

Appendix D

Draft Recreation Management Plan

Debbie-Anne A. Reese,
July 11, 2025
Secretary Federal Energy Regulatory Commission
888 First Street, N.E.
Washington, D.C. 20426

RE: Ripogenus Project (FERC P-2572-141) and Penobscot Mills Project (P-2458-273) comments Great Lake Hydro America's **DRAFT RECREATION MANAGEMENT PLAN, June 2025**

Dear Secretary Reese:

Via Electronic Filing

This filing addresses the above referenced Draft Recreational Management Plan (Plan). In the sense of Ripogenus and Penobscot Mills Projects recreationalists and their needs, it is not a recreational plan, but rather a negotiating position. Initially I have two requests for clarification;

Section 3.1.3 discusses the Upper Gorge and overlooks. While I have spent many days working in the Upper Gorge, other than the end of the (former) log sluice, I am not familiar with potential "overlooks". These overlooks should be described, and access to them should be located on the map.

Section 3.3.2 discussed the Stone Dam Tailwater. Currently the only Stone Dam "tailwater" is a canal leading the Millinocket facility intake structure. Given the Licensee's current usage of tailwater, is the Upper Gorge a tailwater of Ripogenus Dam? The location of the future(?) Stone Dam tailwater should be clarified.

The Plan omits anglers, a major group of recreationalists, and angler activities. A more appropriate name for the Plan would be a "*Guide to Better Boat Launches and Parking Areas*". While improvement of boat launches and addition of trash receptors is important, it is only part of the Project's overall recreational needs.

Taken in a system wide perspective, winter and summer anglers, and their lacustrine and riverine activities represent a major recreational use¹ of project waters. Brookfield/ Great Lakes Hydro America's (the Licensee) continued effort to ignore anglers and their use, effort, and catch is an attempt to obfuscate the many problems created by the Licensee change in project operations.

It is difficult to comment on the Plan. As a critical recreational group, anglers, have been ignored during this ongoing process. Thus my comments are directed at the agency and stakeholder requests initially raised in the summer of 2021 and repeated many times since. The Licensee continues to ignore these reasonable requests. Summarized below are suggested solutions that address the many requests to improve angler (and boaters) accessibility to project waters.

McKay Station: Angler access immediately below the draft tubes (river right) is limited by fencing. The loss of two to three fishing sites would be corrected by removal or relocation of this fence. Additionally, the walk to McKay is physically challenging to those recreationalists who are not athletic. Basically, this is age discrimination. Shifting the parking area to its historical location at the lower gate would provide easier access for the older and less athletic boaters and anglers.

West Branch of the Penobscot downstream McKay Station offers opportunities to improve boat and canoe access. The primitive "gravel" drift boat take-out and canoe launch located midway down Little A Deadwater is both vulnerable to low flows (at or below 2000 cfs) and difficult to maneuver a vehicle. Concrete planks and limited site work would be an enhancement for boaters of all types.

A primitive boat launch located a half mile below the Nesowadenhunk Falls put-off needs to be upgraded and made "trailer" usable. At a minimum,

¹ Snowmobiling is not referenced and no information provided, however it is likely the major recreational use of the projects' lakes.

concrete planks need to be installed and vegetation cleared to a point where a boat trailer can be easily backed in and out.

The North Twin, Millinocket and Dolby facilities all contain areas with intimidating wire fencing. MeDIFW and the stakeholders referenced the need for Penobscot Mills Project access in their initial requests. In all cases access to these facilities would provide, at a minimum, seasonal Landlocked salmon fishing.

Access to the North side of the North Twin Facility is for some unknown reason, not allowed. Foot traffic is prevented by gates and fencing. Shore fishing from the North side is essentially eliminated. This makes little sense as boat access to the dam simply involves a short trip. To that end, a portage trail should be developed and boaters allowed to reach the Stone Dam (Backchannel) area directly from the North Twin impoundment.

The Millinocket and Dolby facilities are also surrounded by imposing metal fences. Historically both provided seasonal (spring and fall) fishing opportunities. This fencing should be removed and access provided. In the case of Dolby, access should be through the old Mill Yard and a boat launch provided. This would presumably be the same access presently used by the facility's maintenance crew.

Access Downstream of Stone Dam (3.3.2) coupled with the concurrent proposal of a (seasonal) stocked brook trout program is a “fields of dreams” idea. Great Northern Paper (GNP) studies conducted post 1996 Licensing, confirmed angler use of Millinocket Stream (article 413)². Studies found that angler use was limited to one to two weeks in May (see GNP data). The Licensee's proposal now assumes that anglers will drive two to three times farther and over a “logging” road to reach a site with similar or less fishing opportunity. Unlike Millinocket Stream and its well maintain roads and trails to nearby pools, Stone Dam “tailwater” anglers will have to navigate through rugged boulder filled, highly vegetated terrain. Access to Stone Dam and the

² During the course of the 1996 License, the Licensee failed to meet trout size and stocking timing goals multiple times

downstream area should be through the old mill yard. At a minimum, anglers and other recreationalists will be able to see the water when their vehicle stops!

Thank you for the opportunity to comment. I urge FERC staff to require angler activity descriptions to be included in these Licensing events.

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Subject: Extension of Comments to August 29 - RE: Ripogenus & Penobscot Mills - Draft Recreation Management Plan
Date: Tuesday, July 22, 2025 11:42:00 AM
Attachments: [image001.png](#)

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Good morning,

The Appalachian Mountain Club, and several other recreation interests, will be unable to provide comments on the draft Recreation Management Plan by July 28, 2025. We will be delivering our comments on the draft plan by August 29, 2025. If our comments are ready before that date, we will of course deliver them as soon as they are available.

Thank you for your understanding.

Mark



Mark Zakutansky
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Writing to you from **Bethlehem, PA**
[Book time to meet with me](#)

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Subject: Ripogenus & Penobscot Mills - Draft Recreation Management Plan

Dear Ripogenus and Penobscot Mill Projects Recreation Focus Group Members –

On behalf of Great Lakes Hydro America, LLC (GLHA), attached, please find a Draft Recreation Management Plan (RMP) for the Ripogenus and Penobscot Mills Projects for your 30-day review and comment. This draft plan was requested by FERC in their

additional information request (AIR) to GLHA dated February 28, 2025.

The Draft RMP is formatted according to FERC's guidelines for hydropower project recreation management plans. The Draft RMP includes information on the existing FERC-approved Project Recreation Sites, along with other non-Project recreation sites that provide access to Project lands or waters and that were included in the recreation studies that GLHA conducted as part of the relicensing effort. The recreation site improvement proposals included in the Draft RMP are generally the same as those included in the Final License Application (FLA) (filed with FERC on September 30, 2024), with the exception of certain proposed changes to the FERC Project boundary at a few of the sites where the existing Project boundary does not incorporate the entirety of the recreation site.

GLHA respectfully requests that you provide any comments (or a statement of no comments) to GLHA within 30 days of this email (by July 28, 2025).

Thank you,

Recreation Focus Group Member	Affiliation
Andrew Fisk	American Rivers
Chris Howe	
John Perry	MDIFW
Bob Nasdor	American Whitewater
Dean Beaupain	
Steve Heinz	TU
Tim Obrey	MDIFW
Ed Spear	
Bill Houston	Ripogenus Campowner
Kathy Houston	Ripogenus Campowner
Dan McCaw	PIN
Doug Kane	MDIFW
Tammy Bishop	Penobscot River Corridor Manager
Sarah Sindo	Chewonki Foundation
Landis Hudson	Maine Rivers
Matt Polstein	New England Outdoor Center
Laura Paye	MDEP
Dan Tourtelotte	
Mike Smith	Outdoor Sport Institute
Mark Zakutansky	AMC
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DRAFT
RECREATION MANAGEMENT PLAN

RIPOGENUS HYDROELECTRIC PROJECT
FERC No. 2572
&
PENOBSCOT MILLS HYDROELECTRIC PROJECT
FERC No. 2458

Great Lakes Hydro America, LLC
Millinocket, Maine

June 2025

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1 INTRODUCTION

1.1 BACKGROUND

Great Lakes Hydro America, LLC (“GLHA” or “Licensee”) is the Licensee, owner and operator of the Ripogenus Hydroelectric Project (FERC No. 2572) and the Penobscot Mills Hydroelectric Project (FERC No. 2458) (hereinafter referred to individually as the “Ripogenus Project” or “Penobscot Mills Project” or collectively as the “Projects”). The Ripogenus Project is located on the West Branch of the Penobscot River in Piscataquis and Penobscot counties, Maine (Figure 1.1-1). The Penobscot Mills Project is located on the West Branch of the Penobscot River and Millinocket Stream in Piscataquis and Penobscot counties, Maine. Each Project’s current FERC license was issued on October 22, 1996, and expires on September 30, 2026. GLHA is pursuing new and separate licenses for each Project.

As part of the relicensing process and in response to requests from numerous agencies and stakeholders, GLHA conducted an extensive recreation study in 2022 and 2023. The study was designed to assess recreational access, opportunities, use, and needs at the FERC-approved Project recreation sites. The results of the Recreation Study provide a comprehensive understanding of recreational opportunities and use at the Project recreation sites. The results of the Recreation Study and consultation to date have informed the development of the Protection, Mitigation, and Enhancement (PME) measures proposed for the Project recreation sites included in the Final License Application (FLA) and this draft Recreation Management Plan (RMP).

1.2 PROJECT DESCRIPTION

1.2.1 Ripogenus Project

The principal features of the Ripogenus Project include: 1) a 795-foot-long, concrete gravity dam; 2) a 3,850-foot-long tunnel; 3) a powerhouse, known as McKay Station, containing three turbine-generator units with an authorized installed capacity of 37.5 MW; 4) a 20.8-mile-long impoundment having a normal full pond elevation of 941.59 feet with a surface area of 29,270 acres and Umbazooksus Lake with a surface area of 1,600 acres; 5) an approximately 0.8-mile long bypass reach (Upper Gorge); 6) a 29.4-mile-long transmission line; and 7) a battery energy storage system sized at a capacity of 10 MW for up to 2 hours.

1.2.2 Penobscot Mills Project

The Penobscot Mills Project includes five developments, four hydropower and one storage development. The four hydropower developments are (listed in descending order from upstream to downstream): North Twin, Millinocket, Dolby, and East Millinocket, which are located between river mile (RM) 15 and 2, respectively, on the West Branch. The Millinocket Lake Storage Development is located on Millinocket Stream, which enters the West Branch downstream of the Millinocket Development. The primary features of the Penobscot Mills Project include five dams, five impoundments, and four powerhouses. The total authorized installed capacity of the Penobscot Mills Project is 67.7 MW.

1.2.2.1 Millinocket Lake Storage Development

The principal works of the Millinocket Lake Storage Development include: 1) an impoundment having a normal full pond elevation of 480.0 feet with a surface area of 8,640 acres; 2) a concrete and earth-filled dam, measuring approximately 635 feet in length, located at the outlet of Millinocket Lake; and 3) a pumping station containing two pumps, located approximately 6.2 miles from the dam, two 4-foot, 6-inch-diameter steel pipes

measuring approximately 544 feet in length, and a concrete outlet structure discharging to Ambajejus Lake (within the North Twin impoundment).

1.2.2.2 North Twin Development

The principal works of the North Twin Development include: 1) an impoundment having a normal full pond elevation of 491.92 feet with a surface area of 17,790 acres; 2) a concrete and earth-filled dam measuring approximately 1,051 feet in length, including an intake structure and powerhouse containing three turbine-generator units and appurtenant equipment; 3) a series of six earthen dikes having a combined length of 2,530 feet, located upstream of the dam; 4) a 60 Hertz (Hz) substation containing six transformers; and 5) a transmission line approximately 4.2 miles in length.

1.2.2.3 Millinocket Development

The principal works of the Millinocket Development include: 1) an impoundment having a normal full pond elevation of 458.7 feet with a surface area of 1,344 acres; 2) a concrete dam (Stone Dam) measuring approximately 1,262 feet in length; 3) a gatehouse located at the dam, containing ten gates and a sluiceway; 4) three earthen dikes in Quakish Lake with a total length of 1,854 feet; 5) five earthen dikes in Ferguson Pond with a total length of 3,195 feet, a "western" canal leading from the gatehouse to Ferguson Pond, and an "eastern" canal leading from Ferguson Pond to the intake structure, all of which are used to convey water from the gatehouse at Stone Dam to the intake structure located approximately 7,300 feet from Stone Dam; 6) an intake structure containing seven headgates, located at the entrance of the penstocks; 7) six 10-foot-diameter steel penstocks and one 11-foot-diameter steel penstock ranging in length from 1,007 feet to 1,024 feet; 8) a powerhouse containing seven operable turbine-generator units, of which five are located within the former Grinder Room and two are in the Generator Room; 9) two transformers, one having a rated capacity of 30/40/50 megavolt-amperes (MVA) and one at 24/34/40 MVA; and 10) two 60 Hz transmission lines approximately 300 feet in length (one 6.9 kilovolt [kV] and one 13.8 kV).

1.2.2.4 Dolby Development

The principal works of the Dolby Development include: 1) an impoundment having a normal full pond elevation of 336.2 feet with a surface area of 2,048 acres; 2) a concrete and earth-filled dam measuring approximately 1,395 feet in length, including an intake structure and powerhouse integral with the dam containing four operable turbine-generator units and other appurtenant equipment; 3) a 60 Hz substation containing one transformer having a rated capacity of 15/20 MVA and a second transformer with a rated capacity of 5 MVA; and (4) a transmission line extending approximately 2 miles to the last transmission pole structure before entering GLHA's Powersville Substation.

1.2.2.5 East Millinocket Development

The East Millinocket Development is located at the former East Millinocket Mill, approximately 2.3 miles upstream of the confluence of the West and East Branches of the Penobscot River and 1.7 miles upstream of Black Bear Hydro Partners, LLC's Medway Hydroelectric Project (FERC No. 2666). The principal works of the East Millinocket Development include: 1) an impoundment having a normal full pond elevation of 287.2 feet with a surface area of 128 acres; 2) a concrete and earth-filled dam measuring approximately 717.5 feet long, including an intake structure and powerhouse integral with the dam containing six turbine-generator units; and 3) a tailrace measuring approximately 1,050 feet long.

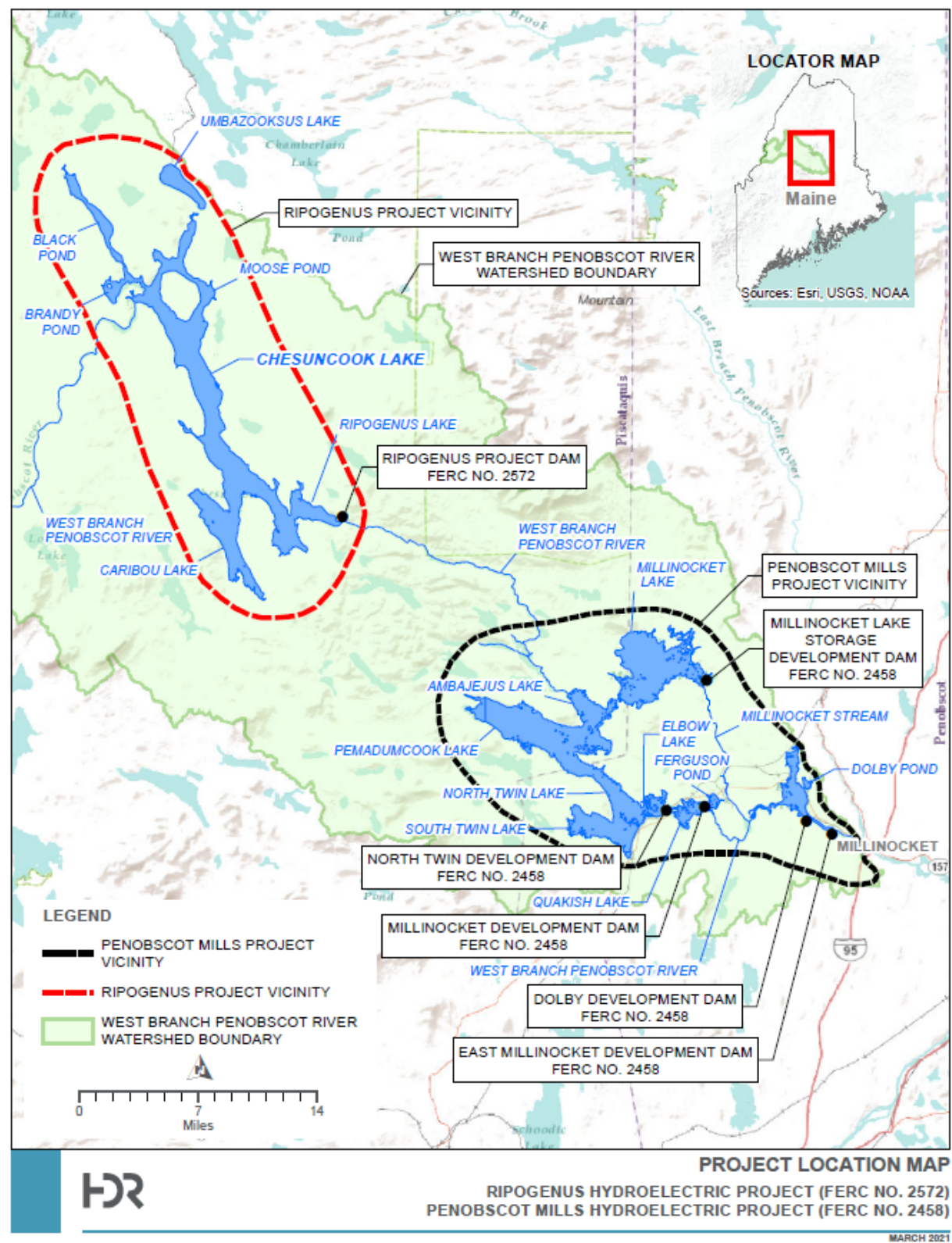


Figure 1.1-1. Ripogenus Project and Penobscot Mills Project Locations.

2 EXISTING FERC-APPROVED RECREATION SITES

2.1 RIPOGENUS PROJECT

The Ripogenus Project has four FERC-approved Project recreation sites (Table 2.1-1, Table 2.1-2, Figure 2.1-1). The Caribou Lake Put-in and Chesuncook Dam Point Boat Launch provide access to the Ripogenus impoundment. The Upper Gorge Trail provides visual access to the Upper Gorge along the northern side of the West Branch between Ripogenus Dam and McKay Station. The McKay Station Put-in provides access to the West Branch (including the lower portion of the Upper Gorge). The Caribou Lake Put-in, Upper Gorge Trail, and McKay Station Put-in are managed and maintained by GLHA. The Chesuncook Dam Point Boat Launch is owned by GLHA and managed by GLHA and the Maine Department of Agriculture, Conservation and Forestry (MDACF).

The Ripogenus FERC-approved Project recreation sites are free to the public and open 24 hours a day, year-round unless closed for maintenance, construction, emergency situations, or unless otherwise stated. As conditions allow, the recreation sites are available in the winter for informal use for snowmobiling and ice fishing access. However, not all sites are routinely plowed in the winter and, depending on weather conditions, access roads and parking areas may be snow-covered and not fully accessible. All sites have a sign (required by 18 CFR Part 8) identifying them as being part of a FERC-licensed hydropower project. The Licensee posts signs indicating prohibited uses, activities, and structures, as needed.

None of the Ripogenus FERC-approved Project recreation sites are provided with trash receptacles. The sites are located within the North Woods region of Maine, which is typically managed by MDIFW, MDACF, and other organizations as “carry-in, carry-out” for trash. In keeping with this practice, GLHA does not provide trash receptacles at these Project recreation sites. GLHA has proposed to install signs at each of the Project recreation sites explaining that the site is managed as “carry-in, carry-out” for trash.

Table 2.1-1. FERC-Approved Project Recreation Sites, Facilities, and Amenities at the Ripogenus Project.

Recreation Site Name	Recreation Facilities/Amenities	Managed By
Caribou Lake Put-in	- Gravel boat put-in - Parking for about 2 vehicles without trailers - Parking for about 2 vehicles with trailers - Pit toilet - Signage	GLHA
Chesuncook Dam Point Boat Launch	- Single lane gravel boat launch - Parking for about 15 vehicles with trailers - Parking for approximately 10 vehicles without trailers - Informational kiosk - ADA-compliant outhouse - Signage	GLHA/MDACF
Upper Gorge Trail	- Hiking trail following the Upper Gorge from Ripogenus dam towards McKay Station - Overlook	GLHA

Recreation Site Name	Recreation Facilities/Amenities	Managed By
	• Parking for about 6 vehicles (without trailers) • Signage	
McKay Station Put-in	• Whitewater boating put-in • Commercial whitewater staging area • Parking for about 30 vehicles (without trailers) • Porta-potty • Vault privies • Historic significance signage • Safety signage	GLHA

Table 2.1-2. FERC- Approved Project Recreation Sites, Facilities and Amenities for the Ripogenus Project.

Recreation Site Name	Recreation Facility/ Amenity Type	Facility/Amenity Status	Longitude	Latitude	FERC Citation & Date	Notes
Caribou Lake Put-in	Put-in/boat launch	Constructed	69.3138531°W	45.8369963°N	77 FERC ¶ 61066 October 22, 1996	Gravel boat launch.
Caribou Lake Put-in	Parking	Constructed	69.31420833°W	45.83686111°N	77 FERC ¶ 61066 October 22, 1996	Gravel parking area capacity for approximately 4 vehicles.
Caribou Lake Put-in	Pit-toilet	Constructed	69.314363°W	45.836962°N	77 FERC ¶ 61066 October 22, 1996	
Caribou Lake Put-in	Signage	Constructed	Various	Various	77 FERC ¶ 61066 October 22, 1996	Part 8 and safety signage
Chesuncook Dam Point Boat Launch	Boat launch	Constructed	69.2343033°W	45.8820895°N	77 FERC ¶ 61066 October 22, 1996	Single lane gravel boat launch.
Chesuncook Dam Point Boat Launch	Parking	Constructed	69.2338109°W	45.8823242°N	77 FERC ¶ 61066 October 22, 1996	Gravel parking area capacity for about 10 vehicles without trailers and 15 vehicles with trailers.
Chesuncook Dam Point Boat Launch	ADA- Compliant Outhouse	Constructed	69.23409722°W	45.88245833°N	77 FERC ¶ 61066 October 22, 1996	
Chesuncook Dam Point Boat Launch	Information Kiosk	Constructed	69.234086°W	45.882184°N	77 FERC ¶ 61066 October 22, 1996	

Recreation Site Name	Recreation Facility/ Amenity Type	Facility/Amenity Status	Longitude	Latitude	FERC Citation & Date	Notes
Chesuncook Dam Point Boat Launch	Signage	Constructed	Various	Various	77 FERC ¶ 61066 October 22, 1996	Part 8 and safety signage
Upper Gorge Trail	Trail	Constructed	69.17615833°W	45.88213333°N	77 FERC ¶ 61066 October 22, 1996	Trail approximately 4,400 feet long.
Upper Gorge Trail	Parking	Constructed	69.1763800°W	45.8820672°N	77 FERC ¶ 61066 October 22, 1996	Parking area capacity for about 6 vehicles.
Upper Gorge Trail	Overlook	Constructed	69.1754856°W	45.8820371°N	77 FERC ¶ 61066 October 22, 1996	Overlook of Ripogenus Dam and Gorge.
Upper Gorge Trail	Signage	Constructed	Various	Various	77 FERC ¶ 61066 October 22, 1996	Part 8 and safety signage
McKay Station Put-in	Put-in	Constructed	69.1610927°W	45.8785064°N	77 FERC ¶ 61066 October 22, 1996	Whitewater boating put-in for commercial and private use.
McKay Station Put-in	Parking	Constructed	69.1580832°W	45.8752780°N	77 FERC ¶ 61066 October 22, 1996	Parking area capacity for about 30 vehicles.
McKay Station Put-in	Staging Area	Constructed	69.1602843°W	45.8782325°N	77 FERC ¶ 61066 October 22, 1996	Commercial outfitter staging area located adjacent to McKay Station.
McKay Station Put-in	Vault Privies	Constructed	69.15836944°W	45.87546944°N	77 FERC ¶ 61066 October 22, 1996	Privies located at parking area.

Recreation Site Name	Recreation Facility/ Amenity Type	Facility/Amenity Status	Longitude	Latitude	FERC Citation & Date	Notes
McKay Station Put-in	Signage	Constructed	Various	Various	77 FERC ¶ 61066 October 22, 1996	Part 8, informational, and safety signage
McKay Station Put-in	Porta-potty	Constructed	69.157993°W	45.875505°N	77 FERC ¶ 61066 October 22, 1996	

DRAFT

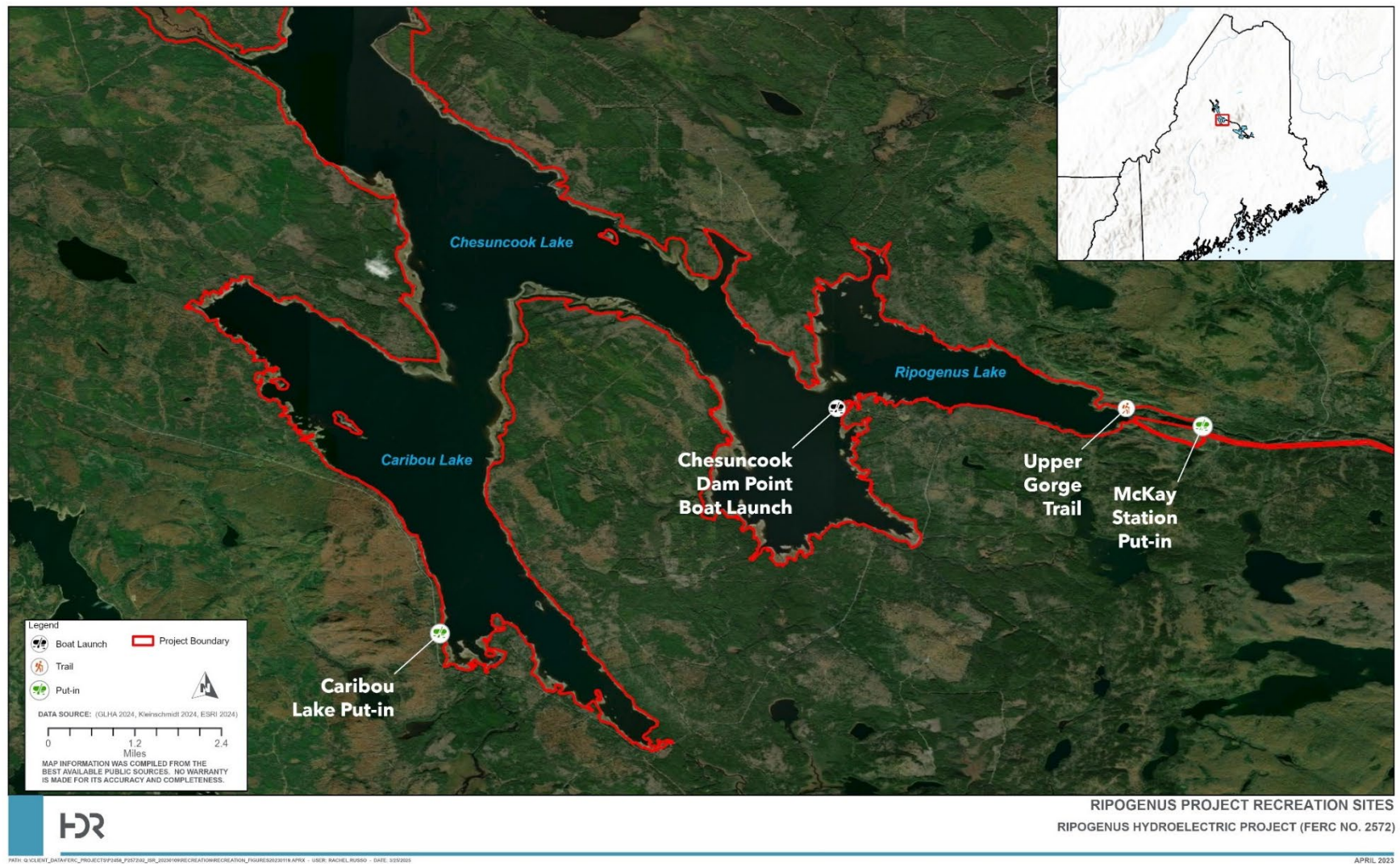


Figure 2.1-1. FERC-Approved Recreation Sites at the Ripogenus Project.

2.1.1 Caribou Lake Put-In

The Caribou Lake Put-in site is located on the western shore of the Caribou Lake basin (Figure 2.1-2). The site can be accessed via a single lane dirt entrance off the Golden Road¹. The site is managed by GLHA, is unstaffed, and is open year-round.² A sign (per 18 CFR Part 8) is located on the right side of the entrance. Facilities available at the site include a small parking area, gravel boat launch, and a pit toilet. There are at least two parking spaces for vehicles without trailers at the site, and at least two additional informal parking spaces for vehicles with trailers along the Golden Road, adjacent to the site entrance. The gravel boat launch is a single lane launch that is approximately 12 ft wide (Photo 1). The existing Project boundary at this site does not include all of the site facilities. GLHA is proposing to expand the Project boundary as shown in Figure 2.1-2.



Photo 1. Caribou Lake Put-In.

¹ The Golden Road is a privately-owned and maintained road that is available for use by the public. The Golden Road is a 96 mile long, two lane dirt and gravel road. It was originally built by the Great Northern Paper Company to support logging operations in remote parts of northern Maine. The Golden Road stretches from the St. Zacharie Border Crossing (Canada) to the former mill site in Millinocket, Maine.

² The Golden Road may or may not be plowed in the winter to provide year-round access.

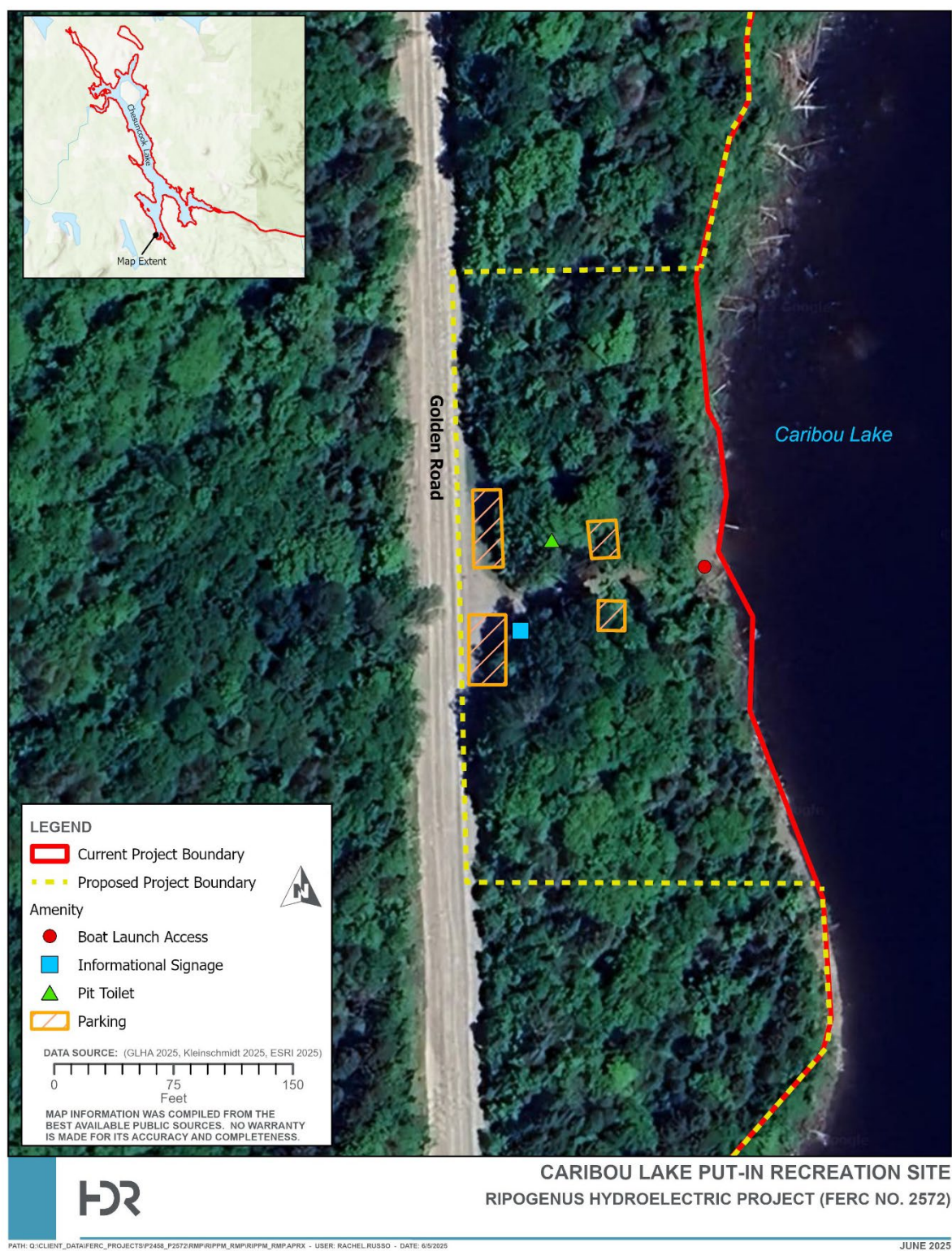


Figure 2.1-2. Caribou Lake Put-In.

2.1.1.1 Chesuncook Dam Point Boat Launch

The Chesuncook Dam Point Boat Launch is located on the southeastern shore of the Chesuncook Lake basin and is adjacent to the Chesuncook Boom House (Figure 2.1-3). The site can be accessed from Chesuncook Lake Road, which is off the Golden Road. Chesuncook Lake Road is a two-lane dirt road. The site is managed by GLHA and MDACF, is located in the Penobscot River Corridor (PRC), is unstaffed, and is open year-round. There are three informal parking areas: one on the middle lawn for vehicles with trailers (~120 ft x ~120 ft), one on the lawn area south of the outhouse (~30 ft by ~50 ft), and one gravel parking area in the northwest corner of the site (~50 ft by 75 ft). There is parking for approximately 10 vehicles without trailers and 15 vehicles with trailers. Facilities at the site include parking areas, an outhouse, information kiosk, Part 8 sign, and a gravel boat launch. Signage on the kiosk provides information on the PRC, fishing, and invasive species. The outhouse is ADA-compliant. The gravel boat launch is a single lane launch that is approximately 12 ft wide (Photo 2). There is a voluntary registration box for users of the remote campsites on Ripogenus impoundment managed by the MDACF. The existing Project boundary at this site does not include all of the site facilities. GLHA is proposing to expand the Project boundary as shown in Figure 2.1-3.



Photo 2. Chesuncook Dam Point Boat Launch.



Figure 2.1-3. Chesuncook Dam Point Boat Launch.

2.1.2 Upper Gorge Trail

The Upper Gorge Trail is maintained by GLHA, is unstaffed, and is open year-round. The site is located on the northern side of Ripogenus Dam and the Upper Gorge (i.e., bypassed reach) (Figure 2.1-4). Access to the Upper Gorge Trail site and parking area is via an unnamed road off Ripogenus Dam Road, a two-way gravel road that crosses Ripogenus Dam. The site includes the trail and a parking area adjacent to the head of the trail with space for approximately six vehicles. At the head of the trail, there is safety signage, Part 8 signage, and a chain-linked fence (Photo 3). There is a locked swinging gate at the head of the trail to prevent the public from taking motor vehicles down the trail. The dirt and grass trail meanders for approximately 0.8 mile (4,400 ft) along the northern side of the Upper Gorge and ends across the river from McKay Station. Along the trail, there are safety signs posted on trees warning the public of hazards as well as two pedestrian overlook locations, one at the head of the trail and one approximately 300 ft down the trail.



Photo 3. Upper Gorge Trail – Trailhead, Gate and Signage.

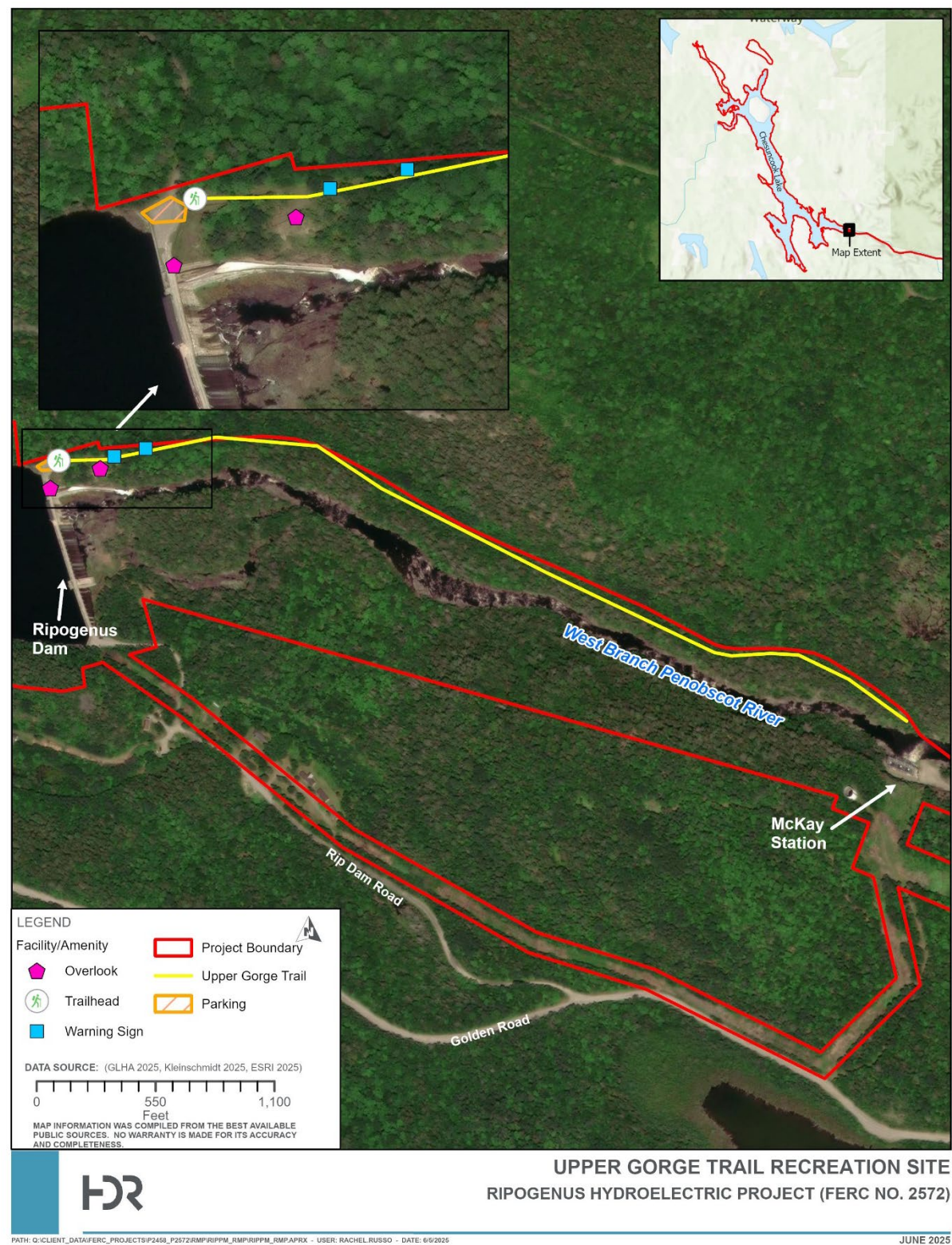


Figure 2.1-4. Upper Gorge Trail Recreation Site.

2.1.3 McKay Station Put-in

The McKay Station Put-in recreation site is accessed from the Golden Road (Figure 2.1-5). This Project recreation site provides access to the West Branch for commercial and private whitewater boaters (rafts, canoes, kayaks) and access for anglers to the Upper Gorge (between Ripogenus Dam and McKay Station). The site includes an approximately 100-foot by 175-foot gravel parking area that has two entrances/exits and space for approximately 30 vehicles without trailers. The parking area provides appropriate space for boater drop-off via buses. The parking area includes an informational sign on the history of the Ripogenus Dam and powerhouse and a Part 8 sign. There is one porta-potty and 2 wooden vault privies at the parking area. A locked swing gate prevents public vehicle access to the road section between the parking area and McKay Station.

From the parking area, there is an approximately 0.3 mile walk along a dirt/gravel road to the rafting/boating put-in site adjacent to the upstream side of the powerhouse. A short trail behind the powerhouse leads to the put-in site and angler access area (Photo 4). Safety signs are posted along the trail behind the powerhouse warning about the hazards of the gorge, river, and powerhouse flows, and a wire mesh drapery system has been installed for public safety over the cliff face to prevent rock falls onto this trail section. The put-in consists of gravel, cobble, and small boulders (Photo 5). Immediately adjacent to and downstream of the powerhouse, there is chain link fencing for public safety to prevent the public from accessing the cliffs/steep shoreline in this area. A gravel staging area is located adjacent to McKay Station to give the commercial rafting companies a location to orient their parties and to make last minute trip preparations. The powerhouse is locked to prevent public access. The existing Project boundary at this site does not include all of the site facilities. GLHA is proposing to expand the Project boundary as shown in Figure 2.1-5.



Photo 4. McKay Station Path to Put-in and Safety Signage.



Photo 5. McKay Station Put-in.

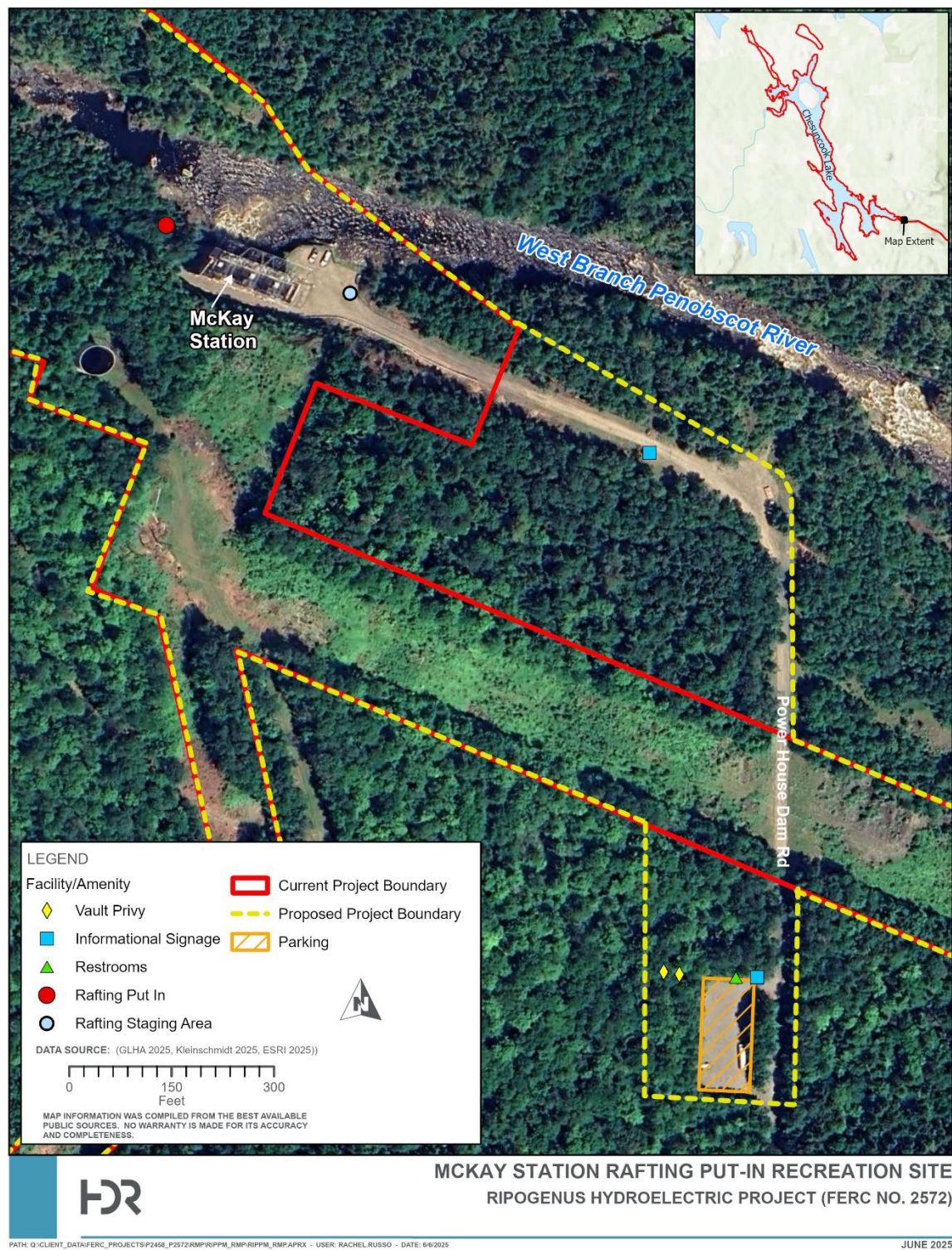


Figure 2.1-5. McKay Station Rafting Put-In.

2.2 PENOBSCOT MILLS

The Penobscot Mills Project has six FERC-approved recreation sites (Table 2.2-1, Table 2.2-2, Figure 2.2-1). All of the Project recreation sites for the Penobscot Mills Project consist of a boat launch facility that provides access to the various impoundments and river reaches of the Project. The recreation sites are managed and maintained by GLHA.

The Penobscot Mills Project recreation sites are free to the public and open 24 hours a day, year-round unless closed for maintenance, construction, emergency situations, or unless otherwise stated. All sites have a Part 8 sign identifying them as being part of a FERC-licensed hydropower project. The Licensee posts signs indicating prohibited uses, activities, and structures, as needed.

None of the Penobscot Mills Project recreation sites are provided with trash receptacles. The entire North Woods region of Maine is managed by MDIFW, MDACF and other organizations as “carry-in, carry-out” for trash. In keeping with this practice, GLHA does not provide trash receptacles at any of its Project recreation sites. GLHA has proposed to install signs at each of the Project recreation sites explaining that the site is managed as “carry-in, carry-out” for trash.

Table 2.2-1. FERC-Approved Project Recreation Sites, Facilities, and Amenities at the Penobscot Mills Project.

Recreation Site Name	Recreation Facilities/Amenities	Managed By
Millinocket Lake Boat Launch	- Boat launch - Parking area for about 8 vehicles with trailers - Parking area for approximately 8 vehicles without trailers - Dock - Signage	GLHA
Ambajejus Lake Boat Launch	- Boat launch - Parking area for approximately 40 vehicles without trailers - Parking area for about 10 vehicles with trailers - Dock - Signage	GLHA
South Twin Lake Boat Launch	- Boat launch - Parking area for about 15 vehicles with trailers - Parking area for approximately 10 vehicles without trailers - Dock - Signage	GLHA
Green Bridge Boat Launch	- Boat launch - Parking area for about 2 vehicles with trailers - Parking area for approximately 4 vehicles without trailers	GLHA

Recreation Site Name	Recreation Facilities/Amenities	Managed By
	• Signage	
Dead Man's Curve Boat Launch	• Gravel boat launch • Parking area for about 2 vehicles with trailers • Parking area for approximately at least 2 vehicles without trailers • Signage	GLHA
Dolby Pond Boat Launch	• Gravel boat launch • Parking area for about 2 vehicles with trailers • Parking area for approximately 2 vehicles without trailers • Signage	GLHA

Table 2.2-2. FERC-Approved Project Recreation Sites, Facilities and Amenities for the Penobscot Mills Project.

Recreation Site Name	Recreation Facility/Amenity Type	Facility/Amenity Status	Longitude	Latitude	FERC Citation & Date	Notes
Millinocket Lake Boat Launch	Boat launch	Constructed	68.8361623°W	45.7305322°N	77 FERC ¶ 61068 October 22, 1996	
Millinocket Lake Boat Launch	Dock	Constructed	68.836083°W	45.730539°N	77 FERC ¶ 61068 October 22, 1996	
Millinocket Lake Boat Launch	Parking area	Constructed	68.8370190°W	45.7306290°N	77 FERC ¶ 61068 October 22, 1996	Parking area capacity for about 8 vehicles with trailers and approximately 8 vehicles without trailers.
Millinocket Lake Boat Launch	Signage	Constructed	Various	Various	77 FERC ¶ 61068 October 22, 1996	Part 8, fishing information, and safety signage
Ambajejus Lake Boat Launch	Boat launch	Constructed	68.8389194°W	45.7288964°N	77 FERC ¶ 61068 October 22, 1996	
Ambajejus Lake Boat Launch	Parking area	Constructed	68.83876111°W	45.72973056°N	77 FERC ¶ 61068 October 22, 1996	Parking area capacity for about 40 vehicles without trailers and approximately 10 vehicles with trailers.
Ambajejus Lake Boat Launch	Dock	Constructed	68.838947°W	45.728922°N	77 FERC ¶ 61068 October 22, 1996	
Ambajejus Lake Boat Launch	Signage	Constructed	Various	Various	77 FERC ¶ 61068 October 22, 1996	Part 8, informational, and safety signage
South Twin Lake Boat Launch	Boat launch	Constructed	68.8206002°W	45.6009835°N	77 FERC ¶ 61068 October 22, 1996	

Recreation Site Name	Recreation Facility/Amenity Type	Facility/Amenity Status	Longitude	Latitude	FERC Citation & Date	Notes
South Twin Lake Boat Launch	Parking area	Constructed	68.82013333°W	45.60084722°N	77 FERC ¶ 61068 October 22, 1996	Parking area capacity for approximately 15 vehicles with trailers and about 10 vehicles without trailers.
South Twin Lake Boat Launch	Dock	Constructed	68.820666°W	45.600993°N	77 FERC ¶ 61068 October 22, 1996	
South Twin Lake Boat Launch	Signage	Constructed	Various	Various	77 FERC ¶ 61068 October 22, 1996	Part 8, fishing information, and safety signage
Green Bridge Boat Launch	Boat launch	Constructed	68.77405556°W	45.63750833°N	77 FERC ¶ 61068 October 22, 1996	
Green Bridge Boat Launch	Parking area	Constructed	68.7739412°W	45.6375414°N	77 FERC ¶ 61068 October 22, 1996	Parking area capacity for about 2 vehicles with trailers and approximately 4 vehicles without trailers.
Green Bridge Boat Launch	Signage	Constructed	Various	Various	77 FERC ¶ 61068 October 22, 1996	Part 8 and safety signage
Dead Man's Curve Boat Launch	Boat launch	Constructed	68.6581194°W	45.6396133°N	77 FERC ¶ 61068 October 22, 1996	
Dead Man's Curve Boat Launch	Parking area	Constructed	68.65812778°W	45.63974444°N	77 FERC ¶ 61068 October 22, 1996	Parking area capacity for about 2 vehicles with trailers and approximately 2 vehicles without trailers.

Recreation Site Name	Recreation Facility/Amenity Type	Facility/Amenity Status	Longitude	Latitude	FERC Citation & Date	Notes
Dead Man's Curve Boat Launch	Signage	Constructed	Various	Various	77 FERC ¶ 61068 October 22, 1996	Part 8 and safety signage
Dolby Pond Boat Launch	Boat launch	Constructed	68.62721944°W	45.66528611°N	77 FERC ¶ 61068 October 22, 1996	
Dolby Pond Boat Launch	Parking area	Constructed	68.62744167°W	45.66520833°N	77 FERC ¶ 61068 October 22, 1996	Parking area capacity for 2 vehicles with trailers and 2 vehicles without trailers.
Dolby Pond Boat Launch	Signage	Constructed	Various	Various	77 FERC ¶ 61068 October 22, 1996	Part 8 and safety signage

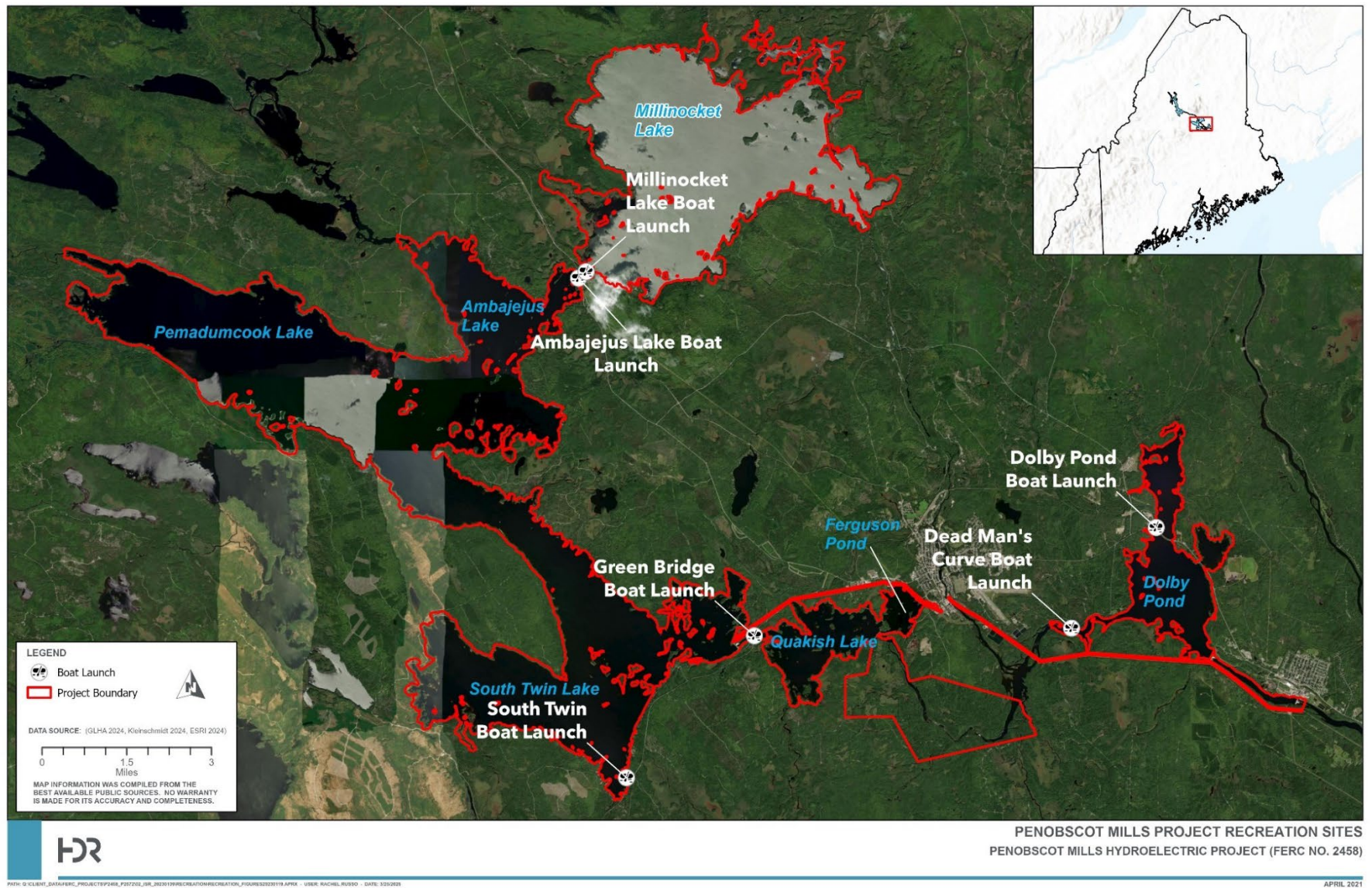


Figure 2.2-1. FERC-Approved Recreation Sites at the Penobscot Mills Project.

2.2.1 Millinocket Lake Boat Launch

The Millinocket Lake Boat Launch recreation site is located on the southwestern side of Millinocket Lake (Figure 2.2-2). The site is managed by GLHA, is unstaffed, and is open year-round; however, the access roads and parking area are not routinely snow-plowed in the winter. The facility has a single entrance/exit and is accessed via Fire Road 21, which is a dirt/gravel road off of the Baxter Park Road. The site includes an approximately 40-foot by 100-foot grass/gravel parking area with room for approximately 8 vehicles with trailers and an approximately 20-foot by 100-foot grass parking area for about 8 vehicles without trailers. Amenities at the site include public safety signs warning of hazards and fishing information, a dock, and a trailerable concrete plank boat launch. The dock measures approximately 6 ft wide by 40 ft long and is to the left of the boat launch (Photo 6). The launching dock is removed during the winter. The ~41-foot-long boat launch is a single lane launch facility made of concrete planks.



Photo 6. Millinocket Lake Boat Launch and Dock.

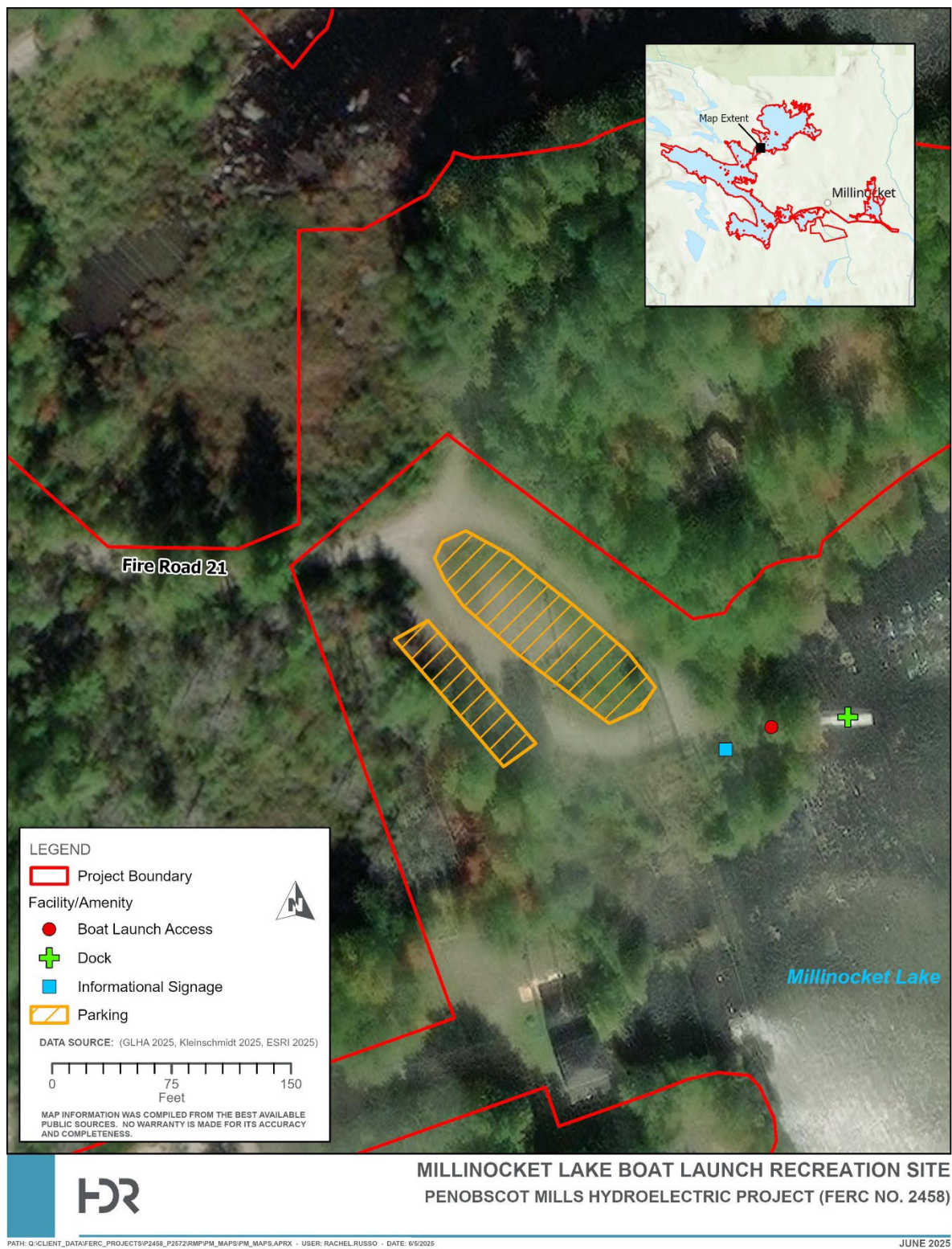


Figure 2.2-2. Millinocket Lake Boat Launch.

2.2.2 Ambajejus Lake Boat Launch

The Ambajejus Lake Boat Launch recreation site is one of two public boat launches on the North Twin impoundment. The site is on the eastern side of Ambajejus Lake (a subbasin of the North Twin impoundment) and is accessed via the Golden Road, a two-way gravel road, or via two gravel entrances/exits off the Baxter Park Road, which parallels the Golden Road in this area (Figure 2.2-3). The facility is managed by GLHA, is unstaffed, and is open year-round. The facility has a parking area, a concrete plank boat launch, and a dock. There are two approximately 30-foot by 400-foot gravel parking areas on either side of the Golden Road that can accommodate approximately 35 to 40 vehicles without trailers and 8 to 10 vehicles with trailers. Individuals visiting the store across the Baxter Park Road may also use this parking area. The single-lane concrete boat launch is on a paved incline with a roundabout; the boat launch is approximately 82 ft long (Photo 7). There is a 4-foot-wide by 40-foot-long dock to the right of the boat launch. There is safety signage on the left side of the boat launch, as well as Part 8 signage, life vest information, and a kiosk with information on the lake.



Photo 7. Ambajejus Lake Boat Launch and Dock.

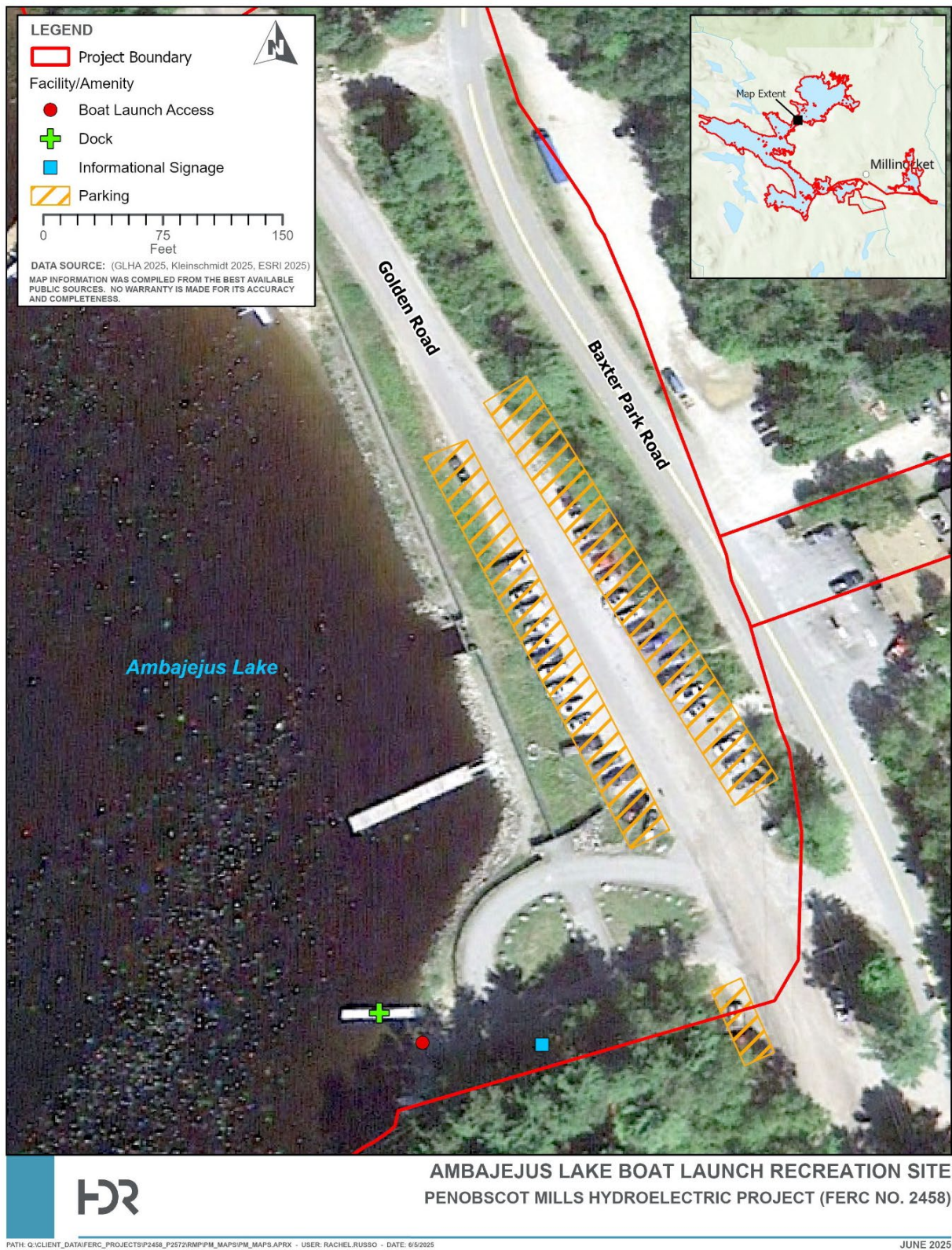


Figure 2.2-3. Ambajejus Lake Boat Launch Site.

2.2.3 South Twin Lake Boat Launch

The South Twin Lake Boat Launch recreation site (also known as Partridge Cove) is one of two public boat launches on the North Twin impoundment. The site is located on the southern end of South Twin Lake (a subbasin of North Twin impoundment) and is accessed from Route 11 (Figure 2.2-4). The facility is managed by GLHA, is unstaffed, and is open year-round. The site has a large gravel parking area accessed by a single 2-lane gravel entrance/exit. The parking area is approximately 30 ft by 120 ft with space for approximately 10 vehicles with trailers and signage designating vehicle with trailer parking. In addition, there is space for approximately 5 vehicles with trailers in the center of the parking area. There is additional parking available in a second area, approximately 12-foot by 80-foot, with space for approximately 8 to 10 vehicles without trailers designated by 2 signs (on either side of the parking area). There is one paved ADA-compliant parking space associated with the second parking area. Other facilities and amenities at the South Twin Lake Boat Launch include a paved boat launch, dock, and safety signage. There is a dock to the left of the boat launch that is approximately 6 ft wide by 56 ft long (Photo 8). Safety and fishing signage and an information kiosk are located on the left side of the boat launch, as well as the site Part 8 signage.



Photo 8. South Twin Lake Boat Launch and Dock.

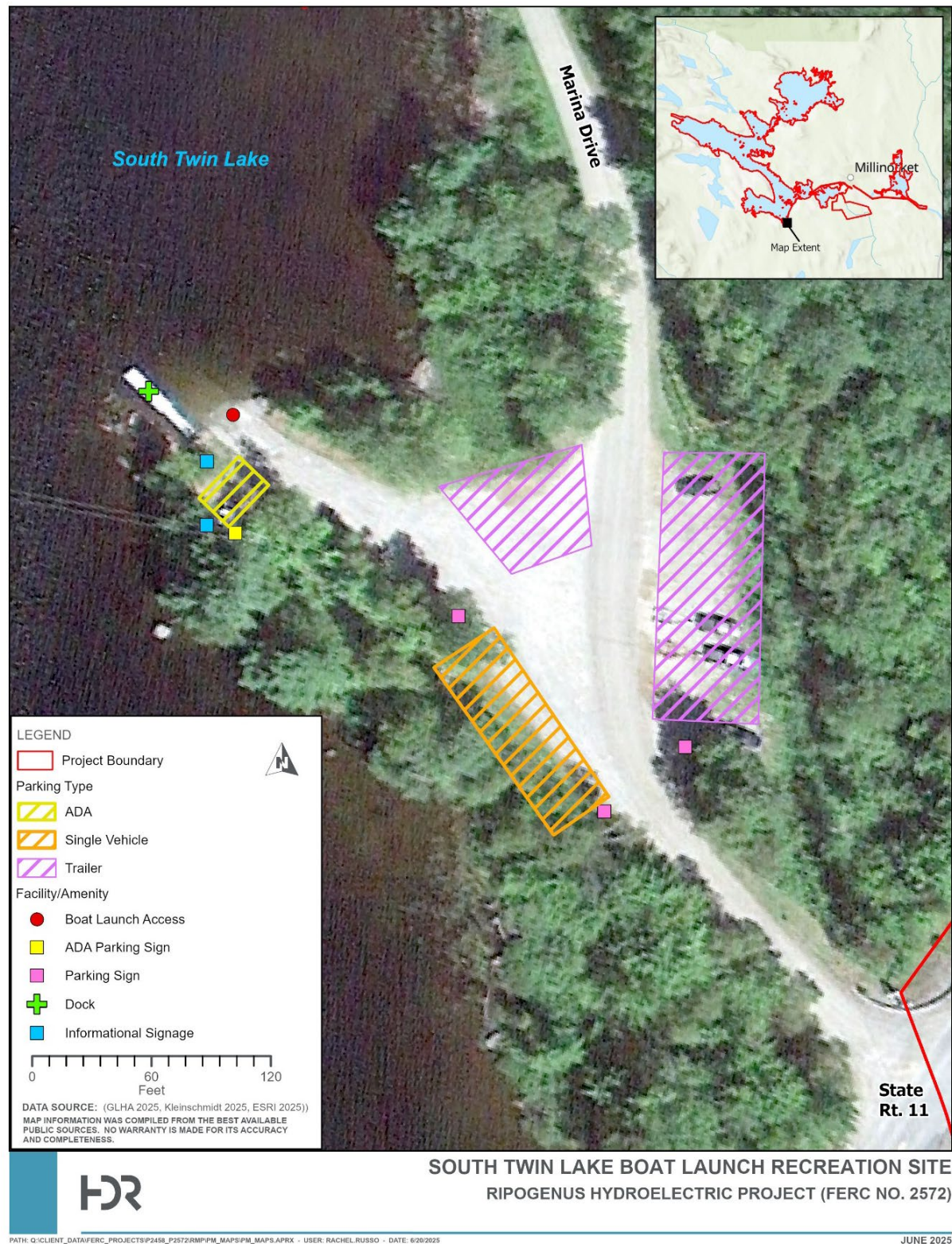


Figure 2.2-4. South Twin Lake Boat Launch Site.

2.2.4 Green Bridge Boat Launch

The Green Bridge Boat Launch recreation site is approximately 0.35 RM downstream of the North Twin dam and provides access to the North Twin Development tailwater and Quakish Lake of the Millinocket Development (Figure 2.2-5). The site can be accessed from State Route 11, which is a paved two-lane road. A gravel single-lane entrance leads to an approximately 75 ft by 75 ft gravel parking area with space for about two vehicles with trailers or four vehicles without trailers. The site is managed by GLHA, is unstaffed, and is open year-round. While the site and parking area are open year-round, GLHA will periodically chain off the boat launch for public safety during high flow events at the North Twin Development. The site includes a concrete plank boat ramp that is approximately 12 ft wide, safety signage, and Part 8 signage (Photo 9).



Photo 9. Green Bridge Boat Launch.



Figure 2.2-5. Green Bridge Boat Launch Site.

2.2.5 Dead Man's Curve Boat Launch

The Dead Man's Curve Boat Launch recreation site is approximately 3 miles upstream of Dolby dam and provides access to the West Branch downstream of the Millinocket powerhouse and to Dolby Pond (Figure 2.2-6). The site can be accessed from Medway Road, which is a paved two-lane road. The site is managed by GLHA, is unstaffed, and is open year-round. The site has a single 2-lane gravel entrance/exit. Facilities and amenities at the site include parking and a gravel boat launch. There are three parking areas which can accommodate approximately 2 vehicles without trailers and 2 vehicles with trailers. The boat launch is composed of gravel, rock, and timber, and there are old log booms along one side. The launch lane is approximately 10 ft wide (Photo 10). Safety signage is located across from the launch and includes a Part 8 sign. The existing Project boundary at this site does not include all of the site facilities. GLHA is proposing to expand the Project boundary as shown in Figure 2.2-6.



Photo 10. Dead Man's Curve Boat Launch.



Figure 2.2-6. Dead Man's Curve Boat Launch Site.

2.2.6 Dolby Pond Boat Launch

The Dolby Pond Boat Launch recreation site is located on the west side of Dolby Pond (Figure 2.2-7). The site is accessible from the north via Old Huber Road, a two-lane gravel road and from a 2-lane gravel entrance off State Route 11, a two-lane paved road. The site is managed by GLHA, is unstaffed, and is open year-round. The site consists of a parking area, which can accommodate approximately 2 vehicles without trailers and 2 vehicles with a trailer, along with a boat launch and signage. The boat launch is gravel and cobble and is approximately 10 ft wide (Photo 11). Safety signage is posted on the trees near the boat launch, and there is a Part 8 sign. The existing Project boundary at this site does not include all of the site facilities. GLHA is proposing to expand the Project boundary as shown in Figure 2.2-7.



Photo 11. Dolby Pond Boat Launch and Signage.



Figure 2.2-7. Dolby Pond Boat Launch Site.

2.3 NON-PROJECT RECREATION SITES

At the Millinocket Lake Storage Dam, there is an informal tailwater access area below the dam on river left. This area is accessed via private gravel roads and has limited informal parking. The tailwater access area and limited informal parking are within the existing Project boundary. GLHA is proposing to make this a FERC-approved Project Recreation Site that would include the existing informal facilities within the existing Project boundary (Figure 2.3-1). GLHA also proposes to investigate the potential for expanding parking within the existing Project boundary.

At both the Dolby and East Millinocket developments, there are informal portage trails that provide access to the tailwater areas and can be used for those portaging the dams (Figure 2.3-1). The Dolby dam portage take-out and initial section of the informal portage trail are not within the existing project boundary; GLHA is proposing to update the project boundary to include the take-out and all of the portage trail. The informal portage trail, take-out, and put-in at East Millinocket are within the existing Project boundary. GLHA is proposing to make both existing portage trails FERC-approved Project Recreation Sites. GLHA would also improve portage signage.

There is informal access on the western side of the West Branch downstream of Stone Dam (Figure 2.3-1). This area is located within the Wildlife Management Area, is accessed via private logging roads, and is available for public use for fishing and boating.

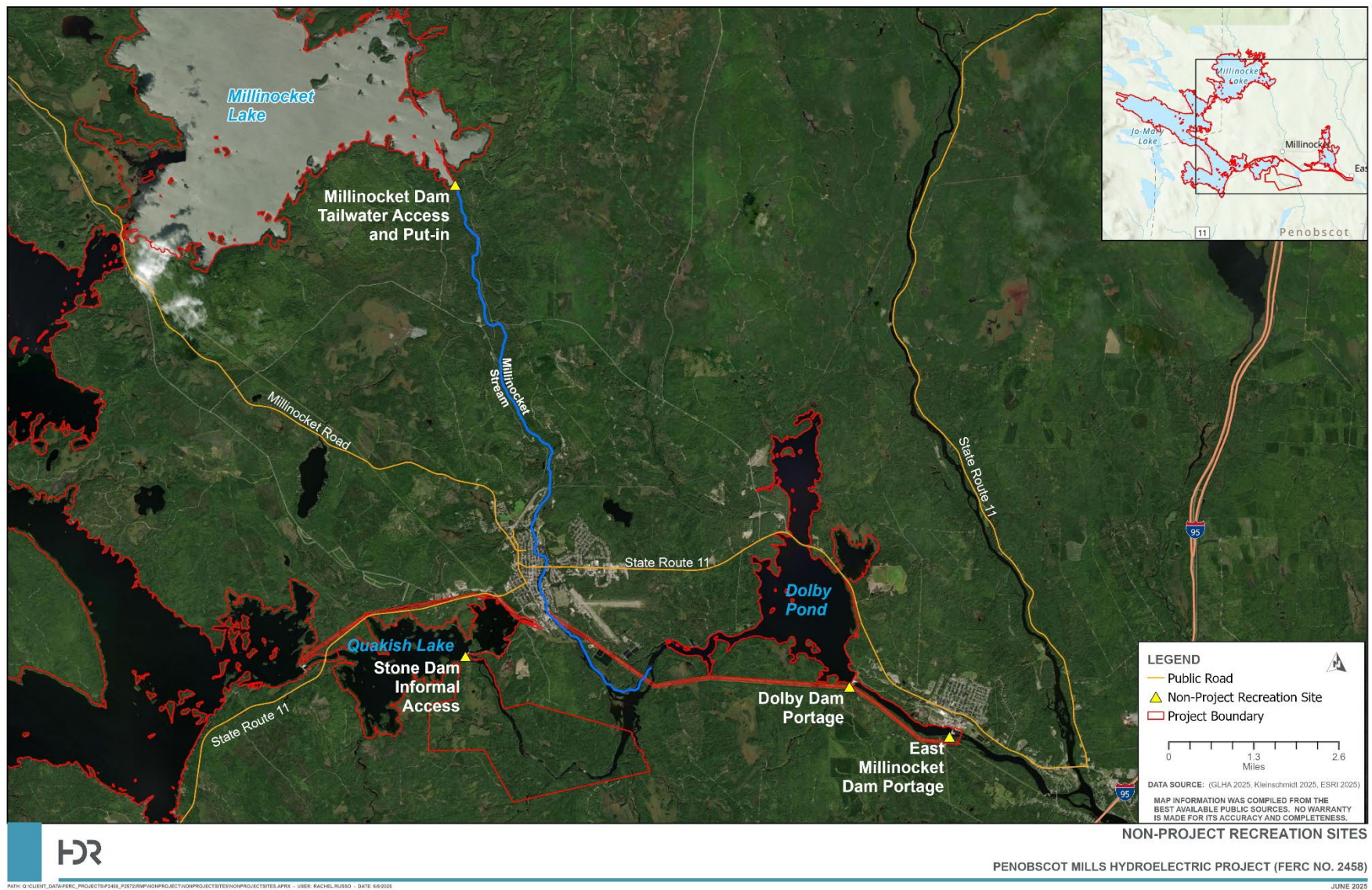


Figure 2.3-1. Non-Project Recreation Sites.

3 PROPOSED RECREATION SITE ENHANCEMENT MEASURES

The results of the 2022-2023 Recreation Study (GLHA 2023, 2024) provide a comprehensive understanding of recreational opportunities and use in the Project area. Overall, the results of the study and focus group discussions confirm that there are ample public recreational opportunities in the Project area. Through the recreation study and related focus group discussions, GLHA has identified various needs and opportunities to improve recreation sites at the Projects to meet the existing demand and use at these sites. The proposed enhancement measures are discussed in the following sections and summarized in Table 3-1 and Table 3-2.

The existing FERC-approved Project recreation sites will continue to be operated at no charge and open to the public 24 hours a day, year-round unless closed for maintenance, construction, emergency situations, or otherwise stated. The Licensee will inform FERC of any planned Project recreation site closures. Road access to the sites and the parking areas may not be plowed; therefore, access may be limited under certain weather conditions during the winter.

All FERC-approved Project recreation sites will be operated by the Licensee in compliance with the conditions of the FERC license and with all applicable state, federal and local laws and regulations. The Licensee has and will continue to cooperate with State and Local agencies regarding public recreation use of the Project recreation sites.

The continued operation and maintenance of the existing FERC-approved Project recreation sites, as proposed, is consistent with environmental protection of Project lands and waters. There are no historic properties that would be affected by the continued existence, use, operation, and maintenance of the FERC-approved Project recreation sites.

All FERC-approved Project recreation sites will include a Part 8 sign identifying the sites as being part of the FERC-licensed hydropower project. Other signage will vary by site and will be installed and maintained consistent with this RMP. The Licensee will post signs clearly indicating prohibited uses, activities, and structures at certain Project recreation sites, if needed.

The Licensee is proposing to modify the Ripogenus Project boundary to include the recreation site facilities at the Caribou Lake Put-in, the Chesuncook Dam Point Boat Launch, and the McKay Station Rafting Put-in. The existing and approximate proposed project boundaries are shown in Figure 2.1-2, Figure 2.1-3, and Figure 2.1-5. The Licensee proposes to modify the Penobscot Mills Project boundary to include the recreation site facilities at the Dead Man's Curve Boat Launch and the Dolby Pond Boat Launch. The existing and approximate proposed project boundaries are shown in Figure 2.2-6 and Figure 2.2-7.

The Licensee is proposing to include the Millinocket Lake Storage Dam Tailwater Access, the Stone Dam Access, the Dolby Dam Portage, and the East Millinocket Dam Portage as FERC-approved recreation sites (Figure 3.3-1, Figure 3.3-2, Figure 3.3-3, Figure 3.3-4).

Table 3-1. Proposed Ripogenus Project Recreation Site Improvements and Modifications.

FERC-Approved Project Recreation Site Name	Existing Recreation Facilities/Amenities	Proposed Site/Facility Modifications
Caribou Lake Put-in	• Gravel boat put-in • Parking for about 4 vehicles • Pit Toilet • Signage	1) Investigate the potential for expanded parking area to accommodate additional parking. 2) Install signage indicating that the site is carry-in/carry-out for trash
Chesuncook Dam Point Boat Launch	• Single lane gravel boat launch • Parking for about 25 vehicles with trailers • Informational Kiosk • ADA Outhouse	1) Improve the existing boat launch facility by removing large bounders and smoothing/grading gravel within the launching lane to improve usability over a wider range of impoundment levels. 2) Install signage indicating that the site is carry-in/carry-out for trash
Upper Gorge Trail	• Hiking trail following the Upper Gorge from Ripogenus dam towards McKay Station • Overlook • Parking for about 6 vehicles • Signage	1) Conduct additional tree clearing and vegetation management to allow for better views of the gorge from the overlook areas. 2) Install signage indicating that the site is carry-in/carry-out for trash
McKay Station Rafting Put-in Site	• Whitewater boating put-in • Commercial whitewater staging area • Parking for approximately 30 vehicles without trailers • Porta-potty • Vault privies • Historical signage • Safety signage	1) Install informational signage regarding McKay Station put-in, including signage on the Golden Road indicating the location of the access road for the rafting put-in and signage at the parking area indicating location of put-in, restrooms and parking. 2) Install signage indicating that the site is carry-in/carry-out for trash

Table 3-2. Proposed Penobscot Mills Project Recreation Site Improvements and Modifications.

Recreation Site Name	Existing Recreation Facilities/Amenities	Proposed Site/Facility Modifications
Millinocket Lake Boat Launch	• Boat launch • Parking area for about 16 vehicles • Dock • Signage	1) Improve the useability of the existing boat launch dock by installing cleats on the dock to allow tie-off of boats during launching. 2) Install signage indicating that the site is carry-in/carry-out for trash
Ambajejus Lake Boat Launch	• Boat launch • Parking area for approximately 50 vehicles without trailers • Parking area for about 10 vehicles with trailers • Dock • Signage	1) Improve the existing boat launch by repairing or replacing concrete planks, as needed. 2) Investigate the potential for signage or other improvements to the parking area to promote more efficient use of the existing parking area. 3) Install signage indicating that the site is carry-in/carry-out for trash
South Twin Lake Boat Launch	• Boat launch • Parking area for about 25 vehicles with trailers • Dock • Signage	1) Investigate the potential for signage or other improvements to the parking area and signage to promote more efficient use of the existing parking area. 2) Install signage indicating that the site is carry-in/carry-out for trash
Green Bridge Boat Launch	• Boat launch • Parking area for about 6 vehicles • Signage	1) Install signage indicating that the site is carry-in/carry-out for trash
Dead Man's Curve Boat Launch	• Gravel boat launch • Parking area for at least 4 vehicles • Signage	1) Improve parking area by fixing potholes and grading 2) Install signage indicating that the site is carry-in/carry-out for trash
Dolby Pond Boat Launch	• Gravel boat launch • Parking area for at least 4 vehicles • Signage	1) Install signage indicating that the site is carry-in/carry-out for trash
Millinocket Lake Storage Dam Tailwater Access	• Tailwater Access Area • Parking for about 2 vehicles • Trail	1) Investigate the potential for providing additional parking within the Project boundary

Recreation Site Name	Existing Recreation Facilities/Amenities	Proposed Site/Facility Modifications
		2) Investigate the potential for adding directional signage or other improvements to the existing tailwater access. 3) Install signage indicating the site is carry-in, carry-out for trash.
Stone Dam Downstream Access	• Access Area • Parking for about 2 vehicles	1) Provide informal access to better accommodate anglers and boaters on river right just downstream of Stone Dam. 2) Install informational and directional signage regarding the Stone Dam tailwater access and put-in area. 3) Install signage indicating the site is carry-in, carry-out for trash.
Dolby Dam Portage	• Canoe/kayak take-out and put-in • Portage Trail	1) Improve existing canoe portage by installing signage at take-out, put-in, and along the portage trail, as necessary, in consultation with the Penobscot Nation.
East Millinocket Dam Portage	• Canoe/kayak take-out and put-in • Portage Trail	1) Improve existing canoe portage by installing signage at take-out, put-in, and along the portage trail, as necessary, in consultation with the Penobscot Nation.

3.1 RIPOGENUS PROJECT RECREATION SITES

3.1.1 Caribou Lake Put-in

- Investigate the potential for an expanded parking area at the Caribou Lake Put-in to accommodate additional parking.
- Install signage indicating that the site is carry-in, carry-out for trash.

3.1.2 Chesuncook Dam Point Boat Launch

- Improve the existing boat launch facility by removing large boulders and smoothing/ grading gravel within the launching lane to improve usability over a wider range of impoundment levels.
- Install signage indicating that the site is carry-in, carry-out for trash.

3.1.3 Upper Gorge Trail

- Conduct additional vegetation management to allow for better views of the gorge from the overlook areas.
- Install signage indicating that the site is carry-in, carry-out for trash.

3.1.4 McKay Station Rafting Put-in

- Install informational signage regarding McKay Station Rafting Put-in including:
 - Signage on the Golden Road indicating the location of the access road for the McKay Station Rafting Put-in
 - Signage at the parking area for McKay Station Rafting Put-in indicating the location of the put-in area, restrooms, and parking.
- Install signage indicating that the site is carry-in, carry-out for trash.

3.2 PENOBSCOT MILLS PROJECT RECREATION SITES

3.2.1 Millinocket Lake Boat Launch

- Improve the useability of the existing boat launch dock by installing cleats on the dock to allow tie-off of boats during the launching process.
- Install signage indicating the site is carry-in, carry-out for trash.

3.2.2 Ambajejus Lake Boat Launch

- Improve the existing boat launch facility by repairing or replacing concrete planks at the boat launch, as needed.
- Investigate the potential for signage or other improvements to the parking area to promote more efficient use of the existing parking area.
- Install signage indicating the site is carry-in, carry-out for trash.

3.2.3 South Twin Lake Boat Launch

- Investigate the potential for signage or other improvements to the parking area and signage to promote more efficient use of the existing parking area.
- Install signage indicating the site is carry-in, carry-out for trash.

3.2.4 Green Bridge Boat Launch

- Install signage indicating the site is carry-in, carry-out for trash.

3.2.5 Dead Man’s Curve Boat Launch

- Improve parking area by fixing potholes and grading.
- Install signage indicating the site is carry-in, carry-out for trash.

3.2.6 Dolby Pond Boat Launch

- Install signage indicating the site is carry-in, carry-out for trash.

3.3 NON-PROJECT RECREATION SITES

3.3.1 Millinocket Lake Storage Dam Access

- Investigate the potential for providing additional parking within the Project boundary at the Millinocket Lake Storage Dam for use by anglers or boaters accessing the tailwater area.
- Investigate the potential for directional signage or other improvements to the tailwater access at the Millinocket Lake Storage Dam.
- Install signage indicating the site is carry-in, carry-out for trash.
- Proposed to be recognized as a FERC-Approved Project Recreation Site.

3.3.2 Access Downstream of Stone Dam

- Provide informal access to better accommodate anglers and boaters on river right just downstream of Stone Dam.
- Install informational and directional signage regarding the Stone Dam tailwater access and put-in area.
- Install signage indicating the site is carry-in, carry-out for trash.
- Proposed to be recognized as a FERC-Approved Project Recreation Site.

3.3.3 Dolby Dam Portage

- Improve existing canoe portage at the Dolby dam by installing signage at take-out, put-in, and along the portage trail, as necessary, in consultation with the Penobscot Nation.
- Proposed to be recognized as a FERC-Approved Project Recreation Site.

3.3.4 East Millinocket Dam Portage

- Improve existing canoe portage at the East Millinocket dam by installing signage at take-out, put-in, and along the portage trail, as necessary, in consultation with the Penobscot Nation.
- Proposed to be recognized as a FERC-Approved Project Recreation Site.

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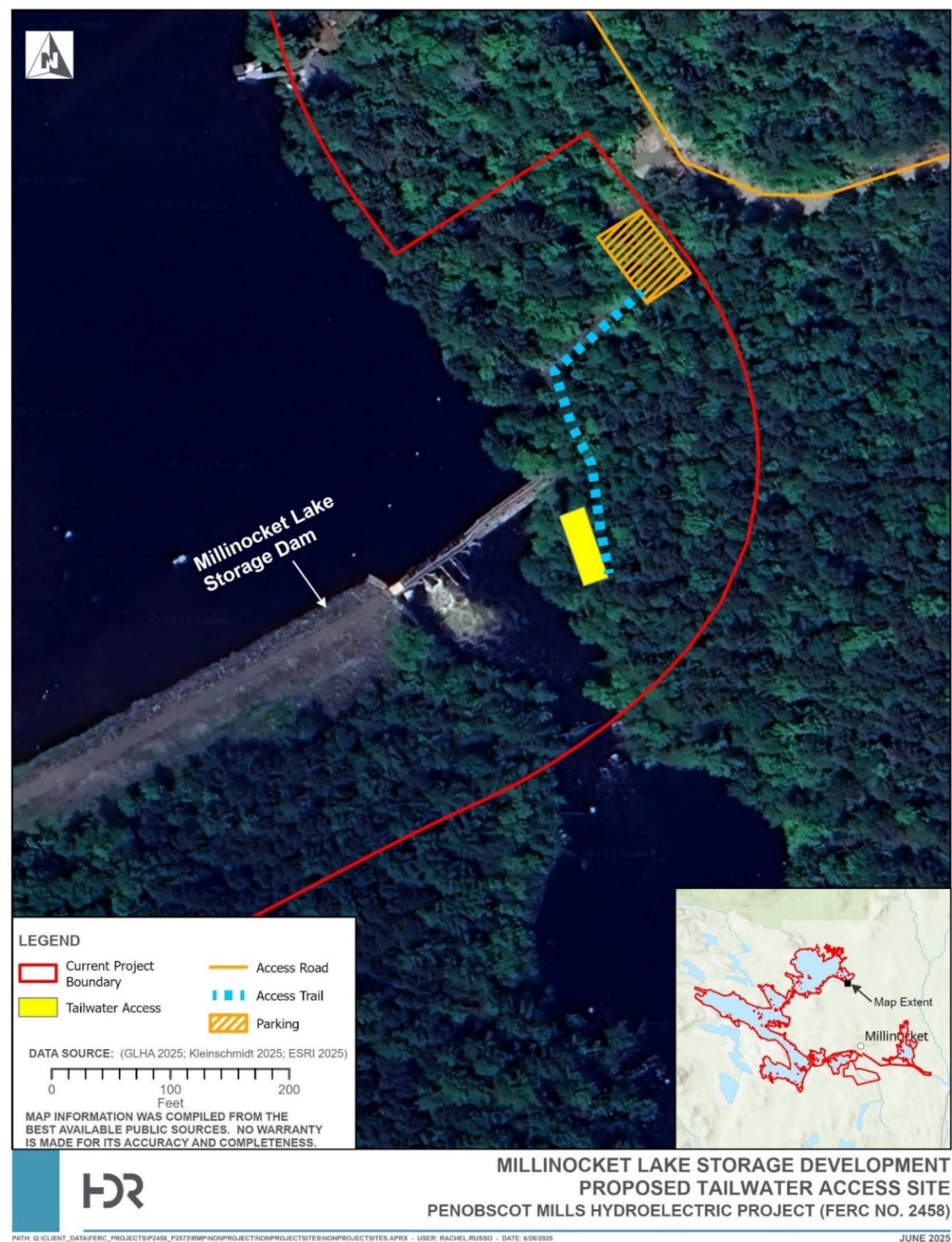


Figure 3.3-1. Millinocket Lake Storage Dam Tailwater Access Area.



Informal Access to West Branch Park

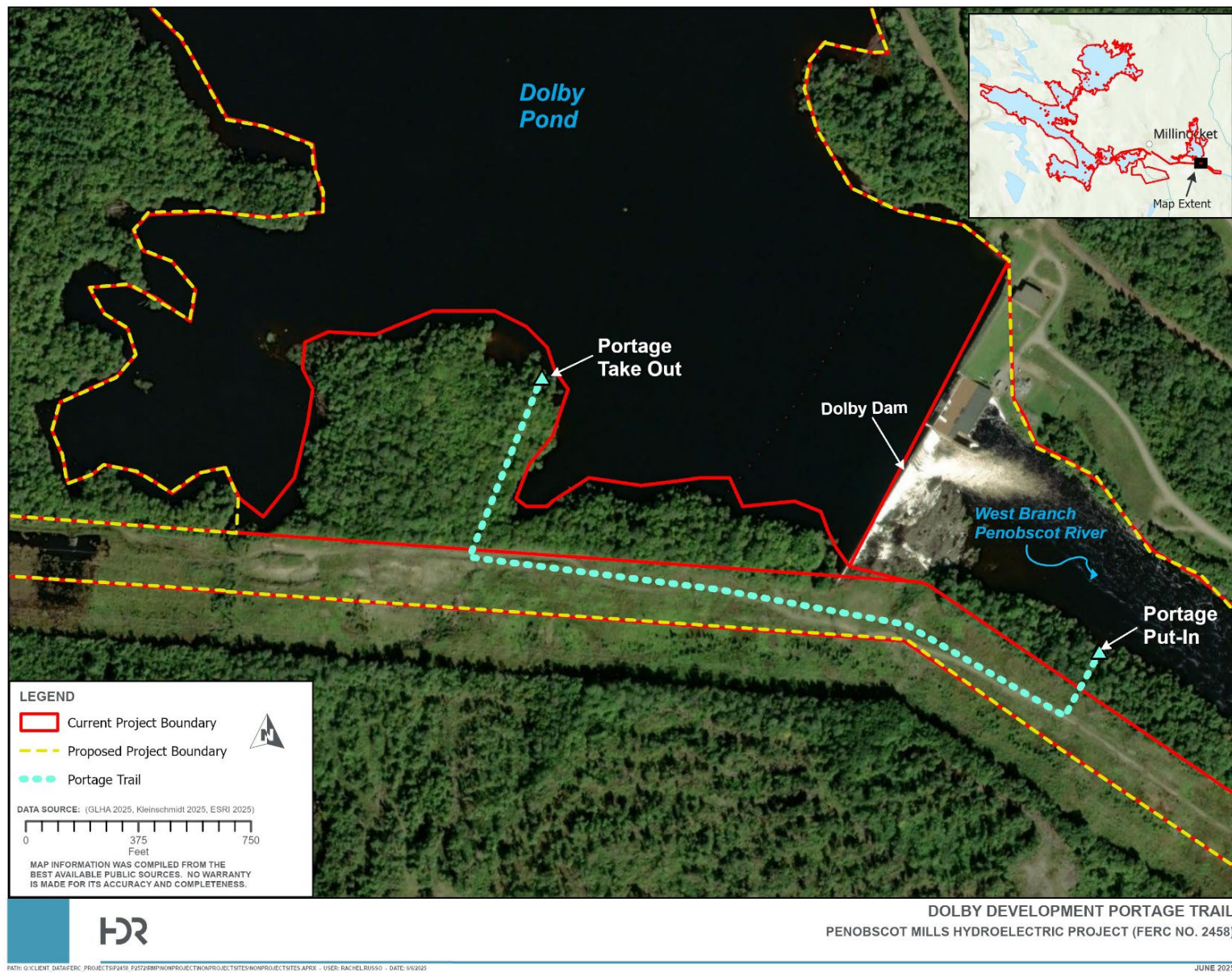


Figure 3.3-3. Location of Proposed Dolby Development Portage.



4 PROPOSED RECREATION SITE MAINTENANCE

4.1 RIPOGENUS PROJECT

- Annually inspect all FERC-approved Project Recreation Sites to complete a condition assessment to determine if seasonal maintenance activities are necessary.
- Continue to maintain all Project Recreation Sites.
- After the spring high flow events subside, annually inspect the McKay Station Rafting Put-in and conduct as-needed maintenance to maintain usability of the put-in, in consultation with MEPRO.
- Conduct annual inspection and vegetation management at the Upper Gorge Trail to maintain views from overlooks and maintain usability of the trail.

4.2 PENOBSCOT MILLS PROJECT

- Annually inspect all Project Recreation Sites to complete a condition assessment to determine if seasonal maintenance activities are necessary.
- Continue to maintain all Project Recreation Sites.

5 PROPOSED ENHANCEMENT COST AND SCHEDULE

Estimated costs for proposed enhancements are provided in Table 5-1. The proposed recreation enhancement implementation schedule is provided in Table 5-2..

Table 5-1. Estimated Cost of Proposed Recreation Enhancements (2025 Dollars).

Site	PM&E Measure	Scenario	Cost

Table 5-2. Implementation Schedule for Recreation Enhancement Measures.

Site	PM&E Measure	Scenario	Schedule

6 PROJECT RECREATION PLANNING

The Licensee is not proposing any formal recreational use monitoring for the FERC-approved Project recreation sites at the Ripogenus and Penobscot Mills Projects. Through implementation of this RMP, the Licensee is committed to ensuring that the FERC-approved Project recreation sites and facilities remain usable over the term of the new licenses. Maintenance, improvements, and repairs will be conducted on an as-needed basis for the term of the new licenses. All plans will be submitted to FERC for approval prior to construction.

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7 REFERENCES

Great Lakes Hydro America, LLC (GLHA). 2023. Initial Study Report. Ripogenus Hydroelectric Project (No. 2572) and the Penobscot Mills Hydroelectric Project (No. 2458). Submitted to FERC April 24, 2023. FERC Accession No. 20230424-5265. Great Lakes Hydro America, LLC, Millinocket, ME.

Great Lakes Hydro America, LLC (GLHA). 2024. Updated Study Report. Ripogenus Hydroelectric Project (No. 2572) and the Penobscot Mills Hydroelectric Project (No. 2458). Submitted to FERC April 22, 2024. FERC Accession No. 20240422-5168. Great Lakes Hydro America, LLC, Millinocket, ME.

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