

Supplemental Supporting Information for a Finding of Effect

Project: Dexter-Sangerville 23553.00; MHPC #1135-19

Scope: Cold-in-Place Recycle Paving with Safety Improvements

Finding of Effect: **No Adverse Effect**

Purpose and Need

The purpose of the project is to improve road safety conditions along Route 23 in Dexter and Sangerville.

The need for the project is because the roadway pavement and guardrail conditions have deteriorated significantly, drainage infrastructure has become substandard, and pedestrian safety related to curb requires repair.

Proposed Action

The proposed action is cold-in-place recycle paving beginning 0.27 of a mile north of Fellows Road in Dexter and extending northerly 4.8 miles of a mile north of Turner Road in Sangerville. Six corrugated metal pipes will be replaced in-kind to improve drainage. Several discontinuous stretches of guardrail will receive updated end-treatments and added pavement for widenings at the termini. Existing curb will be removed and reset. The cold-in-place recycle paving and the drainage improvements meet the Section 106 Programmatic Agreement.

Federal Action

Federal Funding.

Definition of Area of Potential Effect (APE)

The proposed project is located along Route 23 in Dexter and Sangerville. Two maps are attached below that show the project's three discontinuous APEs.



Figure 1. Dexter-Sangerville 23553.00 Area of Potential Effect



Map 2
 Select Guardrail Upgrades with Road Widening
 — APE — Survey Boundaries

0.35 Miles
 1 inch = 0.41 miles



Figure 2. Dexter-Sangerville 23553.00 Area of Potential Effect

Historic Properties

The proposed project is in Dexter and Sangerville. The project area holds one historic property.

North Dexter Grange, 851 N Dexter Road/Route 23 (Wayside Grange)

National Register Eligible, Criteria A

The North Dexter Grange (SM #9) is eligible for listing in the National Register under Criterion A for Agriculture and Social History at the local level. The North Dexter Grange was formed in 1916 with the chapter constructing this building in 1919. The Grange was an agricultural social organization that gained popularity in the 1870s. It sought to provide farmers with education and social opportunities through lectures, dances, dinners, and skits. In the 1990s local community members sought ownership of the building for a theater. In 2002 an agreement with the Maine State Grange saw the formation of the Wayside Grange and Theater with all theater members also being Grange members. The building is one-and-a-half stories tall with a metal hipped roof, interior brick chimney, and shed dormers. The dormers are located on the north, south, and west elevations. The building is clad in clapboard siding, though the dormers have narrower clapboards. The full width front porch has a hipped roof and has tapered square columns on a knee wall.

Archeological Resources

There are no archaeological resources areas in the project area.

Impacts to Property

The following addresses potential impacts to properties as a result of the proposed action.

Historic Architectural Resources

Effects to the resources are outlined below.

North Dexter Grange, 851 N Dexter Road/Route 23 (Wayside Grange)

National Register Eligible, Criteria A

Guardrail replacement and pavement widening, as well as curb replacement, will result in a finding of **No Adverse Effect**. The proposed action would replace the guardrail end treatment at the northern point of the North Dexter Grange property and add pavement for the replacement guardrail widening. These actions would occur next to the North Dexter Grange parking lot and approximately 130 feet north of where the building sits. The end treatment replacement and the addition of new pavement would not significantly affect the resource's aspects of integrity. Curb that runs adjacent to the North Dexter Grange would be replaced in-kind with granite curb.

Avoidance and Minimization Efforts

The proposed action would avoid any physical impacts to historic buildings or structures. All curb that would be replaced with bituminous curb was minimized at the North Dexter Grange property to replace in-kind with granite.

Dismissed Alternatives

No Build

The no build alternative does not take any action, resulting in further deterioration of the culvert and roadway and eventual failure. This alternative does not meet the purpose and need, therefore it was removed from further consideration.

Plans

No plans were produced for this project.

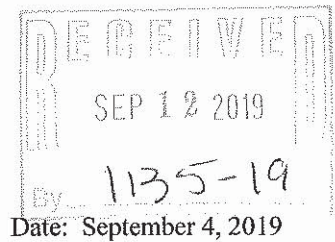
Attachments

Art Spiess, MHPC, to Julie Senk, MaineDOT, August 15, 2019

Kirk Mohny, MHPC, to Julie Senk, MaineDOT, September 16, 2019

STATE OF MAINE

Memorandum



To: Kirk F. Mohney, MHPC
From: Julie Senk, Maine DOT/ENV
Subject: Section 106 request for concurrence
Project: Dexter-Sangerville 23553.00, MHPC #1135-19
Scope: Guardrail upgrades with pavement widening

The Maine DOT has reviewed this project pursuant to the Maine Programmatic Agreement (PA) and Section 106 of the National Historic Preservation Act of 1966, as amended.

The proposed project consists of cold-in-place recycle paving with select areas of guardrail upgrades with road widening on Route 23 beginning 0.46 of a mile north of Crockett Road and extending northerly for 4.74 miles in Dexter and Sangerville. The cold-in-place recycle paving meets the PA.

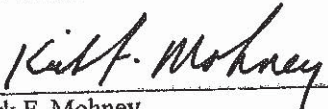
In accordance with 36 CFR Part 800.4, the following identification efforts of historic properties were made:

- 800.4(a) (1) – The Area of Potential Effect (APE) includes properties/structures adjacent to the bridge and within the project limits. The project limits are defined by the structure and the immediately adjacent area. Properties/structures adjacent to this project limit are considered to be within the APE. The APE is shown as a red polygon on the attached map.
- 800.4(a) (2) – Review of existing information consisted of researching the National Register and MHPC survey databases. The Maine Historic Preservation Commission Archaeological staff has reviewed this undertaking.
- 800.4(a) (3) – The towns of Dexter and Sangerville were contacted via letter and asked to comment on knowledge of, or concerns with, historic properties in the area, and any issues with the undertaking's effect on historic properties. The towns were also requested to provide information regarding local historic societies or groups. The towns have not replied to date.
- 800.4(a) (4) – Letters outlining project location and scope were sent to the 4 federally recognized Tribes in Maine. The Passamaquoddy Tribe and Houlton Band of Maliseets have replied with no concern.
- 800.4(c) – The Maine DOT conducted historic architectural surveys within the APE to determine if properties met National Register criteria. Maine Historic Preservation Commission Archaeological staff has reviewed this undertaking and recommended a finding "that there will be no archaeological properties affected by the proposed undertaking." **The MaineDOT has determined one property is eligible for listing in the National Register of Historic Places.**

In accordance with the PA and 36 CFR Part 800, please reply with your concurrence or objection to the determination of eligibility for listing in the National Register of Historic Places within 30 days. If more information is deemed necessary, please supply a list of the specific resources in question.

Please contact me at Julie.Senk@maine.gov or 592-3486 if you have any questions. Thank you.

cc: CPD e-file
enc: Architectural survey package

CONCUR	
	9/16/19
Kirk F. Mohney, State Historic Preservation Officer	Date



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

JANET T. MILLS
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

August 15, 2019

To: Ms. Julie Senk, MDOT/ESD

From: Arthur Spiess, Senior Archaeologist

A handwritten signature in black ink, appearing to read "Arthur Spiess", written over a horizontal line.

Subject: WIN 23553.00, guardrail replacement/repair, pavement widening, Route 23, Dexter-Sangerville (MHPC 1135 -19)

After reviewing our archaeological survey records and maps, including historic maps and surficial geology maps, and comparing this information with a predictive model of archaeological site locations, we find that no archaeological fieldwork is necessary for this project, based on the project location and general project description information received with your memo of August 9, 2019. It is extremely unlikely that an archaeological site would be affected by this project, in our opinion.

In following the procedures specified in the Federal Highway/MHPC/MDOT programmatic agreement, we **recommend a finding "that there will be no archaeological properties affected by the proposed undertaking."**