

Supplemental Supporting Information for a Finding of Effect

Project: Limestone 23813.00

Scope: Sidewalk Construction

Finding of Effect: **No Adverse Effect**

Purpose and Need

The purpose of the action is to improve pedestrian safety and to provide pedestrian connectivity between residential and educational areas in Limestone.

The need for this project is because pedestrian facilities are either non-existent in the project area or the existing facilities do not comply with current design standards or accessibility standards.

Currently, there is no sidewalk connecting the Maine School of Science and Mathematics or the Limestone Community School, both located on High Street, with the residential areas on High Street or the commercial area along Main Street. Sidewalks do exist between the two schools on High Street and sidewalks are found along Main Street.

Proposed Action

The proposed action (Alternative 2) would construct sidewalks and pedestrian facilities to meet the Americans with Disabilities Act (ADA). The sidewalks would be 5.5' to 6' wide with Type 1 or Type 3 curbing along High Street, FFA Avenue, Huggard Avenue, and Main Street. Pedestrian crossings would include new crosswalks, tip-downs, and detectable warning fields. Rectangular Rapid Flashing Beacons are proposed at three locations (Sta. 400+90R & L, 501+38 R & L, and 511+51 R & L). An esplanade area would be installed along FFA Avenue in a raised island and Main Street would include bump out locations. One cobra style light is proposed at the intersection of High Street and Route 89. On High Street and Huggard Street the shoulders would be reduced to 1' to accommodate the new sidewalks and limit impacts to adjacent properties.

Federal Action

Federal funding.

Definition of Area of Potential Effect (APE)

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

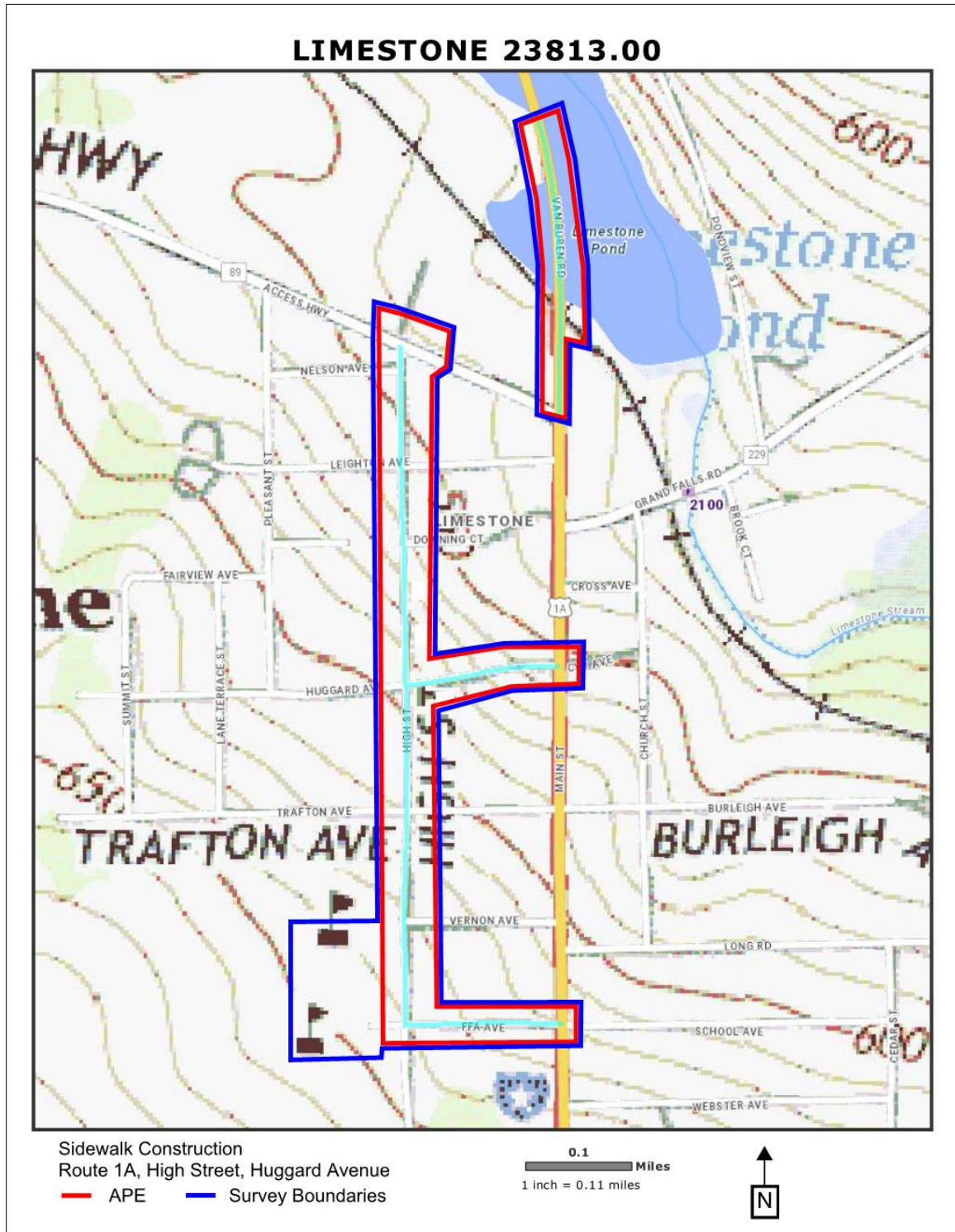


Figure 1. Limestone 23813.00 Area of Potential Effect

Historic Properties

The proposed project is located in Limestone. The following descriptions of historic properties found within the project area are based on Maine Historic Preservation Commission (MHPC) survey forms.

US Military Railroad Spur (State of Maine/US Air Force)

National Register-Eligible

Criterion A, Military History, Transportation

The US Military Railroad Spur runs from Limestone to the former Loring Air Force Base. Within the project area the line is buried beneath Route 1A. The rail bed and tracks remain but are obscured by overgrown vegetation. The line extended from the end of the Bangor and Aroostook Railroad north of Burleigh Avenue. It then turned north over Grand Falls Road, turned northwest over Route 1A and continued northwest for over 1 mile before turning westerly. The spur then ran over 2 miles to the base. At the base the spur broke off into two sections, with one continuing only a few hundred feet west and the other section extending northerly, roughly the length of the air strip. The line was built in 1947 to connect the Loring Air Force Base to the Bangor & Aroostook Railroad in Limestone. The Air Force base was an important strategic location during the Cold War and was one of the most heavily armed bases at that time. The rail line served as an important link for shipping for the base. The base operated from 1948 to 1994. Despite the abandonment of the line, the tracks and route of the line retain enough integrity to convey this significance. The period of significance is 1947 to 1973.

Limestone Junior-Senior High School, 93 High Street (Town of Limestone, 101+70L to 105+00L)

National Register-Eligible

Criteria A & C, Architecture, Education

The Limestone Junior-Senior High School is a two-story rectangular building with two separate wings extending from the southern elevation. It has a flat roof with a membrane covering and metal siding at the roofline and a square interior brick chimney. The building is likely steel frame with brick veneer walls. The windows are one-over-one double-hung replacements or four-light metal awning windows. The windows are grouped in threes along the first and second stories and are accented with metal or concrete panels below each sill. Secondary entrances around the building often have metal windows consisting of a central and large three-light awning window flanked by narrower windows of the same configuration. The main entrance on the east elevation is composed of three sets of recessed metal commercial glass doors with fixed pane metal transom windows above. A flat roof extends over the entryway with concrete steps, metal pipe railings, and is flush with the main building façade to the north and supported by a brick wall to the south. Secondary entrances feature metal doors with flat cantilevered overhangs. On the rear of the building (south elevation) between the independent wings is a central entry located in a staggered projection. On the western elevation is a greenhouse area. On the north elevation is a two-bay garage opening. The building has a concrete foundation. The building is an excellent example of a Modern-style school. The school was built in the early 1970s in response to the population growth in Limestone related to the installation of nearby Loring Air Force Base after World War II. The idea for the school's construction was first approved in 1969

with plans approved in 1970 with construction beginning in 1971. An open house was held in 1973 and the first official school year in the building was 1974. The school originally housed grades 7 to 12. The period of significance is 1973.

Cote House & Garage, 91 Main Street (Gerald & Norma O'Keefe, 200+00R to 205+00R; 500+61L to 205+33L)

National Register-Eligible

Criterion C, Architecture

The 1917 Cote House is a Craftsman-style bungalow that features a low pitched asphalt shingled hipped roof with a brick chimney. The roof features eyebrow dormers on each slope and exposed rafter tails. The dormers have three-light wood windows that fill the entire shape. The house is constructed in cast stone. Most of the blocks are rusticated, but smooth blocks are found below the major window openings on the north and south elevations, creating contrasting textures on the exterior walls. The north elevation has an octagonal bay window and a box bay window. The south elevation has an octagonal bay window. The windows are wood with Craftsman-style geometric muntins. The front entry consists of a wood paneled door with twelve lights in the upper half and sidelights that mimic this pattern. The engaged porch runs the width of the house and consists of rusticated stone block walls with wood shingles running from the top of the block wall to the roofline. A secondary porch is located on the south elevation and is similar in composition to the main porch. The two-car garage is gable-sided with wood clapboards, six-over-six wood windows, and two wood paneled doors. The house was designed by E. H. Bigelow. The house retains all aspects of integrity and is one of the best representations of a Craftsman-style bungalow in the State of Maine. Cote was a farmer, who immigrated from New Brunswick in 1882. He built the house in 1917 for \$4,000. Its period of significance is 1917.

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.

US Military Railroad Spur (State of Maine/US Air Force)

National Register-Eligible

Criterion A, Military History, Transportation

The proposed action would result in **No Historic Properties Affected** to the US Military Railroad Spur. Project planning removed the northern portion (Route 1 from Route 89 north to the Michaud Memorial Park) from the project.

Limestone Junior-Senior High School, 93 High Street (Town of Limestone, 101+70L to 103+50L)

National Register-Eligible

Criteria A & C, Architecture, Education

The proposed action would result in **No Adverse Effect** to the Limestone Junior-Senior High School. The proposed action would install sidewalks adjacent to the school property

with fill needed for grading. Existing trees and landscaping would not be affected and all disturbed areas would be loamed and seeded. A crosswalk with ADA compliant tip-downs and detectable warning landings would be installed at Sta. 102+05L. At this location, the sidewalk construction is an in-kind replacement, including hot mix asphalt (HMA) sidewalks and curbing. Therefore, the installation of a new sidewalk with the same materials as the existing would not significantly impact the school.

Cote House & Garage, 91 Main Street (Gerald & Norma O'Keefe, 200+00R to 205+00R; 500+61L to 205+33L)

National Register-Eligible

Criterion C, Architecture

The proposed action would result in **No Adverse Effect** to the Cote House and Garage. The scope of work would include reconstructing sidewalks and crosswalks at the northeast corner of the property. Currently, an HMA sidewalk with granite curbing runs on Main Street at this location. The proposed project would reconstruct the sidewalks and curbing with in-kind replacements. Additionally, ADA compliant tip downs and detectable warning landings would be installed. Fill and grading would be required and all disturbed areas would be loamed and seeded. A rectangular flashing beacon would be installed on the other side of FFA Avenue and Main Street to the north of the house. These actions would not significantly impact the property's aspects of integrity due to the use of in-kind materials and the distance from the beacon.

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 utilizing the same materials for existing sidewalks, such as HMA and granite and HMA curbing.

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.

Alternative 1

Alternative 1 would have included the same scope of work as the preferred alternative, but would not have included work on FFA Avenue and would have constructed sidewalks from Route 89 northerly for approximately 0.20 of a mile to connect with the Alfred Michaud Memorial Park to the north of downtown Limestone. This alternative would have resulted in higher project costs and was dismissed from further consideration.

Public Involvement

MaineDOT held a Public Meeting in Limestone on June 4, 2019. No major concerns about the project were voiced at the meeting.

The Town of Limestone signed a municipal agreement for this project with MaineDOT on July 25, 2018.

MaineDOT contacted the four federally recognized Native American tribes in Maine. The Penobscot Tribe, Passamaquoddy Tribe, and Houlton Band of Maliseets replied with no concerns about the undertaking. The Aroostook Band of Micmacs did not reply.

Proposed Materials

HMA, flashing beacons, striping, detectible warning landings, and granite curbing.

Plans

Limestone, Aroostook County, Sidewalk Improvements, Maine Department of Transportation, August 9, 2019.

Attachments

Art Spiess, MHPC, to Julie Senk, MaineDOT, May 4, 2018.

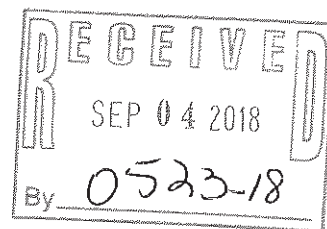
_____, email correspondence to Julie Senk, MaineDOT, August 13, 2019.

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

Kirk F. Mohny, MHPC, to Julie Senk, MaineDOT, Concur, September 10, 2018.

STATE OF MAINE

Memorandum



Date: August 24, 2018

To: Kirk F. Mohney, MHPC
From: Julie Senk, Maine DOT/ENV
Subject: Section 106 request for concurrence
Project: Limestone 23813.00, MHPC #0523-18
Scope: Sidewalk construction

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 is sidewalk construction beginning at the intersection of Route 89 and Route 1A and extending northerly to Michaud Park, on High Street beginning at Vernon Street and extending northerly for 0.36 of a mile, and on Huggard Avenue beginning at Route 1A and extending westerly for 0.12 of a mile.


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 sidewalks and within the project limits. The project limits are defined by the sidewalks 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 is currently reviewing this undertaking.
- 800.4(a) (3) – The Town of Limestone and applicable historical societies 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 town was also requested to provide information regarding local historic societies or groups. No responses have been received to date.
- 800.4(a) (4) – Letters outlining project location and scope were sent to the 4 federally recognized Tribes in Maine. The Penobscot Nation, Houlton Band of Maliseets, and Passamaquoddy Tribe 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 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; Art Spiess, MHPC, to Julie Senk, Maine DOT, May 4, 2018

CONCUR	
	9/10/18
Kirk F. Mohney, State Historic Preservation Officer	Date



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

PAUL R. LEPAGE
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

May 4, 2018

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 23813.00, sidewalk, High St. and Huggard Ave., Limestone (MHPC 0523-18)

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 April 24, 2018. 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

MEMORANDUM

September 16, 2019

To: Julie Senk, ENV/Maine Department of Transportation
From: Kirk F. Mohny, State Historic Preservation Officer *KFM*
Subject: WIN 23813.00 Limestone, Sidewalk Construction; MHPC # 0523-18

In response to your recent request, I have reviewed the information received September 12, 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.

Based on the information provided to us, the Commission agrees with the MDOT's conclusion that the Limestone Junior-Senior High School (SM#52) is eligible for listing on the National Register of Historic Places once it reaches 50 years old.

The Commission concurs with MDOT's finding that the George W. Cote House (SM # 54-55) is eligible for listing on the National Register of Historic Places.

No other properties located within the expanded survey area are eligible for listing.

Please contact Megan M. Rideout of our office if we can be of further assistance in this matter.

Amanda Jones Taylor

From: Senk, Julie <Julie.Senk@maine.gov>
Sent: Tuesday, October 1, 2019 12:10 PM
To: Amanda Jones Taylor
Subject: FW: Limestone 23813.00 (MHPC #0523-18)

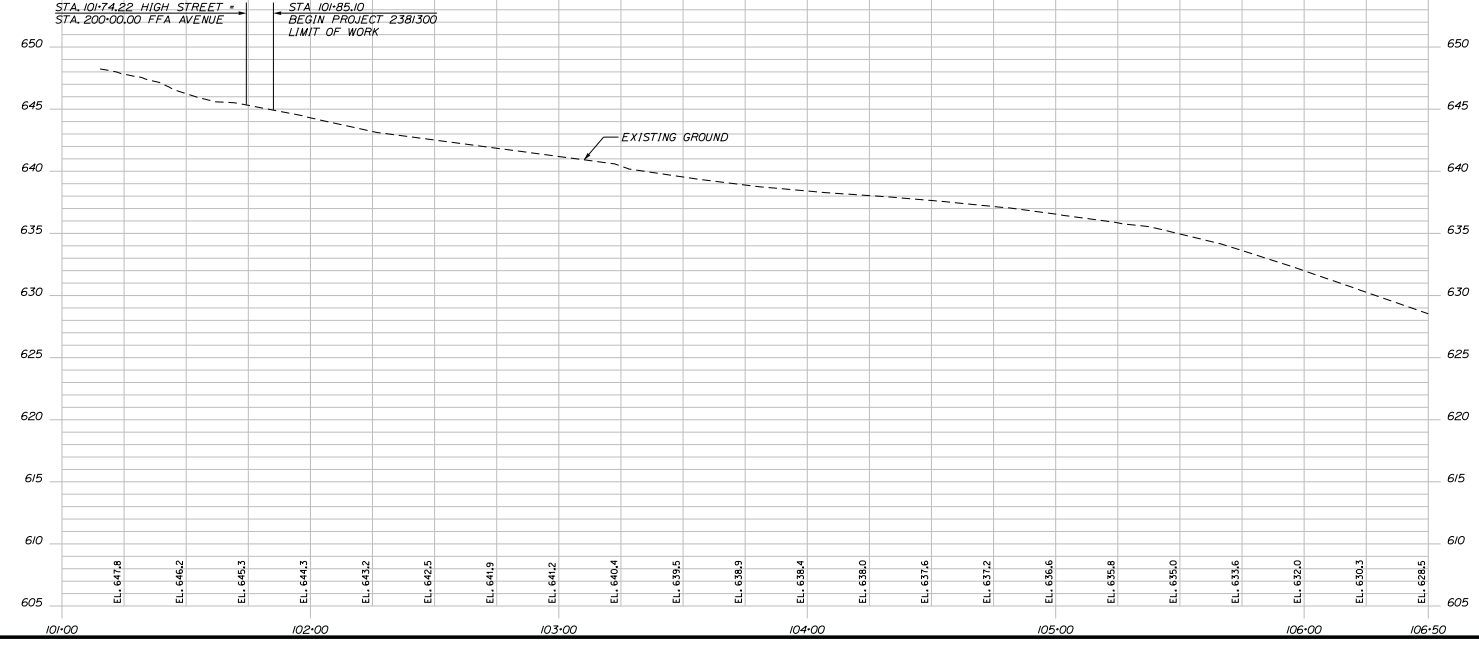
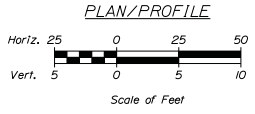
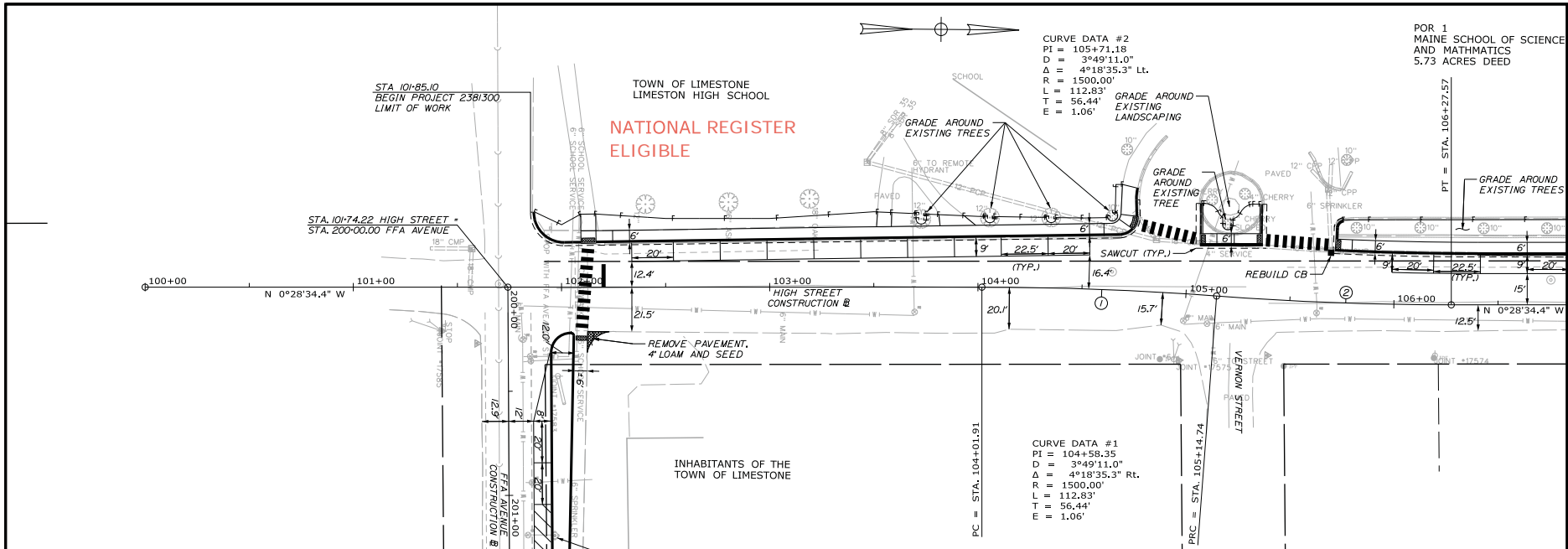
From: Spiess, Arthur
Sent: Tuesday, August 13, 2019 9:36 AM
To: Senk, Julie <Julie.Senk@maine.gov>
Subject: RE: Limestone 23813.00 (MHPC #0523-18)

Hello Julie:

Our May 2018 “no archaeological properties affected” finding for this project stands, even with the expanded project area.

Regards, Art

Dr. Arthur Spiess
Senior Archaeologist, Maine Historic Preservation
State House Station 65
Augusta, ME 04333
desk phone: 207-287-2789

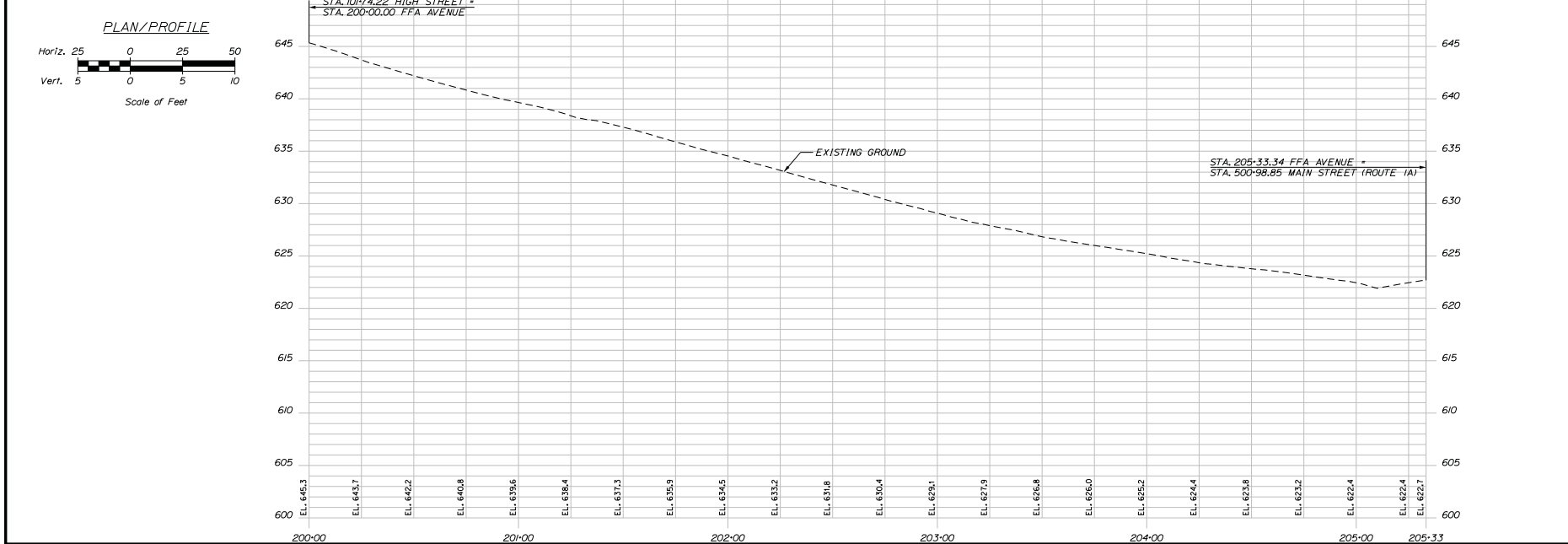
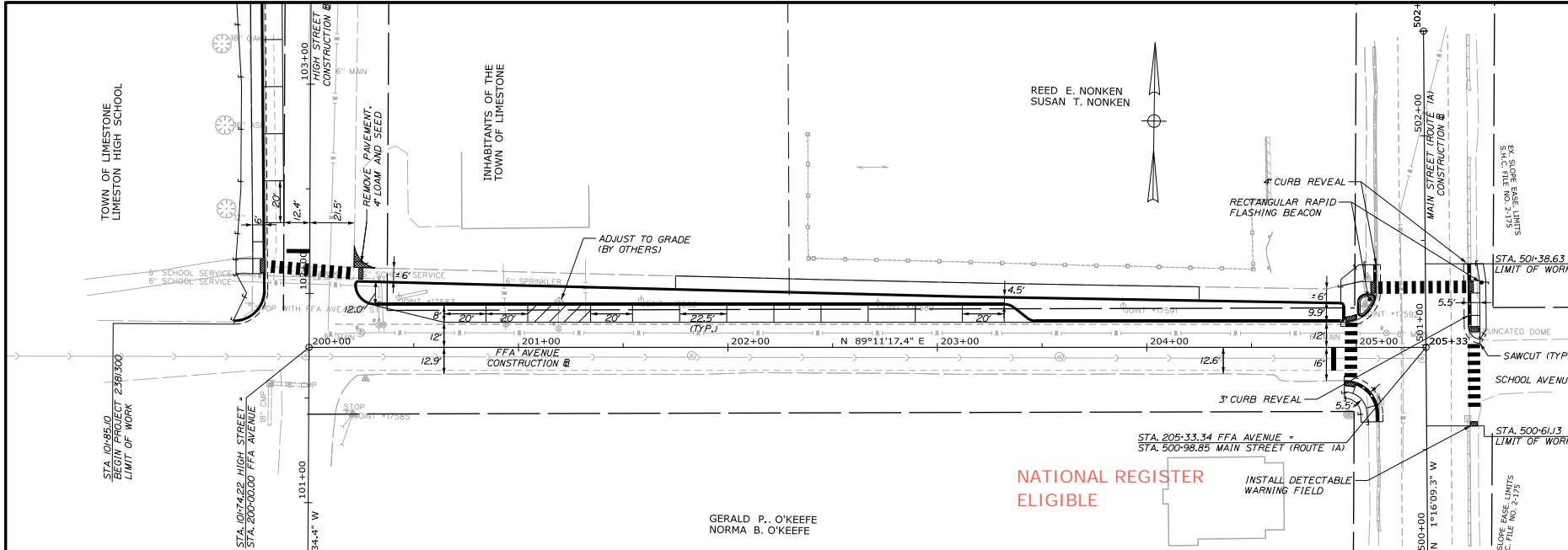


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LIMESTONE
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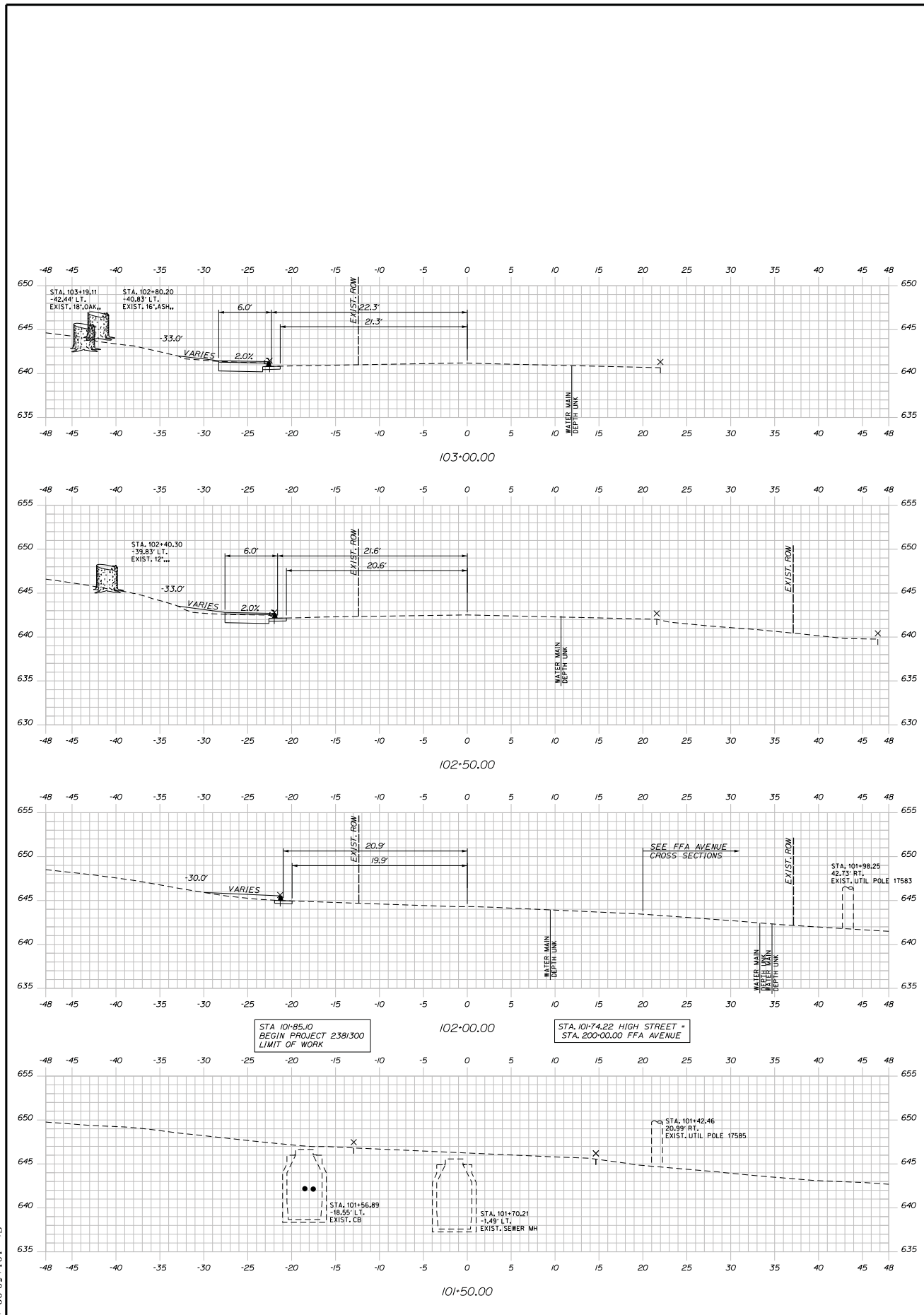
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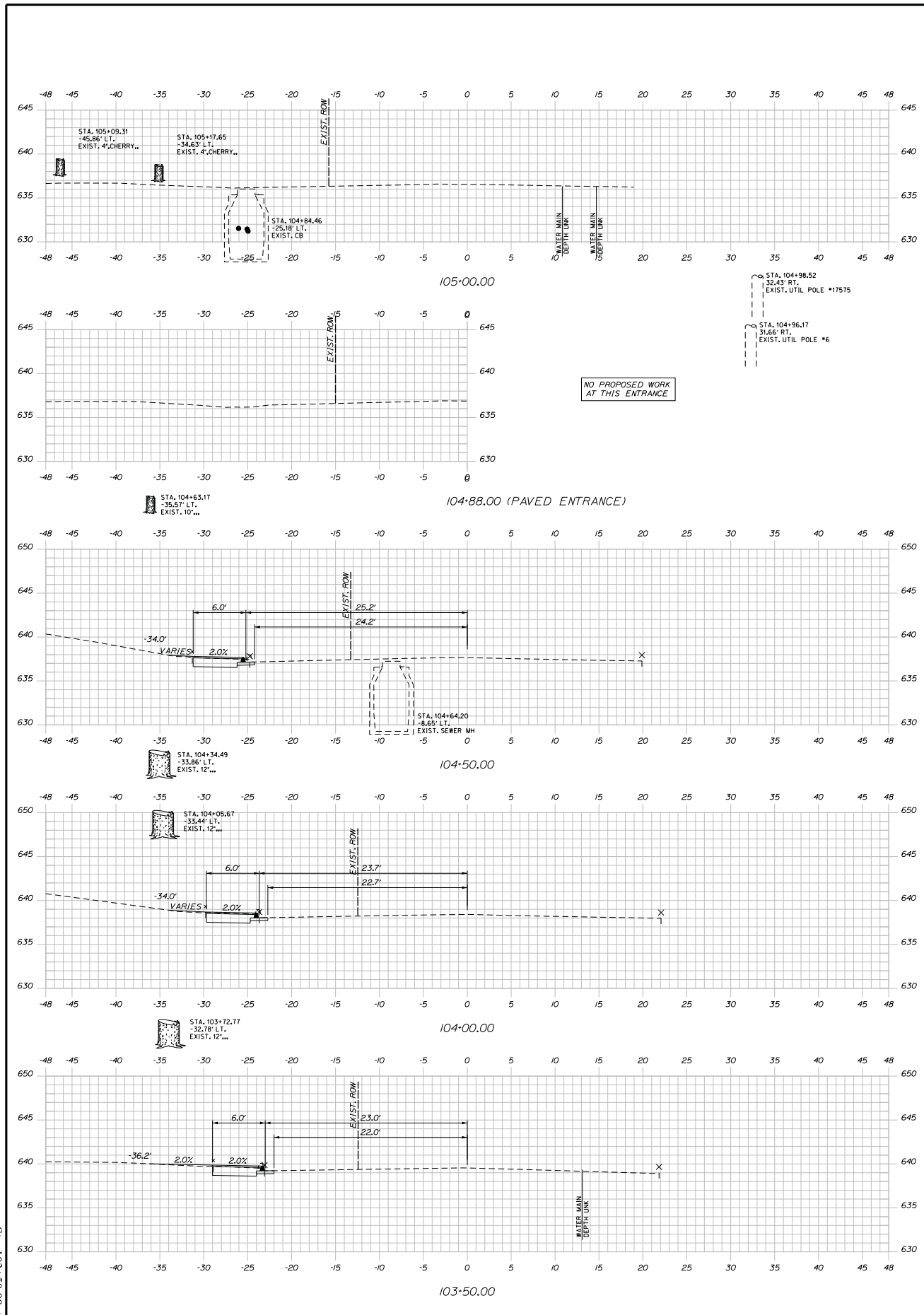
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SHEET NUMBER 12 OF XX	LIMESTONE SIDEWALK IMPROVEMENTS HIGH STREET CROSS SECTIONS		PROJ. MANAGER A. GORNEAU # BY DATE DESIGN-DETAILED T. LANDRY M. RICHARD 11/19 CHECKED-REVIEWED B. LETTINGER - - 11/19 DESIGN-DETAILED - - - - DESIGN-DETAILED - - - - REVISIONS 1 - - - - REVISIONS 2 - - - - REVISIONS 3 - - - - REVISIONS 4 - - - - FIELD CHANGES - - - -	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2381300 WIN 23813.00
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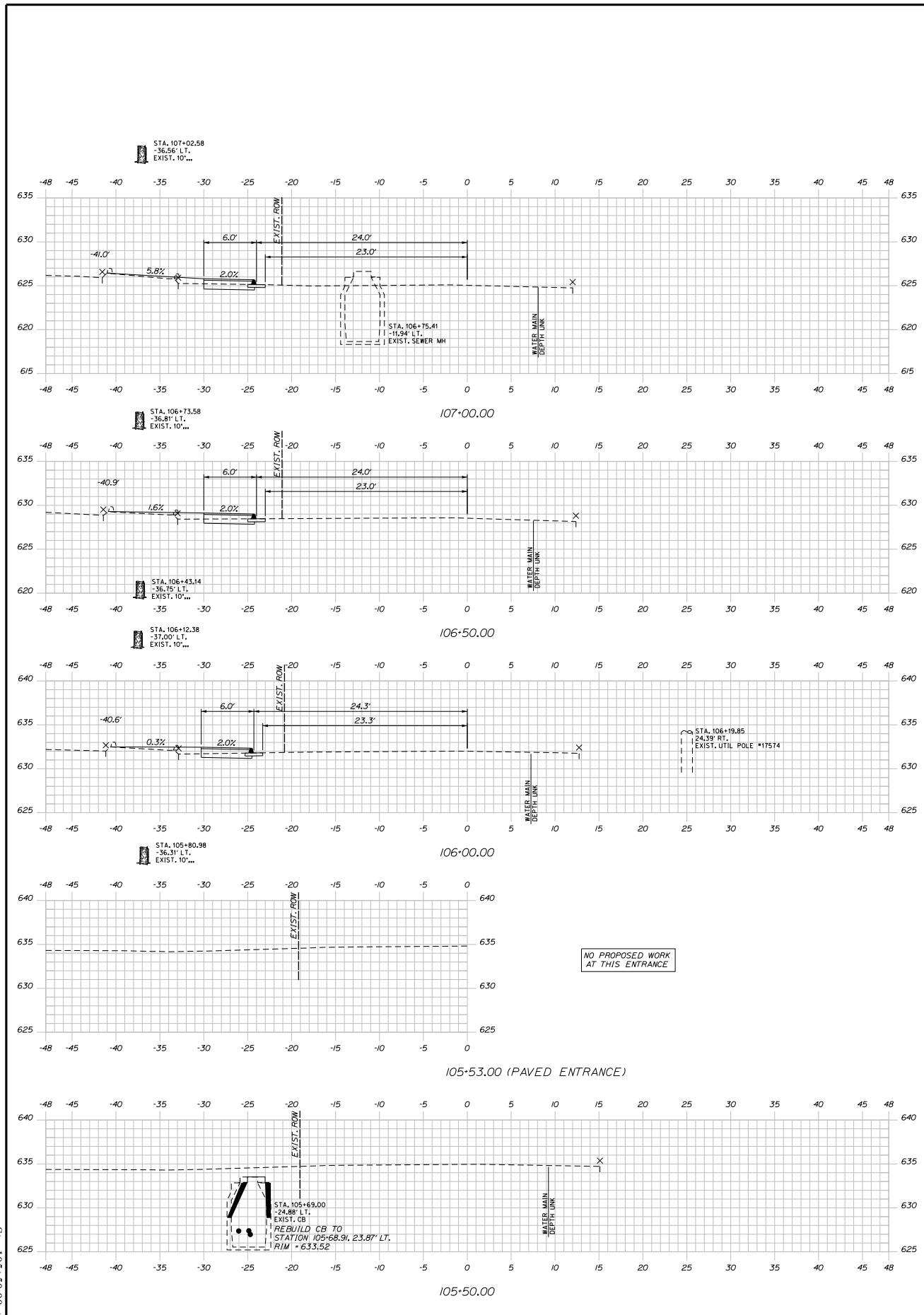
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**LIMESTONE
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HIGH STREET
CROSS SECTIONS**

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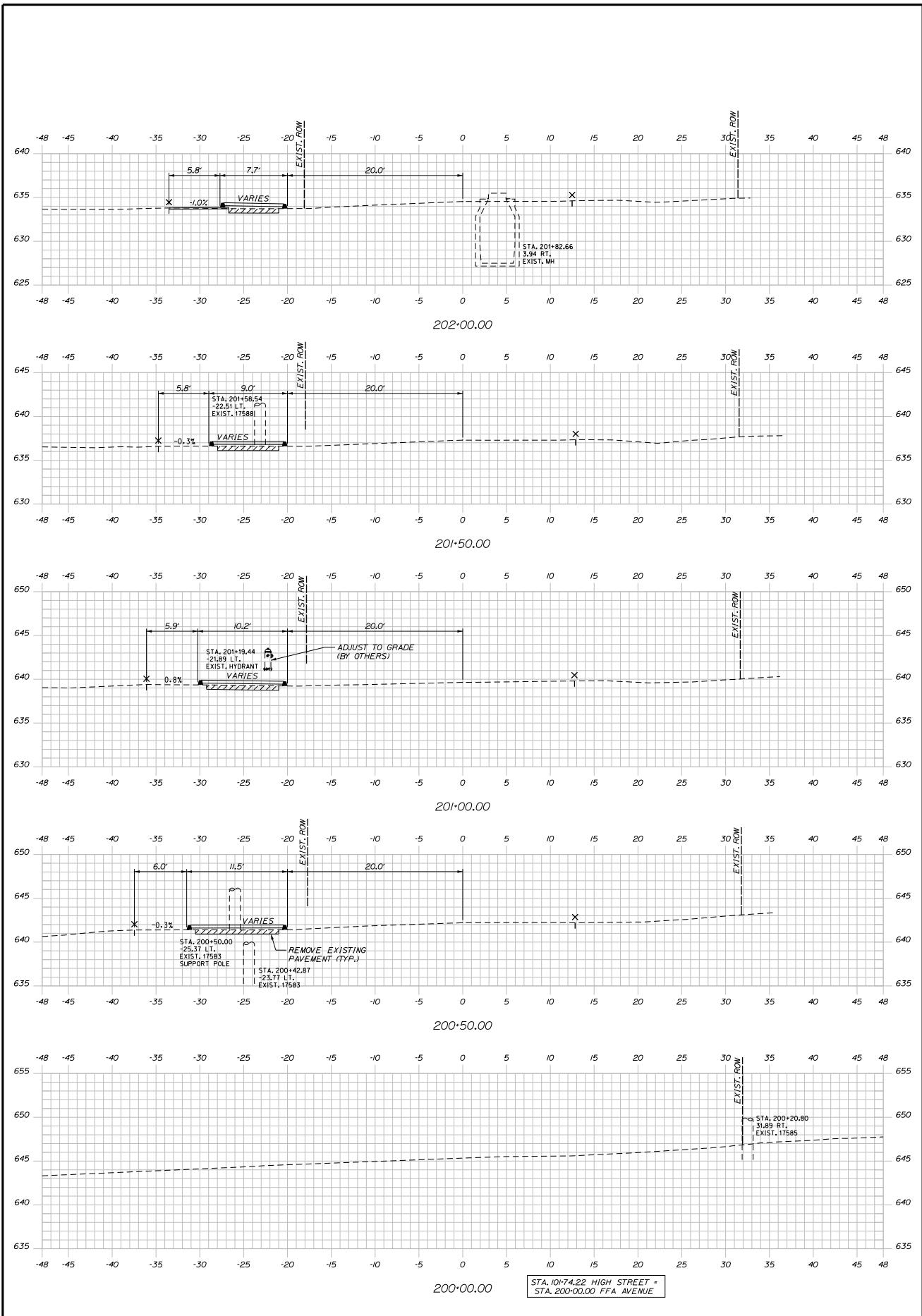
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**LIMESTONE
 SIDEWALK IMPROVEMENTS
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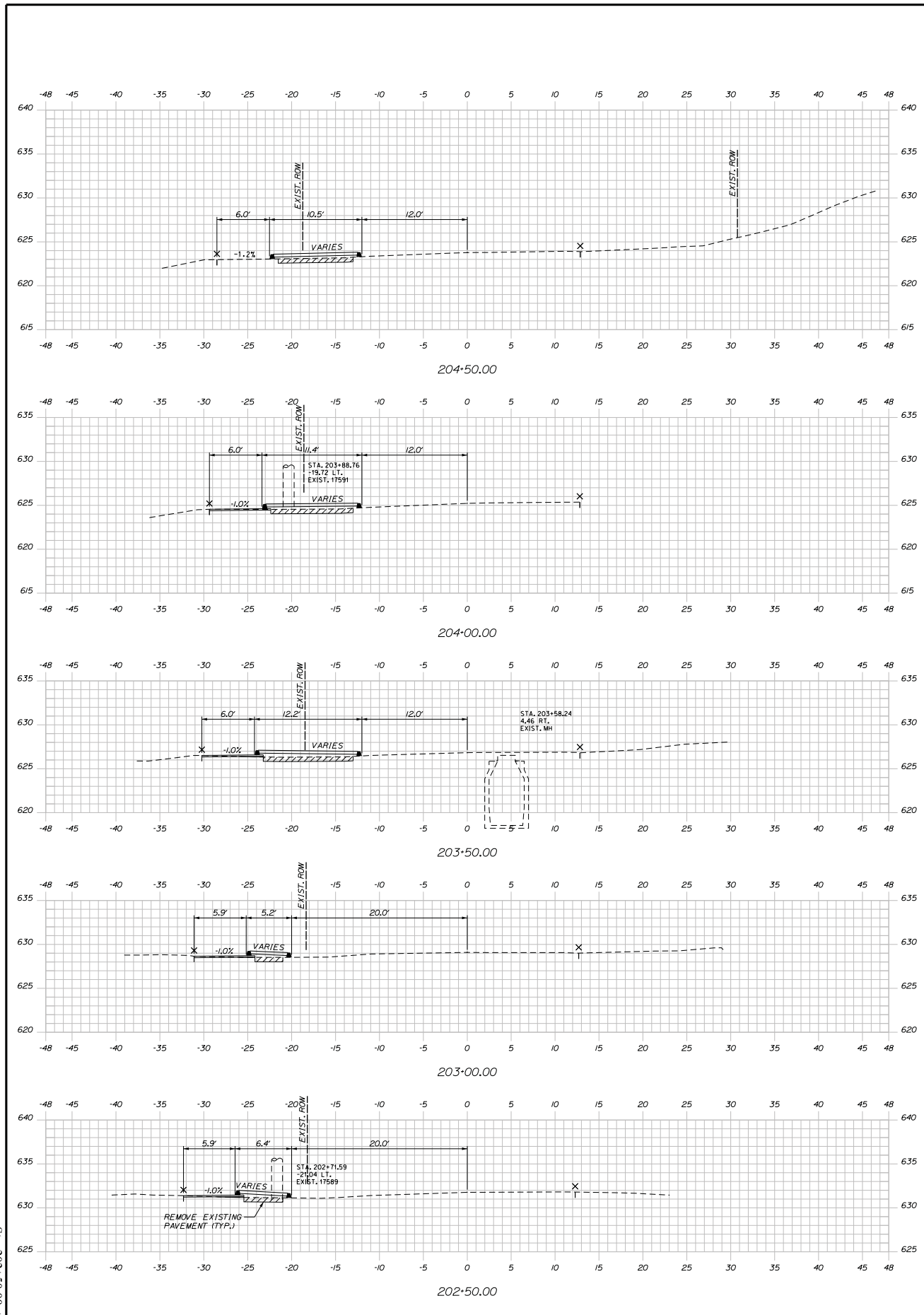
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STA. 101+74.22 HIGH STREET =
STA. 200+00.00 FFA AVENUE

Sta. 200+00.00 to Sta. 202+00.00

SHEET NUMBER 26 OF XX	LIMESTONE SIDEWALK IMPROVEMENTS FFA AVENUE CROSS SECTIONS		PROJ. MANAGER A. GORNEAU # BY DATE DESIGN-DETAILED T. LANDRY M. RICHARD 11/19 CHECKED-REVIEWED B. LETTINGER - 11/19 DESIGN-DETAILED - - DESIGN-DETAILED - - REVISIONS 1 - - REVISIONS 2 - - REVISIONS 3 - - REVISIONS 4 - - FIELD CHANGES - -	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2381300 WIN 23813.00
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