



Project Summary 2005

FHWA National Scenic Byways Program

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

Project No. SB-ME-2005-52440	Project Name Acadia Byway Work Plan	
State Submission Date December 30, 2004	Division Submission Date January 31, 2005	State Priority 3

Project Category

Which category best describes the location of this project?

- Project associated with an All-American Road or a National Scenic Byway.
- Project along a State-designated scenic byway that is carried out to make the byway eligible for designation as an All-American Road or a National Scenic Byway.
- Project involving the planning, design, and development of a State scenic byways program.

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

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

Is this an application for a seed grant?

- Yes
- No

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

- Yes
- No

Project Location

States involved in project:

Maine (primary)

Project Location (continued)

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.

Hancock County in the towns of Bar Harbor and Mount Desert, Route 3 starting at the intersection of Routes 198 & 102 continuing southbound through the villages of Salsbury Cove, Hulls Cove, Bar Harbor, past Blackwoods camping area, to Seal Harbor where it joins the Park Loop road and heads north back to the village of Bar Harbor.

Briefly describe the project 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.

Project includes entire Byway

Associated Byways

State	Byway Name
ME	Acadia Byway

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

- Yes
 No

Congressional Districts

State	District	Representative
ME	2	Michaud, Michael H.

Abstract

Project Description

This project will allow the Corridor Management Committee (CMC) to continue implementing the management plan. Projects include developing lighting standards and a memorandum of agreement with Bangor Hydro to preserve the night sky, developing standards to include all of the town's section of the Byway and extending the Design Review Board's authority, and funding for interns and travel.

Byway Benefits

These projects would both preserve the rural character of the byway and promote sustainable tourism.

Narrative

Project Summary

The Acadia Byway begins in the town of Trenton on the north side of the Thompson Island Bridge which connects Mount Desert Island, Maine to the the mainland, and extend along Route 3, joining Acadia National Park Loop Road at two locations: the Visitor Center in Hulls Cove and the Sieur de Monts Spring entrance just south of Bar Harbor. Along both sections of the Byway are a number of historic structures, and cultural remnants from Bar Harbor's "cottage" era. The section of the Byway within the park provides access to a number of recreational activities, including swimming, hiking on Millennium Trails, biking, kayaking, rock climbing, birding, and various interpretive programs such as exploring tide pools, learning about the geology of the park and Bar Harbor, and hiking the historic carriage roads with park staff who explain its construction and cultural significance.

In review of the projects already completed it is clear that continuing to provide an internship will greatly benefit the Byway. The Intern has and will continue to provide the staff support to the Planner to carryout the past projects. The Intern will help in the both the development of a lighting MOU with with Bangor Hydro and the creation of design guidelines for the remainder of the Byway in addition to administrative tasks. The MOU with Bangor Hydro is an key step to protect the night sky as a natural resource and as a cultural resource for stargazing in a remote setting. It will also provide a positive example of good lighting that the town can showcase as it develops standards for other development in Bar Harbor. Creating design guidelines for the Byway will help protect the scenic rural feeling and cultural integrity of the Byway Corridor. The guidelines will allow the town to develop appropriate standards for the land use ordinance.

Byway Traveler

The proposed projects will not only meet the objectives of conserving byway resources and supporting sustainable tourism but they will also protect the rural aesthetic experience of traveling the Byway and Acadia Region by day and night.

Prior Projects

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

Since first receiving Byway funding in 2001, the CMC has overseen the implementation of a number of projects. It has hired an intern for a total of 30 weeks; this intern inventoried signage along Route 3 with GPS (Geographical Positioning System) and has converted these to GIS-shapefiles, researched design guidelines for scenic byways, began a long-term feasibility study for a alternative bike route into Bar Harbor, developing signage encouraging bicyclists to use the existing designated bike route, and inventoried scenic pullouts. In addition, the intern has represented the CMC with some of its partners, including MDI Tomorrow - an islandwide long-range planning group - Healthy Acadia and of Friends of Acadia who developed a walking map of downtown Bar Harbor. With funding from Friends of Acadia and the Rural Heritage

Prior Projects (continued)

Program, the CMC organized a three-day conference in 2000 to explore planning options for Hulls Cove, a hamlet on the Byway. This project would continue exploring ways to ensure the aesthetic and cultural sustainability of the Byway and would further enhance the visitor experience.

Project Coordinator

Name Anne M Krieg		
Agency/Group Town of Bar Harbor	Title Planning Director	
E-mail Address planner@barharbormaine.gov		
Phone 207-288-3329	Fax 207-288-3032	
Street Address 93 Cottage St. Suite 1		
City Bar Harbor	State ME	ZIP 04609

Work Plan

Milestone/Task	Start Date/ Duration	Responsible Party	Justification
Establish funding agreement with State	AAD*		
Attend Conferences	AAD + 5 days* 2 weeks	Anne Krieg	The stipend would cover travel, registration, lodging, and meals. For the town planner, who also chairs the CMC, to attend professional conferences related to planning, scenic byways, and All-American roads.
Hire Two Interns	AAD + 5 days* 6 months	Anne Krieg	In order to give students in policy and/or land-use planning hands-on experience in dealing with efforts related to sustainable tourism and preservation of the character of a gateway town, the CMC requests funding to hire two qualified interns, with preference given to Maine residents or students in a Maine college. In this grant year, interns would handle the administrative functions (i.e. minutes, agendas) of the CMC, update the CMP, assist with developing design-review standards, and review lighting standards and draft material for the MOU—an agreement that would be negotiated by the town planner.
Preserve the Night Sky	AAD + 2 weeks* 10 months	Anne Krieg / Byway Intern	In conjunction with National Parks and Conservation Association, the National Park Service is inventorying the night sky in a number of parks, including Acadia, to develop a multifaceted night sky protection plan. The inventory for Acadia, based on views from the summit of Cadillac, should point out pollution along the town segment of the Byway. The CMC will use the inventory to develop not only land-use standards for using and placing less invasive lighting in the downtown and in commercial and residential development but also a MOU with Bangor Hydro specifying that it use shielded lighting such as full cut off fixtures that focus light downward. Reducing light pollution would preserve an integral part of the Acadia experience.

* AAD = Actual Award Date (estimated to be July 15, 2005)

Work Plan (continued)

Milestone/Task	Start Date/ Duration	Responsible Party	Justification
Extend Design Guidelines	AAD + 1 month* 8 months	Anne Krieg / Byway Intern	In 1999, the town adopted design standards for the downtown to protect the historical integrity and visual compatibility with other buildings in the area. At present, the lack of enforceable design standards along the Byway could compromise the stated objectives of the Corridor Management Plan (CMP). To prevent this the town would once again contract with Planning Decisions of Portland to draft similar guidelines to ensure that building and/or construction along the Byway but outside the downtown area would be aesthetically pleasing, would use materials and designs compatible with buildings in the area, and would present residents and visitors coming to Bar Harbor and Acadia with impressions that resonate with preservation and aesthetic goals of Acadia and the Bar Harbor area.

* AAD = Actual Award Date (estimated to be July 15, 2005)

Budget

Cost Breakdown

Description	Total Cost	Requested	Match
Intern Salary	\$6,250	\$5,000	\$1,250
Night Sky	\$7,750	\$6,200	\$1,550
Design Guidelines	\$14,000	\$11,200	\$2,800
Travel Funds	\$2,000	\$1,600	\$400
Totals	\$30,000	\$24,000	\$6,000

Matching Funds

Source	Type	Description	Amount
Maine Dept. of Transportation - Office of Environmental Services	Cash		\$6,000
Totals			\$6,000

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
- 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)

Funding Allocation (continued)

Provide the contact information for the Federal land management agency if applicable:

Name		
Agency/Group	Title	
E-mail Address		
Phone	Fax	
Street Address		
City	State	ZIP

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.

Attachments

Be sure to attach the documents indicated below when submitting your printed application.

Name	Electronic File (optional)
<input type="checkbox"/> Bar Harbor Walking Map	BarHarborByFoot.pdf
<input type="checkbox"/> Acadia Byway Map	AcadiaBywayMap.pdf
<input type="checkbox"/> Seed Grant Project Summary	ProjectSummaryMemo.pdf

Describe each of your attachments and how they support the project proposal, illustrate proposed activities, or document the site for an improvement.

"Bar Harbor by Foot" is a walking map of Downtown Bar Harbor created in coordination with Friends of Acadia, Healthy Acadia, and College of the Atlantic. The map promotes visiting Bar Harbor by foot to reduce automobile congestion, increase health, and enjoy the unique character of the community. By working with local organizations the Byway building relationships with private organizations and accomplishing goals of the CMP. Other examples of Collaborative work can be found in the Seed Grant Project Summary. It includes a written discription of the work completed during 2004 on the 2002 seed grant including the walking map, alternate bike route sudy, and a road side pull-out inventory.

Signatures

State Scenic Byways Agency

I certify that this application is complete and correct, and is eligible for National Scenic Byways funding.

Please print name: Robert LaRoche	Title MDOT Supervisor Landscape Architecture
Signature	Date

Matching Funds Certification

I certify that the State's match for this project is available for use at the time of application.

Please print name: David Nicholas	Title MDOT Dir of Capital Resources
Signature	Date

State Review

1. Does the text provided by the applicant in the Prior Projects section accurately reflect previous work and the byways' multi-year plans?

- Yes
- No

2. In your view, does the proposed project application address the requirements outlined in the Complete Applications Include section of the grant guidance?

- Yes
- No

3. (For resubmissions only) Has FHWA feedback and eligibility information been addressed in this resubmission of a previously submitted project?

- Yes
- No
- This is not a resubmission

4. Are the budget and work plan descriptions realistic, and do they fit your transportation agencies' administrative practices and procedures?

- Yes
- No

5. To the best of your knowledge, is the information provided correct and does it support the work of the byway (or State)?

- Yes
- No

FHWA Division Review

1. In your view, does the proposed project application address the requirements outlined in the Complete Applications Include section of the grant guidance?

- Yes
- No

2. Do you concur with the State's responses to questions 1 and 4 regarding Prior Projects and realistic Budgets and Work Plans?

- Yes
- No

3. Are there any local conditions that might influence the decision of the Administrator or Secretary of Transportation to fund this project?

4. Do you recommend this project for funding?

- Yes
- No

5. Enter any comments regarding your recommendation below: