Supplemental Supporting Information for a Finding of Effect

South Portland 18665.00
Scope: Intersection improvements
Finding of Effect: No Adverse Effect

Purpose and Need
The purpose of the locally administrated project is to improve vehicular and pedestrian safety as well as traffic operations at three intersections along the Broadway Corridor, including Waterman Drive/Casco Bay Bridge, Ocean Street and Cottage Road.

The need of this project is because queuing traffic in the eastbound through lane coming from Casco Bay Bridge during peak hours blocks access to the right turn lane. The Broadway/Ocean Street eastbound right turn lane is a channelized right turn lane under a yield condition resulting in an unsafe crossing for pedestrians. Similar conditions exist at the intersection of Broadway and Cottage Road. Pedestrian crossings along the Greenbelt Pathway are also unsafe.

Proposed Action
The proposed action (Alternative 1) includes reconstructing and restriping to add capacity for the eastbound right turn lane coming off of the Casco Bay Bridge, signalizing right turn lanes at Ocean Street and Cottage Road, improving Greenbelt Pathway connections and crossings, and adding shared lane signing and striping along the corridor and updating signal interconnection of three intersections along Waterman Drive and Ocean Street. The eastbound right turn lane on Casco Bay Bridge would be lengthened to provide more storage. The existing bike lane would be narrowed from 8’ to 5’ and shifted from the roadway and onto a 7’ bike bath approximately 100’ before the intersection. The right turn lane would be signalized with a flashing yellow arrow during normal operation to indicate a yield condition then shifting to a solid yellow arrow and a red arrow when the pedestrian button is activated. Guardrail is proposed in areas of lane widening on the Casco Bay Bridge. Final guardrail locations would be determined according to length of need calculations and placed flush with the face of curb. Proposed slopes of 2:1 would be used to avoid potential impacts to the Fore River. The addition of a 7’ bike path along the Casco Bay Bridge approach to the Broadway/Waterman intersection would connect into the Greenbelt Pathway. As part of Complete Streets Compliance, crosswalks would be restriped. Detectable warning surfaces, curb ramps and landing areas would be installed and/or updated for Americans with Disabilities Act (ADA) compliance. Pedestrian signals at the channelized right turn lanes at Broadway/Ocean and Broadway/Cottage will be installed. Existing signage on flashing beacons for the Greenbelt Pathway would also be modified. Shared lane markings are also proposed along Broadway between Waterman Drive and Cottage Road. The proposed budget is $505,000.00 All work would take place within the existing right-of-way and the proposed action would not physically alter historic buildings, structures, or landscapes within the APE.

Federal Action
Federal funding.

South Portland 18665.00
Definition of Area of Potential Effect (APE)
The proposed project is located at three intersections along the Broadway Corridor including Waterman Drive/Casco Bay Bridge, Ocean Street and Cottage Road in South Portland. The following map shows the APE.

![Map of South Portland 18665.00 Area of Potential Effect](image)

Figure 1. South Portland 18665.00 Area of Potential Effect

Historic Properties
The proposed project is located in South Portland. There are six National Register (NR) eligible resources within the project area. The following descriptions of historic properties found within the project area are based on the MaineDOT survey package submitted to and concurred with by the Maine Historic Preservation Commission (MHPC).

Daniel F. Mahoney Middle School, 240 Ocean Street (City of South Portland, Sta. 26+12.39R to 29+00R)
National Register-Eligible
Criterion C; Architecture
Mahoney Middle School is significant as an excellent example of 19th/20th Century Revival architecture in the area. Designed by Miller and Mayo, the building was
constructed in 1922. The building is symmetrical and U-shaped, clad in brick with concrete details. The main façade is broken up in to three sections; the north and south corners each contain four double height pilasters that support a parapet while the center section is less ornate center. Each section contains its own entry door, topped with a simple entablature. A concrete belt course runs along the top of the ground floor windows and at the bottom of the second-floor windows. Originally serving as South Portland High School, it is currently used as a middle school. Its period of significance is its date of construction, 1922.

South Portland Public Library, 482 Broadway (City of South Portland, Sta. 34+62.09R to 38+03.81R)
National Register-Eligible
Criterion C; Architecture
The South Portland Public Library at 482 Broadway is significant as an excellent example of Modern architecture in the area. Designed by John H. Leasure, the library is a simple box constructed of concrete and stone. There is a complete lack of ornamentation and the main façade is made up of a glass curtain wall broken up by concrete panels at the building entrance. Its period of significance is its date of construction, 1966.

Holy Cross Church, 124 Cottage Road (Roman Catholic Bishop of Portland, Sta. 38+06.42R to 40+00R)
National Register-Eligible
Criterion C; Architecture
The Holy Cross Church at is significant as an example of mid-20th Century architecture. The church is constructed of tan brick with a central concrete tower. The building is pie shaped, with the wide, curved end serving as the entrance. There is a wide entry porch supported by concrete columns. The center of the entry façade contains panels of stained glass that extend the full height of the building. The central tower is faced with a mural depicting Jesus’ crucifixion, resurrection, and ascension. It replaced the original mosaic of Italian tiles and Venetian glass in 1981. The roof is flat. The period of significance is its date of construction, 1950.

The following resources are located outside of the project area. Therefore, property ownership and stationing are not applicable.

South Portland Fire Station, 684 Broadway
National Register-Eligible
Criterion C; Architecture
The South Portland Fire Station at 684 Broadway is significant as an excellent example of Art Deco style architecture in the area. Constructed of brick with concrete details, the building exhibits the simple angular decorative elements and vertical emphasis of the Art Deco style. Its period of significance is its estimated date of construction, 1940.

165 Waterman Drive
National Register-Eligible


**Criterion C; Architecture**
The building at 165 Waterman Drive is significant as an intact example of a mid-1960s automotive dealership. The building is single story, constructed of brick and glass with a shallow, front gable roof. Concrete rafter tails extend beyond each side of the building, creating deep eaves. The period of significance is its date of construction, 1966.

**Frank I. Brown Elementary School, 37 Highland Street**
*National Register-Eligible*

**Criterion C; Architecture**
The Frank I. Brown Elementary School at 37 Highland Street is significant as an excellent example of 19th/20th Century Revival (Georgian) architecture in the area. Built in 1940, the school is constructed of red brick with concrete details. It features a water table, corner quoining, cornice with dentils, and a raised balustrade. The front entry is topped by a swan neck broken pediment. The 12/12 windows are topped by brick lintels with a concrete keystone. Its period of significance is its date of construction, 1940.

**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.

**Daniel F. Mahoney Middle School, 240 Ocean Street (City of South Portland, Sta. 26+12.39R to 29+00R)**
The proposed action would result in **No Adverse Effect** to 240 Ocean Street. The introduction of new materials would not change the setting, materials, feeling or association of the resource. All work is being completed with existing right-of-way. The addition of a ‘motorists share the road’ sign at the northwest corner of the property would not affect the resource’s design, materials, workmanship, location, feeling or association.

**South Portland Public Library, 482 Broadway (City of South Portland, Sta. 34+62.09R to 38+03.81R)**
The proposed action would result in **No Adverse Effect** to 482 Broadway. The introduction of new materials would not change the setting, materials, feeling or association of the resource. All work is being completed with existing right-of-way. The addition of a ‘stop here on red’ sign and the removal of the existing yield sign at the northeast corner of the property would not affect the resource’s design, materials, workmanship, location, feeling or association.

**Holy Cross Church, 124 Cottage Road (Roman Catholic Bishop of Portland, Sta. 38+06.42R to 40+00$)**
The proposed action would result in **No Adverse Effect** to 124 Cottage Road. The introduction of new materials would not change the setting, materials, feeling or association of the resource. All work is being completed with existing right-of-way. The addition of a ‘may use full lane’ sign and the upgrading of the pedestrian landing area at
the northwest corner of the property would not affect the resource’s design, materials, workmanship, location, feeling or association.

**South Portland Fire Station, 684 Broadway**
The proposed action would result in **No Adverse Effect** to the South Portland Fire Station. The lane widening of the Casco Bay Bridge and the changes to the crosswalks at the intersection of the bridge and Broadway are outside the property limits and would have no direct effects on the resource. The removal of three trees at Sta. 110+69.39 would fall outside the resource’s viewshed. The addition of type 1 guardrail at Sta. 106+00.00 to Sta. 111+32.37 would also fall outside the viewshed. The addition of pedestrian and cyclist related signage at the corner of a currently busy intersection would not negatively impact the resource’s viewshed.

**165 Waterman Drive**
The proposed action would result in **No Effect** to 165 Waterman Drive. This resource is located outside of the project area.

**Frank I. Brown Elementary School, 37 Highland Street**
The proposed action would result in **No Effect** to 37 Highland Street. This resource is located outside of the project area.

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

**Avoidance and Minimization Efforts**
The proposed action avoids any physical impacts to the historic resources located in the project area. The addition of pedestrian and cyclist signage will not drastically alter the setting of the historic resource. ADA improvements are minimal and any sidewalk grading or curb work would utilize in-kind material. The proposed action does not require any permanent or temporary takes or rights at the eligible properties.

**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.

**Public Involvement**
MaineDOT held a preliminary public meeting in South Portland on May 2, 2018.

**Proposed Materials**
Hot mix asphalt, course gravel, Type 1 guardrail

**Plans**
South Portland, Cumberland County, Broadway Corridor Intersection Improvements, Maine Department of Transportation, May 23, 2018.
Attachments
Kirk F. Mohney, MHPC, to Julie Senk, MaineDOT, May 4, 2018
Kirk F. Mohney, MHPC, to Julie Senk, MaineDOT, June 7, 2018
Art Spiess, MHPC, to Julie Senk, MaineDOT, March 16, 2018
March 16, 2018

To: Ms. Julie Senk, MDOT/ESD

From: Arthur Spiess, Senior Archaeologist

Subject: WIN 18665, bicycle/pedestrian path, Broadway Ave. corridor, South Portland (MHPC 0285-18)

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 March 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.”
May 4, 2018

To: Julie Senk, ENV/Maine Department of Transportation

From: Kirk F. Molney, State Historic Preservation Officer

Subject: WIN 18665.00, South Portland, Bicycle/Pedestrian Path, MHPC# 0285-18

In response to your recent request, I have reviewed the information received April 26, 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.

Based on the information provided, it is the Commission’s opinion that the Ford Dealership located at 165 Waterman Drive (Survey No.2) is eligible for listing on the National Register of Historic Places under Criteria C for its architecture. It is an intact example of a mid-1960s automotive dealership that has retained most of its aspects of integrity. Many of the dealerships from this era have been heavily altered or demolished for newer modern buildings.

The Holy Cross Church, Survey No. 13, was previously determined eligible in 2008 as an example of mid-20th century architecture. Although the tiles on the tower have been removed or replaced, the church still retains most of its integrity.

In addition, the Commission requests that MaineDOT provide additional information on the history of the resource located at 513 Broadway (Survey No. 5).

Once this information is received, we will continue our review of the architectural survey and identification of historic properties.

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

MEMORANDUM

June 7, 2018

To: Julie Senk, ENV/Maine Department of Transportation

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

Subject: WIN 18665.00, South Portland, Broadway Ave, Bicycle/Pedestrian Path, MHPC # 0285-18

In response to your recent request, I have reviewed the information received May 22, 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.

The Commission concurs with MaineDOT’s determination that 513 Broadway Ave (SM #5) is not eligible for listing in the National Register of Historic Places.

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