

**[FINAL DRAFT]**

**MEMORANDUM OF AGREEMENT**

**BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION,**

**ADVISORY COUNCIL ON HISTORIC PRESERVATION,**

**MAINE DEPARTMENT OF TRANSPORTATION,**

**AND MAINE STATE HISTORIC PRESERVATION OFFICER**

**REGARDING THE FRANK J. WOOD BRIDGE #2016**

**REPLACEMENT**

**CUMBERLAND AND SAGadahoc COUNTIES, MAINE**

WHEREAS, the Federal Highway Administration (FHWA) plans to fund the Frank J. Wood Bridge project (undertaking) between Brunswick and Topsham, Maine pursuant to the National Historic Preservation Act of 1966, 54 U.S.C. 306101 et seq; and

WHEREAS, the FHWA Maine Division Administrator is the "Agency Official" responsible for ensuring that the undertaking complies with Section 106 of the National Historic Preservation Act (NHPA) ((54 U.S.C. § 306108), as amended, and codified in its implementing regulations, 36 CFR Part 800, as amended (August 5, 2004);

WHEREAS, the MaineDOT proposes to design and construct the undertaking and has been delegated responsibilities under the Maine Section 106 Programmatic Agreement with FHWA, the Maine State Historic Preservation Officer (SHPO), and the Advisory ACHP on Historic Preservation (ACHP).

WHEREAS, the undertaking consists of replacing the Frank J. Wood Bridge with a new steel girder bridge supported by concrete abutments and piers on an upstream alignment; and

WHEREAS, FHWA has defined the undertaking's area of potential effects (APE) as displayed in Attachment A; and

WHEREAS, FHWA has determined that the undertaking has an adverse effect on the Cabot Mill, which is eligible for listing in the National Register of Historic Places under Criteria A & C; the Frank J. Wood Bridge which is eligible for listing in the National Register of Historic

Places under Criteria A; the Brunswick Topsham Industrial Historic District which is eligible for listing in the National Register of Historic Places under Criteria A & C; and Pejepscot Paper Company which is listed in the National Register of Historic Places under Criteria A & C, and has consulted with the SHPO pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

WHEREAS, FHWA has ensured that the local and state significance of the Frank J. Wood bridge will be captured in compensatory mitigation; and

WHEREAS, FHWA has consulted with the Aroostook Band of Micmacs, Houlton Band of Maliseet Indians, Passamaquoddy Tribe, and Penobscot Nation of the proposed action in accordance with 36 CFR Section 800.3 (f)(2). Emails were sent to the tribes on November 3, 2015 in accordance with their preferred method of receiving information from the Department of Transportation. The Penobscot Nation and the Passamaquoddy Tribe responded on November 19, 2015 and December 8, 2016 and indicated that this undertaking will have no impact on a structure or site of historic, architectural or archaeological significance to the Tribes. FHWA provided information on the preferred alternative and archaeological Phase II results to the tribes on October 22, 2018. The Houlton Band of Maliseet responded with no concerns; and

WHEREAS, in accordance with 36 CFR 800.2(c), FHWA has requested input and considered the views of consulting parties (Attachment B) in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties. Attachment C provides a timeline of the Section 106 process; and

WHEREAS, in accordance with 36 CFR 800.2(d), FHWA has requested input and considered the views of and the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties. Attachment C provides a timeline of the Section 106 process; and

WHEREAS, in accordance with 36 CFR Section 800.6(a)(1), FHWA has notified the ACHP of the potential for an adverse effect determination. FHWA has invited the ACHP to consult and the ACHP in the consultation pursuant to 36 CFR Section 800.6(a)(1)(iii) on December 28, 2017; and

WHEREAS, in accordance with 36 CFR Section 800.6(c)(2), FHWA has invited the MaineDOT to be an invited signatory and in accordance with 36 CFR Section 800.6(c)(3), FHWA has invited the consulting parties to be concurring signatories;

NOW, THEREFORE, the ACHP, FHWA and the Maine SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

## STIPULATIONS

FHWA, with assistance from MaineDOT, shall ensure that the following measures are carried out:

### **I. Final Design**

MaineDOT will consult with the Maine SHPO through final design. The bridge type has been established as a steel girder bridge supported by concrete abutments and piers. MaineDOT will provide the Bridge Design Committee and the Section 106 consulting parties, for their review and comments, details on aesthetic bridge design features, including public space, viewing, railing and lighting options to ensure compatibility with existing historic features. The information will be provided at 60% and 90% relevant design documents via email and posted on the MaineDOT Frank J Wood web page. The Design Advisory Committee and Section 106 consulting parties will have 15 calendar days to review and provide any comments to MaineDOT.

MaineDOT will consult with the Maine SHPO through the final design phase of the project and provide these features at 60% and 90% design.

### **II. Historic American Engineering Recordation**

MaineDOT will provide recordation of the Frank J. Wood Bridge (Maine State Bridge No. 2016) in consultation with the National Park Service and in accordance with Historic American Engineering Record (HAER) Level 1 Standards which include *Guide to Written Reports for the Historic American Engineering Record (HAER)* and the *Guide to Preparing HABS/HAER Photographic Documentation* (2008, updated December 2017; and 2011, updated June 2015, respectively). Documentation will be prepared by a 36 CFR 61 qualified architectural historian. All materials submitted as documentation will follow the requirements stated by the Heritage Documentation Program and the National Park Service Northeast Regional Office's schedule of documentation. The Maine SHPO will be provided an opportunity of forty-five (45) days to review and comment on one draft before the HAER is submitted to the National Park Service to be archived. The Maine SHPO may request a second round of review.

MaineDOT will be responsible for providing the following to:

**\*Maine SHPO**

one (1) archival printed copy of the HAER, one (1) set of large format photos and negatives, and pdfs on a USB flash drive.

**\*Town of Brunswick**

one (1) archival printed copy of the HAER and one (1) set of large format photos and negatives.

**\*Town of Topsham**

one (1) archival printed copy of the HAER and one (1) set of large format photos and negatives.

MaineDOT will complete the recordation and distribution by December 2020.

### **III. National Register of Historic Places Nomination**

MaineDOT will prepare and submit to the Maine SHPO a National Register of Historic Places nomination for the previously determined eligible Brunswick Topsham Industrial Historic District (including National Register-eligible tenement housing). The nomination will be prepared by a 36 CFR 61 qualified architectural historian with a specialization in industrial history. MaineDOT will submit qualified consultants to the Maine SHPO for approval. This nomination shall be developed in consultation with the staff of the Maine SHPO and shall meet the Maine Historic Preservation Commission's National Register Submission Guidelines, 2016.

MaineDOT will complete the National Register nomination by December 2022.

### **IV. Outdoor Interpretive Panel**

MaineDOT will design and install two (2) permanent outdoor interpretive displays (consisting of no more than three (3) panels at each site) depicting the Frank J. Wood Bridge and earlier crossings, their history, and significance. The interpretive panels will be erected at locations within the view shed of the bridge. One (1) location will be in Brunswick and one (1) location will be in Topsham. The panels' content and material will be prepared by MaineDOT and a 36 CFR 61 qualified architectural historian. The Maine SHPO, town officials, the Pejepscot Historical Society, and the consulting parties will be provided an opportunity for 45 (forty-five) calendar days to review a draft of the interpretive panel(s)' content, design, and locations.

MaineDOT will prepare the draft interpretive panels for review by December 2022. MaineDOT will erect the interpretive panels by September 2023.

### **V. Conservation of Existing Bridge Plaques**

MaineDOT will be responsible for removing, storing, and conserving the four (4) historic plaques (two (2) in Brunswick, two (2) in Topsham) on the existing Frank J. Wood Bridge. The exact location of installation and appropriate plaque interpretation will be determined in consultation with FHWA, MaineDOT, Maine SHPO, town officials, and the consulting parties. An established and qualified objects conservator will be hired within a framework sufficient to examine and verify the method of safe removal and conservation of the plaques.

MaineDOT will install the conserved plaques by September 2023.

### **VI. Adaptive Reuse or Reuse of Portions of the Structure**

Prior to dismantling, MaineDOT and the Federal Highway Administration (FHWA) shall offer the Frank J. Wood bridge to any group that could legally take possession of the bridge and maintain it at a new location, provided the group assumes all future legal and financial liability. Costs to induce acceptance of the offer of donation may not exceed the cost to dismantle the bridge. FHWA,

the Maine State Historic Preservation Officer and MaineDOT will work jointly to determine the most appropriate use of the existing bridge from any proposals received.

If no offers are received for adaptive reuse, then a portion and/or feature of the Frank J. Wood Bridge will be retained and offered to the towns or the Pejepscot Historical Society.

MaineDOT will offer the bridge for adaptive reuse by March 2019. If no offers are received MaineDOT will coordinate with the town of Brunswick, the town of Topsham, and the Pejepscot Historical Society on portions of the bridge beginning by August 2019.

## **VII. Illustrated Booklet on the History of the River Crossing**

The MaineDOT, in consultation with the Maine SHPO, will commission an illustrated booklet on the history of the river crossing, as well as document the complete story of the Frank J. Wood Bridge and its relationship to the community and the cultural landscape. The booklet may include contemporary photographs from the HAER documentation, historic photographs, information derived from the HAER research, oral history interviews, historic maps, and any other applicable materials. The booklet will be approximately twenty-five (25) pages and the Maine SHPO, Pejepscot Historical Society, and the consulting parties will be provided an opportunity of forty-five (45) calendar days to review and comment on one draft.

MaineDOT will be responsible for providing copies of the booklet to the following:

**\*Maine SHPO**

Ten (10) printed copies and one (1) electronic copy in PDF format.

**\*Town of Brunswick**

Ten (10) printed copies and one (1) electronic copy in PDF format.

**\*Town of Topsham**

Ten (10) printed copies and one (1) electronic copy in PDF format.

**\*Topsham Historical Society**

Ten (10) printed copies and one (1) electronic copy in PDF format.

**\*Pejepscot Historical Society**

Ten (10) printed copies and one (1) electronic copy in PDF format.

**\*Topsham Public Library**

Ten (10) printed copies and one (1) electronic copy in PDF format.

**\*Curtis Memorial Library**

Ten (10) printed copies and one (1) electronic copy in PDF format.

MaineDOT will complete and distribute the booklet by September 2023. A copy of the booklet will be available on MaineDOT's website for downloading by the public.

### **VIII. Indoor Traveling Exhibit**

MaineDOT will develop a single indoor traveling exhibit consisting of three (3) 24" x 36" panels that share the story of the history of the Androscoggin River crossing, including the Frank J. Wood Bridge. MaineDOT will be responsible for research, development, and design. MaineDOT will retain the services of a 36 CFR 61 qualified architectural historian to develop the exhibit.

MaineDOT will be responsible for creating digital back-up files and providing them the Maine SHPO and the Pejepscot Historical Society. The Maine SHPO, Pejepscot Historical Society, and the consulting parties will be provided an opportunity for a 45 (forty-five) calendar day review of the draft content and design. The final exhibit will be housed at the Pejepscot Historical Society.

MaineDOT will complete and distribute the exhibit by September 2023.

FHWA shall also ensure the following terms and conditions are implemented:

### **IX. Duration**

This agreement will be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the agreement and amend it in accordance with Stipulation XI.

### **X. Post-Review Discoveries**

If potential historic properties are discovered or unanticipated effects on historic properties found, FHWA shall consult in accordance with 36 CFR Section 800.6(c)(6). If any unanticipated discoveries of historic properties or archaeological sites are encountered during the implementation of this undertaking, MaineDOT shall suspend work in the area of the discovery in accordance with Maine Department of Transportation Standard Specification *105.9: Historic and Archaeological Considerations* and DOT shall immediately notify the FHWA. In compliance with 36 CFR §800.13, FHWA shall notify within 24 hours the ACHP, the Maine SHPO, and, if applicable, federally recognized tribal organizations that attach religious and/or cultural significance to the affected property. The Maine SHPO, the FHWA, MaineDOT, and Tribal representatives, as appropriate, may conduct a joint field review within 72 hours of the notification to the FHWA. The FHWA, in consultation with the appropriate parties, will determine an appropriate treatment of the discovery prior to the resumption of construction activities in the area of the discovery.

### **XI. Discovery of Human Remains**

MaineDOT shall ensure that any human remains and/or grave-associated artifacts encountered during the archaeological investigations are brought to the immediate attention of the FHWA, the Maine SHPO, and any federally recognized Tribes that may attach religious and/or cultural

significance to the affected property. Notification will be within 48 hours of the discovery. No activities which might disturb or damage the remains will be conducted until FHWA, in consultation with the appropriate parties, has developed a treatment plan that considers the comments of the appropriate parties. All procedures will follow the guidance outlined in the National Park Service Publication *National Register Bulletin 41: Guidelines for Evaluating and Registering Cemeteries and Burial Places*, taking into account the Native American Graves Protection and Repatriation Act of 1990 (PL 101-601). If Native American cultural materials are encountered during the course of the project, MaineDOT will abide by the Maine Department of Transportation Standard Specification 105.9: *Historic and Archaeological Considerations* by stopping all activities in the area of discovery and notifying FHWA, Maine Historic Preservation Commission (MHPC), Advisory ACHP on Historic Preservation (ACHP), the Aroostook Band of Micmacs, Houlton Band of Maliseet Indians, Passamaquoddy Tribe, and Penobscot Nation. Stipulation X of this agreement will be followed; and

## **XII. Reporting**

Each year, by December 1, following the execution of this agreement until it expires or is terminated, MaineDOT shall provide all parties to this agreement a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in MaineDOT's efforts to carry out the terms of this agreement. Failure to provide such summary report may be considered noncompliance with the terms of this MOA; and

## **XIII. Dispute Resolution**

Should any party to this agreement object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with the objecting party(ies) to resolve the objection. If FHWA determines, within 30 days, that such objection(s) cannot be resolved, FHWA will:

- A. Forward all documentation relevant to the dispute to the ACHP in accordance with 36 CFR Section 800.2(b)(2). Upon receipt of adequate documentation, the ACHP shall review and advise FHWA on the resolution of the objection within 30 days. Any comment provided by the ACHP, and all comments from the parties to the MOA, will be taken into account by FHWA in reaching a final decision regarding the dispute.
- B. If the ACHP does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, FHWA may render a decision regarding the dispute. In reaching its decision, FHWA will take into account all comments regarding the dispute from the parties to the MOA.
- C. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged. FHWA will notify all parties of its

decision in writing before implementing that portion of the Undertaking subject to dispute under this stipulation. FHWA's decision will be final

#### **XIV. Resolving Public Objections**

At any time during implementation of the terms of this Agreement, should any member of the public raise an objection in writing pertaining to such implementation to any signatory party to this Agreement, that signatory party shall immediately notify FHWA. FHWA shall:

- A. Immediately notify the other signatory parties in writing of the objection. Any signatory party may choose to comment on the objection to FHWA.
- B. Establish a reasonable time frame for this comment period. FHWA shall consider the objection, and in reaching its decision, FHWA will take all comments from the other parties into account.
- C. Within 15 days following closure of the comment period, FHWA will render a decision regarding the objection and respond to the objecting party. FHWA will promptly notify the other signatory parties of its decision in writing, including a copy of the response to the objecting party. FHWA's decision regarding resolution of the objection will be final.
- D. Following the issuance of its final decision, FHWA may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision. Nothing in this paragraph creates additional legal rights or responsibilities on the FHWA that are not already afforded under the NHPA.
- E. FHWA's responsibility to carry out all other actions or terms of this MOA that are not the subject of the objection remain unchanged and may proceed.

#### **XV. Amendments**

If any signatory to this MOA, including any invited signatory, determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR §§800.6(c)(7) and 800.6(c)(8). The amendment will be effective on the date a copy signed by all of the original signatories is filed with the ACHP. If the signatories, including any invited signatory, cannot agree to appropriate terms to amend the MOA, any signatory may terminate the agreement in accordance with Stipulation XVI.

#### **XVI. Termination**

If the MOA is not amended following the consultation set out in Stipulation XV it may be terminated by any signatory or invited signatory. Within 30 days following termination, FHWA shall notify the signatories if it will initiate consultation to execute an MOA with the signatories under 36 CFR §800.6(c)(1) or request the comments of the ACHP under 36 CFR §800.7(a) and proceed accordingly.



## **XVII. Coordination with Other Federal Reviews**

In the event that another federal agency not initially a party to or subject to this MOA receives an application for funding/license/permit for the Undertaking as described in this MOA, that agency may fulfill its Section 106 responsibilities by stating in writing it concurs with the terms of this MOA and notifying the FHWA, SHPO, and the ACHP that it intends to do so, and adherence to the terms of this MOA.

SIGNATORIES:

Federal Highway Administration

\_\_\_\_\_ Date  
Todd D. Jorgensen  
Division Administrator

SIGNATORIES:

Maine State Historic Preservation Officer

\_\_\_\_\_ Date  
Kirk Mohney  
State Historic Preservation Officer

SIGNATORIES:

Advisory ACHP on Historic Preservation

\_\_\_\_\_ Date  
John M. Fowler  
Executive Director

INVITED SIGNATORY:

Maine Department of Transportation

\_\_\_\_\_ Date  
David Bernhardt  
Commissioner

CONCURRING SIGNATORIES:

\_\_\_\_\_ Date  
Scott Hanson

CONCURRING SIGNATORIES:

\_\_\_\_\_ Date  
Ann Carroll

CONCURRING SIGNATORIES:

\_\_\_\_\_ Date  
Charles Carroll

CONCURRING SIGNATORIES:

\_\_\_\_\_ Date  
Phinney Baxter White

CONCURRING SIGNATORIES:

\_\_\_\_\_ Date  
Steven Stern

CONCURRING SIGNATORIES:

\_\_\_\_\_ Date  
William Morin

CONCURRING SIGNATORIES:

\_\_\_\_\_ Date  
Arlene Morris

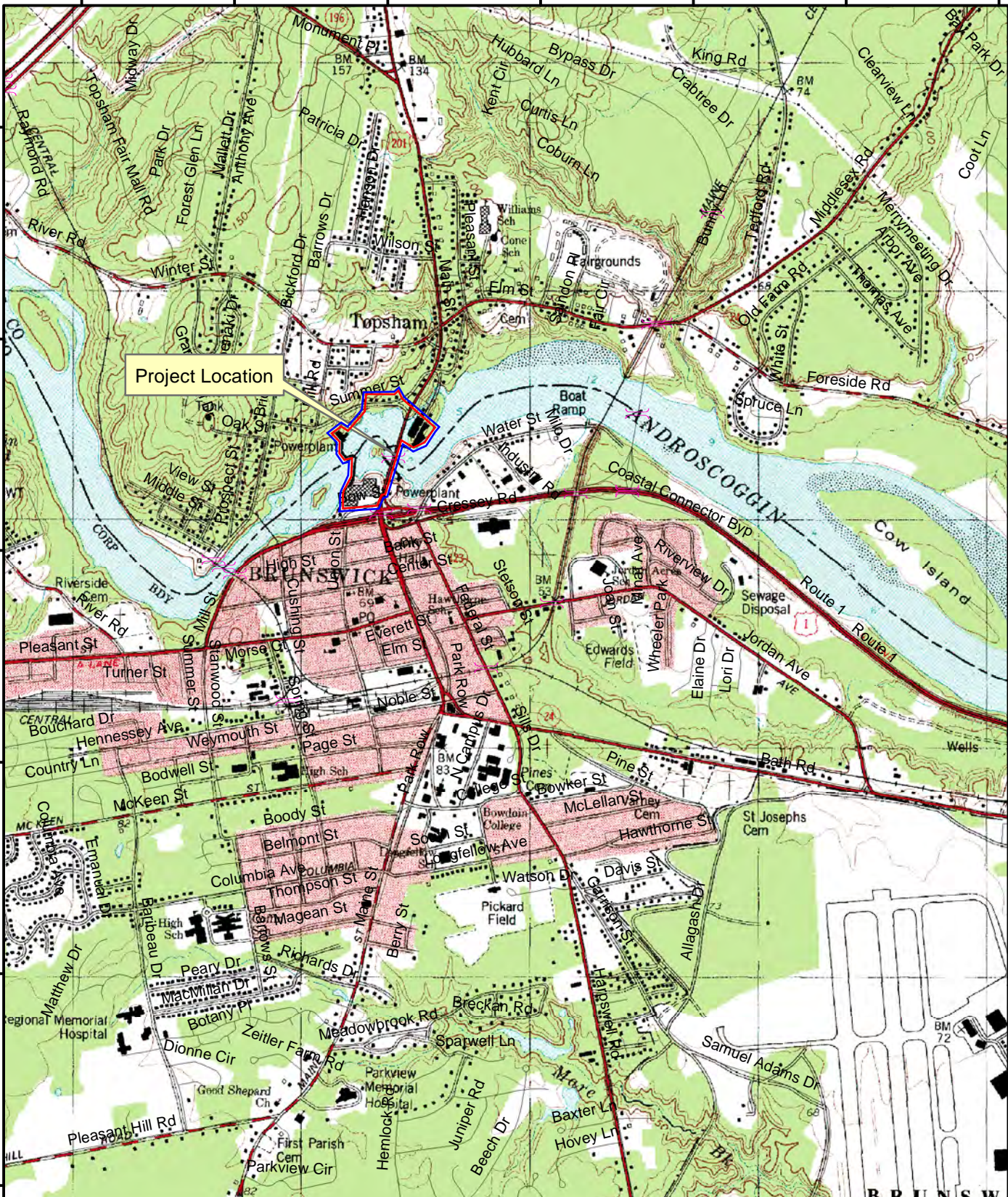
CONCURRING SIGNATORIES:

\_\_\_\_\_ Date  
John Graham

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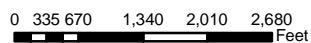
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- APE
- Survey Boundaries

MDOT WIN 20467.00  
 Topsham-Brunswick Bridge #2016  
 bridge repair



**Frank J. Wood Bridge (BR #2016)**  
**Route 201, Brunswick & Topsham, ME**  
**MaineDOT WIN: 22603.00, Federal Project No. STP-2260(300)X**

**Section 106 Consulting Parties**

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**Frank J. Wood Bridge (BR #2016)**  
**Route 201, Brunswick & Topsham, ME**  
**MaineDOT WIN: 22603.00, Federal Project No. STP-2260(300)X**

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<b>Section 106 Steps and Consultation for the Frank J Wood Bridge Project</b>	
<i>Draft - Includes Activities to Date</i>	
<b>Date</b>	<b>Action</b>
9/23/14	Preliminary engineering funding for Frank J Wood bridge improvement project authorized by FHWA
<b>Steps 1-2: Initiate Section 106 Process, Identify Historic Properties</b>	
October 2015	<p><b>(36 CFR 800.2(c)(1-4))</b> Consulting parties (often called “by-right” consulting parties) were established:</p> <ul style="list-style-type: none"> <li>• “By-right” consulting parties notified: Maine State Historic Preservation Officer, The Penobscot Nation, Passamaquoddy Tribe, the Aroostook Band of Micmacs, the Houlton Band of Maliseet Indians, Town Representatives of Brunswick and Topsham, Advisory Council on Historic Preservation, and MaineDOT.</li> </ul>
October 2015	<b>(36 CFR 800.4 (a)(1))</b> Area of Potential Affect (APE) established.
11/3/2015	<b>(36 CFR 800.4 (a)(4))</b> Email sent to Tribes (standard protocol) requesting comments regarding historic and cultural properties. Area of Potential Effect sent to Maine Historic Preservation Commission Archaeological staff for review and comments.
11/5/2015	<b>(36 CFR 800.4 (a)(3))</b> Letters sent to the Town of Brunswick and Topsham requesting information/knowledge of or concerns with historic properties.
12/11/15	<b>(36 CFR 800.4 (a)(3))</b> MaineDOT received email response from Town of Topsham with information regarding contributing buildings and structures within the historic district.
11/12/15	<b>(36 CFR 800.4 (a)(3))</b> MaineDOT received email response from Town of Brunswick with information regarding the Brunswick Commercial Historic District.
11/19/15	<b>36 CFR 800.4 (a)(4)</b> Response received from Penobscot Nation.
12/8/15	<b>36 CFR 800.4 (a)(4))</b> Response received from Passamaquoddy Tribe.

1/15/16	<b>(36 CFR 800.4 (a)(2) and (b) and (c))</b> Architectural survey within APE begins to document properties eligible and listed for the National Register of Historic Places.
5/29/16	<b>(36 CFR 800.4 (a)(2) and (b))</b> Architectural survey approved by Maine Historic Preservation Commission.
5/31/16	<b>(36 CFR 800.4 (c))</b> MaineDOT requests State Historic Preservation Officer (SHPO) concurrence regarding National Register eligibility for properties within the APE.
6/16/16	<b>(36 CFR 800.4 (c))</b> MaineDOT receives concurrence on properties that are eligible for the National Register of Historic Places from the SHPO.
<b>June 2016</b>	<b>(36 CFR 800.2(c)(5) and 800.3 (f))</b> In addition, the Federal agency may invite other entities with a “demonstrated interest in the undertaking” to participate as consulting parties. Examples include local historic preservation officials, historic preservation groups, community organizations, individual property owners, and other stakeholders.)
7/11/16	<p><b>(36 CFR 800.2 (a)(4))</b> Section 106 Consulting Party meeting #1 held in Topsham. The Section 106 process and identification of National Register eligible and listed properties was discussed. MaineDOT’s architectural survey, determination of eligibility, and the SHPO concurrence on eligibility were provided to the consulting parties.</p> <p><u>Consulting party Points of Interest offered:</u></p> <ul style="list-style-type: none"> <li>• Bridge is on the cover of the local phone book and the Bowdoin College Catalog</li> <li>• Individuals selected the Topsham/Brunswick community because of its historic character included the bridge</li> <li>• Business decisions currently pending outcome of bridge project</li> <li>• Existing bridge is unique, it matters, and provides important connection between two villages</li> <li>• Bridge is part of a continuous stretch of historic elements approaching Brunswick Downtown from Bowdoin College through downtown Brunswick, over the bridge and up to Topsham Village; it contributes overall magnitude to driving/walking/biking experience; is the connecting link that holds it all together</li> </ul>



	<ul style="list-style-type: none"> <li>• Placement of a new bridge could alter the falls significant to early settlement of the Brunswick/Topsham area and an important visual element</li> <li>• Bicycle/pedestrian accommodations required</li> </ul> <p><u>Section 106 points offered:</u></p> <ul style="list-style-type: none"> <li>• APE should be expanded to include the approaches on the Brunswick side to allow consideration of cumulative effects</li> <li>• MaineDOT responded to numerous technical questions regarding feasibility of different rehabilitation options</li> </ul>
<p>8/18/16</p>	<p><b>(36 CFR 800.2 (a)(4))</b> Section 106 Consulting Party meeting # 2 held in Brunswick. John Buxton &amp; Bill Doukas (MaineDOT) talk about the inspection. APE boundaries were discussed and MaineDOT’s architectural survey, determination of eligibility, and the SHPO concurrence on eligibility were provided to the consulting parties.</p> <ul style="list-style-type: none"> <li>• Justification of the APE was provided specifically why the Topsham Historic District and the Brunswick Historic district were not included.</li> <li>• Route 1 severs Brunswick from the Cabot Mill, resulting in a lack of cohesion between resources.</li> <li>• Loss of historic structures between the intersection of Route 24 and parts of Bowdoin Mill Island results in a loss of cohesion; therefore, the APE remains as is, concurred with by SHPO</li> <li>• Consulting parties inquired about the individual eligibility of the Cabot Mill complex. An attendee indicated he/she was aware that it had been determined individually eligible as part of another project with a federal action. Consulting parties requested that the concurrence from that project be included into the record of this project.</li> <li>• <i>The concurrences were included as appendices to the Determination of Effect.</i></li> </ul>

<b>Step 3: Assess Effects to Historic Properties</b>	
10/27/16	<p><b>(36 CFR 800.2 (a)(4) and 800.5 (a) and 800.6 (a))</b> Section 106 Consulting Party meeting #3 held in Topsham. Effects discussion, FJW’s individual eligibility. Matrix of alternatives, summary of alternatives, bridge inspection report,</p> <ul style="list-style-type: none"> <li>• Requested comments from consulting parties by Dec 6, 2016.</li> <li>• Individual eligibility of the Frank J Wood Bridge considering the 15 years passage of time since the MaineDOT historic bridge inventory had been completing.</li> <li>• A question as to whether or not the natural falls of the Androscoggin River in this location were eligible for listing on the National Register as an individual resource.</li> <li>• The parties commented that mill workers were known to live in the houses of Summer Street and questioned what impact that would have on the Summer Street historic district.</li> <li>• Comments were made about the potential effect to historic properties resulting from headlights for a changed alignment.               <ul style="list-style-type: none"> <li>- Questions were asked regarding how the bridge plays a role in the setting of Summer Street HD, Cabot Mill, and the Pejepscot Paper Company.</li> </ul> </li> <li>• Questions were asked regarding how materials used in a rehabilitation may or may not affect a historic property.</li> <li>• Comments were made about the view to the bridge from businesses within the Cabot Mill and Bowdoin Mill (PPC).</li> <li>• Comments regarding the use of a detour for rehabilitation.</li> </ul>
12/6/17	<p><b>(36 CFR 800)</b> MaineDOT received, reviewed, and considered --- comments from Section 106 Consulting Parties and the public between November 3, 2016 and March 6, 2017.</p>
2/6/17	<p><b>(36 CFR 800.6 (a))</b> Public Notice published providing the public an opportunity to view information regarding the various alternatives and their effects on National Register eligible and listed properties posted on MaineDOT’s web site. Interested parties were provided the opportunity to submit comments by March 6, 2017.</p> <p>MaineDOT submitted a request to the SHPO for concurrence on the various alternatives and their effects on National Register eligible and listed properties.</p>

3/6/17	<p>MaineDOT received a concurrence memo from the SHPO regarding the various alternatives and their effects on National Register eligible and listed properties. The SHPO did request additional information regarding the Summer Street Historic District. This request was also received during from the public during the public comment period.</p> <p>MaineDOT received, reviewed and considered 31 comments from Section 106 Consulting Parties and the public between November 3, 2016 and March 6, 2017.</p>
3/8/17	MaineDOT began additional research on the Summer Street Historic District as requested.
March 2017	MaineDOT and FHWA posted of a public open house meeting to be held on April 5, 2017. All materials were posted on the MaineDOT website the comment period was officially open until April 19, 2017.
3/17/17	MaineDOT submitted a request to the SHPO for concurrence on the additional information requested on the Summer Street Historic District.
3/29/17	MaineDOT received a concurrence memo from the SHPO regarding additional information on the Summer Street Historic District.
4/5/17	<b>(36 CFR 800.6 (a)(4))</b> Public meeting - open house format. 99 members of the public officially signed in. This meeting included historic resources, but expanded to include design, natural resources, and bicycle/pedestrian concerns.
4/19/17	Public comment period closed.
4/20/17	MaineDOT and FHWA began reviewing and considering all comments received
4/30/17	All public and Section 106 consulting party comments received were posted to the MaineDOT website.
6/27/17	MaineDOT and FHWA announce preferred Alternative.
June 2017- December 2017	Continued correspondence between the consulting parties, State Historic Preservation Office and FHWA. The consultation led to a reevaluation of the FJW individual eligibility.

10/25/17	MaineDOT sent determination of National Register individual eligibility (determined not eligible) to the SHPO for review and concurrence.
11/16/17	The SHPO sends memo not concurring with MaineDOT's determination. SHPO states the bridge is eligible based on the additional research provided.
12/11/17	FHWA preservation Officer determines the Frank J. Wood Bridge is individually eligible for the National Register.
12/13/17	MaineDOT sends memo to SHPO stating that the FHWA has determined the Frank J. Wood Bridge is individually eligible for the National Register.
1/16/18	MaineDOT sends addendum effect memo to SHPO and Section 106 Consulting Parties for comment.
2/16/18	Friends of Frank J Wood officially comment under the adverse effect comment period. Memo sent to FHWA.
2/27/18	EA circulated for public comment
3/28/18	EA public meeting
4/11/18	EA Public Comment Period closes. MaineDOT and FHWA begin review of comments.
5/30/18	Public comments received posted on the MaineDOT project website.
<b>Step 4: Resolve/Mitigate Adverse Effects</b>	
6/11/18	FHWA provides update to consulting parties: After reviewing all substantive comments, MaineDOT and FHWA are moving ahead with Alternative #2 – Replacement Bridge on the Upstream Alignment, and continuing next steps in the Section 106 process. Invites consulting parties to meeting to discuss mitigation for adverse effects.
6/27/18	Section 106 Consulting Party meeting #4 held in Topsham to receive comments on potential mitigation for adverse effects. Comments on mitigation accepted until July 11, 2018.
7/17/18	MaineDOT and FHWA meet with SHPO; provide minutes and update on June 27, 2018 consulting party meeting and obtain input on potential mitigation measures.

8/22/18	FHWA provides meeting minutes and information in response to comments and questions raised at the consulting parties meeting.
10/3/18	Section 106 Consulting Party meeting #5 held in Topsham to receive comments on potential mitigation and draft MOA for adverse effects. Comments on mitigation accepted until October 22, 2018.