



Project Summary 2010

SB-2010-ME-56116: **Schoodic Byway
Gordons Wharf Recreational Access**

State Submission Date

Mar 20, 2010

Division Submission Date

Apr 16, 2010

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 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.

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 create a boat ramp, boat preparation area and visitor instructional and interpretive signage to provide unique recreational access to Taunton Bay, Egypt Bay and Hog Bay. Currently this bay system has no public boat ramps due to fast currents at the outlet and extensive mud flats along the interior. The ramp will be built to accommodate small motor boats and kayaks. A town owned building on this site will be offered for lease for local business and educational opportunities, such as eco-tours and kayak rentals.

Byway Benefits

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

This project benefits the byway traveler by providing access to a large system of bays by motor boat and kayak. Seeing estuaries and bays by boat adds a remarkable new dimension to exploring the downeast coast. Guided tours, documentation on local natural resources and interpretive signs at the boat ramp will give visitors a deeper understanding of the critical role played by salt water bays in the maritime ecosystem. This infrastructure investment is expected to stimulate the local economy adding new jobs for boat rentals, interpretive eco-tours, and support local restaurants and lodging. Gordon's Wharf is a historic facility built on granite blocks from which quarried stone was exported.

Narrative

Project Summary

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

This project leverages several local, state and federal resources to convert the historic Gordon's Wharf in Sullivan, Maine to a public access point for water recreation and as an interpretive area. Funding will be combined to create a boat ramp, boat preparation area, automobile and pedestrian access with visitor instructional and interpretive signage. Draft designs for this facility are included in the attachments.

- 1) Funding has been secured for the purchase of the site in 2009, basic landscaping and visitor signage to be effect in 2010. These improvements will make the site usable by residents and visitors as a scenic and historic turnout and potential hand-launch site for kayaks and similar light recreational boats.
- 2) Additional funds will be combined in this project to expand the entrance way, stabilize the historic granite walls, organize the parking area and pedestrian ways.
- 3) A boat ramp will be built to accommodate small motor boats and kayaks that will operate at most tides. An example of this small-scale design for the boat ramp and a draft plan of one potential location are attached.
- 4) Local resources will be employed to convert a town owned building that once served as a residence into a public building that will be leased for a local business, preferably one that serves water-based activities including tourism, fishing or environmental research.

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.

One of the great attractions of traveling the downeast Maine coast is the great variety of water-based recreation. The Schoodic Byway offers visitors ready access to lakes, ponds, bays, tidal falls and open ocean. Sea kayaking has grown in popularity, along with rowing, small recreational sail and motor boats, whale watching tours and even experiential trips on local lobster boats.

A challenge on this byway has been very limited public access to the water. As in most of coastal Maine, valuable shore front property, docks and boat ramps have historically remained in the hands of private owners. Public sites are often busy with commercial fishing operations that can discourage recreation boating. In the case of the upper Taunton Bay area that also includes Hog Bay and Egypt Bay, there is no ready access to the water for the traveling public.

This project benefits the byway traveler by providing access to a large system of bays by motor boat and kayak. Seeing estuaries and bays by boat adds a remarkable new dimension to exploring the downeast coast. Guided tours, documentation on local natural resources and interpretive signs at the boat ramp will give visitors a deeper understanding of the critical role played by salt water bays in the maritime ecosystem.

This infrastructure investment is expected to stimulate the local economy adding new jobs for local boat rentals, interpretive eco-tours, and support local restaurants and lodging. Local fishermen, recreational boaters, clam diggers and recreational guides have also indicated strong support for expanding public access to the water. As the Schoodic Byway will soon lose a local sardine cannery, the last in sardine cannery in the United States, new opportunities for sustaining the economy are essential.

This project also expected to improve local quality of life by providing residents of Sullivan and nearby towns with recreational and educational opportunities on the bay and estuary system. Local conservation organizations including Frenchman Bay Conservancy and Friends of Taunton Bay will use this facility to launch educational tours and provide visitors with interpretive materials.

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 Schoodic Byway has benefited greatly by orchestrated local, state and federal support for expanding visitor infrastructure. Gordon's Wharf sits on the opposite shore from the Taunton Bay gateway facility that greets most visitors to the byway. An interpretive panel now stands at the gateway that highlights the historic importance of Gordon's wharf (image attached). A 2009 Scenic Byway grant was received to make initial landscaping improvements and provide visitor signage for the site. These funds will be used in the summer to 2010 to make the site usable, but not bring it up to a standard needed for maximum benefit to visitors. Planning for this facility, in conjunction with the entire byway has benefited by several planning and administration grants.

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*			
Planning and Preliminary Engineering	AAD + 1 day*	12 months	Hancock County Planning Commission and MaineDOT	<p>Planning will take in a wide scope of activities including soliciting public input on desired characteristics of the new facility, coordination among multiple funding agencies and project administration. Planning will also entail continual evaluation of this project with attention to fiscal sustainability and local quality of life impacts.</p> <p>Preliminary engineering will turn concepts into build-able projects. Designs for wharf renovations, boat ramps, access roads and trail will be completed. Environmental assessment will also be completed at this stage. Note that a brownfields assessment has already been completed.</p>
Construction Engineering	AAD + 3 months*	9 months	Hancock County Planning Commission and MaineDOT	Construction engineering provides oversight of construction process and monitors compliance with local, state and federal laws and regulations. This phase will also include preliminary evaluation of the project and will include assessing visitor numbers, adequacy of the physical design and potential for future improvements.
Construction	AAD + 6 months*	6 months	Hancock County Planning Commission and MaineDOT	Construction will included securing the historic granite walls, building a boat ramp and boat preparation area, organizing parking area and constructing a wider, more inviting entrance to the facility including bicycle and pedestrian access.

* AAD = Actual Award Date (estimated to be September 01, 2010)

Budget

Cost Breakdown

#	Description	Total Cost	Requested	Match
1.	Planning and Preliminary Engineering	63,300	50,300	13,000
2.	Right of Way	2,000	1,000	1,000
3.	Construction	225,000	180,000	45,000
4.	Construction Engineering	13,500	10,500	3,000
Total		\$303,800	\$241,800	\$62,000

Matching Funds

Source	Type	Description	Amount
Land for Maine's Future	Cash		10,000
Town of Sullivan	Cash		1,000
Maine Dept of Conservation Boat Launch Program	Cash		30,000
Maine Water Access Fund	Cash		20,000
MaineDOT	Materials (Non-federal)	Gravel fill	1,000
Total			\$62,000

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.



Schoodic Byway and Project Location Map

This small map indicates the full length of the Schoodic National Scenic Byway on Route 1 and Route 186 in Hancock County, Maine. The Gordon's Wharf project is located in West Sullivan close to the point indicated on the map. A detailed location map is also attached.

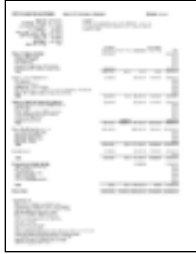
Digital version: [schoodicbywaymap.GIF](#) (40.3 KB)



Gordon's Wharf location on aerial photograph

This aerial photograph indicates the precise location of Gordon's Wharf and highlights the extensive salt water bay system that will be served by a boat ramp at this location.

Digital version: [GordonsWharfAerial020810.jpg](#) (802.3 KB)



□ **Gordons Wharf Detailed Budget**

The attached budget describes in detail the various investments required to complete this site improvement plan. Previously funded elements are indicated as are the sources of matching funds.

Digital version: [GordonsWharfBudget031810.pdf](#) (24.5 KB)



□ **Sample Boat Ramp**

The attached photograph is an example of a small scale boat ramp that might function at this site. The final design will be completed during preliminary engineering.

Digital version: [BoatRampSample.JPG](#) (84.3 KB)



□ **Gordon's Wharf Interpretive Sign**

The attached interpretive sign is installed at the Schoodic National Scenic Byway western gateway on Taunton Bay and refers to the historic significance of Gordon's Wharf.

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



□ **Gordon's Wharf Interpretive Sign Installation**

The attached photograph shows the interpretive sign installation on Taunton Bay with Gordon's Wharf in the background.

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



□ **Gordons Wharf Concept Plan**

This attachment illustrates a preliminary design for the Gordon's Wharf facility. This would include a boat ramp, parking area, water viewing area and town-owned structure for water-related uses.

Digital version: [GordonsWharf_SketchPlan.JPG](#) (1.0 MB)



□ **Photograph of Gordon's Wharf Wall**

This photograph shows the construction of the wharf and the Schoodic National Scenic Byway in the Background. The wharf is plainly visible from the byway.

Digital version: [GordonsWharfWall.JPG](#) (642.2 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: Maine State 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: Thomas E. Martin	Title: Executive Director, Hancock County Planning Commission
Signature:	Date: