



Project Summary 2012

SB-2012-ME-56925: **Schoodic National Scenic Byway Kids Quest**

State Submission Date

Dec 19, 2011

Division Submission Date

not submitted

State Priority

1

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

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.

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 down east coastal Maine on US Route 1 and State Route 186 and includes the towns of Hancock, 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.

This project spans several existing byway scenic turnouts and recreation areas.

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 enhance rest areas and scenic turnouts on the Schoodic National Scenic Byway with new activities and interpretive panels designed to engage children and youth traveling with their families. Thematic interpretive activities such as archeological digs, granite mines, lobster boats and lighthouses will compliment signage about nature, history and "downeast" culture for kids.

Byway Benefits

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

This project benefits the byway traveler by creating activities to engage, educate and entertain entire families, making each successive scenic turnout a new opportunity for the kids and grown up kids to interact with the environment and local working landscape.

Narrative

Project Summary

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

The Schoodic Byway was granted national designation in 2000. At that time the corridor had virtually no public facilities outside of the Acadia National Park section. The only non-park scenic turnout was little more than a gravel shoulder overlooking partially wooded view of Frenchman Bay and Mount Desert Island in addition to one dilapidated rest area that was threatened with closure.

In the ensuing decade the corridor committee has worked with regional, state and national agencies to make dramatic improvements for visitors. The byway now has gateway facilities on the western and eastern termini, additional scenic turnouts and improved rest areas. Sixteen interpretive signs have been installed and three are pending installation. Visitors enjoy improved scenic views resulting from voluntary agreements with land owners to remove trees. Picnic facilities have been improved and international artisans have created large granite sculptures in several locations. Most recently a partnership agreement has created a new facility that includes a small classroom area and activities for organized groups of children. A map is attached indicating locations of new and improved visitor facilities. The Schoodic National Scenic Byway has become a point of great pride for the host communities.

Observations of visiting families suggests that we have a need and an opportunity to better engage young travelers in our byway's stories. Children are observed playing at our facilities, but not really engaging in the place nor grasping the stories that are told in our interpretive panels. The panels are very appropriate for adult and young adult travelers, but may not provide enough interactive content for children.

Accordingly, the corridor management committee, with support from regional and state planners, has prepared a simple plan of action to add kid-oriented venues to each of our scenic turnouts and rest areas.

Each of the turnouts presents a new opportunity for engaging kids.

Site 1: Tidal Falls, Hancock: a former lobster pound and site of a dramatic falls that reverses with rising and falling tides.

Concept: children learn about the ebb and flow of the "downeast" tide, with a vertical change of about 12' every six hours.

Facility: Storyboard about what causes tides, an electric tide clock that shows the current tide, a tidal ruler that indicates highest, lowest and current water level and a see-saw tide box.

Site 2: Taunton Bay Gateway, Hancock Route 1

Concept: Children learn about historic transportation routes including "Waukeag Station" that once served as a transfer point from rail to ferry and connecting to points downeast.

Facility: Short segment of railroad tracks with panels illustrating historic trains and river ferries. An information kiosk resembles a small historic rail station.

Site 3: Gordon's Wharf, Sullivan Route 1

Concepts: Lobstering for a living and Granite mining and shipping

Facility: A larger than life lobster trap. Standard size traps are approximately 3'2'1.5'. This trap will be more than double that size, giving kids a chance to see how

the trap works without getting trapped! A small mining exhibit will include a story board about granite mining, splitting, cutting and shipping located on Gordon's wharf, itself a granite "bone yard."

Site 4: Frenchman Bay Overlook, Route 1 Sullivan

Concept: A better look at work on the bay

Facility: A fixed, heavy duty telescope or binoculars (non-coin operated) that gives visitors a chance to watch lobster boats pulling traps, mussel draggers and other commercial fishing as well as area wildlife.

Site 5: Long Cove, Route 1 Sullivan

Concept: Ice Age Trail offers kids a chance to walk to the shore and see how glaciers left striations on the rocks. This location was at the edge where the last massive ice sheet met the sea. Children will learn about the icon of the last Ice Age, the woolly mammoth with pictures and a mock-archaeological site with a few large, imitation bones.

Facility: Woolly Mammoth story board and simulated bones protruding from the ground.

Site 6: Camp Moore, Main Street Winter Harbor

Concept: Beach combing, a lesson in natural recycling and challenge of preventing and collecting litter. Story board highlights impacts of litter on wildlife.

Facility: A small local park maintained by the town of Winter Harbor, close to the byway, will have a panel with information about things that wash-up on the Maine shore, including sea glass and lobster buoys as well as litter.

Site 7: Prospect Harbor Gateway Route 186 Gouldsboro - already features a scale model lighthouse and close proximity to the actual lighthouse as well as the historic Stinson's Sardine Cannery (now processing lobsters)

Concept: Maritime Navigation

Facility: A series of outdoor objects will give kids a chance to test their navigational skills as they visit a compass, lighthouse, lobster boat, anchor and other marine objects. The Maine Pine Tree Society will donate their labor and skills to construct an ADA accessible small, grounded lobster boat.

In addition to these seven small activity areas, there will be one informational sign at each gateway that lets families know what facilities kids will find on the byway. A "questing" challenge will be given for each of the sites to encourage kids to think about how these themes are interconnected.

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.

This proposal will benefit all byway visitors, but is particularly designed to benefit families traveling with children. Each of the seven sites provides interactive content geared to educate children about the interconnected themes of the Schoodic Byway, including the ocean tides and glacial history, fishing, granite mining, and ocean ecology. The unique geology, history and working landscape of downeast Maine will be a life-lesson for kids unaccustomed to tight connections between land, sea and making a living in this resource-based economy.

These interpretive sites are not playgrounds, but instill a sense of adventure and tactile interaction with our unique coastal environment. The kids quest will alert parents to several existing playgrounds and public parks along the byway if kids want a chance to swing or skateboard, but byway funds will not be used to improve these sites.

The Schoodic Byway Corridor Management Plan and Interpretive plan both emphasize the unique opportunity that we have to engage visitors in the challenges that our early settlers confronted on this rocky coast, beset by long winters, thin soils, rich sea life and dramatic beauty. The fourth big goal of the Corridor Management Plan is: * Promote Education On The Need For Resource Protection And Preservation Objectives expressed in the CMP include identifying and interpreting historical and natural resource assets along the byway.

The 2002 Needs Assessment identifies several specific educational objectives:

CMP GOAL 4: Promote education on the need for resource protection and preservation. 1) Prepare and distribute visitor brochures describing the byway 2) Place interpretive information at select locations along the byway a) Historic landmarks and museums b) Working landscape - blueberries, fishing, forestry, quarrying c) Geological features - such as indications of glaciation - "Ice Age Trail markers" 3) Assess potential for more intensive educational programs a) guided tours b) unattended and attended information kiosks

The 2004 Schoodic Byway Interpretive Plan identifies many of the specific themes in this proposal, including historic images and interpretive strategies. All Schoodic Byway planning documents are available online at www.schoodicbyway.info.

Travelers already have a lot more to enjoy on the byway as many elements of the CMP, Needs Assessment and Interpretive plan are implemented. This grant will bring these themes into focus for kids. As we provide more for them to discover, children will spin their own stories on their quest to discover tidal forces, lobster traps, mammoth bones, light houses and other iconography of the Maine coasts.

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.

This project builds on several, in fact most of the previously funded grants. We are not creating any new sites for visitors along the byway, but are enhancing most of the sites with new activities for young travelers. In 2001 we received our first grants and used these to create new facilities on Taunton Bay and Prospect Harbor, while restoring other underwhelming sites such as Frenchman Bay and Long Cove. Funds received in subsequent years helped us to establish scenic turnouts and rest areas, add interpretive signs, parking and privies and creating informational brochures and web content for byway travelers. At the same time the state has devoted far larger resources to improving the roadway and paving shoulders while the National Park Service and area conservation organizations have created significant new facilities on the byway. Our mission now is to make this great resource even more kid friendly.

Project Coordinator

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

Name: James H 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*			
Launch Byway Kids Quest Program	AAD + 1 day*	3 months	Barbara Shanahan, Schoodic Byway Chair	The project launch requires several steps including MaineDOT creating the contracts, decision of state or local project administration, and preparing a detailed project work plan. Delays at this stage, particularly in creating the relevant contracts can delay project implementation throughout. A public meeting at this early stage will help to identify additional planning team representatives from the participating towns, such as people engaged in youth education and tourism hospitality businesses.
Interpretive Design	AAD + 3 months*	3 months	James Fisher, Hancock County Planning Commission	Each of the seven sites will have small interpretive components. These will be largely pictorial with text focused on the quest - or connections between the natural and geological features of that location and cultural adaptation to these conditions. The committee has created the outline of facilities and structures, but services of a graphic artist familiar with interpretive facilities for children will be important in creating final designs for the story boards and panels.
Preliminary Engineering	AAD + 3 months*	3 months	James Fisher, Hancock County Planning Commission	The youth facilities initiative has two major design elements, amenities and interpretation. Preliminary engineering will be necessary for most of the installations, though these are not complex projects. All of the sites will receive one or more physical objects, such as story-board interpretive signs, tide clocks, telescopes and rail-road tracks. These installations will require some basic siting decisions, foundations and planning to mitigate vandalism, accidental or weather related damage. Each of the seven locations will have a site plan and engineering specifications at the end of this stage.
Construction of facilities and installation of interpretive panels	AAD + 6 months*	6 months	James Fisher, Hancock County Planning Commission	Construction is the culmination of the earlier planning and design tasks. Each of the sites will have varying levels of construction, from relatively simple installation of a telescope at Frenchman Bay to more complex railroad tracks or storyboards. As each site is completed, the website, www.schoodicbyway.org , Facebook page, and other social media will add these facilities to the quest.

* AAD = Actual Award Date (estimated to be May 01, 2012)

Budget

Cost Breakdown

#	Description	Total Cost	Requested	Match
1.	Right of Way	300	300	0
2.	Planning, Design and Preliminary Engineering	21,420	16,920	4,500
3.	Construction	38,600	25,600	13,000
4.	Construction Engineering	3,120	3,120	0
Total		\$63,440	\$45,940	\$17,500

Matching Funds

Source	Type	Description	Amount
Frenchman Bay Conservancy	Cash		500
Maine Department of Transportation	Cash		10,000
Lunaform Pottery	Services (Non-state or Non-federal)	Contributing to construction of mock woolly mammoth bone(s)	250
Downeast Heritage Rail	Services (Non-state or Non-federal)	Equipment and labor to move and install RR tracks	800
Downeast Heritage Rail	Materials (Non-federal)	Rail road tracks, ties and other hardware	1,200
Maine Pine Tree Society	Services (Non-state or Non-federal)	Skilled carpenters will construct ADA accessible mock-lobster boat	4,500
Bourne Studios	Materials (Non-federal)	Will contribute granite from various stages of mining and production	250
Total			\$17,500

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:

Attachments

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



Location Map for Schoodic Byway and Kids Quest Sites

Map depicts the location of the Schoodic National Scenic Byway and Kids Quest Sites along the byway.

Digital version: [SchoodicQuestMap.pdf](#) (1.7 MB)



Corridor Management Plan Excerpts

The Corridor Management Plan identifies educating byway visitors as the four major goal. This documents the support of the host communities for programs like the Schoodic Kid's Quest.

Digital version: [CMPGoal45.pdf](#) (70.8 KB)



Taunton Bay's Waukeg Station

The first Schoodic Kids Quest stop is Waukeg Station, once a railroad that served the Schoodic Region. Kids will see how families once traveled to this region for summer vacations using a combination of trains, ferries and steam ships. They will also start their quest here with a challenge to visit all of the sites to answer quest riddles. This attachment illustrates an existing interpretive sign about Waukeg Station. A local non-profit rail association has volunteered to lay a short section of tracks on the old branch line at the gateway.

Digital version: [railroad2.JPG](#) (230.6 KB)



□ **Tidal Falls in Action**

This installed interpretive panel illustrates the tide rip passing the Tidal Falls Facility, the second Kids Quest site. Kids will learn why this falls reverses direction every six hours.

Digital version: [Falls091708.jpg](#) (547.1 KB)



□ **Tidal Falls Tide Clock**

This is an example of a tide clock similar to the clock to be used at the second Schoodic Kids Quest site at Tidal Falls. The focus of this site is what causes tides and why this waterfall reverses every six hours.

Digital version: [tidelockinoutdoor50.jpg](#) (21.1 KB)



□ **Frenchman Bay View**

This picture highlights the view visitors see without the aid of the telescope from the Frenchman Bay Scenic Turnout on Route 1 in Sullivan.

Digital version: [frenchmanbayvista061809.JPG](#) (708.4 KB)



□ **Gordons "Granite" Wharf**

Gordon's Wharf, the third Schoodic Kids Quest site, was once a loading site for Sullivan Granite, cut with steam drills and wedges from local quarries. Kids will see and touch granite at all stages of production, from raw stone to polished slabs. They will also see the tools used a century ago to cut and move granite that eventually built buildings along the eastern seaboard. This photo illustrates an existing interpretive sign about Gordon's Wharf.

Digital version: [Granite1.JPG](#) (479.7 KB)



□ **Frenchman Bay Scenic Turnout Telescope**

The Frenchman Bay overlook, the fourth Schoodic Kids Quest stop, offers a sweeping view of the bay, active lobster fishing grounds and Mount Desert Island, the mountainous home of Acadia National Park. This illustration "Photoshops" an ADA accessible public telescope into the existing lineup of interpretive signs. The actual installation might differ.

Digital version: [FrenchmanBayTelescope.jpg](#) (587.1 KB)



□ **Long Cove Woolly Mammoth Bone**

This is a sample bone from a woolly mammoth. A local business that creates reinforced concrete planters will construct a facsimile for the fourth Schoodic Kids Quest site that teaches about the ice age and the geological remains found at this site. The woolly mammoth is the symbol for the Maine Ice Age Trail.

Digital version: [WoollyMammothBone.JPG](#) (49.0 KB)



□ **Winter Harbor Tidal Ecology**

The sixth Schoodic Kids Quest stop is Camp Moore, a small public beach in Winter Harbor. The beach is a nice little “wander” for kids where they may find bits of sea glass or clam shells. Interpretive information will teach them about shore ecology, such as where clams live, and about the importance of protecting nature from pollution. This attachment illustrates an existing interpretive panel about the ecology of intertidal zones.

Digital version: [Tides \(2\).JPG](#) (472.4 KB)



□ **Prospect Harbor Lobsters and Lighthouses**

This photo depicts volunteer carpenters from the Maine Pine Tree Society constructing an ADA accessible lobster boat similar to the design they will build for the 7th Schoodic Kids Quest site in Prospect Harbor. This site also features a volunteer built scale model of the Prospect Harbor Lighthouse. The lighthouse model is approximately four feet tall and a big hit with kids.

Digital version: [ADALobsterBoat.jpg](#) (330.8 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: Frederick L. Michaud	Title: Coordinator, Maine Scenic Byways Program
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: James H. Fisher	Title: Senior Planner, HCPC
Signature:	Date: