

## **Supplemental Supporting Information for a Finding of Effect**

Project: Brunswick 23921.00

Scope: Park and Ride Construction

Finding of Effect: **No Adverse Effect**

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### **Purpose and Need**

The purpose of the action is to provide short-term & long-term parking for local transit services in Brunswick.

The need for this project is because there is inadequate parking infrastructure available for Brunswick Station, as well as for local bus and transit services.

### **Proposed Action**

The proposed action would construct a parking facility and sidewalk accommodations within the existing dirt parking lot along Cedar Street. Work would include new bituminous pavement and slipform-curbed sidewalk connecting the parking facility to the existing pedestrian accommodations along Cedar Street. Work would also include new drainage, new facility lighting, and new striping. A concrete shelter pad would be constructed at the western side of the facility (a bus shelter will be constructed by others outside of this proposed action). Gateway treatment landscaping would be reestablished at areas of clearing.

### **Federal Action**

Federal funding.

### **Definition of Area of Potential Effect (APE)**

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

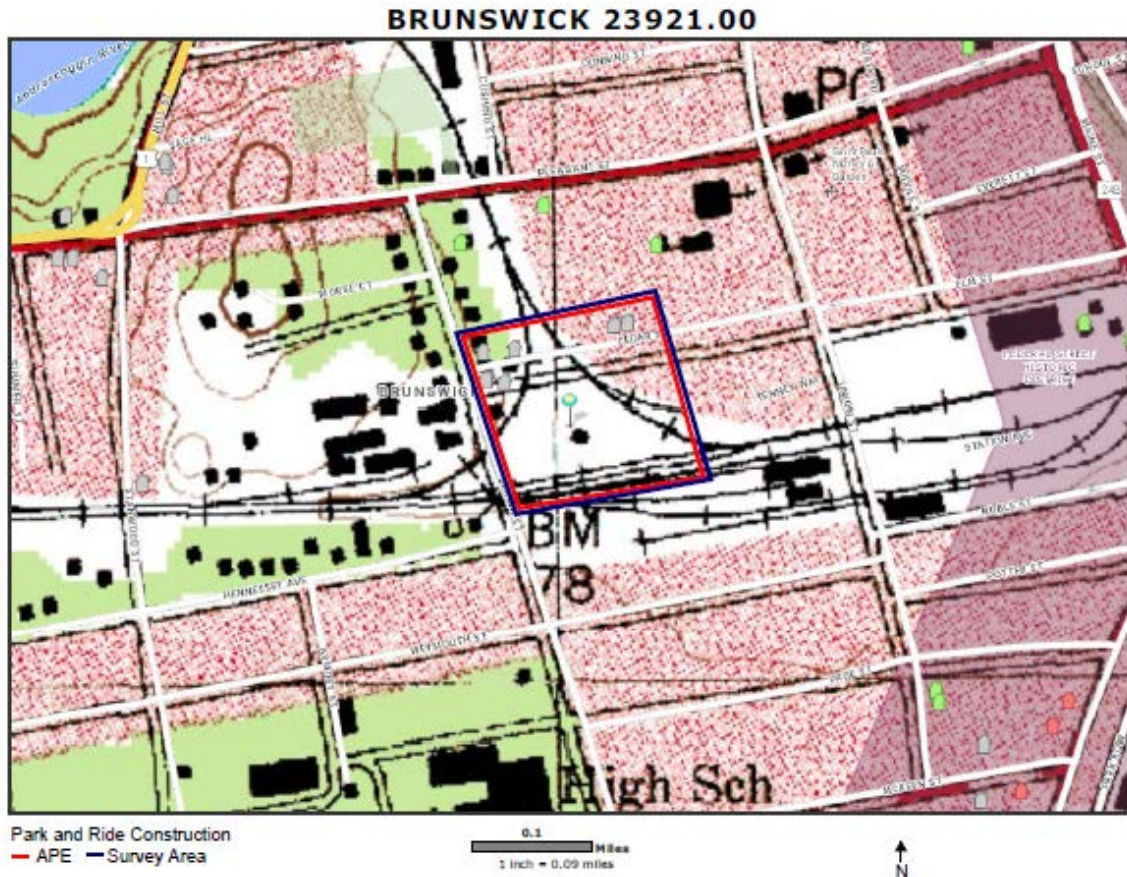


Figure 1. Brunswick 23921.00 Area of Potential Effect

### Historic Properties

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

Maine Central Railroad – Lewiston and Rockland Branches (State of Maine; STA 3+00RL – STA 9+50RL, STA 117+45RL – STA 1186+90RL)

*National Register-Eligible*

*Criterion A & C, Industry & Transportation*

The Lewiston Branch is eligible as part of the Maine Central main line and the Rockland Branch is eligible as its own historic district. Part of the Lower Road of the line that ran through Brunswick between Royal Junction in Yarmouth and Augusta, the Maine Central was initially part of the Kennebec and Portland Railroad, completed in 1851. Maine Central leased the line in 1870 and purchased it in 1874. Maine Central was created in 1862 through the merger of the Androscoggin and Kennebec Railroad and the Penobscot and Kennebec Railroad. It eventually purchased or leased lines that ran from Portland, where its headquarters were located, along the coast all the way to Eastport, and throughout central

Maine. The railroad transported potatoes, timber, and paper, as well as passengers. After World War I, Maine Central began reducing its service lines. In 1933 it entered into a joint management agreement with the Boston and Maine Railroad. Maine Central operated its last passenger train on September 5, 1960. Both railroads were purchased by Guilford Transportation Industries in 1981, now named Pan Am Railways. The Maine Central Railroad's period of significance is c.1850-1960.

#### 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.

#### Maine Central Railroad – Lewiston and Rockland Branches (State of Maine; STA 3+00RL – STA 9+50RL, STA 117+45RL – STA 1186+90RL)

##### *National Register-Eligible*

##### *Criterion A & C, Industry & Transportation*

The proposed action would result in **No Adverse Effect** to the Lewiston and Rockland Branches of the Maine Central Railroad. The construction of a parking facility, along with sidewalk construction to connect to the existing pedestrian accommodations on Cedar Street, would not significantly impact the property's aspects of integrity, as the rail would not be physically impacted by this action. The introduction of new materials would not significantly alter the setting, materials, feeling, or association of the resource.

#### 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 the historic resource. The proposed action does not require any permanent or temporary rights.

#### **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**

HMA, concrete slipform curb, ADA landing pads, striping.

**Plans**

Town of Brunswick, Cedar Street Parking Facility, Cumberland County, Parking and Sidewalk Improvements, WIN 023921.00, February 21, 2020.

**Attachments**

Leith Smith, MHPC, to Julie Senk, MaineDOT, October 21, 2019

Kirk F. Mohnney, MHPC, to Julie Senk, MaineDOT, December 18, 2019

**STATE OF MAINE**  
**Memorandum**

Date: October 21, 2019

To: Julie Senk, Historic Coordinator, Maine DOT/ENV

From: J. N. Leith Smith, MHPC



Subject: Initial Archaeology Review

Project: WIN 23921.00, MHPC #1472-19, Construction of multimodal parking area for the Downeaster, local transit and use as a park and ride facility, south of Cedar St. and east of Spring St.

Dear Julie,

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 October 1, 2019. It is extremely unlikely that an archaeological site would be affected by this project, in our opinion.

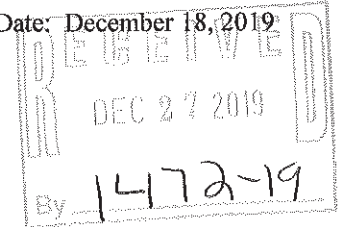
In following the procedures specified in the Federal Highway/MHPC/MDOT programmatic agreement, we **recommend a finding that there will be no archaeological properties affected by the proposed undertaking.**

# STATE OF MAINE

## Memorandum

Date: December 18, 2019

To: Kirk F. Mohney, MHPC  
From: Julie Senk, Maine DOT/ENV  
Subject: Section 106 request for concurrence  
Project: Brunswick 23921.00, MHPC #1472-19  
Scope: Park and Ride 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 park and ride construction on Cedar Street in Brunswick.

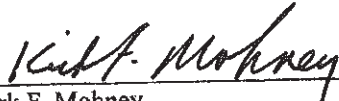
In accordance with 36 CFR Part 800.4, the following identification efforts of historic properties were made:

- 800.4(a) (1) – The Area of Potential Effect (APE) includes properties/structures adjacent to the park and ride construction 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 Town of Brunswick 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 replies 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 Houlton Band of Maliseets and Passamaquoddy 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 recommended a finding "that there will be no archaeological properties affected by the proposed undertaking." **The MaineDOT has determined two historic properties within the APE are 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; J. N. Leith Smith, MHPC to Julie Senk, Maine DOT, October 21, 2019.

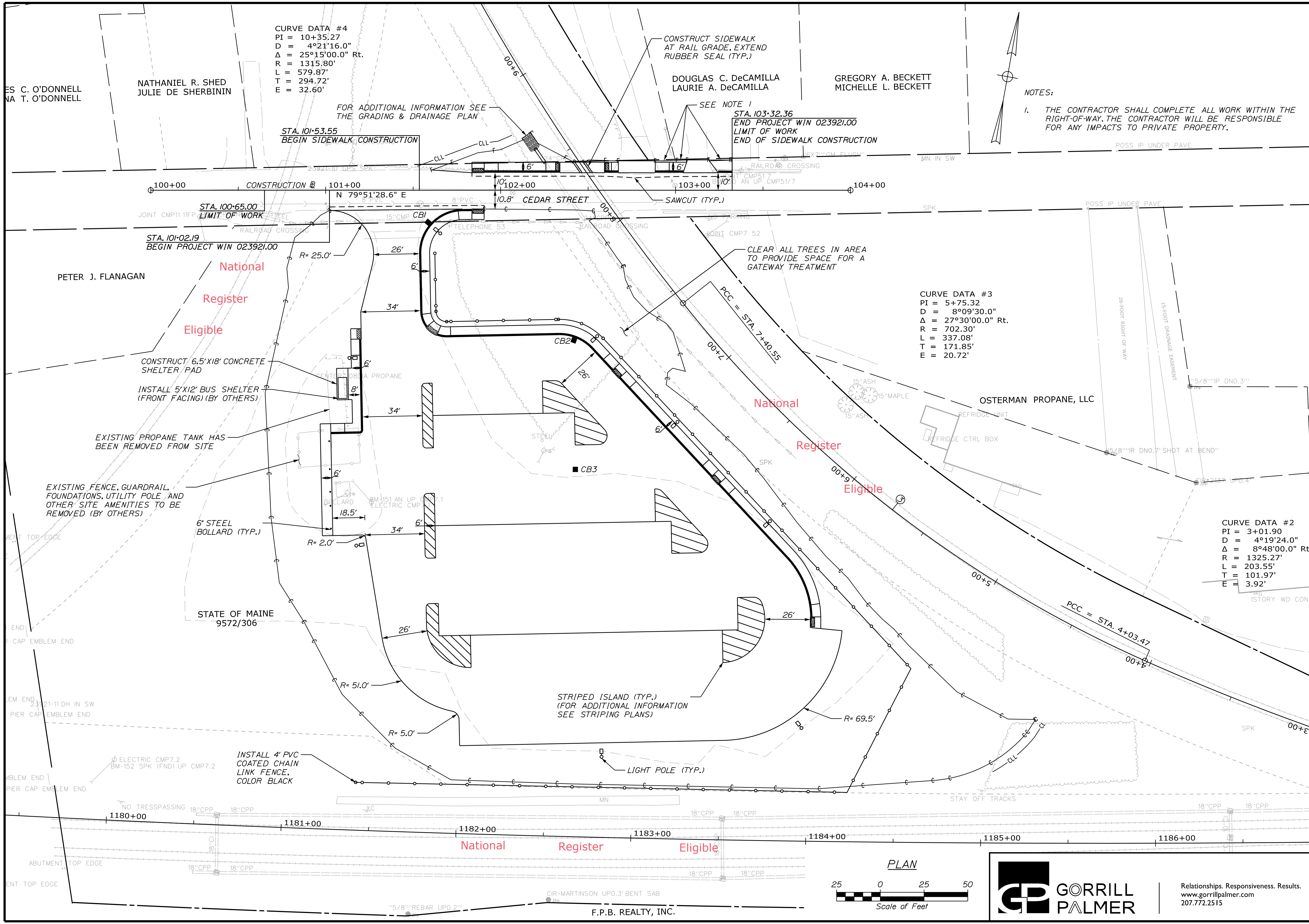
CONCUR	
	<u>1/9/2020</u>
Kirk F. Mohney, State Historic Preservation Officer	Date

Date: 2/21/2020

Username: Matt.Richard

Division: HIGHWAY

Filename: ...\\000\\Highway\\004\_Plan.dgn



CURVE DATA #4  
 PI = 10+35.27  
 D = 4°21'16.0"  
 Δ = 25°15'00.0" Rt.  
 R = 1315.80'  
 L = 579.87'  
 T = 294.72'  
 E = 32.60'

CONSTRUCT SIDEWALK AT RAIL GRADE, EXTEND RUBBER SEAL (TYP.)  
 DOUGLAS C. DeCAMILLA  
 LAURIE A. DeCAMILLA  
 GREGORY A. BECKETT  
 MICHELLE L. BECKETT

NOTES:  
 1. THE CONTRACTOR SHALL COMPLETE ALL WORK WITHIN THE RIGHT-OF-WAY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY IMPACTS TO PRIVATE PROPERTY.

CURVE DATA #3  
 PI = 5+75.32  
 D = 8°09'30.0"  
 Δ = 27°30'00.0" Rt.  
 R = 702.30'  
 L = 337.08'  
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 E = 20.72'

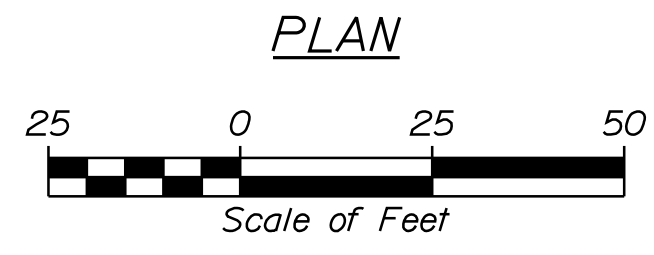
CURVE DATA #2  
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 Δ = 8°48'00.0" Rt.  
 R = 1325.27'  
 L = 203.55'  
 T = 101.97'  
 E = 3.92'

TOWN OF BRUNSWICK  
 85 UNION STREET  
 BRUNSWICK, MAINE 04011  
 WIN 023921.00

PROJ. MANAGER	G. DOSTIE	BY	DATE
DESIGNED/DETAILED	J. WINKERBACH	M. RICHARD	02/20
CHECKED/REVIEWED	D. LITINGER		02/20
DESIGNED/DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BRUNSWICK  
 CEDAR STREET PARKING FACILITY  
 GENERAL PLAN

SHEET NUMBER  
 4  
 OF 9



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