

Supplemental Supporting Information for a Finding of Effect

Project: Camden 22839.00

Scope: Slope Stabilization & Protection

Finding of Effect: **No Adverse Effect**

Purpose and Need

The purpose of the proposed action is to rehabilitate the downstream retaining wall at the Rock Brook stream crossing under Route 1 in Camden.

The need for this project is because the retaining wall has become structurally deficient due to settlement of the roadway and sidewalk that has contributed to loss of material and displacement of the granite blocks.

Project Background

Rock Brook passes through the stone slab box culvert #901304 (box culvert) and beneath U.S. Route 1 in Camden, Maine. The box culvert was most likely built c. 1890, as visible stones on the northwest elevation reveal quarry marks. The box culvert was incorporated into granite block retaining walls that were constructed on the upstream and downstream sides of Route 1. It is likely that the upstream retaining wall was expanded and faced with concrete c. 1951 when Route 1 was widened.

Settlement of the roadway and sidewalk adjacent to the stream crossing, as well as leaking water-main utilities in the area, have contributed to the deficient state of the downstream retaining wall as seen in the loss and displacement of materials along the upper portion of the wall.

In 2004, MaineDOT rehabilitated the upstream retaining wall by shotcreteing the existing concrete face, shotcreteing and re-lining the existing box culvert, and removing and re-laying the top courses of granite blocks along the downstream retaining wall.

Proposed Action

The proposed action would construct cast-in-place concrete buttress in front of a portion of the existing granite block retaining wall that generally extends to the left (south) of the existing culvert outlet 15 to 20 feet. Shotcrete would be applied to the existing granite blocks beyond the horizontal limits of the buttress in a similar fashion to the repair completed along the upstream retaining wall in 2004. Vertically, the buttress and shotcrete would extend from the ground surface at the base of the existing wall up approximately 10 to 15 feet. Granite blocks present above the buttress and shotcrete would be removed and reset. The existing sidewalk located above the wall would be rebuilt to current ADA standards and the existing timber rail would be replaced in-kind.

Federal Action

Federal funding.

Definition of Area of Potential Effect (APE)

The proposed project is located in Camden. A map is attached below that shows the APE.

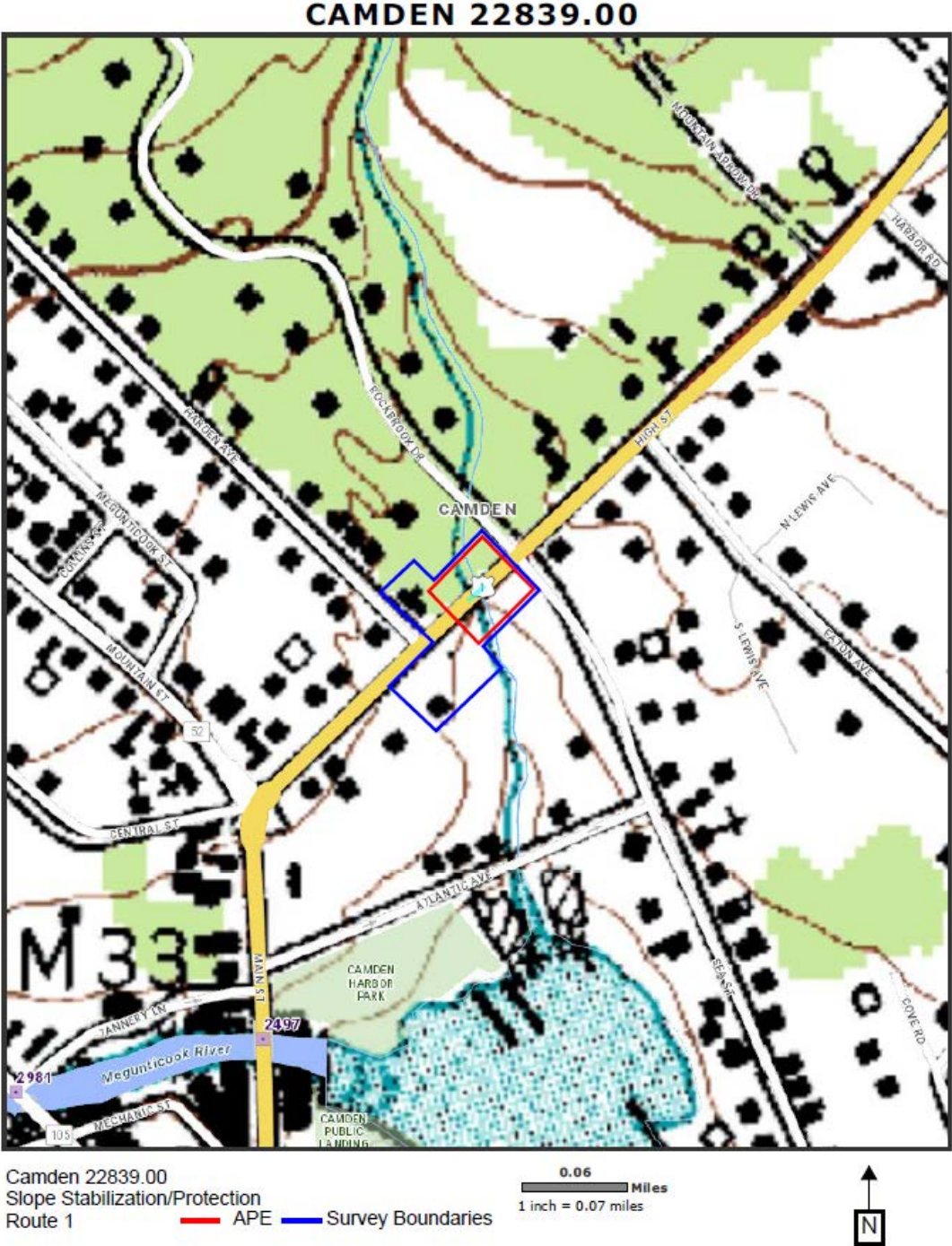


Figure 1. Camden 22839.00 Area of Potential Effect

Historic Properties

High Street Historic District (Various Owners)



National Register-listed

*Criteria A, B, C
Architecture, Community
Planning & Development,
Education,
Entertainment/Recreation,
Landscape Architecture*

*Period of significance
c. 1800 - 1938*

The High Street Historic District is a predominantly residential area with buildings that demonstrate Federal, Greek Revival, Queen Anne, and Colonial Revival styles. Most of the buildings are wood frame and have similar setbacks and lot sizes. The earliest residences illustrate Camden's growth as a shipbuilding and trading center, while later development was associated with the town's growing tourism industry. Three resources were surveyed in the district. The c.1839-1844 Knight-Alden House is a two-story vernacular house with two-story octagonal bays flanking the front entry. The bay window additions may date to owner William G. Alden, a local manufacturer of ship anchors who lived here by 1875. The c.1890 Emma Knight House is a Queen Anne style residence. It has hipped roof with interior brick chimneys and a rounded corner tower. The house is clad in wood clapboard and wood shingle siding. It also has a detached carriage barn with a square corner tower and hipped roof.

Archeological Resources

No archaeological resources would be affected by the proposed action.

Impacts to Properties

High Street Historic District (Various Owners)

National Register-listed

*Criteria A, B, C, Architecture, Community Planning & Development, Education,
Entertainment/Recreation, Landscape Architecture*

The proposed action would result in **No Adverse Effect** to the National Register-listed High Street Historic District. As stated previously, the proposed action would construct cast-in-place concrete buttress in front of a portion of the existing granite block retaining wall and shotcrete would be applied to the existing granite blocks beyond the horizontal limits of the buttress. Granite blocks present above the buttress and shotcrete would be removed and reset. The changes to the retaining wall and the addition of riprap at the slope would have no visual impact on the District, nor would

they affect its integrity of setting, feeling, or association, as they would not be seen from the roadway or sidewalk. Minor clearing would be required in order to access the project site and perform the work, but older growth trees within the project area have been avoided and would not be removed. The sidewalk adjacent to the downstream side would be replaced in-kind with HMA and the existing granite curb would be reset. The steel-backed timber guardrail on the downstream side would also be replaced in-kind. Temporary rights would be required at Emma Knight House property for access to the retaining wall. These actions would not significantly diminish any of the High Street Historic District's aspects of integrity.

Avoidance and Minimization Efforts

MaineDOT sought ways to avoid adverse effects to the District through minimization efforts, including a reduction in clearing at the project site and replacing the timber guardrail in-kind.

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

This alternative considered the construction of a CIP concrete buttress in front of a portion of the existing granite block retaining wall would generally extend 30 to 40 feet along the existing retaining wall and span both the left (south) and right (north) sides of the culvert outlet. Vertically, the buttress would extend from the ground surface at the base of the existing wall up approximately 10 to 15 feet. Granite blocks present above the buttress and shotcrete would be removed and reset. This alternative would require an extension of the existing culvert downstream approximately 5 to 10 feet. However, this alternative was determined to have a higher construction cost and longer construction times, therefore it was dismissed from further consideration.

Alternative 2

This alternative considered the construction of a full-height CIP concrete buttress in front of the entire length of the existing granite block retaining wall, which would span both the left (south) and right (north) sides of the culvert outlet. Vertically, the buttress would extend from the bottom to the top of the existing wall. This alternative would require an extension of the existing culvert downstream approximately 5 to 10 feet. However, this alternative was determined to have a higher construction cost and longer construction times, therefore it was dismissed from further consideration.

Public Involvement

MaineDOT contacted the four federally recognized Native American tribes in Maine. The Houlton Band of Maliseets, Penobscot Nation, and Passamaquoddy Tribe replied with no concern about the undertaking.

The Town of Camden was notified of the initiation of the Section 106 review and asked to provide comments and information regarding historic resources in the project area. MaineDOT placed a public notice to solicit questions and comments and this document was posted on the MaineDOT website.

The public comment period regarding effects to historic resources is ongoing.

Attachments

- Camden, Knox County, Slope Stabilization, Federal Project No. 2283900, August 6, 2020.
- Arthur Spiess, MHPC, to Julie Senk, MaineDOT, July 20, 2018
- Kirk F. Mohny, MHPC, to Julie Senk, MaineDOT, September 6, 2018
- Kirk F. Mohny, MHPC, to Julie Senk, MaineDOT, July 6, 2020



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

PAUL R. LEPAGE
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

July 20, 2018

To: Ms. Julie Senk, MDOT/ESD

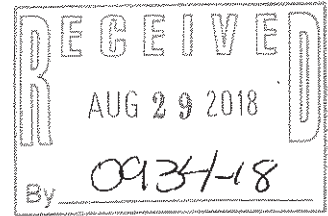
From: Arthur Spiess, Senior Archaeologist

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

Subject: WIN 22839.00, Camden, slope stabilization, High Street (MHPC 0934-18)

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 July 12, 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

Date: August 14, 2018

To: Kirk F. Mohney, MHPC
From: Julie Senk, Maine DOT/ENV
Subject: Section 106 request for concurrence
Project: Camden 22839.00, MHPC #0934-18
Scope: Slope stabilization/protection

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 slope stabilization/protection on High Street/Route 1 at culvert #901304 in Camden.

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 slope stabilization 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 Camden 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. There have been no responses 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 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 that 3 properties are listed in the National Register of Historic Places as part of a historic district.

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	
<i>Kirk F. Mohney</i>	<i>9/6/18</i>
Kirk F. Mohney, State Historic Preservation Officer	Date

STATE OF MAINE

MEMORANDUM

July 6, 2020

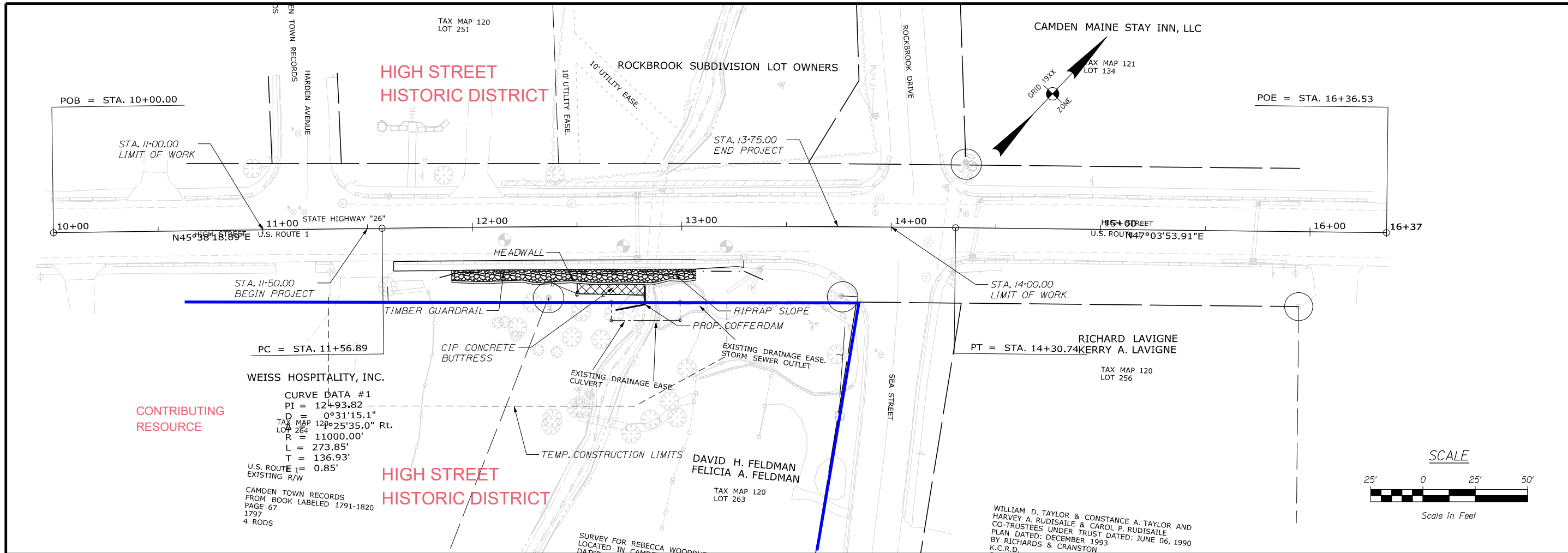
To: Julie Senk, ENV/Maine Department of Transportation
From: Kirk F. Mohney, State Historic Preservation Officer *KFM*
Subject: WIN 22839.00 Camden, Culvert Replacement; MHPC # 0934-18

In response to your recent request, I have reviewed the information received June 29, 2020 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.

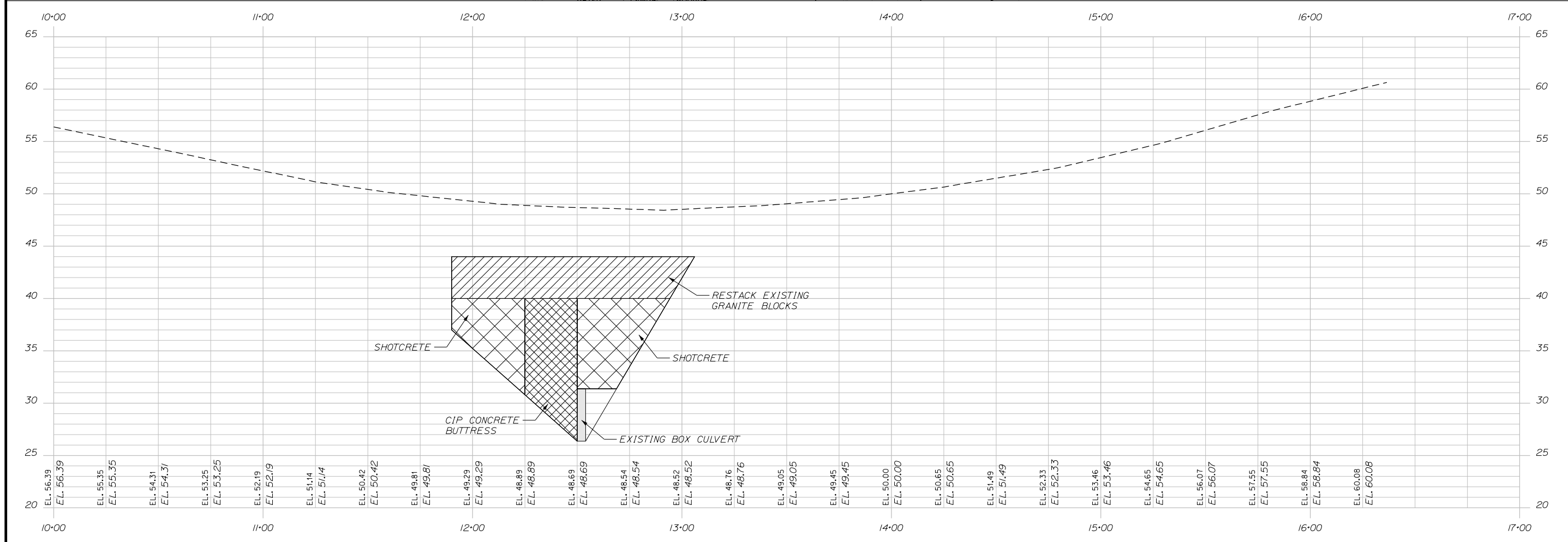
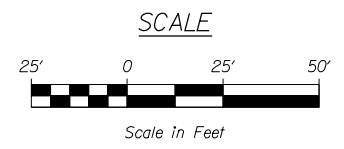
Based on the information provided, the Commission concurs with MaineDOT's finding that the stone box culvert, Culver 901304 (SM # 4) is not eligible for listing in the National Register of Historic Places due to the loss of integrity.

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

Filename: ... \00\HIGHWAY\MSTA003_HDPlan.dgn Division: HIGHWAY
 Username: Brooke Clidden Date: 8/6/2020



WEISS HOSPITALITY, INC.
 CURVE DATA #1
 PI = 12493.82
 D = 0°31'15.1"
 TAX MAP 120 LOT 251
 R = 11000.00'
 L = 273.85'
 T = 136.93'
 U.S. ROUTE 1 = 0.85'
 EXISTING R/W
 CAMDEN TOWN RECORDS
 FROM BOOK LABELED 1791-1820
 PAGE 67
 1797
 4 RODS



EXISTING ROW █

PROFILE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2283900	WIN 22839.00	HIGHWAY PLANS
CAMDEN SLOPE STABILIZATION		PLANS		
SHEET NUMBER		3		
OF 12				

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
ERNEST MARTIN	N. COLLINS	JAN 2023	[Signature]		
CHECKED-REVIEWED	I. WHITE				
DESIGNS-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					