

Project Summary 2002

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 May 25, 2001	Division Submission Date Jun 29, 2001
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Project Info

Project No. SB-2002-ME-13	Project Name Schoodic Byway Interpretive Signage
Project Year 2002	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Signage placements at scenic turn-outs, rest areas along entire 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 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

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

Interpretive Information

Project Category (Continued)

Is this application a copy of a previously submitted application or a revision of a prior non-funded application?

Yes

Ready-to-Go

Prior Projects

FHWA Proj No.	Year	Project Name	Amount	Status
SB-2001-ME-10	2001	Schoodic Byway Preble Cove Scenic Turn-out	\$14,040	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-11	2001	Schoodic Byway Winter Harbor Park and Ride	\$34,038	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-2	2001	Schoodic Byway Corridor Planning and Administration	\$24,000	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-5	2001	Schoodic Byway Flanders Bay Scenic Turn-out	\$14,640	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-6	2001	Schoodic Byway Frenchmans Bay Scenic Turn-out	\$96,640	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-7	2001	Schoodic Byway Gateway Turn-out at Prospect Harbor	\$21,440	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-8	2001	Schoodic Byway Gateway Turn-out at Taunton Bay Bridge	\$32,800	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-9	2001	Schoodic Byway Long Cove Scenic Turn-out and Rest Area	\$17,520	Started
		Project Coordinator: Barbara Shanahan		

Project Abstract

This project places a series of approximately 14 interpretive / educational signs along the Schoodic Scenic Byway. These signs provide visitors with a deeper understanding of the scenic and natural resources of the region and the adaptation of the local population with their working landscape. Signs will be single-legged pedestals placed at each of the scenic turn-outs, the gateways to the Schoodic Reserve Lands and two historical sites. The signs will be designed to tell a story about the byway for visitors traveling from one location to the next.

Project Narrative

WHAT THIS PROJECT IS ABOUT

"Two themes that really distinguish this byway from any other are the working landscape and tremendous scenery. This plan seeks to balance the need for economic development in the region with protection against the loss of traditional occupations in resource-based industries and protection of the spectacular view along the byway. These two themes will be emphasized throughout this corridor management plan."

Unlike other parts of Maine that have been developed with intensive, tourism oriented businesses, the proposed scenic byway passes through a working landscape of lobstering, clamming, blueberry barrens, timberland and home-based entrepreneurship. Locally produced goods made by artisans and crafters are sold through small shops and yard sales. Along the Schoodic Scenic Byway one can find historic lodging as bed and breakfasts, cabins and campgrounds. Local businesses have changed over the years, but preserve the tradition of small entrepreneurs.

The scenery along the proposed byway is unmatched. The byway passes through villages and waterfronts, including Sullivan Harbor, Winter Harbor, Birch Harbor and Prospect Harbor. Visitors to the scenic byway can observe Taunton Bay, Preble Cove, Reversing Falls, Frenchman Bay, Mill Pond, Long Cove, Flanders Stream and Flanders Bay, Jones Pond, Jones Cove and open views of the Atlantic Ocean. In addition to eleven different bodies of water, there are views of mountains, islands, fields of blueberry, wildflowers, ducks, eagles, osprey, historic buildings and light houses and more." (Schoodic CMP, 2000)

Educational signage located at the turnouts will explain the view to the visitor as well as briefly describe its significance to the history of the area. This will add depth to the visitor's appreciation of the nature of the area beyond its wonderful scenery. The Byway committee will select themes and draft content for each educational sign. A private contractor will design and construct each sign. Each sign will contain a map of the Byway, an annotated picture of the scene from the turnout and a brief commentary. Optimally, sign placement will coincide with turn-out improvements as scheduled in the turn-out project plans.

FIRST YEAR

1. Form an interpretive signage sub-committee of the CMC to complete detailed planning of interpretive program.
2. Contract services from interpretive specialists for overall design of the interpretive signage program. These services may be provided by specialists from Acadia National Park or private consultants.
3. Committee works with MDOT, Acadia National Park, historical societies and town governments to develop interpretive language
4. Mock-up signs created and reviewed by concerned parties
5. Request bids for manufacture of interpretive signage. Award contract.

Project Narrative (Continued)

6. Begin installation of interpretive signage as turnouts are upgraded.

SECOND YEAR

1. Continue installation of interpretive signage as turnouts are upgraded
2. Propose additional educational signage if appropriate.

CURRENT DESIGN CONCEPT

The recommended layout for each sign includes three parts. One portion of the sign presents a map of the location, showing where you are and the surrounding land features. The likely base would be a USGS topographic map. Another portion of the interpretive sign is dedicated to a short narrative describing natural resources and human adaptation. The third portion is an illustration of a local plant, animal or natural feature. The National Scenic Byway and Schoodic logos will be displayed in a corner of the sign.

Design and install signs at the following turn-out locations as turnout improvements permit. Sample narratives are listed below.

1. Taunton Bay

Welcome to the Western terminus of the Sullivan-Schoodic Scenic Byway. You will find informative signs similar to this at scenic turnouts along the Byway. During the last Ice age the glacier shaped the land into some of the world's most beautiful and spectacular coastline. The scenic byway lets us share our history and way of life with you. So grab a brochure and get your camera ready.

You are now at a place that has been called Waukeag since before the arrival of Europeans. The name refers to a place where a glacial ridge (a kame) crosses the river -- a few hundred yards downstream from here. Indians lived here for thousands of years and clams they dug from the tidal flats formed a staple of their diet. Since the shells can take thousands of years to deteriorate large shell-heaps can still be seen. Shell-heaps are an important archeological landmark, so we ask that you take nothing but pictures.

Although forts and trading posts were here much earlier, villages and towns weren't established until the mid-1700s. Forest products, farming and fishing were the primary occupations until very recently. In the Schoodic region you can still see and even try your hand at traditional our traditions. Don't forget your boots!

2. Preble Cove

Preble Cove is a good example of a small salt water estuary, fed both by tidal changes and a freshwater stream. These estuaries provide important environment for aquatic reproduction. Clams and fish find a shelter from the turbulence of the ocean. Beavers can be seen in this cove, where they have adapted to tides and salt water.

At low tide much of this cove is drained, leaving an expanse of mud, locally called "flats". These flats provide birds with mollusks, worms, insects and other delicacies. Local "clammers" and "wormers" can be seen digging through the mud at low tide with "rakes". This form of wild harvest remains an important way of making a living.

3. Frenchman Bay (Near Dunbar's Store)

Frenchman Bay was explored by Portuguese, English, Spanish and French explorers in the early 1500s.

Project Narrative (Continued)

Vikings may have visited hundreds of years earlier. The Bay was named by the English who saw (and avoided) a French man-of-war moored there. Cadillac Mountain and other mountains on Mt. Desert Island can be seen in the background.

Immediately in front of you near the bottom of this hill on Miramar Road is a monument to Colonel Paul Dudley Sargent who fought in the Revolutionary War and is said to be one of the planners of the Boston Tea Party.

4. Long Cove

A tidal cycle (rise and fall) is about 12 ½ hours so high tide is about an hour later each day. Along this part of the coast the height of the tide (low tide to high tide) varies somewhat with the average being roughly 10 vertical feet. In gently sloping coves like this, hundreds of yards can be exposed at low tide.

When the tide is low people dig into the mud for “steamer” clams which are used as fried clams, for chowders and for steaming. Different kinds of clams are used for raw on-the-half-shell appetizers.

People also dig large marine worms (clam worms and blood worms) which are sold around the world to sports fishermen. Clamming and worming are important industries in Maine.

5. Flanders Bay (near Young’s store)

Frenchman's Bays' many islands and coves have provided shelter for fishing and military vessels for nearly 500 years. During the 1800s it was the winter anchorage of the U.S. Navy in the North Atlantic. Before the English gained dominance in the area, the French maintained a small fort on the shore not far from this site.

Cadillac Mountain on Mt. Desert Island is in the background. Cadillac was named by the French explorer of that name. The island got its name from the French because it appeared (wrongly) to be “deserted”. Local pronunciation of the island’s name is as in the word desert(ed) rather than as in the term (Sahara) Desert.

6. Schoodic Park Entrance (Moore Road)

Acadia National Park is distributed across several islands and peninsulas. The Schoodic portion is a low impact zone, where you are invited to drive or bicycle along the park loop road or walk along designated trails. If you brought your bicycle, this is a great place to leave your car behind and peddle the 18 mile loop. Be forewarned, not far ahead this road becomes a one way park road. One you start down the loop, you will not be able to return the same way. This map indicates some of the highlights you can see along the way.

While touring the peninsula you will see a variety of natural and built environments. Frazer Point, just as you enter the Park, was an Indian summer campsite for thousands of years. The first non-Indian settler was Thomas Frazer, a black, who owned a salt works there in the late 1700s. Several other families lived on Schoodic Point during the 1800s. The locations of their houses are still identifiable by the apple trees they planted. Further down the peninsula you will see Schoodic Point. Please be careful to keep back from the waves. Many sites along this portion of the Schoodic Scenic Byway are described in brochures available in this kiosk and from the National Park Service.

7. Prospect Harbor

Welcome to Eastern terminus of the Sullivan Schoodic Scenic Byway. You will find informative signs similar to this at scenic turnouts along the Byway.

Project Narrative (Continued)

Prospect Harbor is the largest of the fishing villages in the town of Gouldsboro. Local boats fish for lobsters for most of the year. During some seasons they also drag for shrimp, scallops and mussels. Stinson's cannery is the largest employer in the area. The sardines (herring, before they are canned) are mostly caught by larger boats operating far offshore.

Sea urchin fishing is one of the newer industries. Using scuba gear and wet suits, local fishermen collect sea urchins from the seabed. The urchins are shipped to Japan where they are eaten raw as a delicacy.

PROJECT BENEFITS

There are many levels on which to appreciate the Schoodic Byway. Tourists will enjoy their time in the region with its combination of beautiful seashore and relaxed pace. The scenic quality of the region invites many questions, particularly the adaptations of man to the landscape. One means for answering these questions and thereby moving visitors to a higher level of understanding is providing interpretive signage that explains a little bit about the history, environment and way of life. Residents will benefit from these signs as well, as they too will learn more about where they live and will be able to refer visitors to this series of educational way stations along the byway.

Work Plan

Line Item	Task/Milestone Description	Start Date/ Duration	Work Category
001	Planning for graphic design and narrative development and location	01 Jan 2002 6 Months	Interpretive Information
	Responsible Party: Corridor Management Committee (CMC)		
	Justification: The corridor management committee will work with MDOT, Acadia National Park, paid consultants and HCPC to identify satisfactory content and locations for the proposed interpretive signs. Interpretive specialists with Acadia National Park will assist in determining themes and suitable content for each sign. The committee will also consider hiring a consultant to develop themes, content and narratives for the signs.		
002	Presentation of design proposals to Town planning boards.	01 May 2002 2 Months	Interpretive Information
	Responsible Party: Corridor Management Committee		
	Justification: The affected towns, MDOT and other State agencies will have an opportunity to review the content and location. This will provide yet one more check to assure that signs meet local sign ordinances and that the content is accurate and widely accepted.		
003	Construction of signs	01 Jul 2002 4 Months	Interpretive Information
	Responsible Party: Maine Department of Transportation		
	Justification: Construction can proceed as soon as the content, style and location decisions have been made. The anticipate style will be a single leg, pedestal that can be read from a standing position by		

Work Plan (Continued)

003	children, adults and persons on wheelchairs. The potential for braille content will also be studied.		
004	Installation of signs	01 Nov 2002 2 Months	Interpretive Information
	Responsible Party: Maine Department of Transportation		
	Justification: Actual placement of signs will be timed to coincide with construction of new and improved scenic turn-outs. The earliest that this is anticipated is June of 2002. In some cases the signs will not be placed until June, 2003.		

Budget

Line Item	Description	Total Cost	Request Amt.
001	Develop and award contract for narrative/pictorial development	\$10,000	\$8,000
002	Graphic / Narrative Element Design	\$7,500	\$6,000
003	Construct and install interpretive facilities	\$45,000	\$36,000
Totals		\$62,500	\$50,000

Match amount (total cost - requested amount) is \$12,500 or 20.0% of total.
Match accounted for in Match Breakdown is \$12,500 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 \$50,000, and 20% of Total Cost is \$12,500.
Your match amount cannot be less than 20% of Total Cost.

Match Breakdown

Source	Description	Type	Value
Maine Department of Transportation		Cash	\$12,500
Total			\$12,500

Total from items above: \$12,500 or 20.0% of total.
Match amount from Budget: \$12,500 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 \$50,000, and 20% of Total Cost is \$12,500.
Your match amount cannot be less than 20% of Total Cost.

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

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 Bret Poi		
E-mail Address bret.poi@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

Signatures

State Scenic Byways Agency

Bret Poi
Maine Scenic Byways Coordinator

Date

Matching Funds Certification

Bret Poi
Maine Scenic Byways Coordinator

Date

Congressional Members

Associated States

State	Senators
ME	Collins, Susan Snowe, Olympia

State Representatives

State	District	Representative
ME	2	Baldacci, John Elias

Attachments

- USGS Map Indicating Signage Locations
Electronic version:  [sb1vistas2.jpg](#)
- Sample DRAFT Interpretive Sign
Electronic version:  [IntSignSampe.doc](#)