

Biddeford 18574.00

Intersection Improvements with Signal

de minimis Summary

Brief Description of Project

The purpose of the locally administrated project is to improve vehicular safety, pedestrian safety, mobility and accessibility at the intersections of Route 9/Main Street, Water Street, and Hill Street in Biddeford.

The need of this project is substantial queuing during the AM and PM peak hours at a complex intersection resulting in a high rate of crashes. The existing sidewalks and pedestrian crossings do not provide adequate accessibility in an area with both residences and businesses.

The project location is the intersections of Main Street, Water Street, Hill Street, and Pepperell Mill Campus entrance. The proposed action consists of intersection signalization, sidewalk construction and reconstruction, American with Disabilities Act (ADA) improvements, and removal of a section of road.

The proposed action would consist of realigning and signalizing the intersection of Route 9/Main Street and Water Street. The intersection of Route 9/Main Street and Hill Street would also be signalized. A right turn lane would be added on Route 9/Main Street turning onto Water Street. Portions of Route 9/Main Street and the North Dam Mill entrance would be milled and filled. Water Street, its adjacent sidewalk, and a proposed lane on North Dam Mill entrance would be fully reconstructed. Curb and roadway median areas at Water Street and Hill Street intersections would be reconstructed. The southern fork of Water Street would be converted from roadway to a loamed and seeded area. Existing pavement on the abandoned fork of Water Street would be removed and the area loamed and seeded. Some portions of sidewalk along Water Street would be fully reconstructed. All curb ramps would be reconstructed to the appropriate slope and landings with detectable warnings will be added. Pedestrian signals with countdown displays and Accessible Pedestrian Signal (APS) push buttons and informational signs will be installed at Route 9/Main Street and Water Street/Hill Street. A truck apron would be installed along Water Street, between Route 9/Main Street and Piersons Lane. Street amenities and lighting would not be included as part of this project.

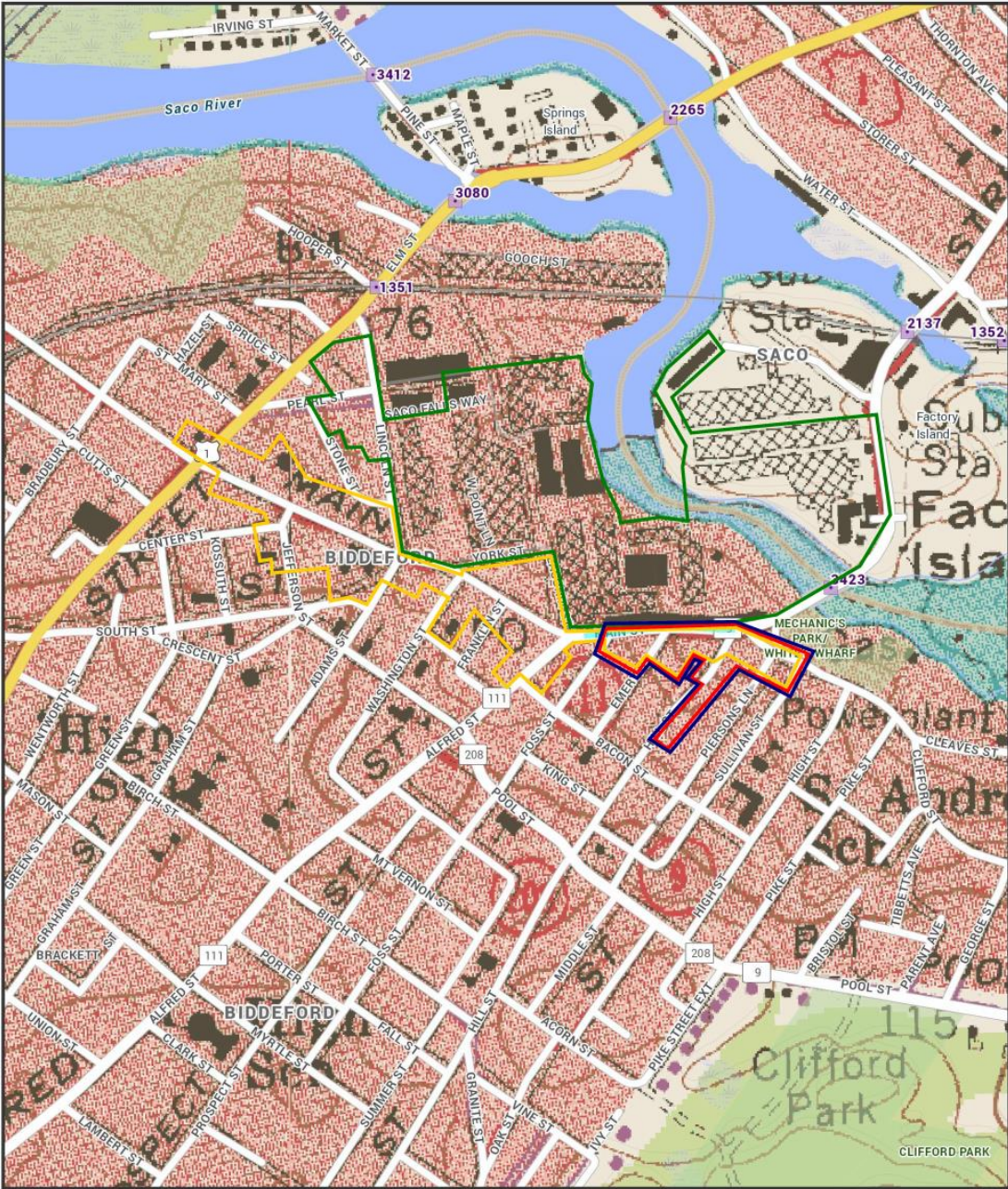
Use of 4(f) Properties and Impacts

Section 4(f) of the Department of Transportation Act of 1966 and its revisions protects four types of properties; parks, recreation areas, wildlife and water-fowl refuges, and historic sites. Two parks and several historic sites were found within the project area.

Note – For de minimis impact findings on historic sites, Section 4(f) does not require public notice or opportunity for public review and comment, therefore impacts to historic sites are not discussed within this public comment copy of the de minimis evaluation.

The following section describes 4(f) uses found within the property lines of the parks. Figure 1 below pictures the entire project area.

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Historic Sites

Historic sites are not included in this public comment copy of the *de minimis* evaluation.

Public Parks

Mechanics Park (City of Biddeford)

The proposed action would require the use of approximately 2,140 SF of temporary construction rights for grading purposes and approximately 715 SF to be permanently incorporated for sidewalk reconstruction.

Liberty Park (City of Biddeford)

The proposed action would require the use of approximately 235 SF of temporary construction rights for grading purposes.

Recreation Areas

No recreational areas were found within the project area.

Wildlife and Waterfowl Refuges

No wildlife and waterfowl refuges were found within the project area.

Avoidance, Minimization, and Mitigation

The proposed action minimizes effects by loaming and seeding all disturbed areas. The proposed action would also replace the granite curb in-kind adjacent to both properties.

Analysis

MaineDOT has determined portions of Mechanics Park and Liberty Park represent temporary occupancies of land so minimal as to not constitute a use within the meaning of Section 4(f). All conditions in 23 CFR 774.13(d) 1-5 are present, including:

- The land use is of short duration (less than the time needed for the construction of the project);
- There is no change in ownership of the land;
- The scope of the work is minor;
- There are no temporary or permanent adverse changes to the activities, features, or attributes of the property;
- The land will be fully restored to a condition at least as good as prior to the project; and,
- There is a documented agreement from the official with jurisdiction (City of Biddeford) over the property with the above conditions (coordination pending public comment period).

The use of the remaining parks was found to have a *de minimis* impact due to the project having no adverse effect on Mechanics Park and Liberty Park in accordance with 23 CFR 774. The transportation use of the Section 4(f) properties, together with impact avoidance and minimization, does not constitute a net adverse effect to the activities, features, or attributes that qualifies the resources for protection under Section 4(f). Measures to avoid and minimize impacts to the parks have been undertaken. **[Concurrence with the City is currently pending and the public comment period is ongoing]**

A *de minimis* summary sheet identifying 4(f) uses and evaluation results for the properties are included below.

Finding

This transportation project is determined to have a *de minimis* impact on Mechanics Park and Liberty Park. **[Concurrence with the City is currently pending and the public comment period is ongoing]**

Table 1. De Minimis Summary Sheet
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Station	Owner	Name	4(f) Use?	4(f) Finding
n/a	City of Biddeford	Mechanics Park	Yes. Approximately 715 SF to be permanently incorporated.	<i>de minimis</i>
n/a	City of Biddeford	Liberty Park	No.	<i>Temporary Occupancy</i>

