

2. In November 1993, I began working for DEC as a Forestry Technician in the Bath office (Region 8) and in November 1994, I moved to the Region 6 office in Lowville. As a Forestry Technician, I was responsible for the management of various State reforestation lands, which included conducting forestry inventories, management of recreational facilities, and the development and implementation of Unit Management Plans (UMPs).

3. In November 2004, I became a Forester 1 in the DEC Region 6 office in Lowville. I was responsible for development and implementation of UMPs on the Forest Preserve and lands subject to conservation easements within Region 6 and other DEC regional areas. I was the lead author on several UMPs, including Watson's East Triangle Wild Forest, Raquette-Jordan Boreal Primitive Area, and Moose River Plains Wild Forest, as well as several amendments to the Independence River Wild Forest River Plains UMP.

4. In my current position, I am responsible for the Lands and Forests programs within a working group called the Lowville working circle. I am responsible for the administration and management of all programs for DEC's Division of Lands and Forests at the DEC Lowville Region 6 sub-office. I oversee regulatory programs involving the Forest Preserve, conservation easements, state forests, and private lands services. My duties include reviewing UMPs for state-owned lands, recreation management plans for private lands subject to State-owned conservation easements, and approval of project specific work plans.

5. I have extensive experience in Forest Preserve management including the planning and construction of snowmobile trails. In 2000, I began drafting the UMP for the Moose River Plains Wild Forest. As part of this task, I scouted the Seventh Lake Mountain Trail. I had initially selected a route, out of ten alternatives, that went through the interior of the Moose River Plains Wild Forest Unit, but after DEC implemented the Management Guidance: Snowmobile

Trail Siting, Construction and Maintenance on Forest Preserve lands in the Adirondack Park, (2009 Guidance), I revisited the search for a suitable route and relocated the route of the trail to the periphery of the Moose River Plains Wild Forest Unit. *See* R. Ex. 5, at (2011 Moose River Plains Wild Forest UMP). In light of the 2009 Guidance, I also helped determine the discontinuance of snowmobile access to 46.39 miles of trails in the interior of the Moose River Plains Wild Forest Unit. *See id.* at 113-114.

6. I have read the allegations in the complaint/petition (Complaint) stating that the construction of Class II trails violates the State Constitution, Article XIV, § 1, a substantial amount of timber will be cut, the trails are not consistent with the wild forest nature of the preserve, and the trails create a man-made setting. Complaint, ¶ 82. I submit this affidavit in opposition to those allegations and in support of the State's motion for summary judgment.

Mt. Tom East, North Crossover and Steam Sleigh Trails

7. In addition to the Moose River Plains Wild Forest UMP, I planned and led the construction of reroutes of portions of the Steam Sleigh Trail in the Watson's East Triangle Wild Forest, and the Mt. Tom East and North Crossover Trails, both in the Independence River Wild Forest. Steam Sleigh and Mt. Tom Trails will be discussed in more depth below. North Crossover Trail was constructed prior to 2012 which I understand to be outside the Court-mandated timeframe of this case.

8. I am familiar with the Mt. Tom East trail and Steam Sleigh trail, having supervised their construction. These projects relocated portions of existing snowmobile trails and were undertaken in order to better protect natural resources.

9. Trail work was authorized for these trails pursuant to UMPs. UMPs are plans developed by the DEC, in consultation with Adirondack Park Agency (APA) staff, and assess the

natural and physical resources and outline plans for public recreational access within a unit of land in the Forest Preserve. *See: Unit Management Plans, DEP'T ENVTL. CONSERV., <http://www.dec.ny.gov/lands/4979.html>* (last visited August 19, 2016).

10. The first step in constructing any trails is the development of a work plan. The 2009 Guidance sets forth the process for developing Class II trails. Work plans for such trails are developed in consultation with APA staff and identify routes to be followed, areas where the terrain requires manipulation to protect from erosion, trees to be cut, and bridges to be built. Adjustments to the work plan are made through modification reports to address unforeseen problems encountered while trails are being constructed.

11. The Steam Sleigh and Mt. Tom East trail projects eliminated long-standing environmental impact issues by rerouting older, unsustainable trails away from water resources. The work done on the Steam Sleigh Trail mitigated the impact of the former trail on wetlands. Similarly, the goal of the work on Mt. Tom East Trail was to protect water resources. Exhibit A (Ex.) (NYS0001808). The previously used trails had water erosion problems due to their poor location and illegal motor vehicle use. The creation of the rerouted trail segments protects water resources and reroutes trails away from the scenic river corridor of the Independence River. Ex. A (NYS0001808).

Mt. Tom East Trail

12. The Mt. Tom East Trail is part of the Independence River Wild Forest and its construction was authorized by a 2011 amendment to a 1986 UMP. A total of 124 trees were cut on the Mt. Tom East Trail, over 1.15 miles of trail on Forest Preserve land.

13. Tree-cutting and other ground work on the Mt. Tom East Trail, located in Lewis County, was initially conducted between August 1, 2013 and October 31, 2013. The purpose of

the work was to relocate a portion of the existing trail, which had numerous water issues due to poor trail location and previous illegal motor vehicle use. Ex. B (Mt. Tom East work plan dated 08/22/13, NYS0001809). The reroute also moved the trail out of the Independence River scenic river corridor. *Id.* The DEC trail crew cut 119 trees (108 were 6" DBH or smaller) over approximately 1.15 miles of trail. *Id.* Approximately 1.6 miles of the former trail was subsequently closed for all uses.

14. The trail was constructed pursuant to the 2009 Guidance and I attempted to minimize terrain modification "through careful trail layout to help design a trail that has the character of a foot trail and can also serve as a safe and sustainable multiuse trail for all users." Ex. B (Work plan, at NYS0001809).

15. The trail was constructed to a nine-foot trail tread width and overhead pruning of trees was completed to a height of 12 feet. Ex. B (Work Plan, at NYS0001810). There were no curves on this portion of the trail that required construction of the trail tread beyond nine feet; a single, 150-foot bench cut was completed to ensure proper drainage.

16. The trail also required the construction of two bridges, 30 feet long and 40 feet long, respectively, to span two branches of the same stream. Ex. B (Work Plan, at NYS0001810). Due to terrain constraints, the only viable crossing point required crossing the stream at a point where it was braided into two separate stream courses. Any attempt to cross where the stream was a single channel would have required extensive bench-cutting, rock removal, and tree cutting.

17. In 2015, an additional five trees along the edge of the trail were cut as part of routine maintenance, bringing the total number of trees cut to 124. Ex. C (October 2, 2015 work plan [NYS0006680-NYS0006684]).

Steam Sleigh Trail

18. The Steam Sleigh Trail is located in the Watson's East Triangle Wild Forest and its construction was authorized by a UMP approved in 2010. Tree-cutting and other ground work for the Steam Sleigh Trail near Long Pond Road, in the Town of Croghan, Lewis County, was completed between June 1, 2013 and September 30, 2013. A total of 43 trees were cut over 745 feet of trail.

19. This project was a minor reroute of an existing trail that had been severely damaged by ATV use. Specifically, the trail work involved relocation of approximately 745 feet of existing trail to mitigate wetland impacts. Ex. D (Work Plan, dated 12/10/12) (NYS))4940-4943). The trail was constructed to a nine-foot trail tread width and required 33 trees to be cut (32 trees were 6" DBH or less). *Id.* In 2015, an additional 10 trees (all less than 6"DBH) were cut because they were being hit by trail grooming equipment; I determined that the removal of these 10 trees would not increase the width of the trail beyond nine feet. Ex. E (Application of Routine Maintenance Project, dated 9/28/15 NYS0006685-NYS0006689). Therefore, the total number of trees cut on the Steam Sleigh Trail was 43.

20. The construction of Steam Sleigh Trail also required the construction of one 18-foot long bridge to span a small drainage area. Although the bridge was not in a wetland, DEC obtained an APA wetlands permit because the drainage area was connected to a nearby wetland. Ex. F (NYS0001845-6).

21. As noted in the Independence River Wild Forest (IRWF) UMP, relocation of trails is sometimes required because of illegal ATV use, due to the original trail location being a poor choice, and due to changing drainage patterns caused by beavers. R. Ex. 57(d) at 6. The Steam Sleigh Trail work was necessary to provide a safe, sustainable snowmobile route which avoided

impacting drainage issues created by ATV use while the land was under private ownership. The new route is located slightly uphill and allows for proper drainage of water off of the trail tread. Ex. F (NYS0001846).

Burning Creek, Town Line Road and Catspaw Lake Spur Trails

Burning Creek Trail


22. The complaint alleges that the Burning Creek trail in the Watson's East Triangle Wild Forest (WETWF) is a Class II trail. Complaint 69 (g). The Burning Creek trail was proposed and approved in a 2010 UMP, as a Class II trail. However, it has not been constructed. A good portion of the trail is located on the adjoining Oswegatchie Conservation Easement and trail construction is awaiting approval of the recreation management plan for that property. Once the recreation management plan is approved, a work plan will be developed for construction of the entire trail. The entire length of the proposed trail section within the WETWF follows an old road that was closed to motor vehicles in the 2010 UMP. Therefore, it is expected that minimal tree cutting will be required to establish the new trail.

Town Line Road Cutoff Trail

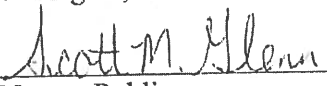
23. This trail was added as a new Class II trail in the 2011 Amendment to the IRWF UMP. It was added as a designated snowmobile trail to allow snowmobiles to avoid approximately one mile of plowed road. The route follows an old road that leads across Forest Preserve and on to adjoining State Forest lands. No trees were cut in order to open this route. It was designated as a Class II trail as it is part of the main connection between the Adirondacks and the Tug Hill area to the west.

Catspaw Lake Spur Trail

24. This short section of trail was added as a Class II trail in the 2011 Amendment to the IRWF UMP. It was designated as a Class II trail in order to provide a groomed route into the Brantingham Lake area. This spur provides access to amenities such as gas and food not available on the existing Community Connector route. As this route is on an old woods road no trees were cut to open it.



Keith Rivers

Sworn to before me this 19th day
of August, 2016


Notary Public

Scott M. Glenn
Notary Public State of New York
01GL6181904
Qualified of Lewis County
Commission Expires 03-24-2020

KEITH RIVERS AFFIDAVIT EXHIBIT LIST

- Exhibit A: Mt. Tom Snowmobile Trail checklist
(NYS0001808)**
- Exhibit B: Mt. Tom East trail work plan dated 8/22/13
(NYS0001809-NYS00001813)**
- Exhibit C: Mt. Tom East trail work plan dated 10/2/15
(NYS0006680-NYS0006684)**
- Exhibit D: Steam Sleigh Trail work plan dated 12/10/12
(NYS0004940-NYS0004943)**
- Exhibit E: Steam Sleigh Application for Routine Maintenance Project dated
9/28/15 (NYS0006685-NYS0006689)**
- Exhibit F: DEC Request to Work
(NYS0001845-NYS0001846)**

EXHIBIT A

REGULATORY CLEARANCE CHECKLIST

Project: Mt. Tom Snowmobile Trail; IRWF, 2013

PROGRAM	PERMIT	REQUIRED YES/NO?	SECURED BY	COMMENTS
Air Resources	Combustion Install.	NO		
	Exhaust & Vent Sys.	NO		
	Restricted Burning	NO		
	Incinerator	NO		
Fish & Wildlife	Freshwater Wetlands	NO		
	Protection of Waters	NO		
	Endangered Species	NO		
	WSR Rivers	NO		
Lands & Forests	Protected Native Plants	NO	K. Rivers	None according to NYSHIP
	Tree Cutting	YES	K. Rivers	Attached as part of work plan
	CP-17	YES	K. Rivers	Attached
	Unit Mt. Plan	YES	K. Rivers	UMP amendment 2011
Mineral Res	Mining	NO		
Compliance Services	SEOR	NO		
	EIS	NO		
	Water Quality Cert.	NO		
Solid/Haz Mat	Solid Waste Mt.	NO		
	Coastal Erosion	NO		
Water	Dam Safety Review	NO		
	Const. in Flood	NO		
	Public Water Supply	NO		
	SPDES	NO		
Spills Management	Chemical Bulk	NO		
	Petroleum Bulk	NO		
Other DEC	Contract Clearance	NO		
	DOB Exemption	NO		
	Building Permit	NO		
Outside DEC	Local Permits	NO		
	APA MOU	YES	K. Rivers	APA Snomo trail work plan attached
	APA Wetlands	YES	K. Rivers	Gen'l permit attached
	Corps. of Engineers	NO	K. Rivers	Letter of non-jurisdiction attached
	Easements Owner	NO		
	Hwy. Entrance DOT	NO		
	Wastewater	NO		
	Historic	NO	K. Rivers	None according to Historic Preservation
	Asbestos	NO		
Agri District	NO			

Regional Permit Administrator

(Print Name) David S. Smith (signature) David S. Smith Date: 8/20/13

Program Supervisor

(Print Name) Lawrence R. Ambrose (signature) Lawrence R. Ambrose Date: 8/21/2013

Regional Operations Supervisor

(Print Name) Patrick N. Lyng (signature) Patrick N. Lyng Date: 8/22/2013

EXHIBIT B



New York State Department of Environmental Conservation
Division of Lands and Forests

ADIRONDACK PARK SNOWMOBILE TRAIL PROJECT WORK PLAN

REGION: 6 OFFICE: LOWVILLE TRAIL CLASS: II UNIT NAME(S): Independence River WF

DEC FORESTER: KEITH RIVERS DATE OF APPLICATION: 7-10-13

APA CONTACT PERSON: Walt Linck DATE OF APA CONTACT: UMP-2010, site visit 5/13

PROJECT NAME: MT. TOM EAST TRAIL REROUTE

LOCATION OF PROJECT(S): MT. TOM EAST TRAIL

TRAIL PROJECT IN AN APPROVED UMP/UMP AMENDMENT: YES

DESCRIPTION OF PROJECT(S):

- 1) **Where-** This project is a relocation of a portion of the Mt. Tom East Snowmobile trail. The project was approved in a UMP amendment in 2011. The existing route has numerous water issues due to poor trail location and previous damage caused by illegal motor vehicle use. The new route will not only protect water resources but will also move the trail out of the scenic river corridor of the Independence River. The reroute will be approximately one mile in length and will require two bridges.

- 2) **What-** This project work plan will cover brushing, tree cutting, terrain modification and bridge construction. The core objective of the 2009 Snowmobile Trail Management Guidance is to achieve a balance of tree cutting, rock removal and terrain modification. This is achieved through careful trail layout to help design a trail that has the character of a foot trail and can also serve as a safe and sustainable multiuse trail for all users. Balance is achieved through detailed consideration of micro sections of the trail during the initial layout and is further enhanced by adjusting the plan as necessary after each piece is constructed. Snowmobile Trail Work Project plan Modification Reports will be submitted to document such adjustments. These reports serve as work plan amendments, or updates, subject to the same approval as the original work plan. The initial work plan and any subsequent modification reports are pulled together in a final documentation of the project.
 - a) **Tree cutting-** See tally below. The 119 trees to be cut are marked with orange tree marking paint. Stumps will be cut flush with the ground. Trees will be dispersed off the trail.

Species	Red spruce	Red maple	Sugar maple	Yellow birch	Beech
3"	33	2	1		15
4"	6	1	3	1	16
5"	7	3	1	2	3
6"		5	2		7
8"	2	3			3
10"		1			
12"		1			
14"		1			
Total	48	17	7	3	44

Total trees to be cut- 119

b) Brushing and Pruning- Brush will be cleared to a width of 9 feet and overhead pruning to a height of 12 feet. Branches will be pruned with proper pruning techniques to avoid any branch stubs and to allow trees to heal properly. Small brush that hangs into the trail width from beyond 9 feet can be cut at the base instead of creating "hedge" cuts. There are no steep slopes on this route that would require a trail width greater than 9 feet. There is one sharp curve where the trail width may be extended to up to 12 feet in width.

c) Rock Removal- No rocks have been identified for removal under this work plan. Any issues with rocks that become apparent after the corridor is brushed out or after initial use, will be addressed through a Snowmobile Work Project Plan Modification Report.

d) Drainage Devices- Through proper layout the trail is designed to avoid or minimize developed drainage devices. Due to favorable terrain characteristics the need for drainage devices is minimal in the segment of trail identified in this work plan. No drainage devices have been identified as necessary under this work plan. Areas that require drainage may become apparent after the corridor is brushed out, or, after initial use. If necessary in the future, drainage devices will be addressed through a Snowmobile Work Project Plan Modification Report.

e) Terrain Modification- The ability to modify terrain can assist in balancing the need for tree cutting and rock removal. The goal of terrain modification is not to provide a flat smooth trail tread, but to avoid the need for additional tree cutting associated with additional trail length needed to avoid topography or unsafe conditions. For this trail a 150 foot section will need to have a side hill bench cut. This will allow a sweeping uphill curve to not pitch too extremely to the outside of the curve. The construction of this bench cut will be directly supervised by Lands and Forest staff to ensure it conforms to the Snowmobile trail Management Guidance.

f) Trail Markers and Signs- This trail will be marked with DEC Snowmobile Trail markers. Directional signage will be used where needed but kept to a minimum.

g) Trail rehabilitation -- any rehabilitation work necessary will be performed by the work crews as they make their way out of the work area.

h) Bridges --Two bridges will be used to span two forks of a small stream. Topography prevents crossing the stream with a single crossing. On August 13, 2012 the Agency issued a wetlands permit for the stream crossings. The bridges will be constructed to maintain a minimum of eighteen inches of clearance above the ground. The bridges will be twelve feet in width and will utilize wooden poles for stringers. No guiderails will be required. The bridge will be constructed according to the attached bridge plans (entitled "Forest Preserve Snowmobile Bridge").

3) Why- This work is being undertaken to reroute an existing community connector trail that has numerous water issues. Additionally, the existing route is within the scenic river corridor for the Independence River. The reroute location is outside of the corridor.

4) How- This project will be done by DEC Operations crews and possibly assisted by a local snowmobile club under an AANR agreement. The primary tool for the tree cutting and brushing will be chainsaws. Operators will follow all of DEC's rules for safe chainsaw operation, including wearing safety chaps or pants and hardhats with eye and ear protection. Clearing saws will be used for brushing work as needed. Additionally loppers, pole saws and power pruners may be used to accomplish the cutting.

A small tracked excavator will be utilized to complete the 150 section of bench cutting and to set the bridge stringer poles. These tasks can be performed more neatly and efficiently with a machine than a trail crew. Hand work will be done in combination with the machine as the fine dressing of each feature is best done by

hand. As indicated in the minimum tool discussion below, this will be done to minimize impacts while having direct DEC oversight.

MINIMUM TOOL REQUIREMENT DISCUSSION:

A small tracked excavator will be used to create a 150 foot long bench cut and to set bridge poles onto abutments. 6-wheeled ATVs will be used to move bridge poles to the bridge locations. Motorized equipment will not be used to transport staff to and from site.

MATERIALS: All bridges will be constructed of ACQ treated wooden poles and lumber.

MOTOR VEHICLES, EQUIPMENT REQUIRED: Tracked excavator, six-wheeler, chain saw, generator for drills.

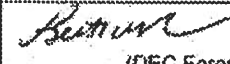
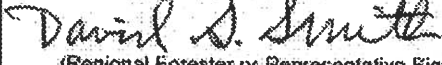
APA STAFF CONCERNS: None - # have been addressed here.

ARE WETLANDS INVOLVED?: YES, APA WETLANDS PERMIT ISSUED 8/12

APPROVALS REQUIRED: USACE- approved 1/17/13

ESTIMATED STARTING DATE: 7/13

ESTIMATED COMPLETION DATE: 9/13

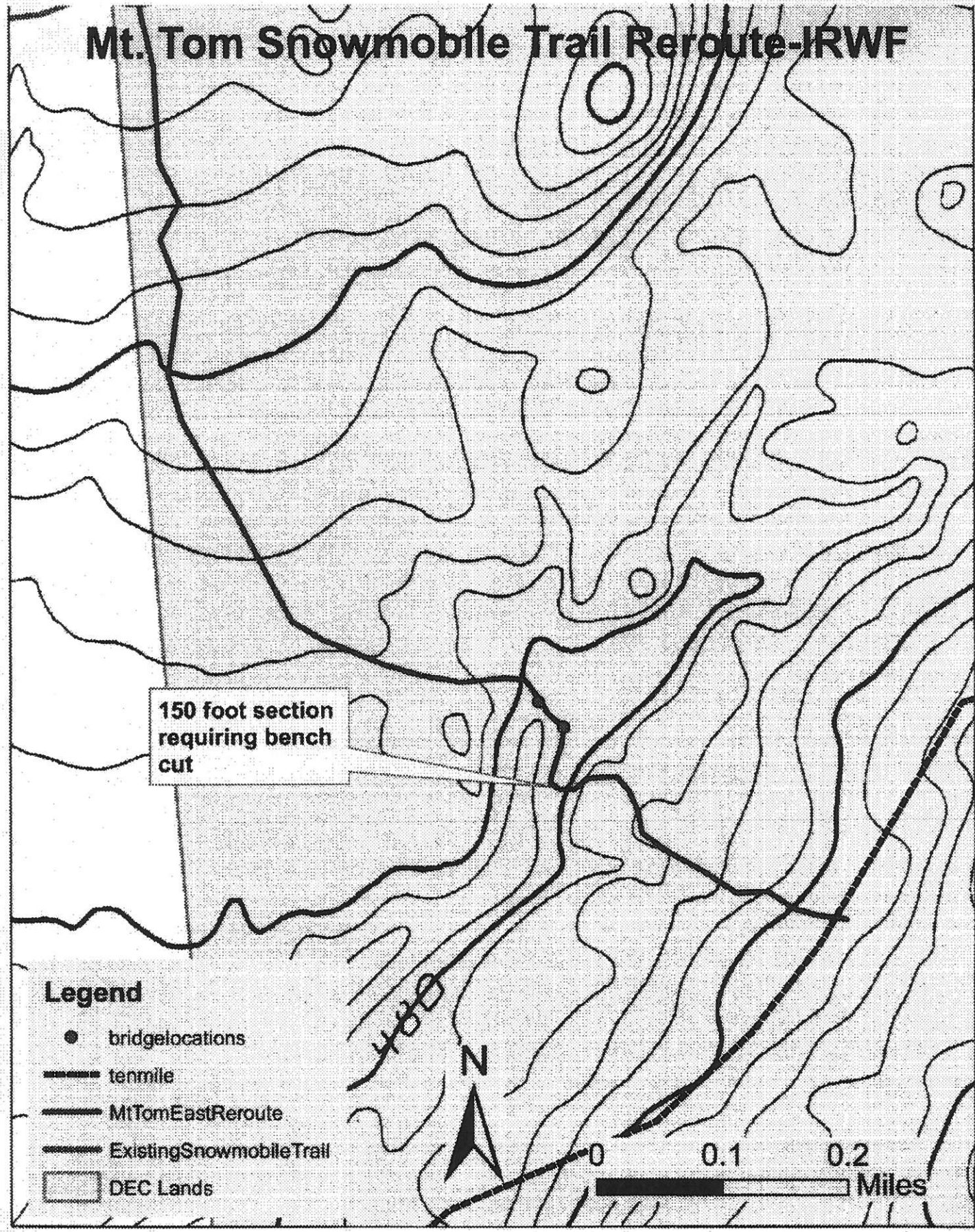
Approvals		
<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied	 (APA Contact Signature)	7/11/13 Date
<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied	 (DEC Forester/Planner Signature)	7/15/13 Date
<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied	 (Regional Forester or Representative Signature)	8/12/13 Date

RECEIVED

JUL 15 2013

NYSDEC
REGION 6-LOWVILLE

Mt. Tom Snowmobile Trail Reroute-IRWF



Tree cutting list for Mt. East Trail Reroute.

Species DBH	Red spruce	Red maple	Sugar maple	Yellow birch	Beech
3"	33	2	1		15
4"	6	1	3	1	16
5"	7	3	1	2	3
6"		5	2		7
8"	2	3			3
10"		1			
12"		1			
14"		1			
Total	48	17	7	3	44

Total trees to be cut- 119

EXHIBIT C

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Lands & Forests, Region 6
7327 State Route 812, Lowville, NY 13367
P: (315) 376-3521 | F: (315) 376-8059
www.dec.ny.gov

MEMORANDUM

To: Dale Gass, Doug Kirkbride
From: Matt Nowak
Date: October 2, 2015
Subject: **Work Plan for Mt. Tom East Tree Cutting**

Attached is a work plan for cutting several edge trees along the Mt. Tom East Trail in the Independence River Wild Forest.

If you have any questions, please feel free to contact me.

ec: Keith Rivers, Dave Smith, Lt. Nowalk, Mike Hubschmitt, Pat Lyng, Brent Planty,
Megan Buell



NYS0006680



**NYS DEC - DIVISION OF OPERATIONS
REQUEST FOR WORK
(MMS)**

FACILITY NAME:
Independence River Wild Forest

INFRASTRUCTURE ITEM / BUILDING:
Mt. Tom East

PROGRAM REQUESTING WORK :
Lands and Forests

NAME OF REQUESTER & PHONE # :
Matt Nowak

DATE REQUESTED:
October 2, 2015

PRIORITY:
(Routine, Low, High, Emergency)
Routine

IF NON RE-OCCURRING WORK:
DATE WORK NEEDS TO BE COMPLETED:
Before Snowmobile Season

FUNDING SOURCE:
(R&I, State Purpose, etc.)

COST CENTER:

OBJECT CODE:

T & A CODE:

FOR RE-OCCURRING WORK:

FREQUENCY: (daily, weekly, monthly)
N/A

SUGGESTED TIME FRAME

START:

END:

ACTION REQUESTED:

Cut 5 edge trees along the Mt. Tom East Trail. Trees should be cut flush to the ground, felled away from the trail where possible, left scattered near the trail, and not utilized in any way. Trees are marked with blue paint and include:

- Maple (8" DBH)
- Birch (7" DBH)
- Beech (4", 4", and 6" DBH)
- 18 saplings <3" DBH (also marked with blue paint)

OPERATIONS USE ONLY:

WORK ORDER #:
(to be filled in when entering into database)

OPERATIONS WORK LOCATION:
(shop location that will be performing work)

FACILITY CODE:

TASK NUMBER:

ASSIGNED TO CREW CHIEF:

Template updated on: 2/27/08

REGULATORY CLEARANCE CHECKLIST			Project: Mt Tom East Trees/IRWF	
PROGRAM	PERMIT	REQUIRED YES/NO?	SECURED BY	COMMENTS
Air Resources	Combustion Install.	NO		
	Exhaust & Vent Sys.	NO		
	Restricted Burning	NO		
	Incinerator	NO		
Fish & Wildlife	Freshwater Wetlands	NO		
	Protection of Waters	NO		
	Endangered Species	NO		
	WSR Rivers	NO		
Lands & Forests	Protected Native Plants	NO		
	Tree Cutting	YES	M. Nowak	LF 91-2 Attached
	CP-17	NO		
	Unit Mgt. Plan	YES	K. Rivers	Trail is designated Class II in IRWF UMP
Mineral Res	Mining	NO		
Compliance Services	SEQR	YES	K. Rivers	Completed under UMP
	EIS	NO		
	Water Quality Cert.	NO		
Solid/Haz Mat	Solid Waste Mgt.	NO		
Water	Coastal Erosion	NO		
	Dam Safety Review	NO		
	Const. in Flood	NO		
	Public Water Supply	NO		
	SPDES	NO		
Spills Management	Chemical Bulk	NO		
	Petroleum Bulk	NO		
Other DEC	Contract Clearance	NO		
	DOB Exemption	NO		
	Building Permit	NO		
Outside DEC	Local Permits	NO		
	APA MOU	YES	M. Nowak	Consistent with Class II trails & UMP
	APA Wetlands	NO		
	Corps. of Engineers	NO		
	Easements Owner	NO		
	Hwy Entrance DOT	NO		
	Wastewater	NO		
	Historic	NO		
Asbestos	NO			
	Agri District	NO		

Regional Permit Administrator

(Print Name) _____ (signature) _____ Date: _____

Program Supervisor

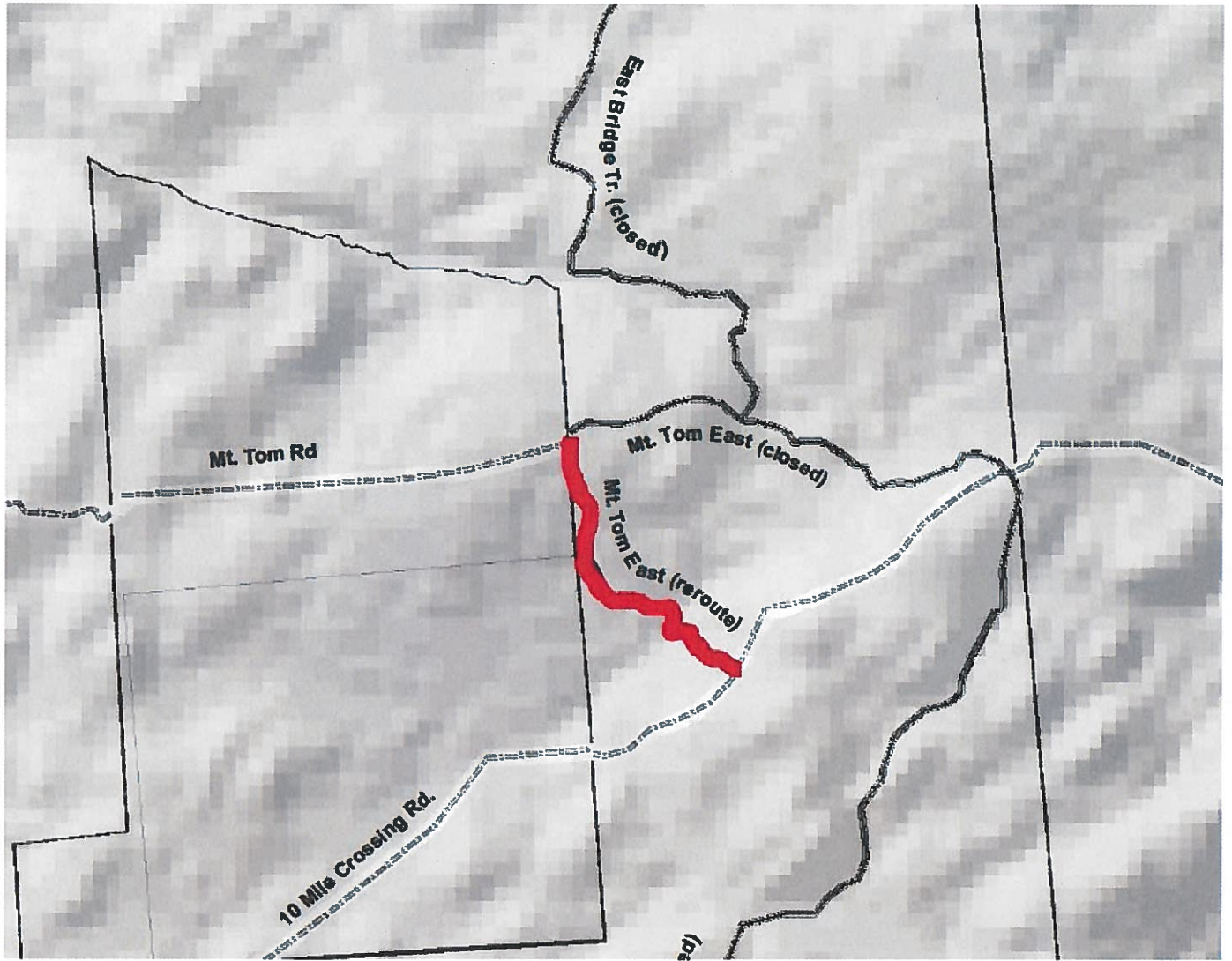
(Print Name) KEITH RIVERS (signature) [Signature] Date: 10/2/15

Regional Operations Supervisor

(Print Name) _____ (signature) _____ Date: _____

NYS0006682

Mt. Tom East Location



NYS0006684

EXHIBIT D



New York State Department of Environmental Conservation
Division of Lands and Forests

ADIRONDACK PARK SNOWMOBILE TRAIL PROJECT WORK PLAN

REGION: 6 OFFICE: LOWVILLE TRAIL CLASS: II UNIT NAME(S): Watson's East Triangle WF

DEC FORESTER: KEITH RIVERS DATE OF APPLICATION: 12-10-12

APA CONTACT PERSON: Kathy Regan / Matt Linck DATE OF APA CONTACT: UMP-2010, site visit 11/2011

PROJECT NAME: STEAM SLEIGH TRAIL REROUTE

LOCATION OF PROJECT(S): STEAM SLEIGH SNOWMOBILE TRAIL

TRAIL PROJECT IN AN APPROVED UMP/UMP AMENDMENT: YES

DESCRIPTION OF PROJECT(S): This project is a relocation of a portion of the Steam Sleigh Snowmobile trail that was severely damaged by ATV use. The damage occurred when the lands were in private ownership as well as in the first several years following State acquisition. Increased enforcement actions combined with educational efforts have resulted in a significant reduction of illegal ATV use of the trail. Due to the original trail's poor location, a reroute around the most heavily damaged section was proposed in the UMP for this area. The reroute will be approximately 745 feet in length and will require one twenty-four foot long bridge. The trail will be a maximum of nine feet in width. A total of 33 trees, less than 7" dbh, will need to be cut for the reroute (see attached list). Two rocks within the trail will need to be either removed or covered, the latter being the most desirable. No additional drainage structures are required for this trail segment.

The bridge will be used to span a small drainage between the existing trail and an adjoining wetland. On a November 2, 2011 site visit, Agency staff indicated that the bridge location was not within a wetland but an Agency permit would be required as the drainage was connected to a nearby wetland. The bridge will be constructed to span the entire drainage area and will be a minimum of eighteen inches above the ground. The bridge will be twelve feet in width and will utilize wooden poles for stringers. No guiderails will be required. The bridge will be constructed according to the "Forest Preserve Snowmobile Bridge".

MINIMUM TOOL REQUIREMENT DISCUSSION: A small tracked mini-excavator will be used to bring poles to site and to set them onto abutments. Motorized equipment will not be used to transport staff to and from site. If poles can be moved during winter months, they will be brought to site using grooming equipment.

MATERIALS: See attached bridge material list.

MOTOR VEHICLES, EQUIPMENT REQUIRED: Tracked excavator, six-wheeler ATV, chain saw, generator for drills.

APA STAFF COMMENTS:

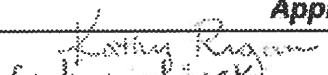
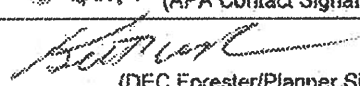
ARE WETLANDS INVOLVED? YES, WETLANDS PERMIT 2011-206 ISSUED 12/15/11

APPROVALS REQUIRED: USACE- approved 7/23/12, need final approval from CO

ESTIMATED STARTING DATE: Summer 2013

ESTIMATED COMPLETION DATE: Summer 2013

Approvals

<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied	 (APA Contact Signature)	1/9/13 Date
<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied	 (DEC Forester/Planner Signature)	1/11/13 Date
<input type="checkbox"/> Approved <input type="checkbox"/> Denied	 (Regional Forester or Representative Signature)	 Date

RECEIVED

JAN 11 2013

NYSDEC
REGION 6-LOWVILLE



REGULATORY CLEARANCE CHECKLIST - FOREST PRESERVE PROJECTS

PROGRAM	PERMIT/APPROVAL	REQUIRED		SECURED BY (NAME)	COMMENTS
		Yes	No		
Air Resources	Restricted Burning		X		
Mineral Resources	Mining		X		
Solid/Hazardous Materials	Solid Waste Mgt. Fac.		X		
Water	Dam Safety Review		X		
	Const. in Flood Hazard		X		
	Public Water Supply		X		
	SPDES		X		
Spills Management	Petro. Bulk Storage		X		
Lands and Forests	Unit Management Plan	X		Keith Rivers	UMP approved 2010
	Tree Cutting	X		Keith Rivers	Attached as part of work plan
	Protected Native Plants	X		Keith Rivers	None according to NYSNHP
	Historic Preservation	X		Keith Rivers	None
Fish and Wildlife	Freshwater Wetlands		X		
	Wild Scenic & Rec. River		X		
	Other Protection of Waters		X		
Compliance Services	EAF	X		Keith Rivers	2010 UMP
	Negative Declaration	X		Keith Rivers	2010 UMP
	Env. Impact Statement		X		
	Water Quality Cert.	X		Keith Rivers	Attached
Other DEC	CP-17	X		Keith Rivers	Prior to beginning project
	Flight Request		X		
	Contract Clearance Sh.		X		
	DOB Exemption		X		
Outside DEC	APA MOU		X		
	APA Wetlands Permit	X		Keith Rivers	Attached
	Corps. of Engineers	X		Keith Rivers	Attached
	Building Permits		X		
	Local Permits		X		
	Easements		X		
	Highway Enter DOT		X		
Wastewater Disposal		X			

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REGION 6-LOWVILLE

Steam Sleigh Trail Relocation Tree Cutting

The following chart shows trees needed to be cut to construct a nine (9) foot wide trail.

Red spruce	Yellow birch	Red maple	Black cherry
1-4"	5-3" 5-4" 1-5"	4-4" 4-6"	5-3" 2-4" 1-6"
Gray birch	Pin cherry		
2-4" 1-7"	2-4"		

Total trees to cut- 33

EXHIBIT E

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Lands & Forests, Region 6
7327 State Route 812, Lowville, NY 13367
P: (315) 376-3521 | F: (315) 376-8059
www.dec.ny.gov

MEMORANDUM

To: Dale Gass, Doug Kirkbride
From: Keith Rivers
Date: September 28, 2015
Subject: **Work Plan for Steam Sleigh Snowmobile Trail improvements on WETWF**

Attached is a work plan for cutting 10 trees on the Steam Sleigh Trail in the WETWF. As this work is routine maintenance, this work plan does not need to be elevated to Pat Lyng.

If you have any questions, please feel free to contact me.

ec: Keith Rivers, Dave Smith, Lt. Nowalk, John Scanlon, Pat Lyng, Brent Planty, Megan Buell, Matt Nowak



NYS0006685

**NYS DEC - DIVISION OF OPERATIONS
REQUEST FOR WORK
(MMS)**

FACILITY NAME:

WETWF

INFRASTRUCTURE ITEM / BUILDING:

Steam Sleigh Snowmobile Trail

PROGRAM REQUESTING WORK :

Lands & Forests

NAME OF REQUESTER & PHONE # :

Keith Rivers (315) 376-3521

DATE REQUESTED:

September 28, 2015

PRIORITY:

(Routine, Low, High, Emergency)

Routine

IF NON RE-OCCURRING WORK:

DATE WORK NEEDS TO BE COMPLETED:

FOR RE-OCCURRING WORK:

FREQUENCY: (daily, weekly, monthly)

SUGGESTED TIME FRAME

START:

END:

FUNDING SOURCE:

(R&I, State Purpose, etc.)

COST CENTER:

OBJECT CODE:

T & A CODE:

ACTION REQUESTED:

Cut 10 trees along trail between old route and new bridge. Trees are marked with orange paint and include the following:
yellow birch- 3@ 3", 1@ 4" dbh; red maple- 3@ 4" , 1@ 6" dbh; black cherry- 2@ 4" dbh;

OPERATIONS USE ONLY:

WORK ORDER #:

(to be filled in when entering into database)

OPERATIONS WORK LOCATION:

(shop location that will be performing work)

FACILITY CODE:

TASK NUMBER:

ASSIGNED TO CREW CHIEF:

Template updated on: 2/27/08

NYS0006686

REGULATORY CLEARANCE CHECKLIST			Project: Steam Sleigh Trail/WETWF	
PROGRAM	PERMIT	REQUIRED YES/NO?	SECURED BY	COMMENTS
Air Resources	Combustion Install.	NO		
	Exhaust & Vent Sys.	NO		
	Restricted Burning	NO		
	Incinerator	NO		
Fish & Wildlife	Freshwater Wetlands	NO		
	Protection of Waters	NO		
	Endangered Species	NO		
	WSR Rivers	NO		
Lands & Forests	Protected Native Plants	NO		
	Tree Cutting	NO		
	CP-17	NO		
	Unit Mgt. Plan	YES	K. Rivers	Approved 2010
Mineral Res	Mining	NO		
Compliance Services	SEQR	NO		
	EIS	NO		
	Water Quality Cert.	NO		
Solid/Haz Mat	Solid Waste Mgt.	NO		
Water	Coastal Erosion	NO		
	Dam Safety Review	NO		
	Const. in Flood	NO		
	Public Water Supply	NO		
	SPDES	NO		
Spills Management	Chemical Bulk	NO		
	Petroleum Bulk	NO		
Other DEC	Contract Clearance	NO		
	DOB Exemption	NO		
	Building Permit	NO		
Outside DEC	Local Permits	NO		
	APA MOU	NO		
	APA Wetlands	NO		
	Corps. of Engineers	NO		
	Easements Owner	NO		
	Hwy Entrance DOT	NO		
	Wastewater	NO		
	Historic	NO		
	Asbestos	NO		
Agri District	NO			

Regional Permit Administrator (Print Name) _____ (signature) _____ Date: _____

Program Supervisor (Print Name) KEITH RIVERS (signature) [Signature] Date: 9/28/10

Regional Operations Supervisor (Print Name) _____ (signature) _____ Date: _____

Application for Routine Maintenance Project
L&F Policy 91-2 - Tree Cutting in the Forest Preserve

REGION: 6

APPLICANT NAME: Keith Rivers, Acting Supervising Forester

ADDRESS: 7327 State Route 812, Lowville, NY 13367

PROJECT #:

DATE OF APPLICATION: September 28, 2015

OTHER CONTACT PERSON:

LOCATION OF PROJECT: WETWF, Steam Sleigh trail

DESCRIPTION OF PROJECT: Cut 10 live trees along Steam Sleigh Trail, a designated Class II snowmobile trail, that are marked with orange paint. Marked trees are being hit by trail grooming equipment. Removal will not increase width of trail beyond 9 feet. Trees include yellow birch- 3@ 3" dbh, 1@ 4" dbh; red maple- 3@ 4", 1@ 6" dbh; black cherry- 2@ 4" dbh.

WHO IS TO DO THE WORK: NYSDEC Operations

ESTIMATED STARTING DATE: ASAP

ESTIMATED COMPLETION DATE: ASAP

APPLICANT SIGNATURE:

XX

PROJECT ACTION:

APPROVED:

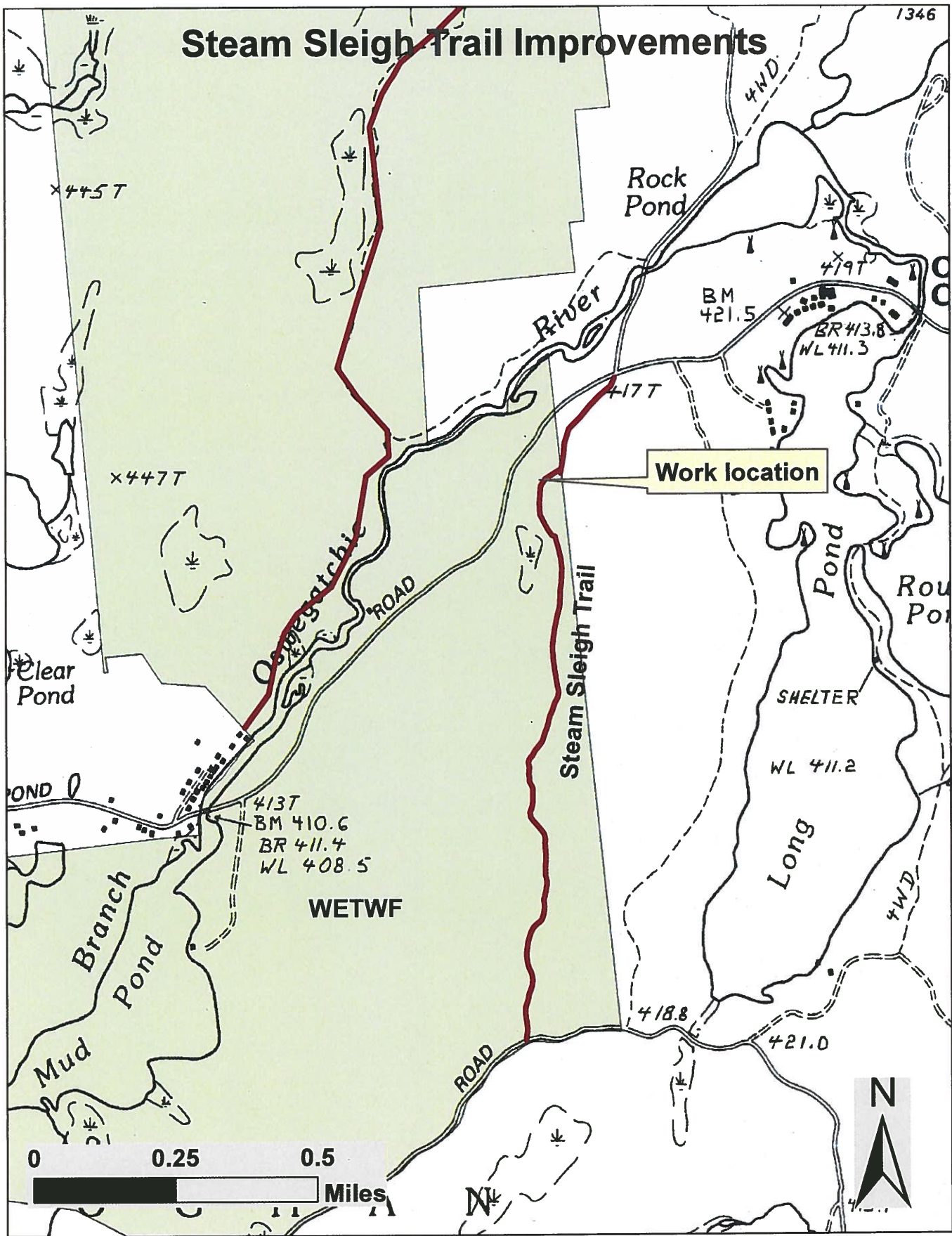
DISAPPROVED:

REGIONAL FORESTER SIGNATURE: David S. Smith DATE: 9/28/15

REMARKS:

Steam Sleigh Trail Improvements

1346



NYS0006689

EXHIBIT F

**NYS DEC - DIVISION OF OPERATIONS
REQUEST FOR WORK**

(MMS)

FACILITY NAME:

WETWF

DATE REQUESTED:

September 28, 2012

INFRASTRUCTURE ITEM / BUILDING:

Steam Sleigh Snowmobile Trail

PRIORITY: (Routine, Low, High, Emergency)

Routine

PROGRAM REQUESTING WORK:

Lands and Forests

IF NON RE-OCCURRING WORK:

DATE WORK NEEDS TO BE COMPLETED:

9-30-13

NAME OF REQUESTER & PHONE #:

Keith Rivers (315) 376-3521

FOR RE-OCCURRING WORK:

FREQUENCY: (Daily, Weekly, Monthly)

FUNDING SOURCE:
(R&I, State Purpose, Etc.)

Recreational Trail Grant

COST CENTER:

OBJECT CODE:

T & A CODE:

SUGGESTED TIME FRAME

START:

END:

ACTION REQUESTED:

This project is a relocation of a portion of the Steam Sleigh Snowmobile trail that was severely damaged by ATV use. The reroute will be approximately 745 feet in length and will require one twenty four foot long bridge. The bridge will be used to span a small drainage between the existing trail and an adjoining wetland. On a November 2, 2011 site visit, Agency staff indicated that the bridge location was not within a wetland but an Agency permit (attached) would be required as the drainage was connected to a nearby wetland. The bridge will be constructed to span the entire drainage area and will be a minimum of eighteen inches above the ground. The bridge will be twelve feet in width and will utilize wooden poles for stringers. No guiderails will be required. The bridge will be constructed according to the attached bridge plans (entitled "Forest Preserve Snowmobile Bridge").
Work on this project will be done by NYSDEC Operations staff under the supervision of Lands and Forests staff.

OPERATIONS USE ONLY:

WORK ORDER #:

(to be filled in when entering into database)

FACILITY CODE:

TASK NUMBER:

OPERATIONS WORK LOCATION:

(shop location that will be performing work)

ASSIGNED TO CREW CHIEF:

UPDATED 01-07-11 BHR

NYS0001845



New York State Department of Environmental Conservation
Division of Lands and Forests

ADIRONDACK PARK SNOWMOBILE TRAIL PROJECT WORK PLAN

REGION: 6 OFFICE: LOWVILLE TRAIL CLASS: II UNIT NAME(S): Watson's East
Triangle WF

DEC FORESTER: KEITH RIVERS

DATE OF APPLICATION: 12-10-12

APA CONTACT PERSON: Kathy Regan / Walt Link

DATE OF APA CONTACT: UMP-2010, site visit 11/2011

PROJECT NAME: STEAM SLEIGH TRAIL REROUTE

LOCATION OF PROJECT(S): STEAM SLEIGH SNOWMOBILE TRAIL

TRAIL PROJECT IN AN APPROVED UMP/UMP AMENDMENT: YES

DESCRIPTION OF PROJECT(S): This project is a relocation of a portion of the Steam Sleigh Snowmobile trail that was severely damaged by ATV use. The damage occurred when the lands were in private ownership as well as in the first several years following State acquisition. Increased enforcement actions combined with educational efforts have resulted in a significant reduction of illegal ATV use of the trail. Due to the original trail's poor location, a reroute around the most heavily damaged section was proposed in the UMP for this area. The reroute will be approximately 745 feet in length and will require one twenty-four foot long bridge. The trail will be a maximum of nine feet in width. A total of 33 trees, less than 7" dbh, will need to be cut for the reroute (see attached list). Two rocks within the trail will need to be either removed or covered, the latter being the most desirable. No additional drainage structures are required for this trail segment.

The bridge will be used to span a small drainage between the existing trail and an adjoining wetland. On a November 2, 2011 site visit, Agency staff indicated that the bridge location was not within a wetland but an Agency permit would be required as the drainage was connected to a nearby wetland. The bridge will be constructed to span the entire drainage area and will be a minimum of eighteen inches above the ground. The bridge will be twelve feet in width and will utilize wooden poles for stringers. No guiderails will be required. The bridge will be constructed according to the "Forest Preserve Snowmobile Bridge".

MINIMUM TOOL REQUIREMENT DISCUSSION: A small tracked mini-excavator will be used to bring poles to site and to set them onto abutments. Motorized equipment will not be used to transport staff to and from site. If poles can be moved during winter months, they will be brought to site using grooming equipment.

MATERIALS: See attached bridge material list.

MOTOR VEHICLES, EQUIPMENT REQUIRED: Tracked excavator, six-wheeler ATV, chain saw, generator for drills.

APA STAFF COMMENTS:

ARE WETLANDS INVOLVED? YES, WETLANDS PERMIT 2011-206 ISSUED 12/15/11

APPROVALS REQUIRED: USACE- approved 7/23/12, need final approval from CO

ESTIMATED STARTING DATE: Summer 2013

ESTIMATED COMPLETION DATE: Summer 2013