



Report Bingham Wind Project Bingham, Somerset County, Maine

Historic Property Survey
August 30, 2013
PAL No. 2551.04

Submitted to:

Stantec
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Introduction

Blue Sky West, LLC, a subsidiary of FirstWind, is proposing to construct a 62-turbine wind power development on Johnson Mountain and several unnamed mountain ranges in Bingham, Mayfield and Kingsbury, Somerset County, Maine (Project). The Project will include the construction of associated access roads, meteorological (met) towers, above and below ground 34.5 kilovolt (kV) electrical collector lines, approximately 17 miles of 155 kV electrical generator-lead transmission line, and an operations and maintenance facility in Mayfield.

PAL (The Public Archaeology Laboratory, Inc.) completed a historic architectural reconnaissance survey for the Project and submitted a report on its findings to the Maine Historic Preservation Commission (MHPC) on May 14, 2013. The MHPC reviewed the report and provided comments regarding the potential impacts of the Project under the Maine Department of Environmental Protection, Site Location of Development Law (38 MRSA 484(3), and Section 106 of the National Historic Preservation Act, as amended (36 CFR part 800), on July 3, 2013. The MHPC stated in its comment letter that should the Project constitute an undertaking subject to review, additional information about resources included in the survey would be necessary in order to determine the effects of the Project on historic properties.

In a letter dated July 3, 2013, the MHPC specified the additional information it needed in order to continue consultation and make findings of National Register eligibility and effects for the Project. The request included information in the form of additional photographs, historical information, and/or visual analyses for a total of three properties and one potential historic district. PAL also assessed the potential views along a ½ mile APE (1 mile total) of the 17-mile transmission line. PAL completed fieldwork to gather the site-specific information between August 20 and August 21, 2013. The following presents the results of the investigation and is intended as a supplement to the *Bingham Wind Historic Architectural Reconnaissance Survey*, MHPC No. 0086-11 (Stuart 2013).

Research Design – Survey Methodology

Fieldwork

The MHPC requested information for three properties and one potential historic district that required additional photographs and information and effects assessments. During the fieldwork to gather the information, high-resolution digital photographs showing views from each property toward the Project were taken to support the effects assessment. The properties were also photographed with black-and-white film using a 35mm SLR camera. Photograph locations were recorded in the field and observations regarding building conditions were noted. Digital photographs were also taken along the north and south sides of a ½ mile APE of the proposed 17-mile transmission line. The locations of these views were recorded on the field map. All fieldwork was conducted from public rights-of-way.

Research

PAL conducted focused research using multiple federal population censuses, digital map libraries, and statewide histories retrieved from online sources that provided additional context used to establish the history of individual properties.

National Register Evaluation and Effects Assessment

National Register eligibility evaluations for 4 properties and effects assessments for all properties included in this intensive survey were completed as a supplement to Section III F and Section V of the *Bingham Wind Historic Architectural Reconnaissance Survey*. PAL used the criteria established by the National Park service to evaluate National Register eligibility. These criteria were developed to recognize the accomplishments of all peoples who have made a contribution to our country's heritage. The criteria for evaluation state the following:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

The effects assessments were completed using visual analyses prepared by LandWorks.

Transmission Line APE

Viewshed analysis of the proposed 17-mile transmission line in the *Visual Impact Assessment for the Bingham Wind Project* determined that there will be limited visibility of the line due to the overall height of the structures ranging from 34 to 80 feet and their placement in the wooded landscape. PAL initially surveyed an APE of ¼ mile on either side of the proposed transmission center line in November 2010 and March 2013. During field investigations conducted in August 2013 to assess the potential visibility of the transmission line at a distance between ¼ and ½ mile, PAL concluded that the transmission line would not be visible from that distance due to the undulating topography and vegetation. PAL, therefore, recommends that the existing ¼ mile APE is sufficient to account for potential project effects.

Survey Findings and National Register Eligibility Evaluations

The following section is a supplement to the *Bingham Wind Historic Architectural Reconnaissance Survey* Section III and addresses MHPC requests for additional information. It includes National Register eligibility evaluations for 3 properties and one potential historic district that PAL previously recommended as ineligible and historical information for one of these properties for which additional research was requested. Based on the additional fieldwork and research conducted in August 2013, PAL recommends one district as eligible for National Register listing. The associated MHPC inventory forms for these properties have been revised accordingly in the CARMA system and copies of the forms will be submitted along with this report.

Trout Pond Dam, Brighton Road/Route 154, Brighton Plantation (Survey Map No. 52)

The Trout Pong Dam was constructed ca. 1935, most-likely by the Clough family to create a fishing pond, with modifications dating to 1990. The Cloughs owned the property immediately adjacent to the dam and are listed in the 1940 Federal Population Census as operating a private fishing pond for recreational fishing (United States 1940). The dam is a gravity-type earth, granite, and concrete structure about 75 feet long, 10 feet wide at the crest, and 15 high at the spillway. The dam impounds Grant Brook to create Trout Pond. The primary retention structure is an earth berm armored with a concrete wall and fieldstone riprap on its upstream face. The roadbed of Brighton Road/Route 154 covers most of the downstream (air) face of the structure. The dam spillway/low-flow outlet combines a split granite box culvert and downstream face with a cast concrete crest and upstream face. The date “1990” is cast into the concrete. The upstream side of the spillway has an integrally-cast stop plank slot topped by a metal grate. This provides the only visible control for water level within the pond. A notch about 3 feet wide and 4 inches deep traverses the spillway crest to provide wasteway in case of overtopping. The wasteway is fitted with an upright welded metal frame that may have formerly held debris screens. A concrete walkway runs from the road onto the dam and is barred on the dam with a welded metal gate. The path leads to a concrete, wood, and steel platform that extends off the upstream crest of the dam to rest on steel brackets. The platform is hinged to swing upward. This fixture may be for fishing or serve a debris shield for the road during flood events. It is not recommended eligible for National Register listing because it is a common construction type and has lost some of its integrity due to the late-twentieth century modifications.

T.H Russell Farm, 55 Kingsbury Road, Brighton Plantation (Survey Nos. 53-54)

The farmstead at 55 Kingsbury Road in Brighton Plantation includes an Italianate-style house with an ell and two connected barns most likely constructed ca. 1860 by T.H. Russell (Chase 1860). The buildings are sited on a relatively level property on the west side of a narrow, gravel road. The two-story house has a metal, standing-seam, side-gable roof with gable returns and a wide rake and cornice, clapboard siding, and stone and concrete foundation. A one-story, partially enclosed, hipped-roof porch extends across the west (facade) elevation. Windows consist of two-over-two, wood double-hung sash with wood trim and slightly projecting lintel. A one-and-one-half-story ell on the north elevation connects the house to an English barn. The English barn is one-story tall with a metal standing seam, gable-side roof and clapboard siding. An exterior sliding door is located on the west (facade) elevation. A one-and-one-half-story, New England-style barn extends out from the east elevation of the English barn. It has a metal standing-seam, front-gable roof with gable returns and wood shingle siding. A pair of doors is located in the center of the east elevation. Open fields and corrals surround the buildings on the north and east sides. The property has lost some of its architectural integrity. It is not recommended eligible for National Register listing because it is a common historic building type for which more intact local examples are likely to exist.

Farmstead, 259 Kennebec River Road/Route 16, Concord Township (Survey Map Nos. 114-117)

The farmstead at 259 Kennebec Road/Route 16 in Concord includes a house with an ell, connected workshop and connected barn constructed ca. 1880. The buildings are sited on a relatively level, triangularly-shaped lot between Kennebec River Road to the east and the Kennebec River to the west. Mature deciduous and evergreen trees line the west side of the property. The house is one-and-one-half-stories tall with a metal, standing-seam, front-gable roof with gable returns and wide rake and entablature, clapboard siding with flat corner pilasters, and a concrete foundation. The windows primarily consist of two-over-two, wood double-hung sash with flat wood trim and slightly projecting lintels. A triple window, a characteristic of the Italianate style, with one-over-one, aluminum double-hung replacement sash is located on the south elevation. A one-story, one-bay hip-roof porch is located in the center of the west (facade) elevation. A one-story, L-shaped porch is located at the junction of the house and one-story, shed-roof ell extending out from the south elevation. The ell connects the house with the one-and-one-half-story workshop. It has a metal-clad shed roof and clapboard siding. The one-and-one-half-story, New England-style barn is attached to the south elevation of the workshop. The barn has a metal-clad, front-gable roof with gable returns and wide rake and entablature and clapboard siding with flat corner pilasters. A large, board-and-batten, exterior sliding door is located on the north elevation. Windows consist of two-over-two, wood double-hung sash. This property is not recommended eligible for National Register listing because it is a common historic building type for which more intact local examples are likely to exist.

Bingham Village Historic District, Bingham

The Town of Bingham was originally settled in 1784 by William Fletcher and incorporated in 1812. Most of the downtown village of Bingham is located on the site of Fletcher's original property, including Main, Murray, Baker, Preble, and Whitney streets. Initially, most of the settlers were farmers, but few small industries were constructed along the Austin Stream. The located of the

town along the Kennebec River made it an early center for lumbering and other related wood products, which continued into the late twentieth century. Main Street (Route 201) became an important transportation route to and from Canada for trade and seasonal workers (Bingham 1962). A stage coach route began at Skowhegan, travelling to Bingham and then continuing on to The Fork, and eventually reaching Canada.

Construction along Main Street continued to grow through the nineteenth century, including the establishment of taverns and hotels catering to the travelers and transient workers. The first store and tavern were constructed in the 1820s on Main Street (Bingham 1962). By 1860, there were approximately ten businesses on Main Street (Chase 1860). By 1883, that number grew to a least 15 businesses including hotels, shops, and professional offices (Colby 1883). Several large fires in the early twentieth century destroyed several commercial buildings; however, new buildings were constructed in their place. While the northern end of the village was primarily dedicated to commercial enterprises, the southern end of the village contained primarily residential property. It also included the first school built in 1815, located where the cemetery is now; the first church, the Union Church constructed in 1835 by the Congregationalist; and the first town cemetery, the Bingham Village Cemetery (Chase 1860; Colby 1883).

Several larger industries were established in the late-nineteenth and early-twentieth centuries along the Kennebec River, such as the American Shoe Finding Company (1906-1930) and the Allen Quimby Veneer Company (1937-1962). The Quimby Veneer Company employed both men and women, with an increase in demand for their product during World War II for use in the construction of airplanes. The Quimby Veneer Company is also known for the construction of Bristol Boats in the 1950s (Bingham 1962). The need to house the growing workforce for these industries aided in the development of the residential areas east and west of Main Street in the late-nineteenth and early-twentieth centuries. The earliest secondary roads are Preble, Baker, River, and Meadow streets constructed in the late nineteenth century. The other streets, including Sidney, Rollins, Owens, and Lander streets, were constructed by the middle of the twentieth century (USGS 1905; historicaerials 1956). Quimby also donated funds to build the current school off Main Street.

The Bingham Village Historic District follows Main Street between Mayfield Road/Route 16 at the north and Wing Street to the south. It also includes Bates, Whitney, Preble, Baker, River, Dinsmore, Bridge and Old Church streets and Lander Avenue on the west side of Main Street and West, Murray, Meadow, Sidney, Rollins, James and Owen streets and Milford Avenue on the east side of Main Street (Figure 1). Main Street is comprised of commercial, civic, and residential properties primarily dating to the nineteenth and early twentieth centuries. The secondary streets to the east and west are predominantly late-nineteenth and early-twentieth century residences with a small mix of religious and civic properties including three churches and a Grange hall. Architecture styles throughout the district represent vernacular interpretations of Greek Revival, Italianate, Second Empire, Queen Anne, and Colonial Revival. Although most have alterations to materials, most retain their original setting and use. Several late-twentieth century buildings are located along Main Street as well. These buildings do not detract from the setting, but are non-contributing to a potential district. The district is recommended eligible for listing in the National Register under Criteria A and C at the local level. It meets Criterion A in the area of community development as the location of the earliest settlement and its continuous commercial and residential development from the nineteenth century through the early twentieth century. Under Criterion C it is eligible in the area of architecture as an intact and representative group of nineteenth and early twentieth century commercial and residential structures in rural Somerset County.

Finding of Effects

The following section is a supplement to the *Bingham Wind Historic Architectural Reconnaissance Survey* Section IV, which includes a description of the criteria used to assess the potential effects of the Project on historic properties as required by 35-A MRSA § 3452. As stated in the *Bingham Wind Historic Architectural Reconnaissance Survey*, the Project will have no direct effects to historic properties.

Potential indirect effects of the Project on historic properties are limited those that are visual in nature. In order to assess whether views to the Project would have an unreasonable adverse effect on a historic property, the magnitude, distance, and duration of the potential view, along with the qualities of significance that make properties eligible for listing in the National Register was taken into account. Views toward the Project from all properties included in the intensive architectural survey were analyzed by LandWorks. The extent of these views and findings of effect for each property are summarized in Table 1 below.

Table 1. Assessment of Indirect Effects for the Bingham Wind Project on Properties Included in the Intensive Architectural Survey.

Survey Map No.	Property Name	Location	National Register Recommendations and Integrity	Effects Assessment
45-47	Barn, milk house, and mix use barn	446 Brighton Road, Blanchard Township	Evaluated eligible by MHPC under C: Architecture; Maintains overall integrity	There will be no views of the Project due to intervening topography and vegetation. No effects.
99	Former Garfield School	Kennebec River Road/Route 16, Concord Township	Evaluated eligible by MHPC under A and C: Community Development and Architecture; Maintains overall integrity	A portion of the Project may be visible from the property approximately 4 miles southwest of the closest turbine. However, heavy vegetation during leaf-on conditions may screen the Project from view. No adverse effect.
111	Riverside Inn	172 River Road/Route 201, Bingham	Evaluated eligible by MHPC under A and C: Community Development and Architecture; Maintains overall integrity	There will be no views of the Project due to intervening topography and vegetation. No effects.
330	House	22 Old Canada Road, Bingham	Evaluated eligible by MHPC under C: Architecture; Maintains overall integrity	There will be no views of the Project due to intervening topography and vegetation. No effects.
52	Trout Pond Dam	Brighton Road/Route 154, Brighton Plantation	Not eligible	There will be no views of the Project due to intervening topography. No effects.

Survey Map No.	Property Name	Location	National Register Recommendations and Integrity	Effects Assessment
53-54	T.H. Russell Farm	55 Old Kingsbury Road, Brighton Plantation	Not eligible	There will be no views of the Project due to intervening topography and vegetation. No effects.
114-117	Farmstead	259 Kennebec River Road/Route 16, Concord Township	Not eligible	There will be no view of the Project due to intervening topography and vegetation. No effects.
N/A	Bingham Village Historic District	Main Street, Bingham	Recommended eligible under A and C: Community Development and Architecture; Maintains overall integrity	Views of a portion of the Project are potentially visible from the northwest corner of the district only, approximately 4.5 miles west of the closets turbine. These views will be partially screened by a combination of vegetation and the dense surrounding development. No adverse effect.

Six of the properties for which additional information was requested do not have views of the Project. Two additional properties have partial, filtered views that will not affect characteristics of their historical significance. PAL recommends that the Project will have no adverse effect on historic properties.

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Figure 1. Bingham Wind Project (MHPC #0086-11) Bingham Village Historic District Boundary Map