



Project Summary 2006

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-2006-53998	Project Name Blackwoods Scenic Byway Planning and Management	
State Submission Date February 19, 2006	Division Submission Date	State Priority

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.

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 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.

The Blackwoods Scenic Byway is located in eastern Maine along State Route 182 between the historic towns of Franklin and Cherryfield. Persons arriving from the west pass through Ellsworth and proceed approximately 6 miles east on Route 1, turning right on Route 182 and continuing east 6 miles through Franklin to beginning of the designated byway. Persons arriving from the east pass through the Town of Machias, heading 27 miles west on Route 1 to the Town of Cherryfield where the byway begins. A map is attached.

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.

The proposal implements the Corridor Management Plan adopted by the host communities and the State of Maine in August, 2005, affecting the entire byway.

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

Congressional Districts

State	District	Representative
ME	2	Michaud, Michael H.

Abstract

Project Description

This project will implement the Corridor Management Plan adopted by the host communities and signed by the State of Maine in August, 2005. This plan highlights scenic, historic, geological and recreational assets located on this unique road first designated as a scenic byway by the state of Maine in 1971. The Corridor Management Plan is available online at www.blackwoodbyway.org. This first corridor management plan identifies goal, objectives and strategies for byway promotion, preservation, education and safety.

Abstract (continued)

Byway Benefits

This project benefits the byway traveler by organizing and supporting local byway advocates to promote and preserve the unique and often undiscovered assets along this byway. Funding will support significant improvements in the fledgling website www.blackwoodsbyway.org, production of a byway map brochure, planning and administration for projects along the byway and local organizing for byway litter control, graffiti removal and other visitor-friendly byway priorities.

Narrative

Project Summary

*** Goals ***

This project will implement the Corridor Management Plan adopted by the host communities and signed by the State of Maine in August, 2005.

*** A Brief History ***

The State of Maine recognized that the Blackwoods Road had the essential characteristics of a scenic byway, and designated as one of the first state scenic byways in 1971. At that time the planning requirements for scenic byways were extremely modest. Documentation for this designation was limited to a few typed pages.

Following the 1971 designation change has come slowly. Among the improvements in the ensuing 35 years are:

1. Byway entrance signs were placed on both ends of the byway.
2. One short section of Route 182 was rebuilt
3. One public boat ramp has been maintained, though some services, such as the privy have been removed from the site.
4. A small parking area was walking to another pond
5. A ban on personal watercraft have been placed on two pristine lakes along the byway

Not all changes have been planned or positive. In the last thirty years overhead power lines were extended into one portion of the byway, resulting in loss of the historic tree canopy over that section of road. The problem of graffiti on granite rock outcroppings grew, with sporadic efforts to remove paint having limited impacts.

*** Corridor Management Plan ***

In 2003 the Hancock County Planning Commission and the Washington County Council of Governments worked with residents in Cherryfield, the Unorganized Territories and Franklin to craft a corridor management plan. The plan, available online at www.blackwoodsbyway.org, cleared the final administrative hurdles in August 2005.

Project Summary (continued)

The Blackwoods Byway CMP highlights scenic, historic, geological and recreational assets located on this unique road. The layout includes the original 12.5 mile designated byway connecting to historic Maine villages, Franklin and Cherryfield. The visitor experience is somewhat longer, extending several miles on either end into the village centers. The harmony between resource-base communities and the forested mountains that provided the timber for these villages provides visitors with a piece of living history. Visitors can visit historic villages, crystal clear lakes, hiking trails through mountains, wild blueberry barrens, pine forests and rocky ridges. Boating, swimming, fishing, and hunting compliment the network of hiking trails.

Current plans to convert an eighty mile section of inactive rail road track to a multi-use trail will create a unique opportunity for visitors to travel through the Blackwoods by car, bike, horse, snowmobile or ATV. The attached map illustrates the close proximity of the planned rail-trail, which crosses the Blackwoods Byway in the village center of Franklin then again close to the center of Cherryfield.

The plan also documents the state of transportation infrastructure on the byway. As with many scenic roads, the character of the Blackwoods Byway also challenges modern standards for road surface, width, alignment and maintenance. The art of improving this byway will be to balance the introduction of modern standards with preservation of the scenic character of this historic road. Clearly many changes can be made and are advocated by residents along the byway. Their concern, however, is that once started a process of highway improvement will result in large scale tree cutting, introduction of unattractive guardrails and other less scenic changes.

* Goals and Objectives *

This first corridor management plan identifies goal, objectives and strategies for byway promotion, preservation, education and safety. The section on Goals, Objectives and Strategies is included with the attachments.

Goal 1: Protect the natural, historic and scenic resources that make this byway unique

Goal 2: Maintain a safe and efficient transportation corridor connecting Cherryfield and Franklin

Goal 3: Promote the local economy through diversified economic activities, including forestry, farming, manufacturing, retail and tourism

Goal 4: Promote community participation in protecting and enhancing the byway

Goal 5: Encourage education about this byway for our residents and visitors

These goals are clearly very general though to a degree we can measure whether we are heading in the right direction. Each of the goals has several milestones, or specific objectives and strategies that we believe will help us to accomplish the objectives. For instance, the second objective under the first goal is, "Maintain a clean and natural environment along the byway that is free of litter and graffiti." Last spring the Maine Department of transportation assisted community groups to conduct road side cleanup. Plans are underway to repeat the cleanup

Project Summary (continued)

again this spring. Graffiti removal will be a bigger challenge. Most of this byway is located in Maine's Unorganized Territory. Lacking a local government, these areas have great opportunities for backwoods hiking, fishing and hunting, but being isolated are also vulnerable to damage from irresponsible use.

The CMP concludes with a more detailed action plan (attached) that spells out activities with a time line ranging from six months to six years.

*** Implementation ***

Planning and Administration

This project will provide support for planning and administration to implement the newly signed corridor management plan. Staff from two regional planning agencies will provide the volunteer Corridor Management Committee, town governments and state agencies with organizational and technical assistance. The Hancock County Planning Commission (HCPC) will act as the primary contractor for planning assistance and will sub-contract with the Washington County Council of Governments (WCCOG). This arrangement is preferred as Cherryfield lies just east of the Hancock-Washington line, while the balance of the byway is located west of that line.

The Corridor Management Committee currently includes residents, business owners and local leaders from Cherryfield and the unorganized territories. State representatives from the Bureau of Parks and Lands (BP&L), the Land Use Regulation Commission (LURC) and the Maine Department of Transportation have agreed to participate in meetings, as has a federal representative from the Downeast Rural Conservation and Development. Interest has also been expressed by leaders in the town of Franklin to be involved. The current designated portion of this byway begins on the Franklin Town Line, but the town has expressed interest in working to extend the byway though the village center.

Public Involvement and Education

The latter two goals for the Blackwoods Byway are to “Promote community participation in protecting and enhancing the byway” and “Encourage education about this byway for our residents and visitors.” At this early stage these two goals are particularly important. The Maine Department of Transportation is devoting more than \$20,000 immediately to funding one or two small projects on the byway that will draw local interest and generate future involvement in promotion and preservation. In addition to one or more projects on the byway, the State’s decision to create eastern Maine’s first rail-trail in the Blackwoods will also foster interest and participation.

This project will build on these major initiatives by creating and printing a Blackwoods Byway brochure that encourages residents and visitors to recognize the many irreplaceable assets along

Project Summary (continued)

the byway and participate in sustainable use. Funds will also be devoted to improving the website, www.blackwoodsbyway.org, providing additional maps, visitor information, interactive content, virtual geo-caches and more. This project will lay the ground work for preparation of an interpretive plan for the byway with the long term goal of creating a series of interpretive panels to be placed at boat ramps, trail heads and scenic turnouts. Funding is not included in this request for graphic design and sign production, though that will follow as this stage is completed.

Safety

Participants in the Corridor Management Committee are in agreement that safety improvements are needed, but that these basic improvements fall outside the scope of Scenic Byway funding. However, a detailed analysis of safety issues has already begun, and will be refined during this year of planning and administration to assist the Maine Department of Transportation to adopt context-sensitive design standards for future byway improvements. The planning process must engage local and state representatives to avoid mistakes like those made in past road reconstruction projects on other scenic roads.

Seeking National Scenic Byway Status

This year of planning will engage local citizens, regional and state representatives in a dialogue about whether the Blackwoods Byway either in its current form or in an extended form should be nominated for National Scenic Byway status. With 25,000 acres of publicly accessible lands, some of Maine's most prized lakes and coastal mountains, a rich heritage of lumbering and wild blueberries, this byway has a lot to offer. The potential for national recognition increases as we look to coordination of this byway with the Schoodic National Scenic Byway and the Acadia All American Road both within a one hour drive.

Support for Travel to Byway Conferences

Eastern Maine has hosted three coordinating meetings to develop ways to work together. We are also advocating that a statewide or northern New England byway meeting be held this year. A small amount of funding may be required to assist community leaders in attending these regional, state or multi-state meetings. These conferences provide local leaders with an opportunity to learn more about the scenic byway program and generate ideas for their own byways.

Byway Traveler

The recently adopted corridor management plan begins with the following introduction'

"Maine State Route 182, locally known as the Blackwoods Road, is a remarkable journey. Traversing the twelve and a half miles that connect two historical New England villages, visitors experience dark forests, ponds, lakes, streams, rocky hills, blueberry barrens, small farms and

Byway Traveler (continued)

cottage businesses.

* Backwoods recreation opportunities abound along the Blackwoods Byway. Public access to Fox Pond, Tunk Lake, Long Pond and Spring River Lake provides summer and ice fishing, swimming, and boating. Just off of the byway a network of trails crisscrosses public lands in an area known by some as "Little Switzerland." Hiking, camping, fishing, bird-watching and hunting are there for the adventurous.

* Local historians still tell tales of mysterious visions from the crest of Catherine's Hill, or 19th century gold and silver mining boondoggles and of the brave few who made their homes in this wilderness during long Maine winters. Cherryfield, the wild blueberry capital of the world, is a living document of the impact of timber, boat building and blueberries. Franklin and Cherryfield, the village anchors at each end of the byway, are home to dozens of historic homes, some over 200 years old. Several historic sites have appeared in Yankee and Downeast magazines.

* The scenery is northern New England spectacular. Amidst dense forests, breath-taking views emerge from ridge-lines and open expanses of water. The land here is hard; a mix of rock, pine needles, serpentine tree roots and icy streams. Summers are delightfully cool, autumns present a brilliant display of color and winters are pronounced with snow, thick lake ice and a quiet that is seldom experienced elsewhere. Rocky fields of wild blueberries, the region's primary agricultural export, are visible on some portions of the byway. The state's largest blueberry producing region is just minutes away. These blueberry barrens create a carpet of green in the spring, blue in the late summer and fiery red in the autumn."

This byway has stories to tell. Our job is to give it a microphone.

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.

This project has not received prior grants through the National Scenic Byways grant program. However, this grant will assist in coordinating activities on the Blackwoods Scenic Byway with the Schoodic National Scenic Byway and the Acadia All American Road.

The proposed work will be the first year of implementation of the recently approved corridor management plan and will engage the corridor communities in a dialogue about opportunities to extend this byway as well as seeking national designation.

Project Coordinator

Name James H Fisher		
Agency/Group Hancock County Planning Commission	Title Senior Planner, Byway Staff Support	
E-mail Address jfisher@hcpcme.org		
Phone 207-667-7131	Fax 207-667-2099	
Street Address 395 State Street		
City Ellsworth	State ME	ZIP 04605

Work Plan

Milestone/Task	Start Date/ Duration	Responsible Party	Justification
Establish funding agreement with State	AAD*		
Planning and Administration	AAD + 1 day* 12 months	Jim Fisher, Hancock County Planning Commission	Support for planning and administration for the Blackwoods byway will be essential in this formative year of the corridor committee. The MaineDOT has approximately \$20,000 to support a one or two quick-start projects along the byway in addition to other state and local resources that will be made available over the course of the year. This work will be carried out by staff from the Hancock County Planning Commission and the Washington County Council of Governments.
Corridor Committee Education and Travel	AAD + 1 month* 11 months	Jim Fisher, Hancock County Planning Commission	The recently formed corridor committee has limited experience with public participation in scenic byways. We propose to set-aside adequate funding for members of this committee to attend Eastern Maine, State of Maine and/or northern New England Scenic Byways and related workshops or conferences. If funds are adequate one representative might also be assisted in attending a national byways conference if any are held during this grant cycle.
Marketing and Communications	AAD + 2 months* 10 months	Jim Fisher, Hancock County Planning Commission	Marketing support for the Blackwoods Byway will include: 1) research to identify strengths, weaknesses, opportunities and threats, 2) development of themes, key resources, integration with near-by assets, 3) communications through print and internet. The strategic plan calls for measure to build public awareness of the Blackwoods Byway assets, opportunities and importance of preservation. This task includes creating a first-ever Blackwoods Byway brochure, enhancements to www.blackwoodsbyway.org and developing a preliminary interpretive plan.

* AAD = Actual Award Date (estimated to be July 01, 2006)

Budget

Cost Breakdown

Description	Total Cost	Requested	Match
Planning and Administration	\$20,000	\$16,000	\$4,000
Marketing and Education	\$6,000	\$4,800	\$1,200
Committee Education and Travel	\$4,000	\$3,200	\$800
Totals	\$30,000	\$24,000	\$6,000

Matching Funds

Source	Type	Description	Amount
Maine Department of Transportation	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
- 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)

Funding Allocation (continued)

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

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.
- 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 FY 2006.

Attachments

List all of the attachments to your application here.

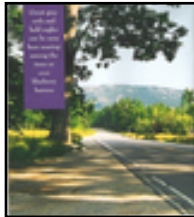
-  **Area Map**
Map indicating location of the Blackwoods Scenic Byway, nearby Schoodic National Scenic Byway and planned Downeast Sunrise Multi-Use Rail Trail.
[sb1sb182detrailmap.jpg](#) (JPEG Image; 386,384 bytes)
-  **Byway Vision, Goals, Objectives and Strategies**
This excerpt from the recently approved corridor management plan will guide much of the work conducted under the proposed planning and administration project.
[BlackwoodsVisionGoalsObjectives.PDF](#) (Adobe PDF Document; 41,317 bytes)



Byway Action Plan

The Action Plan defines objectives and responsible parties for the first six years of implementing the corridor management plan and reflects specific activities supported by this project proposal.

[BlackwoodsActionPlan.PDF](#) (Adobe PDF Document; 22,257 bytes)



Blackwoods Byway in Maine Byway Brochure

This graphic is page 1 of the 2 page section on the Blackwoods Scenic Byway as presented in the Maine State Byway Brochure. A more detailed Blackwoods Byway brochure is proposed in this project.

[BlackwoodsBrochure1.JPG](#) (JPEG Image; 398,229 bytes)



Blackwoods Byway in Maine Byway Brochure

Page 2 of the Blackwoods Byway section of the Maine State Byway Brochure.

[BlackwoodsBrochure2.JPG](#) (JPEG Image; 157,183 bytes)

Signatures

Application Completeness

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

Please print name:	Title
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: Robert LaRoche	Title Maine State Scenic Byway Coordinator
Signature	Date