



# 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 Deane C Van Dusen		
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 Preble Cove Scenic Turn-out	Project No. ME-0
	Applicant's Reference No. 3
Project Year 2001	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Preble Cove, mile 0.8 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 planning and preliminary engineering for improvements to an existing, informal turn-out at Preble Cove. First year funding will identify the feasibility of improving this site, measure potential level of use, produce a preliminary engineering study and pursue all required local and State permits. If successful, this site will be "ready to go" for construction in year 2. Anticipated year 2 improvements include paving, landscaping, vegetation management, wooden guardrails, interpretive and directional signage.

## Section G: Project Narrative

### WHAT THIS PROJECT IS ABOUT

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

## Section G: Project Narrative (Continued)

In the Sullivan-Schoodic Scenic Byway there are two small, informal turn-outs on state-owned right-of-way at mile 0.8 near Preble Cove in both the east-bound and west-bound lanes. This is an excellent site for watching people lobster fishing and digging for clams. This sheltered part of the rocky coast and stream with a beaver dam provides an attractive photo opportunity. A number of historic homes are located nearby.

The current turn-outs are gravel, approximately 280 square meters each, with limited width and no interpretive or directional signage. Line of site approaching the turn-out is moderately curving with downhill slopes from both directions. Traffic flows are quite heavy in both directions (AADT = 7,189) particularly during July and August. During congested periods, cars must pull out onto Route 1 without any room to accelerate. The guardrails are wooden posts with steel cables and are in poor repair. On the east-bound turn-out the scenic vista is now obscured by trees and brush. This section of Route 1 does not have paved shoulders, though shoulder paving is anticipated in the next two-year plan. Engineering studies will be conducted this year and will provide the basis for determining the potential size and level of service possible in Preble Cove.

First Year:

1. Conduct a needs assessment for this site
2. Determine feasibility of constructing a turn-out coordinated with MDOT engineering studies for shoulder paving.
3. Conduct preliminary engineering study of the turn-out, including any required permitting.
4. Involve Sullivan Planning Board, MDOT and CMC to determine best options for this site.
5. Pursue all required State permits for construction

Second Year:

1. Construct improvements, including scenic guardrails, vegetation management, landscaping and paving.
2. Install directional and interpretive signs.

### PROJECT BENEFITS

The Preble Cove turn-outs are quite popular as they provide an interesting view of a well protected saltwater cove fed by a freshwater stream. This is the first close-up of a salt water cove on the byway. 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.

Visitors benefit from this improvement by getting a very close-up look at a salt water cove with abundant wildlife and working landscape for fishermen. Interpretive signage would also 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)		
	<b>Justification:</b> 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 Jan 2001 4 Months	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation (MDOT)		
	<b>Justification:</b> 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 May 2001 4 Months	Const. - Turn-outs
	Responsible Party: Corridor Management Committee (CMC)		
	<b>Justification:</b> 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	Build turn-out improvements	01 Mar 2002 4 Months	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation (MDOT)		
	<b>Justification:</b> This work will entail limited improvements in landscaping, access management, guardrails, signage and vegetation control. The improvements will increase safety for cars stopping at this facility.		
005	Install directional and interpretive signage	01 Apr 2002 2 Months	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation (MDOT)		

## Section H: Work Plan (Continued)

005	<p><b>Justification:</b>          Directional signage, as indicated in the directional signage plan, should provide visitors with adequate notification of turn-outs. The line of site for this turn-out 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 Preble Cove ecosystem.</p>
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## Section I: Budget

Line Item	Description	Total Cost	Request Amt.
001	Needs assessment	\$550	\$440
002	Preliminary engineering / design	\$15,000	\$12,000
003	Planning and State permitting	\$2,000	\$1,600
<b>Totals</b>		<b>\$17,550</b>	<b>\$14,040</b>

Difference between Total Cost and Requested Amount is \$3510 or 20.0% of total.  
 Total Match from Section J is \$3510 or 20.0% of total.  
 These two amounts must be equal for the Budget and Match sections to be complete.

For your information, 80% of Total Cost is \$14040, and 20% of Total Cost is \$3510.  
 Your match amount cannot be less than 20% of Total Cost.

## Section J: Match Breakdown

Source	Description	Type	Value
Maine Department of Transportation		Cash	\$3,510
<b>Total</b>			<b>\$3,510</b>

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## Section K: Project Coordinator

Coordinator Name Barbara Shanahan		
Agency/Group Schoolic 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 of Turnout
- Photograph of the Site
- Conceptual sketch of the turnout facility