

V. MANAGEMENT POLICIES

The following policies shall govern the management of the Appalachian Trail, A.T. side trails on Trail corridor lands, and related facilities between the summit of Katahdin and Maine Highway 26--the jurisdiction of the Maine Appalachian Trail Club. They also apply to the protection corridor. All policies for the management of the Appalachian Trail in Maine are subject to, and are intended to be compatible with, Federal and State laws, National Park Service regulations, and policies established by the National Park Service and the Appalachian Trail Conservancy. NPS and ATC policies are presented in detail in the ATC's *Local Management Planning Guide*, most recently revised in April, 2009. The full text of the LMPG is available at www.appalachiantrail.org/docs/local-management-planning-guide/2009-local-management-planning-guide.pdf, and policies adopted since the last posted edition can be found at http://www.appalachiantrail.org/what-we-do/trail-management-support/volunteer_toolkit/trail-management-policies.)

Special conditions govern planning for management activities along the Trail from the TAR10/T1R10 town line to the T1R10/T1R11 town line and from the outlet stream of the Murphy Ponds in T2R11 to the T3R10 town line. The underlying fee to these easement lands is now held by the National Park Service (from the TAR10/T1R10 town line to the T1R10/T1R11 town line), the Nature Conservancy (from the outlet of the Murphy Ponds to just south of the "Golden Road", and Baxter State Park from just north of Abol Campground to the T3R10 town line. On these lands, the Maine Bureau of Parks and Lands holds a conservation easement on lands formerly owned by Great Northern Paper. Under the terms of that easement (Section 3B, Deed of Conservation Easement of 1/8/86) formal MATC actions, such as establishing a new campsite, building a structure, or developing a side trail, require the written approval or consent from the BPL regardless of the owner of the underlying fee interest in the land.

A general philosophy for Trail design and maintenance appears in the National Park Service's *Comprehensive Plan for the Management of the Appalachian Trail*:

Trail design, construction, and maintenance should reflect a concern for safety without detracting from the opportunity for hikers to experience the wild and scenic lands by their own unaided efforts, and without sacrificing aspects of the Trail which may challenge their skill and stamina. Attempts to provide protection for the unprepared lead to a progressive diminution of the experience available to others.

A. TRAIL MANAGEMENT

The Maine Appalachian Trail Club has held the primary responsibility for the maintenance of the Trail in Maine, north of the Mahoosucs, since 1935. The Club assigns ordinary maintenance of the Trail and related facilities, as well as corridor monitoring duties, to individuals and organizations willing and able to take on those tasks. Partly because of the Club's responsibilities to the ATC and the NPS under the Volunteer in Parks (VIP) Program, Trail maintenance, facility maintenance, and corridor monitoring assignments are made only

to members of the Maine Appalachian Trail club (MATC Exec. Com. 5/7/93). These responsibilities are defined and formalized in individual agreements that are signed by a Club officer and the volunteer(s) (See Appendix C4). The Club retains overall management authority and is responsible for signs, structures, and heavy trail work such as rock steps, water bars, and bog bridges (puncheon). Five Overseers of the Trail and an Overseer of Lands guide the work of maintainers and monitors. They recommend to the Club's Executive Committee actions for encouraging maintainer effectiveness and mobilizing Club forces to help a maintainer with a serious problem (such as hurricane damage) and are responsible for terminating and reassigning Trail maintenance, campsite maintenance, and corridor monitoring assignments.

Club members have developed a high level of trail and structure construction and maintenance expertise, which is passed on to new members through workshops and especially through working together on the Trail. The Club maintains an inventory of specialized construction and maintenance equipment, which is available to supplement volunteer Trail workers' tools. Because of expense and safety considerations, most power tools (chainsaws and brush-saws) are owned and operated by individual volunteers.

One overriding policy applies to all of this section of the Local Management Plan. Both to retain the traditions of the Appalachian Trail, and because of our belief that individual dedication is a more certain source of adequate Trail maintenance than is public funding, the Appalachian Trail under the MATC's jurisdiction shall continue to be maintained, so far as possible, by volunteers.

1. Skills Training and Worker Safety

The physical tasks of caring for the Appalachian Trail are inherently somewhat hazardous. Rough footing, thick brush, falling objects, heavy lifting, the use of sharp-edged tools (both powered and non-powered), weather extremes, biting insects, poisonous plants, remote work sites, and long work days can all expose workers to conditions that endanger their physical well-being.

The Appalachian Trail Conference Board of Managers adopted a "Skills-Training and Trail-Crew Worker-Safety Policy" in April, 1996. The policy is mandatory for all "full-time and seasonal employees and volunteer members or workers engaged in planning, supervision, and/or construction and maintenance activities of ATC-sponsored or -supported seasonal Trail-crew programs." The ATC strongly encourages other A.T. volunteers and Trail-maintaining organizations to adopt similar standards and practices in the interest of volunteer safety. In April, 2003, the ATC signed a Memorandum of Understanding with the USDA Forest Service and the National Park Service "to provide a framework for cooperation between the parties concerning chain saw and crosscut saw training and certification for volunteers...who construct, operate, and maintain the Appalachian National Scenic Trail..." In November, 2003, ATC's Board of Managers adopted a new "Chainsaw and Crosscut Saw Training and Certification Policy", which increased the ATC's encouragement for saw operator training and provided reimbursements for both training and some safety gear. In

addition, some provisions of the policy may be required by the National Park Service for volunteers who seek full coverage under the Volunteers-in-Parks (VIP) program. Detailed guidelines for the ATC policy may be found in the LMPG (Ch. 2(K, L)). Safety guidelines and a description of worker coverage under the NPS VIP program are presented in Appendix D8 (a copy of the LMPG Appendix K).

Ambiguity in the NPS/ATC requirements for chainsaw/crosscut saw training led in 2007 to a request for clarification. In a 3 May 2007 letter to Milt Wright, President of the MATC, A.T. Park Manager Pamela Underhill stated, "While I will look for flexibility whenever I can in interpreting and adapting rules and regulations to fit the Appalachian Trail and its unusual management system, when it comes to the safety of Appalachian Trail workers, both volunteers and paid employees, I do not have flexibility, nor would I want it." Following a combination of Occupational Safety and Health Act requirements and "best industry practices", she concluded that, "It is my expectation, as the National Park Service Manager for the Appalachian Trail, that volunteers who use chain saws while performing work on National Park Service lands will be trained and certified in good standing." The Maine Appalachian Trail Club Executive Committee has concluded that, if the Club wishes to continue to be responsible for the maintenance and management of the Appalachian Trail on National Park lands in Maine, it has no choice but to comply with the landowner's policy with regard to chainsaw training and certification. (MATC Exec. Com. 12 Jan. 2008)

The Maine Appalachian Trail Club has established a Training and Education Committee, which is responsible for developing a program for the improvement of trail maintenance skills and knowledge and for developing policies and procedures to meet the Club's interests with regard to Trail worker safety. In cooperation with the Appalachian Trail Conservancy, the MATC offers annual chainsaw skill/safety training. The ATC supports a wide range of safety and skills training programs in Maine and New Hampshire that are available to MATC volunteers. The schedule for these programs is distributed annually.

Management Policies (Revised 12 Jan. 2008)

1. The Maine Appalachian Trail Club's seasonal Trail Crew and other activities that receive direct support from the ATC must comply fully with the ATC's Skills Training and Trail-Crew Worker-Safety Policy. This also applies to all those who work with the Crew. The term "MATC volunteers", in the following policies, refers to all other MATC Trail workers and corridor monitors.
2. MATC volunteers must assume personal responsibility for judging their own ability to perform specific Trail work tasks and for equipping themselves with, and using, clothing and safety equipment that are appropriate to the weather conditions and the work.
3. MATC volunteers must assume personal responsibility for obtaining the training that is necessary to perform Trail work tasks without unacceptable risk to themselves, their fellow workers, or Trail users. The Club will offer basic skills and safety training and education

through its Training and Education Committee. Volunteers who use chainsaws or crosscut saws on the Appalachian Trail in Maine must comply with the ATC's Skills Training and Trail-Crew Worker-Safety Policy regarding chainsaw training and certification. (LMPG Ch. 2(L))

4. MATC work trip leaders will take action to caution and, if necessary, dismiss from the work site any volunteers whose behavior represents a threat to the safety of themselves, their fellow workers, or Trail users. Small MATC work crews often consist of experienced volunteers who work efficiently together without a designated leader. In this situation, peer pressure will be necessary to enforce safe working conditions.

5. Safety standards are susceptible to bureaucratic rigidity. What is appropriate for a given region and set of circumstances may be counterproductive or even dangerous under different conditions. Except for the mandatory chainsaw training and certification requirements, MATC volunteers will be encouraged to use judgment in the application of standards.

6. Freedom of action is one of the most appealing aspects of volunteer work on the Appalachian Trail. Some workers cherish solitude. Others thrive on company. Solitary work offers some exposure to risk that crew work does not, but the opposite can also be true. MATC safety standards should accept a volunteer's personal willingness to trade some risk for some freedom, so far as is possible without endangering the well being of others.

2. Trail Maintenance Standards

Management Policies

1. Maintenance shall be done in accordance with standards set forth by the ATC in its Stewardship Series Manual *Trail Design, Construction, and Maintenance* (2000 Edition). In accordance with ATC policy (LMPG Ch. 2(A)) proposed modifications for local conditions must be submitted to ATC for approval.

2. Routine maintenance of the Trail may be delegated by the Maine Appalachian Trail Club to responsible individuals and groups according to the standard MATC Local Maintenance Agreement (Appendix C4), as amended from time to time.

3. To ensure adequate maintenance, and to afford as many parties as possible the opportunity to hold a maintenance responsibility, Trail assignments should ordinarily be limited to two to six miles for individuals. Assignments for groups will depend on the size and character of the group.

4. An annual inspection and annual maintenance, as described in the maintenance agreement, are the minimum requirements of an adequate maintenance program.

3. Trail Design

More than half of the Appalachian Trail in Maine was relocated from 1974-1989. The basic route of the A.T. in Maine has been determined, but a few changes remain to complete the planned footpath. Several relocations have also been required, and several more remain to be completed, because the APPA corridor boundary location designs have not always matched the planned corridor. Finally, several new side trails and side-trail relocation projects have been added to the program. These and unanticipated future needs require a statement of the standards that will be followed in designing and building new trail sections.

Relocation procedure standards were adopted by the ATC, the NPS, and the former Appalachian National Scenic Trail Advisory Committee in 1976. Proposed relocations were defined under that policy as "trivial" (less than 1,000 feet long and with less than 75 feet of lateral movement), "minor" (more than "trivial" but not affecting the verbal description of the A.T. or maps published in 1971 in the *Federal Register*), and "major" (requiring amendment of the *Federal Register* description). "However, that relocation procedure was essentially tabled by the federal land-managing agencies' promulgation of the National Environmental Policy Act (NEPA), which evaluates environmental or cultural impacts on the human environment regardless of a proposal's length. Compliance with NEPA is required for all relocations affecting any federal lands crossed by the Trail." "All significant relocations require written concurrence by the local maintaining club, ATC, and the land-managing agency partner." (LMPG Ch. 2(C), approval form in LMPG Appendix A). Review and compliance guidelines for Trail maintenance and construction on APPA lands are presented in Appendix D9.

The Appalachian Trail in Maine has always been a narrow forest footpath, cleared for visibility and ease of passage, but not improved beyond the point necessary to guard the safety of a competent hiker and to protect the physical trail from excessive wear.

A tradition of closely spaced paint blazing was developed during the years when the Trail was so lightly used that the footpath was not well worn. Standard blazing (2" x 6" white blazes for the AT; 2" x 6" blue blazes for side trails; double blazes to indicate sudden or unexpected turns) remains a prudent means of aiding hiker convenience and safety. Blowdowns, beaver flowages, intersecting roads and trails, and the absence of a footpath above tree line remain sound justifications for the system. Footpath mileage markers are no longer used (MATC Exec. Com. 15 July 1985). Double blazes are aligned vertically. Offset blazes are not used in Maine (MATC Exec. Com. 3 March 1995).

Accessibility standards for persons with disabilities was addressed by the ATC Board of Managers in November, 1995. That policy statement acknowledges the desirability of affording access to Trail opportunities to all persons so long as providing such access does not require modifications "that would detract from the primitive recreational environment or experience." "...the Appalachian Trail should not be altered, and construction of facilities out of character with the primitive recreational purpose of the Trail should be prohibited, unless such alterations can be made without changing the fundamental character of the backcountry recreational experience provided by the Trail." More recently, the ATC has been represented

in a "regulatory negotiation" process for the development of standards, pursuant to the Americans With Disabilities Act, for trails and related facilities. The final standards have been adopted and are under active study by the National Park Service. The USDA Forest Service, basing its policies on the Architectural Barriers Act, has adopted strict accessibility standards for those sections of the A.T. that cross national forests. The ATC expects that the NPS will eventually follow this lead.

The ATC's Bob Proudman believes that, following the Forest Service standards, accessibility on existing sections of the Trail that are not connected to existing accessible segments or accessible trailhead parking areas is not required, except for the requirement that all public structures (lean-tos and privies) be made accessible. The specifications for these structures are presented in the Local Management Planning Guide Appendix I (<http://www.appalachiantrail.org/docs/appendix-h---z/appendix-i---accessible-facilities-guidelines-and-drawings.pdf>). He advises, further, that there are no requirements to make outdoor recreational access routes (the trails connecting campsite features) accessible.

Management Policies

1. The Trail shall be designed, located, and constructed in accordance with general standards set forth by the Appalachian Trail Conservancy in its Stewardship Series Manual *Trail Design, Construction, and Maintenance* (Second Edition, 2000) and, on NPS land, in accordance with the National Environmental Policy Act.
2. So far as possible, the Trail shall remain a primitive woods path.
3. Trail design and location should minimize the impacts of hikers on the footpath and should seek to avoid the degradation of areas through which the Trail passes.
4. Special attention shall be paid to the location, design, and maintenance of the Trail on steep slopes, in bog and alpine areas, and near natural heritage monitoring sites to avoid or minimize erosion and damage to fragile flora or disturbance of rare, threatened, or endangered plant and animal species.
5. One objective of Trail location decisions should be to minimize future management problems.
6. The Maine Appalachian Trail Club is responsible for obtaining all letters of permission from landowners, regulatory agencies, and partners in the Trail management process that are necessary for a given project. All such permission shall be secured in advance of any actual construction work.

4. Signs

The *Comprehensive Plan* states that "managers' communications to hikers will be primarily through guidebooks and other literature distributed off the Trail and secondarily

through signs on the Trail." Simple signs that provide information on distances to campsites, road crossings, and prominent features are traditional on the Trail in Maine. Early stenciled signs gave way to "rustic", routed signs in the mid-1960s. The MATC now maintains about 400 such signs. Each sign is indexed and cataloged for ready reference and replacement. A number of Club volunteers have acquired the tools and developed the skills necessary to producing the routed signs. A complete description of the wooden and printed sign system is presented in Appendix E1.

Beginning in the early 1970s, the MATC began experimenting with supplementary "trailhead" signs at all public road crossings in western Maine. These signs (example in Appendix E3) consist of a concise information/education message typed on a single sheet of paper that is covered with plastic and fastened to a backboard on a tree or post. The signs are dated, and can be replaced readily to provide up-to-date information on relocations and other Trail conditions. They are intended to inform hikers, to emphasize respect for landowner rights and natural resources, and to warn of hazards. Hiker comments indicate that the program has been effective. The signs are not a replacement for a guidebook, but are used in recognition of the fact that many hikers do not carry a guide.

In 2000, the Club experimented with "hiker service" signs at trailheads in the Baldpate District. These signs were designed to provide simple directions to services available in nearby communities.

The Appalachian Trail Conservancy has developed signs (Appendix E2) that identify the NPS corridor lands and summarize activities that are prohibited on these lands. The MATC has a supply of these signs, customized with the MATC logo, and is placing them at strategic points along the corridor boundary and at trailheads. The ATC has a number of other corridor management signs that are available for club use.

Guidelines for developing and posting signs on the A.T. were endorsed by ATC's Trail and Land Management Committee in March, 1995 (LMPG Ch. 3(E)). The guidelines call for clubs to identify sign needs as part of the Trail assessment of the local management-planning process, to use only the minimum signing needed to do the job, and to monitor regularly for sign damage, disappearance, and effectiveness.

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1. Signs contribute greatly to a hiker's safety and enjoyment of the Trail. They shall continue to be an integral part of the Trail in Maine.
2. Routed wooden signs shall be made and installed according to the MATC's Trail Sign System (Appendix E1).
3. Standard trailhead signs shall be installed at or near all public and all major private road crossings along the Trail.

4. Standard ATC signs shall be installed on the boundaries of NPS corridor lands at all points of frequent public access.

5. Signs shall be as small and unobtrusive as possible, consistent with their purpose, and shall be kept to the minimum necessary to adequately inform and educate hikers and the general public.

6. Sign design, construction, and maintenance shall be organized by the MATC Signs Coordinator.

8. Signs will be installed only on public lands, on easements where the NPS or the State has acquired rights to place signs, or on private lands with the consent of the landowners.

9. Signs not installed by or approved by the MATC or an agency partner will not be permitted along the Trail or in the corridor (MATC Exec. Com., 14 January 1995). Advertising is prohibited by National Park Service regulation on APPA lands. The Appalachian Trail Conference (BOM 17 Nov. 2001) opposes advertising for commercial enterprises within the A.T. corridor (LMPG Ch. 3(G)), but supports appropriate efforts to disseminate information about services available to hikers in nearby communities, including the use of trailhead signs for that purpose. The Maine Appalachian Trail Club supports the ban on commercial advertising in the corridor (MATC Exec. Comm. 6 January 2001).

5. Stream Crossings

The Appalachian Trail in Maine crosses many streams and rivers. (See Appendix G2.) There are about 20 crossings of 30 feet or greater, including the Kennebec River, the longest un-bridged crossing on the entire AT. Some of the other major crossings in Maine are bridged. The others must be forded. After heavy rains, or during the spring runoff, it may be impossible to ford these streams safely. The *Guide to the Appalachian Trail in Maine* and trailhead signs give warnings of crossings that are hazardous during high water. Special signs and guidebook entries caution against the particular hazard of the Kennebec River. National Park Service regulations require that an environmental assessment be completed before any bridge is constructed on NPS land and ATC policy requires professional engineering guidance for such bridges.

Reflecting existing MATC policies, ATC adopted a policy in April, 1995, revised in May, 2011, that calls for bridge construction or replacement only if the bridge "is essential to hiker safety during the snow-free hiking season, recognizing that a stream may be unfordable when seasonal or regular flooding occurs" or if "it is absolutely necessary to protect sensitive resources, such as soils along a river's bank." The ATC can recommend some state and USDA Forest Service bridge designs that have been approved by licensed engineers. Depending on the size and complexity of the structure, ATC or the land-managing agency may require that bridge plans, specifications, and the inspection/maintenance schedule and procedure be prepared under the supervision of a registered professional engineer.

Management Policies

1. The Trail should be located to minimize major stream crossings. However, the best overall route for the A.T. may require some major crossings, which are an integral part of the Trail experience.

2. Except for the Kennebec River crossing, the Trail shall be located either at points where a stream can be forded safely during normal summer water levels or where the stream can and will be bridged. Not every water crossing on the Trail in Maine will be fordable by every hiker, regardless of skill, at every normal water level. Bridges detract from the natural, wild-area character of the A.T. in Maine that distinguishes the hiking experience here from that along much of the rest of the Trail. Moreover, the combined effects of heavy snow loads, thick ice accumulations, and spring floods make it very difficult to keep bridges in place. As a matter of policy, streams crossed by the A.T. in Maine shall be bridged only where such bridging is essential to hiker safety during the normal hiking season.

3. Trail managers and maintainers shall take reasonable steps to inform hikers of stream crossings that may be difficult. Measures shall include suitable information in the *Guide* and on trailhead information signs. Hikers shall be warned, in particular, to avoid fording streams bare-footed. This practice is one of the most common sources of injury during stream crossings, both because of direct damage to feet and because foot injury and discomfort often cause hikers to lose balance and fall. (For guidance on river fords, see “Safety Tips for Forging Streams and Rivers” at www.appalachiantrail.org/hiking/hiking-basics/health-safety.)

4. Hikers cannot normally ford the Kennebec River safely. Historically, the A.T. crossing was located in Caratunk because a ferry was available there. Since 1986, the ATC, through the MATC, has provided a free ferry at the Kennebec crossing during the normal hiking season and advises hikers to use the ferry. Legal counsel has advised that *special* warnings be provided for the Kennebec River crossing. These warnings, and all other warnings, shall be provided at the river crossing and far enough away from the crossing to allow a hiker to choose an alternative route. Normally, this means that warning information shall be provided at the nearest trailheads north and south of the crossing.

5. Bridge construction and maintenance are costly and time-consuming, especially for major spans. Such work is the responsibility and prerogative of the MATC rather than the Local Maintainer. The MATC is also responsible for securing landowner permission and permits from regulatory authorities for such construction.

6. Maintainers cannot be expected to have the expertise needed to provide legal certification that a bridge is safe for use. Bridges will be inspected by a qualified professional, who will work through the ATC, the NPS, the MATC, and the State of Maine to routinely inspect bridges over 35 feet in length. Maintainers are expected to check bridges annually for obvious defects and to report any hazardous or potentially unsafe conditions immediately to the MATC. Trail bridges that are damaged or unsafe shall be repaired or removed by the

MATC, with assistance from the ATC in the case of major spans. Defective private logging road bridges crossed by the Trail on reserved rights-of-way should be repaired or removed by the owner of the easement or reserved right that allows those bridges.

6. Parking and Trailhead Facilities

Only eight public road crossings in Maine have parking areas constructed specifically for Trail users: Maine Highway 26 in Grafton Notch State Park, the reconstructed Maine Highway 17 crossing and scenic overlook completed in 2011, Maine Highway 4, Maine Highway 27, the gravel Stratton Brook Pond Road in the Bigelow Preserve, U.S. Highway 201, the Blanchard/Shirley road, and Maine Highway 15. There are eleven other public road crossings in the state. Very limited space is available on the road shoulders at the paved East B-Hill Road, South Arm Road, old Maine Route 16, and the Long Falls Dam Road. Limited parking is possible near the Bog Brook Road in the Bigelow Preserve. A private landowner provides a small parking area near the Trail on the Lake Hebron Road in Monson. Parking is possible on NPS land at three points in the Nahmakanta Lake area along roadways owned by the BPL: a parking lot near the south end of the lake, on the shoulder near Crescent Pond, and at Pollywog Bridge. Parking is available in Baxter State Park at Daicey Pond and Katahdin Stream campgrounds. Establishment and maintenance of standard Maine Department of Transportation signs for A.T. crossings have improved greatly in recent years. A large, gravel parking lot has been constructed, mostly on private land on the private "St. Regis Road", to serve A.T. hikers and visitors to The Hermitage and Gulf Hagas. Appendix G2-4 describes all trailheads along the Trail in Maine. All road crossings are listed in Appendix F4.

Parking lots located on APPA lands must be reviewed and approved by the NPS before construction or expansion. The ATC "encourages development of small, simply designed Trailhead facilities in areas where use patterns clearly indicate a need." (LMPG Ch. 2(E)) The *Trail Design Construction, and Maintenance* manual provides detailed guidelines for trailhead parking facilities choices.

Management Policies

1. Public parking facilities should be provided at, or near, every point where the Appalachian Trail crosses a public road in Maine and experience indicates that lack of such a facility represents a traffic hazard.
2. The Appalachian Trail should be clearly marked at public highway crossings.
3. Basic Trail mileage information should be provided near each trailhead according to standard MATC signing policies. Additional information may be provided, on a case-by-case basis.

4. Standards for trailheads on private roads may be lower than are those for public highway crossings. However, adequate parking space must be provided at such crossings to avoid blocking the road to logging trucks and other private vehicles. Development of formal parking places may require negotiations with private owners and will probably depend on the availability of public and/or private funds.

7. Side Trails

The Maine Appalachian Trail Club maintains 63 miles of side trails that are part of the A.T. system. (See Appendix G2-2.) These trails include paths to points of interest near the A.T., alternate routes that allow hikers to avoid exposure during bad weather or to bypass dangerous water crossings, and trails that provide access to the main A.T. from trailheads that are not on the main route. Side trails are maintained according to standards similar to the Appalachian Trail, but are blazed with blue rather than white paint. All side trails of the A.T. system in Maine are described in detail in the Club's *Guide to the Appalachian Trail in Maine*. Review and compliance guidelines for Trail maintenance and construction on APPA lands are presented in Appendix D9.

Management Policies

1. All management principles for the A.T. shall apply, where applicable, to side trails that are located on Trail corridor lands.
2. Side trails to outstanding features close to the A.T. may be built and maintained, with permission of the landowner and compliance by NPS on federal lands before any ground disturbing activity takes place.
3. No new trail connecting with the A.T. or entering the A.T. corridor shall be built without the approval of the Maine Appalachian Trail Club and relevant management partners. ATC policy (LMPG Ch. 2(F) requires approval by the Club, the landowning agency, the New England Regional Partnership Committee, and the ATC according to criteria listed in the LMPG. NPS policy (LMPG Ch. 2(F)) requires the A.T. Park Manager to be involved in any official designation of connecting and side trails under the National Trails Systems Act on all NPS and state-owned lands.
4. New side trails should serve to disperse traffic from the heavily used A.T., rather than increase use.
5. Whenever available resources limit maintenance capabilities, maintenance of the A.T. shall take priority over the maintenance of side trails.
6. Side trails shall be considered a part of the Overseer system and shall be assigned to Local Maintainers, so far as interest allows.

8. Campsites

The Trail in Maine includes a continuous chain of campsites (a.k.a. “overnight-use areas”) (Appendix G2-5), most of which include a log "lean-to" (Adirondack shelter). These campsites are designed to encourage Trail users to camp at a limited number of designated sites, rather than at random along the Trail. Dispersed camping can quickly lead to the establishment of permanent camping in areas that are often unsuited for repeated use. The MATC has no effective means of enforcing any prohibition against dispersed camping, so encourages the opposite behavior with developed sites. However, camping away from designated sites allows hikers more flexibility in trip planning and during a hike and can contribute favorably to the goal of a solitary recreational experience. Such camping can be done in most areas by knowledgeable, responsible hikers without damage to corridor resources.

"Since 1925, ATC policy has supported 'a connected series of primitive lean-tos and camps' as an integral part of the Trail experience. ATC policy is to perpetuate and improve the shelter and campsite system with well-located, -designed, -constructed, and -maintained facilities. Proposed facilities should comply with the National Environmental Policy Act...Section 6 of the National Historic Preservation Act, and state and local building and health codes and environmental laws." The 1981 A.T. *Comprehensive Plan* states that "shelters are a tradition on the AT, but use of the Trail should not depend upon them. No attempt is made to provide such amenities for every possible user, so each person must be prepared to do without them. Shelter density and design should be consistent with the sense of the natural." (LMPG Ch. 2 (G))

The ATC has expressed particular concern regarding sanitation at Trail overnight facilities (LMPG Ch. 2 (I)). The basic policy, adopted by the Board of Managers in 1989, is that "ATC, the clubs, and land-managing agencies should install privies or toilets, located and designed to meet local conditions, where other options to maintain sanitary conditions are not effective...and should conduct educational programs for the hiking public about proper sanitary techniques and the challenges of maintaining and improving sanitary conditions..." Both ATC and NPS policies regarding sanitation relate primarily to concern over contamination of drinking water supplies. The Maine Appalachian Trail Club maintains 42 privies at A.T. campsites in Maine.

In accordance with the ATC Board's 1984 "Review Policy for Proposed Shelters and Campsites on Delegated NPS lands", the MATC uses the ATC's "Checklist for Location, Design, and Construction of Shelters and Campsites" (revised 4/27/93). The club also complies with the 1977 "A.T. Overnight Use Management Principles", which were approved by the ATC Board of Managers and the Appalachian National Scenic Trail Advisory Council. ATC's very detailed *Guidance for Locating and Designing A.T. Shelters and Formal Campsites*, adopted by the Stewardship Council in 2007, calls for overnight site proposals to be submitted by a club's President for review and approval by the agency partner, the ATC Regional Partnership Committee, and the Chair of the ATC Stewardship

Council. For proposals on NPS lands, any new or expanded campsite or shelter proposals require Environmental Compliance. Review and compliance guidelines for Trail maintenance and construction on APPA lands are presented in Appendix D9.

Management Policies

1. Dispersed camping is permitted along the Appalachian Trail in Maine unless explicitly prohibited (as in Baxter State Park) by the landowner or where unacceptable resource damage resulting from such camping is highly probable. Because of the latter consideration, camping above timberline or in a sub-alpine zone (zones, adjacent to alpine zones, where trees are generally less than eight feet tall) is prohibited. Evidence of damaging dispersed camping (e.g., soil damage or trash at heavily used sites near water) and illegal camping activities (such as fire rings) shall be removed regularly to discourage a repetition of such behavior. Special rules have been written for Nahmakanta Lake (Appendix C6) and have been approved for Crawford Pond (MATC Exec. Com. 11/5/93). The Nahmakanta Lake Management Plan permits camping around the lake only at designated sites. Camping will be prohibited along the shore of Crawford Pond. These policies have been necessary to control camping by non-hikers. Similarly, camping is prohibited on either side of the Kennebec River at the ferry crossing. Finally, because of the special values and fragile resources of the Gulf Hagas and Hermitage National Natural Landmark areas, camping is prohibited on all APPA corridor lands south of the Gulf Hagas Cutoff Trail and north of the West Branch of the Pleasant River. (Last sentence: MATC Executive Committee 9-5-08)

2. The Appalachian Trail in Maine passes through remote areas, where there are few private and public camping facilities other than those provided for the AT. Although dispersed camping is generally permitted along the Trail in Maine, it is necessary and desirable, for hiker convenience and safety, and for the protection of natural resources, to maintain campsites at regular intervals along the Trail.

3. Campsites should be provided at least at intervals of about a full day's journey for average hikers and a half day's trip for strong hikers--roughly 8 to 12 miles.

4. Each campsite shall provide the following minimum facilities: a) a pit privy or composting facility, located, constructed, and maintained in compliance with the provisions of Section 9.12 of the Maine State Plumbing Code, as administered by the Maine Department of Human Services, Division of Health Engineering; b) a reliable natural water source; c) a lean-to and/or prepared tenting platforms or designated tent sites for at least six to eight people. Most, but not all campsites should also include a Maine Forest Service-approved fire area.

5. Extended periods of rain are common in Maine. Although adequate for protection from rain while one is sleeping, backpacker tents are very awkward facilities within which to cook, unpack, pack, or dry gear during rainy weather. Accordingly, we consider lean-tos both appropriate and desirable camping facilities and should endeavor to provide one or more at most campsites along the Trail.

6. Where use patterns indicate a need, each camping area with a lean-to should also have one to three designated tent sites. Overnight sites without shelters should have an adequate number of prepared tent sites. There is a particular need to examine opportunities for group camping areas at overnight sites.

7. Ideally, campsites should be located on short side trails, rather than directly on the AT

8. To discourage non-Trail-related uses and vandalism, campsites should be located at least three miles from road crossings. For the same reasons, lean-to sites should not be located on the shores of lakes or ponds.

9. Lean-tos should be located so as to minimize damage to natural resources at the site. Landowner permission shall be received before facilities are constructed or replaced. If a Land Use Planning Commission development permit is required, or if a variance is sought, the MATC shall prepare the appropriate applications, which will be co-signed, if necessary, by the landowner. (The LUPC application requires the signature of the landowner of record.)

10. No A.T. relocation shall be opened without adequate provision for overnight facilities.

11. Lean-tos shall be built primarily with native materials (that is, logs cut from nearby trees--spikes, roofing, and bunk platform boards are normally carried in) according to standard MATC lean-to plans (MATC, 1989). Tent platforms/sites may use native log cribwork for leveling but the surface will usually be of earth, rather than wood. Wooden platforms may be appropriate where ground conditions are difficult for earth pads.

12. Hiker registers shall be maintained at all campsites (MATC Exec. Com. 9/11/92).

13. To reduce impacts on campsites, information in the Maine *Guide* and on trailhead signs shall encourage hikers to use portable stoves rather than open wood fires.

14. Information in the Maine *Guide* and on trailhead signs should encourage hikers to use prepared campsites, rather than camping between such sites.

15. Campsites and lean-tos are provided by the Maine Appalachian Trail Club for Appalachian Trail hikers. Extended use by any camper is incompatible with the purposes of the Trail and should be discouraged, through informational signs at trailheads and campsites and in the Maine *Guide*. ATC policy (BOM 4/24/93) suggests discouraging use of shelters and overnight-use areas for more than three consecutive nights in any 30-day period by any individual or group. Further, ATC policy on group use (BOM 11/87) has been amended (BOM 11/21/93) to recommend that "groups spending one or more nights on the Trail should not exceed 10 members at any one overnight-use area and day-use groups should not exceed 25 members at any one location, unless clubs designate otherwise in their local management plan." This plan accepts the ATC policy.

16. Overnight use areas will be inspected on a regular basis by MATC maintainers. MATC will repair or replace any facilities in need of major repairs and will remove any identified hazards, including trees that threaten an overnight facility.

9. Water Sources

Water is important to hikers for drinking, cooking, bathing, and fire safety at campsites. Water is available from numerous lakes, ponds, streams, and natural springs along the Trail in Maine. Few of these water sources are near significant human populations, agricultural lands, or industrial activities. However, water sources can be contaminated by surface runoff, wild animals, hikers' pets, and careless hikers. In recent years, cysts of the intestinal parasite *Giardia lamblia* have become increasingly common in the many water bodies along the Trail that are frequented by beavers and other mammals. No source of water along the Trail can be trusted to be safe for consumption without treatment.

Despite precautions, water along the Trail may also occasionally be contaminated from insecticides and herbicides that are used to control insects and undesired vegetation on commercial forest lands adjacent to the Trail corridor.

Some high mountain areas along the Trail in Maine offer little water during dry seasons. In particular, Katahdin, White Cap, the Barren-Chairback Range, Bigelow, Crocker, Saddleback, Bemis, Wyman, Baldpate, and sections of the Mahoosucs can be rather dry.

Concern over water quality, enhanced by amendments to the Federal Safe Drinking Water Act of 1977, led to an extended discussion among Trail partners during 1992 and 1993. In November 1993, the ATC adopted a major policy on drinking water supplies and water quality (LMPG Ch. 2(H)). One of the principal distinctions in this statement is that between "natural or backcountry water sources" and "water systems". All water sources along the A.T. in Maine are of the former kind, which may include sources that are minimally improved by "construction of small catchment basins or other primitive collection devices that clearly do not indicate to the user that water is being provided from a developed, protected water system." According to ATC policy, "primitive collection devices" can include spring boxes, short lengths of pipe, or other devices, but not faucets, spigots, or cisterns. The Safe Drinking Water Act and related Maine law require *very* burdensome testing and protection measures for "water systems".

Management Policies

1. The Maine Appalachian Trail Club cannot guarantee the purity of any water along the Trail in Maine. Hikers must be responsible for treating water. The public shall be made aware of this policy through information in the *Guide to the Appalachian Trail in Maine* and on trailhead signs. The *Guide* should advise hikers that water from unprotected natural sources should be boiled, filtered, or chemically treated before use.

2. Water sources shall be identified by directional sign only where they are not visible from the Trail.
3. The *Guide* shall continue to describe water sources along the Trail.
4. Hikers shall be advised, through the *Guide* and trailhead signs, where it is advisable to carry water.
5. No water source will be improved to the degree that it qualifies as a "water system". Wherever a natural water source is modified to improve water collection, a sign shall be posted nearby stating, "Water Not Tested".
6. Every effort should be made to cooperate with private landowners and State agencies in providing special notice of forest management practices that involve the use of herbicides and pesticides in the vicinity of the Trail. (To date, landowners involved in such activities have been careful to give the NPS and the MATC advance warning and have used both signs and foot patrols to inform hikers.)

10. Winter Trail Use

The Appalachian Trail in Maine has been designed and is maintained primarily for use when the ground is free of snow. Winter use of the Trail is not prohibited, but winter users must be prepared to deal with harsh and demanding conditions. Travel is often restricted to snowshoeing and can be slow and tiresome. The Trail in Maine offers no heated or enclosed shelters. Open lean-tos are sometimes completely buried by snow, which can reach depths in the mountains of as much as fifteen feet. The standard height to which brush is cleared from the A.T. is eight feet, so blazes may be hidden by the snow and winter hikers may encounter tree limbs as low as their feet. Clearing for winter use would be extremely difficult, and would detract from the appearance of the Trail during the normal hiking season.

Winter hikers sometimes cause damage by hacking away obstructing limbs as they use the Trail. Winter hikers also have caused substantial damage at campsites by indiscriminate cutting of live trees for bedding and fuel. This practice has been especially damaging at ad hoc campsites in fragile alpine areas where, under stress, unprepared hikers apparently abandon their normal concern for the Trail's environment out of fear for their own safety.

Open streams may be impossible to cross safely during the winter.

Management Policies

1. The Trail is open year-round, but users are responsible for their own safety and should be knowledgeable about and equipped for winter travel.

2. An effort should be made to educate winter hikers regarding damage that they may cause to the Trail and to campsites.

11. Managing the Trail for a Primitive Experience

In April, 1995, the ATC adopted a policy on managing the Appalachian Trail for a primitive experience. "Primitiveness" has become an increasingly important concern as Trail use increases and aids such as cell phones and global positioning system (GPS) devices challenge the concept of experiencing solitude and a natural environment through the hiker's "own unaided efforts". As technological changes affect hiking gear, clothing, and even packaged food, philosophical questions about the Trail experience will increase.

Clubs are asked to "consider the effects of individual management actions...on the primitive character of the Trail" through a five-question test (LMPG Ch. 2(J)):

- 1) Will this action or program protect the AT?
- 2) Can this be done in a less obtrusive manner?
- 3) Does this action unnecessarily sacrifice aspects of the Trail that provide solitude, or that challenge hikers' skill or stamina?
- 4) Could this action, either by itself or in concert with other actions, result in an inappropriate diminution of the primitive quality of the Trail?
- 5) Will this action help to ensure that future generations of hikers will be able to enjoy a primitive recreational experience on the AT?

Management Policies

The Maine Appalachian Trail Club will consider the above five questions before adopting management policies or implementing management projects.

B. EMERGENCIES, PUBLIC MISBEHAVIOR, INFORMATION/EDUCATION

1. Emergency Planning and Coordination

The Appalachian Trail Conservancy's *Local Management Planning Guide* states (Ch. 3(A)) that:

Responses to law-enforcement, fire control and search-and-rescue emergencies are the responsibility of local, state and federal public agencies...As private, volunteer organizations, ATC and the Trail-maintaining clubs have no legal responsibility to respond to emergencies. However, ATC and the clubs play a critical role in educating hikers, agency partners, and the public about the Trail and in managing the A.T. so as to reduce problems of this kind. As the on-the-ground managers, ATC and the Trail clubs must prepare contingency plans and be ready to assist the appropriate agency in responding to law-enforcement, fire, and search-and-rescue episodes, and act as the "eyes and ears" of agency partners, to prevent or mitigate problems.

The ATC Board of Managers adopted the following policy statement in April, 1987:

Law enforcement, fire control, and search and rescue jurisdictions must be contacted during preparation of local management plans by the clubs and periodically thereafter. ATC and the clubs must establish basic familiarity with the Trail among all jurisdictions crossed by NPS corridor lands, so that there is less confusion and ambivalence when emergencies occur. This is an implicit responsibility of the delegation from the NPS to ATC (see NPS letter to ATC of 29 March 1985 for intent).

Specific tasks consist of informing local authorities about the Trail's location by providing current maps, and sharing phone contact lists for emergencies. Frequently, meetings are needed to explain the A.T. to local jurisdictions so that contingency plans are prepared with local authorities and each partner's responsibilities are clear.

Jurisdiction

All of the lands acquired by the National Park Service for protection of the Appalachian Trail in Maine are under "proprietary jurisdiction". This means that the United States, as landowner, is due the same protection as a private landowner so far as state and local laws and regulations are concerned. State and local law enforcement officials are expected to enforce these laws, but have no authority to enforce federal regulations, except to the extent that these regulations or similar regulations have been adopted by the State Legislature. (In national parks where the NPS provides all law enforcement, fire-control, and search-and-rescue activities, its jurisdiction is termed "exclusive". In some national parks, Park Service rangers enforce both NPS regulations and state laws, but state law-enforcement officials can also enforce NPS regulations. This is known as "concurrent" jurisdiction.)

The Department of the Interior has determined that local Trail clubs are authorized to seek local law enforcement assistance to protect Appalachian Trail lands and to report violations on these federal lands. In effect, the Maine Appalachian Trail Club is the "land agent" for the landowner, the National Park Service. MATC and ATC will report violations to the appropriate state or federal law-enforcement officers and work cooperatively to respond to problems.

Except for Baxter State Park, State agencies that own lands crossed by the Appalachian Trail have limited law-enforcement capability. The Bureau of Parks and Lands has limited law-enforcement personnel. Agencies can promulgate regulations governing their A.T. lands jurisdictions, but can enforce them only on those jurisdictions. The Bureau of Forestry has been given the authority to enforce rules on lands belonging to the Bureau of Parks and Lands.

Incident Reporting

Maine's Search and Rescue Plan requires that reports regarding any person lost, injured, or stranded in woodlands or on State or Federally owned lands be reported to a State Police Communications Center (Augusta, Skowhegan, and Thomaston 1-800-452-4664; Houlton 1-800-924-2261; Orono 1-800-432-7381; Gray 1-800-482-0730). These centers, open 24 hours per day, contact those in the Maine Warden Service who are responsible for search and rescue response.

National Park Service policies require that all incidents on NPS Trail lands that result in injury to persons, or damage to property, be reported to the APPA Park Manager or his/her designee as soon as possible (CFR 36, §2.33). For emergencies, contact the National park Service 24-hour Emergency Dispatch Service at Shenandoah National Park, Luray, Virginia: 1-800-732-0911. They will contact APPA staff directly.

The Appalachian Trail Conservancy has agreed to act as a central repository for reports of incidents that involve hiker security, law violations, illegal and accidental wildfires, and search and rescue. A standard "Incident Report" form has been developed for this purpose and is available at www.appalachiantrail.org/hiking/report-an-incident.

Management Policies

1. This Local Management Plan shall include regularly-updated directories of State and local law-enforcement officials whose jurisdictions include the Appalachian Trail: State Police, County Sheriffs, municipal police, Maine Forest Service fire personnel, authorized enforcement personnel of the Maine Bureau of Parks and Lands, and Maine Warden Service personnel.
2. The Maine Appalachian Trail Club will notify the Appalachian Trail Conservancy promptly by telephone or email whenever it becomes aware of any major emergency on the Trail or on corridor lands under the Club's jurisdiction. The ATC will do likewise in reverse.
3. All incidents involving emergencies (e.g., crime, fire, search and rescue), other law-enforcement (e.g. theft, disorderly behavior, drug abuse, vandalism), and land management problems (e.g. boundary encroachment, resource theft or damage, dumping, ATV/ORV use) will be reported promptly to the ATC, using the Incident Report form.
4. Upon request, MATC volunteers will assist agency partners during emergencies by helping to notify hikers of emergency circumstances that may put them at risk, and in locating the quickest and most efficient access to the location of an emergency on the Trail.

2. Search and Rescue

The Maine Department of Inland Fisheries and Wildlife, through its Warden Service, has statutory responsibility for "search for lost persons in the woods". The Service has developed a standard operating procedure for rescue in Maine's wild lands. Baxter State Park

covers all of the search and rescue activities within the Park, with the Warden Service available as backup in the case of an extended search. A special MOU between the NPS, MATC and the MWS (Appendix B8) provides for two emergency helicopter landing sites in the Gulf Hugas area for search and rescue purposes. The NPS and the MWS have prepared a Cooperative Agreement (Appendix B12) under which the NPS will provide limited financial support to the MWS for search and rescue missions and law enforcement efforts on NPS lands in Maine.

Management Policies

Search and rescue operations along the Trail in Maine shall be handled according to the standard operating procedures that have been developed by Baxter State Park and the Maine Warden Service. The Maine Appalachian Trail Club shall provide regularly updated names, addresses, and telephone numbers of MATC officers to the appropriate authorities so that they may readily obtain information about the Trail when necessary. The Club should also provide maps that show emergency workers the easiest routes of access to various points along the AT. MATC volunteers, at their own discretion, may participate in search and rescue operations in the field if invited to do so by the appropriate authority.

3. Fire Prevention and Suppression

The Appalachian Trail passes through the vast working forest of Maine. Almost all of the land along the Trail corridor is managed for the commercial production of timber. It is of critical importance, both to preserve the physical environment of the Trail and to protect the commercial forests adjacent to the Trail, that every reasonable precaution be taken to avoid human-caused forest fires. There is continuing evidence of hiker carelessness in the use of open wood fires at sites other than those approved for such use. Such fires are prohibited by Maine law on all lands, including NPS corridor lands, unless the builder holds a current, valid fire permit, issued by the Maine Forest Service with landowner permission, or the fire is at an authorized site. Within the A.T. corridor, on both NPS and Maine public lands, open wood fires are allowed only at AT overnight campsites, in authorized fire sites that have been approved by the Maine Forest Service. Permits are not required at authorized fire sites.

The Maine Forest Service has statutory authority for the enforcement of Maine fire laws on both Park Service and non-Federal land (Appendix D2). Under the 1999 MOU (Appendix B7), the Maine Forest Service has command responsibility for APPA lands upon its arrival at a fire. It is to use minimum fire suppression efforts necessary to protect life and property. The 1999 MOU also calls for the Superintendent of Acadia National Park to act as the representative for the APPA in Maine for all fire suppression and prevention activities. On 28 December 2005, the APPA distributed copies of the Fire Management Plan for the Appalachian National Scenic Trail that had been approved by the APPA, the National Capital Regional Office of the NPS, Acadia National Park, and the ATC in May and June, 2005. (See www.nps.gov/appa/parkmgmt/firemanagement.htm) The plan covers only those portions of the Trail corridor that are administered by the Appalachian National Scenic Trail. These lands total about 86,000 acres, 37 percent of which are in Maine and under the jurisdiction of

the MATC. The fire management plan is a suppression-only plan. It makes no provision for using fire as a management tool. In negotiating implementation of the plan with local fire suppression authorities, the NPS will strongly encourage those authorities to follow the "Minimum Impact Suppression Tactics" (MIST). These tactics are designed to minimize lasting physical impacts to corridor resources during suppression activities, but are subordinate to decisions related to the safety of fire fighters.

Management Policies

1. Most designated campsites along the A.T. in Maine shall include a fire area that has been inspected and approved by the Maine Forest Service. Where fuel is limited or a high forest fire hazard exists, open wood fires will not be permitted.
2. Hikers shall be encouraged, through the *Guide* and trailhead signs, to camp only at designated sites and shall be informed (through the *Guide*, trailhead signs, and campsite signs) that open wood fires may be built only in approved fireplaces. The use of portable stoves shall be encouraged in the *Guide* and on trailhead signs. Special signs that ask hikers not to build fires should be placed along the Trail at undesigned campsites where frequent use of illegal fires is apparent.
3. On 6 March 1987, the MATC Executive Committee voted to prohibit open wood fires, except at designated campsites, on NPS land. Acting as land agent for the National Park Service, the MATC notified the Maine Forest Service to issue no permits for such fires on NPS Trail lands.
4. Information and education efforts shall include information on the safe and proper handling of fires and warnings regarding penalties for the violation of Maine fire laws.

4. Litter and Vandalism

Except for facilities located near roads and at a few heavily used sites, litter and vandalism are minor problems along most of the A.T. in Maine. Problems include theft of and damage to signs at trailheads, accumulation of trash at campsites, major physical damage to shelters, and the cutting of live trees for firewood and bough beds. There have been a few incidents of vandalism against hikers' cars, especially at the Grafton Notch parking area and on Maine Highway 17. Except for the fact that hikers have been writing and carving names and dates on lean-to log walls since the first Trail shelter was built, the only graffiti problem along the Trail in Maine is at the Highway 15 trailhead. Local students have long used the ledges beside the road to record immortal messages.

Facility location is an important factor in dealing with litter and vandalism. Campsites located on popular fishing ponds and near roads have always been a problem. Policies listed earlier under "Overnight Facilities" should help to control litter and vandalism.

The ATC is a member of the national Leave-No-Trace program and encourages clubs to incorporate LNT principles and practices into their education and outreach programs. Clubs are urged to use ATC LNT signs that include a brief minimum-impact message. (See new LNT posters, brochure, and guidelines at <http://atleavenotrace.wikispaces.com>)

On APPA lands, "littering and graffiti are illegal. It is, however, very difficult to enforce these laws; the offenders must be caught in the act. In some cases, where an offender can be identified by a hiker or club member, a federal agency will issue a citation upon receipt of a carefully documented report by a hiker or club member." (LMPG Ch. 4(C))

Under Maine law (12 MRSA §12661, sub-§3) abandoned ice fishing shacks are defined as "litter" and may be removed or destroyed by the landowner on whose property a shack is left, with costs recovered from the shack owner in a civil action.

Under Federal Regulation [Title 36: Parks, Forests, and Public Property 2.22—Property], boats stored in a manner that interferes with visitor safety, the orderly management of park lands or that present a threat to park resources should be relocated to a nearby location that alleviates such concerns. They may be impounded by the superintendent at any time.

Management Policies

1. The MATC's trash disposal policy is "Carry-in, Carry-out". Standard signs announcing this policy are posted at all trailheads and campsites.
2. Facility design can be an important factor. Signs should be sturdy and securely mounted.
3. On-site caretaking is clearly an effective approach for controlling litter and vandalism at back-country sites and should be considered for severe problem areas. Caretaking can be particularly effective in providing guidance and education to hikers on Leave No Trace (LNT) practices.
4. If a site cannot be managed effectively without on-site caretaking, and if that level of management is not feasible, then the abandonment or relocation of the facilities should be considered.
5. Local Maintainers shall be responsible for removing litter and making repairs to damage caused by minor vandalism.
6. Portable stove use can reduce problems caused by indiscriminate firewood cutting. Such use shall be promoted in the *Guide* and on trailhead signs.
7. As a last resort, State law enforcement officials may be asked to enforce litter laws at problem sites.

5. Public Information, Education, and Outreach Programs

Information and education efforts on the Trail in Maine have been limited in the past, but increased use of the Trail demands a greater effort to properly inform the public about responsible Trail use. The Maine Appalachian Trail Club has several primary means of communicating with Trail users:

1) The Club writes and publishes the *Guide to the Appalachian Trail in Maine*. The Fifteenth Edition, published in 2009, is the most comprehensive source of information about the A.T. in the state. It provides detailed trail and campsite descriptions, an overview of the A.T., a history of the development of the A.T. in Maine, how the Trail is managed, precautions about natural hazards, and advice on water and sanitation, campfires, hiking equipment, first aid, transportation to the Trail, and trail manners and etiquette. The *Guide* also provides information on points of historical interest, as well as natural resources along the Trail, and references to sources of more information for those who are interested.

Depending on demand for the book, the *Guide* is revised about every five years by the *Guide* editor(s) and a Guidebook Committee. It is distributed through bookstores in Maine and northern New Hampshire by the Maine Appalachian Trail Club, and through mail order and bookstores elsewhere by the Appalachian Trail Conservancy.

2) The Club maintains a web site (www.matc.org) that is used increasingly to provide basic information about the Club, work trips and other volunteer opportunities, and current issues. The Club may provide links to organizations, on a case-by-case basis, that users of the MATC site may find of interest (MATC Executive Committee, 3/3/06).

3) The Club uses trail signs (previously described in Section A4) to both inform and educate Trail users. Trailhead and special signs include information on relocations that have taken place since the publication of the current *Guide*.

4) The Club publishes several brochures, including a general information brochure about the Club that is also used to recruit new members, a brochure "Leave No Trace on the A.T. in Maine", and a brochure that provides information on the Kennebec Ferry. Because of the large number of visitors from neighboring Québec Province, a special edition of the LNT brochure has been provided in French since 2001.

5) Maine Appalachian Trail Club Maintainers, Corridor Monitors, Caretakers, Ridge Runners and other MATC trail workers provide information and education to Trail users through direct communication.

6) The Club's mailing address is provided in the *Guide*, on trailhead signs, and at every campsite along the A.T. north of Grafton Notch. The Club's Corresponding Secretary answers numerous inquiries about the Trail each year.

7) The Club cooperates with the Bureau of Parks and Lands to provide a caretaker at the heavily used Horns Pond campsite, and provides a Caretaker/Ridge runner at the Piazza Rock campsite, a ridge runner in the Gulf Hags area and, since 2002, a ridge runner at Abol Bridge who works closely with Baxter State Park personnel (including use of a Park radio).
[Is the Abol ridge runner still used?]

Promotion of the use of the Appalachian Trail in Maine has been minimal. At present, all efforts are directed towards providing information about the Trail to people who are already planning hikes and who request that information. The *Guide to the Appalachian Trail in Maine* and the Club's small pamphlet "The Appalachian Trail in Maine" are informational and educational, rather than promotional efforts. Club members are often invited to give talks and visual presentations about the Trail. The Club's Corresponding Secretary responds to several hundred requests for information each year. At present, no State agency is well prepared to answer questions about the Trail. Recently, the MATC has partnered with the Maine Trail Finder organization, (mainetrailfinder.com) to inform the general public regarding hiking opportunities utilizing the Appalachian Trail and its official side trails maintained by the Club.

Trail use appeared to have stabilized. The 1980s and 1990s saw an apparent increase in traffic, but use appears to have declined slightly in the early years of the 21st century. Whatever the trend, the public has made a large investment in protecting the Trail corridor. It is appropriate to encourage people to use and enjoy this great natural resource to the extent that is possible (with appropriate management) without a deterioration of the Trail, Trail facilities, or the Trail's physical and social environment.

Under the MATC's "Volunteer Group Registration System", begun in 1998, group users of the A.T. voluntarily notify the Club's Caretaker/Ridge Runner Education Coordinator of their overnight use plans and are able to discover plans of other groups. This allows these users to voluntarily avoid staying at overnight sites where they know other groups are likely to be on the same nights. MATC has also embarked on a program of Education/Leave No Trace workshops for large group users of the Trail and has been conducting in-field evaluations, by caretakers and ridge runners, of these groups.

Baxter State Park authorities have become concerned in recent years about increasing numbers of through hikers who complete their journey on Katahdin, do not register for Park facilities through the normal registration process, and sometimes travel in large groups and exhibit some misbehavior that is detrimental to the experience of others who summit Katahdin. BSP has expressed concerns to the Appalachian Trail Conservancy and suggested that it may have to impose limits on north-bound through hikers. On 9 January 2016, the MATC Executive Committee passed a resolution to support a proposal for a permit system with an annual cap of 2000 northbound hikers into Baxter State Park and to initiate a permit registration process at the Visitor Center in Monson.

Management Policies

1. The information and education program for the Trail should have two objectives: 1) to inform the public on how to plan and carry out a safe, enjoyable journey on the Trail, 2) to educate the public on how to use the Trail without damaging Trail resources or spoiling the experience for other hikers.
2. Techniques for informing Trail users may include publishing guides, pamphlets, and maps of the Trail, maintaining informational signs at trailheads and along the Trail, answering inquiries from the public, providing information for Appalachian Trail Conservancy publications, organizing workshops, and soliciting help from user groups.
3. The Maine Appalachian Trail Club shall provide the Maine Bureau of Parks and Lands and other appropriate State agencies with the information that is necessary for those agencies to fill requests for information about the Appalachian Trail in Maine that are directed to them.
4. Pursuant to MATC's Group Use Policy (Exec. Com. 9/15/97), special efforts should be made to contact large-group users of the Trail, such as camps, Scout troops, Outward Bound, and so on. These groups should be educated regarding responsible use of the Trail and campsites and their cooperation should be sought to help protect Trail resources.
5. A small number of carefully located register boxes shall be maintained along the Trail in Maine to monitor Trail use and to help determine maintenance requirements. These boxes shall not be located at shelters or campsites, but Local Maintainers shall maintain registers at those sites.
6. The Appalachian Trail exists only for people. The Trail experience should be made known and available to as many who are able and willing to seek it as the Trail's physical and social carrying capacity will allow.

C. CONFLICTING/COMPETING USES

The Appalachian Trail in Maine has been designed for foot travel only, and the Trail experience relies on solitude and quietness. Conflicting uses are any that clearly degrade the physical condition of the footpath or corridor, lead to conditions inconsistent with the A.T. experience, or can take place only by excluding hikers. Such uses will be opposed through all appropriate means, including the use of applicable review and assessment procedures.

1. Mechanized Vehicles

National Park Service regulations prohibit the use of motorized vehicles and bicycles within the federally owned A.T. corridor. "The use of bicycles, motorcycles, snowmobiles, or other motor vehicles is prohibited" (CFR 36§7.100). Off-road travel by wheeled vehicles is prohibited on most property of the Bureau of Parks and Lands and that of many private landowners, and in Baxter State Park. Under Maine law (12 MRSA §13157-A), "a person may not operate an ATV on the land of another without the permission of the landowner or

lessee." Enforcement of these regulations will continue to be a problem, so information and education of, and cooperation with organized snowmobile and ATV users, and with the Bureau of Parks and Land's Off-Road Vehicle Division to find mutually agreeable solutions remain important. Wheelchairs required by persons with disabilities are legally a part of the person's body, and are not subject to these regulations. The ATC's policy (11/91) is that "the Trail footpath should be closed to bicycle use except where open by specific administrative decision of the land-managing agency, with such a decision being made only after consultation with the affected Trail club, the Appalachian Trail Conservancy, and the National Park Service A.T. Park Office." Detailed criteria for considering endorsement of bicycle use are listed in the LMPG Ch. 4(L).

All use of motorized vehicles and bicycles along the Trail, except for emergency or limited special-use purposes, is prohibited by federal law and regulation. (This obviously does not apply to those parts of the Trail that remain on public or private roads.) Both motorized and non-motorized trail bikes and other bare-ground off-road vehicles are incompatible with the Trail environment and should be denied access to both the footpath and the corridor. Those sections of the Trail that follow gentle terrain along abandoned roads represent special attractions for snowmobilers. In some cases, these routes have been used by snowmobiles for many years and the use, although in violation of NPS regulations, cannot easily be ended. The National Park Service submitted a Proposed Rule under 36 CFR Part 7 in January, 2002, to establish special regulations to designate snowmobile crossings of the A.T. for routes that existed prior to the APPA land acquisition program. The final Rule was published in the Federal Register and became effective on 27 March 2002. The special regulation allows limited snowmobile crossings of the Appalachian Trail while still prohibiting such use along the trail. Additionally, the limited use is consistent with the Federal government's obligations to provide access for emergencies and to owners of lands adjacent to the Trail. Two of the crossings are in Maine: 1) "Nahmakanta Lake Spur--The spur snowmobile route that leads from Maine Bureau of Parks and Lands Debsconeag Pond Road to the southeastern shore of Nahmakanta Lake" and 2) "Lake Hebron to Blanchard-Shirley Road Spur--The spur snowmobile route that leads from Lake Hebron near Monson, Maine to the Maine Interconnecting Trail System Route 85 near the Blanchard-Shirley Road." Further, "Temporary crossings of National Park Service administered Appalachian Trail corridor lands may be designated by the Park Manager in the Superintendent's Compendium of Orders when designated snowmobile routes are temporarily dislocated by timber haul road closures."

Not every conflict with mechanized vehicles will occur on the A.T. footpath or even within the Trail corridor. The MATC Executive Committee voted on 1/6/07 to support State legislation that would ban the use of Personal Watercraft (a.k.a. jet skis) on the Carry Ponds.

2. Hunting/Trapping

The Department of Inland Fisheries and Wildlife has statutory authority and responsibility for the management of all wild game in Maine. The Department enforces all

State regulations pertaining to hunting, fishing, and trapping on all lands, regardless of ownership.

Except for the underlying fee title to lands along the West Branch of the Penobscot River, the area of Baxter State Park that is crossed by the A.T. is a wildlife sanctuary. No hunting or trapping is allowed in this area, but fishing is permitted. National Park Service regulations (36 CFR 2.2) permit hunting and trapping only where such activities are specifically authorized by statute in the founding legislation for the particular park unit. In the case of the Appalachian Trail, the founding legislation is the National Trails System Act, which does not permit hunting or trapping. Therefore, no hunting or trapping are allowed on NPS lands along the A.T. in any state

The Bureau of Parks and Lands administers both "Public Reserved Lands", formerly administered by the Bureau of Public Lands, and "State Park Lands", formerly administered by the Bureau of Parks and Recreation. Administration of these two kinds of land remains distinct under the Bureau of Parks and Lands Integrated Resource Plan. The only "State Park" lands crossed by the A.T. in Maine are Grafton Notch State Park, A.T. corridor lands in Elliotsville Township that were gifted to the BPR by International Paper Co., and the easement rights over former Great Northern Nekoosa Corp. lands between Township A Range 10 W.E.L.S. and the southern boundary of Baxter State Park. On Public Reserved Lands, no loaded weapon (of any kind) may be carried along the footpath of the Appalachian Trail (but unloaded weapons are permitted). No weapon may be discharged within 300 feet of the Trail. Under the "Rules for State Parks and Historic Sites" (12 MRSA Section 1803, Subsections 6 and 7) hunting is prohibited between 1 May and 30 September in Grafton Notch State Park; no weapon may be discharged from or within 300 feet of a camping area or campsite or posted trail; "Trails which are closed to hunting will be posted to that effect at access points. On trails posted as closed to hunting, loaded weapons are not permitted on the tread way except in accordance with 20b above [concealed weapons] and weapons may not be discharged within 300 feet of the trail."; and trapping requires written permission.

The Maine Appalachian Trail Club lacks the authority, responsibility, and ability to enforce regulations against hunting and trapping in the A.T. corridor. The Warden Service does not have the authority to enforce Federal regulations against hunting and trapping in the A.T. corridor. The Bureau of Parks and Lands has limited law enforcement personnel, but Maine Forest Service Rangers are authorized to enforce laws and rules relating to BPL lands.

[**Note:** a Federal law passed in 2010 allows licensed gun owners to bring firearms into national parks and wildlife refuges as long as they are allowed by state law. In rather heated hearings in Maine, the Legislature decided to prohibit firearms in Acadia National Park, but to allow them on NPS Appalachian Trail lands. (One testifier said that he would not dare step out onto the Appalachian Trail without a firearm!)]

Management Policies

1. The Department of Inland Fisheries and Wildlife is the primary agency responsible for fish and wildlife management on lands in the A.T. corridor, but NPS wildlife management policies must be considered as well.

2. Management of the Trail corridor shall be consistent with the regulations of the Department of Inland Fisheries and Wildlife and, for NPS lands, the National Park Service.

3. The Maine Appalachian Trail Club recognizes the problems associated with enforcing regulations against hunting in the A.T. corridor. Consistent with the Appalachian Trail Conservancy's Hiker Safety Policy (ATC 11/92), MATC trailhead information signs (Appendix E3) and the *Guide to the Appalachian Trail in Maine* will include a caution about hunting seasons and will advise hikers to wear blaze orange during those seasons.

3. Horses and Pack Animals

Individuals and groups that are interested in horseback riding periodically ask the MATC if this use is permitted on the Appalachian Trail. Horseback riding and use of packstock are incompatible with the Trail, for four reasons: 1) The Trail is not kept clear to dimensions that would accommodate the physical requirements of a horse and rider--to do so would detract from the appearance of the Trail and would require a much greater maintenance effort. 2) Much of the Trail is too steep and rough for safe travel on horseback. 3) Horses' hooves can severely damage the soil and, especially on steep slopes, lead to erosion of the footpath. Such damage is, of course, a problem with foot travel as well, but the potential for severe damage in a given period of time is far greater in the case of horses. 4) Horse manure is unappealing, especially around campsites.

In addition to horseback riding interests, one or more commercial vendors in Maine now offer pack-animal services. In accordance with NPS regulations, both horses and pack animals are prohibited on the A.T. in Maine where it crosses NPS lands. Both MATC and ATC policy (BOM 4/85) support the prohibition of horses and pack animals elsewhere on the Trail in Maine. The NPS *Code of Federal Regulations* prohibits horses and pack animals on APPA lands except in locations designated for their use. No such locations have been designated in Maine.

4. Roads

The Appalachian Trail Conservancy's policies on forest roads have been developed primarily in response to activities on national forests through which the Trail passes. The A.T. crosses no national forest lands in Maine. Some roads within the NPS-acquired corridor have been closed. Others represent specific rights-of-way that have been retained across corridor lands and that will continue to be used for forest management and other private purposes. These rights-of-way, together with an inventory of all other roads that cross the AT in Maine, are described in Appendix F4.

The Trail in Maine also crosses State-owned lands. Road development in Baxter State Park is strictly limited and poses little potential threat to Trail interests. Roading rights

on the long section of the Trail south of the Park, for which a conservation easement was donated to the Maine Bureau of Parks and Recreation, were limited by the terms of that easement and have probably been eliminated through acquisition of the underlying fee interests by the Nature Conservancy and the National Park Service. Timber access road development is expected on lands crossed by the Trail that are owned by the Bureau of Parks and Lands and, possibly, on those owned by the Department of Inland Fisheries & Wildlife.

The Appalachian Trail Conservancy's road policy (adopted by the ATC's Board in April, 2000) applies to all proposals for roads "that may cross or closely parallel the A.T. (within one-half mile) and that threaten to depreciate the remoteness and primitive quality of the Trail through long-term cumulative impacts." The policy calls for the ATC and the maintaining club to "oppose construction of any road that impacts the A.T., unless the road is the 'only feasible and prudent alternative' and all other alternatives for location of the road have been proven infeasible." Clubs are obligated to call attention to "the unavoidable increase of ORV, ATV, and vehicular traffic on or near the A.T. resulting from new road construction or expansion of existing roads" and should seek commitments from land-owning agencies to keep roads as primitive as possible.

State land-owning agencies regularly contact the Maine Appalachian Trail Club when they propose roading activities across or near the A.T. on State-owned lands. In addition, such proposals for most of the lands crossed by the Trail in Maine require a permit from the Land Use Planning Commission. LUPC automatically solicits comments from the Club regarding such proposals.

Management Policies

1. The MATC will continue to respond promptly to requests for comments on roading proposals. In all cases that involve Trail crossings, and in other situations, as appears appropriate, the Club will request an on-site inspection of the proposed development with agency representatives.
2. The MATC will resist any proposals for the construction or upgrading of a road that impacts the Appalachian Trail, unless the proponent can demonstrate that 1) the proposal is the only prudent and feasible alternative, 2) the proposal is of clear public benefit or is permitted under the terms of a privately owned right-of-way, and 3) all possible measures have been taken to minimize adverse impacts to the Trail.

5. Road Closures and Access Control

The Appalachian Trail Conservancy's policy for NPS-delegated Trail lands is for roads (other than retained rights-of-way) to be closed and rehabilitated. "ATC's preference is that old roads, dirt roads, and temporary roads be *permanently* closed and rehabilitated. Where access must be maintained for owners of deeded rights-of-way, durable, heavy steel gates will be installed and maintained in cooperation with affected landowners..." (The latter policy is impractical for the heavily used, permanent logging roads that cross the Trail in

many sections of Maine where there are no public roads, but provides clear policy direction for infrequently used woods roads.)

Some rights-of-way that have been reserved for timber management purposes require the holder to physically block and rehabilitate the roadway between harvests (which may be decades apart).

ATC opposes the use of any kind of cable closing. Such closings have been involved in numerous personal injuries, and deaths, in Maine and elsewhere.

Management Policies

1. The Maine Appalachian Trail Club will install and maintain such barriers as appear necessary and practical for the control of unauthorized vehicular access to the Trail and corridor lands. Such barriers will comply fully with State regulations and the terms of reserved rights-of-way. Financial support from ATC or other sources may be needed to accomplish this work.

2. Permanent road closures will be carried out only where right-of-way reservations and the needs of law-enforcement and fire control officers do not require access to or across the corridor. Temporary closures will use locked gates. Keys will be provided to appropriate owners of rights-of-way, law enforcement officials, and fire control officials. Cables will not be used for closings.

6. Special Uses

Both the National Park Service and State agencies have the authority to issue special use permits for their lands. The NPS guidelines for permitting special uses of APPA lands are found in Management Policies 2006, § 8.6 and Directors Order No. 53. Specific requirements exist for agricultural special uses and occupancy of structures.

The Appalachian Trail Conservancy has adopted policy guidelines (LMPG Ch. 4(I)) in accordance with the NPS policies. Issuance of special-use permits is one of the authorities that was specifically *not* delegated to the Conservancy and the clubs, but oversight of special-use permit activities is clearly something that can be enhanced by local club participation.

A permit from Maine's Land Use Planning commission (LUPC) is required for certain activities (such as road crossings) that affect the 200-foot (on each side) protection corridor that LUPC has designated for the A.T. throughout Maine. This section on "special uses" does not refer to LUPC permits.

Research Activities

Trail-related research can lead to a better understanding of Trail users and resources and provide a means for accomplishing objectives of the Trail program, but excessive research efforts can impair the Trail experience.

Management Policies

1. Research along the Trail must be coordinated with landowners and Trail managers. (Research activities on NPS lands require a special-use permit from the Appalachian Trail Project Office. All research in Baxter State Park requires a permit.)
2. Researchers must respect the objectives of the Trail program and design their work to interfere as little as possible with the accomplishment of those objectives.
3. No research may be done on the Trail in Maine north of Grafton Notch without the prior approval of the Maine Appalachian Trail Club and the landowner.

Other Special Uses

As a general policy, neither the National Park Service nor the Bureau of Parks and Lands should issue a special use permit for the Appalachian Trail or Trail lands north of Route 26 in Maine without consulting the Maine Appalachian Trail Club.

7. Utilities and Communications Facilities

The Appalachian Trail corridor in Maine currently includes only one communication facility, a privately owned radio repeater on the summit of White Cap Mountain. After uncontrolled proliferation of radio facilities had been discovered there by the MATC, the landowner applied to the Maine Land Use Regulation Commission for permission to combine the existing facilities into one. With minor changes, this proposal was endorsed by the National Park Service, the Appalachian Trail Conference, and the Maine Appalachian Trail Club. The resulting facility, under NPS lease #430, has little impact on the Trail.

Outside of public highway corridors, the Trail is crossed by only four power transmission lines and no telephone lines. No other utilities cross the Trail. (Except for Brookfield Power's power transmission line, the easement on Trail corridor lands south of Baxter Park that is held by the Bureau of Parks and Lands specifically relinquishes the landowner's right to install, or allow others to install, utilities and communications facilities on the few high areas.)

Although most mountain peaks along and near the Trail are now in public ownership or protected by easement rights, wind farm development remains a concern because of the visual impact even over a considerable distance. The successful battle to oppose wind energy development on Black Nubble in Redington Township led to ATC's adoption of a wind energy policy in 2007 (LMPG Ch. 4(G)) and a new MATC policy on 11-6-09 (Appendix F5).

Wind power development remains highly controversial in Maine, but has been promoted by the State since at least 2005. In 2008, the Maine Legislature enacted MRSA Chapter 34-A, section 3451, amending Maine's wind power siting laws, that defined "scenic resources of state or national significance" as including "a scenic viewpoint located on state public reserved land or on a trail that is used exclusively for pedestrian use, such as the Appalachian Trail, that the Department of Conservation designates by rule adopted in accordance with section 3457..." Section 3457 states, "The Department of Conservation and shall adopt rules to designate scenic viewpoints located on state public reserved land or on a trail that is used exclusively for pedestrian use, such as the Appalachian Trail, that have state or national significance from a scenic perspective based on criteria modeled after those used in the "Maine Rivers Study" published by the Department of Conservation in 1982 and "Maine Wildlands Lakes Assessment" published by the Maine Land Use Regulation Commission in June 1987 and consideration of the criteria in section 3452, subsection 3." Section 3452 lists the criteria for evaluating scenic resources and includes the stipulation that any resource located more than eight miles from a wind power development site shall be considered "insignificant".

Utilities may not be constructed across NPS-owned lands without a thorough environmental analysis. Rights-of-way may be granted only when there is clearly no practical alternative route. ATC policy (11/88) holds utility lines and communications sites to be generally incompatible with the AT. Such developments will be opposed unless they promise "overriding public benefit", the location on or across the A.T. corridor "is the only feasible and prudent alternative", and "adverse impacts to the scenic, cultural and natural resources of the Appalachian Trail can and will be adequately mitigated." ATC policy (BOM 11/92) further advocates the use of utility line maintenance techniques (hand-clearing of vegetation, leaving low-growing vegetation, etc.) that minimize the visual impact on a Trail crossing. The ATC Board adopted a lengthy, amended version of these policies in April, 1996, "to address the more specific impacts of communications sites, airport beacons, wind-generation towers, and other mountaintop facilities." (LMPG Ch. 4(F)) The rapid proliferation of cell-phone communications towers is of particular concern. The ATC has worked with the communications industry to provide a procedure for early warning to clubs of proposed new facilities so that club representatives can participate in public review processes in a timely fashion. Under the 1999 agreement, now lapsed but still operational, the ATC in Harpers Ferry must be notified of any wireless facility proposed within one mile of the A.T. The ATC/Club response must be provided within 15 business days. During the next 15 business days, the Trail community must work with the developer to try to resolve any concerns, or agree on mitigation. Failing agreement, the Trail community may object to the proper government officials and the developer may proceed with its planning. On 17 November 2001, ATC's Board adopted a comprehensive policy on impacts of development in the vicinity of the Appalachian Trail that incorporates the standards of the USDA Forest Service's *Scenery Management System* and NPS policies related to aural impacts and soundscapes affecting national park lands.

Management Policies

1. Utility and communications facilities are generally incompatible with Trail purposes and should not be located within the corridor. Such facilities within view of the A.T. should be judged on a case-by-case basis.
2. The Maine Appalachian Trail Club will participate in public review processes for all proposed utility and communications-site facilities within view of the Appalachian Trail.
3. The following policy on wind power development was approved by the Executive Committee on 11-6-09 (See Appendix F5.): The Maine Appalachian Trail Club (MATC) supports significant increases in renewable energy that result in actual greenhouse gas and air pollutant reductions and are balanced with strong protection of natural and recreational resources of statewide significance. The MATC recognizes the need to develop wind power as a renewable energy source. However, this need must be balanced against the recreational, scenic, natural, and cultural resources of the Appalachian Trail in Maine. Careful siting of wind energy facilities is crucial in the protection of the Appalachian Trail experience.

8. Structures

The Trail protection corridor that has been acquired by the National Park Service includes some structures, such as old fire towers, radio towers, cabins, and houses. The basic position of the Maine Appalachian Trail Club is that these structures should be eliminated (Appendix G2-6).

The National Historical Preservation Act requires any structure more than 50 years old to be evaluated for its potential for historical significance, using criteria established for eligibility for nomination to the National Register of Historic Places. The NPS will contact Maine's State Historic Preservation Office for appropriate reviews and advice. NPS regulations require that any structure retained in the corridor for human occupancy meet the requirements of the "Life Safety Code", a national fire and safety code, as well as applicable state and local building codes. Clubs cannot charge fees for use of corridor structures without specific approval by the NPS.

The Appalachian Trail Conservancy's structures policy (11/89) is that corridor structures should be removed unless they must be retained for historic reasons, the local club "identifies a Trail-related need for the structure and is willing to assume responsibility for management and maintenance of the structure", or the structure is a "contributing improvement" (such as a bridge). The policy goes on to detail requirements pertaining to retained structures.

Management Policies

1. Structures within the Trail corridor that are not a part of the Trail system are incompatible with the Trail experience.

2. Structures within the Trail corridor shall be reviewed on a case-by-case basis to determine whether they should be retained or removed. The MATC must comply with Federal and State laws regarding historical structures.

9. Corridor Monitoring

The NPS Appalachian National Scenic Trail retains the ultimate responsibility for ensuring that A.T. corridor lands are managed adequately. It is responsible for law enforcement and other measures to discourage illegal uses of NPS lands. The Appalachian Trail Conservancy, through the delegation agreement with the NPS, has accepted responsibility for guaranteeing that NPS-acquired lands are being adequately monitored and managed. Through re-delegation of these responsibilities from ATC to the MATC (Appendix B2), the Club has accepted the duty of regularly inspecting corridor lands. The Maine Appalachian Trail Club's corridor monitoring procedures are summarized in section VI.B of this Plan. National Park (APPA) lands in Maine total 31,803 acres, with a nominal corridor on State lands of 8,382 acres. The surveyed boundary along APPA lands extends 307 miles and includes 2041 survey monuments. Inspection of lands, boundary lines, and monuments is included in corridor monitoring responsibilities.

Management Policies

1. The Maine Appalachian Trail Club has accepted the responsibility for regularly inspecting NPS-acquired corridor lands and boundary lines and for reporting the findings of those inspections, including a summary report to ATC, by the end of each calendar year, for the previous Federal fiscal year. (The MATC prefers to report on a calendar year basis.) Corridor monitoring shall be accomplished according to guidelines provided in ATC's *A.T. Corridor Stewardship Field Book*.

2. Although the MATC has management authority and responsibility only for NPS lands, the Club's corridor monitoring policies and actions will also apply to State-owned lands adjacent to the Trail.

3. The MATC has not accepted responsibility for the maintenance of the Corridor's boundary lines (MATC Executive Committee, 9/6/85). The Club is willing to develop a plan for boundary maintenance and to administer any funds for that purpose that may be allocated by the ATC and/or NPS (MATC Executive Committee, 11/1/85). (In recent years, the ATC has provided boundary maintenance crews for several projects in Maine.) However, a number of MATC corridor monitors have voluntarily been renewing the paint blazes and clearing brush along the corridor boundary lines for their monitoring assignments.

4. Any suspected timber or other trespass on NPS lands will be reported promptly to the NPS. MATC will vigorously support NPS efforts to prosecute any incidents of trespass.

10. Military Maneuvers

None of the Appalachian Trail footpath or corridor in Maine is used for military maneuvers. The corridor in Redington Township passes through a large area owned by the U.S. Department of Defense. This tract is the Navy's SERE (Search, Evasion, Resistance, Escape) training area. Outside of the central facilities, the land is managed as a wilderness area, used to train naval aviators to evade capture if shot down over enemy territory, and to escape if caught. The training exercises are set up in such a way as to avoid any activities near the AT. (However, military units have, in fact, been observed on the A.T. on Poplar Ridge.) Also, in past years, cruise missiles were occasionally launched from submarines in the Gulf of Maine to land within the SERE reserve. The parachutes used to lower the missiles were sometimes triggered over the A.T. corridor on Poplar Ridge. Although a piece of a parachute housing was found near the Trail a few years ago, to date there have been no incidents associated with these activities that have warranted complaint or corrective action and the program may, in fact, have ended.

Much of western Maine is used for low-level training flights by fighters of the Air National Guard. Proposals to increase the frequency of such flights and to fly at lower levels have been opposed by the Trail community.

National Park Service regulations on ground-level military operations deal with proposals on a case-by-case basis, but generally oppose such activities in the corridor. The NPS does have regulations and policies on low-level flights over national park units (36 CFR 2.17, Ch. 8.8), and the NPS and the Federal Aviation Administration have signed an agreement establishing a "recommended minimum floor" of 2,000 feet for all aircraft above units of the National Park System. The Appalachian Trail Conservancy's policy is that "military maneuvers should not be permitted on, or in the low-altitude air space above, Appalachian Trail corridor lands, except in unusual circumstances." The Conservancy recommends a minimum floor of 2,000 feet above ground level for all aircraft, including military aircraft, that cross the AT.

The Maine Appalachian Trail Club has adopted no policies on military maneuvers, but will use the Appalachian Trail Conservancy policy as a guideline.

11. Special Events and Large Group Use

The use of the Appalachian Trail for fund-raising "Hike-A-Thons" or other large-group activities is incompatible with the purposes of the Trail. Consistent with the ATC Board's policy on special events and group use (11/87, as amended 11/93), both public and A.T. club hiking groups spending one or more nights on the Trail should not exceed 10 persons, and day-use groups should not exceed 25. Further, the Trail shall not be used for special events or group activities (publicized spectator events, commercial or competitive activities) that degrade its natural or cultural resources or social values. NPS policy specifically prohibits special events and commercial uses of its lands without a permit, issued by the superintendent (AT Park Manager).

12. Alpine Ski Area Development

Sugarloaf USA and the Saddleback Mountain Ski Area are the only alpine skiing developments close to the Appalachian Trail in Maine at this time. The Sunday River Ski Area is further from the Trail, but its ski trails are clearly visible from the A.T. at a number of locations. Downhill skiing is a popular sport, and all of these areas expand as time goes by. The Trail in Maine also crosses several other mountains with ski development potential.

The Appalachian Trail was forced off the summit of Sugarloaf (Maine's second-highest mountain) by the ski development there at a time when no legal protection for the Trail existed. Some structures and ski trails at Saddleback are close to the A.T., but acquisition of corridor lands by the National Park Service prevented proposed crossings of the Trail.

Management Policies

1. Alpine ski area development can contribute to the economy of some small Maine towns and to the recreational enjoyment of many people, and should not be unreasonably restricted by the Appalachian Trail. However, the construction of skiing facilities, including lifts, cleared slopes, buildings, utility lines, water lines, and service lines within or close to the Trail corridor is incompatible with the objectives of the A.T. and the Trail experience and should be opposed.
2. Summer operation of lifts can bring large numbers of sightseers to areas on or close to the Trail, tending to degrade the natural and psychological environment of the Trail. Such use shall continue to be opposed.

13. Hang Gliding

"Hang gliding is defined by the U.S. Hang Gliding Association as 'low-speed, light-weight, unpowered human flight in devices which are capable of being foot launched and are capable of gliding and soaring flight.'" The ATC Board adopted a policy on hang gliding in April, 1996. The policy acknowledges that hang gliding may be suitable in certain locations along the AT, but that "the remote experience of the Trail and the resources that enhance that experience should be carefully considered and protected." Eight specific criteria to be considered in judging a potential hang gliding site are listed in the LMPG (Ch. 4(M)). In 1996, the Appalachian National Scenic Trail secured a special regulation that gives the Park Manager the authority to permit hang gliding as a special use on lands administered by the APPA. No hang gliding sites have been authorized in Maine.

Management Policies

The Maine Appalachian Trail Club opposes the authorization of any hang gliding site within the Appalachian Trail corridor in Maine because of the potential damage that might be

caused to natural resources through access to and use of such a site (MATC Executive Committee 1/7/06).

14. Geocaching

The Appalachian Trail Conservancy Board of Directors adopted the following policy on geocaching on 1 November, 2008, following a recommendation by the Stewardship Council (LMPG Ch. 4(P)):

The Appalachian Trail Conservancy seeks to preserve and protect the scenic, cultural, and natural resources of the Appalachian Trail and the Appalachian Trail experience, as defined by the National Trails System Act and ATC policy. To this end, ATC seeks to cooperatively address geocaching with its agency partners, Trail-maintaining clubs and other interested groups. The Appalachian Trail Conservancy recognizes that geocaching offers a unique and social approach to exploring the outdoors that may appeal to a growing segment of outdoor enthusiasts. At the same time, the Conservancy also recognizes the potential drawbacks of practicing this activity, which may include resource degradation, infringement of property rights, and/or conflicts with trail-use ethics. Therefore, to mitigate these concerns, the Conservancy acknowledges that geocaching and similar activities along the Appalachian National Scenic Trail may be appropriate, but only under the following conditions:

- a) Where geocaching is expressly permitted and managed by the appropriate land management agency. Geocachers are responsible for knowing the ownership of the lands they intend to recreate on, contacting the land-management agency (state, forest or park as appropriate) or private landowner and obtaining the necessary permits or written permission.
- b) Where proper care is taken to avoid damage caused by digging or trampling to vegetation, archeological, cultural or historic resources or other fragile resources in the area.

“NPS Policy—The National Park Service considers geocaching to be a special use that must either be addressed through a permitting system that includes environmental compliance, or be prohibited. As with other special uses, a permit granted by NPS can be revoked if the activity is found to create unacceptable impacts to the resources. The Office of NPS Policy is now providing guidance to national parks for their consideration in permitting such activities. The NPS Appalachian National Scenic Trail prohibits geocaching on A.T. lands under its jurisdiction. Other relevant laws and regulations include federal law prohibiting the abandonment of property on federal lands, and the laws and regulations concerning disturbance of or damage to natural features. Proposed activities that may cause disturbance or damage to natural resources must go through environmental compliance processes, including impact assessments and monitoring.” **[NPS reviewers were not sure whether the NPS actually has such a policy. The advice is to state that the preferred practice is to prohibit such activities on APPA lands and to check with land owners on other lands. I believe that Acadia National Park allows “virtual” geocaching, which relies on geographical coordinates**

rather than physical caches.—DBF]

Management Policies

The Maine Appalachian Trail Club has not adopted a policy on geocaching.

D. RESOURCE MANAGEMENT

"The Appalachian Trail Conference seeks to manage the natural, cultural, and scenic resources of the Appalachian Trail in a manner that preserves and protects these resources, while meeting its responsibilities for promoting the use and enjoyment of the footpath, its related facilities, and its surrounding corridor lands." (ATC, 11/88) This Board policy was further articulated through a series of principles: "Preserving the continuity and integrity of the footpath and its environs is an essential consideration in management of individual natural, cultural, and scenic resources." "Management decisions should reflect a conscious awareness that activities and use levels on and adjacent to corridor lands affect Trail resources." "Trail lands shall be managed to promote their primitive, natural character." "The diverse character of Appalachian Trail lands is fundamental to the Trail experience." "Minimum responsible land stewardship entails protecting the corridor from encroachments and uses that degrade Trail values..." "The Cooperative Management System provides the framework for volunteers, ATC staff and public land-management agency professionals, acting as partners, to manage natural, cultural, and scenic resources as integral components of the Appalachian Trail."

In September, 2008, the APPA produced the *Appalachian National Scenic Trail Resource Management Plan*. This major planning document details all aspects of the APPA's responsibilities and procedures for the management of natural and cultural resources on NPS Appalachian National Scenic Trail lands.

1. Open Areas and Vistas

Open areas along the Appalachian Trail in Maine are confined mostly to mountain alpine zones, bog meadows, and water bodies. Openings from recent timber harvests disappear rather rapidly as the forests regenerate and mature. Existing vistas are important to the enjoyment of the Trail. Additional vista openings may be necessary as forests grow and new view opportunities are discovered.

In 2008, the Maine Legislature enacted MRSA Chapter 34-A, section 3451, amending Maine's wind power siting laws, that defined "scenic resources of state or national significance" as including "a scenic viewpoint located on state public reserved land or on a trail that is used exclusively for pedestrian use, such as the Appalachian Trail, that the Department of Agriculture, Conservation and Forestry designates by rule adopted in accordance with section 3457..." Section 3457 states, "The Department of Agriculture, Conservation and Forestry shall adopt rules to designate scenic viewpoints located on state public reserved land or on a trail that is used exclusively for pedestrian use, such as the Local Management Plan for the A. T. in Maine – 5/15/17 - Page 62

Appalachian Trail, that have state or national significance from a scenic perspective based on criteria modeled after those used in the "Maine Rivers Study" published by the Department of Agriculture, Conservation and Forestry in 1982 and "Maine Wildlands Lakes Assessment" published by the Maine Land Use Regulation Commission in June 1987 and consideration of the criteria in section 3452, subsection 3." Section 3452 lists the criteria for evaluating scenic resources and includes the stipulation that any resource located more than eight miles from a wind power development site shall be considered "insignificant".

ATC policy (LMPG Ch5(C)) calls for clubs to give high priority to the management of "balds, fields, and vistas" and to address this matter through the local management planning process.

Management Policies

1. Existing vistas will be maintained, and opportunities will be sought for new vistas.
2. Mountain open areas in Maine exist primarily because of slow natural processes in vegetation communities that struggle to survive in a harsh alpine climate. Except for the cutting that is needed to keep a footway open, no artificial measures will be taken to manipulate these communities. In the alpine and sub-alpine zones, the footway will be kept narrower than normal in order to protect the vegetation.
3. Bog meadows come and go, rapidly because of beaver activity and over centuries through the evolution of boreal communities. Trail and corridor management will not interfere with these processes.
4. Brush removal may be desirable at a few old logging camp sites to retain the cultural values of these small open areas.

2. Timber Management

Timber harvesting has occurred along the route of the Trail in Maine since long before the Trail was built. The Trail has existed because of the willingness of forest managers to allow it to be built and maintained across private lands. In the early years, the Trail was simply tolerated and maintainers expected, as a matter of course, to clear the footpath of logging slash, to re-blaze the route following a logging operation, and sometimes to relocate the Trail to an un-logged area. After the late 1960s, cooperative agreements between the MATC and landowners minimized obstruction and degradation of the Trail by logging operations. The relocations of recent years have greatly reduced potentials for future conflicts between timber management and the objectives of the Trail program.

No uniform policies now exist for timber management along the Trail in Maine, except for restrictions, especially on permanent developments (including roads), that are imposed by the Land Use Planning Commission, and restrictions on clear-cutting and provisions for regeneration of harvested areas that are contained in Maine's 1989 Forest

Practices Act. Most National Park Service lands along the A.T. in Maine have been acquired in fee. No commercial timber harvesting will be permitted on these lands. Timber harvesting is not permitted in the areas of Baxter State Park that are crossed by the A.T. and in Grafton Notch State Park, and is not expected on lands in Elliotsville Township held by the Bureau of Parks and Lands. Limited harvesting rights were retained on lands of the former Great Northern Nekoosa Corp., north of Jo-Mary Lake, where the Bureau holds extensive conservation easements. The underlying fee interest in these lands has since been acquired by the National Park Service and the Nature Conservancy, neither of which is expected to exercise those harvesting rights. The policy adopted by the (then) Maine Bureau of Parks & Lands in its "Integrated Resource Policy" revisions of 2000 states, "To protect trail environments, a designated corridor should be maintained in which harvesting will be designed principally for aesthetic purposes, including view enhancement, except for the removal of blowdowns and hazards. Each harvest will be coordinated with the Bureau's Recreation Specialist during the harvesting prescription review process and will, as a minimum, adhere to Class I Visual standards." ("Class I" standards refer to the DPL's "Resource Allocation System Matrix of Allowed Uses, Secondary Uses, and Uses Not Allowed" in various areas. Class I prohibits single-age forest management and classifies as "Secondary"--i.e., allowed only where they do not conflict with the dominant resource category--all other timber management activities.)

It is not practical to screen the Appalachian Trail from all views of timber harvesting activities in Maine. The Trail follows generally high ground, with many viewpoints that overlook the surrounding countryside. Moreover, the MATC feels that it is not desirable to completely insulate hikers from the realities of the production processes that provide the paper on which their guidebooks and maps are printed and the lumber from which many Trail structures are built. Primary goals that guided the Club's advice to the agency partners as they acquired corridor lands were to minimize permanent developments (roads, structures) near the Trail, to maintain desirable microclimatic effects of forest cover on the footpath and hiker, and to preserve those timber stands (such as the virgin spruce-fir forest on Elephant Mountain) that are of outstanding natural interest.

Limited amounts of timber may be cut within the Trail corridor for the construction of Trail-related facilities.

3. Mining

The Appalachian Trail in Maine passes no extensive mines, but gravel pits, primarily for logging road construction, are not uncommon. The only other mine visible from the Trail system is an abandoned slate quarry beside a public road on the side trail into Monson. However, a number of proposals for hard-rock mining in several areas of Maine have been brought forward in recent years. The National Park Service has acquired most, if not all outstanding mining interests in APPA lands.

Management Policies

1. Gravel pits or other mines within foreground sight of the Trail are not compatible with the Trail experience and shall be opposed.
2. No new gravel pits or other mines shall be established inside the corridor within sight of the Trail.
3. Mineral rights to land in the A.T. corridor should be acquired wherever possible. Where this is not possible, either surface mining should be prohibited, or corridor agreements should provide for the relocation of the Trail to a route that is acceptable to the MATC in the event of a major mining development activity within the corridor.

4. Pest Management

Because the Trail corridor passes through extensive commercial forest lands, forest management pest control activities may impact the Trail. During the suppression of an epidemic infestation of the eastern spruce budworm (*Choristoneura fumiferana*) from 1976-1986, some A.T. hikers were sprayed with insecticides. The Trail corridor is a relatively narrow parcel of land that wanders through a vast forest and is extremely difficult to mark in such a way that it can be identified from the air, but GPS technology now makes aerial navigation much more precise than in the past.

During the suppression of insect epidemics, the Maine Forest Service and landowners post notifications of spray activities along all routes of access to spray areas, and may close those routes during active spraying. Public notices are also published in newspapers throughout the state well in advance of spray activities. The MATC receives advance notices of spray plans as soon as they are available, and passes them on to the Appalachian Trail Conservancy. However, the exact timing of spray operations depends on daily weather conditions and cannot be determined in advance. Delays of days, or even weeks, are not uncommon.

The budworm epidemic has collapsed, and may not reoccur for decades. Spray application technology has improved to the point where rather small, irregularly shaped areas can be treated without impact on adjacent areas. Spray aircraft now use precise electronic guidance systems (global positioning system) and do not require visible marking on the ground.

Management Policies

1. Human health and safety shall be priority concerns of the A.T. management program.
2. Future efforts to control insects or vegetation by such methods as the aerial application of insecticides or herbicides must recognize the presence of the A.T. and must include precautions to minimize threats to human health and safety along the A.T. corridor. The MATC shall cooperate with public agencies and private firms to warn hikers of potential hazards with signs, announcements, and any other means found to be effective.

3. When aerial spraying of insecticides near the Trail is necessary, the MATC shall request of the appropriate agency that a biological agent (such as *Bacillus thuringiensis*) in a water carrier be used rather than a synthetic chemical agent in a petroleum-based carrier.

5. Threatened and Endangered Species

The University of Maine study of natural and cultural resources in the Appalachian Trail corridor in Maine (Field, 1989) identified a number of rare, threatened, and endangered plant and animal species that are known to exist, or that may exist, in or near the Trail corridor (Appendix F3). Two rare plants were located within the corridor in Pollywog Gorge during 1992 (Lortie and Royte, 1992). Potentials for inclusion of portions of the A.T. corridor in a statewide ecological reserve system are detailed in McMahon (1998). The 1998 report *Natural Heritage Inventory of the Appalachian Trail in Maine* (Maine Natural Areas Program, 1998) details a comprehensive study that sought out rare plant and animal species, rare natural community types, scenic and geologic features, and potentially exemplary natural communities within the Appalachian Trail corridor. Forty-seven sites representing 150 rare, exemplary, or noteworthy features were identified, including 60 rare plants, 49 rare or exemplary natural communities, nine rare animal occurrences, eight geologic features, and 24 communities occurrences of note. (See Appendix F3.) The report details the character and location of each item or area of interest. Seven terrestrial natural heritage sites within the MATC's jurisdiction have been recommended for regular monitoring: Grafton Notch, Baldpate Mt., Saddleback Mt. Area, Mount Bigelow, Bald Mt., Rainbow Lake, and Baxter State Park. These sites were selected through a yearly prioritization process beginning in 2012 and are incorporated into Natural Resource Priority Zoning maps for the A.T. The monitors report to the ATC New England Regional Office, which copies their reports to the MATC Overseer of Lands.

The University of Maine's GAP Analysis Project (Krohn et al., 1998) provides some interesting observations on the value of the Appalachian Trail corridor itself: "Most conservation lands in Maine are unconnected to other conservation lands...However, note how the Appalachian Trail connects a variety of federal, state, and private lands from the ME-NH border in the western part of the state to Mount Katahdin in central Maine." "Increasing travel corridors such as the Appalachian Trail Corridor would have major conservation benefits..." The GAP Analysis also noted the importance of Bicknell's Thrush, a bird that has been identified at high elevations on Saddleback Mountain:

Endemic (i.e., distribution limited to Maine) vertebrates are nonexistent in Maine, probably due to the relatively recent glaciation providing too little time for highly specialized species to evolve...However, Bicknell's is as close to an endemic vertebrate as Maine has, although the species is distributed at higher elevations in New York, New England, and eastern Canada (recent research in Canada is also finding the species in managed forests at lower elevations). Bicknell's has only recently been recognized as a species and because of its limited distribution and

apparently narrow ecological niche (i.e., stunted spruce-fir forests), it is of concern to both federal and state management authorities.

Federal agencies are required by law to ensure that their actions do not jeopardize the existence or the habitat of a threatened or endangered species. As agent for NPS Trail lands in Maine, the MATC is bound by the same laws. The National Park Service also participates actively in programs to reintroduce threatened and endangered species.

The Appalachian Trail Conservancy supports efforts "to ensure and promote the existence of federally listed, state listed, locally listed, and candidate threatened or endangered species." ATC has also adopted a policy specifically in support of efforts to reintroduce and protect the peregrine falcon on A.T. lands.

Management Policies

1. In order to avoid damage by collectors and the curious, wildlife and plant communities that are extremely sensitive to human impact will not be identified in MATC literature.
2. Occurrences of rare, threatened, and endangered species of wildlife and plants that are discovered in the corridor will be monitored on a regular basis. If these occurrences are threatened by hikers, efforts will be made to reduce the threat by relocating the footpath and, as a last resort, by informing hikers of the danger and seeking their cooperation to help protect the community.
3. The Bureau of Parks and Public Lands should promulgate rules regarding removal of rare, threatened and endangered plants, cutting of live trees for firewood, peeling birch bark, or otherwise damaging natural resources within the Trail corridor under its jurisdiction.
4. In cooperation with the ATC's New England Regional Office, monitoring of the seven terrestrial natural heritage sites within the MATC's jurisdiction has been incorporated into the Club's Corridor Monitoring Program.

6. Wildlife

The Department of Inland Fisheries and Wildlife has statutory authority and responsibility for the management of all wild game in the state. The Department enforces all regulations pertaining to hunting, fishing, and trapping on all lands, regardless of ownership. The National Park Service also has significant responsibilities for wildlife management on NPS lands. There is a need to clarify the effects of NPS wildlife management policies on the administration of proprietary NPS Trail lands in Maine.

Management Policies

1. The Department of Inland Fisheries and Wildlife shall continue to be the primary agency responsible for fish and wildlife management on lands in the A.T. corridor, but NPS wildlife management policies must be considered as well.

2. Management of the Trail corridor shall be consistent with the regulations of the Department of Inland Fisheries and Wildlife and, for NPS lands, the National Park Service.

7. Vegetation Management and Reclamation

The Appalachian Trail Conservancy "encourages the use of vegetation management practices that will protect, enhance or restore an environment surrounding the Trail that is compatible with Trail values." Consistent with this, ATC policy acknowledges that the most common vegetation management practice in the corridor will simply be to keep the footway open for travel. A very detailed set of policies for cases other than this was adopted in 1989, and is recorded in the *Local Management Planning Guide* (Section 5 (H)). The gist of these policies is that vegetation may be managed to retain open areas, vistas, and "significant cultural landscapes", to protect or enhance plant and animal habitat, and to reclaim sites that have been damaged by human activity. Both NPS and ATC policies direct that repair and reclamation of *natural* disturbances be kept to the minimum needed to keep the footpath open and to ensure hiker safety.

A new and growing concern focuses on the proliferation and spread of non-native ("exotic"), invasive plant species. ATC's Board adopted a policy on invasive, exotic plant and animal species in 2002, amended in 2011, that calls for education, monitoring and, to the extent feasible, control measures to reduce the impacts of these threats.

Management Policies

1. Vegetation management along the Trail in Maine will be limited to keeping the footway open for travel, creating and maintaining vistas, and maintaining selected open areas.

2. The MATC will incorporate measures for identifying and monitoring invasive, exotic plant species into its corridor monitoring program.

8. Cultural Resources

Compared with other states, the Appalachian Trail in Maine passes through areas that have experienced little permanent human impact. Evidence of recent timber harvesting and past logging activities are common, but other marks of humans are infrequent along the Trail. Perhaps the historical feature of greatest interest is the portion of the ancient First People portage trail around the Great Bend of the Dead River, which was also followed by General Benedict Arnold's army during its march to Québec City in 1775. The Appalachian Trail follows a portion of this same route as it passes the Carry Ponds west of the Kennebec River.

Evidence of abandoned farms and rural Maine life are common where the Trail crosses the valley of the Piscataquis River through the villages of Blanchard and Monson. Monson's old slate quarries (one of which is passed by the side trail into town) are also of interest. Several mountain summits crossed by the A.T. bear the remains of the network of forest fire lookout towers that once covered the entire Maine Forestry District. Most of these towers are no longer used. (None remain along the AT.)

The Trail crosses the grade of the abandoned Rumford Falls and Oquossoc Railroad in Bemis Valley and several abandoned branches of the Bangor and Aroostook Railroad in central Maine. The most interesting encounter with railroad history, however, is the crossing of the abandoned Sandy River and Rangeley Lakes narrow-gauge railroad just east of Orbeton Stream. This SR&RL system boasted nearly 300 miles of track with only two feet between the rails. The section crossed by the A.T. was opened in 1890. The rails were pulled from the abandoned line in 1933. The only active railroad crossed by the Trail in Maine today is the Montreal, Maine and Atlantic Railroad (formerly the Canadian Pacific), whose tracks pass through the valley of Big Wilson Stream.

When the A.T. was first opened, hikers in Maine east of the Kennebec River regularly used "sporting camps" for overnight accommodations. These camps, catering primarily to those interested in hunting and fishing, were common throughout the Maine woods from the late 1800s through the mid-1900s, but are now comparatively few. The Nahmakanta Lake Camps are the only such facilities within the Trail corridor that are still in operation. The NPS holds conservation easement rights over the Nahmakanta structures, some of which date back more than 100 years, and the surrounding area. In 2004, the NPS acquired fee title to the lands on which these camps are located and administers the lease agreement for the camps. Other places within the corridor where sporting camps once existed are the site of Antlers Camps on Lower Jo-Mary Lake and The Hermitage, near Gulf Hagas.

For nearly 200 years prior to 1974, much of the timber harvested in Maine was transported by water during spring river drives. Gulf Hagas, Pollywog Gorge, and Rainbow Stream are among the numerous sections of these old water routes that are now included in the A.T. corridor. Pollywog Gorge was a particularly hazardous area. A short distance from the A.T. crossing of Pollywog Stream, along the old Rainbow Stream Tote Road, two stones mark the graves of two of the several river drivers who lost their lives freeing log jams in Pollywog Gorge. A recent find may have identified the graves of 14 other river drivers within the corridor in this area.

Management Policies

1. Elaborate, on-site interpretive devices for cultural and historical features, including display panels and descriptive signs, are incompatible with the A.T. in Maine.
2. Trail managers should rely primarily on printed materials, such as the *Guide to the Appalachian Trail in Maine*, to inform hikers about features along the Trail and to refer

interested readers to other sources of information. Signs may be placed to identify otherwise obscure features, but should be as small and unobtrusive as possible.

3. Efforts by other groups, such as the Arnold Expedition Historical Society, to preserve and document cultural and historical features, should be encouraged and complemented by the MATC. (On 1/7/2006, the MATC Executive Committee approved a resolution in support of a proposal by the AEH Society to develop a crossing trail in the Carry Ponds Area.) On 12 January 2013 the MATC Exec. Com. approved an application for a side trail connecting with the A.T. at West Carry Pond to further development of the Arnold Trail route.

4. Several prehistoric campsites have been identified by archeologists along water bodies that are in the corridor. These areas require special protection but, in order to avoid unauthorized removal of artifacts, should not be identified to the general public.

9. Wilderness

The Appalachian Trail in Maine does not cross any land that is part of a federally designated Wilderness. The section from Monson to Abol Bridge is popularly referred to as "the 100-mile wilderness", but it is not, and has not been, since the A.T. has existed, a Wilderness in the sense defined in the Wilderness Act. Today, the A.T. footpath between Monson and Baxter State Park crosses 10 major, all-weather, gravel (and one paved) logging roads.

10. Special and Unique Areas

The Appalachian Trail in Maine passes near many natural features of unusual interest: waterfalls, alpine zones, tracts of old-growth timber, and so on. Viewing of these features is an important part of the Trail experience, and their protection offers a special management challenge.

Management Policies

1. The Trail should be located in such a way as to afford reasonable access to unusual natural features without damaging the quality of those features.

2. If it becomes apparent that such damage is being caused or aggravated by the presence of the Trail, action shall be taken to eliminate further damage. Such action might include user education, on-site caretaking, improved Trail construction, or relocation of the footpath.

3. Trail managers and maintainers shall cooperate with various State agencies, especially the Critical Areas Program in the State Planning Office and the Natural Heritage Program in the Department of Economic and Community Development, to support the identification and protection of unusual natural features along the Trail.

4. Arctic/alpine areas merit special consideration. In addition to prohibition of camping (described above under "Overnight Facilities"), signs shall be placed along the Trail, near the

edges of such areas, that caution hikers to protect fragile plant life by staying on the marked footpath. Where appropriate, Trail location and construction will be done in such a way as to minimize hiker impacts on fragile natural resources in these areas.