

Project Summary 2003

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 20, 2002	Division Submission Date Jun 26, 2002	State Priority 5
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Project Info

Project No. SB-2003-ME-50557	Project Name Schoodic Byway Gateway Facilities
Project Year 2003	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Hancock-Sullivan bridge gateway site	
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

If yes, for what year was the previous project submitted?

N/A

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			

Prior Projects (Continued)

FHWA Proj No.	Year	Project Name	Amount	Status
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 funds additional gateway improvements on the Schoodic Scenic Byway. Priority infrastructure includes interpretive signs, parking, picnic facilities, outhouse and septic tie-in.

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 continues the process of improving 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:

SIGNAGE

- * Gateway signage informing visitors that they are entering a national scenic byway
- * Gateway flagpoles (already funded under a separate grant program)
- * Directional signage indicating turns required to stay on the byway.
- * Adequate signage notifying drivers of scenic turnouts ahead
- * 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)

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

LANDSCAPING

- * Vegetation management to retain open salt-water vistas
- * Earth moving to increase useable space and safe access for some turnouts

Project Narrative (Continued)

- * Low maintenance perennials to buffer parking, rest rooms and picnic facilities
- * Attractive guardrails for turnouts that control parking without disturbing scenic vistas

SIGNAGE

Timeline:

2002 Interpretive planning and construction of a limited number of interpretive signs for scenic turnouts. (Funded)

2003 Construction of gateway signs. (Funded) Additional construction and placement of interpretive signs. (Additional funding requested)

2004 Maintenance

Progress to date:

- * Text-only directional signage was posted along the Schoodic Byway in 2002. A State Scenic Byway logo is nearing completion and will be incorporated in future signage along the Schoodic Byway.
- * Gateway flagpole erected in 2002 on the Sullivan end of the gateway bridge. Inauguration of the flagpole planned to coincide with the 2002 Memorial Day Observances.

Funding request: \$20,000 for additional interpretive signs.

Proposed Turnout Projects

*** Taunton Bay Gateway ***

Timeline:

2001 Needs assessment, site selection, preliminary engineering (funded)

2002 Design and Construction of gateway sign (funded)

2003 Construction of facility after completion of environmental clean-up

2004 Test options for increased services

Progress to date:

- * site selected 2001
- * needs assessment completed 2002
- * environmental mitigation initiated by MDOT, but not completed
- * preliminary engineering pending

Funding request: \$80,000 requested for creation of parking area, picnic area and ADA restroom or outhouse.

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 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.

Project Narrative (Continued)

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.

In past funding applications, grants have been procured for preliminary engineering of this site and a combination gateway sign and un-staffed information kiosk. The 2003 request funds construction of a parking area, placement of picnic tables and construction of an ADA accessible outhouse. This outhouse may be upgrade to a flush toilet restroom facility if the existing water and septic systems are found to be useable following environmental remediation.

*** Prospect Harbor Gateway ***

Timeline:

2001 Needs assessment (completed)

2002 Complete preliminary engineering, construct gateway sign (funded)

2003 Construction - as determined in needs analysis and preliminary engineering

2004 Maintenance

Progress to date:

* Needs assessment completed in 2002.

* site selected in 2002.

* Town approved limited matching funds for incremental creation of unified visitor parking area and restroom facility.

Funding request: \$40,000 for expansion of parking area, landscaping and septic system improvements.

"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." (Schoolic CMP, 2000) This site is currently used for numerous arts classes and cultural events, particularly during the late July Schoolic Arts for All Festival. In 2001 the Town of Gouldsboro acquired the Women's Club, located next to the Town Office

Project Narrative (Continued)

Building. The town now hopes to unify parking between these two buildings, link the septic systems and create a public restroom facility. They are hope to work with the Schoodic Byway Corridor Management Committee to make this facility a gateway for the byway. A photograph has been attached indicating the area to be redesigned.

This facility will be the entrance to the Schoodic Scenic Byway for the Westbound traffic. An expanded 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, 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.

PROJECT BENEFITS

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 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	Develop and construct additional interpretive signs	01 Jan 2003 6 months	Interpretive Information
Responsible Party: Corridor Management Committee			
<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</p>			

Work Plan (Continued)

001	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.		
002	Plan review, State Permitting and Local Oversight	01 Jan 2003 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	Construction of Gateway Improvements	01 Mar 2003 8 months	Facilities: Turn-outs
	Responsible Party: MDOT		
	<p>Justification: Provided that preliminary engineering studies, local and state approval are forthcoming, construction is the next logical step in completion of the gateway improvement program identified in the Corridor Management Plan.</p> <p>Construction is anticipated to begin during the spring of 2003 and continue through the fall as conditions permit. Construction is proposed to begin in two locations, the Taunton Bay Western Gateway and the Prospect Harbor Eastern Gateway. MDOT and the participating towns will supervise work.</p>		

Budget

Line Item	Description	Total Cost	Request Amt.
001	Interpretive Signage	\$28,000	\$22,400
002	Improvements to Taunton Bay Eastern Gateway	\$85,000	\$68,000
003	Improvements to Prospect Harbor Western Gateway	\$60,000	\$48,000
Totals		\$173,000	\$138,400
<p>Match amount (total cost - requested amount) is \$34,600 or 20.0% of total. Match accounted for in Match Breakdown is \$34,600 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 \$138,400, and 20% of Total Cost is \$34,600. Your match amount cannot be less than 20% of Total Cost.</p>			

Match Breakdown

Source	Description	Type	Value
Maine Department of Transportation		Cash	\$29,600
Town of Gouldsboro		Cash	\$5,000
Total			\$34,600
<p>Total from items above: \$34,600 or 20.0% of total. Match amount from Budget: \$34,600 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 \$138,400, and 20% of Total Cost is \$34,600. Your match amount cannot be less than 20% of Total Cost.</p>			

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 (207) 667-2099	
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 Environment		
State Scenic Byways Coordinator Bret Poi		
E-mail Address bret.poi@state.me.us		
Phone (207) 624-3104	Fax (207) 624-3101	
Street Address 16 State House Station		
City Augusta	State ME	ZIP 04333-0016

Signatures

State Scenic Byways Agency

Bret Poi
Senior Landscape Architect

Date

Matching Funds Certification

Bret Poi
Senior Landscape Architect

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 Western Gateway Location
Electronic version:  [USGSTaunton.jpg](#)
- USGS Map Indicating Eastern Gateway Location
Electronic version:  [USGSprospectharbor.jpg](#)
- Photograph of Prospect Harbor Site
Electronic version:  [prospectparkingcomposite.JPG](#)