



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 Frenchmans Bay Scenic Turn-out	Project No. ME-0
	Applicant's Reference No. 4
Project Year 2001	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Frenchmans Bay Scenic Turn-out, mile 1.5, Route 1, Sullivan, ME	
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 needs assessment, preliminary engineering, permitting and construction improvements for the existing State designated turn-out overlooking Frenchman's Bay near Dunbar's Store. Improvements include paving, landscaping, vegetation management, wooden guardrails, marking a small number of parking spaces and interpretive signage. Directional signage will be required to provide drivers with adequate warning of the turn-out to avoid unsafe spontaneous turns.

Section G: Project Narrative

[NOTE: A description of "Who we are" is contained in Application #2. The description is not repeated in this application.]

WHAT THIS PROJECT IS ABOUT

"Route 1 currently has a highway sign indicating a "Scenic Turnout 500ft ahead." Be sure to pull over at

Section G: Project Narrative (Continued)

the turnout (mile 1.5) to experience the views of Sullivan Harbor leading to Frenchman Bay. In the distance, you will see the magnificent mountains of Acadia National Park (ANP) located on Mount Desert Island. From this turnout, you will have a view of a small-town park and Miramar Road below. This park contains a monument to Colonel Paul Dudley Sargent, who fought under George Washington, was a distinguished member of the Council of Massachusetts, and is said to have helped plan the Boston Tea Party. The park was donated by the Sullivan Harbor Foundation. On each side of Route 1, and particularly if you drive down Miramar Road, you will see historic houses that were private summer cottages. The Dunbar house was also a seasonal restaurant until the early 1940's. The Edgewater Cabins were built in the 1930's. If you have a boat, you may want to put in at the town landing located on Miramar Road."

"Pulling back onto Route 1, you'll pass Dunbar's General Store on the right. If you happen to pass through this stretch during the spring or summer seasons, you will be treated to seeing bright patches of lupines that color the roadside. To the left are historic homes that served as inns in the early 1900's, offering visitors grand views of Sullivan Harbor and Frenchman Bay. At mile 1.9, you'll enjoy another panoramic view of the coastline and Cadillac Mountain." (Schoodic CMP, 2000)

There is already a small scenic turnout, measuring approximately 460 square meters, on the Sullivan-Schoodic Scenic Byway at mile 1.5 near Dunbar's store. This site offers the best elevated view along the Byway of Frenchman's Bay and Cadillac Mountain. The turnout is currently quite narrow with limited room for deceleration and acceleration. Additionally, tree tops and limbs in adjacent land limit the view from the turn-out.

This project will improve the existing site through landscaping, vegetation management, replacing deteriorated wooden guardrails and placement of interpretive signage. The size of the current turn-out may be expanded as permitted by current state ownership and right of way. Tree growth along the shoreland is blocking some of the vista. Property owners will be asked to work with the Corridor Management Committee to identify ways to enlarge views of the water while protecting the owners privacy and property value. Many property owners along the Byway have already signed partnership agreements to protect scenic and natural resources. This number of voluntary byway partners will continue to grow.

First year:

1. Conduct needs analysis of turnout
2. Conduct preliminary engineering / design for turn-out improvements
3. Conduct a public review and obtain all necessary permits
4. Work with property owners to improve the viewshed
5. Increase signage to warn traffic both directions of the turnout
6. Increase the depth of the turnout so that users can turn their automobiles around to more safely return to Route #1 as possible
7. Upgrade or replace 70 meters of wooden guard-rail
8. Pave surface of turn-out to improve safety

Second year:

1. Install educational signage to explain the view to the visitors and inform them of the early Viking, French and English visitors to the Bay.
2. Continue working with adjacent property owners to open vistas and protect natural resources.

PROJECT BENEFITS

The Frenchman's Bay (Dunbar's) turn-out is very popular as it provides an elevated view of the bay. Current use of the gravel shoulders as a turn-out present serious safety problems due to limited space for deceleration and acceleration from the 50 mph road. Providing very modest improvements to the shoulders should increase the safety of this turn-out.

Section G: Project Narrative (Continued)

Visitors benefit from this improvement by getting an expansive view of the bay and can walk through the field below to visit an historical monument. 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 scenic turn-out. 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 Jun 2001 4 months	Const. - Turn-outs
	Responsible Party: Corridor Management Committee (CMC)		
	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	Construction of turn-out improvements	01 Oct 2001 3 Months	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation (MDOT)		
	Justification: The autumn window for construction is approximately three months as the tourist season		

Section H: Work Plan (Continued)

004	winds down and cold weather approaches. Expansion of this turn-out will entail limited improvements in landscaping, access management and vegetation control.		
005	Install directional and interpretive signage	01 Apr 2002 1 Month	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation (MDOT)		
	<p>Justification: Current directional signage will be reviewed for consistency with the directional signage plan. Inadequacies, if they exist, will be addressed. The line of site for this turnout is generally quite good, but signage will help to reduce unsafe, impulsive decisions which characterize current use of existing turnouts. Interpretive signage will provide users with a better understanding of the history and natural resources of Frenchman's Bay.</p>		
006	Additional vegetation management	01 May 2002 1 Month	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation (MDOT)		
	<p>Justification: The prior year's work and placement of signage may require a second round of vegetation work to open vistas and improve line of site to signage and turn-out.</p>		

Section I: Budget

Line Item	Description	Total Cost	Request Amt.
001	Needs assessment	\$800	\$640
002	Preliminary site design	\$2,500	\$2,000
003	Preliminary engineering / design	\$15,000	\$12,000
004	Plan review and State Permitting	\$1,500	\$1,200
005	Construction engineering	\$6,000	\$4,800
006	Construction	\$95,000	\$76,000
Totals		\$120,800	\$96,640
<p>Difference between Total Cost and Requested Amount is \$24160 or 20.0% of total. Total Match from Section J is \$24160 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 \$96640, and 20% of Total Cost is \$24160. Your match amount cannot be less than 20% of Total Cost.</p>			

Section J: Match Breakdown

Source	Description	Type	Value
Maine Department of Transportation (MDOT)		Cash	\$24,160

Section J: Match Breakdown (Continued)

Source	Description	Type	Value
Total			\$24,160
<p>Difference between Total Cost and Requested Amount is \$24160 or 20.0% of total. Total Match from Section J is \$24160 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 \$96640, and 20% of Total Cost is \$24160. 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