

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-7	Project Name Schoodic Byway Gateway Scenic Turnouts
Project Year 2002	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Scenic Turnout Projects Along 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

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

Project Category (Continued)

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

No

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 continues the effort to provide improved scenic turnouts and parking facilities along the Schoodic Scenic Byway. During the first year of implementation projects were initiated to identify needs and perform preliminary engineering on existing and proposed locations. This grant will help to realize construction of priority projects to meet the needs of residents and tourists for safe access to scenic views, unattended information kiosks, an ADA compliant restroom facility, interpretive and directional signage.

Project Narrative

WHAT THIS PROJECT IS ABOUT

The Schoodic Scenic Byway Corridor Management Committee (CMC), including residents, local business owners, voluntary organizations and elected representatives from each of the three participating towns and representation of Acadia National Park supports planning and implementation in concert with local elected government. A primary activity identified in the corridor management plan is providing better management of tourism in the region. This project improves scenic turnouts and rest stops 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 an ADA compliant restroom that is sorely lacking in this region.

The attached map indicates some of the most notable scenic vistas available along the byway. These sites are popular places for drivers to pull off, take pictures and walk along the shore. In the absence of advanced notice and with inadequate space, cars and recreational vehicles make spontaneous decisions to slow-down or stop, creating the conditions for serious accidents. More often, visitors are frustrated by their inability to stop and enjoy the region, being forced to drive on with a line of cars behind and not much information about what lies ahead.

Basic needs identified for the byway include:

FACILITIES

- * Paved aprons that permit cars to decelerate and safely leave the roadway at scenic turnouts
- * Adequate parking based on estimated demand and available space
- * At least one ADA compliant restroom or outhouse facility on the byway
- * Limited picnic facilities located at one or more scenic locations
- * Unattended information kiosks at the byway gateway areas for distribution of maps and informational brochures

SIGNAGE

- * Adequate signage notifying drivers of scenic turnouts ahead
- * Gateway signage informing visitors that they are entering a national scenic byway
- * Directional signage indicating turns required to stay on the byway.
- * Interpretive signage that educates visitors about this unique regions history, culture and natural resources (The interpretive signage funding is requested in a separate grant application)
- * Gateway flagpoles (already funded under a separate grant program)

LANDSCAPING

- * Vegetation management to retain open salt-water vistas
- * Earth moving to increase useable space and safe access for some turnouts
- * Low maintenance perennials to buffer parking, rest rooms and picnic facilities
- * Attractive guardrails for turnouts that control parking without disturbing scenic vistas

Proposed Directional Signage

Timeline:

Project Narrative (Continued)

2002 Design and construct all directional signage except that associated with turnouts that are not ready for use.

2003 Maintenance

2004 Maintenance

Progress to date: Currently the Schoodic Scenic Byway has no byway signage.

Funding request: \$16,000 is requested for 2002.

The Schoodic Scenic Byway winds along two-lane roads for most of its length. The rapidly changing scenery, changes in road names and route numbers and subtle or hidden vistas contribute to driver confusion, frustration and unsafe driving maneuvers. Many vacationers pass through this region without realizing that they have arrived in a great place for recreation. They may drive hours further than necessary and still wonder what's so special about downeast Maine. A key to getting drivers to slow down and appreciate the unique resources of the Schoodic Scenic Byway is strategically placed directional signage that alerts them to the possibilities.

A map is attached to this document that illustrates the approximate locations for recommended directional signs. These signs provide visitors with adequate warning of turnouts and indicate locations where they will need to proceed straight or turn to stay on the byway. Two formats should be considered. The format preferred by the CMC would include a small logo for the Schoodic Scenic Byway, a small logo indicating national designation and an arrow indicating direction to proceed. An alternative would be a text-based sign stating Schoodic Byway and indicating direction of travel.

Proposed Turnout Projects

*** Taunton Bay Gateway ***

Timeline:

2001 Needs assessment, site selection, preliminary engineering

2002 Construction of gateway sign and interim facility as possible

2003 Complete construction

2004 Test options for increased services

Progress to date:

* site selected

* needs analysis underway

* environmental planning initiated

* preliminary engineering pending

Funding request: \$20,000 requested for 2002 for construction of a gateway sign.

Description:

The Schoodic Scenic Byway for eastbound traffic begins at the Hancock-Sullivan Bridge on Taunton Bay. 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

Project Narrative (Continued)

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.

Three locations sites were considered for the gateway scenic turn-out. The preferred site is owned by the Maine Department of Transportation (MDOT) and is located on the western terminus of the byway, approximately 50 feet from the Hancock-Sullivan bridge on the north-west side. The site affords excellent views of Taunton Bay and is substantial in size. The site is currently vacant and undergoing environmental remediation. A recent inspection by MDOT staff indicates that following remediation, this site will be suitable as a scenic turnout.

*** Preble Cove ***

Timeline:

2001 Needs assessment, feasibility analysis, preliminary engineering
2002 Complete preliminary engineering as needed
2003 Construction - as needed
2004 Maintenance as needed

Progress to date:

* Needs assessment underway

Funding request: No additional funds requested for 2002.

There are two 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, and construction of a scenic turnout should be coordinated with road reconstruction.

*** Frenchman Bay ***

Timeline:

2001 Needs assessment, preliminary engineering, construction

Project Narrative (Continued)

2002 Finish construction as needed
2003 Maintenance

Progress to date:

- * Needs assessment underway
- * preliminary engineering pending

Funding request: No additional funds requested for 2002.

"Route 1 currently has a highway sign indicating a "Scenic Turnout 500ft ahead." Be sure to pull over at the turnout (mile 1.5) to experience the views of Sullivan Harbor leading to Frenchman Bay. In the distance, you will see the magnificent mountains of Acadia National Park (ANP) located on Mount Desert Island. From this turnout, you will have a view of a small-town park and Miramar Road below. This park contains a monument to Colonel Paul Dudley Sargent, who fought under George Washington, was a distinguished member of the Council of Massachusetts, and is said to have helped plan the Boston Tea Party. The park was donated by the Sullivan Harbor Foundation. On each side of Route 1, and particularly if you drive down Miramar Road, you will see historic houses that were private summer cottages. The Dunbar house was also a seasonal restaurant until the early 1940's. The Edgewater Cabins were built in the 1930's. If you have a boat, you may want to put in at the town landing located on Miramar Road." "Pulling back onto Route 1, you'll pass Dunbar's General Store on the right. If you happen to pass through this stretch during the spring or summer seasons, you will be treated to seeing bright patches of lupines that color the roadside. To the left are historic homes that served as inns in the early 1900's, offering visitors grand views of Sullivan Harbor and Frenchman Bay. At mile 1.9, you'll enjoy another panoramic view of the coastline and Cadillac Mountain." (Schoodic CMP, 2000)

There is already a small designated scenic turnout, measuring approximately 460 square meters, on the Schoodic Scenic Byway at mile 1.5 near Dunbar's store. This site offers the best elevated view along the Byway of Frenchman's Bay and Cadillac Mountain. The turnout is currently quite narrow with limited room for deceleration and acceleration. Additionally, tree tops and limbs in adjacent land limit the view from the turn-out. This project will improve the existing site through landscaping, vegetation management, replacing deteriorated wooden guardrails and placement of interpretive signage. The size of the current turn-out may be expanded as permitted by current state ownership and right of way. Tree growth along the shoreland is blocking some of the vista. Property owners will be asked to work with the Corridor Management Committee to identify ways to enlarge views of the water while protecting the owners privacy and property value.

Because funding for preliminary engineering and construction was granted for 2001, no additional funds are sought for this turn out.

*** Long Cove ***

Timeline:

2001 Needs assessment, capacity assessment, preliminary engineering
2002 Complete preliminary engineering
2003 Construction
2004 Maintenance

Progress to date:

- * needs assessment underway
- * alternative location analysis underway
- * preliminary engineering pending

Project Narrative (Continued)

Funding request: No additional funds requested for 2002.

"Proceeding along Route 1, you will find a quaint picnic area (mile 2.8). The state-maintained area provides amenities including a toilet, picnic tables, and barbecue grill. From this spot, you'll enjoy a panoramic view of Long Cove. At low tide, you will see the local people clamming and worming in the expansive tidal flats. Both of these occupations are important to the local economy." (Schoodic Byway CMP, 2000)

The turnout at Long Cove at mile 2.8 on the Schoodic Scenic Byway allows visitors to watch the ebbing tide expose hundreds of yards of tidal flats as it drops ten vertical feet. It also affords them a chance to watch clammers and wormers at work. A trail leads down to the shore providing limited public access to the water and tidal flats. The small turnout has tree-covered picnic tables in an attractive park area.

This site's major shortcoming is the small size of its parking area with limited potential for expansion. The existing wooden guardrails are deteriorated and should be maintained or replaced. This site offers the only public restroom (outhouse) on the Route 1 portion of the Scenic Byway, but the facility is deteriorated and is not ADA compliant. Cars that are unable to enter this turnout stop on the narrow gravel shoulders in order to enjoy the view.

Two alternatives are under consideration for Long Cove. One is to improve the current site, including interpretive and directional signage and limited expansion of size. The second alternative would be to relocate this turnout to nearby MDOT-owned land.

Funds requested for this year are for modest renovation of the turn-out and expansion of the parking area.

*** Winter Harbor Park and Ride ***

Timeline:

2001 Needs assessment, site selection, preliminary engineering, test passenger shuttles and ferry services

2002 Complete Preliminary engineering

2003 Construction

2004 Maintenance

Progress to date:

* Needs assessment underway

* preferred site selected, but acquisition uncertain and probably delayed during Naval base decommissioning

* preliminary engineering delayed.

Funding request: No additional funds are requested for 2002.

The jewel of the Schoodic Scenic Byway is Acadia National Park Schoodic Point. 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. Parking is extremely limited. During the summer, the parking areas can be overfilled, leaving no safe, convenient place to park automobiles, campers or and motor homes. A parking facility in Winter Harbor would provide a place where visitors could unload their cars from their recreational vehicles, switch to bicycles or walk in order to enjoy the traditional New England Village and Acadia National Park.

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

Project Narrative (Continued)

tourism. Currently there are two public restroom facilities in the park, at Frazer Point and Schoodic point. Both facilities are new and ADA accessible. However, the village portion of the byway does not have a public facility.

The rise in interest among visitors in bicycle and sea-kayak rentals suggests that providing a parking facility near the village and the park might spawn additional business expansions. Also, with the permission of the Park Service, shuttle busses - perhaps with guides - may someday circle the loop and thus reduce the traffic flow. A privately run ferry service between Bar Harbor and Winter Harbor began service in 2001 and will operate again in 2001. A parking facility will be needed by person wishing to travel from Winter Harbor to Bar Harbor. Visitors with the opportunity to travel throughout the Acadia National Park system entirely by public transit and bicycles.

The preferred site is a multifamily housing complex owned by the US Navy and located next to the byway in the Village of Winter Harbor. The housing will be vacated by the Navy as of June, 2002 and possibly sooner as part of the Schoodic Naval Base closure. The Schoodic Corridor Management Committee is working with the Town of Winter Harbor and other local organizations to propose appropriate alternative uses for this site. Current estimated demand for these apartments is low. In addition to creating a parking facility, alternative uses proposed for these buildings include an arts center, community policing station, Chamber of Commerce and storage facilities for the town government. Private uses are favored by the town to enhance the property-tax base.

*** Prospect Harbor ***

Timeline:

2001 Needs assessment, site selection, initiate preliminary engineering

2002 Complete preliminary engineering, construct gateway sign

2002 Construction - as determined in needs analysis and preliminary engineering

2003 Maintenance

Progress to date:

* Needs assessment underway,

* site selection alternatives narrowed,

* preliminary engineering on hold pending town decision on location.

Funding request: \$15,000 requested for 2002 for construction of a gateway sign.

"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 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

Project Narrative (Continued)

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, this turnout will be a place where people can leave their automobiles and recreational vehicles if they wish to use their walk, drive their tow-behind cars or ride 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.

WHO WE ARE AND WHAT WE HAVE ACCOMPLISHED

Members of the Schoodic Scenic Byway Corridor Management Committee (CMC) 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 affiliations enable the CMC to provide an upward flow of information to the Maine Department of Transportation about local needs, preferences and opportunities. The CMC also informs communities about State programs in areas such as access management, bicycle planning, historic preservation and tourism. Eastern Hancock County lags behind the State in income, employment and business opportunities. These 'downeast' towns are small, resource based and far more influential when working together than standing alone. The CMC promotes cooperation among the three towns for joint planning and development activities.

Some examples of our accomplishments include:

- * Organized the CMC 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 all three towns and approved by the State Byway Committee providing 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

Directional signage is an integral component of other enhancements to the Schoodic Scenic Byway. Turn-outs that lack signage are frequently missed by drivers, reducing the benefits of traveling the byway. The intent of warning signs is to alert drivers to slow down and prepare to pull-off. Once drivers have reached a turn-out safely, directional signs provide users with some guidelines, such as length of stay limits (typically 2 hours) and overnight parking restrictions. Additional signage is intended to keep drivers on track and let them know of opportunities such as side-trips and parking areas that will improve their visit.

Turnout and parking facilities for the Schoodic Byway provide benefits for residents and visitors.

- * Traffic is quite heavy during the summer and accidents often result from spontaneous stops at unsafe locations along these narrow roads. Safety and traffic flow are improved as current narrow and unsafe gravel shoulders are replaced with paved aprons, directional signage and visitor information.
- * The local economy benefits as visitors learn more about scenic, cultural, recreational, dining and

Project Narrative (Continued)

lodging opportunities available in the region

* Visitors benefit with a better coordinated experience involving maps and brochures indicating scenic locations, interpretive signage, rest areas and other amenities.

* Residents and local businesses benefit from the availability of ADA compliant rest rooms, picnic areas, public access to the water and the synergy created by our partnerships.

Work Plan

Line Item	Task/Milestone Description	Start Date/ Duration	Work Category
001	Complete Preliminary Engineering	01 Jan 2002 6 months	Facilities: Turn-outs
Responsible Party: MDOT			
<p>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.</p> <p>Preliminary engineering was funded during the 2001 grant cycle. The process has been delayed by changes in MDOT staffing, the complexity of handling byway funds and delays in road reconstruction and environmental mitigation at some locations along the Schoodic Byway. While some of the proposed scenic turn-out sites should have completed engineering plans at the close of 2001, others will probably not be completed until mid-year 2002. Because this stage is funded, no additional resources are requested for preliminary engineering.</p>			
002	Plan review, State Permitting and Local Oversight	01 Jan 2002 6 months	Facilities: Turn-outs
Responsible Party: HCPC			
<p>Justification: A premise of the Schoodic Scenic Byway Corridor Management Plan is local participation and control. 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.</p>			
003	Turn-out Construction	01 Mar 2002 8 months	Facilities: Turn-outs
Responsible Party: MDOT			
<p>Justification: Provided that needs information, preliminary engineering studies, local and state approval are</p>			

Work Plan (Continued)

003	<p>forthcoming, construction is the next logical step in completion of the turnout improvement program identified in the Corridor Management Plan.</p> <p>Construction is anticipated to begin during the spring of 2002 and continue through the fall as conditions permit. Construction for the Frenchman Bay turnout was funded in the 2001 grant cycle, and no additional funds are sought for this turnout in 2002. Construction is proposed to begin in three additional locations, the Taunton Bay Gateway, the existing Long Cove turnout and the Winter Harbor park-and-ride. MDOT will supervise all work, though use of private construction contractors is possible. All work will be approved in advance by the host communities and will be consistent with preliminary engineering specifications unless changes have been approved locally and by MDOT.</p>		
004	Interpretive Signage Planning, Design and Construction - under separate grant proposal	01 Jan 2002 8 months	Interpretive Information
Responsible Party: CMC			
<p>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.</p> <p>The affected towns, MDOT and other State agencies will have an opportunity to review sign 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. Construction of the signs can proceed as soon as the content, style and location decisions have been made.</p>			
005	Interpretive Signage Placement - under separate grant proposal	01 Jun 2002 12 months	Interpretive Information
Responsible Party: MDOT			
<p>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.</p>			
006	Gateways and Directional Signage Construction and Placement	01 Jun 2002 6 months	Facilities: Turn-outs
Responsible Party: MDOT			
<p>Justification: Gateway signs, proposed for the Taunton Bay and Prospect Harbor ends of the Byway will be constructed during 2002. Directional signage will be placed as soon as turnouts are completed. Each sign will be designed to provide drivers with adequate time to prepare to pull over. Design will conform to MDOT standards with a generic message such as "Schoolic Scenic Byway Turn-out 1/2 Mile." Additional directional signage indicating the direction of the byway, particularly at intersections will also be required.</p>			

Budget

Line Item	Description	Total Cost	Request Amt.
001	Directional Signage	\$16,000	\$12,800
002	Taunton Bay Gateway Sign	\$20,000	\$16,000
003	Prospect Harbor Gateway Sign	\$15,000	\$12,000
Totals		\$51,000	\$40,800

Match amount (total cost - requested amount) is \$10,200 or 20.0% of total.
 Match accounted for in Match Breakdown is \$10,200 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 \$40,800, and 20% of Total Cost is \$10,200.
 Your match amount cannot be less than 20% of Total Cost.

Match Breakdown

Source	Description	Type	Value
Maine Department of Transportation		Cash	\$10,200
Total			\$10,200

Total from items above: \$10,200 or 20.0% of total.
 Match amount from Budget: \$10,200 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 \$40,800, and 20% of Total Cost is \$10,200.
 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 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

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 Turn-out Locations
Electronic version:  [sb1vistas2.jpg](#)
- USGS Map Indicating approximate locations for directional signage
Electronic version:  [sb1dirsign2.jpg](#)