

Supplemental Supporting Information for a Finding of Effect

Project: Searsport 17281.00 Route 1

Scope: Highway reconstruction

Finding of Effect: **No Adverse Effect**

Purpose and Need

The purpose of the action is to improve vehicular, bicycle, and pedestrian safety along 1.94 miles of Route 1 (Main Street) in Searsport.

The need for this project is because the pavement is deteriorated and failing and the sidewalks are narrow, discontinuous, and do not comply with the Americans with Disabilities Act (ADA). This corridor links downtown Searsport to the Port of Searsport and carries many oversized and heavy weight vehicles, along with a heavy volume of traffic during the tourist season. Additionally, Route 1 is a Priority 1, Principal Arterial, on the National Highway System and carries approximately 12,500 annual average daily traffic (AADT).

Proposed Action

The proposed action (Option 1) would include rehabilitation of the travel lanes and full depth shoulder reconstruction from Sta. 241+00 (south of Savage Road northeast to Sta. 266+50 at Mill Brook) and full depth reconstruction of the travel lanes and shoulders from Mill Brook to Stat. 242+50 (the end of the project north of Station Road). The project would include two 12' travel lanes, 5' shoulders, and 5.5' sidewalks, except where a center left turn lane would be constructed from Sta. 313+25 south of Trundy Road to Sta. 340+00 north of Station Avenue. The typical cross section would be curbed urban box section with closed drainage. Granite curbing would be installed in the downtown area and bituminous curbing would be installed elsewhere. Sidewalks in the downtown would be brick with a bituminous base. Sidewalks would be reconstructed with gaps eliminated to provide a continuous route and ADA compliance. Lighting, style, and how many fixtures, would be determined by the Town of Searsport. Streetscape improvements and landscaping would be completed by MaineDOT in coordination with the Town. Drainage work would include capturing runoff and diverting flow at twin culverts at Sta. 289+50.

Federal Action

Federal funding

Definition of Area of Potential Effect (APE)

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

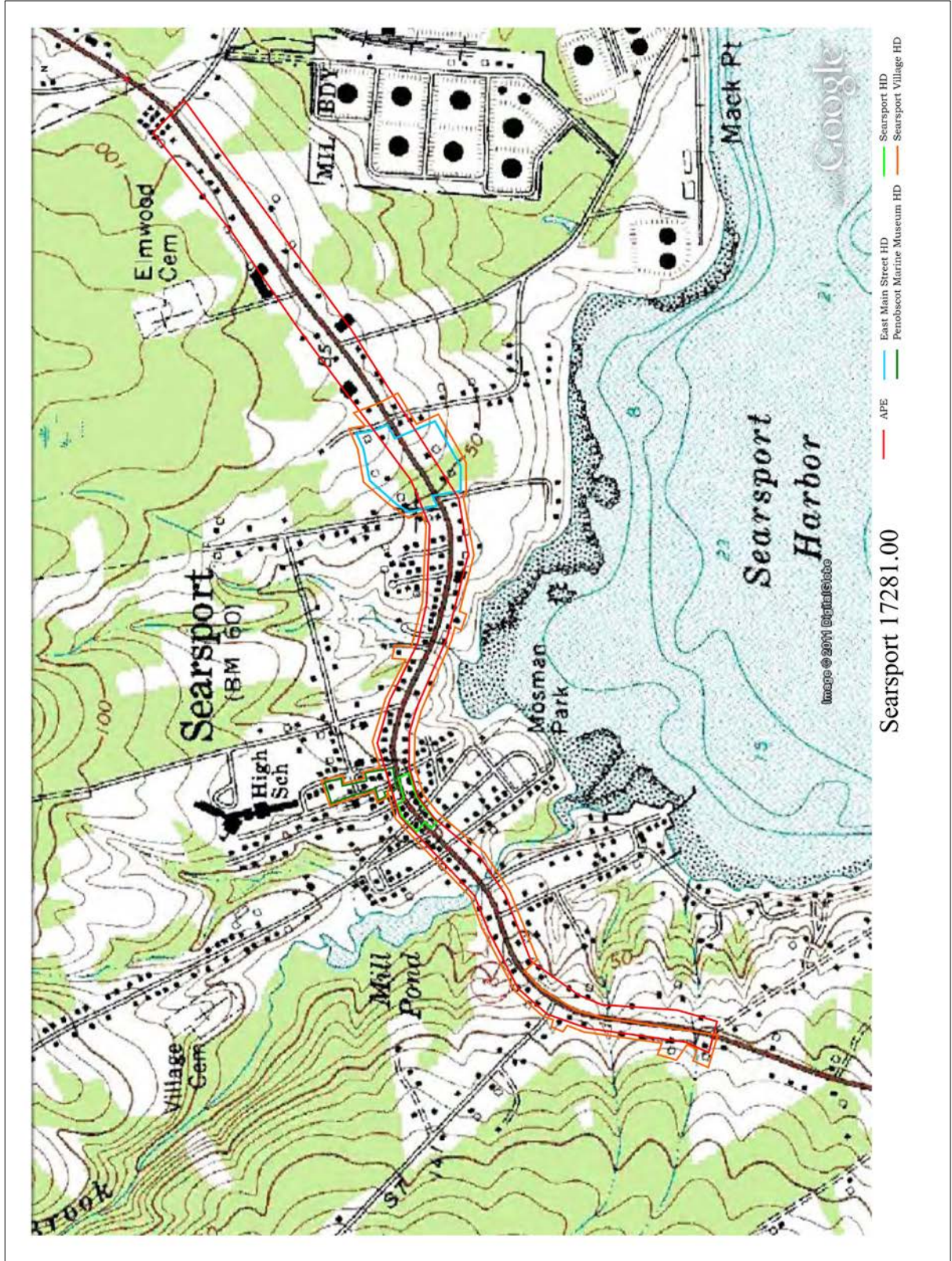


Figure 1. Searsport 17281.00 Area of Potential Effect

Historic Properties

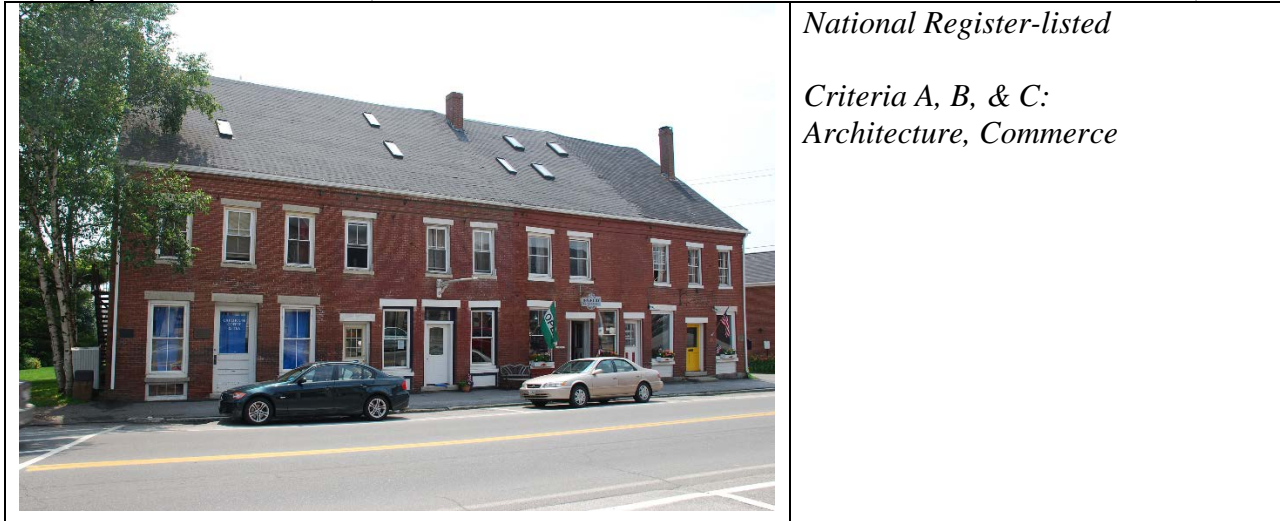
The proposed project is located in Searsport. The following descriptions of historic properties found within the project area are based on Maine Historic Preservation Commission (MHPC) survey forms and the National Register of Historic Places.

Searsport Village Historic District (Various Owners, 241+00L to 310+50L & 259+00R to 310+75R)

	<p><i>National Register-eligible</i></p> <p><i>Criteria A, B, & C: Architecture, Commerce, Community Planning and Development, and Maritime History</i></p>
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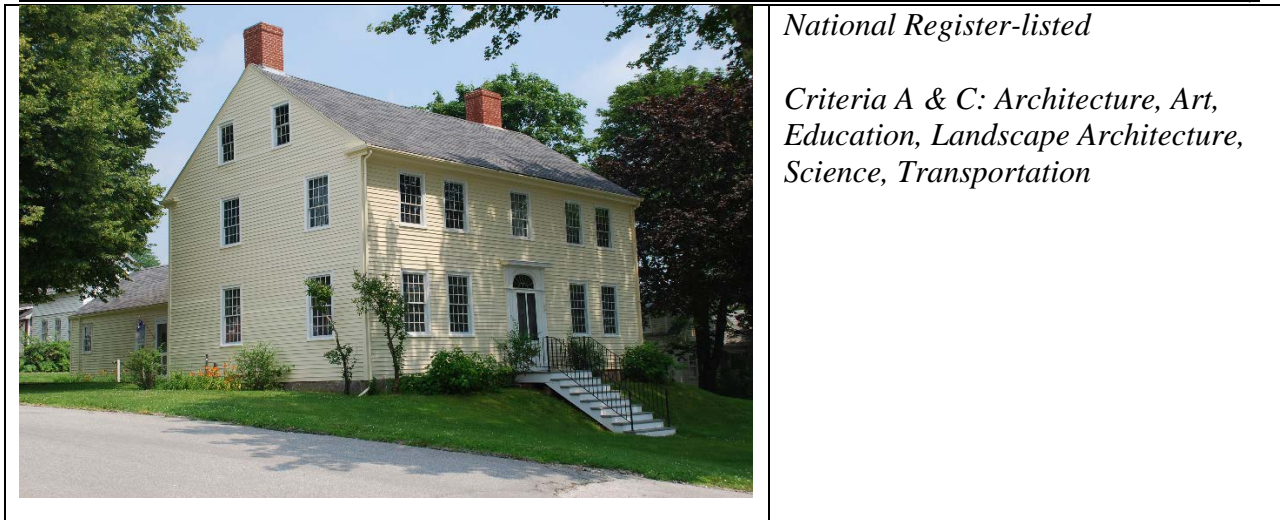
The Town of Searsport was first settled in the late eighteenth century and was incorporated in 1845. The town developed steadily through the nineteenth century and reached its prominence as a result of shipbuilding and trade. Searsport boasted as many as eight shipyards in operation in the 1860s and in 1885 one-tenth of all full rigged ships sailing under American flags were commanded by Searsport captains. The twentieth century brought change for the community as shipbuilding operations ceased and other industrial pursuits opened, encouraged by the construction of a spur of the Bangor and Aroostook Railroad to the town's port. As early as the 1920 and 1930s the town began participating in Maine's growing tourism industry as residences were converted to inns and a summer park and resort were planned on Sears Island. Thus, the historic district contains numerous intact Federal, Greek Revival, Italianate, Second Empire, and Queen Anne-styles residences. Many of these houses were built for or housed captains, sailors, and their families. The district also contains an intact commercial center with Federal, Greek Revival, and Italianate-style structures. Finally, the district contains rare and important examples of early to mid-twentieth century development including a c.1920 gas station (with canopy) and a c.1940 Minimal Traditional house and garage. The district includes the entirety of the Searsport Historic District and East Main Street Historic District and two resources in the Penobscot Marine Museum Historic District. The historic district's period of significance is c.1800-c.1940.

Searsport Historic District (Various Owners, 273+00R to 278+00R & 273+50L to 275+00L)



The Searsport Historic District contains the commercial downtown of Searsport. The district contains a cohesive collection of two-story brick commercial buildings built close to Route 1. The district spans the town's nineteenth century development spurred by shipbuilding and maritime trade. The district contains Federal, Greek Revival, Second Empire, and Italianate-style structures. In addition to the district's commercial structures, it also includes the Searsport Methodist Church, an 1840 Greek Revival-style building. The district is included in the Searsport Village Historic District. The period of significance is c.1800 to c.1899.


Penobscot Marine Museum Historic District (Penobscot Marine Museum, 277+00L to 278+60L)



The Penobscot Marine Museum Historic District includes 5 buildings, including two located within the project area. These two buildings are also included in the Searsport Village Historic District. The district contains buildings related to Searsport's maritime history and municipal development. The Fowler-True-Ross House is a two-story timber frame house built in 1825. The house is sheathed in clapboard and has a rear ell. It has a gable-side roof with two interior end chimneys. The main façade has five bays featuring twelve-over-twelve windows on the first story and a Federal door surround with a multi-pane fanlight. The second story has twelve-over-eight windows. The Federal-style First Congregational Church Vestry was constructed in 1841.


The brick two-story structure features a three-bay main façade with rounded arched window flanked by two paneled doors with fanlight transoms. The building also has a rear ell sheathed in clapboard. This structure was used by the church for its meetings and classes until 1994. The district's period of significance is c.1800 to c.1899.

East Main Street Historic District (Various Owners, 301+00 to 306+00R & 308+75L)

	<p><i>National Register-listed</i></p> <p><i>Criteria A, B, & C:</i> <i>Architecture, Industry, Landscape</i> <i>Architecture, Community Planning and</i> <i>Development</i></p>
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The East Main Street Historic District includes five historic properties, three of which are listed individually in the National Register. The district contains the Second Empire and Italianate styles. These wood frame houses are some of the most ornate in Searsport and many are accompanied by substantial carriage barns. The buildings are placed on large spacious lots that are heavily wooded or landscaped. The houses have all been owned or originally constructed for individuals associated with maritime trade, sea captains or shipbuilders. Searsport, in the latter part of the nineteenth century, supplied one-tenth of the sea captains for American full rigged ships. This district is included in the Searsport Village Historic District. The period of significance is c.1860 to 1941.

House, 80 West Main Street (Teresa Zajonczkoski, 245+00R to 246+50R)

	<p><i>National Register-eligible</i></p> <p><i>Criterion C:</i> <i>Architecture</i></p>
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This c.1890-1900 House is a one-and-a-half story Queen Anne-style house with a compound roof and a wraparound porch supported by round Doric columns. The house is sheathed in wood

shingles and sits on an ornamental concrete block foundation. The period of significance is c.1890 to 1900.

James G. Pendleton House, 81 West Main Street (James McGowan & Patricia Stewart, 244+50L to 246+00L)



National Register-listed

Contributing Resource to National Register-eligible Searsport Village Historic District

*Criteria B & C:
Architecture, Commerce*

The James G. Pendleton House and carriage barn were built c.1865 to 1903. The house is a two-story Italianate-style house featuring a bay window, bracketed eaves and denticulated cornice on the gable sided roof line. Two ornamented brick chimneys stand on the interior ends of the roof line. The main façade has three bays and features an ornate portico entry with decorative frieze work, bracketed eave and dentils in the cornice band. On the second story of the main façade, the central window is a triple grouped rounded window with a unifying triple rounded arch window frame, each with a keystone. The other windows feature two different types of window hoods, a flat denticulated type (first story), and a segmental arch type (second story). Its period of significance is c.1865 to 1903.

Captain John McGilvery House, 120 East Main Street (Douglas Markwardt, 301+00L to 302+50L)



National Register-listed

Contributing Resource to National Register-listed East Main Street Historic District

Contributing Resource to National Register-eligible Searsport Village Historic District

*Criteria B & C:
Architecture, Commerce*

The Captain John W. McGilvery House is a three-story Second Empire-style house built c.1874. It features a concave mansard roof complete with dormers, weatherboard siding, and corbelled

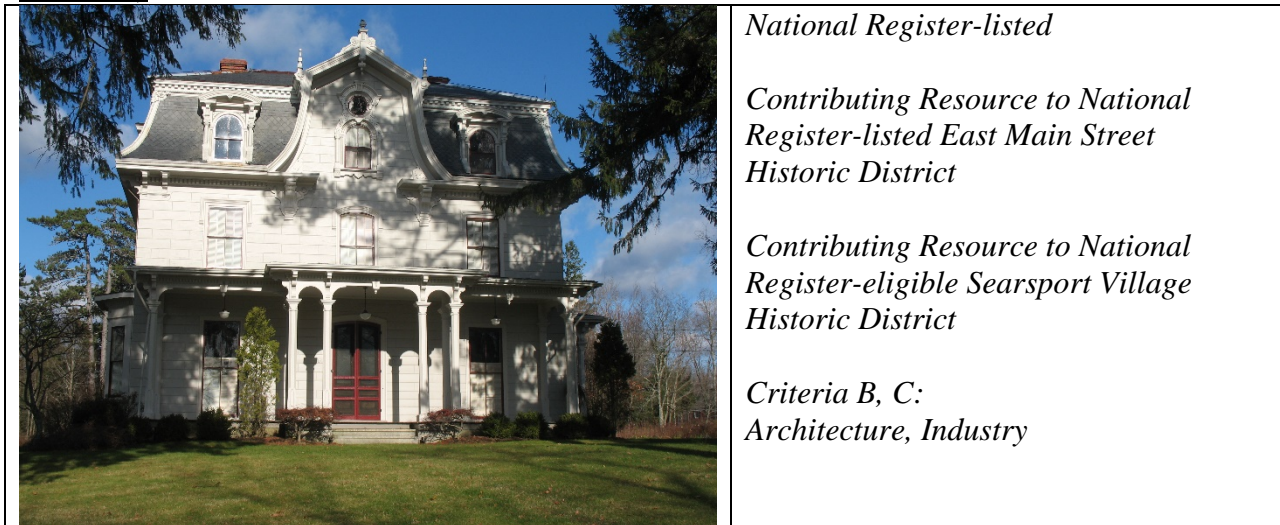
brick chimneys. A two-story carriage barn is connected to the house via a northeast wing on the main house. The carriage barn also features a mansard roof. Both the main house and the carriage barn feature pedimented dormers, paired brackets in the cornice line as well as a band of dentils. Its period of significance is 1874.

Captain John P. Nichols House, 121 East Main Street (OTR Properties, LLC, 301+50R to 304+00R)



The Captain John P. Nichols House, stands at 121 E. Main Street (Survey Map No. 29 & 30), is a two-story Italianate house with connected carriage barn constructed in 1865. The house features weatherboard, the typical Italianate cube form, bracketed eaves and a denticulated cornice. The period of significance is 1865.

Captain William McGilvery House, 134 East Main Street (Carol Sue Omness, 306+50L to 308+60L)



The Captain William McGilvery House is a two-and-a-half story highly ornate Second Empire house built c. 1860, 1873. It features a bell-cast mansard roof, flush-board sheathing with quoins, bracketed eaves, a long first story porch and a one-and-a-half story ell that extends to the barn.

The carriage barn has little architectural style. The barn stands one-and-a-half stories and features a slate roof and a denticulated cornice line. The period of significance is 1865.

Radcliffe House, 140 East Main Street (Catherine & Douglas Clark, 309+00L to 310+50L)



National Register-eligible

Contributing Resource to National Register-eligible Searsport Village Historic District

*Criterion C:
Architecture*

The Radcliffe House is a Federal-style house in the Cape form. It has a side-gabled roof and a large square brick chimney. The house is clad in clapboard siding. It has a central front door with pilasters and a fanlight. The windows are twelve-over-eight and sit in wood frames. The house has a rear ell. It sits on a granite foundation. The period of significance is c.1820.

House, 152 East Main Street (Christopher Murphey & Karen Kelly, 312+90L to 316+50L)



National Register-eligible

*Criteria C:
Architecture*

This Federal-style house with a Cape form features a side-gabled roof with a prominent square central brick chimney. The building is clad in wood siding. It has a five-bay front elevation with a central doorway with fanlight and pilasters flanked by six-over-six windows. All windows have shutters. The building has a side ell with a gabled dormer. The house sits on a granite foundation. Its period of significance is c.1820 to c.1910.

Barn, 172 East Main Street (James Economy LLC, 322+00L to 326+00L)



National Register-eligible

*Criterion C:
Architecture*

The barn is a one-and-a-half story structure sheathed in clapboard built c. 1840-1870. It features a gable front roof with cornice returns, six-over-six windows, and a large paneled barn door that has a multi-pane transom window directly above it. The period of significance is c.1840 to 1870.

W. Nichols House, 167 East Main Street (323+00R to 324+25R)



National Register-eligible

*Criterion C:
Architecture*

The W. Nichols House is a one-and-a-half story house built c.1890. The house is constructed mainly out of ornamental concrete block. This aspect makes it unique within the community of Searsport because it is the only house constructed this way. The house features an asphalt gambrel roof with a gambrel dormer to the west and a wraparound porch with decorative brackets, balustrade, railing and posts. The period of significance is c.1890.

Captain Amos Nichols/Captain Peleg Nichols House, 171 East Main Street (William Pestana, 324+25R to 327+75R)



National Register-eligible

*Criteria A:
Maritime History*

The c.1850 Nichols/Nichols House is a vernacular structure with Italianate-style features. The two-story side-gabled structure has interior chimneys and decorative brackets. The building is clad in wood clapboards. It has six-over-six windows in wooden frames with hoods. The house has a full width front porch enclosed with six-over-six windows. The hipped porch roof also has brackets that match the main roof. The building has a rear ell that connects to an English barn. The building sits on a granite foundation. Its period of significance is c.1850 to 1874, when it was last associated with the Nichols family.

N. Porter House, 190 East Main Street (Daniel J. McGlaflin & Mark Dube, 333+25L to 334+75L)



National Register-eligible

*Criterion C:
Architecture*

The c.1820 N. Porter House is a two-story central hall Greek Revival with a closed pediment gable side metal roof, clapboard sheathing, a wide door surround and entablature, corner boards and cornice boards. The period of significance is c.1820.

J. Barre House, 200 East Main Street (Charles G. & Diana G. Evans, 335+60L to 342+50L)



National Register-eligible

*Criterion C:
Architecture*

The J. Barre House and carriage barn, built c.1850, is a two-story central hall house that features both Greek Revival and Italianate characteristics. The barn is a one-and-a-half story vernacular New England barn that is connected to the house via a rear ell. Both the barn and the house are sheathed in clapboard and feature granite foundations. The period of significance is c.1850.

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.

Searsport Village Historic District (Various Owners, 241+00L to 310+50L & 259+00R to 310+75R)

National Register-eligible

Criteria A, B, & C, Architecture, Commerce, Community Planning and Development, and Maritime History

The proposed action would result in **No Adverse Effect** to the Searsport Village Historic District. The proposed action would require cut, fill, bituminous sidewalk and curb installation from Sta. 242+00RL to 266+00RL, 278+00L to 310+50L, and 278+00R to 310+75R, granite curbing and brick sidewalk installation from Sta. 266+50R to 278+00R and 267+40L to 277+60L, underdrain installation, and driveway grading. No new sidewalks are being constructed in the historic district; all sidewalks are replacements. Tree removal would occur at Sta. 244+00RL (Maple and Ash), 248+00L (Apple), 256+00R (Maple), 257+00L (Maple), 270+25R (Maple), 279+75R (Locust), 305+50L to 306+00L (Pine), and 310+00L (Maple).

Much of this work would be completed in the right-of-way, but temporary rights would be required for the following:

- Cuts and Fill at Sta. 243+80L to 244+25L, 245+25L to 246+60L, 247+60L to 250_25L, 250+45L to 251+50L, 257+00L to 258+25L, 258+50L to 259+75L, 263+00R to 263+50R, 270+00R to 272+50R, 266+25L, 267+00L, 272+25L to 274+00L, 267+00R to

272+50R, 276+25L to 277+50L, 277+80L to 278+75L, 277+00R to 310+75R, 278+95L to 286+15L, and 287+25 to 301+10L.

- Driveway grading at Sta. 242+25L, 245+30L, 249+00L, 252+15L, 253+00L, 253+50L, 256+00L, 257+00L, 258+00L, 261+25L, 262+50L, 268+25L, 269+30L, 271+10L, 271+20R, 280+00L, 280+60L, 281+75L, 282+50R, 286+00L, 287+50L, 288+50R, 288+75L, 290+00L, 290+10L, 291+00L, 292+00R, 293+40L, 294+00L, 295+00L, 288+25R, 292+00R, 295+00R, 296+50R, 297+00R, 297+50R, 298+50R, 299+60R, 302+00R, 304+00R, 306+50R, 308+25L, 309+00L.

Permanent rights would be needed related to drainage improvements for Sta. 243+95L, 246+50L, 250+64L, 266+00L to 266+50L, 267+00L, 280+00R, 284+00RL, 287+50L, 288+50R, 289+50L, and 298+75L. Substantial closed drainage outlet at 280+00R and 284+00R are located at non-contributing properties and would not affect any contributing properties.

Permanent rights related to right-of-way acquisition would occur at Sta. 267+25R to 269+00R, 271+75L to 272+25L, and 280+20R to 281+75R.

All properties would be loamed and seeded, and cuts and fills would result in acceptable slopes for residential properties. All driveways would be reconstructed with in-kind materials. All sidewalks within the historic district are being replaced with in-kind materials (concrete for concrete), except within the Searsport Historic District (see below). The brick sidewalks proposed in the Searsport Historic District would be sensitive to the materials and workmanship in the Searsport Village Historic District as well. All curbing within the historic district is being replaced with in-kind materials (bituminous for bituminous and granite for granite). None of these actions would significantly alter the historic district's seven aspects of integrity.

Searsport Historic District (Various Owners, 273+00R to 278+00R & 273+50L to 275+00L)

National Register-listed

Criteria A, B, & C, Architecture, Commerce

The proposed action would result in **No Adverse Effect** to the Searsport Historic District. The proposed action would require installation of brick sidewalks, granite curb installation, and underdrain installation. Fill and cuts would be found at Sta. 275+00R to 278+00R. The proposed brick sidewalks would replace hot mix asphalt sidewalks and would be sensitive to the historic district's integrity of materials and design. Granite curbing would be replaced in-kind. Temporary rights would be required for the cut and fill work in the historic district at land owned by the Town of Searsport and the United Methodist Church. None of these actions would significantly alter the historic district's seven aspects of integrity.

Penobscot Marine Museum Historic District (Various Owners, 277+00L to 278+60L)

National Register-listed

Criteria A & C, Architecture, Art, Education, Landscape Architecture, Science, Transportation

The proposed action would result in **No Adverse Effect** to the Penobscot Marine Museum Historic District. The proposed action would require cuts, fill, granite curb installation, and underdrain installation. The proposed brick sidewalks would replace hot mix asphalt sidewalks and would be sensitive to the historic district's integrity of materials and design. Temporary

rights would be constructed related to cuts and fill. None of these actions would significantly alter the historic district's seven aspects of integrity.

East Main Street Historic District (Various Owners, 301+00 to 306+00R & 308+75L)

National Register-listed

Criteria A, B, & C, Architecture, Industry, Landscape Architecture, Community Planning and Development

The proposed action would result in **No Adverse Effect** to the East Main Street Historic District. The proposed action would require cut, fill, bituminous curb installation, underdrain installation, driveway grading, and bituminous sidewalk construction on the south side of Route 1 the entire length of the district. The existing HMA sidewalk and curbing in the district would be replaced with bituminous, a similar material. All driveways would be replaced with in-kind materials. Tree removal would take place at Sta. 305+50L to 306+00L (Pine). Substantial vegetation would remain behind the removed trees at the contributing property. Much of this work would be completed in the right-of-way, but temporary rights would be required for the following:

- Cuts and Fill at Sta. 301+00R and 304+00R
- Driveway grading at Sta. 302+00RL, 303+25R, 305+75R, 305+50R, 308+25L.

None of these actions would significantly alter the historic district's seven aspects of integrity.

House, 80 West Main Street (Teresa Zajonczkoski, 245+00R to 246+50R)

National Register-eligible

Criterion C, Architecture

The proposed action would result in **No Adverse Effect** to the house at 80 West Main Street. The proposed action would require cut, fill, underdrain installation, sidewalk reconstruction, and bituminous curbing replacement within the right-of-way at this location. Temporary construction rights would be needed for driveway grading. The driveway would remain gravel. Permanent rights would be needed related to drainage improvements. These alterations would not significantly alter the property's seven aspects of integrity.

James G. Pendleton House, 81 West Main Street (James McGowan & Patricia Stewart, 244+50L to 246+00L)

National Register-listed

Contributing Resource to National Register-eligible Searsport Village Historic District

Criteria B & C, Architecture, Commerce

The proposed action would result in **No Adverse Effect** to the James G. Pendleton House. The proposed action would require cuts, underdrain installation, bituminous curbing installation, and driveway grading here. The paved driveway would be repaved with in-kind materials. These alterations would not significantly alter the property's seven aspects of integrity.

Captain John McGilvery House, 120 East Main Street (Douglas Markwardt, 301+00L to 302+50L)

National Register-listed

Contributing Resource to National Register-listed East Main Street Historic District

Contributing Resource to National Register-eligible Searsport Village Historic District

Criteria B & C, Architecture, Commerce

The proposed action would result in **No Adverse Effect** to the Captain John McGilvery House. The proposed action would require cuts and fill, underdrain installation, and bituminous curbing construction at this property. It also includes grading of the driveway. The driveway would remain gravel. Three trees at the northwest corner within the state's right-of-way will be removed. These alterations would not significantly alter the property's seven aspects of integrity.

Captain John P. Nichols House, 121 East Main Street (OTR Properties, LLC, 301+50R to 304+00R)

National Register-listed

Contributing Resource to National Register-listed East Main Street Historic District

Contributing Resource to National Register-eligible Searsport Village Historic District

Criterion C, Architecture

The proposed action would result in **No Adverse Effect** to the Captain John P. Nichols House. The proposed action would require fill, sidewalk reconstruction, bituminous curbing replacement, and underdrain installation at this location, along with grading for two driveway entrances. Temporary rights would be required for minimal amounts of fill and driveway grading. The paved driveway would be repaved. These alterations would not significantly alter the property's seven aspects of integrity.

Captain William McGilvery House, 134 East Main Street (Carol Sue Omness, 306+50L to 308+60L)

National Register-listed

Contributing Resource to National Register-listed East Main Street Historic District

Contributing Resource to National Register-eligible Searsport Village Historic District

Criteria B, C, Architecture, Industry

The proposed action would result in **No Adverse Effect** to the Captain William McGilvery House. The proposed action would include cuts, fill, bituminous curbing installation, and driveway grading. The paved driveway would be repaved. These alterations would not significantly alter the property's seven aspects of integrity.

Radcliffe House, 140 East Main Street (Catherine & Douglas Clark, 309+00 to 310+50)

National Register-eligible

Contributing Resource to National Register-eligible Searsport Village Historic District

Criterion C, Architecture

The proposed action would result in **No Adverse Effect** to the Radcliffe House. The proposed action would include cuts, underdrain installation, bituminous curbing installation, and driveway grading at this location. The paved driveway would be replaced in-kind. All the work would be completed within the right-of-way. These alterations would not significantly alter the property's seven aspects of integrity.

House, 152 East Main Street (Christopher Murphey & Karen Kelly, 312+90L to 316+50L)

National Register-eligible

Criteria C, Architecture

The proposed action would result in **No Adverse Effect** to the House at 152 East Main Street. The proposed action would include cuts, bituminous curbing installation, underdrain installation, and driveway grading at this location. Temporary construction rights would be needed for some

cuts and grading of the western driveway entrance. The paved driveway would be replaced in-kind. A maple tree Sta. 316+00L would be removed. These alterations would not significantly alter the property's seven aspects of integrity.

Barn, 172 East Main Street (James Economy LLC, 322+00L to 326+00L)

National Register-eligible

Criterion C, Architecture

The proposed action would result in **No Adverse Effect** to the Barn at 172 East Main Street. The proposed action would require cuts, fill, underdrain installation, bituminous curbing installation, driveway grading at three driveways, and tree removal at Sta. 325+50L and 325+75L. Temporary construction rights would be required for some cuts and driveway grading at the easternmost entrance. The gravel driveway would be reconstructed as a gravel driveway. These alterations would not significantly alter the property's seven aspects of integrity.

W. Nichols House, 167 East Main Street (323+00R to 324+25R)

National Register-eligible

Criterion C, Architecture

The proposed action would result in **No Adverse Effect** to the W. Nichols House. The proposed action would require cuts, fill, driveway grading, sidewalk reconstruction, underdrain installation, and bituminous curb replacement. Temporary rights would be required for driveway grading and cuts and fill. The gravel driveway would be replaced with a gravel driveway. These alterations would not significantly alter the property's seven aspects of integrity.

Captain Amos Nichols/Captain Peleg Nichols House, 171 East Main Street (William Pestana, 324+25R to 327+75R)

National Register-eligible

Criteria A, Maritime History

The proposed action would result in **No Adverse Effect** to the Captain Nichols/Captain Nichols House. The proposed action would require cuts, fill, driveway grading, sidewalk reconstruction, underdrain installation, bituminous curb replacement, and tree removal at Sta. 325+00R and 325+20R. Temporary rights would be required for driveway grading. The gravel driveway would be replaced with a gravel driveway. These alterations would not significantly alter the property's seven aspects of integrity.

N. Porter House, 190 East Main Street (Daniel J. McGlaufflin & Mark Dube, 333+25L to 334+75L)

National Register-eligible

Criterion C, Architecture

The proposed action would result in **No Adverse Effect** to the N. Porter House. The proposed action would include cuts, bituminous curbing installation, underdrain installation, and driveway grading at this location. Temporary construction rights would be needed for driveway grading. The gravel driveway would be replaced in-kind. These alterations would not significantly alter the property's seven aspects of integrity.

J. Barre House, 200 East Main Street (Charles G. & Diana G. Evans, 335+60L to 342+50L)

National Register-eligible

Criterion C, Architecture

The proposed action would result in **No Adverse Effect** to the J. Barre House. The proposed action would include cuts, bituminous curbing installation, underdrain installation, driveway grading, and tree removal at Sta. 338+00 to 338+50 at this location. Temporary construction rights would be needed for driveway grading. The paved driveway would be replaced in-kind. These alterations would not significantly alter the property's seven aspects of integrity.

Archaeological Resources

No archaeological properties would be affected by the proposed undertaking.

Avoidance and Minimization Efforts

The proposed action avoids physically impacting any National Register-listed or -eligible buildings or structures. Tree removal has been minimized at several locations. The proposed action further minimizes effects by using in-kind curbing and sidewalk materials, including granite and bituminous. Other minimization efforts include the construction of brick sidewalks within the Searsport Historic District and Searsport Village Historic District, which would replace existing asphalt sidewalks. The brick sidewalks would be more sensitive to the materials and design within the historic district. Lighting would be installed within the Searsport Historic District. While street lighting does not currently exist at this location, the introduction of the preferred lighting option would preserve the character of the district without being obtrusive. The lighting design is modern, but it will not distract from the historic setting, nor will it create a fall sense of history.

Dismissed Alternatives

The following alternatives were evaluated for Searsport 17281.00 highway reconstruction project:

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

Proposed Materials

HMA, brick, granite and bituminous curbing, metal guardrail.

Plans

Searsport, Waldo County, Route 1, 17281.00, Maine Department of Transportation, March 9, 2020

Attachments

Art Spiess, MHPC, to David Gardner, MaineDOT, August 15, 2011.

Kirk Mohney, MHPC, to David Gardner, MaineDOT, November 21, 2011.

Kirk Mohney, MHPC, to Megan Hopkin, MaineDOT, February 6, 2012.

Kirk Mohney, MHPC, to Julie Senk, MaineDOT, February 20, 2018.

Lighting Option



PAUL R. LEPAGE
GOVERNOR

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

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

August 15, 2011

To: Mr. David Gardner, MDOT/ESD

From: Arthur Spiess, Senior Archaeologist

Subject: PIN 17281.00, highway reconstruction, Route 1/3, Searsport, no archaeological properties, MHPC 1262-11

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 general scope-of-work described in the memo we received from Megan Hopkin on July 21st. 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."

✓ Projex

STATE OF MAINE

MEMORANDUM

November 21, 2011

To: David Gardner, ENV/Maine Department of Transportation

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

Project: PIN 17281,00; Context Sensitive Solution Project, Rt. 1, Searsport; MHPC
#1262-11

In response to your recent request, I have reviewed the information received October 21, 2011 to initiate 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 MDOT's conclusion that the following properties in the area of potential effect are currently listed in the National Register of Historic Places:

- Searsport Historic District
- Penobscot Marine Museum Historic District
- East Main Street Historic District
- Captain John W. McGilvery House 120 E. Main Street (also in E. Main St. H.D.)
- Captain John P. Nichols House, 121 E. Main Street (also in E. Main St. H.D.)
- Captain William McGilvery House, 134 E. Main Street (also in E. Main St. H.D.)
- James G. Pendleton House, 81 W. Main Street

The following properties in the APE have previously been determined eligible for listing in the Register:

- House, 152 East Main Street (Survey Map No. 17)
- J. Barre House, 200 East Main Street (Survey Map Nos. 1-2)
- N. Porter House, 190 East Main Street (Survey Map No. 5)
- W. Nichols House, 167 East Main Street (Survey Map No. 14)
- Radcliffe House, 140 East Main Street (Survey Map No. 24)

The Commission also agrees with the MDOT that the following properties appear to be individually eligible for listing in the Register:

- House, 80 West Main Street (Survey Map No. 114)
- Barn, 172 East Main Street (Survey Map No. 12)

Projex

PIN 17281.00, Searsport
MHPC #1262-11
November 21, 2011

Based on the architectural survey and staff knowledge about Searsport village, we believe that the APE contains a large National Register eligible historic district that encompasses the three existing districts, as well as a number of properties that the MDOT identified as individually eligible for listing in the Register. In our opinion, this area meets the definition of a "District" as set forth in National Register Bulletin 16A, which states that "A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development." Architecturally, the district contains a variety of architectural styles ranging from the Federal period through the post WW II period. It includes residential, commercial, civic and religious properties, and is eligible under National Register criteria A, C and possibly B. This district tentatively extends on the north side of Route 1 from Survey Map No. 24 to Survey Map No. 117, and on the south side of Route 1 from Survey Map No. 22 to Survey Map No. 96. However, further research and field survey needs to be undertaken to confirm the precise boundary of this district, particularly along the south side of Route 1 as it may extend into the residential areas to the south. In addition, the period and precise areas of significance also need to be defined.

These are new findings of eligibility.

In order to make an eligibility finding for the following properties, more information about their respective history will need to be provided:

- B. Simpson House and Barn, 156 East Main Street (Survey Map Nos. 15, 16). Even though this appears to be a fairly early Federal period house, the dormer addition to the front elevation substantially changes the original design, and makes its eligibility questionable under Criterion C. Further research about the significance of its owners or its association with the community's history could make it eligible under Criteria A and/or B.
- A. Nichols House and barn, 171 East Main Street (Survey Map Nos. 9, 10). The addition of the front porch in the early 20th century compromises the architectural significance of the property as an example of the Italianate style. However, research into its history could yield information that would make it eligible under Criteria A and/or B.
- N.M. Harmanns House, 182 East Main Street (Survey Map No. 6). The dormer additions to the original one-and-a-half story Greek Revival house are substantial in scale and mass. It is questionable as to whether this building could be nominated to the Register for its architectural significance. However, research into the property's history could lead to information that would make it eligible under Criteria A and/or B.
- House, 64 West Main Street (Survey Map No. 111). In addition to the ownership history and date of construction of this house, confirmation would need to be provided about the originality of the window sash.

If you have any questions regarding our comments, please contact me.

STATE OF MAINE

MEMORANDUM

February 6, 2012

To: Megan M. Hopkin, ENV/Maine Department of Transportation

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

Project: PIN 17281,00; Context Sensitive Solution Project, Rt. 1, Searsport; MHPC
#1262-11

In response to your recent request, I have reviewed the information received January 13, 2012 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 (continued)

In my memo of November 21, 2011, the Commission requested that the MDOT conduct research on the history of four properties in Searsport in order to assist us in rendering an opinion as to whether they are or are not eligible for listing in the National Register of Historic Places. Based on that research, the MDOT reached the following conclusions:

- 156 East Main Street, not eligible due to loss of integrity and the absence of significance under Criteria A or B. The MDOT also concluded that the location and historic name of the property as identified in a 2010 survey based on its relation to the 1859 Waldo County map does not appear to be accurate.
- 171 East Main Street, eligible under Criterion B for its association with Capt. Amos Green Nichols and Capt. Peleg Nichols.
- 182 East Main Street, eligible under Criterion B for its association with the Eaton family and Captain Hiram Eaton. The MDOT also noted that the correct address is 186 East Main Street, and that the corresponding location on the 1859 map correlates with the name N.M. Mosman, not N.M. Harrmanns as the property was named in the 2010 survey (the name Harrmanns does not appear on the map at all).
- 64 West Main Street, eligible under Criteria B and C for its association with Capt. William G. Nichols, and for its architectural significance.

Based on the information provided by the MDOT, as well as our analysis of the architectural characteristics of the above listed properties, the Commission has reached the following eligibility determinations:

- 156 East Main Street. We concur with the MDOT's conclusion that this property is not eligible for listing in the Register.

PIN 17281.00, Searsport
MHPC #1262-11
February 6, 2012

- 171 East Main Street. Although we agree with the MDOT that this property is eligible for listing in the Register, we believe that it is eligible under Criterion A rather than Criterion B. Maritime related activity was the most significant factor in the Searsport's 19th century development, and the number of ship's captains with ties to or homes in the community was substantial. In our opinion, the residences of persons involved in maritime activities should be associated with and evaluated in the context of the broader theme of maritime history (although further research may show that the occupants of this property are also significant under Criterion B).
- 182 Main Street. Based on the information that has been learned to date about this house, we conclude that it is not eligible for listing in the Register. Although one or more of its early occupants had maritime-related occupations for brief periods of time, it appears that the owners were primarily engaged in agricultural pursuits, particularly during the period when the major alterations were made to the early 19th century cape. The property does not seem to have sufficient integrity to convey its agricultural history.
- 64 West Main Street. The Commission concludes, based on the architectural characteristics of this property, that the house dates to the early 20th century rather than the late 19th century. Consequently, the house would not be associated with Capt. William G. Nichols, and would not be eligible under Criterion B (or A as noted in the discussion on 171 East Main Street). The house may be eligible under Criterion C, but in order to make that determination it will be necessary to establish whether the garage and connecting ell are original features of the property or early additions to it.

If you have any questions regarding our comments, please contact me.

STATE OF MAINE

MEMORANDUM

February 20, 2018

To: Julie Senk, ENV/Maine Department of Transportation
From: Kirk F. Mohney, State Historic Preservation Officer *KFM*
Subject: WIN 17281.00, Searsport, Highway Reconstruction, MHPC # 1262-11

In response to your recent request, I have reviewed the information received February 12, 2018 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.

We concur with MDOT's determination of eligibility from 2011. Please submit an updated matrix to support the information submitted in MDOT's letter dated February 6, 2018.

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



Typical Applications

- City Streets
- Parks
- Residential Areas
- Campuses
- Walkways
- Public Squares



Utility Arlington LED



Utility Jefferson LED

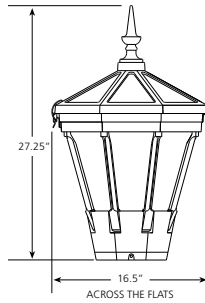


Utility Postop LED

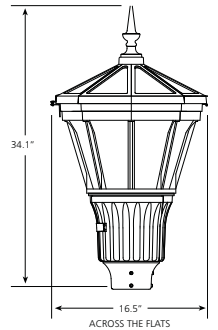


ARE2 & ARUE2 Arlington® LED

Available in both Standard (ARE2) and Utility (ARUE2) configurations, the Arlington LED presents a classic octagonal form factor commonly desired in many period style architectural sites and streetscapes. Capitalizing on Holophane's heritage of over a century in prismatic glass, the Arlington provides a classic form factor that embraces a sparkling prismatic glass refractor for daytime appeal and a visually comfortable light source by night.



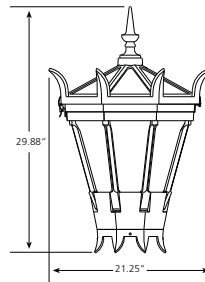
Arlington LED
Maximum Weight: 34 lbs
Maximum E.P.A.: 1.4 Sq. Ft.



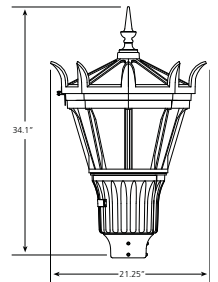
Utility Arlington LED
Maximum Weight: 38 lbs
Maximum E.P.A.: 1.5 Sq. Ft.

JFE2 & JFUE2 Jefferson® LED

The Jefferson LED further enhances the octagonal form factor of the Arlington with additional decorative spikes around the top of the housing for a more unique presentation. Like all Holophane Post Top LED luminaires, the Jefferson LED is available in both Standard (JFE2) and Utility (JFUE2) configurations to suit your specific need.



Jefferson LED
Maximum Weight: 38 lbs
Maximum E.P.A.: 1.5 Sq. Ft.



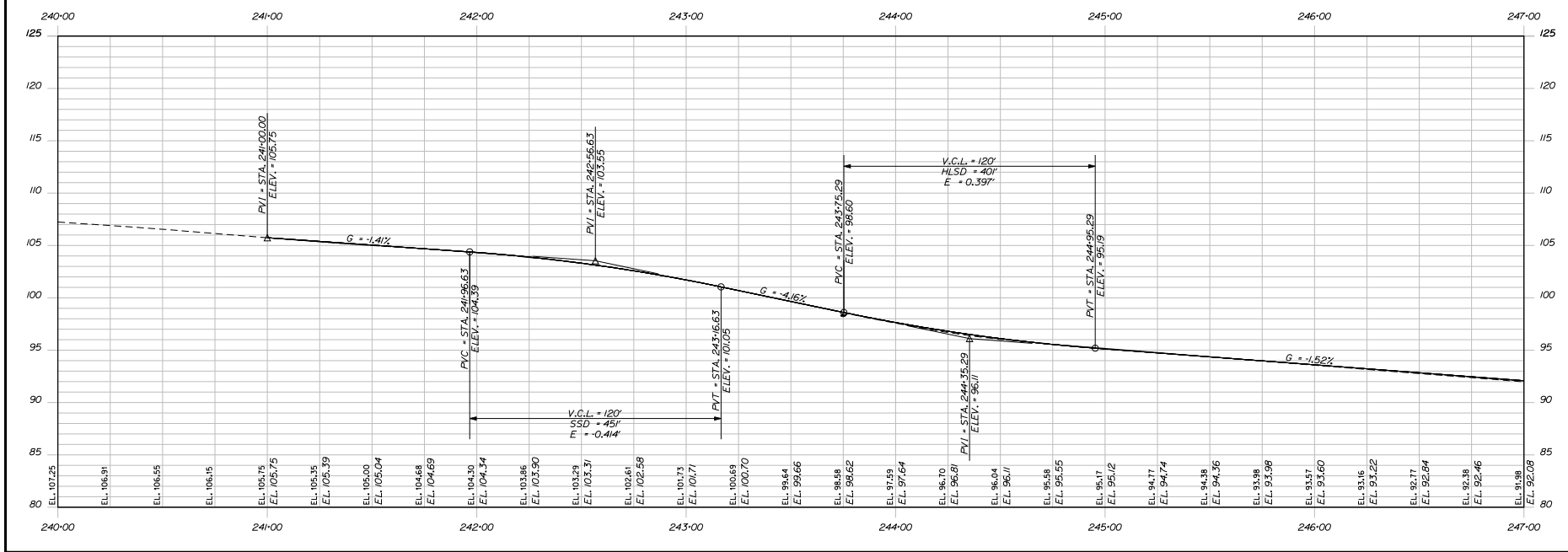
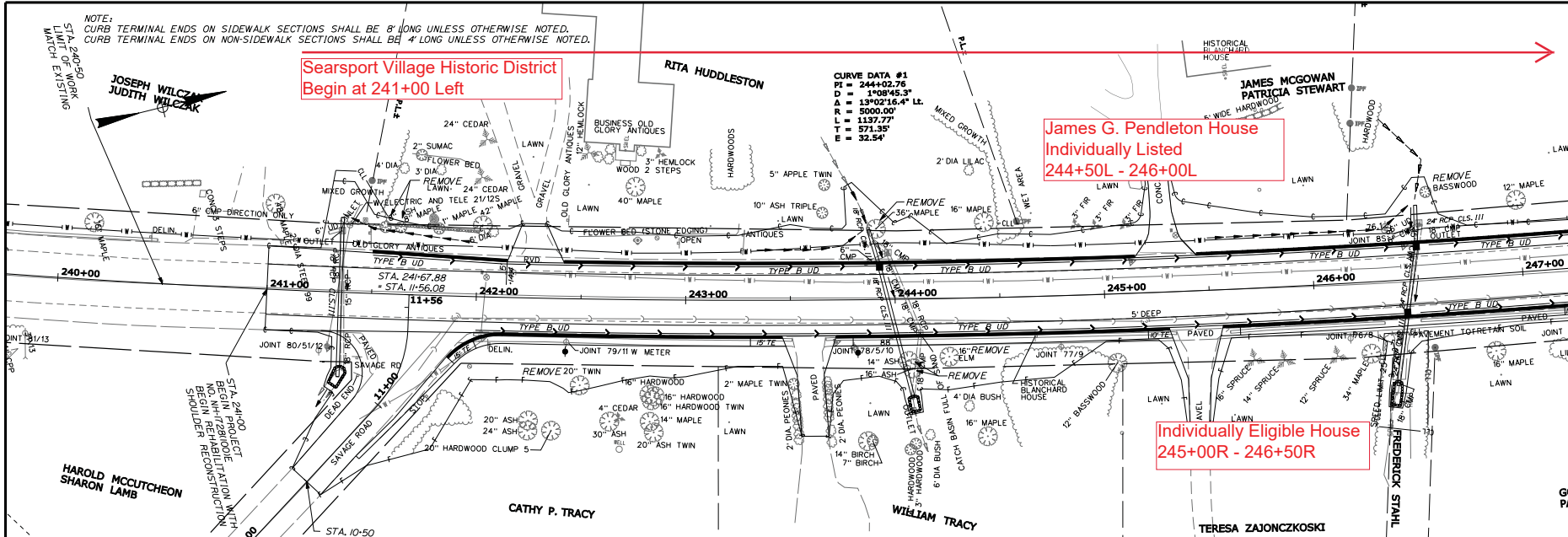
Utility Jefferson LED
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Maximum E.P.A.: 1.6 Sq. Ft.

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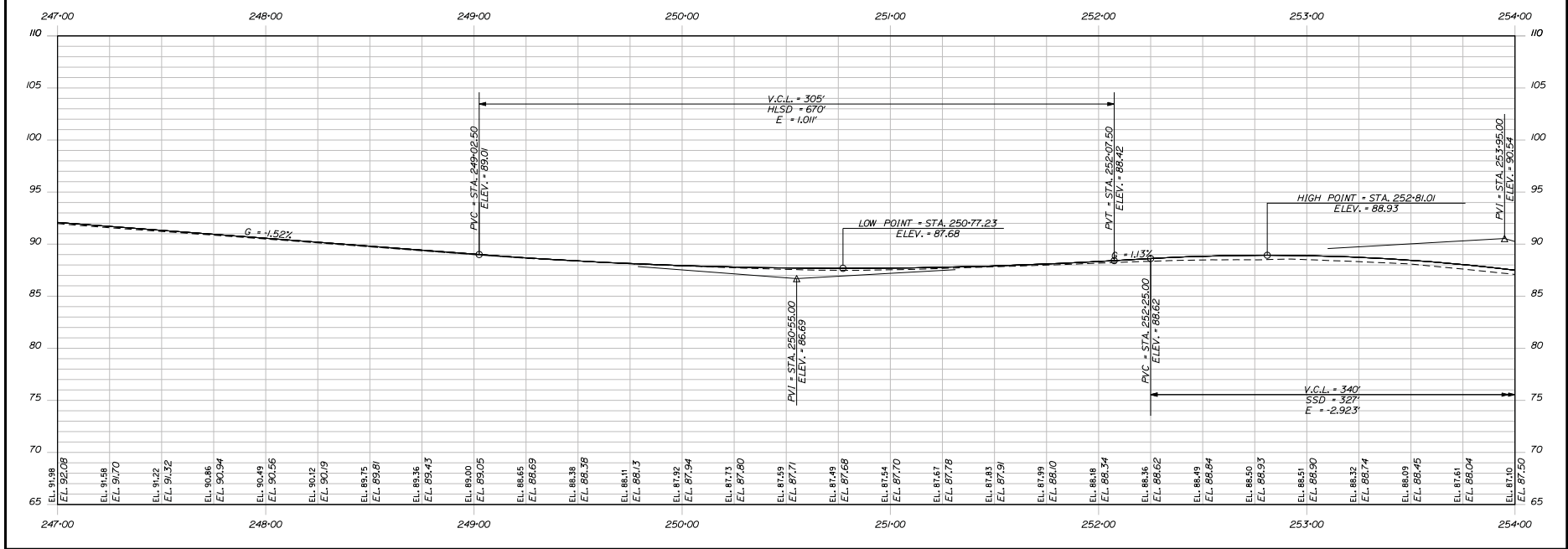
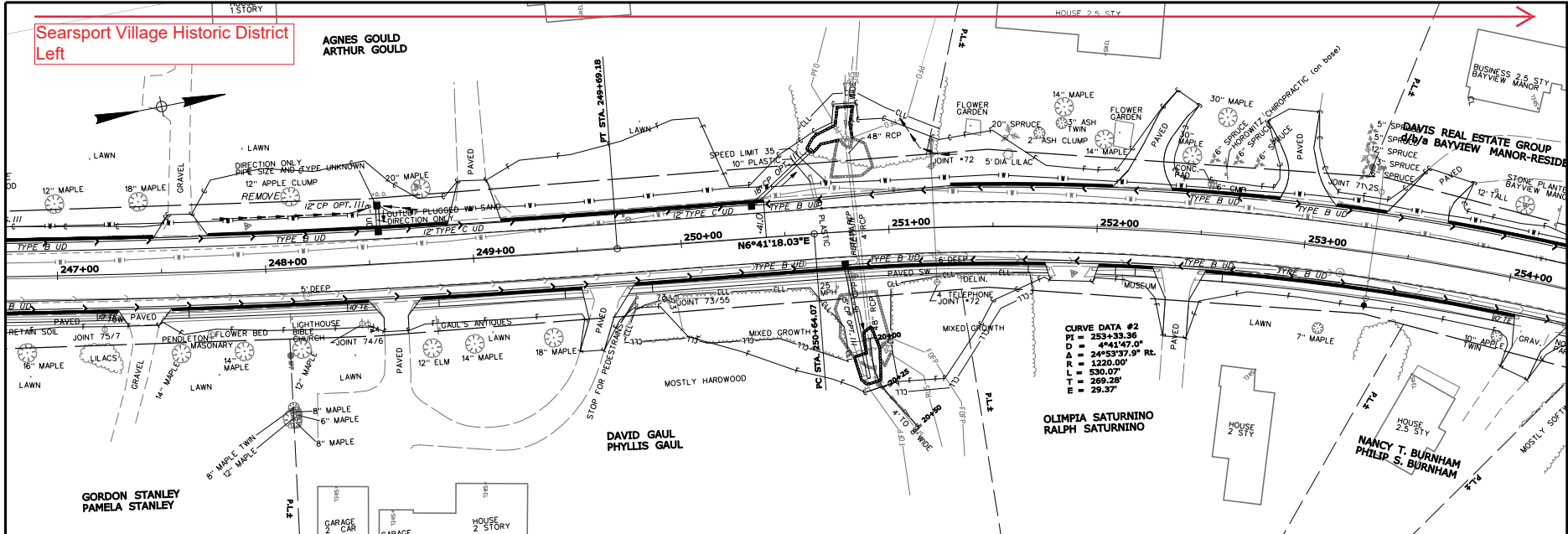
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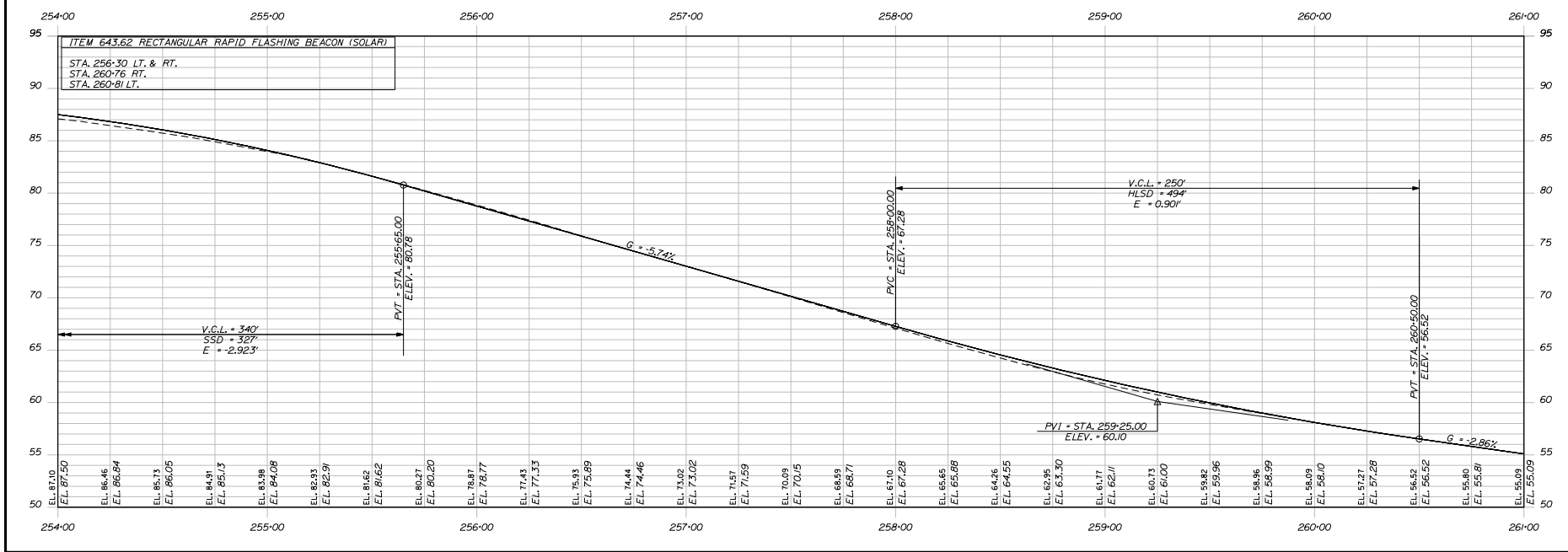
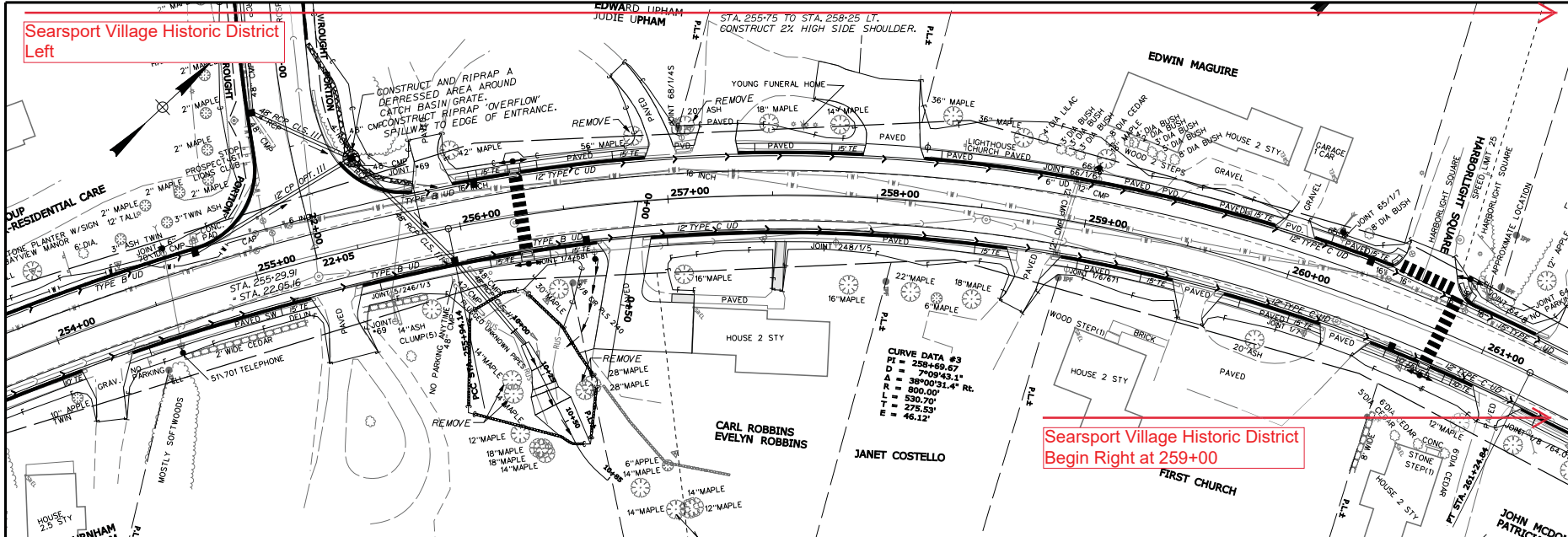
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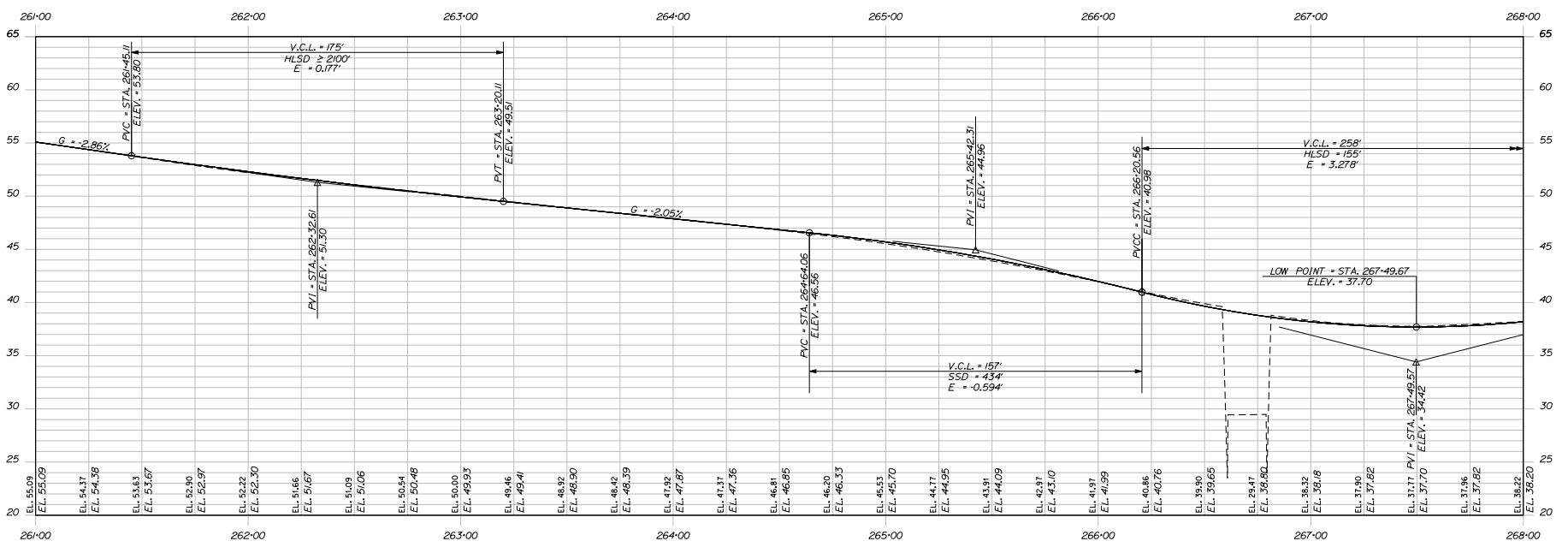
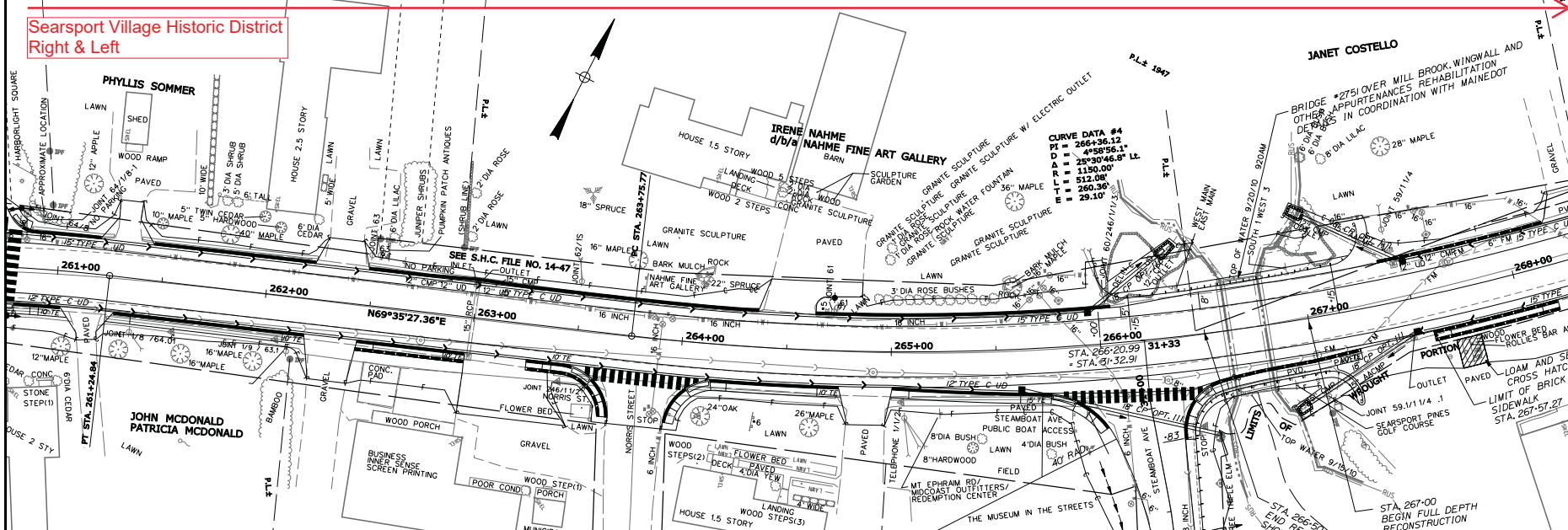
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Searsport Village Historic District Right & Left



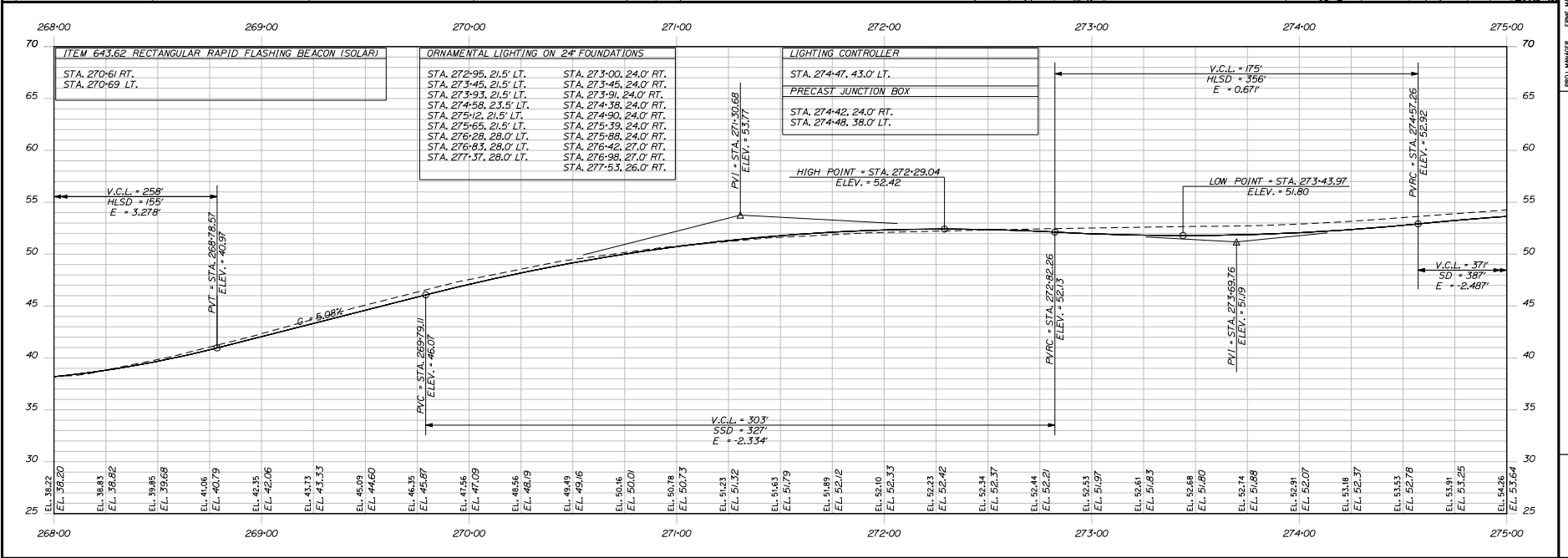
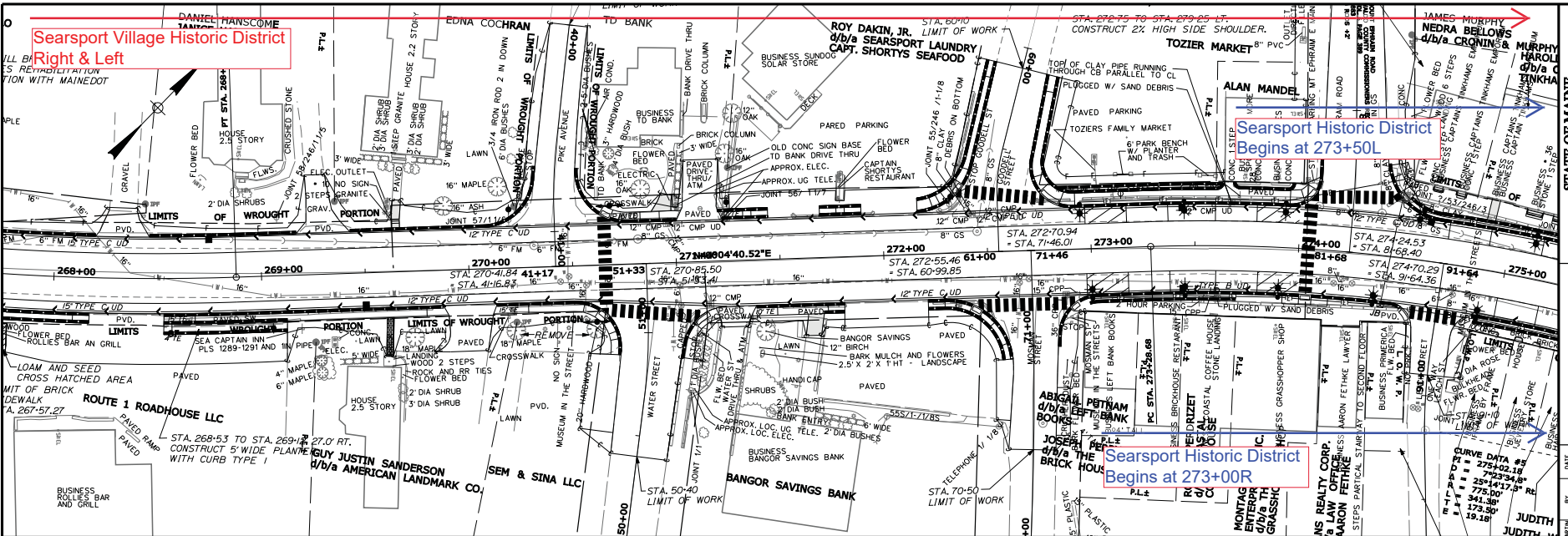
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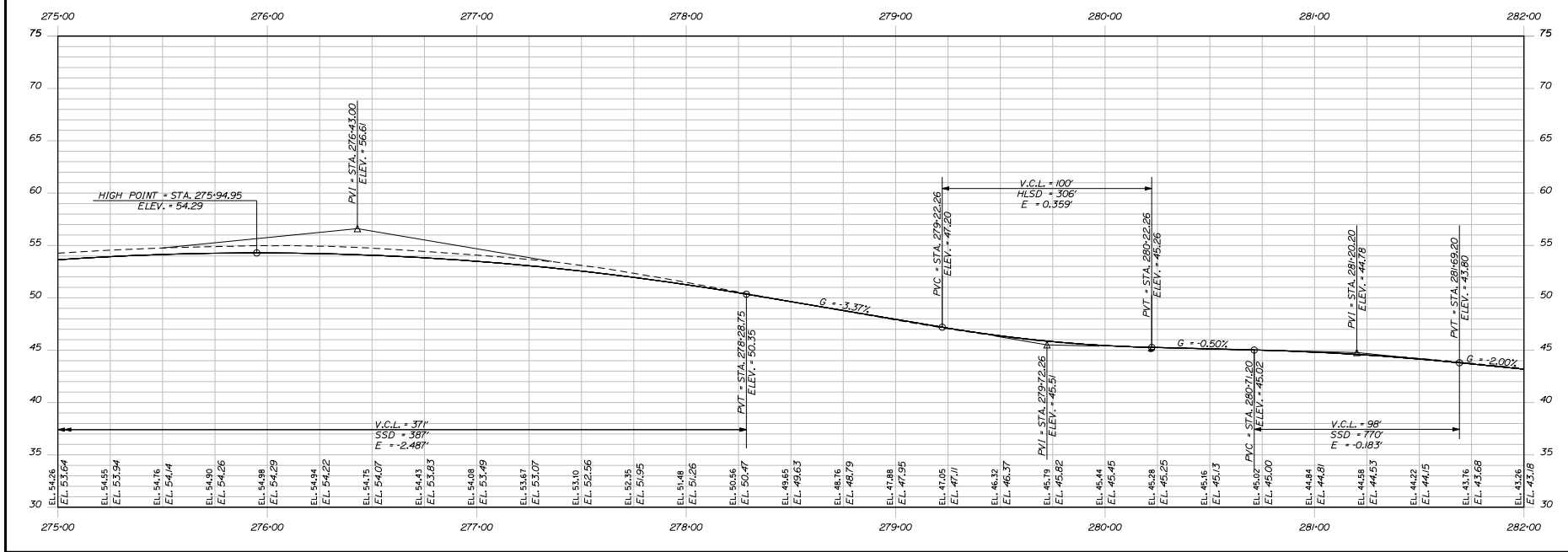
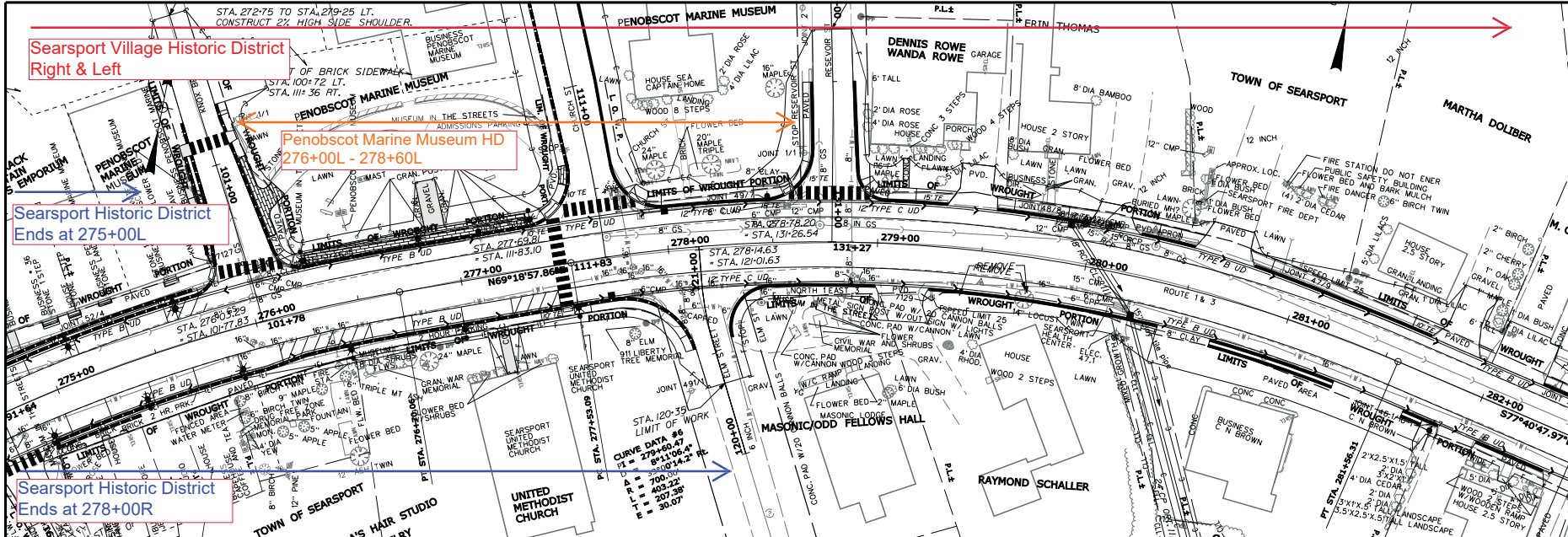
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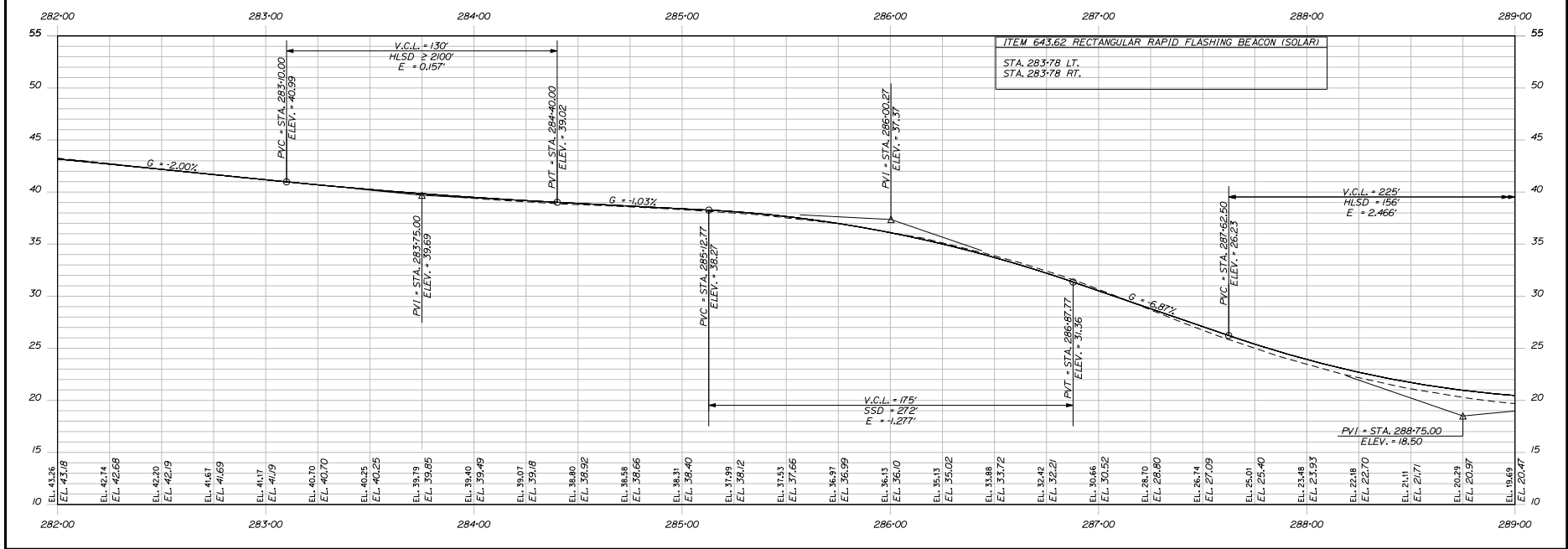
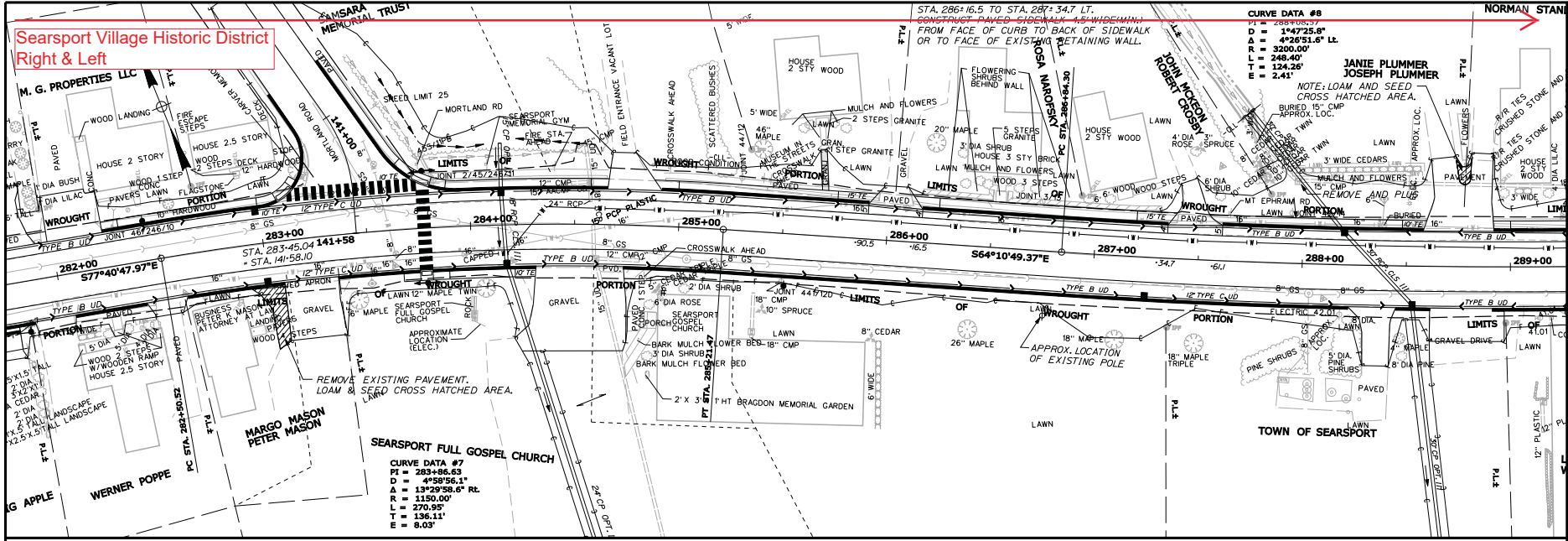
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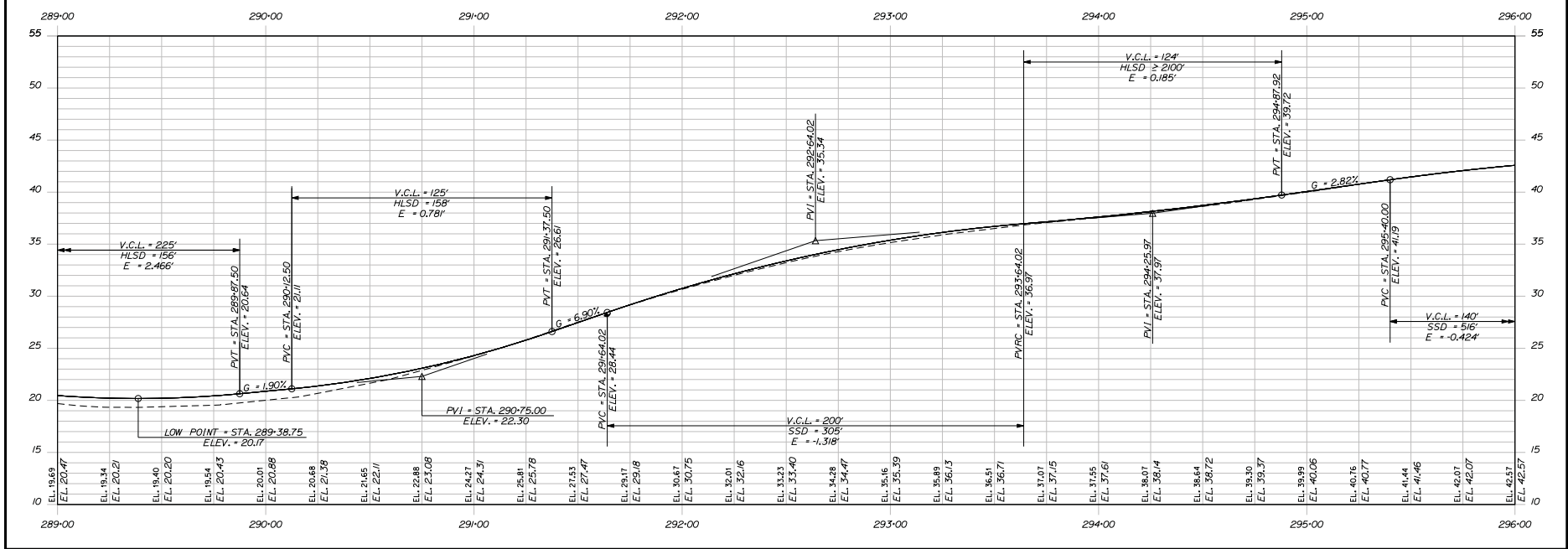
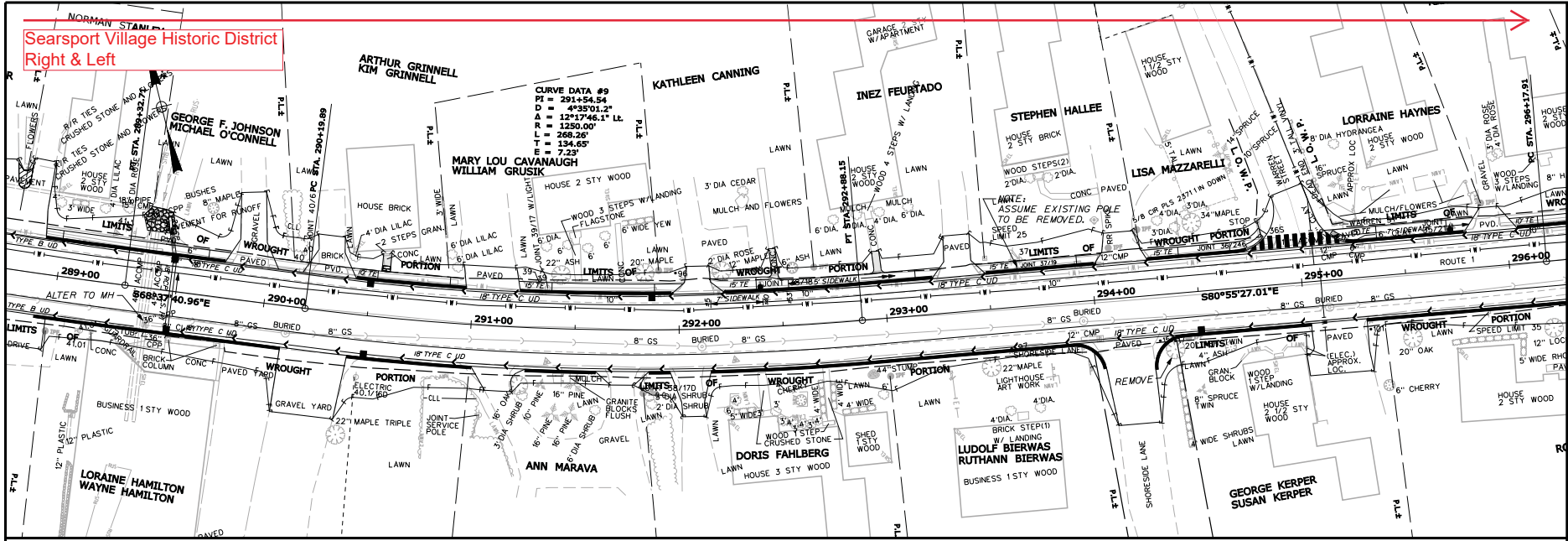
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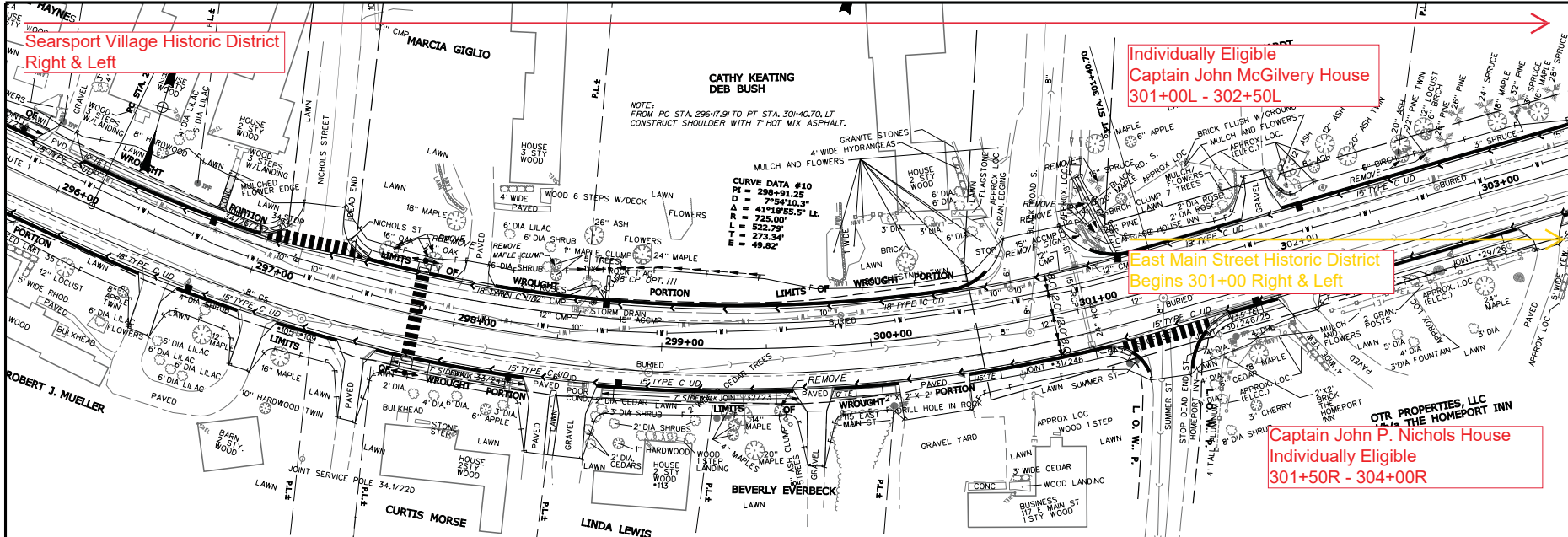
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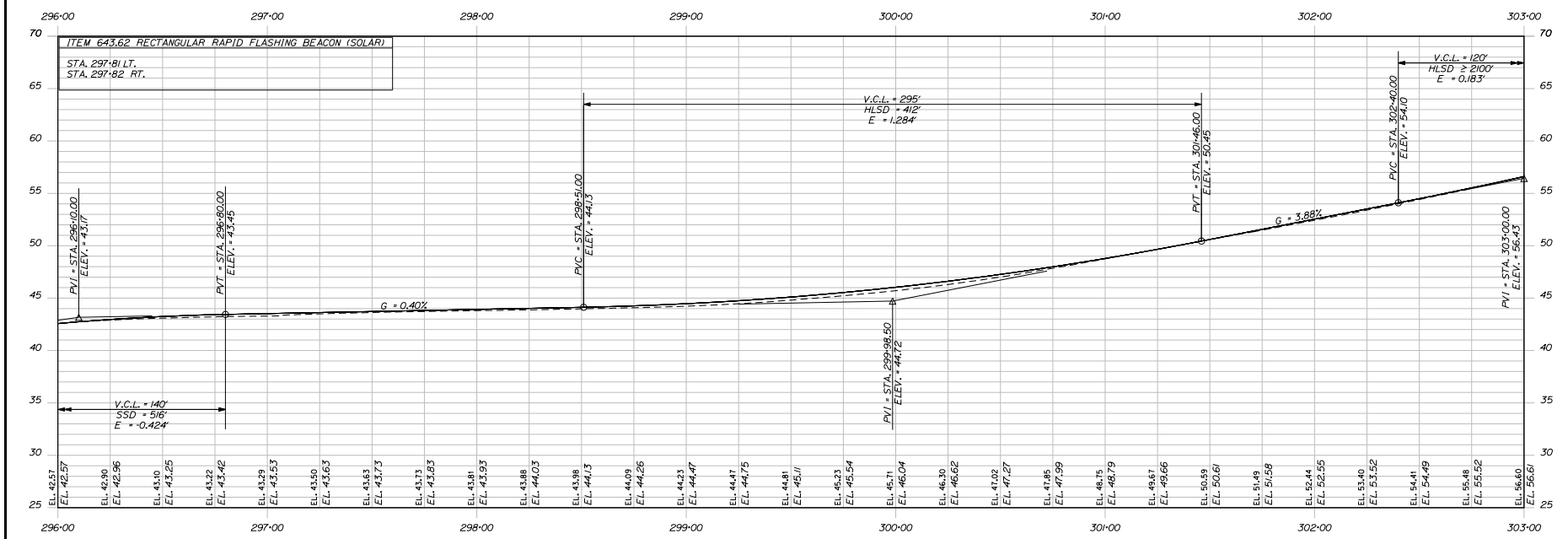


Searsport Village Historic District
Right & Left

Individually Eligible
Captain John McGilvery House
301+00L - 302+50L

East Main Street Historic District
Begins 301+00 Right & Left

Captain John P. Nichols House
Individually Eligible
301+50R - 304+00R

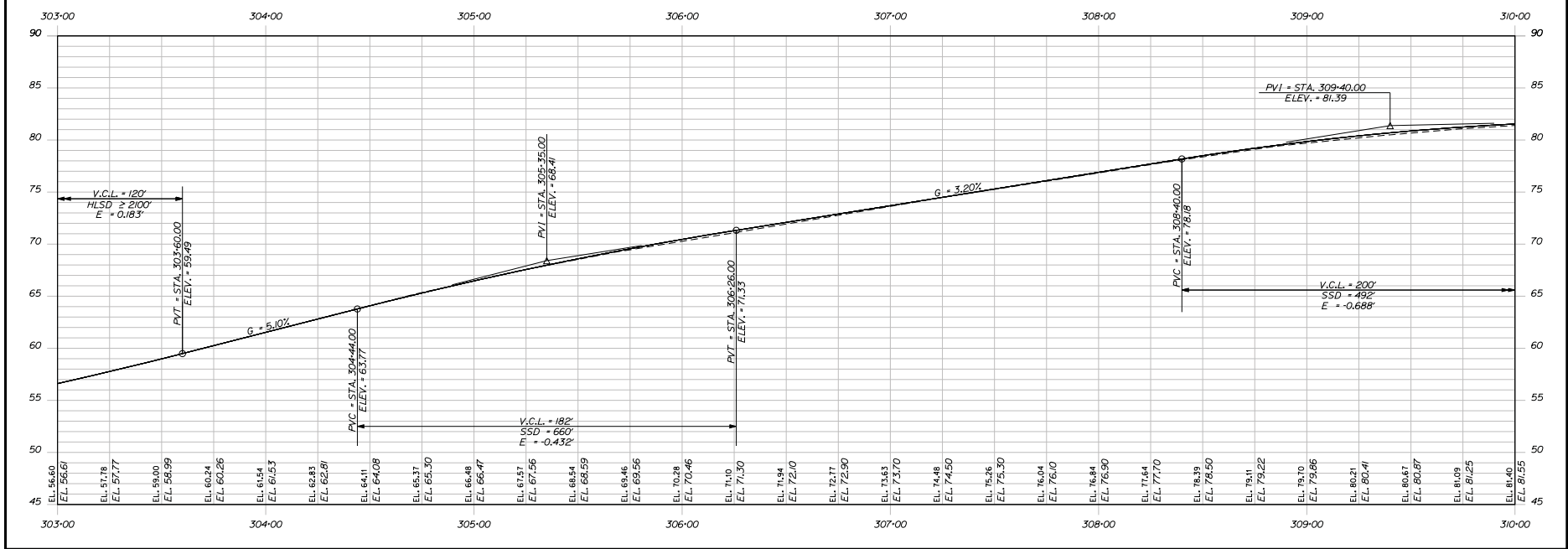
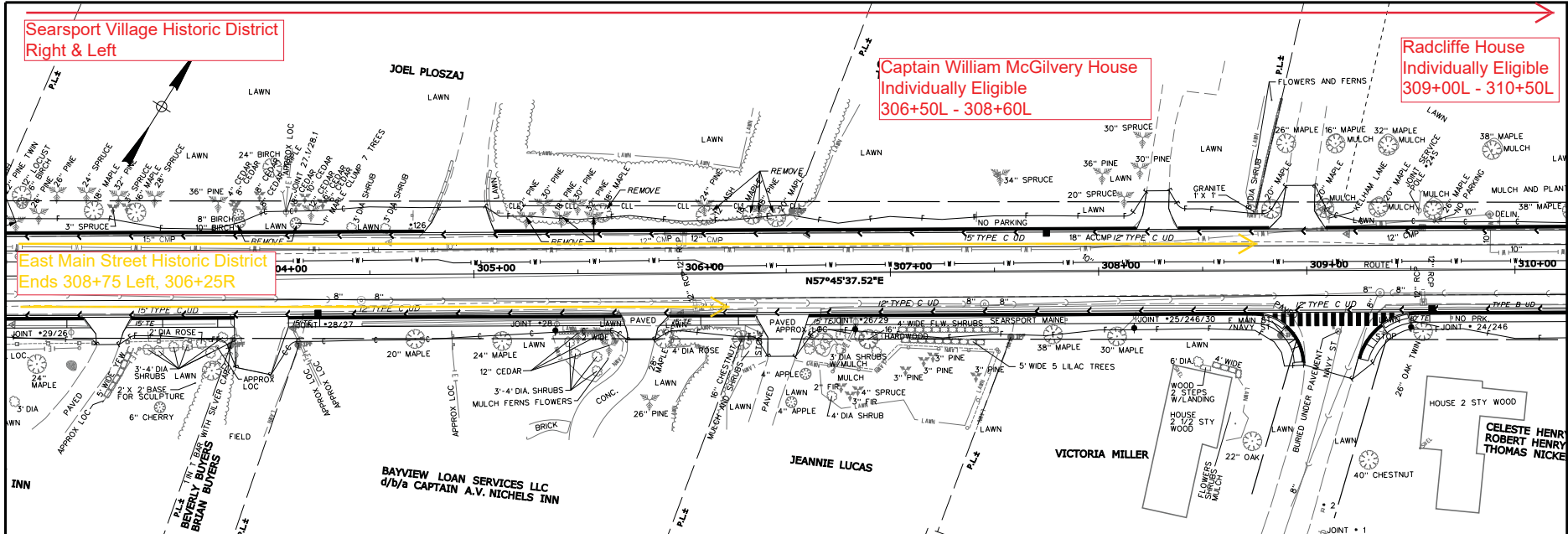


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Searsport Village Historic District Right & Left

Captain William McGilvery House Individually Eligible 306+50L - 308+60L

Radcliffe House Individually Eligible 309+00L - 310+50L

East Main Street Historic District Ends 308+75 Left, 306+25R

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
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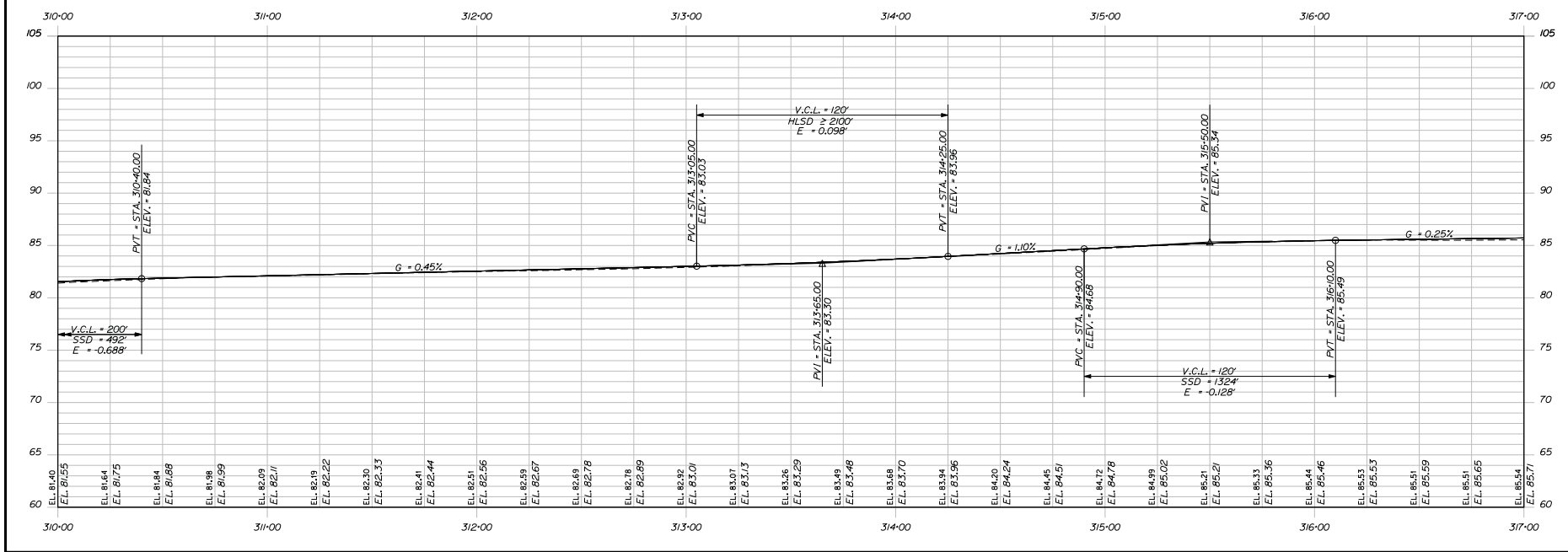
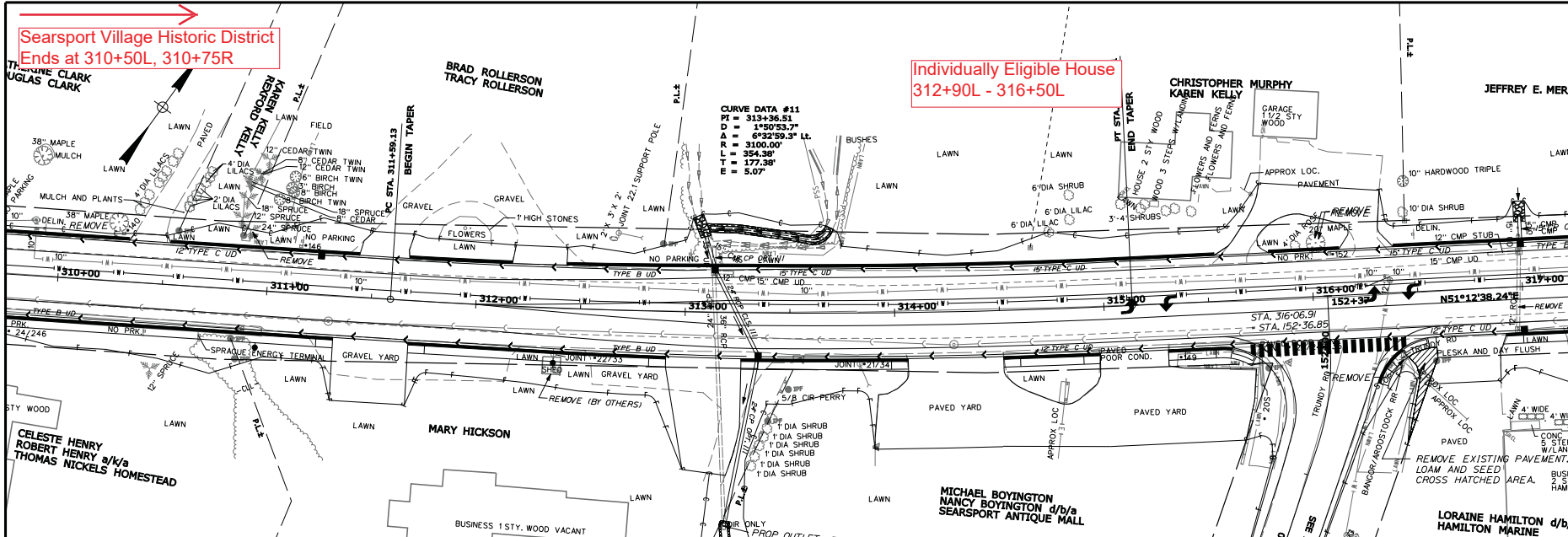
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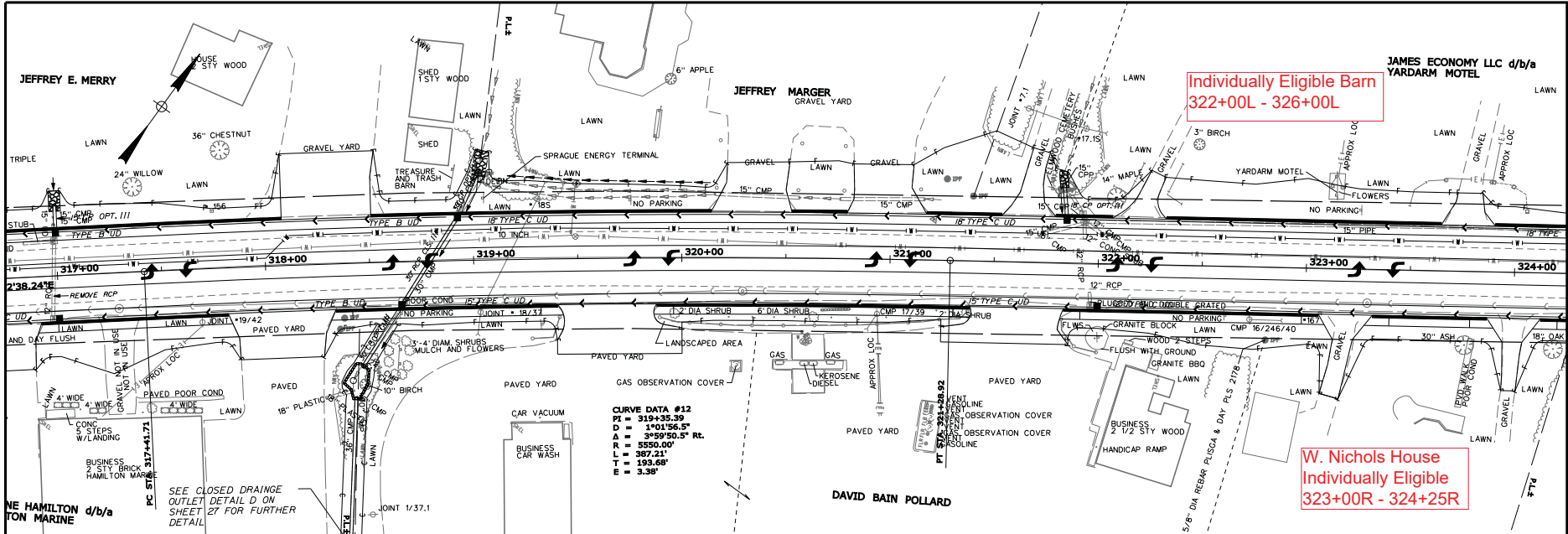


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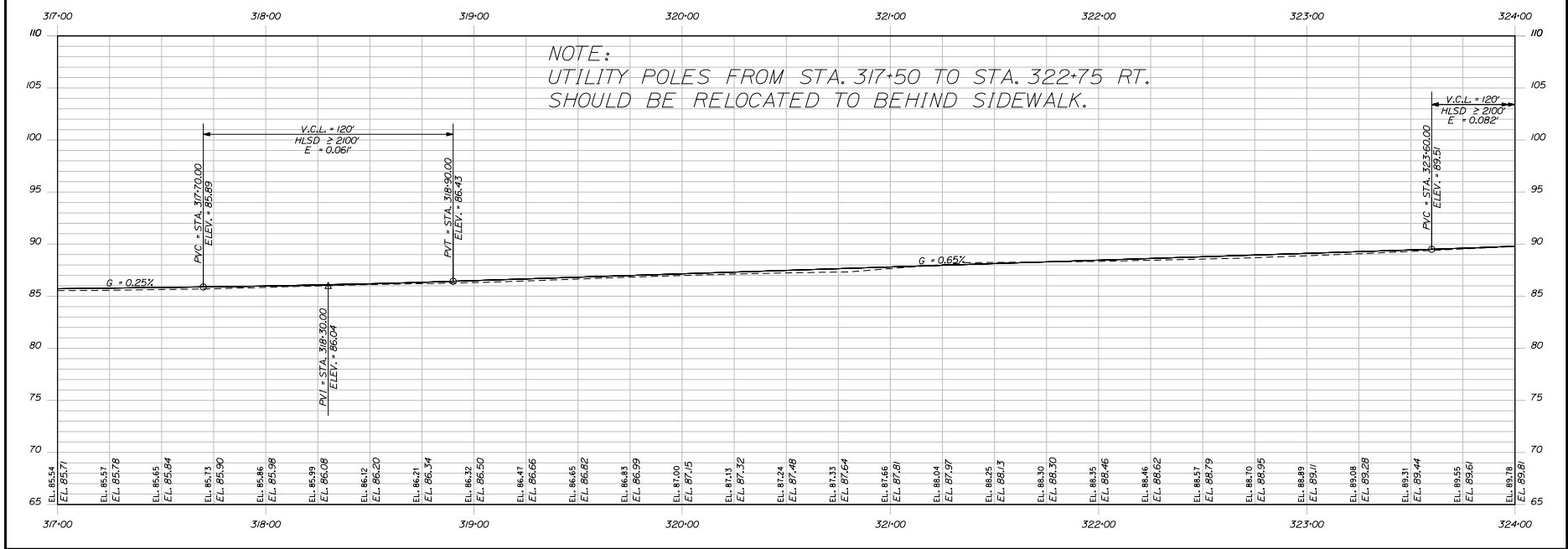
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 L = 387.21'
 T = 193.08'
 E = 3.38'

Individually Eligible Barn
 322+00L - 326+00L

W. Nichols House
 Individually Eligible
 323+00R - 324+25R



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 NH-1728(100)E
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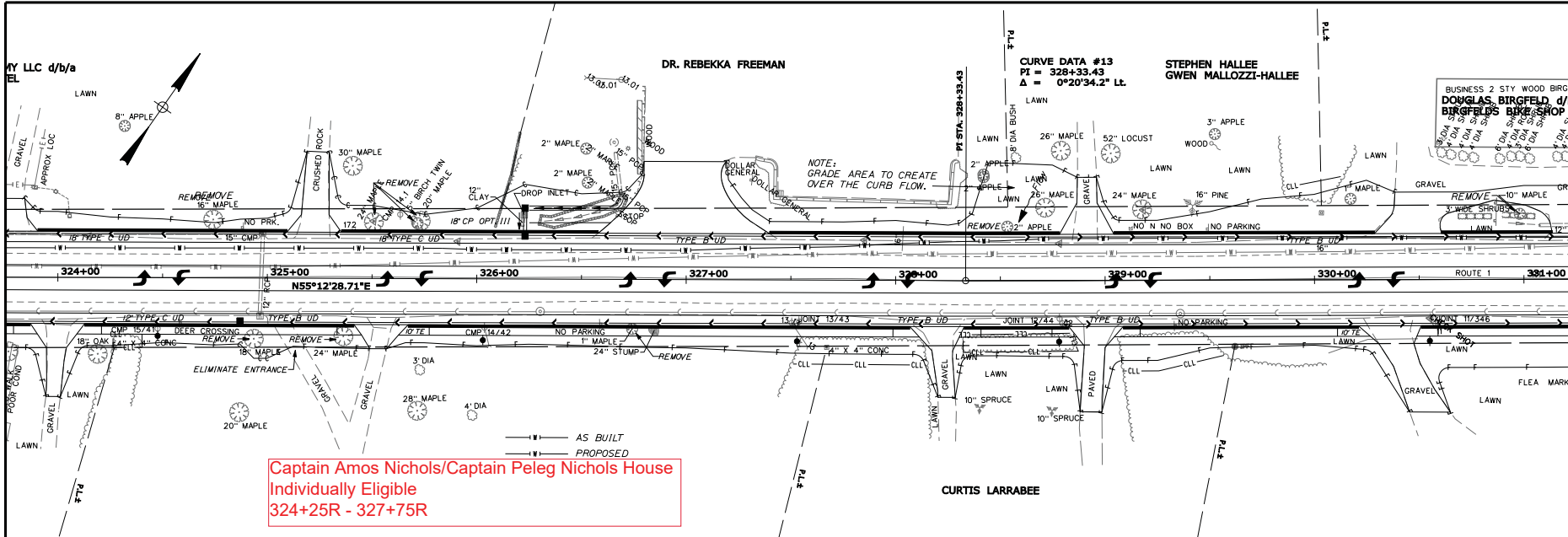
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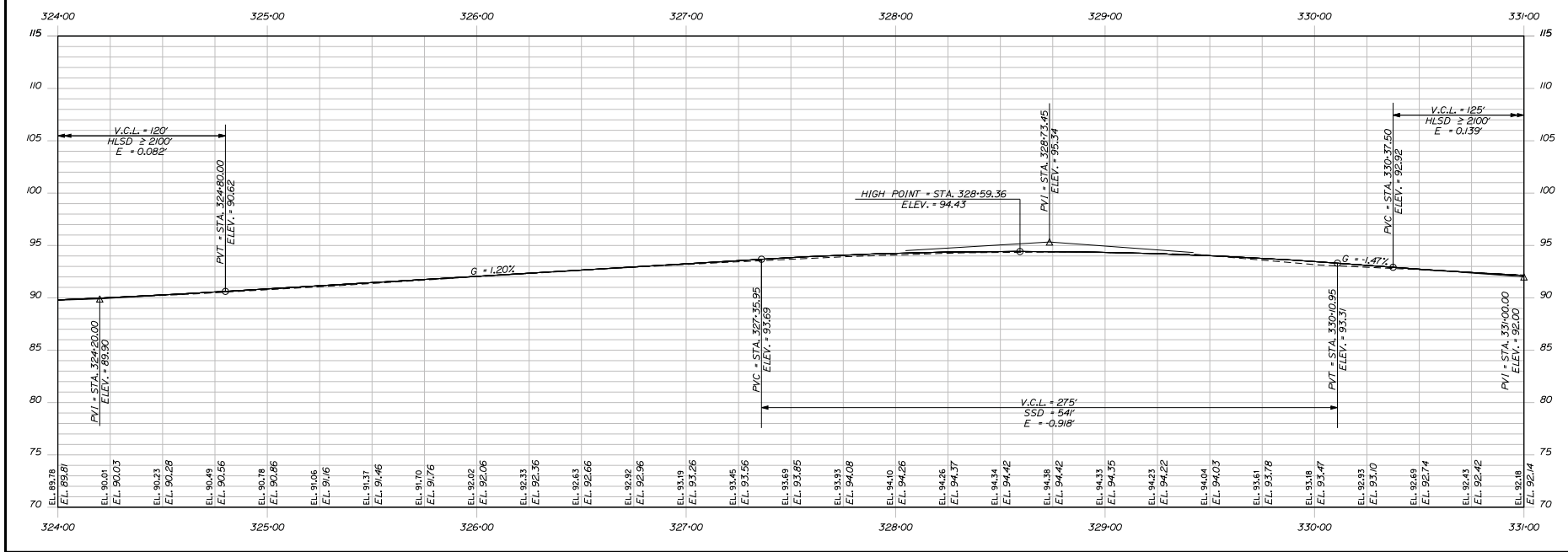
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Captain Amos Nichols/Captain Peleg Nichols House
 Individually Eligible
 324+25R - 327+75R



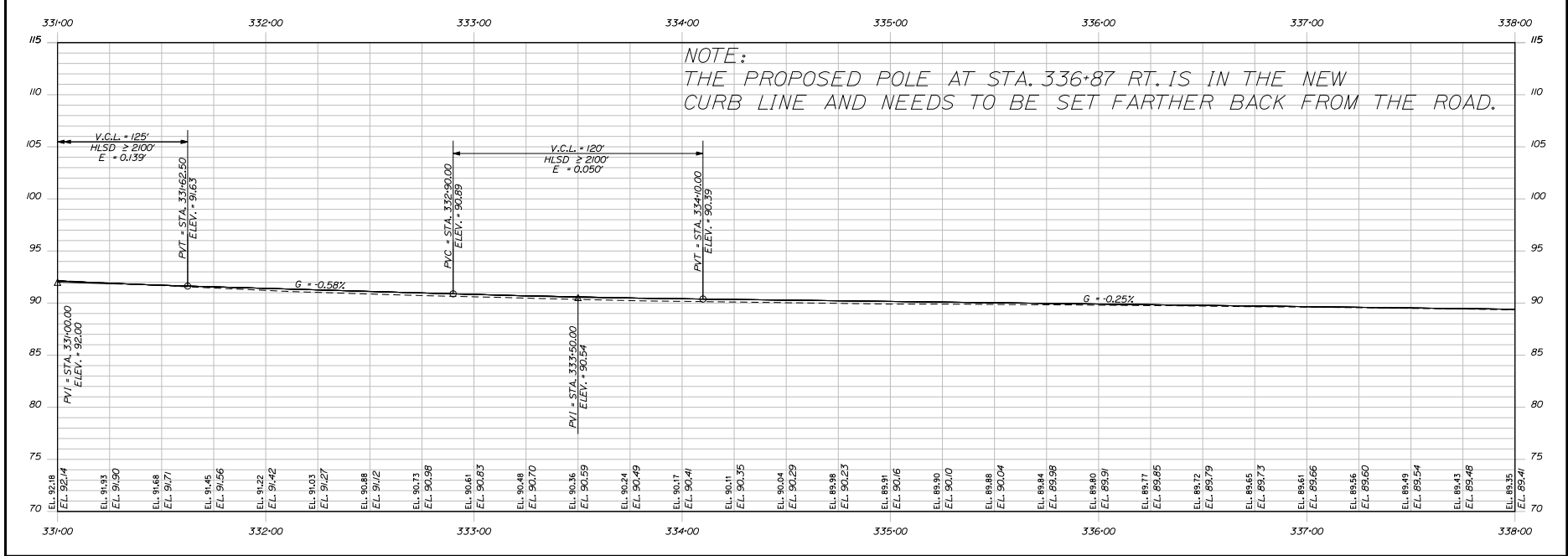
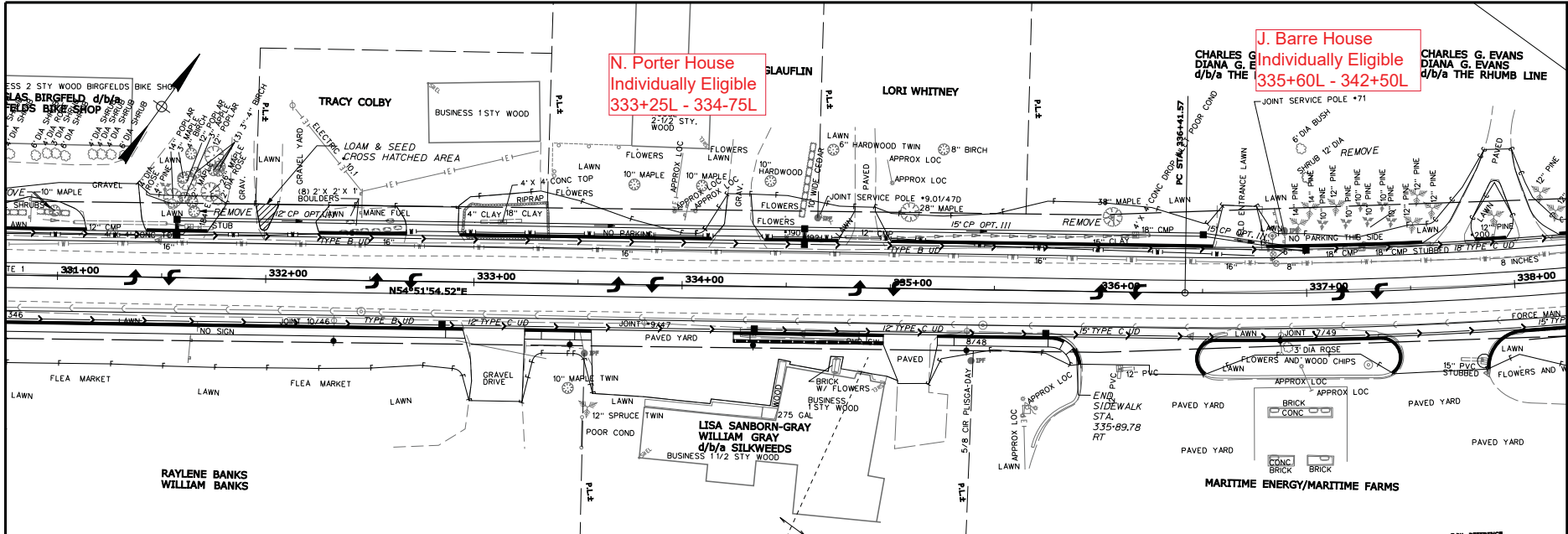
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		NH-1728(100)E		WN 117281.00		HIGHWAY PLANS	
PROJ. MANAGER	ENGINE	DRAWN	DATE	BY	DATE	SIGNATURE	DATE
DESIGNED	INSTR.	CHKD.	X/19	ISH	X/19		
SECTION CHIEF	ALC.	REVISIONS				P.L. NUMBER	DATE
SECTION CHIEF	REVISIONS 1						
SECTION CHIEF	REVISIONS 2						
SECTION CHIEF	REVISIONS 3						
SECTION CHIEF	REVISIONS 4						
SECTION CHIEF	FIELD CHANGES						
SEARSPOINT US ROUTE 1				PLANS			
SHEET NUMBER				22			
				OF X			

Date: 9/29/2020

Username: moir

Division: HIGHWAY

Filename: ...highway\msta028_hp\plan4.dgn



NOTE:
THE PROPOSED POLE AT STA. 336+87 RT. IS IN THE NEW CURB LINE AND NEEDS TO BE SET FARTHER BACK FROM THE ROAD.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
NH-1728(100)E
WIN
117281.00
HIGHWAY PLANS

PROJ. MGR.	DATE	BY	REVISION
ERNE MARTIN	8-19	ISH	1
DESIGN DETAIL	8-19	ISH	1
DESIGN CHECKED	8-19	ISH	1
DESIGN OF FIELD			
REVISION 1			
REVISION 2			
REVISION 3			
REVISION 4			
FIELD CHANGES			

SEARSPORT
US ROUTE 1
PLANS

SHEET NUMBER
23
OF X

Date: 3/9/2020

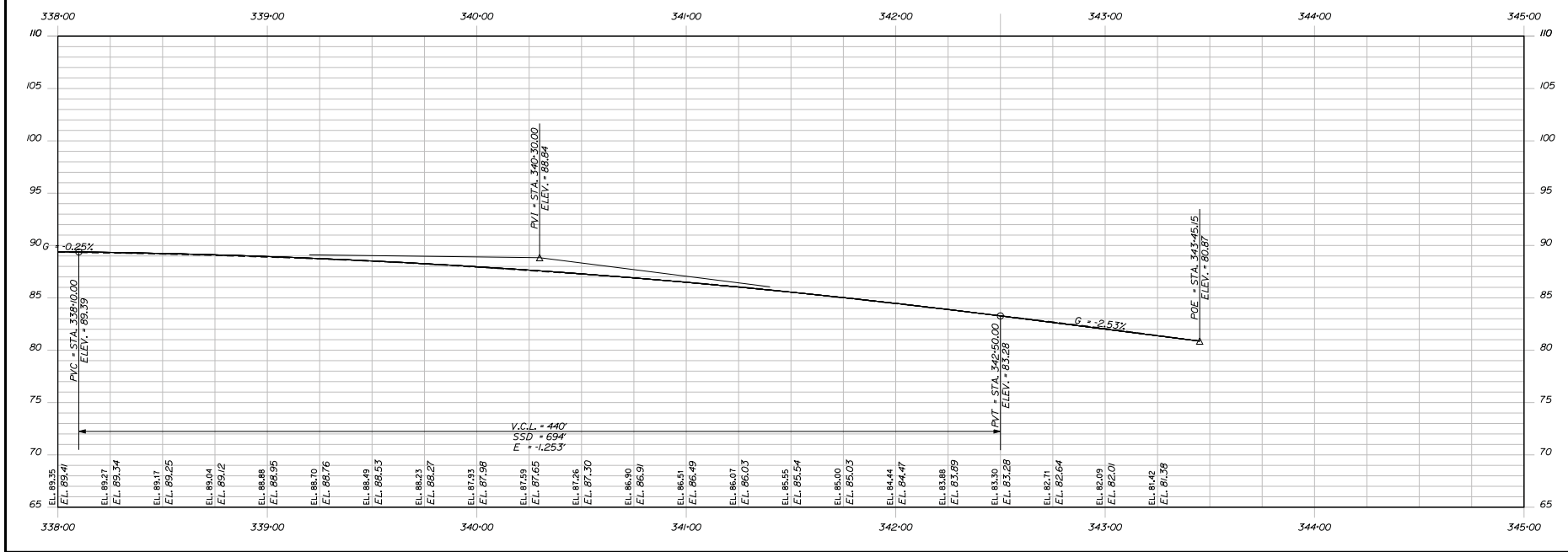
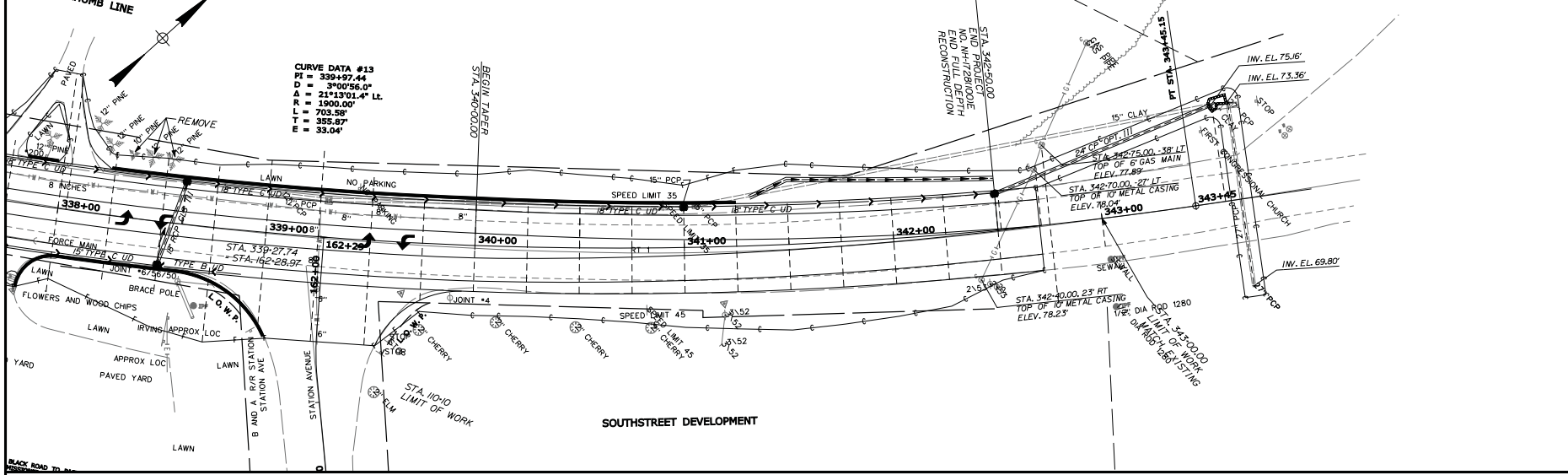
Username: moir

Division: HIGHWAY

Filename: ...highway\msta029_hp\plan5.dgn

CHARLES G. EVANS
DIANA G. EVANS
d/b/a THE RHUMB LINE

CURVE DATA #13
 PI = 339+97.44
 D = 340056.0'
 A = 21°13'01.4" LL
 R = 1900.00'
 L = 703.58'
 T = 35.87'
 E = 33.04'



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NH-1728(100)E		WIN	
117281.00		HIGHWAY PLANS	
PROJ. MANAGER	ERNE MARTIN	BY	ESN
DESIGNED	MSH	DATE	3/19
CHECKED	MSH	DATE	3/19
DESIGNED (TALEO)		SIGNATURE	
REVISIONS 1		P.L. NUMBER	
REVISIONS 2		DATE	
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SEARSPOINT US ROUTE 1 PLANS			
SHEET NUMBER		24	
		OF X	