

## **Machias**

*Site Description:* This exact site location is to be determined, but would be close to the intersection of the trail and Route One in the area referred to as “the Dike.” This site is intended to be a major trailhead with access to parking, visitor information, fuel for ATV’s and Snowmobiles and easy walking distance to Machias’s business district

There are a number of vacant properties in the area that may be considered. There are also sidings in several locations. There is also available parking for more than fifty vehicles on the dike itself.

This site will be required to provide significant on-site parking.

*Site Constraints:* The nearby locations are flat and would require little or no clearing of vegetation. The site is adjacent to designated wetlands; it is located directly between the confluence of the Middle River and Machias Bay. Large portions of the site fall with the required shoreland setback.

Dumping and underground utilities do not appear to issues at this site.

*Recommendation:*

- 1) Coordinate development of trailhead information facilities with the Station 94 and Boxcar redevelopment efforts.
- 2) Exact site location needs to be determined before detail recommendations are possible.

## East Machias at Factory Road

*Site Description:* This site is located in the village of East Machias just after the rail corridor crosses Route 1. With wayfinding signage, this site will provide easy, high visibility access to the trail from Route One (via Rte 191 a/k/a the Jacksonville Road). Nearby fuel sales and tourism related businesses (B&B) are easily accessible from the trail. This site has excellent potential to serve ATV and snowmobile users as well as summer hikers and tourists.

The maximum width dimension for onsite parking is about 50 feet; the siding extends parallel to the rails at that width for at least 200 ft. The siding narrows before crossing Factory Road, therefore, a short access road (approx 100 feet in length) from Factory Road to the parking area would be needed.

*Site Constraints:* The existing siding area is flat and would require little or no clearing of vegetation. Nothing indicates that the site itself is on or adjacent to a designated wetland. The site as a whole appears meet shoreland setback requirements.

Adjacent to the site on Factory Road, there is a gravel parking area that appears to be overflow parking for medical offices across the street. An access road for trailhead parking would probably have to cross this existing parking area. There is also an unimproved ROW adjacent and possibly crossing the southern bounds of the site. Adjacent to the site on the southeast is a mound of earth with a protruding standpipe. There is also what appears to be an old utility shed on the site. Dumping and underground utilities do not appear to be issues at this site.

Between the site and the village of East Machias, the trail corridor crosses Route 1 on a busy corner.

### *Recommendations:*

- 1) Research and address encroachment issues on the site's eastern bound.
- 2) Make use of the site's high visibility location with interpretive signage and trail maps.
- 3) Develop trailhead facilities including parking for at least 15 vehicles, a picnic area, and possibly public facilities;
- 4) Wayfinding signage from Route One and Route 191.
- 5) Address safety issues associated with Route 1 crossing.



Looking east along toward Factory Road.



ROW and mound along south edge of siding.

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## **East Machias at Route 191**

*Site Description:* This site is located in a low-lying area adjacent to the western side of Route 191 in northern East Machias. It would provide easy access from Route 191; Second Gardner Lake is within easy walking distance to the east along the trail corridor. This site is currently used for access to the corridor.

Due to the narrowness of the existing siding, this site could only accommodate a limited amount of parking. However, the development of even limited trailhead facilities would significantly improve the safety of this site, which is currently used for informal access to the corridor.

*Site Constraints:* The site is narrow and long, with a maximum width of less than 25 feet (excluding the trail corridor). The siding narrows before crossing Route 191, therefore, additional land may need to be acquired in order to widen the throat for vehicular entry. Sight lines along the Route 191 corridor provide good visual access for turning traffic.

The existing siding area is flat and will require little or no clearing. The site is surrounded on four sides by forested and semi-forested wetlands; however, the site itself is elevated above the level of surrounding wetlands and appears to be relatively dry. Development of this site may require wetland impacts, especially to open the throat for vehicular access to trailhead parking.

Dumping and underground utilities do not appear to be issues at this site.

### *Recommendations:*

- 1) Widen throat for safe vehicular access.
- 2) Parking for snowmobile/ATV trailers.



Looking east toward Route 191 along siding.

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## **Marion Station**

*Site Description:* This site is located on the grounds of what was formerly Marion Station. The siding is located directly east of Marion Ridge Road (a/k/a Marion Station Road), approximately one mile south of Route 86 in Marion.

This site would provide access to what would otherwise be some of the most remote sections of the trail corridor. However, the site itself is remote and not readily accessible of heavily traveled roads; existing shoulder provide adequate room for informal access to the trail corridor.

*Site Constraints:* The existing siding does not narrow before crossing Marion Station Road, therefore vehicular access directly onto trailhead parking would be relatively straight forward. Though the site is relatively narrow (approx. 30 feet), the length of the siding would provide ample room for parking. In addition, there would ample room for this site to accommodate a sheltered picnic areas and public facilities. Sight lines along the Marion Station Road corridor provide good visual access for turning traffic.

The existing siding area is flat and will require little or no clearing. There were no signs to indicate that the site itself is on or adjacent to a designated wetland.

There is significant dumping along the north side of the trail corridor that would need to be cleared. Wetlands and underground utilities do not appear to be issues at this site.

### *Recommendations:*

- 1) Consider this site for subsequent development of a small parking area (~5 vehicles) and picnic area.
- 2) Wayfinding signage from Route 1 in Dennysville and East Machias and Route 191 in Marion Twp.



Looking east from the former station area toward Marion Station Road.

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## Dennysville Station

*Site Description:* This site is located adjacent to the site of the former Dennysville Station directly north of King Street near the village Dennysville. The site is approximately one mile east of Route One and could provide good access to the trail from Route One with wayfinding signage.

*Site Constraints:* The existing siding narrows before crossing King Street. An access road from King Street to the site would need to be secured. There appears to be sufficient room for a narrow access road parallel to the trail corridor. Sight lines along King Street corridor provide fair visual access for turning traffic.

The existing siding area is flat and would require little or no clearing. There were no signs to indicate that the site itself is on a designated wetland, however the westerly edge of the site runs downhill to a stream; run-off may be a potential issue.

The adjacent site of the former Dennysville Station is currently being used for storage of vehicles and excavating equipment; there is also a large, unstable gravel bank on the former station site. Both that station and an existing access road to the former station are posted as private; fencing may be needed to provide a buffer between the trailhead and the adjacent landowner. There may be encroachment issues with the existing ROW.

Dumping and underground utilities do not appear to be issues at this site.

### *Recommendations:*

- 1) Coordinate with ongoing trail planning in Dennysville.
- 2) Research and address potential encroachment issues with existing ROW.
- 3) Buffering to reduce visual nearby industrial uses should be considered.



Rail corridor (left) and private ROW to former station (right).



Siding area (left) and former station (right).

## Ayers Junction

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*Site Description:* This site is located directly south of Route 214 in Charlotte.

The existing siding does not narrow before crossing Route 214. The maximum width of the existing site exceeds 75 feet narrowing to a “V” 250+ feet south of Route 214. There is ample room for parking and other facilities at this location. Sight lines along Route 214 corridor provide good visual access for turning traffic.

This location is remote and not readily accessible from Route 1 or major population centers; there are no nearby fuel sales or public facilities.

*Site Constraints:* The existing siding area is flat and would require little or no clearing. There were no signs to indicate that the site itself is on a designated wetland, however there is a near by stream beyond the westerly edge of the site. The site itself sits in a low lying area and run-off impacts the stream and associated wetlands may be a potential issue.

Other than potential wetland impacts, there are no obvious constraints to development of a trailhead at this site.

*Recommendations:*

- 1) As the eastern terminus of the trail, this site should have interpretive signage and trail maps.
- 2) Public facilities and an emergency phone or pay phone should be considered.
- 3) Gravel parking area for 15 to 20 vehicles.



Looking north toward Rt. 214 from the siding.

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