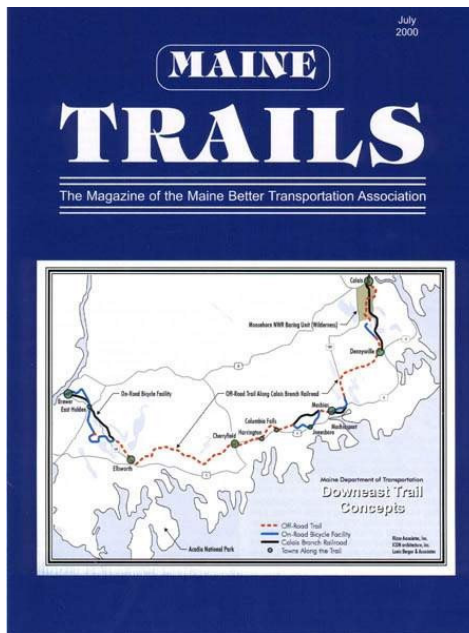


**ASSESSMENT OF SIDINGS FOR TRAILHEAD DEVELOPMENT
ALONG THE DOWN EAST SUNRISE TRAIL IN WASHINGTON COUNTY**



Revise: 5/18/2007

Prepared by the:

Hancock County Planning Commission
395 State Street
Ellsworth, ME 04605
(207) 667-7131 / (207) 667-2099 (fax)
jfisher@hepcme.org

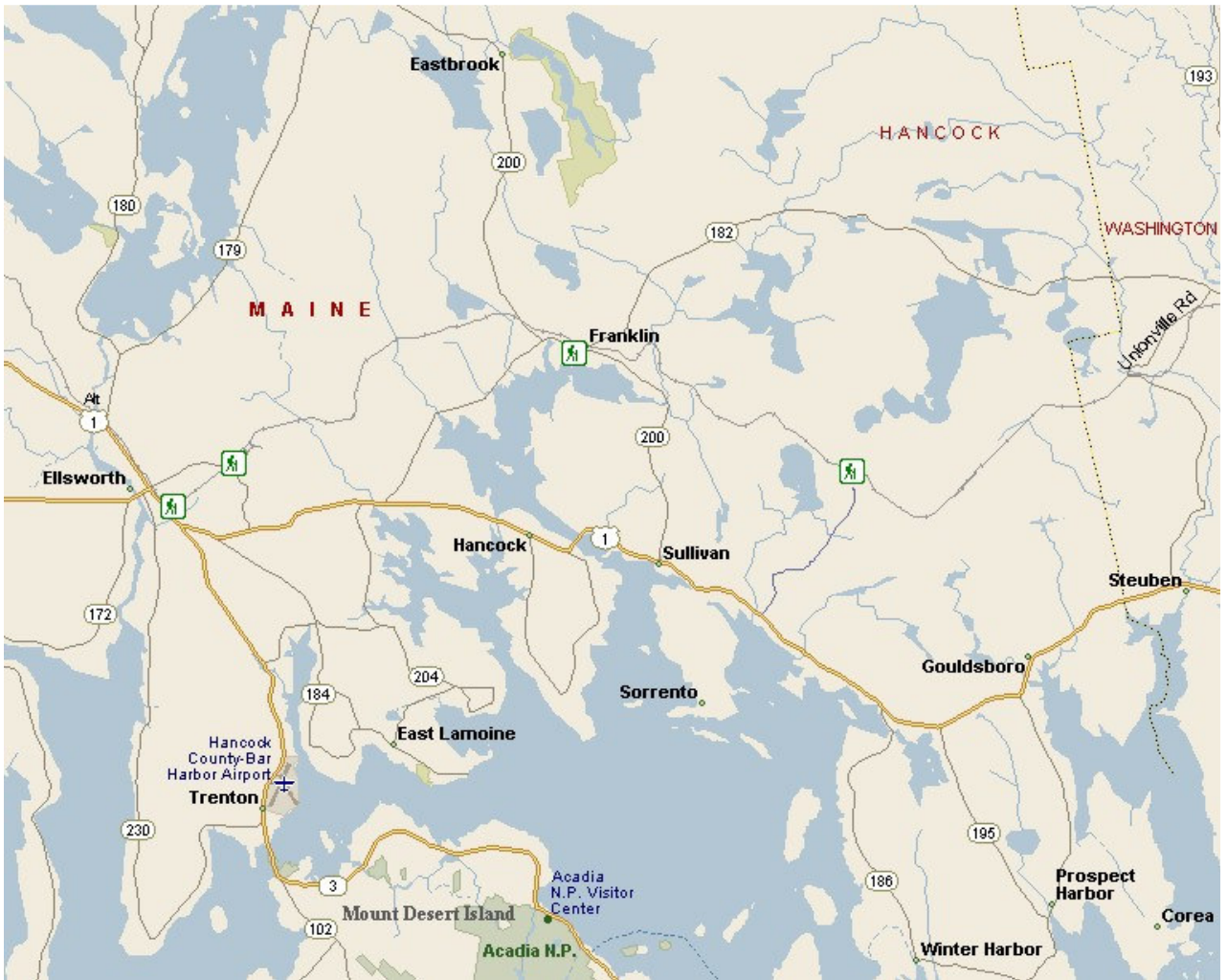
In collaboration with

Washington County Council of Governments
PO Box 679
Machias, ME 04654
(207) 255-0983 / (207) 454-0465
jgabrielson@wccog.net

Executive Summary

This report is a sequel to the Washington County Trail Head Report prepared by the Washington County Council of Governments. This report describes four trail head options in Hancock County that will serve the Down East Sunrise Trail. Each description provides a map, photograph and evaluation of the site. This is a preliminary analysis. Additional site analysis and design will be required to create parking areas and visitor information for each site.

Map of Proposed Trailhead Locations



Summary Table

Site	Priority	Max. Area	Access	Sight Lines	Encroachment	Vegetation	Slopes	Debris	Wetland
Ellsworth	1	Pending site location	Good	Good	Commercial development	Pending site location	Flat	Pending site location	Brook 1,000'
Hancock / Washington Junction	1	Extensive, but requires research on ownership	Good, but complicated by other uses	Fair to poor depending on crossing	Significant industrial and commercial uses	None	Flat	Widespread derelict equipment and debris	None, but overlays aquifer
Franklin	1	Approx. 25' * 200'	Excellent Near village	Good, but angled intersection	Residences near by	Shrubs and trees	Flat	None	Stream 300'
Sullivan	2	Approx. 25' * 200'	Good, but remote	Good	None	None	Flat	None	None

Priority:

- 1) **Must build:** These sites will play a critical role in attracting users to the trail and providing services to users of the trail.
- 2) **Moderate priority:** Good locations for local users, may draw some visitors.
- 3) **Lower priority:** Sites that are unlikely to serve local users or visitors.

1) Ellsworth

Site Description: This site location is to be determined, but would be close to High Street.

This site is intended to be a multi-modal (STAR) center with access to excursion rail, city and inter-city transit, parking, visitor information, fuel for ATV's and Snowmobiles and easy walking distance to Ellsworth's business district. This site will be required to provide significant on-site parking.

There are a number of vacant properties in the area that may be considered. There are also sidings in several locations.

Site Constraints

The nearby locations are flat and would require little or no clearing of vegetation. Nothing indicates that the site itself is on or adjacent to a designated wetland. Card Brook is located east of this area and would pose a significant constraint on future development.

There are adjacent commercial uses on three sides of this area.

There is a high volume of vehicular traffic on the roads serving the site. It is not particularly pedestrian friendly,

There is an accumulation of debris along the length of the rail siding.

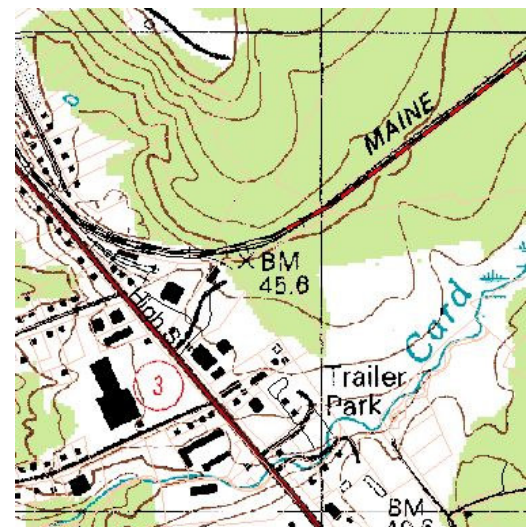
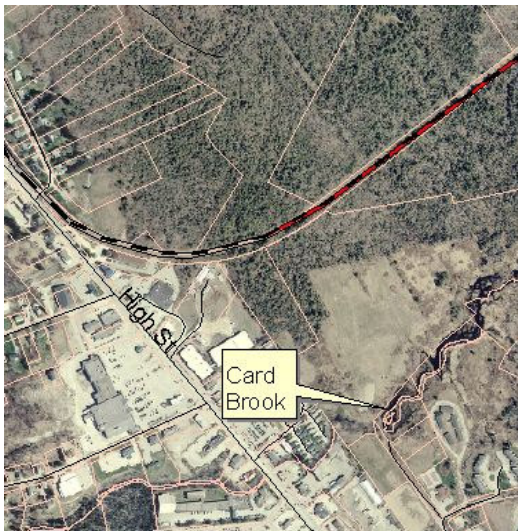
Underground utilities:

Recommendation:

Participate in STAR Center Planning Process

Assure that cross walks and other pedestrian amenities are included.

Site Location needs to be determined before detail recommendations are possible.



2) Hancock - Washington Junction

Site Description:

This site may serve as a starting point for motorized and equestrian users of the trail. Parking in Ellsworth may not be sufficient to include numerous vehicles with trailers. This site may also provide overflow capacity if the Ellsworth site fills. The excursion train maintenance facility will also be located here.

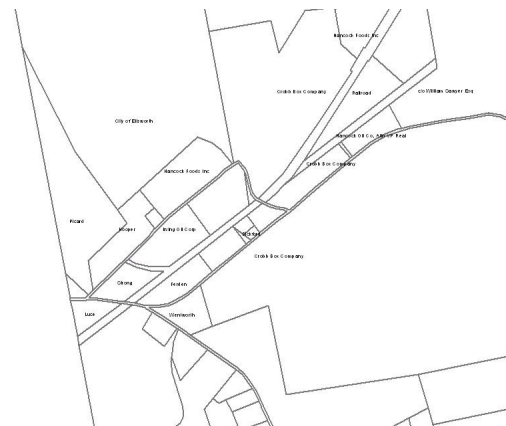
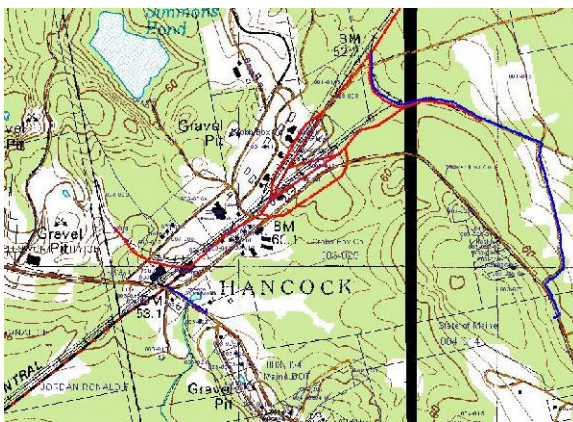
This is in a mixed land use area in Hancock with some small scale commercial and manufacturing as well as residential. The broader area (within a mile) includes some woods, blueberry fields and higher value new homes.

Site Constraints:

The site is situated above a major aquifer. There are no retail commercial services in (such as convenience stores and gas stations) in the immediate area. While the site has extensive unused sidings, most are located on private property.

Recommendations:

If the site is developed for parking, attention should be paid to storm water runoff to minimize impacts on ground water resources. Given the winding character of the Washington Junction Road, it will be important to assure adequate sight distance from the parking area curb cut to the main road.



3) Franklin – Junction with Route 182

Site Description:

This will be a major destination for short-distance riders from Ellsworth. Visitors will find

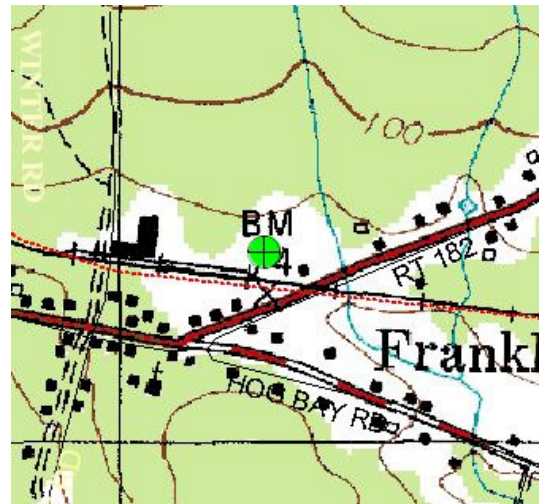
It is located adjacent to Route 182 with good sight distance. It is in walking distance of the village area where there are limited retail services.

Site Constraints:

Parcel maps have not been digitized. We are unclear about right-of-way and the availability of land for parking. A stream runs 300 feet east of this location. The crossing is

Recommendations:

This site would need clear signage, and due to the relatively high speed of traffic along Route 182, it may also need a turning lane or at least space to allow vehicles to leave the highway.



4) Sullivan – Route 183 Crossing

Site Description:

The Tunk Lake Road is a short, "dead end" state highway with low traffic volumes. Sand and gravel quarries located beyond this crossing generate significant truck traffic. This highway connects to multi-use trails around Schoodic Mountain. It is adjacent to a branch fire station and the Sullivan transfer station.

Site Constraints:

While Route 183 has a low traffic volume, it is also fairly narrow. Several gravel quarries generate truck traffic. It is important to minimize possible traffic conflicts.

Recommendations:

- Locate stop sign on trail at intersection.
- Pave apron onto trail to reduce erosion.
- Grade the rail siding for automobile and trailer parking.
- Provide adequate signage on Route 1 indicating the location of the parking area.

