

ALLAGASH WILDERNESS WATERWAY

MANAGEMENT PLAN

DECEMBER 2012



MAINE DEPARTMENT OF AGRICULTURE,
CONSERVATION, AND FORESTRY

DIVISION OF PARKS AND PUBLIC LANDS

ALLAGASH WILDERNESS WATERWAY MANAGEMENT PLAN

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It should also be noted that the Allagash Wilderness Waterway rangers deserve a special thanks not only for their ongoing service but also their hospitality and insight during staff planning visits to the Waterway.

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Sun Sets on the Allagash below Michaud Farm

ALLAGASH WILDERNESS WATERWAY MANAGEMENT PLAN - EXECUTIVE SUMMARY

WHAT IS THE ALLAGASH WILDERNESS WATERWAY?

The Allagash Wilderness Waterway is a state-administered waterway federally designated as a wild river in the National Wild and Scenic River System. This 92-mile necklace of lake and river segments is surrounded by a vast, privately owned commercial forest. The Waterway was established in 1966 and became the first state-administered component of the National Wild and Scenic Rivers System in 1970.

The Waterway includes four distinct zones. The state-owned and managed Restricted Zone surrounds the watercourse and is central to the wilderness recreation experiences provided by the Waterway. Spreading outwards from the Restricted Zone are the New Construction Area and the One Mile Area. Finally, there are defined Visible Areas north of Churchill Dam. The New Construction, One Mile, and Visible Areas are largely privately owned with specific authority given to the Bureau regarding construction and forestry activity.

Three functioning dams owned by the Bureau of Parks and Public Lands are used to manage water flows for fisheries and wildlife as well as recreational purposes. These dams were established well before creation of the Waterway and were recognized in the process of acceptance as a federally designated, state-administered wild river in the National Wild and Scenic River System.

PLAN PROCESS AND POLICY BACKGROUND

The Allagash Wilderness Waterway Management Plan, prepared by the Department of Conservation, Bureau of Parks and Public Lands, presents policies, goals, objectives, and strategies for the management of recreational use and the natural, historic, and cultural resources of the Waterway for the next 15 years. Five (5) year plan check-ins will include public participation and Advisory Council review if substantial changes are required. Changes or additions to the rules for the Allagash Waterway will be adopted in accordance with the Administrative Procedures Act, which also requires opportunities for public review and comment.

An Advisory Committee (**Appendix A**) was created in March, 2011, to provide assistance to the Bureau during the process of developing the management plan. The Advisory Committee met three times leading up to the publication of the draft plan. Additionally, the Allagash Wilderness Waterway Advisory *Council*, an ongoing, separate

entity from the management plan's Advisory *Committee*, was briefed repeatedly regarding the management plan's progress. Public meetings discussing the draft plan were held in August, 2012 in both Fort Kent and Bangor.

This plan represents a required update of the 1999 management plan. This ten year update was held back slightly in anticipation of completion of the *Allagash Wilderness Waterway Strategic Plan*, produced by the Advisory Council and adopted on November 29, 2010. The strategic plan, while not a binding document like the Allagash Statutes, nonetheless is rooted in the Governor's Allagash Wilderness Waterway Working Group established in P.L. 2007, c. 146). As such, and given the deliberative, diverse, and thoughtful process involved in preparing the strategic plan, the strategic plan is a source of broad guidance for this management plan.

This plan also reflects changes made to the Allagash Statutes since adoption of the last plan, in 1999. Specifically, Maine State Title 12, §1882 now codifies access to the watercourse, thereby directing policies related to that access. Another formal development directing at least some aspects of Waterway management is the 2002 Memorandum of Agreement between the Maine Department of Conservation and the National Park Service regarding after-the-fact permitting for the reconstruction of Churchill Dam. While most if not all of the actions agreed to in the MOA have been undertaken, it is noteworthy to recognize that this agreement has guided and continues to guide select Waterway management policies.

POLICY REVISIONS / ADDITIONS

Nine policies containing over 150 strategies are presented in the plan. Significant changes or additions to the 1999 plan include the following.

Restricted Zone Access

- *Consistent with state law*, maintain access at John's Bridge (*see Strategy 1.1.D*).
- The designated float plane landing site at The Jaws is moved to near Churchill Dam (*see Strategy 1.1.I*). *Pending ammendment of existing rule*.
- The maintenance *and use* of unapproved trails to the watercourse is not allowed (*see Strategy 1.2.E*).
- Pending ammendment of existing rule, all-terrain vehicles will not be allowed in the Restricted Zone of the Waterway, where they previously were allowed from January 1 to March 31 (except within one-mile of Allagash Lake and Stream). However, the Waterway Superintendent may post the designated snowmobile access points and the portions of the watercourse open to snowmobile use as open

to ATV use should conditions merit, such as when poor snowcover limits ice-fishing access (*see Strategy 2.1.D*).

- The majority of snowmobile access points have stayed the same, though several changes are put forth. Past access points proposed to be closed to snowmobiles include Indian Stream Trail and Burntland Brook. Additions include Nugent’s Camps access and Smith Brook. The table below lists the 19 designated points providing snowmobile access to the watercourse.

AWW Watercourse Authorized Snowmobile Access Points		
Trail Name	Township	AWW Water Body
Telos Dam	T6R11	Telos Lake
Mud Pond Carry	T6R12	Chamberlain Lake
Chamberlain Thoroughfare	T6R11	Chamberlain Lake, Round Pond
McNally Brook	T7R11	Chamberlain Lake
Nugent’s Camps*	T7R12	Chamberlain Lake
Upper Crows Nest	T7R13	Chamberlain Lake
Smith Brook*	T8R12	Eagle Lake
Lock Dam	T7R13	Chamberlain Lake, Eagle Lake
Island Road	T7R14	Allagash Lake**
Carry Trail	T7R14	Allagash Lake**
Ledge Campsite	T8R14	Allagash Lake**
Zeigler Trail	T8R13	Eagle Lake
North Twin Brook	T9R12	Churchill Lake
Churchill Dam	T10R12	Churchill Lake
Reality Road	T11R13	Umsaskis Lake
Ross Stream	T12R13	Long Lake
Henderson Brook Bridge	T13R12	Allagash River, Round Pond
Michaud Farm	T15R11	Allagash River
Twin Brook***	Allagash Plantation	Allagash River
<p>* Pending ammendment of existing rule.</p> <p>**Access to shoreline only (snowmobile use not allowed on Allagash Lake).</p> <p>** The Twin Brook access point covers snowmobiles entering the Waterway by riding southward, up the river from north of the Waterway boundary.</p>		

Camping and Campsites

- Develop quantitative standards below which campsite conditions will not deteriorate (*see Strategy 1.7.A*).
- Develop a walk-in, multi-cell campsite outside of the Restricted Zone on Bureau-owned public land near the northwest corner of the Chamberlain Bridge parking lot. Develop at least one handicap-accessible cell. Operate this campsite primarily as a camping option for those arriving at Chamberlain Bridge and the AWW late in the day/evening (*see Strategy 1.7.F*).
- Make special use permits potentially available upon request for groups or individuals needing to camp at undesignated sites during the winter months (*see Strategy 2.2.E*).
- Identify and share information regarding campsites better suited for larger parties (6+ persons, multiple tents) and those well-suited for smaller parties (*see Strategy 1.9.C*).
- Minimize the impact of consecutive night stays at individual campsites (*see Objective 1.11*)

Enhancing Wilderness Character

- Remove the remaining buildings at Telos Dam and encourage the naturalization of the areas surrounding the buildings (*see Strategy 1.3.C*).
- Limit the number and impact of Signs located in the Restricted Zone (*see Objective 1.5*).
- Identify campsites where less intensive maintenance can be employed in order to enhance wilderness character (*see Strategy 1.7.C*).
- Identify campsites where there is opportunity to better screen tents and tarps from view on the watercourse (*see Strategy 1.9.B*).
- Construct alternative management access to Telos Dam and put to bed approximately 3250 feet of access road along the south shore of Telos Lake (*see Strategy 1.4.B*).
- Close the existing parking area at Michaud Farm (next to the ranger station) and replace it with a 50' X 90' handicap accessible parking lot screened from the river (*see Strategy 1.1.G*).

Restricted Zone and Watercourse Character in the Winter Months

A focused effort was undertaken to consider winter issues in the Waterway. Resulting objectives target objectives aiming to “Manage winter access to facilitate snowmobiling, ice-fishing, and non-motorized recreational uses while also protecting the wilderness character of the Restricted Zone during winter” (**Objective 2.1**), and to “Continue to support ice fishing and snowmobiling while ensuring opportunities abound for solitude in primitive settings” (**Objective 2.2**).

Natural Resource Management

- Develop standards defining desired resource conditions and the acceptable level(s) of recreation impacts (*see Strategy 4.1.E*).
- Work cooperatively with partners including but not limited to the Department of Inland Fisheries and Wildlife to combat existing or potential exotic, invasive species located in the Restricted Zone or the watercourse (*see Objective 3.3*).

Historical/Cultural Resource Management

- Maintain the historic nature of Telos Dam as a timber-crib structure (*see Strategy 3.4.C*).
- Seek financial support to enhance the historic nature of Lock Dam by replacing the current culvert system with a functioning section of timber crib dam complete with a functional gate. Any such development should address the current difference in sill elevations between Telos and Lock Dams that limits water management ability. (*see Strategy 3.4.D*).
- Document remaining structures at, retrieve artifacts from, and interpret the Moir Farm (*see Strategy 3.4.E*).
- Complete renovation of the Henry Taylor Camp and manage the camp site as a complimentary structure enabling interpretation of not only the former Henry Taylor Camps but also the earlier, adjacent Moir Farm. The site shall remain as day-use only destination (*see Strategy 3.4.F*).

Public Information and Resource Interpretation

This plan includes a new policy section emphasizing the need to further inform, educate, and inspire visitors and potential visitors. **Policy 9** directs Waterway Management and the broader Bureau to, “Provide a Variety of Public Information and Interpretive Materials/Services in Order to Facilitate Visitation, Enhance Resource Appreciation, and Bolster Stewardship”.

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I. INTRODUCTION

In a ceremony held at Churchill Depot on July 19, 1970, Maine's Allagash Wilderness Waterway became the first state-administered river to be designated by the United States Department of the Interior as a component of the federal Wild and Scenic River Program. This designation was the culmination of an effort began in the early 1960s to protect the outstanding natural character, unique recreational opportunities, and historical significance of the Allagash River and its associated lakes and ponds. State acquisition of shoreland and federal designation meant that the River and its immediate environs would always be managed for traditional, public, outdoor recreational use in a natural setting.

The Allagash Wilderness Waterway was established by an act of the Maine Legislature in 1966. As mentioned above, designation as a state-administered wild river in the national Wild and Scenic Rivers system came in 1970. From the beginning, dualities existed that simultaneously give the Waterway a unique character while also creating management tensions. Even the Federal Register text in which the Waterway was accepted by the Secretary of the Interior as a wild river reflects the Allagash's complexity; the Waterway was accepted as a wild river despite having three dams (typically wild-designated river segments do not include impoundments).

The multi-faceted character of the Waterway has helped spark passionate disagreements and sometimes led to competing visions of what the Allagash is and how it needs to be managed. All the while, however, there is recognition that this waterway – a place of fir and moose, gravel bars and brook trout, tradition and wilderness – is special and deserving of thoughtful management in order to retain its character for future generations.

The very setting of the Allagash Wilderness Waterway is the first tension inspiring discussion and debate. The headwater lakes and the river making up the watercourse are wild places where solitude and introspection can be found. This approximately 92-mile course along charismatic shores is of national significance and holds the honor of being the first state-administered component in a National Wild and Scenic River System including storied rivers across the nation. At the same time, the forests through which the Waterway courses is not, from a land management perspective, wilderness. Rather, the lands surrounding the Waterway as well as most all but the Restricted Zone spreading out an average of 500' from the high water mark are managed

as working forest. Six bridges are identified by State statute as permanent water crossings. Predominantly private timber management roads now spread throughout the surrounding landscape of forests and communities in northern Maine look to these lands not solely as destinations for leisure and adventure but as also as sources of income derived from timber harvesting. This interplay of managing wilderness character along the watercourse and understanding the context of surrounding private forest land is an ongoing reality shaping the Waterway.

History is another element of the Allagash Wilderness Waterway's character ingrained with a dual nature. For thousands of years, Wabanakis, or "people of the dawn", traveled these waters and found sustenance. Native Americans on the Allagash gave us the canoe tradition upon which so much in the Waterway is based. Later, lumbermen came as well as settlers through the St. John Valley. Through these people, the watercourse and Restricted Zone now includes sporting camps and the relics of industry. Barns, tools and other logging era artifacts – including massive locomotives- sit in the forest or along the shore as testaments to bygone eras. The still-functioning Telos, Lock, and Churchill dams are themselves indicators of past logging activity and now serve to maintain flows not for floating timber but for paddling and fisheries management. Again, there is complexity and depth to the Allagash Wilderness Waterway.

As time has progressed from the days of log drives and even the period of Waterway establishment in 1966, access has evolved to be almost entirely by motor vehicle over improved, private, gravel roads managed by adjacent private landowners. In addition to the campsites within the Waterway, camping takes place at nearby, privately-operated campsites. Lodging is available at sporting camps including state-owned Jalbert's on Round Pond and Nugent's on Chamberlain Lake, as well as at several private sporting camps located within 20 miles of the Allagash. Visitors to commercial sporting camps and other private camps in northern Maine make day trips to the Allagash for fishing, boating, hunting, and snowmobiling.

When the Waterway was created in 1966, there was little concern about increased road access or new development and the impact that users of camps outside of the state-owned Restricted Zone might have on traditional activities along the watercourse. The changing pattern of Waterway recreational activity; the impact of the increase in well-maintained, year round roads and camps in northern Maine; and changing public preferences must now be considered and addressed, in addition to traditional Allagash activities, if the Waterway is to be what was envisioned at its establishment.

Lastly, it is important to recognize that the Waterway straddles two roles relative to the people who visit. It is a destination for many who travel long distances to experience a storied fishing and paddling destination. Some of these more distant visitors are first time visitors while others return year after year building up cherished memories. The Waterway is also a backyard, in relative terms, of people from northern Maine. For many of these residents, the Allagash is imbued with a sense of tradition closely tied with not only the place but also family ties and cultural identity.

It is in this context that Maine Bureau of Parks and Public Lands staff embarked on updating the Allagash Wilderness Waterway management plan. There are specific bounds to Bureau authority, varying between the Restricted Zone, New Construction Area, One Mile Area, and Visible Areas described in this plan. Furthermore, both state legislative action and court decisions have recently clarified access to the Waterway and reinforced state versus federal authority to make management decisions.

Managing the Allagash Wilderness Waterway to the standards set forth in state statute and in keeping with the spirit of the federal wild river designation is a worthy challenge. This is especially true given the imperative to manage the Waterway in a way that will ensure it continues to inspire the citizens of Maine as well as the broader national and international visitors.



(Above) 1957 Al Mitchell Photo of the No-Longer-Standing Long Lake Dam

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II. PREFACE

PLAN HISTORY & PROCESS

This plan represents the third iteration of management planning for the Allagash Wilderness Waterway. Prior to this plan, a Concept Plan for the Allagash was prepared in 1973 by the Bureau of Parks and Recreation and given to the plan's Advisory Committee, the federal Bureau of Outdoor Recreation, several state agencies, the Waterway Supervisor, and two biologists of the Department of Inland Fisheries and Wildlife whose region encompassed the Waterway. This original plan was subsequently provided to anyone who requested it. Many of the recommendations of the Concept Plan were carried out including the removal of unnecessary structures; implementation of group size limitations; limitation of the number of bridge crossings; institution of camping fees to help defray operation and maintenance expenditures; implementation of a carry-in, carry-out policy; renovations of historical structures; publication of an Allagash brochure; and adoption of rules and regulations governing public use.

The 1999 plan, which this plan updates, discussed policies, objectives, and strategies for the management of the natural, historic, and cultural resources and features of the Waterway, some of which were not addressed in the 1973 Concept Plan. Major statutory directives of the 1999 plan included, but were not limited to the following:

- manage the state-owned Restricted Zone for “wilderness character”;
- Bureau approval required for new construction within 1/4 mile of the Restricted Zone;
- Bureau approval required for timber harvesting and the application of herbicides in visible areas north of Churchill Dam, following guidelines adopted by the Bureau;
- receive notification of timber harvesting between the Restricted Zone and the One Mile Area limit for the remainder of the Waterway; and
- manage public recreational use on the watercourse and within the Restricted Zone.

Subsequent to the 1999 plan, in 2002, a Memorandum of Agreement between the Maine Department of Conservation and the National Park Service was reached by the two parties in regards to the re-construction of Churchill Dam without an Army Corps of Engineers permit. In 2006, Maine State Title 12, §1882 was amended by the Maine Legislature effectively codifying access points in the Waterway. This legislative action arose in reaction to planning efforts including the so-called River Driver's Agreement

and an attempt to update the 1999 management plan in the 2005 timeframe. It is important to note that neither the River Driver's Agreement nor the 2005 update resulted in adopted planning documents and neither carried the weight of an adopted policy or plan in this planning effort. Both the 2002 NPS MOA and, certainly, the amended Maine State Title 12, §1882 are viewed as guiding documents.

Growing out of the Governor's Allagash Wilderness Waterway Working Group, the Allagash Wilderness Waterway Advisory Council was established in 2007 (P.L. 2007, c. 146) in amendments to the Waterway law. The 2011 Allagash Wilderness Waterway Strategic Plan, produced by the Advisory Council, is not a binding document for this Waterway management plan, as the Advisory is independent and advisory to the management of the Waterway. However, as an adopted plan rooted in state statute, the Strategic Plan was looked to for guidance as this management plan was developed.

To begin the process of developing an updated Allagash Wilderness Waterway Management Plan, an Advisory Committee (**Appendix A**) was created in March, 2011, to provide assistance to the Bureau during the process of developing the management plan. The Advisory Committee met three times leading up to the publication of the draft plan. Additionally, the Allagash Wilderness Waterway Advisory *Council*, an ongoing, separate entity from the management plan's Advisory *Committee*, was briefed repeatedly regarding the management plan's progress. Public meetings discussing the draft plan were held in August, 2012 in both Fort Kent and Bangor. Throughout the planning process, materials were posted on the Division of Parks and Public Public Lands' planning webpage.

This Allagash management plan is intended to guide the management of the Waterway until the year 2027, with five year check-ins to address any new development or issues needing renewed focus and possible action. If changes are warranted, the Division will revise the plan with the assistance of the Council, and hold meetings to receive public comment. If, in the interim, substantial changes to the plan are warranted, they will be made only after providing an opportunity for Advisory Council participation and, if appropriate, public review. Changes or additions to the rules for the Allagash Waterway will be adopted in accordance with the Administrative Procedures Act.

WILDERNESS

The Allagash statute uses the word "wilderness" and directs the Division to develop the maximum "wilderness character" of the Restricted Zone but does not define either term. The strictest definition of "wilderness" is that used in the National

Wilderness Act of 1964. Though not legally germane to the Allagash Wilderness Waterway, the Wilderness Act does provide a useful definition of wilderness:

“An area of undeveloped . . . land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions and which (1) generally appears to have been affected primarily by the forces of nature, with the imprint of man’s work substantially unnoticeable; (2) has outstanding opportunities for solitude or a primitive and unconfined type of recreation; (3) has at least five thousand acres of land or is of sufficient size as to make practicable its preservation and use in an unimpaired condition; and (4) may also contain ecological, geological, or other features of scientific, educational, scenic, or historical value.”

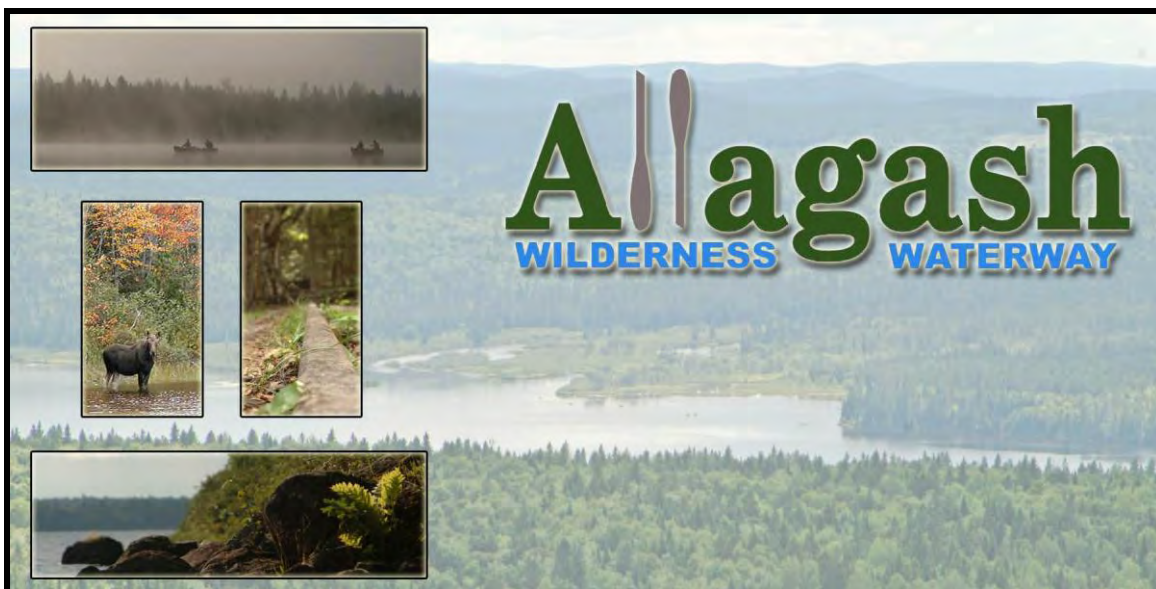
The definition can generally be applied to the Allagash’s Restricted Zone (e.g., preserving natural conditions, providing opportunities for solitude, setting aside more than 5,000 acres of land, and containing valuable natural and cultural features). However, the Allagash statute allows uses which are not usually found in “wilderness” areas: large motors are allowed on boats on Telos and Chamberlain Lakes; motors of up to 10 horsepower allowed on canoes elsewhere, except for Allagash Lake and Stream; float planes are allowed to land and takeoff from designated areas; new construction is allowed within ¼ mile of the outer boundary of the Restricted Zone; timber harvesting is allowed within one mile of the bounds of the watercourse outside of the Restricted Zone; and snowmobiling is allowed on designated trails and areas by rule. This plan establishes a concept defining “wilderness character” for the Restricted Zone and the watercourse, drawing from the more traditional “wilderness” definition, but including the statutory provisions, to guide activities in the Waterway.

IMPLEMENTATION

It is the intent of the Division of Parks and Public Lands to adequately staff and fund the management of the Allagash Wilderness Waterway, within its means. The plan represents an ambitious commitment, the strategies of which will be addressed over the life of the plan, within the Bureau’s financial ability.

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III. BACKGROUND



DESCRIPTION OF THE WATERWAY

The watercourse of the Allagash Wilderness Waterway stretches 92-miles from its southernmost point, Telos Dam in T6 R11 WELS, to its northernmost point at Twin Brook in Allagash Village, only a few miles from where the Allagash and Saint John Rivers come together. It includes Allagash Lake and Stream, the Allagash River, and the following lakes and ponds, listed from south to north: Telos Lake; Round Pond (T6 R11 WELS); Chamberlain Lake; Eagle Lake; Round Pond (T9 R13 WELS); Churchill Lake; Heron Lake; Umsaskis Lake; Long Lake; Harvey Pond; and Round Pond (T13 R12 WELS). If one were to canoe the entire watercourse from Telos Dam north, and include Allagash Lake and Allagash Stream as part of the trip, over one-half of the distance traveled would be across lakes and ponds. Traveling without a motor, the trip would take 7 to 10 days.

Zones and Areas

The lands of the “Waterway,” as defined in statute, encompass four zones or areas. The **inner or “restricted” zone** (Restricted Zone) is state-owned and managed by the Bureau of Parks and Public Lands. Private camps, bridges and roads except where rights have been retained, and construction, except for administrative purposes and at the state-owned Jalbert’s and Nugent’s Sporting Camps, are prohibited in the Restricted Zone. Timber harvesting is also prohibited in the Restricted Zone, “except for the

purpose of maintaining healthy forest conditions,” or “for the purpose of correcting situations that arise from natural disasters.” This zone averages 500 feet in width from the high water mark and contains 22,880 acres of land. In 1972, the state completed acquisition of the land in this zone, with the exception of the Telos and Lock Dam lots. In 1999, the state acquired the Telos Dam lot.

The **new construction area** (New Construction Area) is defined in statute as the land area within 1/4 mile (1,320 feet) of the outer boundary of the Restricted Zone, and is largely privately-owned. New construction of any kind in this area requires approval from the Bureau of Parks and Lands.

The **outer or one-mile area** (One Mile Area) is defined in statute, and “. . . includes all land area and all waters within one-mile of the bounds of the watercourse . . .” Within the One Mile Area, which is primarily privately owned, landowners must provide notification to the Division of all planned timber harvests and herbicide treatments.

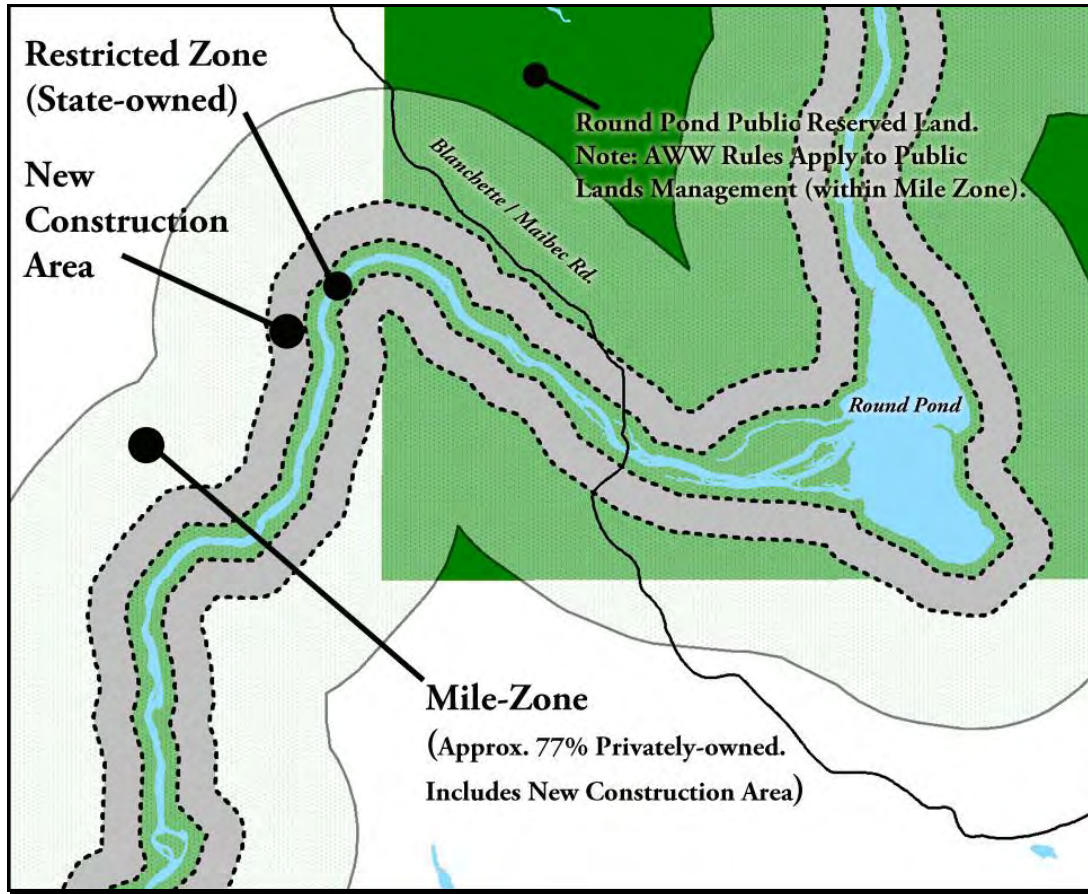
Areas **visible from the watercourse** (Visible Areas) are defined in statute as “*what a person at any point on the watercourse from Churchill Dam north can see without the aid of any magnifying device.*” If harvest operations or herbicide applications are to occur in the areas north of Churchill Dam visible from the watercourse, they must be approved by the Division. The Division’s authority to approve timber harvesting in 41 Visible Areas (18,520 acres) north of Churchill Dam, has been in place since 1986, following the identification of the areas and adoption of rules to guide the review of harvesting practices. Authority to regulate the application of herbicides in Visible Areas has been in place since 1991.



(Above) Mists Rise on Long Lake

Figure III – A: Overview of the Relationship between the Restricted Zone, New Construction Area, and One-Mile Zone.

Note: solid fill represents Division of Parks and Public Lands ownership, whether in the form of the AWW Restricted Zone or Public Reserved Land. This map depicts one section of the Waterway, near Round Pond in T13 R12 WELS.



Land Ownership

Most of the over 150,000 acres of land in the One Mile Area, outside of the Restricted Zone, is privately owned and managed primarily for forest products along with recreation, wildlife, and the protection of natural features, and are subject to regulation by the Land Use Regulation Commission and the provisions of the Forest Practices Act. There are currently 13 private landowners that each own at least 500 acres in the Waterway. In addition, the Division of Parks and Public Lands owns 32,255 acres of Public Reserved Land in the One-Mile area, which are managed for remote recreation, wildlife habitat, protection of natural features, and forest products.

Lakes and ponds greater than 10 acres, partially or wholly within the Allagash One Mile Area, are listed in Table III-A. These water bodies add nearly 50,000 acres to the size of the Waterway.

Table III-A: Lakes And Ponds Partially Or Wholly Within The Allagash One Mile Area

Water Body	Township	Water Body Acres	Feet Shoreline In One Mile Area
Webster Lake	T6 R11	531 (A)	2,970
Mud Pond	T6 R12	1,357 (B)	8,580
Lost Pond	T7 R12/13	45	4,620
Upper Ellis Pond	T7 R14	160 (B)	4,620
Otter Pond	T8 R14	109	7,920
Johnson Pond	T8 R14	197 (B)	7,260
Little Johnson Pond	T8 R14	12	2,640
Leadbetter Pond	T7 R12	180 (C)	4,950
Indian Pond	T7 R12	1,222 (D)	12,870
Grass Pond	T9 R12	43 (C)	4,290

- A. Only a very small portion of Webster Lake is within the One Mile Area.
- B. One half of the water body is within the One Mile Area.
- C. Most of water body is within the One Mile Area.
- D. Most of water body is outside the One Mile Area.
- E. Public Reserved Lands

General Road Access

There are no public roads to the Allagash Waterway. Most roads in the Waterway are gravel-based, privately-owned, and primarily used for forest land management. State-owned roads exist on Division-owned land such as the Henderson Brook Bridge crossing, Churchill Dam and Bridge, and numerous forest management roads on Public Reserved Land. The nearest state-owned highways are Route 161 in the town of Allagash (six miles from the northern boundary of the Waterway), Route 11 in Ashland (55 miles from the Umsaskis Thoroughfare crossing), and Route 11/157 in Millinocket (55 miles from the Chamberlain Thoroughfare crossing).

The major vehicular access routes to the Waterway are from:

- Millinocket and Greenville through North Maine Woods’ “Telos” checkpoint to Chamberlain Thoroughfare and Churchill Dam;
- Ashland through North Maine Woods’ “6-Mile” check point to Umsaskis Thoroughfare, Round Pond, and Chamberlain Thoroughfare;
- Allagash Village through North Maine Woods’ “Allagash” checkpoint to Michaud Farm, Round Pond, and Umsaskis Thoroughfare; and
- Daaquam through North Maine Woods’ “Daaquam” check point to Umsaskis Thoroughfare, Round Pond, and Churchill Dam.

Access from Canada to the Waterway is primarily through North Maine Woods’ “Allagash” and “Daaquam” checkpoints.

Many of the roads leading to and around the Waterway were built following the discontinuation of log driving on the Allagash River in 1939 and on the St. John River in 1960. There are approximately 13 miles of unpaved road within the Waterway’s Restricted Zone, all of which existed when the Waterway was established. Private landowners retained ownership of all roads and bridges located in the Restricted Zone that existed on December 28, 1966, the effective date of the Act establishing the Waterway.

Title 12, §1882 of the Allagash Statutes identifies that six bridges shall be the only permanent watercourse crossings. These six include the recently rebuilt Henderson Brook Bridge, the Umsaskis (Reality) Bridge, Churchill Dam Bridge, John’s Bridge, Chamberlain Thoroughfare Bridge, and Allagash Stream Bridge.

Access to the Watercourse

Access to the watercourse by motor vehicle is permitted by rule and has been allowed by the landowners belonging to North Maine Woods Inc. In 2006, following debate arising through a planning process that never produced an adopted Waterway management plan, Maine law (Title 12, §1882) was revised. The change in statute clarified and codified the locations of motor vehicle access points, trail access points, certain parking areas, and the exclusive locations of permanent watercourse crossings. The legislated motor vehicle access points are summarized in Table III-B. Table III – C documents spring, summer, and fall access to the watercourse via short trails. These access points were also codified by the 2006 update to Title 12, §1882.

While it is recognized that the question of access to the Watercourse and Restricted Zone continues to be a subject inspiring passionate and competing views, the law is clear regarding mandated vehicle access points.

Access Point	Township
Chamberlain Thoroughfare Bridge	T6 R11
Churchill Dam	T10 R11
Umsaskis Lake Thoroughfare	T11 R13
Henderson Brook Bridge	T13 R12
Michaud Farm	T15 R11
Twin Brooks	Allagash Plantation

*(Left) Table III –B:
Legislated Spring,
Summer, and Fall
Motor Vehicle Access to
the Edge of the
Watercourse*

Access Via Water Routes

Traditional water routes to the lakes, ponds, rivers, and streams of the Allagash Waterway include Mud Pond to Chamberlain Lake; Caucomgomoc Lake to Round Pond to Allagash Lake; Johnson Pond/Allagash Stream to Allagash Lake; and from the town of Allagash up the Allagash River as far as one cares to navigate, including portages around Allagash Falls and the breached dam at Long Lake. Water routes to the Allagash watercourse used more frequently since 1966 include Indian Stream, to the south end of Eagle Lake; and upper Allagash Stream, in T8 R15 WELS, to Allagash Lake. These routes rely heavily on access private lands before entering the Restricted Zone/watercourse.

Water access routes to the Allagash watercourse, and primary user groups or type of use, are listed in **Table III-D**. The amount of use over each of these routes is not quantified by Waterway staff, though Daigle in his *Allagash Wilderness Waterway Visitor Survey* (2003) documents entry points to the Waterway including Indian Stream (10% of survey respondents) and “other stream tributaries” (9% of survey respondents).

Land Trail Access

The Allagash watercourse can also be reached by several Division-approved foot trails originating outside the Restricted Zone. These trails include the Indian Stream Trail, Allagash Lake Carry Trail, Island Campsite Trail, Zieglar Trail, Russell Cove Trail, Johnson Pond Outlet Trail, and the Otter Pond Trail. Note that the Johnson Pond Outlet trail to upper Allagash Stream, the trail from Otter Pond to Allagash Lake, and the Indian Stream trail to Eagle Lake are all trails created after Waterway Designation. **Table III-E** provides additional information on these authorized trails.

Access Point	Township
John's Bridge*	T9 R13
Bissonette Bridge Road	T10 R12
Finley Bogan	T15 R11
Ramsey Ledge**	T15 R11
Indian Stream	T7 R12
<p>* limited to:</p> <p>(1) Unloading and access during the months of May and September;</p> <p>(2) Day use only with a permit from the bureau;</p> <p>(3) Parking outside the restricted zone; and</p> <p>(4) No vehicle access to the water's edge</p> <p>** limited to the motor vehicle parking area behind vegetative screening. Self-contained motor vehicle camping is allowed and canoe access is allowed</p>	

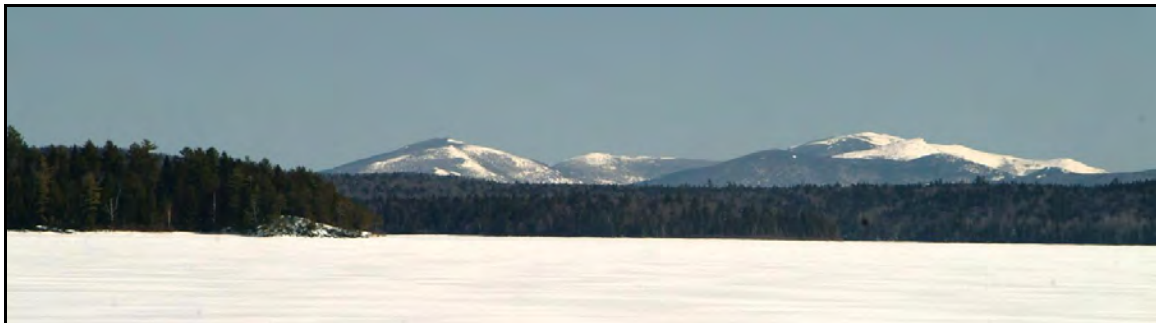
(Left) Table III – C: Legislated Spring, Summer, and Fall Access to the Edge of the Watercourse Via Short Trails

Aircraft Access

By Division rule, aircraft may land and take off, for transporting passengers, baggage, or provisions, at the access points including Telos Landing, Chamberlain Thoroughfare Bridge, Nugent's Camps, Lock Dam, the Jaws Campsite, Camp Drake, and Jalbert's Camps. This plan recommends that the Jaws site being relocated to Churchill Dam, which will necessitate a rules change.

Aircraft may land and take off from all lakes and ponds in the Waterway during the winter months, with the exception of Allagash Lake. **Figure III - B** depicts the location of these landings along with other access types and locations.

(Below) Winter View from Telos Lake towards Baxter State Park



(Below) Table III-D: Water Access Routes To The Allagash Watercourse

Stream/Brook	Township	Water Body Access	Major User Group	Ownership
Mud Pond	T6 R12	Chamberlain Lake	Scouts/Org. Groups	Private/State
Indian Stream	T7 R12	Eagle Lake	Fish. Parties/All Groups	Private/State
Smith Brook	T8 R12	Eagle Lake	Scouts/Org. Groups	Private/State
Allagash Stream	T8 R14	Allagash Lake	All Groups	Private
Johnson Pond/Stream	T8 R14	Allagash Lake	All Groups/Float Planes	Private
Soper Brook	T8 R12/13	Round Pond	Fish. Parties/Org. Groups	Private
Snare Brook	T9 R13	Eagle Lake	Fishing Parties	Private
Thoroughfare Brook	T9 R13	Churchill Lake	Fishing Parties	Private
Twin Brooks	T9 R12	Churchill Lake	Fishing Parties	Private
Ross Stream	T12 R13	Long Lake	Fish. Parties/Org. Groups	Private
Musquacook Stream	T13 R12	Allagash River	Fishing Parties	Private/State
Big Brook	T15 R10	Allagash River	Fishing Parties	Private
Allagash River upstream	Allagash	Allagash River	Fish. Parties/All Groups	Private

(Below) Table III-E: Authorized Foot Trails to or from the Watercourse

Trail Name	Length (mi.)	Maintained By	Location	Ownership
Webster Lake Trail	.8	BPL	T6 R11	State
Indian Stream Trail	.2	BPL	T7 R12	State
Lock Dam Portage Trail	.5	BPL	T7 R13	Private/State
Allagash Lake Carry Trail	2.7	Private, BPL	T7 R14	Private/State
Island Campsite Trail*	1	Private, BPL	T7 R14	Private/State
Zieglar Trail*	.5	Private, BPL	T8 R13	Private/State
Russell Cove Trail*	1	Private	T8 R13	Private/State
Tramway Trail	.6	BPL	T8 R13	Private/State
Allagash Mountain Trail	.7	BPL	T8 R14	State
Johnson Pond Outlet Trail	1	BPL	T8 R14	State
Ice Cave Campsite Trail	.1	Private	T8 R14	Private/State
Otter Pond Trail	.3	BPL	T8 R14	Private/State
Big Eddy Portage Trail	1	BPL	T10 R12	Private/State
Sandy Point Trail	.1	BPL	T11 R13	Private/State
Round Pond Mountain Trail	2.5	BPL	T13 R12	Private/State
Allagash Falls Portage Trail	.3	BPL	T15 R11	State

***Access prohibited May 1 – Sept 30. BPL = Maine Division of Parks and Public Lands**

Winter Access

In winter months, access to the Restricted Zone and Watercourse relies much less on roads providing motor vehicle access and instead relies heavily on snowmobile use (for the majority of users). The amount and location of plowed roads varies and fluctuates year to year based on landowner timber harvesting logistics. Thus, snowmobiling is a primary means of accessing and traveling on the watercourse. Chamberlain Thoroughfare is generally the most reliable motor vehicle access point in the Waterway during the winter.

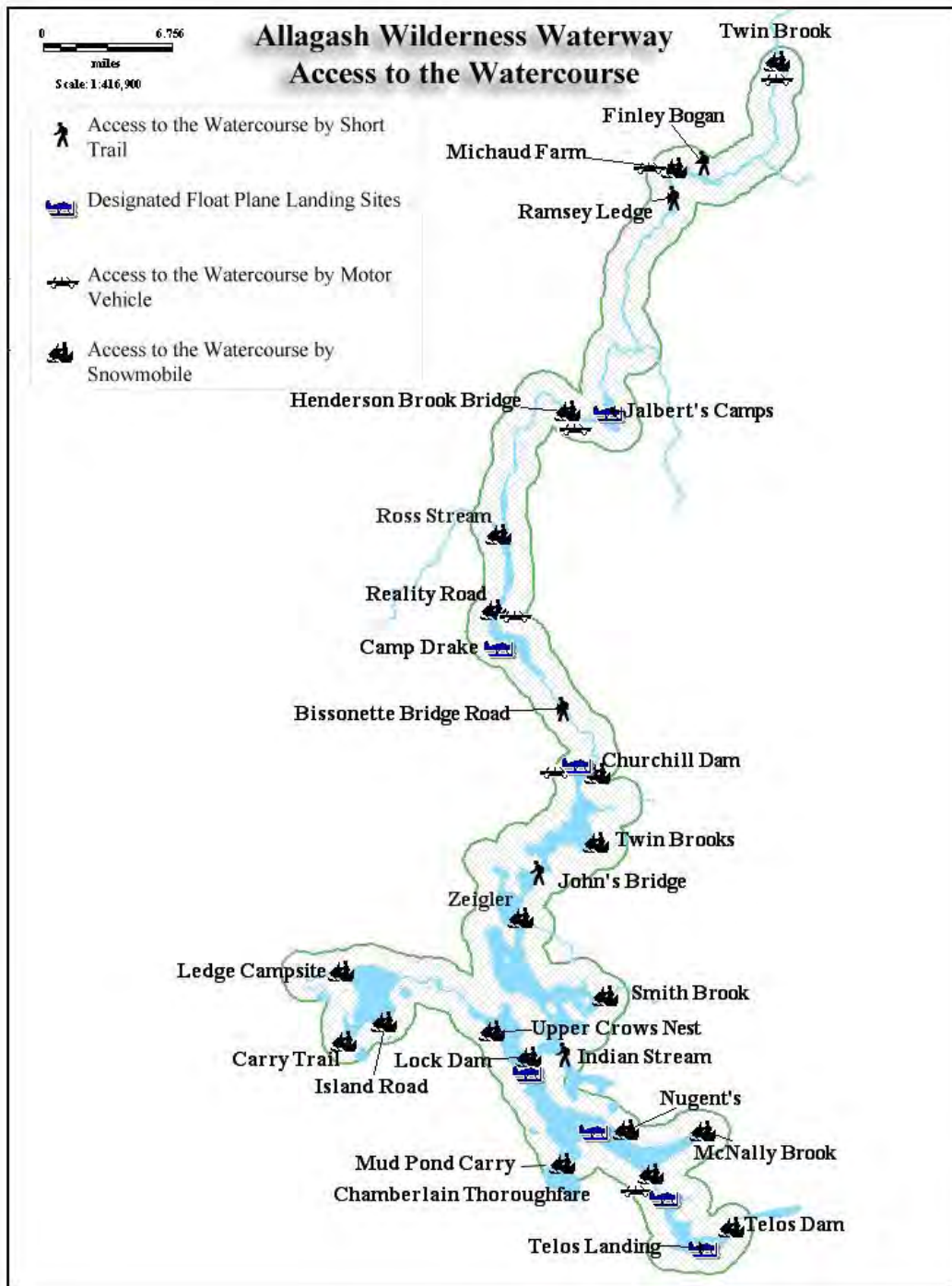
Statute allows snowmobiling on all bodies of the watercourse except Allagash Lake and Allagash Stream. Snowmobile access to the watercourse is designated only at the sites listed below. Per Maine State Title 12, §1882, snowmobile access must be maintained at 19 sites within the Waterway, though the specific locations of sites are not directed by law. The 19 sites identified in this plan are shown in *Table III – F* on the following page.



Thin Ice at Chamberlain Bridge

Table: III – F: AWW Watercourse Authorized Snowmobile Access Points		
<i>Headwater Lakes Snowmobile Access Points</i>		
Trail Name	Township	AWW Water Body
Telos Dam	T6R11	Telos Lake
Mud Pond Carry	T7R11	Chamberlain Lake
Chamberlain Thoroughfare	T6R11	Chamberlain Lake, Round Pond
Nugent’s Camps	T7R12	Chamberlain Lake
McNally Brook	T7R11	Chamberlain Lake
Smith Brook	T8R12	Eagle Lake
Upper Crows Nest	T7R13	Chamberlain Lake
Lock Dam	T7R13	Chamberlain Lake, Eagle Lake
Island Road	T7R14	Allagash Lake*
Carry Trail	T7R14	Allagash Lake*
Ledge Campsite	T8R14	Allagash Lake*
Zeigler Trail	T8R13	Eagle Lake
North Twin Brook	T9R12	Churchill Lake
Churchill Dam	T10R12	Churchill Lake
<i>Northern/River Snowmobile Access Points</i>		
Trail Name	Township	AWW Water Body
Reality Road	T11R13	Umsaskis Lake
Ross Stream	T12R13	Long Lake
Henderson Brook Bridge	T13R12	Allagash River, Round Pond
Michaud Farm	T15R11	Allagash River
Twin Brook	Allagash Plantation	Allagash River
*Access to shoreline only (snowmobile use not allowed on Allagash Lake).		

Figure III-B: Access to the Watercourse



THE SETTING – AN OVERVIEW

Geologic Foundation

The bedrock geology of the Allagash Region is relatively free of the intense geological processes evident elsewhere in Maine. Instead, the Allagash is dominated by the approximately 400 hundred year old Seboomook Formation, a remarkably uniform sequence of sedimentary rock units named for excellent exposures near Seboomook Dam in western Maine. The Seboomook Formation in the Allagash Region consists mostly of dark gray slate and light brown sandstone, with slate dominating. **Figure III-C** depicts the extent of the Seboomook Formation in Maine.

Fossilized reef fragments, traces of corals, remnants of spongelike stromatoporoids, and small marine invertebrates such as brachiopods tell a story in which



the lands now underlying the Allagash were once beneath a warm sea. Much more recently, between 25,000 and 21,000 years ago, a massive sheet of ice over a mile thick advanced over the Allagash Region, carving and gouging the landscape. By 10,000 years ago, the ice sheet had retreated, with meltwater leaving boulders, sand, and gravel in deposits that continue to influence the landscape, including the shape and flow of the watercourse.

Figure III - C (left): The extent of the Seboomook Formation in Western/Northern Maine.

Waterway Geography

There are eight lakes and four ponds within the waterway, and well over a hundred tributary brooks and streams flow into them and the river. The large headwater lakes and dams at Telos, Chamberlain, and Churchill provide extensive storage capacity allowing river flows suitable for canoeing to be maintained throughout the spring, summer, and fall. As is discussed in subsequent sections, the natural flow of the river system was altered in the mid-1800s to divert water flows into the East Branch of the

Penobscot River via a rough canal established from Telos Lake to Webster Lake, outside the Waterway and within the Penobscot River watershed. Current water management uses dams on Churchill, Chamberlain, and Telos Lakes to flow water north down the Allagash River while at the same time flowing water east and south into the East Branch of the Penobscot River.

Below Churchill Dam, the large headwater lakes with their expansive, undeveloped shorelines and views of the mountains making up Baxter State Park give way to a river oriented environment with interspersed lakes and ponds including Umsaskis Lake, Long Lake, and Round Pond. From the dam, the river runs sixty-two miles northward and drops more than three hundred feet in elevation before reaching the St. John River.

While there are no mountains in excess of 2,000' within or adjacent to the Waterway, the landscape includes numerous small mountains and rugged ridges scattered along the Waterway. Notable mountains in or adjacent to the Waterway include Allagash Mountain and Round Pond Mountain, both of which have active hiking trails as well as decommissioned fire towers atop their peaks.

(Right) Fire Tower atop Allagash Mountain



Human Prehistory

For ten centuries before the lumbermen came, the Allagash area from which many lumber industries eventually drew their wealth was the home of Native American tribes that archaeologists believe first settled in the region. The tundra-like environment left by the last Ice Age finally yielded to dense forest in northern Maine about 10,000 years ago. Though a few families of Paleoindians may have traveled through the Allagash region at that time, the archaeological record shows a larger population during the Archaic period (10,000 to 4,000 years ago). The people of this era were generally nomadic, using nets for fishing and stone or wood tools. Most plentiful among the artifacts discovered from this period are stone axes and gouges for woodworking and canoe-building. Between 4,000 and 3,500 years ago these types of tools became less common, suggesting a shift from dugout

canoes to a birch bark type. This view is also supported by a shift in the archaeological record in which sites up smaller drainages become more common – suggesting the transition to lighter canoes that can be portaged and hauled over obstacles such as beaver dams and ledges.

The Ceramic Period (3,000 to 500 years ago) is named for the emergence of the use of pottery. Though not very durable at this point, pottery enabled cooking directly on the fire, rather than the labor-intensive method of heating stones and placing them into a bark or wooden container. Although the Allagash region is not conducive to the long life of ceramic artifacts, archaeologists have found pottery here at least 2,000 years old. According to Dr. Art Spiess of the Maine Historic Preservation Commission, “For most of prehistory, Maine’s Native American population supported itself by hunting, fishing, and gathering in band organized societies without complex political organization...Maine Native Americans always have been relatively mobile in lifestyle and lived in relatively small groups.” The archaeological record seems to indicate that traditional Native American's began to move away from the Allagash region early in the 1800s.

The Native American heritage inherent in the Waterway is reflected in many of the names given to the lakes, ponds, and streams. These names were given by the Abenaki Indians, who once hunted and fished this entire area. One possible derivation of the word Allagash is the Indian word “Aleguash” meaning “camp on lakeshore.” Another meaning of this term, credited to Joe Polis in “Allegash and the East Branch” by Henry David Thoreau, is “The Hemlock River” (Thoreau, 1988). In his book “The Allagash”, Lew Dietz says the word Allagash is derived from “Alleguash,” from a lake the Indians called “Allagaskivignanmook,” meaning “Bark Cabin Lake” (Deitz, 1968).

Numerous Native American archaeological sites are present along the watercourse, some identified and documented, others still to be located. The construction of dams undoubtedly inundated many other sites.

Early Settlers

Not long after Native Americans moved elsewhere, in the years just prior to the arrival of the big lumber operations, a few settlers filtered down into the Allagash region, primarily from the settlements to the north along the St. John River. George Moir and Lucinda Diamond were among the area’s earliest white settlers, reportedly arriving there in 1837 to establish what is now called the Moir Farm. It is from them and other members of the Diamond family that many in Allagash village are descended.



(Left) The Moir Farm site in 2010 and in a historic photo (inset).

Lumber Interests Enter the Allagash

Dams and Logging Support

In the 1830s, the fact that the Allagash waters flowed northward into the St. John River was a major issue to Maine lumber interests based in Bangor. All of the timber harvested from around the shores of Telos, Chamberlain, Eagle Lake, and the river could only be transported by way of the Allagash and St. John Rivers through British-controlled seaports in Canada. Nature's intended course for the waterway was not enough however, to deter the lumber barons for long. A plan to reverse the course of a portion of the river's flow, from northward to southward, was devised. By raising the level of the lakes and shifting the direction of the river current to the south, logs could be driven into the East Branch of the Penobscot River to Bangor where American millers and shippers could profit.

In 1838, a plan was put in place to move logs from Chamberlain Lake into Telos Lake, then on to the East Branch basin. By fall 1841, Chamberlain Lake Dam (now referred to as Lock Dam) and Telos Dam were in place and the "Telos Cut", a canal ten to fifteen feet wide and one to six feet deep, stretched the five hundred feet below Telos to Webster Stream. With dams and the canal in place, timber could be run from the Allagash's headwater lakes into the East Branch of the Penobscot River and downstream to Bangor's numerous mills. The financial workings of these dams and the timber run through the Telos Cut did not work smoothly and strong disagreements over tolls led not only to the involvement of the Maine Legislature but also armed groups organized to enforce tolls.

Chamberlain Farm was constructed halfway up the eastern shore of Chamberlain Lake in 1846 to provide a source of hay and oats for workhorses, and winter vegetables for lumber crews. It also served as a lumbering depot on Chamberlain Lake. As years

passed, lumbering expanded northward. The construction in 1846 of Heron Lake Dam (now Churchill Dam) at the northern end of Heron and Churchill Lakes further expanded the area of timberlands capable of being floated southward towards Bangor.

A lock dam system at the current site of Lock Dam enabling the moving of logs from Eagle Lake to Chamberlain Lake by adjusting the water levels in the locks and floating groups of logs across was established in the 1850s. This process greatly expanded the acreage of timber that could be brought down to Bangor mills and markets, but the slow rate of the lock process limited the number of logs that could move through in a given period.

A half-century after the creation of the lock dam system, steam power was put to work to transport logs from Eagle Lake to Chamberlain Lake. A tramway system was devised to do the job. Essentially, the tramway was a small railroad pulled by a cable loop six thousand feet long. Steel trucks attached to the cable carried logs across a three thousand foot passage at the northern end of Chamberlain Lake at the rate of about three miles per hour. As the logs dropped off on the western end, each empty truck looped underneath to a lower track and returned for another load. The tramway system worked remarkably well for five years.

In 1907, the St. John Lumber Company began construction on Long Lake Dam and, after the first effort washed out in its first season, completed the project in 1911. This timber crib structure was made of huge pine logs and significantly extended the duration of the company's log drive on the Allagash River.

Two locomotives still sit at what was the northern terminus of the Eagle Lake and West Branch railroad, a 13 mile railroad that hauled pulpwood cut in the Eagle and Churchill Lakes watersheds on south to the Penobscot drainage at Umbazooksus Lake. On an average week, over 6, 500 cords of pulpwood were delivered in this manner to Umbazooksus and then to the paper mills in Millinocket and East Millinocket via log drive. One of the most significant structures of this railroad was the 1,500 foot trestle that crossed the northwest end of Chamberlain Lake where Allagash Stream enters the lake. The railroad operated from 1927 until 1933.

(Below) Historic Photograph of the Decaying Trestle on Chamberlain Lake.



Communities Tied to Logging –

A number of small communities grew up in the early 1900s around logging operations to supply the needs of the men working in these trades. J.T. Michaud, a lumber baron, established a farm on the upper reaches of the Allagash River to grow grain for his workhorses and vegetables for his work crews. He kept animals at the farm and ran a store for the families who lived and worked in the area, which was once a bustling little community of many as thirteen families. In the 1920s and 1930s, Michaud Farm became a base camp for lumber crews. When the St. John Lumber Company failed, so did the fortune of J.T. Michaud. The buildings (including one that served as a hotel for travelers), fell into disrepair and are all gone now. Today it is a camping and access site for canoers and the site of the northernmost BPL Ranger Station on the waterway.

At Churchill Depot by the shore of Heron Lake, approximately twenty families lived permanently at the depot by the early 1930s, including those of the superintendent, paymaster, master mechanic, truck drivers, Lombard operators, boat operators, scalers, camp superintendents, and many more. At the height of its operation, thousands of people were processed through the depot annually. This meant that additional structures were needed for a school, houses, offices, a power house, gas tanks, a Lombard shed, and others.

(Right) North Maine Woods Inc. Employees Visiting the Churchill Depot History Center with Ranger Patrick Emery.



The most significant remaining structure at the Depot is a large boarding house that was capable of handling many people at one time, some of whom were transients going to or from lumbering camps, and others who were more or less permanent residents employed to keep lumbering operation functioning. A storehouse from Churchill Depot is now used as a history center open to Waterway Visitors as well as limited storage.

Recreation Takes Root in the Allagash

The Allagash River watershed has long been recognized and enjoyed as a sportsmen's paradise and a respite from urban life. During the early years of commercial activity, the watershed was managed primarily for its timber resources. Log driving took place on the watercourse, and lumber camps were located along the shores, including those at Chamberlain Thoroughfare, Chamberlain Farm, Churchill Dam, Long Lake Dam, and Michaud Farm.

Early recreational visitors to the Allagash relied on these facilities built to serve the timber industry. Dams built to float logs provided comparable service for canoes. Chamberlain Farm and Churchill Depot served as re-supply points and safe havens in the woods. Eventually, purpose-built sporting camps were developed along the waterway to specifically serve the needs of hunters and fishermen.

Since the 1930s, recreational sporting camps have been a feature of life on the Allagash waterway. Today, there are remnants of these getaway destinations as well as two still in operation within the Waterway. The remains of one of the three log camps built in the 1930s by former Allagash game warden and guide Henry Taylor and his wife Alice still stand on the Allagash River today and are referred to as the Henry Taylor Camps.

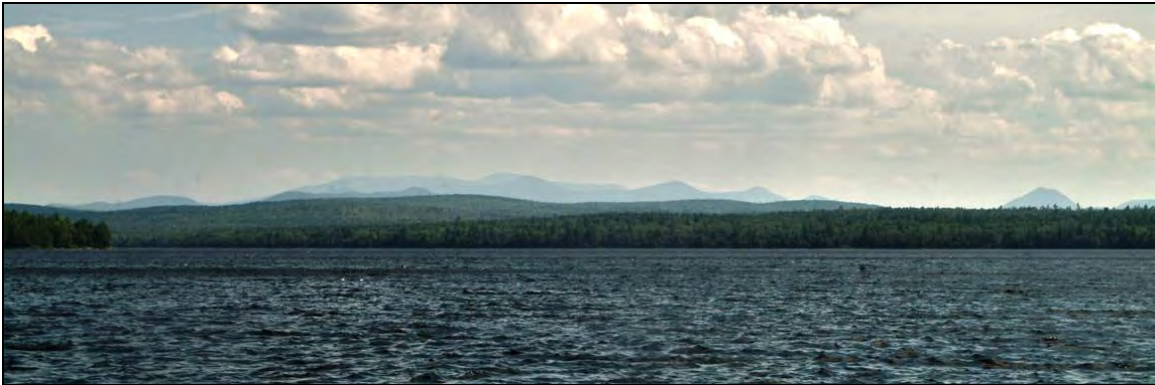


(Left) Landing at Pillsbury Island, 1957 (Al Mitchell Photo).

The two sporting camps remaining in operation within the Waterway, Jalbert's and Nugent's, are now owned by the state and leased for operation. These two historic sporting camps were not eliminated after the Allagash was purchased by the State because they offered an alternative, traditional form of public recreational use of the Waterway, and because both provided a measure of safety for boaters on Chamberlain Lake and Round Pond.

Henry David Thoreau's Visit to the Allagash

Of the many people who have visited the Allagash watershed, Henry David Thoreau is probably the most well-known. Thoreau made three trips into Maine: to “Ktaadn” in 1846; to Chesuncook Lake in 1853; and to the “Allagash and the East Branch of the Penobscot” in 1857. The route of his trip into the Allagash followed Moosehead Lake over the Northeast Carry into the West Branch of the Penobscot River, down to Chesuncook Lake with an intended carry over to Mud Pond. Thoreau and his companion missed Mud Pond on their portage and met their Indian guide, Joe Polis, on Chamberlain Lake just west of the Mud Pond inlet, where they camped overnight. The next day they visited Pillsbury Island on Eagle Lake, Thoreau’s most northerly advance into the watershed, and made notes of its vegetation. During the calm following a severe thunderstorm, Thoreau and his party paddled rapidly back through Lock Dam, to Chamberlain Lake, where they stayed overnight at Chamberlain Farm. The next day, Thoreau and his party paddled down Chamberlain Lake, through Telos Lake, to the East Branch of the Penobscot River via Webster Stream.



“This was another noble lake, called twelve miles long, east and west; if you add Telos Lake, which, since the dam was built, has been connected with it by deadwater, it will be twenty; and it is apparently from a mile and a half to two miles wide. We were about midway its length, on the south side. We could see the only clearing in these parts, called the “Chamberlain Farm,” with two or three log buildings close together, on the opposite shore, some two and a half miles distant.”

-Henry David Thoreau, journal entry from Chamberlain Lake, July 27th, 1857.

Dams

Telos and *Lock dams* were constructed in 1841 to divert the waters of the Allagash into the Penobscot drainage, thereby avoiding a tax imposed by the Province of New Brunswick on water driven logs.

At the east end of Telos Lake, *Telos Dam* separates the lake from Telos Gorge and Webster Stream, through which water flows into Webster Lake. The gorge below Telos Lake was enlarged (the Telos Cut) to allow an unobstructed flow of water for log driving. *Lock Dam*, which separates Chamberlain Lake from Eagle Lake, originally consisted of a series of locks to allow movement of logs from Eagle Lake to Chamberlain Lake. The locks do not exist today.

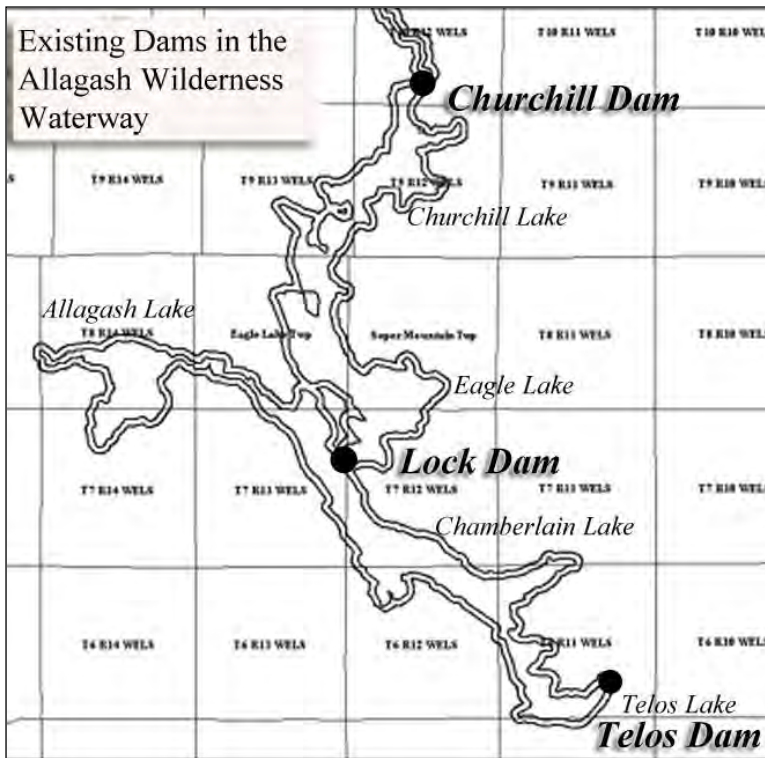


(Left) The Grate and Culvert Enabling Water to Pass through Earthen Lock Dam. Note, photo represents low lake level. (2002 Photo)



(Left) Telos Dam (2010 Photo)

Figure III – D: Location of Telos, Lock, and Churchill Dams in the Headwater Lakes Region of the Waterway.



Churchill Dam, originally known as Heron Lake Dam, was constructed in 1846 to raise water levels in Eagle Lake and Churchill Lake so that logs could be floated south from Churchill and Eagle Lakes through Lock Dam and Telos Dam to the East Branch of the Penobscot River. It stood 20 feet high and spanned 250 feet. It was re-constructed with a 17-foot head of water in 1925 by Great Northern

Paper Company in cooperation with the Madawaska Company. It breached in 1958, but was reconstructed by the State in 1968, 75 feet upstream of the site of the breached dam, shortly after the establishment of the Waterway, to assure an adequate flow of water through Chase Carry Rapids for summer canoeing.

Churchill Dam was removed and replaced by a concrete structure in 1997. This action significantly changed the character of the dam and occurred without first obtaining a permit from the US Army Corps of Engineers and the associated consultation with the National Park Service. As a result, the Maine Department of Conservation, Bureau of Parks and Lands entered into a Memorandum of Understanding with the National Park Service to perform specific actions in return for an after the fact permit from the Army Corps. This memorandum is found in **Appendix D**. The dam also serves as a bridge across the Allagash River.

Sill Elevations of Lock and Telos Dams

At Lock Dam, the existing culvert provides a flow through the dam and out Martin Stream to Big Eagle Lake only when the water level in Chamberlain Lake is higher than 5.0 feet on the gage at Telos Dam (full pond is reached at 9.0 feet, empty

pond at 2.6 feet). Maintaining an adequate minimum flow through this culvert, which acts as the effective sill elevation for Lock Dam, requires that the fall draw down at Chamberlain Lake be limited to a maximum of 3.5 feet (no lower than an elevation of 5.5 feet on the gage at Telos Dam). Thus, there is only a narrow lake-level range to store spring runoff or runoff from potential and inevitable mid winter thaws and rains occurring in a 250 square mile drainage area. The sill elevation of Lock Dam being slightly over 2.5 feet higher than that of Telos Dam limits the management capacity of a lakes system that actually sends water both south into Webster Stream via Telos Dam and northward to Churchill Dam and the Allagash River via Lock Dam.

(Below) Churchill Dam (2011 Photo)



Table III – G: Allagash Waterway Dams

	Telos Dam	Lock Dam	Churchill Dam	Long Lake Dam
Original Date of Construction	1841	1841	1846	1907
Construction Date Current Dam	1981	1962	1997/98	
Current Length Feet	240	280	139	
Current Head Feet	16	14	8.5	
Current Condition	good	fair	excellent	washed out
Construction Materials	timber & earth	earth fill*	concrete	

* Wooden structure covered with earth when rebuilt in 1962.

Long Lake Dam was built in 1907 by the St. John Lumber Company to facilitate log driving in late spring and early summer. The original dam was 700 feet long and held a fifteen-foot head of water. Its use was discontinued in the 1920s. Today, the dam is almost completely washed out. Remnants of dump wagons used to haul gravel for

construction of the dam are scattered in the nearby forest and in the watercourse below the dam.

*(Below) Collage of Artifacts in the Vicinity of the Tramway
and the Eagle Lake and West Branch Railroad*



Forest Management History

The eastern white pine (*Pinus strobus*) was the most valuable tree found in the Allagash watershed along the lakes, ponds, and rivers, and in old burns. Towering over lower levels of spruce and fir, it was easily located. Cutting of white pine first occurred in the Allagash in 1835 and was well underway by 1840. In 1857, when Thoreau ventured his furthest into the Allagash watershed, most of the white pine along the watercourse had been harvested, although groves still remained inland. At the beginning of the 20th century, with the advent of the pulp and paper industry, spruce and fir began to be extensively harvested.

Three innovative methods were used to deliver logs from the waters of Eagle Lake into Chamberlain Lake and thence into the East Branch Penobscot watershed. The first, a steam-powered tramway (conveyor) completed in 1902, consisting of 14 tons of 1.5 inch cable and 600 wheeled carriages, moved saw logs south for 3,000 feet along the height of land between Eagle and Chamberlain Lakes, north of Lock Dam. The tramway, remains of which exist today, was used only six years before being replaced by steam log

haulers that could carry logs directly from the cuttings in townships west of Eagle Lake to the head of Chamberlain Lake.

The Lombard steam log-hauler was invented in 1900 by A. O. Lombard of Springfield, Maine. Put into operation in the Allagash region in 1908, the Lombard could draw as many as 15 sleds. Steam powered Lombards were soon replaced by gasoline Lombards which were much easier and cheaper to run. The Lombard log-hauler era lasted roughly 25 years, although these machines were used as late as 1949. A gas-powered Lombard log-hauler used in the Allagash was restored by the Maine State Museum in the late 1970s, and is on display in Augusta.

In 1925, the Great Northern Paper Company contracted with Edouard LaCroix's Madawaska Company to build and operate a 13-mile railroad to facilitate delivery of pulpwood to the West Branch of the Penobscot River and thence to the Millinocket mills. The railroad began at Eagle Lake near the old tramway, extended overland to Chamberlain Lake and crossed an 1,800 foot trestle over the outlet of Allagash Stream. The railway then extended south to Umbazookskus Lake and terminated with a 600 foot trestle from which the pulp cars were unloaded. An additional five-mile length, used exclusively for transport of supplies, was later extended to Chesuncook Lake. The railroad began operation in 1927 with an oil-fired, 70-ton 4-6-0 standard gauge steam locomotive. In 1928, a larger locomotive, a 2-8-0 weighing 90 tons was added. Rolling stock consisted of modified standard gauge wooden pulp cars. This unique railroad reached its peak production in 1929 when a total of 163,865 cords were hauled during a six-month season. Standard gauge frames with wheels and special pulp bodies were hauled by the locomotive with a peak efficiency of 6,500 cords of wood transported per week. The railroad operation lasted until September, 1933. Remains of the venture are present today, including two locomotives standing near the Eagle Lake terminus of the line, railroad tracks, 15 pulp cars, and the trestle at the mouth of Allagash Stream. Also in 1925, a boarding house and storage barn were constructed at Churchill Depot by the Madawaska Company to provide overnight accommodations for loggers and to store logging equipment. These buildings still exist today.

Today, the entire Allagash Wilderness Waterway is within North Maine Woods, an organization of multiple landowners collaboratively managing access and recreation on over 3.5 million acres of top quality commercial forest land. Road access to the Waterway, as well as the larger region surrounding it, is possible due to the creation and maintenance of private road networks. While the days of Lombard Log Haulers, tramways, and log drives is over, modern forest harvesting tools such as forwarders, feller bunchers, logging trucks, etc continue the tradition of economic activity associated

with growing, harvesting, and selling timber. Given this regional character, the Allagash Wilderness Waterway Strategic Plan’s mission statement references the Waterway as “ a wilderness area in the historic and modern context of a working forest”.

WATERWAY CREATION AND DESIGNATION

State Acquisition

The Allagash River watershed was first suggested for public acquisition in “ A Recreation Plan for Maine,” published in 1956 by the Maine State Park Commission. In 1961 and 1963 the Allagash received national attention in reports prepared by the National Park Service (National Park Service, 1961) and the Bureau of Outdoor Recreation recommending (United States Department of the Interior, 1963) that the federal government, through the Department of the Interior, purchase the lands and waters of the Waterway to preserve and protect them as a component of the National Park System. In 1963, the Maine State Legislature created the Allagash River Authority “*to provide for the preservation of the natural beauty and wilderness character of the Allagash River Watercourse while utilizing the natural economic resources of the watercourse.*” An Allagash Advisory Committee, formed by the Authority, was authorized “*to formulate plans and proposals for preserving the Allagash River Watercourse so that the people of the State and its visitors may be assured of the continued opportunity to enjoy the benefits of the Allagash River Watercourse as a place of natural interest and scenic beauty.*”

Secretary of the Interior Stewart Udall strongly endorsed a National Park Service recommendation for the federal government to acquire 296,500 acres of land and water to create an Allagash National Recreation Area. The State of Maine, preferring state control, prepared a less extensive counter-proposal in 1965, recommending fee simple acquisition of land to an average width of 300 feet (400 feet minimum to 800 feet maximum became the width established in the 1966 statute), and standards for wood harvesting within one mile of the watercourse. Ultimately, Secretary Udall endorsed the state proposal.

In 1966, the Legislature approved the creation of the Waterway and appropriated funds for its administration. Concurrently, a bond issue in the amount of \$1,500,000 was sent to referendum to acquire the Restricted Zone, land surrounding the watercourse. The bond issue was overwhelmingly approved on November 8, 1966. By 1972, land acquisition of the Restricted Zone was completed with the assistance of the federal Land and Water Conservation Fund, which financed the remaining half of the total acquisition cost of \$3 million.

It is worth noting that conservation easements now are in place that protect all or portions of townships partially within the Waterway. These easement protections are on lands held by the Pingree Heirs (managed by Seven Islands Land Company) and Katahdin Forest Management. Townships with at least some area covered by conservation easement that are partially within the Waterway include: T5R11, T7R12, T8R12, T9R12, T9R13, T8, R13, T8R14, T7R14, T7R13, T6R13. The majority of these townships are covered entirely by conservation easement.

Wild and Scenic River (WSRS) Designation

On July 19, 1970, the Waterway was designated by the U.S. Department of the Interior as the first state-administered component of the National Wild and Scenic River System at a ceremony at Churchill Dam. Inclusion of the Waterway in the Wild and Scenic River System validates the Allagash's national significance and provides additional protection from federally-funded projects that might infringe upon the special character of the Waterway. The entire watercourse was officially designated as "wild" by the Department of the Interior even though, because of the roads, bridges, dams, and other structures present, an argument could have been made that the watercourse best fits a combination of "wild", "scenic", and "recreation" designations to be consistent with the definitions in the 1968 National Wild and Scenic Rivers System Act.

As noted above, the area established in 1966 by the Maine legislature as the Allagash Wilderness Waterway had also been the subject of previous federal study and National Park Service reports recommending federal acquisition. The option to include a state-managed Allagash in the federal system, if Maine's governor so chose, was made explicit in the 1968 federal Wild and Scenic Rivers Act [P.L. 90-542, Section 2(a)]. In 1970, Governor Curtis requested that the Secretary of the Interior designate the Allagash Wilderness Waterway a component of the Wild and Scenic River System. The "wild" category designation of the 92 mile watercourse was made in July 1970 and included the headwater lakes, three functional dams, seven bridges, private roads with numerous points of vehicle access to the watercourse, buildings, and other structures allowed by the State statute that established the Waterway. Given the presence of this development, the "wild" designation of the entire Waterway was a special-case action for a resource whose remote location deep in the Maine Woods, and its popularity for extended canoe trips in a largely-primitive and natural setting, outweighed the occasional evidence of more permanent, traditional, and historic human activity. The "wild" designation of the Allagash Wilderness Waterway was an exceptional action for a unique and complex situation.

Context of the Allagash's Wild and Scenic River (WSRS) Designation

The Waterway's inclusion in the federal WSRS accents and recognizes the Allagash's national significance, provides additional protection against certain changes that might infringe upon the Waterway's special character, and complements the State's overarching management focus. This focus is guided by the State Allagash statute and informed by the 2011 Allagash Wilderness Waterway Strategic Plan produced by Allagash Wilderness Waterway Advisory Council (established in 2007 by Public Law 2007, c. 146).

The Allagash Wilderness Waterway was accepted into the National Wild and Scenic Rivers System under section 2(a)(ii) of the Wild and Scenic Rivers Act – which gives administrative authority to the state. Therefore, the WSRS designation is an important consideration in Waterway management, but, save for questions regarding federal assistance or approval of water resources projects, it does not bring the force of law as the Allagash Statute does. Mandated US Army Corps of Engineers review of any activity in or within 0.25 miles upstream or downstream of the main stem or tributaries of a Wild and Scenic River segment, including 2(a)(ii) rivers, is an area where the Wild and Scenic Rivers Act provides controlling language for state-administered rivers (Army Corps review includes consultation with the National Park Service). More on this state-federal relationship can be found on the following page.

The Designation of the Allagash Wilderness Waterway as a Wild River in the Wild and Scenic River System links the Allagash with a host of nationally significant rivers. Below, the Allagash near the outlet of Long Lake (right) is juxtaposed with rafters on the Charley River (left) in Alaska, another wild-designated river. (Charley River photo courtesy National Park Service).



What is the National Wild and Scenic Rivers System and How Does the Allagash Wilderness Waterway Relate to It?

The National Wild and Scenic Rivers System was created by Congress in 1968 when it passed the Wild and Scenic Rivers Act (16 U.S.C. 1271-1287) to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.

The Allagash Wilderness Waterway as a State-Administered Wild River

Rivers may be designated and thereby included in the National Wild and Scenic Rivers System through two routes. One route is for Congress to designate a river. Alternatively, a governor may submit an application under section 2(a)(ii) of the Wild and Scenic Rivers Act to the Secretary of the Interior. If the Secretary of the Interior deems that sufficient protection is ensured by the state, the Secretary may then designate the river. Rivers designated under section 2(a)(ii) are administered by the state, with the exception of any federal lands along the river. ***The Allagash Wilderness Waterway was designated under section 2(a)(ii) and is a state-administered river.*** Rivers, or segments of rivers, are classified as wild, scenic, or recreational. ***The entire length of the 92.5-mile Allagash Wilderness Waterway is classified as a wild river.*** A 2.6 mile section of the Deerfield River in Massachusetts is the only other wild river classification in the northeastern United States. Wild river areas are described as being, “free of impoundments and generally inaccessible except by trail, with watersheds or shorelines essentially primitive and waters unpolluted. These represent vestiges of primitive America.” (Source: Interagency Wild & Scenic Rivers Council).

Section 7(a) of the Wild and Scenic Rivers Act (WSRA), reads, “...no department or agency of the United States shall assist by loan, grant, license, or otherwise in the construction of any water resources project that would have a direct and adverse effect on the values for which such river was established”. It prohibits federal support for actions such as the construction of dams or other instream activities that would harm the river's free-flowing condition, water quality, or outstanding resource values. While Section 7(a) does prohibit federal support for harmful instream activities, the WSRA does not override state decision-making authority concerning other Waterway management decisions. As such, the WSRA, with the exception of Section 7, does not legally direct Waterway management. This point was clarified in the *Fitzgerald v. Harris* (549 F.3d 46) decision by the US First Circuit Court of Appeals. In sum, the predominant role of the federal government on 2(a)(ii) rivers is to cooperate and assist the states, who retain the authority to manage such rivers.

As of July 2011, the National System protects 12,598 miles of 203 rivers in 38 states and the Commonwealth of Puerto Rico – amounting to a little more than one-quarter of one percent of the nation's rivers. Of the 203 rivers in the system, 18 are state-administered.

For more details on the Wild and Scenic River System, visit www.rivers.gov.

IV - NATURAL, CULTURAL/HISTORICAL, RECREATION, AND ADMINISTRATIVE RESOURCES

The experience of visiting the Allagash Wilderness Waterway is largely defined by the forests, wildlife, and unusual features encountered along the way: bald eagles nesting in towering eastern white pines; moose and deer feeding along the edges of the watercourse; ospreys soaring overhead; loons filling the evening air with their haunting cries; views of nearby mountains and of Katahdin from the larger lakes; or the ice cave on Allagash Lake.

THE WATER

There are eight lakes and four ponds along the Allagash watercourse; well over 100 tributary brooks and streams flow into them and into the Allagash River. Telos, Chamberlain, and Eagle Lakes provide extensive storage capacity that helps maintain suitable canoeing water levels on the river north of Churchill Dam.

Due to Telos and Lock Dams, a portion of the waters of Allagash, Chamberlain, and Telos Lakes flow south into the East Branch Penobscot River drainage. Prior to the creation of these dams in the mid-1800s, these headwaters flowed completely northward into the Allagash River. Today, waters from Allagash, Chamberlain, and Telos Lakes flow both northward into the Allagash River and southward into the East Branch of the Penobscot River.

Allagash Lake is the most remote lake in the Waterway. Its waters are cold and well oxygenated, favoring cold-water fish species such as brook trout, lake trout, and whitefish. The north shore is shallow and sandy, inviting emergent aquatic plants as well as wading moose, deer, and great blue herons. Along the west shore are ledges of rough, colorful volcanic rock. To the east near the outlet is an unusual shoreline edged by low glaciated ledges of Seboomook Slate. Islands provide nesting habitat for herring gulls and common terns. Allagash Stream, the outlet of Allagash Lake, flows through Little Round Pond and drops 20 feet over an outcrop of Seboomook slate, known as **Little Allagash Falls**.

Chamberlain Lake, the largest lake in the Waterway, is cold, clear, well oxygenated, and deep. Ospreys, eagles, loons, and gulls are found on and adjacent to the lake. Herring gulls nest on a small rocky island near the mouth of Leadbetter Brook.

The bridge between Chamberlain and Telos Lakes is the starting point for most canoeing and camping trips.



(Above) Looking Southward Across Round Pond and Telos Lake Towards the Mountains of Baxter State Park.

Eagle Lake is the second largest lake in the Waterway. Its two major islands, Pillsbury and Farm, add to the lake's diversity and beauty, as does Russell Brook Beach, two old-growth white pine stands, the Smith Brook inlet and fen, the marshy cove of Soper Brook, and the mile-long marsh at Snare Brook.



(Left) A Gentle Section of Chase Rapids.



(Right) A Camper's Canoe Rests on the Shore of Eagle Lake.

Churchill Lake is the fourth largest lake in the Waterway. Its special attraction is Churchill Ridge, which rises 400 feet above the northern shore. A paddle up Pleasant Stream leads to a secluded, marshy area. A spit of sandy beach leads into **Heron Lake**, which is at the head of the Allagash River. Churchill Dam is located at the north end of the lake at the head of Chase Carry Rapids. Chase Carry Rapids, known for its white water, is a 9-mile stretch of mostly Class II rapids. Traditional river users long ago created and maintained a channel through rapids and shallows, and other rapids on the Allagash River, through which they could maneuver “flat boats” and canoes upstream or downstream with horses, by poling, or use of a small motor.

Table IV-A: Major Allagash Waterway Lakes and Ponds

Name	Size In Acres	Length In Miles	Greatest Depth In Feet
Allagash Lake	4260	4.5	89
Telos Lake	1821	4.8	86
Round Pond (T6 R11)	455	1.2	42
Chamberlain Lake	11084	13.0	154
Eagle Lake	9500	10.0	124
Churchill Lake	3720	5.5	62
Umsaskis Lake	1222	3.6	58
Long Lake	1203	6.5	48
Round Pond (T13 R12)	697	2.5	36

Upon leaving Chase Carry Rapids, a paddler soon enters **Umsaskis Lake**, with its steep ledges on the east shore, and then **Long Lake**. A bridge, on the road linking Clayton Lake and Ashland (American Realty Road), spans the narrow thoroughfare between the two lakes. Several miles down the west shore of Long Lake a sand beach protrudes into the lake and a short distance beyond is the mouth of Ross (Chemquasabamticook) Stream. At the end of Long Lake, the river resumes its swifter flow. Near **Round Pond** the river breaks into three channels. The backwater near the north channel is a special place for observing birds and other wildlife.

The sound of rapids announces the outlet of Round Pond. Silver maples, approximately five miles below Round Pond, signal the mouth of Musquacook Stream and the three-mile long Musquacook Deadwater. Three miles above **Allagash Falls** the

river separates into several channels. At the Falls the river plunges 30 feet over a series of ledges created by upturned, thinly-bedded slate. At the foot of the Falls, the rock is polished and contoured with many potholes. Below Allagash Falls large boulders, slate ledges, two islands, and numerous island-like sand bars direct the river's channel. The Waterway officially ends at the rapids of Twin Brook Ledges, the last major outcrop of Seboomook Slate. From Twin Brook Ledges it is approximately five miles to Allagash Village and the confluence of the Allagash and St. John Rivers.

Aquatic Invasive Plants

Compared to adjacent states as well as the greater continental United States, Maine is relatively free of aquatic invasive species such as Eurasian Milfoil or Hydrilla. However, there were 32 documented aquatic invasive plant infestations in Maine as of March 2011. All of these infestations are located in southern Maine. Significant habitat disruption, loss of native plant and animal communities, loss of property values, reduced fishing and water recreation opportunities and large public/private expenditures have accompanied invasive plant introductions nationwide.

Per state law (12 MRSA 13058), motorboats or seaplanes on the Waterway (and all Maine inland waters) must have a valid lake and river protection sticker, with proceeds from the sticker used for enforcing laws pertaining to invasive aquatic plants and nuisance species, inspecting watercraft for invasive aquatic plant and nuisance species materials, educational and informational efforts targeted at invasive aquatic plant and nuisance species prevention, eradication and management activities.

With over 40% of overnight campers in the Waterway coming from outside of Maine, there is risk that aquatic invasive plant fragments could be introduced into the Waterway via boat motors, trailers, or other means of transport. These fragments have the capacity to greatly spread once introduced into the water.

THE FORESTS

In the Allagash watershed, the northern hardwood transition forest meets the boreal spruce-fir forest that sweeps across Canada and the northern United States. The forest types that dominate are spruce-fir and northern hardwoods. In addition, there are pockets of black spruce bog, northern white cedar swamp, and silver maple floodplain forest.

Balsam fir and red spruce are the common trees found within the spruce-fir forest. Other trees include white spruce, black spruce, northern white cedar, tamarack (eastern larch), eastern hemlock, and eastern white pine. Most of the herbaceous species on the

floor of the spruce-fir forest survive the cold temperatures and drying effects of winter due to the insulating effect of snow.



(Left) Snowshoe Tracks in Woods Heading from Allagash Lake to Allagash Mountain.

The northern hardwoods forest is generally found in the warmer, drier, and better-drained soils of ridges and south-facing slopes, such as the lake side of Churchill Ridge. Key tree species include yellow birch, white birch, sugar maple, American beech, white pine, red pine, pin cherry, balsam poplar, and red spruce.

Black spruce bog is a peatland forest of trees and shrubs to wet, acidic, and nutrient-poor soils. A bog forest can be reached by canoe above

the mouth of Pleasant Stream on the east side of Churchill Lake. Key tree species include black spruce, tamarack, and northern white cedar. Pitcher plants and sundews can be found on the more sterile soils of bog forests.

Northern white cedar and other wetland forest types can be found throughout the Waterway. Trees and shrubs in this forest are adapted to a cool, damp, mossy environment. Key tree species include northern white cedar, balsam fir, eastern hemlock, brown ash, red maple, white birch, tamarack, and black spruce.

Silver maple floodplain forest is a floodplain, lowland forest. Key tree species include American elm, green ash, red maple, silver maple, and balsam poplar. Examples of this forest are especially noticeable from the watercourse above Allagash Falls.

Figure IV - A : Deer Wintering Areas, AWW Visible Areas (Visible from the Watercourse North of Churchill Dam), and Division of Parks and Public Lands Ownership and Interests.

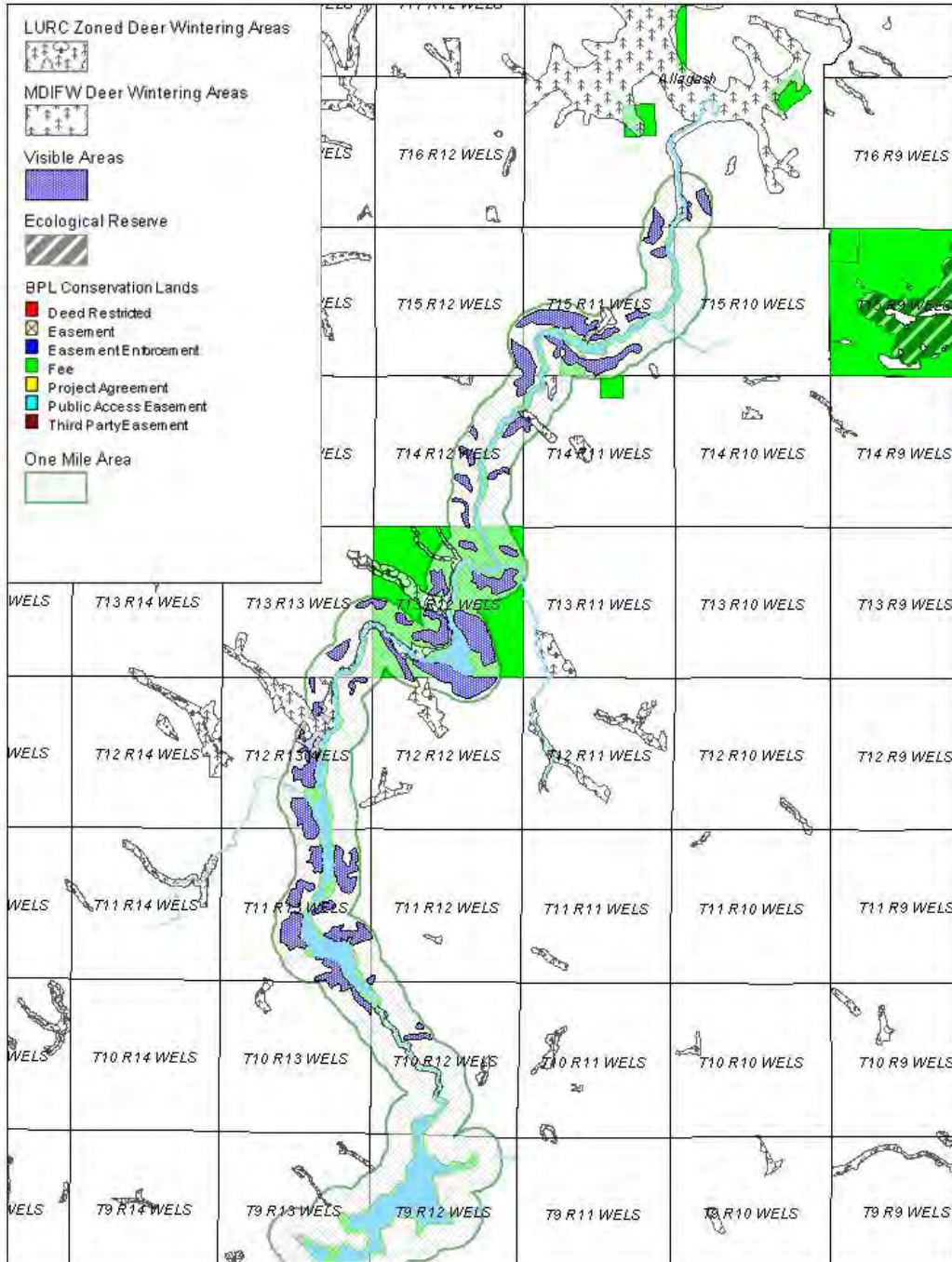
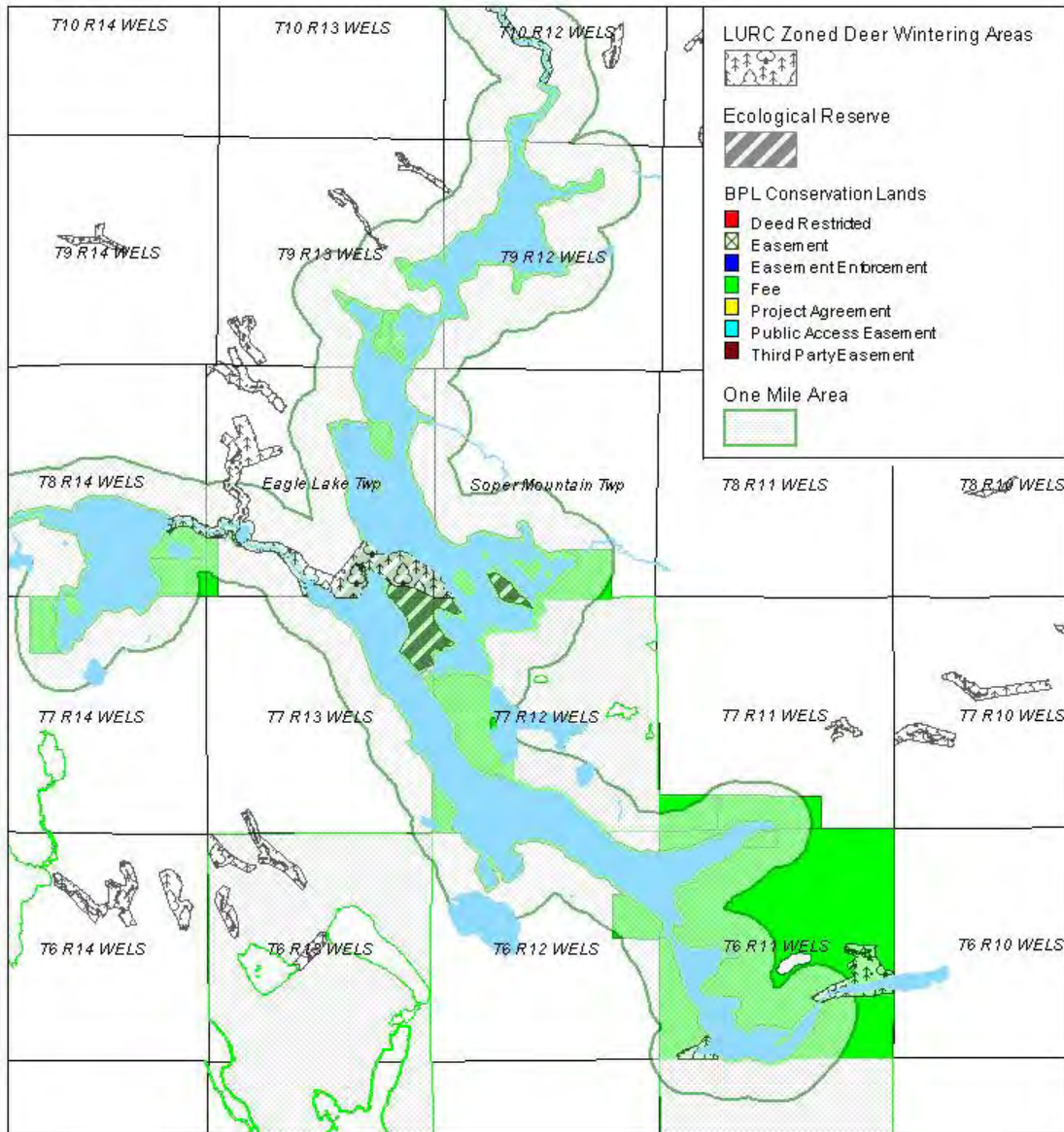


Figure IV -B: Deer Wintering Areas, Ecological Reserves, and Division of Parks and Public Lands Ownership and Interests.



Chamberlain Lake Ecological Reserve

The Chamberlain Lake Ecological Reserve is a 2,890-acre reserve in Eagle Lake Twp., Soper Mountain Twp., T7 R12 WELS, and T7 R13 WELS. It is entirely on Maine Public Reserved Land and includes 151 acres of forested wetlands and 21 acres of non-forested wetlands. Ecological Reserves are state-owned lands specifically set aside to protect and monitor the state's natural ecosystems. As of 2009, Maine has designated approximately 84,000 acres of Ecological Reserves on 16 public land units managed by the Maine Department of Conservation. The original designation was enabled by an act of the Maine Legislature in 2000. As specified in the legislation, the purposes of the Reserves are (Public Laws of Maine, Second Regular Session of the 119th, Chapter 592):

- "to maintain one or more natural community types or native ecosystem types in a natural condition and range of variation and contribute to the protection of Maine's biological diversity,"
- "as a benchmark against which biological and environmental change may be measured, as a site for ongoing scientific research, long-term environmental monitoring and education," and
- "to protect sufficient habitat for those species whose habitat needs are unlikely to be met on lands managed for other purposes".

Table IV-B: Exemplary Natural Communities in the Chamberlain Lake Ecological Reserve Source: Maine Natural Areas Program)

<i>Scientific Name</i>	<i>Common Name</i>	<i>State Rank</i>	<i>Global Rank</i>
Cedar - Spruce Seepage Forest	Evergreen Seepage Forest	S4	GNR
Spruce - Fir - Cinnamon Fern Forest	Spruce - Fir Wet Flat	S4	GNR
Spruce - Fir - Wood-sorrel - Feather-moss Forest	Montane Spruce - Fir Forest	S4	G3G5
Spruce - Northern Hardwoods Forest	Spruce - Northern Hardwoods Forest	S4	GNR
White Pine - Mixed Conifer Forest	White Pine Forest	S4	G5

Rankings (State): **S4** - Apparently secure in Maine.

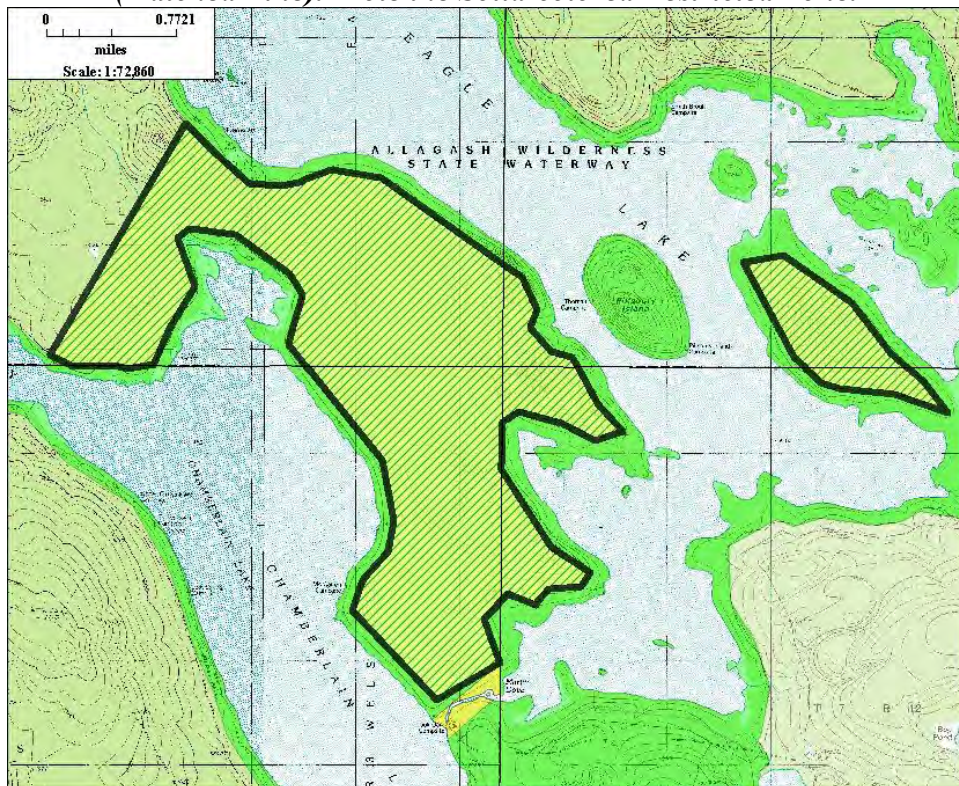
Rankings (Global): **G3**- Globally rare (20-100 occurrences), **G5**- Demonstrably secure globally, **GNR**- Not yet ranked.

Description

Near the head of the Allagash Wilderness Waterway, the Chamberlain Lake ecological reserve lies on the Bear Mountain peninsula in Chamberlain Lake. Inventory and monitoring efforts conducted by the Maine Natural Areas Program indicate past selective harvesting, but harvesting has apparently not occurred within the last 50+ years, based on ages of stumps and old logging roads. The most noteworthy stands are mixed hardwood-conifer stands supporting trees over 200 years old. Interestingly, charcoal pellets were found in all stands sampled, although the dominance of mid to late-successional stand types suggests that fires in most locations occurred long ago. Other intact forest types include a large black spruce bog and swamp just north of Lock Dam and a small, stunted spruce slope forest on top of Bear Mountain. The northern part of the Reserve includes the Tramway Historic District described elsewhere in this plan.

The ecological reserve does not include the Restricted Zone, but rather select public lands enveloped by the Restricted Zone. These lands are all nonetheless part of the broader Waterway.

(Below) Figure IV-C: Map Showing the Chamberlain Lake Ecological Reserve (Hatched Line). Note the Solid-colored Restricted Zone.



WILDLIFE AND FISHERIES

Principal wildlife species found within the watershed include the three most important big game species in Maine: white-tailed deer, moose, and black bear. Small game and fur-bearing mammals include beaver, eastern coyote, ermine, fisher, long-tailed weasel, pine marten, mink, muskrat, porcupine, raccoon, red fox, river otter, snowshoe hare, striped skunk, and woodchuck. Bobcat and lynx are also seen, and the entire Allagash Wilderness Waterway is within Maine's geographic range for lynx (see **Figure IV - D**).



(Left) Figure IV-D: Lynx Range in Maine (Source: Maine Dept. of Inland Fisheries and Wildlife).

(Below) Lynx Photographed by AWW Ranger Steve Day Near Umsaskis Lake



Bird species, especially those associated with bogs, swamps, lakes, ponds, and streams, abound. Some of the more conspicuous species include the common loon, American bittern, great blue heron, Canada goose, common tern, wood duck, American black duck, ring-necked duck, common goldeneye, hooded merganser, common merganser, red-breasted merganser, osprey, bald eagle, broad-winged hawk, spruce and ruffed grouse, several woodpeckers, barred and great horned owls, and many warblers and sparrows. Currently, there are eight documented eagle nests within the Waterway. All but one are within the Restricted Zone. **Table IV-C** lists the location of these nests.

Table IV-C: Bald Eagle Nests within the Allagash Wilderness Waterway (MEDIFW Data).

Area(s)	Township	General Location
RZ & 1-Mile	T11 R13	South end of Umsaskis Lake
1-mile	T9 R12	S. end of Churchill Lake, w. of S. Twin Brook
RZ	Eagle Lake TWP	Farm Island
RZ	Eagle Lake TWP	W. of Hog Island on Eagle Lake shoreline
RZ	Soper Mt. TWP	Shoreline of peninsula E. of Pillsbury Island
RZ	T7 R14	Island near Island campsite
RZ	T7 R13	W. shore Chamberlain Lake near township line with T7 R12
RZ	T6 R11	Point on the sw corner of Telos Lake

RZ = Restricted Zone, 1-Mile = One Mile Area

Six reptile species are known to inhabit the region: the wood turtle in Allagash Stream above Allagash Lake and in the Allagash River; snapping turtle; the painted turtle; the eastern garter snake; the maritime garter snake; and the northern ringneck snake, which is rare in northern Maine. Fourteen amphibian species are known to inhabit a variety of aquatic and moist habitats in the Waterway, including six species of salamanders.

Among the invertebrates found in the Waterway are freshwater mussels, caddisflies, water striders, whirligig beetles, back swimmers, mayflies, stoneflies, dragonflies, damselflies, swallowtail butterflies, and the infamous black flies, mosquitos, and midges -known locally as “no-see-ums.” The state-threatened Tomah Mayfly has been documented in the Ross Stream area, the state-endangered Clayton’s Cooper Butterfly has been documented at Little Round Pond, and the Quebec Emerald Dragonfly (species of concern) has been recorded in the vicinity of “The Arm” of Chamberlain Lake.

(Right) An Immature Eagle Takes Flight Along the River Shore.



Coldwater fish species are indigenous to the Allagash watercourse. Several lakes are deep with cold, well-oxygenated water in the bottom depths during the warm months of summer and support populations of lake trout (togue), brook trout, lake whitefish, round whitefish, and burbot (cusk). The river and its tributary streams are swift flowing and provide a variety of habitat type to sustain wild brook trout. Other species of fish common to the watercourse include white sucker, longnose sucker, fallfish (chub), and other numerous minnow species.

The Allagash Waterway is a popular fishing destination for both summer and winter anglers. Sport fishery management by the Department of Inland Fisheries and Wildlife emphasizes wild populations of lake trout, brook trout, lake whitefish, and burbot. Conservative fishing regulations have been implemented to maintain and enhance these sportfish populations.

Non-Native Fish Species

The Allagash drainage above the lower Allagash Falls on the Allagash River and above Grand Pitch on the East Branch Penobscot River contain the historic assemblage of fish except for the introduction of rainbow smelt and some minnow species. It exists today as the only drainage in northern Maine not yet to be impacted by the presence of yellow perch. Introduction of this or other warmwater species such as bass would severely limit wild brook trout production.

Below Allagash Falls and throughout the St. John watershed, large, aggressive muskellunge have altered the native fish populations. In the early 1970s, muskies migrated into Maine's St. John River after a Quebec biologist introduced them into Lac Frontiere. Allagash Falls appears to be the only barrier keeping these non-native fish from negatively impacting the significant and widespread trout fishery upstream of Allagash Falls.

Deer Wintering Areas

There are eleven deer wintering areas (DWA) zoned by the Maine Land Use Regulation Commission (LURC) that fall at least partially within the Waterway. These habitat areas provide winter shelter for deer during winter periods in which low temperatures, harsh winds, and deep snowcover makes travel difficult and dangerous for white-tailed deer that are metabolically challenged and vulnerable to exposure and predation. DWAs are comprised of softwood stands with enough canopy coverage to limit snowfall reaching the ground, thereby reducing snowdepth. DWAs (also known as

“deer yards”) also provide a degree of nutrition in the form of browse such as cedar foliage.

Table IV-D: Land Use Regulation Zoned Deer Wintering Areas (DWA) with at Least a Portion of the Mapped DWA within the Allagash Wilderness Waterway.

Area(s)	Township	General Location	Acres (total DWA size)
RZ & 1-Mile	T15 R11	N. shore of river, w. of Taylor’s Landing campsite	351.8
RZ & 1-Mile	T14 R11 WELS	Adjacent to Cunliffe Depot campsite	214.7
RZ & 1-Mile	T14 R11	Centered on Bass Brook	327.8
RZ & 1-Mile (All Division Land)	T13 R12	Shoreline of river entering Round Pond and up Schedule and Croque Brook	2350.8
1-Mile	T13 R12	Small portion within the 1-mile area adjacent to Henderson Brook	995.4
Primarily RZ	T13 R13	West shore	200.5
RZ & 1-Mile	T12 R13	Centered on Harding Brook & shore from Lost Popple campsite to town line with T13 R13	2,642
RZ	T10 R12	Most of Chase Rapids to Meadows campsite	635.9
RZ & 1-Mile	Eagle Lake TWP	Centered on Tramway Trail area up to Allagash Stream & tributary feeding Little Round Pond.	3,348
Mostly RZ (All Division Land)	T8 R14	Centered along Allagash Stream	1725.7
Mostly RZ (All Division Land)	T6 R11	Shoreline & up small stream in SW corner of Telos Lake & Webster Lake shoreline to near Telos Dam.	822.9

RZ = Restricted Zone, 1-Mile = One Mile Area

HISTORIC FEATURES AND RESOURCES

Evidence of ten thousand years of human use of the Allagash River is found throughout the Waterway. Even though such evidence is often a subtle presence, receding into the natural environment, it has a significance in Maine pre-history and history, arouses the interest of visitors, and presents challenges in management, preservation, and interpretation.

Preservation and interpretation of historic resources were addressed in the 1973 Concept Plan for the Waterway. In a section titled “Historical Interpretation,” certain historical features were identified such as Telos and Lock Dams, the remnants of Long Lake Dam, the tramway and railroad features between Eagle and Chamberlain Lakes, the railroad trestle over Allagash Stream, and several buildings (e.g., Nugent’s Sporting Camps). Two specific objectives for historical interpretation were also identified: 1) an indoor display at Churchill Dam to center around the building of the dams and the construction of the tramway and Umbazooksus railroad, as well as logging, canoeing, and “Indian folklore;” and 2) an outdoor display at the tramway, including a modest restoration of the tramway power plant and a section of the tramway, along with the railroad locomotives and a section of the railroad.

Important steps have been taken to advance these two objectives. The “barn” (originally used as a warehouse) at Churchill Depot has been stabilized and maintained as a feature of the built environment at the Depot. It now houses the “Churchill Depot History Center”, as well as limited storage. The boarding house at Churchill Depot has had its foundation stabilized. Additionally, the structure has been thoroughly photographed, measured, and otherwise documented.



*(Left) a Boom Tightener
Displayed within the History
Center at Churchill Depot*

After years of severe problems, the locomotives have had asbestos removed from them and have been righted and stabilized. Parts of the tramway power plant and the tramway itself have been located and inventoried so that the

machinery can be better preserved and studied. A plan to showcase and interpret a small section of the tramway, near the power plant, has been developed and approved by the Maine Historic Preservation Commission.

Activities aimed at the realization of the two objectives identified in 1973 have been further enhanced by related work regarding historical documentation and interpretation. The tramway has been placed on the National Register of Historic Places. The Waterway's public information brochure has been written to include historical information. More than twenty oral history interviews have been completed and transcribed. A collection of historical photographs has been amassed. Additional research has been conducted on a number of historical issues. Pre-historic and historic artifacts and archaeological sites have been inventoried and studied. All of these efforts have combined to place an increasing emphasis on preservation and interpretation of the Waterway's major historic resources. These historic resources, which will be the focal points of management objectives and strategies identified later in this plan, are described briefly below.

Pre-Historic Archaeological Sites

To date, three archaeological surveys have been conducted in the Waterway to identify pre-historic sites. The first, "A Preliminary Survey of The Munsungan-Allagash Waterways," was authored by Eva Butler and Wendell Hadlock following their fieldwork. In 1996, the shores of Heron, Churchill, and Eagle Lakes were the focus of a survey funded by the Maine Historic Preservation Commission and conducted by archaeologist David E. Putnum. The 1996 survey located 65 pre-historic archaeological sites, 39 of which were newly-identified and 26 of which had been previously recorded, largely by Butler and Hadlock. The 1996 survey continued with another field season in 1997, and was timed to examine shoreline newly exposed by lowered water levels during the rebuilding of Churchill Dam. Additional work in 1997, also conducted by David E. Putnam, examined portions of shoreline along Chamberlain, Umsaskis, and Long Lakes. Occurring as recently as the fall of 2011, investigations by archaeologists within the Waterway are ongoing.

These surveys revealed remarkably intact evidence of the Native American populations along the shores of the Waterway's lakes dating to shortly after retreat of the last glacier, some 11,500 years ago. Artifact yields also showed changes in Native American lifeways as people later adapted from life in open country to the waterways of a forest environment. According to Putnam, the record of Native American peoples' use

of the Waterway shows an evolving technology due to changes in cultural affinity and the procurement of quality stone tools.

Artifacts from the survey conducted by Butler and Hadlock are in the collections of the Robert Abbe Museum in Bar Harbor, Maine. Artifacts from the two Putnam surveys are housed at the Maine State Museum in Augusta (in legislation enacted in 1969, the Maine State Museum was given management authority for all artifacts found on state-owned lands). Some of the Waterway's pre-historic archaeological sites may be eligible for inclusion on the National Register of Historic Places.

Tramway Historic District

Placed on the National Register of Historic Places in 1979, the Tramway Historic District is the only property within the Waterway with such a designation. The Tramway Historic District consists of a strip of land 3,000 feet long running between the western shore of Eagle Lake and the northeastern shore of Chamberlain Lake. The strip is 1,000 feet wide. This area contains the remains of the unique log-conveying tramway built in 1902 and consists of 6,000 feet of continuous wire cable and steel trucks, all of which now rest on the ground, and remnants of the tramway's steam engine and boilers. The historic district also includes the eastern terminus of the Eagle Lake and West Branch Railroad, which replaced the tramway in 1926, and is preserved today in the form of two railroad locomotives resting parallel to one another. In the past, these two locomotives presented a public safety hazard due to the asbestos surrounding their boilers and the dangerous leaning angle of one as it slowly and unevenly settled into the ground. Cooperative efforts among several state agencies led to the removal of the asbestos in 1995. Since then, a group of volunteers and Waterway staff have organized several work parties to level the locomotives and temporarily raise them so that a gravel bed and new track could be placed for the locomotives to rest on.

Churchill Depot and the Boarding House

Aerial photos taken in 1966 at the time the state acquired the Churchill Depot site indicate that sixteen structures and the 1964 dam were still in place. The appraisal report done in 1968, however, lists only seven structures including the storehouse, boarding house, schoolhouse, blacksmith shop, equipment shed, and two portable camps. It also identified a scaler's shack and three buildings of "no contributory value." Of these existing structures only the storehouse was considered viable. By 2002, only the storehouse and boarding house had survived deterioration, vandalism, and collapse or removal. Since acquiring the site, the Division of Parks and Public Lands has built a Park

Manager's residence (1984), a ranger cabin and maintenance building (1997) at the site, along with campsites, a canoe landing, and a privy. The Heron Lake Dam was reconstructed in 1967 and then replaced with a new dam, called Churchill Dam, in 1999.

Dating from the 1920s, the boarding house was one structure among many that formed the Churchill Depot headquarters for Edouard LaCroix's lumbering operations in the Allagash region. The boarding house was capable of handling many people at one time, some of whom were transients going to or from lumbering camps, and others who were more or less permanent residents employed by LaCroix to keep his huge lumbering operation functioning. "Ninemile Bridge" author Helen Hamlin was a schoolteacher at Churchill Depot during Edouard LaCroix's lumbering days.

For many years, the boarding house has been in a state of disrepair, requiring substantial structural and cosmetic work. A past volunteer project led to the replacement of foundation piers and sills. The storehouse is now used to house the "Churchill Depot History Center", a collection of artifacts and images interpreting the story of the site and the larger Waterway.

Henry Taylor Camps

Three log camps, built and occupied by guide Henry Taylor and his wife Alice, stand on the Allagash River north of Michaud Farm on the east side of the river. The camps date from the 1930s and, although over 50 years old, do not appear to exhibit particular, significant historic features. Nomination of the camps to the National Register of Historic Places was denied. Volunteer work is currently taking place to rehabilitate one of the camps to serve as an interpretive resource/site within the Waterway.

Moir Farm

Located behind the Henry Taylor Camps on the Allagash River, one structure, a hay barn, remains from the Moir Farm. Apparently built in 1874 by Thomas Moir, the barn was constructed on the original tract of land owned by George Moir and Lucinda Diamond. George Moir and Lucinda Diamond were among the area's earliest white settlers (reportedly moving there in 1837) and it is from them and other members of the Diamond family that many residents of Allagash Village are descended.

Besides this connection to the early settlement of the Allagash area, the Moir Farm structure itself may well have architectural significance as an early vernacular building showing French Canadian influences. The barn is in poor condition, with a collapsed roof.

*(Right) a Historic Cable
Splice on the Tramway*

Miscellaneous

In 1994, the Division contracted for an inventory of historical artifacts resting above ground along the Waterway. Three phases



of the inventory have been completed. In all, twelve historic sites (as opposed to pre-historic sites) have been surveyed and mapped. Artifacts associated with each site have been numbered, photographed, and recorded. Survey records are housed in the Waterway office and in the Division's Augusta office. The artifacts inventoried during this survey are generally related to machinery, engines, and structures that served lumbering operations in the Waterway in the early decades of this century. Where possible, significant artifacts have been retrieved and stored in the barn (History Center) at Churchill Depot for use in current and future historical exhibits.

RECREATION RESOURCES

Water Access and Trails

Recreation facilities managed by the Division of Parks and Public Lands within the Restricted Zone of the Waterway include trails, campsites, boat and canoe launching/takeout areas, and parking areas. In addition, there are some trails, parking areas, and a winter campground outside of the Restricted Zone that are also managed by Division (e.g., the Chamberlain and Kellogg Brook summer parking and winter camping areas; the Allagash and Round Pond Mountain trails; and the Henderson Brook parking area).

Access points for watercraft are located at select locations throughout the Waterway. A trailerable boat launch for use by watercraft with unrestricted horsepower is located at Chamberlain Lake Thoroughfare. This site is not open for use by personal watercraft, hovercraft, airboats, racing boats, and pontoon boats as they are prohibited from the entire Waterway by rule. Other access points exist for canoes and kayaks, which are defined by rule and allowed everywhere along the Waterway watercourse (other watercraft, with the exception of the aforementioned banned types, are restricted to

use below Lock Dam on Telos and Chamberlain Lakes. The boat launch site on Churchill Lake at Churchill Dam includes a ramp and floats. Trailerable access to the edge of the watercourse is also available at Umsaskis Lake Thoroughfare, Michaud Farm, and Henderson Brook Bridge (where a log barrier mounted with a roller provides access, but keeps trailers from backing into the water – a stipulation of permitting associated with the reconstruction of Henderson Brook Bridge).

Land trails, including hiking paths, portage trails, and snowmobile trails, are authorized and maintained by the Division. Additionally, private landowners and individuals may maintain some trails outside of the Restricted Zone. There are 15 hiking/portage/foot access trails that are at least partially within the Restricted Zone. These trails are typically short and focused on access to and from the watercourse. Allagash Mountain, Round Pond Mountain, and the Ice Caves trail are distinct in that they represent trails to attractions as opposed to access to the watercourse. In this sense, the Tramway Trail could be construed as a destination trail as well, although it also serves as a portage trail for some. The full list of these trails is found on page 16.

Snowmobile trails in the region tend to vary year-to-year based on landowner harvesting and road-plowing needs, though there is basic continuity in the informal system connecting various destinations, including destinations in the Waterway. Snowmobile access to the watercourse, per statute, is maintained for 19 points. These points can be moved and substituted by the Division. This plan identifies the following points as designated snowmobile access points providing access to the watercourse: Telos Dam (Telos Lake); Chamberlain Thoroughfare (Chamberlain Lake); Mud Pond Carry (Chamberlain Lake); McNally Brook (Chamberlain Lake); The trail to Nugent's Camps (Chamberlain Lake); Upper Crows Nest (Chamberlain Lake); Lock Dam (Chamberlain Lake and Big Eagle Lake); Island Road (Allagash Lake); Allagash Lake Carry Trail (Allagash Lake); Allagash Lake Ledge Campsite (Allagash Lake); Smith Brook (Big Eagle Lake); Zeiglar Trail (Big Eagle Lake); North Twin Brook (T9 R12- Churchill Lake); Churchill Dam (Churchill Lake); Umsaskis Lake Reality Road (Umsaskis Lake); Ross Stream (Long Lake); Henderson Brook Bridge (Allagash River, Round Pond); Michaud Farm (Allagash River); and Twin Brook, Allagash Plantation (Allagash River).

Maintained land trails, including both snowmobile and pedestrian trails, are defined as any trail that is regularly cleared of brush, fallen trees, and tree limbs to accommodate walking and/or snowmobiling. A maintained trail, as opposed to a designated trail, is not necessarily one that is approved by the Division. The maintenance

of undesignated trails is a management concern and challenge for the Waterway. Trails on private lands are listed and mapped only with landowner permission.

Camping

Camping in the Restricted Zone is allowed at 80 authorized campsites, containing 145 camping “cells.” All campsites are named and clearly marked at the water’s edge with a routed, wooden, triangular sign and are located on the Division’s Waterway map. Each campsite cell has a rustic picnic table with benches and a ridgepole, and a fire ring. Each campsite is served by one pit privy. One site, Ramsay Ledge, is accessible by motor vehicle and is available for camping in self-contained motor vehicles (campers).

Winter recreational vehicle camping is available outside the Restricted Zone at the Chamberlain Thoroughfare and Kellogg Brook parking lots, which are former lumber camp log yards. These sites were approved for overnight camping in 1988 by the Land Use Regulation Commission to accommodate an increasing number of ice fishermen in the Chamberlain Lake area. The parking lots had been used for several years prior to 1988 for winter camping by groups visiting the Chamberlain Lake area for ice fishing and snowmobiling. These two lots will accommodate 48 trailers/recreational vehicles.

(Below) A Campsite Cell at Farm Island, on Big Eagle Lake



Table IV – E: Allagash Waterway Campsites and Cells

Campsite Type	Number Campsites	Number Cells	Percent of All Campsite Cells
One Cell	40	40	28%
Two Cell	23	46	31%
Three Cell	14	42	29%
Four Cell	3	12	8%
Five Cell	1	5	3%
Totals	80	145	99% (Does not equal 100% exactly due to rounding).

Parking

Summer and winter parking of vehicles within the Restricted Zone is prohibited by rule except at designated sites. In addition, there are several parking areas outside of the Restricted Zone, most of which are maintained by the Division. Two are maintained by lessees of the Division and one is provided with the Division’s consent by a landowner in order to safely park vehicles off an active logging road (Ziegler’s). All parking areas provide access to the Waterway for canoeing, boating, fishing, and snowmobiling.



(Above) Parking for Access to Handicapped Accesible Camping at Churchill Dam

(Below) Figure IV-E: AWW Campsites North of Churchill Lake

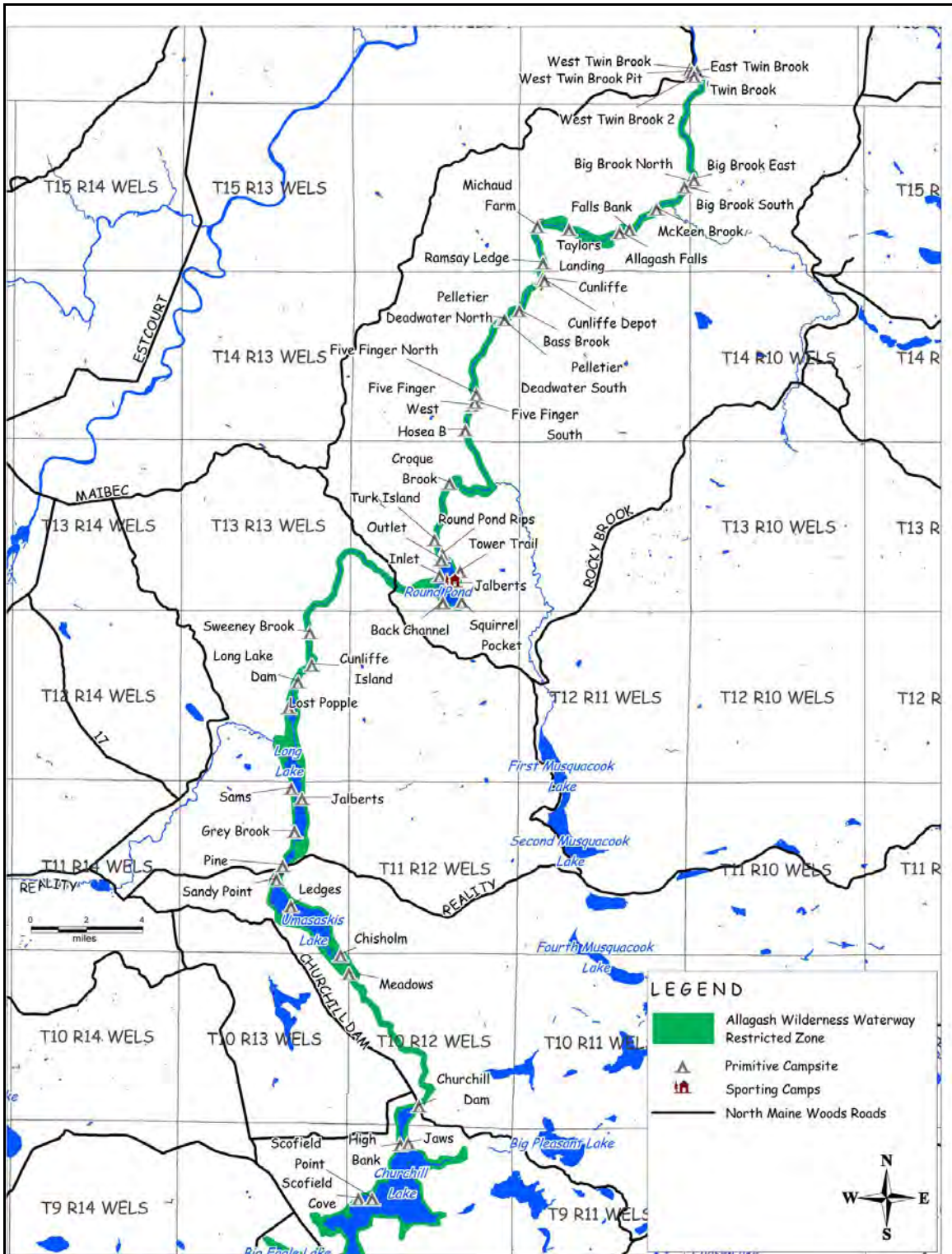


Table IV – F: Allagash Waterway Parking Areas

Site Name	Location	Maintained By	Parking In Restricted Zone	Parking Outside Restricted Zone
Chamberlain Thoroughfare	T6 R11/12	State		X
Indian Stream	T7 R12	State		X
John’s Bridge*	T9, R13	7-Islands		X
Ziegler**	T8 R13	7-Islands		X
Churchill Dam	T10 R12	State	X	
Umsaskis Thoroughfare	T11 R13	State	X	
Henderson Brook	T13 R12	State		X
Ramsay Ledge	T15 R11	State	X	
Michaud Farm	T5 R11	State	X	
Finley Bogan***	T15, R11	JD Irving		
Twin Brooks	Town of Allagash	State		X

*May and September day use with permit only.
 **Ziegler Trail access prohibited May – September
 ***Roadside parking; no parking lot.

Sporting Camps

Two historic sporting camps, Nugent’s on Chamberlain Lake and Jalbert’s on Round Pond, offer an alternative, traditional form of recreational use in the Waterway. They also provide a measure of safety for boaters on Chamberlain Lake and Round Pond. Nugent’s and Jalbert’s sporting camps represent the only non-camping lodging available within the Waterway, though there are other sporting camps in the vicinity of the Waterway that facilitate day-use visits to the Waterway by camp guests.

ADMINISTRATION AND INFRASTRUCTURE

Buildings

Within the Restricted Zone, the Division of Parks and Public Lands maintains the following year-round or seasonal staff residences:

- a Managers headquarters at Churchill Depot that replaced the headquarters at Umsaskis Lake destroyed by fire in September, 1982;
- year-round Ranger residences at Chamberlain Thoroughfare and Churchill Depot;

- Seasonal Ranger Camps on Eagle Lake, Umsaskis Lake, Allagash Lake, and Round Pond (T13 R12 WELS) - the latter two are Warden Service camps belonging to the Department of Inland Fisheries and Wildlife and are used with the permission of the department;
- Seasonal Assistant Ranger residences at Churchill Lake (Camp Pleasant) and Umsaskis Lake (Camp Drake).

An unoccupied residence and several out-buildings at Telos Dam are owned by the Division, as are a former residence and storage buildings at Lock Dam. The former seasonal Assistant Ranger residence at Lock Dam is now used to periodically house volunteers and Division staff visiting the Waterway on official business.

The Division also owns and maintains:

- 17 utility buildings;
- a storage barn and vacant boarding house at Churchill Depot; and
- the vacant Taylor’s Camps and Moir Farm north of Michaud Farm.

The Division owns and leases for management:

- Nugent’s Sporting Camps on Chamberlain Lake; and
- Jalbert’s Sporting Camps on Round Pond (T13 R12 WELS), including a camp near Whittaker Brook and two camps near Burntland Brook.

Staff

The Waterway has a full time staff of three and a seasonal staff of ten, as indicated in **Table IV - G**. Most seasonal staff work from mid-May to early October. Personnel, as in many state parks, is more than half of the budget for the Waterway. It should be noted that the Waterway also receives broader Division support for specific tasks and projects from Northern Region Parks as well as the larger Division as a whole.

Table IV – G: Allagash Waterway Staff

Position	Full Time	Seasonal	Total
Manager	1		1
Chief Ranger	1		1
Ranger	1	4	5
Assistant Ranger		5 (a)	5
Customer Representative			
Assistant		1	1
Total	3	10	13

(a) Includes one University of Maine at Fort Kent scholarship student.

Agency Partners

The Department of Inland Fisheries and Wildlife owns five warden camps, and the Division of Forestry owns two firewarden camps within the Restricted Zone as follows:

- warden camps on Round Pond (T6 R11 WELS), Allagash Lake (used by Allagash staff), Eagle Lake, Umsaskis Lake, and Round Pond (T13 R12 WELS - used by Allagash staff); and
- firewarden camps on Allagash Lake and Round Pond (T6 R11 WELS - used by Allagash staff).

Fees and Revenues

Following the example of other state parks, a fee system for overnight camping was established in 1974 by the Division to help reimburse the General Fund for management costs. In 1974, fees were collected by Waterway employees. Since 1975, the Division has contracted with North Maine Woods Inc. for fee collection, which enables Allagash rangers to spend more time maintaining and improving campsites and assisting users along the watercourse.

The current fee is \$4 per person per night for residents and \$8 per person per night for nonresidents; there is no charge for children under the age of 10. The current per site winter fee for trailer sites at the Chamberlain Thoroughfare Bridge and Kellogg Brook parking lots is \$50 per month, plus tax. Due to the difficulties associated with collection, no fee is charged for day use, although a day use fee is charged by North Maine Woods Inc. to enter the larger region that encompasses the entire Allagash Wilderness Waterway. The Division does not receive day-use fee revenue from North Maine Woods.

The Allagash Wilderness Waterway covers a large geographic area and is purposefully managed to embody wilderness character where solitude is a key component to visitor experiences. This far-flung geography and wilderness recreation role leads to much higher per-user costs than, for example, highly visited beach parks such as Reid or Popham. Each year, the Division provides an Allagash Wilderness Waterway Annual Report to the Legislature's Agriculture, Conservation, and Forestry Committee. The report includes a yearly update of the Waterway budget.

FOREST MANAGEMENT ACTIVITY AND NEW CONSTRUCTION ACTIVITY

Forest Management Activity

Forest management and the harvesting of wood fiber within the one-mile zone are allowed by law, except within the state owned restricted zone. A forest operations notification must be sent to the Division 30-days in advance of harvest activity. From 2000 to 2011, the Division received 164-notifications for forest operations within the waterway and not visible from the watercourse.

Proposals to harvest forest products or apply herbicide within a mapped visual area of the waterway must be reviewed and approved by the Division before these activities can commence. The manager of the waterway, an experienced Division forester, and landowner representative made pre-harvest site inspections of all proposed harvests within these mapped visual areas. From 2000 to 2011, 38-applications were approved that met the standards for harvesting in a visual area of the waterway. Recommendations to minimize the visual impact of harvest operations were discussed and agreed upon during these site visits.

Harvest operations that proposed to exceed the standards can only be allowed if the stand is 70% dead or dying, or damaged by natural causes, or if the proposed harvest method is the only economically feasible silvicultural alternative. From 2000 to 2011, 27-applications were approved to exceed the standards in mapped visual areas of the waterway. These applications were all approved after pre-harvest site inspection with conditions that minimized the visual impact of the harvest activities.

There were only 3-notifications to apply herbicide within the waterway from 2000 to 2011. These herbicide applications were all for roadside brush control in areas not visible from the watercourse.

New Construction Activity

Since 2000, the Division has approved two applications for forest management roads within the ¼ mile zone.

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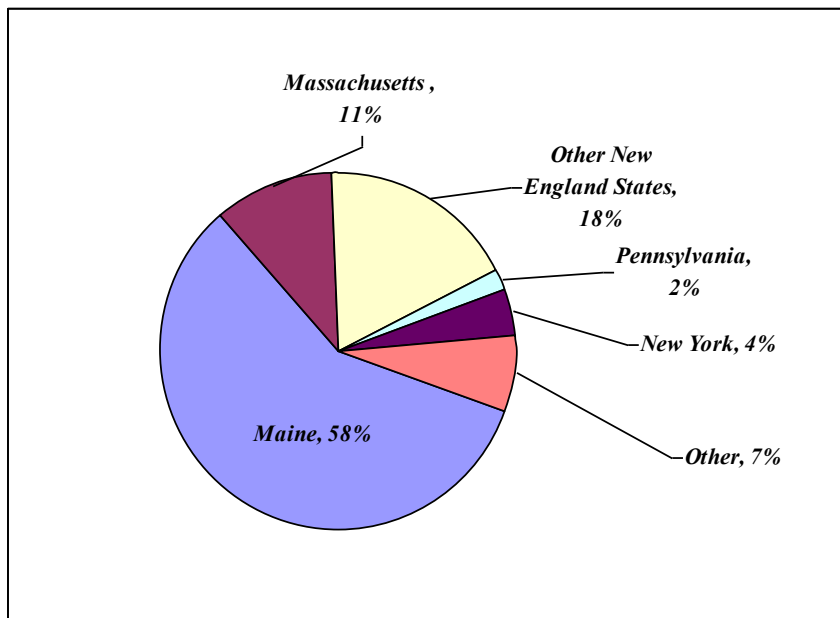
V. USER DEMOGRAPHICS, VISIT CHARACTERISTICS, AND RELEVANT OUTDOOR RECREATION TRENDS

VISITORS

Residency, Past Experience, Activities

The most recent detailed research on user demographics for the Allagash Wilderness Waterway comes from the 2003 *Allagash Wilderness Waterway Visitor Survey*, conducted by University of Maine Parks, Recreation, and Tourism professor John Daigle. A prior research study of Allagash users was undertaken by Harry Zinn, a University of Maine graduate student, in 1988/1989. Daigle's 2003 report lists Maine Residents accounting for 58% of non-winter visitors. This is not a significant departure from Zinn's 1988/1989 findings of between 50% and 55% total summer camping use being attributed to Maine residents. Figure V- A , based on Daigle's figures, depicts the proportions of visitors by residence.

Figure V - A: Proportion of Visitors by Residence. Based on Allagash Wilderness Waterway Visitor Survey (Daigle, 2003).



The Daigle survey reports that 27% of visitors had at least one child under the age of 16 in their party. Families or families and friends or acquaintances made up 88% of party compositions on the Waterway. Ninety percent (90%) of visitors had

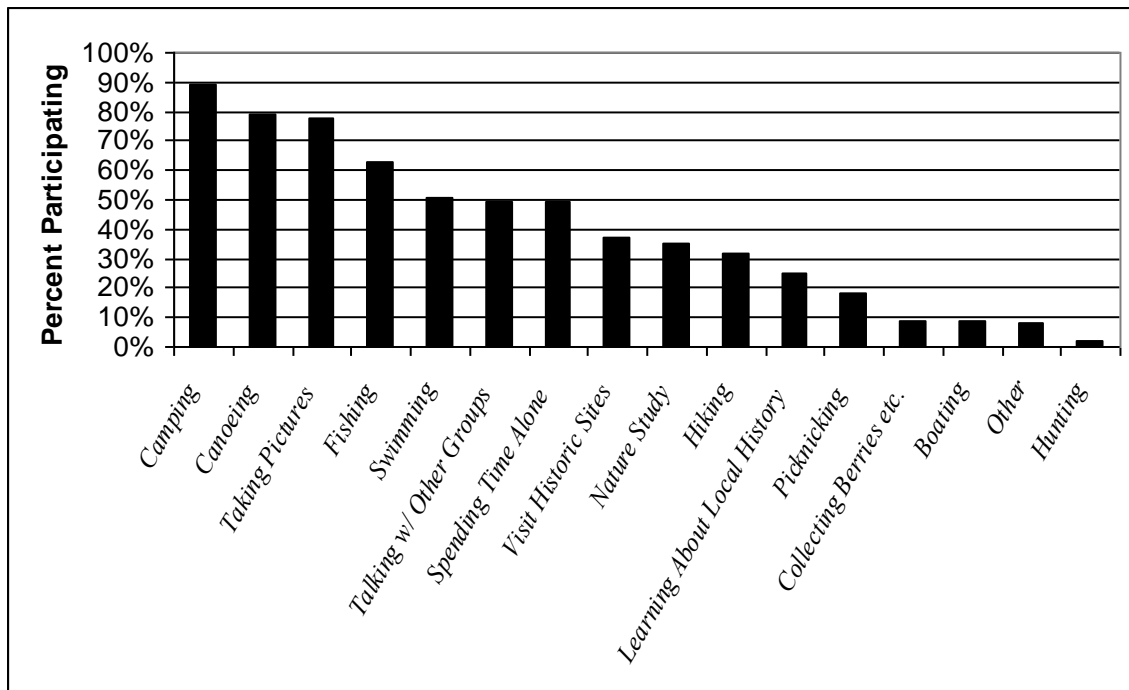
previously visited a remote or undeveloped river area prior to their trip on the Allagash. Most visitors (60%) had visited such a river area before they were 20 years old. These

two sources of insight may point to the significance of youth getting out on rivers like the Allagash if future generations are to continue to visit wild rivers.

Based on the Daigle survey sample (N=441), 73% of visitors had previously visited the Allagash Wilderness Waterway. Three percent (3%) of visitors hired a guide while 39% hired an outfitter to provide transportation or a vehicle shuttle and 16% hired an outfitter to provide equipment.

The most popular activities engaged in by Waterway visitors were camping (89%), canoeing (79%), taking pictures (78%), and fishing (63%). **Figure V-B** depicts the percent of visitors participating in specific activities.

Figure V-B: Percent of AWW Visistors Participating in Recreation Activities (Source: Daigle, 2003).



VISITS

Camping Nights, Group Size, Entry and Exit Points

When looking at camping nights over the time-span from 1995 to 2010, the clear trend is a reduction in the amount of camping occurring in the Waterway (**Figure V-C**). The figure of 18,860 camper nights in 2010 represents approximately 58% of 1995 camper nights. According to visitation records, the average number of nights camped by those visiting the Waterway between 2005 and 2008 was 3.7 nights. This figure is

significantly below the 5.2 (summer average) and 4.2 (spring average) reported by Zinn in 1989 and the approximately 5 nights average reported by Daigle in 2003.

Group size appears to have remained quite constant over the last decade. As shown by **figure V-D**, the breakdown of percent of parties by group size is fairly consistent between Daigle’s reported data published in 2003 and 2007/2008 AWW registration data analyzed for a comparable breakdown. If there is any trend between the two data sets, it may be that the more recent data is tipped slightly towards more use by parties consisting of one or two persons.

Figure V-C: Camping Nights 1995-2010

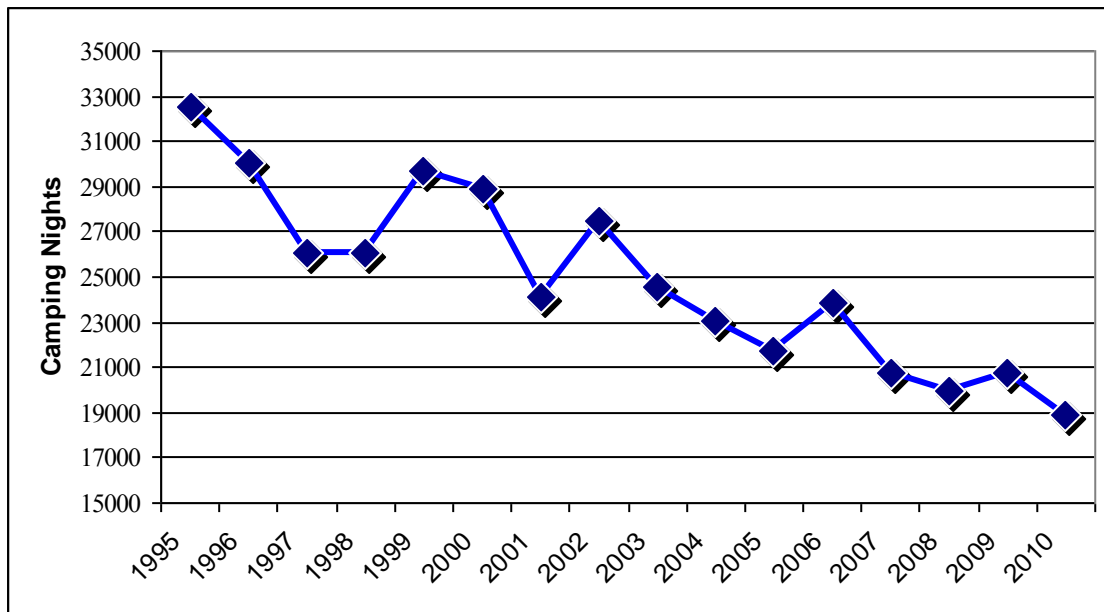
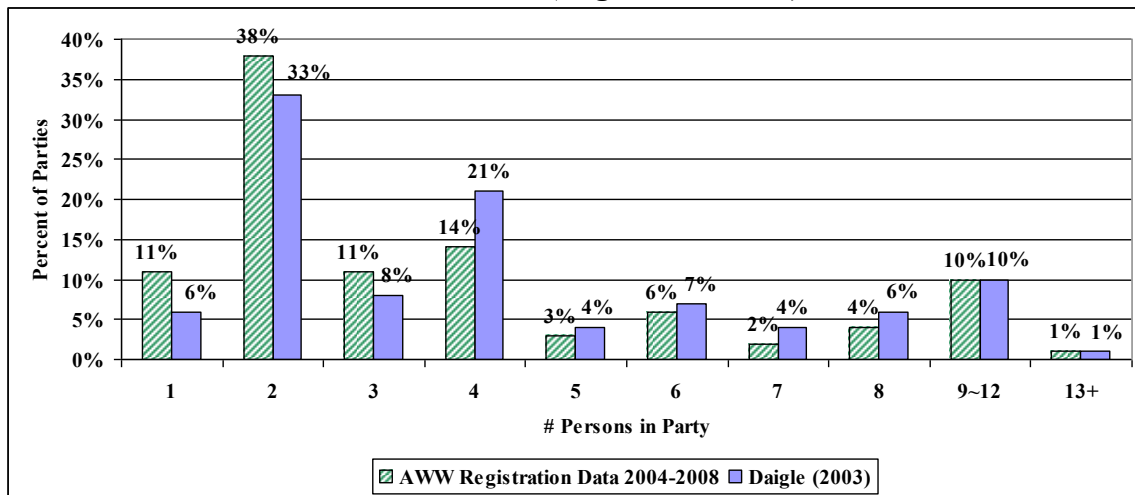


Figure V-D: Visitor Group Sizes in 2003 (Survey Data) and 2007/2008 (Registration Data).



When surveyed by Daigle for his 2003 report, survey respondents identified a variety of entry and exit points to the watercourse. The percentages of surveyed individuals using specific entry and exit points is depicted in **Figure V-E**.

Visitor Satisfaction

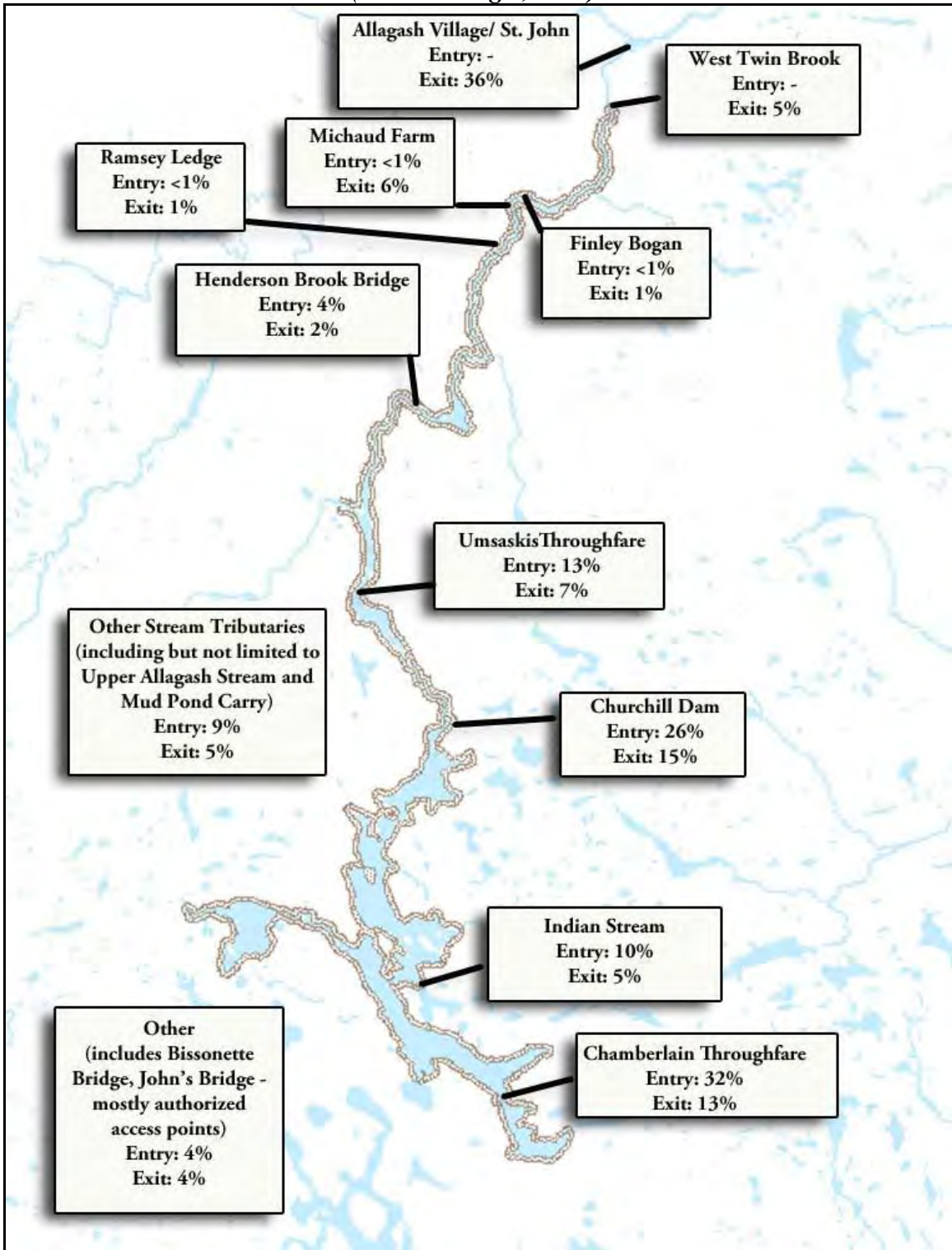
Daigle’s 2003 research indicates that overall visitor impressions of the Allagash Wilderness Waterway experience is positive; 74% of survey respondents gave the experience a rating of “A” (on an A-E scale) and 23% rated it as a “B”. According to Daigle, the ratings of importance for specific experiences or conditions appear to cluster into distinct segments reflecting different user types. In other words, there is evidence that the importance of attributes and conditions (e.g., “number of other users”, “solitude”, “good fishing near campsite”, “number of trees with exposed roots near campsite”, etc.) are not unanimously valued but rather are clumped into groups of attributes that may matter strongly to, for instance, anglers, while not being seen as important to mid-summer canoe tripping parties. Likewise, other attribute clusters are significant to canoe trippers but not anglers.

A strong majority of respondents (71%) rated the amount of people seen at campsites as “about right”, while 18% felt they saw too many. The “about right” and “too many” numbers reported by respondents regarding travelling on the Waterway were 69% and 14% respectively (with 3% reporting “way too many” and 3% total seeing “too few” or “way too few”).



(Above) Paddlers at the Former Site of Long Lake Dam

Figure V-E : Percentage of Visitors Using Sites for Entry and/or Exit
 (Source: Daigle, 2003).



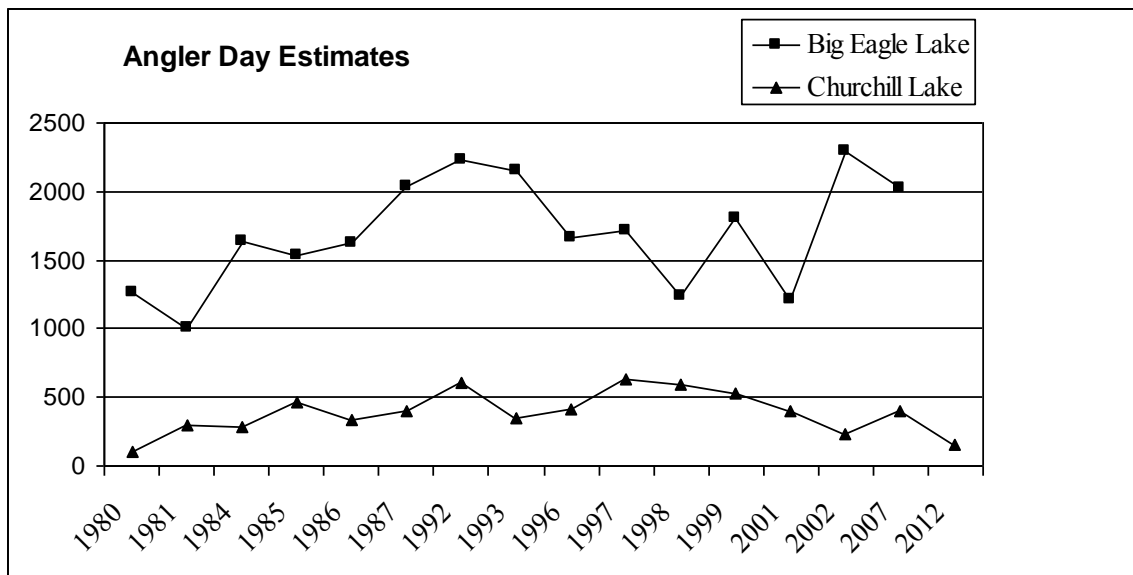
Visitation Levels and Visitor Experiences

Current visitation levels are significantly below documented highs in previous decades. Furthermore, current visitation levels are lower than the early 2000s time period in which Daigle studied visitor satisfaction. Given that Daigle reported that satisfaction, including satisfaction concerning views on amount of use, was high, it could be reasoned that now, with somewhat lower visitation levels, satisfaction related to use levels should remain high. However, given that this plan advocates for more concerted efforts to attract and enable visitation (see policy 9), it is recommended that satisfaction be monitored (see policy 4), especially if use levels rise significantly.

Winter Recreation

Given staffing and logistical limitations, including North Maine Woods checkpoints not operating in the winter months, it is difficult to produce a full picture of winter use in the Waterway across time. One robust source of data is based in winter angler counts taken by the Maine Department of Inland Fisheries and Wildlife (MDIFW). **Figure V-F** depicts angler day estimates from 1980 to 2012. As shown, there are moderate swings in use, with a drop in use occurring in the most recent sampled season. This most recent data along with other MDIFW surveys in other remote northern locations such as the Musquacook Lakes suggest that travel to remote lakes for ice fishing may be down due in part at least to fuel costs.

Figure V-F: Winter Angler Day Estimates for Big Eagle and Churchill Lakes, 1980-2012. Note: years depicted represent years with data, not equal intervals.



Although robust data is not available to confirm the growth of snowmobile touring in the Waterway, winter staff indicates that there appears to have been a significant growth in the amount of snowmobile use not associated with ice fishing but rather with touring. This has been noted as particularly observable at the Tramway, which serves as a destination for riders travelling upwards of 50 miles on snowmobile.

Non-motorized day use of the Waterway, such as snowshoeing and cross-country skiing is similarly difficult to track. However, these uses appear to be quite limited in frequency.

BROADER RECREATION TRENDS ASSOCIATED WITH THE WATERWAY

Outdoor Recreation Activity Trends in Maine and New England

There are several sets of data relating to outdoor recreation trends that are worth noting in this plan. However, the data sets do not simultaneously point in the same direction. On one hand, there has been growth in a number of outdoor activities associated with the Waterway. As noted by Daigle (2003), 85% of visitors to the Waterway are from the New England states (including Maine). Data obtained as part of the 2009-2014 Maine State Comprehensive Outdoor Recreation Plan shows that in New England between 1995 and 2009, there was a gain of 2.71 million people reporting participating in viewing wildlife (besides birds). Similarly, the following growth was documented in New England: day hiking – 1.97 million participants added; kayaking – 1.73 million participants added, viewing/photographing fish – 1.51 million participants added, viewing/photographing birds – 1.44 million participants added, swimming in lakes/streams – 1.39 million participants added, primitive camping – 280,000 participants added (Maine State Comprehensive Outdoor Recreation Plan [MESCORP], 2009). Data also shows that based on the percent change in number of participants, kayaking (up 2,656.9% from 1995 to 2009) and canoeing (up 86% from 1995 to 2009) both show growth in New England (MESCORP, 2009). Additionally, 47.1% of Maine citizens reported visiting a wilderness or primitive area. This data demonstrates growth in activities that visitors participate in within the Waterway and could be construed as pointing towards increased demand.

Data reflecting fishing activity paints a relatively static picture in Maine. According to the Maine Department of Inland Fisheries and Wildlife, from 1999-2009, Maine fishing license sales have remained fairly consistent, up 0.19 percent. In 1999, 272,528 licenses were sold; and in 2009, 273,038 were sold.

Visitation Trends to the AWW and Other Destinations in Maine's North Woods

North woods destinations: while fishing licenses sold by the Maine Department of Inland Fisheries and Wildlife have essentially remained steady and regional participation in notable activities associated with the Waterway have increased over the last decade, Allagash Wilderness Waterway visitation has been declining over the last ten years. This trend follows the same general pattern as other destinations in Maine's north woods. Visitation levels within the North Maine Woods system, Baxter State Park, and the Penobscot River Corridor have all declined significantly over the last decade. **Table V-A** shows the percent change in visitation at Acadia National Park and the Maine State Parks system as well as destinations more closely associated with the north woods, including North Maine Woods, Baxter State Park, KI-Jo Mary Multiple-Use Forest, and the Allagash Wilderness Waterway.

It is noteworthy that only the Maine State Parks saw an increase in visitation. Additionally, there is a notable difference between the visitation drop for North Maine Woods and the KI-Jo Mary forest, even though the recreation opportunity and management of these two areas is similar. The increased visitation at Maine State Parks and reduced visitation at (most notably) North Maine Woods may suggest that travel distance is a significant factor driving visitation. Maine State Parks (AWW excluded), when compared to more remote destinations, are generally closer to population centers and attract significant day-use. However, camping reservation data for Maine State Parks do not show a decline in camping (see **Figure V-F**). Thus, day-use is not the only factor keeping State Park attendance strong. As for the distinction between the KI-Jo Mary Forest and North Maine Woods, the KI Jo Mary forest, while still rather remote, is closer to larger population centers than North Maine Woods. This too, hints at a possible connection between travel distances and diminished visitation. Finally, the reduction in Acadia National Park's visitation may also reflect travel limitations.

This possible impact of travel costs on Waterway visitation is supported by findings elsewhere in the nation. For example, a 2008 USA Today/Gallup poll found that "more than a third of Americans are rethinking vacation plans because of record-high gas prices" and "of those altering travel plans, 37% are scrapping trips and one in four won't go as far or stay as long" (Keen, 2008). According to USA Today/Gallup analysis of reservations for 2,500 campsites and attractions on federal land, visitors chose destinations in their own state at a higher rate than the same time period the year before, when gas prices were lower (Keen, 2008).

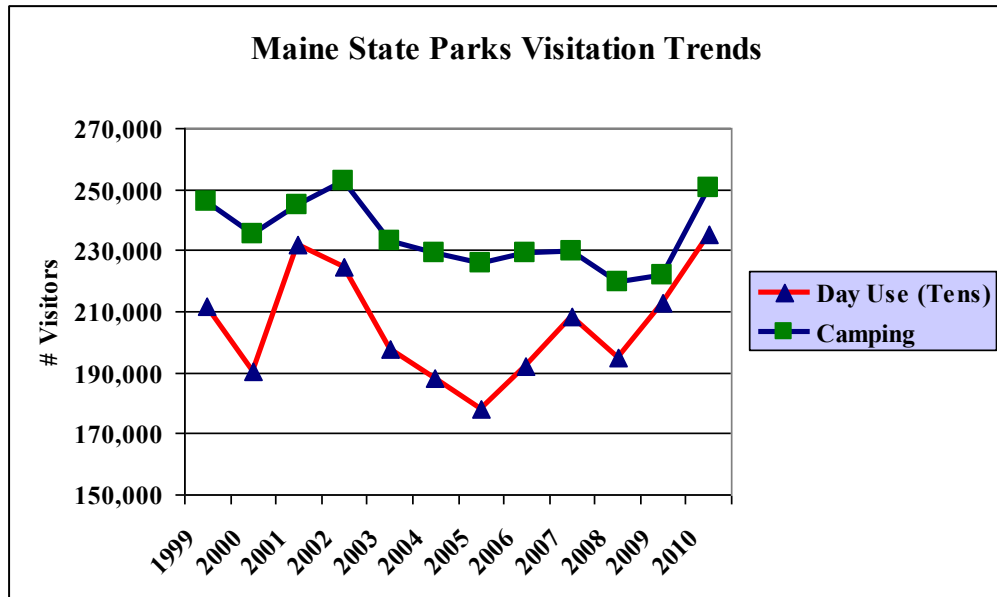
The minor discussion above notwithstanding, this management plan does not address in great depth the causes of reduced visitation in the Allagash Wilderness

Waterway or the larger northern forest surrounding it. The plan, should, however, be informed by the fact that visitation has declined and that several external factors may be influencing visitation.

Table V-A: Changes in Visitation to Select Maine Outdoor Recreation Destinations

	1999-2002 Average	2007-2010 Average	Percent Change
Acadia N.P. (visitors)	2,536,647	2,252,613	-11.12%
Maine State Parks (visitor days)	2,146,905	2,300,478	+7.15%
North Maine Woods (visitor days)	288,600.3	175,865.5	-39.06%
Baxter State Park (visitor days)	137,255.8	110,615	-19.41%
KI-Jo Mary Forest (visitor days)	29,328	24,584.75	-16.17%
AWW (nights)	27,560	20,086	-27.11%

(Below) Figure V-G: Maine State Parks Day-Use and Camping Visitation Trends.



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VI. MANAGEMENT: POLICIES, GOALS, OBJECTIVES, & STRATEGIES.

ALLAGASH WILDERNESS WATERWAY VISION AS SEEN THROUGH THE LENS OF THE STRATEGIC PLAN'S GUIDING PRINCIPLES

Background

As stated in the 2011 Allagash Wilderness Waterway Strategic Plan, The Allagash Wilderness Waterway Advisory Council was established in 2007 (P.L. 2007, c. 146) in amendments to the Waterway law, implementing the recommendations of the Governor's Allagash Wilderness Waterway Working Group. The Advisory Council developed the strategic plan to provide a strategic context for this more "operational" Allagash Wilderness Waterway Management Plan. Like the Advisory Council itself, the strategic plan is independent of and advisory to the management plan. However, the Division looks to the strategic plan as a document that while not legally binding like state Waterway statutes, is nonetheless a source of guidance and a marker for appropriate management.

The following Strategic Plan principles and management plan visions are intended to describe the management plan vision as it relates to the principles laid out in the strategic plan.

AWW STRATEGIC PLAN MISSION STATEMENT

"Preserve, protect and develop the maximum wilderness character of the Allagash Wilderness Waterway by ensuring its ecological integrity and optimum public use through careful management as a wilderness area in the historic and modern context of a working forest."

STRATEGIC PLAN GUIDING PRINCIPLE

“Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen.”

Management Plan Vision

- The views, sounds, and smells of nature dominate throughout the Restricted Zone and on the watercourse. Opportunities to have experiences comprised of elements such as solitude, freedom, adventure, self-reliance, relaxation, tradition, appreciation for nature and history, and a sense of connectedness with something larger than one’s self abound.
- Waterway management activities will not unduly restrict visitors’ sense of freedom, spontaneity, and unconfined recreation. However, Waterway management actions shall still ensure visitor and resource protection as well as the positive experiences of other users. Park staff will be available but will not intrude unnecessarily on the Waterway experience.
- Water quality and quantity are maintained for traditional recreation activities and water dependent resources. This includes the continued operation of Telos, Lock, and Churchill Dams.
- Waterway management will continue to work closely with the Maine Department of Inland Fisheries and Wildlife to help them protect native fish populations and the fishing opportunities based on these native fish species.
- While “*priority is placed on providing a memorable wilderness recreation experience to ...canoeists and fishermen*”, opportunities are also provided that include but are not limited to the use of small motors on canoes and boats; the use of large motors on Chamberlain and Telos Lakes; hunting; hiking; nature education; wildlife observation; photography; limited float plane access for canoeing and fishing parties; snowmobiling; and ice fishing.
- Canoe parties will continue to have the opportunity to break the Waterway into trips of varying duration by utilizing various put-in and take-out locations directed to remain available per statute.

STRATEGIC PLAN GUIDING PRINCIPLE

“The rich history, culture and traditions of the Allagash River contribute to its uniqueness, and will be preserved and interpreted as an asset to the Waterway and its visitors”.

Management Plan Vision

- Management of significant cultural and historic resources within the Restricted Zone will protect those resources while minimizing their impact to the wilderness character.
- Nugent’s and Jalbert’s sporting camps represent historical and cultural elements inherent to the Allagash and Maine’s north woods and will continue to operate in the Waterway.
- Interpretative materials (unobtrusive interpretive signs, exhibits, etc.) will be limited to specific locations in the Restricted Zone (such as the Tramway and Churchill Depot). Offsite materials such as brochures, webpages, and other digital media will prepare and inform visitors prior to their arrival in the Waterway. All interpretive materials as well as conversational interactions between visitors and staff will seek to impart to visitors the dynamic history associated with the river and how the current wilderness setting is a unique blend of human history and natural processes.

STRATEGIC PLAN GUIDING PRINCIPLE

“The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management.”

Management Plan Vision

- The Restricted Zone and Watercourse are the focal points of managing wilderness character. The one-quarter mile New Construction Area and the One Mile Area, outside of the Restricted Zone, are regarded as buffers to the “wilderness character” of the Restricted Zone and the watercourse for the purposes of preventing development within one-quarter mile of the outer Restricted Zone boundary that would impinge upon the wilderness character of the Restricted Zone.

- The Allagash Wilderness Waterway’s prominent role as the first State-administered component of the National Wild and Scenic River System as well as its national significance as a canoe tripping destination is recognized and celebrated.
- Management will strive to maintain and enhance where possible shorelines’ predominantly natural character in which evidence of human activity is sparse. Exceptions will exist at access points and bridge crossings defined by statute, designated historical/cultural buildings and campsites, as well as administrative structures deemed essential for safety and management purposes.
- Recreation infrastructure including but not limited to campsites, portage and other trails, and put-in and take-out sites will be constructed to be functional yet rustic in design and deemed beneficial to the safety and experience of Waterway users. Infrastructure such as bridges, roads, boat launches, and parking areas will have their aesthetic impacts on the natural appearance of the shoreline minimized. Administrative structures within the Restricted Zone will be unobtrusive and/or out of view of the recreating public unless, as in the case of ranger cabins, they serve a public safety function and need to be visible to Waterway visitors.
- The physical setting, including but not limited to campsites, launch sites, and portage trails will be managed to minimize recreation impacts to native plant and animal species while still affording appropriate recreation access and experiences.

STRATEGIC PLAN GUIDING PRINCIPLE

“The Watercourse and Restricted Zone shall be managed in accordance with wilderness management principles and legislative mandates to facilitate preservation of historical features and traditions that enrich the Waterway and visitor experience”.

Management Plan Vision

- Waterway management recognizes and plans for the local culture of and demand for day-use associated with traditions such as gathering berries and fiddleheads, fishing, hunting, and visiting historic destinations.
- Formal and informal data sources and techniques will be employed to monitor recreational use, visitor experiences, and resource conditions.
- Consistent with statute, limitations are placed on the number of motor vehicle, float plane, watercraft, foot trail, and snowmobile access points to the watercourse.

- Seasonal distinctions are recognized as part of the overall recreation management approach. Specifically, it is recognized that winter visitation has its own unique character and has specialized policies. Likewise, spring and fall represent seasons in which fishing and hunting demand are especially considered.

STRATEGIC PLAN GUIDING PRINCIPLE

“Broader Waterway purposes of ecological integrity, viewsheds, fish and wildlife management, forest management and wilderness recreation and character of the ¼ and 1-mile zones shall be pursued in partnership with landowners and appropriate agencies, especially the Maine Departments of Conservation and Inland Fisheries and Wildlife”.

Management Plan Vision

- Waterway management will seek to collaborate with private landowners within and abutting the Waterway to enhance the Waterway. Continued, open communication and a spirit of collaboration will be nurtured.
- The Division of Parks and Public Lands will explore opportunities to work with participating landowners and other state agencies to identify and plan for the protection of important ecological, historic/cultural, and recreational resources.
- The Maine Department of Conservation and the Maine Department of Inland Fisheries and Wildlife will continuously seek to coordinate and collaborate on Waterway matters.

MAINE DIVISION OF PARKS AND PUBLIC LANDS MISSION AND ROLE OF THE ALLAGASH WILDERNESS WATERWAY

The Mission of the Maine Division of Parks and Public Lands is as follows:

“The Maine Division of Parks and Public Lands protects and manages the natural and cultural resources under its care in order to offer a wide range of recreational and educational opportunities and provide environmental and economic benefits for present and future generations.”

The Allagash Wilderness Waterway serves the Division’s mission by acting as a destination for generations of visitors looking to engage in outdoor recreation pursuits and experiences on the primitive, wilderness side of the spectrum of recreation opportunities. It is an iconic canoe tripping and cold-water fishing destination purposefully managed to help the Division meet the demand for wilderness experiences in Maine.

WILDERNESS CHARACTER OF THE WATERCOURSE AND THE RESTRICTED ZONE

The state-owned Restricted Zone of the Allagash Wilderness Waterway was established to “. . . *preserve, protect and develop the maximum wilderness character of the watercourse*” from Telos Lake to Twin Brook Rapids, including Allagash Lake and Stream. The Legislature also provided for the continued existence of a privately-owned, working forest beyond the Restricted Zone, within one mile of the watercourse, by allowing conditional timber harvesting. This area is described in the statute as the “One Mile Area,” but is also often referred to as the “One Mile Zone.” The zones outside of the Restricted Zone but still within the design and boundary of the Waterway serve as a buffer to the wilderness character of the Restricted Zone and watercourse.

Wilderness Character

The phrase “maximum wilderness character” is used in Section 1873.3 of the Allagash statute as follows: “*The Restricted Zone shall preserve, protect and develop the maximum wilderness character of the watercourse.*” The word “wilderness” is used in Section 1871, Declaration of Policy, without reference to the Waterway or any area or zone of the Waterway. “Wilderness character” is also used in Section 1883: “. . . *proper observance of rules of human behavior to preserve the natural beauty and wilderness character of the waterway.*” “Wilderness” or “wilderness character” is not used in any definition of the New Construction Area or the One Mile Area.

The clearest use of the phrase “wilderness character” is in the definition of the Restricted Zone. This, in addition to special activities prohibited or allowed by statute or by rule, have led to the creation of a working concept of “wilderness character” for the Restricted Zone and the watercourse.

WILDERNESS CHARACTER CONCEPT FOR THE RESTRICTED ZONE AND THE WATERCOURSE

Wilderness character can be thought of a mix of physical, social, managerial, and even symbolic conditions coming together to create a setting with specific traits experienced by visitors. This management plan uses the term “wilderness character concept” to more clearly define what is meant by “wilderness character”. The wilderness character concept for the AWW Restricted Zone is expressed below; this outline is intended to guide management and showcase the vision of wilderness character for the Restricted Zone.

Biophysical Setting:

- Shorelines will be predominantly natural and show little evidence of human activity. Exceptions will exist due to designated campsites, access points and bridge crossings defined by statute, designated historical/cultural buildings and sites, as well as administrative structures deemed essential for safety and management purposes.
- Recreation infrastructure including but not limited to designated campsites, portage and other trails, and put-in and take-out sites will be constructed to be functional yet rustic in design and deemed beneficial to the safety and wilderness experience of Waterway users. Bridge sites and their associated roads will have their aesthetic impacts on the natural appearance of the shoreline minimized not withstanding safety requirements. Administrative structures within the Restricted Zone will be unobtrusive and/or out of view of the recreating public unless, as in the case of ranger cabins, they serve a public safety function and need to be visible to Waterway visitors.
- The setting, including but not limited to campsites, launch sites, and portage trails will be managed to minimize recreation impacts to native plant and animal species while still affording appropriate recreation access and experiences. To the extent possible, the overriding management intent should be to ensure ecological integrity so that Waterway visitors can experience a setting marked predominantly by natural ecological processes.
- Water quality and quantity are maintained for traditional recreation activities and water dependent resources.

Social Setting

- Natural views, sounds, and smells dominate.

- Solitude, freedom, adventure, self-reliance, relaxation, appreciation for nature and history, and a sense of connectedness with something larger than one's self are predominant values. Pristine environments, primitive campsites, and minimized evidence of modern human activity (e.g., litter, site impacts) provide opportunities for inspiration and contemplation.

Managerial Setting

- Limitations are placed on the number of motor vehicle, float plane, watercraft, foot trail, and snowmobile access points to the watercourse.
- Waterway management activities should not unduly restrict visitors' sense of freedom, spontaneity, and unconfined recreation. However, Waterway management actions shall still ensure visitor and resource protection as well as the positive experiences of other users.
- Necessary site-hardening associated with erosion control, such as installing rock steps at eroding put-in and take-out points, should be established to a degree ensuring resource protection while minimizing the overall impression of human handiwork.
- Signage and facilities not essential to visitor safety and experience will be minimized or removed. Signage will, where possible, be placed at access points at the outer boundary of the Restricted Zone to the watercourse, thus minimizing the amount of signage encountered while recreating within the Restricted Zone.
- Management of significant cultural and historic resources within the Restricted Zone will protect those resources while minimizing the impact to the wilderness character otherwise described above.

Symbolic Aspect

- The history, culture, and traditions of the Allagash River add to the symbolic value of the Waterway.
- Interpretation, whether inside or outside of the Waterway, will seek to impart to visitors the dynamic history associated with the river and how the current wilderness setting is a unique blend of human history and natural processes.
- Intangible Waterway values such as heritage and pride, freedom, conservation, the interconnectedness of nature, mystery, restraint and humility, etc. will be emphasized in Waterway information with the intention of enriching visitor experiences. Visitor experiences are enriched and wilderness character is

enhanced by forging intellectual and emotional connections between visitors and the natural and cultural resource stories unique to the Waterway.

CULTURAL CONTEXT OF WATERWAY MANAGEMENT

As with all of Maine, the Allagash region has thousands of years of human inhabitation, with the vast bulk of that history tied solely to Native Americans. For native people, the river and its interconnected headwater lakes provided transportation in addition to sustenance. Later, the river and its surrounding lands provided these same opportunities to non-native settlers. Homesteads and timber harvesting emerged in the Allagash region, though the river never became populated to the same degree as some other river valleys in Maine.

Lumbering, including the establishment of communities at places such as Churchill Depot, helped create a woods culture founded on camp life, log-driving, and the blending of cultural groups, including a strong French Canadian influence. Similarly, guides and their visiting clients or “sports”, sporting camps, and local sportsmen from north woods towns added to cultural mix centered on the big woods and the rivers.

Although Henry David Thoreau never ventured further north than Pillsbury Island in Eagle Lake, he is perhaps a good symbol of the interest in experiencing the Allagash’s wildness. Generations of visitors both before and after Waterway designation have come to the Allagash seeking a wild experience in which connecting with nature and utilizing self-reliance are primary goals. These visitors also help shape the evolving culture associated with the Allagash River.

Cultural Implications for Management

The Allagash Wilderness Waterway is not simply a recreational asset, or a conservation property, or even an experience. It is a place that many equate with who their ancestors were, who they are, and what the State of Maine is. It is this quality that drives passion for the Waterway and concern for its management. The policies put forth by this plan strive to understand and consider the array of cultural connections to the Waterway and put forward a plan for honoring those connections in balance with and enhancement of the values articulated in the Allagash Statutes as well as the spirit of the Wild River designation.

"WHEN THE ALLEGASH DRIVE GOES THROUGH" - MAINE POET HOLMAN F. DAY.

"We're spurred with the spikes in our soles; There is water a-swash in our boots; Our hands are hard-calloused by peavies and poles, And we're drenched with the spume of the chutes; We gather our herds at the head, Where the axes have toppled them loose, And down from the hills where the rivers are fed We harry the hemlock and spruce.....

...Here some rips and there the lips of a whirlpool's bellowing mouth, Death we clinch and Time we fight, for behind us gasps the Drouth; Twenty a month, bateau for a home, and only a peep at town, For our money is gone in a brace of nights after the drive is down; But with peavies and poles and care-free souls our ragged and roofless crew Swarms gayly along with whoop and song when the Allegash drive goes through."

ADVISORY COUNCIL

The Allagash Wilderness Waterway Advisory Council was established as a result of the recommendations of the Allagash Wilderness Waterway Working Group that were signed into law in 2007. As stated in PL 2007, c. 146, this Advisory Council will "aid in the long-term governance, management and oversight structure for this vital resource and will bring stability, peace and prestige to its management."

In addition, the legislation also required the Director of the Division of Parks & Public Lands to "create technical committees as needed to advance the waterway's purposes". The Advisory Council is made up of 7 members, with 6 appointed by the Governor and 1 representing the National Park Service.

There are four key features of the legislation creating the current AWW Advisory Council:

- The Council is specifically charged to "work with the manager of the waterway in developing and maintaining a strategic plan for the waterway and advancing the mission and goals of the waterway;" and to "report annually to the Director of the Division of Parks and Public Lands regarding the state of the waterway and at other times as it is determined necessary by the council."
- The Council elects its own chair annually and the chair "is responsible for scheduling, preparing the agenda for and presiding at meetings."
- With the exception of the National Park Service representative and the "public member," each member is designated to bring "knowledge and experience in" one of five areas of importance to the Waterway.
- The Council is independent and advisory.

POLICIES FOCUSED ON THE RESTRICTED ZONE

POLICY 1: "ENHANCE WILDERNESS CHARACTER WITHIN THE RESTRICTED ZONE TO PROVIDE FOR TRADITIONAL RECREATION ACTIVITIES IN A WILDERNESS SETTING."

Goal: Appropriately Manage Public Access to the Restricted Zone and the Watercourse

Objective 1.1: Designate a specific, limited number of authorized access roads to, bridge crossings over, parking areas near, and aircraft landing sites on the Allagash watercourse.

Purpose: managing access to the Restricted Zone is a key tool within the Division's authority. Providing designated access and eliminating inappropriate access helps protect sensitive resources, ensures the setting possesses traits in line with the vision for wilderness character of the Restricted Zone, and provides recreational users with opportunities to enjoy the Waterway.

Coordination with AWW Strategic Plan: Guiding Principles: (3) "The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and federal wild river designation, and is central to state administration and management.*"

*As discussed below, it is important to recognize that state statutes serve as the preeminent guidance and, in the case of access, provide specific access points and bridge crossings that shall be maintained.

Background: the 2006 revision of Maine law (Title 12, §1882) clarified and codified the minimum locations of motor vehicle access points, trail access points, certain parking areas, and the exclusive locations of permanent watercourse crossings. Furthermore, Title 12, §1875 addresses the landing of aircraft in the Waterway. While legislation directs much of the policies regarding access, the Division retains the authority to establish access points and trails as well as parking areas, so long as they are not in conflict with state statute.

Figure VI-A: Maine State Title 12, §1882

Maine State Title 12, §1882

Except as provided in this section, the Bureau may determine the location of access points, control stations and watercourse crossings within the waterway. [2005, c. 598, § 1 (RPR).

1. **Spring, summer and fall access by motor vehicle** to the edge of the watercourse must be maintained at:

- A. Chamberlain Thoroughfare Bridge;
- B. Churchill Dam,
- C. Umsaskis Lake Thoroughfare;
- D. Henderson Brook Bridge;
- E. Michaud Farm; and
- F. Twin Brooks.

2. **Spring, summer and fall access by motor vehicle to short trails** leading to the watercourse must be maintained at:

- A. John's Bridge, limited to:
 - (1) Unloading and access during the months of May and September;
 - (2) Day use only with a permit from the bureau;
 - (3) Parking outside the restricted zone; and
 - (4) No vehicle access to the water's edge;
- B. Bissonette Bridge road,
- C. Finley Bogan, from the Inn Road to the top of the high bank;
- D. Ramsey Ledge Campsite, limited to the motor vehicle parking area behind vegetative screening. Self-contained motor vehicle camping is allowed and canoe access is allowed; and
- E. Indian Stream,

3. The bureau shall maintain 19 **snowmobile access points** to the watercourse. Snowmobiles are prohibited on Allagash Lake and Allagash Stream.

4. Only the following six **bridges** within the waterway are permanent watercourse crossings:

- A. Henderson Brook Bridge;
- B. Reality Bridge, also known as Umsaskis Bridge;
- C. Churchill Dam Bridge;

- D. John's Bridge;
- E. Chamberlain Thoroughfare Bridge; and
- F. Allagash Stream Bridge.

Watercourse crossings may not be constructed at the locations of the former Schedule Brook Bridge or the former Bissonette Bridge. Any right or interest granted to any person by the State to construct or maintain a bridge at those sites is extinguished.

Direct motor vehicle access to the watercourse

Direct motor vehicle access to the watercourse for spring, summer, and fall use is currently allowed at six sites: Chamberlain Thoroughfare Bridge, Churchill Dam, Umsaskis Thoroughfare Area, Henderson Brook Bridge (no trailers allowed in the water), Michaud Farm, and Twin Brooks.

Access to the watercourse by short trails

By law, limited, seasonal access is allowed at John's Bridge (see statute language above). This access does not allow for direct motor vehicle access to the water's edge. The site of the former Bissonette Bridge includes a short foot trail leading from the river's edge to the Bissonette Road, where canoe dunnage and some paddlers are dropped off. Ramsey Ledge campsite, slightly south of Michaud Farm, has a parking area with access trail to the watercourse. Finley Bogan, which is just north of Michaud Farm, provides access for fiddleheading and to the river for fishing between Michaud Farm and Allagash Falls. Access to John's Bridge, Bissonette Bridge, Ramsey Ledge, and Finley Bogan codified in Title 12, §1882.

The 2002 MOA between the National Park Service and the Department of Conservation contained on-the-ground mitigation efforts calling for the Division to push back vehicle access and lengthen the pedestrian trail at the former site of Bissonette Bridge from the current distance of approximately 100 feet to a minimum of 400 feet. However, in 2006, the legislature amended the AWW statutes and current state law requires that access at the Bissonette Bridge location remains as it existed in 2005. A modification of the 2002 MOA is proposed in which two actions- relocating a road to Telos Dam (see strategy 1.1.G) and moving a parking area at Michaud Farm (see strategy 1.4.B) -will take the place of the prior Bissonette Bridge requirement.

Designated parking areas

Authorized parking areas within or adjacent to the Restricted Zone are available at Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, Henderson Brook Bridge, Michaud Farm, Ramsey Ledge, and Finley Bogan. Parking areas on private land, located well outside of the Restricted Zone, are also available at Indian Stream and along the road behind Zieglar campsite (no Restricted Zone access May 1 – September 30). Vehicle parking at Michaud Farm is, at the time of this writing, located adjacent to the ranger cabin in an undefined parking area where vehicles are in plain view of visitors paddling by on the river and/or visiting the ranger station.

Responsibility for maintaining the road to the parking lot at Indian Stream, and of the parking lot itself is not clearly established. The parking lot and the road are located on private land accessed from the east. However, a gated continuation of the road provides access to a unit of Public Reserved Land located on the west side of Indian Pond as well as access to the privately –owned Lock Dam lot. In addition, North Maine Woods, Inc. manages two campsites along the road, one on the northeast side of Indian Pond and the other on a side road northeast of Indian Stream. In the past, the Division has participated financially with the other agencies to repair the road and parking area with the landowner’s permission, but no formal agreement exists.

Winter access

Winter access by motor vehicle is allowed at Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, Henderson Brook Bridge, Michaud Farm, and Twin Brooks. Winter access to the watercourse by snowmobile is allowed at 19 sites. More discussion of winter access can be found in Policy 2.

Access to the watercourse by aircraft

The use of float planes along the watercourse is customary and traditional, largely for embarking and disembarking canoeing and fishing parties, and supplying the parties. Designated landing sites are established to provide access while minimizing potential conflicts with visitor experiences. Open water landing of aircraft is prohibited by rule within the One Mile Area of the Waterway except at seven sites designated by the Division (Telos Landing, Chamberlain Thoroughfare Bridge, Nugent’s, Lock Dam, the Jaws between Churchill and Heron Lake, Camp Drake on Umsaskis Lake, and Jalbert’s). The 1970 rules allowed float plane landing and takeoff at eight locations; the site eliminated was at the Sam Jalbert Camps on Long Lake, which no longer exist. Winter landing is permitted by rule on frozen bodies of water except Allagash Lake. Exceptions

to prohibited landing areas include emergencies, necessary use by state agencies and departments, and purposes designated by the Division.

Bridge Crossings

The Division had instituted a policy in 1973 of limiting the number of Allagash River and Allagash Stream bridge crossings to no more than were then present: Chamberlain Thoroughfare Bridge; John’s Bridge; Churchill Dam; Bissonnette Bridge; Allagash Stream Bridge; Umsaskis Thoroughfare Bridge; and Schedule Brook Bridge. This policy is extended, with the noted exceptions that per state statute, there cannot be a crossing at Bissonnette Bridge and that the Henderson Brook Bridge has been substituted for Schedule Brook Bridge, which now cannot be a permanent crossing site.

One new bridge crossing, at Henderson Brook, has been constructed since 1973; two bridges, Bissonnette Bridge below Chase Carry Rapids and Schedule Brook Bridge, have been removed. From 2009 to 2010, the Henderson Brook Bridge was reconstructed to improve safety and continue the vital economic activity associated with greatly decreased trucking distances for timber production. The six current bridge crossings codified by law are Chamberlain Thoroughfare Bridge, John’s Bridge, Churchill Dam, Allagash Stream Bridge, Umsaskis Thoroughfare Bridge, and Henderson Brook Bridge.

It should be noted that all landowners retained a deeded ownership right to roads and bridges existing on December 28, 1966, the effective date of the Act creating the Allagash Wilderness Waterway.

Access Strategies – motor vehicles:
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Strategy 1.1.A: Consistent with state law, continue to allow summer access by motor vehicle to the watercourse at Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, Henderson Brook Bridge, Michaud Farm, and Twin Brooks.

Strategy 1.1.B: Consistent with state law, continue to allow vehicle access from the Inn Road to the top of the high bank at Finley Bogan.

Access Strategies – short trails:
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Strategy 1.1.C: Consistent with state law, continue access by short foot trail to Bissonnette Bridge.

Strategy 1.1.D: Consistent with state law, maintain access at John’s Bridge limited to:

- (1) Unloading and access during the months of May and September;
- (2) Day use only with a permit from the Division;
- (3) Parking outside the restricted zone; and
- (4) No vehicle access to the water's edge;

Strategy 1.1.E: maintain the trail to Eagle Lake from the Indian Stream parking area

Access Strategies – parking:

Strategy 1.1.F: Provide Division-maintained parking areas, screened from the watercourse by natural vegetation, in the vicinity of Chamberlain Thoroughfare Bridge, Churchill Depot, Umsaskis Thoroughfare, Henderson Brook Bridge, Ramsay Ledge, Michaud Farm, and Finley Bogan.

Strategy 1.1.G: Close the existing parking area at Michaud Farm (next to the ranger station) and replace it with a 50' X 90' handicap accessible parking lot that would be screened from the river and the Michaud Farm access road. Access to the watercourse for loading and unloading remains unchanged at this location.

Strategy 1.1.H: Seek formal agreements with landowners for management of authorized parking lots, located outside the Restricted Zone, at Indian Stream and at Zieglar.

Access Strategies – aircraft:

Strategy 1.1.I: Continue to allow aircraft to land on frozen lakes and ponds within the Waterway, except for Allagash Lake.

Strategy 1.1.J: Continue to allow aircraft to land on open water lakes and ponds at the six sites designated by rule: Telos Landing, Chamberlain Thoroughfare Bridge, Nugent's, Lock Dam, Camp Drake, and Jalbert's. Seek a rule change to move aircraft access from The Jaws to Churchill Dam.

Access Strategies – bridge crossings

Strategy 1.1.K: Limit the number of bridge crossings to no more than are now present at Chamberlain Thoroughfare, Allagash Stream below Little Round Pond, John's Bridge, Churchill Dam, Umsaskis Thoroughfare, and Henderson Brook.

Objective 1.2: Designate and maintain a specific and limited number of water and foot trail routes to and from the watercourse.

Purpose: traditional water and foot trails in the Allagash Wilderness Waterway predate the AWW itself by centuries. Native American portage routes and trails to fire towers are just two examples of historic trail uses in existence prior to the creation of the Waterway. However, the proliferation of modern, unmanaged trails has the potential to create recreation conflicts and resource damage negatively impacting the character of the Waterway. Therefore, management strategies are needed to direct access and protect resources as well as visitor experiences.

Coordination with AWW Strategic Plan: Goal A.1.

Background

Water and land trail access routes to and from the Waterway may be established by the Division (§1882). Currently, Allagash rule K.6 prohibits land trails that provide access to the watercourse, except those that have been specifically approved by the Division. It must be noted that §1882 specifies that foot trails to the watercourse must be maintained at John's Bridge (seasonal), Bissonette Bridge, Finley Bogan, Ramsey Ledge, and Indian Stream.

Traditional water routes to the Allagash watercourse include Mud Pond to Chamberlain Lake, upper Allagash Stream to Allagash Lake, Johnson Pond to Allagash Stream, and upstream on the Allagash River itself from the town of Allagash. Other brooks and streams to the Allagash watercourse are occasionally used.

There are five primary portage trails of varying lengths within the Restricted Zone: Little Allagash Falls; Lock Dam; the Tramway; Chase Carry Rapids (Big Eddy Trail); and Allagash Falls. Division staff stationed at Churchill Depot portage canoes, equipment, and passengers around Chase Carry Rapids to the Bissonette Bridge site for a fee. This service was initiated to ensure the safety of those who are not proficient enough to canoe through the Rapids. Prior to providing the service, Allagash staff spent a considerable amount of time extracting damaged canoes and equipment from the water and rescuing canoeists. However, staff still spends a considerable amount of time providing the portage service. A 1.5 mile portage trail from the Dam to the head of Big Eddy is also available for those who desire to bypass the upper reaches of Chase Carry Rapids.

Traditional foot trails associated with access to and from the Allagash watercourse include the carry trail from Umbazooksus Lake to Mud Pond, which is privately-owned and entirely outside of the One Mile Area; the Carry Trail from Round Pond to Allagash Lake; several portage trails within the Restricted Zone (see above); and the hiking trails from lakeshores to Allagash and Round Pond Mountains. Foot trails from roads with at least a portion of the trail located within the Restricted Zone include the following: Indian Stream Trail; Allagash Lake Carry Trail; Allagash Mountain Trail; Johnson Pond Outlet Trail; Ice Cave Campsite Trail; Otter Pond Trail; Sandy Point Trail; and the Round Pond Mountain Trail. Note that the Johnson Pond Outlet trail to upper Allagash Stream, a trail from Otter Pond to Allagash Lake, and the Indian Stream trail to Eagle Lake are all trails created after Waterway Designation.

Formerly, there was an unregulated trail to Little Allagash Falls from Allagash Stream Bridge. This trail originated as a path used by anglers and later was adopted by staff to provide access for maintenance of the campsite at the falls. The 1999 management plan called for the closure of this trail. That policy is continued in this plan.

Maintenance - The Division marks and maintains the portage trails and portions of some foot trails located within the Restricted Zone. In addition, it marks and maintains the entire Allagash Mountain and Round Pond Mountain trails. Maintenance consists of clearing the trails of fallen trees and tree limbs, and other hazards.

Foot trails to the Restricted Zone and the watercourse that are located partially on private land are subject to relocation or closure from time to time because of timber harvest operations. Such trails should not be listed in Division rules or publications without landowner involvement. Information regarding these trails should be available from the Allagash Manager's office.

Foot access to the outer boundary of the Restricted Zone over temporarily discontinued logging roads and privately cut trail routes from the Restricted Zone boundary to the watercourse is an issue. These unauthorized, privately-maintained routes have the potential to create conflicts when they provide access to areas used by campers and others. Furthermore, these trails may not be constructed to appropriate standards regarding erosion control and other environmental factors and thus may negatively impact the ecological integrity of the Restricted Zone and watercourse.

Landowners have cooperated with the Division in the closure of certain spur logging roads to vehicles by placing boulders or by constructing earthen berms and ditches upon completion of harvest operations. Road closure is also subject to approval by the Division of Forestry. These measures, however, do not necessarily prevent access

by foot or by motorized recreational vehicles because enforcement is difficult once the road bed is in place.

Access Strategies – foot and water access routes

Strategy 1.2.A: Request that landowners close spur logging roads potentially providing undesigned access to the Restricted Zone upon completion of timber harvest operations.

Strategy 1.2.B: Physically block and revegetate undesigned foot trails within the Restricted Zone.

Strategy 1.2.C: Allow foot access to and from the watercourse, with landowner permission where necessary, at the following locations, where use does not conflict with the wilderness character management objectives of the Restricted Zone or the watercourse:

- the Allagash Mountain trail between Allagash Lake and Allagash Mountain;
- the Carry Trail between Round Pond in T7 R14 WELS and the south end of Allagash Lake;
- the Johnson Pond Outlet Trail between Johnson Pond and Allagash Stream in T8 R14 WELS;
- the trail between Otter Pond and Allagash Lake in T8 R14 WELS;
- the Indian Stream Trail along Indian Stream to Eagle Lake in T7 R12 WELS;
- the Round Pond Mountain Trail to Round Pond Mountain Tower (T13 R12 WELS);
- the trail between Chamberlain Lake and Eagle Lake following the tramway route;
- the Pumphandle Trail (T8 R13 WELS)
- the Sandy Point Trail (T11 R13 WELS)
- a trail to the Ice Caves from Allagash Lake;
- portage trails at Little Allagash Falls, Lock Dam, and Allagash Falls, Telos Dam to Webster Lake and
- at specific locations where use of the foot trail is open to use except from May 1 through September 30. These locations include: the Ziegler and

Russell Cove trails to Eagle Lake and the trail currently travelling to the Island campsite on Allagash Lake.

Strategy 1.2.D: Relocate the snowmobile and foot trail away from the Island campsite on Allagash Lake.

Strategy 1.2.E: Recognize that pedestrian access is generally permitted throughout the Restricted Zone but that maintenance (e.g., clearing, brushing, blazing) of undesignated trails/routes is not permitted and motorized use of illegally maintained trails will also not be permitted

Strategy 1.2.F: Mark and maintain portage trails according to appropriate standards.

Strategy 1.2.G: Mark and maintain the portion of the Round Pond/Allagash Lake Carry Trail located within the Restricted Zone and the Sandy Point Trail on Umsaskis Lake.

Strategy 1.2.H: Continue to mark and maintain the Allagash Mountain and Round Pond Mountain trails.

Strategy 1.2.I: Relocate the start of the Round Pond Mountain Trail away from its current location at the Tower Trail Campsite to a nearby site with appropriate canoe landing capacity.

Strategy 1.2.J: Work with the Maine Public Lands Northern Region staff to improve the safety of the Round Pond Mountain tower.

Goal: Maintain/Enhance Wilderness Appearance and the Prevalence of Natural Sounds

Objective 1.3: Limit the number and impact of state-owned administrative structures located in the Restricted Zone.

Purpose: Specific administrative structures such as ranger cabins provide critical services relative to Waterway management. At the same time, structures have the capacity to reduce the wilderness character of the Waterway and of Waterway visitors' experiences. A balance between function (and safety) and wilderness appearance is needed to enhance wilderness character while not unduly diminishing safety and management efficiency.

Background

With the exception of structures at Jalbert’s and Nugent’s Sporting Camps, and privately-owned structures associated with Lock and Telos dams, only structures essential to state agency services are allowed within the Restricted Zone. Other new structures or expansion of existing structures are prohibited (Title 12, §1876.1).

“Structures” are not defined in the Allagash statute. The Land Use Regulation Commission defines “structure” as “*anything constructed or erected with a fixed location on or in the ground, or attached to something having a fixed location on or in the ground, including, but not limited to, buildings, mobile homes, walls, fences, billboards, signs, piers, and floats.*” LURC further defines “accessory structure” as “*a structure subordinate to a permitted or conditional structure and customarily incidental to the permitted or conditional use of the structure.*”

For the purposes of this plan, a “structure” is defined as:

“anything constructed or erected with a fixed location on or in the ground, or attached to something having a fixed location on or in the ground, including, but not limited to, buildings, mobile homes, piers, and floats.” Outhouses, signs, wood sheds, storage sheds, and generator sheds are considered to be “accessory structures” incidental to the permitted or conditional use of the structure.

Since 1965, approximately 30 camps and other buildings have been removed from the Restricted Zone. The list includes the LaCroix Lumber Co. supervisor’s house, a horse barn, and an additional six buildings at Churchill Depot; six buildings at Sam Jalbert’s Sporting Camps on Long Lake; and four buildings in the area of the tramway between Eagle and Chamberlain Lakes. A shed enclosing the two locomotives at the tramway was mistakenly burned in April, 1969.

Wilderness Appearance Strategies - administrative structures within the Restricted Zone

Strategy 1.3.A: New or replacement administrative structures, and repairs to or expansion of existing structures, will to the extent possible, blend in with the existing natural character and landscape of the surrounding area, and with surrounding structures. Screening may be advisable to achieve such outcomes. However, ranger stations should remain visible to Waterway users for safety purposes.

Strategy 1.3.B: Working with other agencies, the Division will periodically review the need for existing administrative structures and remove or destroy those that are found unnecessary for management of the resources within the Waterway.

Strategy 1.3.C: Remove the remaining buildings at Telos Dam and encourage the naturalization of the areas surrounding the buildings.

Objective 1.4: Relocate roads in the Restricted Zone not associated with designated access and crossing points.

Purpose: Roads have the potential to intrude into the experience of persons travelling along the watercourse. By looking for opportunities to relocate roads outside of the Restricted Zone, Waterway management can enhance the wilderness character of the Restricted Zone.

Coordination with AWW Strategic Plan: Goal A.1., Objective c.

Background

As noted previously in this plan, all landowners retained a deeded ownership right to roads and bridges existing on December 28, 1966, the effective date of the Act creating the Allagash Wilderness Waterway. At the time of this planning effort, a few year-round logging roads not associated with designated access and crossing points are located in or near the Restricted Zone. Relocation of these roads to a greater distance from the Restricted Zone would reduce unauthorized access and associated effects reducing solitude.

Wilderness Appearance Strategies - Roads within/near the Restricted Zone

Strategy 1.4.A: Identify with landowners those roads near or in the Restricted Zone that if moved would enhance the natural character of the Restricted Zone and the watercourse, and work with landowners to relocate these roads.

Strategy 1.4.B: Construct alternative management access to Telos Dam by closing and putting to bed approximately 3250 feet of access road along the south shore of Telos Lake; all within the restricted zone and frequently visible from the watercourse. Construct approximately 1675 feet of new access road on the former Telos Dam lot, approaching in a much less visible manner from the east on Public

Reserved Land. This action is to be considered one portion of a mitigation alternative associated with the 2002 NPS MOA for Churchill Dam.

Objective 1.5: Limit the Number and Impact of Signs Located in the Restricted Zone.

Purpose: Signage within the Waterway is an important safety and visitor management tool. However, excessive signage has the capacity to erode the wilderness character.

Coordination with AWW Strategic Plan: Goal A.1., Objective c.

Background

Signs are used throughout the Waterway to direct visitors to specific locations such as parking lots, hiking trails, boat launch sites, and portages. Additionally, signs identify campsites. In some locations, paths to toilets are identified. Signs may also be used to share resource protection messages and to convey policies (e.g., seasonal launching policy at John’s Bridge).

Wilderness Appearance Strategies - Signs within/near the Restricted Zone

Strategy 1.5.A: Signs employed will continue to be wooden routed signs. Exceptions are made for signs posted on limited kiosks.

Strategy 1.5.B: Campsites will continue to be identified with a standardized campsite sign including the name of the site. “Toilet” directional signs shall be removed from campsites unless there is a specific need for clarity at a site.

Strategy 1.5.C: Resource protection signs may be maintained as needed, though they should be used judiciously.

Strategy 1.5.D: Especially minimize signage outside of concentrated use areas such as Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, Henderson Brook Bridge, and Michaud Farm.

Objective 1.6: Designate limits on the storage of recreational equipment in the Restricted Zone of the Allagash Waterway.

Purpose: The storage of recreational equipment has the potential to multiply an individual's impact on other users' experiences by leaving visible evidence of their presence. Limits on the storage of recreational equipment are intended to protect the wilderness character of the Restricted Zone and the quality of recreation experiences in the Restricted Zone.

Coordination with AWW Strategic Plan: Goal A.1., Objective c.

Background

Allagash rule K.3 states that "equipment including canoes and other watercraft shall not be left unattended except in an emergency situation." State employees or their representatives in the official conduct of their duties and with prior permission from the Division are exempt from this rule.

Recreational equipment is occasionally stored within the Restricted Zone, sometimes with permission by the Waterway Manager and staff and sometimes without permission. Examples of permitted storage include boats, canoes, and snowmobiles at administrative structures and at Jalbert's and Nugent's Sporting Camps. Concentration of stored equipment at remote locations, unattended for extended periods and clearly visible to visitors can diminish the experience of natural character and remoteness expected by many visitors.

The most common form of storage without permission in the Restricted Zone is that of ice shacks. Ice shacks and other structures used for ice fishing are prohibited by rule within the Restricted Zone from April 3 through November 30, but may be stored at the Chamberlain Thoroughfare parking lot with the permission of the Allagash Manager. In addition, agencies and individuals occasionally store boats and canoes at sites where public access is not permitted, implying to the public that those sites can be used for access to the watercourse. Boats and canoes are also occasionally left unattended by administrative agencies at public access sites, without prior permission from the Division.

Wilderness Appearance Strategies – Recreational Equipment Storage

Strategy 1.6.A: Require storage of unattended, administrative equipment out of sight of watercourse users. Boats such as the Boston Whalers and large Scott Canoes employed by staff may be left at docks etc. as their removal from the watercourse is impractical and inconsistent with emergency response functions.

Strategy 1.6.B: To control the proliferation of unattended canoes and provide for their storage in a way that will not have a detrimental impact, maintain a permit system allowing short-term storage of unattended watercraft by frequent watercourse users at approved out-of-sight locations, with the permission of the Allagash manager.

Strategy 1.6.C: Prohibit the storage of ice shacks, other ice fishing structures, and other recreational equipment within the Restricted Zone from April 3 through November 30, except for those permitted at the Chamberlain Thoroughfare parking lot.

Objective 1.7: Monitor and evaluate the use, physical conditions, and visitor perceptions of authorized watercourse campsites to determine the need for new campsites and/or the relocation/improvement of existing sites.

Purpose: For a majority of Waterway visitors, campsites are an integral component of the experience had on the Allagash Wilderness Waterway. As such, there is a need to manage campsites to provide high-quality experiences in keeping with the wilderness character of the Restricted Zone.

Coordination with AWW Strategic Plan: Goal A.1., Objective c.

Background

Campsite use- occasionally the number of groups or individuals at some campsites or campsite cells exceeds the space available. There may be too many groups or individuals using a campsite, or the cell separation may be insufficient, either in distance or amount of screening, to provide quiet and solitude for those groups seeking a sense of privacy. Furthermore, the character of shoreline in specific areas may limit the potential for new campsites that can serve as safe, attractive, and environmentally sustainable campsites.

Strong winds on the large lakes can make it unsafe to continue until the wind abates, leading to congestion at certain campsites. Allagash rangers consider weather conditions before asking parties to move from a campsite – such requests are typically made when and where campsite demand is high. Additionally, the rhythm of trips and distances travelled, along with considerations such as the need to portage, make certain campsites more frequently occupied. Preference for camping by particular fishing locations also influences campsite use.

In his 2003 *Allagash Wilderness Waterway Visitor Survey*, Daigle lists Allagash Falls, Jaws, Churchill Dam, Inlet, and Scofield Point as the most popular campsites in the Waterway (based on number of survey respondents identifying sites camped at). However, certain campsites (e.g., Thoreau) appeared to include higher nights stayed totals, meaning campers on average stayed longer at these sites.

In 1997, the Division undertook a study to determine the occupancy rate of Allagash campsites and of campsite cells. The study identified campsites with the highest percentage occupancy rates, campsites with the highest percentage cell occupancy rates, campsite occupancy by cell size, the number of nights cell capacity was equaled or exceeded, and the campsites most frequently used by oversize groups. The study was repeated in 1998. Churchill Lake/Dam area, Allagash Lake, and Eagle Lake were shown to be the most popular areas, based on campsite occupancy rate. These three areas all show high occupancy rates in May, suggesting popularity among fishing parties. The extra space for large parties provided by multi-cell campsites appears to lead to greater site occupancy rates at these sites (i.e., higher rates of at least one camping party staying on site), though total cell occupancy rates are higher for single-cell campsites (note: single cell sites by definition are sites where any individual occupancy fills the total cell occupancy).

Daigle (2003) reports 98% of survey respondents as having spent at least one night in the Allagash Wilderness Waterway. Three nights and four nights were the highest proportion of visitor nights (19% and 20% respectively) and 28% stayed five to six nights. Approximately 17% stayed a week or more. Notably, 46% of campers reported not choosing the first available campsite, with site wetness, not enough tent sites, bugs, lack of ground cover, erosion, trees with exposed roots, scarce vegetation for screening other campers, and litter listed as causes of rejecting a campsite (causes listed in descending order – list represents causes receiving mentioning by more than 10% of survey respondents).

Campsites, according to Daigle (2003) were also rejected due to location characteristics. Sites were rejected for being too close to another occupied campsite, no level ground, multi-cell campsite, no breeze, poor view of water, lack of good swimming, and too small for group (again, causes listed in descending order – list represents causes receiving mentioning by more than 10% of survey respondents).

A need for an additional campsite with multiple cells located near the Chamberlain Bridge Thoroughfare has been identified by Waterway staff. This need is associated with late arrivals to the Waterway arriving too late to safely start their trip without a night's layover.

It should be noted that the average number of “camping nights” per year from 2007 – 2010 represents only 60% of the number of camping nights in the period from 1997 – 2000. Thus, there has been a significant decline in the amount of camping from the time in which aforementioned campsite use data was obtained.

Campsite conditions: Zinn (1989) concluded that a simple monitoring program, that periodically records campsite use levels and physical impacts, was needed. He also concluded that new campsites should be located in areas that would take pressure off existing multi-cell campsites, that one or two new campsites should be located on the eastern shore of Chamberlain Lake between Lock Dam and Nugent’s Camps, and that one or two campsites between the Sweeney Brook campsite and Round Pond (T13 R12 WELS) would relieve the pressure canoeists now feel to reach Round Pond from Long Lake in a day.

The physical condition of campsites is observed on a regular basis by rangers, but not formally noted in such a way as to systematically plan for remedial action when appropriate. However, during the summers of 1999-2001, researchers led by Dr. John Daigle from the University of Maine inventoried campsite conditions in the Waterway. The research team monitored the following impact parameters and condition classes:

- Campsite cell area
- Loss of ground cover
- Exposure of bare mineral soil
- Damage to tress
- Trees with exposed roots
- Extent of development
- Cleanliness
- Social trails
- Condition of picnic table
- Condition of toilets
- Amount of vegetation between campsite cells
- Amount of vegetation between campsite cells and water.

Ninety-four percent of AWW campsites surveyed in the three-year span from 1999-2001 scored either three or four on the rating scale measuring one to five. This means the vast bulk of AWW campsites have little alteration of natural conditions above

management maintenance (rating of 2) or will have noticeable (rating of 3) but not significant or extreme environmental damage (rating of 4 or 5). It is important to recognize that the assessments used did not weigh certain parameters (e.g., damage to trees) disproportionately to others (e.g., condition of picnic table).

Wilderness Appearance Strategies – Improving Campsite Conditions

Strategy 1.7.A: Develop quantitative standards below which campsite conditions will not deteriorate. Should campsites reach the base standard, steps will be taken to prevent further deterioration and as possible the condition will be improved. Specific standards may include measuring: loss of ground cover vegetation, exposure of bare mineral soil, damage to trees, exposed tree roots, level of inappropriate visitor-generated site modifications, unplanned paths (social trails), condition of picnic table and outhouse, amount of screening vegetation between cells (where applicable), degree of site visibility from the watercourse and/or other campsites.

Strategy 1.7.B: Wherever use patterns and conditions prove possible, multi-cell campsites will be reduced in size or replaced with single-cell campsites.

Strategy 1.7.C: Identify campsites where less intensive maintenance can be employed. Specifically, mowing may be reduced or eliminated where not essential for reducing biting insects/ maintaining breezes or where necessary to keep the site from being overtaken by shrub/sapling growth. Remove/minimize visitor-generated site modifications to increase site naturalness. The use of picnic tables and ridge poles will not be eliminated.

Strategy 1.7.D: Inform Allagash users that the Ramsay Ledge campsite is vehicle accessible for use by self-contained motorized camping units. List alternative campsites not within the AWW for those parties that may find this site occupied by motor vehicle campers.

Strategy 1.7.E: The number of campsites accessible to self-contained motor vehicles will not be increased beyond the one site at Ramsay Ledge.

Strategy 1.7.F: Develop a walk-in, multi-cell campsite outside of the Restricted Zone on Division-owned public land near the northwest corner of the Chamberlain Bridge parking lot. Develop at least one handicap-accessible cell. Operate this campsite primarily as a camping option for those arriving at Chamberlain Bridge and the AWW late in the day/evening.

Strategy 1.7.G: Continue to monitor campsites for erosion. Harden or relocate campsites for which erosion problems are identified. Priority will be given to hardening sites, versus relocating or rotating sites. Erosion control/hardening (water bars, rip rap, etc.) will use native materials and be as visually unobtrusive as possible.

Strategy 1.7.H: Continue to monitor demand for campsites in specific locations within the Waterway and consider developing limited new campsites only in response to a documented need. Any new campsites should not diminish the wilderness character of the Restricted Zone and watercourse.

(Right): Sample campsite identification sign found at all AWW campsites. Also note the screened tents in the background (photo taken a few steps on shore).



Figure VI-B: View of Contrasting Campsite Cells at the Jaws Campsite



This image of two of the Jaws campsite cells exhibits a contrast between a highly visible camping area (Cell A) and one better screened from the water (Cell B). Waterway staff will look for opportunities to minimize highly visible campsite openings while still retaining popular aspects such as some degree of view to the water and enough openness to allow breezes to enter the campsite. Furthermore, a mowing policy, as outlined below, will be instituted.

Mowing Policy

AWW staff will mow grassy campsites for fire safety, brush control, and insect relief.

- **Fire Safety** - Tall, dead, dry grass and brush will not be allowed to accumulate within 25 feet of the fireplace.
- **Brush Control** – Grassy campsites will be mowed only two or three times per year. The grass shall not be cut shorter than 3 inches. Areas where tents are commonly setup away from the fireplace/tent area will be mowed.
- **Aesthetic strip** – An irregular strip of un-mowed grass a least six feet wide will be left between the water and the campsite cell area. This six foot strip will be allowed to naturally regenerate as a vegetative screen. A path maybe kept cleared through the un-mowed area to the edge of the water. Management will encourage trees to mature within the strip, though selective pruning of mature tree’s lower branches to enhance views of the water is permissible. Clumps of trees and underbrush should be left as opposed to the vegetation being pruned to a uniform height.
- **Insect Relief** - Brush may be thinned and tree branches pruned within the vegetative strip to allow a breeze into the campsite for insect relief following the guidelines above.

Objective 1.8: Minimize the sound and/or impact of motors and other equipment or appliances used on the watercourse or in the Restricted Zone.

Purpose: The prevalence of natural sounds is a vital aspect of the wilderness character within the Restricted Zone and along the watercourse. Reducing or eliminating intrusive sounds can help protect and enhance the experience of recreationists along the Waterway.

Coordination with AWW Strategic Plan: Guiding Principles: (1) “Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen”; (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

The Allagash statute requires the Division to allow “*watercraft with power propulsion of any kind*” . . . except “*as prohibited by rule,*” on Telos Lake, Round Pond (T6 R11 WELS), and Chamberlain Lake (Title 12, §1875.1A). Neither the statute nor Allagash rules limit watercraft motor size on these lakes. Canoes equipped with one motor not exceeding 10 horsepower are allowed by statute anywhere on the watercourse, except on Allagash Lake and Allagash Stream (Title 12, §1875.1B), where the use of all motors is prohibited.

By statute, “watercraft” means any type of vessel, boat, canoe, or craft, other than a seaplane (Title 12, §1872.14). Watercraft other than canoes, including motorboats, pleasure boats, racing boats, party boats, airboats, hovercraft, and jet skis, are not addressed in the Waterway rules. At the time the Allagash statute was enacted in 1968 it was not envisioned that watercraft of these types would be used on Telos or Chamberlain Lakes. The use of such watercraft is deemed inconsistent with the traditional uses of the watercourse and Restricted Zone.

Strong winds, which are common in the Allagash, can make large lakes and ponds unsafe for boating, sometimes for several consecutive days. The ability to use higher horsepower motors on Telos and Chamberlain Lakes provides a measure of safety for boating and fishing parties. However, the wilderness character of the watercourse or the

Restricted Zone around Telos and Chamberlain Lakes could be maintained by limiting non-traditional watercraft used on those lakes.

Division rules prohibit the possession of power saws in the Restricted Zone and on the watercourse at all times. Public use of generators is allowed in the Chamberlain Thoroughfare Bridge and Kellogg Brook parking lots for winter camping only. Power ice augers are prohibited on Allagash Lake but are allowed elsewhere. Other power equipment, except outboard motors, may not be used without prior approval of the Division.

The use of fuel-powered equipment is addressed in the Allagash rules, but, use of electronically-powered audio and visual devices, such as radios, cd players, and televisions is not. Devices that “broadcast” their sound and that might disturb other Waterway users, are inconsistent with the wilderness character of the watercourse and the Restricted Zone.

Prevalence of Natural Sounds Strategies – Internal Combustion Engines and Electronic Devices

Strategy 1.8.A: Allow only motorless canoes on Allagash Lake and Stream, and canoes with motors of 10 horsepower or less on the watercourse north of Lock Dam, except for administrative purposes.

Strategy 1.8.B: Prohibit motor use of any kind, including powered ice augers, on Allagash Lake and Allagash Stream, except for administrative purposes.

Strategy 1.8.C: Prohibit possession of power saws in the Restricted Zone and on the watercourse, except for administrative purposes, at sporting camps as outlined in agreements or leases, or vehicles in transit.

Strategy 1.8.D: Permit generators at the Chamberlain Thoroughfare and Kellogg Brook parking areas for winter camping, at Jalbert’s and Nugent’s Sporting Camps, and for administrative purposes.

Strategy 1.8.E: Prohibit watercraft such as jet skis, airboats, hovercraft, racing boats, and pontoon boats that conflict with traditional uses of Telos and Chamberlain Lakes.

Strategy 1.8.F: Discourage the use of radios, cd and tape players, video players, television receivers, 2-way radios, scanners and other similar devices that may disturb the experience of campsite and watercourse users. Exceptions are allowed for administrative or emergency purposes at administrative structures,

sporting camps, and the Chamberlain and Kellogg Brook camping areas during the winter. Furthermore, visitors making loud and unreasonable noises will be managed through appropriate education/enforcement responses.

Goal: Minimize Social Impacts from Conflicting or Competing Uses

Objective 1.9 : Enhance Opportunities for Solitude

Purpose: Managing the social setting is a key element of providing wilderness experiences. Waterway management strives to reduce conflicts/competition between users in order to enhance recreational experiences.

Coordination with AWW Strategic Plan: Guiding Principles: (1) “Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen”; (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

The frequency of encountering other groups and the size of groups encountered has an influence on visitor experiences. According to Daigle (2003), “solitude” was rated as “very important” by 59% of Waterway visitors. Seventy-one percent of all visitors surveyed indicated that the number of other people they saw while at campsites was “about right”. When asked about the number of people seen when on the watercourse, 69% stated the amount was “about right”. In both settings, though, a notable percentage of respondents indicated that they saw either “too many” or “way to many” other people. From campsites, 18% of respondents saw too many other people and 1% reported seeing way too many. From the watercourse, 14% saw too many people and 3% saw way too many people. A cumulative percentage of respondents ranging from 1% to 3% in each setting (campsite, watercourse) indicated seeing too few or way too few other people.

Thirty percent of visitors surveyed by Daigle reported no other parties camped within sight or sound of their campsite. The majority of respondents indicated having one, two, or three parties within sight/sound (40%, 19%, and 31% respectively). Sixty three percent of visitors always located an acceptable campsite (in terms of other parties

being camped within sight/sound). Daigle (2003) also lists 29% usually (i.e., at least half the time) finding such a campsite, 7% sometimes (i.e., less than half the time) finding such a campsite, and 1% never finding such a campsite. Furthermore, 44% of respondents reported rejecting a campsite due to it being too close to an occupied campsite.

Minimizing Conflict Strategies – Enhancing Opportunities for Solitude

Strategy 1.9.A: Disseminate information about the varied entry and exit point options available to Waterway visitors. Consider highlighting campsites, areas, and times of year typically offering greater opportunities for solitude.

Strategy 1.9.B: Identify campsites where there is opportunity to better screen tents and tarps from view on the watercourse. Balance screening goals with other values, such retaining a breeze and scenic views from campsites.

Strategy 1.9.C: Identify and share information regarding campsites better suited for larger parties (6+ persons, multiple tents) and those well-suited for smaller parties.

See also: Objective 9.3: *Minimize visitor impacts to resources and other users' experiences by promoting low-impact outdoor skills and ethics.*

Objective 1.10 : Minimize the impact of large groups on the wilderness character of the Restricted Zone.

Purpose: Large groups have the capacity to significantly affect the experiences of other Waterway users and resource conditions. Therefore, large groups require special management focus.

Coordination with AWW Strategic Plan: Guiding Principles: (1) “Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen”; (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

The presence of large groups can negatively impact smaller groups, both on the water and at campsites. In 1974, the Division took steps to reduce the impact of large groups by limiting group size to 12 persons, exempting organizations that had traveled in large groups up to that time. In 1973, groups of 13 or more accounted for 30% of the total visitor day use (24); in 1978, groups of 13 or more accounted for only 15% of the visitor day use (12). Public use records for the 1997 summer season indicate that only 3% of the visitor days through November was attributed to registered groups of 13 or more. Daigle (2003) lists 1% of Waterway survey respondents as consisting of groups of 13 or more persons. More recently, an average of 4.6 exempted organizations were issued Oversize Group Permits between 2006 and 2010 for an average total of 6.6 permits issued per year.

Today, only four “grandfathered” organizations (down from 80 in 1973) exceeding the group size limit of 12 still canoe the Allagash. This amounts to a total of seven trips per year with all but one group limited to 16 persons (one is limited to 18). Over the years, occasional exemptions for recreational parties (administrative use exemptions are allowed with the prior permission of the Division) have been granted in extraordinary circumstances.

It is noteworthy that parties exceeding 12 occasionally register at the North Maine Woods check points as two or more parties of less than 13 persons. These parties often join together on the water and/or at campsites, violating the group size limit.

Minimizing Conflict Strategies – Group Size and Use

Strategy 1.10.A: Restrict canoeing/camping group sizes to 12 or fewer with the exception of “grandfathered” canoeing/camping parties.

Strategy 1.10.B: Limit the maximum size of “grandfathered” canoeing/camping parties to 18 persons for the duration of this plan.

Strategy 1.10.C: Discourage “separate” yet affiliated large parties (still under 12 persons each) from congregating at multi-cell campsites- thereby circumventing the 12 person group size policy.

Objective 1.11: Minimize the impact of consecutive night stays at individual campsites.

Purpose: Managing when and where campers stay multiple nights at a campsite enables the Waterway staff to maximize the overall experiences of Waterway visitors while still allowing visitors to camp consecutive nights at campsites.

Coordination with AWW Strategic Plan: Guiding Principles: (1) “Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen”; (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

Parties traveling along the watercourse on multi-day trips require campsites spaced at specific intervals. Furthermore, visitor experiences are affected by how frequently they camp within sight and/or sound of other parties. Campers staying multiple nights at an individual campsite have the potential to create conflict with other visitors looking to camp one night in a given location as part of longer trip. At this time, there does not appear to be major conflict between campers staying consecutive nights at one site and campers staying one night per site. Furthermore, rangers have not typically needed to ask campers staying consecutive nights at a site to move to another site. However, Objective 1.11 is valued for providing management guidance to ensure this issue can be addressed should use levels and patterns change.

Consecutive Night Stays Strategies

Strategy 1.11.A: Campers will be allowed to stay at campsites on consecutive nights as outlined in AWW rule 2.2 camping D. *Camping will be allowed on consecutive nights on any campsite if, in the judgment of the Division, as represented by its authorized employees, such use is not an inconvenience to other users of the Waterway.*

Strategy 1.11.B: Campers will be asked to move if their camping party is monopolizing a prime location from May 15th – Sept. 30th and the campsite is in demand by other users moving through the Waterway.

Strategy 1.11.C: Staff will attempt to guide/direct visitors wishing to camp at one site more than two consecutive nights to less used campsites. Camping parties wishing to stay at one campsite for more than two consecutive nights may be assigned to an underutilized campsite by AWW staff.

Strategy 1.11.D: To prevent camping parties from becoming entrenched at a certain campsite, no camping party may camp more than 14- nights within a 30 day period at any one campsite.

Objective 1.12: Allow hunting within the Allagash Restricted Zone at certain times of the year:
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Purpose: Hunting is an activity with long-standing history pre-dating the creation of the Waterway. Management of the Waterway strives to maintain this recreational opportunity while appropriately addressing any safety concerns associated with hunting and other recreational uses of the Waterway.

Coordination with AWW Strategic Plan: Guiding Principles: (2) “The rich history, culture and traditions of the Allagash River contribute to its uniqueness, and will be preserved and interpreted as an asset to the Waterway and its visitors”, (4) “The Watercourse and Restricted Zone shall be managed in accordance with wilderness management principles and legislative mandates to facilitate the preservation of historical features and traditions that enrich the Waterway and visitor experience.

Background

Hunting is a traditional use within the Restricted Zone and on the watercourse. Title 12, Section 1883 of the Allagash statute allows the Division to establish rules for the safety of the public. Waterway rules allow hunting within the Restricted Zone in accordance with Maine Inland Fisheries and Wildlife rules between October 1 and April 31. The use of baiting and attractants for bear hunting is not allowed in the Restricted Zone.

The Department of Inland Fisheries and Wildlife prohibits moose hunting during the month of September in the Restricted Zone at the request of Division of Parks and Public Lands,. The Division is concerned that (1) the presence of hunters in boats or along roads in the Restricted Zone during times of significant recreational use conflicts with the canoeing and camping that occurs then, and (2) bullets from high powered rifles

used to shoot moose can travel a long distance, creating a safety hazard for other watercourse users.

In 2008 and 2009, overnight camping at authorized campsites in October tallied 370 and 381 camper nights, respectively (camper nights are the total of number of nights a party camps along the watercourse multiplied by the number of visitors in that party). It seems unlikely that this low amount of use along the watercourse would significantly conflict with the moose hunting occurring in October (currently restricted to one week). There are, however, areas along the watercourse and within the Restricted Zone where moose hunting should not be allowed because of administrative or safety concerns, e.g., near structures, campsites, trails, and bridges.

The Allagash statute (Title 12, §1885) allows only law enforcement or other authorized personnel to discharge firearms in the Restricted Zone between May 1 and October 1. To ensure that firearms are not discharged, an Allagash rule requires that during periods when hunting is not allowed in the Restricted Zone (May 1 to October 1 and all Sundays), firearms be transported across the Restricted Zone either securely wrapped in a complete cover, fastened in a case, or carried in at least two separate pieces.

Strategy 1.12.A: Continue to allow hunting in the Restricted Zone and on the watercourse between October 1 and April 30.

Strategy 1.12.B: Between May 1 and September 30, and on Sundays, allow the transportation of firearms within the Restricted Zone and on the watercourse provided they are securely wrapped in a complete cover, fastened in a case, or carried in at least two pieces so that they cannot be fired unless the separate pieces are joined together. However, during this same time period (May 1 – Sept 30), firearms may be transported across the Restricted Zone at permanent water crossings identified in §1882 without being wrapped in a complete cover, fastened in a case, or carried in at least two pieces. At other times of the year, the possession of firearms within the Restricted Zone or on the watercourse is allowed in accordance with the rules and regulations of the Department of Inland Fisheries and Wildlife.

Objective 1.13: Improve existing facilities at vehicle access points within the Restricted Zone to better accommodate use by persons with physical disabilities.

Purpose: Vehicle access points such as Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, and Michaud Farm present opportunities for a variety of visitors with physical impairments to enjoy the Allagash Wilderness Waterway. However, not all facilities at these points are accessible.

Coordination with AWW Strategic Plan: Guiding Principles: (1) “Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen”; (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

Facilities at vehicle access sites, including outhouses (privies), ranger stations, and campsites, are not as accessible as they could be. This, coupled with these sites’ accessibility by motor vehicle, creates the need to upgrade facilities to better serve visitors with physical handicaps. There is little conflict with other goals, such as enhancing wilderness character, in that the character of motor vehicle access points is not as remote, pristine, and wild as other points within the Restricted Zone. Additionally, it is not perceived that improvements would diminish wilderness character. Typical improvements would include efforts such as ensuring that access to outhouses, ranger cabins, and picnic tables are compliant with Americans with Disability Act standards.

Accessibility Strategies

Strategy 1.13.A: Develop a plan and schedule for making campsites and access sites that are accessible by motor vehicle, and associated facilities, accessible to persons with disabilities.

Strategy 1.13.B: Identify toilets, drinking water, and other facilities at ranger stations that should be accessible to the disabled, and schedule their renovation.

Strategy 1.13.C: Inform users as to what accessible facilities exist in the Waterway.

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POLICY 2: “MANAGE WINTER USE OF THE RESTRICTED ZONE AND WATERCOURSE TO RETAIN TRADITIONS AND PROTECT THE SETTING’S UNIQUE WILDERNESS CHARACTER”

Goal: Manage Winter Access to the Restricted Zone and the Watercourse

Objective 2.1: Manage winter access to facilitate snowmobiling, ice-fishing, and non-motorized recreational uses while also protecting the wilderness character of the Restricted Zone during winter.

Purpose: While winter represents a distinct change to the setting and use of the Waterway, there is still an imperative to maintain wilderness character in which access is managed and in keeping with the vision for winter experiences within the Restricted Zone and on the watercourse (for more on this vision, see page 6).

Coordination with AWW Strategic Plan: Goal A.1.

Background – snowmobiles

Access to the Restricted Zone in the winter is markedly different than the spring, summer, and fall seasons. Plowed road access to the Waterway is not guaranteed and is instead dependent on specific harvesting operations necessitating plowing. The amount and location of plowed roads varies and fluctuates year to year. Thus, snowmobiling is a primary means of accessing and traveling on the watercourse. Snowmobiling, a traditional activity in the Waterway, is governed by the Allagash rules.

Statute allows snowmobiling on all bodies of the watercourse except Allagash Lake and Allagash Stream. Snowmobile access to the watercourse is designated only at the sites listed below. Per Maine State Title 12, §1882, snowmobile access must be maintained at 19 sites within the Waterway. A replacement site may be substituted for another, so long as the total is 19. Access site substitutions are envisioned as occurring on a temporary basis as the result of safety or other concerns (likely associated with timber harvesting) requiring an adjacent landowner to close or move a trail leading to an access point. Temporary replacement sites should strive to provide access to the same general area (e.g., pond or portion of lake) as the temporarily closed access point. As of the adoption of this plan, the 19 sites include:

- Telos Dam;
- Chamberlain Thoroughfare;
- Mud Pond Carry;
- McNally Brook;
- Nugent’s Camps;
- Upper Crows Nest;
- Lock Dam;
- Smith Brook;
- Island Road;
- Allagash Lake Carry Trail;
- Zeiglar Trail;
- Allagash Lake Ledge Campsite;
- North Twin Brook (T9 R12);
- Churchill Dam;
- Umsaskis Lake Reality Road;
- Ross Stream;
- Henderson Brook Bridge;
- Michaud Farm; and
- Twin Brook, Allagash Plantation

All designated snowmobiling trails to the watercourse or within the Restricted Zone of the Waterway are listed in Table 2.1. Of these, several travel over roads to the watercourse, listed in the Waterway rules, providing legal snowmobile access to the watercourse. These road-based snowmobile access trails include roads to Telos Dam, Chamberlain Thoroughfare, Churchill Dam, Umsaskis Thoroughfare, Henderson Brook (Blanchette) Bridge, Michaud Farm, and Twin Brook in Allagash Plantation. The access point at Twin Brook in Allagash Plantation serves also as the legal entry point for riders coming (south) upriver when ice conditions on the river allow snowmobile travel. The “Ross Stream Trail” listed in the rules is not a land trail; it is access from McNally’s Camps down Ross Stream, when it is frozen, to Long Lake.

Snowmobile travel across frozen water bodies is not restricted, except that snowmobiles are not allowed on Allagash Lake or Allagash Stream. Authorized locations where snowmobilers briefly enter the Restricted Zone while travelling from the watercourse to the watercourse again are not considered “access points”. Such locations include the Tramway between Chamberlain and Eagle Lakes, a short crossing point at John’s Bridge, and along the portage route around Allagash Falls.

The character of snowmobile use varies significantly between the region defined by the headwater lakes such as Chamberlain, Eagle, and Churchill versus the more northerly, river region. The headwater lakes have significant use by ice-fishermen and the demand for access is largely linked to the demand for access to favored fishing destinations. Parking opportunities providing a space to park a motor vehicle and snowmobile trailer are more common in this region than below Churchill Dam. Snowmobile touring not associated with fishing appears to be a growing trend in this region. Further north, especially in the areas downstream of Round Pond, snowmobile use in the Waterway is centered on travel along the river. Conditions must be right and riders need a familiarity with the river to safely travel its surface, but riding along the

river occurs with some regularity. Access to the AWW watercourse from the north primarily originates in the village of Allagash. Comments at the August 23rd public meeting in Fort Kent suggested considering Big Brook as a replacement access point instead of Michaud Farm. After further review, this plan calls for the Michaud Farm access point to remain, though the situation should be monitored and possibly reconsidered in future plan updates.

Table VI-A: AWW Watercourse Authorized Snowmobile Access Points		
Trail Name	Township	AWW Water Body
Telos Dam	T6R11	Telos Lake
Mud Pond Carry	T6R12	Chamberlain Lake
Chamberlain Thoroughfare	T6R11	Chamberlain Lake, Round Pond
McNally Brook	T7R11	Chamberlain Lake
Nugent's Camps*	T7R12	Chamberlain Lake
Upper Crows Nest	T7R13	Chamberlain Lake
Smith Brook*	T8R12	Eagle Lake
Lock Dam	T7R13	Chamberlain Lake, Eagle Lake
Island Road	T7R14	Allagash Lake**
Carry Trail	T7R14	Allagash Lake**
Ledge Campsite	T8R14	Allagash Lake**
Zeigler Trail	T8R13	Eagle Lake
North Twin Brook	T9R12	Churchill Lake
Churchill Dam	T10R12	Churchill Lake
Reality Road	T11R13	Umsaskis Lake
Ross Stream	T12R13	Long Lake
Henderson Brook Bridge	T13R12	Allagash River, Round Pond
Michaud Farm	T15R11	Allagash River
Twin Brook***	Allagash Plantation	Allagash River
<p>* Pending ammendment of existing rule. **Access to shoreline only (snowmobile use not allowed on Allagash Lake). ** The Twin Brook access point covers snowmobiles entering the Waterway by riding southward, up the river from north of the Waterway boundary.</p>		

John's Bridge is not a legal winter motor vehicle access site. It is used by some in the winter as a place to off-load and load ice shacks onto and off of Eagle and

Churchill Lakes. The trail from the Ziegler parking lot is not wide enough to accommodate large ice shacks, and the towing distance is quite long to reach Eagle Lake by snowmobile over the ice from Churchill Dam and Chamberlain Thoroughfare Bridge. There is additional access to the southern end of Eagle Lake via Indian Stream. Currently, the primary uses of Eagle Lake in the winter are snowmobiling and ice fishing. All of the routes used by snowmobiles on the Restricted Zone trails are maintained by sporting camps, individual volunteers, or the State.

Some users of the Allagash watercourse prefer to blaze their own snowmobile trails, enabling them to quickly reach their favorite ice fishing destinations. The proliferation of unapproved snowmobile trails to the watercourse, which also creates the potential for new summer access routes to the Restricted Zone and the watercourse, is not consistent with enhancing wilderness character within the Restricted Zone and should be addressed through signage, education, and enforcement.

Background – Non-motorized Winter Recreation

Motor vehicle access points are limited by statute and, in the winter months, by varying road-plowing decisions made by individual landowners based on timber harvesting logistics. Therefore, there are limited winter trailhead opportunities providing access to the Restricted Zone and watercourse. Chamberlain Thoroughfare is the most reliable winter access point in the Waterway.

Waterway staff experience indicates that non-motorized recreational use, including but not limited to cross-country skiing and snowshoeing, is low. Public information materials neither promote nor discourage these activities and it is difficult to definitively identify the demand for participating in these activities in the Waterway. Travel distance, road conditions and uncertainty about access, perceptions of relatively high snowmobile use, and alternative destinations (such as Baxter State Park) may be factors limiting winter non-motorized use within the Waterway. Once a year, a portion of the 250-mile Can-Am Sled Dog Race is run within the Waterway, in the Round Pond area (T13 R12 WELS).

Background – All-Terrain Vehicles (ATVs)

All terrain vehicles include motorcycles and off-road trail bikes, as well as 3 and 4-wheeled vehicles. ATVs are not allowed in the area managed by North Maine Woods, Inc., at any time of the year. However, because North Maine Woods' check points are not staffed in the winter, it is possible to bring an ATV into the North Maine Woods area and the Allagash Waterway at certain times of year.

A Vision for Winter Wilderness Character in the Restricted Zone

Management of the Restricted Zone in the Winter months will not depart in spirit from management in the spring, summer, and fall. Namely, the wilderness character of the Restricted Zone and the watercourse will be a focal point. As such, consideration of the impact of winter activity on spring, summer, and fall character will not be the only consideration. Rather, Waterway management will strive to provide a setting in which winter visitors can also find solitude, experience predominantly pristine shorelines, and connect with an environment in which natural processes dominate. However, there are unique winter realities present in the Allagash Wilderness Waterway that help define the use and character of the Waterway in the winter.

Snowmobiles are an approved use in select areas within the Restricted Zone and on all waters except Allagash Stream and Allagash Lake. Likewise, power ice augers are allowed except on Allagash Lake. Ice shacks are permitted on Waterway lakes, though they should minimize their visual impact on the setting by not being excessively large; temporary shacks not left unattended beyond 24 hours are preferable to seasonally permanent structures. While snowmobiles are not congruent with what some consider wilderness, they are a traditional use authorized within the Waterway subject to Waterway rules. Furthermore, they are far and away the most common form of travel on the watercourse in winter. The winter vision for the Allagash Wilderness Waterway includes snowmobiles and, more specifically, includes a specific setting for snowmobiles.

The experience of snowmobiling within the Allagash Wilderness Waterway is envisioned as continuing to be marked by primitive conditions with very limited trail grooming. Whereas the 12-person group size rule was designed and intended for open-water seasons, discretion will be applied in its enforcement in the winter. Reasonably small groups of snowmobiles traveling to ice fish or reach pristine destinations will not significantly diminish the experience of other users, including other snowmobilers and ice fishermen. Snowmobile parties will consider group size and will be encouraged to plan outings in the Waterway that don't involve oversized parties.

Visitors will find opportunities to experience the natural sounds of winter, although timber harvesting activity outside of the Restricted Zone is commonplace and may be heard at times. Non-motorized users will find opportunities to explore the watercourse and Restricted Zone, though recreational amenities and staff oversight will be very limited and conditions will continue to require backcountry skills and experience, especially further away from the few, relatively prominent motor vehicle access points.

Previously, AWW Rules allowed the use of ATVs between January 1 and March 31 at 19 locations, including three to the shore of Allagash Lake. Use was limited to frozen ground. This plan requires changing that rule to be consistent with Strategy 2.1.D, which denies use of ATVs in the Restricted Zone unless the Waterway Superintendent declares and posts that, due to a lack of sufficient snow cover for snowmobile use, ATVs are allowed until conditions for snowmobile access improve and the posting is removed. Summer rules do not allow the use of ATVs in the Waterway. The use of ATVs in the Waterway is not considered a “traditional” use and is allowed only by exception.

Access Strategies – vehicle, snowmobile, aircraft, and ATV winter access:

Strategy 2.1.A: Apply identical spring, summer, and fall motor vehicle access rules in the winter, with the understanding that spring, summer, and fall access points often will not be available as many roads are typically not plowed.

Strategy 2.1.B: The following 19 snowmobile access routes to the Allagash watercourse will be maintained as the exclusive routes onto watercourse:

- Telos Dam
- Chamberlain Thoroughfare
- Mud Pond Carry
- McNally Brook
- Upper Crows Nest
- Smith Brook
- Nugent’s Camps
- Lock Dam
- Island Road
- Allagash Lake Carry Trail
- Zeiglar Trail
- Allagash Lake Ledge Campsite
- Twin Brooks (T9 R12)
- Churchill Dam
- Umsaskis Lake Reality Road
- Ross Stream
- Henderson Brook Bridge
- Michaud Farm; and
- Twin Brook (Allagash Plantation)

Strategy 2.1.C: Support the North Maine Woods, Inc., policy prohibiting all terrain vehicles in the Allagash One Mile Area between April 1 and December 31, except for emergency, administrative, forest management, and administrative sporting camp use at Nugent’s and Jalbert’s camps.

Strategy 2.1.D: All-terrain vehicles will not be allowed in the Restricted Zone of the Waterway (pending ammendment of existing rule). However, the

Waterway Superintendent may post the designated snowmobile access points and the portions of the watercourse open to snowmobile use as open to ATV use should conditions merit. Conditions meriting a temporary lift on the ATV restriction shall include unusually low snowfall making access for ice fishing and ice shack transport impossible with snowmobiles. All-terrain vehicles shall not be allowed within one mile of Allagash Lake and Stream, except for emergency, administrative, and forest management use.

Strategy 2.1.E: Prohibit snowmobile trail routes from passing through the Restricted Zone to campsites on the watercourse.

Strategy 2.1.F: Find a temporary, replacement snowmobile access point for any designated snowmobile access point made obsolete due to the closure of the adjacent trail segment by a landowner. Seek to replicate the general access provided by the designated site while avoiding or minimizing any clearing etc. that infringes on the ability to manage for wilderness character.

See Also: Strategy 1.5.A [winter landing of aircraft]

Goal: Manage Winter Recreation Experiences to Protect the Unique Wilderness Character of the Restricted Zone and Watercourse.

Objective 2.2: Continue to support ice fishing and snowmobiling while ensuring opportunities abound for solitude in primitive settings.

Purpose: Ice fishing and snowmobiling are important recreational activities within the Waterway. Management needs to ensure these activities continue to be available. While these activities are not viewed as being inconsistent with the desired character of the setting, there is a need for careful management to ensure that the experience, including the experiences of snowmobilers and ice fishermen, continues to include elements of solitude and wildness.

Coordination with AWW Strategic Plan: Goal A.1.

Background:

Concern has been voiced that the Chamberlain Thoroughfare and Kellogg Brook parking lots are inconsistent with the wilderness character concept for the Restricted Zone and watercourse. The parking lots are located outside of the Restricted Zone, on Public Reserved Land, and are not visible from the watercourse or from the closest authorized campsites. They are, however, visible from the road approaching the Restricted Zone and the Chamberlain Thoroughfare Bridge.

There are also questions regarding the disposal of rubbish and wastes generated by persons staying in ice shacks on Telos, Chamberlain, Eagle, and Churchill Lakes, especially those staying overnight. There is no data or information regarding how much, if any, rubbish or waste is disposed of improperly by ice shack users.

Camping overnight in ice shacks is inconsistent with a Waterway rule that allows camping only at authorized campsites. Fishing at night, however, is permitted by the Department of Inland Fisheries and Wildlife. As a result, it is impossible to distinguish “night fishing” from “overnight camping” and to enforce a “no camping in ice shack” rule.

Primitive camping associated with backcountry, non-motorized, recreational winter use is not a significant use within the Waterway at this time. However, such use, subject to Waterway rules, is consistent with the vision for the Waterway. The Allagash rule permitting camping only at “authorized campsites” was intended to address spring, summer, and fall camping at land campsites, not winter camping in ice shacks or at some land locations potentially better suited for winter camping than the signed, authorized campsites. Additionally, the designated campsites have been established at intervals tailored to watercraft travel patterns, not winter travel on foot.

The use of motor vehicles intended for highway use on frozen lakes is inconsistent with maintaining the wilderness character of the watercourse, raises concern about safety and environmental impact, and is prohibited by rule.

Strategy 2.2.A: Continue to allow winter camping at the Chamberlain Thoroughfare and Kellogg Brook parking lots, but do not increase capacity beyond the 48 sites currently available, or extend the camping period beyond October 1 to May 15.

Strategy 2.2.B: Continue to allow ice fishing on Allagash lakes and ponds in accordance with Department of Inland Fisheries and Wildlife regulations. Allagash, Telos, Chamberlain, Eagle, and Churchill Lakes are currently open to ice fishing; Umsaskis Lake, Long Lake, and Round Pond are closed to ice fishing.

Strategy 2.2.C: Allow ice shacks on Telos, Chamberlain, Eagle, and Churchill Lakes in the Restricted Zone and on the ice between December 1 and April 2.

Strategy 2.2.D: Emphasize to ice shack users the carry in, carry out Allagash policy, and that all rubbish and wastes must be disposed of properly.

Strategy 2.2.E: Make special use permits potentially available upon request for groups or individuals needing to camp at undesignated sites during the winter months due to unavoidable trip logistics including but not limited to distances

between designated sites being too far or a safety concern limiting the availability of a designated site. Existing rules governing the cutting of live vegetation shall still apply.

Strategy 2.2.F: Maintain the AWW Rule limiting the public's use of generators to the camping areas at Chamberlain Thoroughfare Bridge and Kellogg Brook from October 1 through May 15. Generators will not be allowed at ice shacks.

Strategy 2.2.G: Inform and educate snowmobile interests to highlight the winter wilderness character of the Restricted Zone and watercourse. Encourage traveling parties to visit the Waterway in relatively intimate groups versus large parties or large parties broken into numerous mid-sized clusters. Use the open-water size limit of 12 people as a guideline for snowmobilers.

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POLICY 3: ASSURE RESOURCE IDENTIFICATION, PROTECTION, AND APPROPRIATE MANAGEMENT WITHIN THE RESTRICTED ZONE BY WORKING WITH THOSE AGENCIES RESPONSIBLE FOR HISTORICAL, CULTURAL, NATURAL, WILDLIFE, AND FISHERY RESOURCES.

Goal: Identify, Protect, and Manage Natural , Wildlife, and Fishery Resources.

Objective 3.1: Identify, protect, and manage important natural resources, features, and ecosystems in the Restricted Zone.

Purpose: Title 12, §1871, the Declaration of Policy, specifically references the “...preservation, protection and development of the natural scenic beauty and the unique character of our waterways, wildlife habitats...” There is a vital requirement that management of the Restricted Zone appropriately steward natural resources. Identifying important natural resources, features, and ecosystems in the Restricted Zone and developing management approaches to safeguard those resources is an essential management priority for the Division.

Coordination with AWW Strategic Plan: Goal A.1.a (1), Goal A2 a& b

Background

The 22,840 acres comprising the Restricted Zone are spread across 22 townships, two counties, and provide the foundation for a waterway approximately 92 miles in length. This geographic range and its associated diversity of habitats is a challenging natural resource to manage. The Division relies heavily on the expertise, authority, and actions of the Maine Department of Inland Fisheries and Wildlife to understand and manage fish and wildlife resources. Additionally, the Division looks to the Maine Natural Areas Program, the Maine Forest Service, and the Land Use Regulation Commission- all sister agencies within the Department of Conservation- to assist in their own unique ways with resource information and management.

The Division is contracting with the Maine Natural Areas Program to have a Natural Resources Inventory produced for the Restricted Zone. This inventory, involving field work in 2011 and 2012 will enhance documentation of unique and exemplary natural communities found within the Restricted Zone and deepen Waterway management’s knowledge of ecological resources within the Restricted Zone. The

inventory will, as the Strategic Plan recommends, identify rare plants, exemplary communities, and significant habitats. For information on the Chamberlain Lake Ecological Reserve, which is comprised of 2,890 acres of Public Reserved Lands centered on the Lock Dam/Tramway Trail area, see the Ecological Reserve Fact Sheet produced by the Maine Natural Areas Program (**Appendix F**). This reserve is not technically within the Restricted Zone but is owned by the Division and is surrounded by the Restricted Zone

Strategy 3.1.A: Enhance and expand existing Geographic Information System (GIS) databases of unusual and important natural resources, features, ecosystems, and natural communities located within the Restricted Zone.

Strategy 3.1.B: Develop management guidelines and provide appropriate management for each unusual or important natural feature, resource, ecosystem, or natural community.

Strategy 3.1.C: Encourage public and private research of these areas and require that data be made available to the Division as it is completed and verified.

Objective 3.2: Work cooperatively with the Department of Inland Fisheries and Wildlife to protect and manage fish and wildlife species, and their habitat, located in the Restricted Zone or the watercourse.

Purpose: The fish and wildlife resources found within the Waterway are part of the core Allagash experience and are vital components of the ecosystems found along the Waterway. Continued collaboration between Waterway staff and the Department of Inland Fisheries and Wildlife will serve to protect and enhance the Restricted Zone's character and visitor experiences.

Coordination with AWW Strategic Plan: Goal A.1.a (1), Goal A2 a& b

Background

There are many fish and wildlife species and habitats within the Restricted Zone and the watercourse. Management of species and habitats is the responsibility of the Department of Inland Fisheries and Wildlife, including the identification and mapping of endangered, threatened, special, or of concern animal species. A detailed inventory of important species and their habitats within the Restricted Zone, coupled with the development of species management plans, would enable Allagash staff to better assist

Inland Fisheries and Wildlife staff with the management of habitats and the identification of appropriate activities within those habitats.

Strategy 3.2.A: Continue to work with the Department of Inland Fisheries and Wildlife to compile an inventory of fish and wildlife species and habitats located within the Restricted Zone and in the watercourse, and participate in the process of preparing management guidelines for species and habitat.

Objective 3.3: Work cooperatively with partners including but not limited to the Department of Inland Fisheries and Wildlife to combat existing or potential exotic, invasive species located in the Restricted Zone or the watercourse.

Purpose: The introduction of invasive species has the capacity to greatly alter the assemblage of native species. Diligence and planning is required to address the constant threat of invasive plant and animal species.

Coordination with AWW Strategic Plan: Goal A.1.a (1), Goal A2 a& b

Background

Invasive species pose a great threat to the ecological integrity of the ecosystems present in the Restricted Zone and beyond. An assortment of potential “invaders” including but not limited to insects, fish, and plants could drastically alter the character and health of terrestrial and aquatic environments. This phenomenon has already occurred with the presence of non-native Muskellunge and smallmouth bass having altered the fisheries downstream of Allagash Falls.

Aquatic invasive plants such as variable and Eurasian milfoil and hydrilla, to name three of eleven imminent plant threats to Maine’s freshwaters, risk being introduced to waters in the Waterway via transport on boat motors, trailers, etc. Insects including the emerald ash borer and the Asian longhorned beetle can be transported in firewood and threaten native Maine forest trees. In 2010, the Maine Legislature banned all out-of-state firewood from being brought into Maine.

Strategy 3.3.A: Continue to monitor the effectiveness of Allagash Falls as a barrier to upstream expansion of the non-native fish populations below the falls and in the greater St. John watershed.

Strategy 3.3.B: Seek training for Waterway staff to enhance awareness of and ability to recognize aquatic invasive species.

Strategy 3.3.C: Coordinate with appropriate agencies and organizations to develop an invasive species action plan.

Strategy 3.3.D: Continue to educate and monitor anglers concerning the issues and laws regarding introducing fish into any Maine waters and the Waterway in particular.

Strategy 3.3.E: Continue to educate and monitor boaters as possible to raise awareness of aquatic invasive species and to minimize the opportunity for invasive species to enter the watercourse.

Strategy 3.3.F: Continue to educate and monitor campers concerning invasive insects and firewood

Goal: Identify, Protect, and Manage Historical and Cultural Resources.

Objective 3.4: Identify, manage, and, where appropriate, restore important pre-historic, historic and cultural features in the Restricted Zone.

Purpose: Historic and cultural resources serve to help impart a sense of place upon which the Allagash Wilderness Waterway’s character is built. Management of these resources within the Restricted Zone is a vital component of land stewardship and recreational experiences.

Coordination with AWW Strategic Plan: Goal B. 1

Background

There are a number of pre-historic and historic features within the Restricted Zone that should be protected and interpreted: pre-historic archaeological sites, the tramway Historic District; Churchill Depot Historic District; the Moir Farm north of Michaud Farm on the east side of the river; and miscellaneous artifacts.

Background information highlighting the rich historic resources in the Waterway is available in the HISTORICAL FEATURES AND RESOURCES section. However, a number of specific actions have occurred concerning the management of historic resources since adoption of the 1999 Allagash Wilderness waterway Management Plan. A few of these actions are discussed below.

- The Tramway Historic District has seen a number of improvements/actions, including research and documentation as part of a plan to display a portion of the tramway on-site. Additionally, trail work has been completed as part of an effort

to harden the Tramway Trail's previously muddy sections prone to damage from foot traffic.

- The boarding house at Churchill Depot has been extensively photographed and documented and the foundation has been stabilized.
- Additional artifacts have been added to the History Center at Churchill Depot.
- Research materials have been used to develop interpretive background materials detailing some of the historical and cultural aspects of the Waterway. This information is currently presented on the Division's website.
- Research was undertaken on the historical significance of the Henry Taylor Camps. A nomination was made for the camps to be placed on the National Register of Historic Places. The nomination was denied.
- Volunteer efforts began in a project aimed at rehabilitating the Taylor Camps. This work is ongoing.
- Research into early non-native inhabitants beginning with the Moir family has been undertaken.

Strategy 3.4.A: If recommended by the Maine Historic Preservation Commission, nominate pre-historic sites to the National Register of Historic Places. Establish policies and procedures concerning protection and management of these sites and the artifacts associated with them, including the establishment of a protocol with appropriate Native American Tribes to ensure their input. Site locations will not be made available to the public.

Strategy 3.4.B: Continue to monitor the stabilized locomotives in the Tramway Historic District and make any necessary improvements to maintain their stabilization.

Strategy 3.4.C: Maintain the historic nature of Telos Dam as a timber-crib structure.

Strategy 3.4.D: In conjunction with fisheries and water management considerations, explore the potential for enhancing the historic nature of Lock Dam by replacing the current culvert system with a small timber crib gate. ***See also: Strategy 8.1.B.***

Strategy 3.4.E: Through drawings and photographs, document and retrieve the unique artifacts comprising the remaining Moir Farm structures. Develop a plan to display and interpret artifacts in a way that celebrates the significance of the site in the context of early Allagash Settlement. Explore collaborating with historical/cultural institutions or groups to share the site's history within the Waterway and possibly at a location(s) in the St. John Valley Region.

Strategy 3.4.F: Complete renovation of the Henry Taylor Camps consistent with the Land Use Regulation Commission permit. Manage the Taylor Camps site as a complimentary structure enabling interpretation of not only the Henry Taylor Camps but also the earlier, adjacent Moir Farm. Develop a footpath to the site from a riverside location as close to the camps as possible yet still affording a safe and erosion-resistant canoe landing area. The site shall remain as day-use only destination and any interpretive signage should be placed out of sight from the river, such as within the cabins.

Strategy 3.4.G: Complete the survey of historical artifacts scattered throughout the Waterway in the Restricted Zone. Do not publish or otherwise provide the public with locations of identified sites (due to looting concerns). Retrieve significant objects that have been removed from the Waterway, as feasible, for preservation or exhibit.

Strategy 3.4.H: Continue to monitor the boarding house while exploring options for interpreting its historic role at Churchill Depot.

Objective 3.5: Maintain and operate camps and structures at Jalbert’s and Nugent’s Sporting Camps without diminishing the historic value and significance of the Camps or the wilderness character of the Restricted Zone.

Purpose: Jalbert’s and Nugent’s sporting camps provide recreational and historical/cultural values to the Allagash Wilderness Waterway. Careful management is required to ensure that these sporting camps continue to support rather than detract from the Waterway’s character.

Coordination with AWW Strategic Plan: Guiding Principles (2): “The rich history, culture and traditions of the Allagash River contribute to its uniqueness, and will be preserved and interpreted as an asset to the Waterway and its visitors.” (3): “The Watercourse and Restricted Zone shall be managed in accordance with wilderness management principles and legislative mandate’s to facilitate preservation of historical features and traditions that enrich the Waterway and visitor experience.”

Background

Jalbert’s and Nugent’s are sporting camps owned by the state and run by private individuals through a lease agreement. No new, additional structures or expansion of existing structures are permitted in the Restricted Zone, except those essential to state service agencies and those necessary for watercourse crossing and access (Title 12,

§1876.1). In addition, the existing use of Jalbert's and Nugent's Sporting Camps may not be changed, nor the camps destroyed or abandoned, without legislative approval (Title 12, §1876.3).

These two historic sporting camps were not eliminated when the Allagash was purchased by the State because they offered an alternative, traditional form of recreational use in the Waterway, and because both provided a measure of safety for boaters on Chamberlain Lake and Round Pond. Operators of both sporting camps have rescued and assisted watercourse users in trouble.

When the Allagash was created in 1965, eight camps were owned and operated by Robert and Willard Jalbert, Jr., including five at Round Pond, two at Burntland Brook, and one at Whittaker Brook. Today there are 10 camps and structures at Jalbert's, including those at Burntland Brook and Whittaker Brook. In 1965, there were 26 camps and structures at Nugent's, including 17 at the Chamberlain Lake camps. Today, there are 25 camps and structures at Nugent's, excluding outhouses. In both instances, additional structures such as utility buildings, wood sheds, and outhouses were undoubtedly present in 1965 but were not identified.

If the Division determines that any of the original structures at Jalbert's or Nugent's merit consideration for historical interpretation, and these structures might otherwise be replaced by the leasee without regard to their historical value, then their conservation should be undertaken by the Division rather than the lessee. Other replacement structures should blend with the surrounding landscape and buildings in style and material to maintain the site's character.

Foot and snowmobile trail access is currently available to Jalbert's and Nugent's for administrative and emergency purposes, and for the transportation of guests and equipment upon arrival and departure. This plan also now allows public use of the Nugent's snowmobile trail access to the camps and Chamberlain Lake. ATV access is available over the same trail for administrative and emergency use only. Furthermore, ATV use for administrative use should occur only seasonally when neither boat nor snowmobile access is possible due to lake/snow conditions. These trails should be maintained by the camp operators.

Strategy 3.5.A: The Division will create a baseline record [including photographs where possible] of all camps, structures, and number of beds that currently exist at Jalbert's and Nugent's Sporting Camps.

Strategy 3.5.B: The number of camps and structures at Jalbert's and Nugent's shall not exceed the number identified in the baseline record.

Strategy 3.5.C: Repair, improvement, and replacement of existing camps and structures will be of a design and use materials that are as consistent as practical with the original structures.

Strategy 3.5.D: All replacement structures, and repairs to existing structures, will, to the maximum extent possible, blend with the existing character of the surrounding area and buildings.

Strategy 3.5.E: Motor vehicle access to Jalbert's and Nugent's will not be allowed. Plowing of roads for administrative access to the sporting camps in the winter will require the Division's permission. Access to the sporting camps by a Division-approved foot/snowmobile trail originating from outside the One Mile Area is permitted.

Strategy 3.5.F: With Division approval, existing sporting camp buildings may be replaced except for those meriting conservation for historical preservation purposes. The Division shall contribute to the restoration of structures maintained solely for educational or historical purposes.

Strategy 3.5.G: Reasonable costs associated with approved improvements to structural components that will exceed the total term of the lease, including extensions, may be given to the lessee by the Division as credit against rent.

POLICY 4: MONITOR AND EVALUATE RESOURCE CONDITIONS AND VISITOR EXPERIENCES TO SUSTAIN ECOLOGICAL INTEGRITY AND WILDERNESS RECREATION QUALITY.

Goal: Continue to improve the Methods of Evaluating Resource Conditions and Visitor Use and Satisfaction.

Objective 4.1: Monitor the impact of use levels on the wilderness character and ecological integrity of the Restricted Zone.

Purpose: The quality of recreation experiences along the watercourse and within the Restricted Zone is sensitive to visitor perceptions of resource and social conditions. Waterway management has the imperative to monitor wilderness character, both physical and social, in order to maintain the qualities that define the experience of recreating in the Restricted Zone. This monitoring need includes not only an assessment of resource conditions but also an ongoing understanding of visitor preferences and satisfaction.

Coordination with AWW Strategic Plan: Goal A.1.b,c,d,e

Background

Allagash summer use is recorded by “camping days,” “sporting camp use,” and “other day use.” Camping days and use of sporting camps are accurately counted. An accurate accounting of day use is difficult because many day users reach the watercourse from routes that are not monitored by Allagash rangers, and many of these users are on and off the watercourse before they are encountered by staff. It is therefore quite likely that day use is greater than reported by the rangers.

Canoeists and fishermen who expect a wilderness experience where few or no groups are encountered on the water or at campsites express concern that Allagash summer use may be too high, even though the 2010 use of approximately 28,664 total visitor days for camping and day use is far less than the peak of 51,194 visitor days in 1981. Establishment of a maximum number of users for the watercourse, or for sections of the watercourse, which would require a permit or reservation system and tighter control of access to the watercourse, has been suggested in the past.

The United States Forest Service has used a “limits of acceptable change” (LAC) process and the National Park Service a “visitor experience and resource protection” (VERP) process to determine the maximum number of users allowed in a National Forest

or Park, or sections of a Forest or Park. Determination of a maximum number of users for the Allagash Restricted Zone and watercourse, or sections of the Restricted Zone or watercourse, would require detailed research over a period of time by qualified professionals. An effort to quantify maximum number of users (carrying capacity) is not advocated by this plan due to trends showing significantly reduced visitation as well as research indicating high levels of user satisfaction (Daigle, 2003).

The presence of only the park manager and two full-time rangers during the winter months limits the amount of time allocated to monitoring use and assuring such use complements the management objectives of the Restricted Zone. General observations made by Waterway staff indicate that there has been strong growth in the snowmobile activity associated not so much with ice fishing access but rather with snowmobile touring. In particular, the locomotives at the Tramway have become a popular day-trip destination for snowmobilers.

Data provided by Maine Department of Inland Fisheries and Wildlife angler counts on Churchill and Big Eagle Lakes show ice fishing activity leveling off in the 2000s. More information on winter angling activity can be found in section V.

Because the two winter rangers only count use south of Churchill Depot and are unable to count actual use on a daily basis, it is likely that the amount of reported winter use is inaccurate. Undercounting may occur because of some uncounted winter camping, uncounted use of the lower river, and uncounted day use throughout the Waterway; overcounting may occur because persons camping at Chamberlain or Kellogg Brook, or staying at Nugent's, may also be counted as ice fishing or snowmobiling day users.

Strategy 4.1.A: Review methods of counting and surveying spring, summer, and fall day users. Coordinate data collection with the Department of Inland Fisheries and Wildlife. Consider the use of unobtrusive monitoring tools (e.g., infrared counters, etc.) to sample use patterns at specific locations.

Strategy 4.1.B: Work with the Department of Inland Fisheries and Wildlife to coordinate and enhance winter use estimates, including counts of ice shack and authorized campsite use, use at Jalbert's and Nugent's Sporting Camps, and day use, to determine the extent and type of use occurring in the Restricted Zone and on the watercourse.

Strategy 4.1.C: Tabulate the Allagash summer registration cards annually in a database to allow for the tracking of trends.

Strategy 4.1.D: Undertake survey work building off past efforts to update information on visitor satisfaction and preferences. Partner with University/College staff to perform such work.

Strategy 4.1.E: Develop standards defining desired resource conditions and the acceptable level(s) of recreation impacts. Strongly consider partnering with University/College staff to develop/apply a Limits of Acceptable Change model for the Restricted Zone.

Strategy 4.1.F: Further analyze existing visitor use data as well as the campsite and visitor survey findings reported by Daigle. Develop and prioritize, based on management plan objectives, visitor data to be further investigated for future management and planning efforts.

See also Objective 1.7

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POLICY 5: PREVENT DEVELOPMENT IN THE NEW CONSTRUCTION AREA THAT IS INCOMPATIBLE WITH THE WILDERNESS CHARACTER OF THE RESTRICTED ZONE.

Goal: Prevent Development in the New Development Zone Incompatible with the Wilderness Character of the Restricted Zone

Objective 5.1: Assure that existing and proposed new and accessory structures, located within 1/4 mile of the Restricted Zone, are compatible with the wilderness character and management objectives of the Restricted Zone.

Purpose: The limited width of the Restricted Zone makes the Wilderness Character of the Watercourse and Restricted Zone vulnerable to influences from adjacent areas. Managing development in the ¼ mile New Construction Area buffering the Restricted Zone is a tool for protecting the wilderness character of the Restricted Zone.

Coordination with AWW Strategic Plan: Goal A.1.

Background

By statute, the Division must approve any new construction within 1/4 mile (New Construction Area) of the Restricted Zone (Title 12, §1876.2). New construction includes structures and accessory structures (see definitions under Objective 1.6), and the construction or creation of land management roads. It also includes the development of recreation facilities, which are addressed under Objective 4.2. Development in the 1/4 mile New Construction Area, and the One Mile Area, is also regulated by the Land Use Regulation Commission. To date, requests for new construction within the New Development Area have been associated with forest management (e.g, road building).

Over 32,000 acres of Public Reserved Land are managed by the Division within the One Mile Area, none of which is leased for private use. The Division has a policy of not entering into new lease agreements for recreational camps on Public Reserved Land.

Consideration of any development in the New Construction Area hinges upon whether or not the development under consideration will or will not impact the wilderness character of the adjacent Restricted Zone. Developments with potential to negatively impact the wilderness character of the Restricted Zone will be highly scrutinized, given the imperative to protect the wilderness character of the Restricted Zone.

Preventing Incompatible Development Strategies:

Strategy 5.1.A: Review records to establish a complete inventory of all structures and accessory structures in the New Construction Area, including date constructed and permits received for construction.

Strategy 5.1.B: Work with landowners to establish guidelines and procedures for review of proposed New Construction Area structures and accessory structures. Ensure that guidelines promote consistency with the wilderness character of the Restricted Zone and the watercourse.

Strategy 5.1.C: Continue to ensure that all proposals submitted to the Land Use Regulation Commission for development within the One Mile Area be provided to the Waterway Superintendent and Director of the Division of Parks and Public Lands for review and comment.

Strategy 5.1.D: Continue the policy on not leasing Public Reserved Land located within the One Mile Area for private recreational structures or uses.

Objective 5.2: Control the number of recreational improvements located within 1/4 mile of the Restricted Zone that provide access to the watercourse, including water access sites, land trails, and parking areas.

Purpose: Recreational improvements adjacent to the Restricted Zone have the capacity to erode the wilderness character of the Restricted Zone and therefore proposed improvements need to reinforce rather than conflict with goals for the Restricted Zone.

Coordination with AWW Strategic Plan: Goal A.1.

Background

Some land trails and water routes may provide access to the Restricted Zone and watercourse that is inconsistent with the maintenance or enhancement of wilderness character in the Restricted Zone. Access over land trails and water routes to the Restricted Zone can be made easier by the unauthorized clearing and marking of trails, provision of off-road parking areas, or improvement of launching areas to tributaries. All recreational improvements within the Quarter-Mile Zone are “new construction” and must be approved by the Division.

Strategy 5.2.A: Continue to inventory existing recreational improvements within 1/4 mile of the Restricted Zone, including water access sites, land trails

(snowmobile and pedestrian), picnic areas, campsites, and parking areas. Establish procedures for addressing those improvements that were not permitted by the Division.

Strategy 5.2.B: Require proposed recreational improvements in the New Construction Area, such as picnic shelters and tables, outhouses, and signs to use natural appearing materials.

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POLICY 6: WORK WITH LANDOWNERS TO MAINTAIN THE APPEARANCE FROM THE WATERCOURSE OF A GENERALLY UNBROKEN FOREST CANOPY AND TO MINIMIZE THE IMPACT OF TIMBER HARVESTING ON RECREATIONAL EXPERIENCES WITHIN THE RESTRICTED ZONE

Goal: Maintain the Appearance from the Watercourse of Generally Unbroken Forest Canopy

Objective 6.1: Limit timber harvesting operations within the Restricted Zone

Purpose: the directive to enhance the wilderness character of the Restricted Zone supports a minimalist forest management approach that allows visitors to experience shoreline forests shaped primarily by natural events and processes.

Coordination with AWW Strategic Plan: Guiding Principles: (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

Timber harvesting operations are prohibited within the Restricted Zone except for the purpose of maintaining healthy forest conditions or for correcting situations arising from natural disasters (Title 12, §1880.1). Herbicide spraying and flying any aircraft equipped to spray herbicides at less than 500 feet above ground level is prohibited over the Restricted Zone (Title 12, §1880.1).

Since the establishment of the Allagash Waterway, timber salvage operations to remove dead and dying trees in the Restricted Zone have not occurred. Herbicide spraying in the Restricted Zone was prohibited by statute in 1991. Insect infestations can spread between the narrow Restricted Zone adjacent private land, resulting in loss of commercially valuable wood.

Strategy 6.1.A: Allow the natural course of events to proceed within the forests of the Restricted Zone except when the events threaten adjacent forests. When, as determined by the Maine Forest Service, an insect infestation, disease, or severe fire hazard exists within the Restricted Zone that has the potential to significantly affect adjacent commercial forest land, the Division will work with appropriate

landowners and the Division of Forestry to identify and implement measures that least impact the natural character of the Restricted Zone while still addressing the infestation/disease/hazard.

Objective 6.2: Maintain a natural appearing forest in the Restricted Zone.

Purpose: A wild forest devoid of obvious signs of human alteration is a primary component of the experience along the watercourse and within the Restricted Zone. However, there is a recognized need for limited removal of trees in specific areas associated with approved structures.

Coordination with AWW Strategic Plan: Guiding Principles: (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”.

Background

State service agencies may remove trees for the construction of essential structures, those structures determined to be essential in maintaining water level controls, and temporary structures for watercourse crossing and access (§1876.1). Additionally, §1882.4 identifies permanent watercourse crossings, which also may require the removal of trees as part of a maintenance routine. “Structures” are not defined in the Allagash statute. The Land Use Regulation Commission defines “*structure*” as “*anything constructed or erected with a fixed location on or in the ground, or attached to something having a fixed location on or in the ground, including, but not limited to, buildings, mobile homes, walls, fences, billboards, signs, piers, and floats.*” LURC further defines “*accessory structure*” as “*a structure subordinate to a permitted or conditional structure and customarily incidental to the permitted or conditional use of the structure.*” The statute is silent regarding trails and campsites. However, the definition of “structures” listed above includes recreation facilities. Camps and associated structures may be maintained at Jalbert’s and Nugent’s Sporting camps (§1876.3).

By rule, cutting live trees in the Restricted Zone is prohibited, except by Waterway staff.

The narrowness of the Restricted Zone limits the number of fires that might be started by lightning. Campfires are allowed only at authorized Allagash campsites, which are regularly maintained by rangers and where the fireplaces meet the Maine Forest

Service requirement for authorized campsites. However, it is possible for wildfires to start in the Restricted Zone and spread to adjacent private lands. The Division coordinates with the Maine Forest Service in planning for the prevention and control of forest fires in the entire Allagash Waterway area, to assure that Department of Conservation staff and equipment respond quickly to fires. The Division does not, however, have a written plan with the Maine Forest Service regarding suppression activities, the location of helicopter landing sites, and the creation of fire access roads within the Restricted Zone.

Except as noted in Strategy 6.2.A, the forests within the Restricted Zone are not manicured or manipulated and natural forest cycles are intended to occur uninterrupted. The “hands-off” approach to forest management in the Restricted Zone is an intentional decision in support of enhancing the wilderness character of the Restricted Zone.

Strategy 6.2.A: Allow the removal of blowdowns and hazardous trees only for the maintenance of administrative structures, sporting camps, roads, trails, bridges, parking lots, access sites, campsites, public safety, and navigability. This may require limited cutting of some live trees incidental to the obstruction or hazard.

Strategy 6.2.B: Develop a fire prevention and suppression plan with the Maine Forest Service, with the intent to suppress all wildfires immediately and to minimize the number of helicopter landing sites and fire access roads within the Restricted Zone.

Strategy 6.2.C: Locate new or replacement administrative structures and associated roads in such a way so as to minimize the cutting of live trees.

Strategy 6.2.D: Locate new or replacement campsites on sites best suited to withstand human use, which may require the cutting of some live trees.

Objective 6.3: Maintain the appearance of a largely unbroken forest canopy in areas visible from the watercourse, especially north of Churchill Dam and around Allagash Lake.

Purpose: The experience of viewing the surrounding forest lands from the watercourse and not seeing obvious signs of timber harvesting and development enhance the visitor experience on the watercourse.

Coordination with AWW Strategic Plan: Guiding Principles: (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”, (4) “Broader

Waterway purposes of ecological integrity, viewsheds, fish and wildlife management, forest management and wilderness recreation and character of the ¼ and 1-mile zones shall be pursued in partnership with landowners and appropriate agencies, especially the Maine Departments of Conservation and Inland Fisheries and Wildlife.”

Background

Timber harvesting operations and herbicide applications may not commence in the One Mile Area without notification and, in some cases, Division approval. Harvesting operations or herbicide applications within Visible Areas north of Churchill Dam must be approved by the Division (§1880.2.B).

To assure that bare ground openings created by harvesting will not be visible from the watercourse, the Division must approve any timber harvests in the Visible Areas in the Waterway north of Churchill Dam. Division –adopted procedures limiting the width and size of clearcuts must be followed in these Visible Areas. The maximum size of allowable clearcuts in these areas is 50 acres and the allowable clearcut acreage decreases as slope increases. More information can be found in Section 3 of the Waterway rules (Appendix C).

Harvesting operations require notification and in certain situations approval by the Land Use Regulation Commission. In addition, all harvest operations must also be conducted within standards established by the Maine Forest Service according to the state Forest Practices Act (12 MRSA Chapter 805, subchap. III-A), and pesticide spraying must be approved by the Board of Pesticide Control, Department of Agriculture. The notification form used by the Land Use Regulation Commission is similar to the Division’s harvest notification/application form. It may be possible that the Division’s harvest notification/application could be combined with those of LURC and the Maine Division of Forestry to produce one set of application forms and procedures.

Allagash staff occasionally inspects or monitor harvests or the application of herbicides, especially if those operations are near the Restricted Zone. None of the Allagash rangers, however, is a licensed Maine forester. Lands foresters have begun training Allagash rangers in monitoring harvests and herbicide applications.

Although they are not included in the statutory definition of “Visible Areas” there are several areas around Allagash Lake, within the One Mile Area, that are very visible from the lake. These visible areas were identified by the Division and Seven-Islands Land Company in 1993. A May 4, 1993 letter from the President of Seven Islands Land Company to the Director of the Division of Parks and Recreation stated that Seven Islands would manage all the Pingree Family land within one mile of Allagash Lake in a manner that was consistent with the timber harvesting guidelines for the Visible Areas of

the Allagash Waterway. This agreement is still in place. Public Reserved Lands managed by the Division of Parks and Public Lands within one mile of Allagash Lake and Stream are also harvested consistent with the Allagash harvesting guidelines for Visible Areas.

At present - aside from the aforementioned agreements and Division policies on Public Reserved Lands - there are no formal agreements between the Division and landowners regarding harvesting techniques in areas visible from the watercourse south of Churchill Dam.

Strategy 6.3.A: Continue to work with landowners to identify areas visible from the watercourse south of Churchill Dam and pursue additional voluntary agreements to ensure that timber harvesting and herbicide applications minimize the visual impact of operations in those areas.

Strategy 6.3.B: Continue to improve the efficiency of the process associated with the forest operations application/notification form for harvesting on lands located within the Allagash One Mile Area. Ensure that forestry operations are not unduly delayed and explore the possibility of a single form to be used to notify the Waterway Superintendent, LURC, and the Division of Forestry.

Strategy 6.3.C: Continue to provide training for Allagash rangers by licensed foresters in management and harvesting terminology and in monitoring of forest harvests and pesticide applications.

Objective 6.4: Minimize the impact of the sight and sound of harvesting operations and herbicide applications on watercourse users and users of campsites, trails, and water access sites within the Restricted Zone.

Purpose: The Restricted Zone is primarily a fairly thin ribbon surrounding the watercourse. Given this reality, there is a need to work with landowners in the Waterway to minimize the potential for wilderness experiences in the Restricted Zone or on the watercourse being impacted by harvesting operations and/or herbicide applications.

Coordination with AWW Strategic Plan: Guiding Principles: (3) “The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management”, (4) “Broader Waterway purposes of ecological integrity, viewsheds, fish and wildlife management,

forest management and wilderness recreation and character of the ¼ and 1-mile zones shall be pursued in partnership with landowners and appropriate agencies, especially the Maine Departments of Conservation and Inland Fisheries and Wildlife.”

Background

Landowners must notify the Division of plans to harvest or apply herbicides in the One Mile Area before operations commence. This notification provides the Division an opportunity to consider the operation’s impact on watercourse and campsite users and discuss concerns with landowners. Landowners have been cooperative in scheduling operations so as to minimize the sight and sound of harvesting perceived by summer canoeists and campers. The start of harvest operations is often scheduled to begin in late September or October, rather than during summer months of heavy use. Herbicide applications, however, must occur in late August or early September in order to suppress hardwood growth.

Strategy 6.4.A: Continue to work with and seek cooperation from private landowners to schedule the start-up of harvest operations near Allagash access sites, campsites, and trails, before or after the peak canoeing season.

POLICY 7: IDENTIFY AND ENCOURAGE APPROPRIATE MANAGEMENT OF NATURAL, RECREATIONAL, HISTORICAL, CULTURAL, WILDLIFE, AND FISHERY RESOURCES LOCATED IN THE WORKING FOREST OF THE ONE MILE AREA, OUTSIDE OF THE RESTRICTED ZONE, THAT ARE VISITED BY WATERWAY USERS OR THAT CONTRIBUTE TO THE WILDERNESS CHARACTER OF THE RESTRICTED ZONE, BY WORKING WITH LANDOWNERS AND PUBLIC AND PRIVATE ORGANIZATIONS.

Goal: Identify, Protect, and Manage Natural, Wildlife, and Fishery Resources.

Objective 7.1: Landowners and the Division identify and protect important natural features and resources located within the One Mile Area that complement the management objectives of the Restricted Zone

Purpose: The stewardship of natural resources within the One Mile Area but outside of the Restricted Zone has a significant impact on the character of the natural resources within the Restricted Zone. The ecological processes in the Waterway are not distinct by zone (i.e., Restricted Zone vs. One-Mile Area). Therefore, coordination and collaboration between (largely) private landowners in the One-Mile Area and both the Division and the Maine Department of Inland Fisheries and Wildlife is greatly beneficial to the management of Waterway natural resources.

Coordination with AWW Strategic Plan: Goal A.2.a ; A.2.b.; A.4.a; A.5.a,b,c

Background

Though landowners have been diligent to limit leases and the construction of roads within the One Mile Area, the possibility of future residential and commercial development and new roads that might diminish the value of important natural features and resources exists.

Features or resources that complement the management objectives of the Restricted Zone, in which the Division may have an interest, include shorelines subject to development; the peninsula of land separating Chamberlain Lake from Eagle Lake (the “tramway” parcel); visible old growth forest stands; important fish and wildlife habitat; and land adjacent to hiking trails. Given funding limitations and acquisition needs elsewhere in the State, fee purchase of a large portion of the One Mile Area (approximately 106,000 acres of private land) is difficult to justify.

Management of Public Reserved Land adjacent to the Restricted Zone is sensitive to and complements management of the Restricted Zone and watercourse. Public Reserved Land is not leased for new private campplots. The management plans of the Public Reserved Land units may contain special considerations and provisions for management of features because of their presence within the Allagash Wilderness Waterway. One such example is the forested portion of the tramway area between Chamberlain and Eagle Lake, which has been designated as part of the Ecological Reserves system comprised of state-owned lands specifically set aside to protect and monitor the state's natural ecosystems.

The designation of Ecological Reserves was enabled by an act of the Maine Legislature in 2000. Section. 2. 12 MRSA §1801, sub-§4-A includes three aspects of Ecological Reserves. They are intended to serve as “*a benchmark against which biological and environmental change may be measured*”, to “*protect sufficient habitat for those species whose habitat needs are unlikely to be met on lands managed for other purposes*”; or “*as a site for ongoing scientific research, long-term environmental monitoring and education.*” The Chamberlain Lake Ecological Reserve has been identified as having exemplary Evergreen Seepage Forest, Spruce - Fir Wet Flat, Montane Spruce - Fir Forest, Spruce - Northern Hardwoods Forest, and White Pine Forest community types.

Conservation easements further protect several portions of the Waterway. All of T8 R14, T7 R14, and T7 R13 are conserved under the Pingree Easement. Additionally, portions of T8 R13, T8 R12, and T9 R12 are conserved under the same easement. The portion of T7 R12 not under State fee ownership is conserved under the Katahdin Forest Easement.

It is worth noting that while activity outside of the Waterway but within the Allagash watershed has ecological and other bearing on the Waterway, those areas outside the Waterway are not within the jurisdiction of the Waterway and are not covered by strategies in this plan.

Strategy 7.1.A: With landowners permission and the participation of other appropriate agencies, seek funding to conduct inventories filling gaps in information for important natural features and resources in the One Mile Area and identify those that warrant long-term special management and protection.

Strategy 7.1.B: Seek opportunities for agreements from landowners in the One Mile Area for state acquisition of land with unique resource attributes, or interests in such land, that complement the Division’s management objectives.

Strategy 7.1.C: Accept gifts of land in and adjacent to the Waterway that complement the management objectives of the Restricted Zone.

Strategy 7.1.D: Manage the forested portion of the Division-owned tramway parcel according to Restricted Zone standards.

Objective 7.2: Work with Landowners to Identify, Protect, and as Appropriate and as Possible Develop Recreational Opportunities in the One-Mile Area.

Purpose: Recreational use of the Restricted Zone and watercourse routinely involves access via connected trails and/or facilities in the adjacent One-Mile Area. Furthermore, there are attractions in the One-Mile Area outside the Restricted Zone that may complement the experiences associated with the watercourse and Restricted Zone.

Coordination with AWW Strategic Plan: Guiding Principle (5): Broader Waterway purposes of ecological integrity, viewsheds, fish and wildlife management, forest management and **wilderness recreation and character of the ¼ and 1-mile zones** (emphasis added) shall be pursued in partnership with landowners and appropriate agencies, especially the Maine Departments of Conservation and Inland Fisheries and Wildlife.

Background

Most important recreational features located in the One Mile Area, outside of the Restricted Zone, are known to Allagash staff, landowners, and others who frequently visit northern Maine and the Allagash Waterway. However, the specific location, values, and owners of these features have not been documented and verified with all affected parties, including landowners.

Recreational foot trails leading from the Restricted Zone to destinations outside the Restricted Zone, that are currently available and contribute to the Allagash experience, include the hiking trails to Allagash Mountain from Allagash Lake and to Round Pond Mountain from Round Pond. The Allagash and Round Pond Mountain trails are entirely state-owned and managed to complement the management objectives of the Restricted Zone.

Campsites developed by the Division, North Maine Woods, Inc., or others, outside of the Restricted Zone, within the One Mile Area, should complement the management objectives of the Restricted Zone.

Strategy 7.2.A: Review existing information to identify and locate important recreational features within the One Mile Area.

Strategy 7.2.B: With landowners permission and the participation of other agencies conduct inventories and complete data for important recreational features located within the One Mile Area.

Strategy 7.2.C: Work with landowners to identify those recreational features and facilities that warrant permanent protection and management, and seek agreements to implement protection and management.

Strategy 7.2.D: Work with North Maine Woods, Inc. to ensure that campsites developed within the One Mile Area do not conflict with the management objectives of the Restricted Zone.

Objective 7.3: Work with landowners to identify and protect important historical and cultural structures, features, and resources located within the One Mile Area that complement the management objectives of the Restricted Zone.

Purpose: Historical/cultural resources are not limited to the Restricted Zone but rather follow patterns derived from the interaction of humans with the watercourse and surrounding lands. Collaboratively working with landowners in the One-Mile Area to manage historical/cultural resources gives a more holistic perspective than simply focusing on the Restricted Zone alone.

Coordination with AWW Strategic Plan: Guiding Principles (2): The rich history, culture and traditions of the Allagash River contribute to its uniqueness, and will be preserved and interpreted as an asset to the Waterway and its visitors.

Goal B.1.a

Background

Evidence of the Native American and lumbering history of the Allagash is present not only in the Restricted Zone, but also in the One Mile Area. The Division does not have a comprehensive inventory of structures, features, and sites within the One Mile Area that are associated with this past, although many of these may have been identified by landowners.

Strategy 7.3.A: With landowners permission, identify important historical structures, features, and sites within the One Mile Area associated with the Native American and lumbering history of the Allagash, the protection of which would complement the management objectives of the Restricted Zone, and seek agreements or easements for their protection.

Strategy 7.3.B: Assist landowners where appropriate with the development of management guidelines for important pre-historic sites and lumbering structures and features that complement the management objectives of the Restricted Zone.

Strategy 7.3.C: With landowners permission provide users additional information about significant historic structures, features, and sites located in the One Mile Area that complement the management objectives of the Restricted Zone.

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**POLICY 8: MAINTAIN WATERCOURSE WATER QUALITY
AND MANAGE WATER FLOWS TO PROTECT ECOLOGICAL
AND RECREATION RESOURCES.**

Goal: Maximize the Ability to Manage Appropriate Water Flows and to Protect Water Quality.

Objective 8.1: Ensure the repair, maintenance, and continued operation of Telos, Lock, and Churchill Dams to maintain sufficient water quantity in the watercourse and associated wetlands for traditional recreation activities and the management of natural resources.

Purpose: Appropriate operation of Telos, Lock, and Churchill Dams manages lake levels and river flows for canoeing, minimizing shoreline erosion, and for managing native fish populations.

Coordination with AWW Strategic Plan: Goal A.3.

Background

The Allagash statute allows new or expanded structures essential in maintaining water level controls (§1876.1). One of the first acts of the Division in 1968 was to replace the breached dam at Churchill (outlet of Heron Lake) to control the flow of water for canoeing.

The presence of the three dams prior to development of the Waterway did not preclude the Allagash from being included in the Wild and Scenic River System nor did it preclude the Waterway from attaining a Wild classification. The 1970 Federal Register notice of approval for inclusion specifically mentions that, “these existing structures [dams] do not form impoundments which distract from or disrupt the wilderness character of the waterway and are of historic significance in that they portray the development of the logging industry in the northeastern United States.” In 1997, the Maine Department of Conservation reconstructed Churchill without obtaining the required permit from the US Army Corps of Engineers, the process of which would have included a review by the National Park Service. As a resolution to this issue, in 2002, the Department of Conservation and the National Park Service entered into a memorandum of agreement describing mutual understandings and actions to be taken (see Appendix).

Telos and Lock Dams are essential for maintaining the water levels in Telos and Chamberlain Lake that are expected by boating and fishing enthusiasts. In addition, fish and wildlife along the watercourse have adjusted to the water level management regime for over 100 years. Maintenance of current levels is necessary to prevent habitat disruption. In particular, the water management regime is central to minimizing shoreline erosion associated with higher lake levels. Telos, Lock, and Churchill Dams are managed with consideration for both recreational boating (notably canoeing) as well as fisheries management purposes.

At Lock Dam, the existing culvert provides a flow to Big Eagle Lake through Martin Stream only when the water level in Chamberlain Lake is higher than 5.0 feet on the gage at Telos Dam (full pond = 9.0 feet, empty = 2.6 feet). Maintaining an adequate minimum flow through this culvert requires that the fall draw down at Chamberlain be limited to a maximum of 3.5 feet (no lower than elevation 5.5 feet on the gage at Telos Dam). Limiting the draw down to an elevation of 5.5 feet affects water management flexibility at Chamberlain Lake.

This plan does not advocate the removal of existing dams in the Waterway. If conditions change dramatically and one of the dams is proposed for replacement, circumstances may require the Department of Inland Fisheries and Wildlife to study the option of dam removal on fish and wildlife resources.

Strategy 8.1.A: Manage Churchill Dam for an adequate flow of water for facilitated canoeing through the Chase Carry Rapids and fisheries enhancement in the river and lakes above the dam.

Strategy 8.1.B: Maintain, repair, and, if needed, reconstruct state-owned Telos Dam and Lock Dam. See also **Strategy 3.4.C and 3.4.D** (maintaining historic character of Telos and Lock Dams).

Strategy 8.1.C: Work with Maine IF&W to evaluate potential benefits of modifying a section of Lock Dam to establish a lower sill level. If determined to be a desirable project, consider options available- including constructing a small timber crib section to achieve the lower sill level - and seek funding opportunities.

Strategy 8.1.D: Operate Telos and Lock dams to maintain water levels and flows benefitting traditional recreation activities, fishery and wildlife habitat, and to minimize shoreline erosion.

Strategy 8.1.E: Assist Maine IF&W with flow study efforts designed to identify optimum flows in Martin Stream based on habitat, recreation, and system-wide water management needs.

Objective 8.2: Achieve the highest water quality possible for the lakes, ponds, and river sections of the watercourse.

Purpose: Excellent water quality is an essential feature underpinning the various values associated with the Waterway. Furthermore, excellent water quality is a central attribute of rivers within the Wild and Scenic River System, especially rivers in the Wild classification, such as the Allagash.

Coordination with AWW Strategic Plan: Goal A.2.

Background

Herbicide spraying is prohibited by statute within the Restricted Zone (§670.1). Allagash rules prohibit the discharge of wastes, including soaps and detergents, into the waters of the watercourse.

The prevention of erosion and sedimentation was a public benefit envisioned in the Allagash Statute's declaration of policy (§1871). Current water quality of the watercourse is extremely high: "AA" north of Churchill Dam and in Allagash Stream; "A" for other rivers and streams; and "GPA" for lakes and ponds elsewhere (38 MRSA §465-A and §467). Lake and pond water quality has been monitored by Allagash staff since 1986, in cooperation with the Department of Environmental Protection. Water quality in those water bodies has improved since then. The water quality of Allagash River and Allagash Stream have not been monitored.

Efforts of the Division to maintain high water quality have focused on reducing two types of erosion: that occurring at campsite shorelines from camper use, which can sometimes be aggravated by water level fluctuations; and runoff from old woods roads, landing areas, and water crossings. The Division will continue to work with Waterway landowners to reduce erosion as issues arise.

Strategy 8.2.A: Assist the Department of Environmental Protection with continued monitoring of the water quality of the watercourse.

Strategy 8.2.B: Work with the Department of Environmental Protection, the Land Use Regulation Commission, and landowners to identify sources that adversely affect water quality and aquatic habitat and address those problems within our authority.

Strategy 8.2.C: Continue to prohibit, by rule, the discharge of wastes, including soaps and detergents, into the watercourse.

See also Strategy 1.7.G (campsite erosion and site hardening) and Strategy 3.3.E (aquatic invasive plants).

POLICY 9: ENHANCE INTERPRETIVE MATERIALS/SERVICES IN ORDER TO FACILITATE VISITATION, ENHANCE RESOURCE APPRECIATION, AND BOLSTER STEWARDSHIP

Goal: Improve Public Information Used to Plan Visits to the Allagash Wilderness Waterway.

Objective 9.1: Provide quality public information in a variety of media to inform visitors of the logistics, rules, and other important considerations associated with visits to the Waterway.

Purpose: It is essential that potential visitors to the Waterway have information that will allow them to safely visit the Waterway and have positive experiences.

Coordination with AWW Strategic Plan: Goal A.1.

Background

Visits to the Allagash Wilderness Waterway, especially for new visitors, typically require advanced planning. Trip planning information, whether for a day's adventure or longer trips, is vital to visitor safety and quality experiences. Additionally, rules and other information are central components helping potential visitors decide if a trip to the Waterway is right for them and what trip itinerary will suit their particular interests.

More and more, visitors are looking to digital, on-line resources to plan recreational trips. Currently, the Division of Parks and Public Lands provides a basic web page for the Waterway with links to rules, historic information, and natural resource information. Three hiking trails, the Allagash Mountain Trail, the Tramway Trail, and the Round Pond Mountain Trail, are newly listed and mapped on the Maine Trail Finder website (www.mainetrailfinder.com).

Strategy 9.1.A: The Division will continue to provide information to potential users to prepare them for an Allagash visit and will look for opportunities to share information about the range of recreational opportunities available at the Allagash Wilderness Waterway.

Strategy 9.1.B: Encourage the use of traditional authorized water access routes to the watercourse, including Mud Pond to Chamberlain Lake, upper Allagash Stream to Allagash Lake, Johnson Pond to Allagash Lake, and upstream on the Allagash

River from the town of Allagash. Consult with landowners if promoting any access that involves directing the public onto resources not managed by the Division (such as the Mud Pond portage).

Strategy 9.1.C: Ensure that an Allagash Waterway brochure describing the wilderness character and objectives of the Restricted Zone and the watercourse; the location of campsites, trails, and ranger stations; and other trip and facility information, is available for all potential users who request information. Waterway rules should also be available for those requesting information.

Strategy 9.1.D: Reinforce that the majority of campsites are water access only. Share authorized exceptions.

Strategy 9.1.E: With landowners' permission, provide users additional information about the values of important recreational features and the working forest in the One Mile area that complement the wilderness character objectives of the Restricted Zone.

Strategy 9.1.F: Enhance public information by using web-based tools to help users preview and plan trips to the Waterway. Possible examples include providing interactive campsite mapping with campsite photos, notes on typical use patterns, considerations on suitability for various group sizes, distance to next sites, etc.

Goal: Interpret the Natural and Cultural Resources within the Allagash Wilderness Waterway.

Objective 9.2: Share and celebrate the natural and cultural resources within the Allagash Wilderness Waterway to build appreciation these assets.

Purpose: Interpreting the natural and cultural heritage of the Waterway is a technique for instilling greater appreciation for resources while enhancing visitor experiences. Interpreting the special character experienced along the Waterway can help visitors connect with the Waterway in ways that foster stewardship.

Coordination with AWW Strategic Plan: Guiding Principles (2): The rich history, culture and traditions of the Allagash River contribute to its uniqueness, and will be preserved and interpreted as an asset to the Waterway and its visitors; (also) Goal B.1, e, f

Background

There isn't one dominant historical time-period that the Waterway is intended to represent or showcase. Rather, the Waterway's historical/cultural character is derived

from the full range of human habitation and interaction with the Allagash landscape, beginning over 10,000 years before present with Maine's earliest native inhabitants and continuing to include periods of settlement at the northern end of the Waterway and noteworthy periods of intensive lumbering and associated dam construction.

Visitors to the Waterway are likely to experience a significant amount of artifacts and interpretation pertaining to the lumbering era. This takes the form of dams including Telos, Lock, Churchill, and Long Pond (washed out) as well as dramatic sites such as the Tramway and the locomotives near Eagle Lake. Additionally, a majority of the artifacts and exhibits at the history center at Churchill Dam currently address logging and the logging community centered on Churchill Depot. As such, there may be an opportunity to enhance awareness of and appreciation for Native American and early settlers along the Allagash River and its headwater lakes.

Currently, the Division relies on several web pages and a limited supply of color maps/brochures to interpreting the natural history observed along the Waterway. There are also a number of private publications exploring the natural and cultural history of the Waterway.

Strategy 9.2.A: Continue to operate the barn at Churchill Depot as a history center displaying artifacts and images so visitors can explore themes relating to Native American use of the Waterway area, early settlements/settlers, historic lumbering, and the origins of recreational use.

Strategy 9.2.B: Develop an interpretive publication or multi-media product sharing the history of the Allagash and the historical features and resources that can be viewed by visitors to the Waterway.

Strategy 9.2.C: The Division will make every effort to collect and add examples of machinery and artifacts to exhibit within the Allagash Wilderness Waterway. The history center (barn) at Churchill Depot will be the primary exhibit space within the Waterway.

Strategy 9.2.D: Interpret the significance of fishery and wildlife species and their habitats in the Restricted Zone and the watercourse. Consider including awareness of invasive species as part of any interpretive materials/products.

Strategy 9.2.E: Interpret the role of natural occurring phenomena on the forest in the Restricted Zone.

Strategy 9.2.F: With landowners permission, provide Waterway users additional information about the values of important natural features and resources and the working forest in the One Mile Area that complement the management objectives of the Restricted Zone.

Strategy 9.2.G: Working with landowners, provide Allagash visitors additional information regarding the working forest outside the Restricted Zone, within the One Mile Area.

Strategy 9.2.H: Provide to writers and publishers upon request Allagash history and historical and natural feature data and information.

Strategy 9.2.I: Identify additional historical and natural feature information that could be provided to Waterway users, and methods of providing the information.

Strategy 9.2.J: Seek funding and resources to enhance the display of historic photographs located within the History Center at Churchill Depot.

Strategy 9.2.K: Seek funding and resources to better interpret the story of Native Americans in what is now the Allagash Wilderness Waterway. Consider developing artistic renditions depicting use of the Waterway in the Archaic, Ceramic, and Contact periods. Strongly consider consulting with Native American tribal representatives as part of any project.

Strategy 9.2.L: Develop a “Junior Allagash Ranger” program to encourage and reward younger Waterway visitors through an informal program highlighting the natural and cultural history of the Waterway.

Goal: Reduce Visitor Impacts through Education

Objective 9.3: Minimize visitor impacts to resources and other users’ experiences by promoting low-impact outdoor skills and ethics.

Purpose: Low-impact outdoor skills and ethics have the potential to reduce resource impacts and visitor conflicts arising from visitor actions in which impact or conflict occurs not out of willful neglect of rules/recommendations but rather from a lack of knowledge/awareness.

Coordination with AWW Strategic Plan: Guiding Principles (4): The Watercourse and Restricted Zone shall be managed in accordance with wilderness management principles and legislative mandate’s to facilitate preservation of historical features and traditions that enrich the Waterway and visitor experience.

Background

Rules and regulations are not the only approach to protecting the ecological integrity of a wilderness area. Likewise, enhancing opportunities for solitude and other social aspects of wilderness cannot be managed completely through enforcement alone.

Education efforts aimed at fostering skills and ethics associated with sustainable wilderness recreation can help minimize both physical impacts to the Waterway's resources as well as social impacts between groups of visitors.

The Division of Parks and Public Lands is a partner with Leave No Trace, a leader in outdoor skills and ethics education.

Strategy 9.3.A: Highlight the most frequent violations in informational publications in order to reduce infractions through ignorance.

Strategy 9.3.B: Emphasize in any relevant Allagash materials/productions that the Waterway seeks to provide a primitive experience in a pristine setting. Visitors should be encouraged to keep sounds of human activity in the Restricted Zone and on the watercourse to a minimum. Music players, video players, television receivers, 2-way radios, scanners and other similar devices should not be used in a fashion that disturbs the experience of campsite and watercourse users.

Strategy 9.3.C: Develop a downloadable brochure for river/lake paddlers based on principles from the Leave No Trace program. Consider developing a more generalized brochure for use state-wide, an AWW specific brochure, or both.

Strategy 9.3.D: Consider developing a web-friendly video companion to any brochure(s) described in Strategy 9.3.C.

Strategy 9.3.E: Develop a group use guidelines brochure for grandfathered groups and other large groups inquiring about the Waterway. Employ Leave No Trace principles and Waterway policies as a foundation for any group use publication(s).

DEFINITIONS

“All Terrain Vehicle”: *a motor driven, off-road, recreational vehicle capable of cross country travel on land, snow, ice, marsh, swampland, or other natural terrain. It includes, but is not limited to, a multi-track, multi-wheel or low pressure tire vehicle; a motorcycle or related 2-wheel, 3-wheel or belt-driven vehicle; an amphibious machine; or other means of transportation deriving motive power from a source other than muscle or wind. It does not include an automobile or motor truck; a snowmobile; an airmobile; or a vehicle used exclusively for emergency, law enforcement, or fire control purposes* (Title 12, §7851).

“Division”: the Maine Department of Conservation, Division of Parks and Public Lands (Title 12, §1801.1).

Canoe: A canoe is defined as a form of small watercraft long and narrow, sharp on both ends or sharp on one end and blunt at the other, usually propelled by paddles or small motors and having no sails. The width at the widest point shall not exceed 20% of the craft’s overall length, nor shall the transom, if any, exceed 26 inches in width. Measurement shall be the outside of the hull but shall not include gunwales, rub rails, or spray rails, if any (Title 12, §1872.2).

“Ecological Reserve”: state-owned lands specifically set aside to protect and monitor the state's natural ecosystems. The original designation was enabled by an act of the Maine Legislature in 2000. As specified in the legislation, the purposes of the Reserves are (Public Laws of Maine, Second Regular Session of the 119th, Chapter 592):

- "to maintain one or more natural community types or native ecosystem types in a natural condition and range of variation and contribute to the protection of Maine's biological diversity,”
- "as a benchmark against which biological and environmental change may be measured, as a site for ongoing scientific research, long-term environmental monitoring and education," and
- "to protect sufficient habitat for those species whose habitat needs are unlikely to be met on lands managed for other purposes".

Kayak: A kayak is defined as a form of small watercraft, long and narrow, sharp on both ends, usually propelled by a double-bladed paddle in a sitting position, and having no sails. It usually has a covered deck, a cockpit covered by a spray-deck and/or skirt, and may be equipped with a small rudder. The width at the widest point shall not exceed 25% of the craft's overall length. Measurement shall be the outside of the hull but shall not include gunwales, rub rails, or spray rails, if any.

"New Construction Area": *the area within 1/4 mile of the outer boundary of the Restricted Zone where new construction shall take place only with the prior approval of the Bureau (Title 12, §1876.2).*

"One Mile Area": all land and water within one mile of the shoreline of the watercourse.

"Public Reserved Land": *A. All the public reserved lots of the State, including any ministerial and school lands in the unincorporated areas of the State; B. All lands acquired with proceeds from the sale of public reserved lands; C. All lands received by the State in exchange for or pursuant to relocation of Public Reserved Lands; and D. All lands acquired by the State and expressly designated as public reserved lands by the director or otherwise by law (Title 12, §1801.8). These units range in size from 1,000 to 43,000 acres and in total comprise the 590,000-acre plus Public Reserved Lands System.*

"Restricted Zone": *the state-owned strip of land from 400 feet to 800 feet wide extending in all directions from the bounds of the watercourse and includes all land areas within the bounds of the watercourse. The Restricted Zone shall include all additional areas that may be added by mutual agreement between the Bureau and a private property owner (Title 12, §1872.8).*

"Snowmobile": *any vehicle propelled by mechanical power that is primarily designed to travel over ice or snow, supported in part by skis, belts or cleats (Title 12, §7821).*

"Structure": *anything constructed or erected with a fixed location on or in the ground, or attached to something having a fixed location on or in the ground, including, but not limited to, buildings, mobile homes, walls, fences, billboards, piers, and floats (LURC Land Use Districts and Standards).*

"Timber-harvesting operation": *the cutting and removal of trees from their growing site and the attendant operation of mobile or portable chipping mills, and of cutting and*

skidding machinery, including the creation and use of skid trails, skid roads and winter haul roads, and the construction or creation of land management roads (Title 12, §1872.10).

“Traditional recreation”: activities that were occurring in the Allagash Waterway at the time of passage of the Allagash statute in 1966, including canoeing, primitive camping, stream and lake fishing from canoes and small boats, shoreline fishing, the use of small motors on canoes and boats, the use of large motors on boats on large lakes, hunting, hiking to nearby mountain summits, limited float plane access for canoeing and fishing parties, snowmobiling, and ice fishing.

“Visible Areas”: designated lands in the One Mile Area north of Churchill Dam that are visible to the naked eye from the watercourse (Title 12, §1872.11).

“Visitor Days”: the total number of days visitors to the Allagash spend in the Restricted Zone or on the watercourse.

“Watercourse”: the lakes, ponds, and rivers included in the Allagash Waterway, from Telos Lake in the south to the confluence of Twin Brook with the Allagash River in the north, and including Allagash Lake and Allagash Stream (Title 12, §1872.12).

“Watercraft”: *any type of vessel, boat, canoe or craft used or capable of being used as a means of transportation on waters, other than a seaplane (Title 12, §1872.14).*

“Waterway”: *all land area and all waters within one mile of the high water mark of the watercourse (Title 12, §1873.1).* It is often used interchangeably with the terms “Allagash” and “One Mile Area.”

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APPENDIX A: ADVISORY COMMITTEE MEMBERS

Steve Pound	Winter user/fisherman
Frederick Denico	Adjacent land/camp owner (Advisory Council Member)
Melford Pelletier	St. John Valley resident & Waterway user
Sara Medina	Seven Island Lands Company
Ked Coffin*	Irving Woodlands LLC
Toby Pineo**	
Don Cyr	Regional historical/cultural perspective (Advisory Council Member)
Rollin Thurlow	Allagash Alliance
Don Kleiner	Maine Professional Guides Association
Greg Shute	Maine Wilderness Guides Association & Chewonki
Jym St. Pierre	Restore the North Woods
Steve Tatko*	Natural Resources Council of Maine
Cathy Johnson**	
Paul Johnson	Fisheries perspective (MDIFW Retired)
Janet McMahon	Ecological perspective (Advisory Council Member)
Jamie Fosburgh	National Park Service (Advisory Council Member)
John Martin	Maine State Representative
Troy Jackson	Maine State Senator
Bill Greaves	Maine Forest Service
Dave Basley*	ME Dept. of Inland Fisheries & Wildlife
Frank Frost**	
Tom Ward	ME Dept. of Inland Fisheries & Wildlife
Will Harris	Director, ME Division of Parks & Public Lands
Tom Morrison	Operations & Maintenance, ME Division of Parks & Public Lands
Matt LaRoche	AWW Superintendent, ME Division of Parks & Public Lands
Vern Labbe	Northern Region Lands Manager, ME Division of Parks & Public Lands
Rex Turner	Outdoor Recreation Planner, ME Division of Parks & Public Lands. [Plan coordinator, writer]

*Stepped down from Advisory Committee prior to plan completion

**Replaced another representative on the Advisory Committee midway through planning

APPENDIX B: ALLAGASH WILDERNESS WATERWAY STATE STATUTES

MRS Title 12, Chapter 220: BUREAU OF PARKS AND LANDS Subchapter 6: ALLAGASH WILDERNESS WATERWAY HEADING: PL 1997, C. 678, §13 (NEW)

12 §1871. DECLARATION OF POLICY

Whereas the preservation, protection and development of the natural scenic beauty and the unique character of our waterways, wildlife habitats and wilderness recreation resources for this generation and all succeeding generations; the prevention of erosion, droughts, freshets and the filling up of waters; and the promotion of peace, health, morals and general welfare of the public are the concern of the people of this State, the Legislature declares it to be in the public interest, for the public benefit and for the good order of the people of this State to establish an area known as the Allagash Wilderness Waterway. [1997, c, 678, §13 (NEW).

SECTION HISTORY

1997, c. 678, §13 (NEW).

12 §1872. DEFINITIONS

As used in this subchapter, unless the context otherwise indicates, the following terms have the following meanings. [1997, c. 678, §13 (NEW)]

1. Bounds of the watercourse. "Bounds of the watercourse" means the high-water marks of the shorelines of the lakes and ponds, the high-water marks of the intervening and connecting waters and the high-water marks of the banks of the streams and rivers of the watercourse.

[1997, c. 678, §13 (NEW)]

2. Canoe. "Canoe" means a form of small watercraft with no rudder or sails that is long and narrow, sharp on both ends or sharp on one end and blunt on the other end usually propelled by paddles or a small motor.

[1997, c. 678, §13 (NEW)]

3. Control station. "Control station" means a regular stopping place maintained by the bureau where users of the waterway may be registered.

[1997, c. 678, §13 (NEW)]

4. Emergency use. "Emergency use" means a use resulting from unforeseen circumstances that calls for immediate action to protect persons or property.

[1997, c. 678, §13 (NEW)]

5. Herbicide. "Herbicide" means a substance or mixture of substances used to destroy, desiccate, defoliate or prevent the growth of unwanted vegetation.

[1997, c. 678, §13 (NEW)]

6. Lock Dam Lot. "Lock Dam Lot" means a certain lot or parcel of land described as follows:

Beginning at a point on the East town line of Township 7, Range 13 on the south bank of the thoroughfare between Chamberlain and Eagle Lakes, said point beginning 4 miles + 26.25 chains northerly of the southeast corner of the town; Thence in a generally southwesterly direction a distance of 30 chains, more or less, to a point on the easterly shore of Chamberlain Lake, south of Lock Dam, so-called; Thence northwesterly by and along the easterly shore of Chamberlain Lake about 13 chains, more or less to a point; Thence northeasterly a distance of 40 chains, more or less, to a point on the east line of said township; Thence southerly along said east line of the township to the point of beginning, containing 40 acres, more or less, The aforesaid parcel of land containing 40 acres is that on which the said Lock Dam and improvements are presently located.

[1997, c. 678, §13 (NEW)]

7. Management plan. "Management plan" means a plan of timber harvesting operations for areas within the Allagash Wilderness Waterway.

[1997, c. 678, §13 (NEW)]

8. Restricted zone. "Restricted zone" means a land area of from 400 feet to 800 feet that extends in all directions from the bounds of the watercourse and includes all land areas within the bounds of the watercourse and all additional areas that may be added by mutual agreement between the director and private property owners.

[1997, c. 678, §13 (NEW)]

9. Telos Dam Lot. "Telos Dam Lot" means a certain lot or parcel of land situated in Township 6, Range II, WELS, being known as the Telos Dam Lot, being a square lot 20 chains on each side, The aforesaid parcel of land containing 40 acres, more or less, is that on which the said Telos Dam and improvements are presently located.

[1997, c. 678, §13 (NEW)]

10. Timber harvesting operation. "Timber harvesting operation" means the cutting and removal of trees from their growing site and the attendant operation of mobile or portable chipping mills and of cutting and skidding machinery, including the creation and use of skid trails, skid roads and winter haul roads and the construction or creation of land management roads.

[1997, c. 678, §13 (NEW)]

11. Visible from the watercourse. "Visible from the watercourse" means able to be seen by a person at any point on the watercourse from Churchill Dam north without the aid of any magnifying devices.

[1997, c. 678, §13 (NEW)]

12. Watercourse. "Watercourse" means the bodies of water consisting of lakes, rivers and streams extending from Telos Lake Dam northerly to the confluence of West Twin Brook and Allagash River, a distance of approximately 85 miles, and bodies of water consisting of lakes and streams extending from where Allagash Stream crosses the west boundary of T. 8, R. 14 easterly to the inlet of Allagash Stream with Chamberlain Lake, a distance of approximately 10 miles, the watercourse includes Telos Lake, Round Pond (T. 6, R. 11), Chamberlain Lake, Eagle Lake, Churchill Lake, the Allagash River, Umsaskis Lake, Long Lake, Harvey Pond, Round Pond (T. 13, R. 12), the Allagash Stream, Allagash Lake and all intervening and connecting bodies of water.

[1997, c. 678, §13 (NEW)]

13. Use. "Use" means an activity of any form, kind or description.

[1997, c. 678, §13 (NEW)]

14. Watercraft. "Watercraft" means any type of vessel, boat, canoe or craft used or capable of being used as a means of transportation on waters, other than a seaplane.

[1997, c. 678, §13 (NEW)]

SECTION HISTORY

1997, c. 678, §13 (NEW).

12 §1873. ESTABLISHMENT; AREA

1. Allagash Wilderness Waterway. The Allagash Wilderness Waterway, in this subchapter called the "waterway, II is established. The area of the waterway includes the watercourse as defined in section 1872, subsection 12 and all land area and all waters within one mile of the bounds of the watercourse as defined in section 1872, subsection I.

[1997, c. 678, §13 (NEW)]

2. Watercourse. The watercourse within the waterway is established covering an area as defined in section 1872, subsection 12.

[1997, c. 678, §13 (NEW)]

3. Restricted zone. A restricted zone within the waterway is established, covering an area as defined in section 1872, subsection 8, to preserve, protect and develop the maximum wilderness character of the watercourse. The boundaries of the restricted zone must be determined by the bureau after survey. The bureau shall establish a minimum width of 400 feet from the bounds of the watercourse as the width of the restricted zone if in the bureau's discretion that 400-foot width can preserve, protect and develop the maximum wilderness character of the watercourse. The bureau shall determine a greater width up to 800 feet as the width of the restricted zone if in the bureau's discretion the greater width is necessary to preserve, protect and develop the maximum wilderness character of the watercourse.

[1997, c. 678, §13 (NEW)]

SECTION HISTORY

1997, c. 678, §13 (NEW).

12 §1874. ADMINISTRATION

The bureau shall administer the waterway under this subchapter, with the exception of powers to control activities previously delegated by law to the department's Bureau of Forestry, the Department of Inland Fisheries and Wildlife and the Board of Environmental Protection. The director shall create technical committees as needed to advance the waterway's purposes. [2007, c. 14 6, §2 (AMD)].

SECTION HISTORY

1997, c. 678, §13 (NEW). 2007, c. 146, §2 (AMD).

12 §1875. CONTROL OF WATER AREAS; PERMITTED AND PROHIBITED USES

1. Power watercraft. Power watercraft may be used in the waterway only as follows.

A. Watercraft equipped with power propulsion of any kind or any other motorized equipment are allowed on Telos Lake, Round Pond (T. 6, R. II) and Chamberlain Lake as permitted by rule of the bureau. [1997, c. 678, §13 {NEW}]

B. Canoes equipped with one motor not to exceed 10 horsepower are allowed in the waterway except on Allagash Lake and Allagash Stream. [1997, c. 678, §13 {NEW}]

C. Except as permitted by paragraphs A and B, watercraft equipped with power propulsion are not allowed in the waterway. [1997, c. 678, §13 (NEW)]

2. Landing of aircraft. The landing of aircraft within the waterway is prohibited, except for:

A. Emergency use; [1997, c. 678, §13 {NEW}.J

B. Necessary use by state agencies and departments; [1997, c. 678, §13 (NEW)]

C. Use within landing areas and for purposes designated by the bureau; and [1997, c. 678, §13 (NEW)]

D. Landing of aircraft when water areas are frozen, except as permitted by rule of the bureau. [1997, c. 678, §13 {NEW}]

1997, c. 678, §13 (NEW)]

3. Motor-driven snowsleds. The use of motor-driven snowsleds is prohibited within the waterway except as permitted by rule of the bureau. [1997, c. 678, §13 (NEW)]

SECTION HISTORY

1997, c. 678, §13 (NEW).

12 §1876. CONTROL OF LAND AREAS

1. Structures. New structures or expansions of existing structures are not permitted within the restricted zone, except those structures essential to state service agencies, those structures determined by the bureau to be essential in maintaining water level controls and temporary structures determined by the bureau to be necessary for watercourse crossing and access. All existing structures must be removed except those determined necessary by the bureau to carry out the intent of this subchapter.

1997, c. 678, §13 (NEW)]

2. New construction. New construction within *1/4* mile of the restricted zone may be done only with the prior approval of the bureau.

1997, c. 678, §13 (NEW)]

3. Camps. Other than structures permitted under subsection I, camps are prohibited within the restricted zone. Existing commercial sporting camps must be acquired by the bureau and may be leased back to the present owners or others on terms and conditions determined by the bureau. As of July 25, 1984, the bureau may not change the existing type of use of Jalbert's Sporting Camps on Round Pond and Nugent's Sporting Camps on Chamberlain Lake or destroy or abandon those camps without legislative approval.

[1997, c. 678, §13 (NEW)]

SECTION HISTORY

1997, c. 678, §13 (NEW)

12 §1877. AUTHORITY TO ACQUIRE PROPERTY BY EMINENT DOMAIN OR OTHERWISE

The bureau may acquire, on behalf of the State, land, improvements or any interest therein and water and power rights within the boundaries of the waterway or adjacent thereto by purchase, lease or gift and to enter into agreements concerning the same. Any land acquired that is adjacent to the waterway becomes part of the waterway. The bureau is authorized to accept and receive gifts and bequests of money or other property, including funds from the Federal Government, for purposes consistent with the intent of the Legislature in establishing the waterway, [1997, c. 678, §13 (NEW).]

Within the restricted zone, the bureau may acquire by eminent domain on behalf of the State any land, improvements or any interest therein and water and power rights, specifically excluding Telos Dam Lot and Lock Dam Lot and water and power rights connected therewith; however, the power and authority of the bureau as otherwise provided to accomplish the purposes of this subchapter apply to Telos Dam Lot and Lock Dam Lot. [1997, c. 678, §13 (NEW).]

SECTION HISTORY

1997, c, 678, §13 (NEW),

12 §1878. MANNER OF ACQUISITION BY EMINENT DOMAIN

Acquisition of property by the bureau by eminent domain pursuant to section 1877 must be made in the manner provided in Title 35-A, chapter 65, [1997, c, 678, §13 (NEW) .]

SECTION HISTORY

1997, c. 678, §13 (NEW).

12 §1879. INITIAL PLAN FOR ACQUISITION

As soon as possible after availability of funds after December 29, 1966 the bureau shall proceed to acquire title in fee simple to land within the restricted zone. The bureau shall acquire within the restricted zone any other rights the bureau determines necessary or convenient to accomplish the purposes of this subchapter, Nothing contained in this section and no action under this section may limit any of the powers or authority of the bureau under this subchapter. [1997, c. 678, §13 (NEW).]

SECTION HISTORY

1997, c, 678, §13 (NEW).

12 §1880. CONTROL OF TIMBER HARVESTING OPERATIONS

1, Restricted zone; timber harvesting. Timber harvesting operations are not permitted within the restricted zone, except:

A. By direction of the bureau for the purpose of maintaining healthy forest conditions; or [1997, c. 678, §13 (NEW),]

B. By direction of the bureau for the purpose of correcting situations arising from natural disasters. [1997, c. 678, §13 (NEW)]

[2003, c, 452, Pt. F, §3 (AMD); 2003, c, 452, Pt. X, §2 (AFF)]

2. Waterway outside restricted zone.

[2003, c. 452, Pt. F, §4 (RP); 2003, c. 452, Pt. X, §2 (AFF)]

3. Restricted zone; herbicides. The spraying of herbicides is prohibited within the restricted zone.

[2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

4. Restricted zone; aircraft. A person may not fly an aircraft equipped to spray herbicides lower than 500 feet above ground level over any portion of the restricted zone.

[2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

5. Waterway outside restricted zone. A person may not:

A. Commence a timber harvesting operation in the waterway outside the restricted zone without consultation with or, when required under subsection 6, paragraph B, written approval from the bureau; or [2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

B. Commence a herbicide application in the waterway outside the restricted zone without written approval from the bureau under subsection 6, paragraph B. [2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

[2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

6. Operations and application outside restricted zone. The following requirements apply to timber harvesting and herbicide application in the waterway outside the restricted zone.

A. Before a timber harvesting operation is commenced in the waterway outside the restricted zone, a management plan must be submitted to the bureau. The plan must contain:

(1) A description of the proposed timber harvesting operation that includes the type of cutting;

(2) The amount of timber proposed to be removed;

(3) The time of year of cutting and removal;

(4) The location of principal haul roads and crossings in the waterway to be used in connection with the proposed timber harvesting operation;

(5) A plan for reforestation;

(6) A stand table indicating species composition, size class and health of the original and residual stands;

(7) The expected date of reentry;

(8) A pesticide or other chemical treatment planned, excluding the use of herbicides before December 1, 1990; and

(9) A plan for mitigating evidence of harvesting.

When a permit is not required under paragraph B, those who are submitting the management plan shall cooperate with the bureau to address any concerns of the bureau. [2003, c. 4 52, Pt. F, § 5

(NEW); 2003, c. 452, Pt. X, §2 (AFF)]

B. When the bureau determines that a timber harvesting operation or herbicide application is proposed for an area in the waterway outside the restricted zone and visible from the watercourse, that operation may commence only with approval from the bureau. A request for approval on a form provided by the bureau must be completed and signed by the applicant. This paragraph may not be construed to excuse the applicant from obtaining other permits required by law. [2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

C. The bureau shall, within 30 days of receipt of a form requesting approval, either approve in writing the proposed timber harvesting or herbicide application upon terms and conditions the bureau determines are appropriate and reasonable or disapprove the request, setting forth in writing the reasons for the disapproval. If a decision is not made within the 30 days, the request for the timber harvesting operation or herbicide application is considered approved under the provisions of the management plan submitted. [2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, pt. X, §2 (AFF)]

D. The bureau shall approve a timber harvesting operation or herbicide application when it finds that the management plan provides for the silvicultural alternative that:

(1) Produces the least adverse impact upon the natural character of the area in the waterway outside the restricted zone and visible from the watercourse for which the timber harvesting operation or herbicide application is proposed; and

(2) Is economically feasible, except that an applicant may waive the requirement of a finding of economic feasibility. [2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

E. Notwithstanding the provisions of paragraph D. the bureau may not deny approval for the removal of trees that are dead, dying or damaged by natural causes. [2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

F. Before disapproving a request for approval or imposing terms and conditions under paragraph C, the bureau shall have the request for approval and the management plan reviewed by an experienced professional forester. [2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]
2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

7. Violations. The following penalties apply to violations of this section.

A. Except as otherwise provided in this subsection, a person who violates any provision of this section or rules adopted or permits issued under this section commits a civil violation for which a fine of up to \$1,000 for each day of the violation may be adjudged. [2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

B. A person who intentionally or knowingly falsifies any statement contained in a management plan or application under this section commits a civil violation for which a fine of up to \$1,000 may be adjudged. [2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

C. A person who violates the herbicide provisions of this section is subject to the penalties of Title 22, section 1471-J. [2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF)]

In addition, the bureau may in the name of the State institute any appropriate action, injunction or other proceeding to prevent, restrain, correct or abate any violation of this subchapter or of the rules or permits issued under this subchapter as provided in section 1884.

[2003, c. 452, Pt. F, §5 (NEW); 2003, c. 452, Pt. X, §2 (AFF) .J

SECTION HISTORY

1997, c. 678, §13 (NEW). 2003, c. 452, §§F3-5 (AMD). 2003, c. 452, §X2 (AFF) •

12 §1881. USE OF ROADS

1. New roads. The bureau has sole control of access to the waterway from any public road. 1997, c. 678, §13 (NEW)]

2. Existing roads. Existing private roads within the waterway remain privately owned as existing. The bureau may direct the discontinuance and relocation of any portion of such a road that is within the restricted zone at the expense of the bureau. When the bureau directs the discontinuance of a road and the landowner does not request the relocation of the road at the time of the bureau's directive, the bureau is not obligated to relocate that road.

[2001, c. 312, §1 (AMD)]

SECTION HISTORY

1997, c. 678, §13 (NEW). 2001, c. 312, §1 (AMD).

12 §1882. ACCESS POINTS AND CONTROL STATIONS

Except as provided in this section, the bureau may determine the location of access points, control stations and watercourse crossings within the waterway. [2005, c. 598, §1 (RPR).]

1. Spring, summer and fall motor vehicle access to watercourse. Spring, summer and fall access by motor vehicle to the edge of the watercourse must be maintained at:

A. Chamberlain Thoroughfare Bridge; [2005, c. 598, §1 (NEW)]

B. Churchill Dam; [2005, c. 598, §1 (NEW)]

C. Umsaskis Lake Thoroughfare; [2005, c. 598, §1 (NEW)]

D. Henderson Brook Bridge; [2005, c. 598, §1 (NEW)]

E. Michaud Farm; and [2005, c. 598, §1 (NEW)]

F. Twin Brooks. [2005, c. 598, §1 (NEW)]

2005, c. 598, §1 (NEW)]

2. Spring, summer and rail access by motor vehicle to existing short trails. Spring, summer and rail access by motor vehicle to short trails existing on the effective date of this subsection and leading to the watercourse must be maintained at:

A. John's Bridge, limited to:

(1) Unloading and access during the months of May and September;

(2) Day use only with a permit from the bureau;

(3) Parking outside the restricted zone; and

(4) No vehicle access to the water's edge; [2005, c. 598, §1 (NEW)]

B. Bissonette Bridge road, over the road existing on the effective date of this paragraph to the trail existing on the effective date of this paragraph to the water's edge; [2005, c. 598, §1 (NEW)]

C. Finley Bogan, from the Inn Road to the top of the high bank; [2005, c. 598, §1 (NEW)]

D. Ramsey Ledge Campsite, limited to the motor vehicle parking area behind vegetative screening. Self contained motor vehicle camping is allowed and canoe access is allowed; and [2005, c. 598, §1 (NEW)]

E. Indian Stream, by the trail existing on the effective date of this paragraph. [2005, c. 598, §1 (NEW)]

2005, c. 598, §1 (NEW)]

3. Snowmobile access to watercourse. The bureau shall maintain 19 snowmobile access points to the watercourse. Snowmobiles are prohibited on Allagash Lake and Allagash Stream.

[2005, c. 598, §1 (NEW)]

4. Permanent watercourse crossings. Notwithstanding section 1876, subsection I, only the following six bridges within the waterway are permanent watercourse crossings:

A. Henderson Brook Bridge; [2005, c. 598, §1 (NEW).]

B. Reality Bridge, also known as Umsaskis Bridge; [2005, c. 598, §1 (NEW).]

C. Churchill Dam Bridge; [2005, c. 598, §1 (NEW)]

D. John's Bridge; [2005, c. 598, §1 (NEW).]

E. Chamberlain Thoroughfare Bridge; and [2005, c. 598, §1 (NEW)]

F. Allagash Stream Bridge. [2005, c. 598, §1 (NEW)]

Watercourse crossings may not be constructed at the locations of the former Schedule Brook Bridge or the former Bissonette Bridge. Any right or interest granted to any person by the State to construct or maintain a bridge at those sites is extinguished.

[2005, c. 598, §1 (NEW)]

SECTION HISTORY

1997, c. 678, §13 (NEW). 2005, c. 598, §1 (RPR).

12 §1883. RULES

(REPEALED)

SECTION HISTORY

1997, c. 678, §13 (NEW). 2001, c. 604, §15 (RP).

12 §1884. ENFORCEMENT, INSPECTION AND PENALTIES FOR VIOLATIONS

Permits issued by the bureau under this subchapter have the force and effect of law. No timber harvesting operation may be undertaken except in conformance with this subchapter. [2001, c. 604, §16 (AMD)]

For the purposes of inspection and to ensure compliance with permits issued or adopted by the bureau, authorized bureau staff or consultant personnel may conduct investigations, examinations, tests and site evaluations that are determined to be necessary to verify information presented to the bureau and may obtain access to any lands and structures regulated under this subchapter. [1997, c. 678, §13 (NEW)]

In addition, the bureau may in the name of the State institute any appropriate action, injunction or other proceeding to prevent, restrain, correct or abate any violation of this subchapter or of the permits issued

under it or rules adopted under section 1803. This action may include, but is not limited to, proceedings to revoke or suspend any bureau permit or approval taken before the District Court in accordance with Title 4, section 152, subsection 9 and Title 4, chapter 5 or, notwithstanding the provisions of Title 5, section 10051, before the Superior Court, as part of an enforcement action brought by the bureau. [2001, c. 604, §16 (AMD)]

SECTION HISTORY

1997, c. 678, §13 (NEW). 1999, c. 547, §B28 (AMD). 1999, c. 547, §B80 (AFF). 2001, c. 604, §16 (AMD). 2003, c. 452, §F6 (AMD). 2003, c. 452, §X2 (AFF).

12 §1885. POSSESSION OF WEAPONS

(REPEALED)

SECTION HISTORY

1997, c. 678, §13 (NEW), 2001, c. 604, §17 (RP).

12 §1886. POLICE SUPERVISION

(REPEALED)

SECTION HISTORY

1997, c. 678, §13 (NEW). 2001, c. 604, §17 (RP).

12 §1887. JURISDICTION

(REPEALED)

SECTION HISTORY

1997, c. 678, §13 (NEW), 2001, c. 604, §17 (RP).

12 §1888. EMPLOYEES

The bureau shall fix the duties of and employ permanently or part-time any employees and other personnel, subject to the Civil Service Law, the bureau considers necessary in the discharge of its duties under this subchapter. [1997, c. 678, §13 (NEW).]

SECTION HISTORY

1997, c. 678, §13 (NEW).

12 §1889. ALLOCATION OF FUNDS

Except for revenues resulting from an increase in fees in the waterway that, as provided in this chapter, accrue to a dedicated revenue account to be used for capital improvements in the waterway, all money received by the bureau with respect to the operation and management of the waterway must be deposited with the Treasurer of State to be credited to the General Fund. [1997, c. 678, §13 (NEW) ,]

SECTION HISTORY

1997, c. 678, §13 (NEW).

12 §1890. APPEALS

Any applicant for a timber harvesting permit who is aggrieved by a decision of the bureau relating to timber harvesting operations may appeal in accordance with Title 5, chapter 375, subchapter VII. [1997, c. 678, §13 (NEW)]

SECTION HISTORY

1997, c. 678, §13 (NEW).

12 §1890-A. ALLAGASH WILDERNESS WATERWAY ADVISORY COUNCIL; ESTABLISHED

(REALLOCATED FROM TITLE 12, SECTION 1891)

There is established the Allagash Wilderness Waterway Advisory Council, referred to in this section as "the council," pursuant to Title 5, section 12004-I, subsection 3-D. [2007, c. 695, Pt. A, §12 (RAL) .]

I. Duties. The council shall:

A. Meet at least twice annually; [2007, c. 695, Pt. A, §12 (RAL).]

B. Work with the manager of the waterway in developing and maintaining a strategic plan for the waterway and advancing the mission and goals of the waterway; and [2007, c. 695, Pt. A, §12 (RAL).]

C. Report annually to the Director of the Bureau of Parks and Lands regarding the state of the waterway and at other times as it is determined necessary by the council. [2007, c. 695, Pt. A, §12 (RAL) .]

2007, c. 695, Pt. A, §12 (RAL).]

2. Members. The council consists of 7 members including:

A. One representative of the United States Department of the Interior, National Park Service; [2007, c. 695, Pt. A, §12 (RAL).]

B. One public member; [2007, c. 695, Pt. A, §12 (RAL).]

C. One member with knowledge and experience in sustainable forest management who is a private landowner, or an employee of the landowner, whose holdings abut the waterway; [2007, c. 695, Pt. A, §12 (RAL).]

D. One member with knowledge and experience in wilderness recreation; [2007, c. 695, Pt. A, §12 (RAL).]

E. One member with knowledge and experience in natural resources planning and management; [2007, c. 695, Pt. A, §12 (RAL).]

F. One member with knowledge and experience in fisheries or wildlife conservation; and [2007, c. 695, Pt. A, §12 (RAL).]

G. One member with knowledge and experience in cultural and historic preservation. [2007, c. 695, Pt. A, §12 (RAL).]

The members shall annually elect a chair from among the members. The chair is responsible for scheduling, preparing the agenda of and presiding at meetings. 2007, c. 695, Pt. A, §12 (RAL) .]

3. Appointment. The Governor shall appoint the 6 members described in subsection 2, paragraphs B to G. The Governor shall invite the Northeast Regional Director of the National Park Service within the United States Department of the Interior to designate the member described in subsection 2, paragraph A. 2007, c. 695, Pt. A, §12 (RAL) .]

4. Terms. Council members serve terms of 5 years and may serve no more than 2 terms. 2007, c. 695, Pt. A, §12 (RAL).]

SECTION HISTORY

2007, c. 695, Pt. A, §12 (RAL).

12 §1890-B. ALLAGASH WILDERNESS WATERWAY PERMANENT ENDOWMENT FUND

(REALLOCATED FROM TITLE 12, SECTION 1891-A)

The Treasurer of State shall establish a dedicated, non lapsing account called the Allagash Wilderness Waterway Permanent Endowment Fund and shall manage the account as a state-held trust. Subject to the approval of the Governor, the commissioner may accept funds from any source and may accept gifts in trust to be credited to the Allagash Wilderness Waterway Pennant Endowment Fund, except that a gift may not be accepted with any encumbrances or stipulations as to the use of the gift. Interest earned on investments in the fund must be credited to the fund. With the advice of the Allagash Wilderness Waterway Advisory Council under section 1890-A, the director may expend money from the fund for purposes consistent with section 1871 and an approved waterway management plan. [20 a 7, c, 2, §2 (COR).]

SECTION HISTORY

RR 2007, c. 2, §2 (COR). 2007, c. 695, Pt. A, §13 (RAL) ,

12 §1890-C. REPORTING

(REALLOCATED FROM TITLE 12, SECTION 1891-B)

The commissioner shall report on or before March 1st of each year to the joint standing committee of the Legislature having jurisdiction over conservation matters regarding the state of the waterway, including its mission and goals, administration, education and interpretive programs, historic preservation efforts, visitor use and evaluation, ecological conditions and any natural character enhancements, general finances, income, expenditures and balance of the Allagash Wilderness Waterway Permanent Endowment Fund, the department's annual budget request for the waterway operation in the coming fiscal year and current challenges and prospects for the waterway. [2007, c. 695, Pt. A, §14 (RAL).]

SECTION HISTORY

2007, c. 695, Pt. A, §14 (RAL) ,

12 §1891. ALLAGASH WILDERNESS WATERWAY ADVISORY COUNCIL; ESTABLISHED

(REALLOCATED TO TITLE 12, SECTION 1890-A)

SECTION HISTORY

2007, c. 146, §3 (NEW). 2007, c. 240, Pt. NN, §2 (NEW). 2007, c. 695, Pt. A, §12 (RAL).

12 §1891-A. ALLAGASH WILDERNESS WATERWAY PERMANENT ENDOWMENT FUND

(REALLOCATED TO TITLE 12, SECTION 1890-B)

The Treasurer of State shall establish a dedicated, non lapsing account called the Allagash Wilderness Waterway Permanent Endowment Fund and shall manage the account as a state-held trust. Subject to the approval of the Governor, the commissioner may accept funds from any source and may accept gifts in trust to be credited to the Allagash Wilderness Waterway Permanent Endowment Fund, except that a gift may not be accepted with any encumbrances or stipulations as to the use of the gift. Interest earned on investments in the fund must be credited to the fund. With the advice of the Allagash Wilderness Waterway Advisory Council under section 1891, the director may expend money from the fund for purposes consistent with section 1871 and an approved waterway management plan.

SECTION HISTORY

2007, c. 146, §4 (NEW). 2007, c. 240, Pt. NN, §2 (NEW). 2007, c. 695, Pt. A, §13 (RAL).

12 §1891-B. REPORTING

(REALLOCATED TO TITLE 12, SECTION J890-C)

The commissioner shall report on or before March 1st of each year to the joint standing committee of the Legislature having jurisdiction over conservation matters regarding the state of the waterway, including its mission and goals, administration, education and interpretive programs, historic preservation efforts, visitor use and evaluation, ecological conditions and any natural character enhancements, general finances, income, expenditures and balance of the Allagash Wilderness Waterway Permanent Endowment Fund, the department's annual budget request for the waterway operation in the coming fiscal year and current challenges and prospects for the waterway.

SECTION HISTORY

2007, c. 146, §5 (NEW). 2007, c. 240, Pt. NN, §2 (NEW). 2007, c. 695, Pt. A, §14 (RAL).

Rules & Regulations for the Allagash Wilderness Waterway

SUMMARY: These rules govern public recreational uses of the Allagash Wilderness Waterway, and the approval and notification of timber harvesting, herbicide applications, and new construction in the Quarter Mile Zone.

SECTION 1. DEFINITIONS

1.1 Allagash Waterway or Waterway: The area of the waterway means the bodies of water consisting of lakes, rivers and streams extending from Telos Lake Dam northerly to the confluence of West Twin Brook and Allagash river, a distance of approximately 85 miles, and bodies of water consisting of lakes and streams, extending from where Allagash Stream crosses the West Boundary of T8 R14, easterly to the inlet of Allagash Stream with Chamberlain Lake, a distance of approximately 10 miles. The waterway includes Telos Lake, Round Pond (T6 R11), Chamberlain Lake, Eagle Lake, Churchill Lake, The Allagash River, Umsaskis Lake, Long Lake, Harvey Pond, Round Pond (T13 R12), the Allagash Stream, Allagash Lake, and all intervening and connecting bodies of water. It shall include all land area and all waters within one mile of the high water mark of the shore lines of the aforementioned lakes and ponds, intervening and connecting bodies of water, and the high water marks of either bank of the aforementioned streams and rivers.

1.2 Campsite cell: An area within a designated campsite designed to accommodate one camping party and containing a fireplace and a picnic table. Campsites may contain one or more cells.

1.3 Canoe: A canoe is defined as a form of small watercraft long and narrow, sharp on both ends or sharp on one end and blunt at the other, usually propelled by paddles or small motors, and having no sails. The width at the widest point shall not exceed 20% of the craft's overall length, nor shall the transom, if any, exceed 26 inches in width. Measurement shall be the outside of the hull but shall not include gunwales, rub rails, or spray rails, if any.

1.4 Dead: Trees that exhibit a near total loss of foliage and have a cambial layer that is discolored.

1.5 Dead or Dying Area: A harvest or sub-harvest area will be considered dead or dying if 70% or more of its trees 6 inches in diameter and larger measured at 4 1/2 feet above ground level, are expected to be dead within five years. Includes merchantable trees that have been uprooted or fallen because of natural causes.

1.6 Dying: Reasonably expected to be dead due to natural causes within five years; (e.g. spruce or fir severely defoliated in 3 successive years, trees with broken tops, blowdowns and windthrown trees, fire damaged or diseased).

1.7 Entry: The period of operation in each harvesting application received by the Bureau of Parks and Lands.

1.8 Harvesting Area: Total contiguous area within the One-Mile Area of the Waterway proposed for commercial operation or pre-commercial operation, at one entry.

1.9 Kayak: A kayak is defined as a form of small watercraft, long and narrow, sharp on both ends, usually propelled by a double-bladed paddle in a sitting position, and having no sails. It usually has a covered deck, a cockpit covered by a spray-deck and/or skirt, and may be equipped with a small rudder. The width at the widest point shall not exceed 25% of the craft's overall length. Measurement shall be the outside of

the hull but shall not include gunwales, rub rails, or spray rails, if any.

1.10 Merchantable: Trees that are useable for a wood product, whether the market exists or not.

1.11 New Construction: Includes any new buildings, roads, and other development. Does not include maintenance or repair work such as grading, re-ditching, replacement of culverts or replacement of bridge decks and stringers.

1.12 One-Mile Area: All land area and all waters within one mile of the high water mark of the shorelines of the Allagash Watercourse.

1.13 Pre-Commercial Thinning: Timber cutting operation that does not include removal of trees six inches in diameter or greater (4 1/2 feet above ground level) from the stand.

1.14 Restricted Zone: "Restricted Zone" means a land area of from 400 feet to 800 feet that extends in all directions from the bounds of the watercourse, and includes all land areas within the bounds of the watercourse and all additional areas that may be added by mutual agreement between the director and private property owners.

1.15 Sub-Harvest Area: Units within the harvest area that will be cut using different harvesting techniques, usually because of steepness of slope, species composition, soils, and/or condition of trees.

1.16 Visible Area: Those land areas that can be seen at any point on the watercourse from Churchill Dam north, without the aid of any magnifying devices.

1.17 Watercourse: "The watercourse" means the bodies of water consisting of lakes, river and streams extending from Telos Lake Dam northerly to the confluence of West Twin Brook and Allagash River, a distance of approximately 85 miles, and bodies of water consisting of lakes and streams extending from where Allagash Stream crosses the west boundary of T8 R14 easterly to the inlet of Allagash Stream with Chamberlain Lake, a distance of approximately 10 miles. The watercourse includes Telos Lake, Round Pond (T6 R11), Chamberlain Lake, Eagle Lake, Churchill Lake, the Allagash River, Umsaskis Lake, Long Lake, Harvey Pond, Round Pond (T13 R12) the Allagash Stream, Allagash Lake and all intervening and connecting bodies of water.

SECTION 2. Rules for Recreational Uses and Access

2.1 REGISTRATION:

Each party intending to camp overnight at an Allagash Wilderness Waterway campsite must register at the first opportunity at a North Maine Woods control station, an AWW Ranger Station, or with an AWW ranger.

2.2 CAMPING:

A. Visitors shall pay any fees charged by the Bureau.

B. Camping is prohibited except at authorized campsites. Authorized campsites are identified by signs and indicated in the Bureau's Waterway brochure. Campsites consist of one or more individual cells each including a picnic table and a fireplace.

C. Camping is prohibited in parking areas, except camping will be allowed from October 1 to May 15 in the parking area at Chamberlain Thoroughfare, with the exception noted in section E.1, and October 1 to November 30 in the parking area at Umsaskis Thoroughfare.

D. Camping will be allowed on consecutive nights on any campsite if, in the judgment of the Bureau, as

represented by its authorized employees, such use is not an inconvenience to other users of the Waterway.

E. WINTER CAMPING AT CHAMBERLAIN THOROUGHFARE AND KELLOGG BROOK

1. Winter camping in the Chamberlain Thoroughfare parking area and the Kellog Brook site will not be permitted from the first Sunday in December to the second Saturday in December. All camping equipment must be removed from the parking area and Kellog Brook site during this period. Any camping equipment remaining in the parking area or Kellog Brook site may be subject to removal by the Bureau, at the owner's expense. The parking area and Kellog Brook site will be open to campers from 8:00 AM on the second Saturday in December to May 15.

2. Camping spaces in the parking area and the Kellog Brook site will be allotted on a first-come, first-served basis until the campground capacity is reached. Registration takes place at the Chamberlain Thoroughfare Bridge ranger station, beginning at 8:00 AM on the second Saturday in December. No camping equipment shall be left on-site without first registering.

3. One self-contained camping unit will be allowed per site.

4. Unregistered campers must register with the Waterway ranger upon arrival at Chamberlain Thoroughfare.

5. Full payment of the required fee will be due at the time of registration.

6. Assignment, subletting, and commercial use of campsites are not allowed.

2.3 GROUP SIZE

A. Groups of more than 12 persons of any age, including trip leaders and/or guides, are prohibited from traveling on the Allagash watercourse or camping at Allagash Waterway campsite cells. (See exception under rule 2.3C)

B. Groups that exceed this limit and intend to use the watercourse or campsites must:

1. divide into self-contained groups of 12 or fewer persons and travel out of sight of each other or at least one half mile apart;

2. not share equipment or campsite cells.

C. Oversized groups that were "grandfathered" by rule in 1974 may be granted a permit that will allow them to exceed the 12 person maximum by no more than the number of persons in the largest group the organization registered in the past three years. In no case shall the number of persons in the group exceed 18. In any one year, oversized groups will not be permitted more trips than the largest number of trips they had in any of the previous three (3) years.

D. Trip Leader Permits are required for boys and girls camps licensed by the Maine Department of Human Services, or those camps located in another state that requires a similar license. Such camps, in conducting trips in the Waterway, shall:

1. provide at least one staff member over 18 years of age for each 6 campers, and;

2. ensure that the staff member in charge of the trip holds a valid Trip Leader Permit.

2.4 RESOURCE DAMAGE

The cutting or damaging of live trees or brush within the Restricted Zone, except to maintain safe roadways and for authorized activities of the Bureau, is prohibited. The damage or removal of anything prehistorical or historical within the Restricted Zone is prohibited.

2.5 OPEN FIRES

- A. Open fires are allowed only in fireplaces provided by the Bureau.
- B. No person shall build fireplaces in addition to those provided by the Bureau.
- C. When the ground is snow covered, fires must be built in authorized fireplaces, on authorized campsites, or on the ice below the high water mark.
- D. No fire shall be left unattended.

2.6 LITTER/REMOVAL OF WASTE

- A. Littering is prohibited. Visitors must carry out all refuse. Unburned refuse left in fireplaces will be considered litter.
- B. The discharging of wastes of any kind, including, but not limited to soaps and detergents in the waters of the Allagash Wilderness Waterway is prohibited.

2.7 USE OF TRAILS, PARKING, AND OTHER AREAS

Vehicles, including campers, snowmobiles, and ATV's, parked in unauthorized areas within the Restricted Zone, may be removed at the owner's expense.

2.8 USE OF WATERCRAFT

- A. From the south end of Telos Lake to the north end of Chamberlain Lake, the use of all models of personal watercraft (PWC), hovercraft, airboats, racing boats, and pontoon boats is prohibited.
- B. From Lock Dam Stream, where it enters Eagle Lake north to Twin Brook Rapids, only canoes and kayaks without motors or motors not exceeding 10 H.P. may be used on the watercourse. Canoes and kayaks must meet the dimensions specified in the definitions section of this rule.
- C. On Allagash Lake and Allagash Stream to the red posts at the entrance of Chamberlain Lake, all watercraft are prohibited except canoes and kayaks without motors. Canoes and kayaks must meet the dimensions specified in the definitions section of this rule.
- D. Except on Telos and Chamberlain Lakes, the use of inflatable watercraft is prohibited.
- E. Water skiing or other activities in which individuals are towed behind watercraft are prohibited.

2.9 SWIMMING

Swimming, jumping, and diving from all dams and bridges is prohibited.

2.10 ACCESS BY MOTOR VEHICLE

- A. Unless otherwise provided for by these rules, access by motor vehicle to the watercourse shall be prohibited except at the following locations. Limited access at John's Bridge is as provided in section

2.11.

Chamberlain Thoroughfare Bridge, T6-R11;
Indian Stream, T7-R12;
Churchill Dam, T10-R12;
Bissonette Bridge, T10-R12;
Umsaskis Launching Area, T11-R13;
Henderson Brook Bridge, T13-R12
Michaud Farm, T15-R11;
Finley Bogan T15-R11;
Twin Brook, Allagash Plantation.

For the purposes of this rule, access by motor vehicle shall be defined as the stopping or standing of a motor vehicle and/or a trailer for the purpose of loading or unloading people, watercraft, baggage or provisions.

B. Parking of vehicles in the Restricted Zone is prohibited except within designated parking areas at the following locations:

Churchill Dam, T10-R12;
Umsaskis Thoroughfare, T11-R13;
Ramsay Ledge, T15-R11;
Michaud Farm, T15-R11;
Finley Bogan, T15-R11.

C. Unless otherwise provided for by these rules, parking for access to the watercourse is allowed outside the Restricted Zone and not to exceed any limits posted by the Bureau, only at the following designated parking lots. Parking outside the Restricted Zone for limited access at John's Bridge is as provided in section 2.11.

Chamberlain Thoroughfare, T6-R11;
Henderson Brook Bridge, T13-R12;
Indian Stream, T7-R12.

D. Access by motor vehicle for camping at authorized campsites is allowed only at Ramsay Ledge.

E. The operation of motor vehicles within the One Mile Area around Allagash Lake is prohibited from May 1 to September 30.

F. The use of automobiles and trucks on ice-covered portions of the watercourse is prohibited.

2. 11 JOHN'S BRIDGE, T9-R13

The launching or retrieving of watercraft or other recreational equipment, the embarking or disembarking of passengers, baggage, or provisions from the watercourse within 500 feet of John's Bridge is prohibited, except during the months of May and September, between one hour before sunrise and one hour after sunset, with a day-use permit issued by the Bureau. Overnight or multi-day trips cannot start or end at this location. Vehicle parking must be outside the Restricted Zone.

2.12 ACCESS BY SNOWMOBILES AND ATVS

A. Access to the watercourse by snowmobiles is prohibited except at the following locations:

T6 R11 - Telos Dam and Chamberlain Thoroughfare; T7 R11 - Mud Pond Carry and McNally Brooks;
T7-R12, Indian Stream; T7-R13, Upper Crows Nest and Lock Dam; T7-R14, Island Road Allagash Lake

and Carry Trail; T8-R13, Zeigler Trail; T8-R14, Ledge Campsite; T9-R12, Twin Brooks; T10-R12, Churchill Dam; T11-R13, Reality Road; T12-R13, Ross Stream; T13-R12, Henderson Brook Bridge; T14-R12, Burntland Brook; T15-R11, Michaud Farm and Allagash Plantation - Twin Brook.

B. Snowmobiles are prohibited on Allagash Lake and Allagash Stream.

C. ATVs are prohibited in the Waterway between April 1 and December 31.

D. ATVs are allowed in the Waterway only on frozen ground from January 1 to March 31 with the following exceptions:

1. ATVs are prohibited within one mile of Allagash Lake or Allagash Stream
2. ATVs are prohibited on groomed snowmobile trails, except from the Chamberlain Bridge Parking Lot to Chamberlain Lake.

E. Other than as permitted above, ATV use is allowed only for

1. emergency, administrative, and forest management purposes;
2. administrative purposes at Nugent's and Jalbert's camps;

2.13 ACCESS BY AIRCRAFT

A. Aircraft may land and take off, on open water, for the purposes of embarking or disembarking passengers, baggage, or provisions, only at the following locations:

Telos Landing, T5-R11;
Chamberlain Thoroughfare Bridge, T6-R11;
Nugents Camps, T7-R12;
Lock Dam, T7-R13;
The Jaws between Churchill Lake and Heron Lake, T9-R12
Camp Drake on Umsaskis Lake, T11-R13;
Jalbert's Camps, Round Pond, T13-R12.

B. Aircraft are not permitted to land or take off at any other locations within the One Mile Area except with the prior approval of the Bureau.

C. Aircraft may land on frozen bodies of water within the One Mile Area, except Allagash Lake.

2.14 WATERCRAFT STORAGE

Watercraft, including watercraft equipment, shall not be left unattended in the Restricted Zone, except for emergency situations or temporary storage by permit. Temporary storage permits not to exceed 14 consecutive days, may be issued by the Bureau for designated locations not readily visible from the watercourse, at the sites listed below:

Chamberlain Thoroughfare (T16-R11);
Indian Stream (T7-R12);
Churchill Dam (T10-R12);
Umsaskis Thoroughfare (T11-R13);
Henderson Brook Bridge (T13-R12);
Michaud Farm (T15-R11).

Each piece of equipment, including watercraft, shall be marked with a tag issued by the Bureau of Parks and Lands clearly showing the name and address of the owner and the date the watercraft was left unattended.

Any watercraft, tent, shelter other than an ice shack, or other personal property, structure, or fixture left unattended for more than three consecutive days without written authorization from the Bureau shall be deemed to have been abandoned, and the Bureau may take custody of such property and dispose of the same in accordance with the law.

2.15 FOOT TRAILS

A. The development and maintenance of foot trails within the Allagash Wilderness Waterway is prohibited, except, and to the extent that the landowner has given permission, those listed below:

The Allagash Mountain trail between Allagash Lake and Allagash Mountain;
The Carry Trail between Round Pond (T7-R14) and the south end of Allagash Lake;
The Johnson Pond Outlet trail between Johnson Pond and Allagash Stream (T8- R14);
The trail between Otter Pond and Allagash Lake (T8-R14);
The Indian Stream trail along Indian Stream to Eagle Lake (T7-R12);
The Priestly Mountain Trail;
The Pumphandle Trail (T8-R13);
The Round Pond Mountain trail to the Round Pond Mountain Tower (T13-R12);
The Tramway trail between Chamberlain and Eagle Lakes;
The trail to the Ice Caves from Allagash Lake;
Portage Trails at Little Allagash Falls, Lock Dam and Allagash Falls.
The portage trail between Churchill Dam and Big Eddy.

B. Use of the Ziegler (Eagle Lake), Russell Cove (Eagle Lake), and Island Campsite (Allagash Lake) trails is prohibited between May 1 and September 30.

2.16 POWER EQUIPMENT

A. The possession or use of power saws is prohibited within the Restricted Zone and on the watercourse, except at Nugent's and Jalbert's camps or in vehicles in transit. Chainsaws may be used at Jalbert's and Nugent's camps consistent with the terms of the Bureau's leases for these camps.

B. The use of other motor-powered tools and equipment within the Restricted Zone and on the watercourse is prohibited, except:

1. Generators may be used in the camping areas at Chamberlain Thoroughfare Bridge and Kellog Brook from October 1 through May 15.

2. Generators may be used at Jalbert's and Nugent's camps.

3. Power ice augers may be used on any of the lakes open to ice fishing except Allagash Lake.

2.17 CONDUCT

A. Conduct detrimental to the safety and well being of a person or persons is prohibited, including, but not limited to disorderly conduct, indecent acts, intoxication, or coarse language.

B. Conduct that would change or damage the natural features, structures, and wilderness character of the Waterway is prohibited.

C. Soliciting and advertising are prohibited.

2.18 ARTIFACTS

A. Use of metal detectors is prohibited.

B. Artifacts within the Restricted Zone are the property of the State and their disturbance, removal, or possession is prohibited except as specifically permitted in writing by the Director of the Bureau of Parks and Lands for research, preservation, or educational purposes.

2.19 HUNTING/POSSESSION OF FIREARMS

Hunting and trapping shall be in accordance with the laws of the State of Maine, the laws and rules of the Maine Department of Inland Fisheries and Wildlife, local ordinances and the following Bureau rules:

A. The bureau may permanently or temporarily close trails and other areas within the Restricted Zone to hunting. Trails and other areas closed to hunting shall be posted by the Bureau.

B. Hunting within the Restricted Zone is prohibited from May 1 through September 30.

C. Firearms and archery equipment are prohibited within the Restricted Zone from May 1 through September 30, except when being transported across the Restricted Zone. Any firearms or archery equipment being transported across the Restricted Zone from May 1 through September 30, except in a motor vehicle, must be securely wrapped in complete cover, fastened in a case, or carried in at least two pieces in such a manner that they cannot be discharged unless joined together.

D. Discharging any firearm or archery equipment is prohibited from or within 300 feet of any picnic area, camping area or campsite, parking area, building, shelter, boat launching site, posted trail or other developed area, within the Restricted Zone, including dams, or from Chamberlain Bridge, John's Bridge, Umsaskis Thoroughfare Bridge, or Henderson Brook Bridge.

2.20 ICE SHACKS / PERSONAL PROPERTY

A. Ice shacks are not allowed on Allagash Lake. Windbreaks may not remain on Allagash Lake overnight.

B. Ice shacks must be removed from the watercourse within three (3) days of the close of ice fishing.

C. Ice shacks and/or structures used for ice fishing are prohibited within the Waterway from April 3 to the second Saturday in December, except that ice shacks may be stored in the parking lot at Chamberlain Thoroughfare Bridge from April 3 until May 15.

2.21 PETS

Pets must be under the owner's control at all times and must not be left unattended. Pet owners are required to immediately clean up any fecal deposits left by their pets on campsites, trails, and in parking lots, and other developed areas, within the Restricted Zone.

2. 22 EXCEPTIONS

State employees or their representatives in the official conduct of their duties and with prior permission from the Bureau may be exempted from the above rules.

SECTION 3. TIMBER HARVESTING/HERBICIDE TREATMENT/NEW CONSTRUCTION

3.1 TIMBER HARVESTING

A. A management plan for all forest operations within the Waterway must be submitted to the Bureau of Forestry on the appropriate section(s) of the Forest Operation Notification.

B. Forestry Operations in Visible Areas must receive the prior written approval of the Bureau of Parks and Lands. Maps of Visible Areas are available from the Bureau of Parks and Lands.

C. Standards for timber harvesting in the Visible Area of the Waterway and associated road construction are presented in section 4.2 of these rules. Timber harvesting approval for the remainder of the Waterway within the One-Mile Zone is not required, but the Bureau must receive prior notification of plans to harvest.

D. Harvesting in Visible Areas that exceeds the standards, can only take place to remove trees that are dead, dying, or damaged by natural causes, or is the sole economically feasible silvicultural alternative. Such proposed harvesting must be reviewed in the field by Bureau staff with landowner representatives in order to determine the impact on the natural character of the Visible Area, as well as the ramifications of disapproval. In such cases, additional information may be requested of the applicant to justify exceeding the standards.

E. For harvesting in the Waterway outside of the visible area, submission of the appropriate section(s) of the Forest Operations Notification will serve as notification by the landowner of plans to harvest.

3.2 STANDARDS

The following standards will apply to timber management and associated activities. A management plan will be approved by the Bureau of Parks and Lands if these standards are met.

A. Timber Harvesting in the Restricted Zone is not permitted except for reasons of public safety or partial clearing for administrative purposes (campsites, ranger cabins, authorized trails, etc.) Visual enhancement cuts are not allowed.

B. Timber Harvesting in Visible Areas of the Waterway shall not remove in any 10 year period more than 40% of the volume of trees 6 inches or greater in diameter, measured 4 1/2 feet above ground level, in the area to be cut; however, all remaining merchantable trees in an area may be harvested in the removal stage of a shelterwood system providing that sufficient natural regeneration is present on the site. Evidence of adequate, well distributed natural regeneration must be included with the application for the removal harvest of a shelterwood.

C. Strip or patch cuts in the Visible Area should be oriented perpendicular to the line of sight from the river. Maximum harvest openings for the strip or patch cuts based on slopes are as follows:

Allagash River			Umsaskis Lake		
Slope Max.	Width Max.	Size	Slope Max.	Width Max.	Size
0-5%	2000'	50 acres	0-5%	1800'	50 acres
6-10%	2000'	50 acres	6-10%	650'	20 acres
11-15%	2000'	50 acres	11-15%	350'	20 acres
16-20%	1800'	20 acres	16-20%	250'	10 acres
21-25%	900'	20 acres	21-25%	180'	10 acres
26-30%	600'	10 acres	26-30%	140'	5 acres
31-35%	450'	10 acres	31-35%	100'	5 acres

36-40%	350'	5 acres	36-40%	80'	5 acres
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Long Lake			Round Pond		
Slope Max.	Width Max.	Size	Slope Max.	Width Max.	Size
0-5%	2000'	50 acres	0-5%	1800'	50 acres
6-10%	750'	20 acres	6-10%	650'	20 acres
11-15%	400'	20 acres	11-15%	350'	20 acres
16-20%	250'	10 acres	16-20%	250'	10 acres
21-25%	200'	10 acres	21-25%	180'	10 acres
26-30%	150'	5 acres	26-30%	140'	5 acres
31-35%	100'	5 acres	31-35%	100'	5 acres
36-40%	100'	5 acres	36-40%	80'	5 acres

D. Timber harvesting in other areas of the Waterway, outside the Visible Area, requires only notification of the Bureau of Parks and Lands through the appropriate section of the Forest Operations Notification.

E. Road construction for timber harvesting in the Restricted Zone is not permitted, although winter roads may cross the watercourse at right angles with the prior written permission of the director.

F. Roads for timber harvesting in Visible Areas of the Waterway should be designed to follow the contours of the land, avoiding straight lines and taking advantage of foreground vegetation for screening.

3.3 NEW CONSTRUCTION

Prior written approval by the Bureau of Parks and Lands of new construction with 1/4 mile of the Restricted Zone is required. New construction approval application forms are available from the Bureau of Parks and Lands.

3.4 HERBICIDE TREATMENT

All proposed herbicide treatments must be submitted to the Bureau of Parks and Lands. Prior written approval by the Bureau of Parks and Lands of herbicide treatments within Visible Areas is required. Herbicide application forms are available from the Bureau of Parks and Lands.

EFFECTIVE DATE:

May, 1978 (filed August 14, 1978)

AMENDED:

July 1, 1979

July 14, 1983

February 10, 1986 - Section 3

May 7, 1986

June 8, 1987

April 6, 1988

November 29, 1988 (EMERGENCY)

March 21, 1989

March 8, 1992

June 19, 1994 (pages 1-3)

EFFECTIVE DATE (ELECTRONIC CONVERSION):

May 4, 1996

NON-SUBSTANTIVE CORRECTION:

August 7, 1997 footer added to form, alerting public that there may be an updated version available from the Department.

February 23, 2000 - converted to MS Word

AMENDED:

September 17, 2000

December 7, 2003 - filing 2003-459

April 28, 2010- effective date May 3, 2010 - filing 2010-163

**APPENDIX D: 2002 NATIONAL PARK SERVICE /
DEPARTMENT OF CONSERVATION MEMORANDUM OF AGREEMENT**

Memorandum of Agreement
Between
Maine Department of Conservation
And the
United States Department of the Interior
National Park Service

WHEREAS, the National Park Service and Maine Department of Conservation share the mutual goal of preserving the significant natural and cultural resource values and wilderness recreation experience that continue to make the Allagash Wilderness Waterway a resource of exceptional value to the citizens of Maine and the United States; and

WHEREAS, the State of Maine, through the Department of Conservation, has the management authority and responsibility for the Allagash Wilderness Waterway under the State statutes governing the Waterway, primarily 12 MRSA Section 1871 et seq., and as a state-managed "wild" component of the National Wild and Scenic Rivers system under Section 2(a) of the Wild and Scenic Rivers Act; and

WHEREAS, the National Park Service has found that the Department of Conservation's management of the Waterway has achieved substantial success in ensuring that the vast majority of the Waterway experience is intact, and in many instances enhanced, by thirty years of Waterway management; and

WHEREAS, the National Park Service has authority and responsibility to administer Section 7 of the Wild and Scenic Rivers Act to ensure compatibility of "federally assisted" water resource development projects on the Allagash Wilderness Waterway and other Wild and Scenic Rivers; and

WHEREAS, the Department of Conservation reconstructed the Churchill Dam on the Allagash in 1997 without obtaining a permit from the US Army Corps of Engineers, which in turn necessitates, for permit approval, the review and consent of the National Park Service for projects affecting designated Wild and Scenic Rivers such as the Allagash;

Now, therefore, in consideration of the foregoing and the mutual covenants contained herein, the parties agree as follows:

I. PURPOSES

A. This agreement is entered into by and between the National Park Service (NPS) and the Maine Department of Conservation (DOC) to resolve all matters pertaining to the NPS' review of the Churchill Dam project on the Allagash Wilderness Waterway (US Army Corps of Engineers file number 200002730).

B. This agreement re-affirms the DOC's commitment to manage the Allagash Wilderness Waterway to meet the objectives and responsibilities of a state-administered river under the federal Wild and Scenic Rivers Act and the State statutes governing the Waterway.

C. This agreement re-affirms the parties' continued understanding that the State of Maine has the responsibility and authority to manage and administer the Allagash Wilderness Waterway as a "wild" component of the Wild and Scenic River System in accordance with the State statutes governing the Allagash Wilderness Waterway and does not represent an expansion of NPS authority under state or federal laws.

II. DOC AGREES TO UNDERTAKE THE FOLLOWING MEASURES:

A. On-The-Ground Mitigation Efforts

DOC will complete the following actions within two years of the date the Corps issues a permit to the department for Churchill Dam:

1. Plant and revegetate the riprap abutments of Churchill Dam to encourage the continued growth of natural, non-woody vegetation, in a manner that does not compromise the integrity and operation of the dam.
2. Relocate the visitors' vehicle parking area from near Churchill Dam to an upland location not visible from the river, the dam, and their immediate environs. The site of the current parking lot will be restored to a naturally vegetated condition, leaving in place a travel surface for future access to the boarding house and the campsite accessible for persons with disabilities.
3. Plant additional vegetation (and/or allow existing vegetation to grow and mature) as necessary to create a more natural setting for the river users as they launch, portage, and visit in the vicinity of the river, dam, boarding house, and barn (a view through trees of and from the Ranger cabin is allowed).
4. Lengthen the distance of the pedestrian trail at the former site of Bissonnette Bridge so that motor vehicles are kept a minimum of 400 feet from the shore. The department's project design will not result in a request to fill wetlands or the watercourse if at all possible. The department will promote conversion to a trail by prohibiting vehicle access, and with landowner permission, blocking the privately-owned road.
5. Any development of the access at the proposed Churchill Lake canoe access site, T9R12 (aka John's Bridge) will include redesigning this project to make the road to the parking area, the parking area, and all associated infrastructure entirely outside the Restricted Zone with only a foot trail from the parking

area to the high water mark. The department's project design will not result in a request to fill wetlands or the watercourse if at all possible. Only if landowner approval for the parking lot is not available, may the Department locate the parking area and associated infrastructure at the outer edge of the Restricted Zone, still leaving only a foot trail from the parking area to the high water mark. This redesign is subject to all applicable permit requirements. Non-motorized, wheeled devices to assist in moving canoes and dunnage from the parking lot to the water are acceptable.

B. Resource Planning and Management

1. **Historical Resources.** The DOC will develop and carry out a program of historical resource identification, planning and preservation with a target completion date of five years from the date the Corps issues a permit to the DOC for Churchill Dam.

Activities taken under this section of the agreement shall be implemented through a process that provides for public comment and full involvement from the Allagash Waterway Advisory Council, landowners, NPS, and interested groups.

The DOC will use its regular appropriations for this program in consideration with its other program priorities, and if necessary seek funds from grants and outside sources. The DOC will pursue additional appropriated funds if needed to complete the program and will continue to make the program a priority until it is completed. Pursuing additional funding is considered to be a good faith effort to complete the program in compliance with this agreement.

a. The DOC will prepare or contract for the preparation of:

1. Historic Resource Study for the Allagash Wilderness Waterway that will: establish historical contexts for logging and outdoor recreation along the Waterway, identify property types and individual properties associated with these contexts establish character-defining features of Allagash structures, and nominate selected properties for listing on the National Register of Historic Places
2. Historic Structure Report for the boarding house at Churchill Depot

- b. Documentation, to standards established by the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER), of the Eagle Lake Tramway and Eagle Lake and West Branch Railroad. This documentation will include the remnants of

these two log transportation methods, as well as the larger context of the various water control structures (dams and the Telos Cut) that facilitated the transportation of logs to mills throughout the history of lumbering in the Allagash.

The historic resource study, historic structure report, and documentation as described above shall be prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

- c. Along with the activities above describing historical resources, DOC will continue with its program of identifying and preserving prehistoric sites and artifacts.
2. **Review of 1999 Allagash Wilderness Waterway Plan.** Within two years of the date the Corps issues a permit to the DOC for Churchill Dam, the department will review its 1999 Management Plan according to the following provisions and understandings:
 - a. **Background.** The parties recognize and agree that the 1999 Management Plan is generally consistent with the preservation of outstanding resource values under the state Allagash statute and the Wild and Scenic Rivers Act (WSRA).
 - b. **Review Process.** The review process will produce recommendations to the DOC for revisions to the 1999 Management Plan. The parties agree to explore conducting the review through a neutral facilitator. The review shall be conducted through a process that provides for public comment and full involvement from the Allagash Waterway Advisory Council, landowners, NPS, and interested groups. Before beginning the review, a proposal for the review process will be made in consultation with the Allagash Waterway Advisory Council.
 - c. **Purposes.** The purposes of the review are to:
 1. Develop recommendations for additions to the 1999 Management Plan on how the WSRA and federal guidelines on WSRA rivers should be interpreted and applied to the Allagash Wilderness Waterway, specifically dams, bridges, and buildings and the type of and number of access points, with the understanding that a number of vehicle access points will remain and that access in some areas of the waterway will be less than 500 feet.

2. Make recommendations to incorporate the intent of the federal "wild" river designation into the 1999 Management Plan.
3. Consider the use of the Allagash Wilderness Waterway by Maine citizens when examining the relationship between the state Allagash statute and the WSRA.

III. NPS AGREES TO TAKE THE FOLLOWING MEASURES:

A. NPS Planning/Policy Assistance

The NPS will assist the DOC to review draft documents and attend meetings, in implementing this agreement.

B. Advisory Council Participation

At the request of the DOC, the NPS will assign a project liaison to regularly attend any future meetings of the Bureau of Parks and Lands Allagash Waterway Advisory Council.

C. Churchill Dam Permit

Once signed by both parties, this agreement will constitute the basis of the NPS' final Section 7 determination for Churchill Dam. The NPS will notify the Corps in writing of the acceptance of this Memo of Agreement and its approval of the issuance of the Corps 404 permit based on the mitigation measures contained in this Agreement.

IV. IMPLEMENTATION OF THIS AGREEMENT

1. **US Army Corps of Engineers 404 Permit.** The parties agree that implementation of the measures specified in this agreement satisfy the mitigation that NPS is requiring related to issuance of a Corps of Engineers permit for construction of the Churchill Dam project. The parties agree that the provisions of this agreement will be completed if the Corp issues a 404 permit for which the DOC has applied (Churchill Dam, its canoe landing, and associated infrastructure at the site). This agreement is null and void if the Corps does not issue the permit for which the DOC has applied.

2. Terms of this agreement are enforceable only by the parties hereto and, once incorporated into the Corps permit, also by the Corps of Engineers.

The parties hereby execute this agreement by their duly authorized representatives' signatures on the dates indicated below.

NATIONAL PARK SERVICE

By Marie Rust

Date 2-22-02

Marie Rust, Regional Director
National Park Service, Northeast Region

STATE OF MAINE DEPARTMENT OF CONSERVATION

By Ron Lovaglio

Date Feb. 22, 2002

Ronald B. Lovaglio, Commissioner
Maine Department of Conservation

APPENDIX E: ALLAGASH WILDERNESS WATERWAY STRATEGIC PLAN

Allagash Wilderness Waterway Strategic Plan *FINAL*

INTRODUCTION

The Allagash Wilderness Waterway is unique in Maine and the country as a state-managed river within the federal Wild and Scenic River system. The natural beauty, ecological diversity, and wildness of the Waterway are the backdrop for experiences that evoke a deep sense of history – a sense of traveling back in time, yet it winds through a busy, working forest that covers nearly the entire northern third of the state. The Waterway was created as the era of log drives on Maine’s rivers was coming to an end, and at the beginning of major changes in the management and ownership of Maine’s forestland. Long-term management of a pristine resource in a landscape of changing interests and conditions is no small task. This first Strategic Plan of the Allagash Wilderness Waterway is, thus, offered with a profound sense of responsibility to all of the people of Maine and the country who hold the Allagash dear.

The Allagash Wilderness Waterway Advisory Council was established in 2007 (P.L. 2007, c. 146) in amendments to the Waterway law, implementing the recommendations of the Governor’s Allagash Wilderness Waterway Working Group. The amendments were proposed by the Governor and received virtually unanimous approval in both the House and the Senate (See the pertinent language from MRS 12, sec, 1891 in the Appendices).

There are four key features of the legislation creating the current AWW Advisory Council:

1. The Council is specifically charged to “work with the manager of the waterway in developing and maintaining a strategic plan for the waterway and advancing the mission and goals of the waterway;” and to “report annually to the Director of the Bureau of Parks and Lands regarding the state of the waterway and at other times as it is determined necessary by the council.”
2. The Council elects its own chair annually and the chair “is responsible for scheduling, preparing the agenda for and presiding at meetings.”
3. With the exception of the National Park Service representative and the “public member,” each member is designated to bring “knowledge and experience in” one of five areas of importance to the Waterway.
4. The Council is independent and advisory.

These features were designed to develop a strategic context for planning in the Waterway, insure the independence of the Council from the Bureau, while encouraging a collaborative relationship, and provide a platform for public policy discussion that is not divided by narrow constituency interests. The Council seeks to establish constructive and open communication with Bureau of Parks and Lands staff, volunteers, and stakeholders. In addition, the Council serves to strengthen the capacity of the “manager” (Superintendent) to provide internal and external leadership and to attract financial and volunteer support for expanded resources on behalf of ecological enhancement, user experience and interpretive programs of the Waterway.

It is in this collaborative spirit that the Allagash Wilderness Waterway Advisory Council, working in concert with the Bureau of Parks and Lands, offers its first strategic plan as directed by the legislature. This plan has been developed as a recommended framework for AWW management planning by AWW Advisory Council members Don Cyr, Anthony Hourihan, Don Hudson, Robert McIntosh, Janet McMahon Don Nicoll, and Dick Walthers, in collaboration with National Park Service staff member Jamie Fosburgh, and Maine Bureau of Parks & Lands Director, Will Harris, Director of Operations Tom Morrison, and AWW Superintendent Matt LaRoche.

MISSION & GUIDING PRINCIPLES

Mission Statement

Preserve, protect and develop the maximum wilderness character of the Allagash Wilderness Waterway by ensuring its ecological integrity and optimum public use through careful management as a wilderness area in the historic and modern context of a working forest.

Guiding Principles

- Priority is placed on providing a memorable wilderness recreation experience to its primary users, the canoeists and fishermen.
- The rich history, culture and traditions of the Allagash River contribute to its uniqueness, and will be preserved and interpreted as an asset to the Waterway and its visitors.
- The Maximum Wilderness Character of the Watercourse and Restricted Zone is fundamental to the purposes of the Waterway under founding state statutes and the federal wild river designation, and is central to state administration and management.
- The Watercourse and Restricted Zone shall be managed in accordance with wilderness management principles and legislative mandate's to facilitate preservation of historical features and traditions that enrich the Waterway and visitor experience.
- Broader Waterway purposes of ecological integrity, viewsheds, fish and wildlife management, forest management and wilderness recreation and character of the ¼ and 1-mile zones shall be pursued in partnership with landowners and appropriate agencies, especially the Maine Departments of Conservation and Inland Fisheries and Wildlife.

Statutory Definitions

“Watercourse”:

The lakes, ponds and rivers included in the Allagash Waterway, from Telos Lake in the south to the confluence of Twin Brook with the Allagash River in the north, and including Allagash Lake and Allagash Stream (Title 12, S.1872.12)

“Waterway”:

All land area and all waters within one mile of the high water mark of the Watercourse. (Title 12, S. 1873.1)

“Restricted Zone”:

The state-owned strip of land from 400 feet to 800 feet wide extending in all directions from the bounds of the Watercourse and includes all land areas within the bounds of the Watercourse. The Restricted Zone shall include all additional land areas that may be added by mutual agreement between the Bureau and a private property owner. (Title 12, S. 1872.8)

“New Construction Area” (also known as “¼ mile zone”)

The area within ¼ mile of the outer boundary of the Restricted Zone where new construction shall take place only with the prior approval of the Bureau (Title 12, S. 1876.2)

“One Mile Area”

All land and water within one mile of the shoreline of the Watercourse. (Title 12, S. 1873.1)

DRAFT STRATEGIC PLAN

A. ECOLOGICAL INTEGRITY & RECREATION

1. GOAL: Encourage and manage recreational use of the Allagash Wilderness Waterway at a level that maintains the Waterway's wilderness character and ecological integrity¹ and minimizes disruption of the natural wilderness character of the restricted zone.

- a. Objective:** Develop the following maps of the Allagash Wilderness Waterway to provide a common and easily updated knowledge base for managers and Advisory Council members:
- 1) Ecological features (species and habitats tracked by the Maine Natural Areas Program and Department of Inland Fisheries and Wildlife, data on native fish populations, invasive species, etc.),
 - 2) Public and private conservation lands delineated, and any rights of way and landowner boundaries within the mile zone,
 - 3) AWW infrastructure (campsites, legal access points, parking areas, foot paths, snowmobile trails, historic sites, ranger stations, sporting camps, springs, etc.) as well as bridges, North Maine Woods gates and nearby campsites.

Each of these maps will include the following base layers: topography, hydrology, roads, dams, town boundaries, Allagash River watershed boundary, AWW zones, and mapped visual areas. The maps will be working drafts that can be regularly updated to provide a current picture of the Allagash Wilderness Waterway's natural, cultural, and recreational resources. The maps are intended to be used for planning purposes only.

b. Objective: The Bureau will develop and implement a comprehensive methodology to collect pertinent data and analyze year-round recreational use of the Waterway including day and winter use.

c. Objective: The Bureau will present to the Commissioner an ecological integrity and wilderness appearance assessment of the existing campsites, service facilities and areas, watercraft launching sites and public road crossings in the restricted zone, indicating priority areas for corrective action and upgrading, and a proposed timetable and funding for achieving the goal.

d. Objective Using the above analyses, the Bureau will evaluate the carrying capacity of the Waterway, taking into account the guiding principle that priority is placed on providing solitude and a simple wilderness recreation experience to its primary users, the canoeists and fishermen.

e. Objective Carrying capacity will likely include different thresholds for different uses and locations. Management strategies should be developed for high-use areas including integration with day users.

2. GOAL: The Allagash Wilderness Waterway will be managed to protect native fish² and wildlife habitats and maintain water quality. The Bureau and Waterway will support Maine Department of Inland Fisheries and Wildlife's existing policies to manage native fish and wildlife habitats, and will work with appropriate agencies, landowners, and users in the watershed to maintain water quality.

a. Objective Working with Maine Inland Fisheries and Wildlife biologists and technical working group members, an inventory of important native fish habitats, identification of existing and potential threats,

¹ Ecological integrity can be defined as the maintenance of constituent species and ecological processes in a given region, in this case the Waterway. Determination of ecological integrity usually required establishing some reference conditions, such as high water quality, low erosion rates, healthy populations of native species, and so on. (Adapted from Hunter, M.L. Jr. and J. Gibbs (2007) *Fundamentals of Conservation Biology*, Blackwell Publishing)

² Native fish are considered in this context to be species indigenous to the historical Allagash River drainage, from Telos Lake to Allagash Falls.

and recommended measures to protect the fisheries resource. (e.g., management, education, monitoring) will be compiled.

b. Objective: Working with Maine Natural Areas Program ecologists and Maine Inland Fisheries and Wildlife biologists, inventory and monitoring needs for rare species, exemplary communities, aquatic habitats and significant wildlife habitats will be identified for the Waterway and measures to fill in information gaps within the Waterway will be identified and implemented. (e.g., *Maine Outdoor Heritage Fund grant for inventory and monitoring*).

3. GOAL: Manage stream flows and lake levels in the Allagash Wilderness Waterway to minimize or reduce impacts on river, lake, and floodplain ecosystems, to maintain native fish populations, and to maintain traditional recreational uses as outlined in the enabling legislation and the Wild and Scenic River designation.

a. Objective: The Bureau will work with Maine Inland Fisheries and Wildlife and other pertinent natural resource agencies to evaluate the impacts of the Telos, Churchill and Lock Dams on the hydrology and ecology of the Allagash Wilderness Waterway and make recommendations for the management³, maintenance and/or future modification of existing dams.

4. GOAL: Management of the Allagash Wilderness Waterway will be informed by an understanding of the Allagash River watershed as a whole, within the larger public and private working forest of Northern Maine.

a. Objective: The Bureau encourages, establishes and maintains regular and effective means of communication and coordination with relevant state agencies and partner organizations working at the regional and watershed scale on issues including but not limited to fisheries management, invasive species, water quality, climate change, and similar large scale issues and threats.

5. GOAL: Acquire remaining private in-holdings within the Restricted Zone as opportunities arise employing a willing buyer/willing seller approach. Encourage and accept gifts of land within the One-Mile Zone and adjacent to the current Waterway boundary (e.g., north of Twin Brooks) and acquire or protect through conservation easements other critical tracts of land within the one mile zone that complement the management objectives of the Restricted Zone.⁴

a. Objective: The Bureau will acquire remaining out-holdings in the restricted zone (the Lock Dam Lot) through a cooperative agreement with the landowner.

b. Objective: The Bureau will identify, natural and recreational features that would complement the management objectives of the Waterway for possible future land acquisition.

c. Objective: The Bureau will develop a process for acquiring, or protecting through conservation easement, key parcels within (or abutting) the Allagash Wilderness Waterway that includes review and comment by AWW Advisory Council and with consideration of funding for acquisition and stewardship.

B. HISTORIC and CULTURAL PRESERVATION⁵

³ *Recommended lake levels and stream flows are in place for the AWW. Existing water management plans should be periodically reviewed to insure that they are being followed and that they remain effective in protecting and enhancing the AWW's water resources.*

⁴ *The Citizens to Protect the Allagash prepared a white paper outlining land protection priorities for the Waterway that was submitted to the Bureau of Public Lands in 2005. This could serve as a starting point.*

⁵ *See Appendix B for an overview of historical and cultural background for the Allagash Wilderness Waterway.*

1. GOAL: The archaeology, history, and culture of the Allagash Wilderness Waterway will be shared with the public, in the context of its wilderness character.

a. Objective: Archaeological sites will be catalogued, but their location not publicly disclosed to insure protection from treasure-hunters. The history of occupation by Paleo-Indians and Malecites will be prepared and shared with the public.

b. Objective: A plan will be developed to maintain essential and historically important Waterway buildings in a manner that retains their historic character in keeping with the time they were built. If unsafe and not on the National Register of Historic Places and not deemed significant to local history, buildings will either be dismantled and used elsewhere, or be included in appropriate historical exhibits inside or outside the Waterway⁶.

c. Objective: Obtain evaluations by the Maine Historic Preservation Commission of National Register sites (e.g. the Tramway) to determine how they should best be managed and preserved.

d. Objective: Develop guidelines and policies that ensure that the artifacts from the history of lumbering on display at the barn at Churchill Dam will be protected and remain accessible on an informal basis and opened to visitors at the Ranger's discretion.

e. Objective: Develop interpretive materials for the AWW that have minimal impact on its ecological integrity and on the wilderness experience of users (e.g., maps and guidebooks as opposed to kiosks on the river).

f. Objective: Establish cooperative relationships and explore additional interpretive opportunities with organizations connected culturally to the Waterway such as the Allagash Historical Society, the Maine Acadian Heritage Council, and the Lumberman's Museum in Patten to explore additional interpretive opportunities.

C. SUPPLEMENTAL RESOURCES⁷

1. GOAL: The Allagash Wilderness Waterway Advisory Council in collaboration with the Department of Conservation and the Bureau will establish a program for obtaining funds to help fulfill the mission and goals of the Waterway, including donations for specific projects as well as ongoing funding to assist in operations of the Waterway.

a. Objective: The Bureau will complete needs assessment and develop an initial supplemental capital and program resource plan to meet those needs.

b. Objective: The Council will help establish a private fund-raising foundation, independent of the Waterway administration and management, to obtain donations and to provide technical assistance to the superintendent and staff of the Waterway in obtaining grants for implementation of the supplemental capital and program resource plan.

c. Objective: The foundation will initiate fund-raising efforts, with support and guidance of the Council where appropriate.

d. Objective: The Bureau will employ a planner and a fund-raising specialist as part of the Waterway

⁶ For example, the Moir farm should be dismantled for the sake of safety and pieces of it could be preserved in the barn near the Churchill Dam Ranger Station. It is of Acadian construction (*pièce-sur-pièce*) and illustrates the French influence on construction in the region.

⁷ See Appendix C: Supplemental Resources- Rationale and Recommendations for Implementation.

staff.

2. GOAL: The Bureau will establish an effective program for recruiting, selecting, training, coordinating and supporting volunteers to undertake projects and programs that enhance its capacity to fulfill the mission and goals of the Waterway.

a. Objective: Develop an initial volunteer services program plan.

b. Objective: Implement the volunteer services program.

D. ADMINISTRATION & MANAGEMENT

1. GOAL: The Bureau of Parks and Lands will establish and maintain an ongoing strategic planning program consistent with the mission and goals of the Waterway, acting in consultation with the Allagash Wilderness Waterway Advisory Council.

a. Objective: The council will recommend and the Bureau will adopt an initial strategic plan.

b. Objective: The Bureau will develop and adopt, an updated Management Plan for the Waterway that will consider and incorporate as appropriate the goals and objectives of the strategic plan.

c. Objective: The Council will annually review and assess the status of the Management Plan and the Strategic Plan, and report its findings in the Allagash Wilderness Waterway Advisory Council's annual report to the legislature.

d. Objective: In collaboration with the Advisory Council, the Bureau will undertake a ten-year review and revision of the strategic plan, to be followed by conforming modifications in the Management Plan.

2. GOAL: Develop cooperative working relationships with stakeholders, including residents of communities in the vicinity of the Waterway, forest landowners, owners and operators of recreation programs in the watershed, and others, to fulfill the mission and goals of the Waterway.

a. Objective: The Superintendent will initiate a cooperative stakeholder-Waterway working relationship program.

b. Objective: The Bureau of Parks and Lands will incorporate the cooperative stakeholder-Waterway working relationship program into the Management Plan.

APPENDICES

Appendix A. 12 §1891. Allagash Wilderness Waterway Advisory Council; established

There is established the Allagash Wilderness Waterway Advisory Council, referred to in this section as "the council," pursuant to Title 5, section 12004-I, subsection 3-D. [2007, c. 146, §3 (NEW).]

1. Duties. The council shall:

A. Meet at least twice annually; [2007, c. 146, §3 (NEW).]

B. Work with the manager of the waterway in developing and maintaining a strategic plan for the waterway and advancing the mission and goals of the waterway; and [2007, c. 146, §3 (NEW).]

C. Report annually to the Director of the Bureau of Parks and Lands regarding the state of the waterway and at other times as it is determined necessary by the council. [2007, c. 146, §3 (NEW).]

2. Members. The council consists of 7 members including:

- A. One representative of the United States Department of the Interior, National Park Service; [2007, c. 146, §3 (NEW).]
- B. One public member; [2007, c. 146, §3 (NEW).]
- C. One member with knowledge and experience in sustainable forest management who is a private landowner, or an employee of the landowner, whose holdings abut the waterway; [2007, c. 146, §3 (NEW).]
- D. One member with knowledge and experience in wilderness recreation; [2007, c. 146, §3 (NEW).]
- E. One member with knowledge and experience in natural resources planning and management; [2007, c. 146, §3 (NEW).]
- F. One member with knowledge and experience in fisheries or wildlife conservation; and [2007, c. 146, §3 (NEW).]
- G. One member with knowledge and experience in cultural and historic preservation. [2007, c. 146, §3 (NEW).]

MRS Title 12 §1891. Allagash Wilderness Waterway Advisory Council; established
 The members shall annually elect a chair from among the members. The chair is responsible for scheduling, preparing the agenda of and presiding at meetings. [2007, c. 146, §3 (NEW) .]

3. Appointment. The Governor shall appoint the 6 members described in subsection 2, paragraphs B to G. The Governor shall invite the Northeast Regional Director of the National Park Service within the United States Department of the Interior to designate the member described in subsection 2, paragraph [2007, c. 146, §3 (NEW).]

4. Terms. Council members serve terms of 5 years and may serve no more than 2 terms. [2007, c. 146, §3 (NEW).]

Appendix B. Historical and cultural overview, to be considered as background material for the Management Plan:

The Allagash Wilderness Waterway has a long and rich history of human use, knowledge of which can benefit today's users.

The Allagash River is a major tributary of the Saint John River, which reaches the Bay of Fundy at Saint John, New Brunswick. People traveled the Allagash for thousands of years, the headwaters of an important watershed and an ancient hunting and trading route. The Waterway has archaeological sites of Paleo-Indians as well as the more recent Maliseet (Malecite) culture. The Natives of the region, including the local Malecites and the Micmacks of Nova Scotia and eastern New Brunswick, were allies with New France and partners in the wars to rid Maine of English occupation. These wars, called the French and Indian Wars, started in 1675 with King Philip's War and continued to the Treaty of Paris in 1763. The Allagash was a primary transportation route to the headwaters of the Kennebec River, which also served as the frontier between New France and New England. French and Indian raiding parties used the Allagash to reach the highlands from which they could descend both the Kennebec and Androscoggin Rivers to harass English colonists.

Following the defeat of France, the French, Acadians and French-Canadians, occupied the territory near Madawaska in 1785 with land grants from the King of England. The settlement, called the Madawaska Territory, encompassed the entire St. John and Allagash watershed upriver from Grand Falls on the St. John River. The settlement grew into the Saint Francis area after Chantiers (lumber camps) were developed in 1826. Loyalists from New Brunswick were the principle owners of the camps, fueling international tensions. The Northeastern Boundary Dispute and the Aroostook War called into question the ownership of this "forested wasteland," as the authorities on both sides of the dispute called it. The dams built to divert the headwaters of the Allagash to the Penobscot were political manifestations of this disagreement over the international boundary, which was finally resolved by the Webster-Ashburton Treaty in 1842.

The Allagash River has a colorful and controversial history, much of which is lost to those who use it today. The remote and wild character of the Allagash belies the fact that it was a busy pre-contact and colonial highway, which was further developed into a commercial highway with the advent of log drives. As roads have replaced the river for timber

transport in recent decades, the Allagash is returning to its wild state. The story of the Allagash needs to be conveyed in a way that respects its present day wilderness character.

Appendix C. Supplemental Resources– Rationale and Recommendations for Implementation.

Given limited State Government financial resources, the fact that the Waterway is not intended for intensive visitor use and the inherent financial and personnel costs of preserving and enhancing the natural areas of the Waterway and interpreting the natural and cultural character of the area, it is evident it will be impossible to fulfill the Waterway's mission and goals without supplemental financial, personnel and in-kind services and materials.

There are a number of potential funding sources for supplemental investments in the Waterway and its operations: the Federal government, private foundations and individuals. Some funding sources will support capital investments, some will contribute to special programs and some will provide grants or gifts to build the State's Allagash Wilderness Waterway Endowment Fund.

There are also individuals and groups with a strong commitment to the value and potential of the Waterway willing to help, with money, time, talent and materials. There are in addition individuals willing to participate in organizing and developing programs to obtain and provide funds, materials and personal services to the Waterway.

Observations and Principles

- As of mid-year 2010 staff resources are too limited to undertake and manage an effective supplemental program for funding or a substantial supplemental program for donated volunteer services and materials. The new superintendent will have more than enough to do overseeing all facets of the Waterway, given the restrictions on funding and personnel. The Waterway does not have planning staff and it does not have fund-raising staff.

- Gaining assistance from outside the Bureau and Department and developing mechanisms to sustain voluntary support are high priorities.

- It is imperative in developing voluntary support systems to insure that the contributions of volunteers are consistent with the intent of the AWW statutes, pertinent federal legislation, the Memorandum of Agreement with the National Park Service, the Strategic Plan and the Management Plan.

- It is also important that voluntary organizations seeking to assist in support for the Waterway operate with independence in advocating priorities within the Strategic Plan.

- Contributions and grants to the Waterway should be used to enhance the capacity for fulfilling the promise of the Waterway and must not be used as a substitute for the State's responsibilities under the original statute, its commitments in connection with the original Federal grant for land acquisition and the Memorandum of Agreement with the National Park Service. Obtaining contributions for the Allagash Wilderness Waterway Endowment Fund is an important way to supplement State general fund appropriations in meeting its commitment to preserve, protect and enhance the wilderness character and ecological integrity of the Waterway in perpetuity.

- Organizations formed to provide financial support to the Waterway or to recruit volunteers and contributions of material for the Waterway are not the same as, nor should they substitute for organizations that provide independent advocacy for different perspectives on the Waterway.

- A major priority for strengthening community support for the Waterway and for maintaining the Waterway as a sustainable, ecologically sound wilderness area in the midst of a working forest and a recreation area that appeals to a variety of users who respect the values of the Waterway is to build strong links with the settlements in the area and constructive relationships with stakeholders in and outside the Waterway.

Implementation Notes

The superintendent and staff of the Waterway, with assistance from the Bureau of Parks and Lands and with advice from the Advisory Council, shall be responsible for developing the supplemental capital and program resource plan.

Members of the Advisory Council will undertake to recruit prospective incorporators and facilitate formation of the private fund-raising foundation and intend to do so by implementing the following draft proposal for Allagash Wilderness

Waterway Foundation:

Purposes

To seek and obtain financial contributions that will enhance the capacity for fulfilling the mission and goals of the Waterway, are consistent with the intent of the AWW statutes, the State's commitments in connection with the original Federal grant for land acquisition and the Memorandum of Agreement with the National Park Service, and will not be used as a substitute for the State's responsibilities under those statutes and commitments;

To make those funds available to the Waterway through the Allagash Wilderness Waterway Endowment Fund, the Bureau of Parks and Public Lands "Donation Fund" or other Department of Conservation vehicles, as appropriate; and

To provide technical assistance to the superintendent of the Waterway in developing proposals for federal or private foundation grants.

Governance

A seven-person board of directors, self-perpetuating, with a limit of two continuous five year terms, will be established. The qualifications of the individual directors should match those of the members of the Advisory Council, except that each member must have had experience in fund-raising and/or financial asset management and oversight.

Initial recruitment of Board members should be undertaken by representatives of the Advisory Council, working with the Commissioner of Conservation and the director of the Bureau of Parks and Lands; thereafter the seven board members will elect the members and their officers.

APPENDIX F: FEDERAL REGISTER TEXT

APPENDIX EXHIBIT K FEDERAL REGISTER TEXT

Office of the Secretary

ALLAGASH WILDERNESS WATERWAY, MAINE

Notice of Approval for
Inclusion in National Wild
and Scenic Rivers System as
State Administered Wild
River Area

Pursuant to the authority
granted the Secretary of the
Interior by section 2 of the
Wild and Scenic Rivers Act
(82Stat. 906, 907) and upon
proper application of the
Governor of the State of
Maine, the Allagash
Wilderness Waterway,
Maine is hereby designated a
State administered wild river
area of the National Wild and
Scenic Rivers System.

The application, which
contains the management and
development plan for the
Allagash Wilderness
Waterway, submitted by the
State of Maine has been
evaluated by this
Department¹. It has been
determined that the entire
Allagash Wilderness
Waterway meets the
requirements for
classification as a wild river
area under the provisions of
the Wild and Scenic Rives
Act and the supplemental
guidelines adopted by this
Department and the
Department of Agriculture in
February 1970.

¹ Copy filed with the Office of the
Federal Register as part of the
original document. Copies are also
available at Bureau of Outdoor
Recreation, Department of the
Interior, Washington, D.C. 20240

The application has been
reviewed by the Secretary of
Agriculture, the Secretary of
the Army, the Chairman of
the Federal Power
Commission, the Director of
the Water Resources Council,
the Chairman of the New
England River Basins
Commission and heads of
other affected Federal
departments and agencies.
Their comments stated there
were no conflicts and offered
no objections to inclusion of
the Allagash Wilderness
Waterway in the National
Wild and Scenic Rivers
Systems as a State
administered wild river area.

The following is my
evaluation of the
management and
development plan for the
Allagash Wilderness
Waterway submitted by the
State of Maine.

ALLAGASH WILDERNESS WATERWAY, MAINT EVALUATION FOR INCLUSION IN THE NATIONAL WILD AND SCENIC RIVES SYSTEM IN ACCORD WITH THE WILD AND SCENIC RIVES ACT (82 STAT, 906) AS A STATE ADMINISTERED WILD RIVER AREA

1. The Allagash Wilderness
Water way is specifically
identified in section 2(a) (11)
of the Wild and Scenic
Rivers Act as being an
outstandingly remarkable free
flowing stream which, with
its immediate environs,
would be a worthy addition
to the National Wild and
Scenic Rivers System.
2. On May 11, 1966 the

Allagash Wilderness
Waterway Act, Title 12,
Maine Rev. Stat. Ann., sec
661 et seq. became effective.
That Act:

- a. Established the State
policy to preserve, protect,
and develop the natural
scenic beauty and unique
character, wildlife habitat and
wilderness recreational
resources of the Allagash
Wilderness Waterway for this
generation and all succeeding
generations: and declared
such policy is in the public
interest, for the public,
benefit, and the good order of
the people of Maine.
 - b. Established 400-800-foot
restricted zone from the
shores of the watercourse,
which has been purchased in
fee title by the State to be
maintained and administered
in a wild state.
 - c. Provided permanent
control of all land uses
outside the restricted zone
and within 1 mile of the high
watermark of the
watercourse.
 - d. Provided permanent and
exclusive administration of
the entire watercourse by the
Maine State Park and
Recreation Commission.
3. The entire Allagash
Wilderness Waterway has
been designated in a manner
consistent with Wild River
Area.
 4. The entire Allagash
Wilderness Waterway is
permanently administered
without expense to the United
States.
 5. The entire Allagash
Wilderness Waterway meets
the criteria of a Wild River
Area established by the Wild
and Scenic Rives Act, and the
Guidelines for Evaluation
Wild, Scenic and
Recreational River Areas

Proposed for Inclusion in the National Wild and Scenic Rivers System . . . February 1970 as follows:

a. *Impoundments*, There are three small dams within the Allagash

Wilderness Waterway:

(1) Telos Dam 5 + feet of Head.

(2) Lock Dam 5 + feet of Head.

(3) Churchill Dam 8 + feet of Head.

These existing structures do not form impoundments which distract from or disrupt the wilderness characters of the waterway and are of historic significance in that they portray the development of the logging industry in the northeastern United States. Originally these structures permitted the Allagash and Penobscot Rivers to be used as a principle route for transporting timber to the sawmills. Wood is now trucked to the mills.

Churchill Dam has been rebuilt and is operated for the primary purpose of controlling water flows for optimum canoeing throughout the entire recreation season. Telos Dam and Lock Dam are operated by Bangor Hydro Electric Co. for water storage. The operation of all three dams is governed by the policy established by the State of Maine in the Allagash Wilderness

Waterway, "to preserve, protect and develop the maximum wilderness character of the watercourse."

b. *Accessibility*. Public access over private roads will be permitted to and along a portion of Telos Lake at the southern end of the waterway and to the northern boundary at West Twin Brook. Existing private roads within the waterway which have

been developed for logging purposes will be closed to public use. These private roads do not create a substantial impact on the overall wilderness character of the river.

As new timber management plans are prepared, most of these roads will be removed from the immediate river area. There are six established and designated areas for the landing and take-off of passengers and equipment by aircraft:

(1) Telos Lake at Telos Landing.

(2) Chamberlain Lake at Nugents' Camp.

(3) Churchill Lake at its northerly end near Heron Lake.

(4) Umsaskis Lake at the Forest

Warden's headquarters.

(5) Long Lake at Jalbert's Camp.

(6) Round Pond (t13, R12) at Jalbert's Camp.

During the winter, snowmobiles are permitted on designated roads, trails, and paths. The Allagash Lake and Stream are closed to all forms of motorized travel including aircraft. Temporary bridges for short-term logging purposes may be authorized by the State. Any such crossing is designed to provide minimum impact on the wilderness character of the waterway.

c. *Essentially primitive*. The overall character of the Allagash Wilderness Waterway is an outstanding vestige of primitive America. There are no permanent habitations or agricultural lands within the waterway and other than the three existing low dams; there are no diversions,

straightening, rip-rapping or other modification of the waterway. There is no substantial evidence of man's intrusion within the 400-to 800 foot restricted zone adjoining the watercourse.

The watershed is free also of such evidence within the boundary. All existing structures have been removed except those essential to State service, maintaining water level control, and temporary structures necessary for watercourse crossing and access.

d. *Unpolluted*. There is no data on the existing quality of the water in the waterway.

However, there are no sawmills, industries, permanent residences, or other activities of man within the drainage basin of the Allagash Wilderness

Waterway which would suggest that the present water quality would not meet or exceed the minimum criteria for aesthetics and primary contact recreation as

interpreted in the Federal Water Pollution Control Administration's Water Quality Criteria, April 1, 1968, The Maine

Environmental Improvement Commission has classified the Allagash Wilderness Waterway as Class B-1 which is suitable for the water contact recreation; for use as portable water supply after adequate treatment; and for a fish and wildlife habitat.

A concept of nondegradation will be followed whereby existing high water quality will be maintained to the maximum extent feasible.

The waterway supports the propagation of aquatic life including fish, which are typical of high quality streams, in the north woods.

This action of approving the Allagash Wilderness Waterway for inclusion in the National Wild and Scenic Rives System is fully within the meaning and intent of the provisions of the National Environment Policy Act of 1969 (83 Stat. 852) and Executive Order 11514.

Notice is hereby given that effective July 19, 1970; the Allagash Wilderness Waterway as described herein is approved for inclusion in the National Wild and Scenic Rivers System as a wild river to be administered by the State of Maine.

WALTER J. HICKEL,
Secretary of the Interior,
JULY 13, 1970
[F.R. Doc. 70-9231; Filed
July 16,

1970: 8:52 a.m.]

APPENDIX G: CHAMBERLAIN LAKE (LOCK DAM) ECOLOGICAL RESERVE FACT SHEET

Ecological Reserve Fact Sheet January 2009

Chamberlain Lake (Lock Dam)

Eagle Lake Twp., Soper Mountain Twp., T7 R12 WELS, T7 R13 WELS

Vital Statistics

Size: 2,890 acres

Regulated: 2,825 acres

Non-Regulated: 65 acres

Upland: 2,723 acres

Forested Wetland (NWI): 151 acres

Non-Forested Wetland: 21 acres

Open Water: 0 acres

Roads: 0 miles

Biophysical Region: St. John

Uplands

BPL Region: North



Rare Species and Exemplary Natural Community Table for Chamberlain Lake

Common Name	Latin Name	S-RANK	G-RANK	State Status
<i>Exemplary Natural Communities</i>				
Evergreen Seepage Forest		S4	GNR	N/A
Montane Spruce-Fir Forest		S4	G3G5	N/A
Spruce-Fir Wet Flat		S4	GNR	N/A
Spruce-Northern Hardwoods Forest		S4	GNR	N/A
White Pine Forest		S4	G5	N/A
<i>Rare Plants</i>				
None found				
<i>Rare Animals</i>				
None found				

Description

Near the head of the Allagash Wilderness Waterway, the Chamberlain Lake ecological reserve lies on the Bear Mountain peninsula in Chamberlain Lake. Nearly all of the reserve was classified as regulated timberland, and less than 5% is wetland (mostly coniferous wetland).

Many locations sampled during the Ecological Reserves Inventory and later monitoring efforts indicate past selective harvesting, but harvesting has apparently not occurred within the last 50+ years, based on ages of stumps and old logging roads. Several areas of matrix-forming natural communities are in outstanding condition. The most noteworthy stands are mixed hardwood-conifer stands supporting trees over 200 years old. Interestingly, charcoal pellets were

found in all stands sampled, although the dominance of mid to late-successional stand types suggests that fires in most locations occurred long ago. Other intact forest types include a large black spruce bog and swamp just north of Lock Dam and a small, stunted spruce slope forest on top of Bear Mountain. The northern part of the Reserve includes the Tramway (<http://www.maine.gov/doc/parks/programs/history/allagash/tram.htm>), remnants of an old logging railway that transferred logs from Chamberlain to Eagle Lake over a century ago.

Resources

- Rooney, S.C. 1981. A preliminary natural resources inventory, Telos Public Lot, T6 R11 WELS. Bureau of Public Lands, Department of Conservation, Augusta, Maine. 33 pp.
- Telos Unit Management Plan. 1990. Bureau of Public Lands, Department of Conservation, Augusta, Maine. 39 pp.
- Weber, J.E. and S.C. Rooney. 1993. An ecological inventory of the Chamberlain Lakes Unit. Bureau of Public Lands, Augusta, Maine. 8 pp. (+ appendices).