

PROPERTY MASTER PLAN

OVERVIEW

The Master Plan for the property was developed using the information gathered in the earlier phases of the planning process as well as the public and Advisory Committee comments and input. It is intended to provide a general framework for the physical development of the property, and includes recommendations to assist with the management decisions. The Plan is not an Operations Plan; rather it establishes the primary elements for the development of the park over the next fifteen years, subject to availability of staff and resources.

The Master Plan includes general recommendations for uses within The Riverlands and provides specific routes for the uses within the property. The plan also identifies area for park access, locations for potential western access, and locations for internal access to the Androscoggin River. The key elements of the Master Plan are as follows:

- **Wildlife Habitat Protection:** A wildlife habitat protection and conservation area of 1,495 acres has been identified with the boundaries of the property in Leeds and Turner. This area contains significant habitat and natural resources and is identified as a zone where additional development should be minimized.
- **Trail System:** The Plan continues the majority of existing trails with a central and continuous multi-use trail running the length of the property, and establishes a system of both shared and dedicated non-motorized trails. The plan recognizes that a number of the existing trails are not in a condition suitable to support existing and proposed uses. The plan recommends that the existing trails, and any new trails, be repaired or constructed to a standard appropriate for the specified uses.

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- **Primary Park Entrance:** The plan identifies the parking and trailheads on Center Bridge Road as the primary park entrance. This area of the park has an existing 30 to 50 vehicle parking area, trailheads and signage. These are identified in the plan as requiring different levels of improvement and upgrades.
 - **Secondary Park Entrance:** A small, secondary, parking area and limited access point into The Riverlands is identified adjacent to Conant Road and is proposed to be limited to a 4 to 6 car parking area and a gated multi-use trail into The Riverlands.
 - **New Access Recommended - Turner:** Due to the seven mile length of the portion of the park in Turner the plan recommends that a non-motorized access point be developed from Upper Street so that the middle of The Riverlands can be accessed via a trail with a length of less than a mile. There are several properties on Upper Street that are suitable for this connection point and it is appropriate the BP &L investigate the acquisition of a property in order to provide trail access and a small parking area.
 - **New Access – Leeds:** As with the access from Upper Street, the plan recommends that BP&L pursue the acquisition of an access point from the east for trail access into the Leeds portion of The Riverlands.
 - **Boat Access:** The plan identifies four (4) areas for boat landings with the park; one is on the Leeds parcel and the other three are internal to the park property in Turner. The southern and northern most points for boat access are meant to be landings as well as carry-in boat launches. In the middle of the park the intention is to provide just a boat landing that will provide access directly from the river to the trail network in the middle of the park.

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- **Camping:** Camping within the park is limited to boat-only access sites on the Leeds parcel. Camping is recommended as a future use; and requires coordination with NextEra Energy who owns the immediate shoreline area. One site may also serve to provide day use access to the Leeds property.
 - **Historic Preservation:** The historic elements of the park are an integral part of the park and the plan recommends preservation of the homestead foundations and cultural features within the park boundaries. In addition, the plan identifies the need to mow and maintain the existing meadows and restore a small meadow near the Denson family farm complex in the middle of The Riverlands.



Master Plan

February, 2010

AREA SUMMARY	
TOTAL PARK ACREAGE	2,588AC
WILDLIFE HABITAT / CONSERVATION AREA	1,495AC



Figure 26

MASTER PLAN TRAILS USE PLAN

In support of the master plan individual route plans were prepared to identify the trails within the park that would be utilized by the various user groups. Route plans for individual user-groups are presented separately. The specific recommendations for each route are as follows:

ATV

The main entry to the park and the area for truck and trailer use for the ATV access will remain in the existing parking lot adjacent to Center Bridge Road. The existing north to south road and multi-use trail will continue to serve as the primary ATV route through the property. Because of the more challenging nature of the Bradford Loop Trail, it will be designated as a “technical” ATV trail. It is recommended that the Bradford Loop have signs installed noting that this is a Technical Trail requiring advanced riding skills.

A number of extensions and side-trails from the main “north to south” multi-use trail will be eliminated due to concerns for the protection of sensitive habitat and resources.

In the southern portion of the property, meaning the southerly 2.9 miles of the Multi-Use Trail from the current westerly “exit” point southerly to the Conant Road, the ATV route will remain open for year round ATV use as a primitive route. That is, it is intended to have a smaller footprint than other multi-use trails on the property. Improvements to repair drainage problems and prevent erosion and trail degradation in wet areas and stream crossings will be made with the minimum required overall improvements necessary to get construction vehicles into the problem areas, and following these repairs, the trail will be maintained as a narrow, unimproved, gravel surface trail. The southern trail section should be evaluated within the next three to



five years to determine if the use and trail conditions are consistent with the goal of protecting the habitat and natural resources located in this area of The Riverlands.

Other portions of the ATV trails that are in poor condition and have the potential to impact adjacent resources, as identified in this planning process, should be scheduled for repair to standards recommended by the Off Road Vehicle Division.

It is recommended that a permanent, legal ATV route be acquired for a connection between The Riverlands and the riding trails to the west.

The ATV trail plan as recommended results in 9.5 miles of improved ATV trails within the property and an additional 2.9 miles of primitive trail at the southern end of The Riverlands.

ATV Routes MASTER PLAN

February, 2010

ROUTE SUMMARY
ATV Routes 12.4 miles

Main entry to park, and parking for truck / trailers with ATVs to remain as existing off of Center Bridge Road

Close existing private ATV routes into/out of the park at the boundary line - or - obtain rights for public to use off-site trails.

ATV route is multi-use and shared with Hikers, Bikers and Horseback Riders except for designated Technical trail

Maintain use of ATVs on Bradford Loop, repair areas to prevent erosion into sensitive natural areas. Sign as "Technical Trail"

Work to secure a permanent legal ATV connection to trails west of The Riverlands.

Provide a turnaround area (trail dead-ends on Conant Road.)

Southern section of ATV Route is approximately 2.9 miles, maintain as a primitive trail.

ANDROSCOGGIN RIVERLANDS

Figure 29



DAY HIKING

The day hiking routes set forth on the plan identify the Multi-Use Trail as the major hiking corridor through The Riverlands. This route is shared with the ATV's, bicycles, horseback riders and dirt bikes. The day hiking plan identifies the Homestead Trail and Western Trail as hiking only, and shares the Ridge Trail with bikers. In the central and southern portions of the park hiking only trails are shown on the South Loop Trail and within the center of The Riverlands.

To improve access for hiking in the southern portion of The Riverlands the plan recommends that a small parking area be developed and the existing Multi-Use Trail be used for access from Conant Road. The day hiking route plan also anticipates a future hiking access point, with parking, from Upper Street. The plan for the hiking trails within the park proposes 22 ¼ miles of day hiking trails for the park, 4.4 miles of which are designed for hiking only.

Consider additional hiking trails on the Leeds parcel where compatible with wildlife resources, as warranted by demand for additional trails in this area. Develop access to these trails via water, and seek to acquire an additional access route from existing public roads into the Leeds parcel for day hiking and other non-motorized uses.

DAY HIKING Routes MASTER PLAN

February, 2010

ROUTE SUMMARY	
Total hiking	22.27 miles
Hiking only	4.41 miles

Create a separate, small parking area and trailhead for hiking access to the Homestead Trail. Extend the Homestead Trail to the new trailhead.

Homestead Trail is hiking only

Western trail is hiking only

Develop future hiking route from center of property to Upper Street

Hiking route along multi-use trail is shared with ATVs, Horseback and Bikes.

Multi-use trail proposed to be non-motorized except during hunting season.

Proposed parking for 4 to 6 cars for non-motorized access from Conant Road.

Future hiking trails compatible with wildlife habitat.

New trail segment for hiking and biking.

Ridge Trail is shared with biking

Hiking only into open meadow

South loop trail

ANDROSCOGGIN RIVERLANDS

Figure 31

BICYCLE

Bicycle trails within The Riverlands include the Multi-Use Trail and single track riding on several existing and proposed “foot” trails within the park. The mountain bikers have indicated a preference for riding on single track trails but there is bicycle use by families on the Multi-Use Trail, particularly in the northern areas of the park. Advocates for continued expansion of bicycle routes with the park have indicated that they are willing to build and maintain bike trails within The Riverlands.

The bicycle route plan proposes to continue bicycle use on the existing Multi-Use Trail but does not allow bicycles on the Bradford Loop. Single track biking is proposed on the Ridge Trail and on the Southern Loop Trail. Two new trail segments are proposed for single track bike use to connect the Multi-Use Trail to other single track biking trails within the property. A little over a mile of new trail will need to be constructed to provide single track riding on the property at a length of 6.6 miles. Bike riding on the Multi-Use Trail is 10 miles long.

BICYCLE Routes MASTER PLAN

February, 2010

ROUTE SUMMARY	
Single track riding	6.6 mile
Riding on multi-use trail	10.0 mile

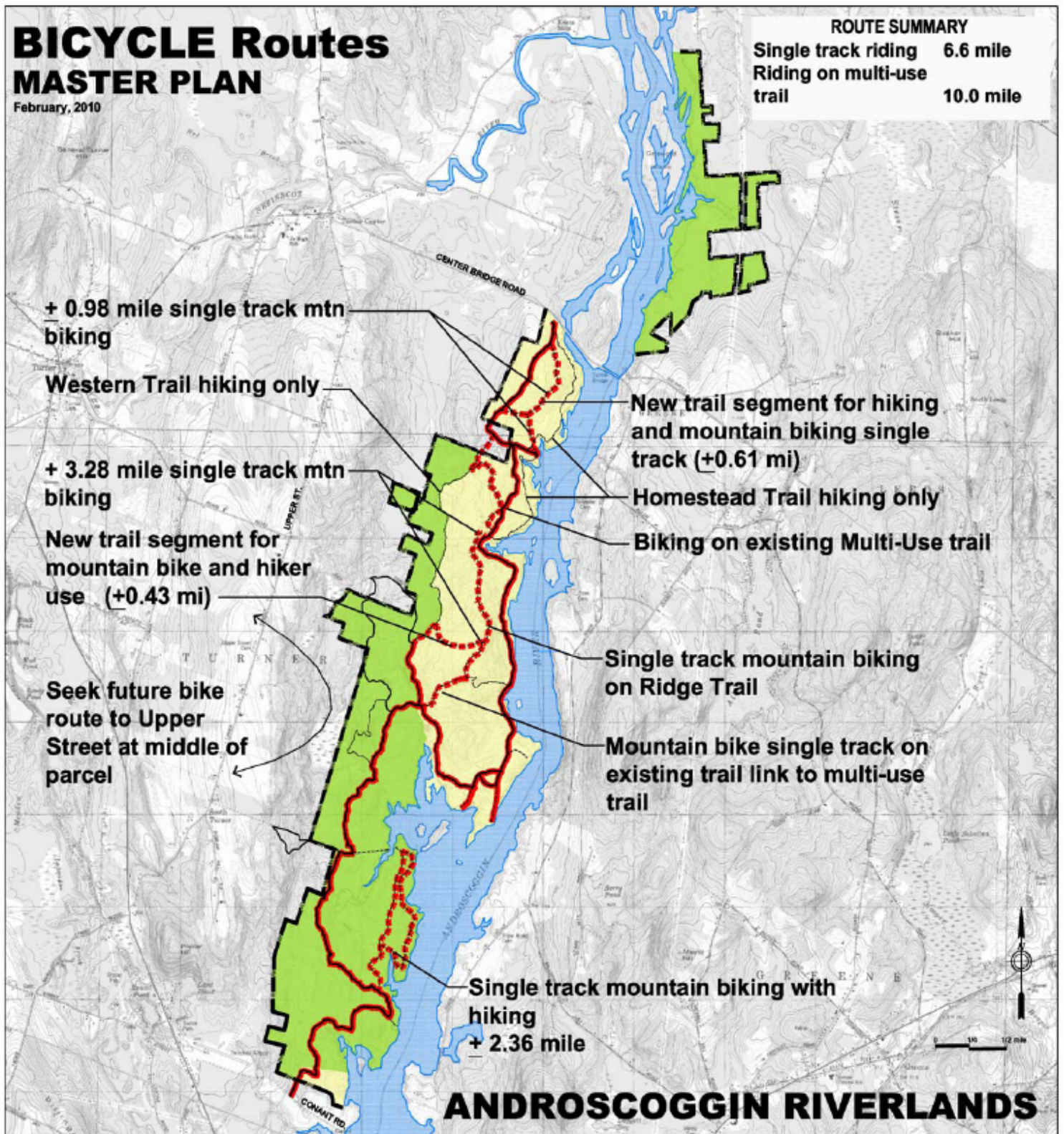


Figure 33

BOAT ACCESS AND WATER ACCESS CAMPING



The Androscoggin River is a significant, character-defining element of The Riverlands and access to and from the river is an essential part of the master plan. This plan proposes to formally identify four sites on the shore for boat access and carry in and out launching. This master plan encourages the continued use of the NextEra vehicular launching ramp on Center Bridge Road, as no vehicular launching facilities are proposed within The Riverlands.

Carry in and out boat launch sites are proposed for the existing picnic meadow at the end of the authorized public vehicular access road, and in the area for future development on the Turner Cove parcel. Both of these launch sites are within three hundred to eight hundred feet of proposed parking or roads. These launch areas are proposed to be developed with a constructed, stable shore access ramp into the Androscoggin River. The development of these landing areas must be coordinated with NextEra Energy because they are located within the shoreline inundation zone owned by NextEra Energy.

In the center of The Riverlands in Turner, and on the Leeds parcel, two additional areas have been identified for boat landings, to access the Riverlands from the water. The one on the west shore of Gulf Island Pond is near the area of several historic foundations and is connected by the trail network to a number of points of interest within the center of the park. On the Leeds parcel of the Riverlands the proposed landing is identified as a future development point that will provide access to a picnic area set back from the high waterline of Gulf Island Pond, and possibly a water access campsite as well. As above, these require coordination with NextEra Energy.

BOAT Launch / Landing Sites MASTER PLAN

February, 2010

Proposed boat landing at the Leeds parcel, develop a small picnic area and potential water access only campsites, in coordination with NextEra Energy.

Proposed carry-in launch and landing at Center Meadow. Restrict access only to defined launch site to minimize damage to turtle nesting and fish spawning areas. Close during season of wildlife activity.

Proposed boat landing at Homestead area.

Future carry-in boat launch and landing. Use now as landing until trail is connected.

Note: All BPL boat landings require permit from NextEra

Existing NextEra launching ramp on Center Bridge Road is vehicular launch access for area. No additional launching ramps are proposed from Androscoggin Riverlands.

Boat landings and picnic areas allowed by NextEra at four islands. Potential campsites.

Proposed carry-in boat launch at Cherry Pond area by NextEra.

ANDROSCOGGIN RIVERLANDS

Figure 35

Up to three water access campsites are envisioned on lands owned by NextEra Energy adjacent to the Leeds parcel. These sites may be managed by NextEra as they required by the NextEra FERC hydropower license. Coordination with NextEra will be required in siting these campsites to avoid conflict with wildlife values.

The plan for the boat use and access for The Riverlands recognizes that NextEra Energy is required to provide boat access sites including at the following locations:

- > Center Bridge in Turner (existing trailerable site),
- > Cherry Pond in Greene (new carry-in),
- > a site near the Gulf Island Dam in Auburn (new carry-in and possible trailered access in the future),
- > Twin Bridges (new carry-in, at Route 219 upper end of the Gulf Island Pond) and \
- > Ferry Landing in Leeds (carry-in) .

In addition they provide and picnic areas and potential camping areas at four islands within Gulf Island Pond. These facilities have been incorporated into the planning for boaters visiting The Riverlands.

HORSEBACK RIDING

The Riverlands is used by horseback riders from adjacent communities as well as riders who trailer their horses to ride at The Riverlands. The master plan proposes to keep the horse trailer entrance at the existing parking lot on Center Bridge Road and continue horseback use on the Multi-Use Trail.

The horseback route is a 9.8 mile long trail that stays on the existing Multi-Use Trail with two small extensions near the meadow and center of the park to provide access to the water for horseback riders. All stream crossings, existing bridges and trail segments should be assessed for to accommodate use by horseback riders visiting the park.

HORSEBACK Routes MASTER PLAN

February, 2010

ROUTE SUMMARY
Total Route 9.85 miles.

Horse trailer entrance and parking at existing parking lot on Center Bridge Road

Horseback Route is multi-use and shared with Bikes, Hikers and ATVs

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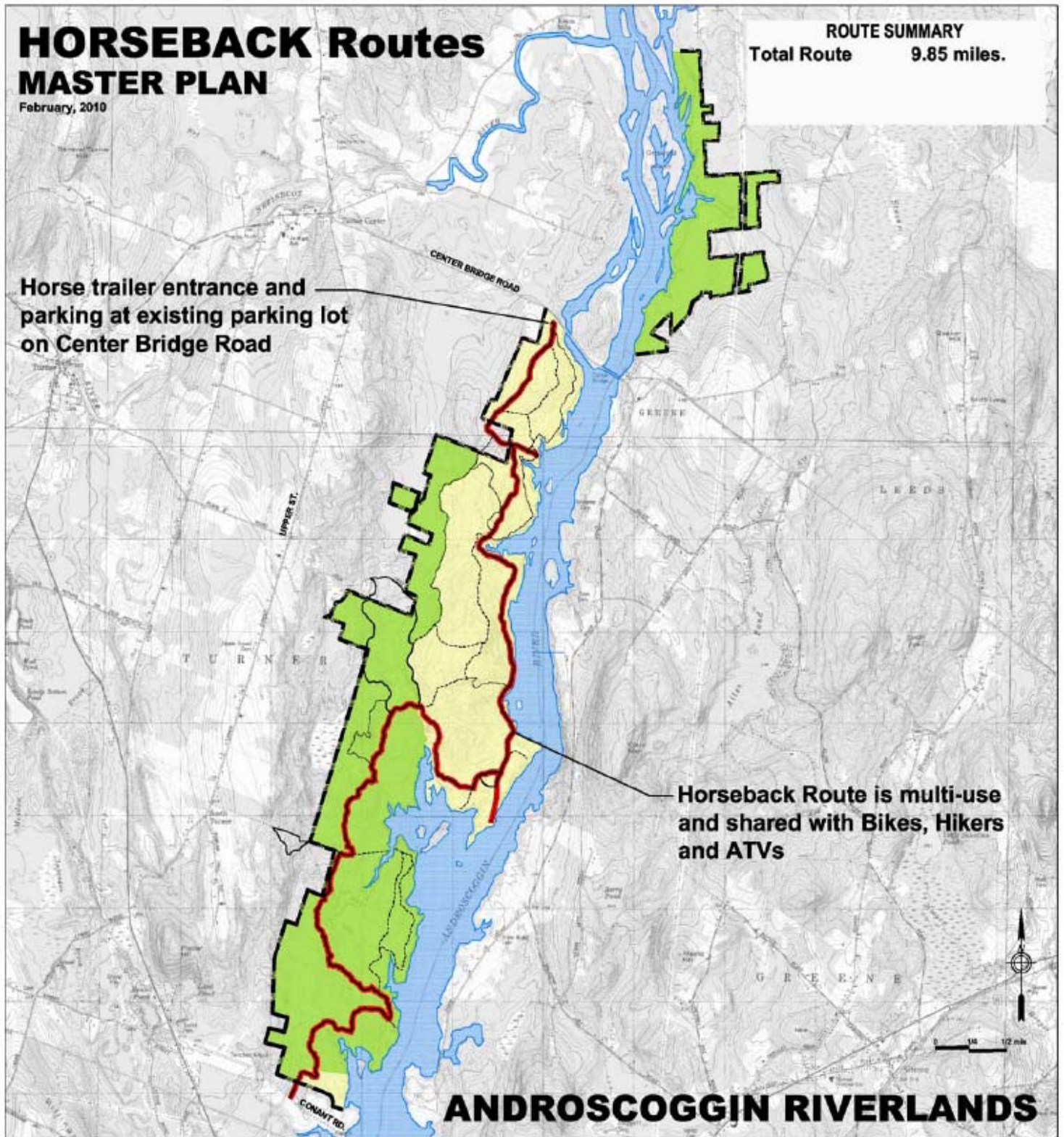


Figure 35

SNOWMOBILE

Snowmobile routes within the Androscoggin Riverlands Park are well marked and well publicized on the State's website and in a brochure published by Ridge Riders Snowmobile Club. The on-site trails are linked to off-site routes that connect throughout central Maine to nearby communities. There are approximately 12 miles of snowmobile trails within the park and they are primarily located on the existing Multi-Use Trail.

The master plan has identified the existing main parking lot off Center Bridge Road as the primary on-site access point for truck and trailer parking for snowmobile use. The parking lot is maintained for winter use by BP&L partners - the local snowmobile club and/or Town of Turner.

SNOWMOBILE Routes MASTER PLAN

February, 2010

ROUTE SUMMARY
Snowmobile route
within park 11.0 miles

Snowmobile truck and trailer parking and access at main parking at Center Bridge Road. (Parking lot is plowed by BP&L partners.)

Snowmobile routes as published by Ridge Riders Snowmobile Club with links to off-site routes.

Snowmobile routes shared in some portions with other winter uses:

- Cross Country Ski
- Snowshoe

ANDROSCOGGIN RIVERLANDS

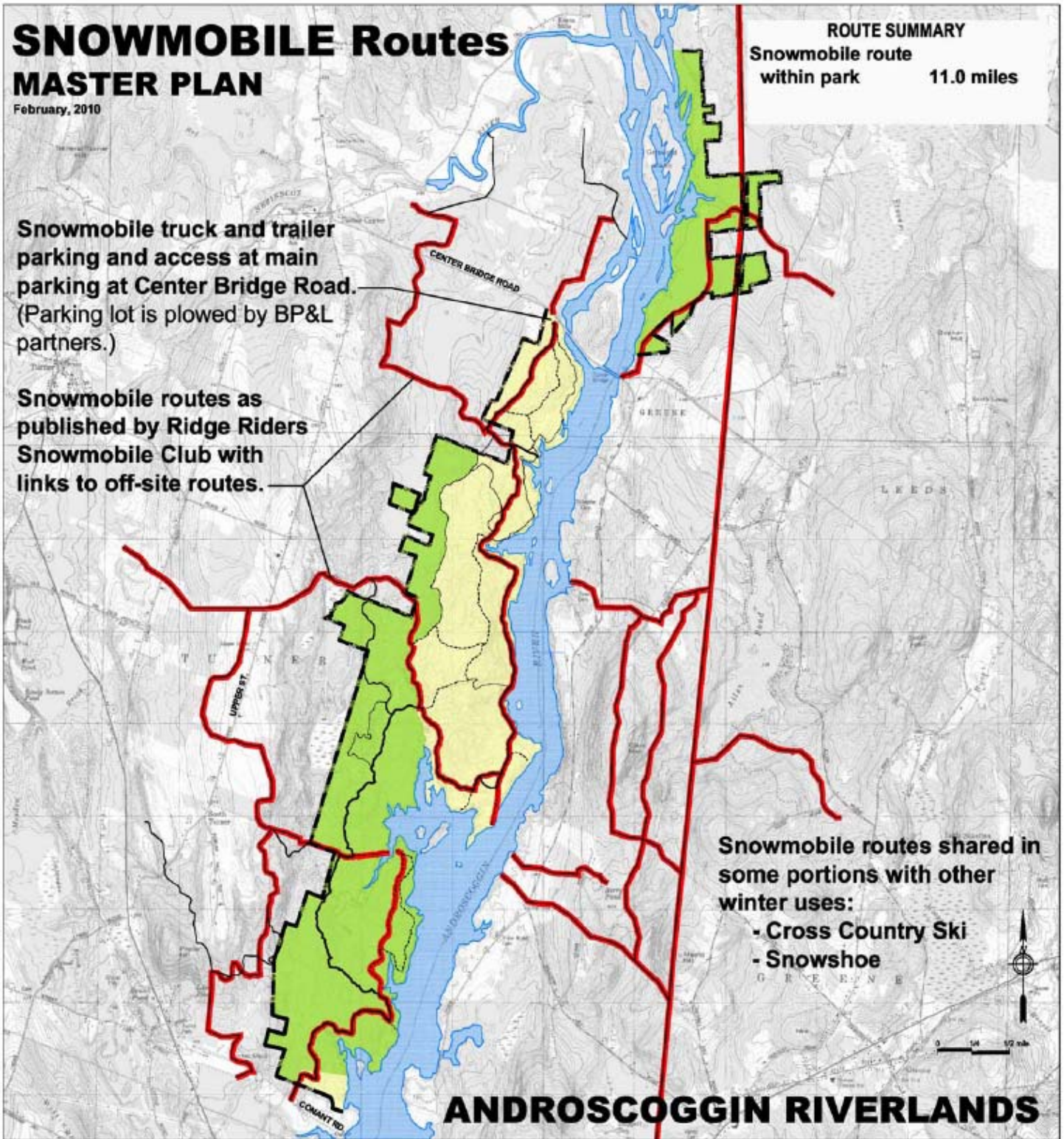


Figure 39



SNOWSHOE

The proposed snowshoe routes occurs on a shared use trail as well as designated foot trails. The plan has identified the snowshoe use on two separate routes; one from Center Bridge Road and one from Conant Road. In both cases a portion of the snowshoeing route is shared with snowmobile use within the park.

The Ridge Trail, the Southern Loop Trail and a new trail segment above the Homestead Trail are identified as trail segments where snowshoe use is not shared with motorized use. There are 4.8 miles of snowshoe use only trails shown on the plan.

It is noted that the proposed snowshoe routes are not located to avoid major identified deer wintering areas (DWAs) on the property as much as possible. For example, the snowshoe trail on the southern end of the property is located at the edge of the DWA.

SNOWSHOE Routes MASTER PLAN

February, 2010

ROUTE SUMMARY	
Shared use	
non-motorized	1.99 miles
Snowshoe only	4.79 miles

Snowshoe access is from parking lot at main entrance off of Center Bridge Road

Trail segments not shared with motorized use.

Minimize snowshoe trails through deeryards, keep trails at edges.

Trail segment not shared with motorized uses (Ridge Trail)

Proposed Upper Street parking / access will provide snowshoe route to the center of the park.

Trail segment not shared with motorized uses.

Proposed Conant Road parking / access will provide snowshoe route from the south.

Snowshoeing is a shared winter use on portions of the routes within the park.

ANDROSCOGGIN RIVERLANDS

Figure 41

CROSS-COUNTRY SKIING

Similar to the other winter uses at the Androscoggin Riverlands State Park the primary access for cross country skiing is from the existing parking lot on Center Bridge Road. The Multi-Use Trail is identified as the primary cross country ski route through the property. The layout and terrain of the Multi-Use Trail is appropriate for cross country skiing and is made passable for skiing use because of the snowmobile traffic that occurs on the Multi-Use Trail.

The route plan for cross country skiing identifies several foot trail segments for skiing that are not shared with motorized traffic. These include portions of the Homestead Trail, the Ridge Trail, the South Loop Trail and the new trail that is proposed to be developed between the Homestead Trail and the Multi-Use Trail on the north end of the property. As proposed there are 12.3 miles of cross country skiing routes within The Riverlands.

XC SKI Routes MASTER PLAN

February, 2010

ROUTE SUMMARY
XC-Ski Route 12.27 miles

Primary access for skiing is from the existing parking lot and trail head.

Proposed new upper loop for skiing

Skiing routes are shared with snowmobiles in some areas of the park on portions of the existing multi-use trail

Proposed Upper Street parking / access will provide XC-Ski route to the center of the park.

Proposed Conant Road parking / access will provide XC-Ski route from the south.

Lower loop for skiing not shared with motorized uses.

ANDROSCOGGIN RIVERLANDS

Figure 43

MASTER PLAN
FOCUS AREA CONCEPT PLANS

As part of the planning process M&S developed three separate plans that looked at discrete areas within the park where future development may occur. These include the main entrance off of Center Bridge Road, the smaller secondary access on Conant Road and the future development zone in the small meadow at the north end of the park at the end of the vehicular access road.

CENTER BRIDGE ROAD ENTRANCE

To date this “undeveloped” park land has not included an entrance sign that would identify the property as a State Park. A key recommendation of the plan is the introduction of a park sign at the driveway entrance and additional internal signage at the trailheads.

The M&S conceptual plan proposes the continued use of the existing large parking lot at the main entry into the park from Center Bridge Road for vehicular parking, including trucks and trailers used to transport ATVs and horses to the site. The exiting multi-use/shared use trail would continue to serve as the primary vehicular and management access into the park.

In order to separate foot traffic from the motorized trails traffic at the park entrance, a new smaller parking lot for 8 to 10 vehicles is proposed for trailhead parking serving visitors intending to hike the Homestead Trail. A portion of the Homestead Trail would be rerouted to connect the new Trailhead Parking.

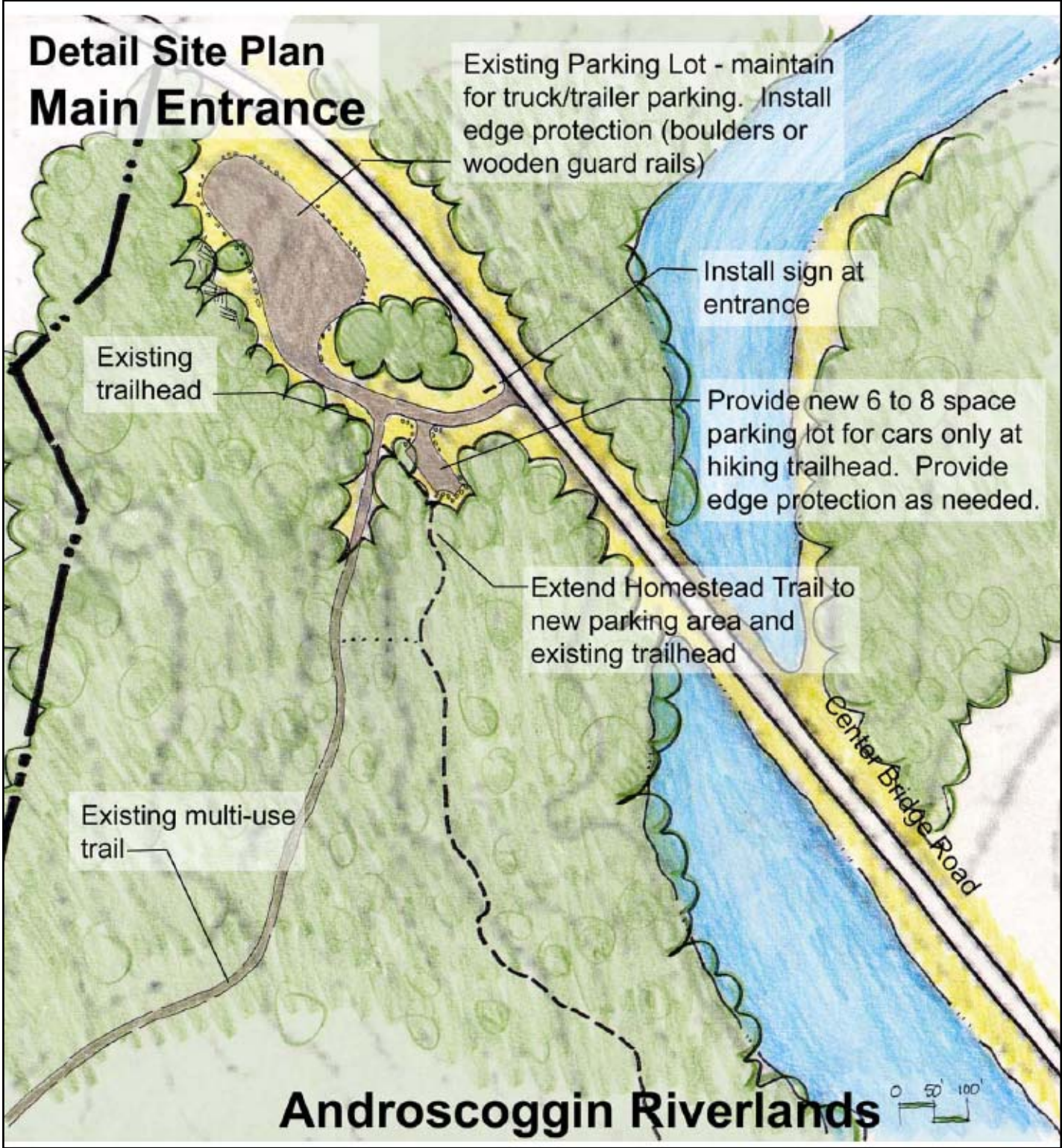


Figure 45



DAY USE PICNIC AREA AT “THE MEADOW”

It is anticipated that visits to the park will increase over the next decade, as water quality continues to improve and awareness of the opportunities available at the Park increases. A day use picnic area is envisioned for the small meadow at the end of the existing access road into the park. This area currently has several picnic tables and a seasonal port-a-let, which serves hikers using the Homestead Trail, and other visitors arriving via the shared use road. The M&S conceptual plan for this area includes the development of three small, discreet parking lots that will provide parking for a total of 10 to 50 vehicles. The area development plan also depicts a drop-off loop that will provide access to a footpath for carry-in and out boat launching activities and a small landing or dock on the shore to provide stable foot access to Gulf Island Pond. This location will serve as a trailhead for the second loop of the Homestead Trail. The main entrance parking lot will continue to serve as the trailhead for ATVs and horseback riding. The plan also proposes to include permanent, seasonal-use restrooms in this area of the park. These new facilities will be sited to avoid conflicts with sensitive wildlife habitat, particularly turtle nesting areas.

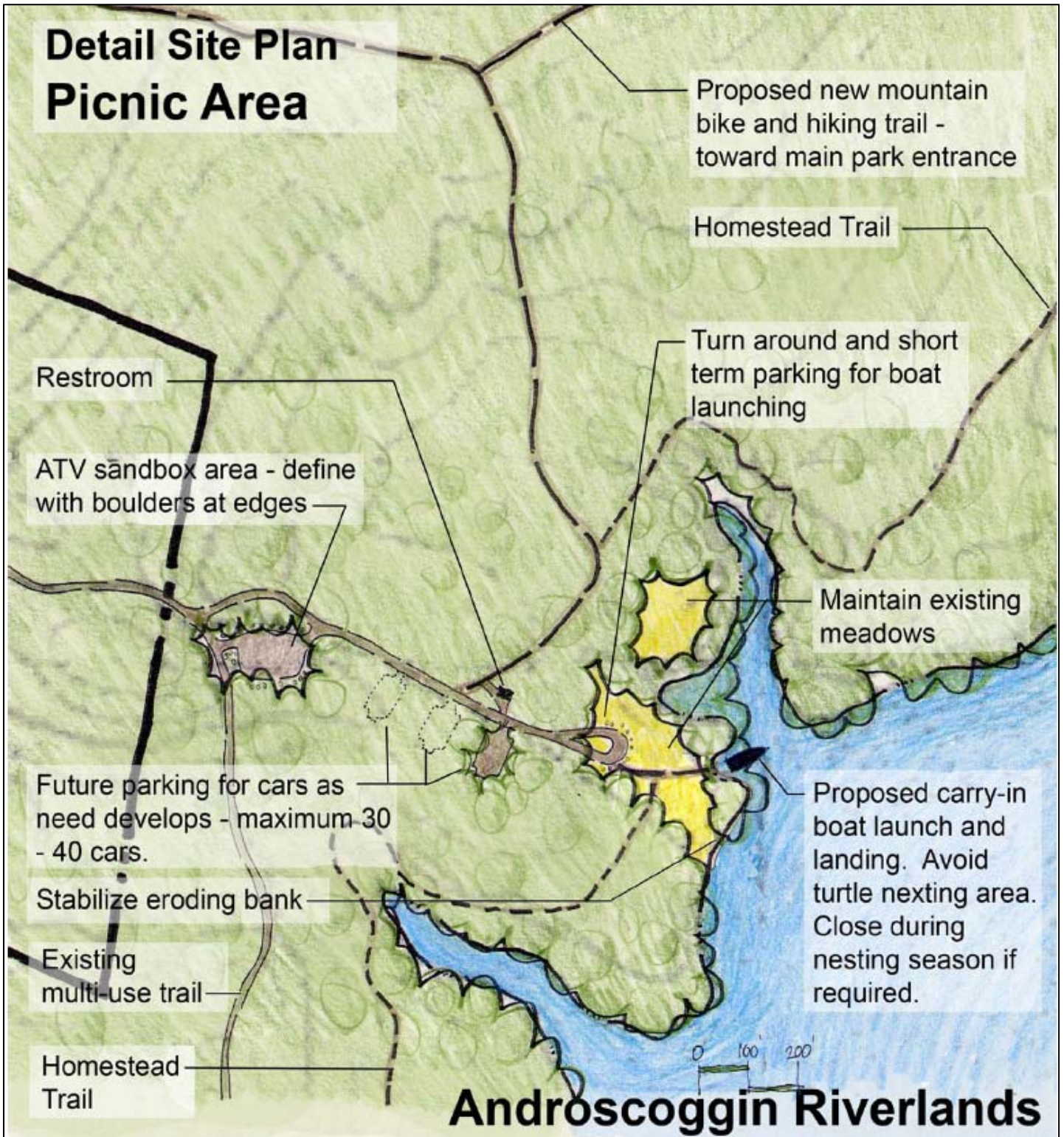


Figure 47

CONANT ROAD ACCESS

The third conceptual plan is for a small, pedestrian-oriented access point from Conant Road at the south end of the park. In this area a parking lot for 4 to 6 cars is proposed as well as an upgraded gate to prevent motorized access into the park. The plan also proposes to add trailhead signage for The Riverlands at this location.

Future development of a carry-in boat launch and picnic area is proposed as use at the southern end increases.



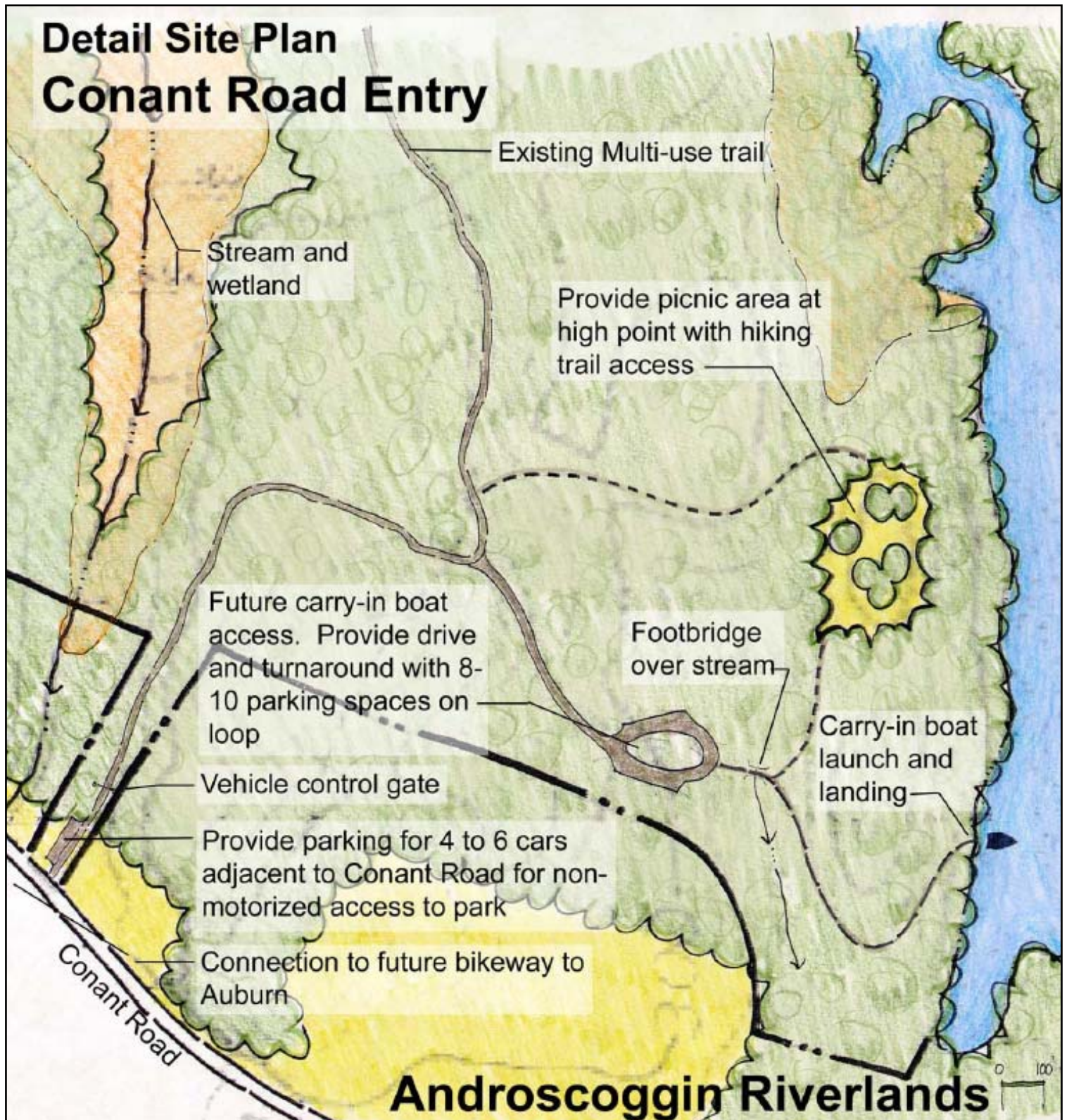


Figure 49

MANAGEMENT RECOMMENDATIONS

The planning team, including BP&L staff and the Advisory Committee, developed draft recommendations during the planning process for The Riverlands. A number of the recommendations came from public input and comments during the public hearings. Some of the recommendations were created as a result of specific comments from Advisory Committee members. The balance of the recommendations are the result of on-site field work and user interviews that took place throughout 2009.

Seven of the recommendations address improving and managing access points to the Riverlands. physical improvements, changes or additions to The Riverlands. These include the addition of signage and access controls, trail improvements, shore landing areas, and development of additional non-motorized access and parking in areas adjacent to The Riverlands. Another five recommendations address improvements or additions to the recreation facilities at the Riverlands. The final recommendations address enhancing stewardship with partnerships and volunteers.

ACCESS IMPROVEMENTS

1. Keep one main entrance to the park for all uses – at the north end on Centyer Bridge Road (current principal access point).
2. Make improvements to the main entrance including signage, and develop a separate trailhead/parking area for hikers that connects directly to the Homestead Trail.
3. Develop secondary access at the south end (off of Conant Road) for hiking, bicycling, and carry-in boating as demand grows. Provide a small parking area for 4 to 6 cars near the Conant Road. Gate the access road to exclude trucks and cars. Design access improvements to discourage use of this access as an ATV trailhead.

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4. Improve river access into the park at designated locations.
 5. Investigate the options for access into the Leeds parcel from the east so that an alternative to water-only access can be developed.
 6. Pursue the potential for land acquisition for trail access near the middle of the property for non-motorized uses from the west, including parking for 4 to 6 cars near Upper Street.
 7. Develop a plan to limit access into the park from unauthorized trails and uses.

PHYSICAL IMPROVEMENTS

8. Implement an overall signage system to identify the park, the trail users, and the trail uses and rules.
9. Work with interested user groups to site and develop recommended additions to the non-motorized trail system of the Homestead and Ridge Trails.
10. Improve trails to established standards for the intended uses.
11. Install controls where necessary to encourage visitors to stay on the intended trails and deter unwanted uses.
12. Keep developed facilities to a minimum and designed to maintain the natural character and wildlife values.

STEWARDSHIP

13. Establish partnerships with surrounding towns, local organizations and user groups for ongoing management of the park.
14. Develop a volunteer plan for park stewardship, on-site rangers and park monitoring.

IMPLEMENTATION PRIORITIES

PHYSICAL IMPROVEMENTS In terms of the physical improvements at The Riverlands the top priority is the installation of a park sign on Center Bridge Road and internal signage at The Riverlands. The other key improvement at the park is the need to repair and reconstruct the identified trail segments so that they can serve the intended use of the trail. Those repairs and maintenance include installing the controls and barriers at the western edge of the property to discourage unauthorized access into the park.

ACCESS IMPROVEMENTS The plan developed for the property has identified the need for a small parking area next Conant Road as well as acquisition of land on Upper Street for an additional 4 to 6 parking spaces and a hiking trail to access the center of the property. Of these two improvements the Upper Street acquisition is the higher of the two in order of priorities for The Riverlands.

The plan also recommends investigating an overland access route to the Leeds parcel, as this lot can only be accessed by water at this time. It is recommended that this access, if acquired, be limited to non-motorized uses.

STEWARDSHIP Of equal importance to the physical improvements at The Riverlands are the recommendations that address park stewardship, park monitoring and the need to establish partnerships. There is in place a sound relationship between BP&L and the surrounding municipalities and local organizations. These relationships must be fostered and grown so that a coherent management structure for The Riverlands can be established. Through these partnerships it is hoped that a definitive plan for maintenance of the trails and facilities, ongoing monitoring of uses, and stewardship of the park can be formalized and become well-established.