



Project Summary 2009

SB-2009-ME-55814: Schoodic Byway
Gordon's Pier Recreational Access

State Submission Date

Mar 4, 2009

Division Submission Date

Mar 13, 2009

State Priority

2

This application must be completed online at <http://www.bywaysonline.org/grants/>, and submitted electronically and in printed form.

Project Category

Which category best describes the location of this project?

- Project that is associated with a highway that has been designated as a National Scenic Byway, All-American Road, or one of America's Byways.
- Project along a State or Indian tribe scenic byway that is carried out to make the byway eligible for designation as a National Scenic Byway, an All-American Road, or one of America's Byways.
- Project that is associated with the development of a State or Indian tribe scenic byway program.
- Project along a State or Indian tribe scenic byway.

Choose from the following categories of eligible work the type that best fits your project.

- Byway Programs
- Corridor Management
- Safety Improvements
- Byway Facilities
- Access to Recreation
- Resource Protection
- Interpretive Information
- Marketing

Is this application a resubmission of an unfunded project from a previous year?

- Yes
- No

Project Location

State(s) involved in project:

Maine

Indicate the byway's regional location within the State. Reference prominent landmarks such as parallel major highways, natural features, counties, or large cities, that makes the byway(s) easy to locate in a road atlas.

Located in coastal down east Maine on US Route 1 and State Route 186 and includes the towns of Sullivan, Gouldsboro and Winter Harbor.

Briefly describe the project's location(s) on the byway using references to route numbers, byway gateway communities, project location communities and landmarks so any reviewer can identify the project sites.

Gordon's Pier is located on Taunton Bay in the Town of Sullivan across from the Schoodic Byway Gateway facility. The granite wharf is visible 500 feet west of the Taunton Bay Bridge. The location is indicated in the attached map.

Associated Byways

State	Byway Name
ME	Schoodic Scenic Byway

Is this project consistent with the Corridor Management Plan(s) for the byway(s) involved?

- Yes
- No / CMP not available

Congressional Districts

State	District	Representative (at time of application)
ME	2	Michaud, Michael H.

Abstract

Project Description

Complete the sentence "This project will..." before adding remaining information.

This project will contribute to the preservation of a historic granite wharf once used to load locally mined granite onto sailing and now will be Taunton Bay's first public access facility for launching boats and other recreational activities. Byway funding will compliment local commitments and a generous contribution from a local land trust by adding interpretive signage, benches and other visitor amenities.

Byway Benefits

Complete the sentence "This project benefits the byway traveler by..." before adding remaining information.

This project benefits the byway traveler by turning a soon-to-be acquired public site into a learning and recreational facility. The historic significance of Gordon's Pier is already highlighted in two byway interpretive signs located in the Taunton Bay gateway facility and attached to this proposal. Travelers will now have a place to come closer to the water, in fact many will chose to launch their boats from the wharf and explore Taunton and Hog Bays, totaling more than 10 square miles of highly significant tidal habitat with abundant wildlife and scenery. Interpretive signage will provide visitors with information about the history of granite, shipping, fishing and natural resources.

Narrative

Project Summary

Completely describe all the major elements of your proposed project in a concise but complete summary.

This project is a collaboration between the Town of Sullivan, the Frenchman Bay Conservancy (FBC) and the Schoodic National Scenic Byway to provide residents and visitors with public access to Taunton Bay. Despite the bay's large dimensions, unique assets and economic important, there are not public access points other than hand launch locations for kayaks and canoes.

The Town of Sullivan and FBC are providing this unique and historic wharf for public access for area fishermen, residents and visitors. The wharf is located on relatively calm waters just west of the Taunton Bay Bridge and directly across from the Schoodic National Scenic Byway gateway facility in the Town of Hancock. This property is a unique historic asset, but just as important, it is a unique location that can provide public access to Taunton Bay.

The Schoodic National Scenic Byway wishes to be a partner in this project by creating visitor amenities that will be needed to help this facility to achieve its educational and recreational potential.

Accordingly, the project is relatively easy to describe:

- 1) Property is acquired by the Town of Sullivan with financial support from tax payers and the Frenchman Bay Conservancy.
- 2) Structural improvements to the pier and parking areas are made using local and byway funds to assure safe access and parking.
- 3) Visitor amenities are installed using byway funds, to include local granite blocks to serve as benches, interpretive panels highlighting historic and natural resource values of this site and Taunton Bay, way-finding information and other amenities as specified in a final design to be created by the Maine Department of Transportation.

Benefit to Byway Traveler

Describe how the proposed project will benefit a byway traveler, add to their travel experience or fulfill an important objective of your CMP.

The Schoodic National Scenic Byway Corridor Management plan highlights the significance of the regions working landscape based on down east Maine's unique mix of natural resources that include lobsters, blueberries, granite and timber. We recognize the importance of Taunton Bay in the CMP, and have installed several interpretive signs celebrating local history, natural resources and architecture of the Taunton Bay area. Gordon's Wharf is a highly significant granite pier that is highlighted in one of these panels as seen from across the bay.

Traveler will now have the opportunity to step out onto the wharf, to come closer to the water, to launch their boats from the wharf and explore Taunton and Hog Bays, totaling more than 10 square miles of highly significant tidal habitat with abundant wildlife and scenery. Adventurous boaters will have the opportunity to motor or paddle up to the town of Franklin, where they will find connections to the Blackwoods State Scenic Byway and the 82 mile Down East Sunrise Trail.

The Schoodic Byway Corridor Management Plan stresses the importance of preserving local assets while educating residents and visitors about the intrinsic values on the Schoodic Byway. Our maritime and mining industries literally met at Gordon's Pier, a multi-modal center for this region in its time. We have ample historic information preserved by the Sullivan Historical Society, some of which is already incorporated in our interpretive materials. New interpretive signage at Gordon Pier will provide visitors with greater detail about the history of granite mining, shipping, as well as fishing and lumbering that also used this facility.

The CMP also stresses the importance of developing year-round economic development. A key to building our local economy is creating facilities that serve the recreational needs of visitors and the economic needs of local businesses. Public access to Taunton Bay is a win-win project that opens more than 10 square miles of tidal water for small craft and provides added access for local clammers and worm diggers who make their living on the tidal flats while providing local cuisine and fishing bate (in that order!) for visitors.

More information about this project and the Schoodic National Scenic Byway is available online at www.schoodicbyway.org.

Prior Projects

Describe any relationship between this project and previously funded National Scenic Byways Program grant projects. In addition, discuss how the proposed work relates to any multi-year work plan byway leaders have developed.

The Gordon's Pier project is a tight fit with several prior byway projects. One of the key outcomes of Planning and Administration funding was the development of a Needs Assessment in 2002 and an interpretive plan in 2004. Both of these documents lay out strategies for guiding visitors along the byway and emphasize Taunton Bay as the major gateway onto the byway.

The gateway projects funded in 2001 and 2003 are being completed this spring, and highlight the bay and Gordon's Pier. The interpretive signage funding, awarded in 2005 created three signs that face Gordon's Pier from the gateway facility and highlight historic transportation including sailing ships, ferries and the historic "singing" bridge.

This project implements a key missing link in our byway, to provide visitors with public access to Taunton Bay. Despite the enormous coastline of this 10 square mile bay, there are not good locations launching small boats. This facility will finally address this gap in our infrastructure and open a wide range of new recreational activities.

Project Coordinator

Please provide contact information for a person responsible for this project.

Name: James Henry Fisher

Title: Senior Planner

Organization: Hancock County Planning Commission

Address: 395 State Street
Ellsworth, ME 04605

Phone: (207) 667-7131

Fax: (207) 667-2099

E-mail: jfisher@hpcme.org

Work Plan

Milestone/ Task	Start Date	Duration	Responsible Party	Justification
Establish funding agreement with State	AAD*			
Town dedicates Gordon's Pier Site for public access	AAD + 1 day*	180 days	Lynn Dunbar, Sullivan Town Administrator	The Town of Sullivan and the Frenchman Bay Conservancy are working to acquire the Gordan's Pier property and pay all legal expenses. The town will be the sole owner and will provide public access.
Site Improvements and landscaping	AAD + 180 days*	120 days	Lynn Dunbar, Sullivan Town Administrator	The site is well stabilized and has some space for parking and interpretation, but public use will require additional safety improvements, such as designated parking areas and landscaping. An aerial photograph and tax map of the site is included in the attachments.
Interpretive and informational signage	AAD + 180 days*	180 days	Jim Fisher, Hancock County Planning Commission	This site has important intrinsic historical and natural resource values. Three interpretive panels are proposed to highlight the history of mining and shipping, the natural resources found along Taunton Bay and recreational opportunities for people new to the region.
Site Amenities	AAD + 240 days*	120 days	Jim Fisher, Hancock County Planning Commission	The town plans to preserve a small house on this property and rent it to local tourism or other businesses. This would be an excellent site for kayak rentals, for instance. In order to make the site useful for day visitors, we propose to add a few basic amenities, such as granite benches or blocks mined from local quarries as well as improved space for picnics and birdwatching.

* AAD = Actual Award Date (estimated to be August 01, 2009)

Budget

Cost Breakdown

#	Description	Total Cost	Requested	Match
2.	Site improvements	16,000	4,000	12,000
3.	Interpretation	20,000	20,000	0
4.	Site Amenities	20,000	20,000	0
Total		\$56,000	\$44,000	\$12,000

Matching Funds

Source	Type	Description	Amount
Town of Sullivan	Cash		12,000
Total			\$12,000

Funding Allocation

Do the byways involved in the project cross any Federal Lands? (Check all that apply)

- Bureau of Indian Affairs
- Bureau of Land Management
- Fish and Wildlife Service
- National Park Service
- USDA Forest Service

If this project is selected for funding, please indicate your preference for carrying out the project (check one):

- FHWA allocates the funds for the project to the State DOT
- FHWA allocates the funds for the project to one of the Federal Land Management agencies marked above (provide contact information below)
- FHWA allocates the funds for the project to an Indian tribe or tribal government (provide contact information below)

If funding should be allocated to a Federal land management agency or Indian tribal organization, please provide contact information for that organization:

Name:

Title:

Organization:

Address:

Phone:

Fax:

E-mail:

Application Checklist

The following statements are for informative purposes. Please read and check each statement.

- I understand that this is a reimbursement program - funds are not available up-front.
- I have reviewed and responded to the Complete Application statements as outlined in the Grants Guidance.
- I have been in touch with the State scenic byway coordinator and have responded to recommendations or requirements of the State.
- I have verified with the State byway coordinator that this proposed project can receive authorization to proceed from the State and FHWA division before the end of the fiscal year for which the application is made.

Attachments

Use this as a checklist to verify that all attachments are provided with your printed application.



- Map of Schoodic National Scenic Byway**

This USGS map shows the location of the Schoodic National Scenic Byway and indicates the location of Gordon's Pier.

Digital version: [SB1_Overview_GordonsPier.pdf](#) (218.9 KB)



- Gordon's Pier USGS Map**

This map indicates the location of the proposed project on a USGS Map.

Digital version: [GordonPierUSGS030409.pdf](#) (248.6 KB)



- Gordon's Pier Close Up Aerial Photograph**

This aerial photograph indicates the location of the pier and highlights property map lines and natural surroundings.

Digital version: [GordonPierAerial_CloseUp030409.pdf](#) (501.8 KB)



- Gordon's Pier Interpretative Sign**

This photograph illustrates the view of Gordon's Pier from the Gateway Sign about Granite and Shipping.

Digital version: [GordonPierInterpretiveSignInstallation.JPG](#) (479.7 KB)



□ **Gordon Pier Interpretive Sign Content**

This image provides a close up of the content of the Gordon Pier interpretive panel that is installed across the bay at the Schoodic National Scenic Byway Gateway facility.

Digital version: [GordonPierInterpretiveSign.JPG](#) (196.2 KB)



□ **Gordon Pier Construction**

This photograph illustrates the large granite blocks from which the pier was constructed. Some work will be required to straighten blocks and create safe and efficient parking.

Digital version: [GordonPierConstruction.JPG](#) (241.5 KB)

Signatures

Application Completeness

I certify that this application is complete and correct, and is eligible for National Scenic Byways funding. (This should be completed by the State's scenic byways coordinator.)

Please print name: Duane A. Scott	Title: Scenic Byways Coordinator
Signature:	Date:

Matching Funds Certification

I certify that the matching funds for this project are available for use at the time of application.

Please print name: Duane Scott	Title: Maine State Byway Coordinator
Signature:	Date: