

TRAIL MANAGEMENT PLAN AND PROPOSAL CALAIS BRANCH CORRIDOR

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CALAIS BRANCH CORRIDOR**

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This is a draft proposal under discussion. The Maine Department of Conservation (Maine DOC) has agreed to assume the responsibility of maintenance and management of the Calais Branch Trail Corridor subject to an agreement between the Maine Department of Transportation (MaineDOT) and Maine DOC that has not been finalized. This proposal does not indicate final acceptance by either Maine DOC or MaineDOT.

Background/History

The Calais Branch railroad corridor is 127 miles long and connects Brewer to Calais in Downeast Maine. It was acquired by the Maine Department of Transportation (MaineDOT) in 1987 from Maine Central Railroad for the purposes of rail preservation and has been unused by rail operators since that time. The condition of the existing tracks, ties and railbed has deteriorated significantly.

The business potential to support rail freight service has been analyzed and determined to be insufficient at this time, with no improvement projected for the foreseeable future. Unless major changes occur in national and international freight distribution patterns, the significant capital necessary to reactivate the Calais Branch railroad for freight transportation is unlikely to yield a positive return on those investments.

On July 15, 2005, Governor Baldacci charged the MaineDOT with developing a Trail Management and Maintenance Plan for an interim multi-use trail on the Calais Branch Rail Corridor between Ellsworth and Ayers Junction. To assist the Department in developing this plan, MaineDOT formed the Calais Branch Trail Management Committee including the Maine DOC, local trail groups, law enforcement units, National Park Service, municipalities, and regional planning and economic development agencies to develop a management and maintenance plan.

This draft management plan is the result of a cooperative effort between the MaineDOT, Maine DOC, the advisory group and local interests advocating for the creation of a multi-use trail within the corridor, while protecting the corridor and its important infrastructure to meet future rail needs.

Vision

The proposed multi-use trail will be a place where residents and visitors can gather to ride ATV's, snowmobile, walk, bicycle, ski, ride horses, and participate in other recreational activities. This all season trail will be a source of pride and become a centerpiece for the region and its economic development. The trail will give people of all ages and abilities access to the scenic lands of Downeast Maine providing transportation links for the communities along the way. There will be easy and plentiful access points, attractive and friendly information kiosks, and sound management and

maintenance practices to encourage visitors to travel further Downeast and extend their visits.

This proposed trail is intended to provide opportunities for economic development, recreational opportunities, attracting tourists, and health benefits for communities. In addition, the trail will provide new linkages to existing resources along the corridor, including publicly owned lands, the Donnell Pond Unit, the Rocky Lake Unit, State Parks, scenic vistas, coastal areas, municipal centers, blueberry barrens, lodging facilities and cultural and historical sites.

There will be recreational, health, and economic benefits for the people of Hancock and Washington Counties flowing from the multi-use recreational trail. The trail will provide enormous long distance recreational and transportation opportunities and trail linkages for ATV and snowmobile users, and numerous hiking and biking regional opportunities, including the nationally recognized Calais to Key West East Coast Greenway.

Once the trail is developed, economic development opportunities will increase for lodging establishments, restaurants, service facilities, and other locally owned businesses. This trail will serve as a vital link in achieving the goal of connecting trails in this region, as well as the longer term objective of connecting with international snowmobile, ATV and hiking/biking trails.

It is anticipated that, dependent on resources and the approval of this plan, the MaineDOT and Maine DOC could begin construction within two years.

Benefits of a Multi-Use Recreational Trail

Benefits of the proposed multi-use trail fall into four related areas, economy, preservation, recreation and health.

- **Economic benefits** will include a new stream of tourist flowing through Hancock and Washington Counties. The trail will encourage tourists to travel further Downeast and remain longer. Visitors will seek local restaurants, lodging, fuel stations, merchandise sales and vehicle services. Many visitors are expected to arrive by car and will seek additional services at trail heads. Data from a study conducted on this corridor (Rizzo), the region (Flanagan) and the benefits of bicycle tourism (Wilbur Smith) all point to the potential for this trail to create new jobs in Hancock and Washington County. In addition construction of a multi-use trail of this significance would make Hancock and Washington Counties a more attractive destination for snowmobiles, ATV'ers, and bicyclists.
- This trail will bring a much needed economic benefit to the numerous businesses in the towns that this corridor passes through especially mom and pop stores, restaurants and lodging facilities. Also there will be opportunity for new businesses to develop along the corridor to support the growing ATV and snowmobile sport.

- Recent economic impact studies show that the ATV industry brings in over 200 million dollars and the snowmobile industry brings in over 260 million dollars to the State of Maine each year. In addition, a recent study estimated that over 2 million bicycle tourists spent 36.3 million dollars in one year. With the development of this rail trail the Downeast region of the state should capture more of these revenues. See Appendix for study citations and where the studies can be located.
- **Preservation benefits** are anticipated for the rail corridor itself. Years of sporadic maintenance and neglect have allowed sections of this corridor to be submerged for extended periods causing extensive deterioration to the rail infrastructure. Erosion has occurred in some areas. Active use will increase awareness of water damage and will result in earlier intervention before problems become more costly. In addition to preserving this corridor, the trail will provide ATV riders with an alternative to informal trails that can be damaging to the environment.
- **Recreational benefits** will accrue to residents who live near the trail and will have the opportunity to use it frequently, and also will attract visitors who will find the length of the trail, the easy grades and unparalleled natural beauty an enhancement to their vacation plans.
- This trail will serve to interconnect many of the region's 800 miles of ATV and snowmobile trails, including ITS 81 and 84. Many existing trails begin in coastal towns and travel toward the interior sections of the region. Constructing a trail on the Calais Branch corridor will give the region this much needed connection and an effective transportation corridor.
- The region's ATV and Snowmobile trail systems are largely an undiscovered gem. Because the proposed trail connects many towns, the users will be able to access more trails from one central location encouraging visitors to stay for extended vacations.
- **Health Benefits:** The trail is part of a statewide effort to provide Mainers with opportunities to engage in exercise to improve cardio-vascular health and reduce obesity.

Rail Corridor Preservation Strategy

MaineDOT's priority is to preserve and protect the corridor for future rail use. If conditions develop that enables the return of rail, then the corridor can be readily upgraded to accept new rail. At that time, every effort will be made to relocate the trail, and to minimize the time the trail is not available for use.

The question has come up and has been extensively evaluated concerning whether or not to remove the rail and ties from the rail corridor or cover over them in anticipation of saving costs at the time of reintroduction of rail. The MaineDOT's Rail Division, as well as the Multimodal Project Development program (which handles freight, passenger rail, and trails) has been very involved in the development of this plan. They have determined that removing the rail and ties will not affect the future rail viability of the corridor. In fact, the increased attention that the corridor will receive as a result of the institution of this proposed management plan will help preserve the integrity of the rail bed by having increased annual maintenance, repairs to washouts, grading that sheds water off the railbed to reduce erosion, and numerous other maintenance activities. It is their observation that:

- **Removing the existing rail and ties will make it more efficient to restore rail service in the future.**
 1. The existing rail is substandard and will need to be replaced.
 2. The existing ties are deteriorated and will further deteriorate as time goes by.
 3. Ballast that meets modern standards will have to be placed on the railbed when rail is restored.
 4. Removing the existing ties and rail will make it more efficient in the future to install new ballast, ties and rail.

Corridor Overview

1. **Brewer to Washington Junction:** The Brewer to Ellsworth section is being leased for a planned excursion rail between Ellsworth and Green Lake. The rail will be preserved from Ellsworth to Washington Junction in Hancock to accommodate the needs of the proposed excursion rail from Ellsworth to Green Lake. A Rail with Trail will be developed along the 2 mile section between Ellsworth and Washington Junction, ending at milepost 169.50.
2. **Washington Junction to Ayers Junction:** The 85 miles from Washington Junction to Ayers Junction will be preserved for future use in support of freight rail. In the interim, in order to provide economic and recreational benefits to the communities within this corridor, all track and rail material will be removed and an interim multi-use trail will be developed.
3. **Ayers Junction to Calais (12 Miles):** Retain in its present state to support future freight rail access from Eastport through Ayers Junction to Calais connecting to the New Brunswick Southern Railroad. This section also goes through the Moosehorn National Wildlife Refuge, which currently does not allow motorized uses, except for snowmobiles. The Management Plan Committee recommends that an effort be made to provide a trail connection, including on and off road, from Ayers Junction to Calais.

Trail Proposal

Overview: MaineDOT and Maine DOC will build a trail using the existing rail bed from Washington Junction to Ayers Junction. MaineDOT will develop and advertise a request for proposals to remove the rails and ties and construct the trail. The rail bed is primarily compact gravel and will be improved and compacted for use as a trail, and will be a usable trail surface. The existing Maine DOC multi-use trails will be used as a template, since they have been built to proven standards that have been shown to work through years of use here in Maine. The remaining two mile section from Ellsworth to Washington Junction will be constructed adjacent to, but will not disturb the rail.

Trail Design: The trail will be constructed as the rails and ties are being removed. The trail will be constructed to the guidelines contained within the Maine Trails Manual Guidelines for Recreational Trail Construction in Maine. The trail will be a minimum of 10 feet wide (unless topography necessitates a reduction in certain areas), crowned, with a compact gravel surface, using existing railroad bed material. Areas that have been washed out will be replaced and repaired by adding new gravel, culverts and bridges. The trail will be graded and crowned to a condition that should be safe and satisfactory to all applicable motorized and non-motorized users. All required ditching, culverts, cross drainage, and erosion controls will be constructed by the contractor building the trail. Volunteers may also construct portions of the trail if the volunteers are available and willing. Bridges will be solidly decked with a minimum of 1 ½ inches or greater thickness of pressure treated lumber. Railings will be installed on all bridges to help ensure user safety. The specific design of railings will be determined by the existing bridge conditions. Signage will be placed along the trail to help ensure user safety, knowledge and trail directions. All Snowmobile and ATV signage and posts will be installed and will conform to the Maine DOC snowmobile and ATV trail signage guidelines. Informational kiosks will be placed where appropriate. The Trail Safety section below outlines additional trail design pertaining to safety.

Based on available funding, specific sections of the trail may be upgraded with varying surfaces/facilities as needs are determined based on community and Advisory Committee recommendation. For instance, these could include but are not limited to improved parking areas, gating at problem areas, and improved surfaces in high use areas.

Proposed Trailhead Locations: Selection of specific locations for trailhead parking will be based on availability of land and funding. When possible, trailheads will be located in village areas. Projected trailheads include:

- Ellsworth
- Hancock- (Washington Junction)
- Franklin (area just south of Route 182)
- Cherryfield
- Harrington

- Columbia Falls
- Machias
- East Machias
- Dennysville
- Ayers Junction

Interpretive Program: Whenever possible and based on funding availability, retaining and reinstalling of rail artifacts along the corridor, and creating and installing interpretive panels that describe areas of interest pertaining to rail history will be constructed.

Preserving the identity of the corridor as a former railroad will create a unique and historic theme. It will also serve as a reminder for trail users of the prospect that the trail could revert back to rail use. Local organizations, such as historical societies, rail groups, or local clubs will be encouraged to identify sites, research information, and have the interpretive panels designed, installed and maintained.

Each sign may include a tag line that reads “The Calais Branch corridor served as a passenger and/or freight railroad from 1898 to 1984. The State of Maine designated the multi-use trail in 2006. Once freight volume and other economic conditions permit, it will revert to a working railroad once again.”

Construction Funding: MaineDOT will send out a Request for Proposals for the rail and ties to be removed in the section from Washington Junction to Ayers Junction, and the creation of a long distance trail from Ellsworth to Ayers Junction. Maine DOC will assist MaineDOT with the RFP by providing input on how the current Maine DOC multi-use trails are constructed. MaineDOT will use any rail salvage funds to construct the trail. Trail construction will occur at the time of track removal. Because the funds that are generated from the rail salvage and construction costs are based upon market conditions, additional funding may be required to construct the trail. This funding will be secured before any track is removed. If the projected expense to construct the rail with trail section from Ellsworth to Washington Junction (2 miles) exceeds the funding availability, this section may be deferred until separate funding is acquired.

Trail Administration/Management

MaineDOT and the Trail Management Plan Committee have determined that the Maine DOC is the best option for ensuring that the trail and corridor are successfully managed and maintained. Maine DOC has agreed to administer the management and maintenance of the trail. A regional trail manager will be hired by Maine DOC to manage this trail and other connecting trails in the Downeast region. Maine DOC, which currently administers over 200 miles of multi-use trails in the State of Maine, will oversee the day to day operation of the trail, and address trail issues such as wash outs, beavers, etc. The trail will added to the existing Maine DOC trail system. Maine DOC has converted many miles of rail bed to multi-use trails.

It is anticipated that like many other trails in Maine much of the trail maintenance will be performed by the local communities and counties as well as user groups, volunteers and contractors under the supervision of the Maine DOC Trail Manager/Coordinator and Trail Advisory Committee described below. Snowmobile and ATV signing will be the responsibility of the clubs and overseen by the Manager/Coordinator. Labor and equipment for trail repairs will be supplied by the user clubs, volunteers, counties and the communities, if they are able to participate. Any community that wishes to take a major role in assisting with trail maintenance within their community will be welcomed. Trail abutters are also a valuable resource that the Trail Manager/Coordinator will work with to provide assistance with maintenance and possibly partner with on repairs.

Community Participation: The communities that the trail goes through are the backbone of the trail system. These communities are encouraged to participate in the Trail Advisory Committee and all other facets of making this a success in each community.

Trail Advisory Committee: To assist with the trail administration, Maine DOC will organize an advisory committee made up of representatives from each community, Hancock and Washington Counties, law enforcement, the user groups, and other interested parties that wish to contribute. Maine DOC will oversee the administration, management and maintenance of the trail with assistance from the Committee and will work with the communities and abutters.

- The Trail Advisory Committee will consist of representatives from Maine DOC, law enforcement, Hancock and Washington County Representatives, Municipalities, trail user groups and other invited groups/individuals.
- The Advisory Committee may develop subcommittees if the need arises.
- The Sunrise Trail Coalition will serve as an advocacy group to the trail, doing public relations, fund raising to help with maintenance and staff, creating publications, etc.
- Other possible partners in supplies, funding, maintenance and management have been identified, such as Rotary clubs and similar fraternal clubs, business donations/endowments, other state agencies, Atlantic Salmon Commission, local construction businesses and contractors, Project Share, Downeast Corrections Facilities, County Commissioners, Sportsman clubs, riding clubs, University of Maine at Machias recreation management, and The Washington County Community College (heavy equipment program)

Administration Funding: In addition to MaineDOT funding to assist Maine DOC for the administration of the trail corridor, additional funding for maintenance and management will come from Maine DOC snowmobile and ATV funds, Maine DOC snowmobile and ATV grants to the clubs and either the Municipalities or the Counties. Contributions may also be obtained from communities and the counties, and grants and donations from the public and private sector. Maine DOC staff, with assistance from the Sunrise Trail Coalition will partner to seek grants and other forms of contributions to provide funding for trail improvements and ongoing maintenance.

Safety on Rail Corridor Multi-use Trails

The success of a multiuse trail comes down to education, common sense and enforcement. In the past 15 years Maine DOC has developed over 200 miles of multi-use trails throughout the State with relatively few problems between users and few accidents. Rail corridor trails are wide, have good visibility, and have experienced very few safety issues. Maine DOC will use the established rule system that is in place for all trails throughout the State. Specific rules for this trail may need to be implemented in the future if problems on the trail arise. The history of multi-use trails in Maine has demonstrated that many users both motorized and non-motorized can use the same trail in a safe manner.

Along the trail, and at all crossings, (including authorized present or future roads, driveways and trails) signage will be installed to help ensure the safety of trail users and the traveling public. In addition, signs will be posted at regular intervals with a phone number for emergency situations or to report any illegal activity. The phone number provided will be that of the appropriate law enforcement authority for that section of the trail. Mile markers will be maintained (railroad mile markers) or new ones placed along the trail to help emergency response locate anyone who needs assistance.

Turnouts will be constructed along the trail at appropriate locations to allow the passing or reversing of direction of emergency vehicles. All gates that are installed will have a common key that will be distributed to the appropriate fire/rescue departments for access. In areas that are narrow, if the topography is sufficient, such as the approaches to bridges, turnouts may be considered to allow users to move to the side of the trail to allow others users more room to cross the bridges.

Trail Rules

- The Department of Conservation and Maine Department of Transportation has final authority over the regulation of the trail and may apply or modify rules or apply restrictions as necessary.
- The Maine Department of Conservation and Maine Department of Transportation will have the authority to close all or any portion of the trail to any particular user group or all users if necessary for public safety or protection of the trail. Certain uses may be restricted during very muddy periods, in order to minimize erosion and trail damage.
- No motorized vehicles except for registered snowmobiles, ATVs and enforcement, maintenance and emergency vehicles.
- The Department of Conservation, in consultation with the Advisory Committee will review and analyze any problematic conditions and take appropriate action.
- Any motorized vehicle used on the trail must conform to State Statutes and the most recent rules and definitions in the State of Maine All Terrain Vehicle Laws and Rules Manual, as written by The Maine Department of Inland Fisheries and Wildlife.

- Snowmobiles used on the trail must conform to State Statutes and the most recent rules and definitions in The State of Maine Snowmobile Regulations as written by the Maine Department of Inland Fisheries and Wildlife.
- As customary on other trail systems, trail users should yield first to horses, (X-country skiers in winter) then pedestrians, then bicyclists.
- All trail users are required to operate within safe and prudent speeds.
- Group rides should be limited to 20 participants. If there is a group larger than 20, that group should break into subgroups with 15 minute breaks between groups.
- Groups planning events on the trail will first contact the Department of Conservation. Special Use Permits must be applied for and if appropriate issued by Maine DOC for special events such as running races, etc.
- Temporary conditional use permits for crossing of the trail will be issued by Maine DOC and/or Maine DOT under existing permitting systems.

Law Enforcement/Emergency Response:

Law enforcement is a necessary realm in the successful operation of a multi-use trail. Any time you have multiple users, as well as multiple interest groups there is a need for rules and regulations (laws). These regulations are already in place and law enforcement agencies have been trained and updated training is continually made available. Response from law enforcement includes the following:

- Education- Educating the users by providing law books, answering questions, explanations of the laws. Signs at access points to include rules and regulations, maps indicating user location, emergency phone numbers and contact numbers for related concerns or questions.
- Community Policing – Educate and train local volunteer groups who are willing to provide assistance in citizen patrols to assist in education of the rules, directing user groups as to where different amenities are located, and the detection and reporting of rule violations and safety hazards to the appropriate agency. This would be likened to a neighborhood watch program and could be called a trail watch program.
- Providing a Law Enforcement Presence – Being highly visible on all parts of the trail to encourage voluntary compliance of the rules. Local law enforcement will be urged to apply for grants to purchase ATV's for trail patrol.
- Enforcement – Responding to complaints with the appropriate use of warnings and citations addressing the violations of the law.
- Accident Investigation – Investigate and document accidents.
- Rescue Operations – Coordinate and provide assistance to emergency response agencies and volunteer search and rescue groups that have been alerted to an emergency situation on the trails.

- In addition to enforcement by the authorized law enforcement entity, Maine DOC will help address problems which develop, with the assistance of local user groups and additional law enforcement attention as warranted.

To facilitate emergency call centers in the handling of a complaint they should be provided with a chart and instructions on who to contact as it relates to the type of complaint and location of that complaint. Emergency Call Centers are currently trained in fielding complaints and are aware of which agencies should be dispatched to a particular incident and location. This chart should provide them with information to fall back on if a question arises.

Emergency Call Centers, Emergency Response and Law Enforcement agencies should be provided with detailed maps of the trail system indicating locations of mile markers, GPS coordinates, access roads, life flight sites and pullouts and turn-a-rounds. This will help ensure the quickest and safest response routes for all emergency personnel.

Emergency Call Centers should be provided with a list of contact numbers for agencies responsible or available for Emergency Response and Emergency Rescue incidents on or adjacent to the trail. This would include fire departments, rescue units, ambulance and voluntary search and rescue groups. This list should include capabilities and equipment available for the incident. Examples would be snowmobiles with rescue sleds and ATV's with transport trailers for areas that would be inaccessible by a rescue vehicle due to the current conditions and or other rescue equipment or qualified personnel necessary.

Grants are currently available to Law Enforcement Agencies for the purpose of ATV enforcement on trails. These Grants provide funding for the purchase of ATV's, Training, and Enforcement. They encourage multi-agency details targeting high complaint or high use areas in order to reach a higher goal of voluntary compliance.

Appendices

APPENDIX A

The following chart lists 21 towns and the various different Law Enforcement, Medical Rescue and Ambulance agencies responsible for each geographical location and lists appropriate agency to call for the type of incident.

	Calls for Assistance & Police Incidents	Personal Injury & Death Accident Investigation	Medical Rescue	Calls for an Ambulance
Ellsworth	Ellsworth Police	Ellsworth Police	Ellsworth Fire Dept	County Amb
Hancock	2	1	Hancock Fire Dept.	County Amb
Franklin	2	1	Franklin Fire Dept	County Amb
Sullivan	2	1	3-Franklin Fire Dept	County Amb
Township 7	2	1	Sullivan and Cherryfield Fire Dept's	County and Petit Manan Amb
Steuben	2	1	Steuben or Cherry field by agreement	Petit Manan Amb
Cherryfield	2	1	Cherryfield Fire Dept	Cherryfield Amb
Milbridge	2	1	3-Cherryfield Fire Dept	Cherryfield Amb
Harrington	2	1	Harrington Fire Dept	Pleasant River Amb
Columbia	2	1	Columbia Fire Dept	Pleasant River Amb
Columbia Falls	2	1	Columbia Falls Fire Dept	Pleasant River Amb
Jonesboro	2	1	Jonesboro Fire Dept	Machias Amb
Centerville	2	1	3-Jonesboro Fire Dept	Machias Amb
Whitneyville	2	1	3-Machias Fire Dept	Machias Amb
Machias as	Machias Police	Machias Police	Machias Fire Dept	Machias Amb
East Machias	2	1	3-Machias Fire Dept	3-Machias Amb
Twp 18	2	1	3-Machias Fire Dept	Downeast EMS
Marion	2	1	3-Dennysville Fire Dept	Downeast EMS
Edmunds	2	1	3-Dennysville Fire Dept	3-Dennysville Amb
Dennysville	2	1	Dennysville Fire Dept	Dennysville Amb
Pembroke	2	1	Pembroke Fire Dept	3-Dennysville Amb

- 1 - Warden Service
- 2 - Sheriff's Office
- 3 - By Agreement and contract

APPENDIX B

Calais Branch Municipal Information Ellsworth to Ayers Junction

Ellsworth

Calais Branch Miles: 2.4 (Wash. Jct. to Ellsworth Falls)
Population: 6,586
Address: PO Box 586
Ellsworth, ME 04605
Phone: 667-2563
Fax: 667-4908
Office Hours: 8-5, M-F
Form of Government: Councilors/Mayor/Manager
Chief Elected Official: Mayor
Administrator: City Manager
Road Commissioner: City Manager
Law Enforcement: Police Chief, 667-2168
Fire Chief: Fire Chief, 667-8666
Other Staff: City Planner

Hancock

Calais Branch Miles: 6.2 miles
Population: 2,226
Address: PO Box 68
Hancock, ME 04640-0068
Phone: 422-3393
Fax: 422-6705
Office Hours: 7-11:30, 12-4 M-Th, 7-11 F
Form of Government: Selectmen/Town Meeting/AA
Chief Elected Official: Selectman
Administrator: Administrative Assistant
Road Commissioner: Road Commissioner
Law Enforcement: Police Chief
Fire Chief: Fire Chief

Franklin

Calais Branch Miles: 8.4
Population: 1,392
Address: PO Box 206
Franklin, ME 04634
Phone: 565-3663
Fax: 565-8806
Office Hours: 9-12, 1-4, M, Th, F; 9-12 S
Form of Government: Selectmen/Town Meeting
Chief Elected Official: Selectman
Road Commissioner: Selectman
Law Enforcement: Hancock County Sheriff
Fire Chief: Fire Chief, 565-3879

Sullivan

Calais Branch Miles: 4.5
Population: 1,208
Address: 1888 US Hwy 1
Sullivan, ME 04664
Phone: 422-6282
Fax: 422-4785
Office Hours: 8-12, 1-4 M-Th, 8-12 F
Form of Government: Selectmen/Town Meeting
Chief Elected Official: Selectman, 422-3902
Administrator: Administrator, 422-6719
Road Commissioner: Administrator, 422-6719
Law Enforcement: Hancock County Sheriff
Fire Chief: Fire Chief

Hancock County, (T7 SD)

Calais Branch Miles: 5.2 miles
Population:
Address: 50 State St. Suite 7
Ellsworth, ME 04605
Phone: 667-9542
Fax: 667-1412
Law Enforcement: County Sheriff, 667-1418

Steuben

Calais Branch Miles: 3.2 miles
Population: 1,141
Address: 294 US Rte 1
Steuben, ME 04680
Phone: 546-7209
Fax: 546-7538
Office Hours: 8-4 M-F
Form of Government: Selectmen/Town Meeting/Manager
Chief Elected Official: Selectman
Administrator: Town Manager
Road Commissioner: Town Manager
Law Enforcement: Washington County Sheriff
Fire Chief: First Selectman

Cherryfield

Calais Branch Miles: 3.2 miles plus 1.2 miles
Population: 1,150
Address: PO Box 58
Cherryfield, ME 04622-0058
Phone: 546-2376
Fax: 546-0927
Office Hours: 8-4 M-F
Form of Government: Selectmen/Town Meeting/AA
Chief Elected Official: Selectman
Administrator: Selectman
Road Commissioner: Road Commissioner
Law Enforcement: Washington County Sheriff
Fire Chief: Fire Chief

Milbridge

Calais Branch Miles: 2.2 miles
Population: 1,267
Address: PO Box 66
Milbridge, ME 04658-0066
Phone: 546-2422
Fax: 546-2967
Office Hours: 8-4 M, T, Th, F, 8-6 W
Form of Government: Selectmen/Town Meeting/Manager
Chief Elected Official: Selectman
Administrator: Town Manager
Road Commissioner: Town Manager
Law Enforcement: Police Chief
Fire Chief: Fire Chief

Harrington

Calais Branch Miles: 3.6 miles
Population: 881
Address: PO Box 142
Harrington, ME 04643-0142
Phone: 483-2061
Fax: 483-4683
Office Hours: 9-4 M, T, F 12-7 Th
Form of Government: Selectmen/Town Meeting/AA
Chief Elected Official: Selectman
Administrator: Administrative Assistant
Road Commissioner: Road Commissioner
Law Enforcement: Washington County Sheriff
Fire Chief: Fire Chief

Columbia

Calais Branch Miles: 3.4 miles
Population: 468
Address: 106 Epping Rd.
Columbia, ME 04623
Phone: 483-2365
Fax: 483-2365
Office Hours: 8-4 7-8 M, 8-4 T,W 8-3 F
Form of Government: Selectmen/Town Meeting/AA
Chief Elected Official: Selectman
Administrator: Administrative Assistant
Road Commissioner: Road Commissioner
Law Enforcement: Washington County Sheriff
Fire Chief: Fire Chief

Columbia Falls

Calais Branch Miles: 4.4 miles
Population: 601
Address: PO Box 100
Columbia Falls, ME 04623 -0100
Phone: 483-4067
Fax: 483-3825
Office Hours: 8-4 M-F
Form of Government: Selectmen/Town Meeting/AA
Chief Elected Official: Selectman
Administrator: Administrative Assistant
Road Commissioner: Road Commissioner
Law Enforcement: Washington County Sheriff
Fire Chief: Fire Chief

Jonesboro

Calais Branch Miles: 5.8 miles
Population: 593
Address: PO Box 86
Jonesboro, ME 04648-0086
Phone: 434-5141
Fax: 434-5142
Office Hours: 8:30-4:30 M-F
Form of Government: Selectmen/Town Meeting
Chief Elected Official: Selectman
Road Commissioner: Road Commissioner
Law Enforcement: Washington County Sheriff
Fire Chief: Fire Chief

Centerville (now unincorporated)

Calais Branch Miles: 2.9 miles
Population: 26
See Washington County below

Whitneyville

Calais Branch Miles: 1.8 miles
Population: 255
Address: PO Box 431
Machias, ME 04654
Phone: 255-8239
Fax: N/A
Office Hours: 10 to Noon 1st and 3rd Wednesday
Form of Government: Selectmen/Town Meeting
Chief Elected Official: Selectman
Road Commissioner: None
Law Enforcement: Washington County Sheriff
Fire Chief: Fire Chief

Machias

Calais Branch Miles: 3.7 miles
Population: 2,267
Address: PO Box 418
Machias, ME 04654-0418
Phone: 255-6621
Fax: 255-6492
Office Hours: 9-4 M-F
Form of Government: Selectmen/Town Meeting/Manager
Chief Elected Official: Selectman
Administrator: Town Manager
Road Commissioner: Town Manager
Law Enforcement: Police Chief
Fire Chief: Fire Chief
Other Staff: Recreation Director (currently vacant)

East Machias

Calais Branch Miles: 10.5 miles
Population: 1,270
Address: PO Box 117
East Machias, ME 04630-0117
Phone: 255-8598
Fax: 255-8480
Office Hours: 8-12:30, 1-4 M-F
Form of Government: Selectmen/Town Meeting/AA
Chief Elected Official: First Selectman
Administrator: Administrative Assistant
Road Commissioner: Road Commissioner
Law Enforcement: Washington County Sheriff
Fire Chief: Fire Chief

Washington County, (T18 ED, Marion Twp., Edmunds Twp.)

Calais Branch Miles: 10.5 miles
Population:
Address: PO Box 297
Machias, ME 04654-0297
Phone: 255-3127
Fax: 255-3313
Law Enforcement: County Sheriff

Dennysville

Calais Branch Miles: 5.8 miles
Population: 311
Address: 539 Smith Ridge Rd.
Dennysville, ME 04628
Phone: 726-4718
Fax: N/A
Office Hours: Not listed
Form of Government: Selectmen/Town Meeting
Chief Elected Official: First Selectman
Road Commissioner: First Selectman
Law Enforcement: Washington County Sheriff
Fire Chief: Fire Chief

Pembroke

Calais Branch Miles: 1.7 miles
Population: 871
Address: PO Box 247
Pembroke, ME 04666-0247
Phone: 726-4047
Fax: 726-4047
Office Hours: Not listed
Form of Government: Selectmen/Town Meeting
Chief Elected Official: First Selectman, 726-4242
Road Commissioner: Not listed
Law Enforcement: Washington County Sheriff
Fire Chief: Fire Chief, 726-5063

APPENDIX C

Ellsworth to Ayers Junction Calais Branch Management Plan Committee and Participants

<u>Name</u>	<u>Representing</u>
Stephen Ginty, Town Manager, Ellsworth	Municipal Interests, Hancock County
Steve Walton, Selectman, Franklin	Municipal Interests, Hancock County
Christina Therrien, Town Manager, Machias	Municipal Interests, Washington County
Barbara Drisko, Selectman, Columbia Falls	Municipal Interests, Washington County
Bill Clark, Hancock County Sheriff	Law Enforcement, Hancock County
Joseph Tibbetts, Washington County Sheriff	Law Enforcement, Washington County
John DeLeo, Police Chief, Ellsworth	Municipal Law Enforcement
Wade Carter, Dept. of Inland Fisheries and Wildlife	Game Wardens
Jim Fisher, Hancock County Planning Commission	Regional Planning, Hancock County
Judy East, Washington County Council of Governments	Regional Planning, Washington County
Jonathan Daniels, Eastern Maine Development Corp.	Regional Economic Development
Diane Tilton, Sunrise County Economic Council	Regional Economic Development
Bud Finch, Eastport City Manager	Eastport Port Authority
Skip Rogers,	Federal Marine Terminals
Roger McGiver, Domtar	Industrial Interests
Thomas Testa, Downeast Rail Heritage Preservation Trust	Rail Interests
Fred Cook, Gouldsboro, DART	Regional Tourism
Louise West, Machias Area Chamber of Commerce	Local Tourism
Bill Cherry, Machias and E. Machias River Watershed Council	Environmental Coordination
David Whitney, Ridge Riders Trail Club, Machias	ATV/Snowmobile, Washington County
Gary Dowling, East Machias	ATV/Snowmobile Washington County
Pam Ashmore, Acadia Area ATV'ers	ATV Club, Hancock County
John Ashmore, Acadia Area ATV'ers	ATV Club, Hancock County
Charlie Corliss, Cherryfield, ATV, MAINE	ATV Club, Washington County
Eleody Libby, Lubec	Healthy Maine Partnerships
P.L.Jones, Ellsworth	Snowmobile Club, Hancock County
Sally Jacobs, Orono	Sunrise Trail Coalition
Polly Ceckler, Hancock	Sunrise Trail Coalition
Bill Ceckler, Hancock	Sunrise Trail Coalition
Sandy Johnson	Sunrise Trail Coalition
Bill Eckart, University of Maine, Machias	Education and Recreation
David Rodrigues, Maine Dept. of Conservation	Maine DOC/Bureau of Parks and Lands
Dan Stewart	MaineDOT/Office of Passenger Transportation
Robert Chase, East Machias	Abutting Landowners
Maggie Warren, Hallowell	East Coast Greenway Alliance
Wayne Peters	Roque Bluffs
Tracy Perez	Maine Department of Transportation
Chuck Simpson	Maine Department of Conservation, Bureau of Parks/Lands
Stephanie Clement	Friends of Acadia
Julie Isbill	National Park Service
Frank Dedmon	
Michele Gagnon	City of Ellsworth
Mike Murphy	Narraguagus Snowmobile Club
Ron Roy	Maine Department of Transportation
Ed Pellon	Machias
John Titus	DOC/Bureau of Parks & Lands
Gary Edwards	Downeast RC&D
Harold Stoddard	Narraguagus Snowmobile Club

APPENDIX D

Recent studies that have shown both economic and tourism benefits of recreational opportunities in Maine

Fermata, Inc. Maine Nature Tourism Initiative www.fermatainc.com/maine/

This study illustrates ways that Maine can: 1. demonstrate how nature-based tourism development can be planned and implemented across the entire state. 2. In addition to the Pine Tree Zones, the Maine Nature Tourism Initiative is promoted as one of the administration's key strategies for rural economic development through job creation and tax revenue generation. 3. Support and compliment local and regional experiential tourism development efforts.

Report on Economic Development Strategy for Washington County Governor's special representative to Washington County, David Flanagan, November 17th, 2005

The report offers over 70 recommendations, the full synopsis appears at the end of the report, but the focus is on four key areas:

1. Attracting visitors and retirees
2. Strengthening our natural resources-based industries
3. Developing needed energy resources
4. Resources and support for local economic development initiatives and leadership at the state level.

"Perhaps the most promising of the current projects is the Interim use of the R.O.W. from Ellsworth to Ayers Junction, for Multiple Recreation Use"

"Convert the Calais Branch rail line from Ellsworth to Ayers Junction into a recreational rail trail promptly"

Economic Contributions of ATV-Related Activities in Maine Margaret Chase Smith Policy Center University of Maine March, 2005

A recent economic study shows that the ATV industry brings over 200 million dollars to the state each year. With the development of this trail, the Downeast region of the State should capture more of the revenues. The study is available at www.atvmaine.org.

An Economic Evaluation of Snowmobiling in Maine, 1997-98, Stephen Reiling, Department of Resource Economics and Policy, University of Maine, Orono, www.mesnow.com

The total impact of snowmobiling in 1997-98 is estimated to be \$261 million, which was about \$35 million higher than in 1995-96. Snowmobiling accounts for 3,100 full-time equivalent jobs in Maine.

Wilbur-Smith Associates Bicycle Tourism in Maine: Economic Impacts and Marketing, (April 2001) Prepared for the Office of Passenger Transportation, Maine Department of Transportation. <http://mainegov-images.informe.org/mdot/opt/pdf/biketourismexecsumm.pdf>

Identifies economic benefits of bicycle tourism, emphasizing economic revenues from tourism. "In 1999, direct spending in Maine by over 2 million bicycle tourists is estimated to have totaled \$36.3 million. Of these 2 million tourists, the vast majority — 98% — were day trip cyclists spending \$ 30.0 million."

Rizzo Associates Downeast Trail Study (2000) available in MaineDOT Library and at www.maine.gov/mdot/opt/downeast_trail/downeast_summary.htm

The Rizzo Study was prepared in 2000 and inventories the Brewer to Calais Branch right-of-way and provides design alternatives and cost estimates for building a rail-with-trail.

The trail would attract new visitors to the Downeast and Acadia region and lengthen the stay of some existing tourists thereby promoting economic development in Penobscot, Hancock, and Washington counties. The trail would also provide a transportation alternative for pedestrians and bicyclists residing in the region.

APPENDIX E

MAP of Corridor