



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 Gateway Turn-out at Prospect Harbor	Project No. ME-0
	Applicant's Reference No. 10
Project Year 2001	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Route 186, Mile 27.2, Prospect Harbor, Maine	
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 creation of a new turn-out or improvement of existing parking at the byway head terminus in Prospect Harbor at mile 27.2. This site would provide parking for persons wanting to see a working harbor, one of the last remaining sardine-canning factories and other local attractions. Requirements for this site will include surfacing, landscaping, wooden guardrails, marking parking spaces, direction and interpretive signage and an ADA compliant restroom. Directional signage will be required to provide drivers with adequate warning of the turn-out.

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

Section G: Project Narrative (Continued)

"Turn right on Route 186 continue until your reach Prospect Harbor at mile 27.2. This is the end of the second designated portion of the byway. Prospect Harbor is the busiest of Gouldsboro's harbors. Stinson's Seafood Company, a sardine cannery and major employer for the area, is located on the right as you enter the harbor area. Driving along the harbor's edge, you'll notice a variety of fishing boats moored in the harbor. The working lighthouse located across the harbor was commissioned by George Washington and is owned by the Navy. The property is rented out to visiting military personnel throughout the year. You will pass the Gouldsboro town office and the Gouldsboro Women's Club, with views of Prospect Harbor still visible on the right." (Schoodic CMP, 2000)

This will be the entrance to the Sullivan-Schoodic Scenic Byway for the Westbound traffic. Three potential sites have been identified in Prospect Harbor and a preliminary informal evaluation is underway to determine the merits, feasibility and costs of each. A turnout/parking lot is required in Prospect Harbor for several reasons. As the eastern entrance to the Byway, signage and informational handouts will introduce visitors to the Byway and show them its route and features. The site is also of interest in itself and brochures and signage will describe the sights in the harbor including the lobster boats, the boat's gear used to drag for shrimp, scallops and mussels. It will also note the boats used by the scuba divers to harvest sea urchins which are shipped to Japan where they are eaten raw as a delicacy. It will point out Stinson's sardine cannery, one of the few remaining such factories on the coast.

As the only substantial public parking site for several miles in either direction, it will be a place where people can leave their automobiles and campers if they wish to use their bicycles to explore the Byway. In future years this is a site that could be used as a terminal for guided bus tours for people to take around the Byway, thereby enriching their experience while reducing traffic flow and improving safety. Since there are no public rest rooms in the vicinity, toilets are necessary at this site.

First Year

1. Needs assessment
2. Identification and ranking of alternative sites and services
3. Preliminary engineering and design
4. Planning and State Permitting

Second Year

1. Construction engineering
2. The site will be acquired or rights to an existing site will be secured.
3. Site will be paved and parking spaces will be marked as needed
4. Scenic turnout guardrails and parking lot markings will be completed.
5. ADA compliant toilet facilities will be installed.
6. Installation of interpretive and directional signage
7. Construction and siting of a small, unattended information kiosk

Third Year

1. If the pilot program which will be completed at the western (Taunton River) end of the Byway indicates sufficient demand, seasonal educational demonstrations of local clamming, worming and lobstering occupations will be held.

Section G: Project Narrative (Continued)

2. Similarly, if demand is shown to be sufficient, a local company will be encouraged to use the site as a terminal for a guided bus tour around the Byway.

PROJECT BENEFITS

The Prospect Harbor terminus to the Schoodic Scenic Byway will provide visitors with the opportunity to learn about this very scenic location as well as the rest of the byway. Most visitors coming from the south will enter through the Taunton Bay entrance. For them the Prospect Harbor terminus will provide the opportunity for visiting local sites and planning the next leg of their journey. Visitors from the Canadian Maritimes and persons who are taking a leisurely return trip are likely to enter from this eastern entrance. Prospect Harbor is also the site of summer events, such as Schoodic Arts for All concerts, that will draw visitors from many directions.

The Village of Prospect Harbor has a number of parking areas that are used only sporadically. If a partnership solution is identified in the first year, then the cost of upgrading these facilities may be small in comparison to the benefits to the Town of providing services such as a visitor information, public restroom and picnic area.

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		
	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		

Section H: Work Plan (Continued)

003	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	Complete land acquisition	01 Jan 2002 3 Months	Const. - Turn-outs
	Responsible Party: Corridor Management Committee		
	Justification: The proposed Prospect Harbor area has a substantial amount of available parking, but these parking areas are used by a variety of community organizations and lack services such as interpretive signage and a public restroom. If an existing site cannot be modified, then land will be purchased in a voluntary transaction with the owner. In this case a major issue to be settled will be who takes ownership of the land and how it will be maintained in the future.		
005	Construct turnout facility	01 Apr 2002 3 Months	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation		
	Justification: The extent of construction will depend on the site selected. Existing parking lots would require only minor improvements such as landscaping, signage, the information kiosk and an ADA restroom facility. A new site will require more substantial improvements, including a graded parking lot.		
006	Install directional and interpretive signage	01 Aug 2002 1 Month	Const. - Turn-outs
	Responsible Party: Maine Department of Transportation		
	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 other than near the sardine factory. Signage will help		

Section I: Budget

Line Item	Description	Total Cost	Request Amt.
001	Needs analysis	\$800	\$640
002	Preliminary engineering / design	\$22,500	\$18,000
003	Plan review and State permitting	\$3,500	\$2,800
Totals		\$26,800	\$21,440

Difference between Total Cost and Requested Amount is \$5360 or 20.0% of total.
 Total Match from Section J is \$5360 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 \$21440, and 20% of Total Cost is \$5360.
 Your match amount cannot be less than 20% of Total Cost.

Section J: Match Breakdown

Source	Description	Type	Value
Maine Department of Transportation		Cash	\$5,360
Total			\$5,360

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 Total Match from Section J is \$5360 or 20.0% of total.
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For your information, 80% of Total Cost is \$21440, and 20% of Total Cost is \$5360.
 Your match amount cannot be less than 20% of Total Cost.

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 Gateway Scenic Turnout