



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 Winter Harbor Park and Ride	Project No. ME-0
	Applicant's Reference No. 9
Project Year 2001	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Moore Road, mile 15.5, Winter Harbor, Maine between Route 186 and Acadia National Park Entrance	
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 on Moore Road at mile 15.5 between Route 186 and the entrance to Acadia National Park. This site would provide parking for persons wanting to bicycle the Schoodic Loop, leave their recreational vehicles and walk or drive cars or mopeds. This project includes: 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)

The jewel of the Sullivan-Schoodic Scenic Byway is the Schoodic Point segment of Acadia National Park. Traffic proceeds at very relaxed pace as everyone takes their time to absorb and enjoy the scenery and ambiance of this the most beautiful part of Maine's rockbound coast. But parking is extremely limited. During days in the summer, there is sometimes no safe convenient place to park automobiles let alone campers or a motor homes.

A parking place in Winter Harbor near the entrance to Acadia National Park would provide a place where visitors could switch to bicycles in order to enjoy the Park to its fullest without the worries of driving and not finding a parking space. Motor homes pulling automobiles or mopeds could leave the motor homes behind. This parking facility would also provide interpretive signage describing the pre- and early history of the peninsula as well as more recent use as a center for Naval Communications, fishing and low impact tourism.

Currently there are only two public restroom facilities on the peninsula, at Frazer Point and the end of Schoodic point. These facilities are small and currently not ADA accessible. As such, ADA accessible restroom facilities are recommended for the Winter Harbor parking area.

The rise in interest among visitors in bicycle and sea-kayak rentals suggests that providing a parking facility near the peninsula might spawn business expansions to meet these demands. Also, with the permission of the Park Service, shuttle busses - perhaps with guides - may someday circle the loop and thus reduce the traffic flow. The recent announcement of a privately run ferry service between Bar Harbor and South Gouldsboro will provide visitors with the opportunity to travel throughout the Acadia National Park system entirely by public transit and bicycles.

First Year

1. Conduct needs assessment
2. Conduct preliminary engineering
3. Conduct a public review and obtain all necessary State permits.

Second Year

1. Acquire site
2. Conduct construction engineering
3. Construct parking facility
4. Construct ADA compliant restroom facility
5. Construct picnic facilities if called for in final plan
6. Install directional and interpretive signage

Third Year

1. As road improvements are built, encourage this as a parking site for bicyclists wishing to ride the Schoodic Loop.
2. Work with potential service providers to determine feasibility of rental bicycle, kayak, and other services.

PROJECT BENEFITS

Visitors benefit from this improvement by having a location to unload bicycles, mopeds and trailers in

Section G: Project Narrative (Continued)

order to visit the Schoodic Peninsula unencumbered. The ADA compliant out house provides a needed service to the region as well. Interpretive signage would provide visitors with the opportunity to learn more about the history and working landscape. The Park Service benefits with a reduction in vehicular traffic in the Schoodic loop, in particular a reduction in large motor homes and trailers. Local residents may also use this site as a starting point for bicycling the 18 miles Schoodic loop road. This parking facility has the potential to be a park and ride facility connecting ferry service, the park and the village of Winter Harbor with hoped-for seasonal transit services.

Section H: Work Plan

Line Item	Task/Milestone Description	Start Date/ Duration	Work Category
001	Needs assessment	01 Jan 2001 2 Months	Const. - Rest Areas
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. - Rest Areas
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. - Rest Areas
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	Site acquisition	01 Jan 2002 2 Months	Const. - Rest Areas
Responsible Party: Maine Department of Transportation			

Section H: Work Plan (Continued)

004	Justification: The proposed Moore Road site is currently private property. Land will be purchased in a voluntary transaction with the owner. A major issue to be settled will be who takes ownership of the land and how it will be maintained in the future.		
005	Construction Engineering	01 Feb 2002 2 Months	Const. - Rest Areas
	Responsible Party: Maine Department of Transportation		
	Justification: The Corridor Management Committee will contract with an engineering firm to complete detailed designs of the Moore Road byway turnout. These designs will be necessary in order to proceed with construction.		
006	Submit final designs for review by town planning boards and MDOT.	01 Apr 2002 1 Month	Const. - Rest Areas
	Responsible Party: Corridor Management Committee		
	Justification: This is the final check with Town planning boards and MDOT to assure that designs are compliant with local and state regulations. Environmental permits should not be a problem as this area is well drained and not located near wetlands or shore lands.		
007	Construction of parking facility	01 May 2002 3 Months	Const. - Rest Areas
	Responsible Party: Maine Department of Transportation		
	Justification: This site will require fairly significant work, including tree removal, leveling, etc.. Construction starting in the spring should be substantially complete in time for the 2002 tourist season. Construction includes parking facility, picnic tables, and restroom facility. A water supply should be included if conditions permit.		
008	Install directional and interpretive signage	01 Jun 2002 1 Month	Const. - Rest Areas
	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, but signage will help to reduce unsafe, impulsive decisions which characterize current use of existing turnouts.		

Section I: Budget

Line Item	Description	Total Cost	Request Amt.
001	Needs assessment	\$1,048	\$838
002	Preliminary engineering / site design	\$37,500	\$30,000
003	Plan review and State permitting	\$4,000	\$3,200

Section I: Budget (Continued)

Line Item	Description	Total Cost	Request Amt.
Totals		\$42,548	\$34,038
<p>Difference between Total Cost and Requested Amount is \$8510 or 20.0% of total. Total Match from Section J is \$8510 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 \$34038, and 20% of Total Cost is \$8510. 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	\$8,510
Total			\$8,510
<p>Difference between Total Cost and Requested Amount is \$8510 or 20.0% of total. Total Match from Section J is \$8510 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 \$34038, and 20% of Total Cost is \$8510. 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
- Aerial Photograph of the Location
- A Conceptual Diagram of the Scenic Turnout