

## **APPENDICES**

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## Appendix A

### Points of Interest by Mileage

#### INVENTORY OF POINTS OF INTEREST TRAVELING SOUTH TO NORTH BY MILEAGE

*Key: H= Historic, I= Interpretive, N= Natural, R= Recreational, S= Scenic, C= Cultural, M= Miscellaneous*

<b>Mile</b>	<b>IQ</b>	<b>Feature</b>	<b>Description / Notes</b>
<i>Solon</i>			
0	S/R/I /N	Robbins Hill Scenic Area	Views, trails, interpretive signage
4	R	Griswold's Country Store	Waypoint for ATVs, snowmobiles, and visitors
4.2	M	Solon Elementary School	
4.4	H/C	Solon Historical Society	
4.5	H/C	Coolidge Library	
4.6	H/C	Solon Hotel	Historic building
4.8	H	Church??	OCR provided assistance in rebuilding steeple
6	I	Solon Turnout	
<i>Bingham</i>			
6.6	M	Bingham Town Line	45-degrees North of equator (sign
6.8	H	Arnold' Way Rest Area	Historical, interpretive signage with scenic view of the Kennebec River
6.8	R	Gateway Recreation & Lodging	Lodging and recreational outfitter
11.2	R	201 Power Sports	Recreational vehicle rentals for nearby trails
11.3	R	North Country Rivers	Recreational outfitter
11.4	R	Jimmy's Market	Waypoint for ATVs, snowmobiles, and visitors
12.2	H	Old Free Meeting House	Historic church, listed on the National Historic Register
12.5	M	Bingham Library	
13	M	Bingham General Store	Waypoint for ATVs, snowmobiles, and visitors
<i>Moscow</i>			
14.2	S	Scenic viewshed	Bog view on right
14.9	S	Scenic viewshed	Baker Mountain
15.3	S	Scenic viewshed	Ledge view
16	S	Scenic viewshed	View of Wyman Lake
17.8- 18.6	S	Scenic viewshed	View
18.7	M	Turnout	
19	R	Cozy Camp Rentals	Lodging and recreational outfitter
19.8	R	Moscow Boat Launch	Water access to the Kennebec River

<b>Mile</b>	<b>IQ</b>	<b>Feature</b>	<b>Description / Notes</b>
20.2-20.6	S	Wall of Wyman	Bird houses on retaining wall
21.6	I	Moscow Rest Area	
<i>Caratunk</i>			
22.8	H	Arnold Marker	
23.3	S	McDougal Pond	
24.3-24.9	M	4 turnouts	
25.3	R	Bullfrog Adventures	Recreational and camping outfitter
25.8	S	Hillside Cemetery	Viewshed
26.2	R	Caratunk Boat Landing	Access to the Kennebec River
26.3	R	ELC Outdoors	Outdoor recreational outfitter & lodging
26.7	H	Sterling Inn	Bed and Breakfast, outdoor recreational outfitter
26.7	R	Maine Lakeside Cabins	Outdoor recreational outfitter & lodging
27.1	M	Maine Street Caratunk	
27.8	R	Kennebec River Angler	Guided fishing trips
28.2	R	Appalachian Trail Crossing	
28.2	C	Maine Forest Service	
28.9	M	Turnout	
<i>The Forks</i>			
29.3	R	OCR Trail Access	
29.3	?	Heli pad	Kennebec trail head
29.8	R	Moxie Outdoor Adventures	Outdoor recreational outfitter & lodging
30.2	R	Northern Outdoors	Outdoor recreational outfitter, lodging, and brewery
30.5	S	Turn out	Martin's Pond
31.6	R	Trail access	
31.8	R/I	Kiosk	Pooler's pond, trail access
32.5	R	Three Rivers Whitewater	Outdoor recreational outfitter & lodging
34	R/I	Crusher Hole	Water access, interpretive signage
34.8	M	Inn by the River	Outdoor recreation outfitter & lodging
35	M	Marshall Inn	Restaurant
35.4	R	Crab Apple Whitewater	Outdoor recreational outfitter & lodging
35.4	I	The Forks Rest Area	Interpretive signage
<i>West Forks</i>			
35.6	M	Berry's General Store	Waypoint for ATVs, snowmobiles, and visitors
35.7	R	River House	Outdoor recreational outfitter & lodging
35.9	R	Northeast Rafting	Outdoor recreational outfitter & lodging
35.9	R	Hawk's Nest Lodge	Restaurant, outdoor recreation outfitter, lodging
35.9	R	Trail access	Dead River Trail
36.5	R	Magic Falls Rafting Co.	Outdoor recreational outfitter & lodging
36.5	R	Trail access kiosk	

<b>Mile</b>	<b>IQ</b>	<b>Feature</b>	<b>Description / Notes</b>
36.5	R/S	Dead River water access	
37.2	R	Maine Huts & Trails	Parking
37.7	R	Pierce Pond	Access to sporting camps on Pierce Pond
38.4	R	Grand Falls	Access via Lower Enchanted Road
39.6	R	15 Mile Stream Lodge and Outfitters	Restaurant, outdoor recreation outfitter, lodging
40.5	S	View shed	
<i>Johnson Mountain Township</i>			
42.4	S	View shed	Johnson Mountain
46.1	S/R	Access	Enchanted RD. to Coburn Mountain
47.2	R	ATV crossing	
<i>Parlin Pond Township</i>			
48.9	I	Parlin Pond Turnout	Interpretive signage, water access kiosk
49	H	Spencer Road	#5 Mountain trail access, POW camps, Spencer Lake access
49.7	R/H	Parlin Farm Cabins	Historic lodging
50	R	Lake Parlin Lodge & Cabins	Outdoor recreational outfitter & lodging
51.9	R	ATV crossing	
53.5	S	Viewshed	
55.3	?	Cutoff road to Rt 16	
56.2	I	Wayfinding sign	
56.4	I/H/ C/S	Attean Rest Area	Scenic overlooks, interpretive signage, rest area, trails
56.5	R	ATV crossing	
<i>Jackman</i>			
58.3	S	Eastern view	
60.0	I	Maine Byway logo sign	Moosehead Byway intersection (needs sign)
60.9	H	Jackman Veteran Memorial	
61.2	R	Trailside Gas and Store	Waypoint for ATVs, snowmobiles, and visitors
61.2	R	Northland Hotel	Lodging
61.3	R	Four Seasons Restaurant & Lounge	Restaurant
61.3	R	Mama Bear Restaurant	Restaurant
61.3	R	Northern Lakes Inn	Lodging
61.3	R	Jackman Hotel Lounge	
61.4	R	Jackman Motel	Lodging
61.4	R	Bishop's Store & Motel	Waypoint & lodging for ATVs, snowmobiles, and visitors
61.7	R/I	Jackman Park	Interpretive signage, OCR kiosk
61.8	R	Jackman Power Sports	Outdoor recreation
61.8	M	Mountain Country Super Market	Waypoint for ATVs, snowmobiles, and visitors

<b>Mile</b>	<b>IQ</b>	<b>Feature</b>	<b>Description / Notes</b>
62	M	Newton Field Airport	
62	H	Jackman Moose River Historic Society	Historical museum
62.3	H	Veteran's Memorial	Interpretive panels, water access
62.3	M	Jackman Library	
63.2	R	Moose River Golf Course	
63.4	M	Holden Farm	
63.6	M	Sky Lodge Cabins	
63.6	M	Sky Lodge, Unity College	
63.8	M	Tapps Bar and Grill	Restaurant
<i>Dennistown</i>			
65	R	ATV crossing	
65.6	R	Spruce Meadow Cabins	Lodging with outdoor recreational access
66	S	Viewshed	
68.1	R	Moose River Outpost	Camping, outdoor recreation
69	I	OCR signage	
69.4	I/S	Jim Mack Falls Scenic Area	Scenic viewshed, interpretive signage
75.8	M	Parking area	
76.3	I	Signage	Leaving OCR sign

## The FHWA requirements for a CMP

1. A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor. U. S. Geological Survey maps of your corridor region are ideal and inexpensive base maps for your corridor management planning group.

Page 6 - Maps

2. An assessment of the byway's intrinsic qualities and their context (the area surrounding them). The end product is typically a catalogue of the byway's scenic, historic, natural, archeological, cultural, and recreational qualities. A community visual assessment is an ideal way to involve a large number of local residents in evaluating the byway's resources. Oh, Say Can You See: A Visual Awareness Toolkit for Communities, available from Scenic America, is a good way to start.

Pages 35-49: Intrinsic Qualities

3. A strategy for maintaining and enhancing each of the byway's intrinsic qualities. Ask what you want the byway corridor to look like in 10-15 years and develop goals and strategies to help you get there.

Pages 20 - Goals and Strategies : fits criteria.

4. A list of the agencies, groups, and individuals who are part of the team that will carry out the plan. Be sure to include a description of each individual's responsibilities and a schedule of when and how you will review their progress.

Pages 9-15 - Stakeholders and Commitment.

Pages 20 - Goals and Strategies : fits criteria.

5. A strategy for how existing development along the corridor might be enhanced and how to accommodate new development while preserving the byway's intrinsic qualities. Many communities have long-term land-use plans that can be adapted for this purpose.

Page 53 - Land Use Development: fits criteria.

Pages 20 - Goals and Strategies: fits criteria.

6. A plan for on-going public participation. This might include forming a CMP steering committee made up of local citizens, a schedule of regular public meetings, or a byway management planning forum.

Page 8 - Plans and Partners: fits criteria.

Page 20 - Goals and Strategies: fits criteria.

7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections. Identify ways to balance safety with context-sensitive highway design practices that accommodate safety needs while preserving the road's character.

Pages 49 - Transportation, Pull offs, Rest Areas, and more: fits criteria.

8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians. Some CMP's incorporate plans to apply for Federal Transportation Enhancement funds to pay for the installation of special bicycle lanes along the byway or the creation of hiking trails.

Page 52 - Future Roadway Development: fits criteria.

9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway. This might include landscaping to screen an industrial site, relocating utility wires and poles, or planning for the sensitive location of wireless telecommunications towers along the byway.

Pages 56 - Value to Local Mainer and Visitor Experience: fits criteria.

Page 20 - Goals and Strategies: fits criteria.

10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising. Federal regulations prohibit all new billboards along designated scenic byways that are classified as federal-aid primary, national highway system, or interstate roads. States are free to impose stricter controls on billboards along scenic byways. Your CMP should also address the continuous designation of the road to ensure that billboard companies will not be able to find a loophole in your byway designation that would allow them to erect billboards along the corridor.

Page 54 - Signage: fits criteria.

11. A plan to make sure that the number and placement of highway signs will not get in the way of scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently. Two popular and effective ways of addressing this issue are logo signs and tourist-oriented directional signs (TODS). Logo signs are located on interstate highway rights-of-way and advertise gas, food, camping, and lodging at nearby exits. Highway-oriented businesses can advertise their company's symbol, name, trademark, or a combination of these things on a logo sign. A few states, like Utah and Maine, provide TODS primarily on non-interstate rural highways to help motorists find local businesses. TODS indicate only the name of local attractions, mileage to the establishment, and direction.

Page 54 - Signage: fits criteria.

Page 20 - Goals and Strategies: fits criteria.

12. Plans for how to market and publicize the byway. Most marketing plans highlight the area's intrinsic qualities and promote interest in the byway that is consistent with resource protection efforts and maintenance of the byway's desired character.

Pages 56 - Value to Local Mainer and Visitor Experience: fits criteria.

Pages 15-17 - Marketing: fits criteria.

Page 20 - Goals and Strategies: fits criteria.

13. Any proposals for modifying the roadway, including an evaluation of design standards and how proposed changes may affect the byway's intrinsic qualities. Byway groups should work with their state department of transportation to adopt context-sensitive highway design standards for the byway. Context-sensitive design takes into account the area's built and natural environment; the environmental, scenic, aesthetic, historic, community, and preservation impacts of a road project; and provides access for other modes of transportation.

Pages 49-53 - Transportation, Pull offs, Rest Areas and more and Future Roadway Development: fits criteria.

14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors. Interpretation can include visitor centers, leaflets, audio tours, information panels, and special events. In this category, creativity makes a big difference.

Pages 56 - Value to Local Mainer and Visitor Experience: fits criteria.

Pages 15-17 - Marketing: fits criteria.

Pages 17-20 - Interpreting the Scenic Byway: fits criteria.

Page 20 - Goals and Strategies: fits criteria.