



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 Gateway Turnout at Taunton Bay Bridge	Project No. ME-0
	Applicant's Reference No. 2
Project Year 2001	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Mile 0, Taunton Bay, Western Gateway to Schoodic Byway	
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 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 lays the groundwork for creating the primary, western gateway to the Schoodic Scenic Byway. Pending further local input, the gateway will include a scenic view, unattended information kiosk, ADA compliant restroom facility, interpretive and directional signage. Several potential sites exist for this facility. Activities to be pursued in the 2000-2001 fiscal year include identifying the best site(s) balancing cost, safety, environmental impact and effectiveness in meeting the needs of visitors, preliminary engineering and site design, and the approval and permitting process. Land acquisition and construction will be funded in year 2.

Section G: Project Narrative

WHAT THIS PROJECT IS ABOUT

The Schoodic Scenic Byway Corridor Management Committee (CMC), made up of volunteers and elected representatives from each of the three participating towns and the Acadia National park has reached the stage of implementing the corridor management plan (CMP) for Route 1 and Route 186 in eastern Maine. One of the activities identified in the corridor management plan is providing better management of tourism in the region. To that end, this project provides a gateway scenic turnout and rest stop to orient visitors to the downeast Maine, providing them with the information that they need to take full advantage of local sites and activities and to provide a public restroom that is sorely lacking in this region.

The Sullivan-Schoodic Scenic Byway begins at the Taunton River Bridge for eastbound traffic. A turnout and rest area is required here for several reasons. As the western entrance to the Byway, this site will be the primary gateway for visitors. Trip counts indicate that an annual average of 7,274 vehicles pass this point every day. Traffic during peak summer tourism season averages 50% higher than the annual figure. Traffic levels have increased by approximately 20% over the last 10 years.

Crossing the bridge visitors enjoy a sweeping panoramic view of Taunton Bay on both sides. The wetlands scattered around Taunton Bay have been identified by the US Department of the Interior as 1 of 14 sites in Maine that warrant protection due to value, scarcity and vulnerability. These freshwater and saltwater wetlands are important fish and bird habitats. The State Natural Heritage Program, however, has not identified any rare plant communities to the natural areas or critical areas program. In 1991, the Friends of Taunton Bay, a non-profit grassroots organization, produced the Taunton Bay Regional Inventory for the Vicinity of Taunton/Hog/Egypt Bays, Young's Bay, and Carrying Place Inlet, a regional inventory of the scenic, historic and natural features of Taunton Bay.

Many tourists arriving in this downeast region have little information about the region and miss many opportunities to learn and recreate. The gateway will provide educational signage and informational handouts to introduce visitors to the Byway and show them its route and features. The Taunton River Bridge site is also of interest in itself. Brochures and signage will describe its reversing tidal river and falls, its use by Indians from pre-history through the 1700s and its role in the early French-English period of settlement. As the only substantial public parking site for several miles in either direction, this site 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 site could be used as a terminal for guided bus tours to take people around the Byway, further enriching their experience while reducing traffic flow and improving safety. Since there are no ADA accessible public rest rooms in the vicinity, restroom facilities are recommended for this site.

At least three sites may be considered for location of the gateway scenic turn-out. The first site (1) is located approximately 200 feet prior to the bridge on the south-eastern side of Route 1. This site is privately owned, is currently being used as a gravel mine and is approximately 7,500 square meters, or .75 hectares (1.8 acres). This location does not provide ocean views from most the site, but views are available within a short walk. The second site (2) is vacant State-owned property located approximately 50 feet from the bridge on the north-west side. The site affords excellent views and is substantial in size. Traffic entering the byway would be required to turn left in order to access this site. The third site is located very soon after crossing the bridge into Sullivan. It is located on the south-east side of Route 1 and affords a good view of the River and Bay. This site is smaller than the other two and is not pictured below.

FIRST YEAR:

We expect to accomplish the following during the first year.

1. Assess needs, in terms of likely activities, space requirements, needed infrastructure, etc. based on projected demand for the gateway facility
2. Identify alternative sites that can satisfy these needs

Section G: Project Narrative (Continued)

3. Conduct preliminary engineering and environmental analysis
4. Assure local political oversight and permitting at all stages

SECOND YEAR

1. Land acquisition
2. Selection of construction contractor(s)
3. Construction of facilities
4. Installation of Educational / Interpretive signage
5. Installation of directional signage, including driver advisory, facilities directions and parking limitations

THIRD YEAR

1. Experiment with temporary informational kiosk or a seasonal information booth to determine if demand exists for permanent facilities.
2. Work with civic organizations to determine the interest in and practicality of beginning hourly demonstrations of local occupations (e.g. clamming, worming, lobstering) / at an area adjacent to the site during June, July and August.
3. Work with local business to determine the need/practicality of instituting a Byway guide/bus service to take people around the Byway who wish to learn more about the area.

WHO WE ARE AND WHAT WE HAVE ACCOMPLISHED

[NOTE: This section is presented once, but may be applied to all Schoodic Byway Grant Requests for Scenic Turnout Improvements.]

The Schoodic Scenic Byway Corridor Management Committee (CMC) is an outgrowth of the Sullivan-Schoodic Corridor Advocacy Group (CAG). Members include one or more elected Selectmen from Sullivan, Gouldsboro and Winter Harbor as well as representatives from the Acadia National Park, local planning boards, the regional Chamber of Commerce, local businesses and residents. In addition to serving as an inter-municipal coordinating committee, the CMC works as a subcommittee of the Maine Regional Transportation Advisory Committee (RTAC) for Hancock and Washington Counties. These two affiliations enable us to provide an upward flow of information to the Maine Department of Transportation about local needs, preferences and opportunities. The CMC also brings back to our communities information about State programs in areas such as access management, bicycle planning, historic preservation and tourism. This region of Maine has lagged much of the State in income, employment and business opportunities. By working simultaneously with local, State and Federal governments, the CMC has enabled three towns to work together and realize opportunities that have been missed in the past.

Some examples of our accomplishments include:

- Organized the CAG to advocate state and national recognition for our unique scenic, natural and cultural resources
- Forged an alliance between three towns and Acadia National Park to document our resources and create a regional vision for the corridor
- Built credibility for the byway by partnering with residents, local businesses and through direct participation of elected representatives of the towns
- Wrote a Corridor Management Plan which has been adopted by the State Byway Board that will provide participating towns with a greater voice in future transportation and land-use decisions made at the State level
- Participated in numerous public events, including festival days, town meetings and educational forums to spread the word about Scenic Byways and educate our citizens

PROJECT BENEFITS

A gateway facility for the Schoodic Byway is likely to provide several benefits. Traffic flow is

Section G: Project Narrative (Continued)

improved through the area as visitors find a safe and convenient place to pull off of the State highway, learn about the opportunities available to them in the region, study maps and interpretive brochures and visit the rest-area before plunging into the byway. Traffic can be quite heavy during the summer and accidents will be avoided when visitors know where they are going and thus reduce the number of spontaneous stops along these narrow roads. Residents and local businesses also benefit from the opportunity to use the rest rooms, picnic area and possibly use the kiosk for promotional brochures.

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: Corridor Management Committee		
	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.		

Section I: Budget

Line Item	Description	Total Cost	Request Amt.
001	Needs assessment for prospective gateway facility	\$1,000	\$800
002	Preliminary engineering and design	\$35,000	\$28,000
003	Plan review and State permitting	\$5,000	\$4,000
Totals		\$41,000	\$32,800

Difference between Total Cost and Requested Amount is \$8200 or 20.0% of total.
 Total Match from Section J is \$8200 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 \$32800, and 20% of Total Cost is \$8200.
 Your match amount cannot be less than 20% of Total Cost.

Section J: Match Breakdown

Source	Description	Type	Value
Maine Department of Transportation		Cash	\$8,200
Total			\$8,200

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 Total Match from Section J is \$8200 or 20.0% of total.
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 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 Chair	
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
Scenic Byway Coordinator

Date

Matching Funds Certification

Deane Van Dusen
Former State Byway Coordinator

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 Turn-out Location
- Photograph of Proposed Sites
- Conceptual Sketch of Gateway Turn-out Facility