

EXHIBIT "A"



New York State
Department of Environmental Conservation

Division of Lands & Forests
Region 5

Shaker Mountain Wild Forest and Northville Boat Launch

Unit Management Plan Environmental Impact Statement

Town of Benson in Hamilton County
Towns of Northampton, Mayfield, Bleecker, and Caroga in Fulton County

January 2006

GEORGE E. PATAKI, Governor

DENISE M. SHEEHAN, Commissioner

Lead Agency: (in consultation with the Adirondack Park Agency)
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TRAIL CLASSIFICATION SYSTEM - Shaker Mountain Wild Forest

CLASS	MARKING	TREAD	BARRIERS	USE LEVEL	ACCEPTABLE MAINTENANCE
I Unmarked Route	None	Intermittently apparent, relatively undisturbed organic soil horizon	Natural obstructions present, logs and water courses	Occasional	None
II Path	Intermittent	Intermittently apparent, compaction of duff, mineral soils occasionally exposed	Same as unmarked route	Low, varies by location	Intermittent marking with consideration given to appropriate layout based on drainage, occasional barrier removal only to define appropriate route.
III Primitive	Trail markers, sign at junction with secondary or other upper level trail	Apparent, soil compaction evident	Limited natural obstructions (logs and river fords)	Low	Drainage (native materials) where necessary to minimize erosion, blowdown removed 2-3 years, brushing as necessary to define trail (every 5-10 years). Bridges only to protect resource (max - 2 log width). Ladders only to protect exceptionally steep sections, Tread 14"-18", clear: 3' wide, 3' high.
IV Secondary	Markers, signs with basic information	Likely worn and possibly quite eroded. Rocks exposed, little or no duff remaining	Up to one year's accumulated blowdown, small streams.	Moderate	Drainage where needed to halt erosion and limit potential erosion (using native materials), tread hardening with native materials where drainage proves to be insufficient to control erosion. Remove blowdown annually. Brush to maintain trail corridor. Higher use may warrant greater use of bridges (2—3 logs wide) for resource protection. Ladders on exceptionally steep rock faces. Tread 18"-24". Clear 4' wide, 3' High.
V. Trunk or Primary Trail	Markers, signed with more information and warnings.	Wider tread, worn and very evident. Rock exposed, possibly very eroded.	Obstructions only rarely, small streams	High	Same as above; Plus: regular blowdown removal on designated ski trails, non-native materials as last resort, Extensive tread hardening when needed, bridge streams (2—4 logs wide) difficult to cross during high water, priority given to stream crossings below concentrations of designated camping. Tread 18"-26", clear 6' wide, 8' high, actual turn piking limited to 2% of trail length.
VI Front Country	Heavily marked, detailed interpretive signing	Groomed	None	Very High	Extensive grooming, some paving, bark chips, ADA accessible. This is to be implemented within 500' of wilderness boundary.
VII. Horse Trail	Marked as Trunk or Secondary	Wide tread, must be rather smooth.	Same as Trunk Trail.	Moderate to High	Same as trunk trail, except use techniques appropriate for horses. Bridges: 6' minimum width with kick rails, nonnative dimensional materials preferred. Tread: 2'-4' wide, clear 8' wide, 10' high.

Appendix 13 - Trail Classification/Marking Standards

VIII. Ski Trail	Marked High. Special markers, sign at all junctions with hiking trails.	Duff remains. Discourage summer use	Practically none due to hazards.	High	Focus on removal of obstructions, maintenance should be low profile, tread determined by clearing 6' (Should be slightly wider at turns and steep sections. Provide drainage using native materials to protect resource.
IX. Mountain Bike Trails(according to International Mountain Biking Standards)	Marked frequently and No Biking signs posted on adjoining trails not specified for bike use	New trails to maximum of 4 feet. Tread width less than 18 inches on a rolling grade	None	Moderate	Remove vegetation at root level Texture the tread Keep trails below 2000 feet Use existing roads or trails that do not exceed 10 % Blowdown removal(annual) Trail brushing

TRAIL CLASSIFICATION SYSTEM - Snowmobile

CLASS	MARKING	TREAD	BARRIERS	USE LEVEL	ACCEPTABLE MAINTENANCE
Snowmobile Trails- Class A	Marked high	Groomed(width- 8 feet, 12 feet on corners)	None	Moderate to High	Blowdown removal(annual) Trail brushing Erosion control structures(Box culverts,etc.) Trail Hardening(corduroy) Bridges Trail Rehabilitation
Snowmobile Trails- Class B	Marked high	Groomed(width- 8 feet)	None	Low, varies by location	Blowdown removal(annual) Trail brushing Erosion control structures(Box culverts,etc.) Trail Hardening(corduroy) Bridges Trail Rehabilitation
Snowmobile Trails- Local	Marked high		None	Variable	

Snowmobile Trail Alignment and Grade

1. Trail alignment shall avoid blind curves and abrupt changes in either horizontal or vertical direction.
2. Minimum slight distance shall be 50 feet.
3. Curves with a radius of less than 25 feet shall not be included in any trail alignment.
4. Grades shall not exceed 20%
5. Line and grade shall be designed so as to insure that the average snowmobile operator can safely negotiate the trail with little or no difficulty and experience a ride that is interesting and safe.

Snowmobile Trail Width

Corridor trails may be kept clear to a width of eight feet on straight or gently curved stretches of trail and to a width of twelve feet on curves and steep grades where the cutting of trees or other woody growth over three inches DBH is not necessary.

Secondary trails may be kept clear to a maximum width of eight feet where the cutting of trees or other woody growth of over three inches DBH is not necessary.

All trails, regardless of class, shall be kept clear to a height of twelve feet, as measured from ground level, where the cutting of trees or other woody growth of over three inches DBH is not necessary.

Trail Marking Standards

On Adirondack Forest Preserve lands, all trails are marked with small, colored plastic disks nailed to trees or posts at regular intervals. In the past on hiking trails, blue markers were used for north-south trails, red markers for east-west trails and trails to fire towers, and yellow markers for connector trails.

The following markers are used today. All are available in blue, yellow, and red.

Foot Trail - Used on all trails where only foot traffic is permitted.

Trail - Used along multiple-use trails. Other markers appropriate on a given trail, such as foot, snowmobile, horse, and bicycle trail markers, are posted together at trailheads and intersections on guideboards. "Trail" markers are used along the trail to mark the trail route.

Snowmobile Trail - Used on trails where snowmobiles are permitted. Snowmobiles are only permitted on trails marked as snowmobile trails.

Horse Trail - Used on trails where horses are permitted. Horses may not be ridden on foot trails that are not also marked as horse trails, nor on snowmobile or cross-country ski trails when they are covered with ice and snow.

Bicycle Trail - Used on trails where bicycles are permitted. Bicycles are permitted in wild forest areas except where posted. In wild forest, it is not necessary for a trail to be marked as a bicycle trail for bicycles to be permitted. They may be used in primitive, and canoe areas only on designated roads. They are not permitted in wilderness.

Cross-country Ski Trail - Used on trails considered suitable for cross-country skiing. Cross-country skiing is permitted anywhere on the Forest Preserve.

Markers should be close enough that a person standing at one marker can see the next marker ahead clearly, but cannot see more than two markers ahead. Long straight trails or naturally well-defined trails should be marked less frequently (one every 100-200 feet). This guideline is especially applicable in wilderness areas where markers should be kept to a minimum.

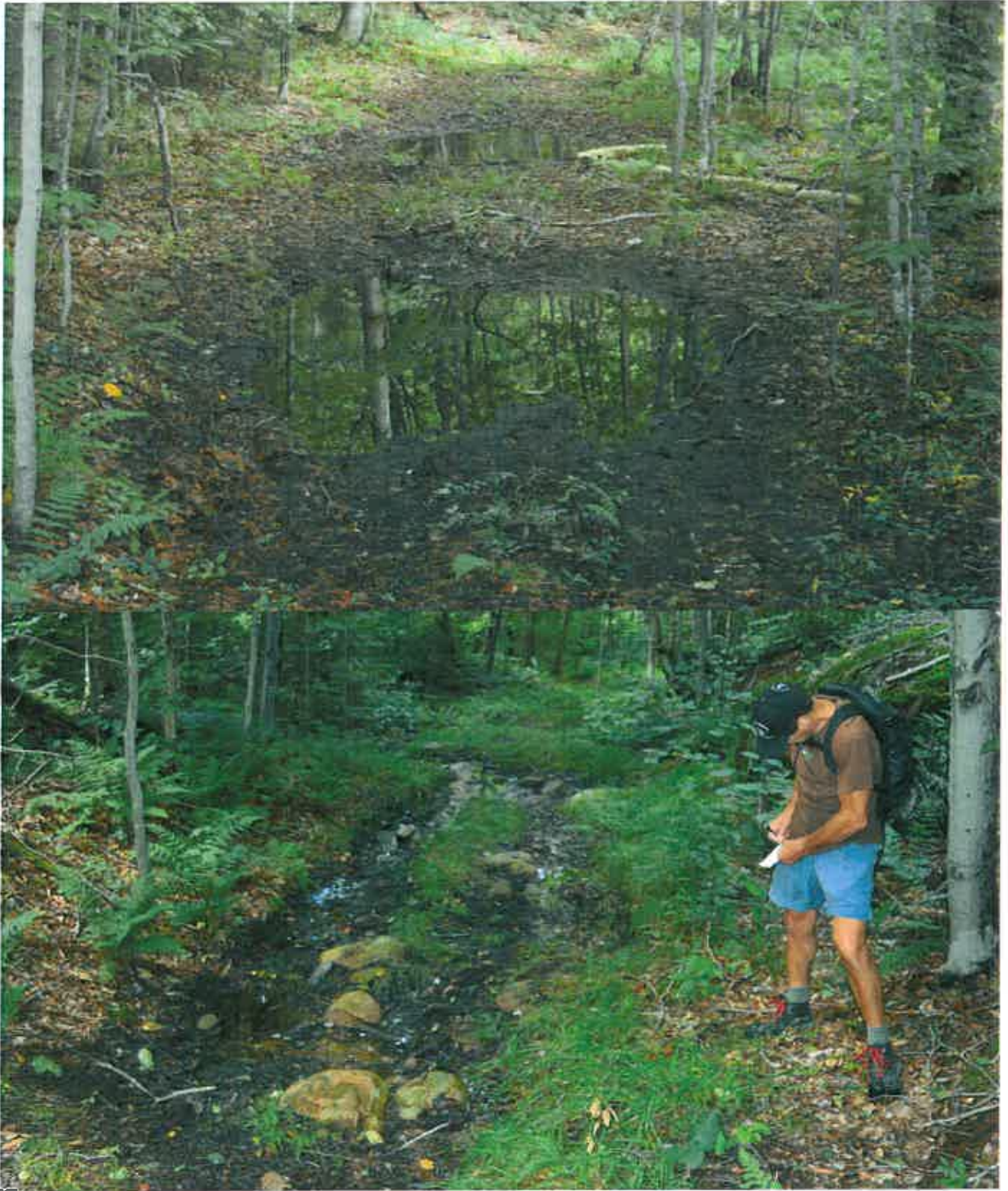
Markers should be applied in **one direction at a time** to assure that they are located where appropriate for those traveling in that direction.

Appearance is extremely important. Old and damaged markers should be removed wherever it is possible to do so without further damage to the tree before posting the new marker. If the old marker can't be removed, cover it with a new marker, rather than setting the new marker at a different spot. Use two 1 ½-inch roofing nails, preferably aluminum (untreated steel nails rust and can stain markers), one near the top and one near the bottom of the marker. Unless vandalism is a problem, do not drive the nails home. Sinking the nails no more than one-half to two-thirds of the way into the wood allows the tree to grow for a few years without damaging the marker. Markers should be posted at or slightly above eye level except in areas of heavy snowfall where snow might obscure them. The markers then should be placed even higher on the tree.

Contact the supervising forester for a supply of markers and nails.

EXHIBIT "B"

Examples of Erosion on Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show visible trail erosion.

Examples of Erosion on Seventh Lake Mountain Trail in 2016



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EXHIBIT "C"

Examples of Large and Highly Visible Manmade Bench Cuts on Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show visible man-made bench cuts widely used on this trail.

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EXHIBIT “D”

Examples of Un-Revegetated Bench Cuts on Seventh Lake Mountain Trail in 2016



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Examples of Un-Revegetated Bench Cuts on Seventh Lake Mountain Trail in 2016



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EXHIBIT “E”

Examples of Extensive Grassy Sections on Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show new grassy sections of a highly disturbed trail corridor.

Examples of Extensive Grassy Sections on Seventh Lake Mountain Trail in 2016



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EXHIBIT “F”

Examples of Fern Field Sections on Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show new fern field sections of a highly disturbed trail corridor.

Examples of Fern Field Sections on Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show new fern field sections of a highly disturbed trail corridor.

EXHIBIT "G"

Examples of Stump and Boulder Holes on Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show two examples of stump holes that significantly widen the trail.

EXHIBIT “H”

Examples of Wide Trail Sections on Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show sections of trail beyond 12 feet in width.

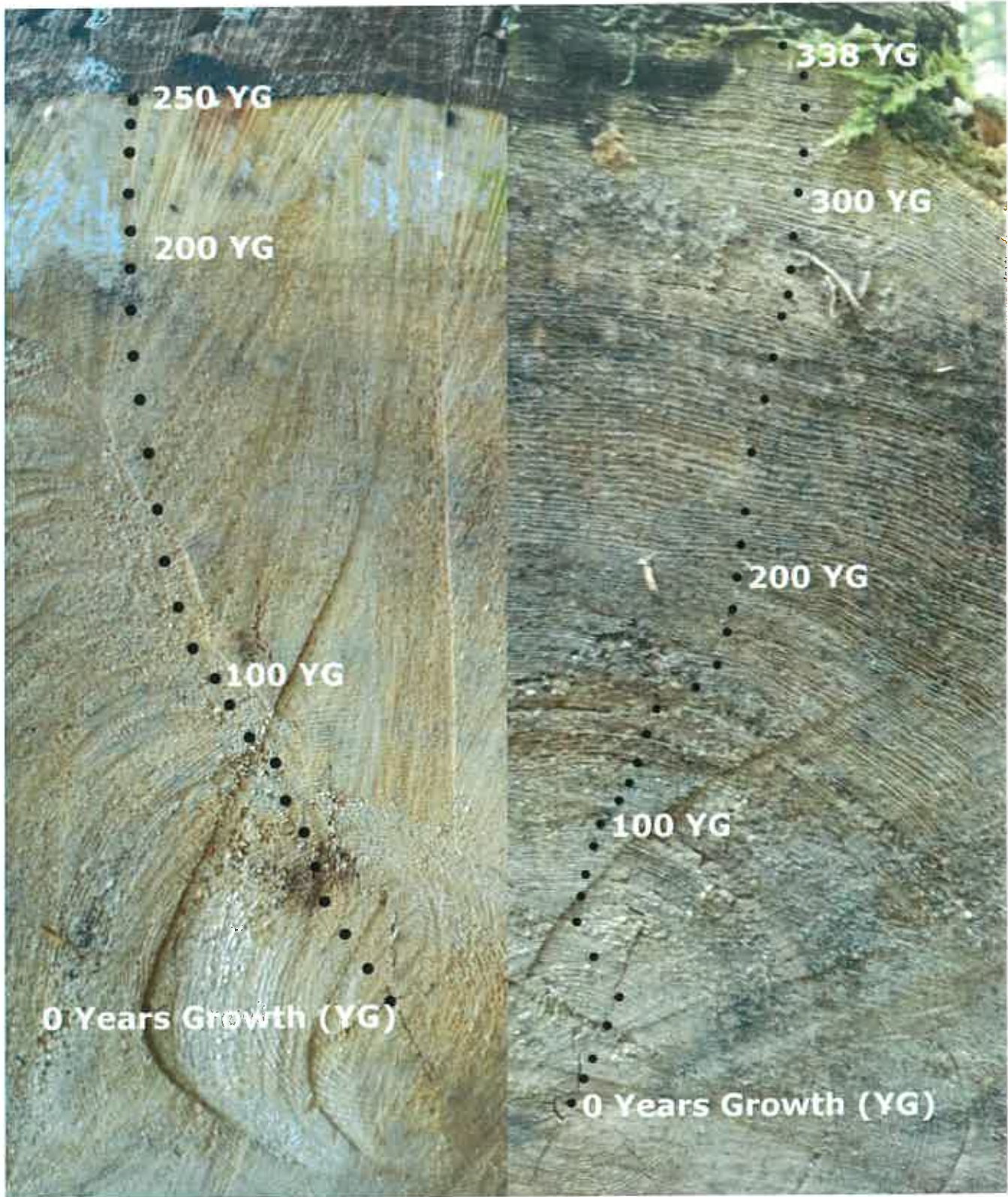
Examples of Wide Trail Sections on Seventh Lake Mountain Trail in 2016



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EXHIBIT “I”

Stumps of Old Growth Trees on the Seventh Lake Mountain Trail



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show two trees over 250 years old that were cut down.

Seventh Lake Mountain Section

- Proposed Trail
- State Land 1893

- Old Growth
- 19th Century
- 18th Century
- 17th Century

- Ecosystems
- Northern Hardwood
- Maple Hilltop
- 1916 Fire Map

- Logged-Softwoods
- Logged-Softwoods and Hardwoods
- Burned-Some Slash
- Burned-Denuded
- Open Lands-Crop & Pasture

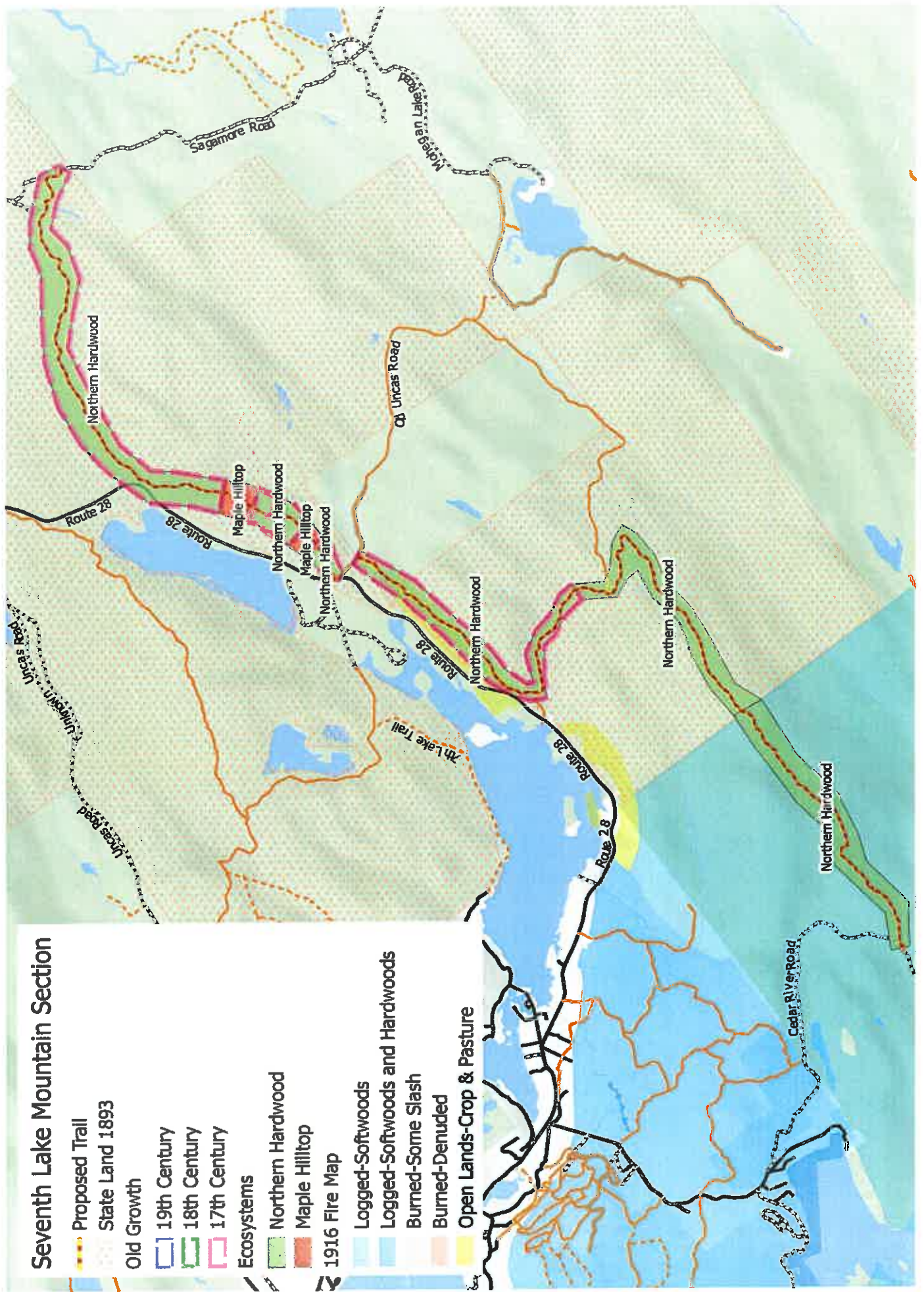
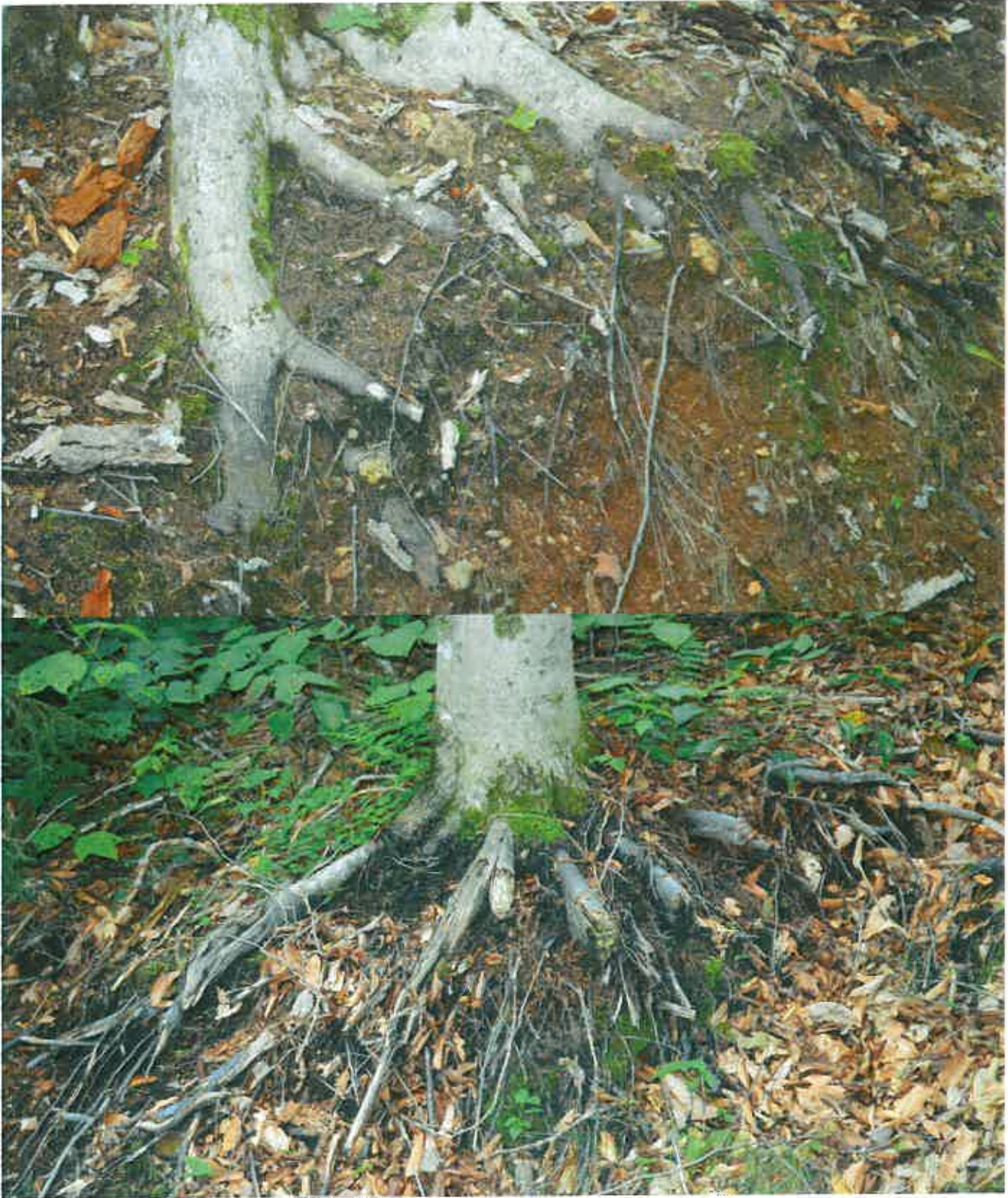


EXHIBIT “J”

Examples of Root Damage to Trailside Trees on the Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show root damage to trailside trees.

Examples of Root Damage to Trailside Trees on the Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show root damage to trailside trees and one damaged tree that toppled over.

EXHIBIT “K”

Examples of Trailside Debris Lining the Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show trailside debris.

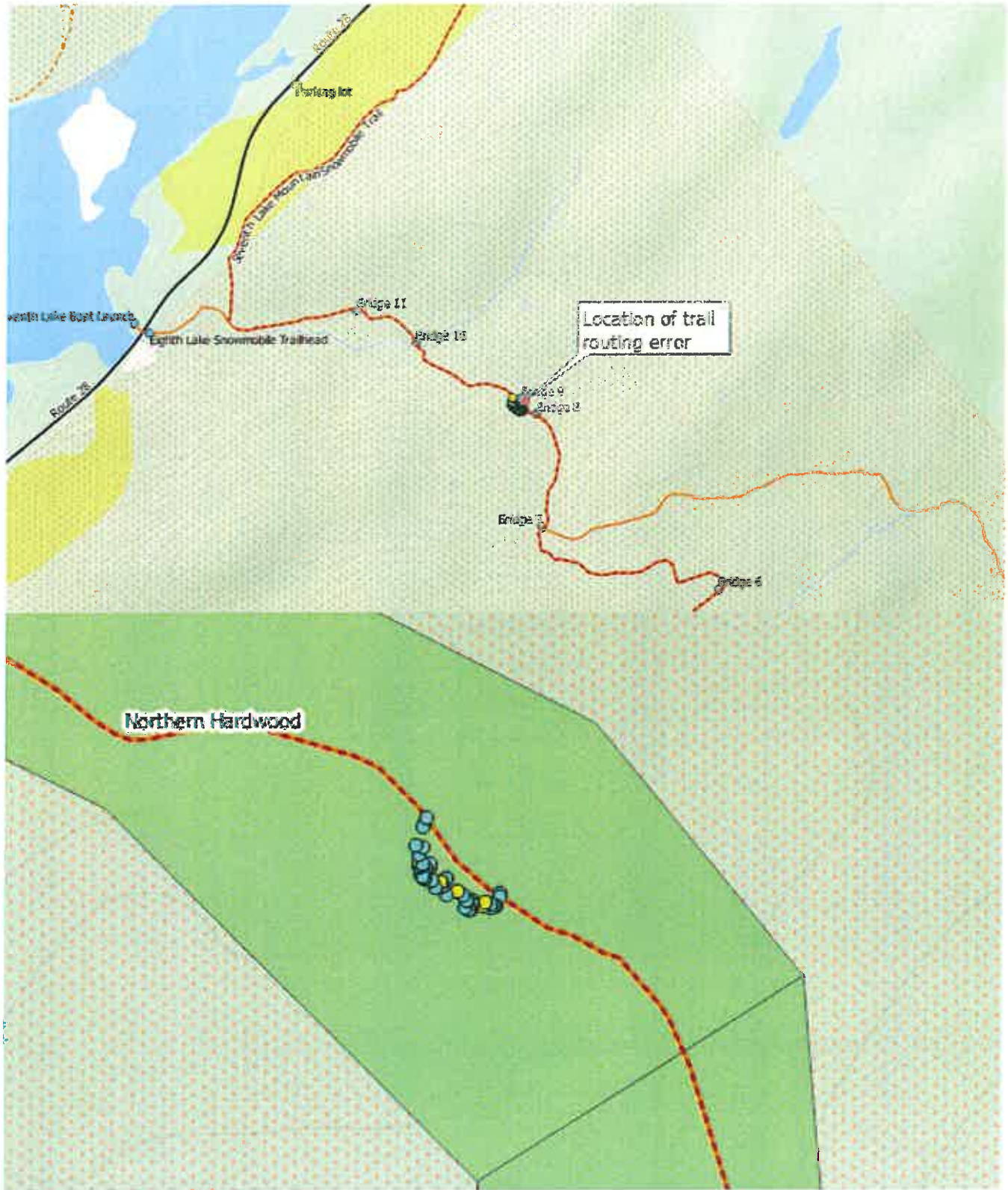
Examples of Trailside Debris Lining the Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show trailside debris.

EXHIBIT “L”

Section of Seventh Lake Mountain Trail Mistakenly Cut, 57 Trees Destroyed



The maps above feature sections of the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These maps show a section of trail mistakenly cut with 57 trees destroyed.

Section of Seventh Lake Mountain Trail Mistakenly Cut, 57 Trees Destroyed



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show a section of trail mistakenly cut with 57 trees destroyed.

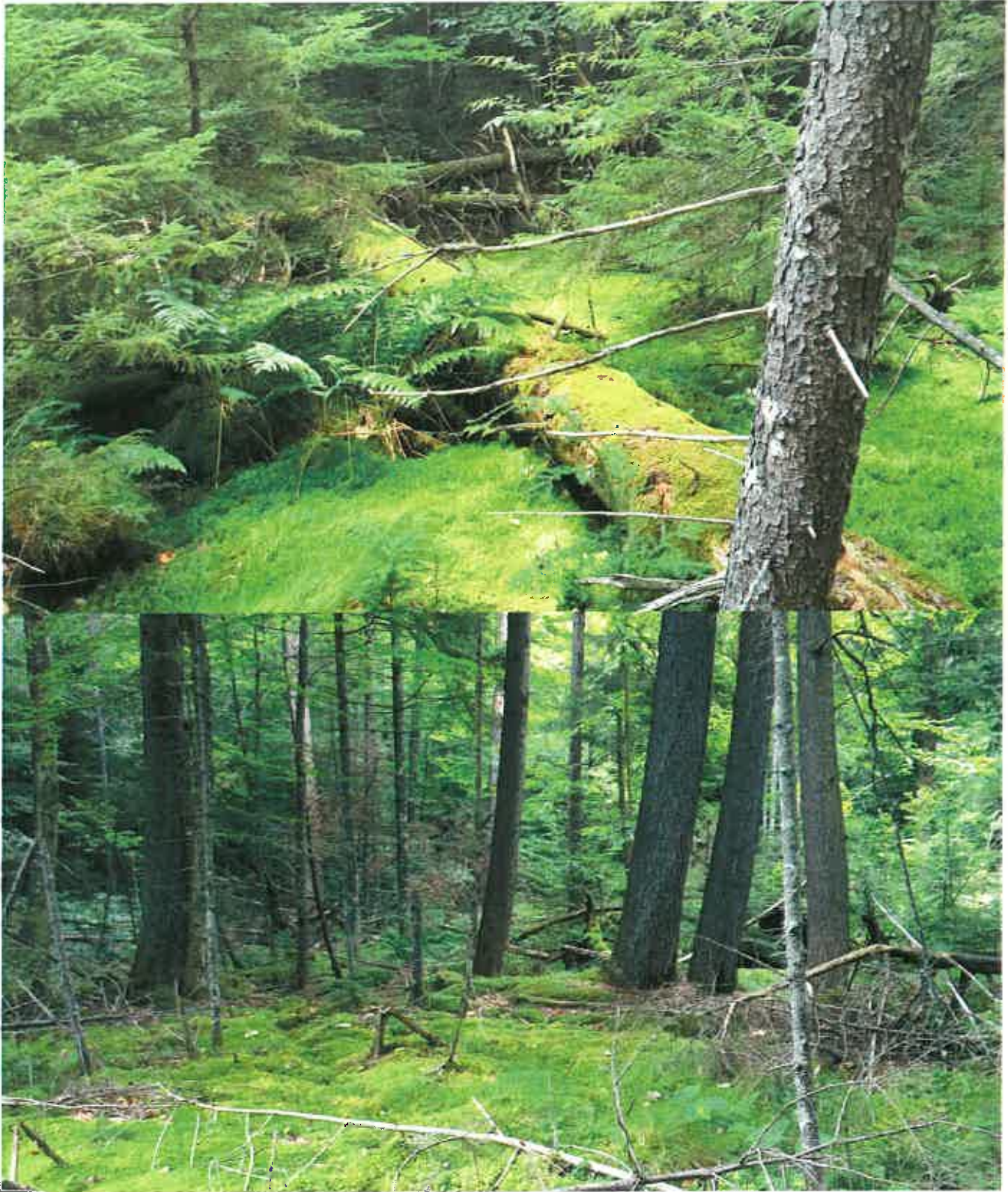
Section of Seventh Lake Mountain Trail Mistakenly Cut, 57 Trees Destroyed



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EXHIBIT “M”

Examples of the Intact Forest Alongside the Seventh Lake Mountain Trail in 2016



The pictures above were taken in the summer of 2016 on the Seventh Lake Mountain Trail, a newly constructed class II community connector snowmobile trail located in the Moose River Plains Wild Forest area, part of the Adirondack Forest Preserve. These pictures show intact forest alongside this trail.

EXHIBIT “N”

Knotweed and Ragweed Infestation on Newcomb-Minerva-North Hudson Trail



The pictures above were taken in the summer of 2016 on the Newcomb-Minerva Trail, a newly constructed class II community connector snowmobile trail located in the Vanderwhacker Mountain Wild Forest area, part of the Adirondack Forest Preserve. These pictures show infestations of knotweed (top) and ragweed (bottom).