

# Project Summary 2004

## 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 <i>not submitted yet</i>	Division Submission Date <i>not submitted yet</i>	State Priority <i>not prioritized</i>
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### Project Info

Project No. SB-2004-ME-51244	Project Name Schoodic Byway Gateway Facilities
Project Year 2004	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Hancock-Sullivan bridge gateway site and Prospect Harbor 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: <a href="mailto:flandersbay@acadia.net">flandersbay@acadia.net</a>	

\*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

## 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	Completed
		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		
SB-2002-ME-4	2002	Schoodic Byway Corridor Planning and Administration	\$24,000	Started
		Project Coordinator: Barbara Shanahan		
SB-2002-ME-7	2002	Schoodic Byway Gateway Scenic Turnouts	\$40,800	Started
		Project Coordinator: Barbara Shanahan		

## Prior Projects (Continued)

FHWA Proj No.	Year	Project Name	Amount	Status
SB-2003-ME-50284	2003	Schoodic Byway - Corridor Management Plan Implementation	\$24,000	Started
		Project Coordinator: Barbara Shanahan		
SB-2003-ME-50556	2003	Schoodic Byway Marketing Program	\$16,000	Started
		Project Coordinator: Barbara Shanahan		
SB-2003-ME-50557	2003	Schoodic Byway Gateway Facilities	\$138,400	Started
		Project Coordinator: Barbara Shanahan		

## Project Abstract

This project funds gateway improvements on the Schoodic Scenic Byway. The Western Hancock-Sullivan Gateway receive a small, sheltered information and interpretive kiosk. The Prospect Harbor Gateway places an existing six-foot model lighthouse with interpretive materials at the gateway site.

## Project Narrative

### WHAT THIS PROJECT IS ABOUT

A primary objective identified in the Schoodic National Scenic Byway corridor management plan is providing better management of tourism in the region. This project continues the process of improving the gateway facilities to orient visitors to the downeast Maine, providing them with the information that they need to take full advantage of local sites and activities. The major western gateway, the Hancock-Sullivan Bridge spanning Taunton Bay, will receive a small, sheltered information and interpretive kiosk. The eastern gateway will create a foundation and small fence to mount a locally designed and constructed scale model lighthouse.

### Time line:

2000 Corridor management plan completed. Schoodic Scenic Byway gains state and national designation.

2001 First byway grants received. Work begins on needs detailed assessment. Presentation on Intelligent Transportation Systems delivered at Portland, Oregon National Scenic Byways Conference.

2002 Needs assessment completed outlining overall needs for residents and byway visitors and projects that will help to satisfy these needs. Placement of temporary text-only byway signs. Gateway flagpole erected in 2002 on the Sullivan end of the gateway bridge. Inauguration of the flagpole held during Memorial Day Observances.

2003 State and local interpretive planning for a limited number of interpretive signs along the scenic turnouts. Placement of new byway directional signs. Vegetation management and construction initiated for some scenic turnouts. Design and construction of gateway signs.

2004 Begin reconstruction of Route 1, a pre-requisite to construction of the western gateway rest area. Construction and placement of interpretive signs at locations where road reconstruction is not imminent. Completion of turnout upgrade at Long Cove. Construction of eastern gateway facility in Prospect Harbor.

## Project Narrative (Continued)

2005 - 2006 Completion of gateway facility at Taunton Bay simultaneous to completion of Route 1 reconstruction in Hancock.

### Description:

The Schoodic Scenic Byway for eastbound traffic begins at the Hancock-Sullivan Bridge on Taunton Bay. This western entrance to the Byway is 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 and traffic volumes 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.

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 may 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. A bus tour was sponsored this year on National Scenic Byways Day during Discover Outdoor America Week.

The 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 will be used to stage reconstruction activities on this part of Route 1. Environmental remediation for oil-based contamination has been completed. MDOT staff have determined that 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 a small information kiosk. The 2004 request funds construction of a more substantial shelter where visitors can read interpretive materials, view maps of the region and pick-up brochures from area businesses. The Corridor Management Committee is particularly interested in a shelter that captures the flavor of a small railway station as this site was once Waukeag Station for trains carrying travelers to the Hancock-Bar Harbor Ferry and other steamship service.

### \*\*\* Prospect Harbor Gateway \*\*\*

"This is the end of the the byway. Prospect Harbor is the busiest of Gouldsboro's harbors. Connor'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." (Schoodic CMP, 2000)

This site is currently used for numerous arts classes and cultural events, particularly during the late July

## Project Narrative (Continued)

Schoodic Arts for All Festival. In 2001 the Town of Gouldsboro acquired the Women's Club, located next to the Town Office Building. The town is prepared to work with the Schoodic Byway Corridor Management Committee to enhance this gateway.

This facility will be the entrance to the Schoodic Scenic Byway for the Westbound traffic. The town has recently restored a very detailed six foot tall model of the Corea Light House visible from the shore nearby. The lighthouse will need a stable pedestal and a low fence surrounding it to discourage people from climbing on it.

Signage and informational handouts available nearby 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 Connors Sardine Cannery, the last of its type remaining on the Maine coast.

### 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 increased business activity in the town and a very attractive display by their town office.

### Work Plan

Line Item	Task/Milestone Description	Start Date/ Duration	Work Category
001	Assemble and present design alternatives for Taunton Bay Information Shelter	01 Jan 2004 3 Months	Byway Facilities
Responsible Party: Hancock County Planning Commission			
<b>Justification:</b> In order to start the design phase of this project, HCPC will assemble examples from other state and national parks and wayside facilities. Local involvement will include gathering historic photographs and two public venues (open Corridor Committee meeting and interactive web site) for public input on the alternatives.			
002	Refine shelter design	01 Apr 2004 3 Months	Byway Facilities
Responsible Party: MEDOT, HCPC, Corridor Committee			
<b>Justification:</b> This step includes more specific decisions about form and function of the proposed			

## Work Plan (Continued)

002	information shelter. Factors to be considered include visual appeal, construction and maintenance costs, durability, weather proofing, security, potential for upgrading to a staffed facility, landscaping, etc..		
003	Site planning, permitting and local planning	01 Jun 2004 3 Months	Byway Facilities
	Responsible Party: Hancock County Planning Commission		
	<b>Justification:</b> Some sections of this rest area fall within the shore land zone. The shelter should not be constructed in the shore land. Even so, it may be necessary to go through local and state permitting for construction. This step will involve presenting designs and site plans to the Town of Hancock Planning Board and acquiring all necessary approvals.		
004	Construction of Taunton Bay information shelter	01 Sep 2004 9 months	Byway Facilities
	Responsible Party: MEDOT or contractor		
	<b>Justification:</b> The goal is to have the selected facility ready to open in the summer of 2005. This deadline is dependent on completion of reconstruction of Route 1 by this site which may be completed in 2004, but may cross into the 2005 construction season. The shelter may be constructed off-site and moved to the location when landscaping (already funded) is completed.		
005	Review of design alternatives for Prospect Harbor Lighthouse	01 Jan 2004 3 Months	Byway Facilities
	Responsible Party: Town of Gouldsboro and HCPC		
	<b>Justification:</b> As the primary structure has already been built, this project designs the pedestal, fencing and landscaping around the lighthouse. Local involvement will drive this process with participation by the Gouldsboro Select Board and the local historical society. HCPC will facilitate the process and provide examples of similar structures.		
006	Local maintenance agreement signed by stakeholders	01 Apr 2004 1 Month	Byway Facilities
	Responsible Party: Town of Gouldsboro and HCPC		
	<b>Justification:</b> The Town of Gouldsboro will agree to maintaining this facility, but can count on support from the local garden club, historical society and byway corridor committee.		
007	Construction of facility	01 Apr 2004 3 months	Byway Facilities
	Responsible Party: Town of Gouldsboro and MEDOT		
	<b>Justification:</b> Most of the difficult work is complete. This project can be carried out by local contractors under MEDOT supervision.		

## Budget

Line Item	Description	Total Cost	Request Amt.
001	Planning, public involvement and permitting	\$5,000	\$4,000
002	Preliminary design	\$2,500	\$2,000
003	Architectural design	\$10,000	\$8,000
004	Information Shelter Construction	\$40,000	\$32,000
005	Model Light House	\$5,000	\$0
006	Lighthouse base, fence and landscaping	\$2,000	\$1,600
<b>Totals</b>		<b>\$64,500</b>	<b>\$47,600</b>

Match amount (total cost - requested amount) is \$16,900 or 26.2% of total.  
 Match accounted for in Match Breakdown is \$16,900 or 26.2% 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 \$51,600, and 20% of Total Cost is \$12,900.  
 Your match amount cannot be less than 20% of Total Cost.

## Match Breakdown

Source	Description	Type	Value
Maine Department of Transportation		Cash	\$11,900
Town of Gouldsboro	Estimated value of the model lighthouse	Materials	\$5,000
<b>Total</b>			<b>\$16,900</b>

Total from items above: \$16,900 or 26.2% of total.  
 Match amount from Budget: \$16,900 or 26.2% 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 \$51,600, and 20% of Total Cost is \$12,900.  
 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 (207) 667-2099	
Street Address 22 Harbor View Drive		
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 Poi Bret		
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

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## Congressional Members

### Associated States

State	Senators
ME	Collins, Susan Snowe, Olympia

### State Representatives

State	District	Representative
ME	2	Michaud, Michael H.

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## Attachments

- USGS Map Indicating Western Gateway Location (Site #2)  
Electronic version: [USGSTaunton.jpg](#)
- USGS Map Indicating Eastern Gateway Location  
Electronic version: [USGSprospectharbor.jpg](#)

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