Supplemental Supporting Information for a Finding of Effect

Project: Arrowsic-Woolwich 23507.00
Scope: Bridge Wearing Surface Replacement
Finding of Effect: No Adverse Effect

Purpose and Need
The purpose of the action is to address the substandard wearing surface and minor areas of deterioration on the Max L. Wilder Memorial Bridge #2026.

The need for this project is because the Max L. Wilder Memorial Bridge’s wearing surface – along with select bridge joints and bearings - exhibits signs of deterioration

Proposed Action
The proposed action would repair the wearing surface with a mill and overlay of 1.5” hot mix asphalt. Select areas of spalled and delaminated concrete curb will be patch repaired. Bearing replacement consists of replacing the exterior bearing at Pier No. 1 that is currently supported on replacement timber blockings. Patch repairs will be conducted on select areas of spalled and delaminated concrete on the substructure. The following repairs will also be made:

- Replace failing gland seals at Pier No. 1, Span 4, and Pier No. 6 with new gland seals.
- Replace failing compression seal at Span 4 with new compression seal.
- Repair elastomeric headers at all joints as needed.
- Repair joint armor steel as needed at joints at Pier No. 1, Span 4, and Pier No. 6.

Federal Action
Federal funding.

Definition of Area of Potential Effect (APE)
The proposed project is located in Arrowsic and Woolwich. The map below shows the APE.
Figure 1. Arrowsic-Woolwich 23507.00 Area of Potential Effect
Historic Properties
The proposed project is located in Arrowsic and Woolwich. 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.

Max L. Wilder Memorial Bridge, Arrowsic-Woolwich (STA 10+50RL to STA 18+83RL)
National Register-Eligible
Criterion C, Architecture
The Max L. Wilder Memorial Bridge is a 7-span, 838’-long bridge that consists of a 3-span, 550’-long cantilevered truss flanked at each end by steel stringer spans. The cantilevered truss spans are a rivet-connected Warren and the polygonal top chord has a humpbacked profile rising above the roadway at the piers to form a thru truss center span. The bridge is an excellent example of an unaltered and well-proportioned cantilever truss. The bridge was designed by the Maine State Highway Commission's Bridge Division under the leadership of Max L. Wilder and is noted as a significant example of his work. Its period of significance is 1950.

Arnold Trail to Quebec Historic District (No stationing available)
National Register-Listed
Criterion A & B, Military History, Transportation, and Significant Person
The Arnold Trail to Quebec Historic District is listed in the National Register of Historic Places. Colonel Benedict Arnold took this route on an expedition to capture Quebec City during the American Revolutionary War, although the effort proved to be unsuccessful. Its period of significance is 1750-1799.

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.

Max L. Wilder Memorial Bridge, Arrowsic-Woolwich (STA 10+50RL to STA 18+83RL)
National Register-Eligible
Criterion C, Architecture
The proposed action would result in No Adverse Effect to the Max L. Wilder Memorial Bridge. The proposed wearing surface replacement would be done in-kind, and therefore, would not alter the characteristics of the bridge in a way that would diminish aspects of integrity. Select areas of spalled and delaminated concrete curb and substructure will be patch-repaired with in-kind material to match the existing concrete. All replacement and repair work to bridge piers would be done in-kind. These changes would not significantly diminish any of the property’s aspects of integrity.
Arnold Trail to Quebec Historic District (No stationing available)
National Register-listed
Criterion A & B, Military History, Transportation, and Significant Person
The proposed action would result in No Adverse Effect to the Arnold Trail to Quebec Historic District. The proposed wearing surface replacement and in-kind maintenance of the Max L. Wilder Bridge would not significantly diminish any of the historic district’s aspects of integrity.

Archaeological Resources
No archaeological properties would be affected by the proposed undertaking.

Avoidance and Minimization Efforts
The proposed action minimizes effects by utilizing the same materials for the wearing surface replacement, concrete repair, seal repair, and pier maintenance.

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.

Proposed Materials
Hot mix asphalt, granite curb, gland seal

Plans
Sagadahoc County, Arrowsic/Woolwich, Max L. Wilder Memorial Bridge over Sasanoa River, Route 127, Federal Aid Project No. STP-2350(700), PDR Submission 11/14/2019.

Attachments
Kirk F. Mohney, MHPC, to Julie Senk, MaineDOT, October 9, 2019
To: Kirk F. Mohney, MHPC  
From: Julie Senk, Maine DOT/ENV  
Subject: Section 106 request for concurrence  
Project: Arrowsic-Woolwich 23507.00  
Scope: Bridge Rehabilitation

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 bridge rehabilitation, including wearing surface replacement, to the Max L. Wilder Bridge that spans the Sasanoa River connecting Arrowsic and Woolwich.

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 intersections and within the project limits. The project limits are defined by the intersections 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. This undertaking meets the Programmatic Agreement for archaeology.

800.4(a) (3) – The Towns of Arrowsic and Woolwich, along with 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. The Town of Arrowsic replied that they would forward the message to the Chair of the Arrowsic Road Commission. No further comments have been received at this time.

800.4(a) (4) – Letters outlining project location and scope were sent to the 4 federally recognized Tribes in Maine. The Houlton Band of Maliseets and Penobscot Nation 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. This undertaking meets the Programmatic Agreement (H) for archaeology. The Maine DOT has determined that one resource is listed in the National Register of Historic Places and one resource is eligible for listing.

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