails</u> is good</p> <p><u>Don't open</u> more trails than club can groom. Opportunities exist to connect dead ends and create loops. Sharing trails w/ skiers and dog sledders is unsafe. Encourages other groups to help maintain trails.</p> <p><u>Consider working w/ local police</u>, at least in town</p>
Boating					X		X	<p>Jet skis detract from solitude/sense of remoteness. High level of boating activity detracts.</p> <p><u>Passive boating</u> is non-polluting. Orientation/warning signs during low water would be helpful. Consider clearing river between 1st and 2nd lakes (not feasible as owned by power company)</p>
Fishing			X				1	<p><u>Increase/enforcement of boating laws</u>. Help fishing derby organizers inform fisherman of boating laws. Require boat and trailer checks for invasive aquatic species at such events. Consider boat wash station at ramps.</p> <p><u>Fishing Interests</u> are underrepresented or are not participating in the process. Don't forget that fishing is one of the biggest uses.</p>
Wildlife Viewing and Sight Seeing	X		X	X			1	<p><u>Moose viewing opportunities</u>: can they be improved on Rte 3? NHFG is working on an innovative moose observation plan which will pull more people away from Rte 3 where viewing can be road hazard</p> <p><u>Spur roads</u> offer some great views and opportunities for picnicking</p> <p>Encourage sustainable, low impact, authentic, natural resource-based tourism such as <u>enjoyment of wildlife</u>. Highlight that the CT River Birding Trail stops in the area.</p>
Hiking					X			<p><u>Users appreciate informal</u> walks on logging roads or bushwacking. Trails up Magalloway Mt and Garfield Falls are saturated on weekends; preference for keeping these trails informal.</p> <p>SCA-NH Parks AmeriCorps is creating trail to Little Hells Gate under DRED oversight.</p> <p><u>Cohos Trail</u>: opportunity for long distance hiking, but no overnight sheltering available in CLHWF. Seek route away from Rte 3; willing to help maintain trails. Designate 1 site at Deer Mtn. for through hikers</p> <p><u>Cohos Trail</u>: will not be problem for enforcement because terrain is gentle and relatively close to highway.</p> <p><u>Create more hiking</u> (and wildlife tracking?) options. Interpret forest management, forest history, wildlife and their needs, historic waterways, and vanished settlements.</p>
Camping					X		X	<p><u>No new organized campgrounds</u> needed (beyond Deer Mtn). Some interest in remote sites, but campfires should be restricted.</p>
Skiing & snowshoeing				X	X		1	<p><u>Well suited</u> for these activities; fees could be charged for groomed trails. Need separation of access and trails from snowmobile trails.</p> <p><u>Colman State Park</u>: good venue for non-motorized winter (and summer) activities. Some pros (e.g. existing winterized facilities, opportunity for separation from snowmobiles who have just built new warming hut outside of park; accommodations nearby; diversification of economy/cross-country skiers will spend; opportunity to connect to CLH trails from other origins (eventually) and possibly with Balsams's system/Little Diamond Pond's flat surface good for beginners). Cons: trails would have to be cut (Holden Hill would be great start); snowmobile traffic on the pond would have to be channeled and controlled, except during Snowdeo.</p>
Hunting					X			<p><u>Interest in bear baiting</u>: recognition that is regulated by NHF&G</p> <p>Conservation officers <u>need more authority</u> regarding the distribution of bear baiting permits between individuals and commercial interests which this year have already applied for most of the 12 available. Potentially unfair.</p>
Biking					X		1	<p><u>Designate</u> areas and publicize opportunity. Blend well w/ other uses on trails and roads. Willing to be flexible w/ harvesting operations. Local state ATV grant could be used to maintain.</p> <p><u>Consider mountain biking trails</u> on gravel roads that will hold up well to this activity.</p> <p><u>Unsafe</u> on logging roads</p>

RUNNING SUMMARY OF ISSUES
Connecticut Lakes Headwater Working Forest Interim Public Access and Recreation Management Plan, NHDRED

TOPIC	SOURCE							POTENTIAL SECONDARY USES -- OPPORTUNITIES AND CONCERNS
	Land	DRED	Technical	Citizens	Recreation	Public	Written	
General						X		Desired activities for 2/3 groups on 4/27: Equestrian (6+3), new hiking trails (6+3), ATVs (6+3), nordic trails (6), backcountry camping (5+3), orienteering (5), dog sled event (5), motorized special use (4), Large tract should accommodate many users and user groups; don't let everyone run everywhere; need controls and facilities in advance
Criteria	X	X			X		1	Base decision-making criteria upon degree to which would result in a loss of traditional uses and upon scale of the proposed use. Important to identify any research on the extent to which various uses are compatible in sharing trails and facilities, even if they say now they can share. Emphasize non-fossil fuel uses to limit effects on climate change and other resource protection goals; recognize advances in technology and require their application Local economy speaker suggested considering: economic benefit, need lodging, eat meals out, buy snacks/provisions locally, not burden enforcement, reimburse for enforcement, willing to be flexible and cooperative Forest soil health. Uses should not degrade. Any use on the property should fit the spirit of the easement (i.e. conservation of open space) Uses which pose little liability and threat to safety, avoid pressure not to put unused roads to be avoid water quality and ecological impacts, and don't drive up road maintenance costs are easier to work with. Opportunity to use roads for activities which conflict with hauling trucks on weekends. Non-motorized uses have a place, even if less organized; lots of opportunities for them, such as biking.
Horses					X	X	4	X Trail riders appreciate beauty and pristine envts; have been left out in all but 3 state parks. To camp, all they need are tie lines/water (campsite w/ paddock/toilet in future?). Provide separate trails from motorized uses and allow day use for individuals and non-profit groups; can easily share w/ other non-motorized. Specialized parking needed for trailers in designated areas. Consider future carriage trails and guided rides. Consider Meckett trail in VT as model. Willing to accept restrictions; post harvesting/other conflicts on NH Horse Council website Traditional use: horses hauled timber; paired well w/ dog-sledding in winter; bikes and hikers in summer. Willing to help build stronger bridges (and seek grants to do so) All snowmobile bridges are now built to carry 6 ton loads so help from horse community is unnecessary Adverse impacts NH F&G excludes horses from NAs because of threat of invasive species in horse manure and feed Can share trails well if go in single file and at a slow pace. Are gravel roads unsuitable for horses? If so, there is potential to establish off-road trails. CLH is a long way for people to trailer their horses without camping overnight. Other concerns waste clean-up, erosion, enforcement
ATVs					X	X		X Create conflicts w/ other uses. Opinions varied as to whether to restrict to limited area(s) or not allow at all. Avoid circuits and "throttle lockers"; need to disperse and get ATVs to other destinations and services. Should originate from on-site rather than resort areas. Expensive use to maintain user fees should be considered if allowed. Club seeking connectors and loops East-west and north-south. Proposed a phased plan. Don't need new services. Opinions varied on compatibility. Conflict w/ solitude, quiet, water quality, wildlife, trail condition; w/ landowner's dispersed summer harvesting. Safety of camps? (snowmobiles already pose such a threat so no different). Perry Stream Land and Timber Co prohibits altered exhaust systems. NHFG has most difficult time enforcing in areas where ATV riders go where they are not supposed to be; other users complain; high potential for conflicts which agency will not have resources to address, at least at present. May need a new management model other than club oversight. Safety, liability, and public pressure (to keep secondary roads open when owner wants to put them to bed) are biggest problems for landowner. Logging trucks are dispersed in summer; blind curves and corners especially dangerous, particularly because riders wear helmets which restricts hearing. Routes would have to vary every 5 years potentially resulting in problems with Easement. ATV use for utility purposes makes most sense. Who is responsible for maintaining best management practices in regard to water quality and erosion? Distribution of special management areas makes siting routes difficult. Noise may impact lease holders. In Nash Stream area, conflicts between snowmobile and ATV are emerging (erosion can make grooming more difficult). Local snowmobile and ATV clubs cooperate well. Forest soil health Many people like to ride ATVs in places that offer a challenge, and will go off-trail to find them. Even with well-funded enforcement, such violations would be very difficult to prevent. When one ATV rider makes a track onto a side trail, later riders will see it and follow it -- to see where it goes, to explore -- it's human nature. What I haven't heard described in the meetings is the impact. Timber harvests are better done in winter under frozen conditions but even when done in summer with an increased impact, the disturbance generally has 20 to 40 years to recover before it happens again. With ATVs, the impact is repetitive and never has a chance to recover. I'd encourage you to read some sections in Thom McEvoy's book "Positive Impact Forestry". I'd suggest reading at least pages 51 through 65. ATVs do not fit the spirit of the place; could adversely impact traditional non-motorized (hunting, fishing, wildlife watching and hiking) and local economy; and new facility at Berlin makes CLH site unnecessary. Prior owner prohibited (erosion, veg damage, forest fire potential, liability), but was working on a draft plan to allow limited use.
Commercial Rec. Rights	X							Landowner has no immediate plans for exercising such rights, other than leases.
Road Rallies	X				X		1	Consider permitting 2-3 rallies per year. Roads need to be winding and shut down. Activity doesn't fit the "spirit" of the easement but it does help the local economy. Are willing to pay fees to cover costs and for ambulance services. Are self contained. Rallies could be held in winter to avoid road damage. Concerns about liability and appropriateness. Who pays for road repair and tree damage?

RUNNING SUMMARY OF ISSUES

Connecticut Lakes Headwaters Working Forest Interim Public Access and Recreation Management Plan, NHDRED

SOURCE									INFRASTRUCTURE AND SUPPORT FACILITIES -- OPPORTUNITIES AND CONCERNS
Land	DRED	Technic	Citizens	Recreati	Public	Written	Local	Questio	
				X				X	Keep facilities rustic in character
				X					Needed at key locations.
				X				X	DRED is installing 5 new ones (where?)
								X	Of 93 responses, <u>most prefer either no toilets</u> (40/43%) <u>or outhouses</u> (32/34%); Only 1 person favored flush toilets; 18/9% portable toilets.
				X	1				Educate people at trail heads about <u>safety/etiquette/rules/erosion/trail status</u> . Keep most areas less publicized; don't spoon feed people.
						1		X	W/ only 28 responses, <u>participants were less interested in orientation</u> . Of these, 12/43% want maps, 8/29% kiosks; 5 signs and 3 shelter.
									The Colebrook visitor center for the Ct River Byway could help distribute information. State trails bureau and statewide snowmobile organization can devise a system to alert riders re trail conditions/status. Avoid publicizing places and activities that cannot withstand additional attention. Keep local chambers of commerce apprised of kinds and levels of use. Provide rustic trailhead signs indicating which uses are permitted and status of trail conditions.
				X				X	Many hunters park in road. Consider designated areas
								X	Half of the 100 Q responses stated <u>a preference for informal parking</u> . Those who fish (12) and hunt (12) and to a lesser extent those who hike and ski (6 each) and view wildlife (4) or snowmobile (3) prefer informal parking. 42 responses indicated that small gravel parking areas are preferable (hiking 8, fishing 7, canoeing 7, snowmobiling 6)
								X	Of 92 responses, 84/91% prefer bringing in own water. Only 1-3 people who fish, snowmobile, sight see, view wildlife, primitive camp, or ride horse wanted a hand pump or spigot
X			X						Landowner agrees to sell dams to State; NHFG will process paperwork to do so. Legislation is needed.
X		X			X				Level of service: current road conditions are very good.
		X							Level of service: current road conditions are too good; speed too high. Road maintenance standards should promote low speed and fit the type of road
		X							Circulation: can major roads be connected to disperse people?
		X							Greatest damage from hunters; should they help pay for maintenance?
									Better quality than in years, but is the level of investment sustainable? What are the standards necessary for the types of activities for each road type? Company financial contribution is by the cord; people need to understand this is not a park.
		X		X					Gates: Citizens Comm. subcommittee (CC) evaluated equity (only) of gate closings and concluded they should be kept open. Some believe that since public pays for road maintenance so roads should be accessible; other member(s) need to have information about the reasons for closure/opening decisions before making a decision.
				X					Gates: move gates closer to camps so leasees don't have private reserves
		X							Gates and sensitive areas: may need to add or keep gates in place to protect
X									Gates: Associated with spur roads only. Need maintenance money if are opened, but some use can keep ones meant to stay servicable better maintained. Hunting season is hardest time because of potential for rutting. Appropriate to have some areas untraveled by vehicles all the time. 3/10 leases on designated roads; leases don't guarantee vehicular access.
					X				Access: Easy access is among biggest challenges. Coordinate access sites for compatible uses. Avoid conflicts: provide separate places for activities requiring solitude and safety. Provide good information for orientation. Be creative.
					X				Dirt bikes and ATVs will tear up existing or repaired roads
					X				Remote areas: keep some w/ difficult access.

RUNNING SUMMARY OF ISSUES
Connecticut Lakes Headwater Working Forest Interim Public Access and Recreation Management Plan, NHDRED

TOPIC	SOURCE							MANAGEMENT-- OPPORTUNITIES AND CONCERNS
	Land	DRED	Technical	Citizens	Recreation	Public	Written	
On-Site Management		X				X		Who is ultimately responsible for on-site management? Authority is unclear and there is no on-going budget for the program.
On-Site Rules		X						DRED has not yet promulgated rules for the property, e.g. speed limits.
Maintenance					X			Joint responsibility needed for liability, trash, maintenance, e.g. ATV club can help snowmobile club maintain trails and signs
Impact Assessment		X						<u>Impacts</u> : Use a visitor impact model rather than carrying capacity to assess whether uses are complementary (e.g. Lake Umbagog Wildlife Study, Bob Manning, UVt). Before developing new uses or facilities, evaluate their impacts on historic archeology and logging safety. Not much research available on ATV impacts on wildlife. What is impact, if any, which occurs from spot light activity with moose viewing? Evaluation criteria might include: social (experience expectations, conflict, compatibility, etc.), environmental, and administrative/managerial (cost, affects on land mgt activities, maintenance, law enforcement, etc.)
Visitor Numbers		X				X		<u>Thresholds/policies</u> for controlling visitor numbers to avoid overcrowding should be specified in plan, even if not to be activated in this planning cycle; easier to gain public support before use expands <u>Intensity of use</u> is growing problem, limited only by lodging capacity. Limit publicity. Prefer limits based upon what people prefer rather than what they will tolerate. Avoid impacts on traditional uses; separate incompatible uses. <u>Set user thresholds</u> before problems occur rather than after inappropriate behaviors and expectations are established <u>Dispersed use</u> : at some point can no longer disperse users successfully; may need to cap at some point. X Most respondents (52/57%) <u>prefer encountering "none" or "less than 6 users"</u> 66+% users who hunt, canoe/kayak, snowshoe, or view wildlife selected either "none" or "less than 6.". 22/24% prefer complete solitude. 19/21% prefer 6-15 users; 19/21% prefer 15 or more. Snowmobilers prefer larger numbers, i.e., 7/70% prefer at least as many as 6 and 5/50% prefer more than 30 other users. (Entries w/ few respondents not noted here)
Enforcement	X	X	X			X	X	<u>Conservation Officers</u> at limits or beyond capacity with existing uses; need to increase in proportion w/ increase in use; fines should hurt more <u>Difference of opinion</u> about whether some uses require greater enforcement effort and presence than others <u>Provide kiosks</u> at places w/ safety/public education issues. Keep most areas less publicized; don't spoon feed people.
Resource Protection			X				1	<u>Transboundary Impacts</u> activities on Lyme Timber land could impact sensitive areas on adjacent natural areas, especially because people don't know where they are frequently. How to balance ecological concerns with encouraging people to enjoy the area? <u>Rerouting/opening gates and trails</u> needs to protect special management areas <u>Ensure that trails and bridges</u> are constructed to standards and function as designed to avoid water quality impacts. Keep trails out of wetlands and sensitive areas. Close abused and eroding (hiking) trails until they dry out.
Trash					X			<u>Place cans</u> at selected sites, especially snowmobiling and fishing <u>Trash clean-up</u> by all user groups should be part of the plan
Search and Rescue					X			<u>Charge fee</u> to all users
Funding					X	X		<u>Big stress</u> : on 3 towns; any state financial assistance? <u>Limit use</u> to level of management funding; give priority to trail maintenance and enforcement. Find new sources of \$. Don't allow new uses without adequate funding. <u>Intradepartmental Coordination</u> coordinate w/ Berlin ATV master plan on funding priorities <u>Seek corporate funding</u> <u>Biggest future limitation: fees might be needed</u> if more is to be done
Special Permits		X						<u>Special permits</u> : under what circumstances should disabled and others seeking special permits be granted access?
Special Populations		X						<u>Local users</u> should be treated as "special" population
					X			<u>Local horse riders</u> should be allowed even if area is closed to others <u>Disabled use: Consider ATVs</u> for disabled hunters/others; provide universal access as much as possible
Monitoring		X	X			X		<u>Not enough staff</u> to monitor, but funds will be available as part of endowment. 4 visits/year = minimum. How best to monitor over long term? <u>Stay on top of use issues</u> : as numbers increase (from urban envs), unanticipated problems will arise.
Identity	X	X						State parks literature is confusing about status/ownership of the area; consider NY's approach which would make the name: Connecticut :Lakes Timber Company's Conservation Easement Area
Wildlife Management			X					Don't forget that hunting and fishing are only a small part of the wildlife management picture. NHFG has an agreement w/ DRED to manage wildlife on the property. DRED's role is accordingly to provide support facilities.
Prohibitions			X					Be clear about what can't be done on the property, e.g. camping.
Forest dynamics		X	X					Recognize that forest is now young; will be very different in 20 years when matures; cutting much less than last years of prior owner.
Uses W/out Clubs					X			Need to provide a management structure for uses such as cross-country skiing which are not represented by clubs.

RUNNING SUMMARY OF ISSUES
Connecticut Lakes Headwaters Working Forest Interim Public Access and Recreation Management Plan, NHDRED

TOPIC	SOURCE								OTHER - OPPORTUNITIES AND CONCERNS
	Land	DRED	Technical	Citizens Comm.	Recreation	Public Meetings	Written	Local Officials	
LOCAL ECONOMY		X			X	X		X	<p><u>Improve prosperity</u> w/out degrading remote and rural character of CLH and surrounding communities. Threats include publicity, land speculation and development, changing profile of snowmobilers (not-family oriented) and limited state management funding</p> <p><u>Diversification</u> needed; vision should reflect this.</p> <p><u>Expansion of non-motorized</u> uses would help diversify</p> <p><u>Keep development</u> (infrastructure) in town</p> <p><u>Take into account economic values</u> (recognized that this is not an economic development plan)</p> <p>DRED should <u>contact</u> Div of Eco Dev and ask them to interface w/ towns</p>
DEMOGRAPHIC REPRESENTATION	X							X	<p>Only 3 out of 29 Q respondents had not <u>visited the CLHWF in the last year</u>; just over half (15) visited more than 25 times. 15/42% are from <u>host communities</u> of Pittsburg and W. Stewartstown</p>

APPENDIX F

Recreation Group Involvement

Agenda
Connecticut Lakes Headwaters Citizens Committee
RECREATION GROUP LISTENING SESSION
April 29, 2006
Pittsburg NH

- 10:00 a.m. Welcome and Introductions – Bing Judd, Chair, Citizens Committee
- 10:05 Committee Recommendation on Natural Area Stewardship Plan –
 Steve Weber, NH Fish & Game
- 10:25 Meeting Agenda and Background
- 10:45 Evaluation of Existing Uses and Potential/Demand for New Ones
- 10:45 Hunting and Fishing
 - 11:15 Non-motorized Trail Uses; Hiking, Cross-Country Skiing, Snowshoeing,
 and Horseback Riding
- 12:00 Lunch Break
- 12:30 Evaluation of Existing Uses and Potential/Demand for New Ones (Continued)
- 12:30 Boating, Canoeing & Kayaking
 - 1:00 Snowmobiling
 - 1:30 ATV Use
 - 2:15 Chamber of Commerce Comments on the Initial Management Plan
- 2:45 Wrap-up

Invited Organizations

Hunting and Fishing

- New Hampshire Guides Association
- Groveton Fish and Game Club
- Lisa Savard, Lopstick Lodge

Non-motorized Trail Uses

Hiking

- Coos Trail Association
- The Balsams

Cross-Country Skiing & Snowshoeing

- Paul Bergeron, Ramblewood Cabins
- Nansen Ski Club

Horseback Riding

- NH Horse Council
- Blazing Saddles

Boating, Canoeing & Kayaking

- NH AMC Paddlers
- Northern Forest Canoe Trail
- Merrimack Valley Paddlers

Snowmobiling

- New Hampshire Snowmobile Association
- Pittsburg Ridge Runners
- Swift Diamond Riders
- Colebrook Ski-Bees

ATV and Summer Road Use

- New Hampshire Off-Highway Vehicle Association
- Great North Woods ATV Club
- MotorSports Consultants

Chamber of Commerce and other Business Interests

- North Country Chamber of Commerce
- Pittsburg Motor Sports
- Upland Forestry

Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION
Initial Recreation and Public Access Management Plan
April 29, Pittsburg, NH

The purpose of this Citizens Advisory Committee meeting was to hear opinions from state-wide associations and local clubs which have expressed an interest in recreational use of the Connecticut Lakes Working Forest. The groups were invited to comment on current management of existing uses and the demand and suitability of the property for additional uses allowed under the Easement. Along with other public participation, their ideas will help the Department of Resources and Economic Development (DRED) develop a long term vision for the property. Prior to the meeting, invited groups received the letter of invitation and agenda, a copy of which follows this summary.

Nine (9) Advisory Committee members attended this meeting. Forty two (42) citizens, including 9 representatives of statewide organizations and local clubs attended this meeting, 2 staff from DRED, 2 staff from NHFG, and 2 consultants also participated.

Committee Chair Bing Judd opened and welcomed people to the meeting. Johanna Lyons from the Department of Resources and Economic Development then briefed the group on the highlights of the public listening sessions earlier in the week and explained that these meetings are only the beginning of the conversation.

Meeting facilitator Holly Dominie explained how the meeting was to be conducted and why it was structured that way. She said all groups were invited at once so that they would be on the “same page” and have equal footing in the process. She expressed hopefulness that partnership and collaboration would come out of the meeting. She emphasized that everything can’t be accomplished in the next five years because of funding and staff limitations and health and safety priorities. She challenged the groups to find creative ways to fund and manage some things sooner. She reminded them that the property is a working forest and not a public park.

The questions addressed during the listening session include:

- Does your organization have any concerns about or wish to identify any opportunities or conflicts related to existing uses?
- Are any more support facilities needed for existing uses and if so, why, for what purpose, and where?
- What potential new activity, if any, would your organization like to do, how, and where?
- What is the quality of the resource for such activity on the CLH and why is it important to do it there rather than elsewhere in northern NH?
- What benefits and limitations, and synergy or conflict with existing uses, might result on the CLH if the new activity is allowed? With what other uses can your activity best be paired?
- What facility improvements would be needed or desired to support the activity and where should they be located? What kinds of improvements supporting your activity or other uses might impair your members’ enjoyment of the experience?

Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION
Initial Recreation and Public Access Management Plan
April 29, Pittsburg, NH

There was much agreement (probably w/ shades of gray) on a few general points, including:

- The local economy needs to diversify and market to families rather than “motorheads,”
- New activities and any expansion of existing ones need to come with appropriate funding. Need to work w/ the Legislature on funding,
- Slower speeds and higher fines and deterrents are needed to curb snowmobile problems,
- Separate trails/access points should be provided for non-motorized uses, and
- Clubs need to cooperate, be flexible, and take responsibility for policing their members, picking up trash, and working with other groups to maintain trails and other infrastructure and facilities.

Shawn Ross, representing Tom Morrow of Connecticut Realty Trust on the advisory committee, reminded the gathering that this is a working forest. The fee owner is in business to make money. Good communications w/ visitors is needed. In response to a suggestion that the company issue a brochure to acquaint visitors with the property’s use as a working forest, Shawn said that he believes that information provided at kiosks would be more effective.

The main points that were raised by the invited organizations and other participants during the session are summarized in the following table.

**Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION**

Speakers and Groups They Represented	Existing Uses Allowed under Interim Plan		Potential New Uses Allowed Under the Easement		
	Opportunities or Concerns	Support Facilities	Quality and Need	Opportunities or Concerns	Support Facilities
HUNTING, FISHING AND TRAPPING					
Paul Piawausas, NH Guides Association			Good population of black bear. Unsure of how much demand; commercial guides interested. Baiting is a traditional use.	Opportunity: baiting black bear throughout property in the fall (21-28 days?) Note: this activity is regulated by Fish and Game under agreement w/ DRED and will not be addressed in the plan other than if conflicts arise or support facilities are needed	
Ted Tichy, Chair, NH Fish and Game Commission representing Cohos County	Concern: traditional uses (hunting, fishing, and trapping) should be strongly supported in plan and not infringed upon by other uses Opportunity: Fish and Game Dept may stop stocking lakes to promote native species; hopes people will support positively. Hopes NH FGD will continue to be responsible for regulations on the property.	Create some off-road parking for wildlife viewing along Route 3 and off access roads close to the highway Move gates closer to camps to allow greater public rather than personal use of backland areas		Opportunity: also supports bear baiting	

**Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION**

Speakers and Groups They Represented	Existing Uses Allowed under Interim Plan		Potential New Uses Allowed Under the Easement		
	Opportunities or Concerns	Support Facilities	Quality and Need	Opportunities or Concerns	Support Facilities
Answers to Questions / Comments	Concern: elderly and disabled hunters cannot get to backland; consider allowing them to use ATVs.	Parking should be considered. Many park in roads at peak times, impeding forest management and other users. The 5 toilets being readied by DRED will be sufficient when they are installed.		Concern: new technologies make bear baiting less of a traditional use. Maine Bear Baiting Referendum can provide information about concerns.	

NON-MOTORIZED TRAILS

Kim Nielsen, Cohos Trail Association, Hiking	Opportunities: reroute the 162-mile Cohos Trail which now follows Rt 3 and some adjacent logging roads through the property. Use existing trails near the lakes to get hikers off the road; create spur trails to the lakes. Association is willing to help maintain trails and camping sites	Designate 1 site at Deer Mountain Campground exclusively for through hikers or allow primitive camping			
Paul Bergeron, Ramblewood Cabins, Nordic Skiing Snowshoeing	Concern: snowmobile trails are unsafe for nordic skiers and snowshoers Opportunity: avoid conflicts w/ snowmobilers by	Create parking/trail heads separate from snowmobilers			

**Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION**

Speakers and Groups They Represented	Existing Uses Allowed under Interim Plan		Potential New Uses Allowed Under the Easement		
	Opportunities or Concerns	Support Facilities	Quality and Need	Opportunities or Concerns	Support Facilities
	creating separate trail systems for non-motorized winter use				
Robert L'Heaureux, Pres., NH Horse Council, Equestrian Trail Riding				<p>Opportunities: allow trail riding on existing trails separate from motorized uses. In future, consider carriage trails and guided rides (trail riding has a big impact on economy) Trail riding has no designated revenue stream as do snowmobiles and ATV's but volunteers are willing to help w/ trail maintenance</p> <p>Concern: conflicts w/ hunters</p>	<p>Need an appropriate place for trailers. Can camp anywhere w/ a tie line if water is available.</p> <p>Eventually, could consider a campsite w/ paddock, toilets, and tie lines.</p>
Penny Howlett, member, NH Horse Council Equestrian Trail Riding			Horses are a traditional use in the forest where in former times they were used to haul timber	<p>Concern: separate horses from ATV's</p> <p>Opportunities: horse owners generally are friendly and willing to volunteer to help w/ trail maintenance This use is pared well w/ dog sledding in winter and bikes and hikers during</p>	<p>Willing to help build stronger bridges (and seek grants to do so)</p> <p>Horse riders are self-contained but out houses would be nice</p>

**Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION**

Speakers and Groups They Represented	Existing Uses Allowed under Interim Plan		Potential New Uses Allowed Under the Easement		
	Opportunities or Concerns	Support Facilities	Quality and Need	Opportunities or Concerns	Support Facilities
				the summer.	
Answers to Questions / Comments	<p>Non-motorized Use Opportunity: Catering to non-motorized uses (especially families) will diversify and strengthen economy. Also requires fewer search and rescue responses than motorized uses.</p> <p>Concern: Cohos Trail Association should put out a better Cohos Trail map</p>		Desire being off logging roads and on trails through natural surroundings	<p>Horse Opportunities: Look at Neckett trail system in Vt as model (?). Horse community is willing to accept timing restrictions if allowed to use the property.</p> <p>Horse Concerns: Conflicts between horses and timber operations can be avoided by posting active harvesting areas on the NH Horse Council website. Need to avoid trail alignments in wet and highly erosive areas. Possibility of introduction of invasive species through horse manure or feed;</p>	

**Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION**

Speakers and Groups They Represented	Existing Uses Allowed under Interim Plan		Potential New Uses Allowed Under the Easement		
	Opportunities or Concerns	Support Facilities	Quality and Need	Opportunities or Concerns	Support Facilities
				need definitive information. Mountain Bike Concern: mountain bikes unsafe on logging roads	

CANOEING AND KAYAKING

Armand Buteau, owner of a kayak touring business	Opportunity: canoeing and kayaking are non-polluting. East Inlet is very popular. Consider the feasibility of clearing the river between 1 st and 2 nd lakes. Note: Trans Canada owns the land along the shorelands of major water bodies in the CT Lake system.	Signs for orientation and warning during low water would be helpful			
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SNOWMOBILING

Gail Hansen, Executive Director, NH Snowmobiling Association	Concern: do not open more trails than the club can groom and maintain Opportunity: charge a fee to all (other?) users for search and rescue				
Paul Bergeron, President, Pittsburg Ridge	Opportunities: snowmobiling is an important part of local economy; supports	Club is creating signage. It appreciates toilets and			

**Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION**

Speakers and Groups They Represented	Existing Uses Allowed under Interim Plan		Potential New Uses Allowed Under the Easement		
	Opportunities or Concerns	Support Facilities	Quality and Need	Opportunities or Concerns	Support Facilities
Runners, Snowmobiling	<p>diversification to even out economy. Opportunities exist to connect dead end trails to create loops.</p> <p>Concern: sharing trails w/ dog sledders and nordic skiers is unsafe because of high speed snowmobile riding and limited enforcement capability</p>	<p>warming hut (at Deer Mtn). Encourages other groups to help maintain trails and facilities.</p>			
Answers to Questions / Comments	<p>Concerns: Overcrowding is not a problem on the club's 200 miles of trails. Weekends draw riders interested in speed rather than appreciation of the natural beauty of the area; quality of experience is diminished. Local people are afraid to ride on weekends as a result. More restrictive speed limits are needed; and marketing to families instead of "motorheads." Consider working w/ local police on enforcement, at least in town. Trail patrollers</p>	<p>Opinions differed on whether a parking problem exists along upper Rte 3</p> <p>Groups can work together to strengthen snowmobile bridges. Bridges are already being converted to full planking; pedestrians can thus also easily pass. Railings need to be reinforced to accommodate pedestrian use.</p> <p>Club is working w/ DRED to</p>			

**Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION**

Speakers and Groups They Represented	Existing Uses Allowed under Interim Plan		Potential New Uses Allowed Under the Easement		
	Opportunities or Concerns	Support Facilities	Quality and Need	Opportunities or Concerns	Support Facilities
	<p>don't have enough training to assist w/ enforcement.</p> <p>State enforcement of snowmobiling is currently stretched to the limit of, and quite possibly beyond, capacity. One participant expressed concern that wardens all congregate in the same spot, thus seriously limiting their effectiveness.</p>	improve warming hut at Deer Mtn.			
ATV AND SUMMER ROAD USE					
Ted Goddard, Motor Sports Consultants, Road Rally Car Racing	Opportunity: consider continuing to permit 2-3 rallies a year on the property when roads are shut down to allow high performance car racing.	Self-contained and willing to pay fees for special permits (currently about \$100/mile) and ambulance services	This event requires 1 ½ to 2 twisting lanes of closed road where drivers double the normal speed. Brings to locality 30 teams (100 people) and 150-200 volunteers.		
Tom Johnson, NH Off-Highway Vehicle Association (statewide)			The Association supports multiple use of trails and the activities of the local club.		
Warren Chase, Great			Club maintains	Opportunities: The club seeks	Don't need any new

**Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION**

Speakers and Groups They Represented	Existing Uses Allowed under Interim Plan		Potential New Uses Allowed Under the Easement		
	Opportunities or Concerns	Support Facilities	Quality and Need	Opportunities or Concerns	Support Facilities
North Woods ATV Club			100+ mile trail system on neighboring properties and is seeking east-west/north-south connecting routes through the CLH working forest. Also seeking loops. Riders generally go 30+ miles in a day.	phased development of an ATV trail system. Phase 1: connect to Errol; Phase 2: Indian Stream; Phase 3: connection to Maine and Canada.	services
Answers to Questions / Comments				<p>ATV Opportunities: Club is willing to accept flexible trail configurations to be compatible w/ timber harvesting. \$38,000 state grant to Pittsburg could be used to help fund this activity on the property.</p> <p>ATV Concerns: Club is trying to plan a system compatible w/ Easement. Participants varied on opinions about such compatibility. Conflict w/</p>	

**Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION**

Speakers and Groups They Represented	Existing Uses Allowed under Interim Plan		Potential New Uses Allowed Under the Easement		
	Opportunities or Concerns	Support Facilities	Quality and Need	Opportunities or Concerns	Support Facilities
				absolute solitude; and w/ landowner which conducts dispersed and increased summer harvesting. With cooperation and flexibility Club believes multiple uses can get along. Camps will not be any more vulnerable to theft than they already are from thieves w/ pick-up trucks. Enforcement is achieved by landowners prohibiting individuals from using their property. Perry Stream Land and Timber Co. has been very sensitive to noise; prohibits altered exhaust systems. Currently multiple use is occurring well at Perry Stream. Trash clean-up for all uses should be part of the plan. Only a couple of accidents occurred last year.	

**Connecticut Lakes Headwaters Working Forest
SUMMARY OF RECREATION GROUP LISTENING SESSION**

Speakers and Groups They Represented	Existing Uses Allowed under Interim Plan		Potential New Uses Allowed Under the Easement		
	Opportunities or Concerns	Support Facilities	Quality and Need	Opportunities or Concerns	Support Facilities
BUSINESS COMMUNITY					
Vince Judd, Perry Stream Land and Timber Co	<p>Perry Stream Land and Timber Company owns 8,000 acres, the core of the Great North Woods ATV Club's trail system. The company has had good relations w/ the club.</p> <p>The local economy must diversify. Urged not getting hung up on the meaning of "traditional use." Proposed criteria for determining which additional uses should be allowed. These include uses/users who/which:</p> <ol style="list-style-type: none"> 1. Benefit the area economy 2. Require lodging 3. Eat meals at restaurants 4. Buy snacks and necessities at local stores 5. Will not burden enforcement 6. Reimburse for enforcement 7. Are willing to take a flexible and cooperative approach 				
Answers to Questions / Comments	The snowmobile business is in jeopardy because the season is too short, snow is uncertain, and fuel costs are high.				



APPENDIX E

Technical Team Involvement

CLHW Technical Team Meeting Notes
December 6, 2005
Cannon Mountain Headquarters, Franconia Notch State Park

Those present: Chris Gamache, Sandy Young, Tom Morrow, Heather Sieders, Dave Falkenham, Bill Carpenter, Holly Dominie, Doug Gralenski, Adonna Kokx, Tom Kokx, Ron Huges, Judy Silverberg, Dick Boisvert, and Paul Gray.

Meeting Facilitator: Holly Dominie

Introductions

Introductions of TKA Team members along with their roles and responsibilities were made followed by Technical Team member introductions.

Project Work Plan and Timeline

Tom Kokx went over project time line. Key areas touched on were:

1. Public involvement meetings and their importance to the process.
 - a. First set of public meetings is proposed for March/April for general input into the Plan. The second set of public meetings is proposed for late summer or early fall to solicit feedback to preliminary findings and recommendations. There will be a listening day(s) scheduled after the first public involvement meetings for special recreation groups.
 - b. The first Citizen Advisory Committee meeting is scheduled for early February. Wanted to be well prepared for that meeting (Good review of existing documents, data, etc). The fall user survey will be ready early 2006 and discussion of the survey will be an important part of the initial meeting with them.
2. Basic Data Collection was started early in process and is ongoing. There will be seasonal observation points.
3. User Baseline Data Collection to be addressed by Heather Sieders of E/PRO later in meeting.
4. Management Plan Development:
 - a. An initial outline of the plan has been completed.
 - b. Expect all background work, data collection, and analysis to be complete by end of July / early August. Will review initial findings with Technical Team and Citizen Advisory Committee before anything goes out to public and/or before public involvement meetings.

- c. Plan to send the 1st draft of plan to the Division of Parks and Recreation for review late fall.
- d. The final plan to be completed in March of 2007

Discussions followed:

Holly Dominie: Our job is to listen well and where there is common agreement capture that and present it in the plan. Recommend looking well into the future, perhaps 50 years. Purpose of the public involvement is to look at vision and what will work in the plan. Experiential qualities are important to public.

Tom Kokx: Required scope of work is outlined in the easement but want to make sure the public involvement is an integral part of the planning process.

Holly Dominie: Public Involvement strategy – Is it on track? Should there be changes? And if so, why?

Judy Silverberg: Concern if the timeframe is good. There are a number of visitors in the summer and their view of how they look at land is different than fall and winter visitors. They use the property differently than fall users. We may not be able to capture that group in the proposed timeline (March/April Public Involvement Meeting). That time of year we may only capture the groups that live in the area. Do we move that public meeting to another time? Summer visitors may not be organized into special interests, no group affiliation. Suggested user survey in early part of July.

Paul Gray: Thought on fishing survey – Maybe should be done from May 30 through July 4th. (Based on comment made earlier by Tom Kokx that related to current discussion with Johanna Lyons giving consideration for a late spring fishing user survey.)

Sandy Young: Suggested from Mid June through July for additional survey work. Pick up the tourists as well.

Tom Kokx: Baseline data survey was not funded for all seasons. We zeroed in on fall season and will be using other resources to obtain as much current user information as we can, including surveys that have been done by others. Johanna had approached team about a spring survey if budget allowed.

Biggest question seems to be where is use distributed on the land? We are giving consideration to making observation surveys. With a limited budget, we are trying to solicit information to fill in the gaps.

Doug Gralenski: He has two officers in Pittsburg that could help with surveys. Could get information on user pressure on hunting and fishing. Hand out survey to users as they are talking with them.

Holly Dominie: Some of the questions to ask are: What are people actually doing? What do they think about what they are doing? What do they want us to know – advocate for? Do we add a summer meeting?

Paul Gray:

- a. Can a public involvement meeting be combined with the Citizens Committee? There are four scheduled Citizens Committee meetings and they are well advertised.
- b. Counters can be done low budget using DRED Annual Lease Owners Association – put survey in newsletters.
- c. Put survey paperwork in overnight facilities i.e. cabins, lodges, etc. Fill out and drop off at checkout.

Tom Morrow: Would have to make sure that the survey was reviewed carefully. They might not actually get on the property but just be driving up Route 3 corridor.

Holly Dominie / Tom Kokx: Tom will work with Johanna to evaluate and incorporate these thoughts and recommendations into the Public Involvement Plan. One question to be answered is who will compile any additional survey work if it is done.

Fall User Survey: Heather Sieders

There was a major gap in understanding use during the fall season. That is why this time was chosen. The numbers are being statistically analyzed and she hopes to have a report by the end of January 2006. There will be more information on moose data coming to her from Will Statts and Chris Bontaites. Heather's observation was that she was surprised at the amount of use on the property.

Tom Kokx: It will be interesting to compare back against the Interim Plan to see if it aligns with the estimated use for the fall season.

Holly Dominie: Any suggestions or questions on the survey?

Judy Silverberg: Curious to see people's demand for facilities i.e. parking, toilets. This is not addressed in the Interim Plan.

Tom Kokx: Johanna had problems getting volunteers to man the counters. Any future considerations for use of counters – volunteers will be key.

Judy Silverberg: Need to look over survey forms and see if there is any commonality of comments.

What have we learned during the first 3 years?

Holly Dominie: How do agencies interface? Collective Vision or do their own thing? Or a more integrated approach. How land is used? Holly has complied vision statements from existing plans to evaluate if they are consistent.

Discussion followed:

Doug Gralenski: From a public standpoint, you tell us what you want. He feels there is mutual relationship with other agencies. Concerns are ATVs and baiting. How is that going to affect his division's ability to manage those? Not a lot of man hours for increased use. Pulled in many directions – concern if roles are expanded and more demands are put on them. In the winter snowmobiles use is very heavy and in the summer they are busy with fishing enforcement. If ATVs are allowed don't know if they could handle it.

Judy Silverberg: Her agency has 25,000 acres and is concerned how they will interface use of the properties. Ecological concerns – potential development affecting sensitive areas. On the other side they want to encourage the use by constituencies.

Tom Morrow: Concern – Special management zones within Lyme Timber lands. This is related to gate issues, (potential) rerouting of trails, etc.

Bill Carpenter: Not enough staff for monitoring of easement. How is recreation use affecting the purpose and goals we are trying to protect? Looking at UNH – satellite imagery to monitor lands. Long term – better job of staying on top of their responsibilities. ATV use is a serious concern – Bill was one of the counters during the fall survey.

Dave Falkenham: Four visits a year are a minimum for monitoring easements. There is a good relationship with landowners – Lyme Timber.

Paul Gray: To date there was an endowment set up for easement monitoring, stewardship, and road maintenance. The funds have not been distributed yet. However, we still need to plan and have a vision even without the funds. There is help once the funds are distributed.

Tom Morrow: Road maintenance on the property is very good.

Bill Carpenter: There are baseline files available from 2003 as well as aerial photos and full evaluation of camps.

In general, its working well and continued uses on the property are going along well. If that changes or use expands Fish and Game will have a staffing problem.

Tom Morrow: If little issues were present Don Tase would know of them. They don't have many people calling with complaints. Sometimes there is complaint of litter, but every user group has them.

Bill Carpenter: Traditional uses drive the Forest. In public meetings watch for impacts on traditional use; if they want new uses. (Note Sandy Young brought up point – Be careful using traditional uses as a benchmark or in making the assumption that all traditional uses are positive uses of the land.)

Ron Hughes: Gates are an issue. The consensus from his group is that they want them open. Some because they are leasees. His committee did a field tour of the gates. There is an equity point of view here, as well as hunting and fishing.

Tom Kokx: Recognized from the start that gates were an issue to be dealt with. During the planning process group needs to establish solid criteria to close or open. Show an objective approach.

- Environmental factors
- Management regimes
- Safety
- Look at equity point of view

We will work with the Citizens Committee on this issue

Sandy Young: On the road access management – long term is to connect major roads to help disperse people. May have to add more gates. Other concerns are special use permits such as disabled people and photographers wanting to have gates open.

Does State have way to address carrying capacity? Judy informed group that studies are being done on this issue.

What resources, information, or assistance can your organization provide to assist with development of the Initial Plan?

Dick Boisvert: Impact driven surveys. Concern: Historic archeology – logging camps. Research can be done on historical records and oral history. There is documented research done in the 30's and 40's – aerial photos and road networks. Another concern is putting roads adjacent to historic regions. The strategy would be to wait for development or change in usage before doing more research. It is labor intensive. The best advice is to talk to people who know the history of the area.

Judy Silverberg: Has a background in survey questions. Has fairly recent scientific literature – Bibliography on recreational impacts on wildlife. There is a gap in ATV impacts. "Wildlife and Recreation Co-existence Through Management" by Gutzwiller is recommended. There are a few observational papers written on ATV and Snowmobile impacts. Hard because there were no control groups.

Chris Gamache: DRED is link to major recreational groups. They need to play a bigger role in the future when Paul steps down, especially with ATVs.

Tom Morrow: ATV use could impact them especially dealing with safety and their logging trucks. Tom Kokx and Holly Dominie will meet with Lyme Timber to

get a full understanding of their management. Upland Forestry (On-site Forest Managers) has 3 individuals on the property every day. It would be good to meet and interview them.

Dave Falkenham: Monitoring timber activity along corridor is tough to manage. Moose viewing activity and social interactions important. Discussed opportunity to enhance this; i.e. pull offs?

Judy Silverberg: There is data on moose viewing activity. Concern with moose spot lighting activity. How does this fit with traditional uses? It is totally non-traditional.

Dog Gralenski: Guides are actively seeking baiting bear. This is not addressed in the Interim Plan because it is not allowed. There are pressures to allow it. It would have to be part of this Recreational Plan if it were. Trapping is not an issue. It is highly regulated and involves a very small minority. There are no guidelines on other states of deer regulations versus bear regulations.

Deer registration is around 500 a year. There are two check stations in Pittsburg. Heather Sieders knows where they are.

Tom Morrow: The issue of trapping and baiting is not something the landowner, Lyme Timber, wants to be a contact for with the public.

Sandy Young: The use of the word "traditional" can be a problem.

Tom Kokx: gave out list of potential resources for user information and use data. Feedback was provided to Tom.

Meeting Review / Data for Next Meeting

Suggestions for follow up meetings. The group felt they needed to be well read before the next meeting, i.e. review key existing documents, etc. It would be good to provide them a task list and objectives; it will help them to talk to their colleagues in preparation for further meetings.

Technical team members will be provided a summary of the meeting.

They suggested Johanna also keep them updated. Tom Kokx mentioned his need to provide Johanna a regular update that she could forward. Everyone was also made aware of the web site set up for the project.

Tom Morrow – More meetings with Lyme Timber regarding Road Management section of the Plan.

Tuesday mornings was suggested as good meeting time for all. Next meeting with Technical Team is planned for April. Give at least a month's notice.

Meeting was adjourned at 1:30 pm.

CLHW Technical Team Meeting Notes
July 18, 2006
Cannon Mountain Headquarters, Franconia Notch State Park

Those present: Bill Carpenter, Ken Desmarais, Holly Dominie, Dave Falkenham, Chris Gamache, Doug Gralenski, Ron Hughs, Tom Kokx, Johanna Lyons, Sean Ross, Judy Silverberg, and Sandy Young.

Meeting Facilitator: Holly Dominie

Accomplishments

Tom Kokx reviewed his progress report and he and Johanna outlined the preparations underway for conducting observational surveys of summer use. Doug reminded Tom to send him a list of the information he wants regarding user patterns and intensity and his local wardens will provide what they know; this should be very helpful.

Tom also brought the group's attention to the summary of the results of the informal survey conducted at the spring public meetings and Holly described the highlights of these meetings.

Running Summary of Issues

Holly described the organization and gave an overview of the contents of the summary of issues that have been raised to date. Comments raised during this discussion include:

1. **Identity and PR.** Ron noted that the state parks brochure is misleading, listing the working forest recreation program under state parks. Participants agreed that a fix is needed and Johanna will consider such suggestions as Sean's (do as NY does; list such places as Connecticut Lakes Timber Company's "Conservation Easement Area." Sean asked that the name of the landowner used for the project be the one recorded as "doing business as" Connecticut Lakes Timber Company which is incorporated as Lyme Timber Company.
2. **Fishing Interests.** Doug noted that fishermen may not have been well represented in the summary of issues or at the meetings. Tom thought that many of the fishing interests were captured in the boating column and will look to pull out some of those comments. Holly noted that fishing was the second most important activity listed by participants and that they seemed pretty happy with the way things are now.
3. **Wildlife Management.** Johanna and Doug noted that DRED and NHFG have entered into an MOU which allows NHFG to manage fish and wildlife resources on the property. DRED's role is to provide the appropriate support facilities. Doug indicated that he needs more authority for determining the recipients of permits for bear baiting; already for this year (one or more?) commercial outfitters have most of the 12 available.

Sandy indicated that the guides have roads/gates "already planned."
Johanna noted that the Initial Plan will help formalize/notify which gates and

roads are open. Judy noted that hunting is only one aspect of wildlife management; some gates need to be closed, at least seasonally, to protect nesting and other habitat needs.

4. **New Uses: Horses.** Sean questioned the potential for horses to introduce invasive species and, observed that the crushed gravel roads and logging trucks may not be good for them. Chris observed that it is a long way for people to trailer their horses; in his experience, horse people want separation. Tom wants to talk with the horse people to see if they have a more specific proposal. The easement allows off-road trail networks which could avoid conflicts with logging.
5. **Enforcement.** Doug noted that he will not have sufficient resources to enforce regulations applicable to potential new uses and that any response will be reactive, spotty, and most likely untimely. In summer, enforcement is concentrated in the south where ATV trails are established.
6. **New Uses: ATVs.** Doug noted that his staff has the hardest time enforcing in areas where ATV users go off permitted trails where they are not supposed to be; other users complain; high potential for conflicts in CLHWF which he will not be able to address, at least under current budget constraints (only 6 officers for all of Coos Co.). Johanna observed that we may need to look at a new model other than club's overseeing ATV (and snowmobile) trails because volunteers are maxed out (especially in regard to leadership) and "graying;" need other sources of revenue.

Sean reported that safety, liability, and PR are the biggest problems which the landowner fears with ATV use. Safety is biggest; log trucks dispersed in summer so will interfere on a regular basis, especially on blind corners and curves; and because ATVs wear helmets and can't hear as well as they should. Plus the permitted routes would have to vary every 5 years, potentially resulting in problems with easement (rewriting designated roads?) and pressure from users to keep roads open when the company wants to put them to bed.

If allowed at some time in future when enforcement resources are sufficient, Johanna noted ATVs may have to obtain and pay for a permit to use the property. Sean reported that the landowner gets a lot of calls from people who want to drag their moose out; has less of an issue with ATVs used for such utility purposes; has a lot of concerns about enforcement and water quality (who is responsible for BMPs?), if ATVs use trails which are not appropriate/built for such use. Group agreed that Wagner's approach should be studied to see if it provides any useful direction to resolve issues. On the bright side, logging is only a weekday activity whereas recreation use is heaviest or could be permitted only on weekends.

Judy noted that the distribution of Special Management Areas (SMA's) may make problems for extended areas of use. Ron observed that noise may have impact on lease holders. Sean asked how ATVs are likely to impact existing uses, such as people fishing. Dave reported that conflicts between ATV and snowmobile use are starting to "pop up" on the Nash Stream

property, e.g., groomers can't groom easily because of rocks exposed by summertime use (not that early snowmobiling can't also cause problems.)

Chris mentioned economic benefits. Linkage with Berlin system could be a consideration and would benefit the communities at both ends. He also brought up that, while there are industrial forests that do not allow ATV use, many do. Mead lands were mentioned.

7. **New Uses: Hiking.** The Coos Hiking Trail will not be a problem from an enforcement point of view as the terrain is gentle where it will be located (relatively close to the highway), though response will also be reactive.

Vision

The group reviewed existing vision statements (e.g., Easement, Interim Plan, Natural Area) and the two options which Johann provided. The group brainstormed what should be in the statement:

1. New uses should be complementary; not at the expense of new uses;
2. Have responsibility to provide the qualities which the public desires: quiet, solitude, keep same feeling;
3. Use the term "forest land management" rather than the narrower term: harvesting;
4. Spell out what traditional use means (i.e., uses allowed at the time of the easement/uses identified in the easement?). Hunting, fishing, wildlife viewing, driving roads for pleasure, snowmobiling (and hiking). Biking was limitedly permitted by the landowner, and Champion had agreed to accommodate such use via the Chamber of Commerce. Horses were informal users;
5. Traditional uses were dispersed; felt free form and unmanaged. (Spell out what you can't do, i.e. campfires);
6. Recognize the importance to the local economy; property is for the well being of all citizens of the state and visitors to the state; and this area is a "place where people live."
7. Substitute "primary uses" for traditional uses. Be flexible about new uses that may come along rather than being locked into just the current (or some day former) uses; recognize that management tools will change over time to accommodate changes in technology, science and economy;
8. Maximize use without diminishing its quality. Anticipate whether it will change in an incompatible way.
9. Allow changes if they fit; and
10. Public needs to understand and be well educated about use of working forest.

After brainstorming, the group worked on, without wordsmithing, a broad statement that incorporates the concepts expressed below:

Provide public recreation and access opportunities compatible with the working forest in a manner which serves all New Hampshire citizens and visitors, safeguards the unique sense of peacefulness, solitude, remoteness and informality which users value, and contributes to the local quality of life and economy.

Key Issues

Holly listed the issues which Tom and she believe will require more attention than others in the plan. These include:

1. new uses
2. DRED funding
3. volunteerism – can it work?
4. user thresholds
5. law enforcement
6. roads and gates (speed, access, standards, landings)
7. working forest first
8. Dams

Judy proposed one other:

9. interface with SMAs and Natural Areas (signs, road management, standards)

Geographic Analysis

Tom explained his approach in identifying compartments which he has tweaked from the Interim Plan better to coincide with ridgelines and forest stewardship compartments. He then showed slides of some of the areas to explain the kinds of descriptors which he and Holly are using in characterizing the areas; using Hall Stream, Indian Stream, and the NE corner as examples. He invited people to send him comments on the types of descriptors being used and will shortly send the group the characterizations of all of the areas. The descriptors include:

1. Current uses and patterns of use
2. Variety and proximity of streams and other special features from the road
3. Visual characteristics of the road (e.g. views, alignment, road character, wildflowers)
4. Vegetation (e.g. diversity, quality, enclosure)
5. Road capacity, hierarchy, and condition
6. Landings, access points, and potential multi-use opportunities

The following general issues were raised in the discussion:

1. Portray areas through the seasons;
2. Recognize that landings regenerate in 3 years; need education component as to what a working forest is;
3. Dynamics change every 20 years-last 5 years of ownership, Champion cut at a much faster rate than current owner; forest will look much different when it is older;
4. Connecticut Lakes Timber Company maintains the view on Cedar Stream Road;
5. Recognize that spur roads offer some great views where people now picnic;
6. NHFG is completing an innovative moose observation plan which will showcase short distance radio contact and disperse people off Rte 3. Tom and Holly need to coordinate w/ them; Rte 3 is not part of the property; timber company has right to put landings and cross w/ skidders;
7. Will characterization take into account soil and topographic capabilities (e.g. highly erosive and wet soils)?

Criteria for Use Analysis

Tom explained his approach in developing criteria for objectively evaluating uses and site capability. He asked everyone to send him comments; he'll have a more refined version out for people to review soon. These criteria include:

- Easement Requirements / Agreements
- Environmental
- Administrative
 - Budgetary
 - Policy / Management Conflicts
 - Law Enforcement
- Setting and Experiential Qualities
- Technical Requirements

Next Meeting

The group asked to be fed information in small installments and elicit comments via email or conference call. A longer meeting will be proposed if necessary toward the end. Johanna will let everyone know what the arrangement will be (mid-Sept except week of 9/11) for seeking comments on the draft options which will be presented at the public meeting in October and to the Advisory Committee.

CLHWF Technical Team Meeting Notes
September 19, 2006
Notchview Lodge, Franconia Notch State Park

Those present: Ken Desmarais, Dave Falkenham, Chris Gamache, Doug Gralenski, Ron Hughes, Tom Kokx, Johanna Lyons, Sean Ross, Jennifer Codispoti, Bill Gegas, and Sandy Young.

Meeting Co-Facilitators: Tom Kokx and Johanna Lyons

1. Meeting minutes / notes from July 18, 2006 meeting were presented. No comments were received.
2. The updated Vision and Guiding Principles (dated July 31, 2006) were presented for information.
 - Update based on previous meeting input.
 - Some tweaking may be done as process continues but vision will be pretty close to what is articulated in this document.

Tom presented the Evaluation Criteria for making use and other management decisions.

3. Under the primary use category it was discussed that the priority uses specifically stated in the easement will be listed with a sub-category of uses listed that are subject to interpretation (esp. pedestrian activities).
 - Under administration category – 3rd bullet – Concern was expressed over wording “consistent with” and the range of plans listed. Concern is that recommendations of other regional plans may not be consistent with vision, goals, and objectives of the CLHWF Recreation and Public Use Management Plan.
 - Recommendation made that some plans listed, i.e. CRJC Corridor Management Plan, be listed under a criteria that the plans be recognized and that the use or management issue being evaluated be cognizant of these other existing regional plans.
 - Under the technical category, Tom mentioned that this category would continue to be developed as we looked at each use or management area. Flexibility of designating trails or areas for a specific use in any given year will be an important criteria applicable to most decisions. Criteria for ATV use and Equestrian may include desired lengths and configuration of trails important to users. For winter non-motorized use, separation from snowmobiles (as much as possible) and vehicle access to a start point are important.

The majority of meeting addressed selected key issues or uses.

To initiate discussion the updated Key Issues List (dated 8/9/06) was presented for information:

- Update based on previous meeting input.

- Recommendation made to change wording to “Interface with landowner and the Division of Forests and Lands on Special Management Areas and Fish and Game Department on the Natural Areas” in issue #9.

Summary sheets of major plan elements were presented for discussion. Most addressed new uses and one addressed the element of road/gate management. Review and discussion centered on the topics of decisions to be made and development of a reasonable range of management alternatives.

Major Plan Elements discussed were:

a. ATV Use

Decisions to be made (Reference Summary Sheet):

- Under item #3 "if allowed" – Sean recommended that decision include addressing limits of use (thresholds).

Discussion:

- Shared use with ATVs is different than shared use with snowmobiles. Snowmobile use may be more acceptable especially related to wetlands.
- Sean felt that utilitarian use of ATVs is ok. Doug pointed out that other than Wagner lands (where they allow use to retrieve down/dead game) there is no other utilitarian use in the state.
- Common parking lots where a variety of uses may radiate from should be a consideration in facilities to be provided.
- It was pointed out that during summer shared use on roads, especially with logging trucks different than summer. Logging traffic has a wider dispersion across forest.
- If ATV use allowed, it would most likely change fall hunting use patterns. Everyone will want to use ATVs.
- Law enforcement option exist to kick users who abuse right to use land off property.
- Discussion of lands where ATV use is allowed pointed out that the use may be historic and acceptance is different than allowing for use on lands that have otherwise been closed to ATV use. Other controls are frequently in place that system is more controlled and self policing. Factors discussed would not be present on the CLHWWF.
- Criteria for designating system and related facilities need to prevent encroachment on cultural resource sites and other SMAs.
- There are specific areas that can be identified, such as the northeast quadrant (above East Inlet) and Carr Ridge that should not be available for ATV use.

Alternatives decided on:

1. Status quo – No ATV as currently specified in Interim Plan

2. Utilitarian use – By permit for people with disabilities and retrieving down/dead game during hunting season.
3. Allow public recreation riding on specified designated roads – Alternative would provide a trail system utilizing designated roads. The system would be designed and designated on a yearly basis, working around known forest management activity, and would strive to link connections to adjacent trail systems and other destination points important to ATV users. A list of criteria for designating the trail system will be in place to guide the design of the system.
4. Public recreation and utilitarian use – Combination of Alternatives 2 and 3.
5. Dispersed riding on roads that are open to vehicle traffic – Alternative does not specify a specific trail system but rather allows for ATV use by registered vehicles on all designated roads open to the public for motor vehicle use.

b. Equestrian

Decisions to be made (Reference Summary Sheet):

- No changes from Summary Sheet.

Discussion:

- Equestrian use needs to end by hunting season for safety reasons.
- Equestrian trails that are close o Natural Areas should be signed to indicate those areas closed equestrian use.
- Concern expressed on parking lots (for ATV, Equestrian use, etc – If too far into property may discourage use.
- Question raised on how horses interact with moose (and bear). Sandy mentioned that there are areas of the property where one is less likely to encounter moose or bear.
- Map for this use will highlight areas that better meet criteria for equestrian trails. It may highlight some trails (roads) as illustrative of what could be designated or used.

Alternatives decided on:

1. Status quo – No allowance for public use.
2. Special use only – Under this alternative no general public use would be allowed. However, use could be allowed under special uses.

3. Allow for dispersed use on roads and trails open to the public
– This alternative does not specify a specific trail system but rather allows for equestrian use on all designated roads and trails open to the public.
4. Allow for use on specified designated roads and trails only –
Under this alternative use would be allowed on specified designated roads and trails. System would be designed and specified on a yearly basis , working around known forest management activity. A list of criteria for designating the trail system will be in place to guide the design of the system.

Follow-up: Question came up on whether system could include land owner roads. Sean needs to think about and provide feedback. Also need to see what easement allows for.

- c. Non-Motorized Use (Day Hikes / Cohos Trail / General Hiking / Walking / Cross-Country Skiing / Snowshoe):

Decisions to be made (Reference Summary Sheet):

- After discussion – Eliminate item #2 – "To identify / highlight general area(s) providing attributes favorable for summer non-motorized use (foot access only)".

Discussion:

- Much of discussion focused on Diamond Ridge / Stub Hill Area and whether area should be highlighted as non-motorized use area.
- Consensus that Diamond Ridge should be available to all users.
- Consensus that general summer non-motorized areas should not be highlighted. Over 200 miles of winter seasonal roads to hike/walk on – Wide range of opportunities exist for users to choose from. Spurs off West Indian Stream Road were mentioned as having unique riparian features.
- Hiking/walking opportunities are numerous along riparian zones and SMAs and have better protection from forest management activities and other uses compared to other areas of forest.
- Stub Hill area – main haul roads should remain open. Gates could be placed at Secondary gravel roads. No additional access should be provided other than what is informally used now.
- Consideration for tent platforms in the Stub Hill area was mentioned.
-

Alternatives decided on:

1. Status quo – No change from current management.

2. Development of new day hikes (Deer Mountain & Indian Stream Canyon Loop.) Highlight areas providing attributes favorable for winter and non motorized uses (Cross Country Skiing and Snowshoe).

3. Same as Alternative 2, but accept proposal for Cohos Trail.

*All alternatives include enhancement opportunities for existing day use hiking or access trails.

d. Commercial Special Use (Events)

Discussion:

- Discussion was to initially center on Road Rally but emphasis shifted to not only Road Rally events but how all request for special events should be handled.
- Criteria for evaluating all event special use request should be based on public benefit which could be more than just economics. It could recognize how the event might provide introduction to the forest and Connecticut Lakes area. It may have significance in introducing a new and valued activity to the public.
- Other considerations should address impact and compatibility with primary and secondary uses, the cost benefit to administer, etc.
- Johanna pointed out that still need to address special use permits related to commercial photography, guiding (several categories), tours, etc. She also pointed out that permits can be for more than one time occurrence.
- Permits should include conditions for cancellation.

e. Roads & Gates

Decisions to be made:

- A proposal for gate management was laid on the table for discussion. This proposal would take the approach that gates would be open unless, based on a set of established criteria, there is an identifiable reason to close a specific gate.

Foremost in the set of criteria would be the status of the road standard behind the gate or its current condition. Overall, criteria would be set around administrative and management needs (including budgetary), maintaining experiential quality of different uses, environmental quality, forest and wildlife management, safety and law enforcement, and in general, the ability to maintain the road in good condition.

Under this proposal, if a gate is required to be closed based on the established criteria, it will remain closed regardless of hunting

season (deer or moose), etc. as long as the need for gate closure is present.

Discussion:

- Road standards or conditions that may affect gate closure are a judgment call. However, some level of standard could be developed to help make more objective (DRED / F&G / Lyme Timber / Upland Forestry work together to develop).
- Ron pointed out that use on road actually helps to maintain the road in better condition. Leaves cause over burden that becomes slippery and accumulates, vegetation begins to grow in roadbed, etc. Use blows leaves off and discourages vegetation growth.
- Conservation officers who are frequently on the roads when conditions start to deteriorate provide feedback to Sandy on whether to close.
- In gate management, there are some gates that could be moved back or location changed to allow for more consistent use on good sections of road and provide better access to area.
- Sandy will provide a list of gates that will more likely be consistent in their frequency to be closed on a seasonal basis.

Alternatives decided on:

1. No change from current policy of gate management.
2. Institute a policy that gates will be open unless there is a decision to close based on specific gate management criteria – Under this alternative a gate closure will remain in effect regardless of season or hunting pressure, etc. Camp leases will be allowed to access their camp behind the closed gate.

5. Closing comments

- Decision made to not have a follow-up meeting tentatively scheduled for 9/26. Good progress was made on agenda and any follow-up can be dealt with by email.
- Johanna stated this would probably be the last formal meeting of the Technical Team. After the public sessions Tom and Holly will be writing and Team will have opportunity for reviews. Otherwise needs related to the Team will be addressed by email or one-on-one contacts as needed.
- Ron made comment that he felt Planning Team (Johanna, Holly, and Tom) were doing a good job on the planning process.

Evaluation Criteria (For making use and other management decisions)

The Grant of Conservation Easement requires inclusion in the Recreation and Public Use Management Plan a “description of proposed new or additional uses of the Property by the public, proposed responses to such proposed uses, and a process for determining whether such uses are acceptable to the Easement Holder and the Fee Owner.”¹ The proposed process for determining the acceptability of new or additional uses is described below.

Definitions

First some definitions for clarification:

1. **Natural-resourced Base Use** means any outdoor recreational activity which depends upon an outdoor, backwoods setting for its pursuit and enjoyment.
2. **Primary Use** means any natural-resource based use which is explicitly allowed under the terms of the Grant of Conservation Easement or documented to have been a permitted use at the time of the Easement. Such uses include the following:

Bicycling (on designated roads)
Camp Leases
Canoe / Kayaking / Motor Boating
Dog Sledding
Driving For Pleasure
Fishing
Hiking Trails (existing)
Hobby Mineral Collection
Horseback Riding (fee owner and its employees or invitees)
Hunting
Nordic Skiing
Photography
Picnicking
Shed Hunting
Snowmobiling
Snowshoeing
Swimming
Trapping
Walking
Wildlife Viewing
Forest/Nature Education and Interpretation

3. **Secondary Use** means any “new” natural-resource based use which is not explicitly allowed under the terms of the Grant of Conservation Easement or permitted under the most current Recreation and Public Access Management Plan; or any “additional” primary use which is different in scale, technology, environmental impact, or aerial

¹ Grant of Conservation Easement, Section 5B.i.c.8

extent than existed at the time of the Grant of Easement. Secondary uses under consideration for inclusion in this Initial Plan include:

ATVs
Bicycling (on trails)
Camping
Commercial Photography
Horseback Riding (general public)
Hiking Trails (extended or new)
Road Rallies

Evaluation Criteria Categories

In evaluating whether to permit secondary uses or other management decisions, DRED will consider the following:

- Grant of Conservation Easement Requirements / Agreements
- Setting and Experiential Qualities
- Environmental Quality
- Administrative Considerations
 - Budgetary
 - Policy / Management Conflicts
 - Law Enforcement
 - Liability
 - Safety
- Technical Requirements of Use

Sources of Information for Applying the Criteria

DRED will consult sources of information such as the following in making a determination:

- Recreation and Public Access Management Plan Vision / Guiding Principles
- Public / User Group Comments (written and oral)
- Summary of Issues Identified During Planning Process
- Interviews
- Scientific Literature / Research
- Grant of Conservation Easement
- Policy (DRED)
- Connecticut Lakes Timber Company Stewardship Plan
- Technical Team Input
- State Statutes

Criteria

The following specific criteria will be applied:

Grant of Conservation Easement Requirements / Agreements

To be acceptable, a change in use or management action must:

- Be consistent with the spirit and intent of the Easement to protect forest land, achieve multiple use conservation purposes, and provide opportunities for natural resource-based outdoor recreation (1.1A / Pg. 3);
- Not degrade the long term capability of the property to produce forest products (2.A.ii / Pg. 5);
- Not cause non-forest uses allowed in the Easement to exceed 10 % (2.A.iii / Pg. 5);
- Meet the management intent for Special Management Areas (2F / Pg 12 – 15):
 - High Elevation Zones
 - Riparian Areas
 - Wetlands
 - Wildlife Management Areas
 - Natural Heritage Areas
 - Cultural Heritage Areas; and
- Conform with any provisions pertaining to specific uses covered in the Easement (see Table X).

Setting and Experiential Qualities

To be acceptable, a change in use or management action must be consistent with the Vision and Guiding Principles contained in this Plan. In particular, it must;

- Maintain and/or enhance the character of designated Forest Recreation Areas;
- Maintain the informal, remote, and dispersed qualities of the property;
- Maintain a reasonable balance of uses, especially between motorized and non-motorized uses, on the property;
- Avoid conflicts with enjoyment of the primary uses allowed on the property, especially those which depend upon a quiet and peaceful setting for a more solitary experience;
- Maintain or enhance the separation of uses, especially motorized and non-motorized uses, which may conflict with one another; and
- Contribute to the local quality of life.

Environmental

In addition to conforming to the Easement requirements for Special Management Areas, to be acceptable, a change in use or management action must:

- Avoid conflicts with management of Natural Areas;
- Protect and maintain surface and ground water quality and watershed integrity;
- Avoid or, where no alternative route is possible, minimize soil erosion;
- Maintain the scenic quality and working forest character of the property;
- Protect seasonal wildlife nesting and other sensitive habitats;
- Minimize noise; and
- Promote a healthy planet by using appropriate technology and mechanization.

Administrative

To be acceptable, a change in use or management action must:

- Be consistent with DRED policies (see Table Y);
- Be consistent with the Connecticut Timber Company Stewardship Plan purposes and goals (see Table Z);
- Be consistent with relevant State policies and regulations and other local, regional, and State plans including but not limited to:
 - NH F&G Connecticut lakes Natural Areas Stewardship Plan
 - State of NH Comprehensive Outdoor Recreation Plan (SCORP)
 - State of NH ATV Plan
 - Local master plans
 - Connecticut River Joint Commission's Corridor Management Plan (I know you said Johanna may not want this in, but I believe we should at least put it on the table)
 - Connecticut River Scenic Byway Management Plan
- Avoid unsafe conditions and liability issues related to logging and other land management activities;
- Be within the capacity of DRED, other State agencies, supporting organization(s) or other partners to adequately fund and execute implementation, maintenance, enforcement and monitoring of the use and associated facilities in the Forest;
- Minimize potential violations and consequent effects on State programs and resources, user experience, environment, and physical setting of the Forest;
- Promote cooperation and coordination among land managers, law enforcement agencies, user groups, and organizations to enhance management and law enforcement of the property; and
- Promote understanding and a respectful relationship between users and the working forest.

Technical / Other Considerations

To be acceptable, a change in use or management action must:

- Be appropriate under existing road standards;
- Meet trail specifications;
- Meet State of NH Best Management Practices for the stated use; and
- Be consistent with USDA Accessibility Guidelines for Outdoor Recreation Facilities and Trails.

Key Issues

The key issues which will require more attention in the plan than many others listed on the “Running Summary of Issues” (distributed only to the Committee). The key issues identified include the following:

1. New uses
2. DRED funding
3. Volunteerism – can it work?
4. User thresholds
5. Law enforcement
6. Roads and gates
7. Working forest first
8. Disposition and management of dams
9. Interface with Fish and Game on Special Management Areas and Natural Areas
(i.e. signage, road standards and management)



APPENDIX D

Citizens Committee Involvement

**Connecticut Lakes Headwaters Citizens Committee
Meeting Summary
February 11, 2006
Pittsburg Community Church**

In Attendance:

Bing Judd, Chairperson – appointed by Coos County Commissioners
Beverly Lord – appointed by Governor and Executive Council
Jean Burrill – appointed by the Town of Pittsburg
Ronald Hughes – appointed by the Senate, representing Forest Ecology
Phil Bryce – designee, Commissioner of DRED
Pat Merrill – appointed by the Town of Pittsburg
Tom Morrow – representing the landowner
Steve Weber – designee, Executive Director of the Fish and Game Department
Richard Moquin – appointed by the House, representing Conservation Easements
Will Abbott – for Paul Doshier – appointed by the Governor

Excused:

Michael Pearson – appointed by the Senate, representing Recreation and Tourism

Absent:

Glen Merrill – appointed by the House, representing Forestry
Constance Coviello – appointed by the Town of Stewartstown
William Lee – appointed by the Town of Clarksville

Bing Judd began the meeting shortly after 10:00 am. Jean Burrill motioned to accept the minutes from the meeting of 7/23/06 and was seconded by Ron Hughes, all were in favor.

Johanna Lyons, State Park Planning and Development Specialist briefly reviewed the easement requirements and interim plan management and then introduced Tom Kokx of Thomas Kokx and Associates, consultants to the Division of Parks and Recreation to develop the Initial Public Access and Recreation Management Plan. Tom Kokx reviewed the project schedule and the proposed public involvement strategy for the plan with the committee. There was discussion about meeting location and goals and it was agreed that the citizen's committee meeting will be held in Pittsburg & Colebrook except for one to be held in Concord. Public facilitated meetings will be held in Lancaster and Concord. The public will also be invited to speak at the citizen's committee meetings. Heather Seiders from E-Pro Consulting summarized the preliminary survey results and will provide a full report to the committee once the analysis is complete.

Sandy Young, Great North Woods Regional Manager updated the committee on road and gate maintenance and sought input on the upcoming road maintenance plan. Johanna Lyons then briefed the committee on the status of Big Bog Brook Dam. DRED is working with the Attorney General's Office on an interim plan amendment to allow the dam to be reconstructed. Lastly, Ted Goddard addressed the committee about motor sport racing and is hoping to participate in the planning process so this use can be included in the future on the property. The meeting was adjourned shortly after noon.

Summary Respectfully Submitted by Johanna Lyons, State Park Planning and Development Specialist.

Connecticut Lakes Headwaters Citizens Committee
April 29, 2006
Meeting Summary

In Attendance: Bing Judd, Sean Ross, Phil Bryce, Beverly Lord, Ron Hughes, Paul Doscher, Steve Weber, Pat Merrill, and Hasen Burns.

The meeting was called to order by Chairman Bing Judd shortly after 10:00 am

First on the agenda was a presentation by the New Hampshire Fish and Game Department on the Connecticut Lakes Natural Area Stewardship Plan. The plan is available on line and at the local libraries. There is a 30-day comment period for the plan before the department submits it to The Nature Conservancy for adoption.

Next on the agenda were the invited recreational user groups and a facilitated discussion on the Evaluation of Existing Uses and Potential/Demand for New Uses. Holly Dominie facilitated the meeting, breaking briefly for lunch.

There were three other issues discussed as part of committee business at the end of the meeting. Sean Ross, representing the landowner requested a modification of location of two of the lease camps. Ron Hughes made a motion to approve the new locations, all voted in favor of the new locations.

The Chairman briefed the committee on the status of the Big Brook Bog dam. He spoke with Representative Chandler and a bill is proposed to be amended to allow the state to accept the ownership of the dam.

Lastly, the Chairman stated that all meetings of the citizen's committee will be held in Pittsburg and the meeting tentatively scheduled on September 15th in Concord is now scheduled Saturday September 16th in Pittsburg.

Respectfully Submitted,
Johanna Lyons
State Park Planning and Development Specialist

Connecticut Lakes Headwaters Citizens Committee
Meeting Summary
July 29, 2006
Pittsburg Fire Station

In Attendance: Bing Judd, Sean Ross, Hasen Burns, Mike Pearson, Paul Doscher, Steve Weber, Ron Hughes, Bev Lord, Pat Merrill, Dick Moquin, and Phil Bryce.

Members Absent: Glenn Merrill, Bill Lee and Jean Burrill.

Chairman Judd opened the meeting at 10:00 am and asked for the acceptance of the minutes from April 29, 2006.

Road & Gate Update

- Sandy Young handed out the 2005 Maintenance Report.
- Sandy Young handed out the current gate list (also posted on the Division's website).
- Perry Pond Gate – Lease camp owner will not have a key to the gate. Can make arrangements a couple of times a year to get supplies up to camp. Road not open to motorized use by terms of the easement. Ron Hughes read a letter to the committee from the Northwoods Lease Holders Assn.
- Carr Pond Gate – the gate is locked as per the rec plan, camp owner walks to site.

Big Brook Bog Dam Update

- Steve Weber briefly listed the series of steps taken so far and what procedural steps need to be completed.
- Sean Ross said the landowner is willing to give permission to have the dam repaired but would like to continue talking about transferring the remaining dams to the state.
- It is unlikely that the repairs will be complete this year, but hopefully in time for next spring.

Lease Camp

- Sean Ross updated the committee they have had a request from the lease camp owners at the Deadwater Camp to reconstruct the camp. Even though a vote is not required by the Committee, Chairman Judd asked for a committee vote to reconstruct the camp, it pass unanimously.

Plan Update

- Consultant Holly Dominie reported on the status of plan development, highlights of the April public listening sessions and recent technical team meeting, key planning issues, and draft plan vision.
- Detailed summary is attached.

July 29, 2006, PUBLIC LISTENING SESSION Citizens Advisory Committee Meeting, Pittsburg, NH

The Citizens Advisory Committee devoted a portion of its July 29th meeting to public comments concerning the recreation and public access management plan, currently under development. The Committee especially wanted to give people who had not been able to attend any of the public meetings in April a chance to comment on the list of questions attached to this summary. Eleven committee members, 25 citizens, DRED Commissioner George Bald, 3 DRED staff, and 1 consultant attended.

This summary reports on only the portion of the meeting which was devoted to the plan.

Consultant Holly Dominie reported on the status of plan development, highlights of the April public listening sessions and recent technical team meeting, key planning issues, and draft plan vision.

Key Issues

The key issues which will require more attention in the plan than many others listed on the “Running Summary of Issues” (distributed only to the Committee). The key issues identified prior to the meeting include the following:

1. New uses
2. DRED funding
3. Volunteerism – can it work?
4. User thresholds
5. Law enforcement
6. Roads and gates
7. Working forest first
8. Disposition and management of dams
9. Interface with Fish and Game on Special Management Areas and Natural Areas (i.e. signage, road standards and management)

The Committee asked for more time to review the Running Summary of Issues and that such document is sent with more lead time than was the case this time. **Members were asked to let Johanna know ASAP if they identify any other issues of top concern.**

The public was then asked if any other issues should be added. Public comments on the key issues include the following:

1. Question: who is building trails at Little Hells Gate? Answer: SCA-NH Parks AmeriCorps under DRED oversight.
2. Comment: add a tenth issue: need to interface with Berlin ATV park master planning process (underway) to address and coordinate competing financial needs within the department.
3. Question: is the ATV moratorium associated with the Interim Plan still in effect? Answer: yes and will be until Initial Plan is adopted.
4. Comment: expand an issue. Enforcement is not the only stressed government resource; recreation also impacts local fire and rescue services in the 3 adjacent

communities, especially during snowmobiling season (last year: 8-11 calls). Big stress. Wrote to Fish and Game asking for monetary help. Question: is there any money? Answer: Committee member Steve Weber representing NH Fish and Game explained that the department just doesn't have enough (\$3M deficit), let alone any spare, funds to respond to local requests. Question: who pays rescue bills? Answer: NH Fish and Game can charge if user is negligent; has a policy to turn back any such funds to volunteer organizations.

Plan Vision

Dominie walked the group through the draft vision statement which is based upon the Easement; public comments to date; and comments from the department and technical team.

Citizens Advisory Committee members responded favorably to the draft. Comments included:

1. Appreciation for the guiding principles and link to the vision statement contained in the Easement,
2. Different opinions about guiding principle #3. One member expressed his belief that the statement as worded could put pressure on DRED to undertake management measures to limit user numbers without having first identified in a public process what those measures will be. Some members did not view the present wording as a problem as public discourse would ensue before any such implementation measures are adopted. The Initial Plan probably will not nail down such management tools but may employ some tools which indirectly will affect how many users can conduct a certain activity in a certain place and/or time. Dominie proposed clarifying the principle in the next draft,

The public was asked also to comment on the draft vision. Comments include:

1. Acknowledge new uses in the statement,
2. Include definitions in the plan when using such terms as "primary" and "secondary" uses,
3. Consult the technical work done in the White Mountain National Forest on ATV use,
4. Concern about the statement: "safeguards the unique sense of peacefulness, solitude, remoteness and informality which most users value." Question: what is the basis for that statement? Answer: April public meetings. Comment: we did not hear that at the public meetings (2 speakers). Comment: it sounds like "wilderness" is the goal. Response: the vision does not exclude motorized uses and in fact states that "People may enjoy a balance of motorized and non-motorized uses." Though no show of hands was asked for, the group seemed to agree that the vision should clearly state that both kinds of settings on the same property used for different purposes are possible and desirable. People ought to have a choice of setting on such a large property.
5. Support for setting user thresholds before problems occur rather than when it is too late to redirect public behavior. Example of Lake Winnepesaukee was cited; can't canoe on it any more during weekends with heavy and unsafe boat traffic.

6. Comment: diversification of economy specifically is needed. Enforcement is the biggest obstacle during this time of economic transition.

DRED/Dominie will take the comments under consideration in developing the next version of the plan vision.

General Discussion

The meeting was then opened to public comments concerning the questions listed in the attachment to this summary (and passed out at the meeting).

1. Concern that some uses without clubs will not well served. Question: how will cross country skiing work without a club? No answer offered. Comment: need to provide a management structure for uses without clubs.
2. Concern that dirt bikes and ATVs will tear up existing or repaired roads.
3. Suggestion that DRED seek corporate donations.
4. Discussion of enforcement: one speaker reported his belief that enforcement is most necessary on the portion of the land used for activities which generate greatest negative impacts (ATVs cited as example). Another speaker reported his belief that every user group does things illegally.
5. Clarification: The Pittsburg Ridge Runners have fully decked snowmobile bridges. They now all support 6 tons so help from the horse community to rebuild them is unnecessary. Club has worked well with ATV club to control erosion and ruts.

Next Opportunities for Public Involvement

Citizens Advisory Committee Meeting, Pittsburg Fire Station –	Sept. 23, 10-12:00
Public Meeting, Pittsburg Fire Station –	October 3, 7-9:00 PM
Public Meeting, Fish and Game Department, Concord –	October 5, 7-9:00 PM

Technical Committee meets next on Sept. 19.

**Connecticut Lakes Headwaters Citizens Committee
Meeting Summary of October 14, 2006
Pittsburg Fire Station**

In Attendance: Bing Judd, Bev Lord, Sean Ross, Ron Hughes, Hasen Burns, Dick Moquin, Steve Weber, Jean Burrill, Bill Lee, and Bill Carpenter.

Members Absent: Glenn Merrill, Pat Merrill, Paul Doshier, and Michael Pearson.

Call to order. Chairman Judd opened the meeting at 10:00 am with introductions. The committee heard from Ron Alie, who needed to leave early, regarding F&G's resolution for access through the Perry Pond gate for a camp owner.

Initial public access and recreation management plan. Johanna Lyons provided an update on the plan's progress, development of the public access alternatives, and scheduled public information sessions. Primary uses of the CLH property are those recreational activities explicitly allowed under the easement. Secondary uses are any new recreational activities being considered for inclusion in the plan that meets the evaluation criteria. She is seeking the committee's comments on the appropriate range of alternatives (secondary uses) until October 18th.

Bicycle use. Alternatives were: 1) status quo to continue to allow bicycles on designated roads or 2) develop new off-road bicycle trails. Discussion ensued. Dick and Ron were supportive of the status quo.

Non-motorized use (hiking, Cohos Trail, walking, Nordic skiing, and snowshoe). Alternatives were: 1) status quo; 2) develop new day hike trails; and 3) accept the Cohos Trail development proposal. Don Tase was in support of day-use only trails. Dick suggested the use of gates for specific recreation use. Ron wanted to be on record for "no gates."

Gate management. Alternatives were: 1) status quo and 2) institute a policy of leaving gates open unless there is a closure due to road conditions, administrative (incl. budgetary) needs, maintaining experiential quality, environmental quality, forestry and wildlife management, safety and law enforcement. Gates used for boundaries will remain closed. This policy would apply to gates under the easement; it excludes Lyme Timber owned gates and gates within the Natural Areas. Gates may be moved closer to camps and bounds. Discussion continued.

ATV use. Alternatives were: 1) status quo (the interim plan allows for a 2/10 mile trail that connects to an offsite trail system at Indian Stream Road); 2) utilitarian use; 3) specifically designated roads; 4) combine items 2 and 3; and 5) dispersed riding on roads open to vehicle traffic. Discussion included enforcement, noise, easement restrictions for ATV use off the designated roads, the State's screening process for developing ATV trails, and abuse of utilitarian use.

Snowmobile use. Alternatives were: 1) status quo; 2) development of trailside facilities at Deer Mountain Campground; 3) Implement the Coon Brook Bog connector; and 4) combine items 2 and 3. Discussion ensued, including adding utilitarian use for snowmobiles.

Equestrian use. Alternatives were: 1) status quo; 2) special use permit only; 3) dispersed use on roads and trails; and 4) use on specifically designated roads and trails. Discussion ensued, including fair representation of users, and limitations of use based upon restrictions on adjacent properties (e.g. Natural Areas).

Driving for pleasure. Alternatives were: 1) status quo; 2) promote public use and develop interpretive opportunities; 3) develop loop road opportunities; and 4) combine items 2 and 3. Discussion ensued, including concerns about overuse and reclassifying roads (as allowed by easement).

General discussion included funding and commercial special uses. Johanna reiterated the public information sessions schedule: Oct 31 at 7 p.m. at the Pittsburg Fire Station and Nov 2 at 7 p.m. at the Fish and Game Department, Concord. She hopes to have a draft plan for review in January. Bing will call a meeting to comment on the draft plan.

Minutes. Ron motioned to accept the minutes, as written. Hasen seconded; motion carries.

Road & Gate Update. This item was covered earlier.

Big Brook Bog Dam Update. The State will acquire the easement for the dam. The matter is currently with the AG's office. F&G will work with DES to complete the dam replacement.

Any other business. *Perry Pond.* A member of the public raised concerns about no longer having access to Perry Pond because a gate was installed. Steve Weber explained that the change in ownership also brought a change in road use, as outlined in the natural areas easement held by The Nature Conservancy. The easement prohibits public wheeled vehicle use; this was supported by the steering committee and also went to public hearing.

Adjourn. Hasen motioned to adjourn; Dick seconded. The meeting adjourned at 12:40 p.m.

The next meeting is at the call of the chairman.

Submitted by T. Tango-Lowy.



APPENDIX C

April 2006 Public Involvement Documentation

Connecticut Lakes Headwaters

Public Meetings Agenda

Concord	Tuesday, April 25, 2006	6:30 – 9:00 pm	NH F&G Headquarters
Pittsburg	Thursday, April 27, 2006	6:30 – 9:00 pm	Pittsburg Fire Station

Purpose – To provide an opportunity to express your opinions to the NH Department of Resources and Economic Development on:

1. the kinds of experiential qualities you want the Connecticut Lakes Headwaters working forest to possess 10, 25, or 50 years from now;
2. what you like or dislike about the management of existing public uses; and
3. if you believe any additional public recreational or access uses can and should be accommodated, and if so, how.

Poster Session and Sign-in

6:30 – 7:00 pm

Welcome and Introductions – Johanna Lyons, DRED

5 minutes

Agenda and Background Information – Holly Dominie, Consulting Team Facilitator

25

1. Purpose and expected outcomes of meeting
2. Difference between Interim and Initial Plans
3. Process for plan completion
4. Easement requirements and experiential qualities
5. Instructions to small groups

Facilitated Small Group Discussions

1. Uses Allowed Under Current (Interim) Management Plan (see handout listing uses) 45
 - What kinds of conditions enhance or detract from your recreational experience on the CLH (or elsewhere if you have not yet used the property) when engaging in uses currently allowed, e.g. noise levels, number of people you encounter, presence of rangers or wardens, informality of parking/toilets/other facilities?
 - Do your expectations vary according to where you are or what you are doing?
 - How do you want the experience to be the same or different in 10, 25, or 50 years from now?
 - To what extent do participants agree or disagree?
2. Additional Uses Possible Under the Easement (see handout listing uses) 40
 - What kinds of conditions would enhance or detract from your recreational experience if engaging in any of these additional uses, e.g. noise levels, number of people encountered, presence of rangers or wardens, informality of parking/toilets/other facilities?
 - What concerns do you have about, or opportunities do you see for, accommodating new uses on the property in a manner compatible with existing uses?
 - To what extent do participants agree or disagree?

Wrap-up – Holly Dominie

APRIL 25, 2006, PUBLIC LISTENING SESSION

Citizens Advisory Committee Meeting, Concord, NH

Eighteen people participated in the Concord meeting. This included ten citizens/representatives of 3 organizations, 1 member of the Connecticut Lakes Headwaters Advisory Committee, 3 Department of Resources and Economic Development (DRED) staff members, 1 Department of Fish and Game (NHFG) staff member, and 2 consultants. Three of the citizens are camp lease owners; three others were interested in seeing the property accommodate trail riding (horses). See attached agenda for the first round of public meetings.

After a welcome and introductions led by Johanna Lyons, meeting facilitator Holly Dominie presented an overview of the status of the project, future milestones and opportunities for public involvement, and differences between the “Interim” and “Initial” plans. She also provided background information about easement requirements, goals, and future vision. Lastly she explained that more information is needed about the kinds of qualities that enhance or detract from people’s recreational experiences on the property and additional activities which may be allowed in future in order to fully articulate a future vision for the next 10, 25, or 50 years.

The group did not break into small groups, as it was relatively small.

Existing Uses Allowed in the Interim Plan

Participation Rates. Participants who have used the property engage primarily in the following uses:

Hunting	Hiking	Fishing
Wildlife viewing	Snowmobiling	Driving for pleasure (slow pace)
Star gazing		

Qualities Which Enhance Existing Experience. Overall, participants want the qualities of the property to stay the way they are—“pretty close to perfect.” They don’t believe that change will bring improvements. They do see a need for better signing and kiosks and toilets.

Participants unanimously agreed that the solitude, peacefulness, quiet, natural beauty, dark night sky, and sense of remoteness, secrecy and privacy are the most important qualities they seek. They amplified their concern for such qualities as:

- Relaxing in a setting without telephones and other electronic technologies,
- Hearing nothing other than natural sounds, and
- Appreciating the beauty and pristine character of shoreland areas while fishing
- Gazing at a night sky which is still dark enough to see stars well

Qualities Which Detract From Existing Experience. Participants generally agreed that the property is unique because it feels remote but is highly accessible. This accessibility is the biggest management challenge in retaining valued qualities of the area. They also commented that:

- DRED is doing such a good job of maintaining roads that traffic is much faster and noisier. Poorly maintained roads and wooden culverts used to slow drivers down. All roads should not be equally passable—“Cadillac-accessible” and road standards should promote low speeds. It was noted that the landowner needs more summer access to logging roads for hauling timber to make the business more year-round.
- Promotion is bringing more people to the property. The intensity, not the types of existing uses, is the growing problem. Use should be based upon the carrying capacity of the land; incremental change should be taken into account.

Potential New Uses Allowed Under the Easement

Potential New Use Participation Rates. Participants currently engage in or would like to engage in the following uses which are allowed on the property under the easement but are not permitted in the Interim Plan. The numbers indicate how many engage (off-property) or would like to engage in each potential new activity on the property:

Equestrian 3

Concerns and Opportunities About Potential New Uses.

1. General Comments.

Participants strongly agreed that a long term plan is needed before new uses are allowed and existing uses become overcrowded. The plan should identify user thresholds to avoid overcrowding. Participants prefer that management of user densities be based upon user preferences rather than what people will tolerate. They recognized that current capacity limits are based upon lodging capacity. They urged the Department to keep grounded in the purpose of the Easement to maintain “traditional uses,” much in the way that National Wildlife Areas are managed. They want to avoid adverse impacts upon traditional uses by separating uses.

2.

Equestrian.

- Opportunities. Trail riders appreciate beautiful and pristine environments. They are a constituent for open space and want access for day use in the working forest on one or more trails away from motorized vehicles. If overnight use was allowed, all they would need are tie lines and a source of water with which to camp. The speaker described accessible and beautiful trails and lodging opportunities in Europe, but not as a model for the working forest. Trail riders could, however, provide an opportunity for bed and breakfast development. The group agreed that they would have no trouble sharing the property with trail riders so long as non-motorized trails are separated from motorized ones and impacts such as erosion are avoided. They agreed that specialized parking is needed for horse trailers, in specially designated areas or in town.
- Concerns. One speaker believes that not every place is suitable for horses; state parks are a better place than the working forest. Trail riders believe they have been left behind in the programming of open space at state parks. Only 3 parks now allow horses on trails. Equestrians would like more opportunities, on the property or elsewhere. One argued that at least local people with horses should be allowed to ride on the property; horses are a traditional use, having been used to haul logs out of the woods before mechanization made them obsolete. The Fish and Game Dept. representative noted that horses are not allowed under the easement for the Natural Area; one of the major reasons is the threat of invasive plant release from horse manure or feed.

APRIL 27, 2006, Public Listening Session Citizens Advisory Committee Meeting, Pittsburgh, NH

Twenty four people participated in the Pittsburgh meeting. This included fifteen citizens/representatives of organizations, 2 members of the Connecticut Lakes Headwaters Advisory Committee, 1 State Representative; 2 Department of Resources and Economic Development (DRED) staff members, 2 Department of Fish and Game (NHFG) staff members, and 2 consultants. See attached agenda for the first round of public meetings.

After a welcome and introductions led by Johanna Lyons, meeting facilitator Holly Dominie presented an overview of the status of the project, future milestones and opportunities for public involvement, and differences between the “Interim” and “Initial” plans. She also provided background information about easement requirements, goals, and future vision. Lastly she explained that more information is needed about the kinds of qualities that enhance or detract from people’s recreational experiences on the property and additional activities which may be allowed in future in order to fully articulate a future vision for the next 10, 25, or 50 years.

Participants then broke into three small groups to discuss qualities that enhance or detract from their experience when engaging in uses allowed under the current recreation and public access management plan (Interim Plan). They also identified and discussed concerns they have or opportunities they see for additional uses on the property that are allowed under the easement and which may be incorporated into the Initial Plan.

At the conclusion of the meeting, the representative from the Joint Connecticut River Commission expressed his concern that the landowner was not represented at the meeting. Department and consultants responded that they intend and are required to work closely with the landowner and land manager to review the results of public meetings and develop plan goals, policies, and options/strategies.

Summaries of the highlights of the three small group discussions follow:

GROUP ONE— Eight Participants

Existing Uses Allowed in the Interim Plan

Participation Rates. Participants currently engage in or would like to engage in the following existing uses allowed on the property. The numbers indicate how many engage or would like to engage in each activity:

Hunting	5	Hiking	5	Fishing	5
Nature Observation	5	Canoeing	4	Kayaking	4
Snowmobiling	4	Bicycling	3	XC ski/snowshoe	3

Qualities Which Enhance Existing Experience. Participants unanimously agreed that the peace, quiet, natural beauty, dark night sky, and sense of remoteness are the most important qualities which enhance their recreational experiences. They want the property, a unique resource, to “stay the way it is;” they value opportunities to “get off the beaten track.” They agreed that sometimes they want solitude and sometimes they wish to be social, depending upon what they are doing. The sense of solitude is especially highly important to hunting, fishing, trapping, hiking, canoeing and kayaking, nature observation, and cross-country skiing and snowshoeing.

Qualities Which Detract from Existing Experience. Greater numbers and access conflicts are the biggest challenge for retaining the qualities which people value. Local people consider winter weekends unsafe and without opportunity for solitude; they avoid using the property then. Jet skis on the lakes in the summer detract from the solitude and sense of wildness and remoteness of the place. The group agreed that there is a need to improve prosperity in the local economy without degrading the remote and rural character of the property and surrounding communities.

Several factors are contributing to the growing number and changing mix of people whom meeting participants observe on the land and the conflicts which are arising as a result. These include:

1. Publicity about the CLH working forest which is bringing more people to the property and the general area;
2. Land speculation and increasing demand for second homes/new homes (which are also driving up property values and degrading ridgetops and other scenic places off the property which participants value);
3. More snowmobilers who like to speed and party rather than families who contribute more to the economy and enjoyment of the property; and
4. Limited State funding for management, especially for enforcement of snowmobiling, and potentially ATV use, as some perceive that the new Berlin ATV facility will siphon off enforcement capability from the CLH working forest.

Participants agreed that there is a need to:

1. Coordinate access, and provide separate places for activities requiring solitude and safety;

2. Understand the capacity of the land to support various activities and recognize that some uses have much lower impacts;
3. Allow no greater use than management funds and resources will allow (state funding is a significant problem already to manage existing uses, i.e. snowmobiling enforcement). Funds are especially needed for trail maintenance and enforcement;
4. Ensure access for the general public;
5. Anticipate and plan for growth which they expect to be substantial; and
6. Find new sources of funding and support (leftover snowmobiling funds?).

They did not agree, however, upon whether local communities should attempt to manage growth off the CLH working forest in order to retain the qualities of the property. It was recognized that this is not the purpose of this plan, but a closely connected factor.

Potential New Uses Allowed Under the Easement

Potential New Use Participation Rates. Participants currently engage in or would like to engage in the following uses which are allowed on the property under the easement but are not permitted in the Interim Plan. The numbers indicate how many engage (off-property) or would like to engage in each potential new activity on the property:

ATV Use	3	Equestrian	3	New Hiking Trails	3
“Backcountry” Camping	3				

Concerns and Opportunities About Potential New Uses.

3. General Comments. The group agreed that:
 - **Diversification** is needed because the local economy is largely carried by one use, the three months of winter snowmobiling. At other times, local businesses work hard to make do;
 - No more uses should be allowed **until money and other resources are available** for their effective management;
 - **Access** must be creatively planned and managed to avoid conflicts.

Some believe that diversification must **focus on non-fossil fuel** burning uses to limit effects on climate change and achieve other goals.

4. ATVs.
 - **Opportunities.** ATV’s should be considered to enable handicap access to the forest for uses such as hunting. The Town of Pittsburg recently received about \$40,000 from the State (gas tax funds?) for maintenance of ATV trails, some of which potentially could be used in the forest.
 - **Concerns.** ATV’s create conflicts with all other uses. Some participants believe they should be restricted to a small and/or certain area; others believe they should not be allowed. ATV trails are expensive to maintain; beaver

dams can create big trail maintenance problems. Fees should be considered for ATV use.

5. Equestrian.

- **Opportunities.** Horses could fit in as long as they go in single file and at a slow pace along trails.
- **Concerns.** Clean-up of fecal waste, erosion problems (careful trail layout/selection of logging roads would be needed), and enforcement are concerns. Fees were suggested as one way to deal with problems.

New Hiking Trails.

- **Opportunities.** The Cohos Trail presents an opportunity for long distance and through hiking. Participants expressed appreciation of informal opportunities such as existing logging roads or bushwalking (which enhances the remote-feel of the place).
- **Concerns.** Existing trails up Magalloway Mountain and to Garfield Falls are saturated on weekends. No overnight sheltering is available for the Cohos Trail or any new remote trail.

6. Camping.

- **Opportunities.** Some expressed interest in being able to overnight in remote tenting campsites or shelters while hiking.
- **Concerns.** The group agreed that no organized campgrounds are needed on the property or in the area (100 acres was set aside in the land deal to expand camping at Deer Mountain). More campsites would bring more people. Any backcountry campers or canoeists/kayakers should be restricted from building campfires (which “modern” hikers no longer need because of technology), and would require enforcement.

7. Cross-country Skiing/Snowshoeing.

- **Opportunities.** The property is well suited for these activities; groomed trails could be supported through fees.
- **Concerns.** Skiing and snowshoeing trails separate from snowmobile trails are needed to enhance user safety and enjoyment.

GROUP TWO – Six participants

Existing Uses Allowed Under the Easement

Participation Rates: Participants currently engage or would like to engage in the following existing uses allowed on the property. The numbers indicate how many engage or would like to engage in each activity:

Hunting	3
Hiking (walk about)	6
Fishing	4
Nature Observation/ photography	6
Canoe/Kayak	5
Snowmobiling	6
Pleasure driving	6
Dog sled	1
Lease Camp	1
Shed hunting	3

This group was in consensus on many items and thought that there is still room to grow within these existing uses and accommodate new uses. They chose to make statements about uses and what enhances or detracts from their experience.

Qualities Which Enhance Existing Experience

- Vastness of property.
- Ability to have solitude during hunting and fishing experience.
- Like to be by myself when fishing.
- Bigger lakes provide a group experience rather than brooks.
- Need toilets at key locations.
- More law enforcement for snowmobiling, need to increase proportionally to growth.
- Open east side trails to spread people out.
- Keep hiking trails informal – high peaks.
- Biking – designated areas where they can go, needs publicity, will blend with many existing uses. Roads and potential trails.
- Educational kiosks with safety highlights.
- Keep most areas less publicized, “don’t spoon feed them”.
- Enjoy the roads that don’t have much maintenance.
- Keep parts difficult to access, “Rugged Hillbilly’s”.

Qualities Which Detract from Existing Experience:

- Finding a place to park snow machines and how they park.
- Trash left behind by snowmobiles and at fish access site, recommend trash cans at certain sites.
- Lack of rainy day activities.
- F&G can manage fishing better, has potential and can be done.
- Speed on roads.
- Snowmobile speed.
- Law enforcement needs to have more “bite”, higher fines, stiffer penalties – some users think of the fines as the “cost of doing business”.
- Can’t use the phrase “traditional use” when it suits the purpose.
-

Potential New Uses Allowed Under the Easement

Potential New Use Participation Rates: Participants would like to engage in the following uses which are allowed on the property under the easement but are not permitted in the Interim Plan. Numbers indicate how many would like to engage in each potential new activity on the property.

ATV Use on designated roads/trails	6
Equestrian	6 (including carriage driving/special events)
New Hiking Trails	6
Camping	5 (backcountry, lean-to, back woods ponds, dispersed sites)
Motorized Special Use	4 (once/yr motor-rally; cars/ATVs)
Orienteering	5
Dog Sled Event	5 (special use)
Nordic Ski Trails	6 (separate from snowmobile system)

Concerns and Opportunities About Potential New Uses

- Provide handicapped access as much as possible.
- There may be conflicts between some sports within seasons; should there be designated areas and how would you police it?
- Opportunity – large land parcel and if users share it should be able to have many user groups.
- Concern – everybody wants their thing and don’t let any one else in, but don’t let everybody run everywhere.
- Opportunity – ATV can help snowmobile clubs on trails with signing and maintenance.
- Opportunity – for all users to address concerns about liability, trash, maintenance and can work together.
- Speed can be an issue with horses, but you usually hear them soon enough.
- Dispersed Use – need to get ATV’s to services and other destinations. Riding in circles creates “throttle jockeys”.
- Concern – increase in use at some point you can’t disperse any longer.
- May need to cap use at some point, what is the number?

- Infrastructure and enforcement are important... keep development in-town.
- The easement refers to designated roads and trails, where are they?
- Linkages to VT & ME don't exist for snowmobiles, they are contained and travel round and round on the property.
- Keep it wild but under control.

GROUP THREE —6 Participants

Existing Uses Allowed Under the Easement

Participation Rates: Participants in Group 3 included 5 who currently use and engage in recreation activities on the working forest and one who is new to learning about the opportunities available. Of those who currently engage in activities on the property, the following numbers indicate how many participate in the existing uses allowed under the easement:

Hunting	3
Hiking (walk about)	3
Fishing	2
Nature Observation/ photography	3
Canoe/Kayak	3
Snowmobiling	4
Bicycling	2
Lease Camp	1
Dog Sledding	0

The participant new to learning about the available opportunities has interest in kayaking and cross-country skiing.

Qualities Which Enhance Existing Experience

A dominant quality that enhances experience that was expressed by this group is the solitude that the property affords and the feeling of being far away from civilization. Quietness or little sound of human activity or presence, being able to hear the sounds of nature, absence of bright lights (such as security lights) and seeing the night sky were all mentioned as important experience enhancement qualities. Other special qualities mentioned included the quantity of snow for winter activities, especially snowmobiling. There was also appreciation for the length and condition of snowmobile trails. The quality of the undeveloped shorelines around the lakes and ponds and the fact they were not crowded with houses (As compared to other areas of the State such as the Lakes Region) was mentioned as a positive asset of the area. The ability to engage in the more passive boating uses without getting pushed off by over use and inconsiderate users was also important to the quality of experience.

In addition to the above enhancement items, Group 3 discussed the importance of the working forest as an integral part of the area and in providing the opportunities for recreation activities. That users should recognize relationship between the working forest activities and recreation opportunities that have resulted, currently exist, and will continue to be perpetuated as a result of good forest management. People (outside users) should understand the area culture and economy and respect on-going forest management. It was also highlighted that the 25,000 acres of Natural Area does provide a good contrast to the working forest and that both are important and compliment each other. People should respect forest management and there should be consideration (education component to plan) to increase peoples understanding.

Qualities Which Detract From Existing Experience

The dominant theme recognized by this group in identifying experience detractors centered on people who abuse a recreation activity (legal controls), have little regard for other users (abiding by accepted rules of conduct), and have little regard for the land (littering, abusing trails and roads during wet season, etc.). Signs of toilet use along trails and using the woods as a public toilet were also mentioned as a detractor.

Other detractors included snowmobile racing (Should put hours on) and loud noises or sounds that come from activities such as jet skis (or other mechanized equipment).

Lack of motorized access was identified as a detractor for those with disabilities

With regards to these detractors, participants provided several thoughts to address these items. These included:

- Toilets should be provided a key access points and/or higher use and feature areas (Lake Umbagog mentioned as example for type toilets);
- Increase understanding of trail use etiquette; and
- Better rules (law) enforcement.
- Better motorized access for people with disabilities.

Potential New Uses Allowed Under the Easement

The group discussed potential new uses in general and did not tally their specific interest in participating in new uses. In discussing ATVs, equestrian, camping and other potential uses, the group did not express or offer comments that these new uses should not occur. Rather, the discussion centered on general considerations related to concerns and opportunities for new uses: Comments included:

- Concern that by not allowing for new uses the area would fall short of being the economic engine it could be;
- Concern that as plan was implemented and perhaps area opened up to more uses and more people, that those coming from more urban environments would not understand the more primitive environment and related recreation activities of the Great North Woods (resulting in an unanticipated new set of management problems);
- The importance of having facilities and controls in place prior to implementing new uses;
- Having user groups fully engaged in helping to plan, administer and patrol new uses, would help in alleviating concerns by DRED on ability to manage the area;
- There will need to be a greater effort to educate users on good trail etiquette;
- There should be greater opportunity for ATV use;
- ATV use should be centered on a connecting network between established uses; and
- ATV use should originate from designated locations (parking lots) and not from resort areas (similar to how snowmobiles directly access the trails).

There was also recognition by this group that new technological improvements have been made in several areas relative to recreation facilities and equipment. These include composting toilets, development of 4-stroke engines that are quieter and more environmental sound, etc. (comment made regarding Yellowstone NP and administrative rules on use of equipment) and that these improvements should be taken into account in the development of the plan and management considerations.

Throughout the group discussion there was emphasis on consideration for better accommodation of use by those with disabilities.



APPENDIX B

Chapter 148 of the Laws of New Hampshire

APPENDIX B: Excerpts from Chapter 148 of the Laws of New Hampshire 2002

Summary of House Bill 1000-FN-A

“An act relative to the acquisition and oversight of certain rights in land located in Pittsburg, Clarksville, and Stewartstown, known as the Connecticut Lakes headwaters tract and making an appropriation therefore; establishing funds for the stewardship of these lands; and allowing state agencies to hold certain rights under the New Hampshire land and community heritage investment program.

ANALYSIS

This bill:

- I. Makes a bonded appropriation to the governor to provide funds to purchase certain property and interests in property in Pittsburg, Clarksville, and Stewartstown, New Hampshire and establishes endowments for monitoring, stewardship, and road maintenance of the property.
 - II. Establishes a committee to provide advice relative to management of the property.
 - III. Authorizes state agencies to hold certain rights under the New Hampshire land and community heritage investment program.
- 1 Statement of Purpose. The purpose of this act is to make funds available for the purchase of a certain tract of land and related conservation easements located in Pittsburg, Clarksville, and Stewartstown, New Hampshire, known as the Connecticut Lakes headwaters tract.
- I. The general court finds that certain lands in Pittsburg, Clarksville, and Stewartstown, New Hampshire, known as the Connecticut Lakes headwaters tract, have provided economic, recreation, and natural resource benefits to the state's citizens and visitors for generations... The general court declares that it is in the public interest to acquire fee ownership and conservation easement interests in these lands to ensure that they remain as a largely undeveloped, productive, working forest which also provides public access for recreation and conserves ecologically sensitive areas...
 - II. The general court further finds that it is in the best interests of the state of New Hampshire that a conservation easement:
 - (a) Cover 146,400 acres to be purchased by a private buyer.
 - (b) Be executed in perpetuity to govern all future owners of the property. ~
 - (d) Provide for continued forest management and timber harvesting.
 - (e) Guarantee public access for recreation including, but not limited to, hiking, hunting, fishing, trapping, snowmobiling, and other motorized recreation.
 - (f) Provide for continued vehicular access to major portions of the property over the existing road network.

12-A:9-b Connecticut Lakes Headwaters Citizens Committee.

- I. There is established the Connecticut Lakes headwaters citizens committee. Committee membership shall be as follows and shall include a minimum of 7 members who are residents of any community in the Great North Woods region association, as established by the state in February 1998:
 - (a) Two residents of the town of Pittsburg...
 - (b) One resident of the town of Clarksville...
 - (c) One resident of the town of Stewartstown...
 - (d) One person who shall have expertise in forestry...
 - (e) One person who shall have expertise in monitoring conservation easements...
 - (f) One person who shall have expertise in outdoor recreation and tourism...
 - (g) One person who shall have expertise in forest ecology and management of natural areas...
 - (h) Two persons appointed by the governor...
 - (i) The commissioner of the department of resources and economic development...
 - (k) The executive director of the fish and game department...
 - (l) A representative of the largest private landowner within the borders of the Connecticut Lakes headwaters tract...
- IV. The committee shall meet at least annually... the committee shall meet to review the management plan of the state-owned properties as prepared by the managing state agencies...
- V. The duties of the committee shall include and be limited to:
 - (a) Providing advice to the monitoring entity for monitoring compliance with the terms and conditions of the working forest conservation easement...
 - (b) Providing advice to the department of resources and economic development and the fish and game department on the management of public recreational use of the Connecticut Lakes headwaters tract, including the siting and approval of the first 10 new leases, the seasonal use of the road system, snowmobile trails and their use, and the terms for access and use of the tract by motorized vehicles...
 - (c) Providing advice on the management of state park and natural areas within the tract owned in fee by the state.
 - (e) Exercising authority to decide if the private buyer, or any future private owner, should be allowed to exercise its rights under the conservation easement for commercial recreational activities for which the private owner may charge fees.
 - (f) Exercising authority to decide if the state can build structures for visitor support facilities as described in the conservation easement for the 146,400 acres.

4 Acquisition of Certain Lands and Rights in Lands.

- I. The governor is authorized to expend an amount not to exceed \$10,000,000 to purchase fee real estate and conservation easement interests in Pittsburg, Clarksville, and Stewartstown, New Hampshire consisting of approximately 171,500 acres known as the Connecticut Lakes headwaters tract...
- II. Of the acreage described in paragraph I, the state's fee ownership of 25,000 acres in natural areas shall be subject to a conservation easement to be held by a qualified not-for-profit conservation organization or other qualified entity or both, and shall...
- III. ...146,400 acres shall be sold to a private buyer subject to a perpetual conservation easement held by the state of New Hampshire under the jurisdiction of the department of resources and economic development. The conservation easement for such 146,000 acres shall... be substantially in the form of the February 6, 2002 Draft Grant of Conservation Easement, and shall be guided by the December 7, 2001 Final Report of the Connecticut Lakes Headwaters Partnership Task Force. One hundred acres shall be managed by the department of resources and economic development as an addition to the Deer Mountain campground.

216:7 Monitoring Endowment Established.

- I. There is established an endowment fund, to be known as the Connecticut Lakes headwaters tract monitoring endowment, for the purpose of ensuring a perpetual source of funds to monitor compliance with the terms and conditions of the conservation easement interests acquired by the state in the Connecticut Lakes headwaters tract. The fund shall be administered jointly by the executive director of the fish and game department and the commissioner of the department of resources and economic development.
- IV. The executive director of the fish and game department and the commissioner of the department of resources and economic development shall, pursuant to the monitoring endowment established under RSA 216:7, I, jointly prepare an annual report to be presented no later than December 1 of each year to the speaker of the house, the president of the senate, the governor, the house clerk, the senate clerk, and the state library... The report shall also summarize monitoring activities and findings for each property, as conducted in the most recent full fiscal year.

Connecticut Lakes Headwaters Natural Areas Stewardship Endowment 216:9 Stewardship Endowment.

- I. There is hereby established an endowment fund to be known as the Connecticut Lakes headwaters natural areas stewardship endowment account.
- II. The stewardship endowment shall be maintained in perpetuity and shall be utilized jointly by the executive director of the fish and game department and the commissioner of the department of resources and economic development only for the purposes of habitat and public use management of 25,000 acres of natural areas owned by the state of New Hampshire, and for the purposes of recreation, use, and the conservation easement management of the 146,400 acres on which the state shall hold a conservation easement within the Connecticut Lakes headwaters tract.

Summary of House Bill 1000-FN-A (cont.)

- V. The executive director of the fish and game department and the commissioner of the department of resources and economic development shall, pursuant to the stewardship endowment, prepare an annual report to be presented no later than December 1 of each year to the speaker of the house, the president of the senate, the governor, the house clerk, the senate clerk, and the state library... The report shall also summarize stewardship activities and findings for each natural area, for the most recent full fiscal year .

Connecticut Lakes Headwaters Tract Road

Maintenance Endowment

216:10 Road Maintenance Endowment Established.

- I. There is established an endowment fund, to be known as the Connecticut Lakes headwaters tract road maintenance endowment, for the purpose of ensuring a perpetual source of funds to maintain the system of roads that exists within the conservation easement and property interests acquired by the state in the Connecticut Lakes headwaters tract...
 - IV. The executive director of the fish and game department and the commissioner of the department of resources and economic development shall, pursuant to the road maintenance endowment established under RSA 216:10, I, jointly prepare an annual report to be presented no later than December 1 of each year to the speaker of the house, the president of the senate, the governor, the house clerk, the senate clerk, and the state library... The report shall also summarize r maintenance activities for the road system, as conducted in the most recent full fiscal year.
- 8 Appropriation. The sum of \$10,000,000 is hereby appropriated to the office of the governor for the purchase of a certain tract of land and conservation easements in the towns of Pittsburg, Clarksville, and Stewartstown, New Hampshire known as the Connecticut Lakes headwaters tract."



APPENDIX A

Excerpts from Conservation Easement

APPENDIX A: Excerpts from the Conservation Easement for the Working Forest Portion of the Connecticut Lakes Headwaters

“Purposes”

- “1.A. i. To conserve open spaces, natural resources and scenic values, particularly the conservation of the 146,400 acres and the productive forest on the Property, for the enjoyment, education, and benefit of the general public; and
- ii. To sustain traditional forest uses including Forest Management Activities (as defined in Section 2.B) and Recreational Uses (as defined in Section 5); and
- iii. To conserve waterfront, streams, riparian areas and the quality of groundwater and surface water resources, and to conserve biological diversity, fish and wildlife habitats, rare plants and animals, exemplary natural communities and cultural resources on the Property; and
- iv. To conserve the unusual natural habitat type known as the "high elevation mountain spruce-fir forest" that supports rare animals and pockets of mature forest stands located above 2,700 feet in elevation; and
- v. To guarantee the Easement Holder's right to permit public access on the Property, which will allow the general public to hike, hunt, fish, and trap, snowmobile on Designated Snowmobile Trails (as defined in Section 5), drive motorized vehicles on Designated Roads (as defined in Section 5), and participate in other natural resource-based outdoor recreational activities, natural resource-based outdoor conservation activities, or natural resource-based outdoor conservation education on the Property; and
- vi. To retain the Property as an economically viable and sustainable tract of land, conducive to ownership by a private timberland owner or timberland investor, for the production of timber, pulpwood, and other forest products.”
- “1.C. In House Bill 1000-148, the Legislature made certain funds available for the purchase of this Easement. In the legislative findings set forth in 148:2, the Legislature found that "it is in the public interest to acquire fee ownership and conservation easement interests in these lands to ensure that they remain as a largely undeveloped, productive, working forest which also provides public access for recreation and conserves ecologically sensitive areas.” The Legislature further found that this Easement must [p]rovide for continued forest management and timber harvesting..., [g]uarantee public access for recreation including, but not limited to, hiking, hunting, fishing, trapping, snowmobiling, and other motorized recreation..., [and] [p]rovide for continued vehicular access to major portions of the property over the existing road network.” The Fee Owner and the Easement Holder agree that the resolution of any conflicts that arise between the Purposes of this Easement shall acknowledge the Legislature's findings in the

context of the Fee Owner's right to conduct Forest Management Activities, wildlife habitat management, and other permitted natural resource-based outdoor recreational activities, natural resource-based outdoor conservation activities, or natural resource-based outdoor conservation education on the Property.”

“Use Limitations”

- “2.A. i. The Property shall be maintained in perpetuity as open space, as defined in NH RSA 79-A:2, without any residential, industrial or commercial activities being conducted thereon, except Forest Management Activities (as defined in Section 2.B) and those rights specifically reserved or permitted under Sections 2, 3, and 5 of this Easement.
- ii. The long-term capability of the Property to produce forest products shall not be degraded by on-site activities.”
- “2.B. Forest Management Activities. The term "Forest Management Activities" or "Forestry" as used in this Easement shall mean all forest management practices including the harvesting and removal of any and all forest products by any and all current and future harvesting and removal techniques.”
- “2.C. Stewardship Goals for the Property. All activities by the Easement Holder and the Fee Owner on the Property shall be balanced to protect the existing multiple uses of the Property in a manner that is consistent with the Purposes of this Easement and achieving the Stewardship Goals set forth below (the "Stewardship Goals"). The Fee Owner's activities shall achieve or progress towards achieving the Stewardship Goals listed in (i) through (xii) below, in a manner and on a time-frame agreed to in the Stewardship Plan (as defined in Section 2.E.), and in a manner that supports the Stewardship Goal set forth in (xiii) below. The Easement Holder shall achieve or progress towards achieving the Stewardship Goal set forth in (xiii) below in a manner and on a time-frame agreed to in the Public Access and Recreational Management Plan and the Road Management Plan (as defined in Section 5), and in a manner that supports the Stewardship Goals set forth in (i) through (xii) below:
- i. Maintenance of a sustainable source of timber, pulpwood, and other commodity and non-commodity forest products;
 - ii. Maintenance or improvement of the overall quality of forest resources through management that promotes the production of high quality forest resources such as sawlogs and veneer;
 - iii. Regeneration of forest stands through silvicultural practices that promote forest types suited to site capability;
 - iv. Maintenance of forest health through monitoring and control of fire, disease, and insect outbreaks;
 - v. Long-term maintenance of soil productivity;
 - vi. Maintenance and protection of biological diversity and integrity through the promotion of a forest that reflects a diversity of stand ages and naturally occurring forest types in a majority of the forest, the conservation of rare

and exemplary natural communities and the conservation and enhancement of native plant and animal species and their habitats, including establishment and retention of a range of sizes and types of downed woody debris, snag trees, cavity trees, occasional very large/old trees, and early successional habitats;

- vii. Avoidance of the planting or intentional introduction of invasive plant and animal species;
 - viii. Maintenance of a forest composed predominantly of plant species native to the northeastern United States and prevention, to the extent reasonably possible, of the introduction of non native plant species;
 - ix. Protection or enhancement of water quality and non-forested wetlands and conservation of forested wetlands, riparian areas and aquatic habitats;
 - x. Protection of the special ecological and wildlife habitat values of areas located in those areas of the Property above 2,700 feet in elevation (hereinafter, the "High Elevation Zones"), including closed canopy spruce-fir forests; fragile, shallow, and highly erodible soils; habitat for wildlife species of special conservation concern; and mature forest stands in such High Elevation Zones;
 - xi. Conservation of scenic qualities;
 - xii. Conservation of unique historic archeological and cultural features; and
 - xiii. Maintenance and enhancement of a range of non-motorized natural resource-based outdoor recreational opportunities for the public, as well as maintaining opportunities for snowmobiling on Designated Snowmobile Trails (as defined in Section 5), motorized recreational uses in locations agreed to by the parties and on Designated Roads (as defined in Section 5) by the public.
- “2.D. x. h. The parties acknowledge that from time to time there may be timing and locational conflicts between Forest Management Activities proposed under a Stewardship Plan and recreational activities proposed under a Public Access and Recreational Management Plan (as defined in Section 5). It is expected and acceptable that recreational activities shall be controlled in certain areas for reasonable periods of time in order to allow the Fee Owner to carry out Forest Management Activities.”
- “2.F. Special Management Areas. The parties agree that certain areas of the Property, shall be designated "High Elevation Zones", "Riparian Areas", "Wetlands", "Wildlife Management Areas" including deer wintering yards and mast stands, "Natural Heritage Areas", and "Cultural Heritage Areas" (collectively, the "Special Management Areas"). The locations of the Special Management Areas on the date of this Easement shall be identified in a plan included in the Baseline Documentation (the "SMA Plan").

- i. After the grant of this Easement, the Easement Holder may designate, at its sole discretion, in addition to those locations identified in the Baseline Documentation up to three thousand (3,000) additional acres (the "Additional Acres") to be included within the Special Management Areas identified on the SMA Plan, to protect cultural and natural resources not identified by the Easement Holder as of the date of this Easement.
 - iii. Special Management Areas shall be managed to protect the natural and/or cultural resource qualities associated with these areas:"
- "2.I. Structures. No structure or improvement, including, but not limited to, a dwelling, any portion of a septic system, tennis court, swimming pool, dock, aircraft landing strip, tower, or mobile home, shall be constructed, placed, or introduced onto the Property, except as provided in Section 3 and in Section 5."
- "2.M. Closure of Property. There shall be no posting of signs to prohibit public pedestrian access to and outdoor recreational use of the Property except as specifically allowed in Sections 3.B "Signage", 3.C "Limitation of Access/Emergency Closure", and 5.D. "Pedestrian Access"."
- "2.N. ATV Use. The Fee Owner shall not permit or authorize the use of ATVs as defined by NH RSA 215-A:1 or other off highway recreational vehicles by the public on the Property except as specifically provided in Section 3.F."
- "2.O. Compliance with Law. All activities on the Property shall be performed in accordance with all applicable local, State, and federal laws and regulations."
- "3. RESERVED RIGHTS.
- All acts and uses not prohibited in Section 2 are permissible provided that such acts and uses do not materially impair the Purposes of this Easement, are consistent with the Stewardship Goals and the approved Stewardship Plan, and comply with all applicable laws and regulations. The Fee Owner retains all other customary rights and privileges of ownership including the right of access, in common with the Easement Holder and others lawfully entitled thereto, and the right to conduct or permit others to conduct the activities outlined in this Section 3 on the Property, provided that such acts and uses do not materially impair the Purposes of this Easement, are consistent with the Stewardship Goals and the approved Stewardship Plan, and comply with all applicable laws and regulations. The Fee Owner specifically reserves the right to conduct, and where specifically stated below, to permit its employees, agents, licensees, permittees, invitees and other third parties to conduct, the following activities on the Property ("Reserved Rights"):"
- "3.A. Fee Owner's Recreational Rights. The right to conduct and to permit its employees, agents, licensees, permittees, and invitees to conduct, natural resource-based outdoor recreational activities, including, but not limited to, camping, hunting, fishing, trapping, hiking, nature study, bird watching, walking, snowshoeing, cross-country skiing, snowmobiling and horseback riding."
- "3.B. Outdoor Conservation Education. The right to conduct and to permit its employees, agents, licensees, permittees and invitees to conduct, non-commercial,

natural resource-based outdoor conservation education and programs on the Property.”

“3.C. Construction of Recreational Improvements and Charging Fees for Commercial Recreational Activities. Without limiting the Permitted Recreational Activities (as defined in Section 5) and provided that the Fee Owner obtains the prior written approval of the Easement Holder, the right to:

- i. construct, install, maintain, and replace, or to permit the Fee Owner's agent or licensee to construct, install, maintain and replace primitive campsites, lean-to shelters, huts, roads, trails, parking areas, and similar recreational improvements (the “Fee Owner's Recreational Improvements”) for camping, cross-country skiing, equestrian access, bicycling, and other recreational activities as may be improved in advance and in writing by the Easement Holder;
- ii. to permit third parties to use the Fee Owner's Recreational Improvements; and
- iii. to charge and collect, or permit the Fee Owner's agents or licensees to charge and collect, fees for the use of the Fee Owner's Recreational Improvements.
- iv. This right is an exception to Section 2.A "Prohibited and Permitted Uses.””

“3.F. Structures, Improvements, Trails

- i. The right to develop, construct, maintain, install, replace and repair, at any time and from time to time, the following improvements as are reasonably necessary for Forest Management Activities and other Reserved Rights: roads, unpaved paths and trails, unpaved parking areas, huts, lean-to shelters, tent platforms, dams, culverts, fences, bridges, gates, gatehouses...”
- iv. Trail construction and maintenance shall be" carried out in accordance with the then-current, generally accepted best management practices for the sites, soils and terrain of the Property.”

“3.G. Signage. The right to erect, maintain, and replace signs (subject to the limitations of Section 2 "Signage") to identify the interest of the Easement Holder or the Fee Owner of the Property, and regulatory signs, including trail and road directions, such as the Easement Holder or Fee Owner of the Property may deem necessary or desirable. To protect human safety, the Fee Owner may post signs and prohibit public access in the immediate vicinity of active road construction or timber harvesting operations. Such prohibition shall end at the conclusion of those activities and the signs shall be removed.”

“3.J. Lease Lots.

- iii. The Fee Owner shall have the right to continue to lease each of the Lease Lots for use as a seasonal, recreational camp...”
- v. The Lease Lots shall be one acre or less.”

“5.A. Public Access. The Easement Holder shall be deemed to have an exclusive right and easement to permit and manage pedestrian and vehicular access by the public on and across the Property, including the right to limit access when the Easement Holder deems necessary, for Permitted Recreational Activities, as defined below, on the terms and conditions set forth in this Section 5:

- i. The term "Permitted Recreational Activities" as used in this Easement shall mean:
 - a. those non-commercial motorized and non-motorized outdoor recreational uses by the public that are permitted from time to time pursuant to the Public Access and Recreational Use Management Plan described in Section 5.C., including, without limitation, hunting, fishing, trapping, picnicking, swimming, hiking, cross-country skiing, snowmobiling, nature observation, snowshoeing, and enjoyment of open space;
 - b. all uses by the public of the recreational improvements that the Easement Holder may construct under Section 5.____ (the "Easement Holder's Recreational Improvements");
 - c. commercial guiding by third parties for hunting and fishing in accordance with State laws and regulations;
 - d. commercial site-seeing tours by motorized vehicle over the Designated Roads, as defined in Section____;
 - e. commercial uses of primitive campsites, lean-to shelters, or huts, and commercial recreational activities using trails, roads, or facilities constructed and/or maintained by the Easement Holder. These commercial uses shall only be implemented by the Easement Holder after obtaining all applicable approvals in accordance with New Hampshire laws and regulations and if the Fee Owner does not seek to implement a similar use or activity pursuant to Section 3.____ on the Property within two years of the Easement Holder's proposed implementation.
- ii. Notwithstanding anything to the contrary herein, this Easement shall not be interpreted to prevent or prohibit the Fee Owner from permitting its members, managers, employees, agents, permittees, the Lessees (as defined under Section 3.____), licensees or invitees access on and across the Property, including for the purpose of engaging in any Permitted Recreational Activities of the Property as defined herein.
- iii. The Easement Holder shall have the right to permit the public to use and to operate motorized vehicles on certain designated roads on the Property as shown on the plan attached hereto and incorporated herein as Appendix D (the "Designated Roads"). The Easement Holder shall not have the right to permit the public to use motor vehicles on any other roads or trails on the Property except for the Designated Roads.

- iv. The Easement Holder shall have the right to permit the public to use and operate snowmobiles on certain designated snowmobile trails on the Property as shown on the plan attached hereto and incorporated herein as Appendix E (the "Designated Snowmobile Trails").
- “5.B. Public Access and Recreational Use Management Plan. A Public Access and Recreational Use Management Plan (the "Recreation Plan") shall be developed by the Easement Holder and submitted to the Fee Owner for approval on or before two years after the grant of this Easement (the "Initial Recreation Plan"). The parties acknowledge that as of the date of this Easement and pending final approval of the Initial Recreation Plan, the Easement Holder shall manage the public's use of the Property in accordance with an interim Public Access and Recreation Management Plan (the "Interim Recreation Plan"). The acceptance and recording of this Easement shall be evidence that the Interim Recreation Plan has been approved by the Fee Owner.
- i. The Initial Recreation Plan and each subsequent Recreation Plan shall address the manner and the time-frame in which the Easement Holder plans to achieve or progress towards achieving the Stewardship Goal set forth in Section 2.C. (xiii) and shall include, at minimum, the following elements:
 - a. The goals for access by the public and management of such access;
 - b. Those recreational uses that will be permitted on the Property;
 - c. The policies that will govern access by the public and Recreational Uses;
 - d. Provisions for Recreational Improvements, including Visitor Support Facilities and other structures;
 - e. A map showing the locations of the Fee Owner's Recreational Improvements and the Easement Holder's Recreational Improvements, including, but not limited to, roads, trails, and improvements;
 - f. A narrative description of and designation through maps of the locations of outdoor recreational features including, but not limited to, roads, trails, and improvements;
 - g. Responses to and the process for resolving conflicts between uses by the public and other uses of the Property permitted under this Easement;
 - h. Responses to and the process for responding to proposals for new or additional uses of the Property by the public;
 - i. Storage and removal of rubbish, garbage, debris and waste materials left by the public use of the Property; and
 - j. A monitoring plan of public use in areas that are ecologically fragile or that contain exemplary natural communities or populations of rare species to ensure that these areas are not degraded for the purposes of this Easement diminished.

- ii. The Easement Holder shall submit a new or updated Recreation Plan to the Fee Owner for its approval not more than every ten (10) years after the approval date of the last Recreation Plan (an "Updated Recreation Plan"). On the date that an Updated Recreation Plan is approved, it shall become the then-current Recreation Plan.
 - iii. The Easement Holder may submit to the Fee Owner, for its approval, amendments to the Initial Recreation Plan or any succeeding Recreation Plan ("Amendments")...
- “5.H. Temporary Limitation on Access. The Fee Owner, in accordance with Section 3.E, retains the right to temporarily limit or close access to portions of the Property accessible to the public.”
- “5.K. Road Maintenance. The Easement Holder has the right and obligation to maintain the Designated Roads that are open to the public.
 - iii. The Fee Owner shall have the right, but no obligation, to maintain and reconstruct all roads on the Property (including Designated Roads in the event that the Easement Holder is unable or fails to maintain such roads) to a specification that the Fee Owner, in its sole discretion, believes is necessary for the uses permitted under this Easement. If the Fee Owner maintains any Designated Roads that the Easement Holder has not maintained to the specifications set forth in the Road Management Plan, the Fee Owner may, with the consent of the Easement Holder, prohibit vehicular access by the public on and across such roads or, if the Easement Holder does not agree to such closure of public vehicular access, the Easement Holder shall treat the maintenance obligation of the Easement Holder that has been assumed by the Fee Owner as a credit against amounts otherwise owed or that may be owed in the future by the Fee Owner for costs associated with the Fee Owner's use of Designated Roads.”
- “5.M. Recreational Improvements. The Easement Holder shall have the right, only with the consent of Fee Owner, to construct maintain, and replace if destroyed, and to allow the public to use, structures and improvements (the "Recreational Improvements"), including, but not limited to, trails, dams, bridges, culverts, sheds, pit toilets, parking lots, gatehouses and Visitor Support Facilities (as defined below) on the Property, provided that they are (i) necessary for and commonly used in the accomplishment of the conservation, outdoor conservation education, or outdoor recreational uses of the . Property, (ii) not detrimental to the Purposes of this Easement or the Stewardship Goals, and (iii) approved as part of and constructed and maintained in accordance with the Recreation Management Plan and the Road Management Plan. For the purposes of this Easement, "Visitor Support Facilities" shall be defined as enclosed shelters, huts, lean-to shelters, and primitive campsites or any feature or improvement that the State charges a fee to serve and support Permitted Recreational Activities on the Property. The following additional terms shall govern the Recreational Improvements:
 - i. In the event that the Easement Holder fails to maintain any and all such structures such that unsafe conditions exist, the Fee Owner has the right to

limit or prohibit access by the public to those structures and improvements and the areas in close proximity to them for the purposes of protecting public safety, until such time as the conditions are corrected. The Easement Holder shall be notified immediately of such a closure.

- ii. The Easement Holder shall remove from the Property any Visitor Support Facilities that it does not maintain or repair.
- iii. Trail construction and maintenance shall be carried out in accordance with the then-current, generally accepted best management practices for the sites, soils and terrain of the Property. For references see "Best Management Practices for Erosion Control During Trail Maintenance and Construction" (State of New Hampshire, Department of Resources and Economic Development, Division Parks and Recreation, Trails Bureau, 1996) or similar successor publications."

"5.N. Snowmobile Use and Trail Maintenance. The Easement Holder shall have the right to permit the public to use and operate snowmobiles on designated snowmobile trails on the Property, and the Easement Holder shall have the right to maintain the existing snowmobile trails and roadways on the Property as shown on the Plan in Appendix C (the "Designated Snowmobile Trails"). Appendix C may be amended from time to time to include additional snowmobile trails or the relocation of snowmobile trails upon mutual written agreement of the Fee Owner and Easement Holder.

- i. Public Use of the Designated Snowmobile Trails and their construction and maintenance by the Easement Holder shall be governed by the Recreation Management Plan and the Road Management Plan.
- ii. Upon the request of the Fee Owner and with the agreement of the Easement Holder, which agreement shall not be unreasonably withheld, the Easement Holder shall temporarily relocate or close the Designated Snowmobile Trails or portions thereof to the public, upon request of the Fee Owner, when Forest Management Activities near or in close proximity to the designated trails or portions thereof would make use of the designated trails or portions thereof hazardous to the public.
- iii. In the event the Fee Owner chooses to temporarily relocate the Designated Snowmobile Trails or portions thereof in light of Forest Management Activities, the Fee Owner and the Easement Holder shall work together to designate an alternate route, which shall be created and maintained at the expense of the Easement Holder."

"5.O. Hobby Mineral Collection. The Easement Holder shall have the right to allow recreational, non-commercial removal of an incidental quantity of rocks and minerals as specimens for hobby mineral collecting. For purposes of this Section, "collecting" shall mean the removal of rocks and minerals from the ground surface using hand tools or the panning of stream gravels. All such activities shall be conducted with only minor digging and loosening of the soil material, and without significant disturbance of the environment or the use of explosives or

power equipment. All such activities shall also be conducted in accordance with the Purposes and Stewardship Goals of this Easement, and in such areas as specified in, the Recreation Management Plan. This right is an exception to Section 2.J.”

- “5.P. Fees for Commercial Recreational Activities. *In accordance with the Recreation Management Plan, and provided that the Fee Owner has determined that it does not wish to engage in similar activities under Section ____ of this Easement, the Easement Holder shall have the right to charge and collect, or permit third parties to charge and collect, in accordance with New Hampshire law, fees for Recreational Uses, including use of Recreational Improvements constructed and/or maintained by the Easement Holder. This right is an exception to Section 2.A "Prohibited and Permitted Uses".*”
- “5.T. Signage. The Easement Holder shall have the right to post signs on the Property (subject to the limitations of Section 2.K) to identify the interest of the Easement Holder and to exercise its rights under this Easement. The Easement Holder shall consult with the Fee Owner with respect to design, size, and location of any signs.”
- “8.A. The Fee Owner and the Easement Holder shall have the right to have any dispute arising under this Easement determined by the Superior Court in the county in which the Property is located or submitted to non-binding arbitration in accordance with this Section.”



APPENDIX Q

Fall User Survey Report

Connecticut Lakes Headwaters Working Forest

Fall User Survey Report



July 14, 2006

Prepared by: E/PRO Engineering & Environmental Consulting, LLC

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Executive Summary

In fall of 2005, a User Survey was designed and performed to gather recreation data during the fall recreation season for the Connecticut Lakes Headwaters Working Forest (CLHWF). The data were then used to determine the number of individuals using the CLHWF, what activities they are participating in, where they are from, and where people are going. This information will then be included in the CLHWF Public Access and Recreation Management Plan.

The fall recreation season for this study was from October 1 to December 1, 2005. Total fall use at the site was calculated to be 74,687 user days. The Magalloway Road had the most fall use with 22,496 user days. The total average fall weekend use in the study area was 1,234 user days. The average trip length to the study area in fall 2005 was 4.6 days and the average recreationist visited the study area 12 times in the past year.

Fall visitors to the study area participated in several recreation activities including hunting, fishing, hiking, wildlife viewing and enjoying scenery. Hunting was the most popular fall recreational activity type with 75% of the use within the study area. Visitors were also asked to estimate the number of miles that they drive while in the study area over the course of a year. Based on survey responses, visitors to the study area drove an average of 999 miles.

When asked if visitors had a specific destination, answers included driving around, in search of game, or going to a private camp. Specific destinations that individuals were traveling to included Magalloway, Cedar Stream, Scott's Bog, Garfield Falls, Bear Mountain Loop, Deadwater, and Hall Stream.

Based on license plate information, 57% of the visitors to the study area were from New Hampshire. Zip code information also indicated that the majority of visitors were from New Hampshire, specifically Pittsburg. The majority of individuals knew about the study area from friends and relatives, or because they are residents of the area.

Introduction

In 2003, the State of New Hampshire Department of Resources and Economic Development (DRED) purchased a conservation easement on approximately 146,400 acres of privately owned forest lands in the towns of Stewartstown and Pittsburg, in Coos County, New Hampshire. These lands, collectively known as the Connecticut Lakes Headwaters Working Forest (CLHWF), are currently owned by Connecticut Lakes Timber Company (CLTC). The CLHWF is cooperatively managed by CLTC, the State of New Hampshire Fish and Game Department and the DRED.

The CLHWF area is largely undeveloped, and is characterized by forests, streams, mountains and ponds. The lands have historically been used for a variety of outdoor recreation opportunities such as hunting, fishing, trapping, snowmobiling, shed hunting, wildlife viewing, hiking, and sight-seeing. There is a network of gravel roads that are owned and maintained by the State of New Hampshire. The road network is accessible from several points along Route 3. There is a gate system in place that controls vehicle access on the road sand the property.

In fall of 2005, a User Survey was designed and performed to gather recreation data during the fall recreation season. Figure 1, located in Appendix A, shows the CLHWF and the location of the road tube counters. These data were then used to determine the number of individuals using the CLHWF, what activities they are participating in, where they are from, and where people are going. This data will lead to a better understanding of what people are doing when they visit the CLHWF. The purpose of this report is to document the findings of 2005 Fall User Surveys. The data from this report will be used as part of a larger Public Access and Recreation Management Plan for the CLHWF.

METHODOLOGY

Site Selection

Data for this study were collected at each of 6 major access points to the CLHWF road network. The majority of individuals accessing the CLHWF would pass through these points. These locations include West Indian Stream, East Indian Stream, Perry Stream, Magalloway Road, Cedar Stream, and East Inlet (See Figure 1 in Appendix A).

Data Collection

Two types of data collection were used to determine the number of individuals using the area during the fall recreation season and what activities individuals were participating in. Tube Counters and Counter Calibrations were used to determine the number of users. Recreation User Contact Surveys were used to determine what people were doing, where they were from, how long they were in the area, and how they heard about the area.

Tube Counter Calibrations and Recreation User Contact Surveys were performed simultaneously at each of the survey locations. A minimum of 6 calibration/survey visits were performed at each site. Each visit consisted of a 4-hour time block, performed in either the morning (between 6:00 and 11:59 AM) or in the afternoon (between 12:00 and 5:00 PM). Table 1 shows the days on which each location was visited, and what 4 hour time period (AM or PM) was covered.

Table 1: Calibration and Survey Days									
Location	10/13/05	10/17/05	10/22/05	10/25/05	10/28/05	10/30/05	11/8/05	11/12/05	11/14/05
Perry Stream		AM		PM		PM	AM	AM	AM
East Side of Indian Stream	PM			AM		PM	AM	ALL DAY	PM
West Side of Indian Stream		PM	PM		AM	AM	PM	AM	
Cedar Stream Road		PM	AM		AM	PM		ALL DAY	
Magalloway Road	AM		PM		PM	AM	PM	ALL DAY	
East Inlet Road		AM		PM	PM	AM	PM	PM	AM

Tube Counters

Diamond brand “Traffic Tally 2” tube counters were installed at each survey location on October 7, 2005. The tube counters were checked and reset each Friday afternoon and Monday morning, with a few exceptions. East Inlet was not checked on Monday November 17 due to an issue with the keys used to lock the counters down. The counter was checked on Thursday the 20th and then resumed a normal

schedule on Monday the 24th. This timing was intended to determine the amount of weekend use versus the amount of weekday use at each site. Upon each check, the date, time and number on the counter was recorded. Any unusual circumstances, such as vandalism or operational malfunction were also recorded. The counters remained in place until December 1, 2005, when the counters became ineffective due to snow fall amounts.

In addition to regular Friday/Monday checks, Counter Calibrations were preformed periodically (revert to Table 1) to assure that the counters were working properly and to determine the number of people per vehicle.

Upon commencement of a Counter Calibration event, individuals recorded the time, location and count from the traffic counter onto a calibration form (See Appendix B). Individuals performing the calibration would then observe all vehicles passing over the counter over the course of a four-hour shift. For each vehicle passing the counter, the observer recorded the time, the number of people in the vehicle, what state the vehicle was registered in, and the type of vehicle. At the end of their four-hour shift, the individual would again record the time and the number on the traffic counter. Note that counters were reset only if the calibration event coincided with Monday/Friday traffic counter checks. All Counter Calibration data were entered into a spreadsheet for analysis.

Recreation User Contact Surveys

For the purpose of this study, a recreation user contact survey was developed in cooperation with the DRED. The purpose of this survey was to determine length of stay, party size, primary recreation activity, primary destination and how individuals heard of the area. Recreation user contact survey events were performed simultaneously with traffic counter calibrations (see to Table 1). Appendix B provides an example of the calibration sheet and the recreation user contact survey.

In order to solicit public participation, signs were posted in both directions near the traffic counters asking individuals to stop and participate in a recreation survey. If a vehicle stopped, the driver was verbally asked a series of nine questions. Questions included:

- How many people are in your party;
- What will be your primary activities for this trip to the Connecticut Lakes Headwater Working Forest; and
- How did you learn/hear about the Connecticut Lakes Headwater Working Forest?.

Answers were recorded onto a survey sheet, then entered into an excel spreadsheet for data analysis (see Appendix C). If a vehicle did not stop, data for that vehicle such as number of individuals, state of registration and time in/out was collected as part of concurrent counter calibrations.

Statistical Analysis

Fall recreation use estimates were developed for both weekdays and weekends. Fall seasonal use was calculated by multiplying each day type by the number of days in the season (e.g., 63 weekdays). Current fall use estimates were derived for each access point.

Recreational use estimates, expressed in user days, were developed using tube counter check and calibration data. A user day is defined as a visit by a person to the project for recreational purposes during any portion of a 24-hour period, following FERC (1996). The following steps were taken to extrapolate data into seasonal estimates of use:

1. Counts from the calibrations were sorted by type of day (either weekday or weekend) and time of day (morning or afternoon) for each recreation site. Morning was defined as 6 AM to 11:59 AM. Afternoon was from 12 noon to 5 PM.
2. The average number of persons per hour for each time of use (by day and time) was calculated for each recreation site.
3. The average use per count was calculated for each time of use for each site by multiplying the persons per hour by the number of hours (e.g., 6 hours in the morning).
4. Seasonal use for each day type was estimated by multiplying the total number of days (e.g., 24 weekend days) by the estimated daily use for that time of use. Total fall use is simply the sum of the calculated weekday and weekend use.
5. Data from the tube counters were adjusted based on the ratio between vehicles recorded by the tube counters and the actual number of vehicles observed during the calibrations.
6. The adjusted count from the tube counters was combined with the estimated number of persons per party (as calculated from the recreation user contact surveys) to provide another estimate of the recreational usage at the sites.
7. The tube counter estimate was averaged with the estimate developed from the calibration counts to establish the fall use estimates for each of the sites.

DATA REPORT

The fall recreation season for this study was from October 1 to December 1, 2005. Data from both the traffic counters and the recreation user contact surveys were analyzed to determine the amount of fall use at the site, the types of activities individuals are participating in, where people came from and where they were going. The results of the analyses of approximately 388 recreation user surveys and the counter calibrations are presented below.

I. Current Fall Use

Total use is presented herein in terms of user days. A user day is defined as a visit by a person to the project during any portion of a 24-hour period.

Total fall use at the site was calculated to be 74,687 user days. The Magalloway Road had the most fall use with 22,496 user days. The Cedar Stream Road and East Indian Stream had 16,776 and 11,547 user days respectively. See Table 2 for a complete list of the total fall use.

The total average fall weekend use in the study area was 1,234 user days. The total average fall weekday use in the study area was 716 user days. The majority of the surveyed sites were used more on the weekend than during the week, with one exception: the average fall weekday use at the West Indian Stream site was 111 user days and the average fall weekend use was 107 user days. See Table 2 for the average fall use for all the sites.

TABLE #2: USAGE (USER DAYS), BY RECREATION ACCESS SITE

Location	Total Fall Use	Average Fall Weekday Use	Average Fall Weekend Use	Average Persons per Party
Cedar Stream Road	16,776	144	320	1.8
E. Indian Stream	11,547	111	190	2.0
East Inlet Road	7,919	69	148	2.1
Magalloway Road	22,496	216	370	2.1
Perry Stream Road	6,415	64	99	2.0
W. Indian Stream	9,534	111	107	2.2
Total Study Area	74,687	716	1,234	2.0 (a)

(a) Weighted average based on all survey responses.

The average trip length to the study area in fall 2005 was 4.6 days. Recreation visitors to the study area stayed the longest in the West Indian Stream area with an average trip length of 6.7 days. (See Table 3).

TABLE #3: RECREATIONAL TRIPS, BY RECREATION SITE

Location	Average Trip Length	Total Number of Fall Trips	Average Number of Trips Last Year per Recreationist	Median Number of Trips Last Year per Recreationist
Cedar Stream Road	3.4 days	4,869	13	4
E. Indian Stream	5.8 days	2,003	9	4
East Inlet Road	4.7 days	1,670	5	3
Magalloway Road	4.6 days	4,942	17	4
Perry Stream Road	5.5 days	1,170	5	3
W. Indian Stream	6.7 days (a)	1,416	8	2
Total Study Area	4.6 days (a), (b)	16,070	12	4

(a) Excludes respondent who reported a trip length of 213 days.

(b) Weighted average based on all survey responses.

The average recreationist visited the study area 12 times in the past year. That means the total number of trips to the area, divided by the number of respondents to the question, resulted in 12 trips per year for each respondent. The Magalloway area was visited the most often with an average of 17 trips in the last year. The median number of trips last year per recreationist was 4. This means that half of those surveyed visited the study area less than 4 times and half of those surveyed visited more than 4 times. The total number of fall trips to the study area was 16,070 trips. The Magalloway Road and the Cedar Stream Road were the more popular sites with an average of 4,942 and 4,869 fall trips, respectively. (See Table 3). The increased use of the Magalloway and Cedar Stream Roads probably reflect non-hunting wildlife viewing on the main travel ways rather than hunting.

II. Fall Recreational Activities

Fall visitors to the study area participated in several recreation activities including hunting, fishing, hiking, wildlife viewing and enjoying scenery. Table 4 shows fall recreation activities recorded for each survey location. Hunting was the most popular fall recreational activity type with 75% of the use within the study area. For those hunting, deer hunting was the most popular with 53% of the use, followed by upland bird hunting with 19% of the use.

TABLE #4: FALL RECREATIONAL ACTIVITY, BY RECREATION SITE

Location	Cedar Stream Road	East Indian Stream	East Inlet Road	Magalloway Road	Perry Stream Road	West Indian Stream	Total Study Area
Upland Bird Hunting	27%	11%	16%	10%	12%	45%	19%
Moose Hunting	3%	0%	5%	6%	7%	0%	3%
Deer Hunting	35%	70%	61%	54%	75%	40%	53%
Leased Camp	7%	2%	0%	2%	0%	0%	2%
Fishing	0%	0%	0%	3%	0%	1%	1%
Enjoying Scenery	2%	0%	0%	9%	5%	0%	3%
Wildlife Viewing/ Photography	0%	8%	12%	2%	0%	0%	3%
Hiking	1%	0%	0%	3%	0%	0%	1%
Other	26%	8%	6%	12%	1%	13%	13%

Note: Figures may not total to 100% because of rounding.

Visitors were asked to estimate the number of miles that they drive while in the study area over the course of a year. Table 5 shows the average number of miles driven per party within the study area, as reported by the recreationist.

TABLE #5: DRIVING PATTERNS AS REPORTED BY RECREATIONISTS, BY RECREATION SITE

Location	Average Number of Miles Driven	Median Number of Miles Driven
Cedar Stream Road	1,530	100
E. Indian Stream	312	145
East Inlet Road	1,353	125
Magalloway Road	817	100
Perry Stream Road	428	225
W. Indian Stream	1,172	200
Total Study Area	999	130

As shown in Table 5 above, visitors to the study area drove an average of 999 miles. The average number of miles was calculated by dividing the total number of miles driven by the number of vehicles. Recreation users visiting the Cedar Stream Road and the East Inlet Road drove an average of 1,530 and 1,353 miles respectively, while visitors to the East Indian Stream Road only drove an average of 312 miles on the property. The table also shows the median number (middle value of individual survey reported miles) of miles driven. It is likely that the high number of miles driven on some of the roads can be attributed to wildlife viewing or road scouting, while the lesser used roads may be used more exclusively for destination hunting or fishing.

Table 6 shows where visitors entering the CLHWF at each survey site were going. The majority of the individuals traveling on the Cedar Stream Road were heading to their private Camp. Other individuals were looking for game, or simply driving around. The majority of the visitors to East Indian Stream and

West Indian Stream were going to Indian Stream. Other individuals were in search of game, going to their private camp, or going home. The majority of the visitors to the Perry Stream Road were in search of game or going to Perry Stream. The majority of use on the Magalloway Road was to go to Magalloway or in search of game. The majority of use of the East Inlet Road was to go to East Inlet or just driving around. Specific destinations that individuals were traveling to included Magalloway, Cedar Stream, Scott's Bog, Garfield Falls, Bear Mountain Loop, Deadwater, and Hall Stream.

TABLE #6: STATED DESTINATION, BY RECREATION SITE								
Location								
Cedar Stream Road	Camp	In search of game	Cedar Stream	Dead-water	Bear Mtn. Loop	Magalloway	Driving Around	Other
	29%	3%	9%	9%	5%	5%	6%	34% (a)
E. Indian Stream	E Indian Stream	Camp	In search of game	Mile Marker #19	Other			
	18%	16%	13%	8%	45%			
East Inlet Road	E. Inlet	Driving Around	Scott's Bog	Home	Other			
	25%	16%	14%	11%	33%			
Magalloway Road	Magalloway	In search of game	Garfield Falls	Camp	Cedar Stream	Driving Around	Buck-horn	Other
	26%	16%	9%	7%	3%	3%	3%	33% (b)
Perry Stream Rd.	In search of game	Perry Stream	Home	Camp	Other			
	42%	15%	11%	8%	25%			
W. Indian Stream	Indian Stream	Hall Stream/ Trail	Home	Camp	Other			
	34%	20%	10%	7%	29%			
(a) "other" locations included mile marker 11, mile marker 8, Home, Work, Lake Frances State Park, Gate 19, Gate 99, 1 st Gate, Mile 28, and Back Lake. (b) "other" locations included Big Brook Bog, Round Top, Smith Brook, South Bay, Stub Hill, River Road, Gate 60, Gate 68, Gate 72, Hall Stream, Coon Brook, and Diamond Ridge (c) Note: Figures may not total to 100 percent because of rounding.								

III. Recreational Users

The recreation user contact survey was designed to also determine where people were from and how they heard about the study area. License plate information was used to determine visitors' State of origin (see Table 7). More detailed information about where visitors are from was extrapolated using zip code information (see Table 8). Based on license plate information, 57% of the visitors to the study area were from New Hampshire. Zip code information indicated that the majority of visitors were from Pittsburg, New Hampshire.

Visitors to the study area also came from Vermont and Massachusetts. A few visitors came from other states including: Connecticut, Pennsylvania, Maine, New Jersey, New York, Virginia, Georgia, Illinois, Maryland, Ohio, Rhode Island, South Dakota, and Alaska.

TABLE #7: STATE OF ORIGIN, BY RECREATION SITE (a)

Location	Origin			
	New Hampshire	Vermont	Massachusetts	Other
Cedar Stream Road	63%	21%	9%	6%
E. Indian Stream	49%	20%	22%	10%
East Inlet Road	57%	7%	33%	3%
Magalloway Road	53%	15%	19%	12%
Perry Stream Road	75%	16%	6%	3%
W. Indian Stream	37%	21%	32%	11%
Total Study Area (b)	57%	18%	17%	8%

(a) Based on license plate data from calibrations, for vehicles that could be identified by state.

(b) Note that figures may not total to 100 percent because of rounding.

TABLE #8: TOP FOUR CITIES OF ORIGIN, BY RECREATION SITE (a)

Location	Origin			
	City 1	City 2	City 3	City 4
Cedar Stream Road	Pittsburg, NH (21%)	Colebrook, NH (6%)	Weare, NH (4%)	N. Hyde Park, VT (3%)
E. Indian Stream	Barre, VT Pittsburg, NH (6% each)		Woburn, MA Windham, NH (4% each)	
East Inlet Road	Franklin, NH Orange, MA Union, NH (7% each)			24-way tie (3% each) (b)
Magalloway Road	Pittsburg, NH (14%)	Manchester, NH (3% each)	Danvers, MA Laconia, NH (3% each)	
Perry Stream Road	Pittsburg, NH (5%)	Meredith, NH (9% each)	Berlin, NH Salem, NH (6% each)	
W. Indian Stream	Hardwick, MA Manchester, NH (11% each)		15-way tie (5% each)	
Total Study Area	Pittsburg, NH (14%)	Colebrook, NH Manchester, NH (2.4% each)		Nashua, NH Weare, NH (1.9% each)
<p>(a) Based on zip code information provided during the survey.</p> <p>(b) Over half of the remaining recreation users were from NH cities. These include: Manchester, Plymouth, Epping, Hanover, Ossipee, Merrimack, Concord, and Atkinson. Recreation users were also from Vermont, Connecticut, and Massachusetts.</p>				

The majority of individuals knew about the study area from friends and relatives, or because they are residents of the area. A small percentage of the recreation users heard about the site from the internet, brochures or local business. Table 9 shows how recreation users heard about the study area broken down by survey site.

TABLE #9: SOURCE OF KNOWLEDGE OF SITE, BY RECREATION SITE

Location	Internet	Brochures	Friends/ Relatives	Local Business	Lake Francis State Park	Resident	Other (a)
Cedar Stream Road	2%	1%	44%	1%	0%	28%	25%
E. Indian Stream	4%	0%	48%	0%	0%	11%	37%
East Inlet Road	3%	0%	43%	3%	0%	3%	49%
Magalloway Road	3%	1%	57%	1%	2%	14%	23%
Perry Stream Road	0%	0%	58%	0%	0%	9%	33%
W. Indian Stream	4%	0%	43%	0%	0%	13%	39%
Total Study Area (b)	3%	1%	50%	1%	1%	16%	29%

(a) The majority of the "other" sources cited were either growing up/being born in the area or owning property in the area.

(b) Note that figures may not total to 100 percent because of rounding.

ANALYSIS AND CONCLUSIONS

The study that was conducted was a snapshot in time of fall recreational use at the CLHWF. The results of the study produced documented recreational use numbers and identifiable current uses and access trends that will be useful for developing future recreational management plans.

Identifiable Current Recreational Uses and Trends

- The study generally reflected a high level of local use which resulted in higher than expected trips to the site and longer stays in the area.
- Longer stays in some of the areas are probably the result of users within a 100-mile area utilizing vacation time for fall hunting or fishing. A large segment of deer hunters generally hunt 3-5 days during the first week of the season, arriving at their destination the weekend before opening day to scout the area.
- High use of the better maintained roads probably reflects more general tourism/wildlife viewing by the non-hunting public rather than hunters/anglers who have a specific destination in mind.
- General/casual visitor users generally attempt to remain on the most used or best maintained roads. Most non-hunting/fishing users will likely stay on the better maintained/used roads and will tend to avoid the lesser used roads; this is likely due to the unknown condition of the lesser used roads. Since there is not a good road map of the CLHWF available to the general public, it makes it difficult to draw individuals off of the main road. (A good map will have a scale, include locations and numbers of gates, provide road names, have destination points highlighted, be keyed to how well the road is maintained, and be available to be purchased in the area.)
- Non-resident visitors to the area have likely heard about the CLHWF from local friends or relatives.
- Better directional signage to different viewing areas or points of interest will draw visitors away from the more heavily used roads.
- Other methods to inform the public of the CLHWF should be researched, it is obvious that the majority of users are receiving information through word of mouth rather than from the internet, brochures, signs or maps

Appendix A

Location Maps

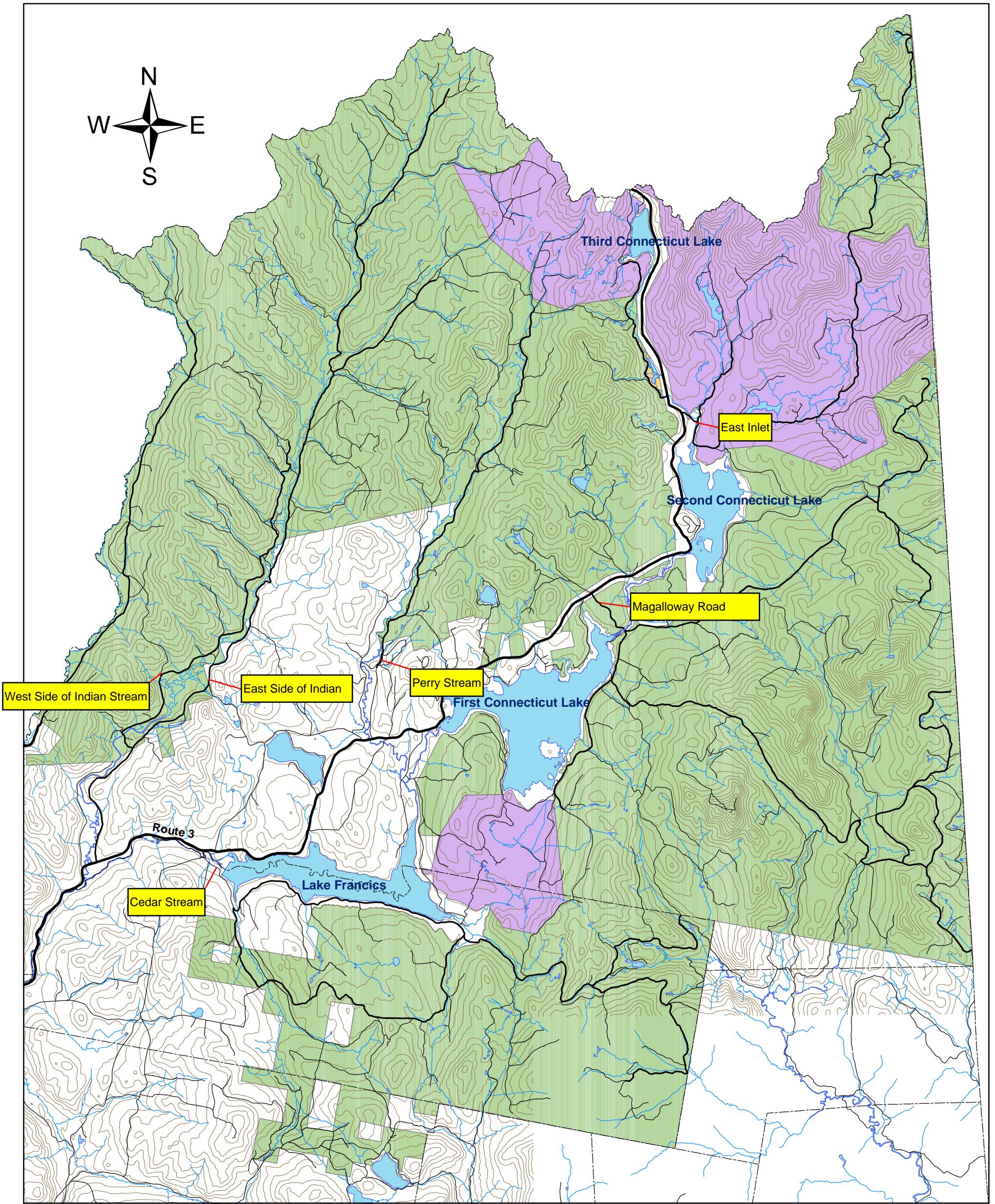


Figure I
The Connecticut Lakes Headwaters Working Forest Lands

0 2 4 8 Miles

Contour Interval 100 ft

- Working Forest
- Deer Mountain Campground
- Natural Areas

Data from International Paper Co.,
The Society for the Protection of
New Hampshire Forests, The
Nature Conservancy, and the State
of NH. Map produced by The
Trust for Public Land February 2003.



Appendix B
Calibration Sheet, Recreation User Survey

Time Start: _____ Time End: _____

Start Count: _____

[illegible]

**Connecticut Lakes Headwater Working Forest
User Contact Survey**

Surveyor: _____ Date: _____ Time: _____

Survey Location: _____ Weather: _____

Decliner? YES or NO

1. How many people are in your party? Adults: _____ Minors: _____

2. What will be your primary activities for this trip to the Connecticut Lakes Headwater Working Forest? (circle all that apply)

Upland Bird Hunting	Moose Hunting	Deer Hunting	Waterfowl Hunting
Bicycling	Leased Camp	Canoeing/Kayaking	Motor Boating
Picnicking	Trapping	Fishing	Enjoying Scenery
Wildlife Viewing/ Photography	Hiking	Snowmobiling	Other: _____

3. How long will you be staying in the Great North Woods during this visit? _____ (Show Map)

4. What is your ZIP code? _____

5. How often have you visited the Connecticut Lakes Headwater Working Forest in the last year? _____

6. How many miles do you drive on the property in a year? _____

7. How did you learn/hear about the Connecticut Lakes Headwater Working Forest? (circle all that apply)

Internet	Brochures	Friends/Relatives	local business
Lake Francis State Park	Other: _____		

8. Where are you going today? _____

9. Additional Comments: _____

Appendix C

Raw Data

Connecticut Lakes Headwater Working Forest Traffic Counter Information					
Name	Location	Date	Time	Count	Comments
Sandy	Perry # 1	10/10/2005	8:25	306	
Sandy	Inidan Stream # 2	10/10/2005	8:05	378	
Sandy	West Side Indian # 3	10/10/2005	8:00	324	
Dwayne	Cedar Stream # 4	10/10/2005	8:00	927	
Dwayne	Magalloway # 5	10/10/2005	8:20	988	
Dwayne	Abbott Brook # 6	10/10/2005	8:37	75	Moved to side of road
Dwayne	East Inlet # 7	10/10/2005	9:11	464	
Sandy	Perry # 1	10/14/2005	3:20	253	
Sandy	Inidan Stream # 2	10/14/2005	3:05	289	
Sandy	West Side Indian # 3	10/14/2005	3:00	356	
Dwayne	Cedar Stream # 4	10/14/2005	4:00	928	
Dwayne	Magalloway # 5	10/14/2005	2:35	880	
Dwayne	Abbott Brook # 6	10/14/2005	3:00	239	
Dwayne	East Inlet # 7	10/14/2005	2:05	282	
Jess	Perry # 1	10/17/2005	8:45	228	
Sandy	Inidan Stream # 2	10/17/2005	2:15	337	
Sandy	West Side Indian # 3	10/17/2005	2:30	281	
Jess	Cedar Stream # 4	10/17/2005	12:45	1092	
Sandy	Magalloway # 5	10/17/2005	10:45	998	
Sandy	Abbott Brook # 6	10/17/2005	11:15	189	
Sandy	East Inlet # 7	10/20/2005	11:30	781	
Sandy	Perry # 1	10/21/2005	3:45	126	
Sandy	Inidan Stream # 2	10/21/2005	3:25	227	
Sandy	West Side Indian # 3	10/21/2005	3:20	311	
Dwayne	Cedar Stream # 4	10/21/2005	7:50	597	
Dwayne	Magalloway # 5	10/21/2005	1:10	765	
Dwayne	Abbott Brook # 6	10/21/2005	*	*	Could not get there
Sandy	East Inlet # 7	10/20/2005	11:30	781	
Name	Location	Date	Time	Count	Comments
Sandy	Perry # 1	10/24/2005	1:30	107	
Sandy	Inidan Stream # 2	10/24/2005	7:47	298	
Sandy	West Side Indian # 3	10/24/2005	7:35	237	
Sandy	Cedar Stream # 4	10/24/2005	12:00	855	

Sandy	Magalloway # 5	10/24/2005	11:25	680	
Dwayne	Abbott Brook # 6	10/24/2005	*	*	NO
Sandy	East Inlet # 7	10/24/2005	11:15	227	
Reminder Halls Stream gate has been open for over a week due to the flooding and roads. Closed 10/24, this might make a difference on the count for the West Side counter.					
Name	Location	Date	Time	Count	Comments
Sandy	Perry # 1	10/28/2005	8:10	54	
Sandy	Inidan Stream # 2	10/28/2005	7:50	71	Hose off
Sandy	West Side Indian # 3	10/28/2005	7:45	200	reset by Zowie@ noon, 24
E-PRO	Cedar Stream # 4	10/28/2005	12:00	307	reset by Jess
E-PRO	Magalloway # 5	10/28/2005	16:00	432	reset by zowie
	Abbott Brook # 6	10/28/2005			not checked
E-PRO	East Inlet # 7	10/28/2005	16:00	22	battery dead replaced at 12:40
Most of the roads during this count had many trees down.					
Name	Location	Date	Time	Count	Comments
Sandy	Perry # 1	10/31/2005	12:10	373	
Sandy	Inidan Stream # 2	10/31/2005	7:40	701	
Sandy	West Side Indian # 3	10/31/2005	7:35	576	
Sandy	Cedar Stream # 4	10/31/2005	7:20	847	
Sandy	Magalloway # 5	10/31/2005	12:00	920	
Dwayne	Abbott Brook # 6	10/31/2005	9:10	15	Hose disconnected
Sandy	East Inlet # 7	10/31/2005	8:00	195	
Name	Location	Date	Time	Count	Comments
Sandy	Perry # 1	11/4/2005	3:45	193	
Sandy	Inidan Stream # 2	11/4/2005	7:30	470	
Sandy	West Side Indian # 3	11/4/2005	7:20	371	
Sandy	Cedar Stream # 4	11/4/2005	7:03	719	
Sandy	Magalloway # 5	11/4/2005	12:40	780	
Sandy	East Inlet # 7	11/4/2005	3:25	168	
Name	Location	Date	Time	Count	Comments
Sandy	Perry # 1	11/7/2005	8:12	157	
Sandy	Inidan Stream # 2	11/7/2005	7:35	306	
Sandy	West Side Indian # 3	11/7/2005	7:25	303	
Sandy	Cedar Stream # 4	11/7/2005	7:05	759	

Sandy	Magalloway # 5	11/7/2005	9:57	650	
Sandy	East Inlet # 7	11/7/2005	10:10	107	Not Connected
Name	Location	Date	Time	Count	Comments
Sandy	Perry # 1	11/11/2005	9:15	847	
Sandy	Inidan Stream # 2	11/11/2005	8:50	875	
Sandy	West Side Indian # 3	11/11/2005	8:40	888	
Sandy	Cedar Stream # 4	11/11/2005	7:31	1406	
Sandy	Magalloway # 5	11/11/2005	12:00	2038	
Sandy	East Inlet # 7	11/11/2005	11:50	292	
Name	Location	Date	Time	Count	Comments
Sandy	Perry # 1	11/18/2005	8:35	147	
Sandy	Inidan Stream # 2	11/18/2005	7:50	284	
Sandy	West Side Indian # 3	11/18/2005	7:40	314	
Sandy	Cedar Stream # 4	11/18/2005	7:20	42	Down for construction
Sandy	Magalloway # 5	11/18/2005	9:30	687	
Sandy	East Inlet # 7	11/18/2005	9:20	152	
Name	Location	Date	Time	Count	Comments
Sandy	Perry # 1	11/21/2005	8:15	171	
Sandy	Inidan Stream # 2	11/21/2005	8:00	308	
Sandy	West Side Indian # 3	11/21/2005	7:52	379	
Dwayne	Cedar Stream # 4	11/21/2005	7:40	594	
Dwayne	Magalloway # 5	11/21/2005	8:50	756	
Dwayne	East Inlet # 7	11/21/2005	8:35	208	
Name	Location	Date	Time	Count	Comments
Sandy	Perry # 1	12/1/2005		127	
Sandy	Inidan Stream # 2	12/1/2005		152	missing hose
Sandy	West Side Indian # 3	12/1/2005		410	
Dwayne	Cedar Stream # 4	11/30/2005		790	
Sandy	Magalloway # 5	12/1/2005		315	hose coiled byside road
Sandy	East Inlet # 7	12/1/2005		132	

					Party Size			Activity												
Surveyor	Date	Time	Location	Weather	Adults	Minors	Total Party	Upland Bird Hunting	Moose Hunting	Deer Hunting	Waterfowl Hunting	Bicycling	Leased Camp	Canoeing/ Kayking	Motor Boating	Picnicking	Trapping	Fishing	Enjoying Scenery	Wildlife Viewing/ Photography
Heather Seiders	10/13/2005	10:50	Magalloway Road	Cold, Cloudy	2	0	2		1											
Heather Seiders	10/13/2005	9:37	Magalloway Road	Cold, Cloudy	2		2												1	1
Heather Seiders	10/13/2005	9:28	Magalloway Road	Cold, Cloudy	2	0	2		1											
Heather Seiders	10/13/2005	9:46	Magalloway Road	Cold, Cloudy	2	0	2												1	
Jessica Murray	10/13/2005	10:17	Magalloway Road	Cold, Cloudy	1	0	1	1												
Jessica Murray	10/13/2005	10:46	Magalloway Road	Cold, Cloudy	2	0	2		1										1	
Jessica Murray	10/13/2005	11:15	Magalloway Road	Cold, Cloudy	2	0	2													
Jessica Murray	10/13/2005	11:44	Magalloway Road	Cold, Cloudy	6	0	6	1										1		
Jessica Murray	10/13/2005	11:58	Magalloway Road	Cold, Cloudy	2	0	2	1	1											
Heather Seiders	10/13/2005	15:35	East Side of Indian Stream	Cool, Overcast	2	0	2	1												
Jessica Murray	10/13/2005	15:36	East Side of Indian Stream	Cool, Overcast	1	0	1	1										1	1	1
Jessica Murray	10/17/2005	9:55	Perry Stream Road	Rain, Windy	4	0	4		1											
Jessica Murray	10/17/2005	10:44	Perry Stream Road	Rain, Windy	2	0	2												1	
Jessica Murray	10/17/2005	11:42	Perry Stream Road	Rain, Windy	2	0	2	1												
Jessica Murray	10/22/2005	13:18	West Side of Indian Stream	Sunny, Cool	1	0	1	1												
Jessica Murray	10/22/2005	13:19	West Side of Indian Stream	Sunny, Cool	2	0	2	1												
Jessica Murray	10/22/2005	13:22	West Side of Indian Stream	Sunny, Cool	3	0	3	1												
Jessica Murray	10/22/2005	13:22	West Side of Indian Stream	Sunny, Cool	1	0	1	1												
Jessica Murray	10/22/2005	14:37	West Side of Indian Stream	Sunny, Cool	2	2	4			1										
Jessica Murray	10/22/2005	15:45	West Side of Indian Stream	Partly Cloudy, Light Breeze	4	0	4	1												
Jessica Murray	10/22/2005	16:15	West Side of Indian Stream	Partly Cloudy, Light Breeze	3	0	3	1												
Jessica Murray	10/22/2005	8:37	Crawford Road	Cold, Foggy	2	1	3		1											
Jessica Murray	10/22/2005	8:38	Crawford Road	Cold, Foggy	1	0	1													
Jessica Murray	10/22/2005	8:56	Crawford Road	Cold, Foggy	1	1	2			1										
Jessica Murray	10/22/2005	8:57	Crawford Road	Cold, Foggy	1	1	2			1										
Jessica Murray	10/22/2005	8:58	Crawford Road	Cold, Foggy	1	0	1													
Jessica Murray	10/22/2005	9:09	Crawford Road	Cold, Foggy	1	0	1													
Jessica Murray	10/22/2005	9:17	Crawford Road	Cold, Foggy	1	1	2	1		1										
Jessica Murray	10/22/2005	9:55	Crawford Road	Cold, Foggy	2	0	2			1										
Jessica Murray	10/22/2005	9:58	Crawford Road	Cold, Foggy	1	1	2													
Jessica Murray	10/22/2005	10:08	Crawford Road	Foggy	2	0	2	1		1										
Jessica Murray	10/22/2005	10:09	Crawford Road	Foggy	1	0	1	1												
Jessica Murray	10/22/2005	10:13	Crawford Road	Cold, Foggy	1	0	1													
Jessica Murray	10/22/2005	10:35	Crawford Road	Cold, Foggy	1	0	1	1		1										
Jessica Murray	10/22/2005	10:38	Crawford Road	Cold, Foggy	1	0	1	1												
Jessica Murray	10/22/2005	10:48	Crawford Road	Cold, Foggy	1	0	1													
Jessica Murray	10/22/2005	10:50	Crawford Road	Cold, Foggy																
Jessica Murray	10/22/2005	11:06	Crawford Road	Cold, Sunny	2	0	2													
Jessica Murray	10/22/2005	11:11	Crawford Road	Cold, Sunny	1	0	1	1												
Jessica Murray	10/22/2005	11:12	Crawford Road	Cold, Sunny	1	0	1	1												
Jessica Murray	10/22/2005	11:16	Crawford Road	Cold, Sunny	1	0	1													
Jessica Murray	10/22/2005	11:19	Crawford Road	Cold, Sunny	1	0	1													
Jessica Murray	10/22/2005	11:53	Crawford Road	Cold, Sunny	2	0	2													
Jessica Murray	10/22/2005	12:07	Crawford Road	Cold, Sunny	2	2	4			1										
Jen Roy	10/22/2005	9:40	Abbot Road	Sunny, Cool	2	0	2	1											1	
Jen Roy	10/22/2005	15:10	Magalloway Road	Cloudy	4	0	4													
Jen Roy	10/22/2005	15:35	Magalloway Road	Cloudy	4	0	4							1					1	
Jen Roy	10/22/2005	15:15	Magalloway Road		3	0	3	1												
Jen Roy	10/22/2005	15:40	Magalloway Road	Cloudy	2	0	2												1	
Jen Roy	10/22/2005	15:50	Magalloway Road	Cloudy	1	0	1	1					1							
Jen Roy	10/22/2005	13:38	Magalloway Road	Sunny	2	0	2	1												
Jen Roy	10/22/2005	14:37	Magalloway Road	Sunny	2	3	5			1										

Surveyor	Date	Time	Location	Weather	Party Size			Activity													
					Adults	Minors	Total Party	Upland Bird Hunting	Moose Hunting	Deer Hunting	Waterfowl Hunting	Bicycling	Leased Camp	Canoeing/ Kayking	Motor Boating	Picnicking	Trapping	Fishing	Enjoying Scenery	Wildlife Viewing/ Photography	
Zowie Schloss	10/28/2005	15:10	Magalloway Road	Cloudy	3	0	3														
Zowie Schloss	10/28/2005	15:32	Magalloway Road	Cloudy	1	0	1	1													
Jessica Murray	11/8/2005	9:32	East Side of Indian Stream	Overcast, windy, cold	1	0	1			1											
Jessica Murray	11/8/2005	10:31	East Side of Indian Stream	Cold, Breezy, overcast	3	0	3			1											
Jessica Murray	11/8/2005	11:05	East Side of Indian Stream	Cold, Breezy, overcast	2	0	2			1											
Jessica Murray	11/8/2005	14:48	East Inlet	Cold, Overcast, Windy	4	0	4	1													
Dick Maillion	11/8/2005	15:50	Magalloway Road							1											
Dick Maillion	11/8/2005	15:20	Magalloway Road	Nice	8	0	8			1											
Dick Maillion	11/8/2005	15:15	Magalloway Road	Nice	2	0	2			1											
Dick Maillion	11/8/2005	15:20	Magalloway Road	Nice	1	0	1			1											
Dick Maillion	11/8/2005	15:10	Magalloway Road	Cloudy	2	0	2			1											
Dick Maillion	11/8/2005	14:10	Magalloway Road	Nice	2	0	2														1
Dick Maillion	11/8/2005	14:00	Magalloway Road	Nice	3	0	3			1											
Dick Maillion	11/8/2005	13:45	Magalloway Road	Cloudy	2	0	2			1											
Dick Maillion	11/8/2005	12:50	Magalloway Road	Cloudy	2	0	2			1											
Dick Maillion	11/8/2005	12:50	Magalloway Road	Nice	2	0	2			1											
Dick Maillion	11/8/2005	11:25	Magalloway Road	Nice	1	0	1			1				1							
Dick Maillion	11/8/2005	11:45	Perry Stream Road	Nice	5	0	5			1											
Dick Maillion	11/8/2005	11:10	Perry Stream Road	Nice	1	0	1			1											
Dick Maillion	11/8/2005	11:05	Perry Stream Road	Nice	1	0	1			1											
Dick Maillion	11/8/2005	10:50	Perry Stream Road	Cloudy	1	0	1			1											
Dick Maillion	11/8/2005	10:25	Perry Stream Road	Nice	1	0	1	1		1				1							
Dick Maillion	11/8/2005	10:15	Perry Stream Road	Nice	5	0	5			1											
Dick Maillion	11/8/2005	9:25	Perry Stream Road	Nice	1	0	1			1											
Dick Maillion	11/8/2005	8:45	Perry Stream Road	Nice	1	0	1			1											
Dick Maillion	11/8/2005	8:30	Perry Stream Road	Nice	2	0	2			1											
Jessica Murray	10/30/2005	13:41	West Side of Indian Stream	Sunny, Cool	1	0	1			1									1		
Jessica Murray	10/30/2005	14:01	West Side of Indian Stream	Sunny, Cool	2	0	2			1											
Jessica Murray	10/30/2005	14:16	West Side of Indian Stream	Sunny, Cool	2	0	2			1											
L.D. Farnham	10/30/2005	10:55	East Inlet	Cold, Cloudy	1	0	1			1											
L.D. Farnham	10/30/2005	10:22	East Inlet	Cloudy	2	0	2			1											
L.D. Farnham	10/30/2005	10:06	East Inlet	Cloudy	1	0	1			1											
L.D. Farnham	10/30/2005	9:45	E. Branch	Cloudy	2	0	1			1											
L.D. Farnham	10/30/2005	9:40	East Inlet	Cloudy	1	0	1														1
L.D. Farnham	10/30/2005	9:08	E. Inlet	Cloudy	1	0	1			1											
L.D. Farnham	10/30/2005	8:58	E. Inlet	Cloudy	1	0	1														
L.D. Farnham	10/30/2005	8:57	E. Inlet	Overcast	2	0	2			1											
Jessica Murray	10/30/2005	9:29	E. Side of Indian Str.	Cold, Cloudy	1	1	2			1											
Jessica Murray	10/30/2005	9:36	E. Side of Indian Str.	Cold, Cloudy	2	0	2														
Jessica Murray	10/30/2005	10:25	E. Side of Indian Str.	Cold, Cloudy	2	0	1			1											
Jessica Murray	10/30/2005	11:29	E. Side of Indian Str.	Cold, Sunny	1	0	1			1											
L.D. Farnham	10/30/2005	15:55	Perry Stream Road	Clear, Cool	1	0	1													1	
L.D. Farnham	10/30/2005	15:13	Perry Stream Road	Sunny, No Clouds	2	0	2			1											
L.D. Farnham	10/30/2005	15:20	Perry Stream Road	Cool, Clear	2	0	2			1											
L.D. Farnham	10/30/2005	14:50	Perry Stream Road	Sunny/Wind	1	0	1			1											
L.D. Farnham	10/30/2005	14:19	Perry Stream Road	Good/Sunny	2	0	2			1											
L.D. Farnham	10/30/2005	14:15	Perry Stream Road	Good/Sunny	1	0	1			1											
L.D. Farnham	10/30/2005	14:02	Perry Stream Road	Good/Sunny	2	0	2			1											
L.D. Farnham	10/30/2005	14:02	Perry Stream Road	Good/Sunny	1	0	1			1											
L.D. Farnham	10/30/2005	13:53	Perry Stream Road	Sunny	1	0	1														
L.D. Farnham	10/30/2005	13:44	Perry Stream Road	Good/Sunny	3	0	3			1											
L.D. Farnham	10/30/2005	13:11	Perry Stream Road	Sunny	1	0	1			1											
L.D. Farnham	10/30/2005	12:48	Perry Stream Road	Sunny	2	0	2			1											

Surveyor	Date	Time	Location	Weather	Party Size			Upland Bird Hunting	Moose Hunting	Deer Hunting	Waterfowl Hunting	Bicycling	Leased Camp	Canoeing/ Kayking	Motor Boating	Activity					Wildlife Viewing/ Photography
					Adults	Minors	Total Party									Picnicking	Trapping	Fishing	Enjoying Scenery		
L.D. Farnham	10/30/2005	12:39	Perry Stream Road	Sunny	3	0	3			1											
L.D. Farnham	10/30/2005	12:34	Perry Stream Road	Sunny	2	0	2			1											
L.D. Farnham	10/30/2005	12:32	Perry Stream Road	Sunny	1	0	1			1											
Johanna Lyons	10/30/2005	8:47	Magalloway Road	Cloudy	3	0	3			1											
Johanna Lyons	10/30/2005	8:52	Magalloway Road	Cloudy	1	0	1			1											
Johanna Lyons	10/30/2005		Magalloway Road	Cloudy	4	1	5			1											
Johanna Lyons	10/30/2005	9:00	Magalloway Road	Cloudy	2	0	2														
Johanna Lyons	10/30/2005	9:09	Magalloway Road	Cloudy	3	0	3			1											
Johanna Lyons	10/30/2005	9:19	Magalloway Road	Overcast	1	0	1			1											
Johanna Lyons	10/30/2005	9:26	Magalloway Road	Cloudy	2	0	2			1											
Johanna Lyons	10/30/2005	9:29	Magalloway Road	Cloudy	2	0	2			1											
Johanna Lyons	10/30/2005	9:31	Magalloway Road	Cloudy	1	0	1			1											
Johanna Lyons	10/30/2005	9:53	Magalloway Road	Cloudy	1	0	1			1											
Johanna Lyons	10/30/2005	9:54	Magalloway Road	Cloudy	1	0	1			1											
Johanna Lyons	10/30/2005	9:57	Magalloway Road	Cloudy	2	0	2			1											
Johanna Lyons	10/30/2005	9:57	Magalloway Road	Cloudy	2	0	2	1													
Johanna Lyons	10/30/2005	10:03	Magalloway Road	Cloudy	3	0	3														
Johanna Lyons	10/30/2005	10:23	Magalloway Road	Cloudy	2	0	2			1											
Johanna Lyons	10/30/2005	10:34	Magalloway Road	Cloudy	3	0	3			1											
Johanna Lyons	10/30/2005	10:35	Magalloway Road	Cloudy	2	0	2			1											
Johanna Lyons	10/30/2005	10:36	Magalloway Road	Cloudy	1	0	1			1											
Johanna Lyons	10/30/2005		Magalloway Road	Cloudy	2	0	2														
Johanna Lyons	10/30/2005	11:11	Magalloway Road	Cloudy	2	0	2												1		
Johanna Lyons	10/30/2005	15:56	Crawford Road	Sun	2	0	2			1											
Johanna Lyons	10/30/2005	15:55	Crawford Road	Sun	2	1	3												1		
Johanna Lyons	10/30/2005	15:53	Crawford Road	Sun	2	0	2			1										1	
Johanna Lyons	10/30/2005	15:37	Crawford Road	Sun	2	0	2						1								
Johanna Lyons	10/30/2005	15:32	Crawford Road	Sun	1	0	1			1											
Johanna Lyons	10/30/2005	15:00	Crawford Road	Sun	2	3	5			1			1								
Johanna Lyons	10/30/2005	15:00	Crawford Road	Sun	2	0	2														
Johanna Lyons	10/30/2005	14:53	Crawford Road	Sun	1	0	1			1											
Johanna Lyons	10/30/2005	14:32	Crawford Road	Sun	1	0	1			1											
Johanna Lyons	10/30/2005	14:30	Crawford Road	Sun	2	0	2			1											
Johanna Lyons	10/30/2005	14:28	Crawford Road		2	0	2			1											
Johanna Lyons	10/30/2005	14:24	Crawford Road		2	0	2			1											
Johanna Lyons	10/30/2005	14:23	Crawford Road		1	0	1			1											
Johanna Lyons	10/30/2005	14:06	Crawford Road		1	0	1			1											
Johanna Lyons	10/30/2005	14:02	Crawford Road		1	0	1						1								
Johanna Lyons	10/30/2005	13:56	Crawford Road		1	0	1			1											
Johanna Lyons	10/30/2005	13:54	Crawford Road	Partly Sunny	2	0	2	1													
Johanna Lyons	10/30/2005	13:52	Crawford Road	Sunny	3	0	3			1											
Johanna Lyons	10/30/2005	13:47	Crawford Road	Sunny	2	0	2			1											
Johanna Lyons	10/30/2005	13:47	Crawford Road	Sunny	3	1	4			1											
Johanna Lyons	10/30/2005	13:40	Crawford Road	Sunny	2	0	2			1											
Johanna Lyons	10/30/2005	13:39	Crawford Road	Mostly Cloudy	2	0	2														
Johanna Lyons	10/30/2005	13:28	Crawford Road		1	0	1			1											
Johanna Lyons	10/30/2005	13:22	Crawford Road	Partly Sunny	2	0	2						1								
Johanna Lyons	10/30/2005	13:21	Crawford Road	Partly Sunny	1	0	1			1											
Johanna Lyons	10/30/2005	13:07	Crawford Road		1	0	1			1											
Johanna Lyons	10/30/2005	12:59	Crawford Road	Partly Sunny	3	0	3			1											
Johanna Lyons	10/30/2005	12:52	Crawford Road		1	1	2						1								
Johanna Lyons	10/30/2005	12:31	Crawford Road		1	0	1						1								
Johanna Lyons	10/30/2005	12:15	Crawford Road		1	0	1			1											

					Party Size			Activity													
Surveyor	Date	Time	Location	Weather	Adults	Minors	Total Party	Upland Bird Hunting	Moose Hunting	Deer Hunting	Waterfowl Hunting	Bicycling	Leased Camp	Canoeing/ Kayking	Motor Boating	Picnicking	Trapping	Fishing	Enjoying Scenery	Wildlife Viewing/ Photography	
Paul L.	11/11/2005	15:55	E. Indian River		1	1	2			1											
Lloyd Farnham	11/12/2005	15:50	E. Indian River	Getting very cold	2	0	2			1											
Paul L.	11/12/2005	15:35	E. Indian River		2	0	2														
L. D. Farnham	11/12/2005	15:36	E. Indian River		2	0	2			1											
Paul L.	11/12/2005	15:30	E. Indian River		2	0	2			1											
Paul L.	11/12/2005	15:10	E. Indian Stream		1	0	1			1											
Paul L.	11/12/2005	14:40	E. Indian Stream		2	0	2	1													
Paul L.	11/12/2005	14:44	E. Indian River		1	0	1			1											
L. D. Farnham	11/12/2005	14:03	E. Indian Stream	Great	1	0	1			1											
L. D. Farnham	11/12/2005	14:40	E. Indian Stream	Good	1	1	2			1											
L. D. Farnham	11/12/2005	14:24	E. Indian Stream		1	0	1			1											
L. D. Farnham	11/12/2005	14:17	E. Indian Stream	Good	3	0	3			1											
Paul L.	11/12/2005	14:11	E. Indian Stream		2	0	2			1											
Paul L.	11/12/2005	14:25	E. Indian Stream		1	0	1			1											
L. D. Farnham	11/12/2005	14:09	E. Indian Stream	Great	4	0	4			1											
L. D. Farnham	11/12/2005	14:04	E. Indian Stream	Great	2	0	2			1											
Paul L.	11/12/2005	14:05	E. S. of Indian Stream		2	0	2			1											
L. D. Farnham	11/12/2005	13:48	E. Indian Stream	Great	4	0	4			1											
Paul L.	11/12/2005	13:50	E. S. of Indian Stream		2	0	2														
Paul L.	11/12/2005	13:40	E. S. of Indian Stream		2	0	2			1											
L. D. Farnham	11/12/2005	13:38	East Stream	good	1	0	1			1											
Paul L.	11/12/2005	13:25	E. S. of Indian Stream		3	0	3			1											
L. D. Farnham	11/12/2005	13:26	E. S. of Indian Stream	great-sunny	2	0	2			1											
L. D. Farnham	11/12/2005	13:29	E. S. of Indian Stream	good-sunny	2	0	2														
Paul L.	11/12/2005	13:12	E. S. of Indian Stream		2	0	2			1											
L. D. Farnham	11/12/2005	13:11	E. S. of Indian Stream	good	1	0	1			1											
Paul L.	11/12/2005	13:08	E. Side of Indian Str.	good	2	0	2			1											
L. D. Farnham	11/12/2005	13:12	E. Side of Indian Str.	sunny	1	0	1			1											
L. D. Farnham	11/12/2005	8:40	Magalloway Road	great, clear	1	0	1														
L. D. Farnham	11/12/2005	9:00	Magalloway Road	excellent	1	0	1			1											
Paul L.	11/12/2005	9:25	Magalloway Road		1	0	1			1											
T. Tangolowy	11/11/2005	11:27	E. Indian	Sun-Clear	2	0	2						1								
T. Tangolowy	11/11/2005	11:10	E. Indian	Sun-Clear	4	0	4			1											
T. Tangolowy	11/11/2005	10:40	E. Indian	Sun-Clear	1	0	1			1											
T. Tangolowy	11/11/2005	10:10	E. Indian	Sun-Clear	2	0	2			1											
T. Tangolowy	11/11/2005	9:49	E. Indian	Sun-Clear	3	2	5													1	
T. Tangolowy	11/11/2005	9:42	E. Indian	Sun-Clear	4	0	4			1											
T. Tangolowy	11/11/2005	9:30	E. Indian	Sun-clear	2	0	2	1													
T. Tangolowy	11/11/2005	9:30	E. Indian	Sun-Clear	2	0	2													1	
T. Tangolowy	11/11/2005	9:17	E. Indian	Sun-Clear	2	0	2			1											
T. Tangolowy	11/11/2005	9:10	E. Indian	Sun-Clear	4	0	4			1											
Alice Croisant	11/12/2005	14:18	Cedar Creek	Clear, Cool	1	0	1														
Alice Croisant	11/12/2005	14:55	Cedar Creek	Cold, Clear	1	0	1			1											
Alice Croisant	11/12/2005	15:05	Cedar Creek	Clear, Cool	2	0	2												1		
Alice Croisant	11/12/2005	14:06	Cedar Creek	Cloudy	1	0	1			1											
Zowie Schloss	11/12/2005	14:05	Cedar Creek	Sunny-Cold	1	1	2			1											
Alice Croisant	11/12/2005	14:04	Cedar Creek	Clouds	1	1	2			1											
Alice Croisant	11/12/2005	13:30	Cedar Creek	clouds	2	0	2						1								
Zowie Schloss	11/12/2005	12:40	Cedar Creek	Sunny-Cold	2	0	2			1											
Zowie Schloss	11/12/2005	12:40	Cedar Creek	Sunny-Cold	1	0	1														
Zowie Schloss	11/12/2005	12:20	Cedar Creek	Sunny-Cold	2	0	2														
Zowie Schloss	11/12/2005	12:45	Cedar Creek	Sunny-Cold	3	1	4			1											
Zowie Schloss	11/12/2005	13:10	Cedar Creek	Sunny-Cold	1	0	1			1											

Surveyor	Date	Time	Location	Weather	Party Size			Upland Bird Hunting	Moose Hunting	Deer Hunting	Waterfowl Hunting	Bicycling	Leased Camp	Canoeing/ Kayking	Motor Boating	Activity					Wildlife Viewing/ Photography
					Adults	Minors	Total Party									Picnicking	Trapping	Fishing	Enjoying Scenery		
Zowie Schloss	11/12/2005	13:15	Cedar Creek	Cold/sunny	1	0	1														
Johanna Lyons	11/12/2005	11:51	Crawford Road	Sunny	1	1	2			1											
Leah Pervere	11/12/2005	11:51	Cedar Creek	Sunny	1	0	1			1											
Leah Pervere	11/12/2005	11:51	Cedar Creek	Sunny	1	0	1						1								
Johanna Lyons	11/12/2005	11:39	Crawford Road	Sunny	1	1	2			1											
Johanna Lyons	11/12/2005	11:31	Crawford Road	Sunny	4	0	4			1											
Leah Pervere	11/12/2005	11:22	Cedar Creek	Sunny	2	1	3	1					1								
Johanna Lyons	11/12/2005	11:18	Crawford Road	Sunny	3	0	3			1											
Leah Pervere	11/12/2005	11:12	Cedar Creek	Sunny	1	0	1			1											
Johanna Lyons	11/12/2005	10:51	Crawford Road	Sunny	2	2	4														
Leah Pervere	11/12/2005	10:40	Cedar Creek	Sunny	2	0	2														
Leah Pervere	11/12/2005	10:38	Cedar Creek	Sunny	1	0	1			1											
Johanna Lyons	11/12/2005	10:34	Crawford Road	Sunny	1	0	1						1								
Leah Pervere	11/12/2005	10:33	Cedar Creek	Sunny	1	0	1			1											
Johanna Lyons	11/12/2005	10:16	Crawford Road	Sunny	2	0	2						1								
Johanna Lyons	11/12/2005	10:15	Crawford Road	Sunny	1	0	1			1											
Johanna Lyons	11/12/2005	10:11	Crawford Road	Sun	2	0	2			1											
Johanna Lyons	11/12/2005	10:05	Crawford Road	Sun	1	0	1						1								
Leah Pervere	11/12/2005	9:52	Cedar Creek	Sunny	3	0	3						1								
Leah Pervere	11/12/2005	9:45	Cedar Creek	Sunny	1	0	1						1								
Leah Pervere	11/12/2005	9:36	Cedar Creek	Sunny	2	0	2	1													
Johanna Lyons	11/12/2005	9:36	Crawford Road	Sunny	4	0	4	1													
Leah Pervere	11/12/2005	9:35	Cedar Creek	Sunny	1	3	4			1											
Johanna Lyons	11/12/2005	9:20	Crawford Road	Sun	1	0	1														
Johanna Lyons	11/12/2005	9:13	Crawford Road	Sun	1	0	1			1											
Johanna Lyons	11/12/2005	9:12	Crawford Road	Sun	1	0	1			1			1								
Johanna Lyons	11/12/2005	8:56	Crawford Road		1	0	1			1											
Johanna Lyons	11/12/2005	8:55	Cedar Creek		1	0	1			1											
Johanna Lyons	11/12/2005	8:58	Crawford Road	Sun	1	0	1			1											
L. Farnham	11/12/2005	12:00	Magalloway Road	great	3	0	3			1											
L. Farnham	11/12/2005	12:00	Magalloway Road	Good	3	0	3			1											
L. Farnham	11/12/2005	11:30	Magalloway Road	good	2	0	2	1		1											
L. Farnham	11/12/2005	11:29	Magalloway Road	good	2	0	2			1											
L. Farnham	11/12/2005	11:18	Magalloway Road	Good	1	0	1			1											
L. Farnham	11/12/2005	11:03	Magalloway Road	good	2	0	2			1											
L. Farnham	11/12/2005	11:00	Magalloway Road	good	2	0	2			1											
L. Farnham	11/12/2005	10:46	Magalloway Road	good	2	0	2			1											
L. Farnham	11/12/2005	10:35	Magalloway Road	good	2	0	2														
L. Farnham	11/12/2005	10:17	Magalloway Road	good	2	0	2														
L. Farnham	11/12/2005	10:22	Magalloway Road	good	2	0	2			1											
L. Farnham	11/12/2005	10:11	Magalloway Road	great, sunny	1	0	1			1											
L. Farnham	11/12/2005	10:05	Magalloway Road	great, sunny	1	0	1			1											
Leah Pervere	11/12/2005	9:59	Magalloway Road	nice	2	0	2														
L. Farnham	11/12/2005	9:50	Magalloway Road	great	2	2	4			1											
L. Farnham	11/12/2005	9:00	Magalloway Road		1	0	1														
L. Farnham	11/12/2005	9:11	Magalloway Road		2	0	2			1											
L. Farnham	11/12/2005	9:03	Magalloway Road	good	1	0	1	1													
Johanna Lyons	11/12/2005	15:55	Magalloway Road	sunset	2	0	2			1											
Johanna Lyons	11/12/2005	15:45	Magalloway Road		2	0	2			1									1		
Johanna Lyons	11/12/2005	15:35	Magalloway Road		2	1	3														1
Johanna Lyons	11/12/2005	15:31	Magalloway Road		2	1	3												1		
Johanna Lyons	11/12/2005	15:27	Magalloway Road		1	0	1	1													
Johanna Lyons	11/12/2005	15:15	Magalloway Road		2	2	4												1		

Surveyor	Date	Time	Location	Weather	Party Size			Activity													
					Adults	Minors	Total Party	Upland Bird Hunting	Moose Hunting	Deer Hunting	Waterfowl Hunting	Bicycling	Leased Camp	Canoeing/ Kayking	Motor Boating	Picnicking	Trapping	Fishing	Enjoying Scenery	Wildlife Viewing/ Photography	
Johanna Lyons	11/12/2005	15:05	Magalloway Road		1	2	3			1											
Johanna Lyons	11/12/2005	14:50	Magalloway Road		2	0	2						1								
Johanna Lyons	11/12/2005	14:50	Magalloway Road		2	0	2			1											
Johanna Lyons	11/12/2005	14:31	Magalloway Road		2	0	2												1		
Johanna Lyons	11/12/2005	14:32	Magalloway Road		2	0	2			1											
Leah Pervere	11/12/2005	14:05	Magalloway Road	Sunny	1	0	1			1			1								
Johanna Lyons	11/12/2005	13:42	Magalloway Road		1	0	1						1								
Leah Pervere	11/12/2005	13:24	Magalloway Road	sunny	2	0	2			1											
Johanna Lyons	11/12/2005	13:03	Magalloway Road	sunny	2	0	2			1											
Johanna Lyons	11/12/2005	13:05	Magalloway Road		2	0	2			1			1								
Johanna Lyons	11/12/2005	13:03	Magalloway Road		2	0	2	1													
Johanna Lyons	11/12/2005	13:02	Magalloway Road		2	0	2	1		1											
Johanna Lyons	11/12/2005	13:01	Magalloway Road		2	0	2												1		
Johanna Lyons	11/12/2005	12:45	Magalloway Road	sun	4	0	4						1								
Johanna Lyons	11/12/2005	12:43	Magalloway Road	sun	1	0	1			1											
Leah Pervere	11/12/2005	15:06	Magalloway Road	sunny	1	0	1			1											
Alice Croisant	11/12/2005	10:55	W. Indian Stream	Clear, sunny	3	2	5			1											
Alice Croisant	11/12/2005	10:50	W. Indian Stream	Clear, sunny	1	0	1			1											
Alice Croisant	11/12/2005	9:45	W. Indian Stream	Clear, sunny	1	1	2			1											
Zowie Schloss	11/12/2005	9:03	Perry Stream Road	sunny, cold	2	2	4			1											
Zowie Schloss	11/12/2005	9:20	Perry Stream Road	sunny, cold	2	0	2			1											
					701	66	765	64	11	226	0	0	28	1	0	0	0	3	21	11	

			Learn/Hear About the Area											Destination
Hiking	Snow-mobiling	Other	Trip Length (days)	Zip Code	# trip in last year	Miles/year	Internet	Brochures	Friends/ Relatives	Local Business	Lake Francis State Park	Resident	Other	
				03592	N/A	10,000						1		Stub Hill, Smith Brook
			7	16853	1	300	1							Driving, Boundary Pond, Scotts Bog
			7	14428	0	200	1						Atlas, hunting license in zone a2	
		Relaxing	7	02152	0	100			1					Magalloway Fire Tower, Garfield Falls
			1	03301	27	30			1					None, just driving
		Work on Camp	4	03234	11	50						1		Spencer Brook Camp
			4	07981	6	490							20 Yrs Coming up here	Southern Area
			30	57702								1		Indian Stream, None
			4	06248	1	100			1					Secret Hunting Spot
		Camper	17	03086	50	2,250							Always knew about this place	Indian Stream, None
				03253		1,000			1					Camp
			21	03060	3	1,000			1					Anywhere, Day Road, Magalloway Road
			7	15668	1	200			1					Cover from rain, Bird Hunting
			14	44822	1	300							Magazine (Upland Journal)	Other side of river
			2	03741	1	350							Coming to area since was a kid	back sid eof river
		Lots of Exercise	2	01037	12	100			1					Home
			2	01037	12	100			1					Home
			1	05661	1	250			1					Around this area and back up to Ct. Lakes
			2	03102	4	50			1					Around Here
			213	03102		1,500			1			1		Up along the Stream
			1	03104	52	167							Bought it	Breakfast
		Going to Camp	1	03246	24	100							Been	Camp
			2	05655	1				1					Up the Road
			2	01803	1				1					Brother's Camp on Jewels Road
		Live Here		03592		3,500							Bought a place	Work
		Camp	3	03265	24	100							Snowmobiling	Home
			2	03884	52	60			1					Camp
			2	03281	4	25							Camp owned up here	Back Lake
		Camp	1	03592								1		Camp
			1	02176	30	100		1	1					Lake Francis (Back Side)
		Camp	1	03592								1		Camp
		Camp	1	05902	17	70						1		Camp
			4	06082	5	100						1		Town
			3	03576		100							Born and Worked around here	South
		Looking for Property	1	02740			1						Being around the area	Town
		Camp		03592								1		Camp
		Live Here		09160	72	220							Built House	Camp
			3	01912	100	100							Been coming here since a kid	
			1	03492		200						1		Home
		Camp	7	05060	35	5,000			1					Down town
		Walk	1	03952		500								
		Property Hunting		03592		300						1	Been coming here since a kid	Looking for Property
			2	03217	2	30								In Town
			3	03581	50	1,000						1		Parmachenee Lake, Maine
		Ride		03590	12	144			1					Garfield Falls
1			2.5	03264	1	5							Map	To the River
			5	06795	1	100			1					Magalloway Gravel Pit
1			6	03826	1	10			1					Garfield Falls
			10	03873	5	50								Buckhorn Area
			7	30115	4	100							Known forever, grew up in MA	Garfield Falls
			2	02188	6	100			1					Magalloway

			Learn/Hear About the Area											Destination
Hiking	Snow-mobiling	Other	Trip Length (days)	Zip Code	# trip in last year	Miles/year	Internet	Brochures	Friends/Relatives	Local Business	Lake Francis State Park	Resident	Other	
			3	05045	3	100			1					Big Brook Bog
			3	01852	26	500					1			Magalloway 5 mile marker
				03572	1							1		No Destination
			1	05058	12	100							Hunting	
			4	01826	4	400			1					Smith Brook
		House Hunting	3	03452	1				1					None
1			1	01760	10	2000					1			Magalloway
			7	01453	10	500			1					Garfield Falls
			7	01364	1	500			1					No Specific Destination
			4	03290	1				1					Drive around and look for moose
			14	03588	1	1120			1					Cider Stream through and out
			4	07461	1								Bird Hunting Mag./Word of Mouth	Don't Know
1			3	03046	20	1000			1					Going to Camp
1			2	06786	1	10	1						Tall Timbers Lodge Website	Magalloway Trail
				03592	300	1000			1			1		Drive Buckhorn Loop
			14	03102	12	500			1					Drive Around
1			2	04001	15	400			1					Magalloway Trail
			2	03246	1				1					Garfield Falls
		Sighting guns	2	03064	12	1000							Outdoor Life in 1959	Sand pit off Buckhorn
1			1	03467	5	80			1					Garfield Falls
		Tour	2	03281	12	400							Visiting for 20 years	Friends Camp
			1	03592		1000			1				Have Camp	Camp
		Close down Camp	2	03304	10	250			1					Hill Road Camp
			7	03253	10	400			1					Camp
			3	06840	1					1			Guide	Driving Around
		Scouting for Deer	1	05855	2	100							Born Here	Driving Around
			3	21771		800							Magazine	Scouting up the road
		Joy Ride	1	03223	10	200							Camp up here	Up the road
			1	05859					1					Up the road
			3	02458	0	25							Been Hunting area for 50 Years	Unsure - Higher elevation area that looks promising
			7	01864	3	150							Word of Mouth	Scott's Bog (Possibly)
			7	03602	15	1000			1				Been coming here since the early 70's	East Inlet Road, looking for moose
		Checking the water level				26000			1					To Check Water Levels
			5	03235	13	100			1				Word of Mouth	East Inlet Beyond Dam
		Rabbit Hunting	7	01364	11	4400			1					East Inlet
			7	03218	10	600							Former Game Warden	Boundary Pond
		Work		03592		20000						1		Camp and Job Site
		Work		05093	5	15600						1		Office in Vt
		Driving Around		03592		100			1			1		Driving Around checking out flooded roads
			9	17315	1	300							Word of Mouth	Back to the motel
				03592		10000						1		Home
			3	03592		250						1		Camp and Job Site
		Scouting		03592		2000							Been coming here since late 40s or early 50s	check out hunting spot
			2	03263	2	167.3			1					Home
		Live Here		03592								1		
			3	05448					1					Camp
			2	03032	1	100							Been coming up here for years	out and about
			7	03870	6	120			1					Camp
			2	01740		50			1					up the road and to the left
		Scouting for Deer	1	05660		25							Have a camp nearby	
		Scouting for Deer	2	03581	20	200							Have a camp	
		Forester	1		260	10400		1					Work	

			Learn/Hear About the Area											
Hiking	Snow-mobiling	Other	Trip Length (days)	Zip Code	# trip in last year	Miles/year	Internet	Brochures	Friends/ Relatives	Local Business	Lake Francis State Park	Resident	Other	Destination
		Scouting for Deer	1	02184	2	30			1				Relatives with Camp	
			30	03087	24	72			1					Camp
		Scouting and sighting guns	7	03076	4	10							Found 18 yrs ago at the chamber of congress	mp 10 &12
			2	05478	3	30			1					Hunting Indian Stream
			10	03046	2	32							Ride up this way, been coming back since 18 yrs ago	Back to Cabin
			14	05454	3				1					
			7						1					Deer Recon
			7	02343	4				1					Deer Recon
			2										Registered Guide	
			4	05855	2				1					Deer Recon
1			3						1	1				Climb Fire Tower
			4	01845	1				1					Deer Recon
			3		1				1					Deer Recon
			4	03051					1					Deer Recon
			4	03051	4				1					Deer Recon
			3										CO work this area	On vacation to hunt
			7	01430					1			1		Deer Recon
				05762									Property in Pittsburg	Deer Recon
			7	03048	1				1					Deer Recon
			6	03051	2				1					
			7	03253									Leased Camp	
			7	03110									Word of Mouth	Deer Recon
			3	05061	3	150			1					Muzzle Load approx. 6.5 mile marker
			1	03592								1		Deer Recon
			10	03449	4	200							NH Wildlife Journal	Deer Recon
			9	01420	4	200			1					End of the Road
			5	05677	2	25							Hunters	Indian Stream
			16	01054	10	300			1				Camp	Hall Stream
			3	03755		1000			1					East Inlet Area and Rump Mountain
			9	02664	1	60	1							Left bend off bridge
			3	01376	12	1000							Word of Mouth	Hunted, inroute out
			10			500							Camp In area	Hunted E. Inlet area - Leaving
			3		2	800							Book on East Inlet	E. Inlet - Kayak w/dog
			1	03034	2	200								East Inlet
		NR	NR	NR	NR	NR							NR	NR
		Touring	4	03864	11	200			1					Smith Brook, Hopefully E. Inlet
			2	04039					1					Mile past 5 to help pull a deer out
		Sighting Guns	3	03087	20	200							Coming up here for years	Up to gravel pit
			2	01082	25	200			1					Checking Station
				03290	3	40							Known about if forever	Magalloway Rd
			Live	03592		N/A			1					Out for tour of scenery
			8	03079	12	2000			1					Hunting this general area
			6	05680	3	150								Dead water today/going to Perry Stream area
			2	05354	6	300			1					Heading to VT after hunting and working on camp
			9	01420	1	200			1					Perry Stream Area
			3	03570	3	250			1					3 Miles North of V Point
			3	03570		1000							Live near here	Perry Stream Area
			3	03590	3	200							Brought up in Pittsburg	Greater Perry Stream
		Bird hunting		03592	2	250						1	Lives in area	Perry Stream Area
			5	03307	1	100			1					Hunting general NW & SW area from young's stock
				03592					1					
			5	03851	1	1								Hunting perry stream in area

			Learn/Hear About the Area											Destination
Hiking	Snow-mobiling	Other	Trip Length (days)	Zip Code	# trip in last year	Miles/year	Internet	Brochures	Friends/ Relatives	Local Business	Lake Francis State Park	Resident	Other	
			7	03079	12				1					With son going to camp to hunt area
			2	03845		400			1					
			2	05045	10				1					Diamond
			3	05641	6	200							Camp on lake	Coon Brook
			5	05661	1	40			1					Not known
		Real Estate	1	03269	2				1					Magalloway Rd
			4	02184	6	10			1					Magalloway Rd
			1	05843	40	1500			1					Buckhorn Rd.
			2	03054	1	20			1					Magalloway Rd
			4	05253	1	30			1					Magalloway Rd
			2		1	98			1					Magalloway Rd
			5	05150	6								Experience	Gate 68
			1	03592	12	100						1		Cedar Stream
			2	05060	50	100			1					Cedar Stream
			7	01923	1	200			1					Cedar Stream
		Load of wood		01923	52							1		South Bay
				03592	50	500			1			1		Buckhorn Rd.
			4	03033	4	10			1					Gate 72
			3	05253	3	50			1					Magalloway Rd
			1	03592	12	150								F&G Camp
		Looking	6	03054	15	100								Gate 60
			2	04105	1	20			1					All the CT. Lakes Leadwaters
			2	05036	2	30			1					Cedar Stream
				03592	4	250						1		Cedar Stream
			3	03864	1	100			1					Driving Around
			1	03784	8	100								Camp
				05903		500						1		
			2	03053	26	480			1					Camp Bear Mountain
		Walking Dog		03592	50	500								Dam
			7	03815	3	200							Snowmobiling	Deadwater
			5	05680	2	20			1					Deadwater
			3	05675	12	150							Map	Deadwater
			5	05656	1	20			1					Deadwater
			7	05142	1	50							By accident	Driving Around
			7	03077	12	50			1					Deadwater
			7	05452	1	30			1					Gate 19
				03576	20	150			1					Camp
				03576	1	16						1		8 mile marker
			4	03064	1	50								Leaving Camp
			1	05851	1	20								Just working
			2	03281	1	15			1					Bear mountain loop
			3	03825	1	85			1					Cedar Stream
			3	05442	1	16							Map	Driving Around
		Looking for land	1	03784	1				1					Driving Around
			5	99840	1	5				1				First Gate on Right
			2	03060	26	60			1					Camp - 14 Bean Mountain Road
				03590	1	6			1			1		Camp whipple ridge
			7	03843	2	30			1					1st Gate
			2	05468	1	35			1					Magalloway Rd
				03592	52							1		Camp
			7	03036	20	250			1					Deadwater
			2	05443	8	100			1					Deadwater

			Learn/Hear About the Area											Destination
Hiking	Snow-mobiling	Other	Trip Length (days)	Zip Code	# trip in last year	Miles/year	Internet	Brochures	Friends/Relatives	Local Business	Lake Francis State Park	Resident	Other	
			2	05665	1	10			1					Deadwater
			4	05665	3	100			1					Deadwater
			1	05847	1	20							Word of mouth	Deadwater
			2	05655	1	300			1					Magalloway Rd
			2	05665	2	50			1					Cedar Stream
				03592	2	100						1		Going to work
			3	03051		5000								6 mile camp
			3	02767	1				1					Gervais Camp
			2	05665	1									Wherever
			3	03301	1	8								Several Place
		Camp		06082	3	15							Originally from here	back to CT
			14	05672	1	60							Not really sure	28 mile
			7	02176									Word of mouth	Back of Lake Francis
		Work	1	03592	20	100						1		Up road to camp
		Checking Camps				37000						1	Live on area	Home
			8	03055	15	400			1				Uses boat launch at Lake Francis	
			7	03253	6	500			1					Home after 1 week hunt
			1	03816	12	200							Came up as a kid - now 60 years old	End of Indian Stream
			7	03820	3	150							Camp 35 years	Private Camp
			7	05452	2	300			1					Looking yet
		Rest and relax (drink beer)	2	03576		500						1		Private
		Visit Friend	1	03269		200							Raised here	Mile marker 14
			4	06498	1	200	1							Indian Stream Area
			30	05676		1000			1					Indian Stream Area
		Work - Forestry		03597		15000							Employment	Hall Stream
			5	03820	2	200			1				Grew up here	"The woods" Indian Stream
				02760	2	120							Known of for years (1960)	Indian Stream
		Colebrook Resident		03576		500						1	Local	Deer Stand
			4	05860	1	60			1					Don't know
		Locals		03592		200						1		Home
				05043	4	20			1					Off of Rt. 3 Big Brook Rd.
				01331		50			1					Magalloway Rd
			14	05043	10	200			1					Magalloway Rd
			3	05495	1	20							Word of mouth	Don't know
			7	05464	3	140								Magalloway Rd
			1	03873	15	300							Ownes camp, going on 32 years	Home
			7	05819	2	200			1					Scott Bog
		Looking at land	7	03303	2	50			1					Looking at lease land
			7	03811	3	20			1					Indian Stream Rd.
			2	03264	7	600							Historic Knowledge	Driving Around
			5	03104	1	100							Camp lake Francis/historic knowledge since 1980s	
			2	03054	7	100			1					E. Inlet Road Ways
			9	01364	4	500							Visiting for 30 years	
		Moose	3	02043	3	400								Driving Around
			7	03887	5	100			1					Bog
			1	03887	20	100							Camp	Home
			5	01331	4	50							Camp	Home
			1	01450	1				1				Camp Owners	E. Inlet Road Ways
			1	03235	1				1			1		Resident
			5	03042	1								Maps	E. Inlet Road Ways
			2	03044	2	30							Maps	Exploring road ways (to scotts bog)
			9	05765	1	25			1					Home

			Learn/Hear About the Area											Destination
Hiking	Snow-mobiling	Other	Trip Length (days)	Zip Code	# trip in last year	Miles/year	Internet	Brochures	Friends/ Relatives	Local Business	Lake Francis State Park	Resident	Other	
			3	03764	10	200			1					Back to camp
			14	05489	14	280			1					
		Cabin	2	03445	30	1000			1					MM 6
			4	01020	2	100			1					Cruising road - "hunting"
			5	01073	2	200			1					Ride in
			1	05641	5	250			1					Up the road
		Hunting	4	01922	2	100			1					As far as MM 19
			6	03287	15	2430							Prop owner	going into town
			3	02127	1	20	1							Up the road
			3	02032	1	2							Fly fish	canada & hunting area
			7	03221	5	20			1					Supplies
			5	03246	3	200			1					MM # 19
			2	05059	1	40			1					As far as MM 19
			5	03835	1	20			1					Heading home
			7	03281	1	19			1					Stark
			5	05651	6	20			1					Back to camp, successful 100+lbs 5 point
			5	05641	12	400							Own property	End of Indian Stream
			4	01801	4	160							Self	Back to tall timbers after hunting - no luck
		Checking things out	5	01430	8	200			1					Up the road
			1	05649	1	200			1					18 mm
			18	03867	18	1628								hunting and cottage
			7	05464	3	140			1					East end of Indian Stream
			8	03051	3	50			1					3 & 6 markers
		Visiting friends	3	03062	12	1200			1					
			5	03055	7	115							Born here	camp 2 miles up the road
				05641										hunting
				03584	40	560						1		camp up the road
				03592								1		Coming home from hunting
		Geology	1	01754	1	30							Report written in 1968	
				03592		22000						1		
				03592		60						1		looking for open hardwoods
			1	03042	1	4			1					camp
			4	01801	0	12			1				Historic Use	E. Indian
			7	02453	6	86							Since 1988	E. Indian
												1		
				03592		200						1		
				03592		30						1	Resident since 1987	
			7	22947	1	60	1							
			1	18088	1	1							Bird guide	Various roads
			14	01833	15	20							historic knowledge	MA
			7	03102	15	100							Camp/hunting	Indian/Hall
		Relaxation	3	03857	10	150			1				Camp	camp
			2	03576	25	20							Fishing/Camping Visit	Hunting camp - bear mtn. road
			1	03592								1		Dam
			1	03592		200						1	Local	5 miles up road
		Camp		03268										
			1	03592								1		Buddy
			30	03592	9	33000			1					1951 Magalloway
			4	01826		50			1					
		Driving around	2	03842										
		Walking	1	03592		50						1		
			1	03281										
			1	03576	7	100			1			1	Live in colebrook	

			Learn/Hear About the Area											Destination
Hiking	Snow-mobiling	Other	Trip Length (days)	Zip Code	# trip in last year	Miles/year	Internet	Brochures	Friends/Relatives	Local Business	Lake Francis State Park	Resident	Other	
		Visiting Camp	1	03592		1000			1					
		Resident		03576	52	500			1			1		Fountain camp
		lunch		01803	5	100			1					bear loop
			2	03281	20	100			1					Camp
				03897	6	200						1		Upper end dead river
			4	03456	5	1000			1					Sheehan Pond
			1	03076	4	200			1					bear loop
		Excersize	4	02360	1	100			1					camp on cedar shore
			7	02135	1	24			1					gate 99
1				03592	52	150			1					dam to walk
		Going to camp	1	24095	1								grew up around here	deadwater
			1	03242	12				1					Magalloway
			2	02376	10	25			1					Camp - cedar stream
			1	05902	100	1000							grew up around here	Cedar stream, as fas as can go
			3	03825	20	1000			1					GP Loop, Cedar Streat
			7	05492	12	200			1					Magalloway
			6	03077	10	10			1					Bear Mtn.
				03592	52	250						1		Cedar stream, #17
		Own camp	2	03062	12	72							sign	camp
		Relaxation	2	03281	3	30								Friends camp
			4	06268	1								Looked for a good place to goose hunt	
			4	60119	1		1							Cedar and Indian
			3	03857		150						1		Seargant Camp
				03592								1		Home
				03576	4	50			1			1		Cedar Stream
			3	03301	4	200			1					Bear Mtn.
			10	03235										Whipple Ridge
												1		11 mm
			5	01945	1				1					deadwater
			1	03952	12	350			1			1		
			2	03109	25	350			1					
		Rabbit, camp	7	01364					1					
			5	03218		100			1					Canada
				03592								1	Always lived here	buckhorn
			3	03745	1		1							
			8	01420	2	160			1					Mag road miles 6-9
			9	01475	5	250							Lottery	Lots 6 + 12 on mag road
		Cleaning camp	1	03832	1	7			1					
		Rabbit signs	1	03592					1			1	20 years coming up, and living here	Garfield falls
			3	03234	12	10							1965 camo ownership	going to camp
			5	01923	1	200			1					
			4	06611	2	15							Kid 1968-1969	
		walking	3	03246	2	100							As a kid	
			2	03251	6	300			1					Mag mountain area
		work related		03506										work
			4	03748	12	2000			1					
			10	03446	12	600			1					
			4	05060	1	50								Hall Stream
			5	03246	3	45			1					Clarksville
			2	03103	52	500			1					Magalloway
			2	03588	2	50			1					Drive around
				03592	6	100								Smith Brook
			4	02190	12	120			1					Magalloway

			Learn/Hear About the Area											Destination
Hiking	Snow-mobiling	Other	Trip Length (days)	Zip Code	# trip in last year	Miles/year	Internet	Brochures	Friends/ Relatives	Local Business	Lake Francis State Park	Resident	Other	
			4	03864	1	30							Own land	River road area
			7	01420	1									Diamond Ridge
				03592	2	20						1		Round top
				03592		2000			1			1		Champagne
			5	03046	4	50			1					Magalloway
			14	01960	5	100			1					Camp in buckhorn loop
				03592	365	10000			1					Cedar stream
			7	01453	1				1					Magalloway
			7	03303	12	100			1					South bay
			3	03245	3	60			1					Magalloway
			2	03801	7	30			1			1	Grew up here	Magalloway
				03592	52	200			1			1		South shore of Magalloway - buckhorn
			3	03060	1				1					Drive around
			4	03801	4	80			1					Charlies camp - Magalloway
			14	03109	6	100			1					Drive till it looks good
			2	03266	5	100							Own camp	Camp - visit friends
		Searching for bee nests	1	03752								1		Hall Trail
			7	01464									Purchase of land	private camp
				03592	50	200			1			1		camp (privately owned)
			1	03592		50							camp	
			1	03872	2								camp	
9	0				3745	306857.3	10	2	198	3	2	66		

Comments	City	State
Allow Bear Baiting, Keep Gates open all year	Pittsburg	NH
	Milesburg	PA
	Churchville	NY
	Winthrop	MA
	Concord	NY
	Epsom	NH
	Whippany	NJ
Fishings gone to "hell in hand basket"	Rapid City	SD
	Hebron	CT
Great job with the roads. Keep it up.	Wilton	NH
Great Area, Always something different	Meredith	NH
Hope the area stays the same and they keep construction out.	Nashua	NH
	Murraysville	PA
Nice Place	Butler	OH
	Canaan	NH
Keep some people out	Hardwick	MA
	Hardwick	MA
	Morrisville	VT
Thankful this area is open to the public for recreation.	Manchester	NH
What is Youngs doing with the Bird Wings and Tails? Can pick up packets with info at Youngs. See RGS Flier.	Manchester	NH
	Manchester	NH
Sorry to see so many people to come in	Laconia	NH
	Hyde Park	VT
	Burlington	MA
Nice Place	Pittsburg	NH
Home		
Like See Electricity and Better Roads	Strafford	NY
Didn't see any deer	Weare	NH
	Pittsburg	NH
Get rid of snowmobile speed limits.	Melrose	MA
	Pittsburg	NH
	Beecher Falls	VT
Seeing plenty of Moose and Birds	Enfield	CT
	Colebrook	NH
	New Bedford	MA
	Pittsburg	NH
	Randolph	VT
Chairman of the Citizens Committee		
Hope they don't build houses up here and keep the area natural	Pittsburg	NH
	Ashland	NH
Great Job	Gorham	NH
	N. Stratford	NH
	Plymouth	NH
	Watertown	CT
	E. Hampstead	NH
83 year old, has camp in the area, loves to hike	Sandown	NH
Buy more birds	Canton	GA
	Weymouth	MA

Comments	City	State
Too loud at Big Bog Brook and Loon Brook so they moved over here.	Fairlee	VT
	Lowell	MA
Like the way it is	Post Mills	VT
	Dracut	MA
	Jaffrey	NH
	Natick	MA
Has camp in area	Leominster	MA
Glad no ATV's	Orange	MA
	Nottingham	NH
	Milan	NH
	Sussex	NJ
Haven't seen too much wildlife	Dunbarton	NH
Beautiful, peaceful, good people	Terryville	CT
SURVEYED EARLIER TODAY*****	Pittsburg	NH
	Manchester	NH
Camp is West Stewartstown, spent 5 weeks recovering from surgery this last summer	Acton	ME
AMC is ruining the snowmobile trails on Route 302	Laconia	NH
Hope ATV's don't come on the roads	Nashua	NH
	Westmoreland	NH
Too many know about	Weare	NH
Gates closed all the time, only open for Moose	Pittsburg	NH
	Bow	NH
No Atv's, glad the state bought the easement, roads are in great shape	Meredith	NH
	New Canaan	Ct
Bird Hunt	Newport	VT
Beautiful place up here	Mount Airy	MD
Rd. Keep Open	Campton	NH
	N. Troy	VT
	Newton	MA
	N. Reading	MA
	Alstead	NH
I Just Love this Place!		
	Franklin	NH
How do you stop the rain?	Orange	MA
Roads washing out dressing roads improperly	Barnstead	NH
Fix Town Road	Pittsburg	NH
	Pittsburg	NH
	Dover	PA
Open the Gates	Pittsburg	NH
Road could use some work	Pittsburg	NH
beautiful area up here	Pittsburg	NH
Hope the area remains "sportsman's Paradise"	Pittsfield	NH
	Pittsburg	NH
	E. Fairfield	VT
Keep gates open	Auburn	NH
	Rye	NH
where are the partridge?	Bolton	MA
	Moretown	VT
	Gorham	NH

Comments	City	State
	Braintree	MA
Lock gates. People should have to pay to use this area. I own a camp up here and pay for it and people come in leaving trash, taking our deer and even ran over my dog and didn't stop. No respect.	Windham	NH
Love it up here	Pelham	NH
	Saint Albans	VT
	Dunbarton	NH
	Fairfax	Vt
		MA
	Holbrook	MA
	Newport	VT
		NJ
Other passengers from CT and FL	North Andover	MA
		RI
	Hudson	NH
	Hudson	NH
	Lancaster	NH
Other passengers from 01440, 15116, 01752, 15101	Ashburnham	MA
	Pittsfield	VT
First survey in maybe 15 years, nice to be asked	Greenville	NH
	Hudson	NH
	Meredith	NH
Other passengers 03811, 03902, 03811, 01752	Bedford	NH
	Randolph Cente	VT
	Pittsburg	NH
	Hancock	NH
Nice Area. Hope they don't change anything. Nice that the gates are open.	Fitchburg	MA
Love the area up here	Waterbury Cent	VT
They are thankful the way the roads are kept now.	Leverett	MA
Camp fee for road use should be charged and resanble daily fee	Hanover	NH
Staying at Timberland lodge came in at 6 am, staying on going up to East Inlet	S. Yarmouth	MA
Has Camp	Tunrners Falls	MA
Taking animal picture for environmental science degree		
	Candia	NH
Thank us for opportunity to use	Ossipee	NH
ME needs to take some hunting lessons from NH	Gray	ME
Keep it	Windham	NH
Keep it open	Ware	MA
	Nottingham	NH
15 years ago came to this area and bought home on Indian Stream	Pittsburg	NH
Vist areas 12-18 times this year. Has camp in area so he estimates 200 per stay coming year round. I went conservative of 2000 vs his 12/18 x 200	Salem	NH
In hurry to get to location, other two in party shot their deer	Wolcott	VT
	Vernon	VT
Once a year for the last 5 years	Fitchburg	MA
With other people who went through check point came as a group	Berlin	NH
Fishing year round plus all hunting of deer	Berlin	NH
Moved over to VT border, comes back "home"	N. Stratford	NH
He is a student in coucord at the tech comes home to bird hunt	Pittsburg	NH
Alternate hunting in this area & NY every other year. Family camped at Lake Francis as a kid.	Loudon	NH
Fishes all year 1967 dad bought land hunts bear also, killed one 3 out of last 4 years appreciates survey being taken	Pittsburg	NH
Coming since kid each year (1957) 11 years old.	Milton	NH

Comments	City	State
	Salem	NH
Family Camp	Intervale	NH
	Fairlee	VT
	Barre	VT
	Morrisville	VT
	Sanbornton	NH
	Braintree	MA
Sheds, looking for moose sheds	Hardwick	VT
Camp inn Stewartstown, too many VT hunters	Merrimack	NH
	East Dorset	VT
	N. Springfield	VT
	Pittsburg	NH
Camp up the road used to hunt	Randolph	VT
	Danvers	MA
	Pittsburg	NH
	Brookline	NH
	East Dorset	VT
Goes to Florida as soon as he gets his deer	Pittsburg	NH
	Merrimack	NH
	Falmouth	ME
	Brookfield	VT
Snowmobiles	Pittsburg	NH
	Ossipee	NH
Snowmobiles	West Lebanon	NH
	Canaan	VT
	Londonderry	NH
	Pittsburg	NH
	Ctr Strafford	NH
	Wolcott	VT
	Washington	VT
	Johnson	VT
	Cavendish	VT
	Raymond	NH
	Essex Junction	VT
	Colebrook	NH
	Colebrook	NH
	Nashua	NH
	Lyndonville	VT
	Weare	NH
	Barrington	NH
	Belvidere Center	VT
	West Lebanon	NH
	Skagway	AK
	Nashua	NH
Has friend, it was his camp	N Stratford	NH
	Hampton	NH
	Milton	VT
	Pittsburg	NH
	Chester	NH
	Bristol	VT

Comments	City	State
	N Hyde Park	VT
	N Hyde Park	VT
	Lowell	VT
	Hyde Park	VT
	N Hyde Park	VT
	Pittsburg	NH
	Hudson	NH
	Raynham	MA
	N Hyde Park	VT
	Concord	NH
wish I could get in here during the winter time	Enfield	CT
	Stowe	VT
	Melrose	MA
	Pittsburg	NH
Too many people coming up here.		
No ATV's, all gates open, owners camp in Pittsburg, roads have never been better	Milford	NH
Owned/leased camp since 1970, no ATV's please - result in trashing area, no replanting, stripped along road (logging), property tax to high, why is little bog png dam not rebuilt	Meredith	NH
Spike boots, tall treas, rugged men, good books on the area	CTR Tuftonboro	NH
More deer?	Dover	NH
	Essex Junction	VT
Restricts land to hunters to much, wants more access, allow to much access to ATV's, doesn't like it	Colebrook	NH
Send the "granola's" (mts. Bikers, kayakers) home	Sanbornton	NH
More grouse?	Westbrook	CT
Available and updated maps of new roads	Waterbury	VT
	W. Stewartstown	NH
Don't do a thing to it	Dover	NH
	N Attleboro	MA
	Colebrook	NH
	Orleans	VT
Walks more miles than drives	Pittsburg	NH
Trying to find a nice rack-trophy buck	East Thetford	VT
Trying to get cell phone service	Athol	MA
	East Thetford	VT
Hunting mostly near 4th CT lake looking for "the big one"	Westford	VT
The raods are good, the hunting is not so good	Jeffersonville	VT
We surveyed them on E. Inlet Road		
Likes what parks is doing, likes the conservation . Doesn't like property tax	Sandown	NH
Hoping for snow	St Johnsbury	VT
Snowmobiles 1000+ in winter	Concord	NH
	Atkinson	NH
Don't do a thing to it	Plymouth	NH
Seeing fewer deer and less hunters like ATV park idea in Berlin	Manchester	NH
	Merrimack	NH
No 4-wheelers for hunting	Orange	MA
	Hingham	MA
Great upkeep on the roads	Union	NH
Keep open to public	Union	NH
More gates open-handicap access, how do we find out about lease camps? Keep up roads	Athol	MA
	Groton	MA
	Franklin	NH
Thanks	Epping	NH
	Fermont	NH
Keep open great spot	Proctor	VT

	City	State
Comments		
Happy with area no 4 wheelers keep rd. open		
	Underhill	VT
Great as it is	Marlborough	NH
25 years coming	Chicopee	MA
great area	Southampton	MA
doing great	Barre	VT
great area	Byfield	MA
unfortunate that state owns the roads, rd to good	Wilmont	NH
	Boston	MA
loves this area	East Walpole	MA
Grew up here, too many people - roads "too good"	Bradford	NH
Open gate from muzzle loading to end	Laconia	NH
area is great	Quechee	VT
great area	Farmington	NH
Just love it-ask to leep roads maintained	Weare	NH
	E. Montpelier	VT
Get more ATV use	Barre	VT
kept coming more north in nh until found best hunting here	Woburn	MA
loves this area	Ashburnham	MA
loves this area	East Barre	VT
backcottage owns, development rights great, fish love, great area, coming since 14 years old snowmobile	Rochester	NH
We have good roads	Jeffersonville	VT
great using area	Hudson	NH
More ATV trails more roads plowed	Nashua	NH
keep open for hunting snowmobile 4 wheelers for appropriate keep rd. open as long as possible so as to not destroy supfact in general state doing a good job	Milford	NH
muzzle loader deer hunter	Barre	VT
need more deer keep gate open for residents only	Lancaster	NH
	Pittsburg	NH
Dating of rocks	Maynard	MA
tree stand	Pittsburg	NH
happy with conditions of property	Pittsburg	NH
	Eppine	NH
	Woburn	MA
keep open for hunting snowmobile 4 wheelers for appropriate keep rd. open as long as possible so as to not destroy supfact in general state doing a good job	Waltham	MA
Gates open/ATV use	Pittsburg	NH
E. Indian road needs repair	Pittsburg	NH
	Keswick	VA
	Walnutport	PA
too many moose	Georgetown	MA
Snowmobile here	Manchester	NH
love this - quiet and peaceful roads pretty bad bottemed out in pothole	Newmarket	NH
	Colebrook	NH
ATV good for economy not for nature	Pittsburg	NH
	Pittsburg	NH
	Salisbury	NH
ATV use - more Yamaha dealer, thinks snowmobiles use important	Pittsburg	NH
No tourists, keep flatlands put from trashing it, for short trips...no cutting trees, like it the way it is	Pittsburg	NH
	Dracut	MA
	Hampton	NH
	Pittsburg	NH
	Weare	NH
	Colebrook	NH

Comments	City	State
	Pittsburg	NH
	Colebrook	NH
	Burlington	MA
	Weare	NH
	Wonalancet	NH
Has been coming up for 45 years, has a camp	Warlow	NH
	Pelham	NH
Hunted at Indian earlier today	Plymouth	MA
going to see if they could talk to a friend on the radio	Brighton	MA
	Pittsburg	NH
already got deer	Goodview	VA
	Henniker	NH
	Beecher Falls	VT
	Barrington	NH
	Waterville	VT
Uncle has a camp	Raymond	NH
	Pittsburg	NH
	Nashua	NH
	Weare	NH
Hunting	Storrs Mansfield	CT
	Elburn	IL
	Newmarket	NH
lived on property for 14 years	Pittsburg	NH
	Colebrook	NH
	Concord	NH
	Franklin	NH
	Marblehead	MA
Has camp in Pittsburg	Manchester	NH
Repairing home	Orange	MA
ag general blair	Barnstead	NH
all gates open like they use to be!	Pittsburg	NH
	Cornish	NH
beautiful, like how log	Fitchburg	MA
moose lottery 2004 first time up got moose	Wichendon	MA
Cleaning out camp	Eaton Center	NH
wilson miles	Pittsburg	NH
Camping	Epsom	NH
With father 1960 - fishing	Danvers	MA
No condos, no development	Trumbull	CT
	Laconia	NH
great	Lincoln	NH
Camp 70's Indian state grading road, keep roads open	Enfield	NH
Camp lake 30 years, want left alone, no ATV gates closed all gary herbert richards 603-239-6796 for comments, no power	Swanzey	NH
	Randolph	VT
got their deer earlier today, just driving around now	Laconia	NH
Visiting from Syracuse, NY here every weekend	Manchester	NH
	Milan	NH
	Pittsburg	NH
	South Weymouth	MA

Comments	City	State
	Ossipee	NH
	Fitchburg	MA
	Pittsburg	NH
looking for wood	Pittsburg	NH
	Dunbarton	NH
	Peabody	MA
get rid of gates	Pittsburg	NH
	Leominster	MA
	Concord	NH
	Holderness	NH
	Portsmouth	NH
	Pittsburg	NH
	Nashua	NH
Been camping here since they were small kids, 50+years ago	Portsmouth	NH
	Manchester	NH
	Rumney	NH
Gates locked a lot, want more ATV area trails, sand young does a good job on maintaining roads	Goshen	NH
less public access	Shirley	MA
teaching young one to hunt	Pittsburg	NH
	Pittsburg	NH
	Sanbonville	NH