

Blackwoods Scenic Byway

Route 182 Scenic Byway Corridor Management Plan



Prepared for the Maine Department of Transportation by:

Hancock County Planning Commission

Washington County Council of Governments



February 5, 2004

TABLE OF CONTENTS

<i>Introduction</i>	3
<i>A Tour Of The Blackwoods Byway</i>	4
Franklin	6
Blackwoods Road or Black’s Woods Road?	7
Donnell Pond	8
Schoodic Mountain	8
Fox Pond	9
Dynamite Brook Road.....	9
Tunk Mountain.....	11
Black Mountain.....	12
Spring River Lake	13
Long Pond.....	13
Tunk Stream.....	13
Cherryfield	15
Historic Cherryfield	15
Cherryfield’s Natural Resource Economy.....	18
<i>Byway Inventory</i>	19
Signage	20
Safety Issues	21
Traffic Volume/Use Data	22
Roadway Improvements	22
Existing Land Use And Zoning	24
Future Land Use	28
Protection Techniques	28
Relationship to Other Programs	29
<i>Looking to the Future: A Vision, Goals, Objectives and Strategies</i>	31
Vision	31
Goals, Objectives And Strategies	31
Goal 1: Protect the natural, historic and scenic resources that make this byway unique	31
Goal 2: Maintain a safe and efficient transportation corridor connecting Cherryfield and Franklin	32
Goal 3: Promote the local economy through diversified economic activities, including forestry, farming, manufacturing, retail and tourism.....	33
Goal 4: Promote community participation in protecting and enhancing the byway	33
Goal 5: Encourage education about this byway for our residents and visitors	34
<i>Partnerships, Planning and Community Participation</i>	36
Blackwoods Byway Partners	36
Corridor Management Committee	37
Community Participation Plan	38

Partnership And Agreements39
Six Year Action Plan 40
Appendix 1: Detailed list of Cherryfield Historic Properties..... 42
References..... 45

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 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 have appeared in Yankee and Downeast magazine.
- 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 corridor management plan seeks to provide readers and policy makers with a deeper understanding of the Blackwoods Byway. Including:

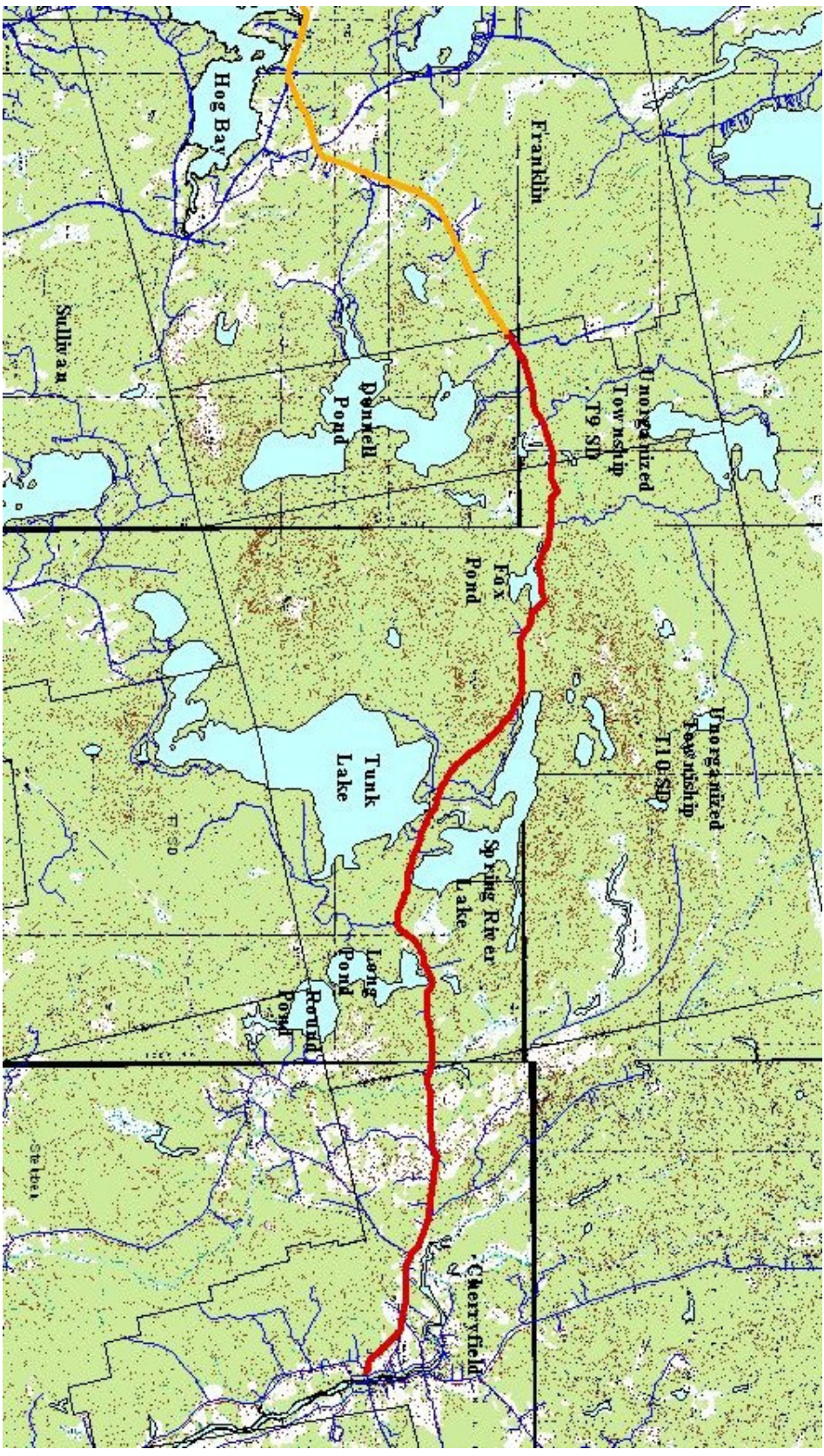
- history
- unique assets
- current uses
- future possibilities
- byway partners
- policies for protection and enhancement
- action plans for byway improvements

So join us as we head on down the Blackwoods Scenic Byway.

A Tour Of The Blackwoods Byway

The Blackwoods Byway covers State Route 182 beginning at the Franklin – Township 9 town line and extending easterly to a point 0.8 miles west of the junction of State Route 182 and U.S. Route 1. The total distance is 12.5 miles.

Many stories have been told about the Blackwoods Byway. These stories draw upon the unique character of this corridor, including the natural resources, geography, recreational uses, history and prehistory. Some of these stories will now be told and highlighted with text, maps and photographs. Imagine that you are traveling from Franklin to Cherryfield, Maine. You will want to stop several times on the way to take pictures, learn about the natural resources and rural economy, launch your canoe, go fishing, hike through the network of trails over "little Switzerland" and then take a walking tour of historic Cherryfield.

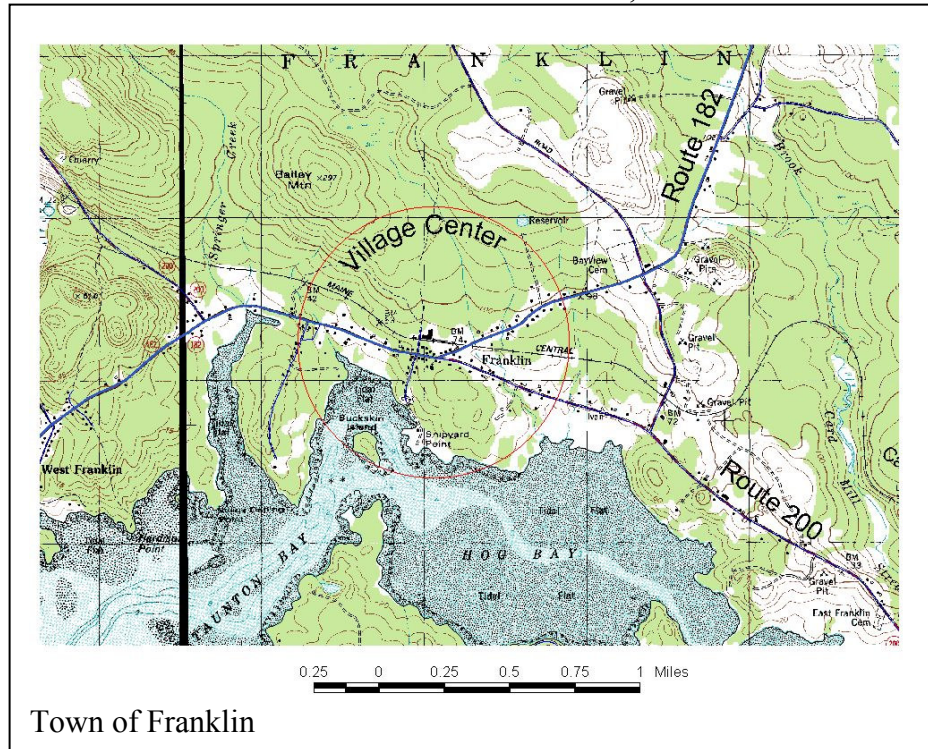


Overview of Route 182 "Blackwoods Road" Scenic Byway

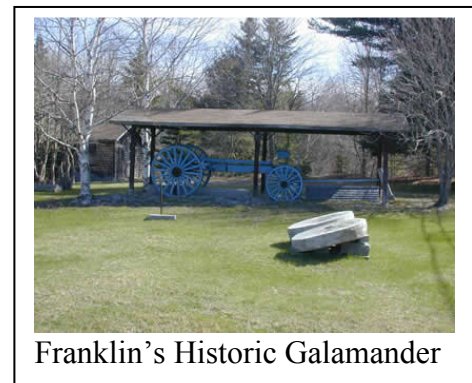
Franklin

You will begin your journey in Franklin, population 1,370 (Census, 2000), a small town with a lot of character. Much of the land is devoted to production of blueberries and wood. Local jobs include fishing, clamming, wood cutting and a variety of crafts such as wreath making and pottery. The center of Franklin is a cross-roads for State Route 182, State Route 200 and the Calais Branch Railroad. Commercial use of the Calais Branch Railroad line ceased in 1985, but the tracks are being maintained while the state considers future options, such as renewed rail use for freight and passenger excursions.

Franklin has a long shoreline on Hog Bay, which drains through Taunton Bay to the Atlantic Ocean. Hog Bay and Taunton Bay serve as reproductive areas for many aquatic animals. In 1999 the University of Maine, Orono, purchased a re-circulating hatchery facility in Franklin and established the "Center for Collaborative Aquaculture Research" (CCAR). The University uses this facility to enhance research on commercial marine species and improved strains of Atlantic salmon. Visitors gain a wide view of these bays from the Byway. At low tide you may also see people slogging in the mud with short handled rakes digging for clams and fishing worms.



Franklin residents demonstrate their pride in the community and history through a series of public areas along the Blackwoods Road. Coming into town visitors can stop at the Franklin Historical park on the right. This park features a restored ox-drawn "galamander", once used to transport heavy granite blocks that were mined and cut locally and loaded onto south-bound ships. This is one of only two known galamanders remaining in the state of Maine. A small municipal picnic area is available down the road a short way on the left. The Franklin Grange Hall, on the left, sponsors



traditional events including all you can eat bean dinners and community yard sales. Further along, at the intersection with Route 200, Franklin has constructed a new Veterans Memorial. This site features large granite markers recognizing sacrifices made during the civil war and all wars that followed. Proceeding east visitors will also see the Franklin Veterans Hall and the municipal ball field, which sponsor local softball games, weekly bingo games and evening entertainment.

Like most towns in Downeast Maine, Franklin has passed through several economic cycles. The town reached an economic peak in the late 1800's with large granite quarries exporting cut-stone for urban construction along the Atlantic coast. During this time copper and silver mines, ship builders and timber mills drew workers traveling by train and steamer. When the 1930's depression hit, most of Franklin's mining and lumber operations collapsed. Following World War II, Franklin began a slow economic recovery based on commuting to the Ellsworth-Bar Harbor labor market, small scale and home based business, timber and blueberries and growth in demand for summer homes and nearby recreational opportunities. Recently Franklin has become the primary field site for the National Cold Water Marine Aquaculture Center (NCWMAC). The NCWMAC mission is to enhance sustainable and profitable aquaculture production of cold-water marine finfish species.

Blackwoods Road or Black's Woods Road?

The last ice age ended approximately 10,000 years ago, but had a profound impact on this region. During the last ice-age the Blackwoods Byway region was covered by a sheet of ice as much as two-miles thick. Land was pressed down thousands of feet lower than it is today. The sea level was also far lower with much of the water tied-up in the massive ice sheet. The advance of glaciers scoured and smoothed rough rocky surfaces.

"Maintained forest campsites are found dotting Donnell Pond, Schoodic Bay and Tunk Lake. Black Mountain Trail provides hikers with a back country experience through a forest of dense spruce and oak embroidered with huge granite boulders laced with lichens and moss. Fox Pond is known for its secluded fly-fishing opportunities and its easy access to waters that permit younger children to experience their first fly casts. Canoeing is thoroughly enjoyed and lake swimming is permitted. Hunting and trapping are allowed, subject to certain rules. Call 207-287-3821 for specific policies and laws regarding these activities." www.wildernet.com

Striations, or scratches in rock surfaces are reminders of the slow, determined power of glaciers. As glaciers retreated, they deposited numerous rocky ridges, cobblestone beaches and erratic boulders and left a concentration of natural lakes with clear water and stony bottoms. The glacial retreat also left a cluster of mountains that some local people refer to as "Little Switzerland", and the Blackwoods Byway cuts right through the center. Drivers can see all of the mountains described here, but to really experience the wonder of this region you should plan on some challenging day hikes and maybe even camp over night.

The name, Blackwoods, is an apt description of this tree lined passage. Until recently the trees formed a canopy over the road. While the canopy has been pruned in recent years, much of this road remains unspoiled by utility poles, outdoor advertising and electric lighting. The relatively tall, mature forest lands of pine, spruce and birch permit views into the woods.

The more probable origin of this road's name is the local historical figure Colonel John Black. Col. Black built a family fortune in this region following the war of 1812. He was one of the first persons to realize the economic potential of Maine's forests. He managed land for wealthy Philadelphia investor William Bingham, who owned vast amounts of largely uninhabited land in Downeast Maine. Black's success is still visible in the popular Ellsworth historical museum known as "Woodlawn" or the "Black House". Thus it is likely that the Blackwoods Road was once known as "Black's Woods Road" recognizing the man who managed this vast and remote area. Persons interested in local history should visit www.woodlawnmuseum.com, the website for the Black House.

Despite being close to bustling commercial and tourist centers of Ellsworth and Bar Harbor, this road looks and feels isolated. Tales of phantoms and ghosts along this portion of the byway are still told to children in nearby villages.

Donnell Pond

Franklin and bordering Township 9 are home to Schoodic Mountain and Donnell Pond. Donnell Pond, measuring about 1,000 acres, is a popular recreation site for local residents. Much of the shoreline is in public ownership, and campsites have been established at the southern half. There is no road access to these campsites from Route 182, but many visitors cross the pond by canoe or small motor boat to these quiet campsites. There are also rugged hiking trails starting on the Byway past Fox Pond at mile 4.3.

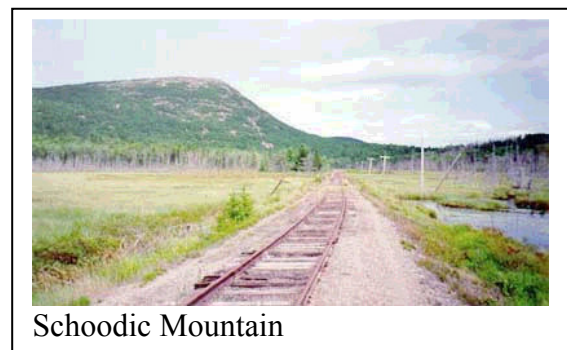


Schoodic Mountain

Schoodic Mountain has the classic profile of a glacial mountain, sloping gradually up from near sea-level from north to south to the peak of about 1080 feet, then plunging steeply toward the ocean where the two-mile deep glaciers retreated approximately 10,000 years ago.

Schoodic Mountain has several popular hiking trails that link it to the chain of mountains that follow to the east as well as Donnell Pond and Tunk Lake.

Climbers enjoy a panoramic view from the top of Schoodic Mountain of Acadia National Park to the south, the Downeast region to the north and east and a vast sparsely populated woodland to the north and west. The most popular starting points for climbing Schoodic Mountain are a dirt road called General Cobb Lane in East Franklin on Route 200 or from Route 183 in Sullivan. However, new trails are being proposed from Route 182 that would connect the entire region.



Township 9

The designated western gateway for the Blackwoods Byway is the boundary between the Town of Franklin and Township 9. In Maine you know when you are at the edge of human settlement when you cross into "unorganized territory". Unlike most states, where counties manage territories that have not been annexed by cities or towns, Maine is divided into contiguous towns and state-managed townships. Townships have no local government, are very sparsely populated and in most cases are productive woodlands for lumber, pulp and paper.

Township 9 is a long, narrow north-to-south stretch of land measuring approximately 12 square miles and containing the first 1.6 miles of the byway. Land features in Township 9 include extensive forested wetlands, including Otter Bog Pond, with Otter Bog Mountain and Donnell Pond to the south, out of view. Schoodic Mountain occupies the southern end of Township 9, but is best seen from Franklin and State Route 200 connecting Franklin with the coastal town of Sullivan and the Schoodic Scenic Byway. Though much of Township 9 is public reserve land that is available for hiking and boating, there are currently no public access points on the Blackwoods Byway.

Township 10

At mile 1.6 you will cross into Township 10. You will see Tunk Mountain ahead, just to the left of the byway. The next 7 3/4 miles of the byway take you through the heart of wilderness landscape. The road twists and turns through this region, dodging hills, rock outcroppings and bogs.

Fox Pond

At mile 2.9 you will reach the western end of Fox Pond. This 64 acre pond is a popular recreation spot for area residents. At mile 3.2 a rope swing immediately next to the byway lofts daring swimmers over the water. At mile 3.5 there is a small parking area on the east end of the pond where you can hand-launch your canoe, kayak or rowboat for paddling and fishing. The pond is ringed by rocky shores on the east end and dissolves into a boggy habitat to the west.



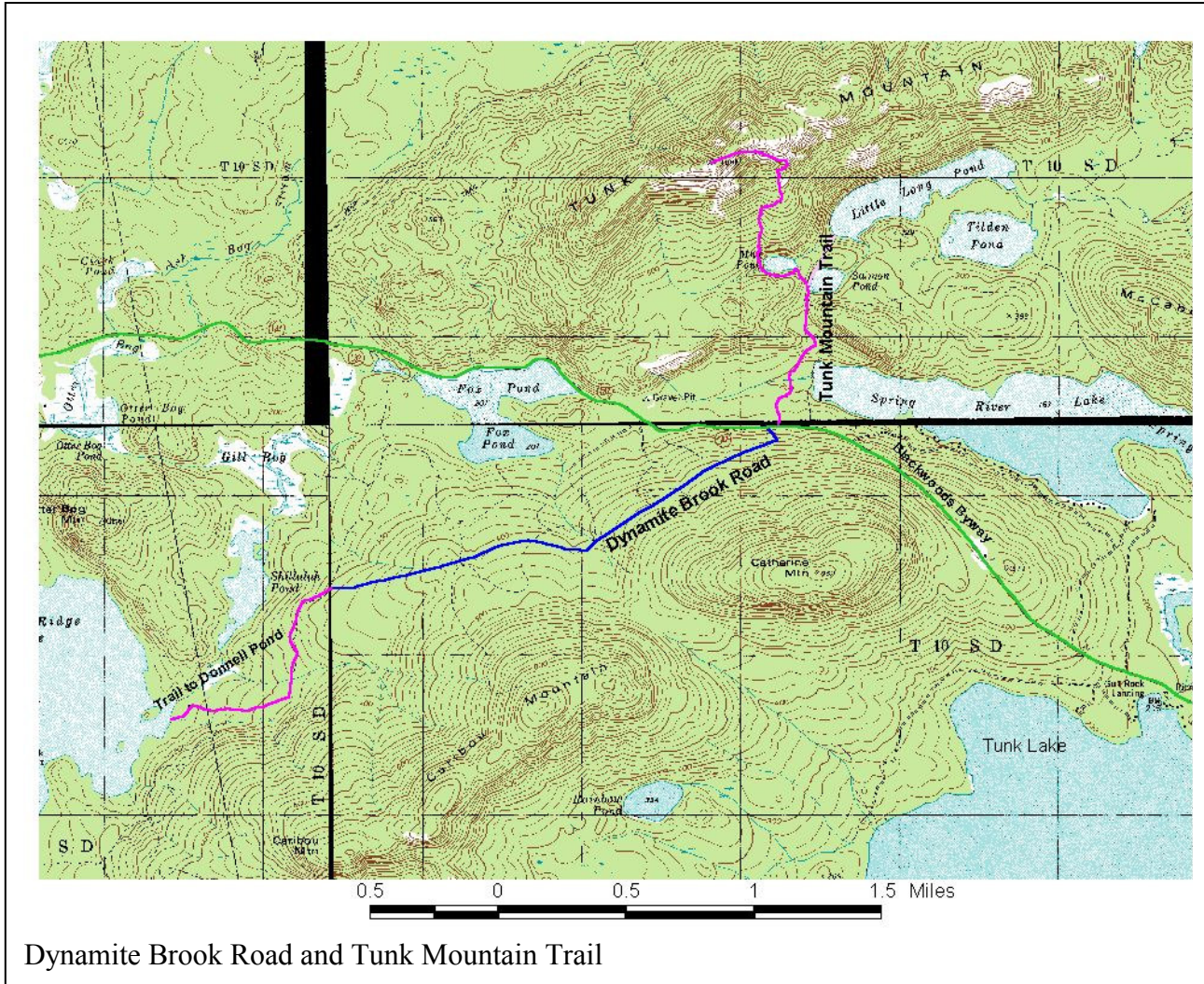
Scenic View from north end of Fox Pond

Dynamite Brook Road

From Fox Pond the byway begins a nearly two mile ascent up the north shoulder of Catherine's Mountain. The Dynamite Brook Road, located on the south side at mile 4.3, provides glimpses into

the 1800's when blasting was used in search of molybdenum, silver and gold on the rocky slopes of Catherine's and Caribou Mountains. Old mining pits can be discovered along the southern side of the road, making this a popular stop for geologists, mineralogists and rock collectors.

This two mile dirt road provides public access to an extensive network of adopted and proposed trails connecting the Blackwoods Road with the East Coast Greenway (a series of roads, trails and



Dynamite Brook Road and Tunk Mountain Trail

bikeways connecting Key West, Florida and Calais, Maine), the Schoodic National Scenic Byway and the Maine Coast. Hikers can walk to Donnell Pond from the end of Dynamite Road in approximately one hour. Continuing around the east-side of Donnell Pond, hikers can reach a swimming beach in about 20 more minutes, and the summits of Black Mountain or Schoodic Mountain in an hour to two hours of challenging climbing. During late July to mid-August wild blueberries ripen on the rocky ledges and bare mountain tops.

Tunk Mountain

Tunk Mountain (1,140 feet) is a challenging but very rewarding two hour climb beginning on the north side of the Blackwoods Road immediately following the entrance to Dynamite Road. Small trails crisscross the area. Bring a compass or GPS, as it is possible to lose yourself in the dense valley forests. You will pass a series of remote, undeveloped ponds carved by glaciers more than 5,000 years ago. These Ponds drain eastward into Downing Bog and Tunk Stream.

The bare-top of Tunk Mountain offers views to the south and east over lakes to the ocean. Looking north and west, climbers are rewarded with views of a vast wilderness area. On a clear day Mount you can spot Mount Katahdin, Maine's highest peak located in Baxter State Park.

Catherine Mountain

The byway climbs from Fox Pond to the north shoulder of Catherine Mountain which is known locally as Catherine's Hill (960 feet). At the crest of the road this open, lonely meadow once supported a farmhouse and before that a dance hall. There is room to park here and hike the steep trail that takes you to the top in less than one mile. Blueberries grow near the top, and the trail crosses small mines from the 1800s. As along the Dynamite Road, these mines are all that remain of efforts to extract gold, silver and molybdenum.



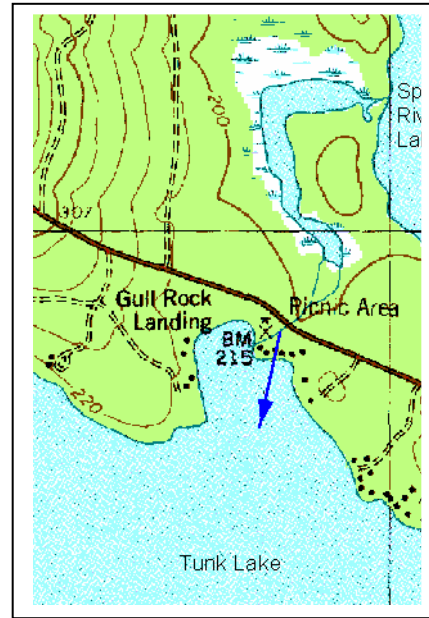
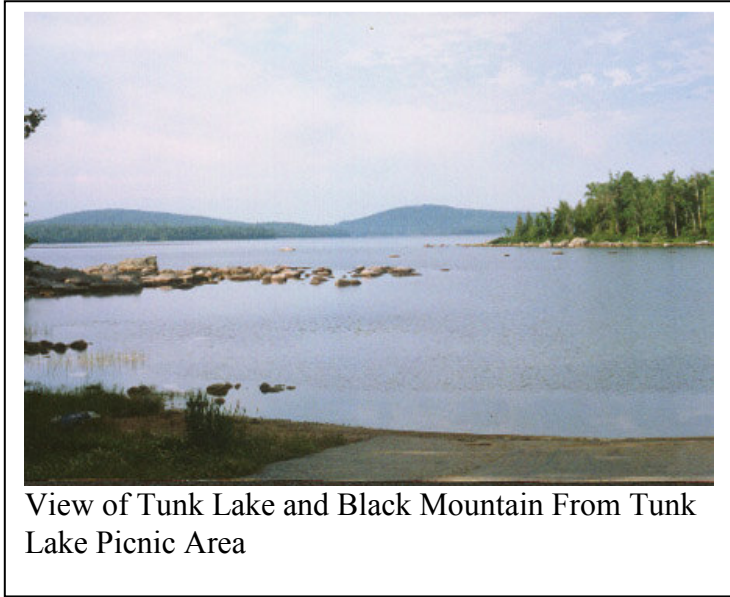
Tunk Mountain seen from the byway on Catherine's Mountain

Tunk Lake

Tunk Lake has some of the clearest water of any lake in Maine. Native Americans found plentiful fishing, hunting and trapping along its shores. European settlers cut lumber in the surrounding mountains. From the 1700s to the early 1900s residents cut large blocks of the lake's clear ice during the winter for storage throughout the summer in ice houses insulated with sawdust. Fishing activity on the lake has two peaks, when the water warms in July and August and again when it freezes in January and February. Up until the 1970s a fish hatchery was located near the lake shore to supply small "fry" for sport fishing.

At the close of the 19th century a few cabins were constructed along the shores of Tunk Lake, principally for summer recreation and winter hunting camps. The most famous of these cabins, called the Wickypup Club, was constructed by Admiral Richard Byrd, the famous polar explorer. Byrd would visit his oversized cabin by float-plane until his death in 1957. The cabin was lost to fire approximately 20 years later. Marshal Dodge, famous for his recordings of "Bert and I" and

other Downeast humor also summered on Tunk Lake, arriving by float-plane. Tunk Lake is likely to retain its wild character thanks to public land acquisition through the Land for Maine's Future program as well as large public-use conservation easements granted by land owners.



At mile 6.2 you will reach Tunk Lake's public boat access maintained by Inland Fisheries and Wildlife (IF&W). Visitors can explore the lake by boat and swim on the small beach at this site. Tunk Lake drains from south to north through a small stream at this point into the adjacent Spring River Lake. Tunk Lake is popular for canoeing, kayaking and is accessible to small motor boats. The shore of Tunk Lake is primarily composed of large boulders. If you like cold water, this clear lake is ideal for snorkeling. Remote primitive campsites are available on Partridge Peninsula on the lakes south-western end at the foot of Black Mountain.

Black Mountain

Black Mountain, known locally as Bald Mountain (1,094 feet) can be approached from Route 182 via public reserve land trails off of the Dynamite Road, and can also be climbed from the shore if you have a boat. Trails are now marked, permitting visitors to navigate a series of peaks for hikes lasting from a few hours to a full and very strenuous day. On a clear day, the top of Black Mountain provides tremendous views of area lakes and the coastline from Mount Desert Island to Cutler. A long, sandy beach at the base of Black Mountain is a 1.7 mile trip by canoe, kayak or other small craft from the Blackwoods IF&W boat launch. This privately-owned beach is available to the public for day use. Nearby Wizard Pond is a mystical destination wedged between Black Mountain's twin-peaks. Rainbow Pond can also be reached on rough trails from Black Mountain.

Spring River Lake

Spring River Lake, two miles in length, has a mixture of public areas, private camps and undeveloped shoreline. Spring River Lake is a popular lake for fishing, swimming and boating. The Department of Conservation has recently added a parking area on the Blackwoods Byway (mile 6.9) with a walking trail to a hand-carry boat launch on the east end of the Lake.

Spring River Lake is fed by outflow from Tunk Lake and small streams that run-off of Tunk Mountain. The uplands above Spring River Lake are popular with hunters during the crisp month of November.



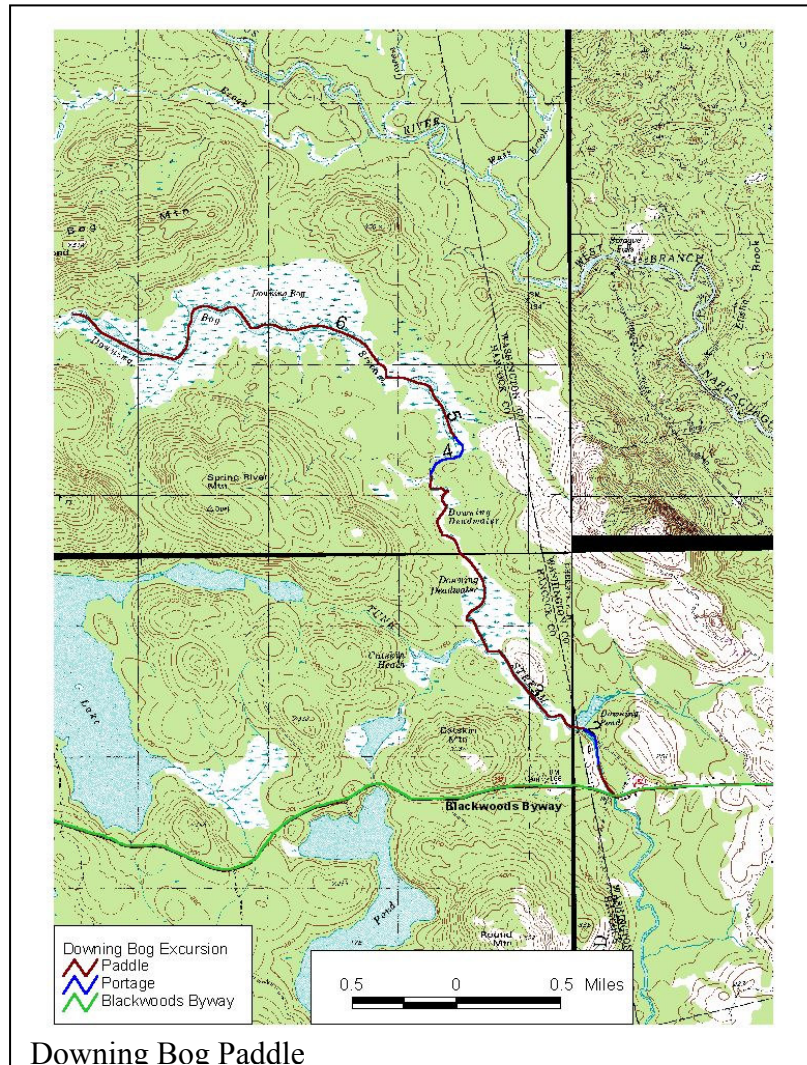
Spring River Lake - Looking West from Public Beach

Long Pond

Long Pond is located at mile 8.3. While sports fishermen occasionally launch small boats from the north end of the pond, space is very tight and stopping can be dangerous. The south end of the pond, approximately 1.2 miles from the Byway, is flanked by Round Pond Nubble (462 feet) and Round Mountain (592 feet). Round Pond is a 500 foot portage from the south end of Long Pond. Long Pond once drained north under the Blackwoods Byway, but was dammed and forced to drain south into Round Pond. Discussions are underway to return Long Pond to its natural drainage pattern.

Tunk Stream

Touring Downeast Maine is interesting year-round, but for people who like to paddle canoes

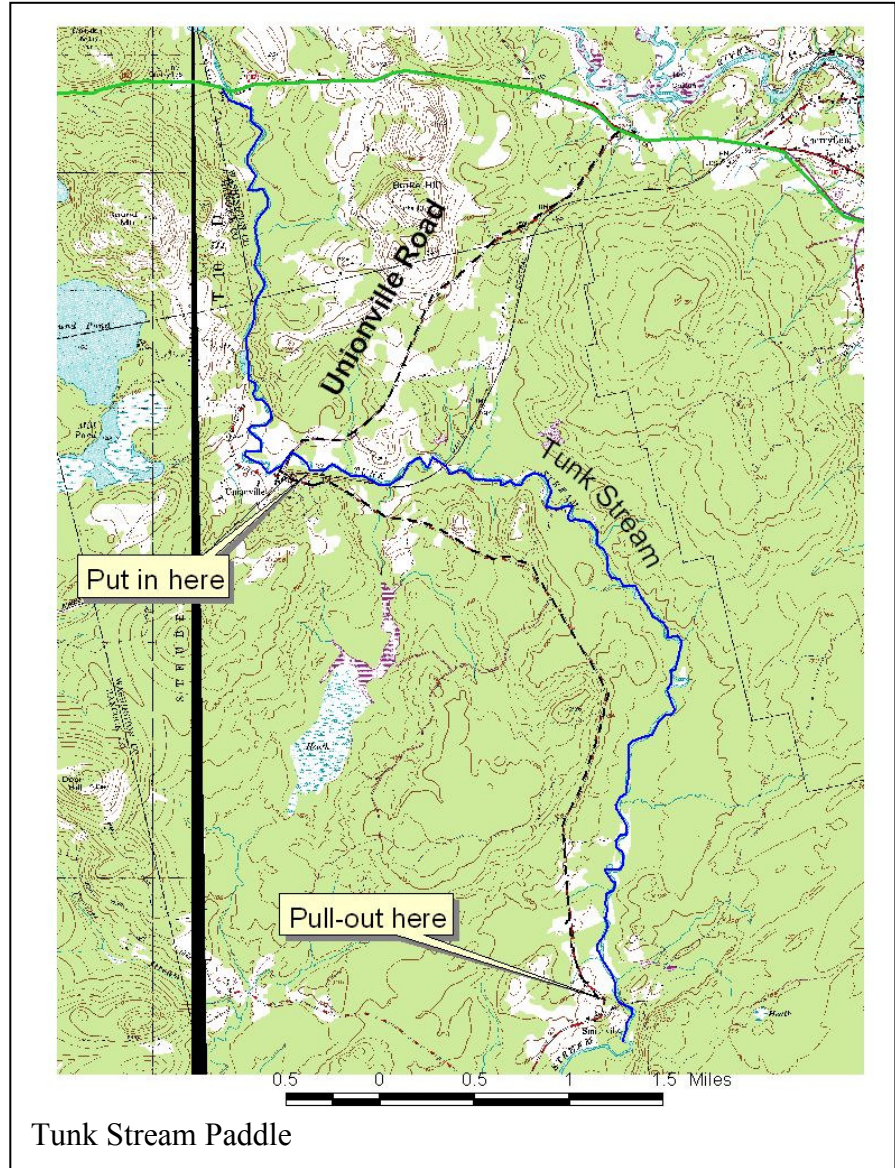


and kayaks, spring and early summer are the best time to visit. Tunk Stream crosses the byway heading north from Tunk Lake into Spring River Lake. It exits Spring River Lake going east then turns south crossing back under the byway on the western edge of Cherryfield and heads to the ocean. There are two sections of Tunk Stream that are good for paddling when water levels are sufficient.

The “Downing Bog” paddle begins on the byway and heads north up Tunk Stream, but branches north-east through a series of low beaver dams into a two mile-long Bureau of Parks and Lands “ecological reserve” area known as Downing Bog. The full course involves two somewhat demanding portages through woods and a couple of carry-overs across beaver dams. The

calm water permits paddling up stream and back, thus avoiding the need for a second car at the take-out location. Visitors will be rewarded with views only obtainable by boat and an abundance of wildlife including moose, deer, raptors, ducks and turtles. Given the preferred season, visitors should be prepared for black flies and mosquitoes. As the first two miles of this trip pass through privately owned land and the second two miles are located in an ecological reserve area, there are no facilities for hiking, camping or other day uses.

The second route starts south of the byway on Tunk Stream and drains toward Coastal Route 1. This trip requires a car to be located at the pull-out area. Most of the route consists of gentle currents with one section of modest rapids. Turn South from Route 182 onto Unionville Road in Cherryfield. Drive 2.8 miles and look for a small information Kiosk for “Friends of Tunk”. This organization has contributed to identifying and mapping many recreational routes along the Blackwoods Byway.



Tunk Stream Paddle

Cherryfield

The byway passes the southern flank of Catskin Mountain (393 feet) and crosses Tunk Stream into the Town of Cherryfield at mile 9.4. With a population of 1,157 Cherryfield is the "Blueberry Capital of the World". The town has a rich and well preserved history in fishing, lumbering, tourism, and most of all, blueberries. Almost immediately upon crossing from unorganized Township 10 into Cherryfield, the land opens up with fields and farms, residences and home-based businesses.



At mile 11.8 the byway passes Unionville Road on the right. Unionville Road goes south across pasture-land and small farms eventually reaching Route 1 in Steuben. The put-in for the Tunk Stream paddling excursion described earlier is 2.8 miles down this road.

The official end of the Blackwoods Byway occurs at mile 12.5, when you cross the Calais Branch Railroad tracks, the same tracks you crossed in Franklin near the start of the byway. State and local efforts are underway to re-open these disused tracks for scenic rail tours or as a bike trail. Either option would provide visitors with a truly unique opportunity to experience the northern Schoodic region, passing mountains, woods, bogs and lakes that are inaccessible to automobiles.

This section of the byway is also a small piece of the Key West to Calais East Coast Greenway. Cyclists can park their cars in Cherryfield and pedal through some of the world's largest tracts of wild blueberries, visiting small towns and scenic coastal locations from Machias to Calais, Maine and crossing into Canada and the Eastern Maritimes.



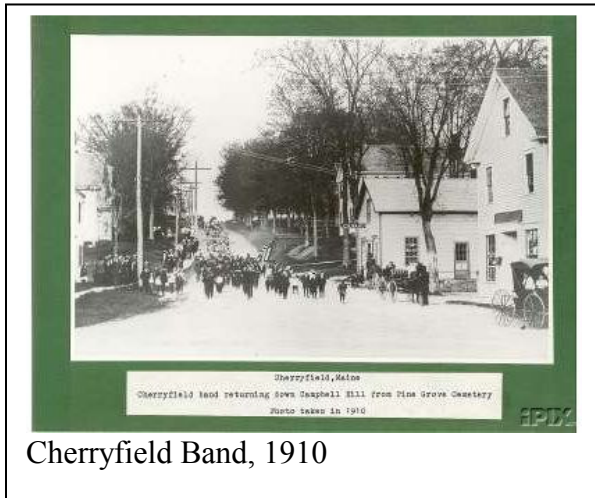
US East Coast Greenway

Historic Cherryfield

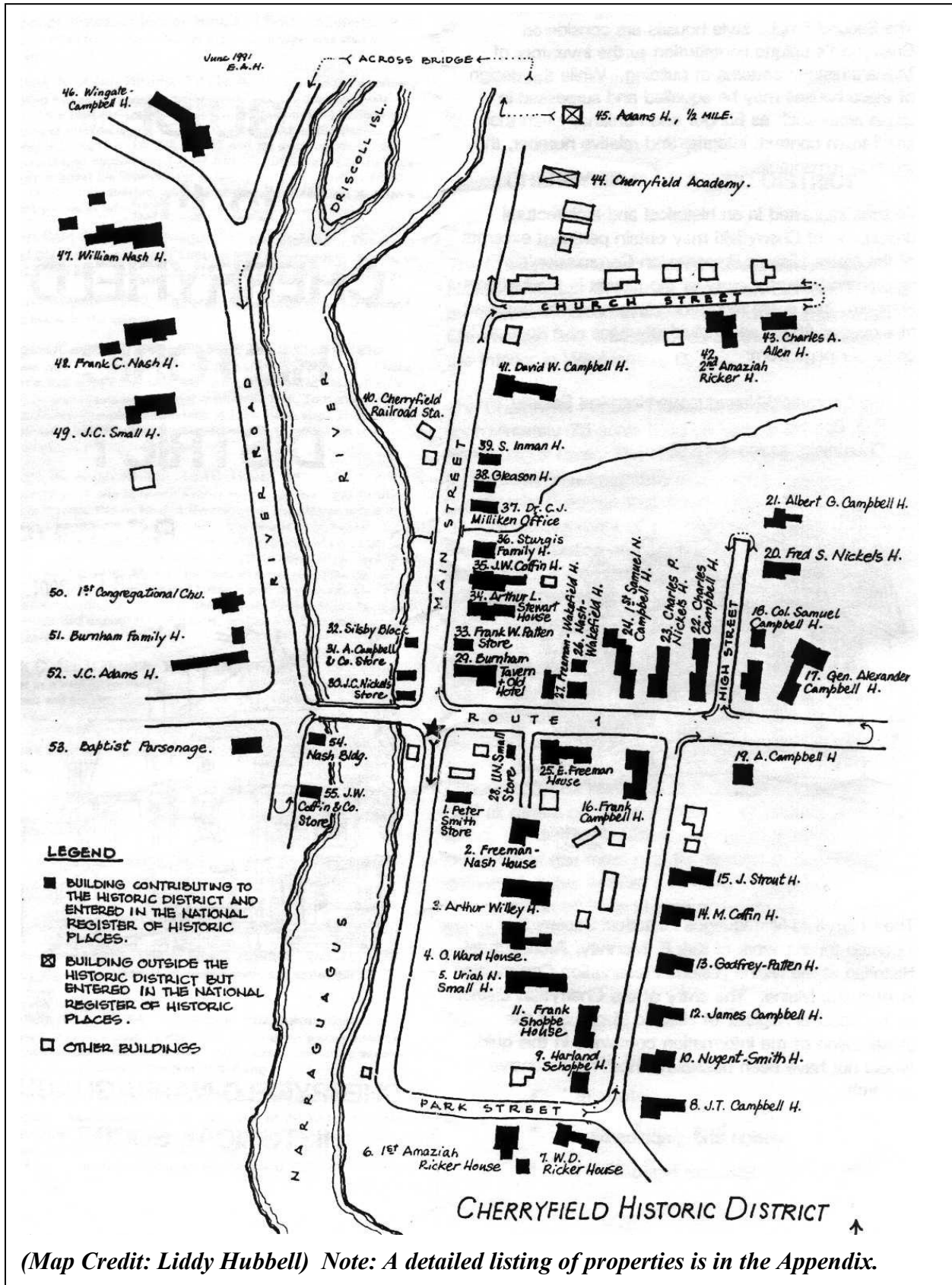
Cherryfield was first settled by European-Americans in 1757 and became an incorporated town in 1816. Early residents made their living farming and lumbering. The population rose throughout the 1800s reaching a peak or more than 1,800 persons at the turn of the century. Loss of forest resources and the decline of family farms in Maine led to a long and steady decline in population which reached a low of 771 in 1970. The population has since rebounded to just over 1,157 in the 2000 census.

The village center of Cherryfield has been remarked upon by several travel publications as a landmark in New England historical architecture. The village has a designated historic district and has more than 40 houses listed on the National Register of historic places and more that are eligible for listing (see attached map). These homes, some more than 200 years old, provide visitors with a walking tour into Maine’s past. The walking map is included in this document.

The Cherryfield-Narraguagus Historical Society maintains a small historical museum on Main Street. The historical society sells a number of books and other materials for persons wanting to know more. They can be reached at: P. O. Box 96, Cherryfield, ME 04622. The Cherryfield comprehensive plan includes a more detailed history of the town. History buffs may also want to travel eight miles south on Route 1 to Milbridge to visit the Milbridge Historical Museum (see www.quoddyloop.com).



Cherryfield has many traditions that date back more than a century. A town bandstand was reconstructed in the 1990s and serves as a venue for the Cherryfield Town Band, which has operated most years for more than a century. A high-point of activity in Cherryfield is the annual Fourth of July celebration. This typically occurs the weekend prior to July 4th, and includes musical performances, a parade and the annual “bed race” in which contestants race down Main Street pushing a variety of beds on wheels.



Cherryfield's Natural Resource Economy

Cherryfield straddles the Narraguagus River. The village, like many in New England, occupies the transitional zone between a riverine zone to the north with fast shallow currents and an estuarine zone to the south with tidal ebb and flow from the Atlantic Ocean. This transition provided the first relatively easy crossing point over the river at all tides and drove hydro-powered saw mills during the timber boom of the 1800s. Ship building was a significant economic activity in the 1800's and at one time vessels were built on both sides of the Narraguagus.

Though once noted as a prime river for salmon fishing, changes in riverine and marine habitats have seriously depleted native fish populations. In November 2000, the National Marine Fisheries Service and the US Fish and Wildlife Service officially declared the Atlantic salmon populations as endangered in eight Downeast Maine rivers including the Narraguagus.

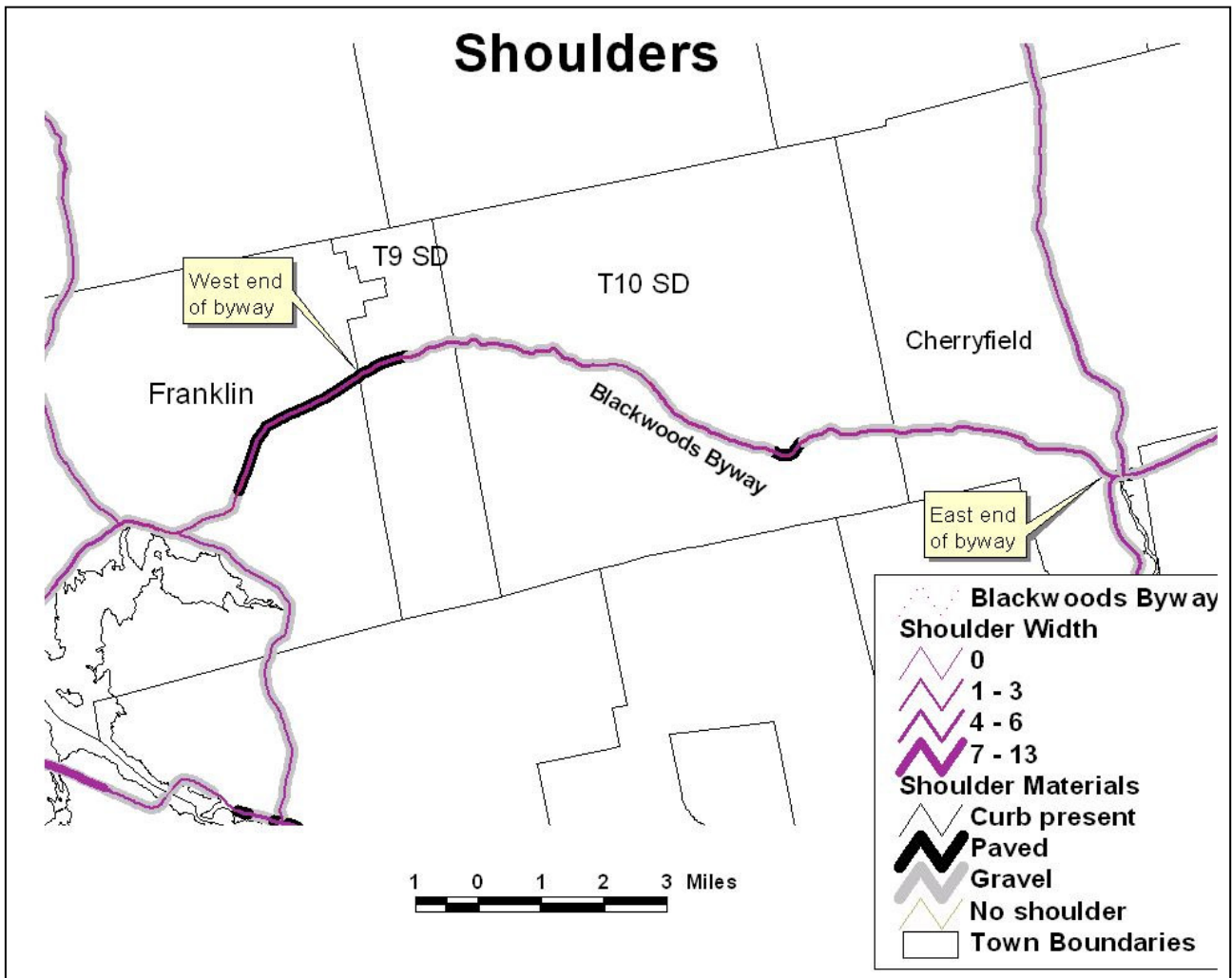
Among many efforts to protect the Atlantic salmon the state manages the Narraguagus Wildlife Management Area - approximately 1,450 acres of upland forests and some riverine wetlands between the two main branches of the Narraguagus. This public land protects spawning and rearing habitat for salmon as well as habitat for wood turtle and inland waterfowl and wading birds. In addition, Cherryfield is participating in the implementation of the Narraguagus River Watershed Non-Point Source Pollution Management Plan – a comprehensive document that provides a plan for evaluation, remediation and prevention of non-point source pollution in the Narraguagus watershed. The town also participates in the Small Community Grant Program, which provides financial and technical assistance for solving wastewater disposal problems. This has resulted in one or two overboard discharges or malfunctioning septic systems being replaced each year. A more comprehensive solution, a sewerage system in the village, would help to direct growth into the center of Cherryfield, and is proposed in the Capital Improvement Plan of Cherryfield's Draft Comprehensive Plan. These added protections promise to preserve and enhance this significant wildlife corridor that passes through the village center.

Known as the "Blueberry Capital of the World", approximately 7,000 acres in Cherryfield are under cultivation for blueberries. This accounts for roughly 25% of the town's land area and represents a tripling of the land under cultivation for blueberries since 1993. While the soils in Cherryfield are not ideal for many agricultural uses, they are well suited for blueberry production and this activity continues to provide the most employment in town. In 2001, the Cherryfield Foods, Inc. processing plant employed 55 people, its office employed 12, and farm operations employed 60. In the same year, Wyman's processing plant employed 50 people and the financial office employed 8. Approximately 3,000,000 pounds of blueberries were cultivated in Cherryfield in 2001.

Byway Inventory

Route 182 between Route 1 in Hancock and Route 1 in Cherryfield is classified as a major collector by the Maine Department of Transportation. Route 182 is a two lane highway primarily bordered by three foot gravel shoulders. Shoulders have been paved along much of Route 182 between the village of Franklin and the beginning of the byway. One improved section of the road in Township 10 also has paved shoulders. The majority of the byway has soft sand and gravel shoulders. Several portions, most notably the west-side of Catherine's Mountain, have little or no shoulder treatment. The Catherine's Mountain section is carved out of a steep hillside and would be very costly to widen. The speed limit for the Township portions of the byway is 45 miles per hour, but increases to 50 miles per hour in Cherryfield.

The map below indicates shoulder width and treatment patterns for Route 182.



Utility lines run parallel to the byway through major sections. One particularly scenic portion on Catherine's Mountain is fortunate not to have visible utility lines as they were routed along the shore of Spring River Lake. Other sections of the byway have lost tree cover during line clearance programs, enhancing electrical power quality but degrading scenic aspects of the byway.

Signage

Commercial development on the byway is limited to small businesses located in Cherryfield. Current signage in the LURC Township portion of the byway includes directional signage and traditional name signs for camp-owners. There are currently no businesses nor business signs evident in the Townships.

Signage in the LURC portion of the Byway is controlled by standards that apply to the various sub-districts illustrated in the table below.

Subdistrict	Maximum, On Premise Sign	Aggregate Signage
General Management	32 square feet	64 square feet
Residential Development	8 square feet	16 square feet
Protection	8 square feet	16 square feet

Many types of signs are exempt from these standards, including residential directional and official business directional signs.

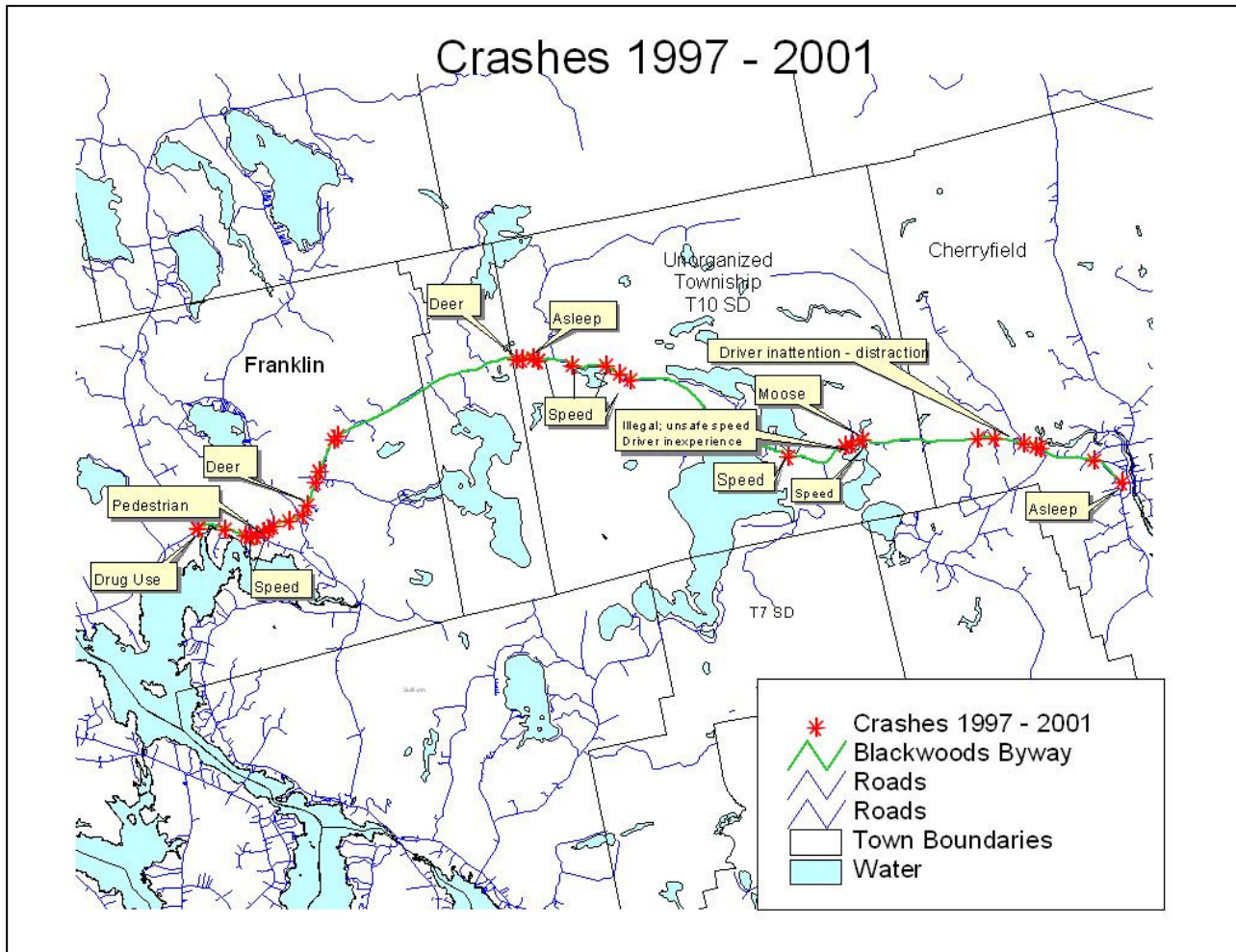
The Cherryfield portion of the byway has very modest signage until near the village center and eastern end of the byway. Businesses along this section of the byway, including home-based establishments and small service-sector establishments display a variety of unlit signs. These signs comply with state regulations.

Cherryfield does not have a local signage ordinance that affects the byway. Upon completion of the comprehensive plan, the town may choose to consider adopting signage ordinances. In addition to local and LURC regulations, signage on all State Highways is regulated by Maine State law. Large billboards are prohibited.

While legitimate commercial signage is not noted as a major problem on the byway, there is a very real problem with graffiti on rock outcroppings between Fox Pond and Spring River Lake. The rock outcroppings have a long history of damage by people spray-painting messages and simple drawings that are plainly visible from the byway. Past efforts to remove graffiti have involved local volunteers as well as paid work crews. Resolving this problem will not be easy, and will require better public awareness and willingness to report those caught in the act.

Safety Issues

Crash data indicate that between 1997 and 2001 a total of 46 crashes occurred on Route 182 between the village center of Franklin and the bridge crossing the Narraguagus River in Cherryfield. Of these 22 occurred in Franklin, which while part of the scenic tour, is technically not part of the



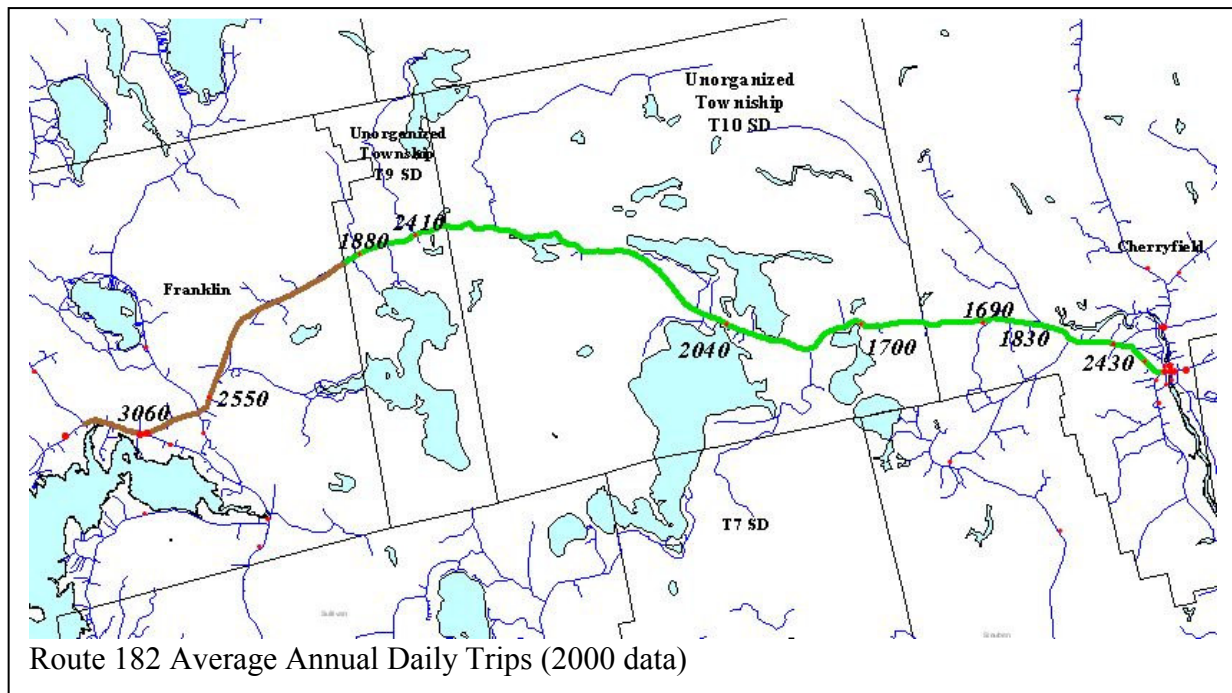
byway. A majority of the crashes are attributed to driver inexperience and driver inattention. Two crashes involved deer and one involved a moose. Thirteen of the crashes occurred in ice and snow conditions. None resulted in fatalities, and two resulted in severe injuries. The crash map indicates that along the byway there are a few particularly difficult sections. A series of sharp curves between in the western portion of township 10 sent several cars off the road. Typically these crashes occurred to young drivers in wet or snow covered conditions.

Bicycle and pedestrian use on the byway is infrequent due to the remote location, challenging geography and unsafe road widths. As the byway approaches the towns of Franklin and Cherryfield there is some local bicycle and pedestrian use. These sections have sand and gravel shoulders that are adequate for walking, but unsafe for biking. There were no recorded crashes involving bicycles or pedestrians on the byway between 1997 and 2001.

Traffic Volume/Use Data

The map below indicates current traffic volumes (Average Annual Daily Trips or AADT) along the byway. As this portion of Route 182 is already designated as a State Scenic Byway, no short-term impact on traffic volumes is expected to result from corridor management planning. However, baseline data will be useful in future assessments of byway improvements. Current MDOT guidelines recommend road shoulder paving for highways carrying more 4,000 AADT or with high seasonal traffic. Volumes on Route 182 are approximately 2,000 AADT in peak locations. Volumes reach about 4,000 in the non-byway section of Route 182 between Franklin and the town of Hancock.

Shoulder paving of major collector routes with lower traffic volumes is considered on a case-by-case basis by MDOT. Higher seasonal use of this byway and its potential as a scenic bike tour suggest that 3' to 4' paved shoulders throughout the byway might benefit the regional economy and would add a margin of safety for motorists in addition to opening the byway for bicycles. Planned shoulder paving on Route 1 would compliment this work and would enable long distance cyclists to complete a 55 mile Hancock-Sullivan-Steuben-Milbridge-Cherryfield-Twp 10-Twp 9-Franklin-Hancock loop as indicated in the map below.



Roadway Improvements

There are three routes for passengers and freight to move between Hancock and Washington County. The Regional Transportation Advisory Committee continues to advocate for improvements

in these corridors with a focus on improving transportation connections between western Washington County and Interstate Route 95 in Bangor.

Route 9, now designated as the US Highway from Bangor to Calais, is not a practical alternative for drivers wishing to stay near the coast. The Maine Department of Transportation has made major investments into rebuilding and improving Route 9 as a freight corridor between Bangor and Calais, with a lightly traveled connection to Cherryfield and points east via Route 193. Improvements to Route 9 have encouraged long-haul truckers to shift inland and have probably reduced the volume of trucks on the other two routes.

Arterial Route 1 from Ellsworth to Milbridge is the most often used coastal route. The MDOT has significantly improved some sections of Route 1, though a major bottleneck in the towns of Hancock and Sullivan remains. The most significant project on the Ellsworth to Cherryfield segment of Route 1 has been the replacement of the metal grated "Singing-Bridge" with a wider, paved bridge. This improvement and planned improvements in road width in the towns of Sullivan and Hancock will also shift freight traffic from Rout 182 to Route 1. Plans are in place to rebuild the most hazardous sections of Route 1 in 2003, 2004 and 2005.

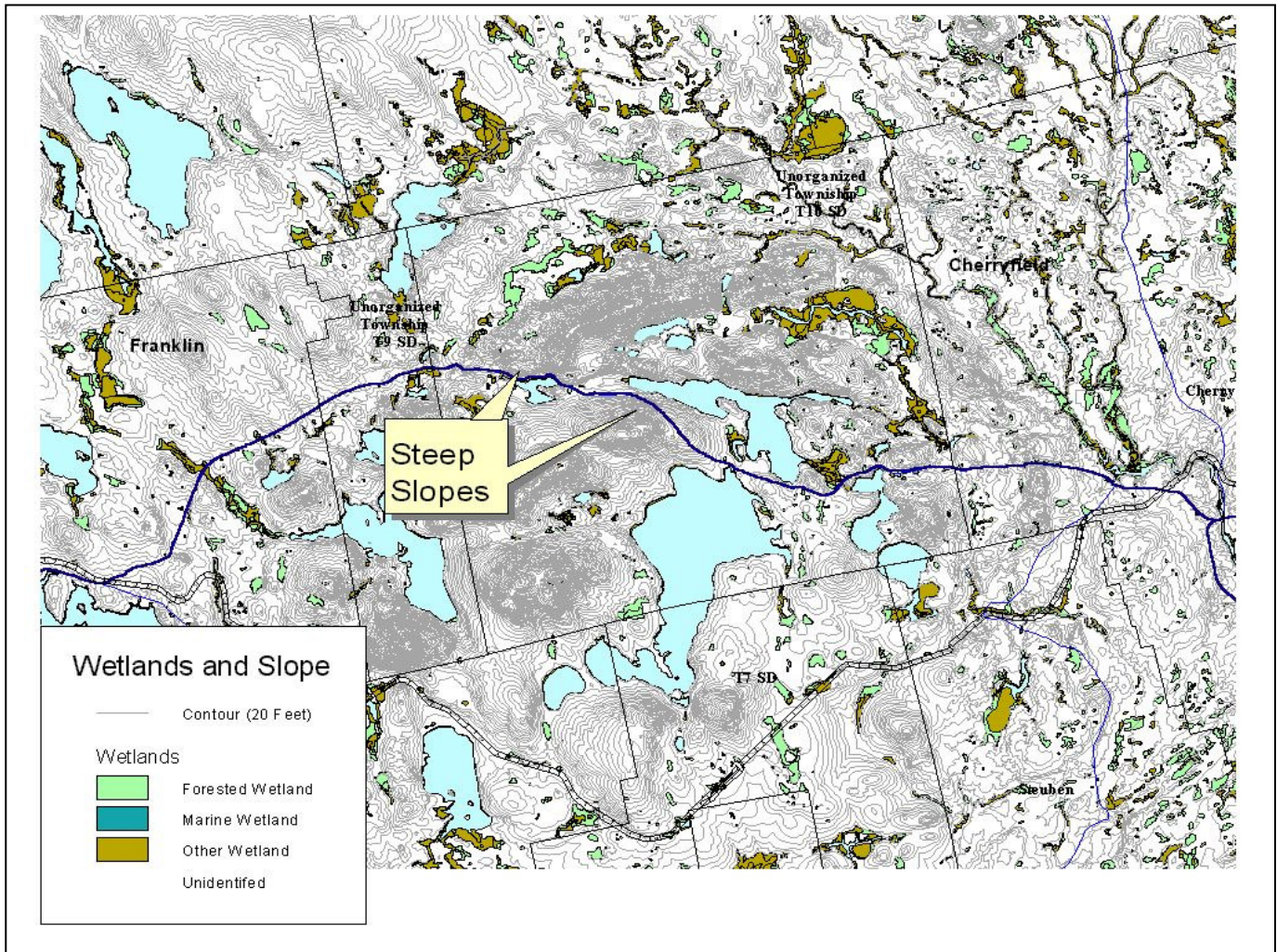
Route 182 has traditionally served as a short-cut used by local people traveling between Ellsworth and Cherryfield, Machias and beyond. Though this route is shorter than Route 1, it is also a slower road due to the challenging geography. MDOT rebuilt sections of Route 182 between Route 1 in Hancock and Franklin in the past 20 years. Improvements included shoulder paving along some segments, improved drainage and road base materials. One section of the byway in Cherryfield was realigned and improved in 1975. Other than these changes, the scenic byway has been maintained rather than rebuilt. Maintenance paving and improvements to drainage and guardrails have been performed throughout the 1980s and 1990s. No improvements to Route 182 are listed in the MDOT 2004 through 2009 Six Year Plan. The Six Year Plan notes two passenger projects, improvements to the unattended Deblois Airfield, north of Cherryfield on Route 193, and ongoing planning for a Downeast bicycle trail.

The Calais Branch Railway, though out of commercial use since 1985, is an alternative corridor owned by the State of Maine. No plans exist to return the Calais Branch to service for commercial freight, though several regional development groups are advocating for resumption of rail service. The low-speed of potential operation make it impractical for passenger transportation, though proposals for excursion rail have been submitted to the MDOT. Some sections of the rail are significantly deteriorated by flooding and bridge wash-outs. MDOT increased maintenance of the corridor in 2001 and was able to run a high-rail vehicle from one end to the other in 2002. In 1999 Rizzo Associates, a Massachusetts-based engineering firm, conducted a "Rails with Trails" feasibility study which considered cost and design issues for establishing a bike trail along the side of the Calais Branch railway. This study is available at the Hancock County Planning Commission Office, the Washington County Council of Governments and Maine Department of Transportation.

Existing Land Use And Zoning

The byway can be divided into three segments with respect to land use controls. The first segment is in the town of Franklin. Franklin, while not technically part of the byway, controls land use up to the western gateway. Route 182 passes through a series of ridges and valleys, each being a north to south drainage to the ocean. The soil characteristics of this section alternate accordingly with good development suitability on the ridges and very low suitability in the valleys, some of which are submerged wetlands. A map indicating slopes and wetland areas is included below.

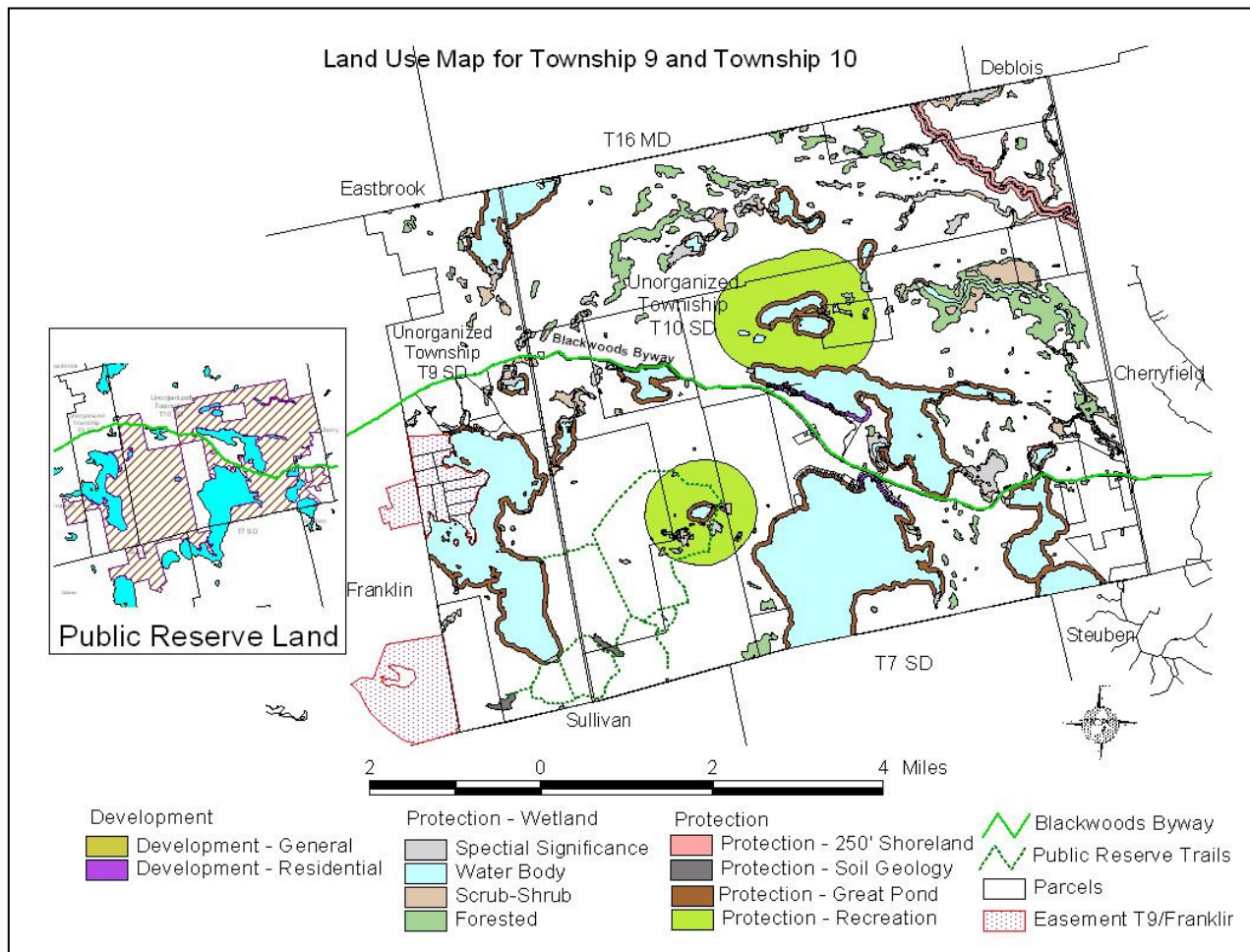
Franklin adopted town-wide zoning in 1975 and updated its zoning ordinances in 1988 and 1992. The Franklin ordinance supports state shoreland zoning requirements, further defining resource protection, stream protection and general use zones. There is no specific language in the Franklin ordinance speaking to development along Route 182. The major impact on the byway is to restrict potential development in the wetlands valleys along Route 182. Franklin's future land use map indicates Route 182 as a low density residential and open space area.



Woodlands and seasonal camps characterize much of the Byway as it runs through Townships 9 and 10, both of which are under the jurisdiction of the Maine Land Use Regulation Commission (LURC). The predominant zoning along the road is the General Management Sub-district (M-GN), although other sub-districts also apply to specific resources along the Byway:

- Shoreland Protection (P-SL2) Townships 9 SD and 10 SD
- Wetland Protection (P-WL2/3) Townships 9 SD and 10 SD
- Great Pond Protection (P-GP) Townships 10 SD
- Wetland Protection (P-WL1) Townships 10 SD
- Residential Development (D-RS) T10 SD BPP.

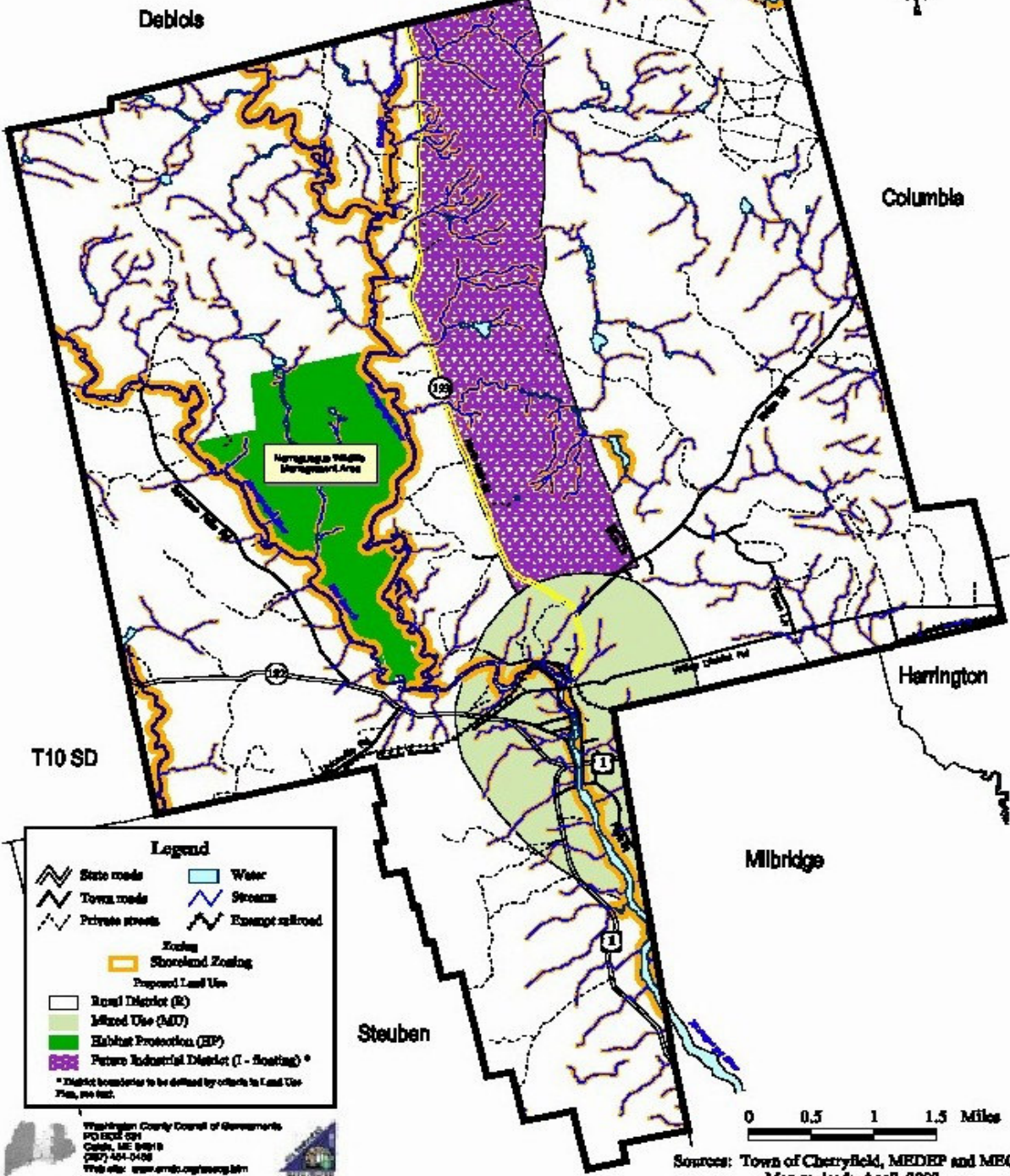
In addition to the zoning, two Public Reserve Lands planning units also occur in the area, corresponding roughly with the townships. The Bureau of Parks and Lands (BPL) in the Maine Department of Conservation develops unit management plans for public reserve lands. The Donnell Pond public reserve lands cover most of the southern half of T9 SD BPP, shown in the southwestern part of the map below. There is a plan in effect for the Donnell Unit. The plan for the larger area of public reserve lands, the Tunk Lake reserve lands, shown in the eastern part of the map, is currently being written. BPL has already identified areas of environmental and recreational significance.



The third segment of the byway lies in Cherryfield. Like Franklin, Cherryfield enforces state mandated shoreland protection zoning and a small number of local ordinances. At this time Cherryfield does not have town wide land use zoning. A draft future land use map is included below. The draft comprehensive plan has been found consistent by the Maine State Planning Office (SPO). The plan will be reviewed in public hearings and voted upon in 2004. If approved, this plan will serve as a guide for future land use incentives and controls. This draft Corridor Management Plan is noted in the Transportation chapter of the comprehensive plan. The plan notes that there is local support for protection of natural and scenic resources, and strong support for permitting additional entrances and driveways onto Route 182 (Section H, Page 12). The Corridor Management Committee will work with the planning board to encourage development that does not harm scenic and natural resources.

Cherryfield Comprehensive Plan

Map 10: Proposed Land use



Legend

	State roads		Water
	Town roads		Streams
	Private streets		Exempt railroad
	Existing Shoreland Zoning		
	Rural District (R)		
	Mixed Use (MU)		
	Habitat Protection (HP)		
	Future Industrial District (I - Seating) *		

* District boundaries to be defined by criteria in Land Use Plan, see text.

Washington County Council of Governments
 PO BOX 591
 Calais, ME 04918
 (207) 464-0408
 Web site: www.wcog.org/wcog.htm

Sources: Town of Cherryfield, MEDEP and MEGIS
 Map revised: April, 2003

Draft Future Land Use Map for Cherryfield

Future Land Use

Predicting land use in sparsely populated areas is precarious. Regional population trends indicate an east-west split, with steady population growth in bordering communities of Franklin and Hancock and population decline in the eastern communities of Cherryfield and Milbridge. Year-round population growth will be driven by economic growth and accessibility for commuters and retirees.

Franklin meets several criteria for future growth, including affordable land, suitable soils and groundwater and access to employment and retail markets. Franklin's population grew by 20% between 1990 and 2000, double the rate for Hancock County and more than four times the rate for Maine. However, the young population grew by just 4%, which suggests that people moving in is the major population driver.

The unorganized Townships 9 SD and 10 SD have a very small year-round population, but have experienced growth in seasonal vacation residences. Seasonal houses are located near to the local lakes and streams and are rarely visible from the byway. Year-round housing tends to be closer to the highway to reduce difficulties with winter plowing and spring "mud-season." Modest increases in seasonal homes are the most likely change in future land use in the townships. Other forms of land use in these remote areas are expected to remain recreational woodlands, and tree growth areas. Forest resources continue to recover from an earlier era when cutting was more aggressive. Liquidation harvesting continues to be a concern where land use controls are not sufficiently clear or adequately enforced.

Cherryfield's natural resource economy is evolving. Marine-based occupations have not grown significantly, and some traditional occupations have been lost. Blueberry acreage expanded significantly during the past two decades, but is moving toward mechanical harvesting, thus reducing demands for labor. Commuting times to employment centers of Ellsworth and Machias are in excess of 40 minutes, a benchmark for bedroom community growth. Cherryfield's population declined by 2% between 1990 and 2000. The decline for persons ages 0 to 18 was 18%. Neighboring Milbridge and Harrington experienced similar population declines during the 1990s. Waterfront property continues to see higher demand, with many new houses and summer residences (Cherryfield Comprehensive Plan, Section K). Business growth has occurred primarily along Route 1 southwest of the village.

Protection Techniques

Byways in Maine are protected through natural constraints, land use zoning ordinances, use of protective easements and voluntary agreements with land owners. The Blackwoods Byway has a combination of these factors in place. As noted above, much of the byway is surrounded by land with significant natural constraints, including poorly drained soils, wetlands and steep slopes. However, a much larger percentage of the land has no natural constraints.

Franklin has adopted land use districts with the Blackwoods Byway gateway area being designated as low density residential development and open space. The restrictions are in practice very modest and would not prevent significant growth in housing along this corridor.

Much of the Byway in T9 SD and T10 SD is protected under management plans developed by BPL, and land use is regulated by LURC. While the plan is still being updated by BPL, LURC has fairly extensive regulations that cover land use in its jurisdiction. It is very important that the Corridor Management Plan be coordinated in the future with management plans written for the Maine Public Reserve areas.

In addition to town and state limitations on development, privately held property, including large parcels around Fox Pond and Tunk Lake have been placed in Tree Growth, Open Space or Public Use easements. As these properties have had many years of reduced property taxes, persons wishing to develop additional houses or businesses on these properties would face significant tax penalties. Tree growth designation requires the owner to write a forest management plan. These plans help to assure that owners will follow sustainable forestry practices and will preserve traditional locations for recreational hiking, fishing and hunting.

As noted above, Cherryfield is in the final stages of writing a comprehensive plan. The plan designates a growth area in the immediate vicinity of the village center. Approximately 1,300 feet or 1/4 mile of the byway is located within Cherryfield's designated growth area. Most of the byway falls within a Rural District, intended for low density residential, small business, agricultural and natural resource use. This designation recommends a minimum lot size of 1 acre and 200 feet of road frontage for future development. Flexibility for development will be encouraged using tools such as Open Space Subdivisions. The Cherryfield Comprehensive plan is available in the town office and through the State Planning Office in Augusta.

Relationship to Other Programs

There are multiple governmental entities operating along the Blackwoods Byway. At either end are the town governments of Franklin and Cherryfield. The larger township portion has evolved into a more complex process of planning and regulation. Overlaying these three jurisdictions are state programs for the creation of open space and preservation wildlife and recreational use. The boundaries of the overlay areas have expanded beyond the townships with land acquisition in both Cherryfield and Franklin.

The scenic byway program is administered at the state level by the Department of Transportation with oversight provided by the Maine Scenic Byway Board, consisting of representatives from state agencies such as transportation, economic development, historic preservation, conservation and tourism. This oversight board helps to assure that byway programs are operated in a fashion consistent with the various agencies engaged in planning and regulation along the Blackwoods Byway. Inclusion of the Regional Transportation Advisory Committee (RTAC) helps to assure regional input for transportation related issues. The RTAC meets monthly in Cherryfield and currently receives updates from the Schoodic National Scenic Byway Corridor Committee.

The most significant challenge for coordination will be building program linkages between the byway and various state agencies engaged in planning and regulating Townships 9 SD and 10 SD. Many decisions, particularly those caught between environmental preservation and promotion of recreational use require input from two to four state agencies, local and county government and non-profit organizations. Perhaps the only mechanism for assuring that actions will be consistent with management guidelines will be to constitute a steering committee that oversees work by the local corridor management committee. This steering committee might be “virtual”, meeting rarely, but being expected to comment on documents prepared by the corridor management committee.

Looking to the Future: A Vision, Goals, Objectives and Strategies

The future of the Blackwoods Byway will be determined by a combination of natural forces, market forces and planning. Current and prior planning efforts along the byway have been referenced above.

Vision

The Blackwoods Byway is a wilderness road connecting two historic towns in Downeast Maine. The byway is a source of pride for our communities and township residents. We who live here visit the mountains, lakes and streams to hunt, fish, hike and boat throughout the year. Tourists are also invited to travel our byway and are encouraged to learn about our history, way of life and to visit our local businesses. We endeavor to preserve this corridor for our children and to maintain our close connection to nature. We also endeavor to maintain and improve the byway so that we can travel safely year-round.

Goals, Objectives And Strategies

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

The Blackwoods Byway was selected more than 30 years ago as a state scenic road. Most of that wild character has been retained over these many years. In the meantime access to walkers, bikers, boaters and others has improved in several areas. The historic towns of Franklin and Cherryfield have also retained their beautiful old homes and rural traditions. The rapid expansion of public reserve lands and use of open space and tree growth easements will contribute to this ethic of conservation and public use. Local successes, such as a grant award to the Friends of Tunk for a non-point source pollution study points to activities that can happen when people work together.

Objectives

- ♦ Open and preserve vistas, such as Catherine Mountain overlooking Spring River Lake, where possible.
- ♦ Maintain a clean and natural environment along the byway that is free of litter and graffiti.
- ♦ Preserve water quality of the natural lakes and streams.
- ♦ Preserve night-sky along the byway by discouraging bright, internally lit outdoor signage and brightly lit parking areas.
- ♦ Preserve historic resources, including cemeteries along the byway.

Strategies

- ♦ Support campaigns to remove roadside litter and remove graffiti from rocks along the byway
- ♦ Reduce roadside erosion from Route 182 and adjoining roads into local ponds and streams.
- ♦ Encourage MDOT to employ mechanical control of vegetation rather than chemical control in areas near to sensitive waterbodies.
- ♦ Support Friends of Tunk non-point pollution project along Tunk Stream and connecting lakes and ponds.
- ♦ Inventory historic sites along the byway and in the Towns of Cherryfield and Franklin.

- ♦ Identify resources (capital and voluntary) to clean-up cemeteries, and to add historic plaques and interpretive information at select historic sites.
- ♦ Work with local utilities to avoid obstructing scenic vistas with utility poles, lines and other infrastructure.
- ♦ Provide input into management plans for the Maine Public Reserve lands.
- ♦ Identify ways to encourage sustainable, low impact tourism within wildlife reserve areas and other environmentally sensitive locations.

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

This goal was underscored repeatedly by residents in Cherryfield who depend on this highway as their most direct link to Ellsworth. The Blackwoods Byway was constructed in a very challenging environment before modern road construction standards had evolved. The use of this highway by freight hauling trucks stresses the road year round, but particularly in the fall and spring. The spring thaw inevitably damages the road, with much of that damage sustained until the road is resurfaced. The limited sections of Route 182 that were built to modern standards provide for safe and efficient travel. A long range goal should be to rebuild the remaining unimproved sections of Route 182 to provide safe year-round travel without detracting from the scenic character of the byway.

Objectives

- ♦ Identify options to correct locations with high crash rates and high crash potential and pass that information to MDOT.
- ♦ Increase site distance along the byway with vegetation management and context-sensitive design.
- ♦ Improve safety for entrance and egress at access points to scenic vistas and recreational locations such as Catherine Mountain, Tunk Lake, Fox Pond, Long Pond and Spring River Lake.
- ♦ Promote context-sensitive shoulder paving along Route 182 when road segments are reconstructed.
- ♦ Study potential for passing lanes on steep grades to permit cars to pass slow moving vehicles.

Strategies

- ♦ Corridor Management Committee works with RTAC, Sunrise Trails Coalition and MDOT to support design engineering for Route 182 safety enhancements.
- ♦ Corridor Committee works with Bureau of Parks and Lands to identify improvements for safe access to recreational sites and scenic vistas.
- ♦ Collaborate with MDOT to assure that future road improvements, such as new guardrails, use natural-looking materials and do not obstruct vistas.
- ♦ Study options for paving aprons for day use parking at boat launch areas to reduce congestion and the need to back-onto Route 182. Aprons might also provide day-use parking for ice fishing on the lakes.
- ♦ Improve directional signage, providing drivers with adequate warning of the boat launch locations.

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

Cherryfield and Franklin are struggling economically. The resource-based economy is subject to changes in the environment as well as changes in regulations affecting people's ability to use these resources. Meeting the needs of an aging population, maintaining local schools and providing employment opportunities in the region are all important goals for these towns. The Blackwoods Byway should boost local economies through providing a more efficient transportation corridor, and attracting new residents, summer residents and tourists to the area.

Objectives

- ♦ Make improvements to Route 182 to preserve transportation speeds.
- ♦ Add way-finding signage on the byway encouraging people to continue their journey into the villages of Cherryfield and Franklin.
- ♦ Increase shoulder season tourism, including fall colors visits and heritage tourism.
- ♦ Increase all-season infrastructure for nature-based tourism along the byway, including additional space for vehicles in the Tunk Lake and Spring River Lake access areas, adding locations for camping, hiking, paddling, fishing, etc. and improving boat launch facilities.
- ♦ Market and promote the corridor for low-impact eco-tourism and heritage tourism.
- ♦ Identify resources to help small businesses start-up and expand in Cherryfield and Franklin.

Strategies

- ♦ Seek state and federal funding for marketing and promotion for the byway, Cherryfield and Franklin.
- ♦ Identify tour packages for the region, particularly in coordination with increased visitation connected to the Calais Downeast Heritage Center and the St. Croix 400 year anniversary in 2004.
- ♦ Explore potential for a Cherryfield Gateway Grant to encourage visitors to "come closer" rather than passing through.
- ♦ Evaluated the potential impact of changing highway names between Route 182, Route 1 and Route 1A.
- ♦ Promote multiple uses of the Calais Branch Rail right-of-way, including seasonal excursion rail, snowmobiles, all terrain vehicles, horses, bicycles and pedestrians.
- ♦ Identify cell tower locations that will improve wireless phone service on the byway without compromising the viewshed.

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

Community participation in managing the Blackwoods Byway occurs in a typically low-key, Downeast manner. People passing through the corridor stop to help others who are having car problems, pick up litter and provide vacationers with ideas for things they can do in the area. These voluntary activities should be encouraged, with greater emphasis in communicating with state

offices such as the Department of Transportation and Department of Conservation about local needs and aspirations. Holding quarterly byway meetings, seeking resources for byway enhancements and supporting local voluntary organizations will help the towns and encourage ongoing success of the byway.

Locally, communication travels mostly by word-of-mouth. It is therefore very important that a diverse group of citizens remain active in the Corridor Committee. These committee members need to share what they have learned from their families and neighbors in order to shape local policies.

Objectives

- ♦ Develop a detailed work plan and community participation plan for refining and implementing byway objectives.
- ♦ Expand the circle of individuals and organizations partnering with the Corridor Management Committee.
- ♦ Support annual roadside litter collection and graffiti removal programs.

Strategies

- ♦ Share copies of this corridor management plan with community organizations such as the Narraguagus Snowmobile and ATV Club, Franklin and Cherryfield Historical Societies, and Downeast Rivers Land Trust.
- ♦ Identify partners for roadside litter and graffiti clean-up days in Franking and Cherryfield.
- ♦ Identify resources (capital and voluntary) to clean-up cemeteries, and to add historic plaques and interpretive information at select historic sites.

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

Education comes in many forms. Programs in the local schools and clubs can benefit by learning about the natural and historical assets found along the Blackwoods Byway. Past projects, such as litter collection and removal of graffiti not only reduce the existing eye-sores, but also build greater awareness of the importance of stewardship. Educating visitors is a different process that is supported by brochures, press releases, material in regional tourism guides, interpretive signage, information kiosks and even the creation of a Blackwoods Byway web site. Much can be accomplished through education. Important historical assets noted in one public meeting include blueberries, the gallamander (cart for carrying granite blocks), ice cutting and ice-houses, the hatchery once located on the Byway next to Tunk Lake and the Black Smith Shop in Cherryfield.

Objectives

- ♦ Add a small number of scenic turnouts, such as a Catherine Mountain overlook.
- ♦ Incorporate interpretive signage at scenic turnouts and the Tunk Lake and Spring River Lake access points.
- ♦ Develop information resources for local schools to learn more about the Blackwoods Byway.
- ♦ Develop information resources accessible to visitors such as brochures and a presence on the Internet.

Strategies

- ♦ Provide information to local schools about problems with litter and graffiti and encourage school clean-up campaigns.
- ♦ Seek funds to produce brochures, signage and other information.
- ♦ Work with the University of Maine-Machias recreation education programs to sponsor educational initiatives on the Blackwoods Byway.
- ♦ Work with local historical societies to promote heritage tourism sites, including local sites -- e.g. buildings and cemeteries.
- ♦ Work with local business to link their clientele with tourism opportunities on the byway.

Partnerships, Planning and Community Participation

Blackwoods Byway Partners

The following table outlines some of the significant programs and their relationship to the Blackwoods Byway.

Programs / Organizations	Major Functions
Local and Regional Organizations	
Bangor Hydro Electric Company www.bhe.com	Bangor Hydro Electric Company maintains the power distribution system throughout the Blackwoods Byway region. Efforts to maintain power quality through vegetation management can conflict with byway scenic values.
Friends of Taunton Bay www.acadia.net/tauntonbay	Created to organize citizens for the well-being of the [Taunton] bay and for its protection from all forms of degradation. Chiefly affects Franklin.
Friends of Tunk	A local private voluntary organization interested in preserving the natural environment of this region, but also encouraging low-impact recreation. Friends of Tunk received a grant in 2003 to study non-point pollution impacts on local waterbodies, including impacts of Route 182.
Hancock County Commissioners	Elected representatives for the county, with some added jurisdictional responsibility for unorganized territories.
Hancock County Planning Commission www.hcpcme.org	Regional Planning Commission provides assistance to communities in areas including environment, land use, transportation and housing.
Hancock County Sheriff's Department	Responsible for enforcing laws in the towns and townships.
Regional Transportation Advisory Committee Contact HCPC	Long range transportation planning and local input for MEDOT. The RTAC is a volunteer committee representing towns in Hancock and Washington Counties.
Town Select Boards www.cherryfieldmaine.com	All municipal functions, including planning, development review, safety, local services, etc..
Washington County Council of Governments www.emdc.org/wccog	WCCOG provides assistance to communities in areas including environment, land use, transportation and housing.
Washington County Commissioners	Elected representatives for the county, with some added jurisdictional responsibility for unorganized territories.

Washington County Sheriff's Department	Responsible for enforcing laws in the towns and townships.
State Organizations	
Lands for Maine's Future www.state.me.us/spo/lmf	State Government program for land purchase and easement acquisition for public use. Employed in this region to purchase and acquire easements on thousands of acres for open space preservation and public use.
Bureau of Parks and Lands www.state.me.us/doc/parks	Responsible for developing a "Unit Plan" for lands under the Maine Public Reserves Lands Program. Currently about 15,000 acres in this region are included, with plans for adding land in the foreseeable future.
Inland Fisheries and Wildlife www.state.me.us/ifw	IF&W ensures that all species of wildlife and aquatic resources in the State of Maine are maintained and perpetuated. IF&W maintains ecological reserves, including Downing Bog on the Blackwoods Byway.
Land Use Regulation Commission (LURC) www.state.me.us/doc/lurc	Responsible for enforcing land use regulations applicable to the Townships 9 SD and 10 SD.
Maine State Police	Share law enforcement functions with the County Sheriff's Office
Maine Department of Transportation www.maine.gov/mdot	MEDOT is responsible for summer and winter road maintenance along State Route 182. MEDOT also manages the Calais Branch rail line which passes through Franklin and Cherryfield and may someday be revitalized.

In addition to these organized groups, land owners, though few in number along this byway, are among the most affected by decisions and have expressed a desire to be heard. Most of the privately held land in the region is owned by year-round and summer residents and timber products companies. Land owners should be encouraged to stay active in planning and implementing changes to the Byway.

Corridor Management Committee

The following is a list of names of people who have expressed interest in planning and improving the Byway. At the time of adoption of this corridor management plan in the Town of Cherryfield, these persons will be contacted to continue work of the Corridor Management Committee. This committee will meet regularly, perhaps quarterly, to evaluate issues along the byway, including condition of that road, graffiti on the rock outcrops, recreational and conservation programs, grants and other opportunities to enhance the byway. The committee will receive staff support from the HCPC and WCCOG. Residents of Franklin will be encouraged to join this committee or form a separate working group to coordinate activities on both ends of the byway.

Full Name	Company
Peter Dustin	Cherryfield Comprehensive Plan Committee
Liddy and Brian Hubbell	Township 10 residents
Mark Richmond, Gina Norgaard	Cherryfield residents

Full Name	Company
Dorothy Pilloni	Cherryfield resident
Andy and Erika Sprague	Cherryfield residents
Phil Warden	Cherryfield resident
Mary Weston	Downeast Coastal Chamber of Commerce
Fred Leigh	Bangor Hydroelectric
Susan Burns	Land Use Regulation Commission, State Office
Charlie Corliss	Land Use Regulation Commission, Regional Office
Bruce Mattson	MDOT Division II Engineer
Bret Poi	MDOT Byways Coordinator
Fred Michaud	MDOT RTAC Coordinator
Jim Fisher	Hancock County Planning Commission Planner
Judy East	Washington County Council of Governments Planner

Community Participation Plan

The Scenic Byway Program depends upon significant, grass-roots participation. In its design, it is a local program with the opportunity for national and state recognition and support. Without local leadership the corridor management plan could not have been written and the byway would be ignored.

The Community Participation Program was designed to:

- Heighten awareness in the communities of the scenic byway program and how they can participate.
- Identify local concerns about the byway.
- Prioritize future projects along the byway.
- Foster public participation in the planning and implementation of scenic byway projects.

The HCPC worked with WCCOG to engage community participation. This included small outreach meetings and a larger community meeting.

Brainstorming Session. The HCPC facilitated a community brainstorming meeting in January of 2002. Corridor Planning Committee members and other public attendees expressed their thoughts on alternative futures for the corridor segment. Goals are the broadest statement of what the committee wants to accomplish. Objectives (milestones) and strategies (means for achieving objectives) implement these goals.

Refine Goals, Objectives and Strategies A second meeting was held in March, 2003 to refine byway goals, objectives and strategies and set priorities for future activities.

The Corridor Management Plan is not a work etched in stone. The Corridor Planning Committee and other interested community members are expected to continue adding and refining ideas up

until the final document is taken to town meeting in Cherryfield and presented to State agencies such as LURC, MDOT and SPO for their final review.

Since not all interested persons are able to attend meetings, the HCPC prepared documents and posted them to the HCPC website (www.hcpcme.org/sb182/sb182.htm) and notified the email contact list of events surrounding planning for the byway, including statewide initiatives for a byway brochure and interpretive signage. The HCPC and WCCOG managed all agenda preparation, mailings and recording at meetings.

Partnership And Agreements

As noted earlier, voluntary partnership agreements are one of the most positive and productive means for assuring that the byway is preserved and enhanced. A preliminary list of participants was identified at the March, 2003 meeting. Candidate organizations include (alphabetical order):

- ♦ Bangor Hydroelectric Company
- ♦ Cherryfield-Narraguagus Historical Society
- ♦ Downeast Coastal Press
- ♦ Downeast Region Chamber of Commerce
- ♦ Downeast Resource Conservation and Development (RC&D)
- ♦ Friends of Tunk
- ♦ Hancock County Planning Commission
- ♦ Department of Inland Fisheries and Waterways (IF&W)
- ♦ Land Use Regulation Commission (LURC)
- ♦ Machias Chamber of Commerce
- ♦ MRG, Inc./Downeast Rail
- ♦ Bureau of Parks and Lands
- ♦ Regional Transportation Advisory Committee - Division II
- ♦ Route 1 Corridor Committee
- ♦ Sunrise County Economic Council
- ♦ Sunrise Trails Coalition
- ♦ Town of Cherryfield
- ♦ Town of Franklin
- ♦ Tunk Lake Association
- ♦ Washington County Council of Governments

Formation of partnership agreements will be one of the first tasks of the Corridor Management Committee. Several of the organizations included in the list above have expressed support for this process and will consider ways that they can help preserve and enhance the Blackwoods Byway.

Six Year Action Plan

Based on the information gathered during the earlier steps, the HCPC prepared this six-year draft Action Plan. This plan was reviewed at the March, 2003 public meeting. The HCPC and WCCOG will continue to assist the Corridor Planning Committee and MDOT to refine and implement this plan.

Within Six Months		
1	Hold Town meeting votes to adopt the Corridor Management Plan in Cherryfield.	CMC, Town of Cherryfield
2	Establish Corridor Management Committee and establish reporting procedure to the Regional Transportation Advisory Committee	CMC, RTAC, MDOT, HCPC, BPL
3	Complete a byway work plan, seek recommendations and approval from RTAC. Identify significant opportunities for project advancement in the BTIP.	CMC, Towns, RTAC, ANP, MDOT, HCPC
4	Draft funding proposals to support short term objectives.	CMC, MDOT, HCPC
Within One Year		
1	Establish coordinating document among CMC, BPL and other State Planning Agencies	CMC, HCPC, WCCOG, BPL, SPO
2	Establish priorities for scenic and historic preservation and identify protection measures.	CMC, Historical Society, WCCOG
3	Establish a process for preventing and mitigating graffiti along the byway	CMC, HCPC, Schools, MDOT
4	Establish priorities for additional scenic resource preservation.	CMC, SPO, WCCOG
5	Develop marketing strategy to encourage low-impact tourism and solicit public input.	CMC, Chamber of Commerce, DART, Office of Tourism, WCCOG
6	Prepare <u>Annual Report</u> for MDOT	CMC, RTAC, HCPC
Within Two Years		
1	Identify safety improvement priorities for the byway. Move these priorities to the six and two year MDOT planning process.	CMC, MDOT, HCPC, WCCOG
2	Identify design and funding for scenic turnouts and alternative park-and-ride lots.	CMC, MDOT, HCPC, BPL
3	Identify designs for improvements of unsafe road sections	CMC, MDOT
4	Identify additional locations as priorities for acquisition under the Land for Maine's Future Program	CMC, HCPC, BPL, IFW
5	Prepare <u>Annual Report</u> for MDOT	CMC, RTAC, HCPC
Within Three Years		
1	Design and implement information campaign to sensitize tourists to their impact on the byway.	CMC, MDOT, HCPC, WCCOG

2	Implement strategies for supporting low-impact tourism	CMC, Office of Tourism, DART
3	Prepare <u>Annual Report</u> for MDOT	CMC, RTAC, HCPC
With Four Years		
1	Develop strategies for reducing the impact of utilities poles and wires on scenic vistas throughout the byway.	CMC, Utilities, SPO
2	Create and install interpretive signage for historical, cultural, natural resources and scenic locations.	CMC, MDOT, HCPC
3	Prepare <u>Annual Report</u> for MDOT	CMC, RTAC, HCPC
With Five Years		
1	Construct additional safety improvements along the byway	CMC, MDOT, RTAC, HCPC
2	Identify access management strategies to maintain level of services and scenic appearance of the byway if this becomes an issue.	CMC, HCPC, MDOT
3	Prepare <u>Annual Report</u> for MDOT	CMC, RTAC, HCPC
With Six Years		
1	Complete remaining scenic turnout improvements	CMC, MDOT, RTAC, HCPC
2	Propose additional access management policies for towns as needed. Sponsor public meetings, prepare draft ordinances.	CMC, HCPC, MDOT, WCCOG
3	Prepare <u>Annual Report</u> for MDOT	CMC, HCPC

Common Acronyms

- BPL – Bureau of Parks and Lands
- CMC – Corridor Management Committee
- DART – Downeast Acadia Regional Tourism
- RC&D – Downeast Office of Rural Conservation and Development
- IFW – Inland Fisheries and Waterways
- HCPC – Hancock County Planning Commission
- LURC – Land Use Regulation Commission
- MDOC – Maine Department of Conservation
- MDOT– Maine Department of Transportation
- RTAC – Regional Transportation Advisory Committee
- SEC – Sunrise Economic Council
- SPO – State Planning Office
- WCCOG – Washington County Council of Governments

Appendix 1: Detailed list of Cherryfield Historic Properties

Numbers listed below refer to the Cherryfield Historic District Map

1. Peter Smith Store, 1858: Vernacular Italianate.
2. Freeman Nash House, 1840: Greek Revival.
3. Arthur Willey House, 1876: Second Empire. Willey was a justice, and his family included lumber manufacturers and merchants.
4. O. Ward House, 1870: Italianate
5. Uriah N. Small, 1840: Greek Revival. Small was a merchant. His store was in what is now the post office (#28).
6. (First) Amaziah Ricker House, 1803: Federal. Second oldest house in the district. Ricker was the first blacksmith in the area, and his shop was in the adjacent building. The Masonic Lodge organized and met in this house.
7. W.D. Ricker House, 1835: Greek Revival.
8. J. T. Campbell House, 1860: Italianate.
9. Harland Schoppee House, built after 1881: Late 19th Century Vernacular.
10. Nugent/Smith House, 1870: Vernacular Greek Revival. By 1881 local merchant Peter Smith had acquired this property.
11. Frank Shoppe House, 1900: Vernacular Italianate. Shoppe was listed in the Maine Register as a lumberman.
12. James Campbell House, 1860: Greek Revival/Italianate. Campbell was a carpenter and ship joiner.
13. Godfrey/Patten House, 1860: Greek Revival/Italianate. Godfrey was a blacksmith and ship smith. Patten was a merchant and a shoe manufacturer, and his store and building still stands (#33)
14. M. Coffin House, 1860: Greek Revival/Italianate.
15. J. Strout House, 1855: Greek Revival/Italianate.
16. Frank Campbell House, 1875: Second Empire.
17. General Alexander Campbell House, 1790: Federal. Oldest home in the village. Campbell was the most prominent of Cherryfield's early settlers. He developed a substantial lumber business and was a Massachusetts State Senator from 1781 to 1798. His descendants still live in the house.
18. (Second) Samuel N. Campbell House, 1883: Queen Anne. A grandson of Alexander Campbell, Samuel was engaged in the lumber business and was active in State politics.
19. A. Campbell House, 1940: Late 19th Century Four Square Vernacular modification of unknown configuration on early foundation.
20. Fred S. Nickels House, 1893/1894: Queen Anne Colonial Revival.
21. Albert G. Campbell House, 1893/1894: Queen Anne. Aseph Allen supervised construction. Completed at same time as adjoining house (#20)
22. Charles Campbell House, 1904: Colonial Revival. Built to replace earlier house (built in 1861), which burned in 1903. Campbell was a partner in the manufacturing, shipbuilding, and mercantile firm of G.R. Campbell and Company.

23. Charles P. Nickels House, 1870: Second Empire. Nickels, a general merchant and lumber manufacturer, remodeled this house in 1870 from the original dwelling noted on an 1861 map.
24. (First) Samuel N. Campbell House, before 1861: Gothic/Greek Revival/Italianate. Before moving to his new home (#17) in 1883, Campbell was a partner in the firm of G.R. Campbell and Co. and president of the Cherryfield Silver Mining Company (organized in 1879).
25. E. Freeman House, 1840: Greek Revival.
26. Nash/Wakefield House, 1820: Federal. Wakefield was a manufacturer of castings and machinery.
27. Freeman/Wakefield, 1861: Transitional Greek Revival/Italianate. Wakefield was in partnership with his father in a casting and machinery manufacturing business.
28. U.N. Small Store, 1860: Vernacular Greek Revival/Gothic: Present post office building.
29. Burnham Tavern/Old Hotel, 1840. Alterations were made in the early 1920s. Now a car dealership.
30. J. O. Nickels Store, 1830: Greek Revival. This, the oldest of Cherryfield's historic commercial buildings, was constructed for J. O. Nickels and Son, a lumber and general mercantile business. Acquired by A. Campbell and Co. and linked to their adjacent store (#31).
31. A. Campbell and Company Store, 1865: Italianate. Now houses a fraternal organization.
32. Silsby Block, 1895: Queen Anne. Built for Dr. E. B. Silsby for use as an office and drug store.
33. Frank W. Patten Store, 1865. Used for various commercial enterprises and considered the most elaborately detailed of Cherryfield's surviving commercial buildings. Now a museum operated by the local historical society.
34. Arthur L. Stewart House, 1850 & 1891: Second Empire front block and an earlier ell. Stewart was among Cherryfield's leading businessmen. His enterprises included general mercantile, stove and tinware manufacturing. He is believed to have been the first commercial canner of wild Maine blueberries.
35. J. W. Coffin, 1860: Italianate. Coffin was a long time Cherryfield merchant and lumber manufacturer.
36. Sturgis Family, 1840: Greek Revival. Owner A. H. Sturgis in 1861 was the operator of a livery stable.
37. Dr. C.J. Milliken House, 1860: Vernacular Greek Revival. This was a store in 1861. Later it was the office of Dr. C.J. Milliken.
38. Gleason House, 1850: Vernacular Greek Revival. This building was the post office in 1861.
39. S. Inman House, 1881-1884: Vernacular Italianate.
40. Cherryfield Railway Station, 1898: Washington County Railroad Commercial Building. Purchased for \$1.00 by the Cherryfield Narraguagus Historical Society in 1985 and was moved ½ mile south from the original site.
41. David W. Campbell House, 1828: Italianate. Constructed by housewright Campbell for his family residence.
42. (Second) Amaziah Ricker House, 1880: Italianate. Built by C.A. Allen for Amaziah Ricker's grandson who was also a blacksmith.

43. Charles A. Allen House, 1875: Italianate. Allen's obituary identified him as a house carpenter who "...in his time had built some of the best residences in town...a designer who understood the rules of architecture." His documented work in the district includes building Nos. 16, 50 18, 42 and his own residences. He also remodeled house Nos. 17, 47, and 34. Stylistic characteristics strongly suggest his involvement in house No. 23 as well. With C. D. Small, Allen established a steam-powered mill adjacent to Allen's carpentry shop in which they made doors, blinds, and sash.
44. Cherryfield Academy Building; Greek Revival. The Union School District was formed in 1850 to fund construction. Served as school until 1987. Used through 1992 as town office and library.
45. Adams House, 1793: Federal. Considered to be the second oldest house in the village.
46. Wingate/Campbell House, 1850: Italianate. In 1870 Wingate was a manufacturer of blinds, sash, and doors. G. R. Campbell who owned Cherryfield's largest lumber manufacturing and mercantile firm acquired the house in 1881. To transport its own products, Campbell's firm built at least three ships at shipyards located 300 yards south of the historic district's border on the eastern side of the Narraguagus River.
47. William M. Nash House, 1840-1888: Second Empire. Considered to be one of Maine's most distinctive late 19th Century dwelling houses, this building is the largest in the district and is also one of the most lavishly ornamented. It is one of local builder Charles A. Allen's masterpieces. His work was actually a major remodeling of a temple style Greek Revival dwelling which had been occupied by James W. Moore. Further, tradition recounts that a Cape preceded the Greek Revival building, and its structure remains somewhere within the volume of the present house. Nash, a tanner, shoemaker and lumber manufacturer, was one of Cherryfield's leading businessmen.
48. Frank C. Nash House, 1891: Queen Anne. Nash was a partner in a lumber manufacturing firm. Aseph Allen was the architect and builder.
49. J. C. Smith/Wingate House, 1830: Transitional Federal/Greek Revival. One of the oldest surviving buildings in the district.
50. First Congregational Church, 1883: Gothic Revival. The only church in the district. It was designed and built by Charles A. Allen and formally dedicated on July 15, 1885.
51. Burnham Family House, 1850: Greek Revival. Burnham was probably the partner in the lumber manufacturing firm of Campbell and Burnham.
52. J. C. Adams House, 1850: Transitional Italianate.
53. Baptist Parsonage, 1840: Greek Revival. Noted in 1861 as the U.N. Small Store and by 1881 served as the Baptist Parsonage.
54. Nash Building, 1880: Vernacular Italianate. Built as a drug store, it is now used as the office of a charter sailing business. Steel splice bands, used to lengthen ship masts, can still be seen on timbers, reused as piers at the rear of building.
55. J. W. Coffin and Co, Store, 1860: Vernacular Italianate. This stood on the opposite side of the bridge from the Nash Building (#54) until it was moved to its present site in 1936. It was built as the J.W. Coffin and Co. Store, and its second floor was used as a Masonic Hall. Still used as a Masonic Hall.

References

Carter, Bruce Oblivion and Dead Relatives Downeast. Downeast Graphics, Inc. (1996)

Godin, Karen B. Managing Development Along Scenic Roads: Guidelines for Municipal Officials, Landowners and Developers. University of Connecticut Cooperative Extension (2000)

Havey, Jack West Sullivan Days: Reflections of Growing up in a Tiny Maine Village. Downeast Books, Camden, ME (2001) 800-685-7962

State of Maine Department of Transportation Maine Scenic Byways Program Manual. Augusta (2000)