SECTION 8.
HISTORIC SITES

Required historic surveys have been conducted for the Number Nine Wind Farm (Project), including the Turbine Area, North Generator Lead Line (North Line), and Bridal Path Generator Lead Line (Bridal Path Line).

Historic architecture, pre-contact archaeological, and Euro-American archaeological investigations of the Project were conducted to evaluate the potential impact of the Project on these resources.

As part of these investigations, the Applicant consulted with Maine Historic Preservation Commission (MHPC); Aroostook Band of Micmacs; the Houlton Band of Maliseet Indians; the Passamaquoddy Tribe of Indian Township; the Passamaquoddy Tribe at Pleasant Point; and the Penobscot Indian Nation. That correspondence is included as Exhibit 8-A; no response was received from the Passamaquoddy Tribe of Indian Township or the Passamaquoddy Tribe at Pleasant Point.

Reports of these investigations are included as Exhibits 8-B through 8-D and are being provided to MHPC for their review.

8.1 HISTORIC ARCHITECTURE SURVEY

The Public Archaeology Laboratory, Inc. (PAL) conducted a reconnaissance survey of historic architecture (Exhibit 8-B) to identify known and potential historic resources within a defined Area of Potential Effect (APE) and to assess any potential adverse effects from the Project. PAL identified historic architectural resources in accordance with the requirements of Section 106 of the National Historic Preservation Act of 1966.

PAL identified 150 properties within the APE of the Project that were previously recorded in the MHPC inventory. Of those, 1 is listed on the National Register and 5 were evaluated by MHPC as eligible for listing on the National Register. PAL also identified an additional 238 resources that met survey criteria. Of those, PAL recommended 6 properties as potentially eligible for listing on the National Register.

For the Turbine Area, PAL identified 5 historic properties within the indirect APE. Three of these properties will have no views of the Project. Snow Cemetery on the east side of Clark Road in Mars Hill is located within the background distance of the turbines. The viewshed analysis conducted by Terrence J. DeWan and Associates (TJD&A) indicated that approximately 16 turbines may be visible in the background distance from the property, but the views would be

partially screened by dense vegetation. The integrity of the site is already diminished by the presence of existing transmission lines, and PAL recommends that it will have no adverse effect on the property. The house at 32 Pryor Road in Bridgewater is located within the background distance of the turbines. The viewshed analysis conducted by TJD&A indicated that 23-30 turbines may be visible, but views would be partially screened by dense vegetation. The characteristics of the house would not be affected by long-distance views, and PAL recommends that the Project will have no adverse effect on the house.

For the North Line, PAL identified 3 historic properties within the indirect APE. Two of these will have no views of the North Line. The farmstead at 179 B Road, Houlton is located within the foreground distance of the North Line. Views southeast toward the North Line will be buffered by the surrounding vegetation and will be minimal. Due to the intermittent views toward the North Line, PAL recommends that it will have no adverse effect on the farmstead.

For the Bridal Path Line, PAL identified 4 historic properties within the indirect APE. The farmstead at 353 Smyrna Street, Houlton is located within the foreground distance of the Bridal Path Line. Views toward the Bridal Path Line will be distant and obscured by dense vegetation. Due to the intermittent views, PAL recommends that the Bridal Path Line will have no adverse effect on the farmstead. The house at 609 Bangor Road is located within the foreground distance of the Bridal Path Line. Views to the Bridal Path Line will be open but views in that direction are already dominated by existing transmission lines. Based on the disruption of the view, PAL recommends that the Bridal Path Line will have no adverse effect on the property. The dairy barn at 196 Porter Settlement Road, Houlton is located within the foreground distance of the Bridal Path Line. Views toward the Bridal Path Line will be distant and partially obscured by dense vegetation. Due to the intermittent views, PAL recommends that the Bridal Path Line will have no adverse effect on the barn. The farmstead at 195 Porter Settlement Road, Houlton is located within the foreground distance of the Bridal Path Line. Views toward the Bridal Path Line will be distant and partially obscured by dense vegetation. Due to the intermittent views, PAL recommends that it will have no adverse effect on the farmstead.

8.2 PRE-CONTACT ARCHAEOLOGICAL SURVEY

TRC Solutions (TRC) conducted a Phase 1A survey of pre-contact archaeology in the vicinity of the Project area (Exhibit 8-C). The survey included an evaluation of cartographic information to identify likely locations of prehistoric archaeological sites.

In the Turbine Area, TRC determined that the locations where turbines, collector substation, O&M building, and laydown areas are proposed are not archaeologically sensitive. TRC identified six crossings of streams that are recognized as sensitive. These locations may require additional archaeological testing, including Shields Brook and the West Branch of Presque Isle Stream in T10

R3, the East Branch of Presque Isle Stream in T9 R3, Number Nine Stream in TD R2, and South Brook in T8 R3 (2 crossings). The need for testing will be evaluated in consultation with MHPC, based on the extent of proposed ground disturbance.

Along the North Line, TRC identified two Generator Lead crossings that may require additional archaeological testing, including the North Branch of the Meduxnekeag River, and South Brook, both in TC R2. The need for testing will be evaluated in consultation with MHPC.

Along the Bridal Path Line, TRC identified one Generator Lead crossing that may require archaeological testing, the West Branch of the Mattawamkeag River in Haynesville. The need for testing will be evaluated in consultation with MHPC.

8.3 EURO-AMERICAN ARCHAEOLOGICAL SURVEY

Independent Archaeological Consulting, LLC (IAC) conducted a Phase 0 reconnaissance survey for Euro-American historic resources (Exhibit 8-D). The survey included evaluation of cartographic evidence from maps, review of other recent surveys in the vicinity, and review of primary and secondary historic information. Based on the results of this evaluation, a physical inspection was conducted to identify potential Euro-American archaeological sites within the APE.

In the Turbine Area, IAC identified three post-contact cultural resources within, or in close proximity to, the Project. Two cellarholes were identified near an existing road (Bootfoot Road); the Project will not extend beyond the existing road edge and no potential impacts to these locations were identified. A fire tower was identified near a potential turbine location (Howe Brook Mountain); the Project was designed to avoid ground-disturbing activities that could threaten the archaeological integrity of artifact deposits associated with the tower. IAC recommended no further archaeological survey.

Along the North Line, IAC identified two undocumented post-contact archaeological resources within or very near to the proposed corridor. A cellarhole associated with the Sullivan Homestead is located over 50 meters (163 feet) from the North Line and will not be impacted by the Project. A cellarhole associated with the Frisbie Homestead is located along the western edge of the APE. The Project will not include ground-disturbing activity within a 10-meter (33 feet) buffer around the cellarhole and will include clearing protocol recommended by IAC within this buffer zone. Because these recommendations have been incorporated into the Project design, IAC recommended no further archaeological investigation.

Along the Bridal Path Line, IAC found no evidence of Euro-American resources and recommended no additional archaeological surveys.

EXHIBIT 8-A CORRESPONDENCE WITH MHPC AND TRIBES

Stantec Consulting Services Inc.
30 Park Drive, Topsham ME 04086

June 13, 2014

Earle Shuttleworth
Maine Historic Preservation Commission
55 Capitol Street
65 State House Station
Augusta, Maine, 04333-0065

Dear Mr. Shuttleworth,

Reference: Significant Cultural / Historic Resources Information Request

The purpose of this letter is to request information on any significant cultural or historic resources associated with the location depicted on the attached figures. We are assisting EDP Renewables with evaluating this site for the proposed site for the Number Nine Wind Project, including the associated generator lead.

Please review the attached maps and let me know if there are any known or suspected cultural or historic resources associated with this potential development area. Should you have any questions, please feel free to contact me.

Thank you for your assistance in obtaining this information.

Regards,

STANTEC CONSULTING SERVICES INC.

Joy Prescott
Project Manager
Phone: 207-729-1199
joy.prescott@stantec.com

Attachment: Project Area Maps

c. Katie Chapman, EDPR
Erin Johnston, EDPR
Kellen Ingalls, EDPR

File: 195600919

From:	Reed, Robin K
To:	Prescott, Joy
Cc:	Barnes, Brooke; LeeAnn.Neal@usace.army.mil; Beyer, Jim R
Subject:	MHPC# 0649-14 Number Nine Wind Project; wind turbine and transmission line project; Aroostook County
Date:	Tuesday, June 24, 2014 12:03:09 PM
Attachments:	MHPC# 0649-14.pdf Contract Archaeology Guidelines.pdf CARMA Trained Consultants.pdf

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MHPC# 0649-14 Number Nine Wind Project; wind turbines and transmission line project; Aroostook County

Joy:

In response to your recent request, our office has reviewed the information received June 13, 2014 to continue consultation on the above referenced project pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

In order to continue our review, we require the following information:

Archaeological survey for both prehistoric and historic archaeological sites will be necessary for this project. See attached map indicating areas sensitive for prehistoric archaeology. Lists of qualified prehistoric and historic archaeologists may be found on our website: http://www.maine.gov/mhpc/project_review/consultants
Please find attached material explaining the Phase I/II/III approach to archaeological survey. This information can also be found on our website: www.maine.gov/mhpc/project_review
This office must approve any proposal for archaeological fieldwork If you have any questions regarding the scope of archaeological survey, please contact Dr. Arthur Spiess of our office at 287-2789 or arthur.spiess@maine.gov

Regarding above ground resources, there are likely to be National Register listed and eligible resources in the potential APE for this project. We need 7-1/2' topo maps in order to provide information on known resources. Architectural survey is required for this project in the area of the proposed turbines, along the transmission line and associated substations etc. in order to identify and record information on all resources within the APE that are 50 years old or older. The APE for architectural resources must be clearly outlined on a USGS topographical map in consultation with our office. Survey must be completed according to our "Revised Above Ground Cultural Resource Survey Manual Project Review Specific." All surveys must now be submitted electronically via our new on-line CARMA database. See http://www.maine.gov/mhpc/architectural_survey/survey_guidelines.html
for more information. On that webpage, please also review our "Project Review Survey Procedures." Please contact Christi Mitchell, our survey coordinator, at 287-1453 or christi.mitchell@maine.gov to schedule an appointment to review our files.

Regarding conducting architectural survey, a list of historic preservation consultants is enclosed for your information and use. Our office encourages you to utilize consultants who meet the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61, Appendix A), and who have a thorough understanding of the survey process and the National Register of Historic Places Criteria for eligibility. Generally these are architectural historians, but there are also professional standards for historians, architects and historic architects. While there certainly is some cross over between the categories, it is important to realize that

having a broad and detailed knowledge of architectural styles, as represented in Maine, is crucial to completing a successful project efficiently. If you have questions about whether a particular firm has conducted survey for our office, please contact our survey coordinator, Ms. Mitchell.

In addition, an assessment of effects must be submitted to our office for historic properties that are identified, pursuant to the Section 106 regulations.

I am copying the Maine DEP and U.S. Army Corps of Engineers on this project to facilitate their review.

We look forward to continuing consultation with you on this project.

Robin K. Reed
Maine Historic Preservation Commission
55 Capitol Street
65 State House Station
Augusta, ME 04333
phone: 207-287-2132 ext. 1
fax: 207-287-2335
robin.k.reed@maine.gov
http://www.maine.gov/mhpc

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

PAUL R. LEPAGE
GOVERNOR

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

April 16, 2015

Stephen Olausen
PAL
26 Main Street
Pawtucket, RI 02860

Project: MHPC #0649-14; Number Nine Wind Project, Historic Architectural Reconnaissance Survey
Town: T10 R3 WELS, E Township, T9 R3 WELS, TD R2 WELS, T8 R3 WELS, St. Croix Township, TC R2 WELS, Bridgewater, and Blaine, Aroostook County ME

Dear Mr. Olausen:

I have reviewed the information received March 18, 2015 to continue consultation on the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA).

Identification of Historic Properties

The Commission agrees with the conclusion of the Architectural Survey Report [Report] that the following properties in the area of potential effect [APE] are either listed in or are eligible to be listed in the National Register of Historic Places:

- Bridgewater Town Hall and Jail, 485 Main Street, Bridgewater (Survey Map No. 271), NR listed
- Snow Cemetery, East side of Clark Road, Mars Hill (Survey Map No. 68), previously determined NR eligible, Criterion A, Criteria Consideration D
- House, 40 Main Street, Blaine (Survey Map No. 158), previously determined NR eligible, Criterion C
- House, 83 Houlton Road, Blaine (Survey Map No. 197), previously determined NR eligible, Criterion C
- House, 32 Pryor Hill Road, Bridgewater (Survey Map No. 266), NR eligible, Criterion C
- John Tierney House (Thunder Farms), 191 Front Ridge Road, Houlton (Survey Map Nos. 303-306), NR eligible, Criteria A and C
- Farmstead, 243 B Road, Houlton (Survey Map Nos. 322-324), NR eligible, Criteria A and C
- Farmstead, 179 B Road, Houlton (Survey Map Nos. 328-334), NR eligible, Criteria A and C

PHONE: (207) 287-2132

FAX: (207) 287-2335

- Farmstead, 353 Smyrna Street, Houlton (Survey Map Nos. 360-364), previously determined NR eligible, Criteria A and C
- Barn, 196 Porter Settlement Road, Houlton (Survey Map No. 368), NR eligible, Criterion C
- House (Savin Brook Farm), 609 Bangor Road, Houlton (Survey Map No. 406), previously determined NR eligible, Criterion C
- Homestead Farm, 195 Porter Settlement Road, Houlton (Survey Map Nos. 370-376), NR eligible, Criteria A and C

In addition to the properties noted above, the Commission concludes that the following resources may also be eligible for listing in the National Register for their association with agricultural history, and for their architecture:

- Farmstead, 2138 Chapman Road, Chapman (Survey Map Nos. 4-11), Criteria A and C
- Potato Barn, 141 Tweedle Road, Westfield (Survey Map No. 45), Criteria A and C
- Barn, Cyrus Chase Farm, 1107 Houlton Road, Westfield (Survey Map No. 27), Criteria A and C
- Potato Barn, 89 Houlton Road, Blaine (Survey Map No. 202), Criteria A and C
- Potato Barn, 113 Smyrna Street, Houlton (Survey Map No. 352), previously determined NR eligible, Criteria A and C
- Barn, 1616 Bangor Road, Linneus (Survey Map No. 481), Criteria A and C
- Barn, 37 Gillen Road, Littleton (Survey Map No. 297), Criteria A and C
- Barn, 17 Gardiner Road, Houlton (Survey Map No. 392), Criteria A and C
- Barn, 240 Bootfoot Road, Bridgewater (Survey Map No. 282), Criteria A and C
- Barn, 122 McSheffrey Road, Houlton (Survey Map No. 338), Criteria A and C
- Barn, North side of B Road, Houlton (Survey Map No. 320), Criteria A and C

Our conclusion about the above named resources (which differs from PAL's recommendation) is based in large part on their importance in representing the agricultural history of the respective towns in which they are located. Given the dominant role of agriculture in the history and development of Aroostook County, we consider associated resources (regardless of whether they are part of intact farmsteads) that possess integrity to be potentially eligible for listing in the National Register under Criteria A and C unless and until information is presented to show that a given resource lacks these characteristics.

Additional information is needed for us to complete our eligibility assessment of the following properties:

- Outbuilding, 367 Packard Road, Bridgewater (Survey Map No. 254). What was the historic function of this building that resulted in its unusual monitor roof?

Finding of Effect

Before initiating our review of the undertaking's impact on historic properties, we request that you provide us with an assessment of effect for the additional resources listed above that the Commission concluded were potentially eligible for listing in the Register.

If you have any questions regarding this matter, please do not hesitate to contact Robin Reed of our staff.

Sincerely,

Kirk F. Mohney

Kirk F. Mohney
Deputy State Historic Preservation Officer

cc: LeeAnn Neal, USACOE

Stantec Consulting Services Inc.
30 Park Drive, Topsham ME 04086

April 8, 2014

Chief Victoria Higgins
Aroostook Band of Micmacs
7 Northern Road
Presque Isle, ME 04769

Dear Chief Higgins,

Reference: Significant Cultural / Historic Resources Information Request

The purpose of this letter is to request information on any significant cultural or historic resources associated with the location depicted on the attached figures. We are assisting EDP Renewables with evaluating this site for the proposed site for the Number Nine Wind Project, including the associated generator lead.

Please review the attached maps and let me know if there are any known or suspected cultural or historic resources associated with this potential development area. Should you have any questions, please feel free to contact me.

Thank you for your assistance in obtaining this information.

Regards,

STANTEC CONSULTING SERVICES INC.

Joy Prescott
Project Manager
Phone: 207-729-1199
joy.prescott@stantec.com

Attachment: Project Area Maps

c. Jennifer Pictou, Tribal Historic Preservation Officer
Katie Chapman, EDPR
Erin Johnston, EDPR
Kellen Ingalls, EDPR

File: 195600919

Stantec Consulting Services Inc.
30 Park Drive, Topsham ME 04086

April 8, 2014

Jennifer Pictou, Tribal Historic Preservation Officer
Aroostook Band of Micmacs
7 Northern Road
Presque Isle, ME 04769

Dear Ms. Pictou,

Reference: Significant Cultural / Historic Resources Information Request

The purpose of this letter is to request information on any significant cultural or historic resources associated with the location depicted on the attached figures. We are assisting EDP Renewables with evaluating this site for the proposed site for the Number Nine Wind Project, including the associated generator lead.

Please review the attached maps and let me know if there are any known or suspected cultural or historic resources associated with this potential development area. Should you have any questions, please feel free to contact me.

Thank you for your assistance in obtaining this information.

Regards,

STANTEC CONSULTING SERVICES INC.

Joy Prescott
Project Manager
Phone: 207-729-1199
joy.prescott@stantec.com

Attachment: Project Area Maps

c. Chief Victoria Higgins
Katie Chapman, EDPR
Erin Johnston, EDPR
Kellen Ingalls, EDPR

File: 195600919

Aroostook Band of Micmacs ● 7 Northern Road ● Presque Isle ● ME 04769

September 18, 2014

Stantec Consulting Services Inc.
Attn: Dan Nein
30 Park Drive
Topsham, ME 04086-1737

RE:	**Number Nine Wind Project**
Applicant:	**EDP Renewables**
Municipality:	**T10 R3, T9 R3, E Twp, TD R2, T8 R3, TC R2, TA R2, Forkstown, Haynesville, Littleton, Houlton, Linneus, Maine**

Dear Mr. Nein:

Thank you for the opportunity to review the above-referenced project for compliance with National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) requirements.

Based on the project description, we do not have knowledge of any specific sites or cultural features that exist at the proposed project location. However, this geographic area does constitute traditional areas that were historically utilized by members of the Aroostook Band of Micmacs and other northeastern tribes. Therefore, we respectfully request that if during the course of excavation/construction activities any human remains, artifacts, or any other evidence of Native American presence is discovered, site activities in the vicinity of the discovery immediately cease, pending notification to us.

If this project results in wetland disturbances requiring mitigation, we request that you utilize the black ash (Fraxinus nigra) as the principle wetland species for wetland restoration activities. The black ash tree has special significance in the cultures of northeastern tribes and is used extensively for weaving baskets and other Native American crafts. The black ash tree also provides valuable food and habitat for migratory waterfowl and other wildlife. Unfortunately, this species has been selected against by foresters and landowners who favor other tree species. As a result of this and other environmental factors, the black ash tree is in serious decline in Maine. The Aroostook band of Micmacs has completed several black ash wetland restoration projects and we have a dependable source for high-quality seedlings as well as the experience and expertise to assist you with black ash wetland restoration projects.

On the subject of human remains, artifacts, or any other evidence of Native American presence being discovered, the human remains will be reburied with the appropriate respect that is required at a distinctive and respectable site. Any artifacts and other evidence of Native American discovery will be documented with appropriate detail. The items will be analyzed for the precise period of the items distinctive period and will be documented by the Tribal Historic Preservation Officer from the Aroostook Band of Micmacs.

Sincerely,

Jennifer Pictou

Jennifer Pictou
Tribal Historic Preservation Officer

Stantec Consulting Services Inc.
30 Park Drive, Topsham ME 04086

April 8, 2014

Chief Brenda Commander
Houlton Band of Maliseet Indians
88 Bell Road
Littleton, ME 04730

Dear Chief Commander,

Reference: Significant Cultural / Historic Resources Information Request

The purpose of this letter is to request information on any significant cultural or historic resources associated with the location depicted on the attached figures. We are assisting EDP Renewables with evaluating this site for the proposed site for the Number Nine Wind Project, including the associated generator lead.

Please review the attached maps and let me know if there are any known or suspected cultural or historic resources associated with this potential development area. Should you have any questions, please feel free to contact me.

Thank you for your assistance in obtaining this information.

Regards,

STANTEC CONSULTING SERVICES INC.

Joy Prescott
Project Manager
Phone: 207-729-1199
joy.prescott@stantec.com

Attachment: Project Area Maps

c. Katie Chapman, EDPR
Erin Johnston, EDPR
Kellen Ingalls, EDPR

File: 195600919

Prescott, Joy

From: Sue Young <ogs1@maliseets.com>
Sent: Thursday, January 15, 2015 1:05 PM
To: Ingalls, Kellen
Subject: Number 9 Wind Farm, Aroostook County

Mr. Ingalls,

We do not have an immediate concern with your project or project site, and do not currently have the resources to fully investigate same. Should any human remains, archaelogical properties or other items of historical importance be unearthed while working on this project, we recommend that you stop your project and report your findings to the appropriate authorities including the Houlton Band of Maliseet Indians.

Thank you.

<><><><><><><><><><>
Susan Young
Historic Preservation Officer /Natural Resources Director
Houlton Band of Maliseets
88 Bell Road
Littleton, ME 04730
207-532-4273 ext. 202
fax 207-532-6883

ogs1@maliseets.com

www.maliseets.com

Stantec Consulting Services Inc.
30 Park Drive, Topsham ME 04086

April 8, 2014

Reubin Cleaves, Tribal Governor
Passamaquoddy Tribe of Indians
Pleasant Point Reservation
P.O. Box 343
Perry, ME 04667

Dear Governor Cleaves,

Reference: Significant Cultural / Historic Resources Information Request

The purpose of this letter is to request information on any significant cultural or historic resources associated with the location depicted on the attached figures. We are assisting EDP Renewables with evaluating this site for the proposed site for the Number Nine Wind Project, including the associated generator lead.

Please review the attached maps and let me know if there are any known or suspected cultural or historic resources associated with this potential development area. Should you have any questions, please feel free to contact me.

Thank you for your assistance in obtaining this information.

Regards,

STANTEC CONSULTING SERVICES INC.

Joy Prescott
Project Manager
Phone: 207-729-1199
joy.prescott@stantec.com

Attachment: Project Area Maps

c. Katie Chapman, EDPR
Erin Johnston, EDPR
Kellen Ingalls, EDPR

File: 195600919

Stantec Consulting Services Inc.
30 Park Drive, Topsham ME 04086

April 8, 2014

Donald Soctomah, Tribal Historic Preservation Officer
Passamaquoddy Tribe of Indians
Indian Township Reservation
PO Box 301
Princeton, ME 04668

Dear Mr. Soctomah,

Reference: Significant Cultural / Historic Resources Information Request

The purpose of this letter is to request information on any significant cultural or historic resources associated with the location depicted on the attached figures. We are assisting EDP Renewables with evaluating this site for the proposed site for the Number Nine Wind Project, including the associated generator lead.

Please review the attached maps and let me know if there are any known or suspected cultural or historic resources associated with this potential development area. Should you have any questions, please feel free to contact me.

Thank you for your assistance in obtaining this information.

Regards,

STANTEC CONSULTING SERVICES INC.

Joy Prescott
Project Manager
Phone: 207-729-1199
joy.prescott@stantec.com

Attachment: Project Area Maps

c. Katie Chapman, EDPR
Erin Johnston, EDPR
Kellen Ingalls, EDPR

File: 195600919

Stantec Consulting Services Inc.
30 Park Drive, Topsham ME 04086

April 8, 2014

Chris Sockalexis, Tribal Historic Preservation Officer
Penobscot Indian Nation
12 Wabanaki Way
Indian Island, ME 04468

Dear Mr. Sockalexis,

Reference: Significant Cultural / Historic Resources Information Request

The purpose of this letter is to request information on any significant cultural or historic resources associated with the location depicted on the attached figures. We are assisting EDP Renewables with evaluating this site for the proposed site for the Number Nine Wind Project, including the associated generator lead.

Please review the attached maps and let me know if there are any known or suspected cultural or historic resources associated with this potential development area. Should you have any questions, please feel free to contact me.

Thank you for your assistance in obtaining this information.

Regards,

STANTEC CONSULTING SERVICES INC.

Joy Prescott
Project Manager
Phone: 207-729-1199
joy.prescott@stantec.com

Attachment: Project Area Maps

c. Katie Chapman, EDPR
Erin Johnston, EDPR
Kellen Ingalls, EDPR

File: 195600919

PENOBSCOT NATION
CULTURAL & HISTORIC PRESERVATION DEPARTMENT
12 WABANAKI WAY, INDIAN ISLAND, ME 04468
CHRIS SOCKALEXIS – TRIBAL HISTORIC PRESERVATION OFFICER
E-MAIL: chris.sockalexis@penobscotnation.org FAX: 207-817-7450

NAME	Joy Prescott
ADDRESS	Stantec Consulting Services, Inc. 30 Park Drive Topsham, ME 04086
OWNER'S NAME	EDP Renewables
TELEPHONE	(207) 729-1199
FAX	
EMAIL	joy.prescott@stantec.com
PROJECT NAME	Number Nine Wind Project – including the associated generator lead
PROJECT SITE	Aroostook County, Maine
DATE OF REQUEST	April 8, 2014
DATE REVIEWED	April 29, 2014

Thank you for the opportunity to comment on the above referenced project. This project appears to have no impact on a structure or site of historic, architectural or archaeological significance to the Penobscot Nation as defined by the National Historic Preservation Act of 1966, and subsequent updates.

Also, if Native American cultural materials are encountered during the course of the project, please contact me at (207) 817-7471. Thank you.

CHRIS SOCKALEXIS, THPO
Penobscot Nation

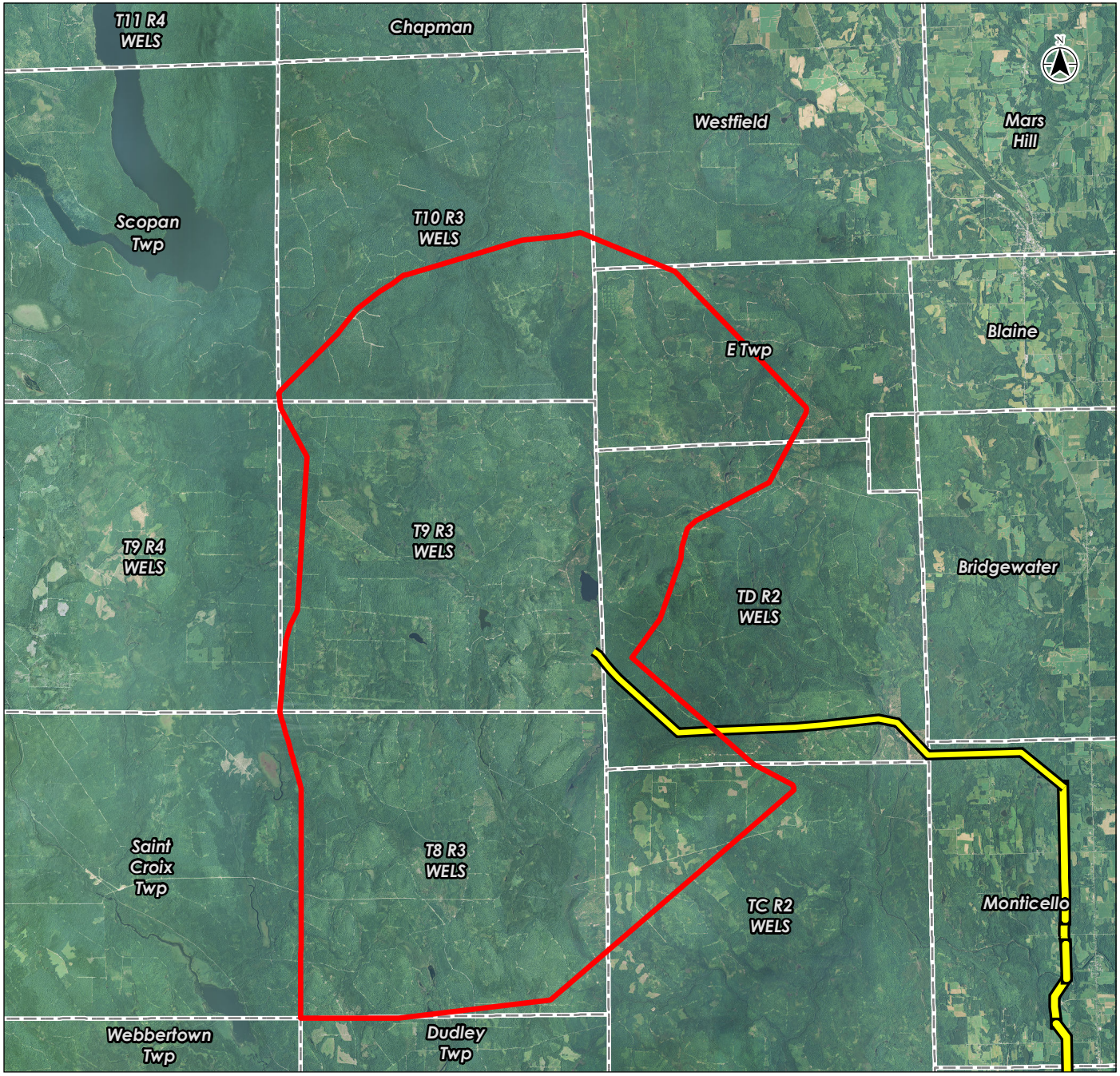
PENOBSCOT NATION
CULTURAL & HISTORIC PRESERVATION DEPARTMENT
12 WABANAKI WAY, INDIAN ISLAND, ME 04468
CHRIS SOCKALEXIS – TRIBAL HISTORIC PRESERVATION OFFICER
E-MAIL: chris.sockalexis@penobscotnation.org FAX: 207-817-7450

NAME	Kellen Ingalls
ADDRESS	EDP Renewables North America, LLC Number Nine Wind Farm 541 Main Street, Suite B Presque Isle, ME 04769
OWNER'S NAME	Number Nine Wind Farm
TELEPHONE	(207) 760-7019
FAX	(207) 760-7313
EMAIL	kellen.ingalls@edpr.com
PROJECT NAME	Wind Farm with Generator Lead Lines
PROJECT SITE	Aroostook County, ME
DATE OF REQUEST	December 10, 2014
DATE REVIEWED	December 17, 2014

Thank you for the opportunity to comment on the above referenced project. This project appears to have no impact on a structure or site of historic, architectural or archaeological significance to the Penobscot Nation as defined by the National Historic Preservation Act of 1966, as amended.

If Native American cultural materials are encountered during the course of the project, please contact my office at (207) 817-7471. Thank you for consulting with the Penobscot Nation on this project.

CHRIS SOCKALEXIS, THPO
Penobscot Nation



Stantec

Legend

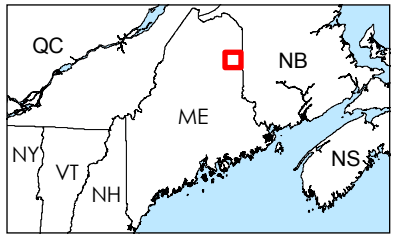
- Approximate Project Area for Turbines
- Generator Lead - Segment 1
- Generator Lead - Segment 2
- Town Boundary

0 2 Miles

1:190,080 (At Original document size of 8.5 x 11)

Notes

1. Coordinate System: NAD 1983 StatePlane Maine East FIPS 1801 Feet
2. Base features provided by Stantec, Maine Office of GIS (MEGIS)
3. 2013 National Agriculture Imagery Program (NAIP) aerial orthoimagery provided by Natural Resource Conservation Service and the Farm Service Agency.



Project Location
Aroostook County, Maine

195600919

Prepared by DLJ on 2014-4-2
Technical Review by GAC on 2014-4-2
Independent Review by JYP on 2014-4-2

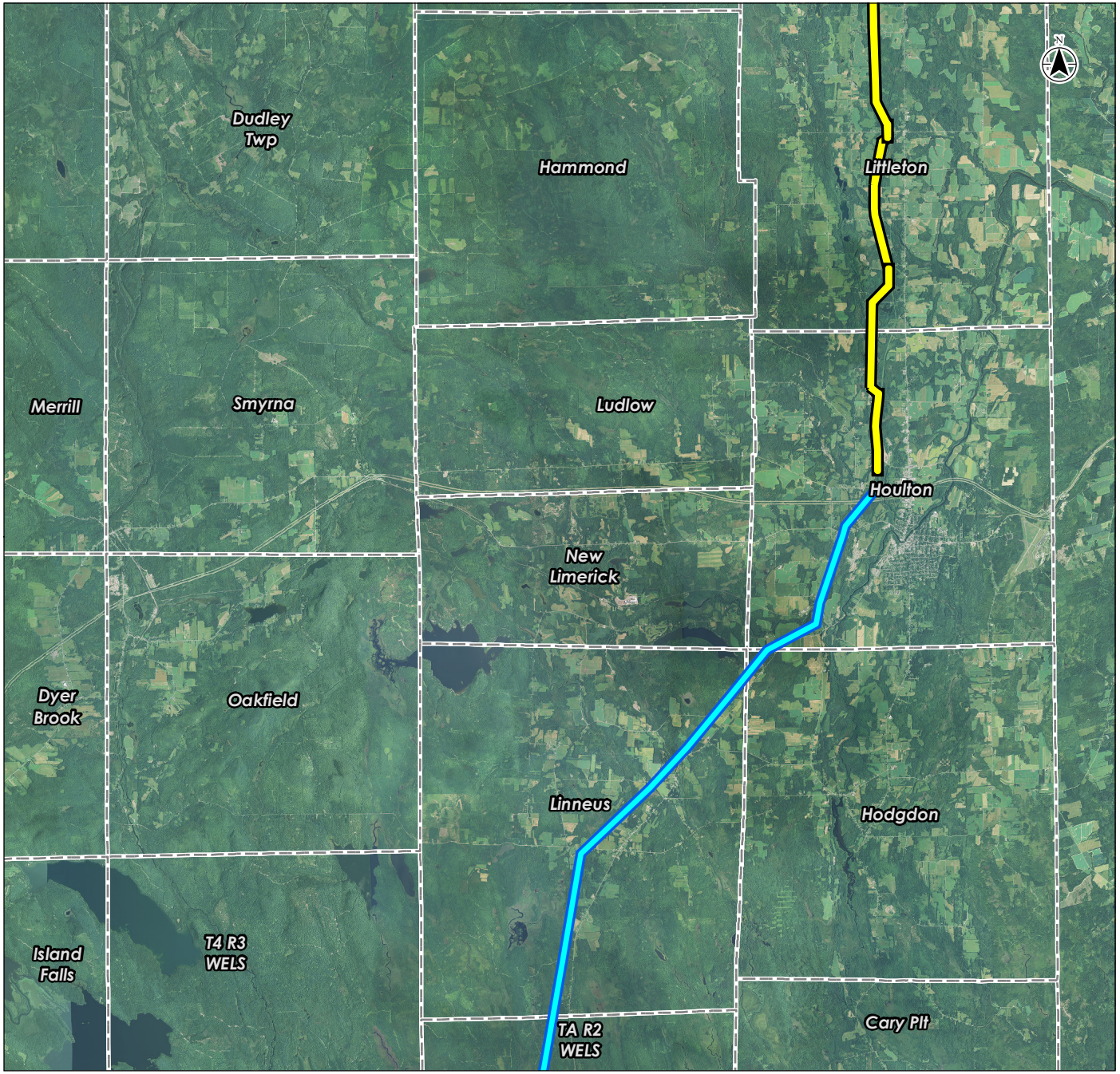
Client/Project
EDP Renewables
Number Nine Wind Project

Figure No.
1

Title
Project Area Map

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

V:\1956\active\195600919\drawing\mxd\Agency_Contact\20140402\0919-001_Project Area Map.mxd Revised: 2014-04-02 By: djohnson



Stantec

Legend

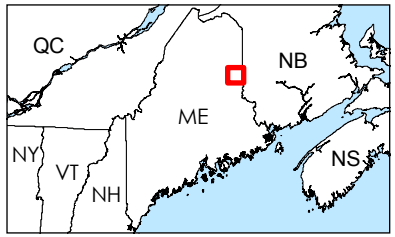
- Approximate Project Area for Turbines
- Generator Lead - Segment 1
- Generator Lead - Segment 2
- Town Boundary

0 2 Miles

1:190,080 (At Original document size of 8.5 x 11)

Notes

1. Coordinate System: NAD 1983 StatePlane Maine East FIPS 1801 Feet
2. Base features provided by Stantec, Maine Office of GIS (MEGIS)
3. 2013 National Agriculture Imagery Program (NAIP) aerial orthoimagery provided by Natural Resource Conservation Service and the Farm Service Agency.



Project Location
Aroostook County, Maine

195600919
Prepared by DLJ on 2014-4-2
Technical Review by GAC on 2014-4-2
Independent Review by JYP on 2014-4-2

Client/Project
EDP Renewables
Number Nine Wind Project

Figure No.
2

Title
Project Area Map

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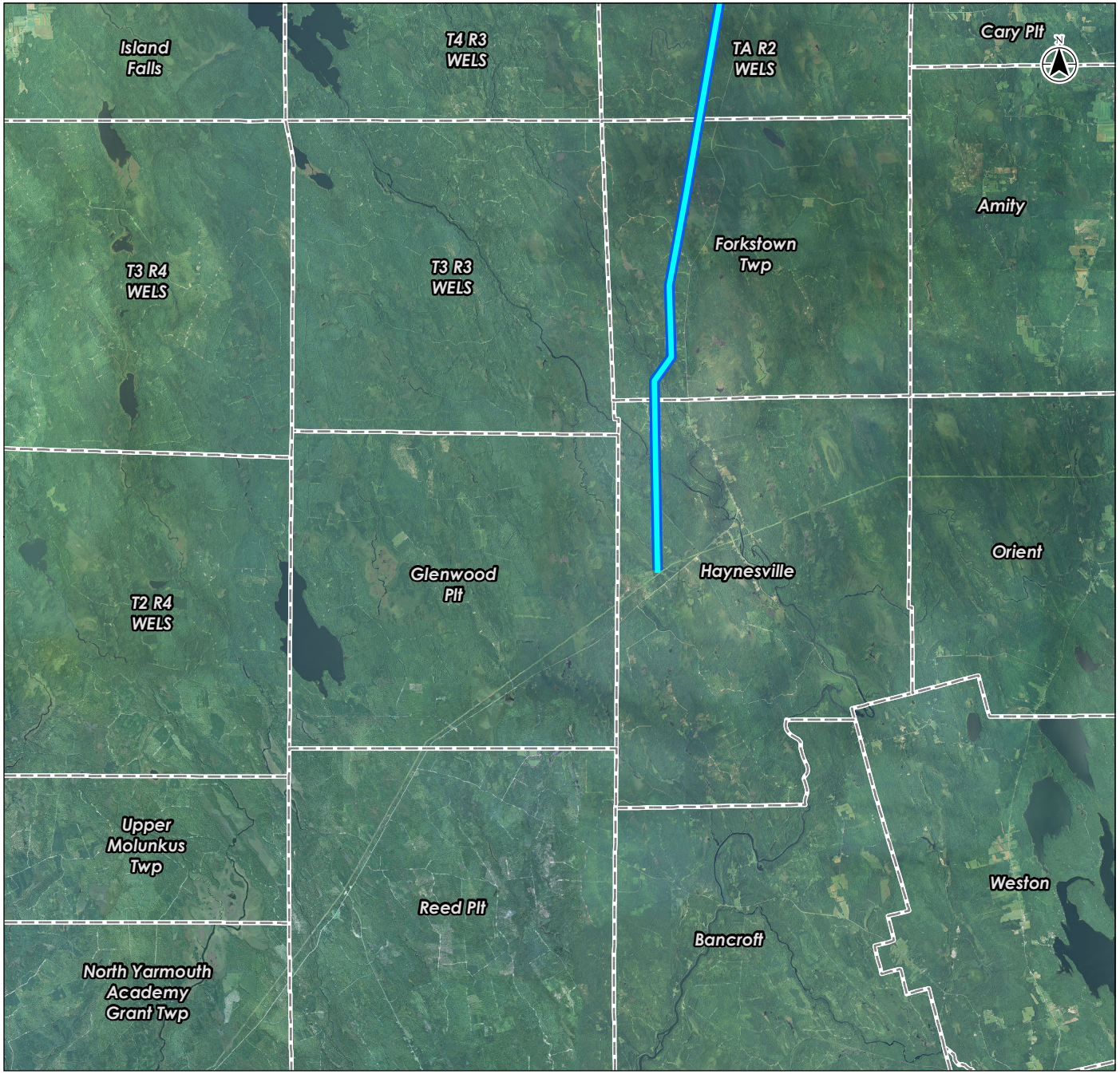

Stantec

Legend

- Approximate Project Area for Turbines
- Generator Lead - Segment 1
- Generator Lead - Segment 2
- Town Boundary

0 2 Miles

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Notes

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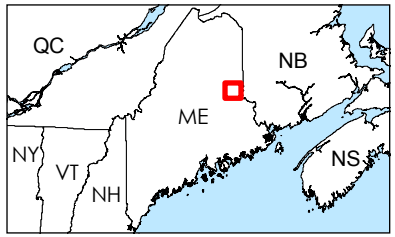

Project Location
Aroostook County, Maine

195600919
Prepared by DLJ on 2014-4-2
Technical Review by GAC on 2014-4-2
Independent Review by JYP on 2014-4-2

Client/Project
EDP Renewables
Number Nine Wind Project

Figure No.
3

Title
Project Area Map

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EXHIBIT 8-B HISTORIC ARCHITECTURE REPORT

Architectural Survey Report

Number Nine Wind Historic Architectural Reconnaissance Survey
T10 R3 WELS, E Township, T9 R3 WELS, TD R2 WELS, T8 R3 WELS, St. Croix Township, TC R2 WELS, Bridgewater, and Blaine, Aroostook County
MHPC No. 0649-14

Quinn R. Stuart, Architectural Historian
Public Archaeology Laboratory, Inc. (PAL)
26 Main Street
Pawtucket, RI 02860
qstuart@palinc.com
(401) 728.8780

Prepared for: *Sponsoring agency or entity*
Number Nine LLC, a subsidiary of EDP Renewables North America LLC

Dates: *Provide the dates from when the project was started up through when the report was written and/or revised and submitted.*
July 8-10, 2014, September 23-25, 2014, and November 5-6, 2014

Level: *Reconnaissance or Intensive*
Reconnaissance

Name of surveyors: *(If different from author, provide contact information for each surveyor.)*
Quinn R. Stuart, Allison Cahoon, and Melissa Andrade

Continuing project? *If so, please summarize previous efforts.*
No

I. EXECUTIVE SUMMARY

Number Nine LLC, a wholly owned subsidiary of EDP Renewables North America LLC, is proposing to construct the Number Nine Wind Project (Project), a 119 250-megawatt (MW)-turbine wind power development with turbines located in T10 R3 WELS, E Township, T9 R3 WELS, TD R2 WELS, T8 R3 WELS, St. Croix Township, TC R2 WELS, Bridgewater, and Blaine, Aroostook County, Maine. In addition to the turbines, the Project will include associated access roads, meteorological (met) towers, a collector substation, laydown areas, 34.5 kilovolt (kV) overhead and underground electrical collection lines, and an operations and maintenance building. The project also includes the proposed construction of an approximately 51.6-mile-long, 345 kV electrical transmission line that will run through T9 R3 WELS, T8 R3 WELS, TC R2 WELS, Hammond, Littleton, Houlton, Hodgdon, Linneus, TA R2 WELS, Forkstown Township, and Haynesville, Aroostook County, Maine.

PAL (The Public Archaeology Laboratory, Inc.) completed a historic architectural reconnaissance survey for the Number Nine Wind Project to identify known or potential historic properties and assess Project effects on those properties. Historic properties are defined as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places” (16 U.S.C. Section 470(w)(5)). The Area of Potential Effect (APE) for direct effects was established to encompass the area where the construction activities will occur. The APE for indirect

effects includes all the area within 5 miles of the turbine development, in order to account for any potential visual or noise impacts. In cases where National Register-listed properties are present and may have views of the Project, the APE for indirect effects was extended out a distance of up to 8 miles from the turbine development. The indirect APE for the transmission line extends one-half mile on either side of the line for a total corridor width of one mile.

The historic architectural reconnaissance survey included research to identify previously inventoried properties in the APE and fieldwork to confirm the condition of previously documented properties and identify other potentially significant properties. During the research, PAL identified 150 properties within the Project APE that were previously recorded in the Maine Historic Preservation Commission's (MHPC) inventory. Of those, one is listed in the National Register and five properties were evaluated as National Register eligible by MHPC. During the fieldwork, PAL identified an additional 238 individual resources that met the survey criteria. Of those, PAL recommended six properties, comprising 23 individual resources, as potentially eligible for National Register listing.

Based on the findings of the survey and information provided by the Project's visual consultant regarding potential views of the Project within the APE, PAL concluded that there are no historic properties in the direct APE. Five of the properties will have no views of the Project. Potential views from six of the twelve historic properties identified within the indirect APE will be partially screened by intervening vegetation and development. One property in the indirect APE will have open views of the Project's transmission line. Changes to the long-distance view from these properties will not alter the qualities of their primary significance.

II. RESEARCH DESIGN AND BACKGROUND RESEARCH

A. Basis:

Describe the purpose of this survey. Identify the Federal or State regulations mandating this survey, or any Programmatic Agreements associated with this project.

This report presents the results of a historic architectural reconnaissance survey conducted for the purposed Number Nine Wind Project in (alphabetically) Blaine, Bridgewater, Chapman, Cox Patent, Dudley Township, E Township, Forkstown Township, Hammond, Haynesville, Hodgdon, Houlton, Linneus, Littleton, Mars Hill, Masardis, Merrill, Monticello, New Limerick, Presque Isle, Saint Croix Township, Smyrna, Scopan Township, T10 R3 WELS, T11 R4 WELS, T7 R5 WELS, T8 R3 WELS, T8 R5 WELS, T9 R3 WELS, T9 R4 WELS, T9 R5 WELS, TA R2 WELS, TC R2 WELS, TD R2 WELS, Webbertown Township, and Westfield in Aroostook County, Maine. The purpose of the survey was to identify any historic properties within the Project APE and to provide information to the MHPC regarding any potential direct and indirect effects of the Project on historic resources. This report was prepared in support of Number Nine LLC's permit application to the Maine Department of Environmental Protection and the Army Corps of Engineers.

B. Project Description/ Scope of Work:

Describe the underlying project, specifically citing the type of project and duration of project. Summarize planned or anticipated alterations to landscapes, buildings, structures, districts, objects or sites.

Number Nine Wind Farm LLC (Applicant), a wholly owned subsidiary of EDP Renewables NA LLC, has designed and now proposes the siting of the Number Nine Wind Farm Project, a utility-scale wind energy generation facility located in Aroostook County, Maine. The Project consists of the Turbine Area, North Generator Lead Line (North Line), and

Bridal Path Generator Lead Line (Bridal Path Line). It is anticipated that the Bridal Path Line will be acquired by a utility at some point in the future. Therefore the Bridal Path Line is incorporated into the Project permit application as a distinct Project component in anticipation of the transfer of this portion of the Project (Figure 1).

Each of these Project components is discussed below. Throughout this application, details are presented separately for each component, where there are relevant distinctions.

Turbine Area

The Turbine Area is located in T10 R3 WELS, E Township, T9 R3 WELS, TD R2 WELS, T8 R3 WELS, St Croix Township, TC R2 WELS, Bridgewater, and Blaine. Project components located within the Turbine Area include 119 wind turbine generators with a total nameplate capacity of approximately 250 megawatts (MW). The design contemplates and depicts 129 locations; however, the Applicant will ultimately select 119 of these turbine sites and only 119 turbines will be constructed. In addition, the Turbine Area includes up to 4 permanent and 4 temporary meteorological "met" towers with a maximum height of 93 meters; a collector substation in T9 R3; an operations and maintenance building in T9 R3; access roads; 34.5 kilovolt (kV) overhead and underground electrical collection lines; and laydown areas.

Turbines were selected to optimize long-term Project performance given the unique characteristics of the Project site. Further, to reduce the cost of energy production and to conform to the PPA for the Project, the Project utilizes 17 Gamesa G114-2.0 MW turbines and 102 Gamesa G114-2.1 MW Turbines. The turbines would be on a 93-meter tower and have a 114-meter rotor diameter, for a total height with the blade fully extended of 150 meters (492 feet).

North Line

The North Line is an approximately 26.2 mile long proposed 345 kV generator lead line sited in a 170 foot wide corridor. The North Line begins at the Turbine Area collector substation in T9 R3 and runs south through T8 R3, TC R2 WELS, Hammond, Littleton, and Houlton and ends north of Ludlow Road in Houlton (Figure 1-2, Exhibit 1-2). Clearing limits along the corridor length will be restricted to 170 feet (and in limited instances, 150 feet where feasible). Where possible, the line will be accessed via existing public and private access roads for construction and operations.

Bridal Path Line

The Bridal Path Line is an approximately 25.4 mile long proposed 345 kV generator lead line sited within an existing utility-owned 225 foot wide corridor. The Bridal Path Line runs south from south of Ludlow Road in Houlton through Hodgdon, Linneus, TA R2 WELS, Forkstown Township, and ends in Haynesville. Clearing limits along the corridor length will be restricted to 170 feet (and in limited instances, 150 feet where feasible). Where possible, the line will be accessed via existing public and private access roads for construction and operations.

The purpose of the Project is to create a commercially viable, low-impact wind energy facility in central Aroostook County, Maine and connect that wind energy facility to the ISO-NE system. The Project is located in an area identified as appropriate for grid-scale wind energy development as defined under 35-A M.R.S.A. §3451-3458 and is sited to

maximize energy generation while minimizing impacts to ecological and environmental resources.

The Number Nine Wind Project will bring clean, renewable wind power to the New England energy market. Consistent with published reports, the demand for regional facilities that generate clean, renewable energy is increasing each year. In addition, there is growing concern about greenhouse gases from fossil fuel emissions that are affecting the environment, the climate, and the health of Maine citizens. The latest emissions data from ISO-NE indicate that every megawatt-hour generated by the Project will displace about 730 lbs. of global warming inducing CO2 emissions.

The proposed Project will add approximately 250 MW of nameplate capacity to the ISO-NE grid as required by the Power Purchase Agreement that Number Nine Wind Farm LLC executed in September, 2013. The Project is designed to minimize the cost of electrical production and environmental impact, and uses industry-wide best practices for construction and operation of the Project.

C. Area of Potential Effect:

1. On a USGS topographic map draw the outermost boundary of the area of potential effect in red. Label this line "Project APE". If necessary, additional topographic maps or overlays may be submitted showing the limits of each specific APE if more than one potential effect is present within the project area.

2. List all the potential effects associated with the above cited scope of work. Distinguish between direct and indirect effects when applicable.

The APE is defined in regulations governing Section 106 of the National Historic Preservation Act, as amended, as the "geographic area or areas within which an undertaking may directly or indirectly cause changes in the character of or use of historic properties, if any such properties exist" (36 CFR 800.16(d)). The Project has the potential to cause both direct and indirect effects. Direct effects could be caused by a physical undertaking, alteration, or removal of a property from its physical location. Indirect effects could be caused by a change in the character of a property's use or of physical features within a property's setting that contribute to its significance, and/or the introduction of visual, atmospheric or audible elements that diminish the property's significant historic features (36 CFR 800.5(2)).

3. Provide a narrative of how the geographical limit of each potential effect within the project area was established.

The direct APE for the Project is an approximately 5,920-acre area that includes the proposed wind turbine complex, construction laydown areas, and associated facilities (Figure 2). The indirect APE encompasses a larger area where the aboveground facilities have potential to introduce new and incompatible elements that may alter the setting or other qualities of significance of historic properties. In order to determine the locations where the constructed Project might be visible, PAL utilized a preliminary viewshed analysis prepared for the Project and drove all accessible roads within a five mile radius of the turbine locations. PAL indicated on the survey base map which roads did and did not have views of the Project. Based on the field observations, the indirect effects APE was determined to be an irregularly shaped area, approximately 264,366 acres in size, extending at least 5 miles and up to 8 miles from the turbine locations where a property listed in the National Register has potential views of the Project. The indirect APE also includes a one-mile (one-half-mile on either side of the transmission line) APE that was utilized for the proposed transmission line (see Figure 2). A portion of the transmission line is within the indirect APE for the proposed Northern Maine Interconnect project completed in 2014 and the Oakfield Wind project completed in 2011.

D. Survey Boundaries:

1. Draw the boundaries of the survey on the topographic map in blue or black and label this line "Survey Boundaries." The boundaries of a survey map include portions of a property that lie outside the APE.

2. Describe the limits of the surveyed area. The survey boundary may be larger then the APE. Make reference to geographic landmarks, addresses or political boundaries. Utilize reasonable demarcations – tree lines, back lots.

The Number Nine Wind Project survey area included an 8-mile area surrounding the proposed turbine development and a one-mile corridor along the transmission line, totaling approximately 425,062 acres. The 8-mile area is based on the Maine Wind Energy Act (35-A MRSA § 3401) and its specific regulations, which provides that determinations of effect on scenic resources, including historic properties, of national or state significance, shall consider whether the wind project will cause unreasonable adverse effects. The one-mile corridor is based on the APE for a new or upgraded transmission line established by the MHPC. PAL drove all accessible public roads within the entire survey area and assessed potential views toward the Project from the identified historic resources.

E. Survey Methodology:

1. Describe background research method.

The methodology for the reconnaissance survey was designed to identify all aboveground properties (including any districts, buildings, structures, objects, and sites) within the Project APE that are listed, evaluated as eligible, or potentially eligible for listing in the National Register. The survey was conducted in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, as amended (48 FR 44716-42); the MHPC's Above Ground Cultural Resources Survey Manual, Guidelines for Identification: Architectural and Cultural Landscapes, Federal and State Regulatory Project Review Specific (December 2013); the National Park Service's (NPS's) National Register Bulletin No. 24, Guidelines for Local Survey: A Basis for Preservation Planning (NPS 1985); and the NPS's National Register Bulletin No. 15, How to Apply the National Register Criteria for Evaluation (NPS 1997).

2. Describe field research method.

Two PAL architectural historians conducted fieldwork for the reconnaissance survey from July 8-10, 2014, September 23-25, 2014, and November 5-6, 2014. The fieldwork involved identifying all properties within the APE that were at least 50 years old or were included in previous inventories and documenting information about the viewsheds from recorded properties toward the Project area. Each identified property was photographed using a 35-mm SLR camera with black-and-white film and a high-resolution digital SLR camera. Data about the current condition and significant characteristics of each resource were recorded, and the information on the inventory forms for previously surveyed properties was verified. In compliance with the MHPC's survey methodology, unique sets of information were collected for individual farmsteads, barns, and other buildings. All identified properties were marked on USGS base maps. Site plans depicting farmsteads or other complexes with multiple resources were hand-drawn on survey forms.

The PAL surveyors drove all accessible public roads within the survey area, including unmarked, navigable gravel/dirt trails, and recorded all properties that met the criteria for inclusion in the survey that were visible from public rights-of-way. To ensure that no properties were overlooked, the surveyors added notes on the base maps to indicate which roads were traversed and which buildings were less than 50 years old. For roads that were gated or otherwise marked as private, topographic maps and aerial images were used to verify the presence or absence of existing structures. Historical topographic maps and atlases were then used to determine whether any of these inaccessible properties contained resources at least 50 years old.

3. Did you undertake a file search at MHPC for NR or previously recorded properties?

Prior to any fieldwork, PAL conducted research to identify properties within the APE that are listed or evaluated as eligible for listing in the National Register or that have been recorded as part of the MHPC's Maine State Architectural Survey Program. PAL used the NPS's online National Register database and then visited the MHPC on July 7, 2014, to review and obtain copies of the National Register forms, relevant town files, MHPC inventory forms, and any reports for surveys previously conducted in the area. The National Register eligibility status of each property within the APE was noted.

III. SURVEY FINDINGS

A. Acres:

Provide the total number of acres within the survey boundaries.

The entire survey area is approximately 425,062 acres and includes all or portions of the following towns (in alphabetical order): Blaine, Bridgewater, Chapman, Cox Patent, Dudley Township, E Township, Forkstown Township, Hammond, Haynesville, Hodgdon, Houlton, Linneus, Littleton, Mars Hill, Masardis, Merrill, Monticello, New Limerick, Presque Isle, Saint Croix Township, Smyrna, Scopan Township, T10 R3 WELS, T11 R4 WELS, T7 R5 WELS, T8 R3 WELS, T8 R5 WELS, T9 R3 WELS, T9 R4 WELS, T9 R5 WELS, TA R2 WELS, TC R2 WELS, TD R2 WELS, Webbertown Township, and Westfield in Aroostook County, Maine.

B. Setting:

Provide a general overview of the setting, including topography, development, and landscape.

The Number Nine Wind Project is located in T8 R3, T9 R3, TD R2, T10 R3, and E Township, Aroostook County. The turbine complex spans from North Brook Ridge (1027 feet [ft]) in T8 R3 at the south end to East Branch Pinnacles (1039 ft) in T10 R3 at the north end along multiple named and unnamed mountains and ridges, including The Pinnacle (1065 ft), Long Brook Ridge (1191 ft), Nighthawk (1353 ft), Meduxnekeag (1303 ft), Wallington Ridge (916 ft), Hovey (1300 ft), Maple (1356 ft) and Number Nine (1617 ft) mountains and Burnt Land Ridge (1086 ft). Bodies of water in the APE include Saint Croix, B, and Presque Isle streams; Howe and South brooks; Meduxnekeag River; and Saint Croix, Conroy, Presque Isle, Number Nine, Scopan, and Packard lakes. The towns to the west and south of the Project comprises Scopan Township, T9 R4, Saint Croix Township, Webbertown Township, Dudley Township, and Hammond, which have primarily rural landscapes defined by large expanses of dense deciduous forest, winding rivers, freshwater lakes, and an undulating rocky terrain.

Development in the area is primarily concentrated north, east, and southeast areas of the Project in Westfield, Mars Hill, Blaine, Bridgewater, Monticello, and Houlton. U.S. Route 1 is the primary north-south transportation corridor between the north end of the Project area and Interstate Route 95 in Houlton. Numerous secondary roads and unpaved jeep and logging trails extend through the area. The former Bangor & Aroostook Railroad runs north-south through the east-most side of the Project area. The railroad carried passengers from 1912 until 1961 and freight, mainly potatoes and other agricultural products.

C. Number of Resources Recorded:

Count each individually recorded building, structure, object, or site. Do not include continuation sheets in this count.

PAL recorded 238 new individual resources: 14 farmsteads, 132 houses, 36 garages, 40 barns/outbuildings, 12 camps/summer cottages, 1 educational building, 1 religious building, and 2 track-side potato houses.

D. Previously Inventoried Properties:

Address whether any of the resources had been previously surveyed. If so, how many, and how were these properties represented and evaluated within the current project?

PAL identified 152 properties that include a total of 298 individual resources within the Project APE that were previously recorded in the MHPC's inventory: 38 farmsteads, 120 houses, 28 garages, 75 barns/ outbuildings, 11 camps/summer cottages, 5 cemeteries, 6 commercial buildings, 2 civic/government buildings, 11 religious buildings, 1 industrial building, and 1 railroad. Of those 152 previously identified properties 1 is listed in the National Register: the Bridgewater Town Hall and Jail (listed 1989) (Survey Map No. 271) at 485 U.S. Route 1 in Bridgewater; and 5 properties were evaluated as eligible for listing in the National Register by the MHPC: Snow Cemetery (Survey Map No. 68; MHPC No. 266-0021) on Clark Road in Mars Hill; the farmstead (Survey Map Nos. 360-364; MHPC No. 207-0059) at 353 Smyrna Street/U.S. Route 2 in Houlton; and the houses at 40 Main Street (Survey Map No. 158; MHPC No. 043-0050) in Blaine, 83 Houlton Road (Survey Map No. 197; MHPC No. 043-0034) in Blaine, and 609 Bangor Road/U.S. Route 2A (Survey Map No. 406; MHPC No. 0644-14-49) in Houlton.

PAL identified 16 previously surveyed properties and individual resources that were demolished: 3 houses (MHPC Nos. 474-0010, 474-0013, and 474-0017) and 1 barn (MHPC No. 474-008b) in Westfield; 2 houses (MHPC Nos. 266-0039 and 266-0061) and 1 wagon shed (MHPC No. 266-0026a) in Mars Hill; 1 house (MHPC No. 043-0027) and 2 farmsteads (MHPC Nos. 043-0008HFS and 043-0011) in Blaine; 2 houses (MHPC Nos. 0644-14-16 and 207-0135) and 1 garage (201-0136) in Houlton; and 2 barns (MHPC Nos. 1252-07-202.3 and 1252-07-222) and 1 shed (MHPC No. 1252-07-218.3) in Linneus.

E. Types of Properties:

1. Summarize general trends within the project area: commercial, residential, urban, rural, etc.

The west and south ends of the Project APE are mostly forested land and development is generally sparse. The majority of the survey area is rural in nature and defined by sporadic farmsteads and houses along the major roads. Residential and commercial development is primarily concentrated to the small centers of Monticello, Bridgewater, Blaine, Mars Hill, and Houlton at the southeast and east ends of the survey area.

2. Summarize the age, style, and condition of the resources within the project area.

The majority of the resources recorded during the survey are vernacular residential or agricultural buildings. The residential buildings are primarily modest-sized, single-family homes constructed between the late nineteenth and mid twentieth centuries; most have minimal exterior details and are in fair to good condition. Some buildings display the vernacular versions of popular architectural styles of the period including Italianate, Colonial Revival, Queen Anne, and Arts and Crafts. The agricultural resources include several farmsteads with large and/or modest-sized barns and other related outbuildings. Many of the agricultural properties are related to the cultivation of potatoes and to dairy farming. There are also several churches and religious properties, including a religious campground.

3. Describe in detail any eligible individual properties or historic districts.

Properties Listed in the National Register

One property in the APE is listed in the National Register: the Bridgewater Town Hall and Jail (Survey Map No. 271).

The Bridgewater Town Hall and Jail (Survey Map No. 271) at 485 U.S. Route 1 in the village center of Bridgewater is a two-story, three-bay-by-six-bay, wood-frame building constructed in 1894 in the Italianate style (Photo 1). It has an asphalt shingle-clad, hip roof with a deep overhang, wide entablature and paneled corner pilasters, clapboard siding, and a concrete foundation. The primary entrance, located on the west (facade) elevation, has been modified, but is currently composed of a single, wood panel door with a large five-light transom and heavy door hood, which appears to be original. The two-over-two, double-hung wood windows with heavy window hoods also appear to be original. An enclosed, exterior wood-frame stairwell is attached to the west end of the south elevation. A one-story, concrete-block, hip-roof, detached jail is located immediately south of the main building.

Properties Previously Determined or Evaluated as Eligible for the National Register by MHPC or Other Agency

5 properties were evaluated as eligible for listing in the National Register by the MHPC: Snow Cemetery (Survey Map No. 68; MHPC No. 266-0021) on Clark Road in Mars Hill; the farmstead (Survey Map No. 360-364; MHPC No. 207-0059) at 353 Smyrna Street/U.S. Route 2 in Houlton; and the houses at 40 Main Street (Survey Map No. 158; MHPC No. 043-0050) in Blaine, 83 Houlton Road (Survey Map No. 197; MHPC No. 043-0034) in Blaine, and 609 Bangor Road/U.S. Route 2A (Survey Map No. 406; MHPC No. 0644-14-49) in Houlton.

Snow Cemetery (Survey Map No. 68; MHPC No. 266-0021) is located on the east side of Clark Road in Mars Hill (Photo 2). The cemetery is sited on a cleared, gradually sloping hill surrounded by low-growth brush and a dense forest of evergreens and deciduous trees. The approximately 20 markers are primarily marble tablets, some set on marble bases, dating from the mid-nineteenth century to the twentieth century. There are a few examples of larger granite monuments scattered throughout the cemetery. A wood sign with the words “Snow Cemetery” is located near the center of the site.

The house (Survey Map No. 158; MHPC No. 043-0050) at 40 Main Street/U.S. Route 1, Blaine is a two-story, three-bay, wood-frame building constructed ca. 1905 in the Colonial Revival style (Photo 3). It has an asphalt shingle-clad, hip roof with deep flared eaves and a wide entablature, cross gables with pent roofs on the west and north slopes, and a brick chimney at the ridge. The walls are clad in clapboards with narrow flat corner pilasters. Two-story projecting bays are located at the southwest corner and in the center of the north elevation. A one-story covered porch with Tuscan columns and turned balusters extends across the west (facade) elevation and wraps around the north elevation. The primary entrance is slightly off-center on the facade composed of a single, panel door covered by a modern storm door. The one-over-one, double-hung windows appear to be replacements; however, several of the windows are covered with original four-light wood storms.

The house (Survey Map No. 197; MHPC No. 043-0034) at 83 Houlton Road, Blaine is a one-and-one-half-story, three-bay-by-one-bay, wood-frame vernacular building constructed ca. 1910 (Photo 4). It has an asphalt shingle-clad, side-gable roof with a narrow center chimney, shallow overhang, and two gable-roof wall dormers on the east (facade) elevation. The walls are clad in aluminum siding and rest on a poured concrete foundation. A one-story, hip-roof porch that is partially enclosed with vinyl siding extends across the facade. The primary entrance is located off-center on the facade composed of a panel door covered by a modern aluminum storm door. The two-over-two, double-

hung, wood windows appear to be original. A one-story, two-bay, wood-frame garage is located north of the house.

The farmstead (Survey Map No. 360; MHPC No. 207-0059; Photo 5) at 353 Smyrna Street/U.S. Route 2 in Houlton comprises a house (Survey Map No. 361; MHPC No. 207-0059a); two detached barns (Survey Map Nos. 362-363; MHPC Nos. 207-0059b and 207-0059c); a workshop (Survey Map No. 364; MHPC No. 207-0059d); and a non-historic barn. The house (Survey Map No. 361) is a two-story, wood-frame, Italianate style residence constructed ca. 1880 (Photo 6). It has an asphalt shingle-clad, cross-gable roof with deep gable returns and a corbelled brick chimney at the ridge, vinyl siding, and a parged stone foundation. A one-and-one-half-story addition is attached to the north elevation. A one-story, enclosed porch extends across the east (facade) elevation. The primary entrance is obstructed from view by the enclosed porch. Windows consist primarily of six-over-one, double-hung, vinyl replacement sash.

A detached, one-and-one-half-story, three-bay-by-three-bay, wood-frame, ground-level stable barn (Survey Map No. 362) (Barn 1) is located northeast of the house (Photo 7). It has an asphalt shingle-clad, front-gambrel roof with shed dormers on the east and west slopes and large metal roof ventilators at the ridge. The walls are clad in aluminum siding on the south (facade) elevation and wood shingle on the east, west, and north elevations. A one-story lean-to is attached to the east elevation. The primary entrance is in the center of the facade and consists of a large, overhead rolling door. Pedestrian-size entrances are located to the east and west of the primary entrance on the facade. Two additional garage door entrances are located on the north elevation. Windows consist primarily of six-over-six, double-hung wood sash.

A detached, one-and-one-half-story, two-bay-by-two-bay, wood-frame, English style barn (Survey Map No. 363) (Barn 2) is located northwest of the house (Photo 8). It has an asphalt shingle-clad, side-gable roof and clapboard siding. The primary entrances are on the east (facade) elevation and consist of board-and-batten doors. Windows consist of six-over-six, double-hung wood sash. A one-and-one-half-story, four-bay-by-two-bay, wood-frame workshop (Survey Map No. 364) is located east of the house (Photo 9). It has an asphalt shingle-clad, side-gable roof, wood shingle siding, and concrete pier foundation. The primary entrances are on the west (facade) elevation and consist of board-and-batten doors. Windows consist of two-over-two, double-hung wood sash.

The house (Survey Map No. 406; MHPC No. 0644-14-49) at Savin Rock Farm, 609 Bangor Road/U.S. Route 2A, Houlton is a two-story, five-bay-by-six-bay, wood-frame, Queen Anne style residence constructed ca. 1890 (Photo 10). A two-story, gable-roof ell is attached to the north elevation. The asphalt shingle-clad, side-gable roof has a wide cornice and a brick corbelled chimney at the ridge. The walls are clad in clapboards on the first story and wood shingle on the second story and rest on a parged foundation. A two-story, gable-roof bay window with decorative scroll brackets is in the east bay on the south (facade) elevation. A one-story porch with scroll-sawn brackets and a spindle-work frieze extends across the facade and wraps around the west elevation. A sign with the words “Savin Rock Farm Houlton, Maine” is attached to the south end of the porch. A one-story, non-historic barn with a metal-clad, front-gable roof and metal siding is located north of the house. The house underwent rehabilitation between 2003 and 2014. The surrounding fields are no longer associated with this property.

Properties Recommended Eligible for Listing in the National Register

PAL recommends 6 properties as eligible for listing in the National Register: the house

(Survey Map No. 266; MHPC No. 055-0021a) at 32 Pryor Hill Road, Bridgewater; the farmstead (Survey Map Nos. 303-306; MHPC No. 207-0077) at 191 Front Ridge Road, Houlton; the farmstead (Survey Map Nos. 322-324; MHPC No. 207-0076) at 243 B Road, Houlton; the farmstead (Survey Map Nos. 328-334; MHPC No. 207-0074) at 179 B Road, Houlton; the dairy barn (Survey Map No. 368) at 196 Porter Settlement Road, Houlton; and the farmstead (Survey Map Nos. 370-076) at 195 Porter Settlement Road, Houlton.

The house (Survey Map No. 266; MHPC No. 055-0021a) at 32 Pryor Hill Road in Bridgewater is a one-and-one-half-story, three-bay-by-four-bay, wood-frame building constructed ca. 1930 in the Arts and Crafts style (Photo 11). It has an asphalt shingle-clad, front-gable roof with a moderate overhang and deep gable returns and clapboard siding. The primary entrance is off-center on the northeast (facade) elevation, but is obstructed from view by heavy vegetation. A porch wrapping around the east corner of the house has a front gable roof with a wide entablature and deep gable returns. The porch roof is supported by tapered square columns that rest on rubble stone bases that continue to ground level. Wood railings with square balusters stretch between the posts. Arched, four-over-one, double-hung wood windows are located in the gables on the facade and southwest (rear) elevation and appear to be original.

The farmstead (Survey Map No. 303; MHPC No. 207-0077; Photo 12) at 191 Front Ridge Road, Houlton, comprises a house (Survey Map No. 304; MHPC No. 207-0077a) and two barns (Survey Map Nos. 305-306; MHPC Nos. 207-0077b and 207-0077c). The house (Survey Map No. 304) is a one-and-one-half-story, three-bay-by-two-bay, wood-frame building constructed ca. 1860 in the Italianate style (Photo 13). It has a modern metal-clad, side-gable roof with a large cross gable on the south slope and wide rake boards. A one-and-one-half-story, three-bay-by-one-bay ell is attached to the east elevation. It also has a modern metal-clad, side-gable roof with two large cross gables on the south slope. A brick chimney is located at the junction between the main block of the house and the side ell. The walls are clad in wood shingle with wide, paneled corner pilasters and rest on a fieldstone foundation. The primary entrance is located in the center of the south (facade) elevation of the main block of the house beneath a small, one-story, hip-roof porch composed of a partially-glazed wood panel door flanked by flat pilasters and lintel. A secondary gable-roof porch extends across the south elevation of the side ell. Windows primarily consist of one-over-one, double-hung replacement sash with original projecting wood hoods.

A detached, one-and-one-half-story, two-bay-by-one-bay, wood-frame, New England style barn (Survey Map No. 304) (Barn 1) constructed ca. 1920 is located east of the house (Photo 14). It has a corrugated metal-clad, front-gable roof and a combination of horizontal board, clapboard, and wood shingle siding. The primary entrance is located off-center on the west (facade) elevation and consists of a modern overhead rolling garage door. A sign with the words “Thunder Farms” is affixed to the facade beneath the gable.

A detached, one-and-one-half-story, two-bay-by-one-bay, wood-frame, New England style barn (Survey Map No. 305) (Barn 2) constructed ca. 1880 is attached to the east elevation of Barn 1 (Photo 15). It has a corrugated metal-clad, front-gable roof and a combination of vertical board and wood shingle siding. The primary entrance is located in the center of the west (facade) elevation and consists of an exterior-sliding, board-and-batten door. A single, pedestrian-size entrance is located at the west end of the south elevation and a loft door is set in the gable on the facade.

The farmstead (Survey Map No. 322; MPC No. 207-0076; Photo 16) at 243 B Road,

Houlton, comprises a house (Survey Map No. 323; MHPC No. 207-0076a) and a detach barn (Survey Map No. 324; MHPC No. 207-0076b). The house (Survey Map No. 322) is a one-and-one-half-story, five-bay-by-two-bay, wood-frame, Greek Revival style Cape constructed ca. 1840 (Photo 17). It has an asphalt shingle-clad, side-gable roof and clapboard siding. A one-and-one-half-story, six-bay ell is attached to the northeast (rear) elevation. The primary entrance is located in the center of the southwest (facade) elevation composed of a wood panel door with a three-light, rectangular transom, flat wood surround, and molded projecting lintel. The windows consist primarily of six-over-six, double-hung wood sash covered by modern storm windows with flat wood trim and slightly projecting lintels.

A detached, one-and-one-half-story, one-bay, wood-frame, New England style barn (Survey Map No. 323) constructed ca. 1870 is located northeast of the house (Photo 18). It has a modern metal-clad, front-gable roof and wood shingle siding. The primary entrance is located in the center of the southwest (facade) elevation and consists of a pair of exterior, board-and-batten, wood doors. A nine-light, wood, fixed sash window is located on the facade beneath the gable.

The farmstead (Survey Map No. 328; MHPC No. 207-0074; Photo 19) at 179 B Road, Houlton comprises a house (Survey Map No. 329; MHPC No. 207-0074a); two detached English barns (Survey Map Nos. 330-331; MHPC No. 207-0074b and 207-0074c); a garage (Survey Map No. 332; MHPC No. 207-0074d; a shed (Survey Map No. 333; MHPC No. 207-0074e); and a wagon shed (Survey Map No. 334; MHPC No. 207-0074f). The house (Survey Map No. 329) is a one-and-one-half-story, five-bay-by-two-bay, wood-frame Italianate style building constructed ca. 1850 (Photo 20). It has an asphalt shingle-clad, side-gable roof with a large cross gable on the south slope, deep gable returns, and wide entablature. The walls are clad in clapboard and wood shingle with flat wood corner pilasters and rest on a stone foundation. A brick end chimney runs along the center of the west elevation. A one-and-one-half-story, four-bay ell is attached to the north (rear) elevation. The ell has an asphalt shingle-clad, side-gable roof with a shed dormer on the west slope. A full-width, hip-roof porch supported by turned posts is attached to the facade. A secondary porch partially extends across the west elevation of the ell. The primary entrance is located in the center of the south (facade) elevation and consists of a partially-glazed, wood-panel door covered by a modern storm door with flat wood trim. Ancillary entrances are located in the west elevation of the rear ell. Windows consist primarily of two-over-one, double-hung replacement sash; some windows are covered by four-light, wood storm windows. A one-bay garage with modern overhead rolling door is integrated under the rear ell.

A detached, one-and-one-half-story, two-bay-by-one-bay, wood-frame English style barn (Survey Map No. 330) (Barn 1) constructed ca. 1870 is located west of the house (Photo 21). It has an asphalt shingle-clad, side-gable roof with shallow gable returns and wood shingle siding. The primary entrance is located in the center of the south (facade) elevation and consists of a pair of board-and-batten doors. A small, board-and-batten door is located at the east end of the facade. Only one window, a six-light, fixed wood sash on the facade, remains. Other window openings have been covered with plywood. A detached, one-and-one-half-story, two-bay-by-one-bay, wood-frame English style barn (Survey Map No. 331) (Barn 2) constructed ca. 1870 is attached perpendicularly to the southwest corner of Barn 1 (Photo 22). It has an asphalt shingle-clad, side-gable roof and wood shingle siding. A large opening is located in the center of the east (facade) elevation. A secondary entrance at the south end of the facade and the window openings have been filled with plywood.

A detached, one-story, one-bay-by-one-bay, wood-frame garage (Survey Map No. 332) constructed ca. 1920 is located between the house and barns (Photo 23). It has an asphalt shingle-clad, front-gable roof, wood-shingle siding, and a poured concrete slab foundation. The primary entrance is located on the south (facade) elevation. Windows consist of original, two-over-two, double-hung wood sash. A small lean-to addition is attached to the north (rear) elevation. A one-story, two-bay-by-one-bay, wood-frame shed (Survey Map No. 333) constructed ca. 1920 is located immediately north of the garage (Photo 24). It has an asphalt shingle-clad, side-gable roof and wood shingle siding. The entrance is located in the center of the west (facade) elevation composed of a board-and-batten door with large metal strap hinges. The window opening at the north end of the facade has been filled with vertical boards. A detached, one-story, one-bay, wood-frame wagon shed (Survey Map No. 334) constructed ca. 1920 is located north of the barns (Photo 25). It has an asphalt shingle-clad, side-gable roof and vertical board siding. A large opening extends across the south (facade) elevation.

The dairy barn (Survey Map No 368), at 196 Porter Settlement Road, Houlton is a tall, one-and-one-half-story, four-bay-by-seven-bay, wood-frame building constructed ca. 1920 (Photo 26). It has an asphalt shingle-clad, front-gambrel roof with large metal roof ventilators at the ridge, a combination of clapboard and wood shingle siding, and a poured concrete foundation. The original primary entrance is located in the center of the north (facade) elevation and consists of an exterior sliding, wood, board-and-batten door. A modern garage bay with an overhead rolling door was installed at the east end of the facade. A pedestrian-size entrance is located at the west end of the facade. A secondary entrance composed of an exterior sliding, board-and-batten door is located at the north end of the west elevation. Windows consist of a combination of original two-over-two, double-hung wood sash and one-over-one and six-over-six double-hung replacement sash. A decorative circular window is located on the facade beneath the gable.

The farmstead (Survey Map No. 370; Photo 27) at 195 Porter Settlement Road, Houlton comprises a house (Survey Map No. 371); a connected barn (Survey Map No. 372); two detached barns (Survey Map Nos. 373-374); a garage (Survey Map No. 375); and a wagon shed (Survey Map No. 376). The house (Survey Map No. 371) is a two-story, three-bay-by-two-bay, wood-frame vernacular building constructed ca. 1850 (Photo 28). It has an asphalt shingle-clad, side-gable roof with two brick chimneys at the ridge, wood clapboard siding, and a combination fieldstone and granite block foundation. A two-story, two-bay ell is attached to the north (rear) elevation. The ell has an asphalt shingle-clad, side-gable roof with a corbelled brick chimney at the ridge. An enclosed, hip-roof porch extends across most of the south (facade) elevation of the main block of the house obscuring the primary entrance from view. A secondary, full-width porch is attached to the west elevation of the ell. Windows primarily consist of one-over-one and six-over-six, double-hung replacement sash. Two older two-over-two, double-hung wood sash are located in the gable of the west elevation.

A one-and-one-half-story, two-bay-wide, wood-frame New England style barn (Survey Map No. 372) (Barn 1) constructed ca. 1860 is connected to the north elevation of the ell of the house (Photo 29). It has an asphalt shingle-clad, front-gable roof, drop-board siding, and a fieldstone foundation. The primary entrance is located in the south bay of the west (facade) elevation composed of a partially glazed, wood-panel door with flat wood trim. Windows consist of two-over-two and six-over-six, double-hung wood sash.

A detached, one-and-one-half-story, one-bay-by-four-bay, wood-frame New England style barn (Survey Map No. 373) (Barn 2) constructed ca. 1880 is located west of the house (Photo 30). It has an asphalt shingle-clad, front-gable roof and wood shingle siding

with flat corner boards. A one-story, one-bay ell is attached to the north (rear) elevation. The primary entrance is off-center on the south (facade) elevation composed of a pair of board-and-batten doors with a rectangular transom and flat wood trim. Windows consist of a combination of six-over-six double-hung and six-light fixed wood sash. A sign with the words “Homestead Farm” is affixed to the facade above the primary entrance.

A large, detached, two-and-one-half-story, three-bay-by-seven-bay, wood-frame New England style barn (Survey Map No. 374) (Barn 3) constructed ca. 1890 is attached the north elevation of Barn 2 via the north ell (Photo 31). It has an asphalt shingle-clad, front-gambrel roof with a cupola at the ridge; wood shingle siding with narrow wood corner boards; and a poured concrete foundation. The primary entrance is located in the center of the west (facade) elevation, but is obscured from view by Barn 2 and vegetation. Secondary entrances are located in the lower level of the east (rear) elevation. Windows are primarily six-over-six, double-hung wood sash, but many have are damaged or have been removed and filled with plywood.

A detached, one-and-one-half-story, five-bay-by-one-bay, wood-frame garage (Survey Map No. 375) constructed ca. 1940 is located west of the barns (Photo 32). It has an asphalt shingle-clad, side-gambrel roof with shallow gable returns, a large shed dormer extending across the south slope, and a brick chimney on the north slope; drop board siding with narrow corner boards; and a concrete foundation. Four garage bays with partially glazed, wood-panel overhead doors are spaced across the south (facade) elevation. A pedestrian-size, wood panel door is located in the east bay of the facade. Windows consist of original two-over-two, double-hung wood sash. A detached, one-story, five-bay-by-one-bay, wood-frame wagon shed (Survey Map No. 376) constructed ca. 1940 is located north of the garage (Photo 33). It has a modern corrugated metal, side-gable roof and modern corrugated metal siding. Each bay is open on the south (facade) elevation.

F. NR Eligibility:

1. Address resource integrity, NR criteria, area of significance and period of significance.

Properties Listed in the National Register

The Bridgewater Town Hall and Jail (Survey Map No. 271) is listed on the National Register (October 1989) under Criterion A at the local level in the areas of politics and government. The town hall was built in 1894 by local builder George W. Collins to house the town meetings, community functions, and fraternal gatherings including those for the local chapters of the Rebekahs, International Order of the Odd Fellows, and the Grange. At the time of its listing, the building was still the meeting place for the Rebekahs and the Bridgewater historical society. The town hall is also listed under under Criterion C in the area of architecture for its relatively unaltered design, materials, and workmanship. The town hall is one of the most prominent buildings in the village and is primarily surrounded by modest buildings dating to the nineteenth and early twentieth centuries that have undergone a variety of alterations. The period of significance ranges from 1894, the date of construction, to 1939, the 50-year cut-off at the time the nomination was written.

Properties Previously Determined or Evaluated as Eligible for the National Register by MHPC or Other Agency

Snow Cemetery (Survey Map No. 68; MHPC No. 266-0021) on Clark Road, Mars Hill was evaluated as eligible for listing in the National Register by MHPC (2004) under Criteria A and B at the local level for its associations with the early settlement of the Town of Mars

Hill and the first permanent settler in the town, Moses Snow. Moses Snow moved to Aroostook County in 1844 from New Brunswick, Canada and settled along what would become Clark Road in Mars Hill. Snow died in 1847 and his family buried him near his initial settlement. Snow Cemetery became the first cemetery in Mars Hill and contains other members of Snow's extended family, as well as other early settlers of the area. The cemetery meets Criteria Consideration D in that it gains it primary significance from its age and its association with the early settlement of the town. Although the setting has been compromised with the addition of a transmission line directly adjacent to the property, the site still retains integrity of design, materials, workmanship, location, feeling, and association. The period of significance is 1847, the date of the first burial, and 1954, the 50-year cut-off at the time the evaluation was made by MHPC.

The house (Survey Map No. 158; MHPC No. 043-0050) at 40 Main Street, Blaine was evaluated as eligible by MHPC (2010) under Criterion C at the local level in the area of architecture as an intact and representative example of the Colonial Revival style. The house retains integrity of location, design, setting, workmanship, and feeling, with only minor alterations to its materials. The period of significance is ca. 1905, the estimated date of construction, to 1960, the 50-year cut-off at the time the evaluation was made by MHPC.

The house (Survey Map No. 197; MHPC No. 043-0034) at 83 Houlton Road, Blaine was evaluated as eligible by MHPC (2012) under Criteria A and C at the local level in the areas of community planning and development and architecture. Architectural features, such as the paired wall dormers, have been noted on other area houses and may represent a regional vernacular style. Despite minor alterations and additions, the house retains integrity of location, setting, association, feeling, and design. The period of significance is ca. 1910, the estimated date of construction, to 1962, the 50-year cut-off at the time the evaluation was made by MHPC.

The farmstead (Survey Map Nos. 360-364; MHPC No. 207-0059) at 353 Smyrna Street/U.S. Route 2, Houlton was evaluated as eligible for listing in the National Register by MHPC (2014) under Criterion C at the local level in the area of architecture as an intact local example of a late-nineteenth- to mid-twentieth-century rural farmstead. The farm is an example of a detached farmstead, the dominant type found in southern Aroostook County, which has its primary structures separate. The plan distributed the buildings throughout the property to allow adequate room for roads, work yards, and sanitation, but close enough together to create a core space easily assessable and effective for farm activities. There are minimal alterations to the individual buildings that make up the complex, including the replacement of some windows and cladding. However, the property still retains integrity of location, design, setting, feeling, and association as a late nineteenth- to mid-twentieth-century farmstead in southern Aroostook County. The period of significance is from about 1880, approximately the date of construction, to 1964, the current 50-year cut-off point.

The house (Survey Map No. 406; MHPC No. 0644-14-49) at Savin Rock Farm, 609 Bangor Road/U.S. Route 2A, Houlton was evaluated eligible for listing in the National Register listing by MHPC (2003) under Criterion C at the local level in the area of architecture as an intact local example of high-style, Queen Anne domestic architecture. The Queen Anne style is identified primarily by its steeply pitched, irregularly shaped roof, usually with a dominate front-facing gable; asymmetrical facade with partial or full-width porches; undulating wall surfaces clad with multiple materials; and the application of spindle-work in the gables and along porches. This style was the dominant domestic building in the United States from about 1880 until 1900 and was made popular by the

widespread distribution of pattern books and architectural magazines. The size and elaborate decoration of the house at Savin Brook Farm is unique in the rural agricultural region in southern Aroostook County. The house retains integrity of location, design, setting, workmanship, feeling, and association as a Queen Anne style residence. The period of significance is from about 1890, approximately the date of construction, to 1964, the current 50-year cut-off point (McAlester 2002).

Properties Recommended Eligible for Listing in the National Register

PAL recommends the house (Survey Map No. 266; MHPC No. 055-0006a) at 32 Pryor Hill Road, Bridgewater as eligible for listing in the National Register under Criterion C at the local level in the area of architecture as an intact local example of an early-twentieth century, Arts and Crafts bungalow in a rural, agricultural setting and as a potential kit house. The form and style of the house is similar to popular kit house designs available through mail-order services like Sears & Roebuck in the 1920s and 1930s. These kit houses were custom ordered in a multitude of styles and were typically delivered by rail. It is possible this house is a mail-order kit house from one of those services. The house still retains integrity of location, design, setting, materials, workmanship, and association as an early-twentieth-century Arts and Crafts style bungalow. Three accompanying minor outbuildings remain; however, the setting and feeling of the property was diminished with the demolition of the primary barn since 1999. The period of significance is about 1930, the estimated date of construction, to 1964, the current 50-year cut-off date.

PAL recommends the farmstead (Survey Map Nos. 303-306; MHPC No. 207-0077) at 191 Front Ridge Road, Houlton as eligible for listing in the National Register under Criteria A and C at the local level in the areas of agriculture and architecture as an intact example of a mid- to late-nineteenth-century rural farmstead. The farm is an example of a detached farmstead, the dominant type found in southern Aroostook County, which has its primary structures separate. The plan distributed the buildings throughout the property to allow adequate room for roads, work yards, and sanitation, but close enough together to create a core space easily assessable and effective for farm activities. The house, in particular, is an intact rural example of an Italianate style farmhouse dating to the mid-nineteenth century displaying intact architectural elements including the prominent cross gable, window hoods, and door surround. There are minimal alterations to the individual buildings that make up the complex, including the replacement of some windows and roof materials. The property still retains integrity of location, design, setting, workmanship, feeling, and association as a mid- to late-nineteenth-century farmstead in southern Aroostook County. The period of significance is from about 1860, approximately the date of construction, to 1964, the current 50-year cut-off point.

PAL recommends the farmstead (Survey Map No. 322-324; MHPC No. 207-0076) at 243 B Road, Houlton as eligible for listing in the National Register under Criteria A and C at the local level in the areas of agriculture and architecture as an intact example of an early- to mid-nineteenth-century rural farmstead. The farm is an example of a detached farmstead, the primary type found in Aroostook County. The plan of a detached farmstead distributes the buildings throughout the property to allow adequate room for roads, work yards, and sanitation, but close enough together to create a core space effective for farm activities. The house is a representative, relatively intact example of a Greek Revival style Cape Cod farmhouse in southern Aroostook County. There are some alterations to the individual buildings that make up the farm complex, including the use of replacement materials. However, the property still retains integrity of location, design, setting, feeling, and association as an early- to mid-nineteenth century farmstead in southern Aroostook County. The period of significance is from about 1840, approximately

the date of construction, to 1964, the current 50-year cut-off date.

PAL recommends the farmstead (Survey Map No. 328-334; MHPC No. 207-0074) at 179 B Road, Houlton as eligible for listing in the National Register under Criteria A and C at the local level in the areas of agriculture and architecture as an intact example of a mid- to late-nineteenth-century rural farmstead. The farm is an example of a detached farmstead, the dominant type found in southern Aroostook County, which has its primary structures separate. The plan distributed the buildings throughout the property to allow adequate room for roads, work yards, and sanitation, but close enough together to create a core space easily assessable and effective for farm activities. The house, in particular, is an intact rural example of an Italianate style farmhouse dating to the mid-nineteenth century displaying intact architectural elements including the prominent cross gable and cornice moldings. There are minimal alterations to the individual buildings that make up the complex, including the replacement of some windows and roof materials. However, the property still retains integrity of location, design, setting, workmanship, feeling, and association as a mid- to late-nineteenth-century farmstead in southern Aroostook County. The period of significance is from about 1850, approximately the date of construction, to 1964, the current 50-year cut-off point.

PAL recommends the dairy barn (Survey Map No. 368) at 196 Porter Settlement Road, Houlton, as eligible for listing in the National Register under Criteria C at the local level in the area of architecture as an intact example of an early-twentieth century agricultural building. The barn is an example of a ground-level stable barn, which reflected a new approach to dairy barn design that improved sanitation and took advantage of the availability of mechanized power. After the discovery that the tuberculosis virus could be spread through the digestive system, new dairy barns were constructed with concrete floors and no lower-level manure basement. Improvements for air circulation and sufficient light were also integrated into the new design (Visser 1997:97-99). This building retains its historic appearance, with few alterations, as a dairy barn, although apparently no longer in use for dairy farming. It also retains integrity of location, design, setting, materials, workmanship, feeling, and association as an early-twentieth century agricultural building in southern Aroostook County. The period of significance is from about 1920, approximately the date of construction, to 1964, the current 50-year cut-off point.

PAL recommends the farmstead (Survey Map Nos. 370-376) at 195 Porter Settlement Road, Houlton as eligible for listing in the National Register under Criteria A and C at the local level in the areas of agriculture and architecture as an intact example of a mid- to late-nineteenth-century rural farmstead. The farm is an example of a detached farmstead, the dominant type found in southern Aroostook County, which has its primary structures separate. The plan distributed the buildings throughout the property to allow adequate room for roads, work yards, and sanitation, but close enough together to create a core space easily assessable and effective for farm activities. There are minimal alterations to the individual buildings that make up the complex, including the replacement of some windows and cladding. However, the property still retains integrity of location, design, setting, feeling, and association as a mid- to late-nineteenth-century farmstead in southern Aroostook County. The period of significance is from about 1850, approximately the date of construction, to 1964, the current 50-year cut-off point.

2. For a historic district provide a topographic map showing the limits of the proposed district illustrating street or landscape views and all non-historic or non-contributing resources.

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V. FINDING OF EFFECTS

The Number Nine Wind Project is subject to review under the Maine Legislature's standards specific to wind power developments. The law provides that determinations of effect on scenic resources, including historic properties, of national or state significance, shall consider whether the wind project will cause unreasonable adverse effects (35-A

MRSA §3452). In assessing whether an unreasonable adverse effect on scenic values may be caused by a project, the law requires that the sitting authority consider:

A. The significance of the potentially affected scenic resource of state or national significance;
B. The existing character of the surrounding area;
C. The expectations of the typical viewer;
D. The project purpose and the context of the proposed activity;
E. The extent, nature and duration of potentially affect public uses of the scenic resource of state or national significance and the potential effect of the generating facilities' presence on the public's continues use and enjoyment of the scenic resource of state or national significance; and
F. The scope and scale of the potential effect of views of the generating facilities on the resource of state or national significance, including but not limited to, the number and extent of turbines visible from the scenic resource of state or national significance, the distance from the scenic resource of state or national significance, and the effect of prominent features of the development on the landscape.

The framework used for assessing the effects of the Number Nine Wind Project on historic properties was established by the regulations governing Section 106 of the National Historic Preservation Act. In conducting the assessment, the criteria of adverse effect was applied to each of the properties identified in the survey as listed, determined, or eligible for listing in the National Register. An Adverse Effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association (36 CFR 800.5(a)(1)).

Direct Effects

The direct impact APE was established to encompass all Project-related construction activities, including land acquisition, and the area where the turbines, met towers, and collector lines will be located. As there are no historic properties within the direct impact APE, the Project will have no direct effects on historic properties.

Indirect Effects

In order to assess whether the 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 the properties eligible for listing in the National Register were taken into account. In assessing the potential effects of the Project on historic properties, PAL utilized a preliminary viewshed analysis prepared by Terrance J. Dewan & Associates (tjd&a) (Figures 4a-4c), in addition to field observations, current USGS maps, and the concept of distance zones. Distance zones are based on the United States Department of Agriculture (USDA) Forest Service visual analysis criteria for forested landscapes, and on the amount of detail that any observer can differentiate at carrying distances. The distance zones are defined as follows:

• Foreground: 0 to ½ mile in distance. Within the foreground, the observer would be able to detect surface textures, details, and a full spectrum of color. For example, the details of the turbines (blade, nacelles, and support towers) or transmission line structures would be readily apparent. The foreground distance may apply to properties in either the turbine or transmission line APEs.

• Midground: ½ mile to 4 miles in distance. The midground is a critical part of the natural landscape. Within this zone, the details found in the landscape become subordinates to the whole: individual trees lose their identities and become forests; buildings are seen as simple geometric forms; roads and rivers become lines. Edges define patterns on the ground and hillsides. Development patterns are readily apparent, especially where there is noticeable contrast in scale, form, texture, or line. Colors of structures become somewhat muted and the details become subordinate to the whole. This effect is intensified in hazy weather conditions, which tend to mute colors and de-sharpen outlines even further. In panoramic views, the midground landscape is the most important element in determined visual impact. The midground area does not apply to properties within the transmission line APE because it only extends out one-half mile from the line on either side.
• Background: greater than 4 miles. Background distances provide the setting for panoramic views that give the observer the greatest sense of the larger landscape. However, the effects of distance and haze will obliterate the surface textures, detailing, and form of project components. Objects seen at this distance will be highly visible if they present a noticeable contrast in form or line and weather conditions are favorable. For the reason noted in the midground description above, the background area only applies to properties within the turbine APE.

There are twelve properties in the indirect APE that are listed, evaluated as, or recommended eligible for listing in the National Register (see Figure 3). Seven of the properties are within the foreground distance of the transmission and are listed as follows:

• Farmstead at 179 B Road, Houlton (Survey Map Nos. 328-334; MHPC No. 207-0074), approximately 450 feet northwest of the transmission line.
• House at Savin Rock Farm, 609 Bangor Road/U.S. Route 2A, Houlton (Survey Map No. 406; MHPC No. 0644-14-49), approximately 540 feet southeast of the transmission line.
• Farmstead at 243 B Road, Houlton (Survey Map Nos. 322-324; MHPC No. 207-0076), approximately 0.3 miles northwest of the transmission line.
• Farmstead at 353 Smyrna Street/U.S. Route 2, Houlton (Survey Map Nos. 360-364; MHPC No. 207-0059).
• Dairy barn at 196 Porter Settlement Road, Houlton (Survey Map No. 367), approximately 0.4 miles west of the transmission line.
• Farmstead at 195 Porter Settlement Road (Survey Map Nos. 370-376), approximately 0.4 miles west of the transmission line; and
• Farmstead at 191 Front Ridge Road, Houlton (Survey Map Nos. 322-324; MHPC No. 207-0076), approximately 0.5 miles west of the proposed transmission line.

There are no historic properties within the midground distance of the turbine development.

There are five historic properties in the background distance of the turbine development:

• House at 32 Pryor Hill Road, Bridgewater (Survey Map No. 266; MHPC No. 055-0006a), approximately 4 miles east of the closest turbine.
• Snow Cemetery (Survey Map No. 68; MHPC No. 266-0021), approximately 4.5 miles northeast of the closest turbine.
• House at 40 Main Street, Blaine (Survey Map No. 158; MHPC No. 043-0050), approximately 5 miles northeast of the closest turbine.
• House at 83 Houlton Road, Blaine (Survey Map No. 197; MHPC No. 043-0034), approximately 5 miles northeast of the closest turbine.

• Bridgewater Town Hall and Jail (Survey Map No. 271), approximately 6.25 miles southeast of the closest turbine.

Based on the findings of the reconnaissance survey fieldwork and information provided by the Project's Visual Impact Assessment prepared by tjd&a, the following five historic properties will have no views of the constructed Project due to elevation, intervening topographical features, and/or screening vegetation and development:

• Bridgewater Town Hall and Jail, 485 Main Street/U.S. Route 1, Bridgewater (Survey Map No. 271; Photo 34)
• House at 40 Main Street/U.S. Route 1, Blaine (Survey Map No. 158; MHPC No. 043-0050; Photo 35)
• House at 83 Houlton Road, Blaine (Survey Map No. 197; MHPC No. 043-0034; Photo 36)
• Farmstead at 191 Front Ridge Road, Houlton (Survey Map Nos. 303-306; MHPC No. 277-0077; Photos 37 and 38)
• Farmstead at 243 B Road, Houlton (Survey Map Nos. 322-324; MHPC No. 207-0076; Photos 39 and 40)

Seven historic properties will have views of the constructed Project described as follows:

Snow Cemetery (Survey Map No. 68; MHPC No. 266-0021) on the east side of Clark Road in Mars Hill is approximately 4.5 miles northeast of the closest turbine and has potential views of the Project site. The preliminary viewshed analysis indicates approximately 16 turbines may be visible in the background distance from the property. The views would be partially screened by dense vegetation (Photos 41 and 42). The integrity of the site is already diminished by the presence of existing transmission lines directly northwest and over the property. Therefore, PAL recommends that the Project will have no adverse effect on the property.

The house (Survey Map No. 266; MHPC No. 055-0006a) at 32 Pryor Road, Bridgewater is approximately 4 miles east of the closest turbine and has potential views of the Project area. The preliminary viewshed analysis indicates views of approximately 23-30 turbines in the background distance from the property. However, this view would be partially screened by dense vegetation (Photo 43 and 44). The house is primarily significant as a representative example of an Arts and Crafts style bungalow and as a potential kit house. These characteristics would not be affected by long-distance views of the turbines. In addition, the integrity of the setting and feeling of the site has been diminished by the loss of the primary barn since 1999. Therefore, PAL recommends that the Project will have no adverse effect on the house.

The farmstead (Survey Map Nos. 360-364; MHPC No. 207-0059) at 353 Smyrna Street/U.S. Route 2, Houlton is approximately 0.4 miles west of the proposed transmission line, which in that vicinity will run in a north-to-south direction perpendicular to Smyrna Street/U.S. Route 2, Houlton. The farm is sited on relatively level terrain and is surrounded by open farm land. Clusters of mature evergreen and deciduous trees immediately surround the core of the buildings within the farmstead complex. Views toward the Project will be distant and obscured by dense vegetation along the north side of Smyrna Street/U.S. Route 2 (Photos 45 and 46). Due to the nature of the intermittent views toward the proposed Project, PAL recommends that it will have no adverse effect on the farmstead.

The house (Survey Map No. 406; MHPC No. 0644-14-49) at Savin Rock Farm, 609

Bangor Road/U.S. Route 2A, Houlton is sited approximately 540 feet southeast of the proposed transmission line, which in that vicinity will run in a north-to-south direction perpendicular to New Limerick Road, Houlton. The farm is sited on open farm land with sparse clusters of evergreens and deciduous trees around the house. Views to and from the Project will be open, but views in that direction are already dominated by existing transmission lines that run through the north end of the property and along the north side of Bangor Road (Photos 47 and 48). Based on the disruption of the view caused by the existing transmission lines, PAL recommends that the Project will have no adverse effect on the property.

The farmstead (Survey Map Nos. 328-334; MHPC No. 207-0074) at 179 B Road, Houlton is sited approximately 450 feet northwest of the proposed transmission line, which in that vicinity will run in a north-to-south direction roughly perpendicular to B Road, Houlton. The farm is sited on relatively level terrain, with the house sitting at a higher elevation. A forest of dense evergreen and deciduous trees immediately surround the core of the buildings within the farmstead complex. Views southeast toward the Project will be buffered by the surrounding vegetation and will be minimal (Photos 49 and 50). Due to the intermittent views toward the proposed Project, PAL recommends that it will have no adverse effect on the farmstead.

The dairy barn (Survey Map No. 368) at 196 Porter Settlement Road, Houlton is sited approximately 0.4 miles west of the proposed transmission line, which in that vicinity will run in a north-to-south direction perpendicular to Porter Settlement Road, Houlton. The barn is sited on a relatively level property that drops in elevation to the east of the building. Clusters of mature evergreen and deciduous trees immediately surround the barn. Views toward the Project will be distant and partially obscured by dense vegetation along the south side of Porter Settlement Road (Photos 51 and 52). Due to the nature of the intermittent views toward the proposed Project, PAL recommends that it will have no adverse effect on the farmstead.

The farmstead (Survey Map Nos. 370-376) at 195 Porter Settlement Road, Houlton is sited approximately 0.4 miles west of the proposed transmission line, which in that vicinity will run in a north-to-south direction perpendicular to Porter Settlement Road, Houlton. The farmstead is sited on a relatively level property that drops in elevation to the east of the building. Clusters of mature evergreen and deciduous trees immediately surround the core of the buildings within the farmstead complex. Views toward the Project will be distant and partially obscured by dense vegetation along the south side of Porter Settlement Road (see Photos 51 and 52). Due to the nature of the intermittent views toward the proposed Project, PAL recommends that it will have no adverse effect on the farmstead.

Noise Effects

Sound levels produced during the construction and operation of a Project are regulated through federal, state, and local noise standards. Sound is measured in decibels, abbreviated as dB. When measuring sounds, A-weighted (dBA) sound levels are used to simulate the hearing response of humans.

The sound level criteria for the operation of the proposed development at any protected locations shall not exceed 55 dBA between 7:00 am and 7:00 pm and 42 dBA within 500 feet of living or sleeping quarters, or at the receptor property line, whichever is closest to the dwelling, between 7:00 pm and 7:00 am. Beyond 500 feet of living or sleeping quarters on a protected location, the daytime limit of 55 dBA applies, regardless of the

time of day. The sound level limit applicable to the Project boundary is 75 dBA.

The Number Nine Wind Project Noise Level Assessment sets forth the predicted “worse case” sounds to be produced by the Project in its final design and configuration. The assessment relies on a sophisticated model to predict the sound levels from the Project. To generate a “worst-case scenario” a number of conservative assumptions were input in the model. The assessment determined expected sound levels from the Project and compares them to MDEP sound level limits.

The sound level assessment for the Project describe the terrain-based sound model developed for the project that was used to calculate predicted sound levels at all locations in the vicinity of the Project. Model calculations are for two proposed turbine types (Gamesa G114 2.0 and 2.1 MW) operating at full rated sound output. Sound levels from turbines at all proposed and alternate turbine sites are included in the sound model calculations.

The sound level assessment demonstrated that with all wind turbines operating simultaneously at full rated sound output, the Project will meet the Maine DEP 44 dBA daytime sound limit at all protected locations. To ensure compliance with nighttime limit of 42 dBA within 500 feet of dwellings on nearby protected locations, five turbines in the vicinity of Number Nine Lake are proposed to operate in noise-reduced operating mode during nighttime hours.

Number Nine Wind Architectural Reconnaissance Survey
MHPC No. 0649-14
July 8-July 10, September 23-25, and November 5-5, 2014.
PAL (The Public Archaeology Laboratory, Inc.)
26 Main Street
Pawtucket, RI 02860
(401) 728-8780
www.palinc.com

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
1	2210 Chapman Road	Chapman	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
2	2206 Chapman Road	Chapman	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
3	2206 Chapman Road	Chapman	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
4	2138 Chapman Road	Chapman	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 088-0006
5	2138 Chapman Road	Chapman	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 088-0006a

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
6	2138 Chapman Road	Chapman	No	No	N/A	Although the overall integrity is intact, this barn is not a distinct or unusual type for this area.	Barn; MHPC No. 088-0006b
7	2138 Chapman Road	Chapman	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 088-0006c
8	2138 Chapman Road	Chapman	No	No	N/A	Although the overall integrity is intact, this potato house is not distinct or unusual example for this area.	Potato House; MHPC No. 088-0006d
9	2138 Chapman Road	Chapman	No	No	N/A	This dairy does not possess distinctive characteristics of a particular type, method of construction, or period.	Dairy; MHPC No. 088-0006e
10	2138 Chapman Road	Chapman	No	No	N/A	This cottage does not possess distinctive characteristics of a particular type, method of construction, or period.	Cottage; MHPC No. 088-0006f
11	2138 Chapman Road	Chapman	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 088-0006g
12	2134 Chapman Road	Chapman	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
13	1143 Chapman Road	Chapman	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 088-0005
14	1143 Chapman Road	Chapman	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 088-0005a
15	1143 Chapman Road	Chapman	No	No	N/A	This barn does not maintain integrity due its condition. It has lost integrity of design, materials, and workmanship.	Barn; MHPC No. 088-0005b
16	1143 Chapman Road	Chapman	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 088-0005c
17	1143 Chapman Road	Chapman	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 088-0005d
18	455 Shorey Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
19	469 Shorey Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
20	469 Shorey Road	Westfield	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
21	Skipped Number						
22	Skipped Number						
23	Skipped Number						
24	Skipped Number						
25	1107 Houlton Road/U.S. Route 1	Westfield	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the construction of multiple modern buildings on the property.	Farmstead; MHPC No. 474-0008HFS
26	1107 Houlton Road/U.S. Route 1	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 474-0008
27	1107 Houlton Road/U.S. Route 1	Westfield	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 474-0008a
28	1107 Houlton Road/U.S. Route 1	Westfield	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 474-0008c
29	East side of Houlton Road/U.S. Route 1, approx. 1 mile north of Tweedie Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 474-0016

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
30	1115 Houlton Road/U.S. Route 1	Westfield	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farm roads, and other historic elements.	Farmstead
31	1115 Houlton Road/U.S. Route 1	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 474-0009
32	1115 Houlton Road/U.S. Route 1	Westfield	No	No	N/A	This barn does not maintain integrity due to alterations, including the use of modern materials.	Barn; MHPC No. 474-0009a
33	West side of Houlton Road/U.S. Route 1, approx. 1 mile north of Tweedie Road	Westfield	No	No	N/A	This farmstead does not maintain integrity due to the loss of all but one building and the lack of associated cultivated field, farm roads, and other historic features.	Farmstead; MHPC No. 474-0010HFS
34	West side of Houlton Road/U.S. Route 1, approx. 1 mile north of Tweedie Road	Westfield	No	No	N/A	This potato house does not maintain integrity due its condition. It has lost integrity of design, materials, and workmanship.	Potato House; MHPC No. 474-0010a
35	East side of Houlton Road/U.S. Route 1, approx. 0.80 miles north of Tweedie Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 474-0015
36	West side of Houlton Road/U.S. Route 1, approx. 0.80 miles north of Tweedie Road	Westfield	No	No	N/A	This farmstead does not maintain integrity due to the lack of associated cultivated fields, farm roads, and other historic elements.	Farmstead

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
37	West side of Houlton Road/U.S. Route 1, approx. 0.80 miles north of Tweedie Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 474-0012
38	west side of Houlton Road/U.S. Route 1, approx. 0.80 miles north of Tweedie Road	Westfield	No	No	N/A	This barn does not maintain integrity due to the alterations, including the use of modern materials and additions.	Barn; MHPC No. 474-0012a
39	1331 Houlton Road/U.S. Route 1	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 474-0014
40	1331 Houlton Road/U.S. Route 1	Westfield	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 474-0014a
41	121 Tweedie Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
42	141 Tweedie Road	Westfield	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 474-0004
43	141 Tweedie Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 474-0004a

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
44	141 Tweedie Road	Westfield	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 474-0004b
45	141 Tweedie Road	Westfield	No	No	N/A	Although the overall integrity is intact, this potato house is not a distinct or unusual type for this area.	Potato House; MHPC No. 474-0004c
46	141 Tweedie Road	Westfield	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 474-0004d
47	443 Miller Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
48	450 Miller Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
49	435 Miller Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
50	435 Miller Road	Westfield	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
51	North side of Miller Road, approx. 0.14 miles east of intersection with Youngs Lake Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
52	North side of Miller Road, approx. 0.14 miles east of intersection with Youngs Lake Road	Westfield	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
53	287 Miller Road	Westfield	No	No	N/A	Although the overall integrity is intact, this vernacular house is not a distinct or unusual type for this area.	Residence
54	287 Miller Road	Westfield	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
55	East side of Youngs Lake Road, approx. 0.14 miles south of Miller Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
56	North side of Miller Road, approx. 100 feet east of Tweedie Road	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
57	North side of Miller Road, approx. 100 feet east of Tweedie Road	Westfield	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
58	North side of Miller Road, approx. 0.47 miles west of intersection with U.S. Route 1	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
59	South side of Miller Road, approx. 0.11 miles southwest of intersection with U.S. Route 1	Westfield	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
60	East side of Presque Isle Road/U.S Route 1, opposite Miller Road	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0026
61	311 Presque Isle Road/U.S. Route 1	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0025
62	West side of Presque Isle Road/U.S. Route 1, approx. 0.50 miles south of Miller Road	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0024
63	232 Presque Isle Road/U.S. Route 1	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
64	232 Presque Isle Road/U.S. Route 1	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
65	South side of Presque Isle Road/U.S. Route 1, approx. 0.5 miles east of Clark Road	Mars Hill	No	No	N/A	This potato house does not maintain integrity due to alterations, including multiple additions and the use of modern replacement materials.	Potato House; MHPC No. 266-0023a
66	West side of Clark Road, approx. 0.60 miles south of U.S. Route 1	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0022
67	West side of Clark Road, approx. 0.60 miles south of U.S. Route 1	Mars Hill	No	No	N/A	Although the overall integrity is intact, this vernacular building is not a distinct or unusual type for this area.	Granary; MHPC No. 266-0022a
68	East side of Clark Road, approx. 0.8 miles south of U.S. Route 1	Mars Hill	Yes	No	A: Community Planning/ Development B: First settler (Moses Snow)	This property meets Criteria Consideration D as it applies to cemeteries and maintains integrity of design, materials, workmanship, location, feeling, and association.	Cemetery; MHPC No. 266-0021
69	116 Presque Isle Road/U.S. Route 1	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
70	12 York Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
71	13 York Street	Mars Hill	No	No	N/A	This house does not maintain integrity due to alterations, including the extensive use of modern replacement materials.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
72	13 York Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
73	15 York Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
74	17 York Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
75	23 Grove Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
76	21 Grove Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
77	19 Grove Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
78	16 Grove Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
79	16 Grove Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
80	East side of Grove Street, approx. 645 feet north of Maple Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
81	14 Grove Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
82	12 Grove Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
83	12 Grove Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
84	13 Grove Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
85	East side of Grove Street, approx. 540 feet north of Maple Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
86	9 Grove Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
87	9 Grove Street	Mars Hill	No	No	N/A	This cottage does not possess distinctive characteristics of a particular type, method of construction, or period.	Cottage
88	6 Grove Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
89	4 Maple Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
90	24 Maple Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
91	18 Maple Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
92	18 Maple Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
93	North side of Maple Street, approx. 215 feet west of intersection with Aci Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
94	16 Maple Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
95	13 Maple Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
96	13 Maple Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
97	1 Maple Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
98	East side of Maple Street, approx. 100 feet north of Park Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
99	East side of Maple Street, approx. 100 feet north of Park Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
100	West side of Maple Street, approx. 140 feet northwest of intersection with Park Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
101	12 Hansen Street	Mars Hill	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern replacement materials and additions, and a general lack of maintenance.	Residence
102	12 Hansen Street	Mars Hill	No	No	N/A	Although the overall integrity is intact, this vernacular building is not a distinct or unusual type for this area.	Garage
103	East side of Maple Street, approx. 270 feet south of Park Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
104	East side of Maple Street, approx. 270 feet south of Park Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
105	West side of Aci Street, approx. 70 feet south of Maple Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
106	East side of Aci Street, approx. 282 feet north of School Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
107	18 Aci Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
108	East side of Aci Street, approx. 200 feet north of School Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
109	16 Aci Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
110	East side of Aci Street, approx. 145 feet north of School Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
111	9 School Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
112	9 School Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
113	5 School Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
114	5 School Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
115	6 School Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
116	West side of Aci Street, approx. 185 feet south west of intersection with School Street	Mars Hill	No	No	N/A	This school does not maintain integrity due to alterations, including the use of modern replacement materials and additions.	Education
117	5 Aci Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
118	3 Aci Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
119	3 Aci Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
120	2 Aci Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
121	2 Aci Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
122	26 Aci Street	Mars Hill	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern replacement materials.	Residence
123	26 Aci Street	Mars Hill	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
124	19 Aci Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
125	22 Aci Street	Mars Hill	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern replacement materials.	Residence
126	22 Aci Street	Mars Hill	No	No	N/A	This carriage house does not maintain integrity due to alterations, including the use of modern replacement materials.	Carriage House
127	18 Aci Street	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
128	18 Aci Street	Blaine	No	No	N/A	This carriage house does not possess distinctive characteristics of a particular type, method of construction, or period.	Carriage House
129	14 Aci Street	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
130	East side of Aci Street, approx. 140 feet north of Village Court	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
131	5 Village Court	Blaine	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern replacement materials and additions.	Residence
132	South side of Village Court, approx. 290 feet west of U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
133	3 Village Court	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
134	West side of Village Court, approx. 390 feet west of U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
135	West side of Village Court, approx. 390 feet west of U.S. Route 2	Blaine	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
136	North side of Village Court, approx. 320 feet west of Aci Street	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
137	22 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0045
138	22 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This carriage house does not possess distinctive characteristics of a particular type, method of construction, or period.	Carriage House
139	20 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This church does not meet Criteria Consideration A as it applies to religious properties. It does not maintain integrity due alterations, including the use of modern replacement materials like vinyl siding.	Religious; MHPC No. 266-004
140	19 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern replacement materials, and a general lack of maintenance.	Residence; MHPC No. 266-0035

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
141	18 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern replacement materials, and additions.	Residence; MHPC No. 266-0043
142	15 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This church does not meet Criteria Consideration A as it applies to religious properties. It does not maintain integrity due to the use of modern replacement materials, like windows.	Religious; MHPC No. 266-0036
143	16 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0042
144	14 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern replacement materials, like windows and vinyl siding, and additions.	Residence; MHPC No. 266-0041
145	11 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0037
146	10 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0040

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
147	1 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0038
148	1 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence ; MHPC No. 266-0059
149	5 Main Street/U.S. Route 1	Mars Hill	No	No	N/A	This church does not meet Criteria Consideration A as it applies to religious properties. It does not maintain integrity due to the use of modern replacement materials, like windows and vinyl siding.	Religious; MHPC No. 266-0060
150	20 Main Street/U.S. Route 1	Blaine	No	No	N/A	This commercial building does not possess distinctive characteristics of a particular type, method of construction, or period.	Commercial; MHPC No. 043-0053
151	19 Main Street/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0062
152	23 Main Street/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0063
153	27 Main Street/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0046

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
154	32 Main Street/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0052
155	31 Main Street/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 266-0064
156	36 Main Street/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0051
157	35 Main Street/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0047
158	40 Main Street/U.S. Route 1	Blaine	Yes	No	C: Architecture	This house maintains integrity of location, design, setting, workmanship, and feeling with only minor alterations to materials. It is an intact and unique example of Colonial Revival style architecture in the area.	Residence; MHPC No. 043-0050
159	45 Main Street/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0048
160	58 Main Street/U.S. Route 1	Blaine	No	No	N/A	This civic building does not possess distinctive characteristics of a particular type, method of construction, or period.	Civic; MHPC No. 043-0049

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
161	27 Old Presque Isle Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0039
162	27 Old Presque Isle Road	Blaine	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 043-0039a
163	16 Old Presque Isle Road	Blaine	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern replacement materials, like the windows, and a general lack of maintenance.	Residence; MHPC No. 043-0038
164	10 Old Presque Isle Road	Blaine	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern replacement materials, like the windows, and a general lack of maintenance.	Residence; MHPC No. 043-0037
165	8 Old Houlton Road	Blaine	No	No	N/A	Although the overall integrity is intact, this vernacular building is not a distinct or unusual type for this area.	Residence; MHPC No. 043-0036
166	East side of Old Houlton Road, approx. 280 feet southeast of intersection with U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
167	15 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
168	18 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
169	23 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
170	23 Old Houlton Road	Blaine	No	No	N/A	This carriage house does not possess distinctive characteristics of a particular type, method of construction, or period.	Carriage House
171	21 Old Houlton Road	Blaine	No	No	N/A	This church does not meet Criteria Consideration A as it applies to religious properties. It does not maintain integrity due to alterations, including the use of modern replacement materials, like vinyl siding and windows.	Religious
172	26 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
173	27 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
174	31 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
175	31 Old Houlton Road	Blaine	No	No	N/A	This carriage house does not possess distinctive characteristics of a particular type, method of construction, or period.	Carriage House
176	51 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
177	61 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
178	61 Old Houlton Road	Blaine	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn
179	61 Old Houlton Road	Blaine	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
180	West side of Old Houlton Road, approx. 0.50 miles northwest of intersection with Pierce Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
181	76 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
182	83 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
183	92 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
184	92 Old Houlton Road	Blaine	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
185	94 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
186	102 Old Houlton Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
187	107 Old Houlton Road	Blaine	No	No	N/A	This house does not maintain integrity due its condition. It has lost integrity of design, materials, and workmanship.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
188	10 E Plantation Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
189	10 E Plantation Road	Blaine	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
190	North side of E Plantation Road, approx. 500 feet west of U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0023
191	north side of E Plantation Road, approx. 515 feet west of U.S. Route 1	Blaine	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern replacement materials.	Residence; MHPC No. 043-0022
192	99 E Plantation Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
193	130 E Plantation Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
194	206 E Plantation Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
195	29 E Plantation Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
196	77 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0035
197	83 Houlton Road/U.S. Route 1	Blaine	Yes	No	A: Community Planning/ Development C: Architecture	This house maintains integrity of location, setting, association, feeling, and design. Integrity of materials and workmanship is undermined by the use of modern replacement materials.	Residence; MHPC No. 043-0034
198	83 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 043-0034a
199	89 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 043-0032HFS
200	89 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0032

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
201	89 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 043-0032a
202	89 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	Although the overall integrity is intact, this potato house is not distinct or unusual example for this area.	Potato house; MHPC No. 043-0032b
203	89 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 043-0032c
204	89 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This stable does not maintain integrity due to alterations, including the use of modern materials like metal siding, and additions.	Stable; MHPC No. 043-0032d
205	89 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 043-0032e
206	88 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0033
207	94 Houlton Road/U.S Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0031

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
208	East side of Houlton Road/U.S. Route 1, approx. 650 feet south of E Plantation Road	Blaine	No	No	N/A	This house does not maintain integrity due its condition. It has lost integrity of design, materials, and workmanship.	Residence; MHPC No. 043-0030
209	106 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This mobile home does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0054
210	106 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage ; MHPC No. 043-0055
211	109 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0029
212	Number Skipped				N/A		
213	151 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0028
214	118 Bubar Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0009
215	13 Hotham Road	Blaine	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and lack of associated cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 043-0010

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
216	13 Hotham Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0010a
217	13 Hotham Road	Blaine	No	No	N/A	This carriage house does not possess distinctive characteristics of a particular type, method of construction, or period.	Carriage House; MHPC No. 043-0010b
218	13 Hotham Road	Blaine	No	No	N/A	This granary does not possess distinctive characteristics of a particular type, method of construction, or period.	Granary; MHPC No. 043-0010c
219	462 E Plantation Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
220	462 E Plantation Road	Blaine	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
221	620 E Plantation Road	E Plantation	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Camp
222	South side of E Plantation Road, approx. 0.94 miles southwest of intersection with Youngs Lake Road	E Plantation	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
223	629 E Plantation Road	E Plantation	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
224	South side of Kinney Road, approx. 0.78 miles northwest of intersection with Ridge Road	E Plantation	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Camp
225	South side of Kinney Road, approx. 0.78 miles northwest of intersection with Ridge Road	E Plantation	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
226	991 Kinney Road	E Plantation	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
227	991 Kinney Road	E Plantation	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
228	991 Kinney Road	E Plantation	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
229	991 Kinney Road	E Plantation	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
230	South side of Ridge Road, approx. 1. 3 miles southwest of intersection with Kinney Road	E Plantation	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Camp
231	1187 Ridge Road	E Plantation	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Camp
232	1175 Ridge Road	E Plantation	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
233	South side of Ridge Road, approx. 0.13 miles southwest of intersection with Kinney Road	E Plantation	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Camp
234	167 Kinney Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
235	East side of Houlton Road/U.S. Route 1, approx. 468 feett southeast of intersection with Bubar Road	Blaine	No	No	N/A	This resource does not meet Criteria Consideration D as it applies to cemeteries.	Cemetery; MHPC No. 043-0026
236	293 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0025

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
237	302 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0024
238	17 Griffin Road	Blaine	No	No	N/A	This farmstead does not maintain integrity of design, materials, workmanship, and feeling due to the altered condition of the buildings and that do not possess distinctive characteristics of a particular type, method of construction, or period.	Farmstead; MHPC No. 043-0019
239	17 Griffin Road	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0019a
240	17 Griffin Road	Blaine	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 043-0019b
241	17 Griffin Road	Blaine	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 043-0019c
242	17 Griffin Road	Blaine	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 043-0019d

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
243	17 Griffin Road	Blaine	No	No	N/A	Although the overall integrity is intact, this potato house is not a distinct or unusual type for this area.	Potato House; MHPC No. 043-0019e
244	503 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0041
245	589 Houlton Road/U.S. Route 1	Blaine	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 043-0040
246	790 U.S. Route 1	Bridgewater	No	No	N/A	This resource does not meet Criteria Consideration A as it applies to religious properties.	Religious/ Recreation; MHPC No. 055-0092
247	790 U.S. Route 1	Bridgewater	No	No	N/A	This resource does not meet Criteria Consideration A as it applies to religious properties. It does not possess distinctive characteristics of a particular type, method of construction, or period.	Religious/ Recreation; MHPC No. 055-0093
248	790 U.S. Route 1	Bridgewater	No	No	N/A	This resource does not meet Criteria Consideration A as it applies to religious properties. It does not possess distinctive characteristics of a particular type, method of construction, or period.	Religious/ Recreation; MHPC No. 055-0094

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
249	790 U.S. Route 1	Bridgewater	No	No	N/A	This resource does not meet Criteria Consideration A as it applies to religious properties. It does not possess distinctive characteristics of a particular type, method of construction, or period.	Religious/ Recreation; MHPC No. 055-0095
250	790 U.S. Route 1	Bridgewater	No	No	N/A	This resource does not meet Criteria Consideration A as it applies to religious properties. It does not possess distinctive characteristics of a particular type, method of construction, or period.	Religious/ Recreation; MHPC No. 055-0096
251	790 U.S. Route 1	Bridgewater	No	No	N/A	This resource does not meet Criteria Consideration A as it applies to religious properties. It does not possess distinctive characteristics of a particular type, method of construction, or period.	Religious/ Recreation; MHPC No. 055-0097
252	790 U.S. Route 1	Bridgewater	No	No	N/A	This resource does not meet Criteria Consideration A as it applies to religious properties. It does not possess distinctive characteristics of a particular type, method of construction, or period.	Religious/ Recreation; MHPC No. 055-0098
253	367 Packard Road	Bridgewater	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated house, cultivated fields, farm roads, or other historic elements.	Farmstead

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
254	367 Packard Road	Bridgewater	No	No	N/A	This workshop does not possess distinctive characteristics of a particular type, method of construction, or period.	Workshop
255	367 Packard Road	Bridgewater	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
256	367 Packard Road	Bridgewater	No	No	N/A	This coop does not possess distinctive characteristics of a particular type, method of construction, or period.	Coop
257	367 Packard Road	Bridgewater	No	No	N/A	This coop does not possess distinctive characteristics of a particular type, method of construction, or period.	Coop
258	357 Packard Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
259	304 Packard Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
260	304 Packard Road	Bridgewater	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
261	11 Pryor Hill Road	Bridgewater	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farm roads, and other historic features.	Farmstead; MHPC No. 055-0005
262	11 Pryor Hill Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 055-0005a
263	11 Pryor Hill Road	Bridgewater	No	No	N/A	This barn is not maintain integrity due to alterations, including the use of modern materials like metal siding and replacement doors.	Barn; MHPC No. 055-0005b
264	11 Pryor Hill Road	Bridgewater	No	No	N/A	Although the overall integrity is intact, this vernacular building is not a distinct or unusual type for this area.	Garage; MHPC No. 055-0005c
265	32 Pryor Hill Road	Bridgewater	No	No	N/A	This farmstead does not maintain integrity to the altered condition of the outbuildings, the loss of the primarily barn, and lack of associated cultivated fields, farm roads, and other historic features.	Farmstead; MHPC No. 055-0006
266	32 Pryor Hill Road	Bridgewater	Yes	No	C: Architecture	The house maintain integrity of location, design, setting, materials, workmanship and association as an Arts and Crafts style bungalow and as a potential kit house.	Residence; MHPC No. 055-0006a

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
267	32 Pryor Hill Road	Bridgewater	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 055-0006b
268	32 Pryor Hill Road	Bridgewater	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 055-0006c
269	32 Pryor Hill Road	Bridgewater	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 055-0006d
270	226 Packard Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
271	485 Main Street/U.S. Route 1	Bridgewater	Yes	No	A: Politics/ Government C: Architecture	This civic building is listed on the National Register. It maintains integrity of location, design, setting, materials, workmanship, feeling, and association with the politics and government of Bridgewater and for its Italianate architecture.	Civic
272	489 Main Street/U.S. Route 1	Bridgewater	No	No	N/A	This commercial building does not possess distinctive characteristics of a particular type, method of construction, or period.	Commercial; MHPC No. 055-0068

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
273	488 Main Street/U.S. Route 1	Bridgewater	No	No	N/A	This commercial building does not possess distinctive characteristics of a particular type, method of construction, or period.	Commercial; MHPC No. 055-0067
274	486 Main Street/U.S. Route 1	Bridgewater	No	No	N/A	This commercial building does not possess distinctive characteristics of a particular type, method of construction, or period.	Commercial; MHPC No. 055-0066
275	223 Bootfoot Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
276	North side of Bootfoot Road, approx. 1.38 miles east of PD/No. 9 Road	Bridgewater	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 055-0027
277	North side of Bootfoot Road, approx. 1.38 miles east of PD/No. 9 Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 055-0027a
278	North side of Bootfoot Road, approx. 1.38 miles east of PD/No. 9 Road	Bridgewater	No	No	N/A	This barn does not maintain integrity due to its condition. It has lost integrity of design, materials, and workmanship.	Barn; MHPC No. 055-0027b
279	North side of Bootfoot Road, approx. 1.38 miles east of PD/No. 9 Road	Bridgewater	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 055-0027c

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
280	240 Bootfoot Road	Bridgewater	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 055-0028
281	240 Bootfoot Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 055-0028a
282	240 Bootfoot Road	Bridgewater	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 055-0028b
283	North side of Bootfoot Road, approx. 1.25 miles east of PD/No. 9 Road	Bridgewater	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farm roads, and other historic elements.	Farmstead
284	North side of Bootfoot Road, approx. 1.25 miles east of PD/No. 9 Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
285	North side of Bootfoot Road, approx. 1.25 miles east of PD/No. 9 Road	Bridgewater	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
286	South side of Bootfoot Road, approx. 1.1 miles east of intersection with PD/No. 9 Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
287	282 Bootfoot Road	Bridgewater	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farm roads, and other historic elements.	Farmstead
288	282 Bootfoot Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
289	282 Bootfoot Road	Bridgewater	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
290	282 Bootfoot Road	Bridgewater	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn
291	281 Bootfoot Road	Bridgewater	No	No	N/A	This barn does not maintain integrity due to its condition, alterations, including the use of modern replacement materials, and multiple additions.	Barn
292	281 Bootfoot Road	Bridgewater	No	No	N/A	This workshop does not possess distinctive characteristics of a particular type, method of construction, or period.	Workshop

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
293	311 Bootfoot Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence - Vacant
294	316 Bootfoot Road	Bridgewater	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
295	362 Bootfoot Road	Bridgewater	No	No	N/A	This workshop does not possess distinctive characteristics of a particular type, method of construction, or period.	Workshop
296	37 Gillian Road	Littleton	No	No	N/A	This farmstead does not possess distinctive characteristics of a particular type or period.	Farmstead
297	37 Gillian Road	Littleton	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn
298	334 Back Ridge Road	Littleton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
299	262 Back Ridge Road	Littleton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
300	382 Front Ridge Road	Littleton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
301	298 Front Ridge Road	Littleton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farms roads, and other historic elements.	Farmstead
302	298 Front Ridge Road	Littleton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
303	191 Front Ridge Road	Houlton	Yes	No	A: Agriculture C: Architecture	This farmstead maintains integrity of location, design, setting, workmanship, feeling, and association as a mid- to late-nineteenth- century rural farmstead.	Farmstead; MHPC No. 207-0077
304	191 Front Ridge Road	Houlton	Yes	No	A: Agriculture C: Architecture	This house maintains integrity of location, design, setting, workmanship, and feeling as one of several buildings that form the historic farmstead.	Residence; MHPC No. 207-0077a
305	191 Front Ridge Road	Houlton	Yes	No	A: Agriculture C: Architecture	This barn maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Barn 1; MHPC No. 207-0077b
306	191 Front Ridge Road	Houlton	Yes	No	A: Agriculture C: Architecture	This barn maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Barn 2; MHPC No. 207-0077c

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
307	319 McSheffrey Road	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farms roads, and other historic elements.	Farmstead
308	319 McSheffrey Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
309	319 McSheffrey Road	Houlton	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn
310	319 McSheffrey Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
311	299 McSheffrey Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
312	West side of McSheffrey Road, approx. 0.4 miles north of intersection with B Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
313	288 McSheffrey Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
314	277 McSheffrey Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
315	277 McSheffrey Road	Houlton	No	No	N/A	This workshop does not possess distinctive characteristics of a particular type, method of construction, or period.	Work shop
316	229 McSheffrey Road	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farms roads, and other historic elements.	Farmstead; MHPC No. 207-0069
317	229 McSheffrey Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 207-0069a
318	229 McSheffrey Road	Houlton	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 207-0069b
319	North side of B Road, approx. 0.12 miles northwest of intersection with McSheffrey Road	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farms roads, and other historic elements.	Farmstead; MHPC No. 207-0068

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
320	North side of B Road, approx. 0.12 miles northwest of intersection with McSheffrey Road	Houlton	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 207-0068a
321	North side of B Road, approx. 0.12 miles northwest of intersection with McSheffrey Road	Houlton	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 207-0068b
322	243 B Road	Houlton	Yes	No	A: Agriculture C: Architecture	This farmstead maintains integrity of location, design, setting, feeling, and association as an early- to mid-nineteenth-century rural farmstead.	Farmstead; MHPC No. 204-0076
323	243 B Road	Houlton	Yes	No	A: Agriculture C: Architecture	This house maintains integrity of location, setting, and feeling as one of several buildings that form the historic farmstead. The integrity of design and workmanship is undermined by the used of some modern replacement materials.	Residence; MHPC No. 207-0076a
324	243 B Road	Houlton	Yes	No	A: Agriculture C: Architecture	This barn maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Barn; MHPC No. 207-0076b

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
325	201 B Road	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings, the construction of modern buildings on the property, and the lack of associated cultivated fields, farms roads, and other historic agricultural elements.	Farmstead; MHPC No. 207-0075
326	201 B Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 207-0075a
327	201 B Road	Houlton	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 207-0075b
328	179 B Road	Houlton	Yes	No	A: Agriculture C: Architecture	This farmstead maintains integrity of location, design, setting, feeling, and association as a mid- to late-nineteenth-century rural farmstead.	Farmstead; MHPC No. 207-0074
329	179 B Road	Houlton	Yes	No	A: Agriculture C: Architecture	This house maintains integrity of location, setting, and feeling as one of several buildings that form the historic farmstead. The integrity of design and workmanship is undermined by the used of some modern replacement materials.	Residence; MHPC No. 207-0074a

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
330	179 B Road	Houlton	Yes	No	A: Agriculture C: Architecture	This barn maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Barn 1; MHPC No. 207-074b
331	179 B Road	Houlton	Yes	No	A: Agriculture C: Architecture	This barn maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Barn 2; MHPC No. 207-0074c
332	179 B Road	Houlton	Yes	No	A: Agriculture C: Architecture	This garage maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Garage; MHPC No. 207-0074d
333	179 B Road	Houlton	Yes	No	A: Agriculture C: Architecture	This shed maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Shed; MHPC No. 207-0074e
334	179 B Road	Houlton	Yes	No	A: Agriculture C: Architecture	This wagon shed maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Wagon Shed; MHPC No. 207-0074f
335	114 B Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-15

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
336	122 McSheffrey Road	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings, the construction of modern buildings on the property, and the lack of associated cultivated fields, farms roads, and other historic agricultural elements.	Farmstead; MHPC No. 207-0067
337	122 McSheffrey Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 207-0067a
338	122 McSheffrey Road	Houlton	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 207-0067b
339	122 McSheffrey Road	Houlton	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 207-0067c
340	226 Ludlow Road	Houlton	No	No	N/A	Although the overall integrity is intact, this vernacular building is not a distinct or unusual type for this area.	Residence; MHPC No. 0644-14-7
341	226 Ludlow Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-8

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
342	216 Ludlow Road	Houlton	No	No	N/A	This building does not possess distinctive characteristics of a particular type, method of construction, or period.	Commercial; MHPC No. 0644-14-9
343	213 Ludlow Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-10
344	213 Ludlow Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-11
345	156 Ludlow Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-12
346	156 Ludlow Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-13
347	156 Ludlow Road	Houlton	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 0644-14-14
348	Terminus of Stewart Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
349	101 Smyrna Street/U.S. Route 2	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
350	113 Smyrna Street/U.S. Route 2	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 207-0065
351	113 Smyrna Street/U.S. Route 2	Houlton	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern materials such as replacement windows and cladding, and the construction of a modern rear addition.	Residence; MHPC No. 207-0065a
352	113 Smyrna Street/U.S. Route 2	Houlton	No	No	N/A	This potato house is in deteriorated condition and no longer possesses integrity in terms of its setting, feeling, and association due to the loss of its original connection with surrounding cultivated fields and historic farming activities.	Potato House; MHPC No. 207-0065b
353	117 Smyrna Street/U.S. Route 2	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-20
354	North side of Smyrna Street/U.S. Route 2, approx. 0.75 mile west of North Street/U.S. Route 1	Houlton	No	No	N/A	This resource does not meet Criteria Consideration D as it applies to cemeteries.	Cemetery; MHPC No. 0644-14-21

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
355	South side of Smyrna Street/U.S. Route 2, approx. 0.75 mile west of North Street/U.S. Route 1	Houlton	No	No	N/A	This resource does not meet Criteria Consideration D as it applies to cemeteries.	Cemetery; MHPC No. 0644-14-22
356	231 Smyrna Street/U.S. Route 2	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the lack of cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 207-0066
357	231 Smyrna Street/U.S. Route 2	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 207-00066a
358	231 Smyrna Street/U.S. Route 2	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 207-0066b
359	231 Smyrna Street/U.S. Route 2	Houlton	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 207-0066c
360	353 Smyrna Street/U.S. Route 2	Houlton	Yes	No	C: Architecture	This farmstead maintains integrity of location, design, setting, and feeling as a late nineteenth- to mid-twentieth-century rural farmstead.	Farmstead; MHPC No. 207-0059
361	353 Smyrna Street/U.S. Route 2	Houlton	Yes	No	C: Architecture	This house maintains integrity of location, setting, and feeling as one of several buildings that form the historic farmstead. Integrity of design and workmanship is undermined by the use of modern replacement materials.	Residence; MHPC No. 207-0059a

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
362	353 Smyrna Street/U.S. Route 2	Houlton	Yes	No	C: Architecture	This large barn maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Barn 1; MHPC No. 207-0059b
363	353 Smyrna Street/U.S. Route 2	Houlton	Yes	No	C: Architecture	This barn maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Barn 2; MHPC No. 207-0059c
364	353 Smyrna Street/U.S. Route 2	Houlton	Yes	No	C: Architecture	This workshop maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Workshop; MHPC No. 207-0059d
365	354 Smyrna Street/U.S. Route 2	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-32
366	196 Porter Settlement Road	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farms roads, and other historic elements. Surrounding fields do not appear to be currently associated with this property.	Farmstead
367	196 Porter Settlement Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
368	196 Porter Settlement Road	Houlton	Yes	No	C: Architecture	This barn retains its historic appearance, with few alterations, as a dairy barn, although apparently no longer in use for dairy farming. It retains integrity of location, design, setting, materials, workmanship, feeling, and association as an early-twentieth century agricultural building in southern Aroostook County.	Barn
369	203 Porter Settlement Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
370	195 Porter Settlement Road	Houlton	Yes	No	A: Agriculture C: Architecture	This farmstead maintains integrity of location, design, setting, feeling, and association as a mid- to late-nineteenth-century rural farmstead.	Farmstead
371	195 Porter Settlement Road	Houlton	Yes	No	A: Agriculture C: Architecture	This house maintains integrity of location, setting, and feeling as one of several buildings that form the historic farmstead. The integrity of design and workmanship is undermined by the used of some modern replacement materials.	Residence
372	195 Porter Settlement Road	Houlton	Yes	No	A: Agriculture C: Architecture	This barn maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Barn

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
373	195 Porter Settlement Road	Houlton	Yes	No	A: Agriculture C: Architecture	This barn maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Barn
374	195 Porter Settlement Road	Houlton	Yes	No	A: Agriculture C: Architecture	This barn maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Barn
375	195 Porter Settlement Road	Houlton	Yes	No	A: Agriculture C: Architecture	This garage maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Garage
376	195 Porter Settlement Road	Houlton	Yes	No	A: Agriculture C: Architecture	This barn maintains integrity of location, design, setting, feeling, and association as one of several buildings that form the historic farmstead.	Wagon Shed
377	161 Porter Settlement Road	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farms roads, and other historic elements. Surrounding fields do not appear to be currently associated with this property.	Farmstead

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
378	161 Porter Settlement Road	Houlton	No	No	N/A	This equipment shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Equipment Shed
379	161 Porter Settlement Road	Houlton	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn
380	161 Porter Settlement Road	Houlton	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn
381	161 Porter Settlement Road	Houlton	No	No	N/A	This potato barn does not maintain integrity due to alterations, including the use of modern materials.	Potato House
382	155 Porter Settlement Road	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of other historic elements.	Farmstead
383	155 Porter Settlement Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
384	155 Porter Settlement Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
385	Porter Settlement Road, north side, approx. 0.25 miles northeast of Morningstar Road	Houlton	No	No	N/A	This track-side potato house does not maintain integrity due to alterations, including the use of modern materials and a general lack of maintenance.	Track-side Potato House
386	Porter Settlement Road, north side, approx. 0.24 miles northeast of Morningstar Road	Houlton	No	No	N/A	This track-side potato house does not maintain integrity due to alterations, including the use of modern materials and a general lack of maintenance.	Track-side Potato House
387	Bangor and Aroostook Railroad	Multiple	No	No	N/A	Although the overall integrity is intact, this railroad is not a distinct or unusual type for this area.	Transportation/Railroad; MHPC No. 0644-14-46
388	48 Morningstar Drive	Houlton	No	No	N/A	This building does not maintain integrity due to alterations, including the use of modern materials, and the construction of several modern additions.	Industrial; MHPC No. 0644-14-47
389	75 Porter Settlement Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
390	75 Porter Settlement Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
391	13 Gardiner Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
392	17 Gardiner Road	Houlton	No	No	N/A	Although the overall integrity is intact, this vernacular barn is not a distinct or unusual type for this area.	Barn
393	17 Porter Settlement Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
394	17 Porter Settlement Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
395	8 Porter Settlement Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
396	Bangor Street/U.S. Route 2A, at the northwest corner of Slipp Hill Road	Houlton	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern materials.	Residence; MHPC No. 207-0137
397	Bangor Street/U.S. Route 2A, at the northwest corner of Slipp Hill Road	Houlton	No	No	N/A	Although the overall integrity is intact, this vernacular barn is not a distinct or unusual type for this area.	Barn; MHPC No. 207-0137a
398	479 Bangor Road/U.S. Route 2A	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
399	527 Bangor Road/U.S. Route 2A	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farms roads, and other historic elements. Surrounding fields do not appear to be currently associated with this property.	Farmstead
400	527 Bangor Road/U.S. Route 2A	Houlton	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern materials.	Residence
401	527 Bangor Road/U.S. Route 2A	Houlton	No	No	N/A	This potato house does not maintain integrity due to alterations, including the use of modern materials.	Potato House
402	529 Bangor Road/U.S. Route 2A	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farms roads, and other historic elements. Surrounding fields do not appear to be currently associated with this property.	Farmstead
403	529 Bangor Road/U.S. Route 2A	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
404	529 Bangor Road/U.S. Route 2A	Houlton	No	No	N/A	This workshop does not possess distinctive characteristics of a particular type, method of construction, or period.	Workshop
405	609 Bangor Road/U.S. Route 2A	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the lack of associated cultivated fields, farm roads, and other historic agricultural elements.	Farmstead; MHPC No. 0644-14-48
406	609 Bangor Road/U.S. Route 2A	Houlton	Yes	No	C: Architecture	This house maintains integrity of location, design, setting, workmanship, feeling, and association as a Queen Anne style residence. It is also a unique example of a Queen Anne style house of its size and elaborate decoration in the region.	Residence; MHPC No. 0644-14-49
407	53 Drews Lake Road	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 0644-14-50
408	53 Drews Lake Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-51
409	53 Drews Lake Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-52

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
410	53 Drews Lake Road	Houlton	No	No	N/A	This wagon shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Wagon Shed; MHPC No. 0644-14-53
411	53 Drews Lake Road	Houlton	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 0644-14-54
412	78 Drews Lake Road	Houlton	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 0644-14-55
413	78 Drews Lake Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-56
414	78 Drews Lake Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-57
415	Skipped Number		No	No	N/A		
416	South side of Nickerson Lake Road, at intersection with Cypress Lane	Linneus	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Summer Cottage/ Camp; MHPC No. 0644-14-60

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
417	South side of Nickerson Lake Road, at intersection with Cresent Park Road	Linneus	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Summer Cottage/ Camp; MHPC No. 0644-14-61
418	214 Cresent Park Road	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-62
419	Skipped Number		No	No	N/A		
420	3 Balsam Lane	Linneus	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Summer Cottage/ Camp; MHPC No. 0644-14-64
421	7 Balsam Lane	Linneus	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Summer Cottage/ Camp; MHPC No. 0644-14-65
422	9 Balsam Lane	Linneus	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Summer Cottage/ Camp; MHPC No. 0644-14-66
423	11 Balsam Lane	Linneus	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Summer Cottage/ Camp; MHPC No. 0644-14-67

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
424	12 Balsam Lane	Linneus	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Summer Cottage/ Camp; MHPC No. 0644-14-68
425	12 Balsam Lane	Linneus	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-69
426	15 Balsam Lane	Linneus	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Summer Cottage/ Camp; MHPC No. 0644-14-70
427	17 Balsam Lane	Linneus	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Summer Cottage/ Camp; MHPC No. 0644-14-71
428	13 Balsam Lane	Linneus	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Summer Cottage/ Camp; MHPC No. 0644-14-72
429	13 Balsam Lane	Linneus	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-73

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
430	805 Bangor Road/U.S. Route 2A	Hodgdon	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-74
431	805 Bangor Road/U.S. Route 2A	Hodgdon	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-75
432	East side of Bangor Road/U.S. Route 2A, approx. 0.3 miles northeast of Winship Road	Hodgdon	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-76
433	East side of Bangor Road/U.S. Route 2A approx. 0.3 miles northeast of Winship Road	Hodgdon	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-77
434	906 Bangor Road/U.S. Route 2A	Hodgdon	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-78
435	906 Bangor Road/U.S. Route 2A	Hodgdon	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Commercial; MHPC No. 0644-14-79
436	910 Bangor Road/U.S. Route 2A	Hodgdon	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-80

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
437	926 Bangor Road/US Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-81
438	930 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-82
439	930 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-83
440	1015 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of cultivated fields, farm roads, and other historic elements.	Farmstead; MHPC No. 0644-14-84
441	1015 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house is not a distinct or unusual type for this area, and overall integrity of design, materials, workmanship, and feeling is undermined by the use of modern replacement materials such as windows and siding.	Residence; MHPC No. 0644-14-85
442	1015 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	Although the overall integrity is intact, this barn is not a distinct or unusual type for this area.	Barn 1; MHPC No. 0644-14-86
443	1015 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	Although the overall integrity is intact, this barn is not a distinct or unusual type for this area.	Barn 2; MHPC No. 0644-14-87

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
444	1015 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This coop does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn 3; MHPC No. 0644-14-88
445	1015 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This workshop does not possess distinctive characteristics of a particular type, method of construction, or period.	Shop; MHPC No. 0644-14-89
446	35 Burton Road	Linneus	No	No	N/A	This house does not maintain integrity due to multiple alterations, use of some replacement materials, and a general lack of maintenance.	Residence; MHPC No. 0644-14-90
447	61 Burton Road	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-91
448	173 Burton Road	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-92
449	173 Burton Road	Linneus	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-93
450	East side of Bangor Road/U.S. Route 2A, approx. 0.15 miles southwest of Burton Road	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-94

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
451	1116 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-95
452	1236 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-96
453	30 Old Route 2A	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the condition of the buildings and the lack of farm roads and other historic agricultural elements.	Farmstead; MHPC No. 0644-14-97
454	30 Old Route 2A	Linneus	No	No	N/A	This house does not maintain integrity due to the use of some replacement materials and a general lack of maintenance.	Residence; MHPC No. 0644-14-98
455	30 Old Route 2A	Linneus	No	No	N/A	Although the overall integrity is intact, this barn is not a distinct or unusual type for this area.	Barn; MHPC No. 0644-14-99
456	30 Old Route 2A	Linneus	No	No	N/A	This outbuilding does not possess distinctive characteristics of a particular type, method of construction, or period.	Creamery; MHPC No. 0644-14-100
457	Terminus of Little Road	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the condition of the buildings and the lack of other historic agricultural elements.	Farmstead; MHPC No. 1252-07-203

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
458	Terminus of Little Road	Linneus	No	No	N/A	This house does not maintain integrity due to multiple alterations and use of replacement materials like windows and siding.	Barn; MHPC No. 1252-07-203.1
459	1397 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings, the construction of modern buildings on the property, and other historic agricultural elements.	Farmstead; MHPC No. 0644-14-104
460	1397 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-105
461	1397 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-106
462	211 Adams Road	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-201
463	125 Adams Road	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings, the construction of modern buildings on the property, and the lack of farm fields and other historic agricultural elements.	Farmstead; MHPC No. 1252-07-202

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
464	125 Adams Road	Linneus	No	No	N/A	Although the overall integrity is intact, this house is not a distinct or unusual type for this area.	Residence; MHPC No. 1252-07-202.1
465	125 Adams Road	Linneus	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 1252-07-202.2
466	1429 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
467	1428 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This potato house does not maintain integrity due to alterations, including the use of modern materials and an addition.	Potato House
468	1483 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and other historic agricultural elements.	Farmstead
469	1483 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
470	1483 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
471	1483 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn
472	1493 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
473	7 Folsom Road	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
474	North side of Folsom Road, at intersection with Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
475	1530 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
476	1530 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage
477	1568 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
478	1616 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and other historic agricultural elements.	Farmstead
479	1616 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence
480	1616 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed
481	1616 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This barn does not maintain integrity due to alterations, including the use of modern materials and a general lack of maintenance.	Barn
482	1616 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This workshop does not possess distinctive characteristics of a particular type, method of construction, or period.	Workshop
483	1616 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This animal shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Animal Shed
484	1616 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This animal shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Animal Shed

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
485	1649 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-204
486	1705 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-205
487	1710 U.S. Route 2A	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings, the construction of modern buildings on the property, and the lack of associated cultivated fields, farms roads, and other historic agricultural elements.	Farmstead; MHPC No. 1252-07-206
488	1710 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-206.1
489	1710 U.S. Route 2A	Linneus	No	No	N/A	Although the overall integrity is intact, this vernacular barn is not a distinct or unusual type for this area.	Barn; MHPC No. 1252-07-206.2
490	1747 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-207

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
491	1747 U.S. Route 2A	Linneus	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 1252-07-207.1
492	1757 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-208
493	1767 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern materials and a general lack of maintenance.	Residence; MHPC No. 1252-07-8
494	1775 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-7
495	1200 Hodgdon Mills Road	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-9
496	1787 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern materials.	Residence; MHPC No. 1252-07-10
497	12 South Oakfield Road	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
498	26 South Oakfield Road	Linneus	No	No	N/A	This church does not meet Criteria Consideration A as it applies to religious properties. It does not maintain integrity due to the use of modern materials.	Religious; MHPC No. 1252-07-13
499	South side of South Oakfield Road, approx. 0.185 miles west of intersection with U.S. Route 2A	Linneus	No	No	N/A	This resource does not meet Criteria Consideration D as it applies to cemeteries.	Cemetery; MHPC No. 1252-07-14
500	208 South Oakfield Road	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the lack of cultivated fields and other historic agricultural elements.	Farmstead; MHPC No. 1252-07-212
501	208 South Oakfield Road	Linneus	No	No	N/A	Although the overall integrity is intact, this house is not a distinct or unusual type for this area.	Residence; MHPC No. 1252-07-212.1
502	208 South Oakfield Road	Linneus	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn 1; MHPC No. 1252-07-212.2
503	208 South Oakfield Road	Linneus	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn 2; MHPC No. 1252-07-212.3
504	208 South Oakfield Road	Linneus	No	No	N/A	Although the overall integrity is intact, this barn is not a distinct or unusual type for this area.	Barn 3; MHPC No. 1252-07-212.4

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
505	1795 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-217
506	1792 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-11
507	1815 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-12
508	1841 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farms roads, and other historic agricultural elements.	Farmstead; MHPC No. 1252-07-218
509	1841 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern materials and a general lack of maintenance.	Residence; MHPC No. 1252-07-218.1
510	1841 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This shop does not possess distinctive characteristics of a particular type, method of construction, or period.	Shop MHPC; No. 1252-07-218.2

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
511	1883 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings and the lack of associated cultivated fields, farms roads, and other historic agricultural elements.	Farmstead; MHPC No. 1252-07-221
512	1883 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This house does not maintain integrity due to alterations, including the use of modern materials.	Residence; MHPC No. 1252-07-221.1
513	1883 Bangor Road/U.S. Route 2A	Linneus	No	No	N/A	This barn does not maintain integrity due to alterations, including the use of modern materials and a general lack of maintenance.	Barn; MHPC No. 1252-07-221.2
514	2017 U.S. Route 2A	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings, the construction of modern buildings on the property, and the lack of associated cultivated fields, farms roads, and other historic agricultural elements.	Farmstead; MHPC No. 1252-07-223
515	2017 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-223.1
516	2017 U.S. Route 2A	Linneus	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 1252-07-223.2

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
517	2065 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-224
518	2065 U.S. Route 2A	Linneus	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn 1; MHPC No. 1252-07-224.1
519	2065 U.S. Route 2A	Linneus	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn 2; MHPC No. 1252-07-224.2
520	2094 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-225
521	2094 U.S. Route 2A	Linneus	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 1252-07-225.1
522	2123 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-226
523	2123 U.S. Route 2A	Linneus	No	No	N/A	This barn does not possess distinctive characteristics of a particular type, method of construction, or period.	Barn; MHPC No. 1252-07-226.1

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
524	2168 U.S. Route 2A	Linneus	No	No	N/A	This farmstead does not maintain integrity due to the altered condition of the buildings, the construction of modern buildings on the property, and the lack of and other historic agricultural elements.	Farmstead; MHPC No. 1252-07-227
525	2168 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-227.1
526	2168 U.S. Route 2A	Linneus	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 1252-07-227.2
527	2168 U.S. Route 2A	Linneus	No	No	N/A	This shop does not possess distinctive characteristics of a particular type, method of construction, or period.	Shop; MHPC No. 1252-07-227.3
528	2193 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-228
529	2193 U.S. Route 2A	Linneus	No	No	N/A	This shed does not possess distinctive characteristics of a particular type, method of construction, or period.	Shed; MHPC No. 1252-07-228.1
530	2227 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-229

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
531	2352 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-230
532	2388 U.S. Route 2A	Linneus	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 1252-07-231
533	East side of U.S. Route 2A, approx. 6 miles southwest of intersection with South Oakfield Road	TAR2	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Camp
534	West side of U.S. Route 2A, approx. 8.5 miles north of intersection with Danforth Road	TAR2	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Camp
535	West side of U.S. Route 2A, approx. 8.25 miles north of intersection with Danforth Road	TAR2	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Camp
536	West side of U.S Route 2A, approx. 4.25 miles northwest of intersection with Danforth Road	Forkstown Township	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Camp
537	East side of East Branch Mattawamkeag River, approx. 3.1 miles northwest of intersection of U.S. Route 2A and Danforth Road	Forkstown Township	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Camp

Survey Map No.	Address	Town	NR Ind.	NR Dist.	Criteria	Integrity	Property Types/Notes
538	East side of East Branch Mattawamkeag River, approx. 3 miles northwest of intersection of U.S. Route 2A and Danforth Road	Forkstown Township	No	No	N/A	This camp does not possess distinctive characteristics of a particular type, method of construction, or period.	Camp
539	North side of Ludlow Road, approx. 0.15 miles west of McSheffery Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-2
540	North side of Ludlow Road, approx. 0.15 miles west of McSheffery Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-3
541	North side of Ludlow Road, approx. 0.15 miles west of McSheffery Road	Houlton	No	No	N/A	This house does not possess distinctive characteristics of a particular type, method of construction, or period.	Residence; MHPC No. 0644-14-4
542	258 Ludlow Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-5
543	258 Ludlow Road	Houlton	No	No	N/A	This garage does not possess distinctive characteristics of a particular type, method of construction, or period.	Garage; MHPC No. 0644-14-6

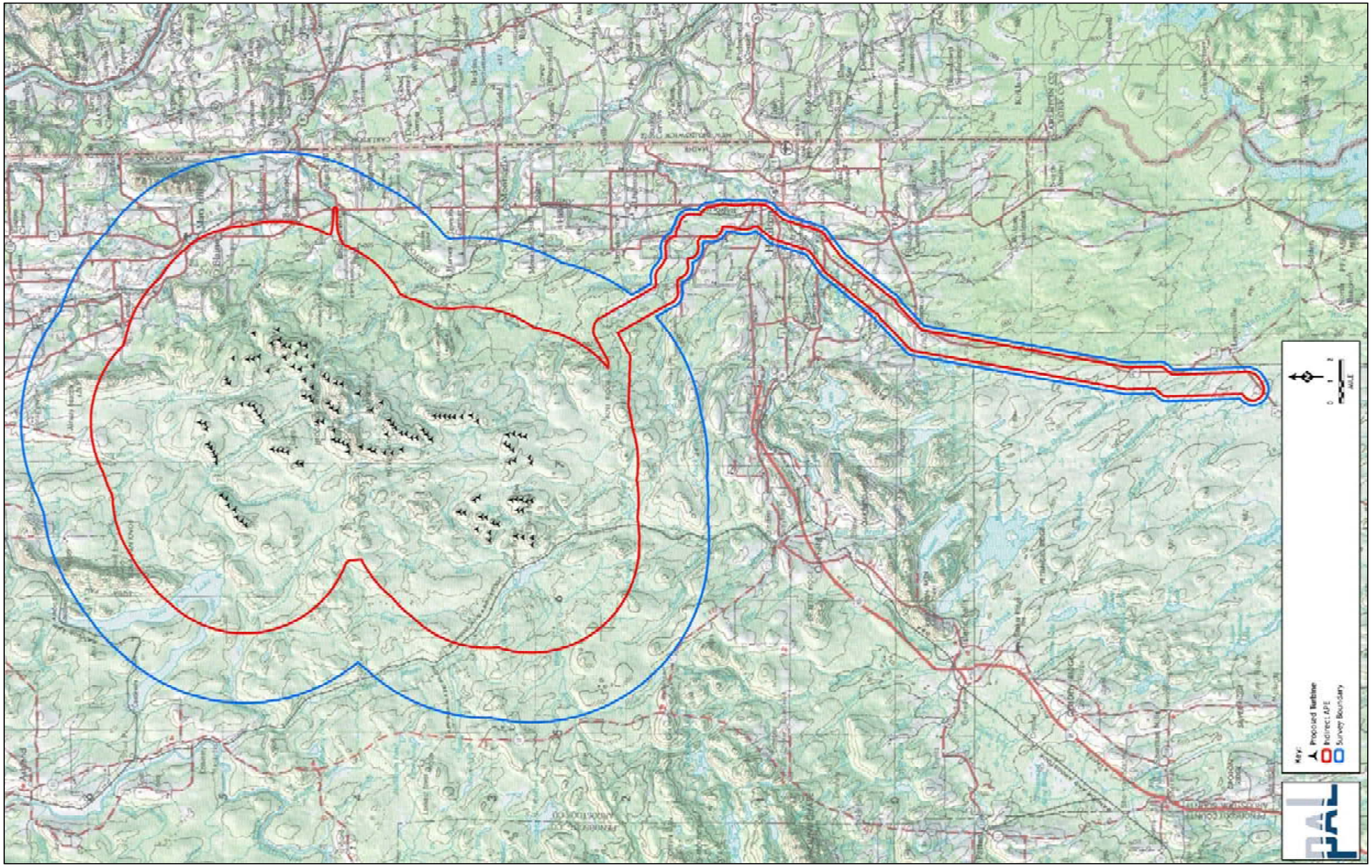


Figure 1. Number Nine Wind Project Site Map (MHPC No. 0649-14).

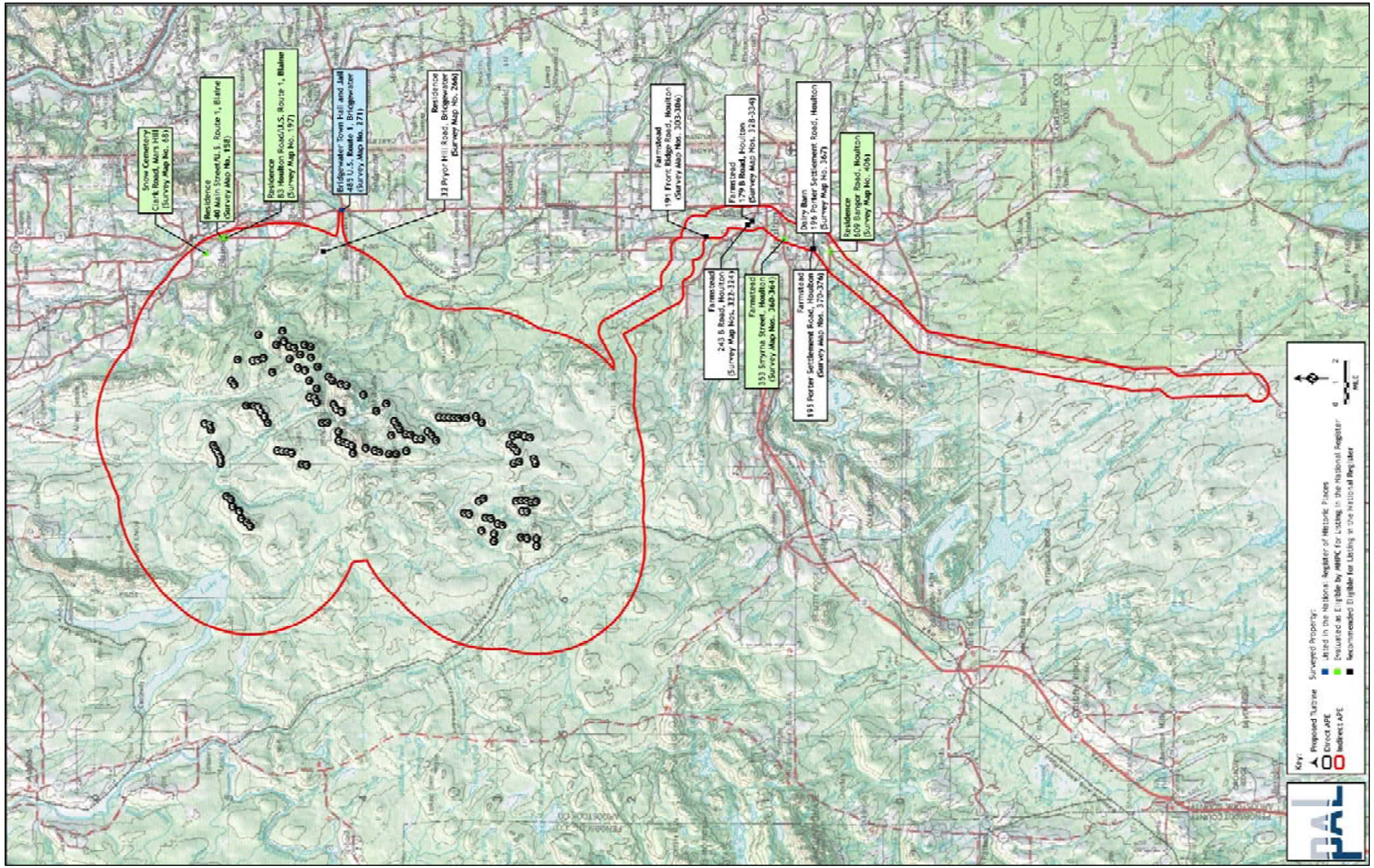


Figure 3. Properties within the Number Nine Wind Project APE which are Listed, Evaluated as, or Recommended Eligible for Listing in the National Register of Historic Places.

Photo 1. Bridgewater Town Hall and Jail, 485 U.S. Route 1, Bridgewater (Survey Map No. 271).

Photo 2. Snow Cemetery, east of Clark Road, Mars Hill (Survey Map No. 68; MHPC No. 266-0021).

Photo 3. House, 40 Main Street/U.S. Route 1, Blaine (Survey Map No. 158; MHPC No. 043-0050).

Photo 4. House, 83 Houlton Road/U.S. Route 1, Blaine (Survey Map No. 197; MHPC No. 043-0034).

Photo 5. Farmstead, 353 Smyrna Street/U.S. Route 2, Houlton (Survey Map No. 360; MHPC No. 207-0059).

Photo 6. House, 353 Smyrna Street/U.S. Route 2, Houlton (Survey Map No. 361; MHPC No. 207-0059a).

Photo 7. Barn 1, 353 Smyrna Street/U.S. Route 2, Houlton (Survey Map No. 362; MHPC No. 207-0059b).

Photo 8. Barn 2, 353 Smyrna Street/U.S. Route 2, Houlton (Survey Map No. 363; MHPC No. 207-0059c).

Photo 9. Workshop, 353 Smyrna Street/U.S. Route 2, Houlton (Survey Map No. 364; MHPC No. 207-0059d).

Photo 10. House at Savin Rock Farm, 609 Bangor Road/U.S. Route 2A, Houlton (Survey Map No. 406; MHPC No. 0644-14-49).

Photo 11. House, 32 Pryor Hill Road, Bridgewater (Survey Map No. 266; MHPC No. 055-0021a).

Photo 12. Farmstead, 191 Front Ridge Road, Houlton (Survey Map No. 303; MHPC No. 207-0077).

Photo 13. House, 191 Front Ridge Road, Houlton (Survey Map No. 304; MHPC No. 207-0077a).

Photo 14. Barn 1, 191 Front Ridge Road, Houlton (Survey Map No. 305; MHPC No. 207-0077b).

Photo 15. Barn 2, 191 Front Ridge Road, Houlton (Survey Map No. 306; MHPC No. 207-0077c).

Photo 16. Farmstead, 243 B Road, Houlton (Survey Map No. 322; MHPC No. 207-0076).

Photo 17. House, 243 B Road, Houlton (Survey Map No. 323; MHPC No. 207-0076a).

Photo 18. Barn, 243 B Road, Houlton (Survey Map No. 324; MHPC No. 207-0076b).

Photo 19. Farmstead, 179 B Road, Houlton (Survey Map No. 328; MHPC No. 207-0074).

Photo 20. House, 179 B Road, Houlton (Survey Map No. 329; MHPC No. 207-0074a).

Photo 21. Barn 1, 179 B Road, Houlton (Survey Map No. 330; MHPC No. 207-0074b).

Photo 22. Barn 2, 179 B Road, Houlton (Survey Map No. 331; MHPC No. 207-0074c.)

Photo 23. Garage, 179 B Road, Houlton (Survey Map No. 332; MHPC No. 207-0074d).

Photo 24. Shed, 179 B Road, Houlton (Survey Map No. 333; MHPC No. 207-0074e).

Photo 25. Wagon Shed, 179 B Road, Houlton (Survey Map No. 334; MHPC No. 207-0074f).

Photo 26. Dairy Barn, 196 Porter Settlement Road, Houlton (Survey Map No. 368).

Photo 27. Farmstead, 195 Porter Settlement Road, Houlton (Survey Map No. 370).

Photo 28. House, 195 Porter Settlement Road, Houlton (Survey Map No. 371).

Photo 29. Barn 1, 195 Porter Settlement Road, Houlton (Survey Map No. 372).

Photo 30. Barn 2, 195 Porter Settlement Road, Houlton (Survey Map No. 373).

Photo 31. Barn 3, 195 Porter Settlement Road, Houlton (Survey Map No. 374).

Photo 32. Garage, 195 Porter Settlement Road, Houlton (Survey Map No. 375).

Photo 33. Wagon Shed, 195 Porter Settlement Road, Houlton (Survey Map No. 376).

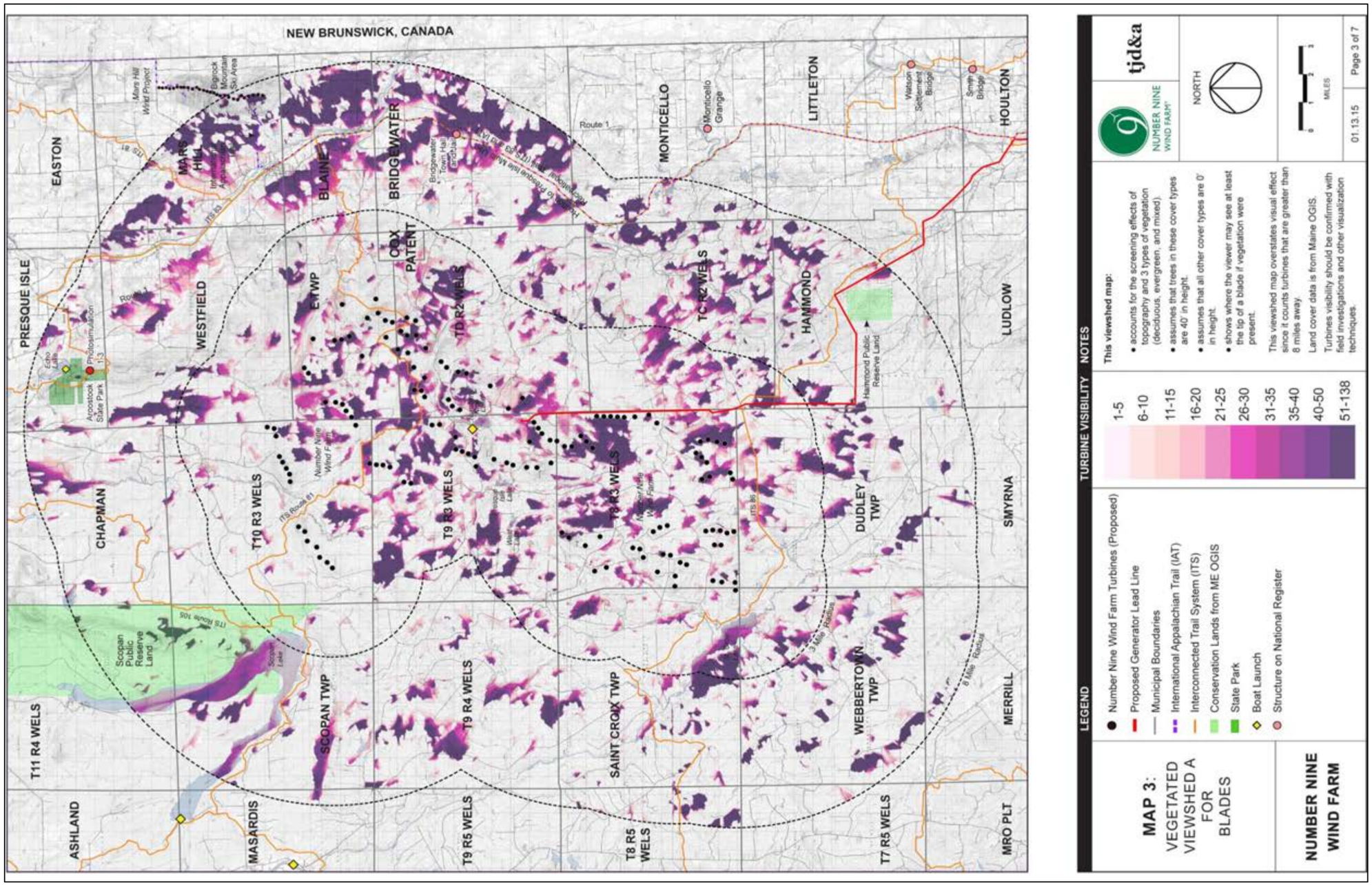


Figure 4a. Number Nine Wind (MHPC No. 0649-14) Viewshed Analysis Map. Provided by tjd&a Yarmouth, ME.

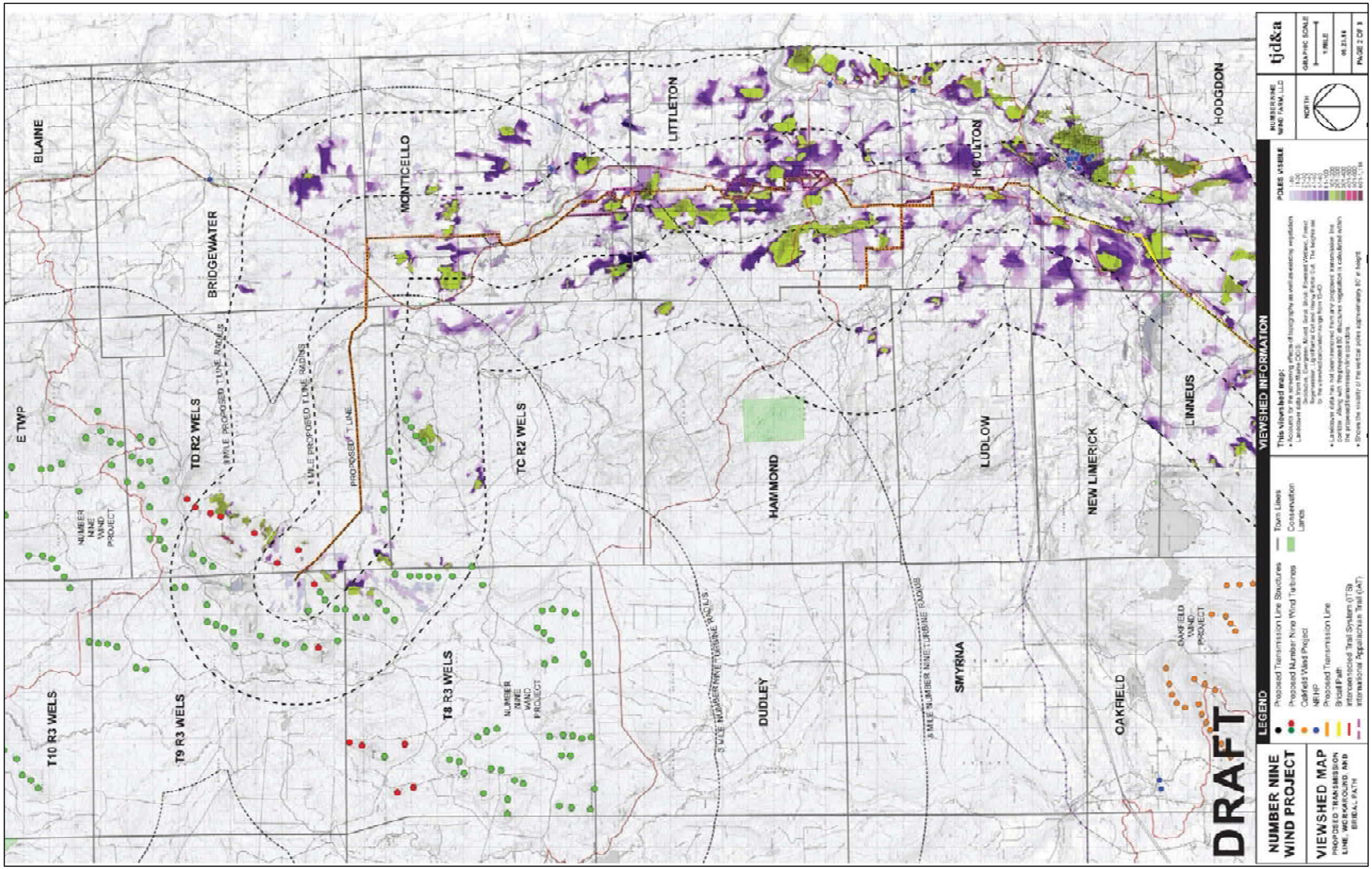


Figure 4b. Number Nine Wind (MHPC No. 0649-14) Viewshed Analysis Map. Provided by tjd&a Yarmouth, ME.

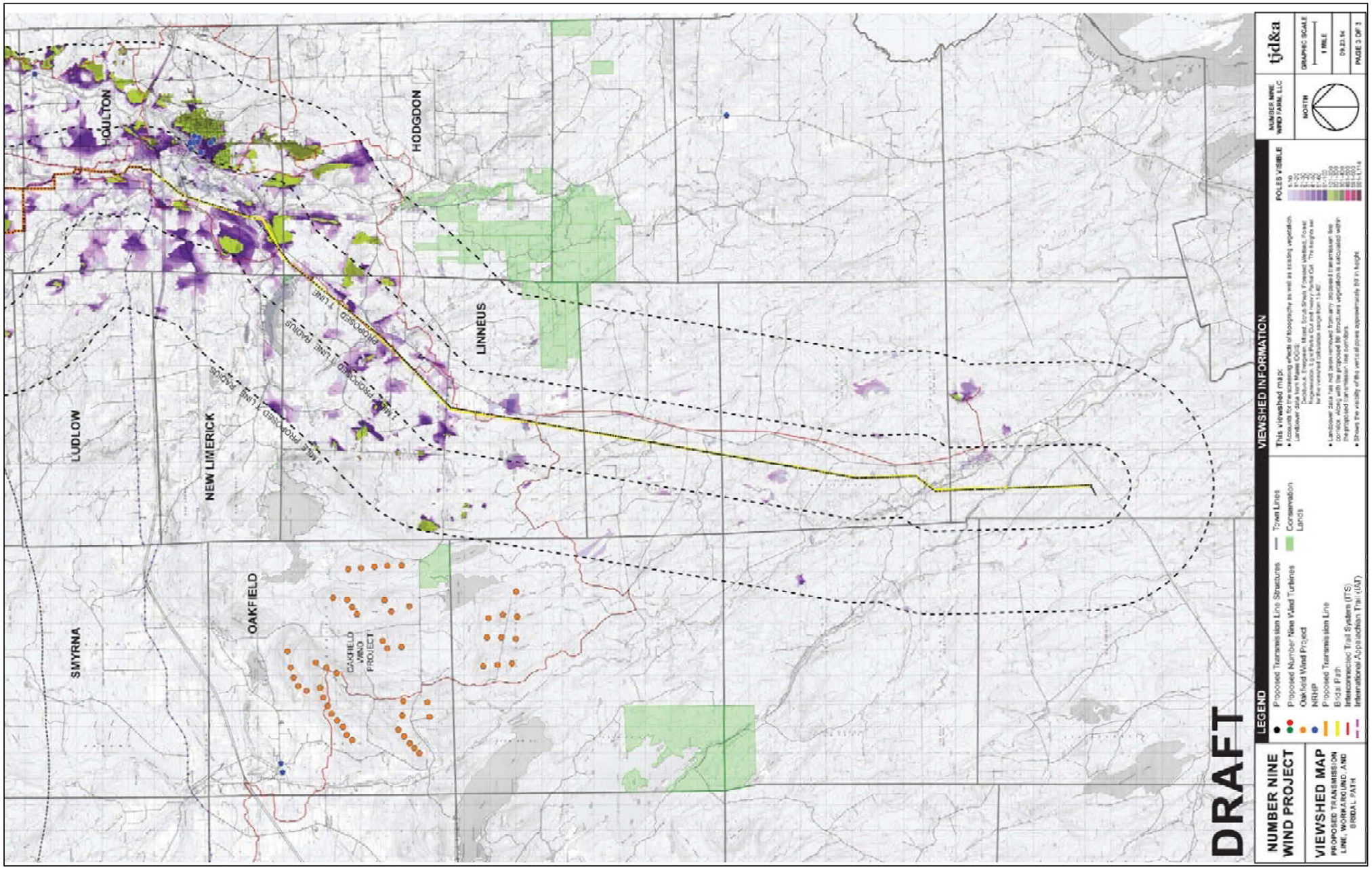


Figure 4c. Number Nine Wind (MHPC No. 0649-14) Viewshed Analysis Map. Provided by tjd&a Yarmouth, ME.

Photo 34. Viewshed west toward the Project area from Bridgewater Town Hall and Jail, 485 Main Street/U.S. Route 1, Bridgewater (Survey Map No. 271).

Photo 35. Viewshed southwest toward the Project area from house at 40 Main Street/U.S. Route 1, Blaine (Survey Map No. 158; MHPC No. 043-0050) (www.google.com/maps).

Photo 36. Viewshed southwest toward the Project area from the house at 83 Houlton Road, Blaine (Survey Map No. 197; MHPC No. 043-0034).

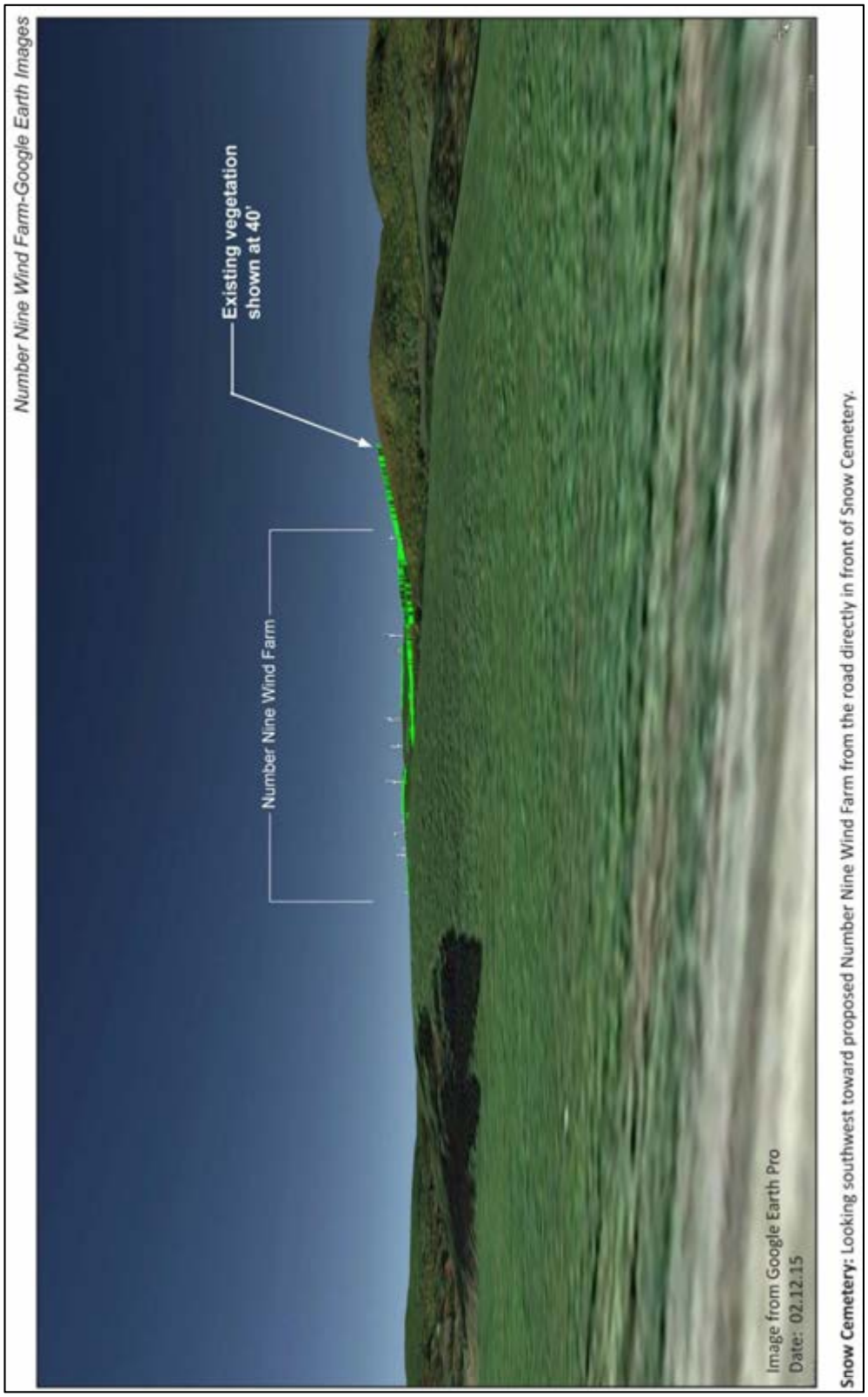
Photo 37. Viewshed east toward the Project area from the farmstead at 191 Front Ridge Road, Houlton (Survey Map Nos. 303-306; MHPC No. 277-0077). Views from directly in front of the property would be distant and obstructed by the surrounding topography and dense vegetation.

Photo 38. Viewshed east including overlay of proposed transmission line from approximately 0.10 miles southwest of the farmstead at 191 Front Ridge Road, Houlton (Survey Map Nos. 303-306; MHPC No. 277-0077) (tjd&a). Views from this location would be distant and partially obstructed by dense vegetation.

Photo 39. Viewshed east toward the Project area from the farmstead at 243 B Road, Houlton (Survey Map Nos. 322-324; MHPC No. 207-0076).

Photo 40. Viewshed east including overlay of proposed transmission line from the farmstead at 243 B Road, Houlton (Survey Map Nos. 322-324; MHPC No. 207-0076) (tjd&a). Views from this location would be obstructed by dense vegetation.

Photo 41. Viewshed southwest toward the Project area from Snow Cemetery, Clark Road, Mars Hill (Survey Map No. 68; MHPC No. 266-0021).



Snow Cemetery: Looking southwest toward proposed Number Nine Wind Farm from the road directly in front of Snow Cemetery.

Photo 42. Viewshed southwest including ovearlay of proposed turbines from Snow Cemetery, Clark Road, Mars Hill (Survey Map No. 68; MHPC No. 266-0021) (tjd&a). Views from this location will be distant and partially obstructed by dense vegetation.

Photo 43. Viewshed west toward the Project area from the house at 32 Pryor Hill Road, Bridgewater (Survey Map No. 266; MHPC No. 055-0021a).

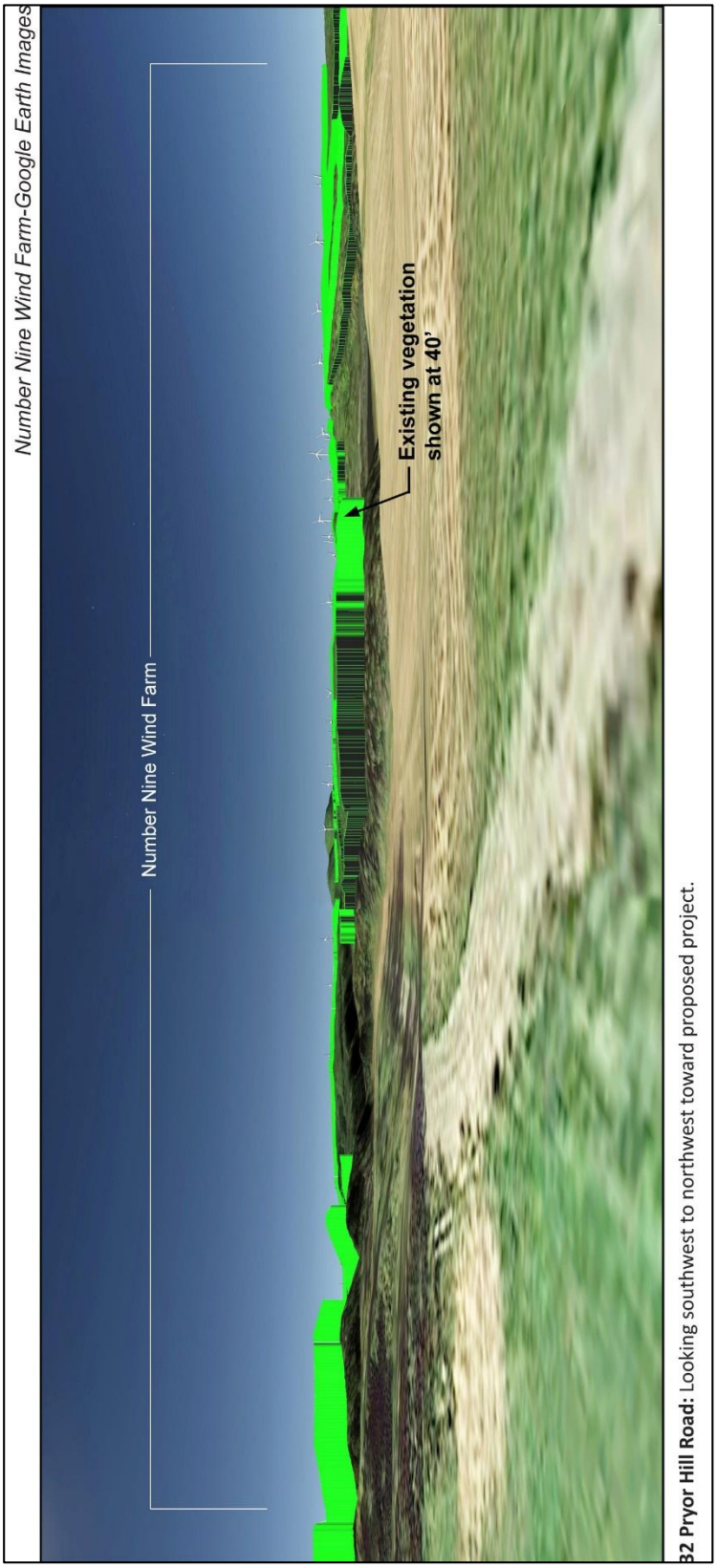


Photo 44. Viewshed west including overlay of proposed turbines from the house at 32 Pryor Hill Road, Bridgewater (Survey Map No. 266; MHPC No. 055-0021a) (tjd&a).

Photo 45. Viewshed east toward the Project area from the farmstead at 353 Smyrna Street/U.S. Route 2, Houlton (Survey Map Nos. 360-364; MHPC No. 207-0059).

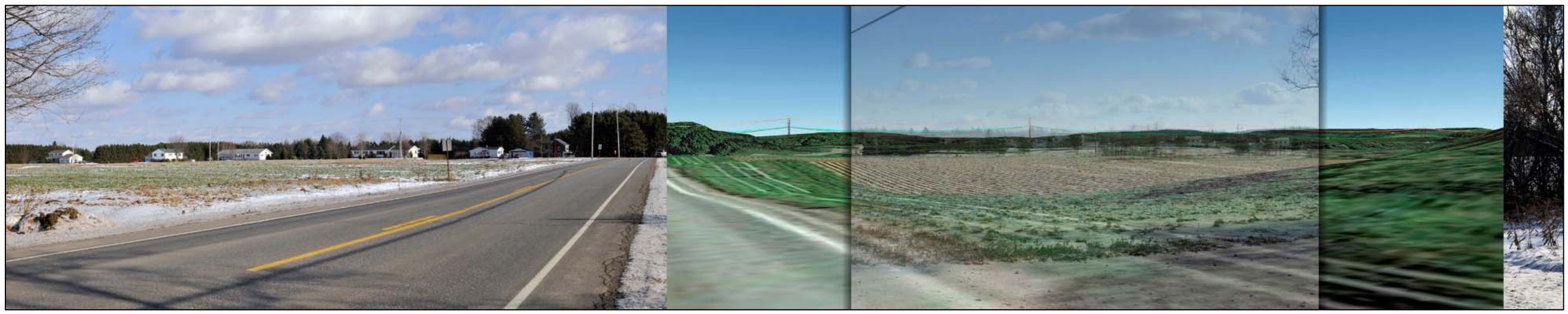


Photo 46. Viewshed east including overlay of proposed transmission line from the farmstead at 353 Smyrna Street/U.S. Route 2, Houlton (Survey Map Nos. 360-364; MHPC No. 207-0059) (tjd&a). Views from this location would be distant and partially obstructed by dense vegetation.

Photo 47. Viewshed north toward the Project area from the house at Savin Rock Farm, 609 Bangor Road/U.S. Route 2A, Houlton (Survey Map No. 406; MHPC No. 0644-14-49).

Photo 48. Viewshed north including overlay of proposed transmission line from the house at Savin Rock Farm, 609 Bangor Road/U.S. Route 2A, Houlton (Survey Map No. 406; MHPC No. 0644-14-49) (tjd&a). Views from this location will be open, but are already dominated by existing transmission lines.

Photo 49. Viewshed east toward the Project area from the farmstead at 179 B Road, Houlton (Survey Map Nos. 328-334; MHPC No. 207-0074).

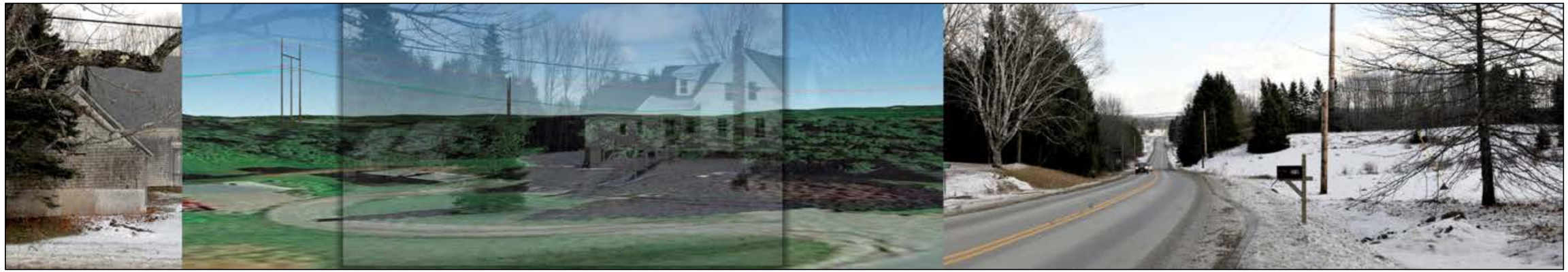


Photo 50. Viewshed east including overlay of proposed transmission line from the farmstead at 179 B Road, Houlton (Survey Map Nos. 328-334; MHPC No. 207-0074) (tjd&a). Views from this location would be distant and obstructed by dense vegetation.

Photo 51. Viewshed east toward the Project area from the dairy barn at 196 Porter Settlement Road, Houlton (Survey Map No. 368) and the farmstead at 195 Porter Settlement Road, Houlton (Survey Map Nos. 370-376).

Photo 52. Viewshed east including overlay of proposed transmission line from the dairy barn at 196 Porter Settlement Road, Houlton (Survey Map No. 368) and the farmstead at 195 Porter Settlement Road, Houlton (Survey Map Nos. 370-376) (tjd&a). Views from this location would be distant and partially obstructed by dense vegetation.

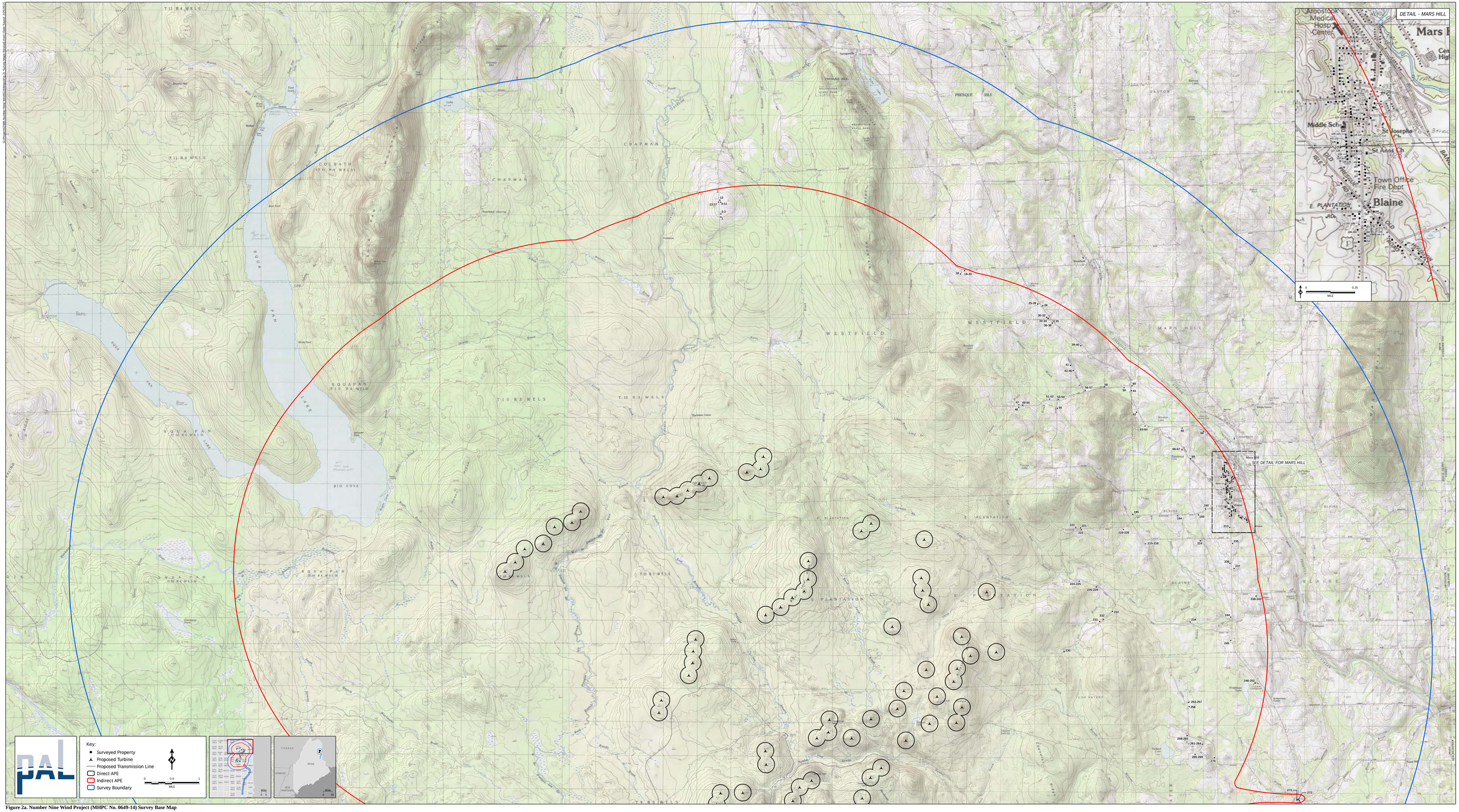


Figure 2a. Number Nine Wind Project (MHPC No. 0649-14) Survey Base Map

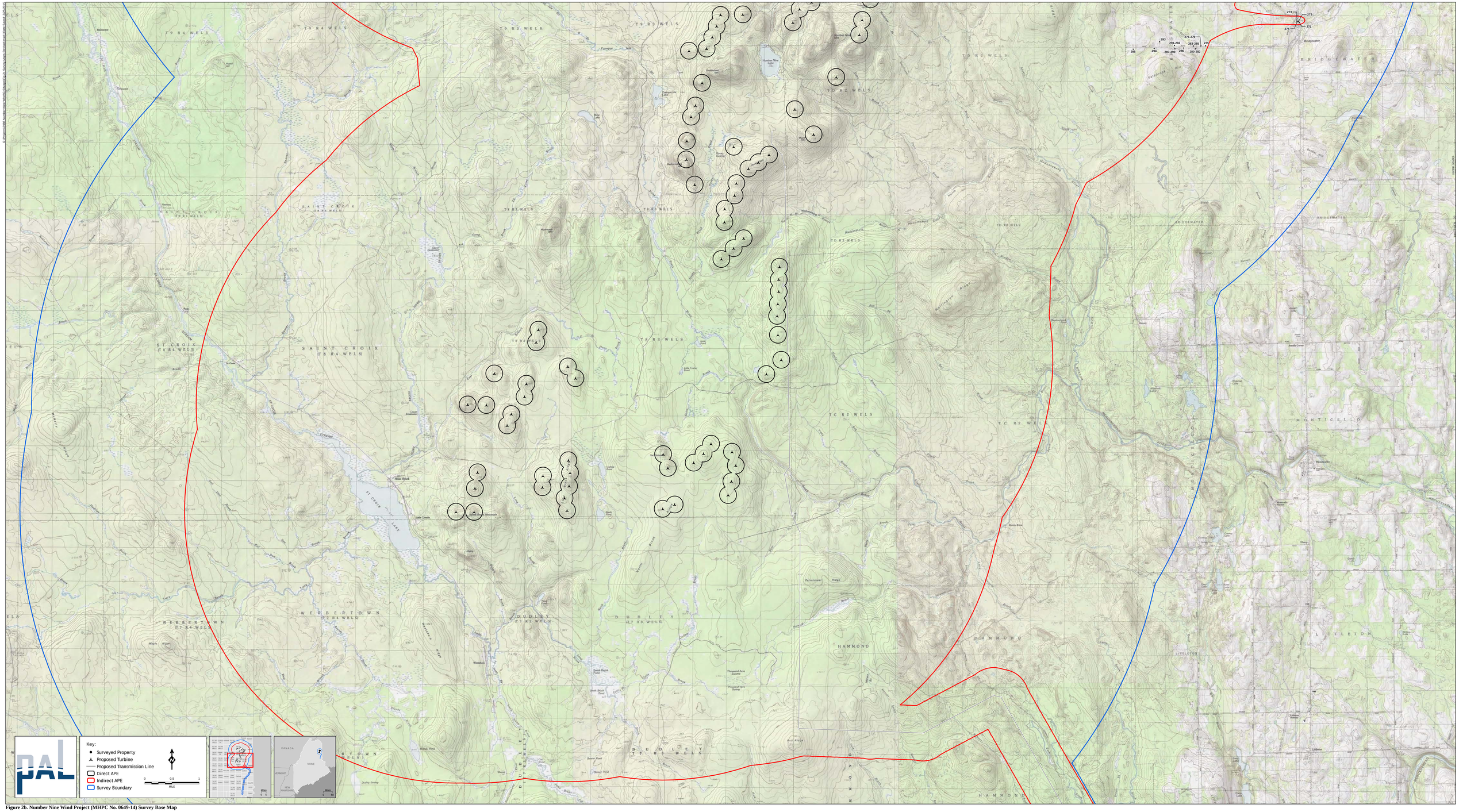
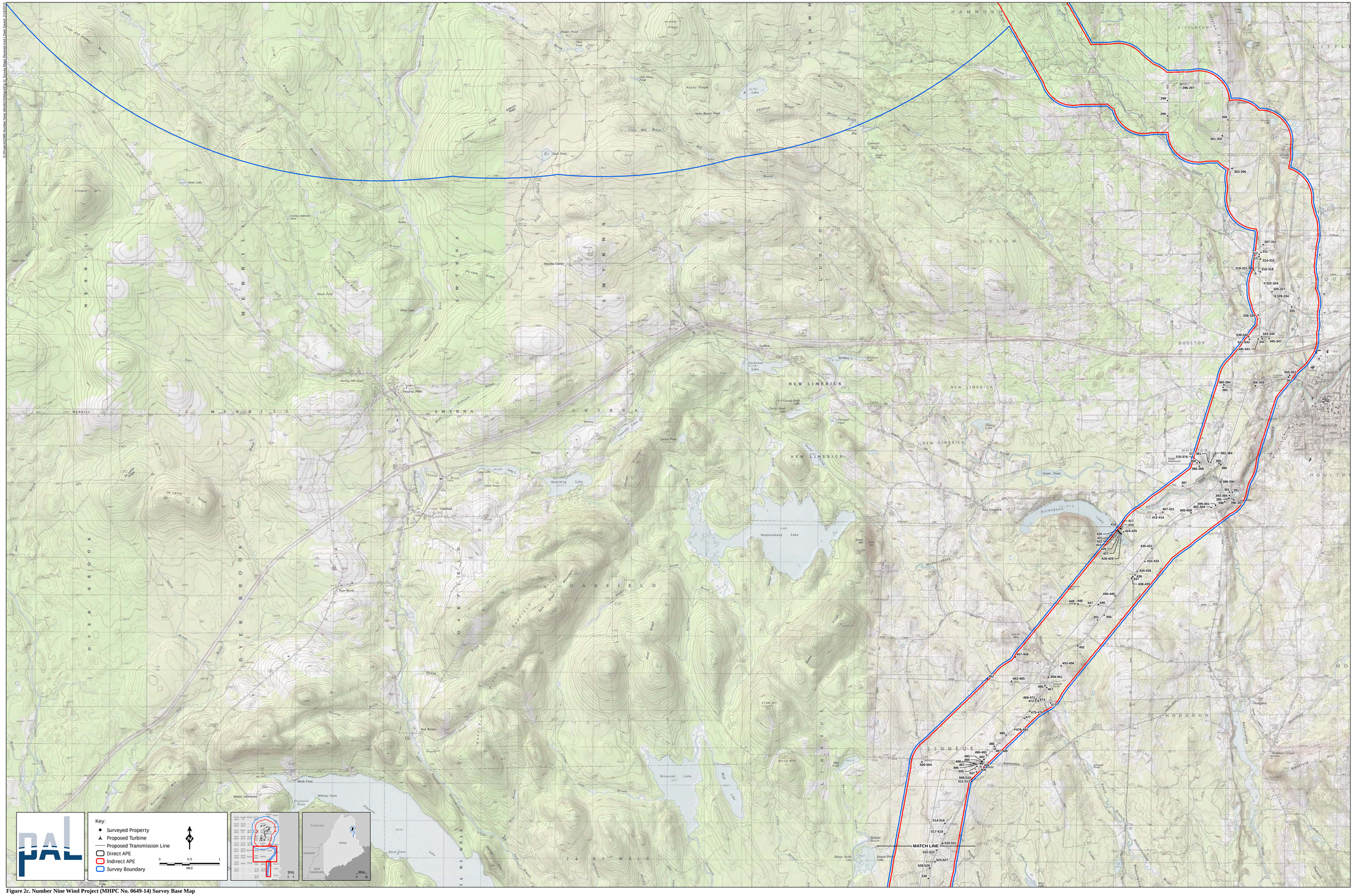


Figure 2b. Number Nine Wind Project (MHPC No. 0649-14) Survey Base Map



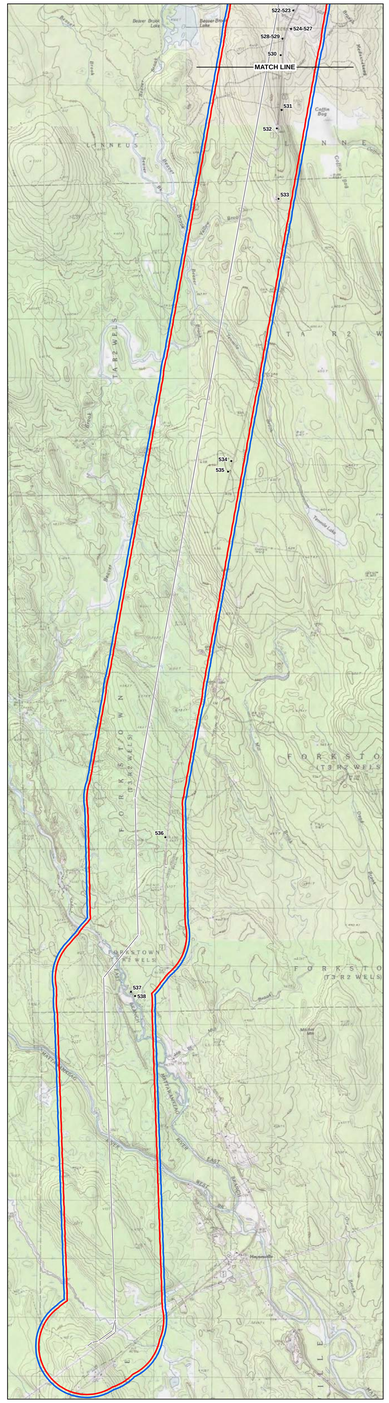


Figure 2c. Number Nine Wind Project (MHPC No. 0649-14) Survey Base Map

EXHIBIT 8-C PRE-CONTACT ARCHAEOLOGY REPORT

Phase IA Archaeological Precontact Period Study of the Number Nine Wind Farm, Aroostook County, Maine

prepared for

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Management Summary

A Precontact period archaeological Phase IA review was completed of the proposed Number Nine Wind Farm, which is located in Aroostook County, Maine. The Project includes three major components, the Turbine Area and its associated facilities, the North Generator Lead Line, and the Bridal Path Generator Lead Line. Each of these components was separately considered for their archaeological potential; however, the environmental and archaeological context of the area provides a backdrop for identifying archaeological sensitivity in the region. In general, there are a few archaeological variables that are known to be predictors of Precontact period sensitivity (i.e., topography, soils, rock types, and proximity to water) in the Project Area. Proximity to water is the primary variable; however, water proximity alone is not sufficient to evaluate whether archaeological resources may present within a project. Instead, it is the type of water body, whether it is navigable by canoe and if it possess nearby level, high ground that determine sensitivity.

The Project crosses 27 water bodies. Many of these are small streams and brooks that are not archaeologically sensitive. The remainder require some additional archaeological consideration. In the Turbine Area, there are six streams that are recognized as sensitive that could be affected by road crossings. Road crossings should be tested if (1) road upgrades necessitate major modifications to the crossing for the purposes of Project construction or maintenance, *and* (2) the modification extends onto high ground adjacent to the water body (e.g., level terrace). The amount of archaeological testing to identify where Precontact period resources are present would be determined based on the extent of the ground disturbances related to construction activities in consultation with the State Historic Preservation Officer.

The North Generator Lead Line crosses nine water bodies, most of these consist of small stream or brook tributaries that eventually feed into larger streams or dead end into wetlands. There are two crossings of larger waterways: one over the North Branch of the Meduxnekeag River and another over South Brook. Both river and brook crossings may require archaeological testing, if there is ground disturbance. Using guidance provided by the Maine Historic Preservation Commission, a maximum of five 50 cm^2 shovel testholes would be excavated on both sides of each river and stream crossing of the North Generator Lead Line for a total of 20 testholes.

The Bridal Path Generator Lead Line crosses seven water bodies. Again, as with water crossings along the North Generator Lead Line, most of these consist of small stream or brook crossing that are not evaluated as archaeologically sensitive. Three of them, however, are larger river crossings including the Meduxnekeag River at the line's north end and the two crossings of the East and West Branches of the Mattawamkeag River, which are located in Haynesville. The East Branch crossing is through a large wetland with no nearby higher ground for archaeological testing. The West Branch, however, does offer a testable surface on both banks and testing is recommended, if there is ground disturbance. Similar to the archaeological testing recommended for water bodies crossed on the North Generator Lead Line, a maximum of five 50 cm^2 shovel testholes would be excavated on both sides of each river for a total of 10 testholes.

The Meduxnekeag River crossing, which is located off the Porter Settlement Road that intersects with Route 2A in Houlton, was inspected by the author in July 2014. Both banks of the river have been heavily modified by agricultural activity. No testing is recommended at this crossing.

Introduction

TRC (Ellsworth, Maine) completed a Phase IA archaeological Precontact period study of the proposed Number Nine Wind Farm, LLC, a wholly owned subsidiary of EDP Renewables NA LLC (the Applicant). Number Nine Wind Farm, LLC has designed and now proposes the siting of the Project, a utility-scale wind energy generation facility located in Aroostook County, Maine. It consists of the Turbine Area and associated facilities (Figure 1), the North Generator Lead Line, and the Bridal Path Generator Lead Line (Figure 2). It is anticipated that the Bridal Path Generator Line will be acquired by a utility in the future. Therefore, the Bridal Path Generator Line is incorporated into the Project permit application as a distinct Project component in anticipation of the transfer of this portion of the Project. Each of these Project components is discussed below.

Turbine Area

The Turbine Area is located in T10 R3 WELS, E Township, T9 R3 WELS, TD R2 WELS, T8 R3 WELS, St Croix Township, TC R2 WELS, and Bridgewater (Figure 1). Project components located within the Turbine Area include 119 wind turbine generators. The design contemplates and depicts 129 locations; however, the Applicant will ultimately select 119 of these turbine sites and only 119 turbines will be constructed. In addition, the Turbine Area includes up to four permanent and four temporary meteorological "met" towers with a maximum height of 93 meters; a collector substation in T9 R3; an operations and maintenance (O&M) building in T9 R3; access roads; 34.5 kilovolt (kV) overhead and underground electrical collection lines; and laydown areas.

North Generator Lead Line

The North Generator Lead Line is an approximately 26.2 mile (41.9 km) long proposed 345 kV generator lead line sited in a 170 foot [51.8 m] wide corridor. It begins at the Turbine Area collector substation in T9 R3 and runs south through T8 R3, TC R2 WELS, Hammond, Littleton, and Houlton and ends north of Ludlow Road in Houlton (Figure 2). Clearing limits along the corridor length will be restricted to 170 feet (51.8 m)(and in many cases, 150 feet [45.7 m] where feasible). Where possible, the line will be accessed via existing public and private access roads for construction and operations.

Bridal Path Generator Lead Line

The Bridal Path Generator Lead Line is an approximately 25.4 mile (40.9 km) long proposed 345 kV generator lead line sited within an existing utility-owned 225 foot (68.6 m) wide corridor. It runs south from south of Ludlow Road in Houlton through Hodgdon, Linneus, TA R2 WELS, Forkstown Township, and ends in Haynesville (Figure 2). Clearing limits along the corridor length will

be the same as those specified for the North Generator Lead Line. Where possible, the line will be accessed via existing public and private access roads for construction and operations.

The purpose of this report is to provide an archaeological Phase 1A assessment for Precontact period archaeological sensitivity within the Project's area of potential effects (APE), which includes, the location of the 129 turbine pads, operations and maintenance building, collector substation, access roads, collection lines, the generator lead line corridors and interconnection switchyard that will connect the turbine electrical generating array to the power grid. The report begins with discussion of the geologic and vegetation history of the area as it provides a context for introducing the Precontact period archaeological description of the southeast Aroostook County region. It then describes how sensitivity was assessed and presents the results of the desktop and fieldwork investigation.

Physical and Archaeological Contexts

Background geologic and vegetation history of the area are offered here to provide a context for understanding the archaeological record of the region.

Recent Geological History

Geologic forces associated with the advance and subsequent retreat of the Laurentide Ice Sheet (LIS) during the Late Pleistocene Epoch shaped much of the contemporary landscape in Aroostook County. The ice sheet advanced across Maine in a southeasterly direction, scouring the landscape at is moved, before attaining a maximum position at Georges Bank in the Gulf of Maine around 20,000 - 22,000 years ago (Hughes et al. 1985). By 18,000 years ago, the LIS began its retreat reaching the present Maine coast by about 14,000 years ago (Schnitker et al. 2001). The interior portion of Maine was largely exposed by about 12,800 years ago except for residual ice capping in some of the taller mountains that persisted longer (Smith and Hunter 1989). As the ice retreated from Aroostook County, it left behind unsorted clays, silts, sands, and rock fragments; referred to as till. Till was directly deposited by the retreating LIS over all of the Project area (see Thompson and Borns 1985). It drapes the mountains where the turbines are proposed and it fills the lowlands where the generator lead lines are planned.

Recent Vegetation History

Colonization of the far Northeast region by plants following the LIS is characterized by continuous changes, particularly between 14,000 - 9,000 years ago as revealed in the study of pollen cores extracted from Maine lake bottoms. This 5,000-year time frame marks the transition from an open, tundra-like environment to woodlands, and eventually to a closed forest across much of the New England region (Davis and Jacobson 1985). Woodland vegetation, dominated by poplar and spruce, is believed to

have spread along the coastal lowlands to New Brunswick by 12,000 years ago, and pushed westward into interior portions of the region by 11,000 years ago. The transition from woodlands to closed forests initially began in southern Maine around 12,000 years ago, and developed rapidly over the region, including Aroostook County between 11,000 and 10,000 years ago. The closed forests were initially dominated by spruce, balsam fir, birch, and polar, but pine emerged as the dominate species across the region approximately 1,000 years after closure of the forest.

The emergence of pine, and concomitantly the demise of spruce, signaled a warming trend that reached its peak sometime around 5,000 years ago. Studies from pollen cores suggest this warming trend was characterized by a drier climate and lower water levels, particularly between 8,000 - 6,000 years ago (Almquist et al. 2001). Cooler, wetter conditions prevailed after about 4,500 years ago resulting in an increase in birch and poplar, followed by a return of spruce after around 2,000 years ago (Almquist-Jacobson and Sanger 1995). During this time, water levels in lakes and ponds rose, particularly between 3,000 - 2,500 years ago (Almquist et al. 2001).

By the arrival of Europeans in the 17th century the forests of northern Maine began to see large changes in their composition and extent brought on by commercial development and human settlement of the region. These changes accelerated throughout the 19th century and continue in the Project area today due both to timber harvesting and agriculture.

Precontact Period Culture History

The archaeological record of Maine is long and complex dating back more than 11,000 years ago. Archaeologists have divided this record into three major periods known as the Paleoindian, Archaic, and Ceramic cultural periods (Table 1). Further subdivisions within these periods area based on similarities in artifact forms and cultural adaptations over broad regions (Spiess 1990). It is important to note that these divisions are archaeological constructs and that their boundaries represent changes perceived as culturally significant by archaeologists in the region.

Paleoindian Period (ca. 11,500-9,500 years ago). The earliest inhabitants in the region, and throughout North America, are referred to as, "Paleoindian" people. Paleoindian people are believed to be the first people to migrate into North America and, in their pursuit of large game, rapidly colonized the continent (Martin 1973). The hallmark of the Paleoindian tradition is the fluted spear point, which was presumably used to hunt large game species, some of which are now extinct. These spear points are lanceolate in shape and possess a long, groove-like scar caused by a flake struck from their base on both faces.

In Maine, the Paleoindian period dates from approximately 11,500 to 9,500 years ago when much of the landscape was still vegetated in tundra and/or woodlands. Paleoindian people living in the region are characterized as highly mobile hunters and gatherers reliant mainly on caribou that presumably were abundant in the environment of that time (Spiess, Wilson, and Bradley 1998). They crafted their tools out of very fine-grained, colorful rocks obtained from a limited number of sources in the region, and they camped in locations typically removed from present day water bodies (Spiess, Wilson and Bradley 1998). These locations were rarely occupied during later cultural periods and are often strategically located above some form of low-lying terrain that may have been suitable habitat for caribou and other game animals. Their campsites are typically indicative of short-term habitations by small groups of people, perhaps in some cases by even a single, extended family.

Less than 100 Paleoindian period sites have been discovered in Maine and a few are also reported from neighboring Maritime Provinces (e.g., MacDonald 1968). They consist of campsites that vary in size from less than 300 m^2 to more than 18,000 m^2. Some of the best reported Maine Paleoindian sites include the Michaud Site located in Auburn (Spiess and Wilson 1987), the Nicholas Site in Poland (Wilson, Will, and Cormier 1995), the Esker Site along the Kennebec River in Caratunk (Will, Moore, and Dorion 2001), the Vail and Adkins Sites located on the shores of Aziscohos Lake in extreme western Oxford County (Gramly 1982, 1988), and the Hedden Site, which is located on the Kennebunk Plains (Spiess and Mosher 1994; Spiess et al. 1995). Two additional, unpublished, Paleoindian sites from southern Maine are under study by Nathan Hamilton. Another unpublished location is site 84.5 which is located along the North Branch of the Dead River in the Flagstaff Lake area. Also well known, but underreported is the Paleoindian site complex at the thoroughfare of Munsungun and Chase Lakes in Aroostook County about 60 miles (96 km) west of the Project as the crow flies. This area is underlain by Ordovician sedimentary rocks (Munsungun Formation cherts), which were highly prized by Paleoindian people for tool-making. Paleoindian period artifacts manufactured from these cherts are found in archaeological sites all over Maine and much of New England.

The end of the Paleoindian period and subsequent transition into the Early Archaic period is poorly understood. Archaeological evidence indicates that during the later Paleoindian period, fluted spear points were replaced by smaller, unfluted points. Other point styles also emerge in the region, most notable of which are long, slender lanceolate points with a distinctive parallel flaking technology (Doyle et al. 1985; Cox and Petersen 1997; Will and Moore 2002; Moore 2011). These cultural changes coincide with the transformation of the environment from more open woodlands to closed forests. By the Early Archaic period, the archaeological record contains a dramatically different material culture than that

recovered from sites dating to the preceding Paleoindian period. Sites of this time period are uncommon in Aroostook County and virtually unknown from the area around the Project.

Table 1. Comprehensive planning archaeological study units.

Time Period (RCYBP)	Study Unit
11,500 - 10,200	Fluted Point Paleoindian Tradition
10,200 - 9,500	Late Paleoindian Tradition
10,000 - 6,000	Early and Middle Archaic Traditions
6,000 - 4,200	Late Archaic: Laurentian Tradition
6,000 - 2,000	Late Archaic: Small-stemmed Point Tradition
4,500 - 3,700	Late Archaic: Moorehead Phase
3,900 - 3,000	Late Archaic: Susquehanna Tradition
3,000 - 450	Ceramic Period

Note: RCYBP equals radiocarbon years before present; AD equals calendar years. All dates are estimates. Source: Spiess (1990 and pers. comm. 1999).

Archaic Period (ca. 9,500-3,000 years ago). The Archaic period represents the longest cultural period in the region, spanning around 6,500 years. This time frame is indicative of persistent cultural adaptations, as inferred from artifact assemblages, which lasted over several millennia. Although Early and Middle Archaic people probably continued a nomadic hunter and gatherer lifestyle, their subsistence and settlement patterns were different from those of the Paleoindian people (Petersen 1991; Robinson, Petersen, and Robinson 1992; Will et al. 1996). This is suggested by the location of most Early and Middle Archaic sites along present-day water bodies, and the presence of food remains of aquatic species, particularly beaver, muskrat, and fish.

Archaeological assemblages dating to the Early and Middle Archaic periods in Maine are different from their predecessors, and somewhat unique to the Maine region, particularly with respect to the Early Archaic period. Initially believed to be very scarce (Sanger 1977), excavations into very deeply buried sites along Maine's major rivers has yielded much new and important evidence of Early and Middle Archaic people. Tools were typically produced from local stone, often collected in cobble form, and lack the finely crafted, chipped stone spear points that characterize the Paleoindian period. Rather, flakes and simply fashioned unifacial tools dominate the assemblages. In addition, a new technology using pecking and grinding techniques appears for the first time in the archaeological record (Robinson 1992). This new technology produced a suite of groundstone tools that became more varied and elaborate through time. Cultural resources management work related to relicensing of dams on the Saco, Kennebec, Androscoggin and Penobscot Rivers has revealed much evidence of what has been coined,

"The Gulf of Maine Archaic Technological tradition" (e.g., Robinson 1992; Sanger 1996; Will et al. 1996). The lack of these sites from the Project area may be due more to the rarity of nearby navigable rivers than to archaeological sampling bias.

By the Middle Archaic period, chipped stone spear points become increasingly more abundant and the first cemetery sites occur. Artifacts dating to this time period have also been discovered submerged in places, such as Blue Hill Bay (Crock, Petersen and Anderson 1993) suggesting that sea level rise has submerged sites from this time and earlier. The cemetery sites reveal mortuary practices that included the sprinkling of graves with red ocher, and the offering of grave goods, such as gouges, slate spear points, and stone rods (Willoughby 1898; Moorehead 1922; Robinson 1992; Will and Cole-Will 1996). Commonly referred to as the "Red Paint People," sites dating to this tradition have typically been found east of the Kennebec River with some sites displaying a strong focus on maritime resources. There are no such sites reported from the Project area.

The close of the Late Archaic period is characterized by another archaeological tradition known as the Susquehanna tradition (Sanger 1979; Bourque 1995). It is widespread in Maine and New England. The people of the Susquehanna tradition appear to have been more focused on a terrestrial economy than a marine economy. They largely abandoned the use of red ocher in their graves, and often cremated their dead rather than buried them. Diagnostic tool forms include large, broad-bladed chipped stone spear points. Late Archaic sites are also rare in the Project area, but certainly much more common about 100 km (60 miles) south as the crow flies in the Millinocket Lake area.

The relationships between the perceived Late Archaic cultural groups continue to be a source of debate among Maine archaeologists. At the root of the argument is whether the various archaeological assemblages of the Late Archaic reflect local, long-term cultural adaptations, or movement of people into the region with a different culture and way of life. Whatever the origins of the cultural changes observed, they again roughly coincide with increasing changes in the environment that provided more favorable habitat for deer populations and possibly other modern species as well.

Ceramic Period (ca. 3,000-450 years ago). The introduction of pottery manufacture and use in Maine defines the onset of what Maine archaeologists call the Ceramic period (Bourque 1971; Sanger 1979; Will 2014). In other parts of the Northeast, this cultural period is referred to as the Woodland period. The differences between the two terms is mainly that hunting and gathering for food remained the primary means of subsistence throughout much of Maine and the Maritimes, while a reliance on horticulture and a tendency toward larger, more permanent settlement patterns developed in other regions during the same time period. Ceramics first appear in the archaeological record of Maine around 3,000

years ago and they persist until contact with Europeans when clay pots were replaced in favor of iron and copper kettles that were traded for beaver pelts and other animal furs.

Ceramic period sites are abundant in Maine, along both the coast (Hadlock 1939, 1941; Spiess 1991) and in the Maine interior (Bourque 1971; Sanger 1979). Along the coast, they are most visible in the form of shell middens, which have attracted the attention of professional and amateur archaeologists since the late 19th century. Shell midden sites contain discarded shells of clams, oysters, mussels, and quahogs, bones of both terrestrial and marine animals, as well as broken pottery sherds and discarded stone and bone tools. Sites in the interior are most common along waterways, ponds, and lakes. Assemblages from the interior differ from coastal sites in that bone assemblages are poorly represented due to differences in preservation. Ceramic period sites are not rare in the Project region with many of them reported from the St. Croix River (Cox 1998) to the south and the Aroostook River to the north (e.g., Will et al. 1997).

The picture that emerges from Ceramic period sites is one showing long-standing cultural adaptation to the diversified use of local resources (Sanger 1988). In addition, the presence and nature of artifact forms, and certain types of stone recovered from Ceramic period sites indicate trade and communication with peoples far to the north, south, and west. By the end of the period, historical and archaeological evidence suggests horticulture was practiced in southern Maine. The Ceramic period ends with European contact around 450 years ago. At this time, most of the artifacts attributable to Precontact period inhabitants of Maine disappear from the archaeological record.

Precontact Archaeological Resource Sensitivity Assessment

Just as today, people in the Precontact period did not uniformly live across the landscape; Maine state archaeological survey maps, which show site locations, affirm this conclusion. Some areas were more attractive than others to people deciding where to establish camps and villages, burial locations, and all of the other types of sites associated with day-to-day living. Some locations were used more often than others, because of the availability of unique resources (e.g. plants, animals, and raw materials) or perhaps even through historical accident. And, some areas may simply not have been used or used on just a few occasions leaving no evidence in the archaeological record. Additional problems affecting understanding of Precontact period land use is the fact that even when an archaeological site is produced, it may not last long due to preservation biases created by local environmental conditions. Interpretation is further confounded, because sharp differences in how land is used and modified in the present compared with the Precontact past has resulted in the destruction of many archaeological site locations.

Mindful of these concerns, the design of Precontact period archaeological resource surveys to discover site locations in Maine is supported by more than 100 years of archaeological field investigations and several decades of testing predictive models to determine where sites may be expected to occur. All of these efforts demonstrate that proximity to water resources was a dominant variable used by Precontact period hunter/gatherers for selecting site locations (see, for example, Kellogg 1987, 1994; Spiess 1994, 1996; Will et al. 1995; Will et al. 1997; Will et al. 1999). This conclusion is likely not simply a sampling bias. For example, several archaeological cultural resource surveys conducted in eastern Maine during the last 20 years support the conclusion. First, are results obtained from the Phase I survey of the Maritimes and Northeast natural gas pipeline by ARC, Inc. in 1997 - 1998 (Will et al. 1997; Will et al. 1999). Briefly, the sensitivity design for the survey focused on identifying the potential for areas within that Project's APE (a 200 foot or 62 m wide corridor) to contain Precontact archaeological sites. Predictions of where archaeological resources might be present, and where they were not likely to be present, were made based on a set of key environmental variables for which data could be readily obtained that included:

High Sensitivity:

fresh or saltwater resources within 150 m; well-drained sandy soils; and level to moderately level topography (0 to 3 percent slope).

Moderate Sensitivity:

fresh or saltwater resources within 150 to 500 m; well-drained to moderately well-drained, sandy to cobbly soils; moderately level topography (3 to 8 percent slope); minimal to moderate ground disturbance; and archaeological sites in vicinity of project area.

Low Sensitivity:

no fresh or salt water for more than 500 m; poorly drained or inundated areas; steep topography (8 percent slope or greater); moderate to extensive ground disturbance; and no archaeological sites in vicinity of project area.

The model was tested with information collected from more than 480 km (300 miles) of the Maritime & Northeast pipeline corridor. On that project, more than 2,500 testholes were excavated in almost equal proportions among areas of high, medium, and low sensitivity. An important conclusion of this undertaking was that all Precontact period sites (with the exception of one Paleoindian period artifact) were found adjacent to water.

Second, another large archaeological survey using a similar sensitivity model was conducted in Penobscot and Washington Counties by the Maine State Museum under the direction of Dr. Stephen Cox in 1989 (Cox 1989). He surveyed a proposed Bangor Hydroelectric Company 345 kV transmission line route, and examined 87 sampling areas of varying archaeological sensitivity along the route from Orrington to the St. Croix River in Baileyville. A total of 996 testholes were excavated. Three, small, Precontact period archaeological sites were discovered, and all of them were located along a river or large stream.

Third, a major survey on a revised Bangor Hydroelectric Company 345 kV transmission line route was conducted by TRC in 2005 (Clark and Moore 2005). That survey examined a route parallel to the existing Maritimes and Northeast pipeline from Orrington to the St. Croix River. In all, 18 locations and landforms were tested for the presence of Precontact cultural sites and materials using 317 testholes. No Precontact sites or materials were discovered, because most of the test locations were along small stream crossings and other landforms that turned out not to be archaeologically sensitive.

Proximity to water is unquestionably a sensitive variable for predicting the locations of Precontact period hunter/gatherers who inhabited Maine. In fact, approximately 95% of all Precontact period archaeological sites reported in Maine (out of a sample of more than 5,500 sites) have been discovered either along the seacoast or along the margins of interior rivers, streams, lakes, and wetlands (Spiess 1994). Even in New York, archaeologist Robert Funk's research (1993) has similarly shown that Precontact period sites are generally located within 300 feet (91 m) of water.

Not all water bodies and/or waterways are equal, however. In the abovementioned surveys, no sites were ever found along small tributaries or streams. That does not mean that people never used such location for resource acquisition, only that whatever human activity occurred near them left no traces. Here is a case in point. Survey for the Niagara Power Project (FERC no. 2216) (Will et al. 2006) involved excavation of hundreds of testholes along the banks of the Niagara River and small streams that feed into it. Numerous Precontact period archaeological sites were found along the river, a few at the mouths of creeks, but none up into the creeks. However, elders from the nearby Tuscarora Indian Nation reported fishing up the creeks as young adults; the creeks were places where fish spawned. Fish were hunted with spears (and shotguns) and then returned home for processing and consumption (Will 2005). Archaeologically, however, their activities were invisible to our survey and I suspect that is also the reason that we found no Precontact period evidence for fishing in the creeks as well.

Most of the Precontact period sites discovered in Maine near water are campsites or villages. They may also have been food extraction locations: places to fish, hunt waterfowl, or dig clams. However, the locations of ritual sites (e.g., cemeteries) or resource extraction sites (e.g., rock quarrying for tool making) are often not near water and are discovered more often by accident rather than by design. They constitute the 5% of sites in the Precontact period inventory of archaeological sites recorded in Maine. Although they represent only a small portion of known sites, they are as equally important as near-water sites for understanding the lifestyles of Precontact people. Unfortunately, we have few predictors for their locations.

Archaeological Sensitivity of the Project Area

Archaeological sensitivity (or the ability to offer educated judgments about where archaeological resources may have been located) of the Project area is derived from taking into consideration where archaeological sites have already been discovered in Aroostook County (and adjacent counties), where sites have not been discovered as a result of systematic survey, and knowledge about the environments present in the Project area.

The following 7.5 minute USGS topographic sheets were reviewed for information relevant to the proposed Project: The numbers enclosed in parentheses reference the Maine Historic Preservation Commission's references numbers for these sheets: Mattawamkeag Lake (137a), Monument Brook (137b), Wytopitlock Lake (137c), Alder Brook (137d), Ten Mile Lake (138a), North Smith (138b), Haynesville (138c), Orient (138d), Smyrna Mills (148a), Ludlow (148b), Oakfield (148c), Meduxnekeag Lake (148d), Twin Brook (149a) Houlton North (149b), Linneau (149c), Houlton South (149d), Spinney

Brook (158a), Number Nine Lake (158b St. Croix lake (158c), North Brook Ridge (158d), Packard Lake (159a), Bridgewater (159b), Harvey (159c), Monticello (159d), and Westfield (168c). There are no known sites within the Project's boundaries, either in the Turbine Area or along the two generator lead lines. Precontact period archaeological sites outside of the boundaries are rare and cannot be assigned to any specific Precontact period cultural unit as identified above.

What is known generally about the Project area is that soils are generally poorly drained (all glacial till), and that hilly topography is in the Turbine Area, and low topography that is frequently punctuated by wetlands exists along the proposed route of the two generator lead lines. None of these areas is conducive to establishing habitation sites, such as camping areas or village locations.

In addition to habitation sites, special purposes sites, such as rock quarrying locations (e.g., Mt. Kineo at Moosehead Lake and the Munsungun Formation west of Ashland) are important for consideration in this Project. The potential existence of such special-purpose Precontact period sites is dependent on the presence of fine-grained lithic material (rock that produces a conchoidal fracture when broken to make chipped stone tools). The bedrock geology of the Project area was reviewed from maps (Oberg, Hussey, and Boone (1985) to determine whether fine-grained lithic materials might be present. The northern portion of the Project area is dominated by limestone. The central portion of the Project area is mapped as greenstone and an unnamed conglomerate. The southern part of the Project area is mapped as an unnamed pelite. None of these rock formations yield materials suitable for making chipped stone tools. Bedrock was not observed to outcrop in the proposed Turbine Area when the author visited it when it was being considered for another wind farm development. Additionally no stone that could have been used for chipped stone tool making was observed in cobble form along the lumber roads that were traversed then in the project area.

The only variable with archaeological sensitivity in the Project area is proximity to water and the Turbine Area, Northern Generator Lead Line and the Bridal Path Generator Lead Line all cross water bodies. The proposed locations of laydown yards and the O & M building in the Turbine Area are not near water and are not in areas sensitive for Precontact period archaeological sites. This was also confirmed using Google Earth® imagery. However, as noted above, not all water bodies are archaeologically sensitive. As survey results document above show, small streams and tributaries, those that are seasonal or not navigable by canoe, have not historically been shown to possess Precontact period archaeological resources. As a general comment, there are few navigable waterways, either in the Turbine Area or along the two generator lead lines. Water bodies associated with each of the three major Project components are considered separately below.

Turbine Area Water Bodies

The archaeological concern for water bodies in the Turbine Area is for those that are crossed by existing or proposed roads where improvements may occur that may affect areas sensitive for Precontact period resources. Table 2 shows that ten water bodies are crossed. Only six of these, Shields Brook, the East and West branch of Presque Isle stream, Number Nine Stream, and two crossings of South Brook are recognized as sensitive because of their size and/or connections with other water bodies. These road crossing should be tested if (1) road upgrades necessitate major modifications to the crossing for the purposes of Project construction or maintenance, *and* (2) the modification extends onto high ground adjacent to the water body (e.g., level terrace). The amount of archaeological testing to identify where Precontact period resources are present would be determined based on the extent of the ground disturbances related to construction activities and in consultation with the State Historic Preservation Officer.

Table 2. Water body crossings in Turbine Area.

Name	**Comment**	**Township**
Shields Brook	*Road crossing*	*T10 R3 WELS*
Black Brook	Road crossing	T10 R3 WELS
Burnt Land Brook	Road crossing	TC R2 WELS
West Branch Presque Isle Stream	*Road crossing*	*T10 R3 WELS*
East Branch Presque Isle Stream	*Road crossing*	*T9 R3 WELS*
Three Brooks	Road crossing	E TWP
Number Nine Stream	*Road crossing*	*TD R2 WELS*
South Brook (2) crossings	*Road crossing*	*T8 R3 WELS*
East Branch Howe Brook	Road crossing	T8 R3 WELS
Bear Brook	Road crossing	TC R2 WELS

Note: Locations identified in italics are sensitive for Precontact period archaeological resources.

North Generator Lead Line Water Bodies

The North Generator Lead Line crosses nine waterways (Table 3). Most of these consist of small stream or brook tributaries that eventually feed into larger streams or dead end into wetlands. Perhaps some of them may have been used for fishing in the past, but none of the small streams and brooks are navigable. There

are two crossing of larger waterways: one over the North Branch of the Meduxnekeag River and another over South Brook that were evaluated for archaeological testing. Their archaeological sensitivity is based on the observation that they are major water crossing, are navigable, and are terraced nearby. Not surprisingly, the Mattawamkeag River where it empties into the Penobscot River about 50 km (31 miles) southeast of the proposed North Generator Lead Line has recorded Precontact period archaeological sites along its banks. Both river and brook crossings may require archaeological testing and a scope of work to test them is presented in Table 5 in the conclusions.

Bridal Path Generator Lead Line Water Bodies

The Bridal Path Generator Lead Line crosses seven water bodies (Table 4). Again, as with water crossings along the North Generator Lead Line, most of these consist of small stream or brook crossing that are not evaluated as archaeologically sensitive. Three of them, however, are larger river crossings including the Meduxnekeag River at the line's north end and the two crossings of the East and West Branches of the Mattawamkeag River, which are located in Haynesville. The East branch crossing is through a large wetland

Table 3. Water body crossings along the North Generator Lead Line.

North Line	**Comment**	**Township**
North Branch Meduxnekeag River	*River crossing*	*TC R2 WELS*
South Brook	*Small tributary that eventually empties into Meduxnekeag River to east*	*TC R2 WELS*
Bear Brook	Small tributary that empties into South Brook	TC R2 WELS
Twin Brook	Small tributary	TC R2 WELS
Howard Brook	Small tributary that empties into South Brook	Hammond
Fork Brook	Small tributary that feeds into B Stream to the east	Hammond
Mansur Brook	Small tributary that eventually feeds into B Stream to the east	Hammond
Webster Brook	Small tributary that eventually feeds into B Stream to the east	Hammond
B Stream	Small stream that eventually empties into the Meduxnekeag River to east.	Hammond

Note: Locations identified in italics are sensitive for Precontact period archaeological resources.

with no nearby higher ground for archaeological testing. The West branch, however, does offer a testable surface on both banks and testing is recommended.

The Meduxnekeag River crossing, which is located off the Porter Settlement Road that intersects with Route 2A in Houlton, was inspected by the author in July 2014. Both banks of the river have been heavily modified by agricultural activity. No testing is recommended at this crossing.

Recommended archaeological testing for the West Branch of the Mattawamkeag River is reported in Table 5 below.

Table 4. Water body crossings along the Bridal Path Generator Line.

Bridal Path	**Comment**	**Township**
Meduxnekeag River	Major north-south running river along US/Canada border; Heavily disturbed by agricultural activity; no areas undisturbed for testing	Houlton
Bither Brook	Small tributary that eventually feeds into the Meduxnekeag River to north	Linneus
Yellow Brook	Small tributary that feeds into Little Beaver Brook to the west	TA R2 WELS
Ten Mile Brook	Small tributary that feeds into Little Beaver Brook to the west	TA R2 WELS
East Branch Mattawamkeag River	Major north-south running river; crosses large wetlands with no nearby testing areas	Haynesville

Table 4. Water body crossings along the Bridal Path Generator Line (continued).

Bridal Path	**Comment**	**Township**
West Branch Mattawamkeag River	*Major north-south running river*	*Haynesville*
Babcock Brook	Small tributary that feeds into Mattawamkeag River (west Branch) to northeast	Haynesville

Note: Locations identified in italics are sensitive for Precontact period archaeological resources.

Conclusions

The Number Nine Wind Farm has three major components, the Turbine Area and its associated facilities, the North Generator Lead Line, and the Bridal Path Generator Lead Line. Each of these components was separately considered for its Precontact period archaeological potential; however, the environmental and archaeological context of the area provides a backdrop for identifying archaeological sensitivity in the region.

In general, there are a few archaeological variables that are known to be predictors of Precontact period sensitivity (i.e., topography, soils, rock types, and proximity to water) in the Project Area. Proximity to water is the primary variable; however, water proximity alone is not sufficient to evaluate whether archaeological resources may present within a project. Instead, it is the type of water body, whether it is navigable by canoe and if it possess nearby level, high ground that determine sensitivity.

The Project crosses 27 water bodies. Many of these are small streams and brooks that are not archaeologically sensitive. The remainder require some additional archaeological consideration (Table 5). In the Turbine Area, there are six streams that are recognized as sensitive that could be affected by road crossings. Road crossings should be tested if (1) road upgrades necessitate major modifications to the crossing for the purposes of Project construction or maintenance, *and* (2) the modification extends onto high ground adjacent to the water body (e.g., level terrace). The amount of archaeological testing to identify where Precontact period resources are present would be determined based on the extent of the ground disturbances related to construction activities in consultation with the State Historic Preservation Officer.

The North Generator Lead Line crosses nine water bodies, most of these consist of small stream or brook tributaries that eventually feed into larger streams or dead end into wetlands. There are two crossings of larger waterways: one over the North Branch of the Meduxnekeag River and another over South Brook. Both river and brook crossings may require archaeological testing, if there is ground disturbance. Using guidance provided by the Maine Historic Preservation Commission, a maximum of five 50 cm^2 shovel testholes would be

excavated on both sides of each river and stream crossing of the North Generator Lead Line for a total of 20 testholes (Table 5).

The Bridal Path Generator Lead Line crosses seven water bodies. Again, as with water crossings along the North Generator Lead Line, most of these consist of small stream or brook crossing that are not evaluated as archaeologically sensitive. Three of them, however, are larger river crossings including the Meduxnekeag River at the line's north end and the two crossings of the East and West Branches of the Mattawamkeag River, which are located in Haynesville. The East Branch crossing is through a large wetland with no nearby higher ground for archaeological testing. The West Branch, however, does offer a testable surface on both banks and testing is recommended, if there is ground disturbance. Similar to the archaeological testing recommended for water bodies crossed on the North Generator Lead Line, a maximum of five 50 cm^2 shovel testholes would be excavated on both sides of each river for a total of 10 testholes (Table 5).

The Meduxnekeag River crossing, which is located off the Porter Settlement Road that intersects with Route 2A in Houlton, was inspected by the author in July 2014. Both banks of the river have been heavily modified by agricultural activity. No testing is recommended at this crossing.

Table 5. Sensitive water body crossings in the entire Project.

Name	**Comment**	**Township**	**Amount of Testing**
Turbine Area			
Shields Brook	Road crossing	T10 R3 WELS	MHPC consultation
West Branch Presque Isle Stream	Road crossing	T10 R3 WELS	MHPC consultation
East Branch Presque Isle Stream	Road crossing	T9 R3 WELS	MHPC consultation
Number Nine Stream	Road crossing	TD R2 WELS	MHPC consultation
South Brook (2) crossings	Road crossing	T8 R3 WELS	MHPC consultation
North Line			
North Branch Meduxnekeag River	River crossing	TC R2 WELS	10 testholes
South Brook	Small tributary that eventually empties into Meduxnekeag River to east	TC R2 WELS	10 testholes
Bridal Path			
West Branch Mattawamkeag River	Major north-south running river	Haynesville	10 testholes

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EXHIBIT 8-D EURO-AMERICAN ARCHAEOLOGY REPORT

PHASE 0/I POST-CONTACT ARCHAEOLOGICAL SURVEY: NUMBER NINE WIND FARM PROJECT AROOSTOOK COUNTY, MAINE

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IAC Report No. 1177

FINAL REPORT

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INTRODUCTION

Independent Archaeological Consulting, LLC (IAC) of Portsmouth, New Hampshire, completed a Phase 0 archaeological survey for the proposed Number Nine Wind Farm Project (NNWF or Project). The NNWF consists of the Turbine Area, the North Generator Lead Line (North Line), and the Bridal Path Generator Lead Line (Bridal Path Line), each of which are described here and addressed in this report.

The Turbine Area consists of 119 wind turbines, a collector substation, an Operations and Maintenance Building, overhead and underground collection lines, access roads, both temporary and permanent meteorological or "met" towers, batch plants, and laydown areas (Figure 1). This report considers a total of 138 turbine locations in case alternate locations are needed to site the desired number of turbines.

The Project includes approximately 51.6 miles of 345 kilovolt (kV) generator lead line consisting of the Bridal Path Line and North Line. The Bridal Path Line is a proposed approximately 40.9-km (25.4 mi) corridor 68 meters (223 ft) wide that extends from Ludlow Road in Houlton through six townships (Figure 2) to terminate north of Route 2 in Haynesville. The North Line is a proposed approximately 42-km (26.2-mi) corridor 52 m (170 ft) wide that extends from the collector substation through six townships in Aroostook County and terminates at Ludlow Road in Houlton (Figure 3). This report also includes the review of access roads, whereby construction crews will access the proposed lead line. These primary access roads will consist of existing roads or trails and will require no upgrades or expansion prior to use.

IAC conducted the Phase 0 survey for Euroamerican archaeological resources on behalf of Number Nine Wind Farm LLC (Number Nine) of Presque Isle, Maine, and the archaeological work is authorized under Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR Part 800). Dr. Kathleen Wheeler served as Principal Investigator for the Project, and Dr. Wheeler exceeds the qualifications set forth by the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, September 29, 1993) and 36 CFR Part 61. Dr. Wheeler is also a certified Level-2 Historical Archaeologist in Maine and is permitted to conduct all phases of survey for Post-Contact archaeology.

Impacts associated with the NNWF include land clearing followed by the installation of 119 wind turbines and related infrastructure in the Turbine Area and the construction of a new electrical generator lead line approximately 83 km (51.6 miles) long. The Bridal Path Line area of potential effect (APE) measures approximately 68 meters (225 ft) in width and will extend through six towns in Aroostook County: Houlton, Hodgdon, Linneus, TA R2 WELS, Forkstown and Haynesville. The North Line APE measures 52 m (170 ft) in total width and will cross six towns, including four outside of the Number Nine Wind Farm APE: Hammond, Littleton, T9 R3 and TC R2. Nineteenth-century maps of all towns impacted by the current NNWF show a small number of widely dispersed Euroamerican farm- or homesteads, an occupational pattern that persists to the present day. IAC developed a predictive model for regional Euroamerican settlement based on historic transportation routes, nearby natural resources, and the presence of documented archaeological sites.

The Turbine Area

On October 20-22, 2014, IAC Project Archaeologist Jacob Tumelaire and Archaeological Technician Samuel Blake conducted a walkover inspection of all accessible road crossings as well as other areas along the Project APE assessed with high sensitivity for Euroamerican

archaeological resources. The survey crew identified three Post-Contact cultural resources within, or in close proximity to, the Turbine Area:

- two stone-lined Euroamerican cellarholes registered as:
    - the Bootfoot Road Cellar 1 site (ME 891-001)
    - the Bootfoot Road Cellar 2 site (ME 891-002)
- an early twentieth-century fire tower registered as:
    - the Howe Brook Mountain Fire Tower (ME 736-001)

Proposed impacts near the Bootfoot Road cellars will not extend beyond the existing road edge and IAC recommends no further archaeological survey of the two Euroamerican sites barring any expansion of the APE. Original Project plans indicated direct impacts to the Howe Brook Mountain Fire Tower site, and IAC conducted a Phase I reconnaissance survey to establish the presence or absence of cultural deposits within the APE. Phase I testing in November of 2014 revealed undisturbed cultural deposits at the base of the existing metal substructure. Based on the distribution of cultural material, archaeologists generated a site boundary to encompass the horizontal extent of the deposit at roughly 10 m (33 ft) from the perimeter of the tower base. Number Nine redesigned the proposed impacts atop Howe Brook Mountain to avoid ground-disturbing activities within the site boundary that could threaten the archaeological integrity of artifact deposits associated with the tower. Since the Project redesign removed any threats to the Howe Brook Mountain Fire Tower, IAC recommends no further archaeological investigation of the site.

The Bridal Path Generator Lead Line

Mr. Tumelaire and Mr. Blake inspected the Bridal Path APE on October 22, 2014. IAC confirmed that a grave marker for Hiram Smith, a Forkstown veteran of the "Indian Wars", located near the Bridal Path Generator lead line lay over 1,300 m (0.81 mi) east of the APE and will not be impacted by the Number Nine Wind Farm. IAC conducted a desktop review of all proposed access roads but did not do walkover survey of those that will not require upgrades or expansion beyond their existing limits. Archaeologists found no evidence of Euroamerican resources along the proposed Bridal Path corridor, and we recommend no additional archaeological survey for this Project segment.

The North Generator Lead Line

Mr. Tumelaire, Mr. Blake and Senior Archaeological Technician Maya Carter inspected the North Line APE on November 12, 2014. As with the Bridal Path Line, IAC sensitized all access roads for the North Line, but for the most part, did not conduct field survey of extant roads that require no alteration. The survey crew identified two undocumented Post-Contact archaeological resources within or very near to the proposed corridor: the Frisbie Homestead (ME 207-005) and the D. Sullivan Homestead (ME 187-001). The Sullivan Homestead layover 50 m (163 ft) from the North Line right of way (ROW) and will not be impacted by the Project. Considering the lack of potential effect, IAC recommends no additional archaeological investigation of the Sullivan Homestead at this time. The NNWF APE encompasses the Frisbie Homestead site and the following section summarizes our recommendations for protecting the site along with the sequence of events and extenuating circumstances that prompted these recommendations. The *Results* chapter offers a more detailed discussion of the site complete with photos and maps to clarify the spatial relationship between project components and site features.

The Frisbie Homestead

The North Line route as surveyed in 2014 placed the Frisbie cellarhole at the western edge of the proposed ROW and indicated that Project impacts would primarily affect a front yard space of the homestead. IAC received the shape files for the North Line layout late in the 2014 field season, and snow cover and frozen ground conditions at the time of survey did not permit us to conduct Phase I testing to identify the extent and integrity of front yard deposits at the site.

Our experience at similar Euroamerican domestic sites has found that occupants commonly maintained a relatively uncluttered roadside public façade by minimizing refuse disposal in front yard spaces, a practice that results in a relatively light front yard artifact deposit. Given our experience at Euroamerican occupation sites and the fact that impacts were restricted to the front yard of the Frisbie Homestead, IAC initially generated a 10-m (33-ft) no-disturbance buffer zone around the foundation to protect potential cultural deposits in the front yard. We chose a 10-m buffer based on examples from similar sites and our 25 years of studying Euroamerican yard spaces; we believe that if all ground-disturbing activities are avoided in this area, we can eliminate impact to significant archaeological resources. IAC then provided a georeferenced digital image of the buffer to guide field crews during clearing and construction.

NNWF engineers made design changes to the North Line route in January of 2015, moving the proposed ROW further west. This shift in location placed the Frisbie cellarhole almost wholly within the North Line APE, thereby expanding Project impacts to include back and side yard spaces with a high potential for artifact-rich archaeological deposits. *Under normal circumstances, IAC would recommend a Phase I reconnaissance survey to establish the horizontal extent and integrity of cultural deposits at the site prior to any ground disturbing activities*, however, at the time of the January 2015 review of the rerouted North Line, winter conditions precluded any such investigation of the Frisbie site. To protect the homestead and its associated archaeological deposits, IAC expanded the 10-m no-disturbance buffer to completely encompass all yard spaces at the site and produced a list of specific recommendations to avoid any disturbance within the designated zone (Table 1).

Table 1. Recommendations for protection and avoidance of the Frisbie Homestead site.

IAC Recommendations
No subsurface impacts in the no-disturbance buffer zone, including (but not exclusive to) poles, structures, or guy wires
No vehicles or heavy equipment within the no-disturbance buffer
Cut all trees, shrubs, and other vegetation at or above ground surface, with no pulling of stumps or root balls within the no-disturbance buffer
Cut trees, shrubs, and vegetation must be lifted and removed (as with a feller buncher), with no dragging within the no-disturbance buffer
Archaeologists should mark and maintain a highly visible boundary for the no-disturbance buffer that includes signage to prevent vehicular access

Site Protection and Avoidance Recommendations

The no-disturbance zone has been created to assist Project proponents to move forward with their permit application under present conditions, where normally a Phase I reconnaissance would be conducted at a 19th-century Euroamerican domestic site. We have defined a no-disturbance buffer zone that extends 10 m (33 ft) from all sides of the Frisbie cellarhole and into the proposed North Line APE. We have selected 10 m as a minimum buffer based on our experience at Post-Contact sites showing that this is where the most significant deposits typically occur. Within the no-disturbance zone, we propose no subsurface impacts of any kind, including (but not exclusive to) the installation of poles, structures, or guy wires.

If the no-disturbance zone needs to be cleared of trees and other vegetation, IAC has several recommendations for the clearing protocol. We propose no vehicular or heavy equipment operation within the buffer as tires and tracks can impact the archaeological integrity of shallow cultural deposits. Should mechanized clearing be required, a feller buncher or similar piece of equipment should set up outside the boundary and use an articulating boom to cut and remove vegetation. At no point should the machine enter the no-disturbance zone. In addition, all vegetation should be cut at or just above ground level, with stumps and root balls left in place since pulling even small root systems can disturb archaeological resources in close proximity. Whether by hand or the aforementioned articulating boom, cut vegetation should be lifted and removed rather than dragged from the buffer zone to avoid damaging deposits within the upper soil layers. To ensure recognition of the protective buffer zone, IAC recommends that archaeologists use flagging tape or similar material to establish a highly visible boundary along the edge of the no-disturbance buffer and maintain the boundary during all phases of clearing and construction. The boundary should include signage to clarify the recommendations for no vehicular operation or unnecessary foot traffic within the designated zone.

We believe that by following these recommendations, the project will largely avoid impacts to the Frisbie Homestead cellarhole and its associated cultural deposits during the NNWF Project. The alternative to the no-disturbance zone would be to conduct Phase I subsurface testing in the spring of 2015 when ground conditions permit.

Scope and Authority

The NNWF will require approvals and permits from both federal and state entities. Among these, the Project will be reviewed under Section 106 of the National Historic Preservation Act (NHPA) (16 US §470f). Prior to the authorization of any undertaking by a federal agency (e.g., the issuance of an Army Corps of Engineers [ACOE] approval or certificate), the NHPA requires the agency to take into account the effect of that undertaking on cultural resources listed or eligible for listing in the National Register of Historic Places (National Register) (36 CFR §60). The agency must also afford the Advisory Council on Historic Preservation the opportunity to comment on the undertaking. The Section 106 process is coordinated at the state level by the State Historic Preservation Officer (SHPO), represented in Maine by the Maine Historic Preservation Commission (MHPC). The issuance of agency certificate or approvals will depend, in part, on obtaining comments from the Maine SHPO.

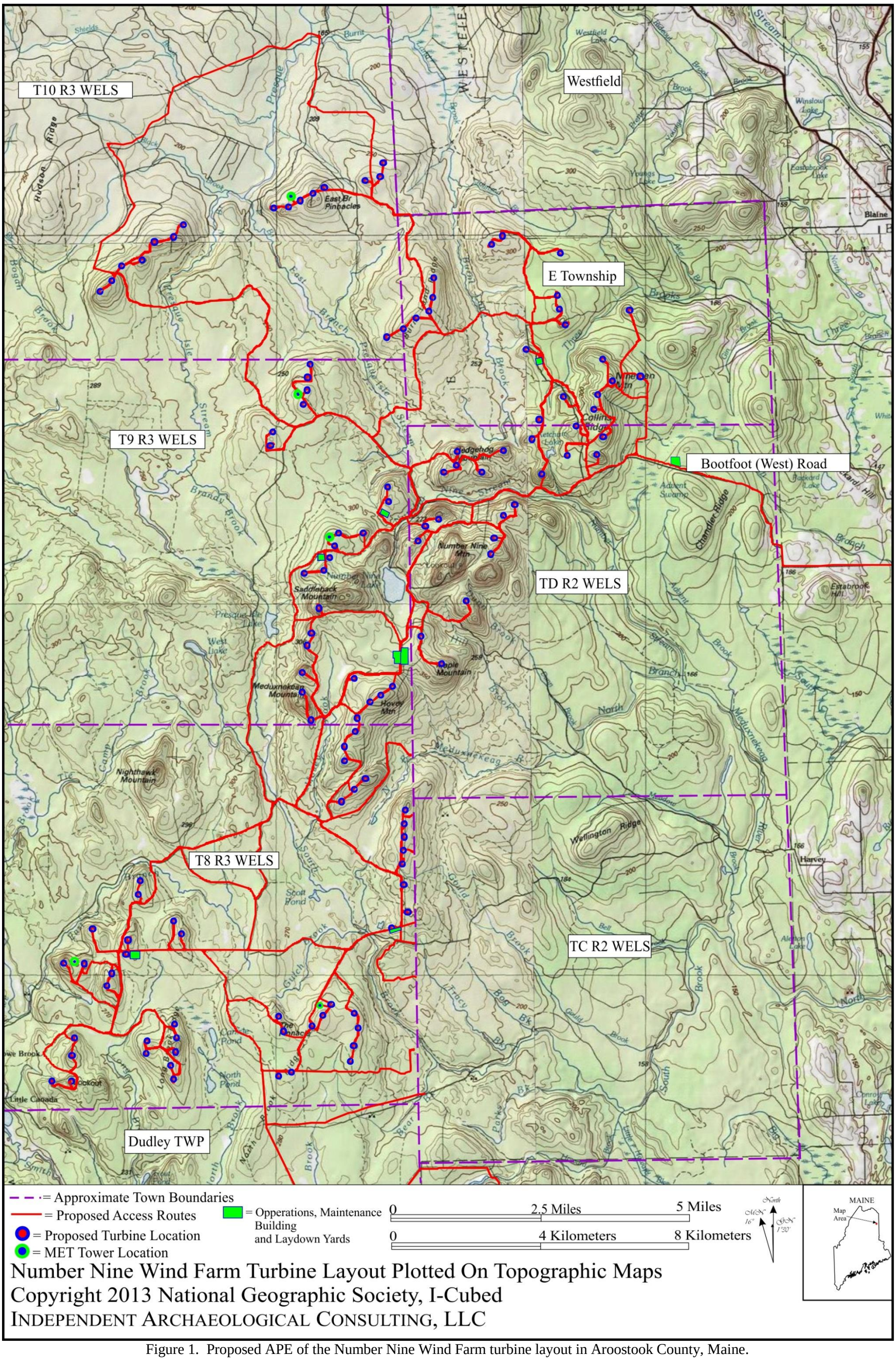


Figure 1. Proposed APE of the Number Nine Wind Farm turbine layout in Aroostook County, Maine.

Figure 2. Proposed APE of the Bridal Path Generator Lead Line in Aroostook County, Maine.

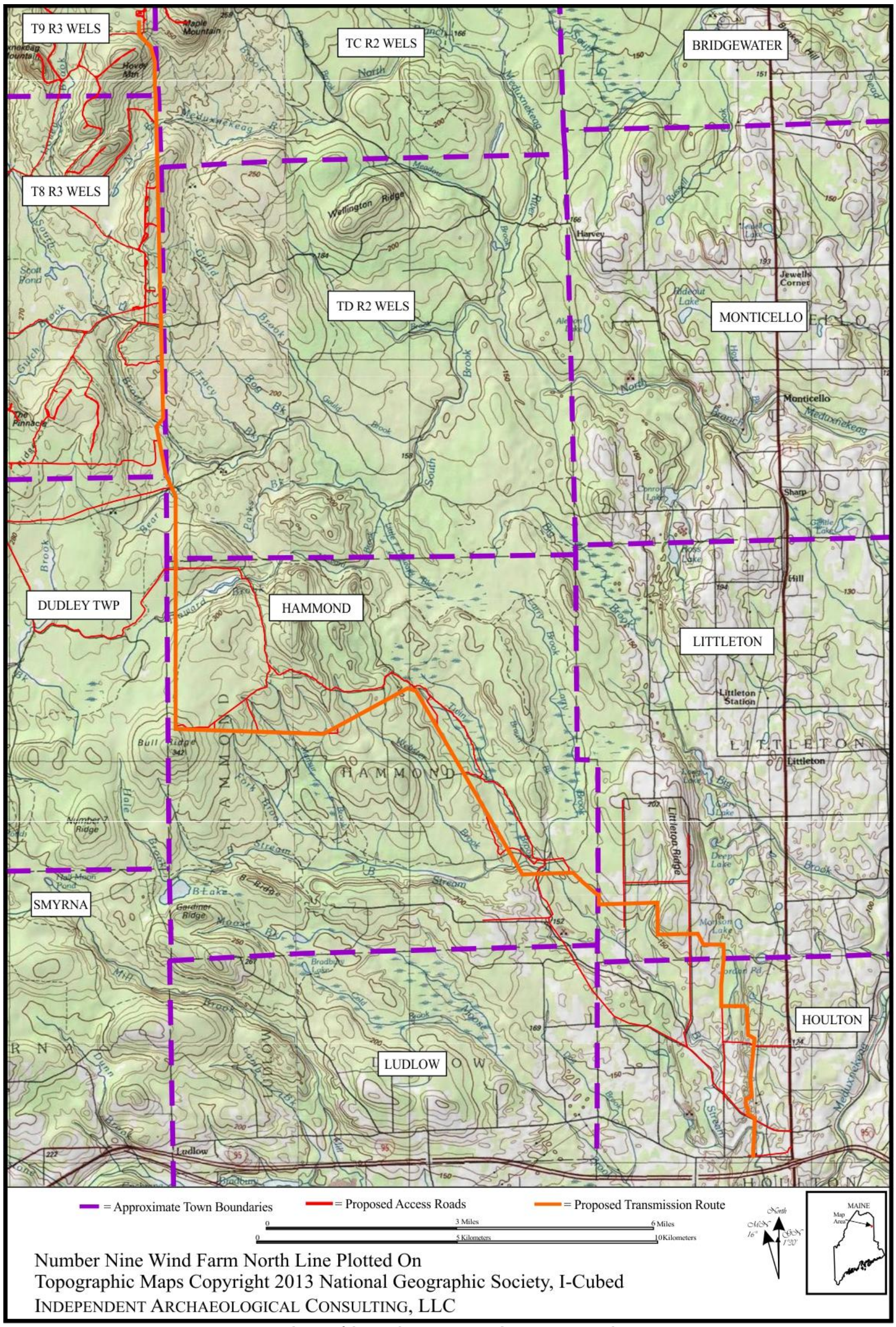


Figure 3. Proposed APE of the North Generator Lead Line in Aroostook County, Maine.

CULTURAL RESOURCE ASSESSMENT AND SURVEY METHODS

Predicting the location of Euroamerican archaeological resources is built primarily from cartographic evidence from nineteenth- and twentieth-century maps (e. g., Roe & Colby 1877 and United States Geological Survey topographical maps). These cartographic resources pinpoint the location of dwellings, schools, mills, churches, and cemeteries, providing the archaeologist with a ready point of comparison between past and present landscapes. In this, the sensitivity assessment differs greatly from those conducted for Pre-Contact-period archaeological resources. Historical archaeologists can also review secondary sources such as town histories, genealogies, photographs, and newspapers to provide a larger historical context for a Project area. The sensitivity assessment also includes a site file search for known archaeological sites within the Project area, or sites that might serve as analogs for the Project area. Using known site types and distributions, historical archaeologists develop settlement models to make predictive statements about where to anticipate finding sites.

High archaeological sensitivity for Euroamerican resources is associated with the following variables:

- documented existence of sites (e. g., homesteads, farmsteads, schools, churches, town halls, cemeteries) through primary, secondary, or cartographic resources
- presence of known sites (whether extant, aboveground representations of early architecture, or documented archaeological site)
- proximity to transportation systems (roads, railroads, major rivers and streams) and potable water sources
- linkage to other resources (such as stone for quarrying, clay sources for brick or ceramics, or metal ores)
- High sensitivity is defined as lying ***within 100 m (330 ft)*** of documented or known sites, transportation systems, or sources of potential hydropower

Moderate sensitivity was assigned to areas between 100 m to 200 m (330 ft to 650 ft) of an historic road, standing architectural feature, or potable water source, in areas with minimal to moderate disturbance. Low sensitivity areas are those more than 200 m (650 ft) from documented sites, roadways, natural resources, or water sources. Low sensitivity is also assigned to areas with excessive ground disturbance, such as along railroad grades, where extensive cutting and filling are typically involved in the creation of the railroad bed. Table 2 summarizes the fundamental criteria for ranking sensitivity for Euroamerican archaeological resources.

Table 2. Summary of criteria for evaluating Post-Contact archaeological sensitivity.

Sensitivity	Criteria
High	within 100 m (330 ft) of transportation systems and/or sites known from maps
Moderate	within 100-200 m (330-660 ft) of transportation corridors or known sites
Low	more than 200 m (660 ft) from transportation corridors or known sites; extensive disturbance

Euroamerican archaeological resources typically exist along transportation corridors, specifically roads and rivers. Environmental conditions, such as water power and land suitable for agriculture, also affect site location. Nineteenth- and twentieth-century maps of the Project area confirm that most buildings and structures were located along roads, which followed streams, rivers, or ponds, because these areas were the most level and easiest to access. Euroamerican archaeological resources are commonly found where former buildings or structures stood, where people lived and have left a trace of their lives in the form of artifacts and features.

As noted above, our site prediction model anticipates that most resources will be found within 100 m (330 ft) of transportation corridors. In applying this model to the generator lead corridor for the NNWF and North Line, we note the presence of several historic roads in towns along the APE; these include present-day jeep trails that were formerly historic roads. All areas of documented past habitation are considered sensitive for Post-Contact (Euroamerican) archaeological resources, wherever these cross the proposed generator lead line.

While the single most important tool in reconstructing Euroamerican settlement is the study of cartographic resources (especially nineteenth-century maps), historical archaeologists are aware of the flaw of relying too heavily on this single source of evidence. In the 1850s and 1870s, wall maps and atlases were published for most Maine Counties (e. g., Roe & Colby 1877). These atlases provide data on settlement patterns of the second half of the nineteenth century but do not include abandoned sites from earlier periods of occupation, especially those of seventeenth-century forts and trading posts, as described in Brain (1995, 1997), Camp (1975), Cranmer (1990); Faulkner and Faulkner (1987, 1994) or the farmsteads, schools, and mills from the eighteenth century, abandoned by the time the nineteenth-century maps were drafted. Ultimately, the very earliest of Maine's Euroamerican archaeological resources may not appear on the nineteenth-century maps consulted for the Project. Even using archival data, archaeologists cannot always predict the location of Euroamerican sites without conducting walkover surveys to ground-truth the presence or absence of resources.

In addition to maps, secondary sources were reviewed for pertinent information on early settlement, major industries, potential for hydropower development and the local economic base (e. g., Varney 1881; Wells 1869). Landscape characteristics, including soil types, topography, and slope, can also indicate whether Euroamerican sites may be present or absent. Frontier settlement in rural Maine depended on subsistence farming, so early sites are typically associated with arable land. The converse of this is that swamp or marshlands will probably not be selected for settlement; the disclaimer, however, is that archaeologists must be certain that wetlands are a feature of long standing and that they have not been created recently. Multiple wetlands were created during the construction of railroads in the nineteenth century, and our modern highways continue to create manmade or "stranded" wetlands. Sources of potable water are critical components of Euroamerican settlement (as they were for Pre-Contact times), and sites may be located near wells, springs, or fresh water rivers.

Likewise, early Euroamerican industries were water-powered, so natural features such as waterfalls were regarded as important landscape features. Land deed research of New England towns will often demonstrate that the first pieces of land bought, sold, and contested were lots with water rights. Water has powered sawmills, gristmills, and other industries in Maine from the 1640s to the present day. Where the Project area intersects sources of hydropower (as compiled by Wells 1869), IAC inspected the area to see if millworks were present.

The initial phase of archaeological investigation (Phase 0 sensitivity assessment and archaeological survey) provides the information required to stratify the Project into ranked zones of Euroamerican archaeological sensitivity. This sensitivity is defined as the likelihood for Euroamerican cultural resources to be present within Project area boundaries based on different categories of information. The following methodology was utilized to complete the archaeological resources assessment:

- identification of known Euroamerican sites through background research and MHPC site file searches; data pertaining to the known sites, including their locational, functional, and temporal characteristics, were reviewed where applicable
- review of recent cultural resource management (CRM) surveys performed in the towns and townships through which the generator lead corridor traverses

- review of primary and secondary historic information (e.g., maps, atlases, town histories) to learn of areas where sites were potentially located

Assessing the potential for the presence of cultural resources begins with the examination of primary and secondary documentary sources: written and cartographic documents relating both to past and present environmental conditions and to Euroamerican resources in or close to the Project area. This background data assists in the formulation of predictive models or statements about the Project area and is an integral part of any assessment. Variables within each category of background data are used to define the overall archaeological and historical context of the Project area.

MHPC maintains an archaeological site file database recording the location and relevant information of each recorded Euroamerican site. Included in the MHPC files are CRM reports completed by several private CRM firms and some by Maine municipalities under the Maine SHPO Certified Local Government program. Based on the principal investigator experience's on similar projects in Maine, only CRM survey reports that were germane to the research goals and needs of this Project were reviewed, including the Maritimes Phase I and II Pipeline Project CRM reports (Will et al. 1998; Wheeler et al. 1999), and reports filed for the recently filed Maritimes Phase IV project.

In addition to identifying known sites within a project APE, the sensitivity assessment seeks to predict the location of sites not currently known. For the Euroamerican time period, written records, maps, and photographs are valuable research tools in assessing where sites may have once been in a project area. Using maps, town histories, oral history, photographs, the historic archaeologist attempts to reconstruct settlement patterns for times past. These settlement patterns are compared with present-day layouts of roads, houses, schools, and farms, to see which of the past resources are absent from the present landscape. If resources appear to absent from the present landscape, then these might be as yet undiscovered archaeological resources.

The MHPC curates a complete collection of mid-nineteenth century wall maps for each Maine County in existence at that time. These maps, as well as similar county atlases from the 1870s, were consulted to predict the possible location of resources (e. g., homesteads, farmsteads, and mills) in relation to the path of the generator lead corridor. Secondary sources at the Maine State Library and Maine State Archives provided background context for each town.

Walkover Survey/Site Inspection

Using the results of archival research, archaeologists reviewed road crossings or locations where nineteenth-century maps and atlases indicate dwellings, farms, or other Euroamerican resources. This list forms the basis for walkover survey strategy and was the primary guide for archaeological inspection.

Since Euroamerican sensitivity can be briefly described as all areas along roadways or other transportation corridors, IAC personnel inspected each road crossing that intersects the proposed generator lead line corridors. IAC archaeologists did not conduct a 100 percent walkover of the Project areas, but focused on roadways, road crossings, stream crossings (where mills and dams might be present), and sites shown in archives (i. e., where locations were given on nineteenth- and twentieth-century maps of dwellings, schools, churches, or cemeteries). Segments with low sensitivity were generally not inspected, as it is common practice in Maine archaeology to focus on moderate- and high-sensitivity areas.

Following the map review, IAC Project Archaeologist Jacob Tumelaire and Archaeological Technician Samuel Blake conducted an inspection of the NNWF Project area on October 20-22, 2014, to identify potential archaeological sites within the APE. The survey crew documented three previously unrecorded

Euroamerican archaeological sites within or near the ROW. Mr. Tumelaire led a similar survey of the North Generator Lead line APE on November 12, 2014 and crewmembers recorded two additional Post-Contact sites (Table 3). The *Results* chapter of this report offers a more detailed description of the five newly documented resources, and the completed site forms for Post-Contact archaeological sites are included as Appendix A.

Table 3. Archaeological sites identified during the Phase 0 survey of the Number Nine Wind Farm Project area.

Site Name	**MHPC Site Number**	**Town**	**Project Component**
Bootfoot Road Cellar 1	ME 891-001	TDR2 WELS	NNWF Turbine Area (Access Road)
Bootfoot Road Cellar 2	ME 891-002	TDR2 WELS	NNWF Turbine Area (Access Road)
Howe Brook Mountain Fire Tower	ME 736-001	T8R3 WELS	NNWF Turbine Area
Frisbie Homestead	ME 207-005	Houlton	North Line
D. Sullivan Homestead	ME 187-001	Hammond	North Line

EUROAMERICAN CULTURAL CONTEXT FOR THE NUMBER NINE WIND FARM TURBINE AREA, BRIDAL PATH LINE AND NORTH GENERATOR LEAD LINE

The following section articulates the general outline of settlement for the towns traversed by the proposed Number Nine Wind Farm Turbine Area, Bridal Path Line and North Line. Because the proposed impacts for the Turbine Area are different from those of the two generator lead lines, we will organize our discussion according to Project component. The Turbine Area impacts consist of the construction of turbines, as well as laydown areas, overhead and underground collection lines, a collector substation, an operations and maintenance building, permanent met towers, and access roads to turbine strings. The landscape selected for the Turbine Area is at upper elevations, where Euroamerican settlement has been relatively scarce until the 20th- and 21st-century logging industry got under way. For the Turbine Area, we anticipate that the only resources we might find consist of features related to logging, such as logging camps and tote roads, as well as elements designed to protect forest resources; i. e., fire towers.

For the generator lead lines, impacts consist of the clearing of vegetation to permit the construction of electric power line structures which can range from a single pole to a variety of wood- or metal-framed structures. Electrical line corridors have relatively narrow areas of potential effect (APEs) but often traverse settled portions of towns. It is along electric lines, more so than in the Summit Area, where we anticipate finding cellarholes for dwellings, outbuilding foundations, wells, or other features related to 19th- and 20th-century occupation in Aroostook County. As noted above, our predictive model of settlement places most homesteads and farmsteads, churches, schools, or post offices near roads. Water-powered industries, such as saw and grist mills are obviously cited near falls where hydropower can be exploited. Where map overlay indicated the presence of documented Euroamerican structures within or near the Project APE, survey crews attempted to relocate the homes or barns to verify their position in relation to proposed impacts.

The Timber Industry in Northern Maine

The logging industry served as a primary impetus for Euroamerican development of northern Maine during the early nineteenth century. Plentiful old-growth forests fed the voracious timber appetite of the region, the nation and the world throughout the 1800s. The growth of the lumber industry and its associated infrastructure shaped Euroamerican settlement across the interior of the state, including Aroostook County and the various municipalities along the Project Turbine Area, Bridal Path Line and North Line APE (Wheeler and Booth 2007:10). This report section summarizes the impact of logging as a major influence on patterns of historic occupation and land use within the Project area.

Historic maps of Aroostook County show sparse Euroamerican settlement and large tracts of land inaccessible by roads or other overland travel routes. Navigable waterways such as the Mattawamkeag River – a principal hydrological feature of the Project area – provided reliable transportation corridors to both access the rich forests and transfer the felled timber to larger settlements for processing and shipment. Early roads were limited to riverside paths and narrow trails prior to 1828, when the newly recognized state of Maine initiated construction of the Military Road as the first major overland route across the northern forest. Completed in 1832 during a border dispute with New Brunswick known as the Aroostook War, the roadway allowed troops to move quickly from muster points in Bangor to the front in Houlton. The war ended in 1842 but the Military Road, now modern U.S. Route 2, persisted as the primary route for settlers and loggers to access the interior woodlands of Aroostook County (Wheeler and Booth 2007:10).

Equipped with reliable overland access to the northern forests and rivers to swiftly transport harvested timber to distant mills, the logging industry boomed across northern Maine. Bangor stood as the lumber capital of the world during the middle decades of the 1800s and Maine loggers developed major advances

in lumbering technology (Judd et al. 1995:274). Despite the scope of the nineteenth-century timber industry, even large-scale logging required little infrastructure. Laborers occupied ephemeral camps built from forest materials and traversed just a small network of trails and roads during an entire harvest season that lasted from autumn to spring (Judd et al. 1995:272-273).

Richard Wood's (1971) description of a typical Maine lumber camp indicates that such an occupation left a minimal footprint on the archaeological record. Loggers built structures from timbers cut at the site, using moss to plug the wall gaps and wooden shingles to cap the roof. Even the chimney was constructed of wood, plastered with clay to contain the smoke from the open fire below. Occupants also assembled tables, benches and bunks from wooden pieces fitted together with auger joints that required no nails or other fasteners. Metal objects at the camps were few, limited to tools and cooking implements commonly removed at the end of the season (Wood 1971[1935]:90-91). Wood decays quickly in the harsh environment of northern New England and since the camps lacked the cellarholes, stone features, brick masonry and dense artifact deposits common at long-term Euroamerican occupation sites, material evidence of the timber-built logging camps likely disappeared from the landscape within a matter of decades or even years.

Decades of lumbering took its toll on the state's natural resources. Once almost entirely covered by dense woodlands, only about 65 percent of Maine's land area qualified as forest by 1860 (Judd et al. 1995:265). Western logging companies eclipsed the Maine operations as the primary domestic timber producers during the latter nineteenth century, but the local lumber industry remained strong into the 1900s. Though wood pulp has become the primary product of the northern forests in recent years, lumber persists as an important component of the state economy.

Turbine Area

The Number Nine Wind Farm Turbine Area consists of the construction of 119 turbines, along with access roads for construction and maintenance, overhead and underground collection lines, met towers, a collector substation, and an operations and maintenance building. The Turbine Area will cover portions of the following towns: TD R2 WELS, E Plantation, T10 R3 WELS, T9 R3 WELS, and T8 R3 WELS (Table 4). Each town is considered individually below. Also presented are maps produced in the 1870s (Roe & Colby 1877) showing the approximate route of the generator lead line corridor across the cultural landscape of late-nineteenth-century Maine and development from 20th-century logging industry.

Table 4. List of towns where Number Nine Wind Farm turbines are proposed.

No.	Town Name	Quadrangle
1	T10 R3 WELS	Echo Lake, Number Nine Lake
2	T9 R3 WELS	Number Nine Lake
3	T8 R3 WELS	St. Croix Lake, North Brook Ridge
4	E Township	Packard Lake, Westfield
5	TD R2 WELS	Packard Lake

T10 R3 WELS, Aroostook County

T10 R3 WELS is one of many unorganized townships in Aroostook County Maine. It is bordered by Westfield to the east, T9 R3 WELS to the south, and Scopan to the west. Little information on the early settlers in this region can be found. The township was shown as "X" on (Roe & Colby) 1877 map, but is not described in other historic resources (e.g., Varney 1881). The territory is not listed in regular population censuses. Presque Isle Stream flows through the center of the township. The (Roe & Colby) 1877 map shows no development whatsoever in the township (Figure 4).

Results of State Site File Search for T10 R3 WELS

Maine Historic Preservation Commission (MHPC) site files contain no known archaeological sites in the vicinity of the Project.

T9 R3 WELS, Aroostook County

T9 R3 WELS is one of many unorganized townships in Aroostook County, Maine. It is surrounded by three other unorganized townships: T10 R3 WELS to the north, TD R2 WELS to the east, T8 R3 WELS to the south, and ST9 R4 WELS to the west. Little information on the early settlers in this region can be found. The township was shown as "IX" on (Roe & Colby) 1877 map, but is not described in other historic resources (e.g., Varney 1881). Populations census list inhabitants in two decades only – there were 12 listed in 1920 and two individuals in 1930. Presque Isle Stream and Black Water Brook flows into the township from the north. The (Roe & Colby) 1877 map indicates broad areas owned by "Murry & Neal" and Hersey Hall & Powers," whose territory may have been part of the widespread lumbering trade (Figure 5).

Results of State Site File Search for T10 R3 WELS

IAC's review of the Maine Historic Preservation Commission (MHPC) site files revealed no known archaeological sites in the town.

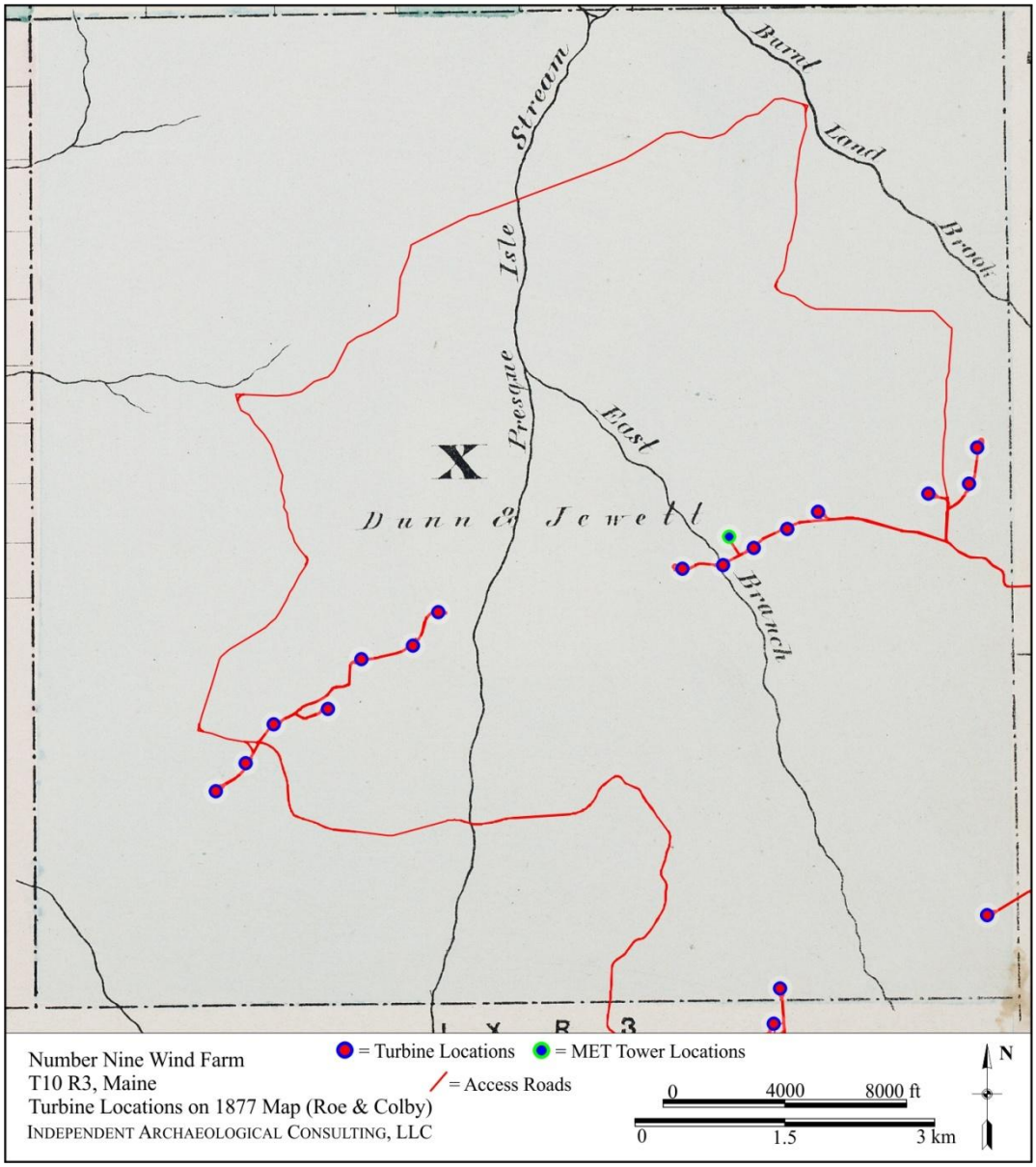


Figure 4. Proposed turbine locations in what is now T10 R3 WELS (after Roe & Colby 1877).

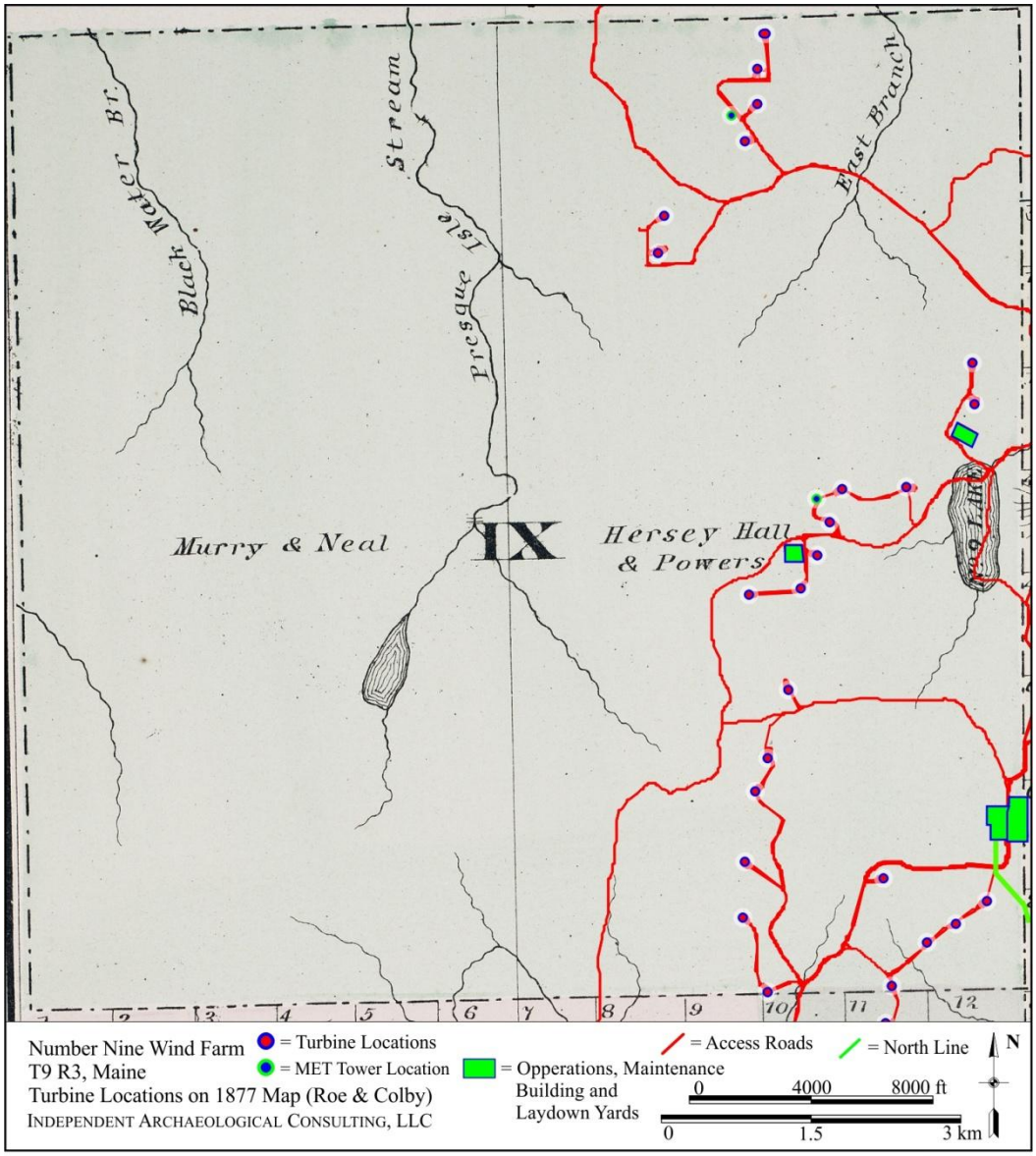


Figure 5. Proposed turbine and North Line locations in what is now T9 R3 WELS (after Roe & Colby 1877).

T8 R3 WELS, Aroostook County

T8 R3 WELS is another of the many unorganized townships in Aroostook County, Maine. It is located south of T9 R3 WELS, west of TC R2 WELS, east of St. Croix, and north of Dudley Township. The township was shown as "VIII" on (Roe & Colby) 1877 map, with possible commercial (timbering) landowners – "Burleigh & Madigan, E. G. Harlow, and W. B. H." (Figure 6). The map shows no other development and is not described in other historic resources (e.g., Varney 1881). A 1939 USGS map of T8 R3 depicts several camps and a fire tower documented during the current Project (Figure 7). No population census information was collected for this unorganized township.

Results of State Site File Search for T10 R3 WELS

IAC's review of the Maine Historic Preservation Commission (MHPC) site files revealed no known archaeological sites in the town.

E Township, Aroostook County

E Township, in Aroostook County, Maine, was organized as a plantation in 1898, and has also been previously known as TE R2 WELS (Henderson 2012). The unorganized townships of T9 R3 WELS and T10 R3 WELS lie to the west, TD R2 WELS borders E Township to the south, Westfield lies to the north, and Cox Patent is to the east. The township is marked on the (Roe & Colby) 1877 map as "E", and it is shown divided into numbered lots of timber land owners, including "Burleigh Brothers, Madigan, and Bradbury" (Figure 8). The South Branch of Three Brooks and Land Brook flow into the township. Although the map indicates a division of landholdings, no structures or roads are indicated. By 1938, USGS maps indicate several well developed and dirt roads through the territory, with houses or camps along the path (Figure 9). These reflect a quickly growing lumber industry in Aroostook County beginning in the early 1900s. The 1910 Federal population census counted 126 inhabitants, a peak number for the century, although no residents were claimed in1900. The number remained strong in the 1920s and -30s (at 97 residents), and gradually reduced to nine in 1960. There has been a small resurgence since that time, however; the 1990 census counted 64 inhabitants, although the township voted to disband in that year (Henderson 2012; Folger Library 2014).

Results of State Site File Search for E Township

A review of Maine Historic Preservation Commission (MHPC) site files indicated no known archaeological sites in E Township.

TD R2 WELS, Aroostook County

TD R2 WELS is another of the many unorganized townships in Aroostook County, Maine. It is bordered by Bridgewater to the east, TC R2 WELS to the south, and St. Croix to the west, and Westfield to the north. Cox Patent lies off the northeast corner. Little information on the early settlers in this region can be found. The township was shown as "D" on (Roe & Colby) 1877 map, and is divided into 112 lots, most under the ownership of lumber companies, including the Burleigh Brothers, James Murchie & Sons, J. C. Madigan, and others (Figure 10). Many tributaries of the Meduxnekeag River flow throughout the township, including the No. 9 Branch, although no roads or structures are indicated in 1877. Although there was a relative surge in population about 1910, along with the adjacent E Plantation, the population peaked at 47 individuals in that year, declining to 15 in 1950 (Folger Library 2014). The 1938 USGS map shows clear signs of the lumber industry changing the landscape. Several tote roads are shown crossing the town, including the Ketchum Tote Road, running east-west, which is planned to be used as an access road (Figure 11). This same map shows two structures along the road near the township's eastern boundary. These were confirmed during the walkover survey as extant cellarholes and registered with MHPC.

Results of State Site File Search for E Township

A review of Maine Historic Preservation Commission (MHPC) site files indicated no known archaeological sites in TD R2 WELS.

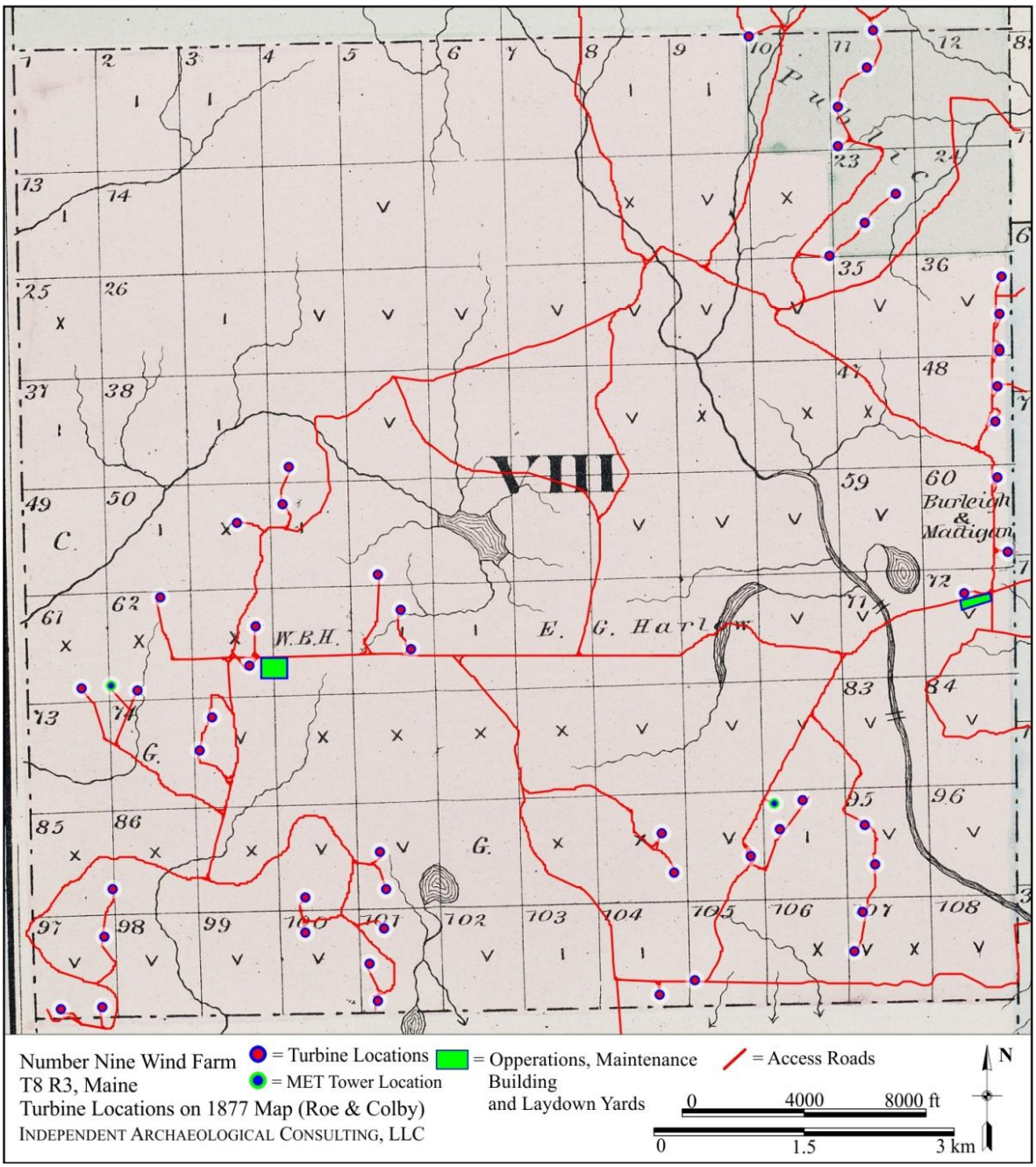


Figure 6. Proposed turbine locations in what is now T8 R3 WELS (after Roe & Colby 1877).

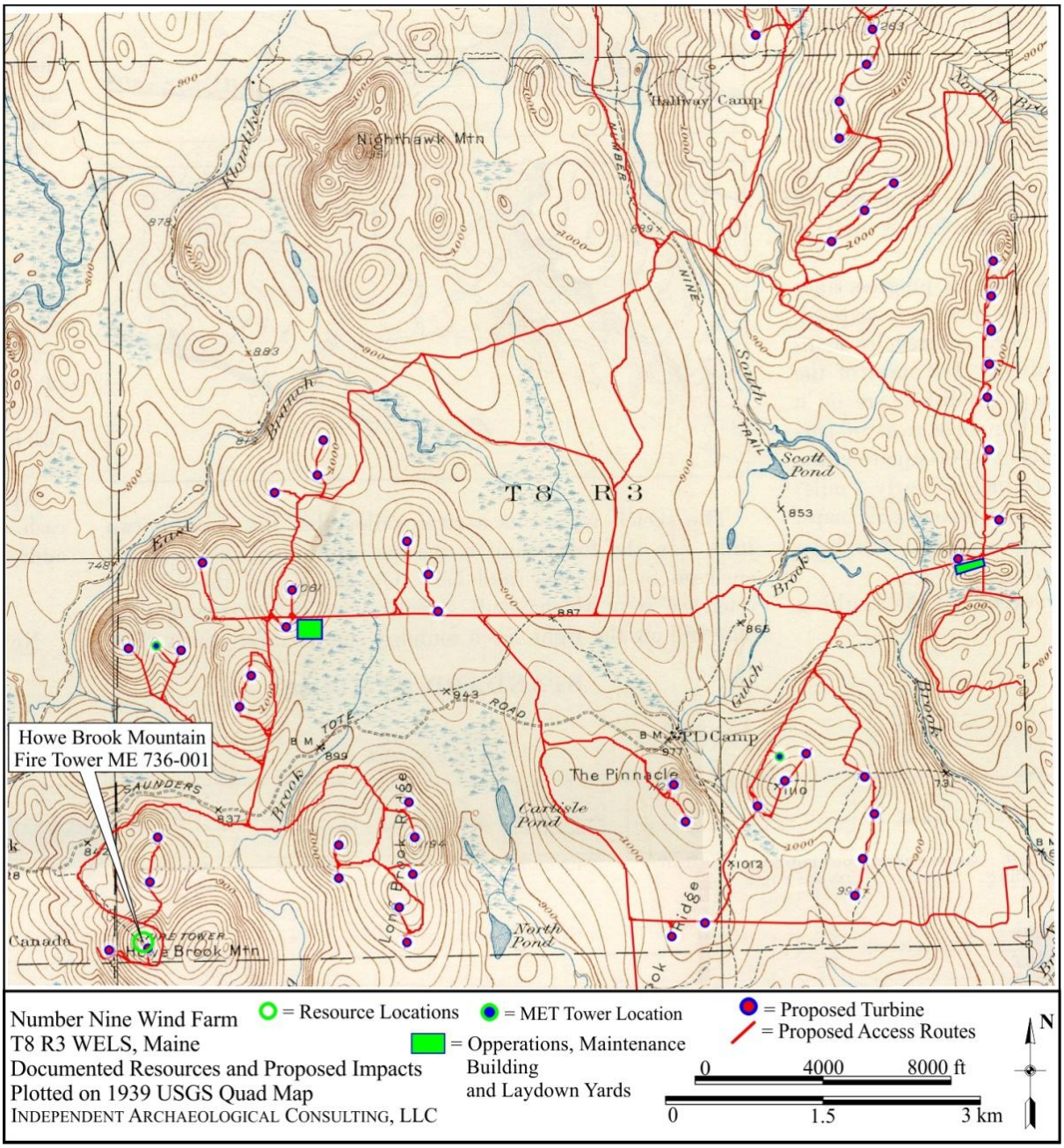


Figure 7. Proposed turbine and access road locations in T8 R3 WELS (after USGS 1939), with the location of the Howe Brook Mountain Fire Tower site (ME 736-001).

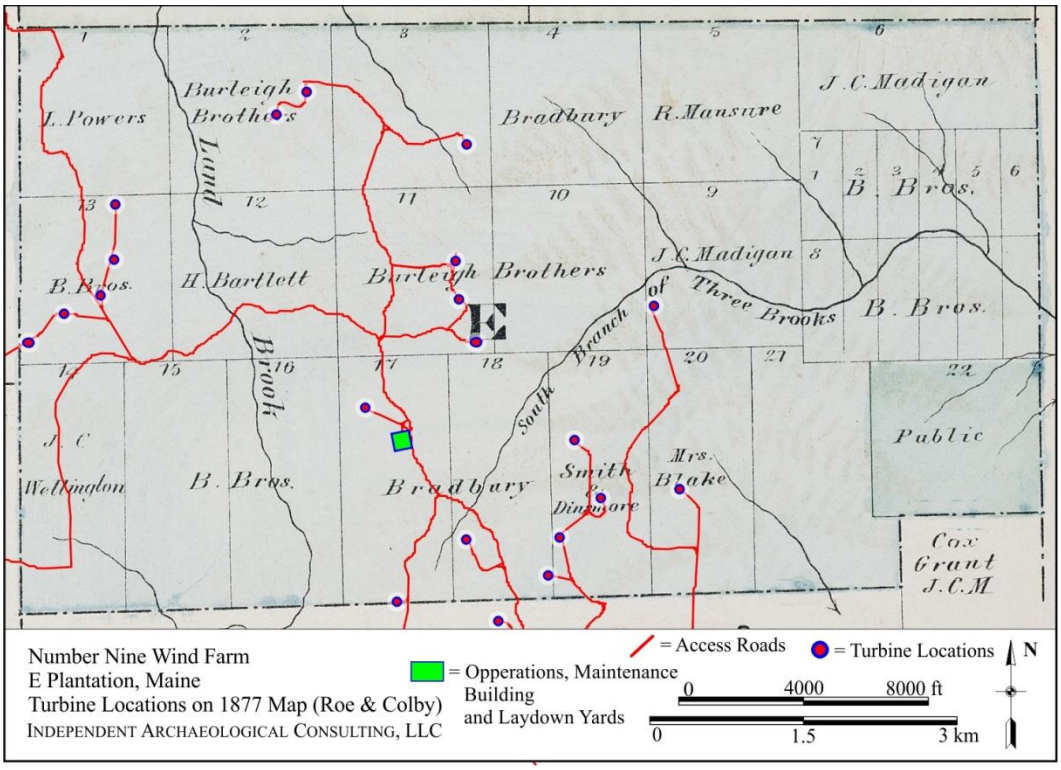


Figure 8. Proposed turbine locations in what is now E Township (after Roe & Colby 1877).

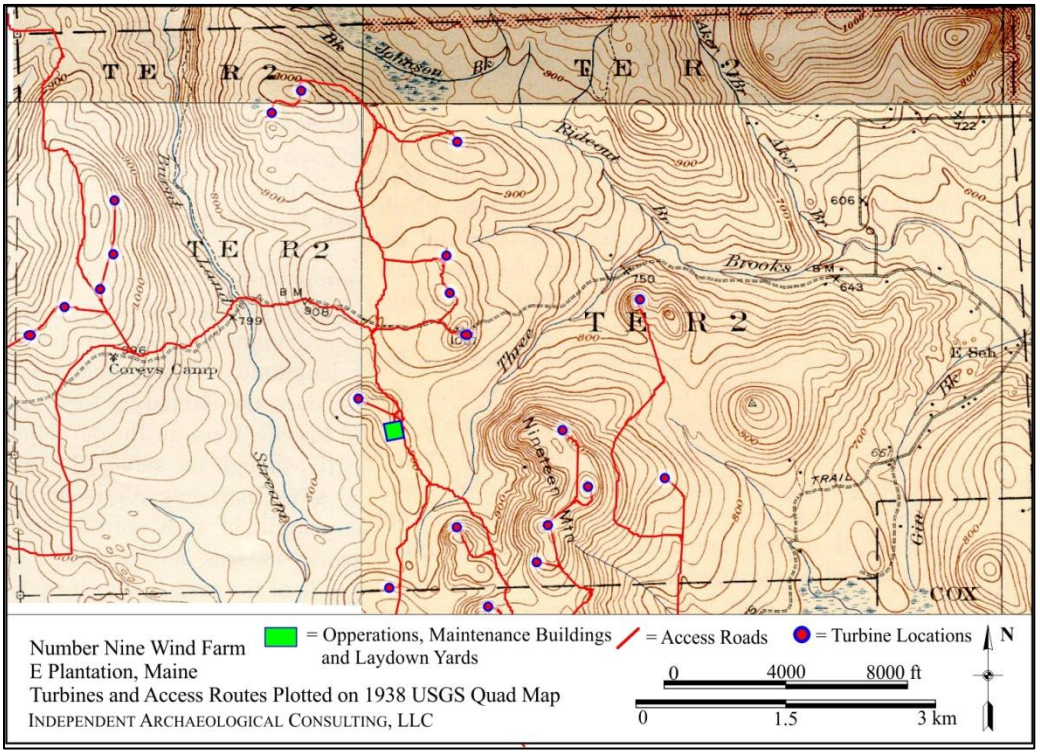


Figure 9. Proposed turbine locations in what is now E Township (after USGS 1938).

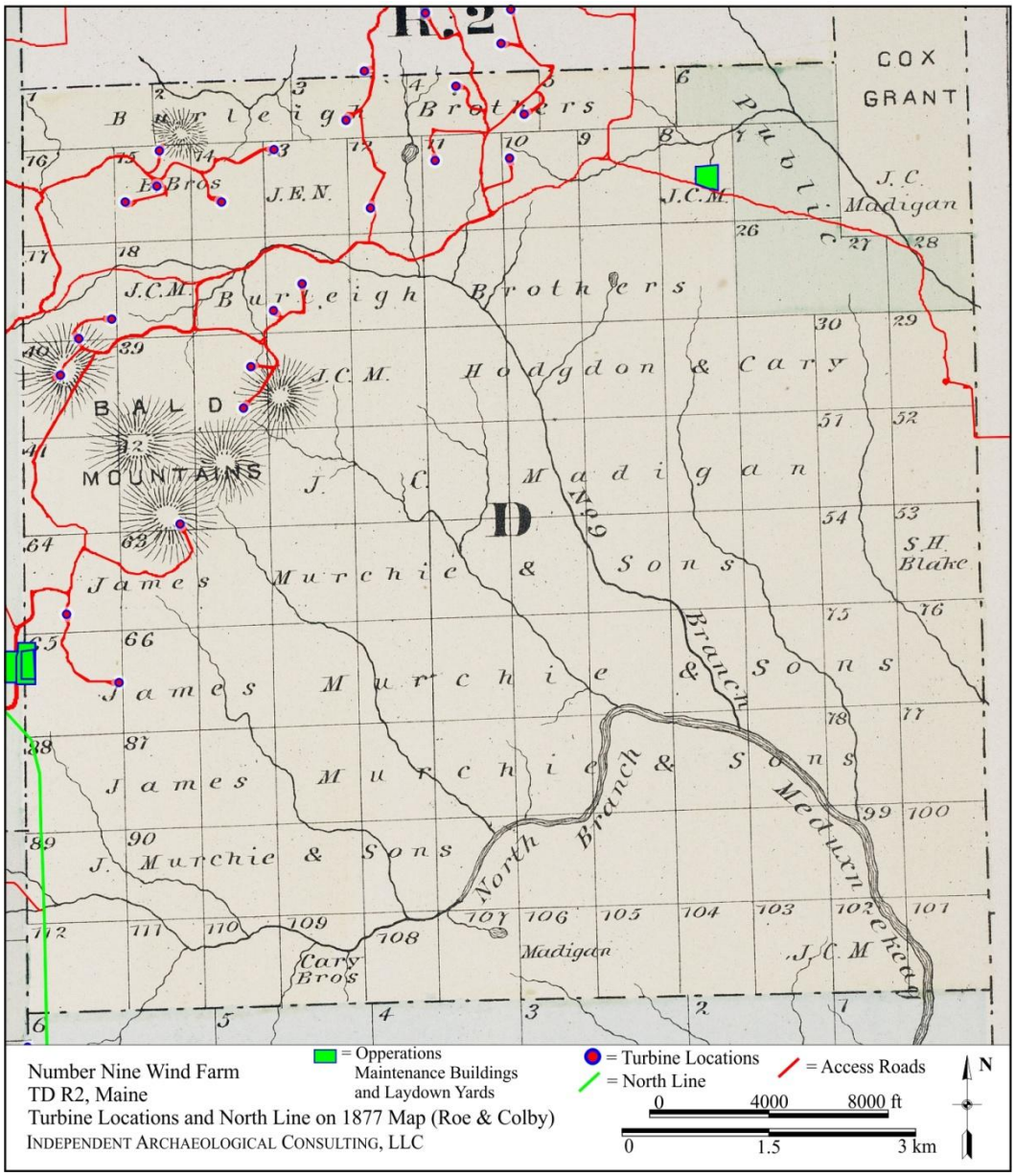


Figure 10. Proposed turbine and North Line locations in what is now TD R2 WELS (after Roe & Colby 1877).

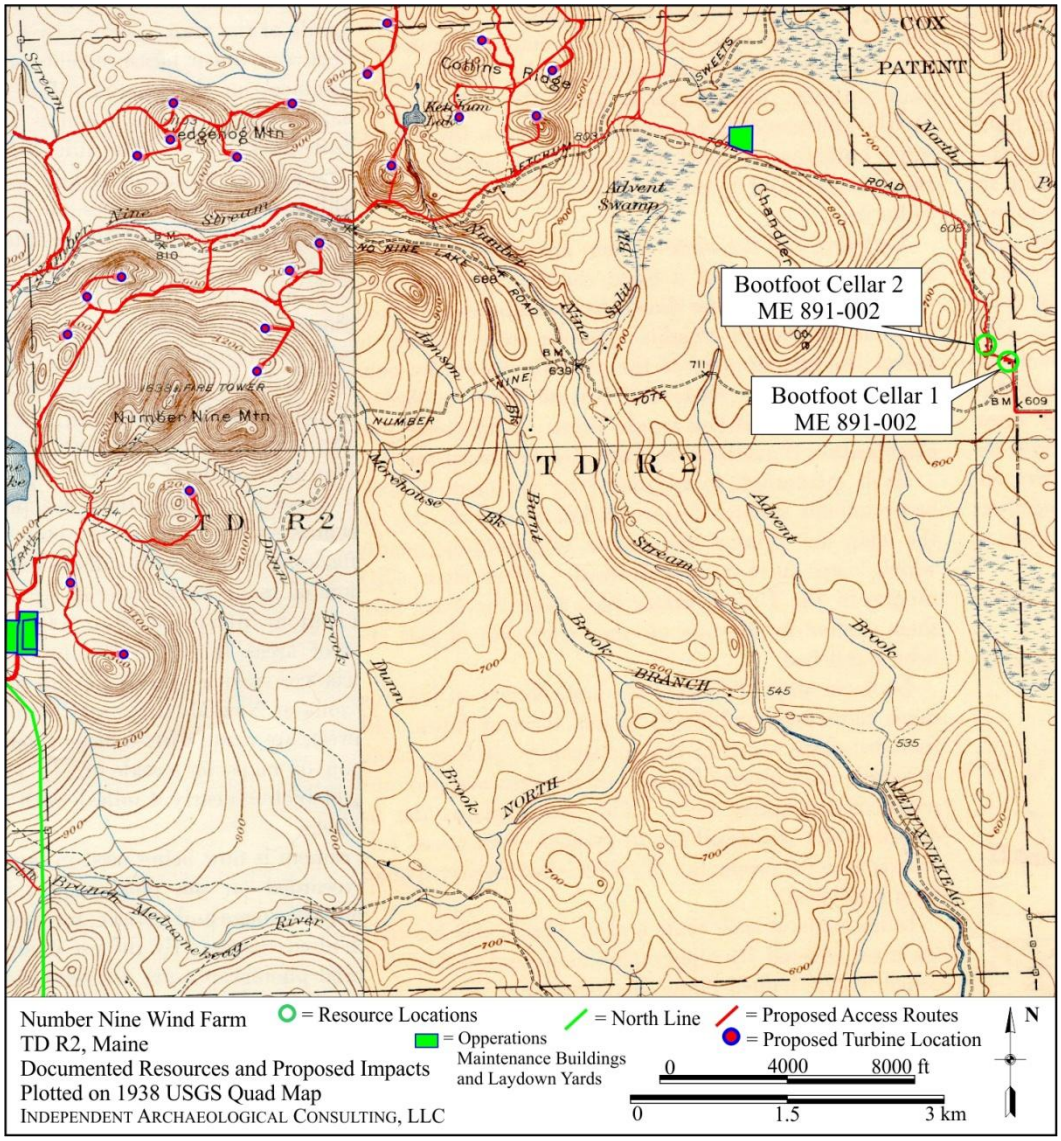


Figure 11. Proposed turbine and access road locations in what is now TD R2 WELS (after USGS 1938) with two archaeological resources documented for the current Project.

Bridal Path Generator Lead Line

The Bridal Path Generator Lead Line (Bridal Path Line) comprises 25 miles of generator lead line corridor that will accommodate the additional energy from the Number Nine Wind Farm and the construction of a new substation in Haynesville. From north to south, the Bridal Path Generator lead line will intersect Houlton, Hodgdon, Linneus, TA R2 WELS, Forkstown Township and Haynesville (Table 5). Each town is considered individually below. Also presented are maps produced in the 1870s (Roe & Colby 1877) showing the approximate route of the generator lead line corridor across the cultural landscape of late-nineteenth-century Maine and development from 20th-century logging industry. Proposed access roads (shown in red) run very near to Euroamerican structures in many cases on the following historic maps. However, Number Nine engineers intentionally selected existing roads as proposed access routes since they require no expansion or alteration prior to use. Since Project impacts will not expand beyond the current road limits, use of the roads will not threaten undisturbed cultural deposits associated with nearby Post-Contact occupations.

Table 5. List of towns intersected by proposed Bridal Path Generator lead line.

No.	Town Name	Quadrangle
1	Houlton	Houlton North, Houlton South
2	Hodgdon	Linneus
3	Linneus	Linneus, Tenmile Lake
4	TA R2 WELS	Tenmile Lake
5	Forkstown TWP	Monument Brook, Alder Brook
6	Haynesville	Alder Brook

Houlton, Aroostook County

Houlton is situated in the southeast portion of Aroostook County along the Maine-Canada border, and serves as the county seat. The town is bounded south by Hodgdon, west by New Limerick and Ludlow, north by Littleton, and east by New Brunswick, Canada. The Meduxnekeag River flows through the center of town and is fed by several tributaries, including Bog Brook, Moose Brook, and Cook Brook. The landscape is mainly rolling, loamy soils ideal for agriculture (Varney 1881:283-184).

The first Euroamerican settlers to Houlton were Joseph Houlton, Aaron Putnam, and Oliver Taylor, who arrived with their families in 1807 from New Salem, Massachusetts (History of the Town of Houlton 1884). In 1810, Joseph Houlton surveyed the land in 160 acre lots; when the town was incorporated in 1831 it was named in his honor (Henderson 2012). A military station was established here in 1830, although it was removed in 1847 during the Mexican-American War and never replaced. In the 1940s, Houlton was again home to military personnel in the form of a prisoner of war camp (Henderson 2012).

Houlton is situated at the terminus of the old "Military Road" (now U.S. Route 2) which originates 250 miles south in Bangor. It was also the end of the line for the New Brunswick and Canada Railway, and the beginning of stage-routes to several towns in Maine and New Brunswick, Canada. In 1894, the new Bangor and Aroostook (B & A) Railroad connected Houlton to central Maine. Throughout the 19th century, Houlton was an important economic hub for northern Maine and parts of Canada; each decade (except for 1850) saw the town's population rise by several hundred.

The first mill in Houlton was a flour mill established by Joseph Houlton. A variety of other mills soon followed, so that by the 1880s, Houlton was home to a woolen mill, four lumber mills, and three flour mills. Also recorded in 1881 are two cheese factories, at least two starch factories, a canning factory, two printing offices, a tannery, two iron foundries and a factory which manufactured sashes, blinds and doors. Agriculture, particularly potatoes, remained a staple of the local economy (Varney 1881:284). Houlton continued to experience steady population growth, reaching a peak population of 8,377 in 1950. However, the population has declined since then; as of 2010, the population of Houlton stood at 4,856.

Figure 12 shows the Bridal Path Line in relation to Euroamerican roads and structures recorded by historic cartographers in 1877 (Roe & Colby). According to the historic map overlay, the Bridal Path Line cuts across largely undeveloped areas, crossing historic roads at four points. The path may come in close proximity to two structures south of the Meduxnekeag River.

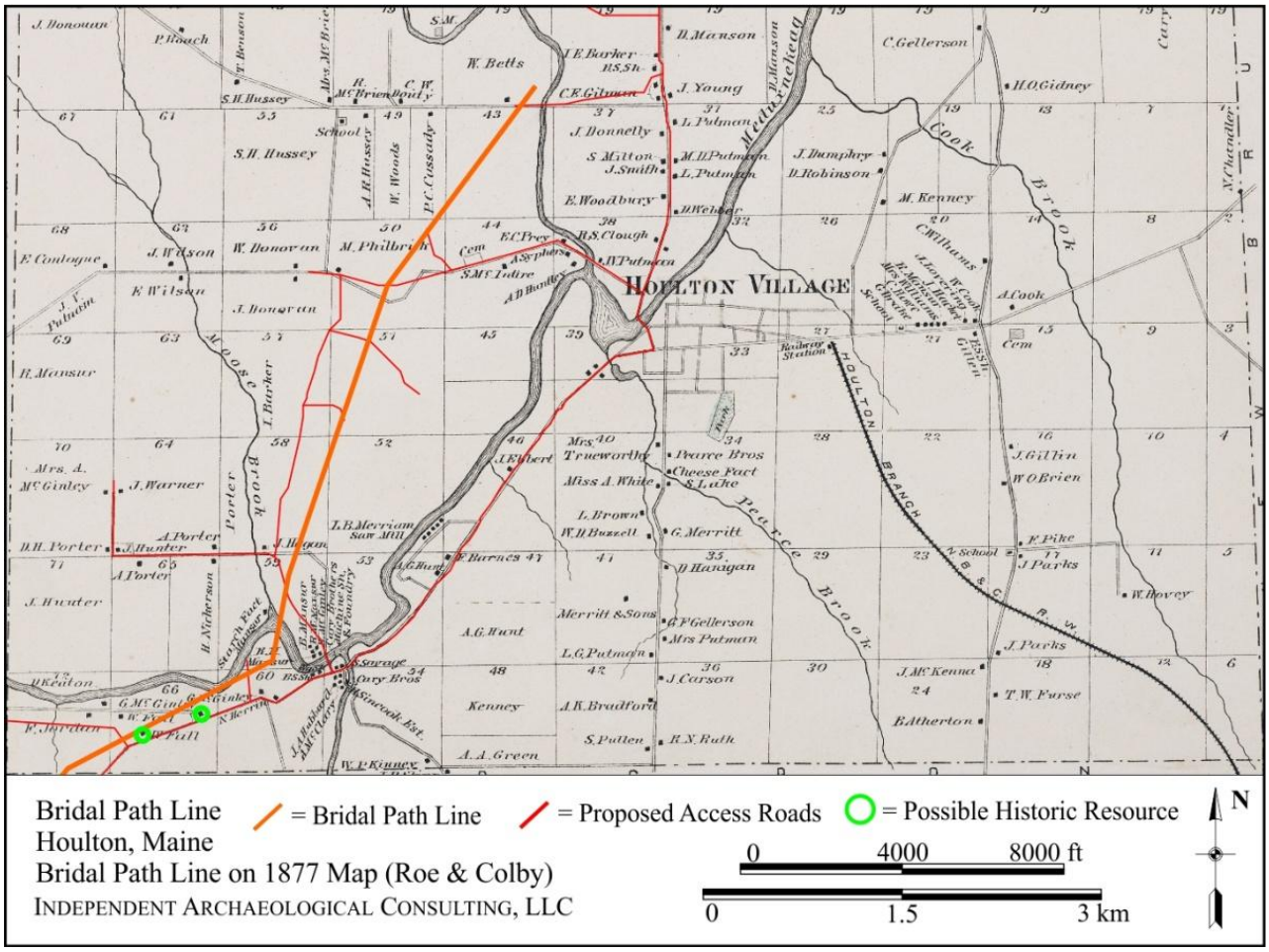


Figure 12. Location of the proposed Bridal Path Line plotted on 1877 map of Houlton, Maine (after Roe & Colby 1877).

Results of State Site File Search for Houlton

As part of research conducted for the present Project, Senior Archaeological Technician Jessica Fish checked the historic archaeology site files maintained by the Maine Historic Preservation Commission. Four sites have been recorded within the town of Houlton, including a barracks dating to the Aroostook

War (1828-1846), a World War II air base and POW camp, a cellarhole, and an isolated pipe stem find. None of these known sites is located within the Project area.

Hodgdon, Aroostook County

Hodgdon is a small town located in southern Aroostook County, Maine. The town is bounded to the east by New Brunswick, Canada, north by Houlton, west by Linneus, and south by Cary Plantation, all in Aroostook County. The terrain is generally level and crossed by several streams and rivers. The largest of these, the Maduskeag River, flows south to north through the center of the town (Varney 1884:231).

The town of Hodgdon was formed from two half townships; the southern half was originally granted by Massachusetts to Westford Academy in 1797, while the northern half was granted to Groton Academy in the same year. Both grants were deeded to John Hodgdon of Weare, New Hampshire (for whom the town is named) by 1805 (Higgin 1922). However, it was not until 1824 that the first Euroamerican settler, Aaron Perly, was recorded. Incorporation followed on February 11, 1821.

Although agriculture was the primary occupation of Hodgdon's early inhabitants, Hodgdon's waterways proved an important economic resource as well. The first mill was built on the Meduxnekeag Stream shortly after 1824 by John Hodgdon and Jabez Bradbury; by the time it was sold in 1861, the mill had expanded into a complex composed of a sawmill, gristmill, and a carding mill (Higgin 1922). Other manufactories in Hodgdon produced lumber, chairs, flour and meal, carriages, boots, shoes, and harnesses (Varney 1884).

Throughout the 19th century, Hodgdon's population grew steadily, fueled by manufacturing and aided by the nearby presence of the much larger town of Houlton. By 1910, the number of residents in Hodgdon had reached 1,153. This was followed by a gradual decline, which persisted until 1960, when only 926 residents were recorded. Since then, the population has risen, attaining a record 1,309 inhabitants in 2010.

The Bridal Path Line stretches across the northwestern corner of Hodgdon as shown in Figure 13. The (Roe & Colby) 1877 map of Hodgdon shows no historic roads and no potential Euroamerican cultural resources in close proximity to the proposed corridor.

<u>Results of State Site File Search for Hodgdon</u>

IAC's review of the Maine Historic Preservation Commission (MHPC) site files revealed no known archaeological sites in the town of Hodgdon.

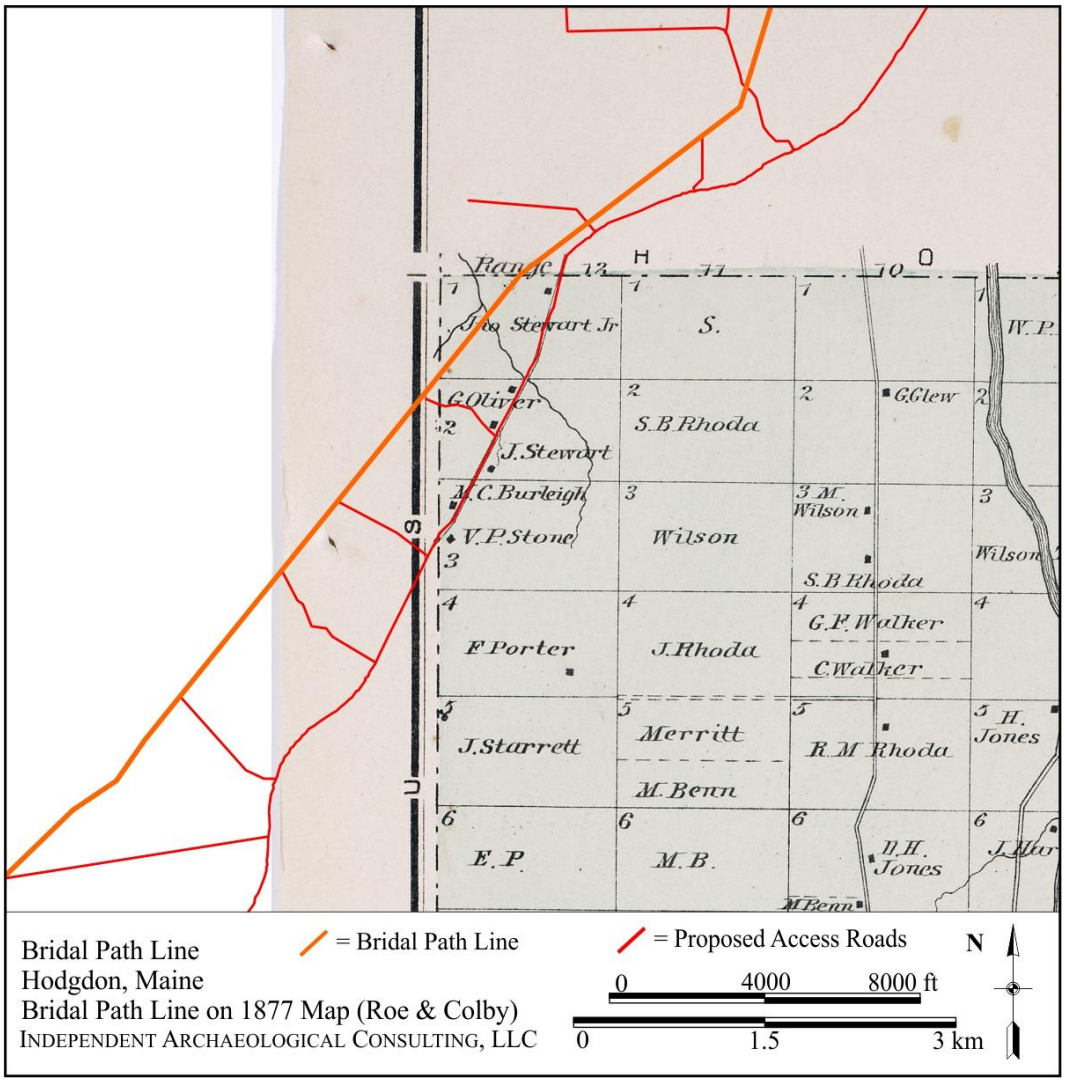


Figure 13. Location of Bridal Path Line across northwest corner of Hodgdon, Maine (after Roe & Colby 1877).

Linneus, Aroostook County

Linneus is a small town located in southern Aroostook County, Maine. The town is bounded to the east by Hodgdon and Cary Plantation, north by New Limerick, west by Oakfield and unnamed Township No. 4 in Range 3, and south by the unnamed Township A in Range 2, all in Aroostook County. The landscape is primarily an undulating terrain ideal for agricultural pursuits, although the northern sections tend to be more hilly and rocky (Varney 1881:332). The northwestern corner of the town is dominated by Meduxnekeag Lake, which finds its headwaters within Linneus' boundaries. Other major waterways include Beaver Brook, Little Beaver Brook, and Foss Brook.

Linneus was originally granted in 1804 by the Commonwealth of Massachusetts to Harvard College for the purpose of endowing a botany professorship; the town was named for the 18th-century Swedish botanist Carl Linnaeus (Henderson 2012). The first Euroamerican settler, Daniel Neal, arrived from New Brunswick in 1826. Other settlers soon followed, including Colonel Moses Burleigh, who gained fame during his exploits against Great Britain in the War of 1812. Linneus was incorporated as a town on March 19, 1836 (Varney 1884:332).

The establishment of the old "Military Road" (now U.S. Route 2) connecting Bangor to Houlton in 1832 probably contributed to Linneus' early growth, as the road passes through the center of town (Varney 1884: 332). Agriculture was the primary occupation throughout much of the town's history, with potatoes, hay, and wheat the main crops. Like most 19th-century towns Linneus was home to several mills, including two sawmills and a gristmill near Meduxnekeag Lake.

After incorporation, Linneus' population steadily rose, attaining a peak of 1,008 inhabitants in 1870 followed by a century of population decline, reaching its lowest numbers in 1960 (607 residents).

Figure 14 shows the Bridal Path Line route across the town of Linneus as mapped in 1877 (Roe & Colby 1877). According to the historic map overlay, the Bridal Path Line cuts across largely undeveloped areas, crossing historic roads at four points. The path may come in close proximity to a structure labeled "Margaret Shield" shown on the map near a small tributary.

<u>Results of State Site File Search for Linneus</u>

IAC archaeologists recorded the James H. Ruth Farmstead (ME 244-001) during a 2014 Phase 0 archaeological survey for a proposed generator lead line (Wheeler et al. 2014). The site, however, is located over 1.3 km (0.81 mi) west of the Bridal Path corridor and will not be impacted by the current Project.

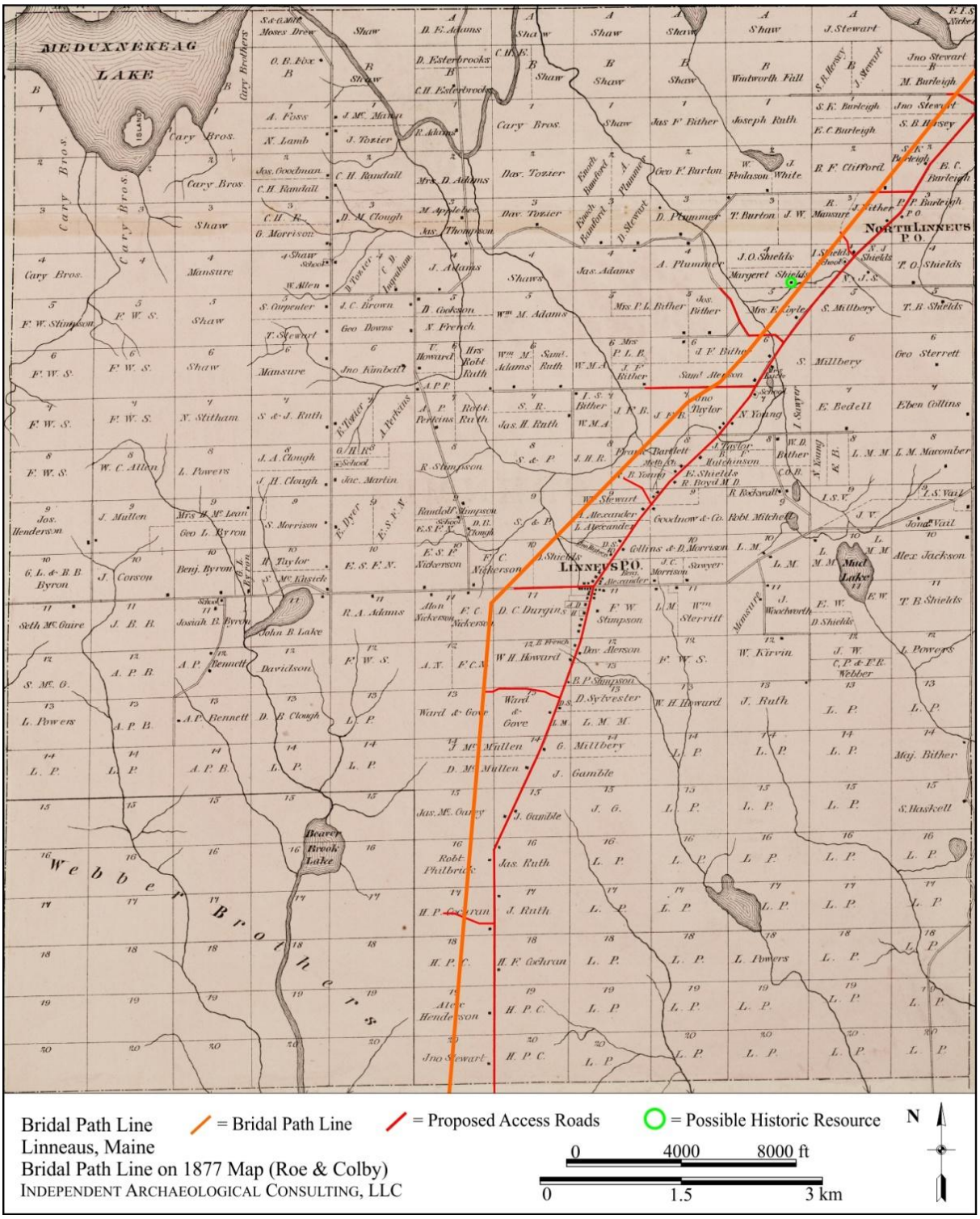


Figure 14. Location of Bridal Path Line across the town of Linneus, Maine (after Roe & Colby 1877).

TA R2 WELS, Aroostook County

TA R2 WELS is one of many unorganized townships in Aroostook County, Maine. It is located south of Linneus and is bordered by T4 R3 WELS to the west, Forkstown Township to the south and Cary Plantation and Amity to the east. Little information on the early settlers in this region can be found. The township was shown as "Letter A Plantation" on the 1877 (Roe & Colby) map, but is not described in other historic resources (e.g., Varney 1881). Population censuses show inhabitants in the unorganized township beginning in 1840 when six individuals were counted. Population peaked at 15 individuals in 1910, perhaps linked to a vibrant lumbering industry in the region (Folger Library 2014). The township remained sparsely settled, with only two individuals listed in 1940.

Little Beaver Brook flows through the center of the township. The 1877 (Roe & Colby) map shows the township laid out in 110 lots, with parcels set aside as public lots (Figure 15). A single road bisects the township from north to south, crossing branches of the brook in places. The map shows three houses along this road, representing the entirely of the township's population at the time when census records list seven individuals. An overlay of the Bridal Path Line on the 1877 (Roe & Colby) map shows no overlap with historic roads.

<u>Results of State Site File Search for TA R2 WELS</u>

IAC's review of the Maine Historic Preservation Commission (MHPC) site files revealed no known archaeological sites in the town.

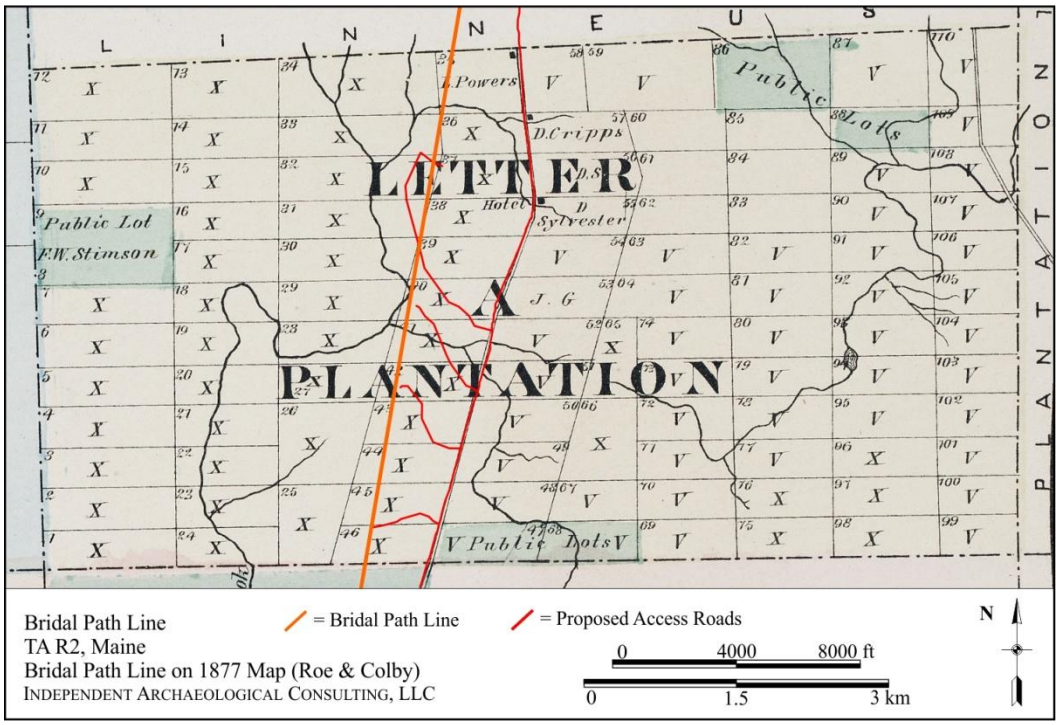


Figure 15. Location of Bridal Path Line through what is now TA R2 WELS (after Roe & Colby 1877).

Forkstown Township, Aroostook County

Forkstown Township in Aroostook County Maine is located south of TA R2 WELS and was once the northern part of Haynesville, which lies to the south. The town of Amity lies to the east, and T3 R3 WELS is the unorganized township bordering on the west. Varney's (1881: 276) gazetteer of Maine claims that Haynesville was built on an "old 'Military Road'" (now U.S. Route 2). The town was reportedly organized in 1848 as Leavitt Plantation, but quickly dissolved and the later incorporated as Haynesville in 1876. This road may refer to the north-south road running through the center of the town, extending into TA R2 WELS to the north and what is now called Haynesville to the south (see Figure 14). Ten Mile Lake is located near the town's northern border, and the east branch of the Mattawamkeag River flows through the western portion of the town. Although set off as Forkstown in 1877, the Roe & Colby (1877) map shows the town as the northern portion of Haynesville, with several parcels set aside as public lots (Figure 16). The Roe & Colby (1877) map shows a hotel and three houses along the main road, as well as a dam on Beaver Brook in the northwest corner of town, possibly indicative of small industry. An overlay of the Bridal Path Line on the 1877 (Roe & Colby) map indicates no overlap with historic roads or resources.

Results of State Site File Search for Forkstown

IAC's review of the Maine Historic Preservation Commission (MHPC) site files revealed no known archaeological sites in the town.

Figure 16. Location of Bridal Path Line through what is now Forkstown (after Roe & Colby 1877).

Haynesville, Aroostook County

Haynesville is located in the southeastern portion of Aroostook County Maine, and is the southern half of what once also incorporated Forkstown Township. Both the east and west branches of the Mattawamkeag River flow through the western portion of the town and meet Seaggrock River in the southern portion of town. The earliest settler arrived in 1828, when a "Military Road" (now U.S. Route 2) was constructed for use in moving supplies to Houlton. The town is named for Alvin Haynes who built a hotel in the northern portion of town (later Forkstown) in 1835 (Henderson 2012).

Haynesville was incorporated in 1876 from portions of a number of plantations. The northern section was set off and later known as Forkstown (Varney 1881). The 1877 (Roe & Colby) map shows a series of roads on either side of the Mattawamkeag River forming a commercial center near the confluence of the west and east branches. A store, post office and schools served the residents living in the houses and farms that lined the main roads (Figure 17). Farming was the principle occupation in the nineteenth century, with hay, potatoes, oats, and wheat being the main crops (Varney 1881: 276). Population records

show steady growth through the latter half of the century, reaching 316 individuals in 1900 (Folger Library 2014). Although the Bridal Path Line crosses the West Branch of the river, it does not come in proximity to historic resources shown on the 1877 (Roe & Colby) map. Most of this development is located on the eastern side of the river.

Results of State Site File Search for Haynesville

IAC's review of the Maine Historic Preservation Commission (MHPC) site files revealed no known archaeological sites in the town.

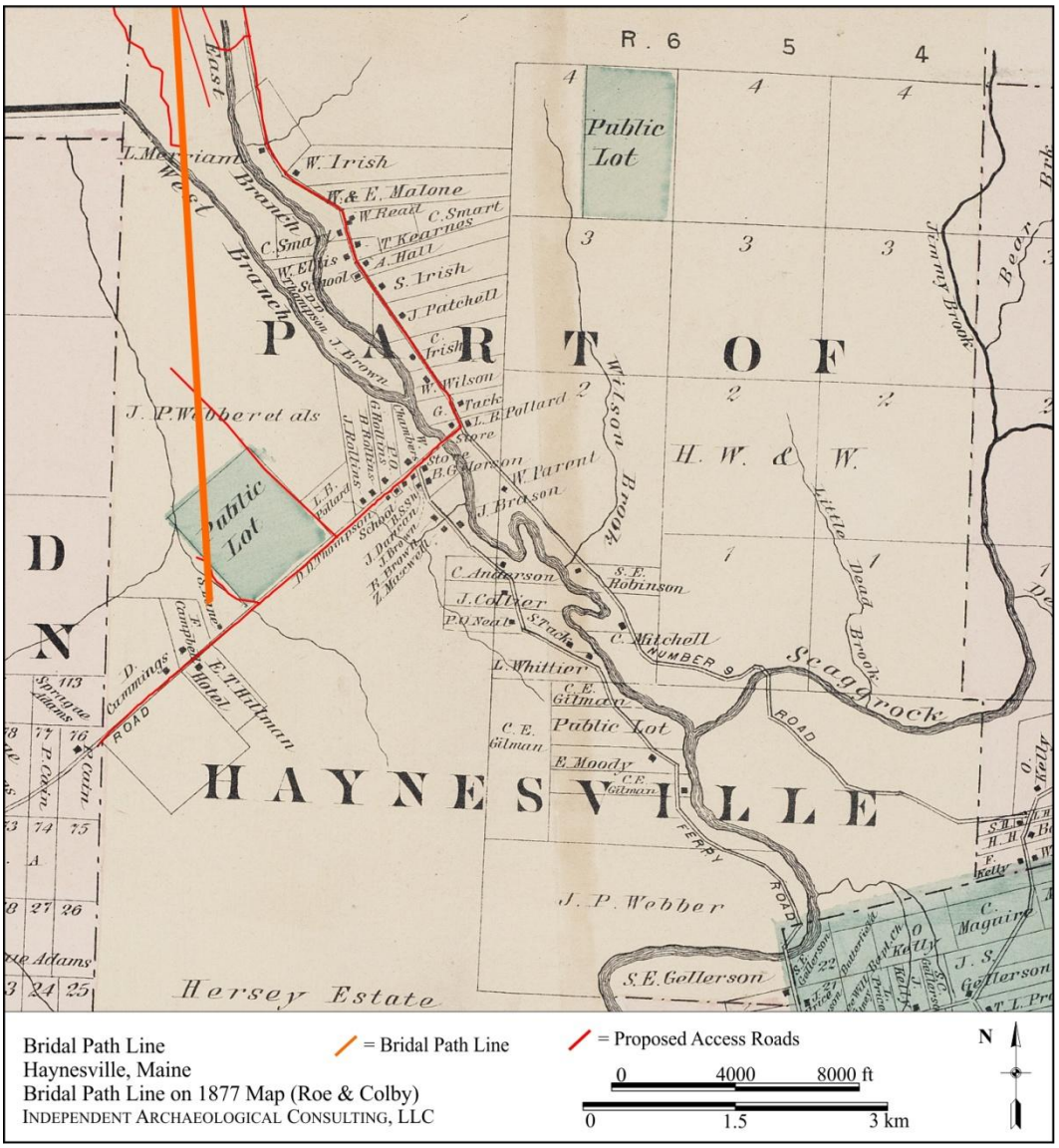


Figure 17. Location of Bridal Path Line on the 1877 map of Haynesville, Maine (after Roe & Colby 1877).

North Generator Lead Line

The North Generator Lead Line (North Line) includes 26.2 miles of generator lead line corridor that will cross six towns along a general north-to-south course: T9 R3, T8 R3, TC R2, Hammond, Littleton and Houlton (Table 6). This report section summarizes the Euroamerican settlement history for the seven townships, complete with nineteenth- and twentieth-century maps of the proposed corridor path. Though sparely populated from the 1800s into the modern era, cartographic analysis suggested several Euroamerican occupation or activity sites may exist within the North Line Project area. Like the Bridal Path Line, Number Nine engineers selected proposed access roads for the North Line that are existing roadways and will not require expansion or alteration prior to use. Though the proposed access roads (shown in red) cross very near to historic structures on several of the following maps, project impacts will not extend beyond the current road limits and therefore do not threaten undisturbed archaeological deposits related to the nearby Euroamerican occupation.

Table 6. List of towns intersected by proposed North Generator Lead Line.

No.	Town Name	Quadrangle
1	Hammond	Twin Brook
2	Littleton	Twin Brook
3	Houlton	Houlton North
4	T9 R3	Number Nine Lake
5	T8 R3	North Brook Ridge
6	TC R2	Harvey

T9 R3 WELS, Aroostook County

The uneventful Post-Contact settlement history of the T9 R3 township is summarized on previous pages and will not be repeated here. Figures 18 shows the proposed Northern corridor overlaid onto an 1877 (Roe & Colby) map of the township. Few mapped occupation or activity sites appear in close proximity to the North Line.

Results of State Site File Search for T9 R3

IAC's review of the Maine Historic Preservation Commission (MHPC) site files revealed no known archaeological sites in the town.

T8 R3 WELS, Aroostook County

Previous report sections offer the Euroamerican settlement history of T8 R3 and it is not repeated here. Figure 19 shows the North Line overlaid onto an 1877 (Roe & Colby) map of T8 R3. Note the absence of documented residences in close proximity to the proposed ROW.

Results of State Site File Search for T8 R3

IAC's review of the Maine Historic Preservation Commission (MHPC) site files revealed no known archaeological sites in the town.

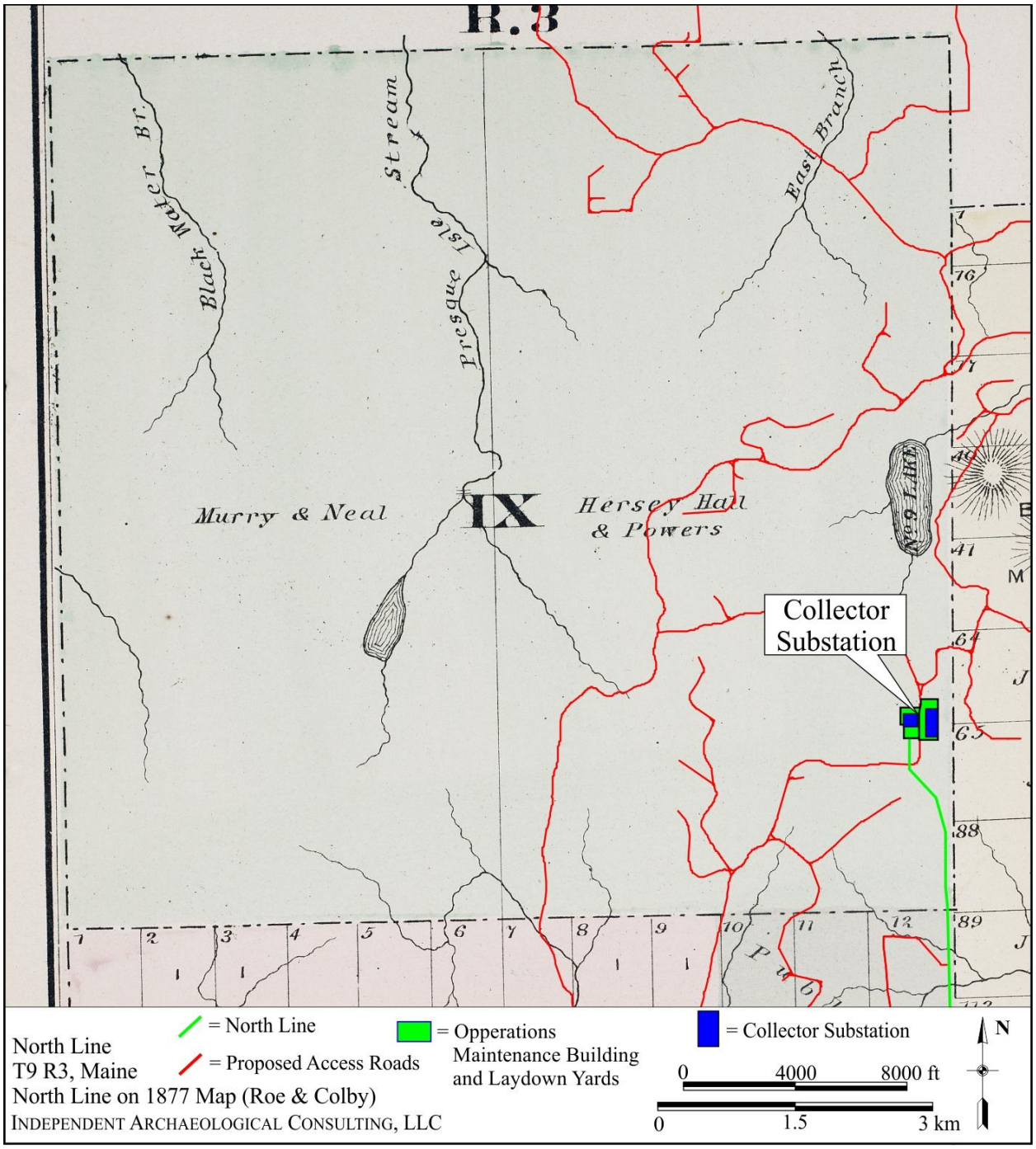


Figure 18. Location of the North Line and Collector Substation plotted on an 1877 map of T9 R3 (after Roe & Colby 1877).

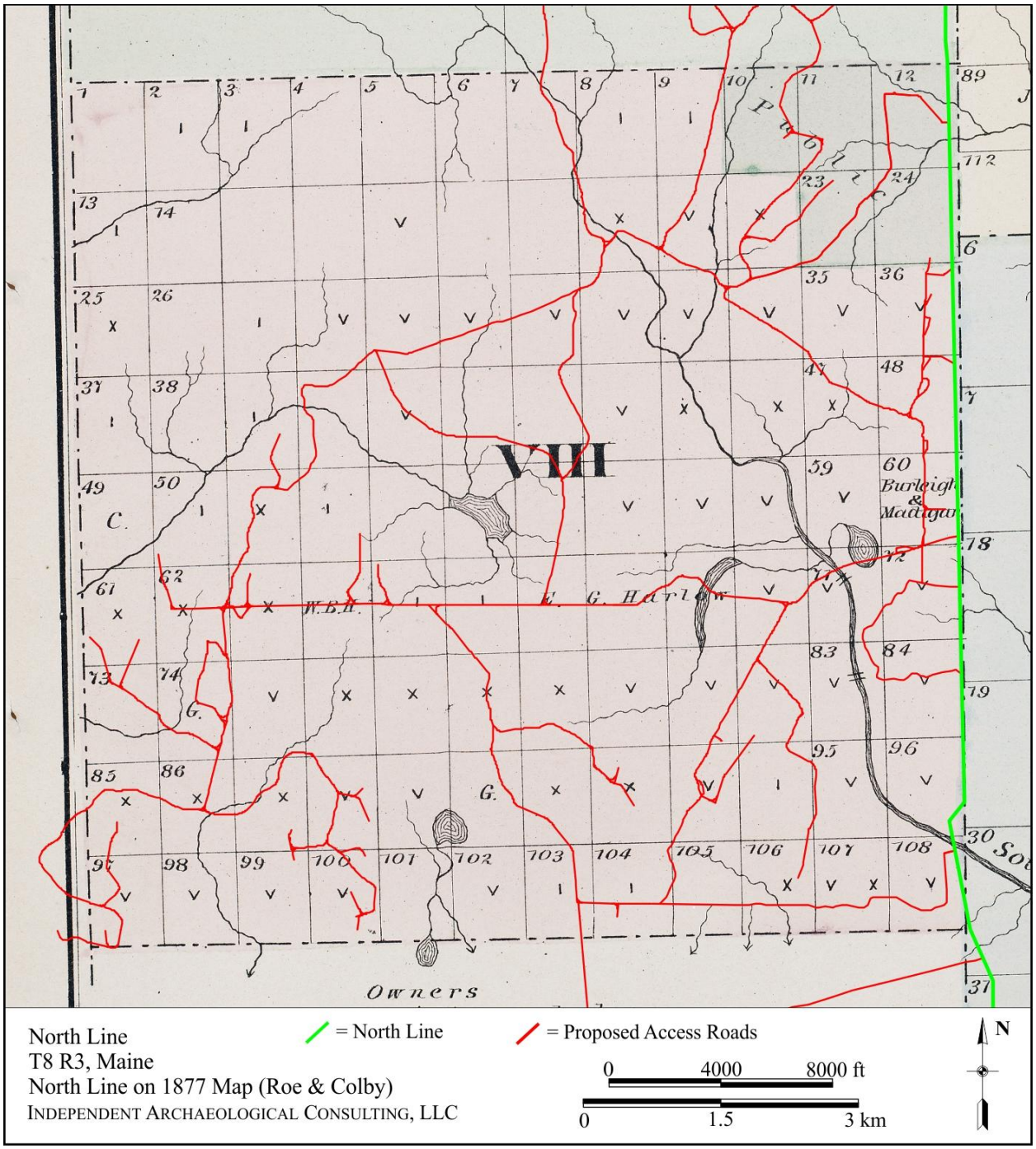


Figure 19. Location of the North Line plotted on an 1877 map of T8 R3 (after Roe & Colby 1877).

TC R2 WELS, Aroostook County

TC R2 WELS is an unincorporated township situated in the northwest portion of Aroostook County. TC R2 is bounded north by TD R WELS, south by Hammond, east by Bridgewater and west by T9 R3 WELS and T8 R3 WELS. Carmichael Ridge in the southwest corner of the township is the height of land and Gould Brook flows through its center.

It is not recorded who the earliest Euro-American settlers to TC R2 WELS were, however, census data indicate that in 1870 six people called the town home. The population increased to a high of 71 in 1920, then reached a low of 17 in 1930. No census data later than 1930 could be found (Fogler Library 2014).

Though it is sparsely populated and records are scarce, the rise and decline of TC R2 reflects the rise and fall of the Maine timber and pulpwood industries. Timbering in Maine began in the early portion of the seventeenth century and continues in the form of the modern pulpwood industry (Judd et al. 1995:427-431). Originally created as a pine plantation, timber resources were and remain an important economic export of the township.

Figure 20 depicts the North Line in relation to Euroamerican structures documented by cartographers on the 1877 (Roe & Colby) map of TC R2. No resources are shown on the map or listed within the area of potential effect. Figure 21 shows the North Line plotted on a portion of a 1938 (USGS) map of TC R2. *Millers Camp*, likely a lumber camp, appears just west of the proposed ROW.

<u>Results of State Site File Search for TC R2</u>

IAC's review of the Maine Historic Preservation Commission (MHPC) site files revealed no known archaeological sites in TC R2.

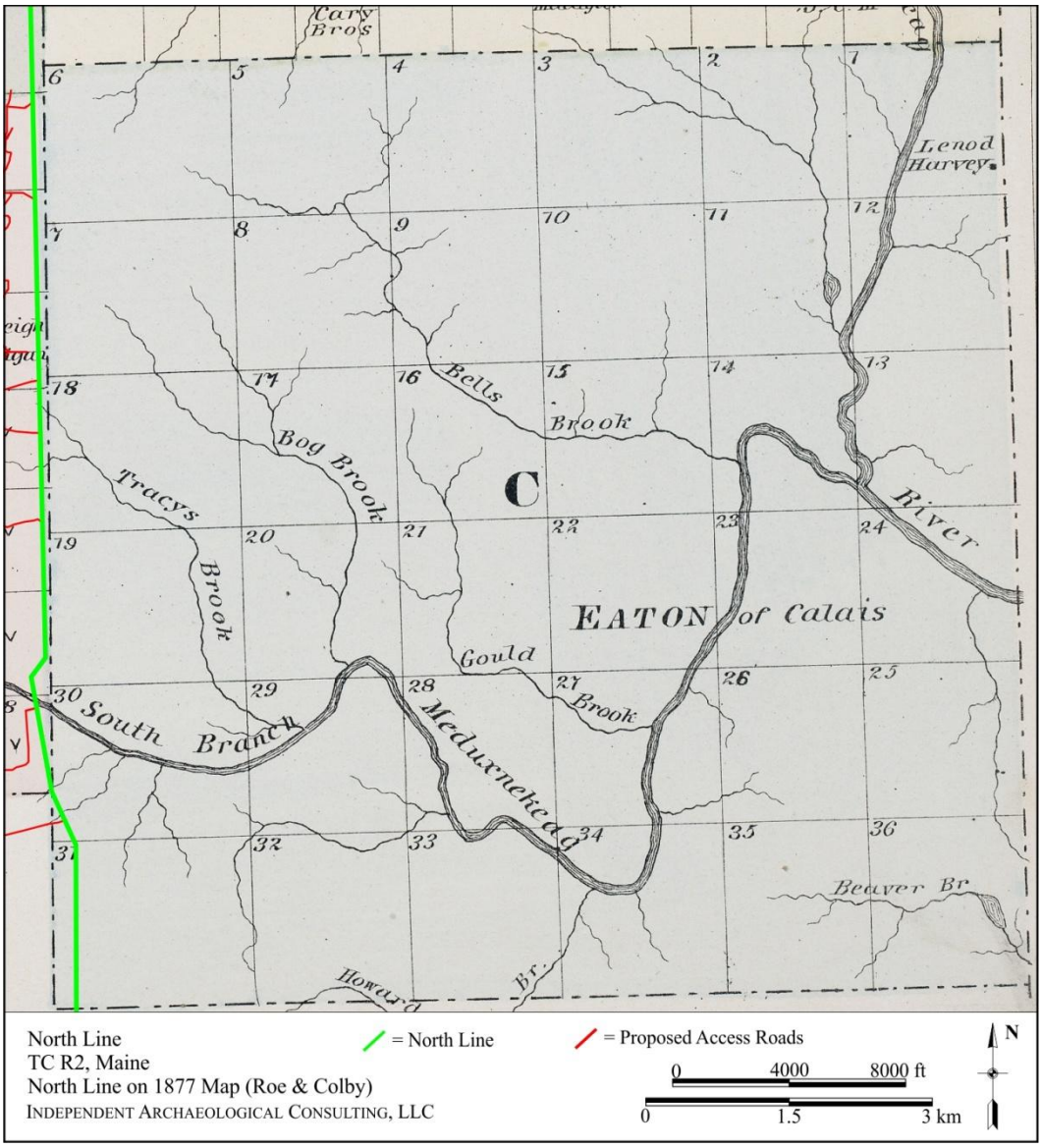


Figure 20. Location of the North Line plotted on the 1877 map of TC R2 (after Roe & Colby 1877).

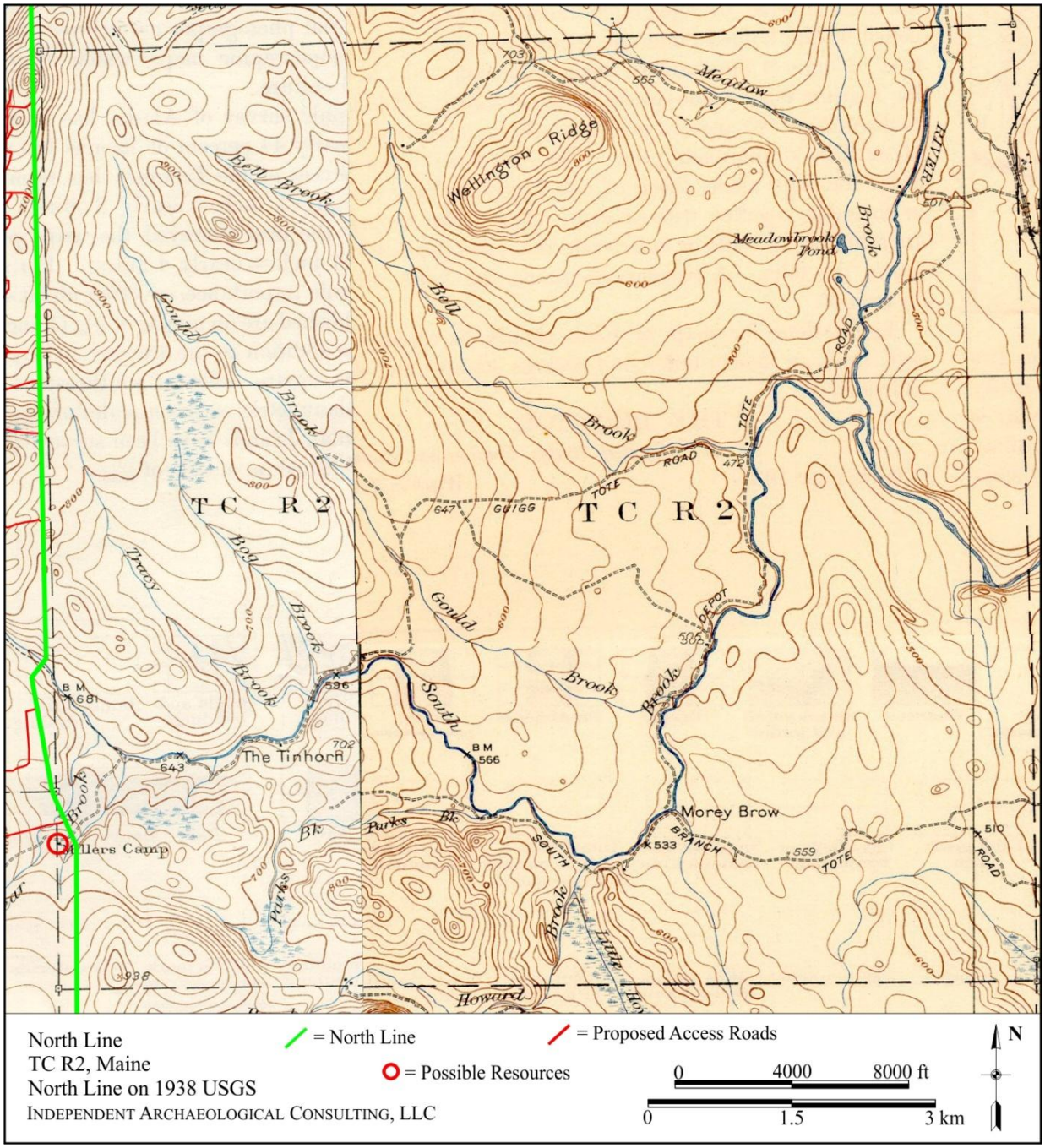


Figure 21. The North Line plotted on a 1938 USGS map of TC R2 (after USGS 1938). Note *Millers Camp* circled in red just west of the ROW.

Hammond, Aroostook County

Hammond is situated in the northwest portion of Aroostook County along the Maine-Canada border. The town is bounded north by TC R2 WELS, south by Ludlow, west by Dudley and east by Littleton. B Stream runs through the center of town and is fed by several unnamed tributaries. Originally, Hammond existed as a simple timber plantation formally organized in 1895. Citizens voted in favor of formal incorporation in 1977 (http://maineanencyclopedia.com/hammond).

IAC found few historic documents regarding life in early Hammond, however, census records show a population for the territory of 87 in 1880. By 1890 Hammond housed 109 residents and reached a peak population of 132 in 1920. Between 1920 and 1940 the population of Hammond declined to 108. There was a brief resurgence to a total population of 123 by 1950. According to the 2000 census there were 98 residents in the town (Folger Library 2014).

Though historic records are lacking, the rise and decline of Hammond closely mirrors the rise and fall of Maine's timber industry. Timbering in Maine began in the early portion of the seventeenth century, boomed in the 1850's, dwindled in the late 1800s, then experienced a resurgence with the pulp wood industry around 1900 (Wood 1971:164-170).

Figure 22 shows the North Line overlaid onto the Roe & Colby (1877) map of Hammond. No mapped resources appear in close proximity to the APE. Figure 23 USGS depicts the North Line in relation to Euroamerican structures documented by USGS cartographers in 1938 (USGS). Two structures are shown, one east of Burnt Brow Road and one on the south side of Cedar Dam Road.

<u>Results of State Site File Search for Hammond</u>

IAC's review of the Maine Historic Preservation Commission (MHPC) site files revealed no known archaeological sites in Hammond.

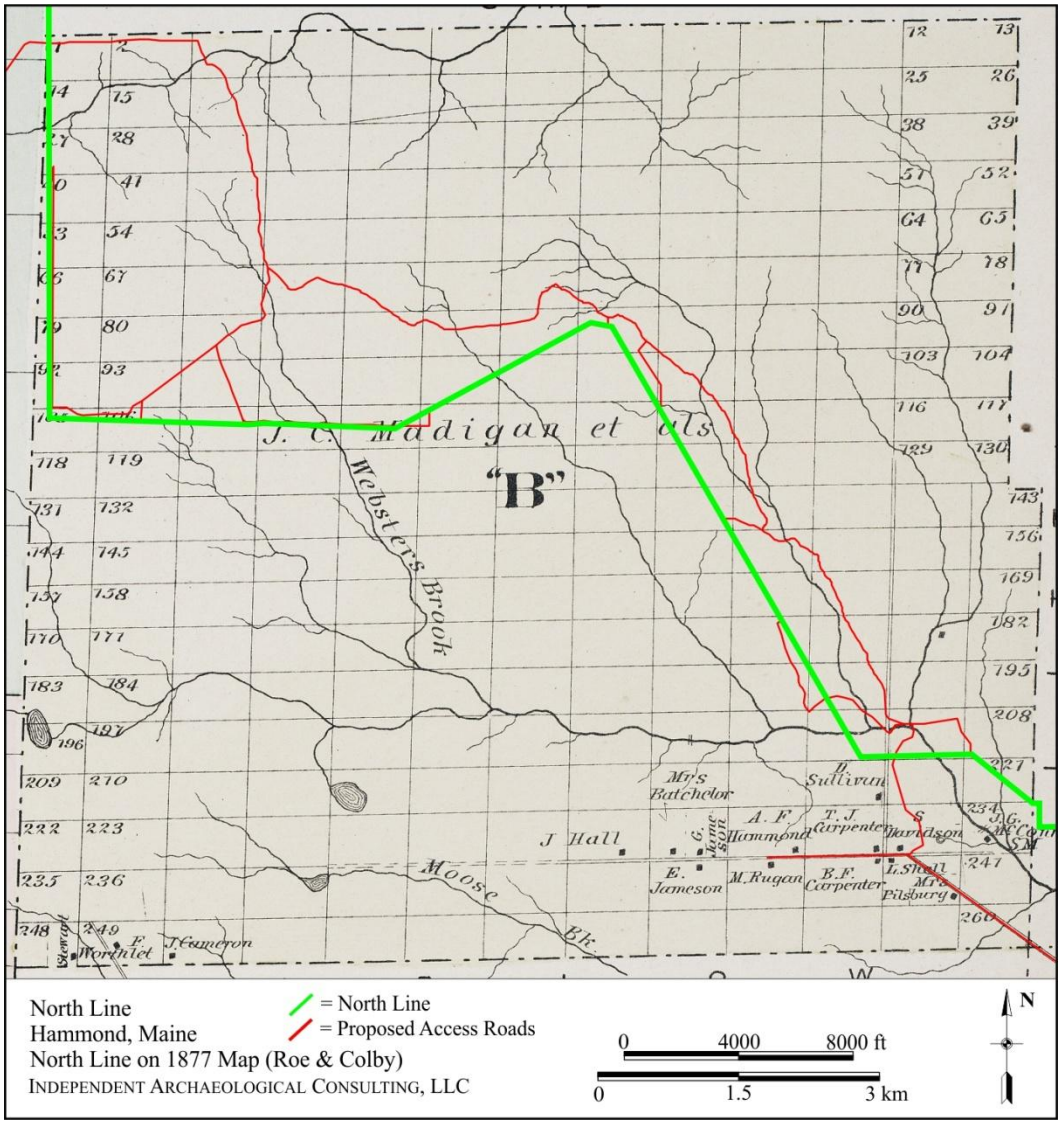


Figure 22. Location of the North Line plotted on the 1877 map of Hammond, Maine (after Roe & Colby 1877).

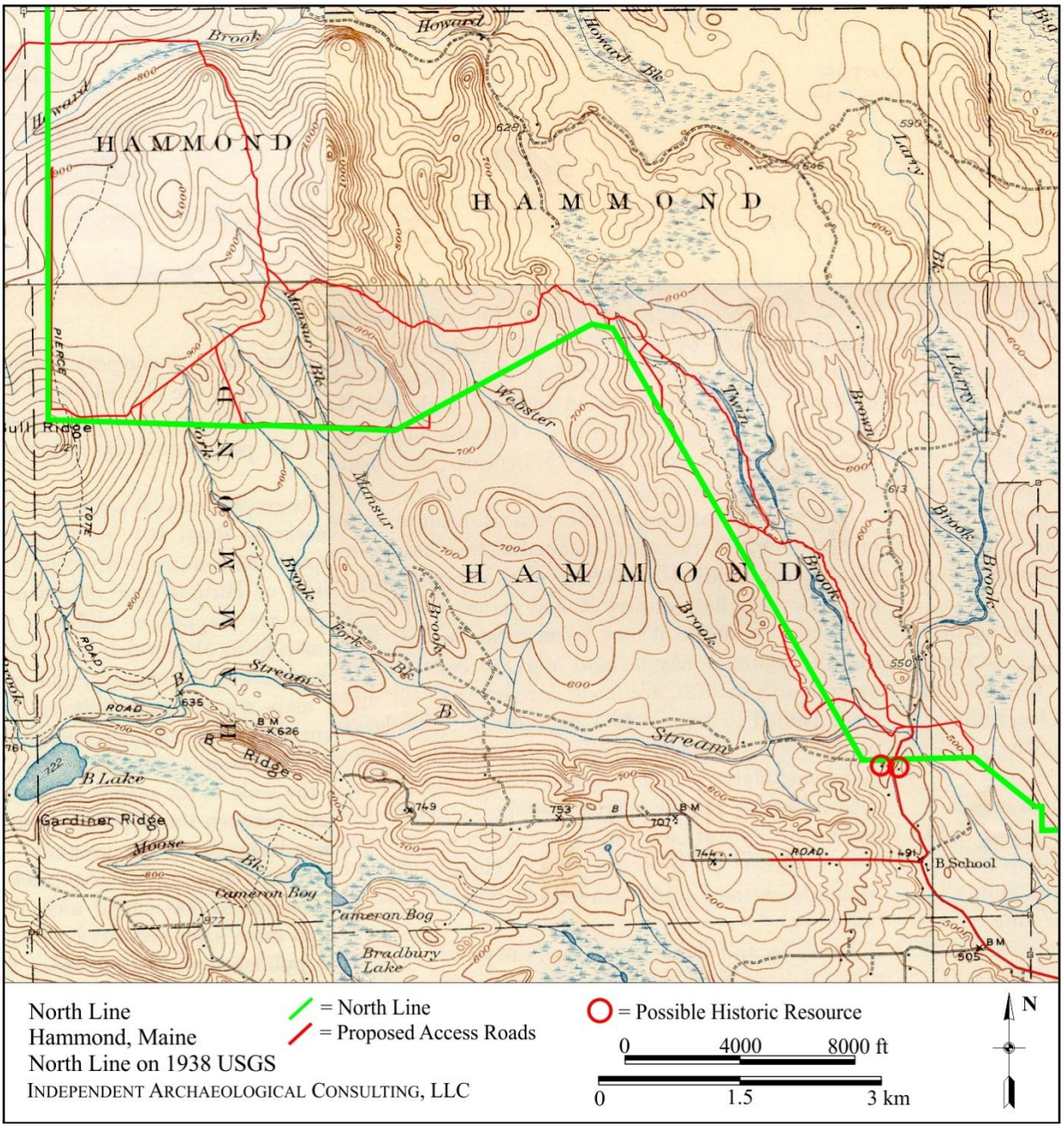


Figure 23. Location of the North Line plotted on a 1938 USGS map of Hammond, Maine (after USGS 1938).

Littleton, Aroostook County

Littleton is situated in the northeast portion of Aroostook County. The town adjoins the northern edge of Houlton and is bordered by Monticello to the north, B Township on the west and Wilmot, New Brunswick to the east. The Meduxnekeag River flows through the northeast portion of the town and is fed by Big Brook flowing through the northwest portion of town. The soils are very fertile and yield good crops suited to the northern latitudes (Varney 1881:338).

The earliest Euro-American settler to Littleton was Park Holland, who arrived in 1801. Others followed and the citizens voted to formally incorporate the town in 1856. Soon after, citizens established a stop in Littleton for the Houlton to Upper Aroostook stage line. The covered bridge built in Littleton in 1911 is the oldest surviving example of the Howe Truss system in Maine (http://maineanencyclopedia.com/littleton/).

Census records show that Littleton had a population of 700 in 1860, increasing to a peak of 1,049 in 1940 and declining to a total of 955 by the year 2000 (Fogler Library 2014). These numbers reflect the town's strong ties to the Maine timber industry. The history of timbering in Maine goes back to the early 17th century, when the first mill was established on the Penobscot. Others soon followed and by the mid-1700's timber was big business. During the late 1800's, advances in log driving and milling technology caused a major boom in the lumber industry (Wood 1917: 170). This boom lasted until the early 20th century, by which point pulpwood was becoming the primary timber-based industry in northern Maine. While jobs in the timber industry still existed, far fewer men and women were needed to work in the pulpwood industry than in the older, traditional lumbering industry (Judd et al. 1995:272).

Figure 24 depicts the North Line in relation to Euroamerican structures recorded by cartographers in 1877 (Roe & Colby). Two resources appear near the proposed corridor in Littleton, the *J. Spellman* and *J. Harrigan*.

Results of State Site File Search for Littleton

IAC's review of the Maine Historic Preservation Commission (MHPC) site files revealed no known archaeological sites in Littleton.

Houlton, Aroostook County

Previous sections of this chapter describe the history of Houlton along with the results of the MHPC site file search. Figure 25 depicts the North Line ROW plotted onto the Roe & Colby (1877) map of Houlton. The 1877 overlay shows two Euroamerican occupation sites, the *C. Jones* and *Frisbie* homesteads, in close proximity to the proposed generator lead line.

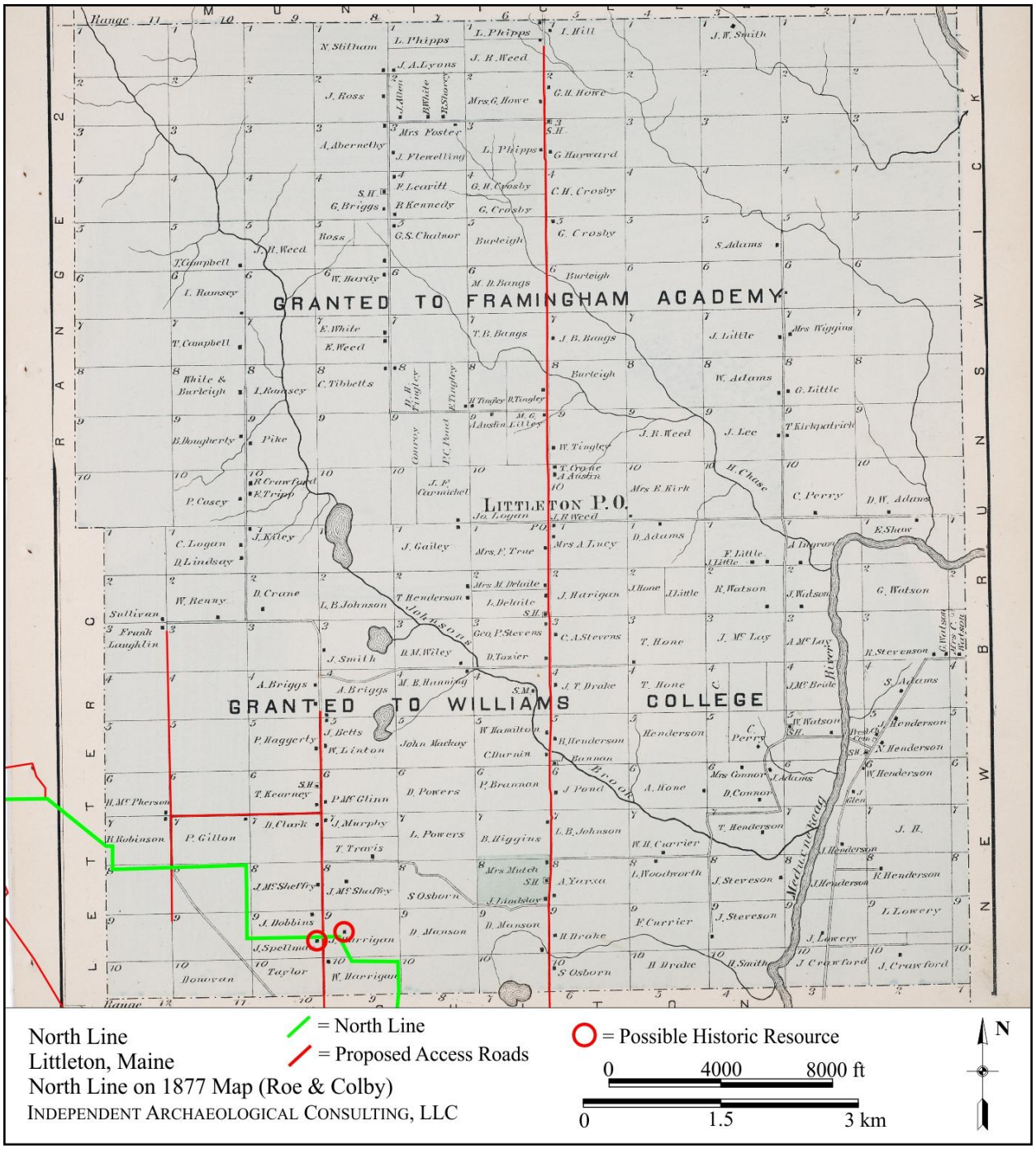
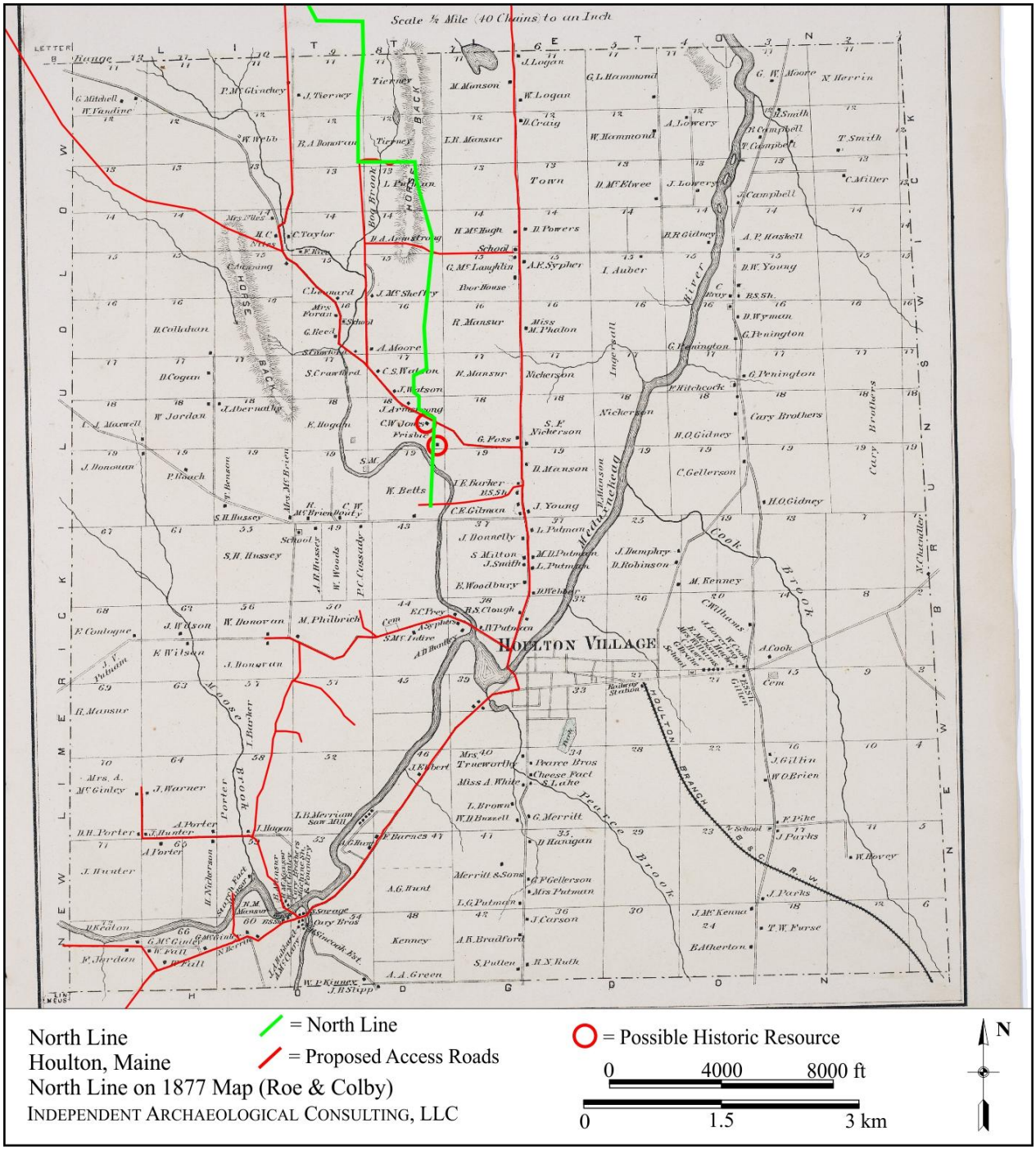


Figure 24. Location of the North Line plotted on the 1877 map of Littleton, Maine (after Roe & Colby 1877)



North Line
Houlton, Maine
North Line on 1877 Map (Roe & Colby)
INDEPENDENT ARCHAEOLOGICAL CONSULTING, LLC

Figure 25. Location of the North Line plotted on an 1877 map of Houlton, Maine (after Roe & Colby 1877).

RESULTS OF PHASE 0 ARCHAEOLOGICAL SURVEY FOR THE NUMBER NINE WIND FARM TURBINE AREA, BRIDAL PATH GENERATOR LEAD LINE AND NORTH GENERATOR LEAD LINE

IAC identified several possible locations for Post-Contact Euroamerican archaeological resources by overlaying the proposed Project Turbine Area, Bridal Path Generator Lead Line and North Generator Lead Line onto nineteenth-century maps of appropriate towns in Aroostook County (Roe & Colby 1877; see previous chapter). To aid archaeological survey crews, IAC researchers prepared tables that indicate road crossings and other locations where nineteenth-century maps show dwellings, farms, or other Euroamerican resources. This compiled list forms the basis for the walkover survey strategy and was the primary guide for archaeological inspection. This chapter presents the Phase 0 survey results for each town along the APE.

Results of the Turbine Area Survey

The Turbine Area, consisting of the turbine layout and associated access roads, collection lines, laydown areas, permanent met towers, Operations and Maintenance Building, and collector substation encompasses approximately 212,275 m² (53 acres) that stretch across several townships in Aroostook County (see Figure 1). Map overlay revealed five historic occupation or activity sites in close proximity to proposed turbine locations and access roads. Mr. Tumelaire and Mr. Blake inspected the five locations on October 21, 2014 to determine if undisturbed Euroamerican archaeological resources lay within the Turbine Area APE. Archaeologists identified three previously undocumented Post-Contact archaeological sites in or near the Project area. This section describes the three newly recorded resources and includes IAC's recommendations for avoidance or mitigation.

Bootfoot Road Cellar 1 (BF-1) – ME 891-001

The Bootfoot Road Cellar 1 site (BF-1) consists of a shallow rectangular cellarhole with short intact segments of a dry-laid fieldstone foundation (Plate 1). The site occupies a low, level hill along the southern edge of Bootfoot Road in TD R2 (Figure 26). A bulkhead stretches east off the eastern wall of the cellar, lined with moss-covered, dry-laid stones (Plate 2). Apple trees surround the site along with scattered surficial deposits of glass and metal artifacts. Though not in close proximity to a proposed turbine location, BF-1 is located just 10 m (33 ft) from the edge of Bootfoot Road.

Bootfoot Road does not appear on the 1877 Colby map of TD R2 (see Figure 10) but is clearly depicted on a 1938 USGS quadrangle map of the township (see Figure 11). In similar fashion, the 1938 quad map shows a structure at the approximate location of BF-1 with no such structure visible on nineteenth-century cartographic sources. Cartographic analysis suggests that BF-1 marks a structure built along Bootfoot Road sometime between 1878 and 1938, with a dry-laid fieldstone foundation that suggests a construction date toward the earlier end of this date range.

Project plans designate Bootfoot Road as a primary access route for the Turbine Area. According to Project engineers, the roadway near BF-1 will require some additional gravel and possible grading of the current dirt track but impacts will not extend beyond the edges of the existing road. IAC recommends no additional archaeological investigation of BF-1 based on the current APE, however, should use of Bootfoot Road necessitate any ground disturbance beyond the existing road edge we recommend a Phase I reconnaissance survey to identify the presence or absence of archaeological deposits associated with the site within the impact area. In addition, the BF-1 cellarhole lay 38 m (126 ft) west of a 90° north-to-west turn in Bootfoot Road. Such sharp turns often require road expansion to accommodate the turning radius of trucks hauling turbine blades and other large components. We recommend that any widening of the

roadway occurs along the eastern and northern edges of the turn to avoid disturbing potential material deposits associated with the BF-1 site.

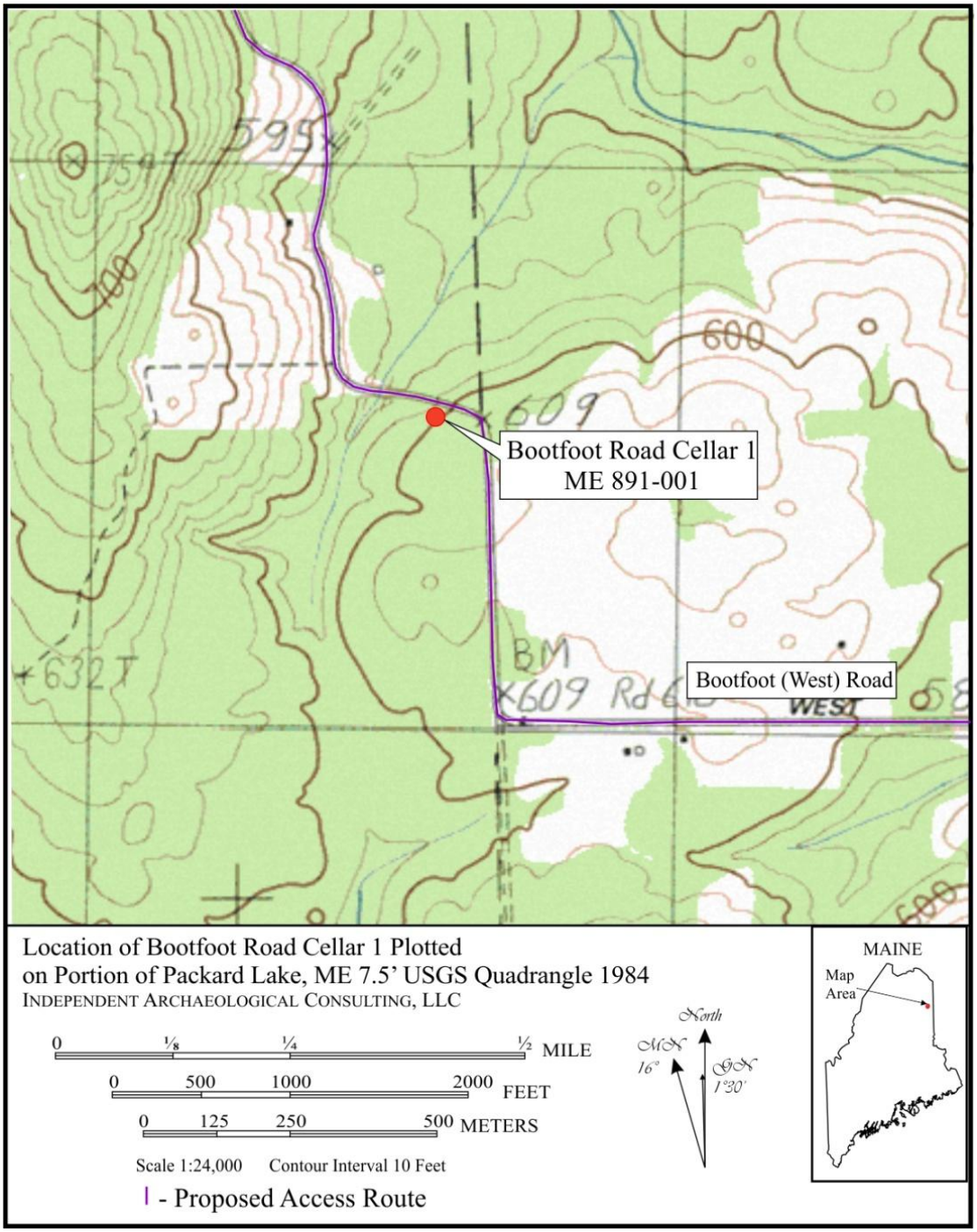


Figure 26. Location of the BF-1 site along Bootfoot Road in TDR2, a proposed access road for the Turbine Area.

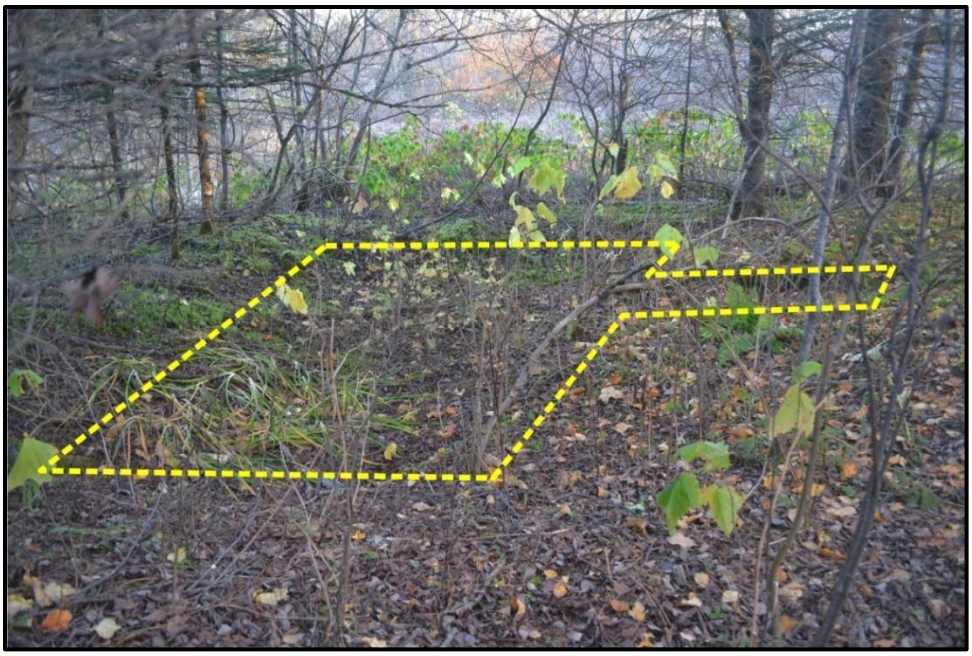


Plate 1. The Bootfoot Road Cellar 1, view north. The yellow dashed line highlights the edges of the rectangular cellar depression.

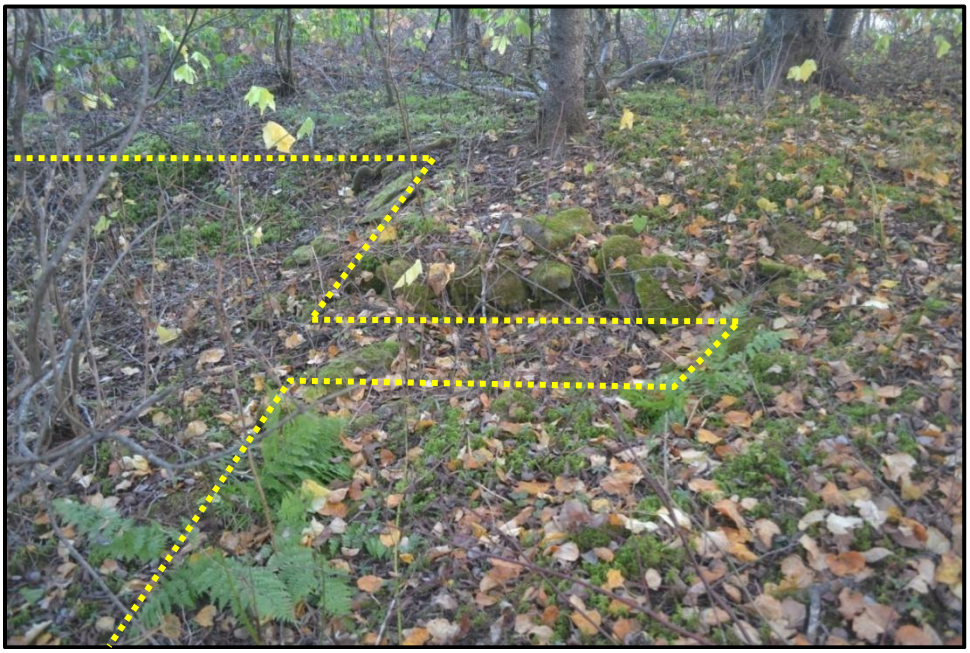


Plate 2. Detail of intact dry-laid foundation segment lining the northern wall of the BF-1 bulkhead, view north.

Bootfoot Road Cellar 2 (BF-2) – ME 891-002

The Bootfoot Road Cellar 2 site (BF-2) is an amorphous stone-filled and partially stone-lined depression atop a low rise west of Bootfoot Road in TD R2 (Figure 27). Apple trees and metal Euroamerican artifacts dot the area, protruding from dense undergrowth and brush that blankets the landform and prevented a clear photograph of the depression itself (Plates 3 and 4). As with BF-1, the BF-2 site is absent from the 1877 map of TD R2 but appears on the 1938 map of the township, indicating a construction date between 1878 and 1938 (see Figures 10 and 11). The cellarhole and foundation appear significantly disturbed by past road construction and logging activity, however, the site may retain intact material deposits associated with past Euroamerican occupation or activity.

The BF-2 depression is located 42 m (138 ft) west of Bootfoot Road. Should impacts to the roadway remain limited to gravel and grading within the existing road edges, IAC recommends no further archaeological survey. We do recommend, however, that any proposed expansion of Bootfoot Road to widen the nearby west-to-north bend in the road be preceded by a Phase I reconnaissance survey to confirm the presence or absence of cultural deposits within the bounds of the expanded APE.

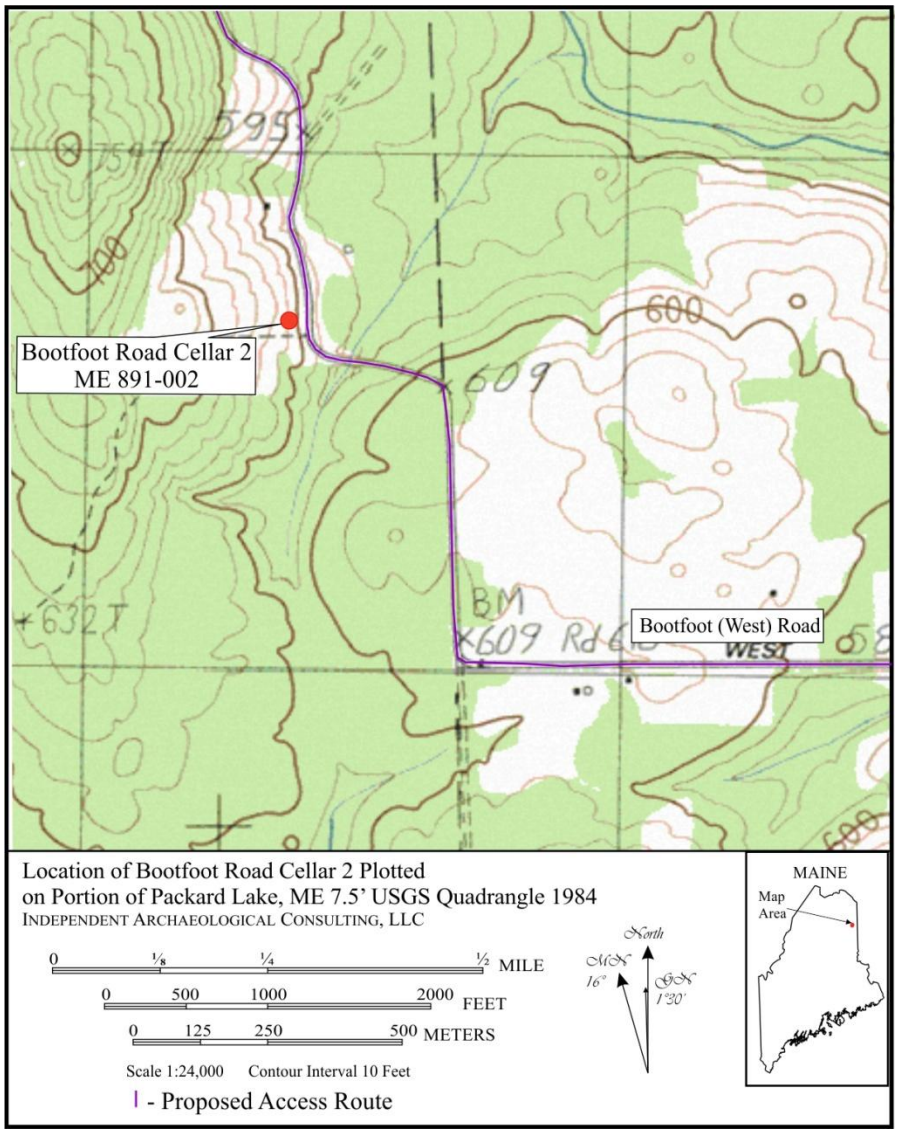


Figure 27. Location of the BF-2 site along Bootfoot Road, a proposed access road in TDR2.

Plate 3. Apple tree near the edge of the BF-2 depression, view west.

Plate 4. Metal artifacts on the ground surface near the BF-2 depression.

Howe Brook Mountain Fire Tower (HBMFT) – ME 736-001

The Howe Brook Mountain Fire Tower site (HFT) is located atop the crest of Howe Brook Mountain in T8 R3 (Figure 28). The tower's metal framework, concrete footings and concrete stairs remain in excellent condition (Plates 5 and 6). Only the wooden observation platform appears to have degraded to any significant degree. The HBMFT appears on a 1939 USGS map of the Project area along with numerous lumber camps scattered throughout the forest to the north and east. A small settlement or structure designated as *Little Canada* lay along railroad tracks 1.7 km (1.1 mi) west of the tower (see Figure 7). The fire tower, camps, railroad tracks and Little Canada are likely all components of a forest infrastructure associated with the local turn-of-the-century timber industry. Logging camps are an ephemeral resource that leave little to no trace on the landscape and the HBMFT site provides a valuable, tangible link to this important facet of the state's economic and developmental history.

As originally configured, the site lay near two proposed access roads and near the base of a proposed turbine. IAC conducted a Phase I reconnaissance survey of the HBMFT in November of 2014 to determine whether the current road and turbine layout threatens intact cultural deposits associated with the fire tower site. The results of the Phase I reconnaissance are presented in a separate chapter below.

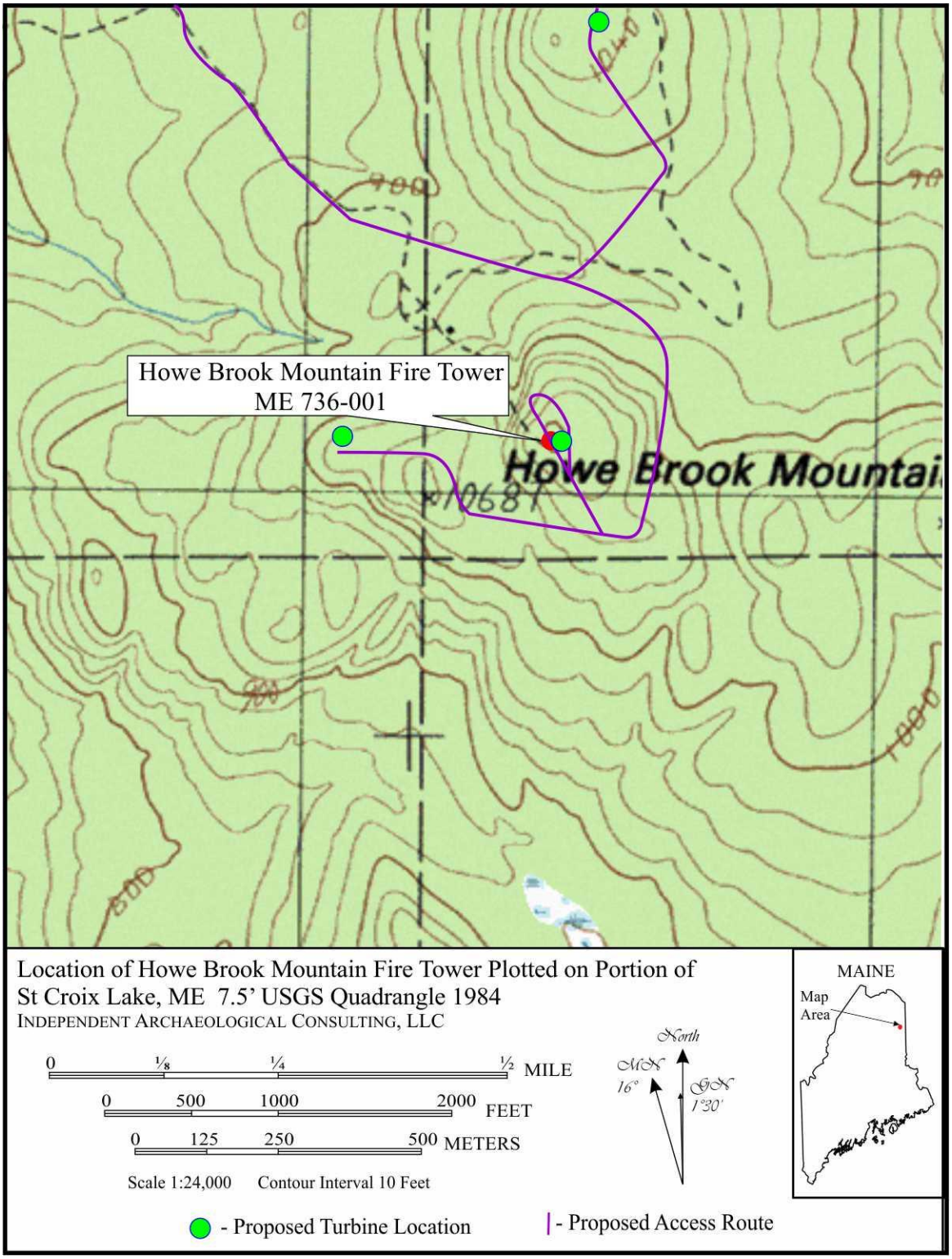


Figure 28. Location of the Howe Brook Mountain Fire Tower in relation to originally proposed access road and turbine locations.

Plate 5. Extant metal framework and guy wires of the Howe Brook Mountain Fire Tower, view north.

Plate 6. Intact stairs and footing of the Howe Brook Mountain Fire Tower, view southeast. Note the benchmark embedded in the footing (circled in yellow).

Results of the Bridal Path Generator Lead Line Survey

Houlton, Aroostook County

The Bridal Path Line begins north of Ludlow Road then stretches to the southwest across Interstate 95, an unnamed dirt road and Route 2 (Smyrna Street). The ROW continues on a south-southwesterly course that crosses another unnamed dirt road, the Bangor and Aroostook railroad grade, Porter Settlement Road and the Meduxnekeag River. Following a sharp angle to the southwest, the Bridal Path Line stretches over New Limerick Road (Drew's Lake Road) and across the Houlton town boundary. The Bridal Path Line extends through the northwestern corner of Hodgdon but does not intersect any historic or modern roadways.

Mr. Tumelaire and Mr. Blake surveyed the Houlton road crossings on October 21 and 22, 2014 and found no evidence of historic occupation within the bounds of the proposed transmission line corridor. The survey crew did not inspect the I-95 or railroad track crossings due to potential access issues and safety concerns. Barring changes to the current route, IAC recommends no further archaeological survey for the Bridal Path Line in Houlton.

Linneus, Aroostook County

The proposed Bridal Path Line stretches southwest from Hodgdon into Linneus and crosses two unnamed dirt roads before its intersection with Burton Road. The ROW continues roughly southwest across an unnamed road, Horseback Road, a gravel pit access track, and Ruth Road (Adams Road). The James H. Ruth Farmstead (ME 244-001) is located south of Ruth Road but lay over 1.3 km (0.81 mi) west of the Bridal Path Line and will not be impacted by the NNWF. The Bridal Path Line continues southwest over Mill Road and South Oakfield Road then turns sharply south across another unnamed dirt road and Fire Road before crossing the border into TA R2.

The IAC survey crew inspected the Linneus road crossings on October 22, 2014 and found no evidence of Euroamerican activity or occupation within the APE. IAC recommends no additional archaeological survey of the Bridal Path Line in Linneus unless engineers alter the inspected ROW path.

TAR2 WELS, Aroostook County

The Bridal Path Line continues almost directly south from Linneus and extends across four roads west of Route 2A in TAR2. In sequence from north to south, the ROW intersects Yellow Brook Road, Ten Mile Road, an unnamed road and Beaver Brook Road then crosses the TAR2 boundary into Forkstown.

Misters Tumelaire and Blake inspected the four TAR2 road crossings on October 22, 2014. The walkover revealed no indication of Euroamerican cultural resources within the APE and IAC recommends no further archaeological survey for the Bridal Path Line in TAR2.

Forkstown, Aroostook County

The proposed Bridal Path Line extends roughly south over two unnamed roadways, Joe Black Road and Bellfield Road in Forkstown before crossing into Haynesville. IAC recorded the grave marker for Hiram Smith, a local veteran of the "Indian Wars", along the eastern edge of Route 2A just north of Joe Black Road (Plates 7 and 8). Mr. Smith's marker is located over one kilometer (0.62 mi) east of the APE and will not be impacted by construction of the transmission line (Figure 29). Mr. Tumelaire and Mr. Blake surveyed the four road crossings on October 22, 2014 and found no evidence of Euroamerican occupation within the proposed ROW. Barring any modification to the current route, IAC recommends no additional archaeological survey for the Bridal Path Line in Forkstown.

Plate 7. Hiram Smith grave marker as seen from the eastern edge of Route 2A, view east.

Plate 8. Hiram Smith grave marker along the eastern edge of Route 2A in Forkstown.

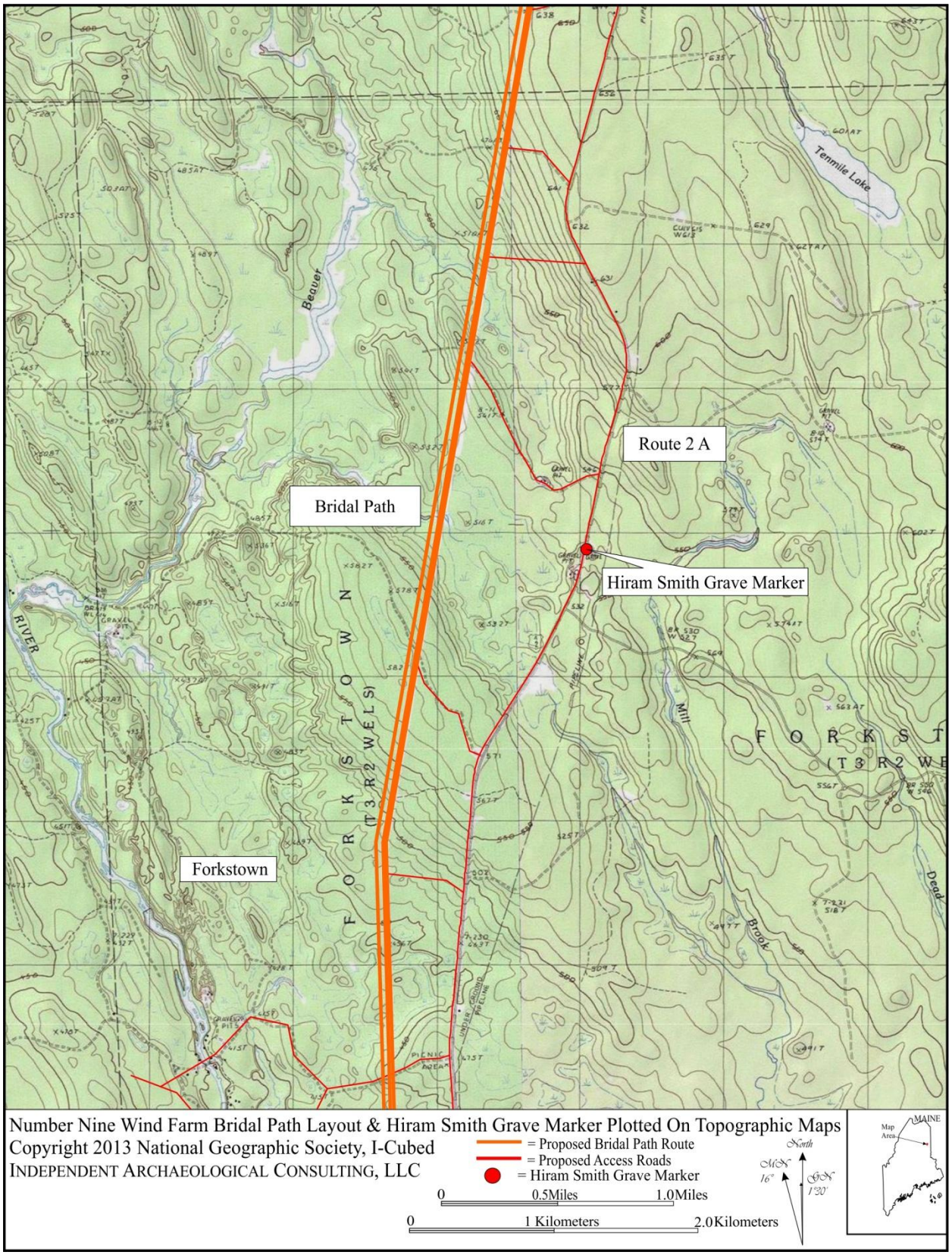


Figure 29. Location of the Hiram Smith grave marker in relation to the Bridal Path Line in Forkstown.

Haynesville, Aroostook County

The Bridal Path Line ROW stretches south through Haynesville over an unnamed road, Sweden Road and Babcock Road to its terminus north of Route 2A. Mr. Tumelaire and Mr. Blake inspected two of the three crossings but could not access the unnamed dirt road. The survey crew found no evidence for Euroamerican occupation or land use within the APE and IAC recommends no additional archaeological survey in Haynesville.

Results of the North Generator Lead Line Survey

T9 R3 WELS, Aroostook County

The North Line begins just north of Hovey Mountain Road in T9 R3. The proposed corridor stretches south across Hovey Mountain Road then angles south-southeast and across the township boundary into T8 R3. The survey crew discovered that runoff from a recent snowstorm washed out Hovey Mountain Road well east of the ROW and prevented access to the crossing point. Cartographic analysis shows no predicted resources at the Hovey Mountain Road crossing.

T8 R3 WELS, Aroostook County

The proposed North Line turns straight south just after entering the northern boundary of T8 R3 and continues south across the breadth of the township. The ROWcrosses several unnamed dirt roads as well as Harvey Siding Road, Gould Brook Road and South Brook before continuing south over the border into Dudley township. Mr. Tumelaire, Mr. Carter, and Mr. Blake inspected all accessible road crossings in T8 R3 but found no evidence of Euroamerican occupation near the North Line.

TC R2 WELS, Aroostook County

After entering TC R2 from the west, the North Line crosses Bear Brook and South Branch Road before continuing over the border into Hammond. A 1938 (USGS) map of the township shows *Miller's Camp* located along South Branch Road west of the ROW (see Figure 21). The survey crew searched the landscape but found no evidence of the campsite and significant disturbance to the area from recent logging. The ephemeral nature of nineteenth- or early-twentieth-century logging camps suggests that even without the recent disturbance, cultural features related to the campsite are unlikely to have remained visible on the modern ground surface.

Hammond, Aroostook County

The proposed North Line ROW cuts south through Hammond, crossing over Twin Brook Road, Howard Brook and Bull Ridge Road before turning sharply east. The corridor crosses Br 2 Road and Br 1 Road then angles to the east-northeast over Mansur Brook Road. After stretching through a large tract of undeveloped woodland, the ROW curves to the south-southeast and crosses several unnamed roads and B Stream. The ROW turns straight east just south of B Stream near Cedar Dam Road and continues across Burnt Brow Road. A series of sharp turns carry the proposed corridor southeast, south and east again over an unnamed road and B Stream again before continuing east into Littleton. Archaeologists identified the D. Sullivan Homestead while inspecting the Hammond road crossings.

The D. Sullivan Homestead (ME 187-001)

The D. Sullivan Homestead occupies a low, level-topped hill along the southern edge of Cedar Dam Road west of Brunt Brow Road in Hammond (Figure 30). A rectilinear cellarhole and dry-laid fieldstone foundation form the primary component of the site. The foundation walls remain in excellent condition, complete with a short bulkhead stretching west off the southwest corner (Plates 9 and 10). Several inches of snow obscured any potential surface artifact deposits or other structural features associated with the home.

The 1877 (Roe & Colby) map of Hammond shows the *D. Sullivan* residence as the closest structure to the newly recorded cellarhole. The dry-laid stone construction of the foundation suggests a pre-1900 home and prompted IAC to designate the cellarhole as the D. Sullivan homestead despite the difference between the mapped and actual position of the residence. The spatial difference between the 1877 (Roe & Colby) map and the real-world position of the cellarhole likely reflects a combination of stylized roads and general inaccuracies common on nineteenth-century cartographic sources.

The Sullivan Homestead is located 49 m (161 ft) south of the North Line and will not be affected by the current Project. Considering the absence of a direct impact, IAC recommends no additional archaeological investigation of the D. Sullivan Homestead.

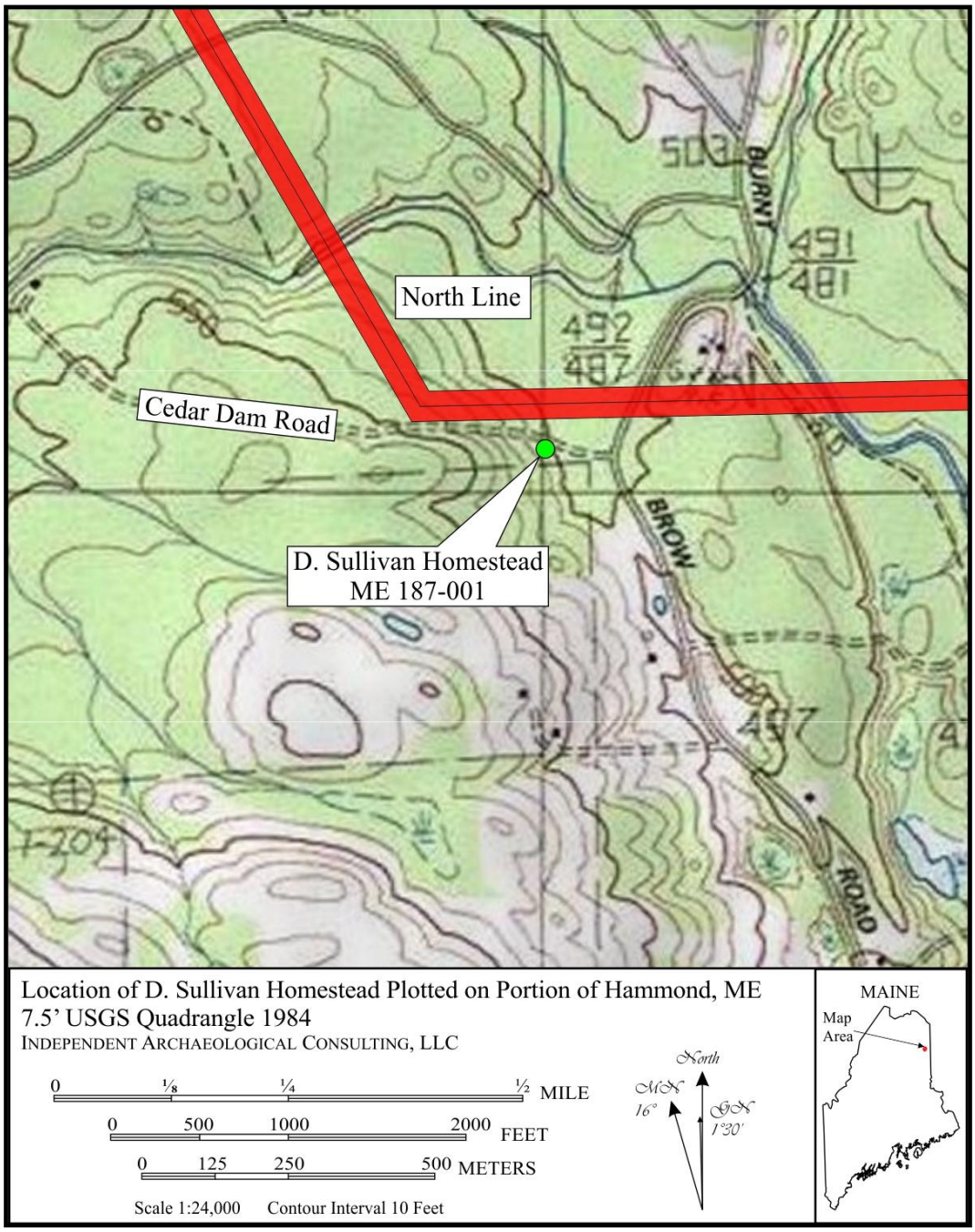


Figure 30. Location of the Sullivan Homestead in relation to the North Line in Hammond.

Plate 9. Overview of the D. Sullivan cellarhole and foundation, view east.

Plate 10. Detail of intact stonework at the northeastern corner of the foundation, view northeast.

Littleton, Aroostook County

Emerging from the western edge of town, the proposed North Line stretches east across Back Ridge Road, makes two sharp turns to the south then east again and crosses over Front Ridge Road. The ROW angles south, east then south again after its intersection with Front Ridge Road and crosses the town boundary into Houlton. IAC archaeologists inspected the Littleton road crossings but found no evidence of Euroamerican cultural resources.

Houlton, Aroostook County

The North Generator Lead route enters Houlton from the north and extends south over an unnamed road before turning sharply to the east over McSheffrey Road. The proposed corridor turns south and crosses London Road, B Road and B Stream before terminating at an extant substation along the northern edge of Ludlow Road. Mr. Tumelaire, Mr. Carter and Mr. Blake inspected the Houlton road crossings and identified a pre-1900 occupation site just south of B Road.

<u>The Frisbie Homestead</u>

The Frisbie Homestead site consists of a large rectilinear cellarhole located south of B Road and north of B Stream in Houlton (Figure 31). The cellarhole is largely devoid of stone, however, short sections of intact masonry suggest a foundation of dry-laid fieldstone once lined the cellar edges. A bulkhead is in the southeast corner of the depression, and a chimney base occupies the southwestern corner (Plate 11). The North Line route as surveyed in 2014 placed the Frisbie cellarhole at the western edge of the proposed ROW and indicated that project impacts would primarily affect a front yard space of the homestead. IAC received the shape files for the North Line layout late in the 2014 field season, and snow cover and frozen ground conditions at the time of survey did not permit us to conduct Phase I testing to identify the extent and integrity of front yard deposits at the site.

Our experience at similar Euroamerican domestic sites has found that occupants commonly maintained a relatively uncluttered roadside public façade by minimizing refuse disposal in front yard spaces, a practice that results in a relatively light front yard artifact deposit. Given our experience at Euroamerican occupation sites and the fact that impacts were restricted to the front yard of the Frisbie Homestead, IAC generated a 10-m (33-ft) no-disturbance buffer zone around the foundation to protect potential cultural deposits in the front yard. We chose a 10-m buffer based on examples from similar sites and our 25 years of studying Euroamerican yard spaces; we believe that if all ground-disturbing activities are avoided in this area, we can eliminate impact to significant archaeological resources. IAC then provided a geo-referenced digital image of the buffer to guide field crews during clearing and construction (Figure 32).

Number Nine engineers made design changes to the North Line route in January of 2015, moving the proposed ROW roughly 7 m (23 ft) further west. This shift in location placed the Frisbie cellarhole almost wholly within the corridor, thereby expanding project impacts to include back and side yard spaces with a high potential for artifact-rich archaeological deposits (Figure 33). *Under normal circumstances, IAC would recommend a Phase I reconnaissance survey to establish the horizontal extent and integrity of cultural deposits at the site prior to any ground disturbing activities*, however, at the time of the January 2015 review of the rerouted North Line, winter conditions precluded any such investigation of the Frisbie site. To protect the homestead and its associated archaeological deposits, IAC expanded the 10-m no-disturbance buffer to completely encompass all yard spaces at the site and produced a list of specific recommendations to avoid any disturbance within the designated zone (Table 7).

Table 7. Recommendations for protection and avoidance of the Frisbie Homestead site.

IAC Recommendations
No subsurface impacts in the no-disturbance buffer zone, including (but not exclusive to) poles, structures, or guy wires
No vehicles or heavy equipment within the no-disturbance buffer
Cut all trees, shrubs, and other vegetation at or above ground surface, with no pulling of stumps or root balls within the no-disturbance buffer
Cut trees, shrubs, and vegetation must be lifted and removed (as with a feller buncher), with no dragging within the no-disturbance buffer
Archaeologists should mark and maintain a highly visible boundary for the no-disturbance buffer that includes signage to prevent vehicular access

Site Protection and Avoidance Recommendations

The no-disturbance zone has been created to assist project proponents to move forward with their permit application under present conditions, where normally a Phase I reconnaissance would be conducted at a 19th-century Euroamerican domestic site. We have defined a no-disturbance buffer zone that extends 10 m (33 ft) from all sides of the Frisbie cellarhole that extends into the proposed corridor. We have selected 10 m as a minimum buffer based on our experience at Post-Contact sites showing that this is where the most significant deposits typically occur. Within the no-disturbance zone, we propose no subsurface impacts of any kind, including (but not exclusive to) the installation of poles, structures, or guy wires.

If the no-disturbance zone needs to be cleared of trees and other vegetation, IAC has several recommendations for the clearing protocol. We propose no vehicular or heavy equipment operation within the buffer as tires and tracks can impact the archaeological integrity of shallow cultural deposits. Should mechanized clearing be required, a feller buncher or similar piece of equipment should set up outside the boundary and use an articulating boom to cut and remove vegetation. At no point should the machine enter the no-disturbance zone. In addition, all vegetation should be cut at or just above ground level, with stumps and root balls left in place since pulling even small root systems can disturb archaeological resources in close proximity. Whether by hand or the aforementioned articulating boom, cut vegetation should be lifted and removed rather than dragged from the buffer zone to avoid damaging deposits within the upper soil layers. To ensure recognition of the protective buffer zone, IAC recommends that archaeologists use flagging tape or similar material to establish a highly visible boundary along the edge of the no-disturbance buffer and maintain the boundary during all phases of clearing and construction. The boundary should include signage to clarify the recommendations for no vehicular operation or unnecessary foot traffic within the designated zone.

We believe that by following these recommendations, the project will largely avoid impacts to the Frisbie Homestead cellarhole and its associated cultural deposits during the NNWF project. The alternative to the no-disturbance zone would be to conduct Phase I subsurface testing in the spring of 2015 when ground conditions permit.

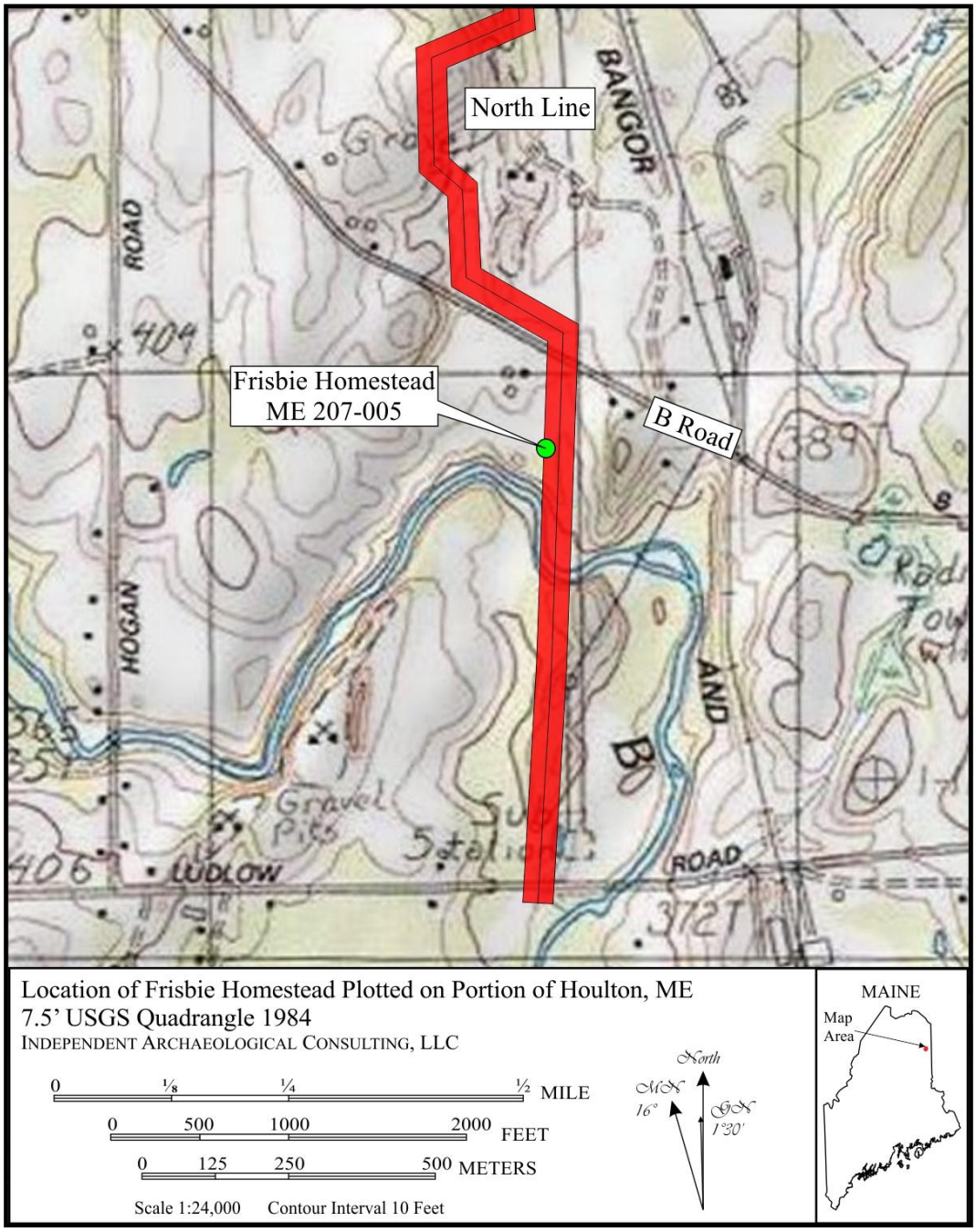


Figure 31. Location of the Frisbie Homestead in relation to the North Line in Houlton.

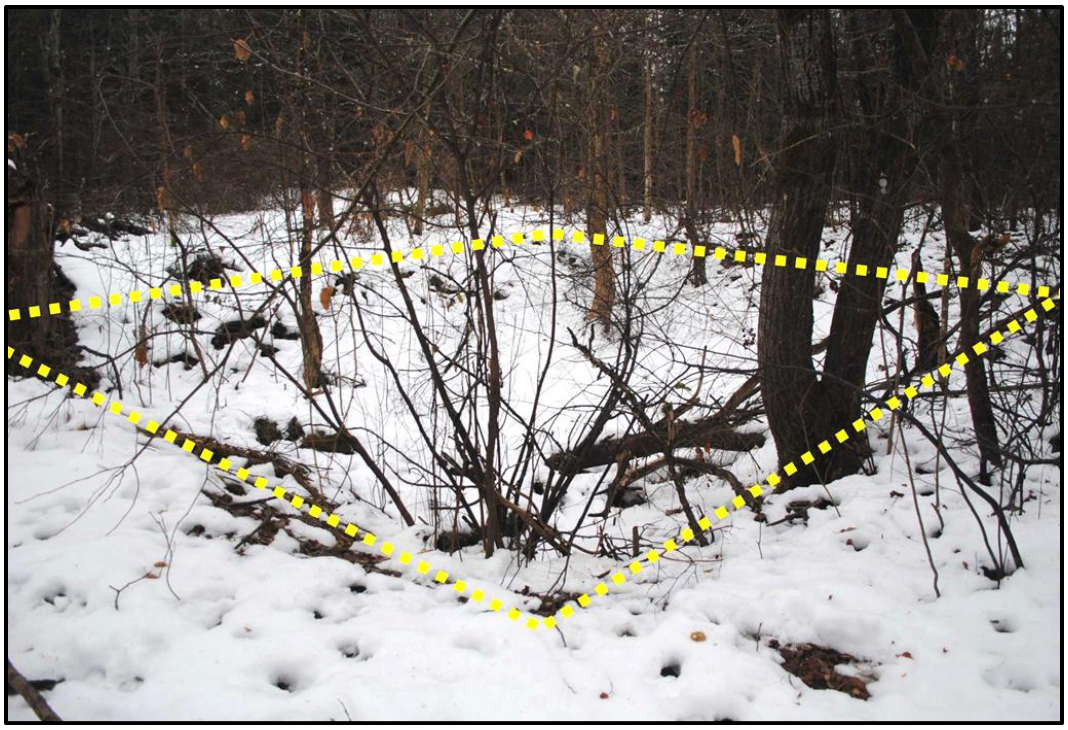


Plate 11. Overview of the Frisbie Homestead cellarhole, view southeast.

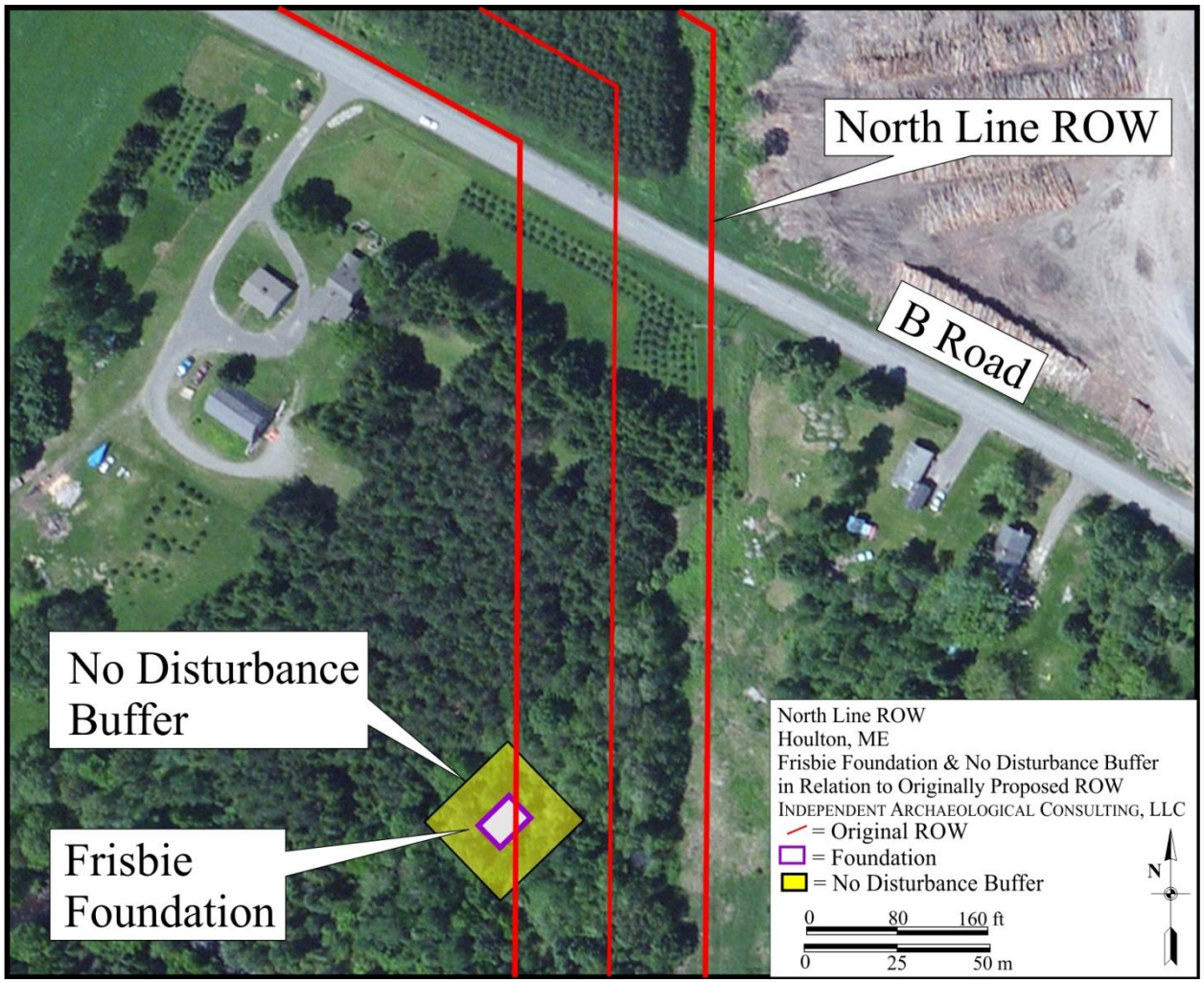


Figure 32. The original November 2014 North Line alignment in relation to the Frisbie foundation and no disturbance buffer zone (yellow polygon).

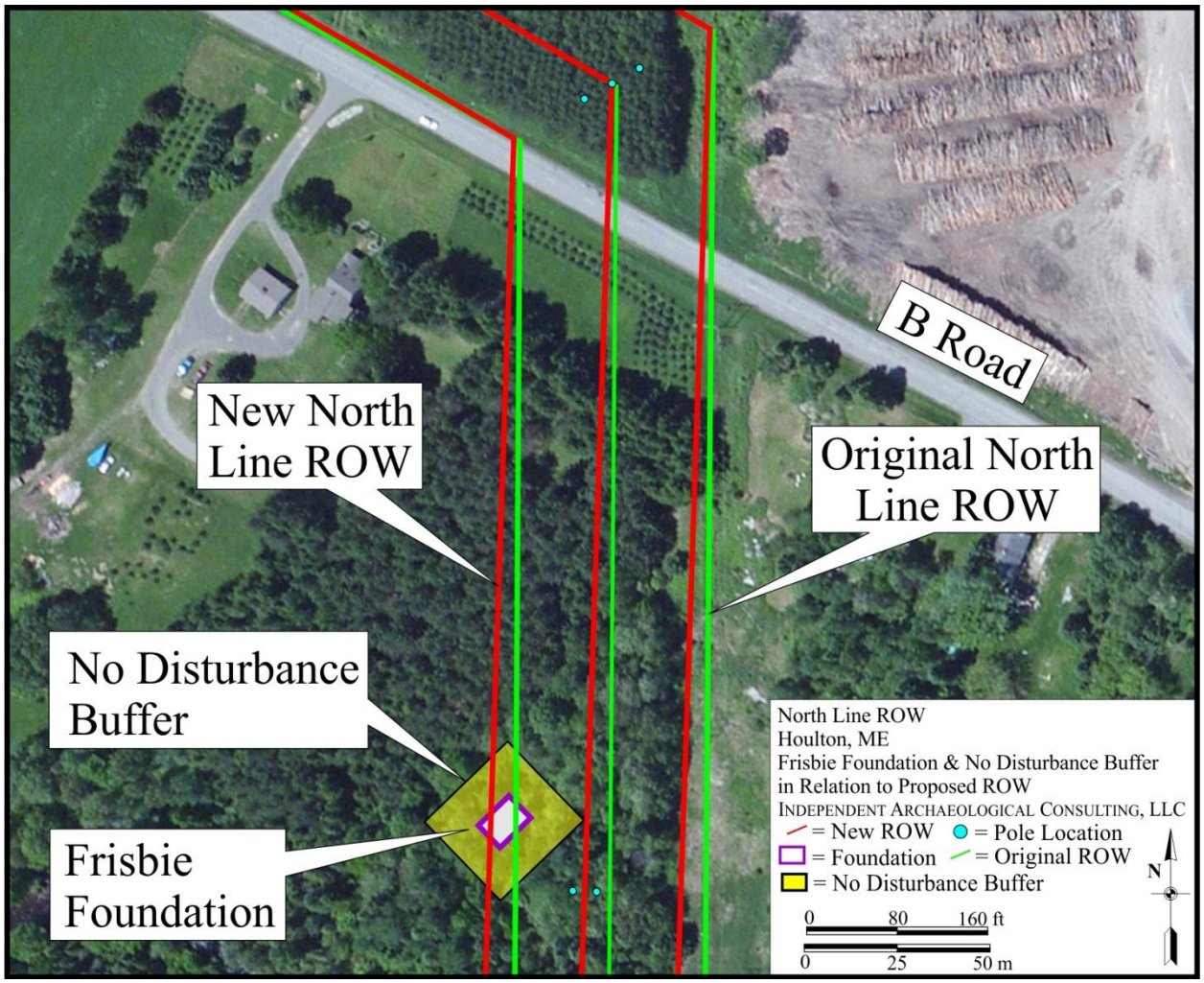


Figure 33. The November 2014 (green) and January 2015 (red) alignments of the North Line in relation to the Frisbie foundation and no disturbance buffer zone (yellow polygon).

RESULTS OF PHASE I RECONNAISSANCE SURVEY FOR THE NUMBER NINE WIND FARM TURBINE LAYOUT - HOWE BROOK MOUNTAIN FIRE TOWER SITE (ME 736-001)

The original NNWF configuration placed two access roads and a wind turbine within the Howe Brook Mountain Fire Tower site (ME 736-001). IAC conducted a Phase I reconnaissance survey to determine if the proposed impacts will affect intact archaeological deposits related to the fire tower. IAC returned to the site and completed the Phase I testing on November 11, 2014. Project Archaeologist Jacob Tumelaire directed the testing, aided by Senior Archaeological Technician Maya Carter and Archaeological Technician Samuel Blake. Mr. Tumelaire placed 12 0.5-m-x-0.5-m shovel test pits (STPs) in four transects around the base of tower to determine the horizontal extent of artifact deposits associated with early-twentieth-century activity at the site. The STPs are labeled in a Transect-STP format, for example T1-1 refers to Transect 1- STP 1. Each transect stretches outward from one face of the tower and includes three STPs spaced at 0.5 m, 5 m and 10 m from the basal footprint (Figure 34).

Archaeologists excavated all testholes in arbitrary 10-cm levels within natural and cultural strata, passing displaced soils through ¼-inch hardware mesh and placing artifacts in bags labeled with their horizontal and vertical provenience. Crewmembers recorded exposed stratigraphy with detailed profiles including soil color, compaction and composition, documented via digital photography. Mr. Tumelaire drafted a hand-drawn, scaled site plan showing the testhole locations, structural features, surface vegetation and changes in topography. To augment the site plan, Mr. Carter used a handheld Trimble GeoExplorer® GPS receiver to record the precise location of STPs and pertinent ground features. Finally, archaeologists extensively photographed the Project area. Upon completion of the Phase I excavations, the crew returned all artifacts and documentation to the IAC archaeological laboratory in Portsmouth, New Hampshire for processing and analysis. Staff archaeologists cleaned, identified and cataloged artifacts using a Microsoft Access® Database, and the complete artifact catalog is attached as Appendix B. Artifacts and related field documentation will be deposited according to the MHPC guidelines.

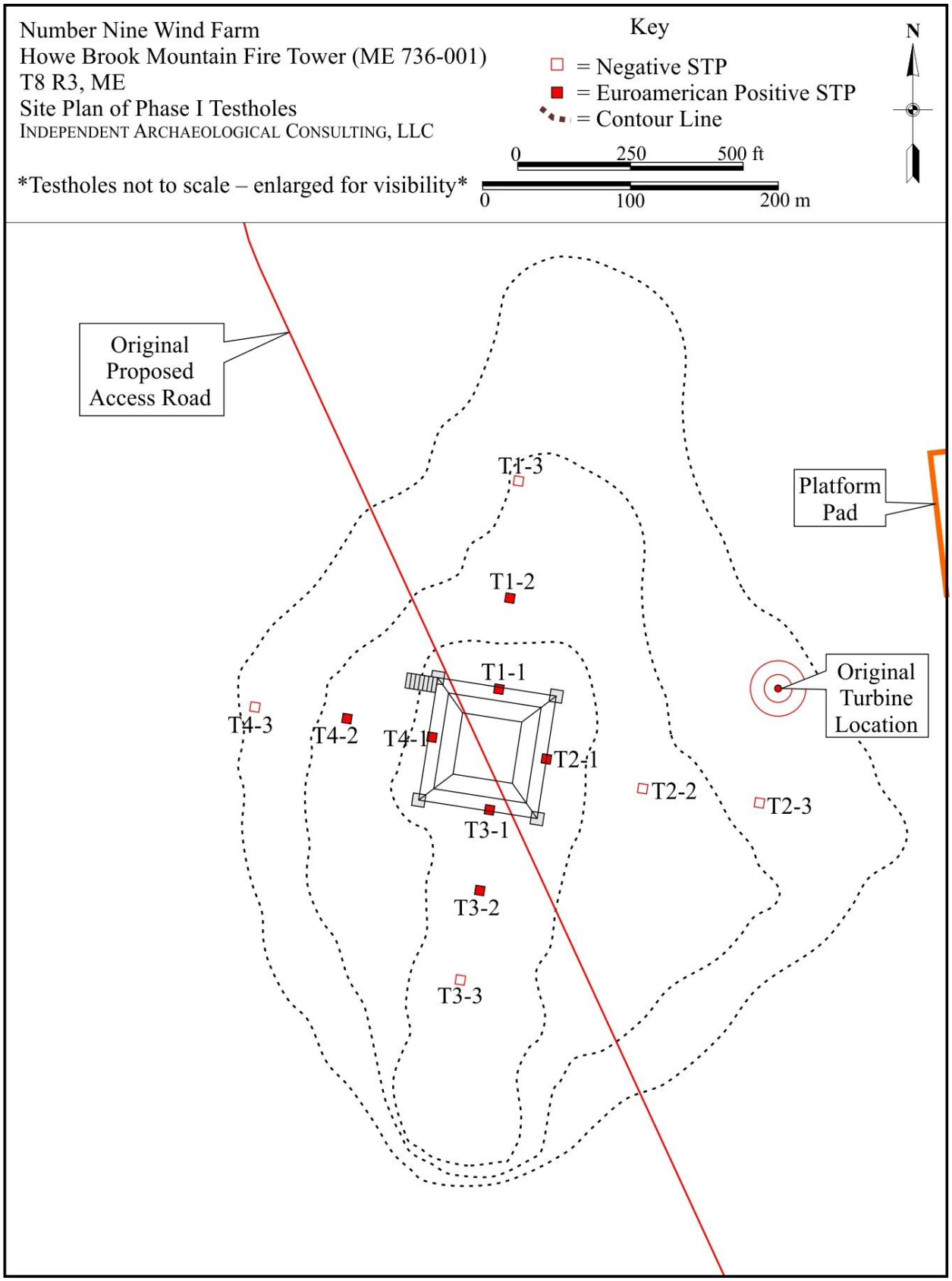


Figure 34. Phase I site plan of the Howe Brook Mountain Fire Tower site with original planned impacts.

The Howe Brook Mountain Fire Tower

IAC crewmembers collected 145 Euroamerican artifacts from seven positive STPs at the Howe Brook Mountain Fire Tower site (Table 8; see Appendix B). Architectural debris such as window glass, painted wood and nails dominate the assemblage at 94 percent (n = 136). Plastic light switch fragments and a band-aid form the *Other* category, just five percent of the artifact total (n = 7). Two pieces of bottle glass account for all the *Domestic* items from the site and the final one percent of the assemblage (Table 9). Datable material from the site includes post-1900 wire nails, electrical fixtures and an alloy window crank. This diagnostic assemblage is consistent with a structure built during the early 1900s and corroborates documentary research that suggests the tower was constructed during the first three decades of the twentieth century.

Table 8. Phase I testhole tally for the Howe Brook Mountain Fire Tower.

#	Test Unit	Testhole Size	Pos	Neg	EuroAm	Artifact Total
1	T1-1	0.5-m-x-0.5-m	x		x	17
2	T1-2	0.5-m-x-0.5-m	x		x	6
3	T1-3	0.5-m-x-0.5-m		x		0
4	T2-1	0.5-m-x-0.5-m	x		x	12
5	T2-2	0.5-m-x-0.5-m		x		0
6	T2-3	0.5-m-x-0.5-m		x		0
7	T3-1	0.5-m-x-0.5-m	x		x	18
8	T3-2	0.5-m-x-0.5-m	x		x	9
9	T3-3	0.5-m-x-0.5-m		x		0
10	T4-1	0.5-m-x-0.5-m	x		x	81
11	T4-2	0.5-m-x-0.5-m	x		x	2
12	T4-3	0.5-m-x-0.5-m		x		0
		3 m²	**7**	**5**	**7**	**145**

Table 9. Phase I artifact distribution by Use Class.

Test Unit	Artifact Total	Domestic	Architectural	Personal	Other	Native	% Domestic	% Architectural	% Personal	% Other	% Native
T1-1	17	1	16	0	0	0	6%	94%	0%	0%	0%
T1-2	6	1	4	0	1	0	17%	67%	0%	17%	0%
T2-1	12	0	12	0	0	0	0%	100%	0%	0%	0%
T3-1	18	0	18	0	0	0	0%	100%	0%	0%	0%
T3-2	9	0	9	0	0	0	0%	100%	0%	0%	0%
T4-1	81	0	75	0	6	0	0%	93%	0%	7%	0%
T4-2	2	0	2	0	0	0	0%	100%	0%	0%	0%
Total	**145**	**2**	**136**	**0**	**7**	**0**	**1%**	**94%**	**0%**	**5%**	**0%**

The 12 testholes revealed shallow bedrock across much of the mountain crest with eight STPs (67 percent) that terminated at natural bedrock at less than 30 centimeters (one foot) below surface (Plate 12). One STP exposed buried soils that suggest builders altered the ground surface during construction of the tower. T2-1 at the base of the structure exposed a buried A Horizon beneath a layer of fill (Figure 35). The testhole sits atop a low level plateau beneath the tower footings and the buried A Horizon is strong evidence that the landform results from human modification of the mountaintop to create a flat and stable base for the structure. Though skidder trails, cut stumps and timber piles indicate logging along the flanks of the mountain, the surface topography of the site suggests limited post-tower-construction alteration of the natural ground surface by subsequent logging activity.

Plate 12. Photo of shallow bedrock at the base of T3-1, view west.

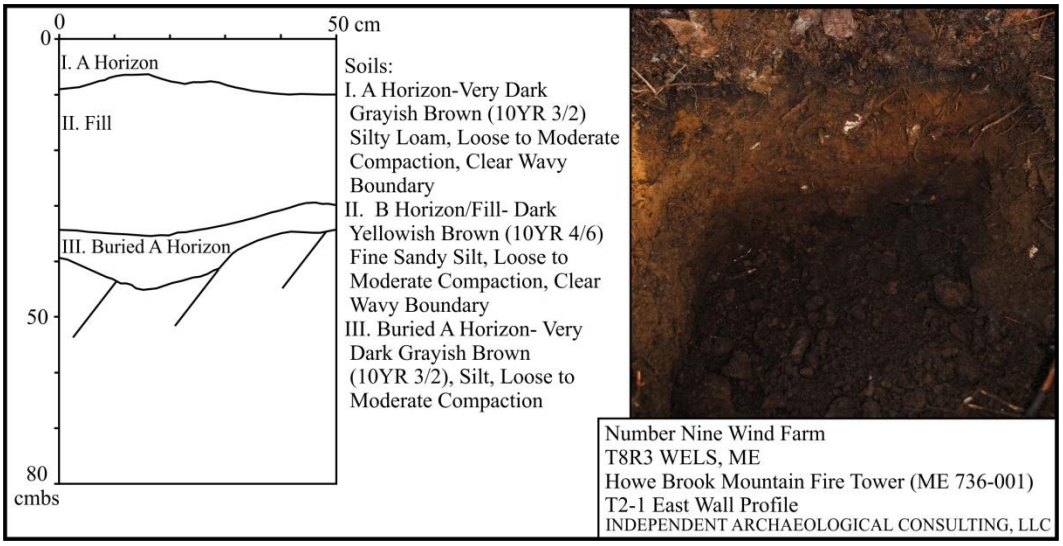


Figure 35. East wall profile of T2-1 showing fill atop a buried A Horizon.

The artifact distribution around the tower appears undisturbed and implies that the landscape modification occurred before the construction and later collapse of the observation platform. STPs located 0.5 m (1.6 ft) from the tower base produced 88 percent of the recovered artifacts (n = 128), while testholes 5 m from the base yielded the final 12 percent of the assemblage (n = 17). All four STPs placed 10 m (33 ft) from the tower were negative for cultural material. The artifact concentration at the base of the tower and the sharp drop in density moving outward is consistent with a wooden observation platform that degraded in place. Ground disturbance after the platform collapsed would have shifted artifacts across the mountaintop and produced a much more evenly distributed assemblage. Intact artifact deposits around the tower indicate that the site retains a high degree of archaeological integrity. Based on the observed distribution, Mr. Tumelaire generated a 10-m (33-ft) box around the base of the tower to represent the site boundary.

IAC recommended that Number Nine avoid access road construction, wind turbine installation or any other ground-disturbing activities within the site boundary in order to preserve the integrity of archaeological deposits associated with early-twentieth-century use of the fire tower. In response to this recommendation, Number Nine redesigned the proposed impacts atop Howe Brook Mountain to shift all turbines and access roads outside the newly established site boundary (Figures 36 and 37). Since the Project redesign removed any threats to the fire tower or its associated artifact deposits, IAC recommends no additional testing of the Howe Brook Mountain Fire Tower site.

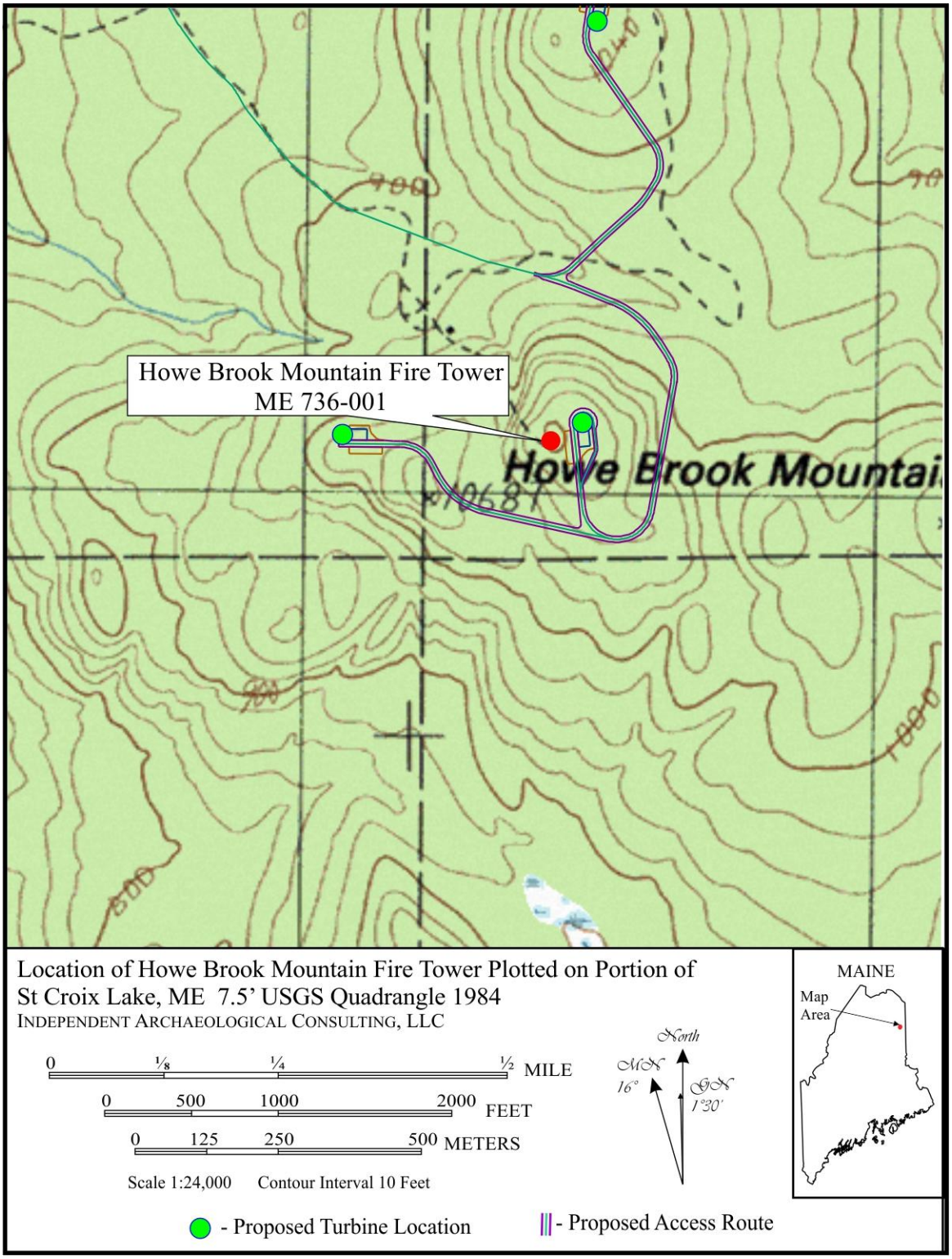


Figure 36. Redesigned impacts near the Howe Brook Mountain Fire Tower site.

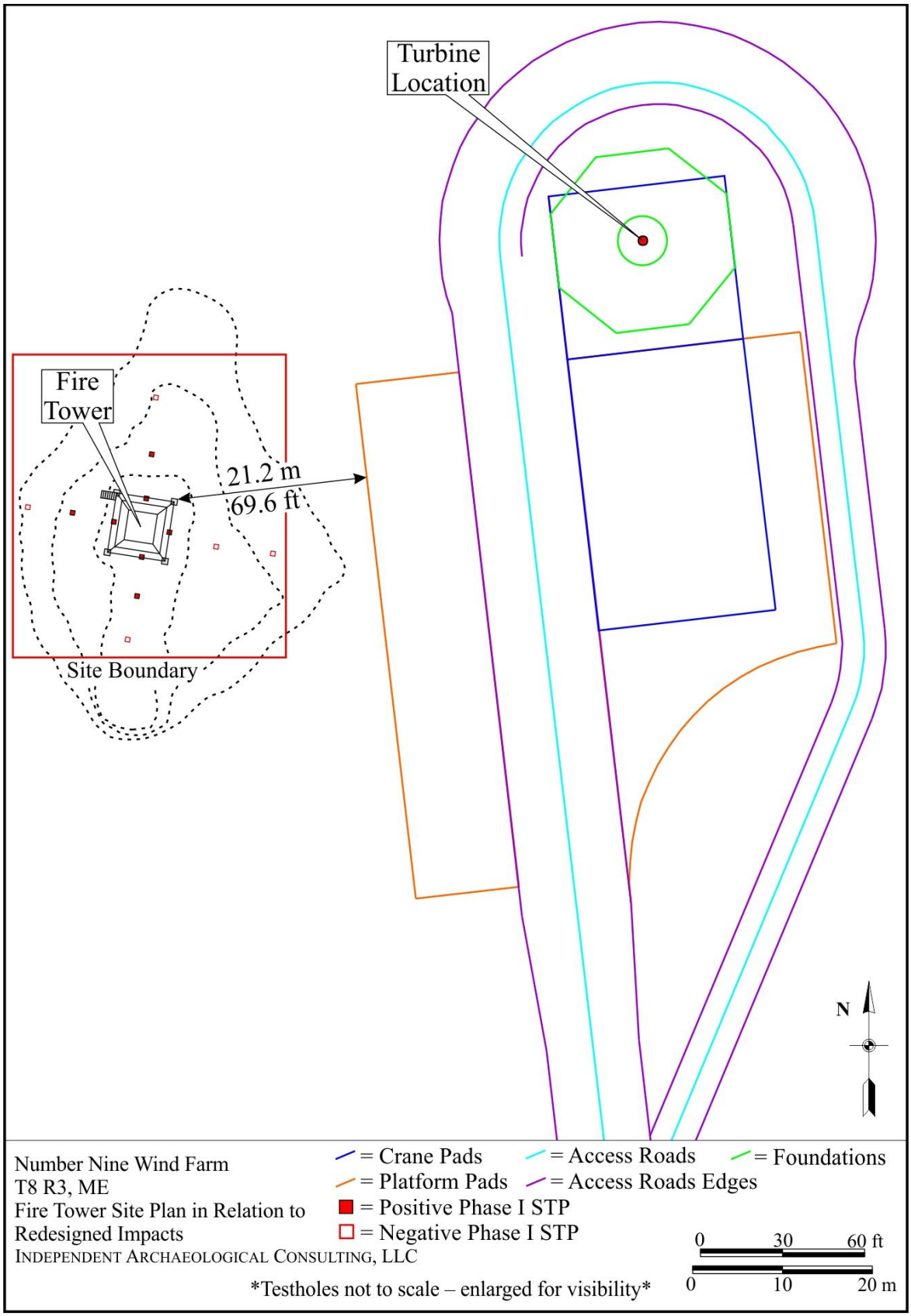


Figure 37. Phase I testing with site boundary and detail of redesigned impacts.

The Watchman's Quarters

The paucity of domestic goods recovered from the Howe Brook Mountain Fire Tower site indicates that the watchmen did not live at or near the tower itself but likely occupied a small cabin in the general vicinity of the site. Mr. Tumelaire, Mr. Carter, and Mr. Blake surveyed the landscape around the tower to identify potential evidence of nearby living quarters. Six-plus inches of snow cover obscured the ground surface and the crew found no obvious evidence of a nearby structure. Aerial photos of the APE show a small structure located near a stream roughly 300 m (984.3 ft) northwest of the tower site and archaeologists inspected the cabin to determine if it could be related to the fire tower. The cabin exhibits construction styles and materials consistent with the early decades of the 1900s and likely marks the former watchman's quarters (Plate 13). In addition, the 1939 USGS map shows a trail leading directly from the cabin to the fire tower as further evidence that the structures were related (see Figure 7). Considering that the NNWF includes no impacts near the structure, IAC recommends no further archaeological investigation of the cabin site.

Plate 13. Cabin northwest of the fire tower site, view south. Note the log rollers beneath the structure, possible evidence the cabin was moved.

Conclusions and Recommendations for the Howe Brook Mountain Fire Tower

Phase I testing of the Howe Brook Mountain Fire Tower confirmed that the site retains undisturbed cultural deposits related to construction, use and abandonment of the structure during the early decades of the 1900s. The intact tower components and artifact deposits form a tangible link to an important part of historic economic development on both the local and regional scale. IAC recommended an alteration of the original turbine and road layout to prevent ground disturbing activities within the site boundary as established during the Phase I survey. Number Nine followed our recommendations and redesigned the Project to shift all proposed impacts outside the site boundary. The redesigned NNWF poses no threat to the tower or its associated deposits and IAC recommends no further archaeological investigation of the Howe Brook Mountain Fire Tower site.

SUMMARY AND RECOMMENDATIONS FOR THE NUMBER NINE WIND FARM TURBINE AREA, THE BRIDAL PATH GENERATOR LEAD LINE AND THE NORTH GENERATOR LEAD LINE

IAC conducted a Phase 0 archaeological survey of the Number Nine Wind Farm in Aroostook County, Maine. The Phase 0 survey included a review of Maine historic archaeology site files, map resources, and secondary historic sources; the creation of a site predictive model; and the completion of a site inspection of areas where Euroamerican archaeological resources might be present. Much of the proposed impacts for the NNWF cross towns and landscapes sparsely populated in the nineteenth century and that remain so into the present era. Despite this widely dispersed Euroamerican settlement pattern, archaeologists documented five previously unregistered Post-Contact cultural resources during the Phase 0 survey (Table 10).

Table 10. Sites registered during the Phase 0 survey of the Number Nine Wind Farm Turbine Area, Bridal Path Line and North Line APE.

Project Component	**Registered Sites**
Turbine Area	Bootfoot Road Cellar 1 (ME 891-001) Bootfoot Road Cellar 2 (ME 891-002) Howe Brook Mtn. Fire Tower (ME 736-001)
Bridal Path Line	None
North Line	Frisbie Homestead (ME 207-005) D. Sullivan Homestead (ME 187-001)

Turbine Area

Archaeologists identified three Post-Contact archaeological resources within the NNWF Turbine Area and registered the sites with the MHPC: the Bootfoot Road 1 cellarhole in TD R2 (BF-1), the Bootfoot Road 2 cellarhole also in TD R2 (BF-2) and the Howe Brook Mountain Fire Tower in T8 R3 (HFT). Proposed impacts in the vicinity of the BF-1 and BF-2 sites are limited to possible graveling and grading within the extent of the existing edges of Bootfoot Road. IAC recommends no further archaeological survey of the two Bootfoot Road sites as long as impacts remain as presently designed. Should Project modifications call for any widening or expansion of Bootfoot Road in the vicinity of the Euroamerican occupations, we recommend a Phase I reconnaissance survey to determine the presence or absence of cultural deposits within the bounds of the enlarged APE.

Original Project plans included the construction of a turbine and two access roads at the base of the HFT. IAC conducted a Phase I reconnaissance survey of the site to establish whether material deposits related to the tower remain within the Project APE. Phase I testing revealed a relatively small but intact cultural deposit at the base of the extant tower substructure and archaeologists generated a boundary for the HFT based on the distribution of artifacts across the landscape. IAC recommended that all proposed impacts be moved outside the newly established boundary to avoid damaging the tower structure or its associated material deposits. Number Nine followed this recommendation and redesigned the NNWF configuration to shift the turbine, access roads and all associated ground-disturbing activities outside of the site boundary. The Project redesign removes any threats to the HFT site and IAC recommends no further archaeological investigation.

Bridal Path Line

IAC inspected the Bridal Path Generator Lead Line ROW and documented the Hiram Smith grave marker along Route 2A roughly 1 km (0.6 mi) east of the APE. The current configuration of the Bridal Path Line poses no threat to the grave marker and archaeologists found no evidence of Euroamerican occupation along the proposed route. IAC reviewed the location of proposed access roads in relation to modern and historic transportation routes. Proposed access roads for the Bridal Path Line are existing roads that will require no expansion or alteration for use by the Project and therefore do not threaten undisturbed Post-Contact archaeological deposits. Any modification of the existing roads will require a reevaluation of the associated impacts to potential Euroamerican resources in close proximity. IAC recommends no further archaeological survey of the Bridal Path Line APE as currently configured.

North Line

Archaeologists recorded two Euroamerican occupation sites during the Phase 0 survey of the North Generator Lead Line APE, the Frisbie Homestead and the D. Sullivan Homestead. The Sullivan Homestead lies more than 49 m (161 ft) outside the proposed corridor and IAC recommends no further investigation of the site since it will not be affected by transmission line construction. The Frisbie Homestead is located almost completely within the altered North Line APE as received in January of 2015. The following subsection reiterates our recommendations for protection of the site along with the sequence of events that prompted these recommendations. All proposed access roads for the North Line follow extant roads that require no modification beyond the current road limits prior to use. Should Number Nine identify a need to expand any access road, IAC will need to reevaluate the revised impacts to potential Euroamerican archaeological resources near the affected roadway.

The Frisbie Homestead

The North Line route as surveyed in 2014 placed the Frisbie cellarhole at the western edge of the proposed ROW and indicated that Project impacts would primarily affect a front yard space of the homestead. IAC received the shape files for the North Line layout late in the 2014 field season, and snow cover and frozen ground conditions at the time of survey did not permit us to conduct Phase I testing to identify the extent and integrity of front yard deposits at the site.

Our experience at similar Euroamerican domestic sites has found that occupants commonly maintained a relatively uncluttered roadside public façade by minimizing refuse disposal in front yard spaces, a practice that results in a relatively light front yard artifact deposit. Given our experience at Euroamerican occupation sites and the fact that impacts were restricted to the front yard of the Frisbie Homestead, IAC initially generated a 10-m (33-ft) no-disturbance buffer zone around the foundation to protect potential cultural deposits in the front yard. We chose a 10-m buffer based on examples from similar sites and our 25 years of studying Euroamerican yard spaces; we believe that if all ground-disturbing activities are avoided in this area, we can eliminate impact to significant archaeological resources. IAC then provided a georeferenced digital image of the buffer to guide field crews during clearing and construction.

NNWF engineers made design changes to the North Line route in January of 2015, moving the proposed ROW further west. This shift in location placed the Frisbie cellarhole almost wholly within the North Line APE, thereby expanding Project impacts to include back and side yard spaces with a high potential for artifact-rich archaeological deposits. *Under normal circumstances, IAC would recommend a Phase I reconnaissance survey to establish the horizontal extent and integrity of cultural deposits at the site prior to any ground disturbing activities*, however, at the time of the January 2015 review of the rerouted North Line, winter conditions precluded any such investigation of the Frisbie site. To protect the homestead and its associated archaeological deposits, IAC expanded the 10-m no-disturbance buffer to completely

encompass all yard spaces at the site and produced a list of specific recommendations to avoid any disturbance within the designated zone (Table 11).

Table 11. Recommendations for protection and avoidance of the Frisbie Homestead site.

IAC Recommendations
No subsurface impacts in the no-disturbance buffer zone, including (but not exclusive to) poles, structures, or guy wires
No vehicles or heavy equipment within the no-disturbance buffer
Cut all trees, shrubs, and other vegetation at or above ground surface, with no pulling of stumps or root balls within the no-disturbance buffer
Cut trees, shrubs, and vegetation must be lifted and removed (as with a feller buncher), with no dragging within the no-disturbance buffer
Archaeologists should mark and maintain a highly visible boundary for the no-disturbance buffer that includes signage to prevent vehicular access

Site Protection and Avoidance Recommendations

The no-disturbance zone has been created to assist Project proponents to move forward with their permit application under present conditions, where normally a Phase I reconnaissance would be conducted at a 19th-century Euroamerican domestic site. We have defined a no-disturbance buffer zone that extends 10 m (33 ft) from all sides of the Frisbie cellarhole and into the proposed North Line APE. We have selected 10 m as a minimum buffer based on our experience at Post-Contact sites showing that this is where the most significant deposits typically occur. Within the no-disturbance zone, we propose no subsurface impacts of any kind, including (but not exclusive to) the installation of poles, structures, or guy wires.

If the no-disturbance zone needs to be cleared of trees and other vegetation, IAC has several recommendations for the clearing protocol. We propose no vehicular or heavy equipment operation within the buffer as tires and tracks can impact the archaeological integrity of shallow cultural deposits. Should mechanized clearing be required, a feller buncher or similar piece of equipment should set up outside the boundary and use an articulating boom to cut and remove vegetation. At no point should the machine enter the no-disturbance zone. In addition, all vegetation should be cut at or just above ground level, with stumps and root balls left in place since pulling even small root systems can disturb archaeological resources in close proximity. Whether by hand or the aforementioned articulating boom, cut vegetation should be lifted and removed rather than dragged from the buffer zone to avoid damaging deposits within the upper soil layers. To ensure recognition of the protective buffer zone, IAC recommends that archaeologists use flagging tape or similar material to establish a highly visible boundary along the edge of the no-disturbance buffer and maintain the boundary during all phases of clearing and construction. The boundary should include signage to clarify the recommendations for no vehicular operation or unnecessary foot traffic within the designated zone.

We believe that by following these recommendations, the project will largely avoid impacts to the Frisbie Homestead cellarhole and its associated cultural deposits during the NNWF Project. The alternative to the no-disturbance zone would be to conduct Phase I subsurface testing in the spring of 2015 when ground conditions permit.

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APPENDIX A:

MAINE HISTORIC PRESERVATION SITE FORMS FOR SITES DISCOVERED AS A RESULT OF THE NUMBER NINE WIND PROJECT

SITE NUMBER	SITE NAME	ETHNICITY | TYPE
ME 891-001	Bootfoot Road Cellar 1	Euroamerican Homestead

PERIODS OF SIGNIFICANCE

Centuries ☒ Unknown ☐ Pre-Columbian ☐ 16th ☐ 17th ☐ 18th ☒ 19th ☒ 20th ☐ 21st

Date statement: Visible on 1932 USGS quad maps

STREET OR HIGHWAY	CITY OR TOWN	COUNTY
Bootfoot Road	TDR2	Aroostook

POSITION (as measured)			USGS 7.5 min Quadrangle	ACREAGE
	☐ NAD 1927 (USGS Topos)	5141770 N	Packard Lake	1.0
	☒ NAD 1983 or WGS 1984 (GPS)	583645 E		

GEOGRAPHIC DESCRIPTION	OWNER
Site sits atop a low, level rise along the southern edge of Bootfoot Road just west of the Bridgewater/TDR2 border.	

SITE CONFIRMATION ☒ Identified in the field by Jacob Tumelaire, Project Archaeologist, IAC, LLC

☐ Inferred from reference (literature or informant)

SITE DESCRIPTION/COMMENTS

Site consists of a shallow cellarhole lined with a dry-laid fieldstone foundation. Surficial artifact deposits visible around the cellar along with several apple tress.

BIBLIOGRAPHY References, reports, and informants

Marlatt, Ellen, Kathleen Wheeler and Jacob Tumelaire
2014 Phase 0/I Post-Contact Archaeological Survey: Number Nine Wind Farm Project, Aroostook County, Maine. Report submitted to Number Nine Wind Farm, LLC, Presque Isle, Maine.

RECORDED BY	INSTITUTION	DATE ENTERED
Jacob Tumelaire	IAC, LLC	10/21/14

SENSITIVE DATA EXPRESSLY EXEMPT FROM THE FREEDOM OF INFORMATION ACT
DO NOT REPRODUCE WITHOUT WRITTEN PERMISSION FROM THE MAINE HISTORIC PRESERVATION COMMISSION

SITE NUMBER	SITE NAME	ETHNICITY | TYPE
ME 891-002	Bootfoot Road Cellar 2	Euroamerican Homestead

PERIODS OF SIGNIFICANCE

Centuries ☐ Unknown ☐ Pre-Columbian ☐ 16th ☐ 17th ☐ 18th ☒ 19th ☒ 20th ☐ 21st

Date statement: Visible on 1932 USGS quad maps

STREET OR HIGHWAY	CITY OR TOWN	COUNTY
Bootfoot Road	TDR2	Aroostook

POSITION (as measured)			USGS 7.5 min Quadrangle	ACREAGE
	☐ NAD 1927 (USGS Topos)	5141838 N	Packard Lake	1.0
	☒ NAD 1983 or WGS 1984 (GPS)	583421 E		

GEOGRAPHIC DESCRIPTION

Site sits atop a low, level rise along the western edge of Bootfoot Road just west of the Bridgewater/TDR2 border.

OWNER

SITE CONFIRMATION ☒ Identified in the field by Jacob Tumelaire, Project Archaeologist, IAC, LLC

☐ Inferred from reference (literature or informant)

SITE DESCRIPTION/COMMENTS

Site consists of an amorphous, stone-filled and partially stone-lined depression surrounded by appple trees and surficial deposits of Euroamerican artifacts.

BIBLIOGRAPHY References, reports, and informants

Marlatt, Ellen, Kathleen Wheeler and Jacob Tumelaire
2014 Phase 0/I Post-Contact Archaeological Survey: Number Nine Wind Farm Project, Aroostook County, Maine. Report submitted to Number Nine Wind Farm, LLC., Presque Isle, Maine.

RECORDED BY	INSTITUTION	DATE ENTERED
Jacob Tumelaire	IAC, LLC	10/21/14

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SITE NUMBER	SITE NAME	ETHNICITY | TYPE
ME 736-001	Howe Brook Mountain Fire Tower	Euroamerican Fire Tower

PERIODS OF SIGNIFICANCE

Centuries ☐ Unknown ☐ Pre-Columbian ☐ 16th ☐ 17th ☐ 18th ☒ 19th ☒ 20th ☐ 21st

Date statement: Visible on 1932 USGS quad maps

STREET OR HIGHWAY	CITY OR TOWN	COUNTY
Unnamed Forest Road over Howe Brook Mountain	T8R3	Aroostook

POSITION (as measured)			USGS 7.5 min Quadrangle	ACREAGE
	☐ NAD 1927 (USGS Topos)	5127309 N	St Croix Lake	1.0
	☒ NAD 1983 or WGS 1984 (GPS)	564488 E		

GEOGRAPHIC DESCRIPTION	OWNER
Fire tower is located atop the crest of Howe Brook Mountain.	

SITE CONFIRMATION ☒ Identified in the field by Jacob Tumelaire, Project Archaeologist, IAC, LLC

☐ Inferred from reference (literature or informant)

SITE DESCRIPTION/COMMENTS

The site consists of an intact metal fire tower frame complete with guy wires, concrete footings, and concrete stairs. No evidence of the observation platform remains. Phase I testing revealed a small but undisturbed deposit of architectural and domestic artifacts related to the construction, use and abandonment of the structure during the late-nineteenth and early-twentieth centuries. The deposit occupies a limited horizontal area that terminates at roughly 10 m beyond the footprint of the tower base. Window glass, nails and painted wood form the bulk of the collected material, with the entire domestic assemblage composed of just two bottle glass fragments. A survey of the surrounding landscape identified a small cabin about 300 m northwest of the tower site that likely marks the former watchman's quarters. IAC established the site boundaries and recommended that EDP Renewables alter the proposed project impacts to avoid any ground-disturbing activities in close proximity to the site. EDP Renewables accepted the recommendation and modified the project design accordingly. IAC recommends no additional testing since the integrity of the site is no longer threatened.

BIBLIOGRAPHY References, reports, and informants

Marlatt, Ellen, Kathleen Wheeler and Jacob Tumelaire
2014 Phase 0/I Post-Contact Archaeological Survey: Number Nine Wind Project, Aroostook County, Maine. Report submitted to Number Nine Wind Farm, LLC, Presque Isle, Maine.

RECORDED BY	INSTITUTION	DATE ENTERED
Jacob Tumelaire	IAC, LLC	10/21/14

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SITE NUMBER	SITE NAME	ETHNICITY | TYPE
ME 207-005	Frisbie Homestead	Euroamerican Occupation

PERIODS OF SIGNIFICANCE

Centuries ☐ Unknown ☐ Pre-Columbian ☐ 16th ☐ 17th ☐ 18th ☒ 19th ☐ 20th ☐ 21st

Date statement: Visible on 1877 Roe & Colby map of Houlton

STREET OR HIGHWAY	CITY OR TOWN	COUNTY
B Road	Houlton	Aroostook

POSITION (as measured)			USGS 7.5 min Quadrangle	ACREAGE
	☐ NAD 1927 (USGS Topos)	5111091 N	Houlton North	1.0
	☒ NAD 1983 or WGS 1984 (GPS)	588610 E		

GEOGRAPHIC DESCRIPTION	OWNER
Site consists of a large rectangular cellarhole located in a patch of young forest south of B Road and west of the existing transmission corridor.	

SITE CONFIRMATION ☒ Identified in the field by Jacob Tumelaire, Project Archaeologist, IAC, LLC

☐ Inferred from reference (literature or informant)

SITE DESCRIPTION/COMMENTS

Site includes a large rectangular cellarhole with few visible stones. Possible chimney base in southeast corner. Several inches of snow obscured ground at time of survey. The cellarholes straddles the western edge of a proposed transmission corridor through Aroostook County. IAC established a 10 m no-disturbance zone around the edges of the cellar and recommended EDP Renewables avoid any ground-disturbing activities within this zone to protect cultural deposits associated with Euroamerican occupation.

BIBLIOGRAPHY References, reports, and informants

Marlatt, Ellen, Kathleen Wheeler and Jacob Tumelaire
2014 Phase 0/I Post-Contact Archaeological Survey: Number Nine Wind Project, Aroostook County, Maine. Report submitted to Number Nine Wind Farm, LLC, Presque Isle, Maine.

RECORDED BY	INSTITUTION	DATE ENTERED
Jacob Tumelaire	IAC, LLC	11/18/14

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SITE NUMBER	SITE NAME	ETHNICITY | TYPE
ME 187-001	D. Sullivan Homestead	Euroamerican Occupation

PERIODS OF SIGNIFICANCE

Centuries ☐ Unknown ☐ Pre-Columbian ☐ 16th ☐ 17th ☐ 18th ☒ 19th ☐ 20th ☐ 21st

Date statement: Visible on 1877 Roe & Colby map of Hammond

STREET OR HIGHWAY	CITY OR TOWN	COUNTY
Cedar Dam Road	Hammond	Aroostook

POSITION (as measured)		USGS 7.5 min Quadrangle	ACREAGE
☐ NAD 1927 (USGS Topos)	5117290 N	Twin Brook	1.0
☒ NAD 1983 or WGS 1984 (GPS)	583061 E		

GEOGRAPHIC DESCRIPTION

Site is a square cellarhole and dry-laid fieldstone foundation atop a low, level hill south of Cedar Dam Road and west of Burnt Brow Road in Hammond.

OWNER

SITE CONFIRMATION ☒ Identified in the field by Jacob Tumelaire, Project Archaeologist, IAC, LLC

☐ Inferred from reference (literature or informant)

SITE DESCRIPTION/COMMENTS

Site includes a square cellarhole with a dry-laid fieldstone foundation and a bulkhead stretching west from the southwest corner. Foundation remains in excellent condition with very little slumping or collapse.

BIBLIOGRAPHY References, reports, and informants

Marlatt, Ellen, Kathleen Wheeler and Jacob Tumelaire
2014 Phase 0/I Post-Contact Archaeological Survey: Number Nine Wind Project, Aroostook County, Maine. Report submitted to Number NIne Wind Farm, LLC, Presque Isle, Maine.

RECORDED BY	INSTITUTION	DATE ENTERED
Jacob Tumelaire	IAC, LLC	11/18/14

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APPENDIX B:

ARTIFACT CATALOG FOR HOWE BROOK MOUNTAIN FIRE TOWER

Howe Brook Mountain Fire Tower (ME 736-001)

Ph	Testhole	Fea	Str	Lev	Elev		Cat	Use Class	Material		Object		Decoration	Color	Other Description	Portion	Size	Count
I																		
	T1-1																	
			I	1	0	10	1	Architectural	Metal	Brass	Screw				screw and plate	Whole	1-2"	1
			I	1	0	10	1	Architectural	Glass		Window Glass					Fragment		15
			I	1	0	10	1	Domestic	Glass		Bottle	Soda/Mineral				Neck	5.1-10	1
					Summary for 'Testhole' = T1-1 (3 detail records)													
					Sum													17
	T1-2																	
			I	1	0	10	2	Architectural	Metal		Unid					Fragment	0-2 cm	1
			I	1	0	10	2	Architectural	Metal	Ferrous	Wire					Fragment	>10 cm	1
			I	1	0	10	2	Domestic	Glass		Bottle	Beer		amber		Body	0-2 cm	1
			I	1	0	10	2	Modern	Plastic		BandAid					Whole	0-2 cm	1
			I	1	0	10	2	Architectural	Glass		Window Glass					Fragment		2
					Summary for 'Testhole' = T1-2 (5 detail records)													
					Sum													6
	T2-1																	
			I	1	0	10	3	Architectural	Compos		Roof					Fragment	0-2 cm	2
			I	1	0	10	3	Architectural	Glass		Window Glass					Fragment		8
			I	1	0	10	3	Architectural	Wood		Board					Fragment	>10 cm	2
					Summary for 'Testhole' = T2-1 (3 detail records)													
					Sum													12
	T3-1																	
			I	1	0	8	4	Architectural	Glass		Window Glass					Fragment		13
			I	1	0	8	4	Architectural	Ceramic		Hardware	Insulator				Fragment	0-2 cm	1
			I	1	0	8	4	Architectural	Wood		Board					Fragment	2.1-5 cm	4
					Summary for 'Testhole' = T3-1 (3 detail records)													
					Sum													18
	T3-2																	
			I	1	0	4	5	Architectural	Metal		Hardware	Window Crank				Whole	5.1-10	1
			I	1	0	4	5	Architectural	Metal		Nail	Wire				Whole	1-2"	3
			I	1	0	4	5	Architectural	Glass		Window Glass					Fragment		5
					Summary for 'Testhole' = T3-2 (3 detail records)													
					Sum													9
	T4-1																	
			I	1	0	10	6	Architectural	Glass		Window Glass					Fragment		73

Ph	Testhole	Fea	Str	Lev	Elev		Cat	Use Class	Material		Object		Decoration	Color	Other Description	Portion	Size	Count
			I	1	0	10	6	Modern	Plastic		Hardware	Switch Parts				Fragment	0-2 cm	6
			I	1	0	10	6	Architectural	Ceramic		Hardware	Electrical Switch				Whole	>10 cm	1
			I	1	0	10	6	Architectural	Metal	Ferrous	Wire					Fragment	>10 cm	1
					Summary for 'Testhole' = T4-1 (4 detail records)													
					Sum													81
	T4-2																	
			I	1	0	6	7	Architectural	Wood		Board		Painted	green		Fragment	>10 cm	2
					Summary for 'Testhole' = T4-2 (1 detail record)													
					Sum													2
Summary for 'Phase' = I (22 detail records)																		
Sum																		145

Grand Total 145