

Supplemental Supporting Information for a Finding of Effect

Project: Fort Kent 22863.00

Scope: Intersection Improvements

Finding of Effect: **No Adverse Effect**

Purpose and Need

The purpose of the action is to improve safety at the intersection of US Route 1 and Route 161 and to meet current standards for signalization and accessibility.

The need for this project is because the existing signal is outdated and does not meet current design standards and the current sidewalk and crosswalks are not in compliance with the Americans with Disability Act (ADA).

Proposed Action

The proposed action (Alternative 1) would include upgrades to video detection, signal heads, mast arms, pedestrian signal equipment, traffic controller, and controller cabinet. The action also would include upgrades to pedestrian facilities, such as sidewalks, curb tip downs, detectable wearing surfaces, and crosswalk striping. Sidewalks would be at least 5' wide.

Federal Action

Federal funding.

Definition of Area of Potential Effect (APE)

The proposed project is located in Fort Kent. The map below shows the APE.

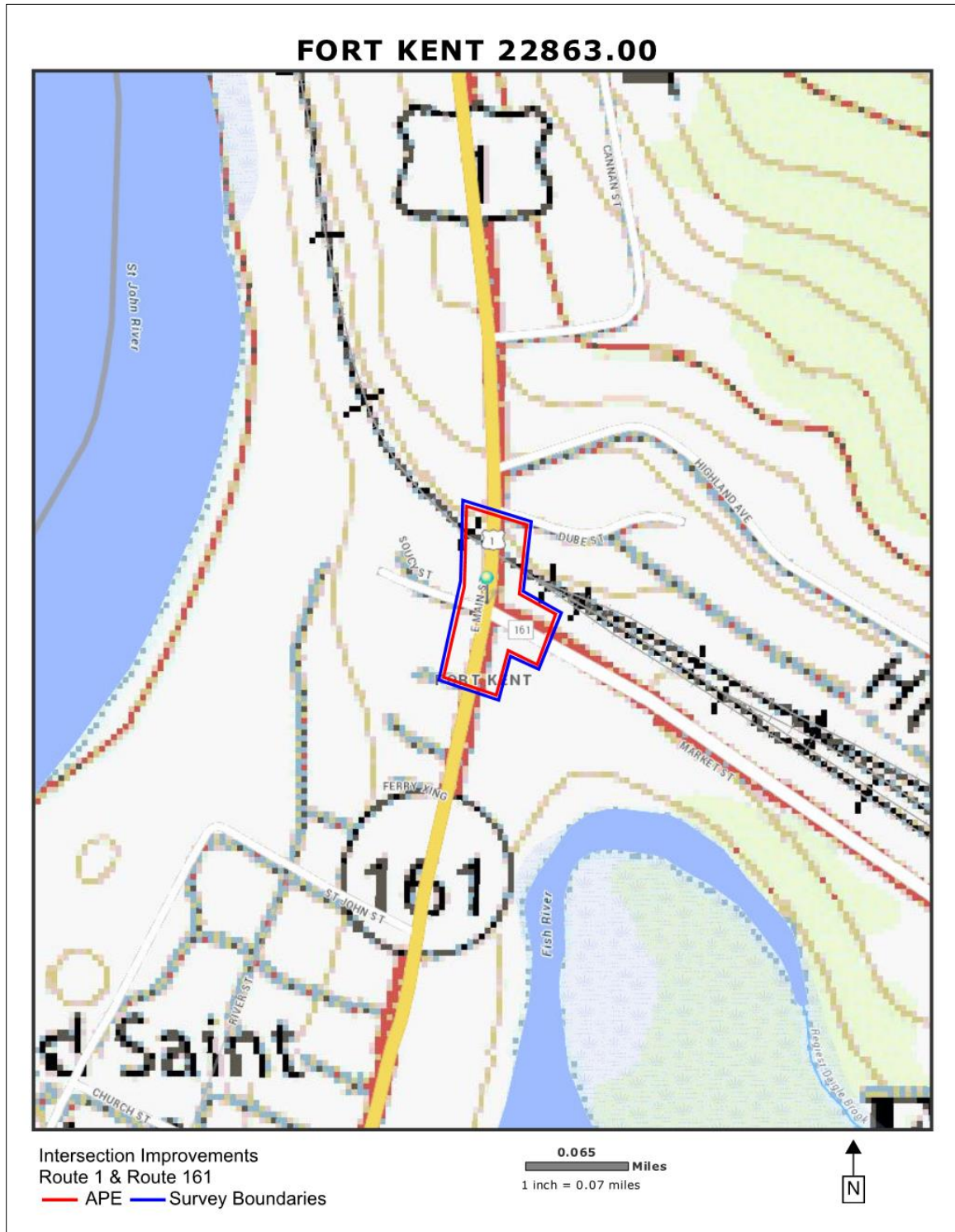


Figure 1. Fort Kent 22863.00 Area of Potential Effect

Historic Properties

The proposed project is located in Fort Kent. The following descriptions of historic properties found within the project area are based on Maine Historic Preservation Commission (MHPC) survey forms and a National Register of Historic Places nomination.

Jean-Baptiste Daigle House, 4 Dube Street (Fort Kent Historical Society, 504+90R to 506+00R)

*National Register-Listed
Criterion C, Architecture*

The Jean-Baptiste Daigle House is a rectangular one-and-a-half story house with a side-gabled roof with narrow cornice returns. It has an off-center brick chimney. It has Masonite siding. The house has small gabled entry porches on the west and east elevations. It has one-over-one wood windows that sit in narrow wood frames. The house sits on a fieldstone foundation. The house is an example of Acadian “*piece sur piece a tenons en coulisse*” log construction, where sawn logs are laid horizontally one over the other. The house is a rare example of this kind of construction, which is traditional to the French-Canadian settlement of the St. John Valley. Its period of significance is 1839-1844 (its construction date) and 1864 (when it was moved to this location).

Fish River Railroad (MaineDOT, 504+00 to 504+90)

*National Register-Eligible
Criteria A & C, Industry, Transportation*

The Fish River Railroad is eligible for listing in the National Register as a historic district. At this location, the railroad intersects Route 1 with multiple spurs creating a railyard directly to the southeast. The railroad remains active at this location and retains signals, tracks, and appropriate appurtenances. The railroad continues north towards Van Buren and runs to the south towards Eagle Lake. The district is significant for its association with the development of lumber and agricultural pursuits in Fort Kent. Upon opening the line was leased to the Bangor and Aroostook Railroad. Within a year, the Bangor and Aroostook Railroad acquired the line. Its period of significance is 1902 to c.1960.

Fort Kent Railroad Station, (Fort Kent Historical Society, 601+00R to 603+50R; 503+00R to 503+95R)

*National Register-Listed
Criteria A & C, Architecture, Transportation*

The Fort Kent Railroad Station is a one-story seven-bay building with a gable on hipped roof. The building has an interior brick chimney. It has wide eaves with corner braces. The building is covered with narrow clapboard siding and has four-over-four wood windows in wood frames. Paired and single paneled doors are located on the north side of the building along the railroad tracks. The north and south elevations have a projecting box bay with windows. The building sits on a concrete foundation. The building is an excellent example of an early twentieth-century railroad station, particularly in context

with the development of the Fish River Railroad and the Bangor and Aroostook Railroad. Its period of significance is 1902-1974 (the period of significance should be extended beyond 1939 in the nomination to reflect the continued use of the station to 1979).

Philippe A. Roy Building, (P. V. Roy Company Inc., 601+00L to 603+50L; 501+75L to 503+00L)

National Register-Listed

Criterion C, Architecture

The Philippe A. Roy Building is a two-story commercial building located at the corner of Route 1 and Route 161. The building has a flat roof with a dentiled cornice with brick corbeling below. The building has a chamfered northwest corner to fit the corner lot. The face of the chamfered corner has a name block with date. Faded paint with “Philippe A. Roy” and “General Store” are located between the brick corbeling and second story windows on both the northeast and northwest elevations. The second story windows are eight-over-eight vinyl replacements with concrete sills and segmental arch openings. The storefronts consist of large fixed plate glass windows with vertical wood siding above. Paired commercial glass metal doors are located on the chamfered end. The building is a rare example of a brick commercial structure in Fort Kent. Its period of significance is 1920.

Archeological Resources

There are no archaeological resources in the project area.

Impacts to Property

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

Jean-Baptiste Daigle House, 4 Dube Street (Fort Kent Historical Society, 504+90R to 506+00R)

National Register-Listed

Criterion C, Architecture

The proposed action would result in **No Historic Property Affected** to the Jean-Baptiste Daigle House. The propose action does not extend this far east on Route 1. With mast arm signals already in place at this intersection, the viewshed of the property would not be affected.

Fish River Railroad (MaineDOT, 504+00 to 504+90)

National Register-Eligible

Criteria A & C, Industry, Transportation

The proposed action would result in **No Historic Property Affected** to the Fish River Railroad. The proposed action does not extend this far east on Route 1. With mast arm signals already in place at this intersection, the viewshed of the property would not be affected.

Fort Kent Railroad Station, (Fort Kent Historical Society, 601+00R to 603+50R; 503+00R to 503+95R)

National Register-Listed

Criteria A & C, Architecture, Transportation

The proposed action would result in **No Adverse Effect** to the Fort Kent Railroad Station. The proposed action would place a new mast arm signal at the northwest corner of the property. It would also construct two detectable landing pads, sidewalks, and granite curbing at the northwest corner. These actions would require fill and grading. These actions would occur bordering the railroad station's parking lot that has a buffer of landscaping between it and the sidewalk. The railroad station sits approximately 150' southeast from the proposed actions taking place at the northwest corner of its parcel. All materials for sidewalks and curbing are in-kind replacements. The railroad station's viewshed would change minimally, as a mast arm signal is currently located at this intersection. The construction of new mast arm slightly south of the existing one would not significantly affect the resource's aspects of integrity. All grading and affected landscaping would be replaced in-kind and would not affect the resource's aspects of integrity.

Philippe A. Roy Building, (P. V. Roy Company Inc., 601+00L to 603+50L; 501+75L to 503+00L)

National Register-Listed

Criterion C, Architecture

The proposed action would result in **No Adverse Effect** to the Philippe A. Roy Building. The proposed action would include the installation of new sidewalks, detectable landing pads, and granite curbing. All materials for sidewalks and curbing are in-kind replacements and would not diminish the resource's aspects of integrity. The building's viewshed would change minimally, as mast arm signals are currently located at this intersection. The construction of new mast arm signals would not significantly affect the resource's aspects of integrity.

Archaeological Resources

No archaeological properties would be affected by the proposed undertaking.

Avoidance and Minimization Efforts

The proposed action would avoid any physical impacts to historic buildings or structures. The proposed action minimizes effects by the in-kind replacement of sidewalks and curbing, hot mix asphalt and granite, respectively.

Dismissed Alternatives

No Build

The No Build alternative takes no action and does not meet the purpose and need of the project and was, therefore, removed from further consideration.

Public Involvement

MaineDOT held a Public Meeting on March 19, 2019. The public voiced the following concerns about the project: provide emergency vehicle pre-emptive and video detection capabilities, add to approach lanes for Route 1 traffic traveling north, and improve signal phasing for left hand turns from Route 1 to Route 161.

MaineDOT contacted the four federally recognized Native American tribes in Maine.

Proposed Materials

Hot mix asphalt, striping, mast arms, and granite curbing.

Plans

Fort Kent, Aroostook, E. Main Street/Market Street/Soucy Street Intersection Improvements, Maine Department of Transportation, June 24, 2019.

Attachments

Art Spiess, MHPC, to Julie Senk, MaineDOT, December 11, 2017.

Kirk F. Mohny, MHPC, to Julie Senk, MaineDOT, June 21, 2019.

STATE OF MAINE

MEMORANDUM

June 21, 2019

To: Julie Senk, Historic Coordinator, Maine Department of Transportation

From: Kirk F. Mohney, State Historic Preservation Officer *KFM*

Subject: 22863.00, intersection improvements, Fort Kent; MHPC #1694-17

In response to your recent request, I have reviewed the information received June 18, 2019 to continue consultation on the above referenced undertaking pursuant to the Maine Programmatic Agreement and Section 106 of the National Historic Preservation Act of 1966, as amended.

Identification of Historic Properties

The Commission agrees with the MaineDOT 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 (Register):

- Jean Baptiste Daigle House, 4 Dube Street (SM #s 1-2), Listed
- Fort Kent Railroad Station, 4 Market Street (SM #4), Listed
- Fish River Railroad (SM #3), Eligible

Based on information provided in the survey and additional research conducted in-house, The Commission concludes that the following property also appears to be eligible for listing in the Register:

- Phillipe A. Roy General Store, 3 Market Street (SM #5). Constructed in 1920, this two-story brick building appears to meet National Register Criterion C for its local architectural significance. Despite the changes to the windows and storefronts, the Roy block has local significance as a prominent example of an early twentieth century masonry commercial building. It is one of the most intact examples of the type that exist in Fort Kent's commercial district. The period of significance is 1920.

Except as noted above, no other properties in the APE appear to be eligible for listing in the National Register.

If you have any questions regarding this matter, please contact Megan M. Rideout of our staff.



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

PAUL R. LEPAGE
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

December 11, 2017

To: Ms. Julie Senk, MDOT/ESD

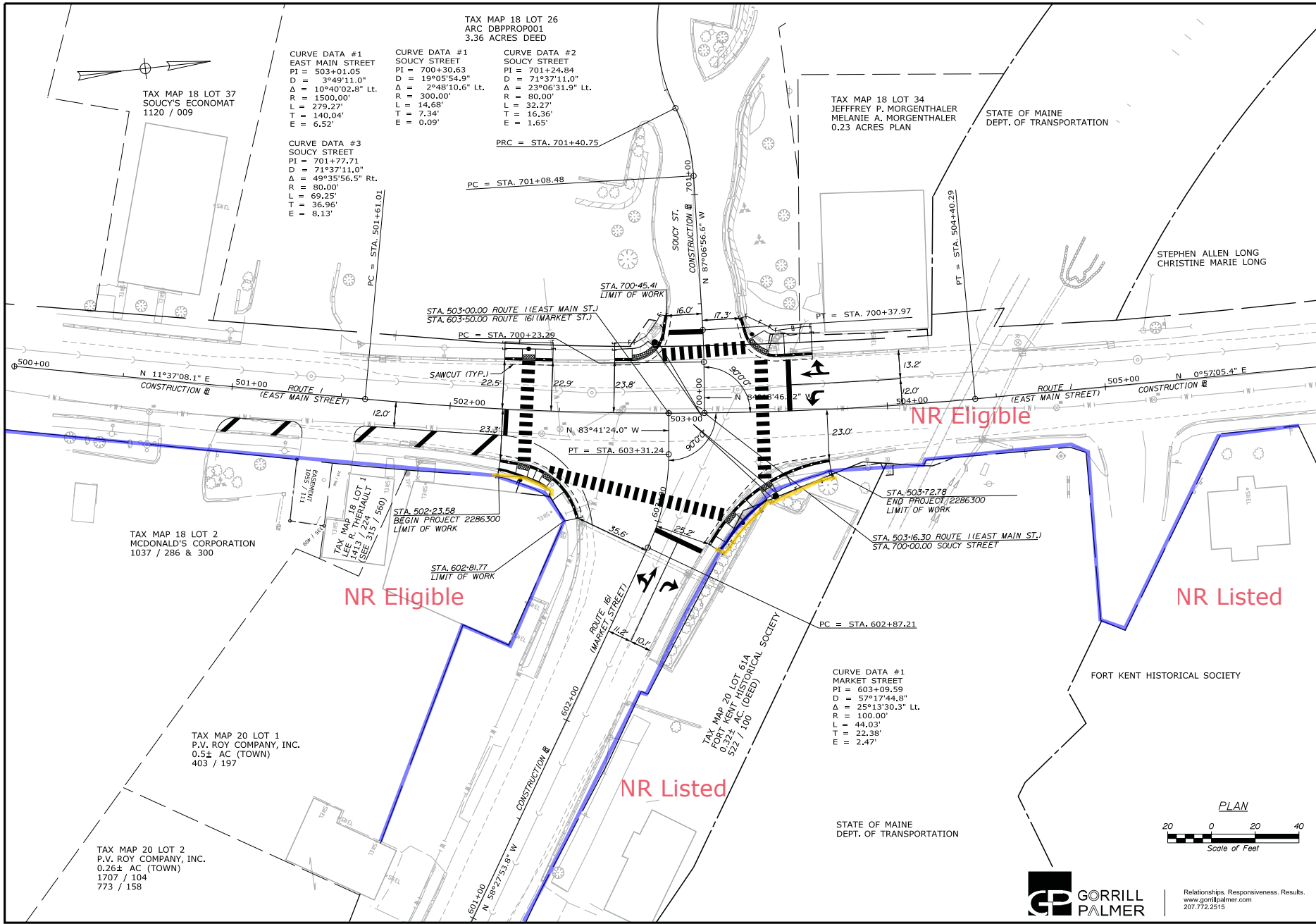
From: Arthur Spiess, Senior Archaeologist

A handwritten signature in black ink, appearing to read "Arthur Spiess".

Subject: WIN 22863.00, intersection of Foutes 1 and 161, Fort Kent, replace traffic signal (MHPC 1694-17)

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 November 17 (arrived here November 29th). 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."**



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2286300
WIN
22863.00

DATE	BY
DESIGNED	W. WOREN
DRAWN	M. LINDNER
CHECKED	
DESIGNED	
REVISIONS 1	P.L. NUMBER
REVISIONS 2	
REVISIONS 3	DATE
REVISIONS 4	
FIELD CHANGES	

FORT KENT
E. MAIN ST./MARKET ST.
/SOUCY ST.

GENERAL PLAN

SHEET NUMBER

3

OF 4

Existing ROW —

Fill Line —