



Project Summary 2012

SB-2012-ME-56964: Black Woods Byway Corridor Plan Update and Enhancement

State Submission Date

Dec 19, 2011

Division Submission Date

Jan 6, 2012

State Priority

6

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.

The Black Woods Scenic Byway is located in eastern Maine along State Route 182 between the historic towns of Franklin and Cherryfield. Map attached.

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.

The proposal updates and enhances the Corridor Management Plan adopted in August, 2005, affecting the entire byway. Specific interpretive sites are noted on an attached map.

Associated Byways

State	Byway Name
ME	Blackwoods 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 update and enhance the 2005 Corridor Management Plan for the Black Woods Scenic Byway. Major projects envisioned in the original plan have been completed, creating new opportunities for coordination, visitor education, and additional project proposals. However, entering the seventh year of implementation signals the time to review our accomplishments and set new goals and objectives. The updated plan will include detailed interpretive and sustainability plans, two steps beyond the first Corridor Management Plan.

Byway Benefits

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

This project benefits the byway traveler by establishing a new framework for visitor experiences to take full advantage of our new scenic, recreational and cultural facilities. This proposed plan will include enhanced sections on interpreting the Black Woods experience and creating a sustainability plan for the future.

Narrative

Project Summary

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

This project supports updating and enhancing the 2005 Corridor Management Plan. The current plan is available online at www.blackwoodsbyway.org. That plan established a baseline for this old, yet neglected scenic byway. Though first designated in 1971, little was done to enhance visitor experience at the time the Corridor Management Plan was prepared.

Since that time a great deal has happened, primarily funded through state resources. Improvements include reconstruction of the roadway, creation of the Tunk Mountain - Hidden Ponds trail head parking area with privy and information kiosk, improvement of the Tunk Lake boat launch facility with a privy, expanded parking area, waste and recycling receptacles, improvement of the Spring River Lake recreation parking area with a privy, information kiosk and better parking, creation of a new boat ramp and parking area on Long Pond and closing of the very dangerous Long Pond boat launch, creation of a new trail and campsite on the Tunk Stream outlet of Spring River Lake, significant improvements to historic parks in Franklin and Cherryfield, opening of the Sunrise Trail, a rail trail conversion that forms a loop with the Black Woods Byway, and many improvements to local hiking trails.

In contrast to six years ago, the Black Woods Scenic Byway now has a lot of very visible things to do. We aren't done, though. This area includes more than 24,000 acres of woods, lakes and streams crisscrossed by hiking and canoe trails. Most visitors pass through unaware of the adventures on either side of the byway.

Several big goals remain and new ones are emerging.

Visitor education is still inadequate. Each of our scenic and recreational turnouts has hidden gems for the informed eye. The Caribou Loop trail, for instance, passes small, historic mining pits where prospectors sought gold, silver and molybdenum. These sites have stories to tell, but to date we lack a coherent interpretive plan to lay out the themes and create the facilities to tell them. In order to tell our stories well, this Corridor Management Plan update will include a much more detailed interpretive plan.

The recreational system is still a patchwork. The big gaps have been closed, but additional planning and organization building are needed to tie it all together. Two towns and several state agencies are working together in ways they never had in the past, but sustaining this unique byway will require additional institutionalization of our shared efforts. In order to solidify our working relationship, this Corridor Management Plan update will include a robust new chapter on byway sustainability.

This plan update process will follow guidelines established by the Federal Highway Administration and the Maine Department of Transportation. Planning will include regular public participation through byway presentations and meetings, use of our website www.blackwoodsbyway.org, facebook page and other social media, and input from travel guides and businesses. Presentation will highlight analyses of data on road safety, visitor profiles, environmental analysis employing geographic information technologies and remote sensing and findings from public outreach. Draft chapters of the plan update will be posted online and provided to town offices for public review and comment. The final form of the plan update will be reviewed and approved (or not!) by the host towns and state agencies.

This plan will pursue three levels of public participation.

1: A core planning team will meet regularly to hammer out elements of the plan, with HCPC serving as the lead consultant supported by planners with Washington County Council of Governments, the Maine Department of Transportation, Bureau of Parks and Lands, Inland Fisheries and Wildlife, Land Use Regulation Commission, and local governments of Cherryfield and Franklin.

2: An steering and oversight committee will be enlisted to review elements of the plan and provide guidance for core planning activities. Higher level leaders in local and state government as well as representatives from national byways organizations will participate at this level.

3: Public at large - a limited number of public meetings will be held in Franklin and Cherryfield to engage residents though dialog about the byway, how it can benefit their communities as well as concerns about latent consequences. Minimally there will be three meetings for project scoping, draft and final plan presentations.

ECONOMIC AND JOBS BENEFITS

The Black Woods Byway Corridor Management Plan Update and Enhancement requests a Federal contribution of \$22,000. These funds are used primarily for planning services. This is expected to generate a direct impact of $\frac{1}{2}$ FTE over the course of one year. Matching contributions of \$5,500 are expected to produce a measurable indirect impact of $\frac{1}{8}$ FTE over one year. As this byway is very rural, the local multiplier effect would be small. A regional multiplier effect of tourism has been estimated to range between 3 and 10 for tourism related investments in Maine (Nykiel, Husson University). Taking the low end of this range, the \$22,000 Federal investment would produce an indirect impact of \$66,000, or $1\frac{1}{2}$ FTE above the direct impact. Induced impacts are expected to be more significant, but difficult to project. Improved byway facilities and information are intended to extended visitors time in the region and boost spending on local food, lodging and services. Much of this is captured by the multiplier. Long term induce impacts will depend on our ability to develop a critical mass of tourism to generate more significant investments, particularly in hospitality and recreation. Combined efforts on the Black Woods Byway, Sunrise Trail and Bold Coast Byway will help us to reach this threshold.

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 project will fund an updated and enhanced Corridor Management Plan with significant interpretive and sustainability elements. The new plan will establish the groundwork for improved visitor experiences.

The 2005 Corridor Management Plan proved to be very effective in providing a basis on which we built new byway facilities, created online information and collaborated with local, regional and state agencies. Visitors benefited from plan implementation and now enjoy new scenic turnouts trail heads, boating facilities, campsites and hiking trails. The byway also intersects in two locations a newly built 85+ mile multi-use trail, popular with cyclists, ATV's and snowmobiles. The Maine Bureau of Parks and Lands has constructed and improved miles of mountain hiking trails that are also accessed from this byway. New signage has been installed to build awareness of these sites. Fledgling interpretive and geo-caching signs are helping visitors to navigate the byway and learn more about its intrinsic values.

The proposed CMP update will significantly expand our emphasis on the visitor interface, in effect creating the framework for our first interpretive plan for the byway. This plan will include themes of sustainable forestry practices, opportunities for exciting outdoor recreation, and native American and European American history and culture. This plan will form the basis for future interpretive project development including interpretive signs, brochures, maps and web-based information.

Finally, a new byway has been designated that is contiguous to the Black Woods Byway. The Bold Coast Scenic Byway follows Route 1 connecting Milbridge, Lubec and Eastport, and intersecting the Black Woods Byway in Cherryfield. This presents new, quite dramatic opportunities for visitors, but also new challenges for wayfinding and project coordination. This plan will help us to document a future working relationship between the two byways and should provide benefits to travelers on both.

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 first Corridor Management Plan was prepared with support from the Maine Department of Transportation. Upon plan adoption, the byway has received two grants for project implementation. This funding played an important role in facilitating public outreach, preparing GIS, traffic and safety analyses and coordinating planning, surveying and construction of new byway facilities.

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@hcpcme.org

Work Plan

Milestone/ Task	Start Date	Duration	Responsible Party	Justification
Establish funding agreement with State	AAD*			
Corridor Management Plan Update	AAD + 1 day*	12 months	James Fisher, Hancock County Planning Commission	This is the heart of the proposal. The current plan is passing its sixth year of implementation. Many of the original goals and objectives have been accomplished. While others remain, it is time to update this document with new goals and objectives, recognizing what has been accomplished and new partners in order to move forward.
Public Outreach	AAD + 1 day*	12 months	James Fisher, Hancock County Planning Commission	This is an integral part of the Corridor Planning Process. The participation process is described in the project narrative.
Interpretive Planning	AAD + 6 months*	6 months	James Fisher, Hancock County Planning Commission	Because this is a Corridor Management Plan update for a byway that has seen notable expansion of visitor assets, the inclusion of a significant chapter on interpretation of the corridor's intrinsic values will help to launch the next wave of projects geared to telling our story effectively.
Sustainability Planning	AAD + 6 months*	6 months	James Fisher, Hancock County Planning Commission	This is a second extension beyond the original Corridor Management Plan. This chapter will help to institutionalize what we have learned working among local, regional and state entities. State byways remain in a precarious condition with uncertainty about funding and recognition. Local and private resources will play a critical role in sustaining this byway.

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

Budget

Cost Breakdown

#	Description	Total Cost	Requested	Match
1.	Corridor Management Planning	10,000	8,000	2,000
2.	Public Outreach	2,500	2,000	500
3.	Interpretive Planning	10,000	8,000	2,000
4.	Sustainability Planning	5,000	4,000	1,000
Total		\$27,500	\$22,000	\$5,500

Matching Funds

Source	Type	Description	Amount
Maine Department of Transportation	Cash		5,500
Total			\$5,500

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:

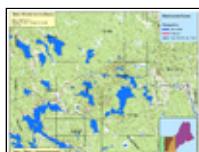
Phone:

Fax:

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Attachments

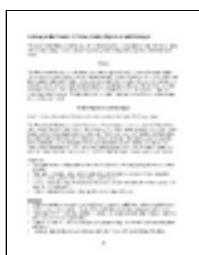
Use this as a checklist to verify that all attachments are provided with your printed application.



Black Woods Byway Location Map

Map indicates designated byway as well as western and eastern extensions under consideration.

Digital version: [BlackwoodsBywayMap.jpg](#) (1.3 MB)



Black Woods Byway Corridor Management Plan Goals and Objectives

These are the major goals and objectives chosen in 2005. These are a starting point for the next six year plan.

Digital version: [BlackWoodsGoals2005.pdf](#) (89.4 KB)



Black Woods 2005 Action Plan

Many of these objectives have been accomplished and will need to be updated.

Digital version: [BlackWoodsActionPlan.pdf](#) (29.4 KB)



Black Woods Byway Trail Map

This map illustrates some of the locations that will require additional visitor information.

Digital version: [BlackWoodsTrailsMap.JPG](#) (352.3 KB)



Tunk Mountain Trail Head Facility

This is a new facility with extensive scenic and recreational possibilities, but little visitor information.

Digital version: [TunkMtTrailHeadAutumn.jpg](#) (335.1 KB)



Tunk Mountain Kiosk

This new kiosk provides a ready location for maps and interpretive information.

Digital version: [TunkMtKiosk.JPG](#) (400.3 KB)



Tunk Lake Privy and Recycle Bin

This recently installed privy and recycle bin provide a needed visitor service, but also creates additional work and challenges for sustainability.

Digital version: [TunkLakeRecyclePrivy.JPG](#) (625.3 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: Frederick L. Michaud	Title: Coordinator, Maine Scenic Byway Program
Signature:	Date: