



Project Summary 2001

FHWA National Scenic Byways Program

All sections must be completed on an electronic form at <http://www.byways.org>
Applications must be submitted online and on paper.

State Submission Date 22-Jun-2000	Division Submission Date
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Section A: State Program

State ME	Byway Program Start Date 02 Jul 1969	
Scenic Byway Agency Maine Dept. of Transportation-Office of Environmental Services		
State Scenic Byways Coordinator Van Dusen C Deane		
E-mail Address deane.vandusen@state.me.us		
Phone 207-287-5735	Fax 207-287-8757	
Street Address 16 State House Station, Child Street		
City Augusta	State ME	ZIP 04333

Section B: Project Category

Project Type

Project associated with an All-American Road or a National Scenic Byway.

Is the project consistent with the Corridor Management Plan for the byway(s)?

Yes

Eligibility Category

Byway Facilities

Section C: Project Info

Project Name Flanders Bay Scenic Turn-out	Project No. ME-0
	Applicant's Reference No. 6
Project Year 2001	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Flanders Bay Scenic Turn-out, Route 1 Mile 6.5, Gouldsboro, Maine (near Young's Store)	
Federal Lands Crossed by Involved Byway(s) NPS	

Associated Byways

State	Byway Name	Details	
ME	Schoodic Scenic Byway	Designation Date 15 Jun 2000	Intrinsic Qualities A,C,H,N,R,S
		Byway Organization Schoodic Scenic Byway Corridor Management Committee RR 1 Box 263 East Sullivan, ME 04607 Phone: 207-422-6706 Fax: 207-667-2099 E-mail: flandersbay@acadia.net	

*IQ codes: A - Archaeological, C - Cultural, H - Historical, N - Natural, R - Recreational, S - Scenic

Section D: Ready-To-Go

Section E: Prior NSB-Funded Projects

FHWA Proj No.	Year	Project Name	Amount	Status
<i>No prior projects</i>				

Section F: Project Abstract

This project funds planning for improvements for the existing Flanders Bay turn-out near Young's Store on Route 1 in Gouldsboro, Maine. Improvements will include paving, landscaping, vegetation management, wooden guardrails, marking a small number of parking spaces and interpretive and directional signage. Project construction is anticipated in 2002.

Section G: Project Narrative

NOTE: A description of the Corridor Management Committee titled "Who We Are" is included in the Tauntan Bridge Gateway Turn-out project proposal (#2) and is not repeated here.

WHAT THIS PROJECT IS ABOUT

"Continuing along Route 1, you'll pass from Sullivan into Gouldsboro at mile 6.5. At mile 7.1, be sure to pull over into the small parking area across from Young's Store. This is the site for the Schoodic

Section G: Project Narrative (Continued)

Area Chamber of Commerce Information Center. This site provides spectacular views of Frenchman Bay and the Porcupine Islands, with Cadillac Mountain in the background." (Schoodic CMP, 2000)

On the Sullivan-Schoodic Scenic Byway not far from where the French once had a fort to protect their traders, an unpaved turnout offers a beautiful view of Flanders Bay, Frenchman's Bay and Mt. Desert Island. The turnout, currently measuring approximately 625 square meters, has a small kiosk where information on the Schoodic Peninsula is available. The turn-out is unpaved, but level with good line of site from both directions. There is no signage to inform approaching traffic of the turnout. Additionally, foliage threatens to block the view of the Bay. Due to the very convenient location of this turn-out, it is frequently used as a park-and-ride lot and as a satellite parking lot for a nearby convenience store. This lot should have 2 hour parking limit signage.

This turn-out is currently located on private property. However, the owner of the property has been most cooperative and no difficulty is anticipated in obtaining easements to improve the turn-out.

First Year

1. Assess turnout needs and resolve conflicting use issues
2. Conduct preliminary engineering to improve turn-out appearance and function
3. Conduct a public review and obtain all necessary State permits.
4. Trim the foliage to enhance the view.

Second Year

1. Establish legal ownership or easement on property to permit turn-out upgrades
2. Pave the turnout and install wooden guardrails.
3. Paint parking area designation for automobiles and larger vehicles.
4. Install interpretive/educational signage noting early French presence and that in the days of sailing ships the Bay provided winter anchorage for the U.S. Navy fleet.
5. Install directional signage

PROJECT BENEFITS

The Flanders Bay turn-out is provides and elevated view of Flanders Bay, Frenchman's Bay and Acadia National Park. The current turn-out is heavily used, both by tourists and by park-and-ride commuters. The Schoodic Chamber of Commerce has erected an informational kiosk on the site that provides visitors with information about the peninsula. Improvements to the site will increase safety, dramatically improve the vista currently being lost to vegetation and will limit usage of the lot by persons who don't need a scenic location for park-and-ride related job commuting.

Visitors benefit from this improvement by getting an expansive view of Flanders Bay. Interpretive signage would provide visitors with a much richer learning experience. Residents would benefit from improvements with better traffic flow and lower risk of accidents from cars making impulsive stops in this section of the byway.

Section H: Work Plan

Line Item	Task/Milestone Description	Start Date/ Duration	Work Category
001	Needs assessment	01 Jan 2001 2 Months	Const. - Turn-outs
	Responsible Party: Hancock County Planning Commission (HCPC)		
	Justification: Future demand for each site will be estimated based on historic visitation patterns, estimates of future visitors and local input. Methods for projecting demand will include (1) trend extrapolation from historic traffic counts, (2) comparative case-studies, (3) data gathered by the National Park Service and (4) local input. Needs assessment is invaluable in designing a facility that will serve visitors and residents. The data assembled will also provide a baseline for future evaluation of the scenic turn-out.		
002	Preliminary engineering / design	01 Mar 2001 4 Months	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation (MDOT)		
	Justification: Site characteristics and needs assessment findings will be translated into design(s) of a gateway turn-out and rest area. In order to perform this work competitive bids will be solicited from areas engineering firms. The engineering firm will work with the CMC will be a public process in which stakeholders will have the opportunity to contribute their ideas on how this facility will meet the needs of residents and tourists.		
003	Plan review and State permitting	01 Jul 2001 4 Months	Const. - Turn-outs
	Responsible Party: Corridor Management Committee		
	Justification: Town planning boards will provide assistance in assuring that vegetation management, site planning, construction and aesthetics are consistent with Town plans and ordinances and will provide local control over project implementation. MDOT will provide review of design and implementation issues to assure that these turnouts meet current access management standards and contribute to safety on the byway. Feedback from MDOT and town planning boards will be used in refining turn-out designs. A minimum of two public hearings will be held during the design process in order to clarify local interests and further refine the design. The CMC will work with the towns, HCPC and MDOT to obtain required permits.		
004	Vegetation management	01 Jun 2001 2 Months	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation (MDOT)		
	Justification: This site has lost much of the vista to growth of trees and shrubs that are not within the 250' shoreland zone. The CMC will work with the property owner to identify low-impact methods for opening the vista from the turn-out. This funding will pay for a tree crew to carry out thinning and limbing in accordance with CMC and landowner specifications and in accordance with the preliminary designs for an upgraded turn-out.		

Section H: Work Plan (Continued)

Line Item	Task/Milestone Description	Start Date/ Duration	Work Category
005	Complete land acquisition as needed.	01 Jan 2002 2 Months	Const. - Turn-outs
	Responsible Party: Corridor Management Committee		
	<p>Justification: Some of this site may fall within State right-of-way, while some most is private property. In order to proceed with turnout improvements, land ownership or easements may be required. Under these circumstances the Corridor Management Committee will negotiate with the land owner to establish, if possible, a mutually satisfying arrangement for sale or the property or granting of easements. MDOT normally will not make improvements to private property.</p>		
006	Construction of improved scenic turnouts	01 Mar 2002 3 Months	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation (MDOT)		
	<p>Justification: The autumn window for construction is approximately three months as the tourist season winds down and cold weather approaches. Expansion of the existing facilities should require only limited improvements in landscaping, access management and vegetation control. The more ambitious turn-outs may require continued work into the spring depending on weather conditions.</p>		
007	Install directional and interpretive signage	01 Jun 2002 1 Month	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation (MDOT)		
	<p>Justification: Directional signage, as indicated in the directional signage plan, should provide visitors with adequate notification of turn-outs. The line of site for these facilities is generally quite good, but signage will help to reduce unsafe, impulsive decisions which characterize current use of existing turnouts.</p>		

Section I: Budget

Line Item	Description	Total Cost	Request Amt.
001	Needs analysis	\$800	\$640
002	Preliminary engineering and design	\$12,000	\$9,600
003	Vegetation management	\$4,500	\$3,600
004	Plan review and state permitting	\$1,000	\$800

Section I: Budget (Continued)

Line Item	Description	Total Cost	Request Amt.
Totals		\$18,300	\$14,640
<p>Difference between Total Cost and Requested Amount is \$3660 or 20.0% of total. Total Match from Section J is \$3660 or 20.0% of total. These two amounts must be equal for the Budget and Match sections to be complete.</p> <p>For your information, 80% of Total Cost is \$14640, and 20% of Total Cost is \$3660. Your match amount cannot be less than 20% of Total Cost.</p>			

Section J: Match Breakdown

Source	Description	Type	Value
Maine Department of Transportation		Cash	\$3,660
Total			\$3,660
<p>Difference between Total Cost and Requested Amount is \$3660 or 20.0% of total. Total Match from Section J is \$3660 or 20.0% of total. These two amounts must be equal for the Budget and Match sections to be complete.</p> <p>For your information, 80% of Total Cost is \$14640, and 20% of Total Cost is \$3660. Your match amount cannot be less than 20% of Total Cost.</p>			

Section K: Project Coordinator

Coordinator Name Barbara Shanahan		
Agency/Group Schoodic Scenic Byway Corridor Management Committee	Title Chairperson	
E-mail Address flandersbay@acadia.net		
Phone (207) 422-6408	Fax	
Street Address Rural Route 1 Box 263		
City East Sullivan	State ME	ZIP 04664

Section L: Signatures

State Scenic Byways Agency

Dan Morabito
Maine Scenic Byways Program Manager

Date

Matching Funds Certification

Deane Van Dusen
Emeritus Byways Program Manager

Date

Section M: Congressional Members

Associated States

State	Senators
ME	Collins, Susan Snowe, Olympia

State Representatives

State	District	Representative
ME	2	Baldacci, John Elias

Section N: Attachments

- USGS Map Indicating Location
- Photograph of the location
- A Conceptual Diagram of the Scenic Turnout