



Division of Lands & Forests

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**Proposed Final Amendment**  
to the  
**2002 Bog River Complex Unit Management Plan**  
*Including Horseshoe Lake Wild Forest*  
Franklin County

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May 2014

Andrew M. Cuomo, Governor

Joseph J. Martens, Commissioner

Lead Agency: (in consultation with the Adirondack Park Agency)  
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## UMP AMENDMENT 2

### INTRODUCTION

The Horseshoe Lake Wild Forest (HLWF) is located in the Towns of Colton and Piercefield in St. Lawrence County and the Village of Tupper Lake, Town of Altamont, Franklin County. It is approximately 21,336 acres in size. A Unit Management Plan (UMP) encompassing this area was completed in 2002 (the Bog River Complex, UMP.) An earlier amendment to the Bog River Complex UMP addressing floatplane use on Lows Lake was approved in 2009.

This proposed UMP Amendment contains two components. The first formally designates a parking area and trail to the summit of Goodman Mountain and recognizes the U.S. Geological Survey's naming of Goodman Mountain. The second officially designates a parking area and popular unmarked ski and hiking trail along the Bog River, known locally as Otter Point Trail .

### IV. PROJECTED USE AND MANAGEMENT PROPOSED

#### **A. FACILITIES DEVELOPMENT**

##### **Foot Trail Development**

##### **Goodman Mountain Trail Project**

**Background:** Supported by information from local historian William Frenette of the Village of Tupper Lake, The U.S. Geological Survey named Goodman Mountain in memory of Charles Goodman and his grandson, Andrew Goodman in 2002. The Goodman family lived in the stone house near where the Bog River flows into south end of Tupper Lake. His grandson Andrew was murdered in 1964 while helping African-American citizens in the State of Mississippi to register to vote during the Freedom Summer of 1964. Andrew was 20 years old at the time.

**Trail Project:** The proposed Goodman Mountain Trail will start at an area known as Lumberjack Spring located on the east side of N.Y.S. Route 30, between Tupper Lake and Long Lake. Charles Goodman constructed the original spring house at this site, which still stands today. There is an area behind Lumberjack Spring that is currently being used for vehicle parking. There is also an informal trail which follows an old road, is fairly flat and smooth and where vegetation is starting to cover patches of the remaining asphalt.

This old road is washed out just past the parking area where it crosses Cold Brook. A foot bridge will need to be constructed at this location. The trail continues for approximately 1 mile along this old road, until it reaches the top of the grade, where use of the old road ends.

There is an existing "herd path" that heads north-west off the old road to Goodman Mountain that is currently marked with flagging and small paint blazes. The trail climbs gradually and

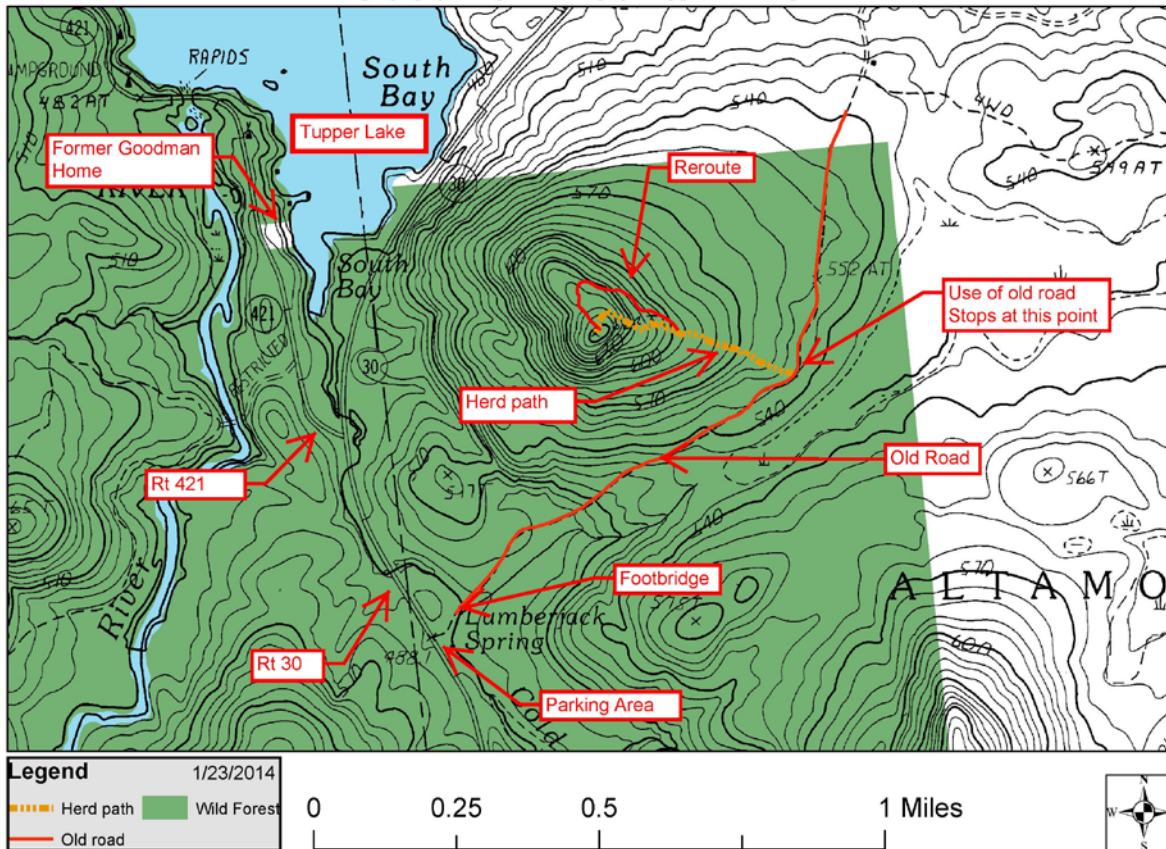
reaches a steep cliff area before reaching the summit.

The Department will work in consultation with APA staff to determine the need for and obtain the necessary permits for working near wetlands and for the placement of the bridge over Cold Brook. The Department will also work in consultation with the Agency to determine the best location for the trail from the parking area to the summit.



**Typical condition of herd path to the summit**

# Goodman Mountain Trail



## Parking

Currently, there is an unofficial parking area at Lumberjack Spring. This location is a flat, open area and can be made into a formal parking area with minimal grading. A six car parking area with one Accessible Parking space will be developed.

## Kiosk and Register

A kiosk with a trail register will be installed at the parking area. The kiosk will be 4x8 with provisions for displays on each side and a visitor register box. Information regarding the local history of the Goodman family will be displayed, as well as additional appropriate trail use information. The kiosk will be built to accessible standards.

## **View from the Summit**

The summit of Goodman Mountain provides a 360 degree view of the surrounding region. According to local history records, this was Andrew Goodman's favorite short hike.



**View of Coney Mt, center, looking south from the summit of Goodman Mt**

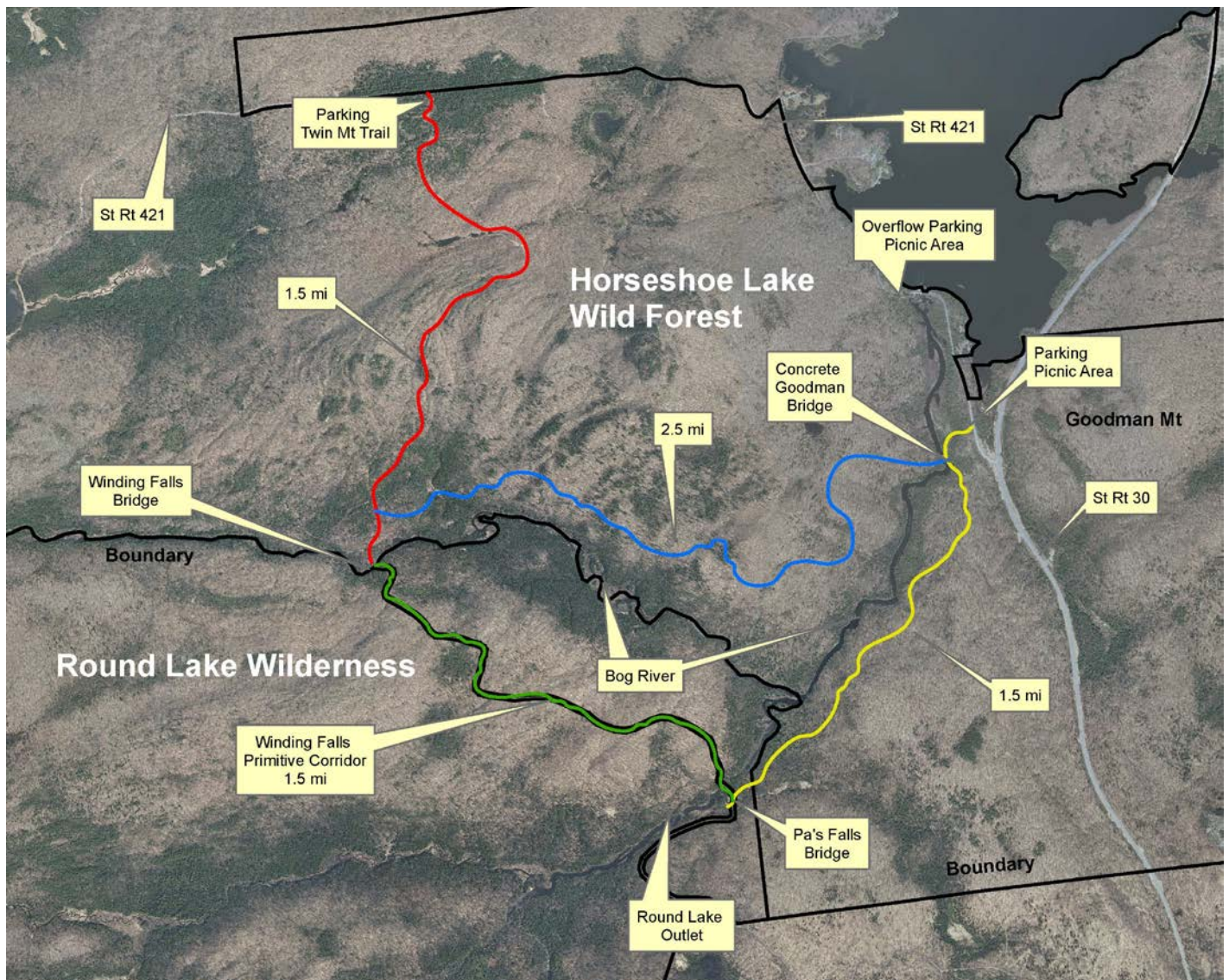
## **Otter Point Trail Project**

This project involves the official designation of an existing herd path being used by skiers and hikers within the Bog River Complex. Trail improvements will involve very little construction given that the trail primarily follows old logging haul roads.<sup>1</sup> The loops will be attractive to hikers and skiers.

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<sup>1</sup> A portion of the proposed route is within the Round Lake Wilderness and the Winding Falls Primitive Corridor, neither of which have completed Unit Management Plans. The portion of Otter Point Trail which is within these two units will follow existing trails and are allowed to be maintained as existing trails per the Memorandum of Understanding between the Adirondack Park Agency and the Department of Environmental Conservation Concerning Implementation of the State Land Master Plan for the Adirondack Park (March 2010).

There is an old haul road that starts at the gate on the south side of NYS Route 421 near the picnic area and intersection with State Route 30. This trail, depicted in yellow on the map below, follows the Bog River in a southwest direction for approximately 1.5 miles, to an intersection with another haul road, which is the Winding Falls Primitive Corridor. Here the trail, shown in green, turns west, crosses the Round Lake outlet and stays on an old road for 1.5 miles, to the bridge at Winding Falls. Both bridges are cited as existing facilities in the Bog River Complex UMP (p. 49) and both roads were proposed for consideration as alternative snowmobile routes. At this point the trail diverges. One fork, shown in red on the map, continues northward 1.75 miles on an old haul road to State Route 421. This trail uses a section of the Twin Mountain Trail (p. 48). The other path, depicted in blue on the map, turns back eastward on old haul roads along the Bog River and crosses the Bog River on the concrete Goodman Bridge, a distance of roughly 2.5 miles. A portion of this route is outlined in the Bog River Complex UMP in the discussion of potential snowmobile routes.



The trail will need very little work. It follows former logging haul roads that are currently being used as informal trails. Depending on the combination of routes used, loops ranging from 5 to 8 miles will be available.

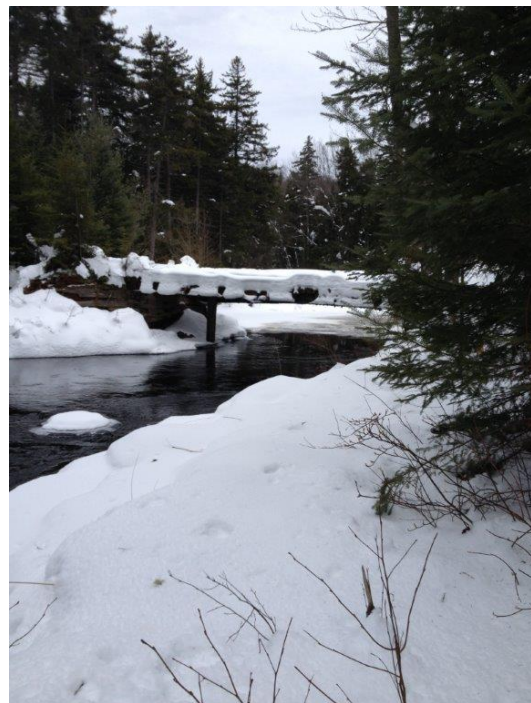
### **Parking**

Parking will be provided at two locations on State Route 421, each with a barrier to restrict public use of administrative roads. One is mentioned in the Bog River UMP (p. 48) as a potential parking area for the trail to Twin Mountain. The UMP calls for a 9 car area but this proposal recommends a 4 car parking area with one Accessible Parking space. The existing gate will be removed and boulders placed beyond the parking area to prevent public motor vehicle use. The second parking area, referred to as the Goodman Bridge parking area, is located on State Route 421 near the first picnic area and will be constructed to accommodate 4 cars with one Accessible Parking space. An existing gate will be relocated back to where the trail widens to separate the parking from the trailhead. Additional parking is available at the Stone Bridge over the Bog River a short distance to the west of this trail head, on State Route 421. Register boxes will be installed at both State Route 421 parking areas.

### **Bridges on the Trail**



**Goodman Bridge/  
Concrete Bridge**



**Winding Falls**



**Typical Trail Condition on One of the Old Haul Roads**



## **Appendix 1 – Response to Public Comments**

The Department held a public comment period on the Draft UMP amendment from April 9 to April 25, 2014. During that time, one e-mail comment was received. A summary of that comment is below, followed by DEC's response.

### ***Comment:***

For several reasons, mountain bike use should not be permitted on the trails at this time. First, the proposals in this amendment connect to areas that are classified primitive and wilderness. Mountain bike users might not understand or necessarily adhere to changes in the land classification, and DEC does not have the authority to allow mountain bikes in these areas. Secondly, if there were a need for a snowmobile trail in the wild forest area it would have already been built. As such, the wilderness area should be expanded northward and mountain bikes should not be allowed there.

### ***Response:***

Classification of state lands within the park is initiated by the Adirondack Park Agency (APA). The Department will work with the APA to determine if any of the routes designated in this amendment are suitable for mountain bike use.

Snowmobile planning for this area has not been completed, and the Winding Falls Primitive Area, as well as the Horseshoe Lake Wild Forest, may yet be used for a community connector trail in the future. For this reason, the classification of these areas should not be modified at this time.