

Appendix D

Cultural Resources Report

MARCH 2022

PHASE IA CULTURAL RESOURCES ASSESSMENT SURVEY OF THE
PROPOSED DERBY JUNCTION-ANSONIA 115-kV
TRANSMISSION LINE REBUILD PROJECT

PREPARED FOR:



100 MARSH HILL ROAD
ORANGE, CONNECTICUT 06477

PREPARED BY:



830 BERLIN TURNPIKE
BERLIN, CONNECTICUT 06037

TABLE OF CONTENTS

INTRODUCTION.....	1
PROJECT BACKGROUND AND DESCRIPTION	1
HISTORICAL BACKGROUND OF THE PROJECT REGION.....	1
Capsule History of Shelton.....	2
Capsule History of Derby	2
Capsule History of Ansonia	3
HISTORICAL MAPPING OF THE PROJECT ROW.....	3
AERIAL IMAGERY DEPICTING THE PROJECT ROW	5
ARCHAEOLOGICAL CONTEXT AND POTENTIAL OF THE PROJECT ROW	5
Soils Series Contained Within the Project ROW	6
Summary of Archaeological Context and Potential	6
NATIONAL/STATE REGISTER OF HISTORIC PLACES WITHIN THE VICINITY OF THE PROJECT ROW	7
SUMMARY AND RECOMMENDATIONS	7

LIST OF FIGURES

Figure 1. Excerpt from a digital map showing the location of the UI Derby Junction-Ansonia 115-kV Transmission Line Rebuild Project in Shelton, Derby, and Ansonia, Connecticut.

Figure 2; Sheets 1-4. Excerpt from a 1996 USGS 7.5' series topographic map showing the existing ROW along with the 115-kV planned rebuild work.

Figure 3; Sheets 1-2. Excerpt from an 1856 map showing the existing ROW along with the 115-kV planned rebuild work.

Figure 4; Sheets 1-2. Excerpt from an 1868 map showing the existing ROW along with the 115-kV planned rebuild work.

Figure 5; Sheets 1-4. Excerpt from a 1934 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

Figure 6; Sheets 1-4. Excerpt from a 1951 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

Figure 7; Sheets 1-4. Excerpt from a 2019 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

Figure 8; Sheets 1-4. Digital map showing the location of archaeological sites within 152 m (500 ft) of the existing ROW along with the 115-kV planned rebuild work.

Figure 9; Sheets 1-4. Digital map of soil types contained within the existing ROW along with the 115-kV planned rebuild work.

Figure 10; Sheets 1 -16. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.

Figure 11; Sheets 1-4. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the ROW and planned work areas.

LIST OF PHOTOS

- Photo 1. Overview photo showing proposed access road facing north towards Structure 350 (photo taken on October 12, 2021).
- Photo 2. Overview photo showing western end of project ROW facing east (photo taken on October 12, 2021).
- Photo 3. Overview photo of western end project ROW facing west (photo taken on October 12, 2021).
- Photo 4. Overview photo western end of project ROW facing east(photo taken on October 12, 2021).
- Photo 5. Overview photo towards Structure 356 facing east (photo taken on October 12, 2021).
- Photo 6. Overview photo of western portion of the project ROW facing west(photo taken on October 12, 2021).
- Photo 7. Overview photo of low sensitivity area in the western portion of the project ROW facing west (photo taken on October 12, 2021).
- Photo 8. Overview photo of low sensitivity area in the western portion of the project ROW facing east (photo taken on October 12, 2021).
- Photo 9. Overview photo of the project ROW facing north (photo taken on October 12, 2021).
- Photo 10. Overview photo of the Derby Dam facing northwest (photo taken on October 12, 2021).
- Photo 11. Overview photo of the project ROW facing north (photo taken on October 12, 2021).
- Photo 12. Overview photo of the project ROW facing south (photo taken on October 12, 2021).
- Photo 13. Overview photo of the project ROW facing south (photo taken on October 12, 2021).
- Photo 14. Overview photo of the project ROW facing north (photo taken on October 12, 2021).
- Photo 15. Overview photo of the project ROW facing north (photo taken on October 12, 2021).
- Photo 16. Overview photo of the project ROW facing south (photo taken on October 12, 2021).
- Photo 17. Overview photo of the project ROW facing north (photo taken on October 12, 2021).
- Photo 18. Overview photo of the project ROW facing west (photo taken on October 12, 2021).
- Photo 19. Overview photo of the project ROW facing southeast (photo taken on October 12, 2021).
- Photo 20. Overview photo of the project ROW facing northwest (photo taken on October 12, 2021).

Introduction

Heritage Consultants, LLC (Heritage) is pleased to have this opportunity to provide The United Illuminating Company (UI), with the following Phase IA cultural resources assessment survey of the proposed Derby Junction-Ansonia 115-kV Transmission Line Rebuild Project (the Project) in Shelton, Derby, and Ansonia, Connecticut (Figure 1 and Figure 2; Sheets 1 through 4). The current assessment survey entailed completion of an existing conditions cultural resources summary based on the examination of data maintained in the cultural resources files of the Connecticut State Historic Preservation Office (CT-SHPO). It also includes a review of historical mapping, aerial photographs, topographic quadrangles, and soils data.

This investigation is based upon project location information provided to Heritage by UI. The objectives of this study were: 1) to gather and present data regarding previously identified cultural resources situated within the vicinity of the existing Project ROW; 2) to investigate the existing Project ROW in terms of its natural and historical characteristics; and 3) to evaluate the need for completing additional cultural resources investigations. In addition to the tasks completed during the desktop portion of the Phase IA cultural resources reconnaissance survey, Heritage personnel also completed a pedestrian survey of the existing Project ROW and recorded the conditions of the areas where construction will occur.

Project Background and Description

In order to maintain the reliability of the transmission grid in conformance with the National Electrical Safety Code (NESC), UI proposes to rebuild the existing 115-kilovolt (kV) overhead transmission lines located along an approximately 4.1-mile right-of-way (ROW) in Shelton, Derby, and Ansonia, Connecticut. The lines are currently supported on 40 structures, 29 of which are lattice steel towers. The transmission line begins at Derby Junction in the City of Shelton (Fairfield County), spans the Housatonic River to Indian Well Substation and through the City of Derby, to Ansonia Substation in the City of Ansonia (New Haven County). The existing 115-kV lines originally were built in 1924 and facilitated operation of 13.8-kV lines in a double circuit (DCT) configuration. The lines were upgraded to 69 kV in the 1930s and then to 115 kV in 1967/1968. After UI upgraded structure foundations in 2008/2009 and after approximately 10 years of engineering studies, it was determined that this line required replacement. A total of approximately 41 new self-supporting steel poles (25 double circuit, 15 single circuit and 1 single-circuit H frame) will be built.

The existing 115-kV transmission line ROW varies in width but is generally 80 feet wide in Shelton and 50 feet wide in Derby and Ansonia, with some areas in Derby of undefined width, a small section that is 40 feet wide, and a segment that is 100 feet wide approaching Ansonia Substation. The areas of undefined easement width date to the original establishment of the electric lines. In conjunction with the rebuild work, UI also will establish a defined ROW width in locations where the permanent easement is presently unspecified and will expand the width of the existing ROW as necessary to align the new transmission line structures such that the distance from conductors adheres to NESC blowout clearance requirements. In most locations, UI proposes an approximately 80-foot-wide ROW. However, due to the length of the span over the Housatonic River crossing, a 260-foot-wide ROW will be required over the river.

Historical Background of the Project Region

The Project ROW extends through portions of Shelton, Derby, and Ansonia in southwestern Connecticut. This area was originally inhabited by the Pootatuck and Paugussett Native American tribes. These groups subsisted on crops that they cultivated, as well as seasonal hunting and fishing. In terms of housing, Native Americans of the area lived with their immediate or extended families in wooden wigwams. Once Europeans began to arrive in what is now New England, they exposed indigenous peoples to new diseases,

which devastated the native population. By the time that English colonists had begun to settle in southern New England during the seventeenth century, it has been estimate that as much as 90 percent of the Native American population had perished from diseases against which they had no natural immunity, leaving small family groups scattered through the region containing the Project ROW (Lavin 2013).

After settling in the area, European colonists established numerous industries along the Housatonic and Naugatuck Rivers. This industrial growth reached its zenith in the late nineteenth century, and stretches of these rivers remain industrial hubs to this day. Those parts of Shelton, Derby, and Ansonia not dominated by industry were mostly agricultural until the twentieth century, when much of the farmland in the region was converted to housing developments. While technically urban centers, Shelton, Derby, and Ansonia are small and dominated by residential housing. The following sections provide “capsule” histories of the Project towns.

Capsule History of Shelton

The city of Shelton, which is located in Fairfield County, Connecticut, is located to the north of Stratford; the Housatonic River comprises its eastern border. Shelton was originally part of the town of Stratford, which was settled in 1639. Shelton, initially known as Huntington, was incorporated as a separate town in 1789, at which time it was home to approximately 2,700 people (Crofut 1937; Connecticut 2021a). As was the case with most early settlements in Connecticut, Huntington was a farming community, the primary produce of which were a variety of grains. Local residents also took advantage of the town’s location on the Housatonic River and established two shad fisheries on its banks (Pease and Niles 1819). In 1823, the town of Monroe separated from Huntington, precipitating a reduction in Huntington’s population (Connecticut 2020, 2021b). During the second half of the nineteenth century, the arrival of the railroad in Fairfield County facilitated industrialization, and Huntington’s riverbanks were developed quickly into a manufacturing center. This industrial area was incorporated as the Borough of Shelton in 1882 (Shelton History Center n.d.).

As manufacturing in the Shelton area continued to grow, so too did the town’s population; Huntington housed 6,545 inhabitants as of 1910 (Connecticut 2021c). In 1915, the Borough of Shelton became incorporated as a separate city. The rest of the town of Huntington voted to join it and the entire municipality became known as Shelton (Shelton History Center n.d.). Shelton’s industrial businesses continued to be a major manufacturing force throughout the twentieth century and they still produce a variety of products, including air pollution control equipment, asphalt, cutlery, postage systems, screwdrivers, Swiss army knives, and x-ray equipment (Connecticut 2020). Shelton is also the site of the corporate headquarters and factory for The Wiffle Ball Inc., which produces more than 1,000,000 Wiffle Balls annually (Henderson-Shifflett 2021). As of 2021, the city had a population of 41,141 residents and manufacturing was its largest employment sector (AdvanceCT and CTData Collaborative 2021a).

Capsule History of Derby

The city of Derby is located in New Haven County, Connecticut. Situated at the confluence of the Housatonic and Naugatuck Rivers, Derby is the smallest municipality in the state. European settlers began moving to this location as early as 1642, but the town was not named until 1675; it originally encompassed the modern municipalities of Ansonia, Seymour, Oxford, as well as parts of Beacon Falls and Naugatuck (Derby Historical Society 2021; Connecticut 2020). Derby was incorporated as a separate town in 1775 and by 1790 it was home to 2,994 people. In 1798, the town of Oxford separated from Derby, taking a substantial portion of Derby’s population with it (Connecticut 2020, 2021a).

By the early nineteenth century, Derby's residents had taken advantage of the town's riverside location and numerous mills and factories were built on the Naugatuck River, while the Housatonic River hosted several shad fisheries. Derby businesses also produced a variety of agricultural products, including wheat, rye, grass, flax, butter, beef, and wool. A harbor, located at the convergence of the Housatonic and Naugatuck Rivers, facilitated the trade of these products with major population hubs such as New York City (Pease and Niles 1819). As Derby continued to grow, the separation of Seymour in 1850 did not noticeably affect its population. However, Derby lost approximately 10,000 residents in 1889 with its separation from Ansonia (Connecticut 2021b).

Derby was incorporated as a city in 1893 and continued to be a manufacturing hub despite its losses in territory (Connecticut 2020). At the end of the nineteenth century, the local businesses were producing pins, woolen underwear, pianos, fishing tackle, brass hardware, corsets, hosiery, guns, and ammunition, among other items (Connecticut 1899). During the twentieth and early twenty-first centuries, Derby's industrial facilities declined and the city assumed more of a residential suburban character. During the twentieth century, Derby's population increased slowly, reaching just over 12,000 inhabitants in 1960 and remaining stable throughout the rest of the century (Connecticut 2021c). Today, Derby is home to 12,485 people and the largest employment sectors in town include health care and retail (AdvanceCT and CTData Collaborative 2021b)

Capsule History of Ansonia

Located in New Haven County, Connecticut, the city of Ansonia is situated to the north of Derby; its western section straddles the Naugatuck River. Initially a borough in Derby, Ansonia was incorporated in 1889, though there had been settlers in the area since the seventeenth century. Although originally an agrarian settlement, the borough of Ansonia became an industrial center during the nineteenth century (Rockey 1892). The borough's location on the Naugatuck River made it an advantageous site for building factories that manufactured a multitude of items, including copper, brass, knit underwear, clocks, hoop skirts, textiles, carriage hardware, and augers. By 1890, after Ansonia had been incorporated, the city had a population of 10,342 residents (Connecticut 2021b).

As the use of electricity became common during the late nineteenth century, the demand for copper wiring increased and the Ansonia's copper industry experienced a boom, which lasted through the early twentieth century. In 1955, the Naugatuck River flooded and caused severe damage in Ansonia, destroying a number of factories and bridges along the riverbank. A flood wall was built shortly after and it blocked access to the river. This contributed to the decline of industry in the city during the mid-twentieth century (Ansonia 2018). Though the population continued to increase and peaked at 21,160 residents as of 1970, Ansonia was no longer the manufacturing powerhouse it once had been (Ansonia 2018; Connecticut 2021c, 2021d). Today, Ansonia is home to 18,802 people and the largest employment sector in town is retail (AdvanceCT and CTData Collaborative 2021c). Manufacturing remained significant, however, and the city still produces various items, including copper, brass, electronics, and novelties (Connecticut 2020).

Historical Mapping of the Project ROW

As part of the Phase IA cultural resources assessment survey, Heritage reviewed historical maps showing the location of the proposed Project. The two maps series examined during the background review date from 1856 and 1868, respectively. These series were chosen because they cover the entirety of the existing Project ROW unlike other historical map series that have incomplete coverage and only show small segments of the near coastal portion of Connecticut.

The 1856 maps series, which is included in Figure 3; Sheets 1 and 2, depicts the historical development of the areas containing the Project ROW as of the middle of the nineteenth century. The western portion of the Project ROW between Structures 350 and 359 are located in Shelton, Connecticut. As of 1856, this area contained a well-developed network of roads, dozens of residences, open space, a school ("SH"), a cemetery, and a toll house associated with the Framingham Bridge crossing over the river to the east (Figure 3; Sheet 1). The portion of Shelton through which the Project ROW passed was an agrarian landscape as of 1856 and it was characterized by a mixture of agricultural fields and wooded areas. The eastern portion of the Project ROW, which contains Structure 360 and Structures 2 through 20A passes through portions of Derby and Ansonia (Figure 3; Sheet 2). These parts of Derby and Ansonia were similar in character to the western end of the Project ROW as of 1856. At that time, this area contained a well-developed transportation network and numerous scattered residences. These parts of the two towns also were the site of a cider mill, a school, and a poorhouse. The latter provided public assistance to those people that could not care for themselves. Generally, the area containing Structure 360 and Structures 2 through 20A was rural in nature as of 1856 and likely consisted of a combination of agricultural fields and forested areas. The more industrialized zones of Derby and Ansonia were located to the southeast of the Project ROW and along the river. These are the parts of Derby and Ansonia where most manufacturing took place.

The succeeding 1868 map series in Figure 4; Sheets 1 and 2 shows the region containing the Project ROW during the late nineteenth century. The initial stretch of the Project ROW between Structure 350 and 359 in Shelton, Connecticut remained largely unchanged as of 1868 (Figure 4; Sheet 1). The road network largely retained its previous configuration, and most of the residences remained in place, albeit with some new owners noted on the map. The above-referenced school, cemetery, and Framingham Bridge crossing also were still in use at that time, although the tollhouse near the bridge was no longer shown on the map. Presumably it was no longer in use, as most turnpike roads in this area had become free public roads by this time. Additions to the area by 1868 included the French District School and a sawmill to the south along Curtiss Brook. Other than these changes, the area retained a largely rural character, with both agricultural fields and forested areas present.

Changes along the Project ROW in Derby and Ansonia between 1856 and 1868 included the addition of residential housing, a few new roads, two cider mills, two slaughter houses, "D.W. & Co.", and the Howe Manufacturing Company. The latter was established by John Ireland Howe and was expanded into a major pin manufacturer. John Ireland Howe invented a mechanical process for making pins that far surpassed the previous hand-made process. Aside from these changes, this part of the Project ROW remained largely undeveloped. The main area of development, which included significant expansion of residences, transportation, and industrialization as of 1868 again was located to the southeast of the Project ROW in an area then referred to as Birmingham; this area also was serviced and crossed by the New Haven Railroad, which remained in place in the east bank of the Naugatuck River. Finally, the 1868 map shows a structure on the Housatonic River called the "N. Hw Dam" located just to the south and southwest of Structures 360 and 2, respectively. This dam is known today as the Derby-Shelton Dam. It was known historically as the Ousatonic Dam since it was constructed by the Ousatonic Waterworks Company. The company was funded by a group of local investors, including Edward N Shelton, the namesake for Shelton, Connecticut. The original construction plans and siting for this dam were prepared in 1863, but the dam was not finished until October of 1870 (Silvio and Artemel 1987). This may explain why the dam is drawn over land in the 1868 map.

Aerial Imagery Depicting the Project ROW

Heritage also reviewed aerial images as part of the Phase IA cultural resources assessment survey. They include aerial series dating from 1934, 1951, and 2019. These images document the overall development of the area containing the Project ROW throughout the twentieth century and into the first quarter of the twenty first century. The 1934 aerial image series is depicted in Figure 5; Sheets 1 and 2. This image series shows the existing Project ROW in its modern location. As of 1934, the westernmost segment of the Project ROW between Structures 350 and 359 was characterized by rural land that consisted of a combination of agricultural field and forested areas. The area to the north of the Project ROW appears to have been mostly farms, while to the south there were more densely cluster houses and roads. The area to the east of the Housatonic River had a different complexion as that of the west as of 1934. The above-referenced Derby-Shelton Dam is clearly seen by 1934, and the area immediately to the west of the dam had changed from late nineteenth century to include several large buildings and a canal that ran parallel to the river. These structures appear to have been industrial in character and they were accessed by several roads that had been built during the early twentieth century. The area further to the north between Structures 5 and 13 appears similar to that of the 1686 map. This part of town remained open and little developed with the exception of scattered residence and farms. Finally, the part of the Project ROW farthest to the north, between Structures 13 and 20A had undergone considerable change between 1868 and 1934. As of 1934, this area had been built out and included a large number of houses contained within a subdivision (Figure 5; Sheets 1 and 2).

The subsequent 1951 aerial shown in Figure 6; Sheets 1 through 4 again shows the western portion of the Project ROW as less developed than the rest. Major changes in that area included the abandonment of some of the farm fields, which had been reclaimed by trees and vegetation by 1951, as well as the continued increase in the number of buildings to the southeast in the vicinity of Curtiss Brook. Figure 6, Sheet 2 shows the above-referenced Derby-Shelton Dam, the canal along river, and the industrial buildings mentioned above. The remainder of Sheet 2, as well as Sheets 3 and 4, of Figure 6 show that the region containing the Project ROW had undergone significant alterations between 1934 and 1951, including the construction of hundreds of residential buildings, new roads, and municipal spaces. This development was undoubtedly related to the Baby Boom and movement of people out of centralized city locations during the late 1940s and early 1950s.

The final aerial image series reviewed as part of the Phase IA cultural resources assessment dates from 2019 and is depicted in Figure 7; Sheets 1 through 4. This series of images depicts the Project ROW in its essentially modern condition. This series of aerial images shows that the western portion of the Project ROW between Structures 350 and 359 has changed over the years, but still retains some original landscape features. Alterations in this area included a continued build out in the Curtiss Brook area, the construction of Shelton High School and associated athletic fields to the southwest of the Project ROW, and a housing subdivision to north of the Project ROW. The remainder of this area consisted of open fields and/or forested areas as of 1951, as it had throughout the historical era. Sheets 2 of Figure 7 again shows the Derby-Ansonia dam and the surrounding residential and industrial buildings, while Sheets 3 and 4 of Figure 7 show that development of the area containing the northern portion of the project has continued over the last 60 years or so. The northern area now contains numerous houses, roads, commercial buildings, municipal spaces, and industrial facilities.

Archaeological Context and Potential of the Project ROW

A review of previously recorded archaeological sites on file with the CT-SHPO in the vicinity of the Project ROW was completed by Heritage during September of 2021 (Figure 8; Sheets 1 through 4). The literature review revealed that no previously identified archaeological sites have been recorded within or near the

Project ROW. This likely reflects a lack of professional survey in the area rather than an actual absence of archaeological deposits.

Soils Series Contained Within the Project ROW

In order to further refine the archaeological context of the area and to evaluate the likelihood that any yet-to-be-identified archaeological sites may be located within the Project ROW, Heritage reviewed soils within and immediately adjacent to the proposed construction areas (Figure 9; Sheets 1 through 4). With respect to the potential for identifying prehistoric archaeological sites, the Project ROW was examined to determine which portions of it retained a no/low or moderate/high potential to yield intact archaeological deposits based on soils present, as well as slopes, aspect, soils, and distance to water. In general, areas located less than 1,000 feet and no more than 2,000 feet from a fresh water source water and that contain slopes of 8 percent or less and well-drained soil types were deemed to retain a moderate/high potential for producing prehistoric archaeological deposits. This is in keeping with broadly based interpretations of prehistoric settlement and subsistence models that are supported by previous archaeological research. It is also may expected that there will be variability of prehistoric site types in the moderate/high sensitivity zones. For example, large Woodland period village sites and Archaic period seasonal camps may be expected along large river floodplains, near stream/river confluences, or in coastal environments. Smaller temporary or task specific sites may be expected on level areas with well-drained soils that are situated more than 1,000 feet but less than 2,000 feet from a water source. Finally, steeply sloping areas, poorly drained soils, or areas of previous disturbance are deemed to retain a no/low archaeological sensitivity since they are generally not habitable. The subtle nuances of prehistoric settlement and subsistence patterns are beyond the scope of research needed for the current investigation, but the methods of stratification discussed above are suitable for analyzing the Project ROW and associated construction areas.

The Project ROW was also assessed on the potential for yielding intact historical period archaeological sites. Project elements that are situated within 500 feet of a previously identified historical period archaeological site or an above-ground NRHP property/district that may have associated archaeological deposits also may be deemed to retain a moderate/high archaeological sensitivity if intact soil deposits are present. In contrast, those areas situated over 500 feet from any of the above-referenced property types may considered to retain a no/low historical period archaeological sensitivity.

As mentioned above, environmental characteristics influenced prehistoric and historical period site selection, where gently sloping areas with well-drained soils situated near fresh water sources were considered desirable locations. Figure 9; Sheets 1 through 4 show the various soil types within the Project ROW. They include Hinckley (soil code 38C), Woodbridge (soil code 45/46), Hollis-Chatfield (soil code 75), Paxton and Montauk (soil code 84/85), Agawam (soil code 229), and Urban Land/Udorthents (soil code 306/307/308). Of the above-references soils, those belonging to the Hinckley, Woodbridge, Hollis-Chatfield, Paxton and Montauk, and Agawam series are well drained, and where they possess slopes lower than eight percent and have not been disturbed, they are generally well correlated with prehistoric and historical site locations. In contrast, Urban Land/Udorthents include areas that have been developed in the past and have been subject to cutting, filling, smoothing, and reworking on a large scale. Urban Land/Udorthents are not typically associated with areas that contain intact archaeological deposits.

Summary of Archaeological Context and Potential

The review of CT-SHPO files revealed that there are no previously recorded archaeological sites located within 500 feet of either side of the project ROW in Shelton, Derby, and Ansonia. This is likely due to the fact that the areas containing the Project ROW have not been subjected to professional archaeological

testing rather than an actual lack of prehistoric or historical sites. Portions of the Project ROW, especially in the west in the vicinity of Structures 350 through 356, retain landscape characteristics associated with either prehistoric or historic occupation (i.e., loc slopes, well drained soils, proximity to freshwater sources. These areas can be considered to retain a moderate/high potential to yield intact archaeological deposits. It is recommended that, if possible, ground disturbance be avoided in areas between Structures 350 and 356. If this is not feasible within engineering constraints, it is recommended that Best Management Practices (BMPs) be instituted, including the use timber matting throughout the proposed work areas and the installation of high visibility fencing along the edges of work areas to keep construction contractors from straying outside the Project limits. In areas where the use of BMPs is not possible, it is recommended that Phase IB cultural reconnaissance survey, including subsurface testing, be conducted to ensure that no archaeological deposits will be impacted by the Project. The portions of the Project ROW that fall within Urban Land/Udorthent soils, which are characterized by steep slopes, or that have been disturbed in the past can be categorized as possessing a no/low archaeological potential; no additional archaeological examination if these areas is recommended prior to construction of the Project (Figure 10; Sheets 1 through 16; Photos 1 through 20).

National/State Register of Historic Places Within the Vicinity of the Existing Project ROW

The review of CT-SHPO files revealed that there are no previously recorded NRHP/SRHP properties/districts in the vicinity of the Project (Figure 11; Sheets 1 through 4). As a result no impacts to known above-ground historical resources are anticipated by Project construction.

Summary and Recommendations

This Phase IA survey included a review of various data related to the Project ROW and its immediate surroundings, including historical mapping, aerial imagery analysis, and a literature search related to previously identified archaeological sites and NRHP/SRHP-listed properties. The survey revealed there are no previously identified archaeological sites or NRHP/SRHP properties or districts located within or in close proximity to the Project ROW. However, a review of current landscape conditions and qualities of the western portion of the Project ROW between Structures 350 and 356 suggests that this area retains a moderate to high potential to yield intact cultural deposits. As discussed above, it is recommended that ground disturbance be avoided in areas between Structures 350 and 356 to the extent possible. Where this is not feasible, it is recommended that Best Management Practices (BMPs) be instituted, including the use of timber matting throughout the proposed work areas and the installation of high visibility fencing along the edges of work areas to keep construction contractors from straying outside the Project limits. It is recommended that Phase IB cultural reconnaissance survey be completed in locations where the use of BMPs is not possible. The Phase IB survey effort should include subsurface testing to ensure that no archaeological deposits will be impacted by the Project. No additional archaeological examination of those portions of the Project ROW determined to possess no/low sensitivity is recommended. Finally, the Phase IA survey indicates that no visual impacts to above-ground historical resources are anticipated by construction.

References Cited

AdvanceCT and CTData Collaborative

2021a Shelton, Connecticut, 2021 Town Profile. Electronic document, <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2021/Shelton.pdf>, accessed September 16, 2021.

2021b Derby, Connecticut, 2021 Town Profile. Electronic document, <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2021/Derby.pdf>, accessed September 16, 2021.

2021c Ansonia, Connecticut, 2021 Town Profile. Electronic document, <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2021/Ansonia.pdf>, accessed September 17, 2021.

Ansonia, City of

2018 Plan of Conservation and Development. https://www.cityofansonia.com/filestorage/8192/8478/POCD_Final-Copy_Jared_signature.pdf, accessed September 17, 2021.

Connecticut, State of

1899 *State Register and Manual*. State of Connecticut, Hartford, Connecticut.

2020 *State Register and Manual*. State of Connecticut, Hartford, Connecticut.

2021a *Population of Connecticut Towns 1756-1820*. <https://portal.ct.gov/SOTS/Register-Manual/Section-VII/Population-1756-1820>, accessed September 16, 2021.

2021b *Population of Connecticut Towns 1830-1890*. <https://portal.ct.gov/SOTS/Register-Manual/Section-VII/Population-1830---1890>, accessed September 16, 2021.

2021c *Population of Connecticut Towns 1900-1960*. <https://portal.ct.gov/SOTS/Register-Manual/Section-VII/Population-1900-1960>, accessed September 16, 2021.

2021d *Population of Connecticut Towns 1970-2010*. <https://portal.ct.gov/SOTS/Register-Manual/Section-VII/Population-1970-2010>, accessed September 16, 2021.

Crofut, Florence S. Marcy

1937 *Guide to the History and the Historic Sites of Connecticut*. Yale University Press, New Haven, Connecticut.

Derby Historical Society

2021 Derby. <https://www.derbyhistorical.org/derby/>, accessed September 16, 2021.

Henderson-Shifflett, Jeannine

2021 Wiffle Throws a Curve in American Leisure Time. [Connecticuthistory.org](https://connecticuthistory.org/wiffle-throws-a-curve-in-american-leisure-time/). <https://connecticuthistory.org/wiffle-throws-a-curve-in-american-leisure-time/>, accessed July 6, 2021.

Lavin, Lucianne

2013 *Connecticut's Indigenous Peoples: What Archaeology, History, and Oral Traditions Teach Us About Their Communities and Cultures*. Yale University Press, New Haven, Connecticut.

Pease, John C. and John M. Niles

1819 *A Gazetteer of the States of Connecticut and Rhode-Island*. William S. Marsh, Hartford, Connecticut.

Shelton History Center

n.d. *Pootatuck, Coram, Ripton, Huntington and Shelton*.
<http://www.sheltonhistoricalsociety.org/pootatuck-corum-ripton-huntington-and-shelton.html>, accessed July 1, 2021.

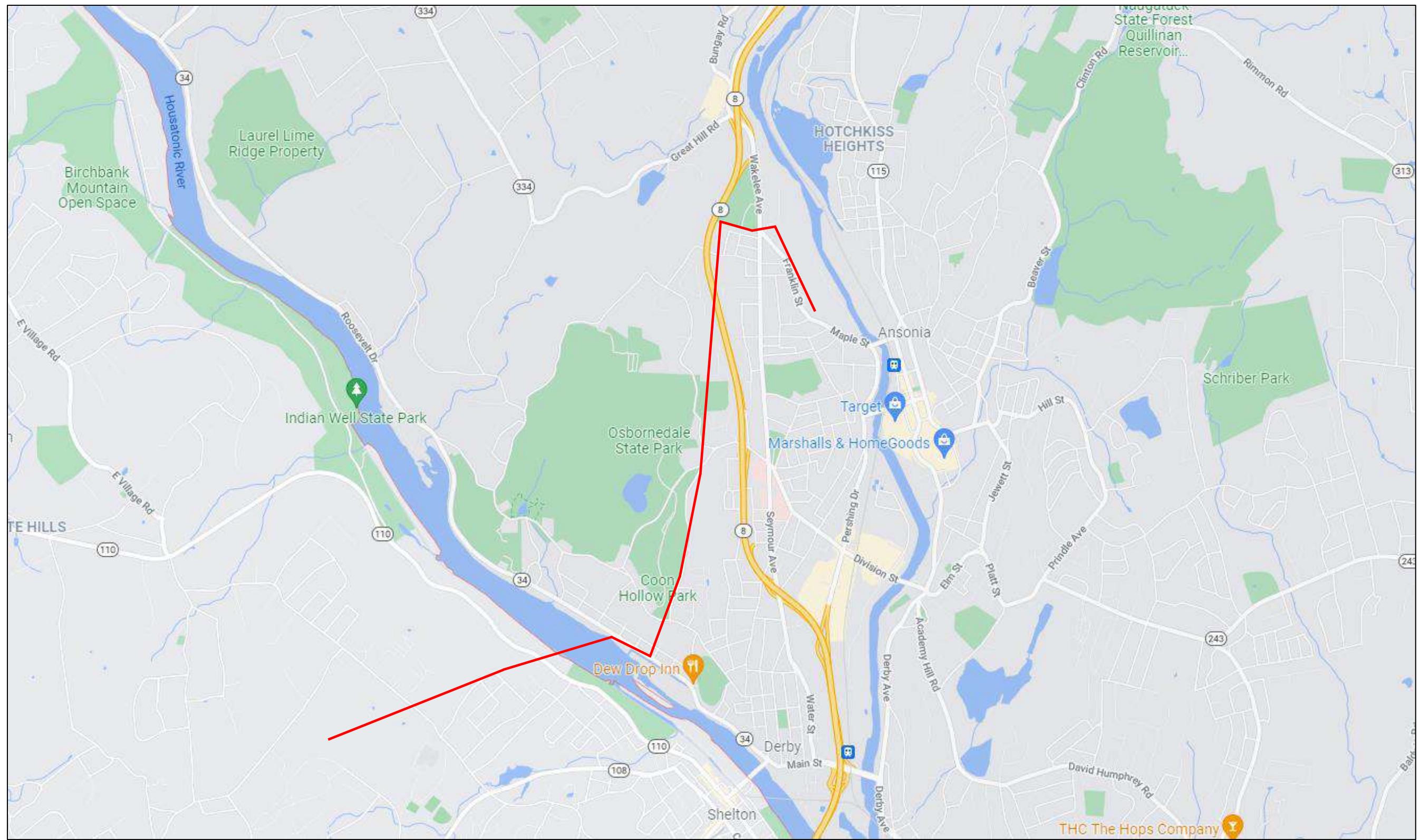


Figure 1. Excerpt from a digital map showing the location of the UI Derby Junction-Ansonia 115-kV Transmission Line Rebuild Project in Shelton, Derby, and Ansonia, Connecticut.

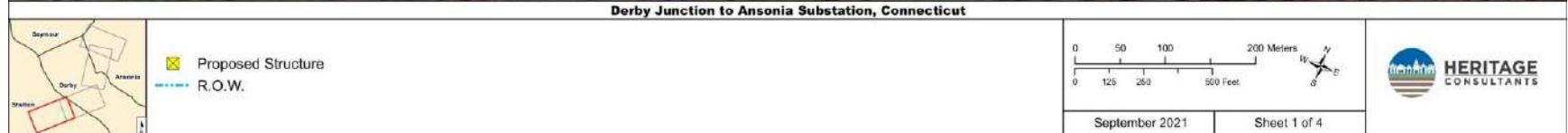


Figure 2; Sheet 1. Excerpt from a 1996 USGS 7.5' series topographic map showing the existing ROW along with the 115-kV planned rebuild work.

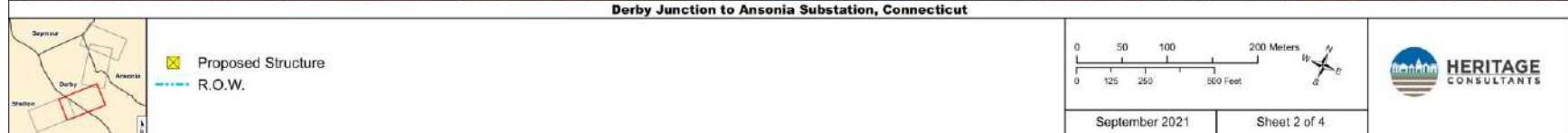
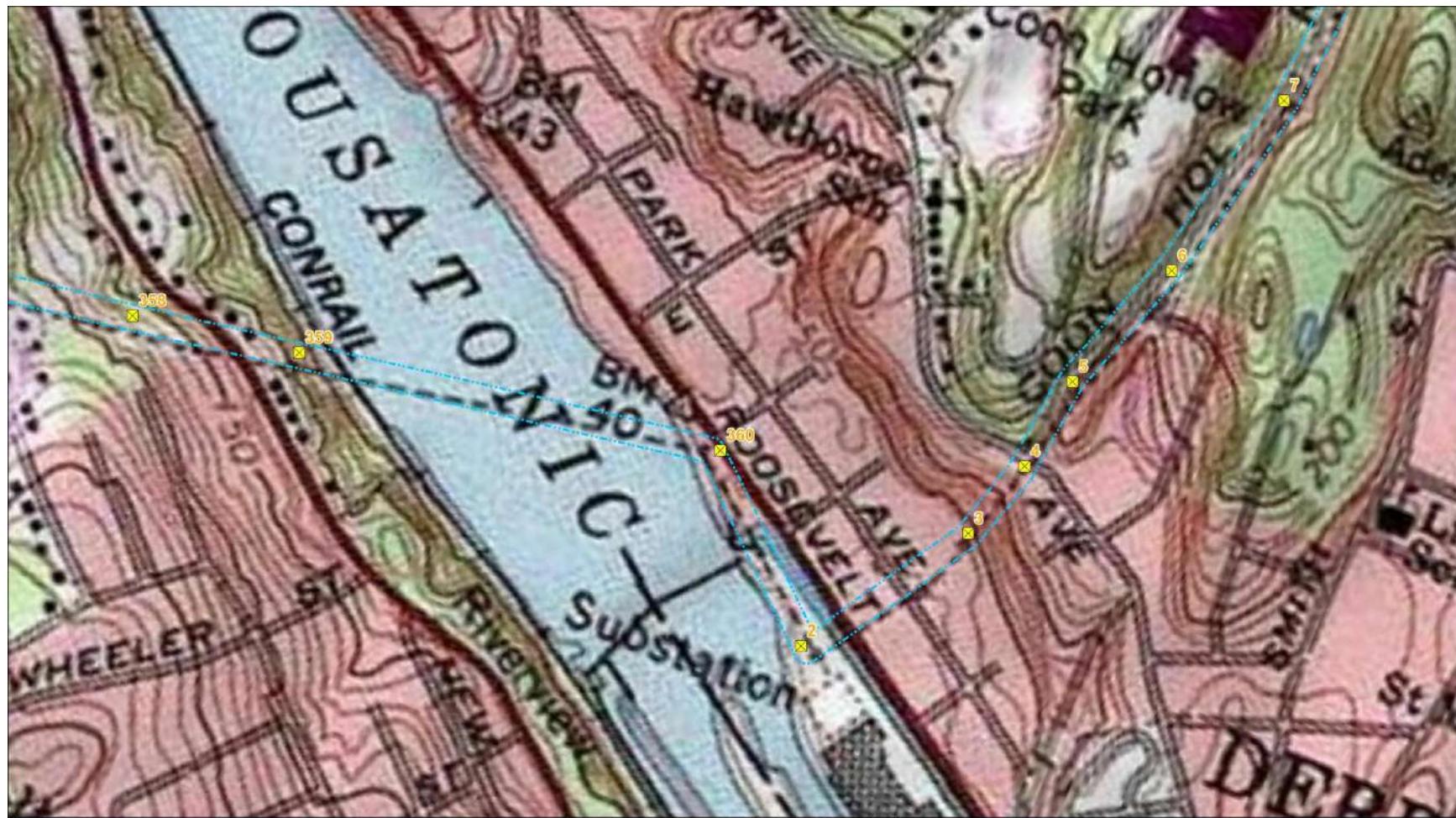


Figure 3; Sheet 2. Excerpt from a 1996 USGS 7.5' series topographic map showing the existing ROW along with the 115-kV planned rebuild work.

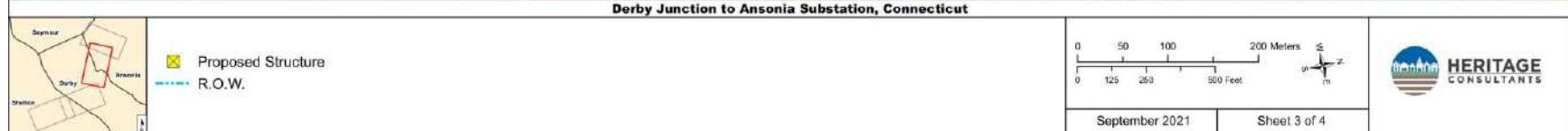


Figure 2; Sheet 3. Excerpt from a 1996 USGS 7.5' series topographic map showing the existing ROW along with the 115-kV planned rebuild work.

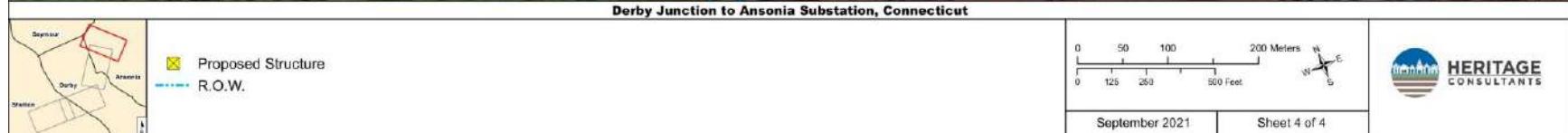
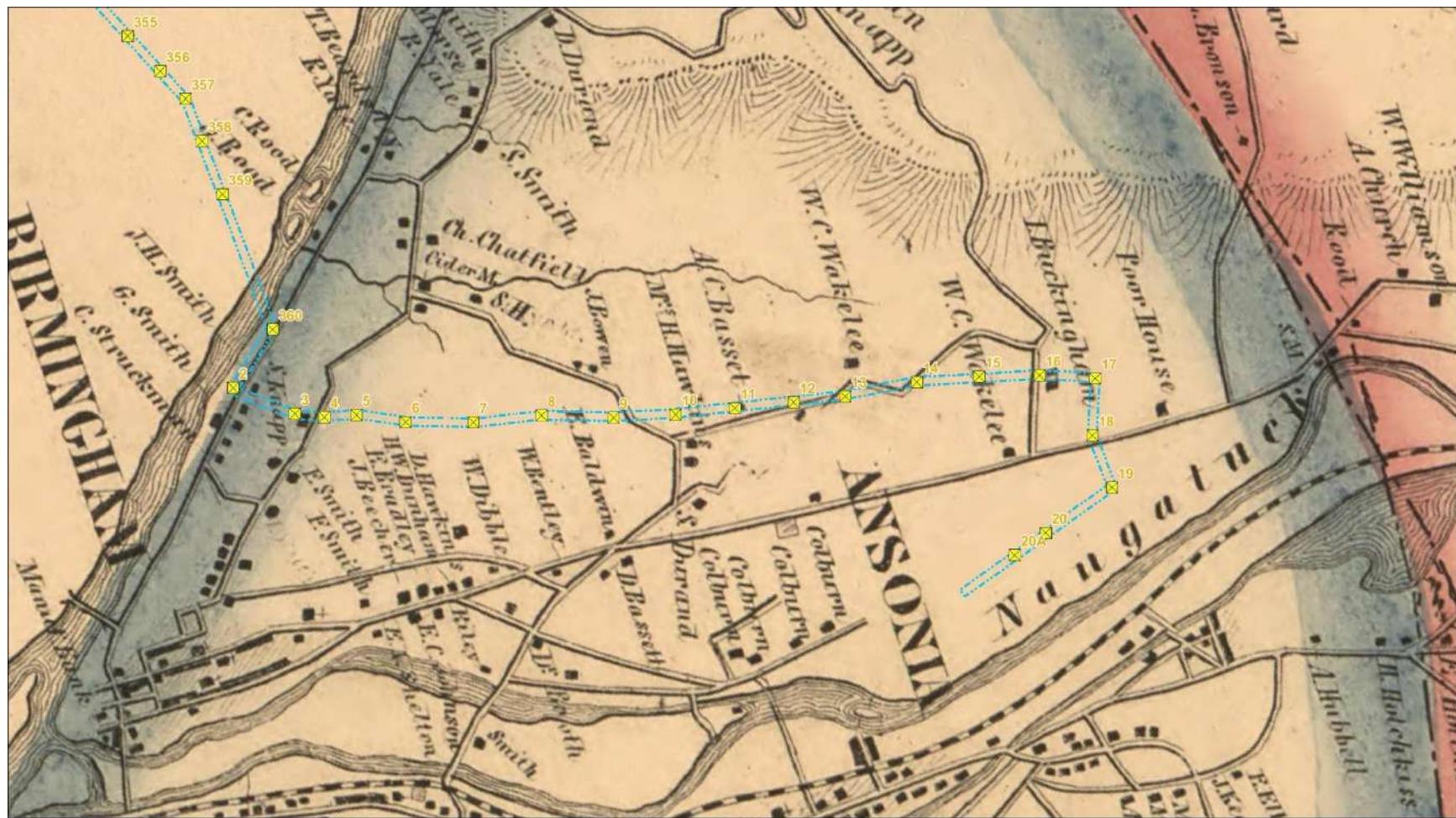


Figure 2; Sheet 4. Excerpt from a 1996 USGS 7.5' series topographic map showing the existing ROW along with the 115-kV planned rebuild work.



Figure 3; Sheet 1. Excerpt from an 1856 map showing the existing ROW along with the 115-kV planned rebuild work.



Proposed Structure

— R.O.W.

0 110 220 440 Meters
0 215 430 860 Feet

September 2021

Sheet 3 of 4



Figure 3; Sheet 2. Excerpt from an 1856 map showing the existing ROW along with the 115-kV planned rebuild work..

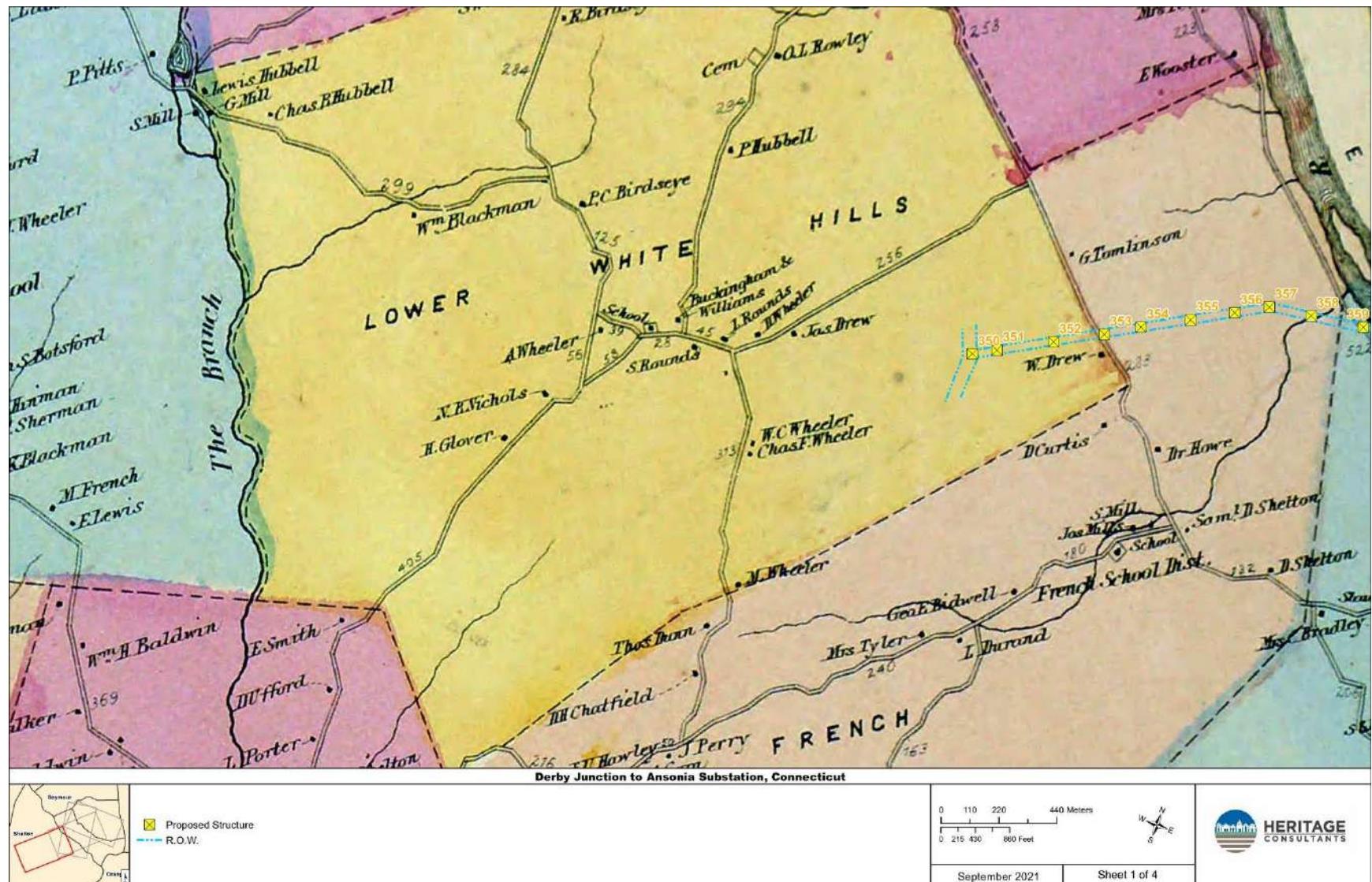


Figure 4; Sheet 1. Excerpt from an 1868 map showing the existing ROW along with the 115-kV planned rebuild work.

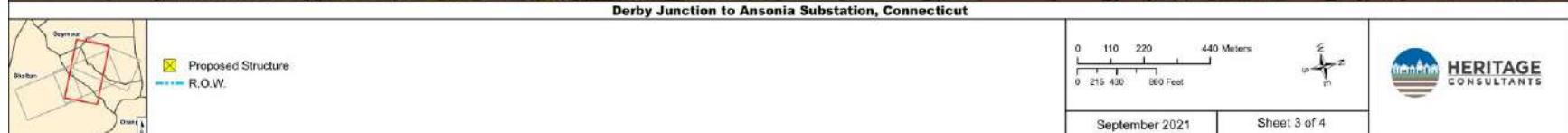
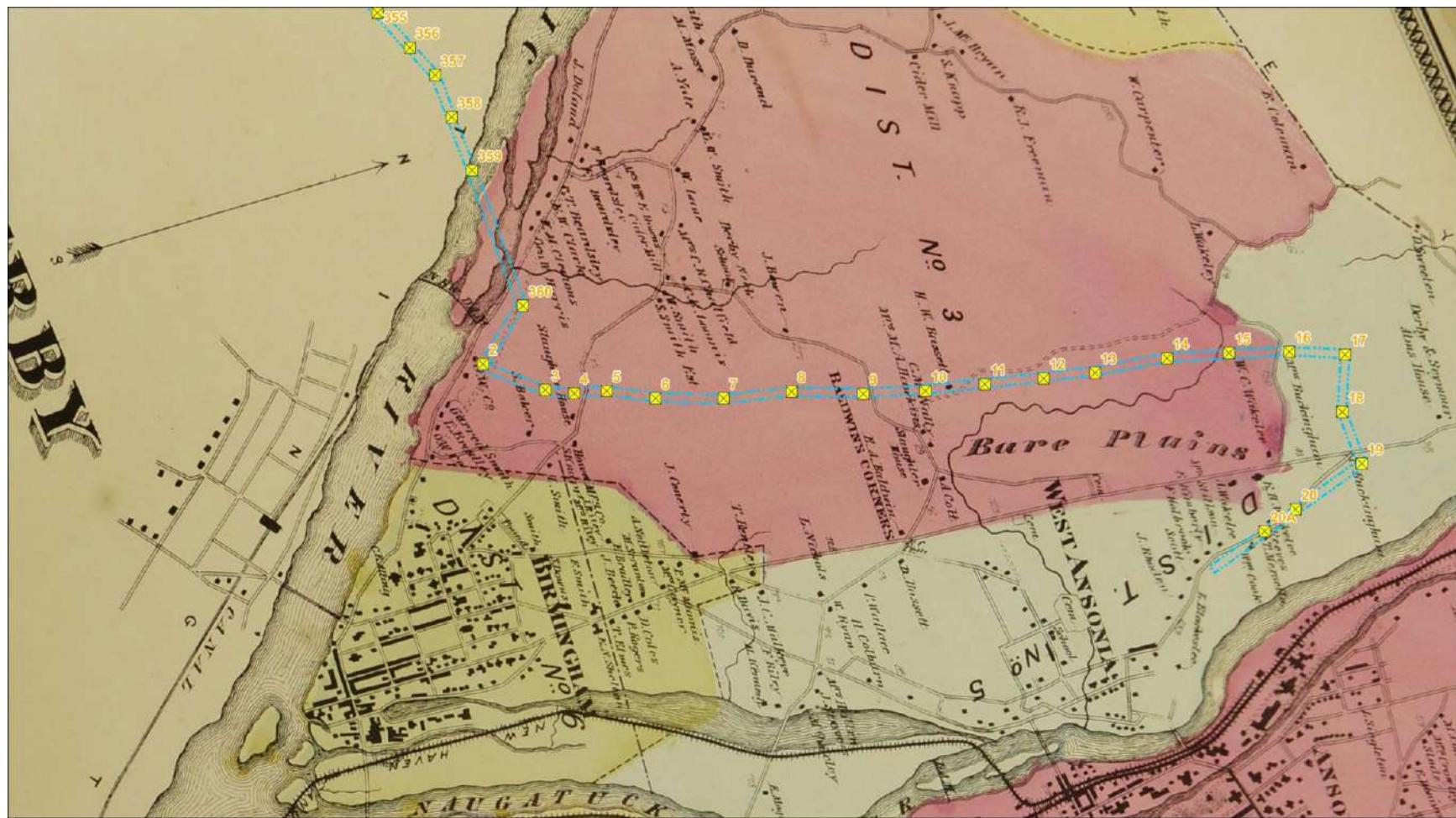


Figure 4; Sheet 2. Excerpt from an 1868 map showing the existing ROW along with the 115-kV planned rebuild work.



Derby Junction to Ansonia Substation, Connecticut

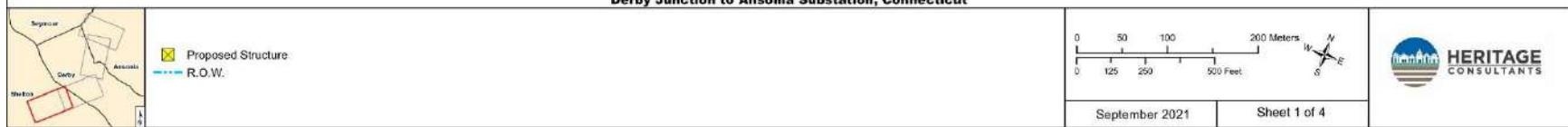


Figure 5; Sheet 1. Excerpt from a 1934 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

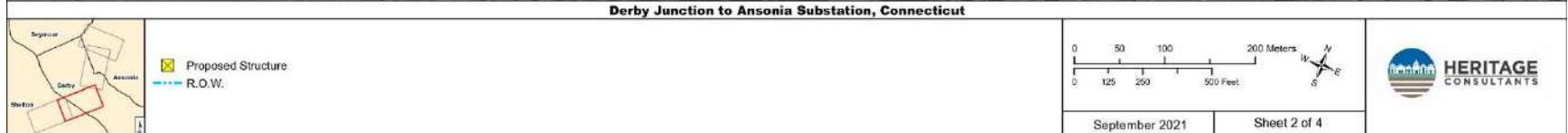
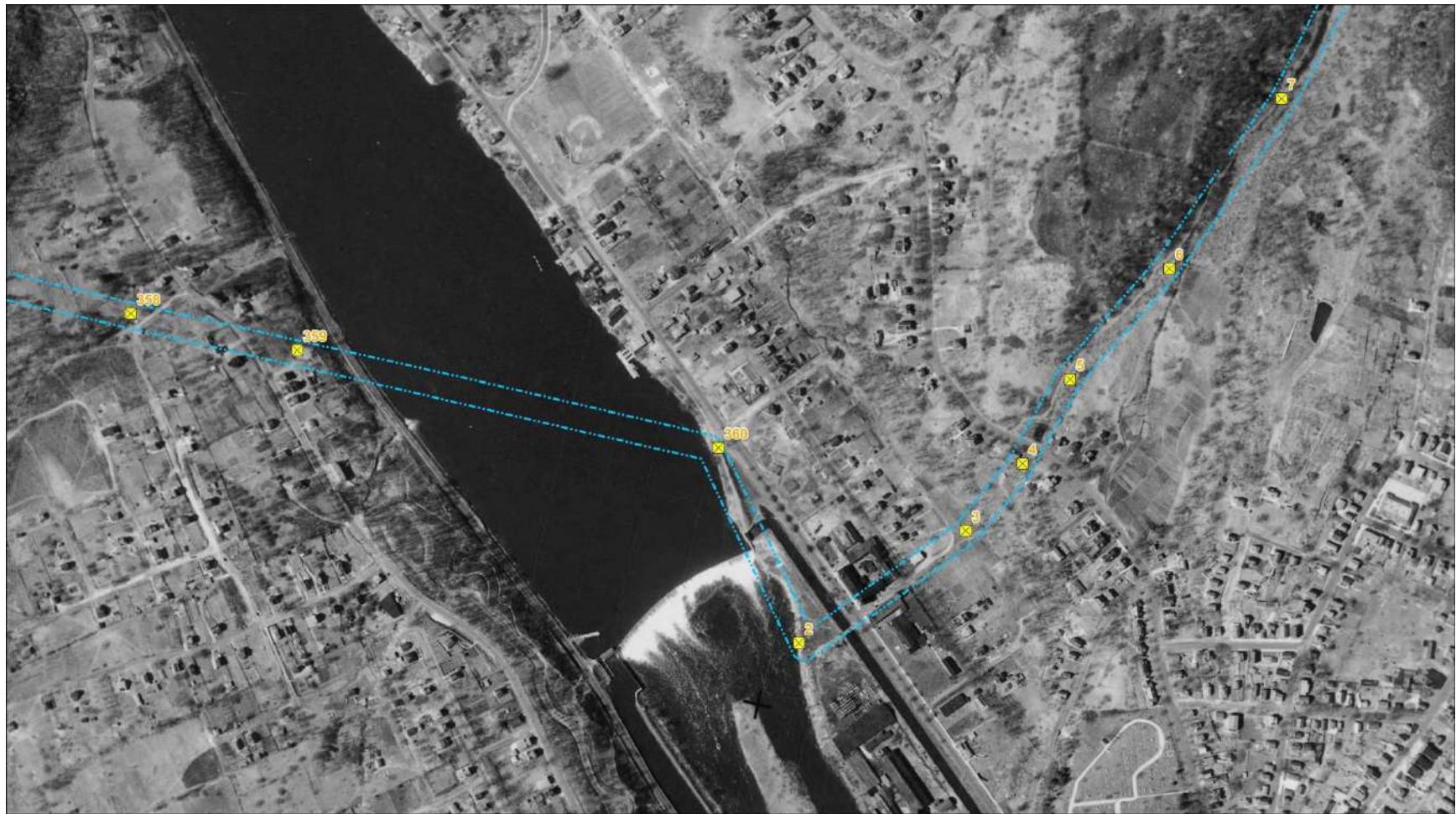


Figure 5; Sheet 2. Excerpt from a 1934 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

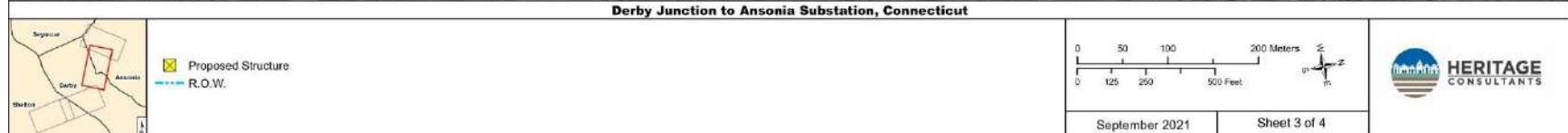


Figure 5; Sheet 3. Excerpt from a 1934 aerial image showing the existing ROW along with the 115-kV planned rebuild work.



Derby Junction to Ansonia Substation, Connecticut

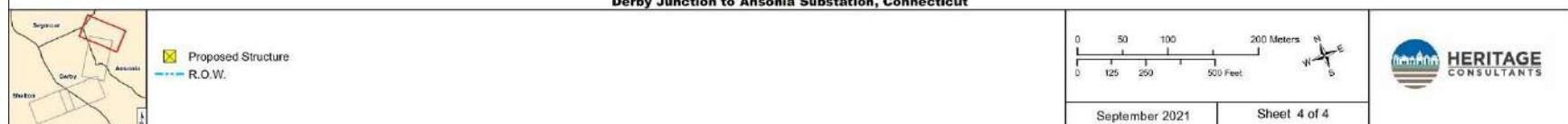


Figure 5; Sheet 4. Excerpt from a 1934 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

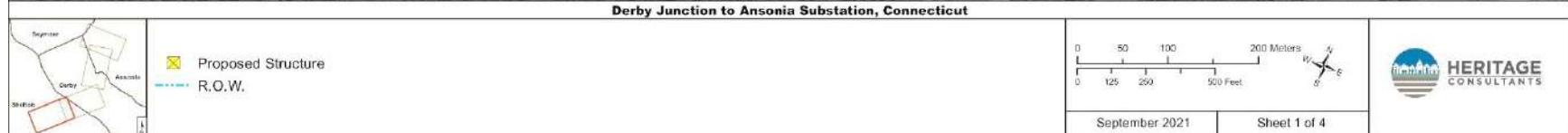
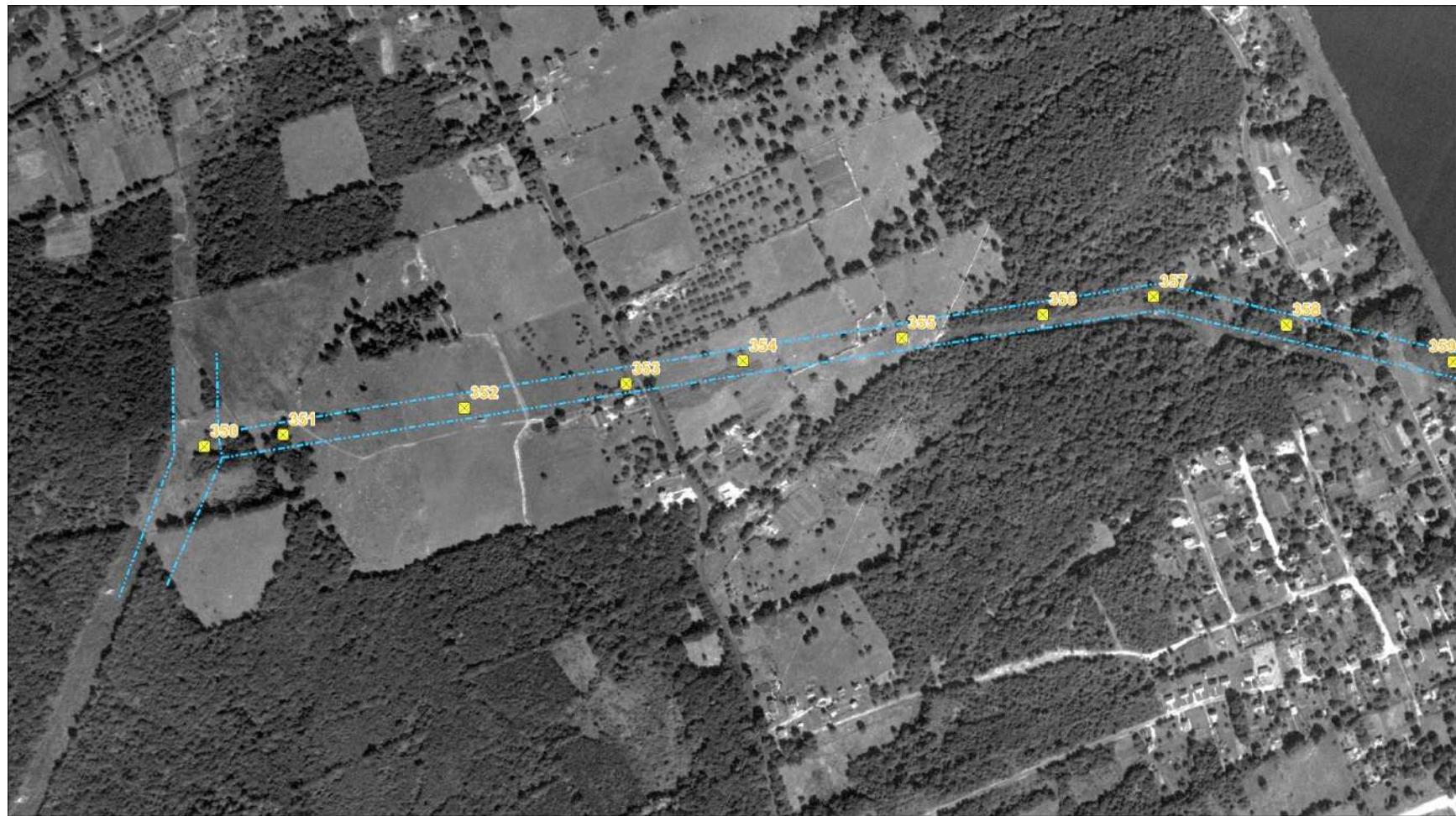


Figure 6; Sheet 1. Excerpt from a 1951 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

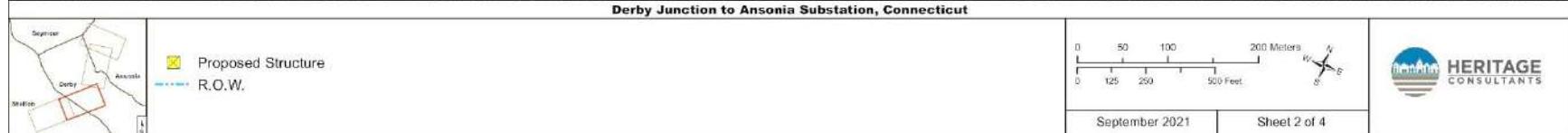
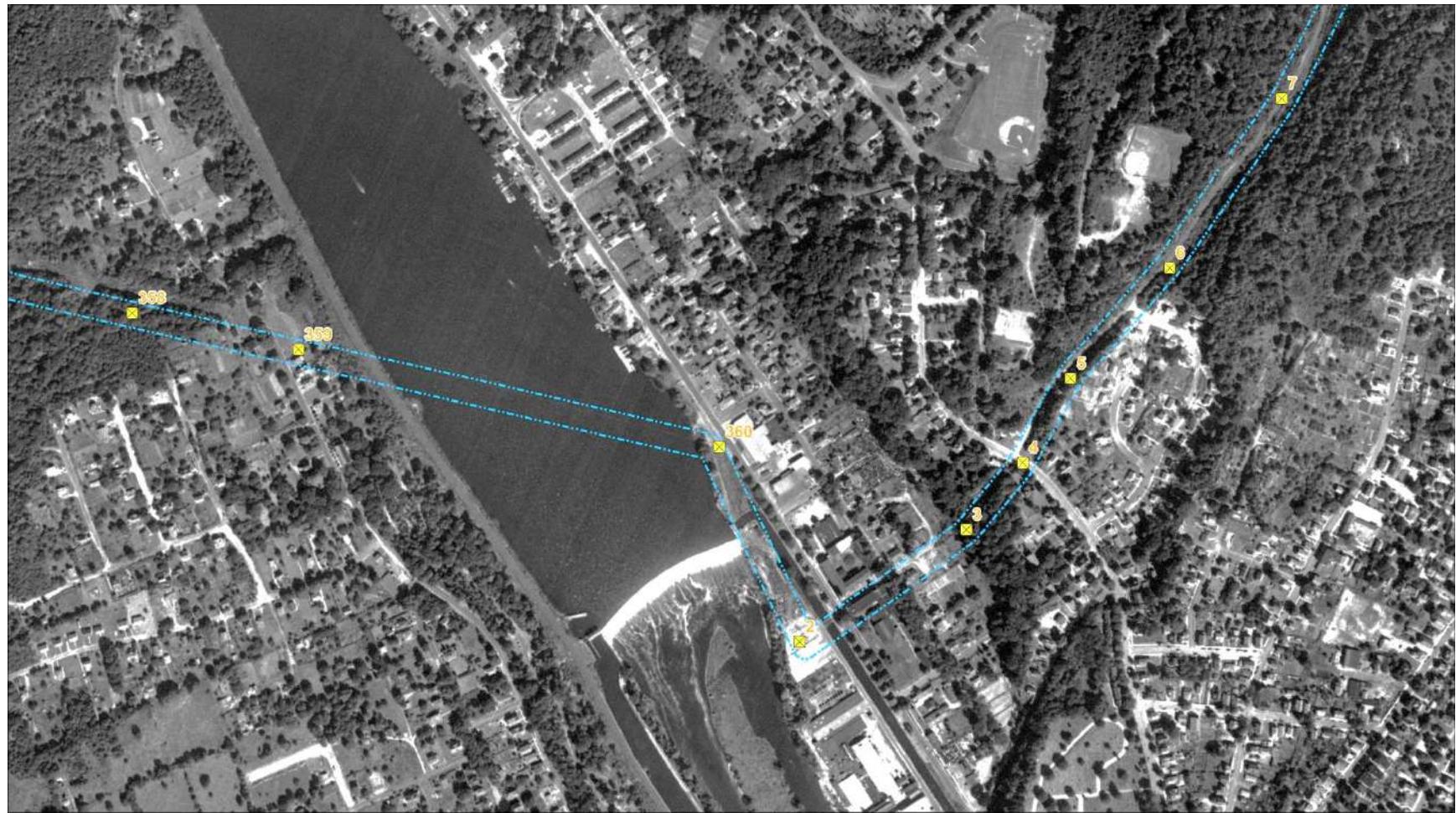


Figure 6; Sheet 2. Excerpt from a 1951 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

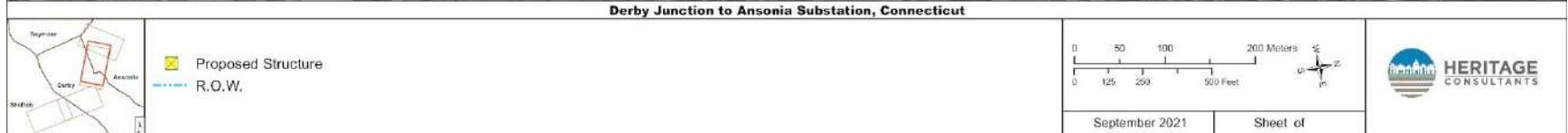
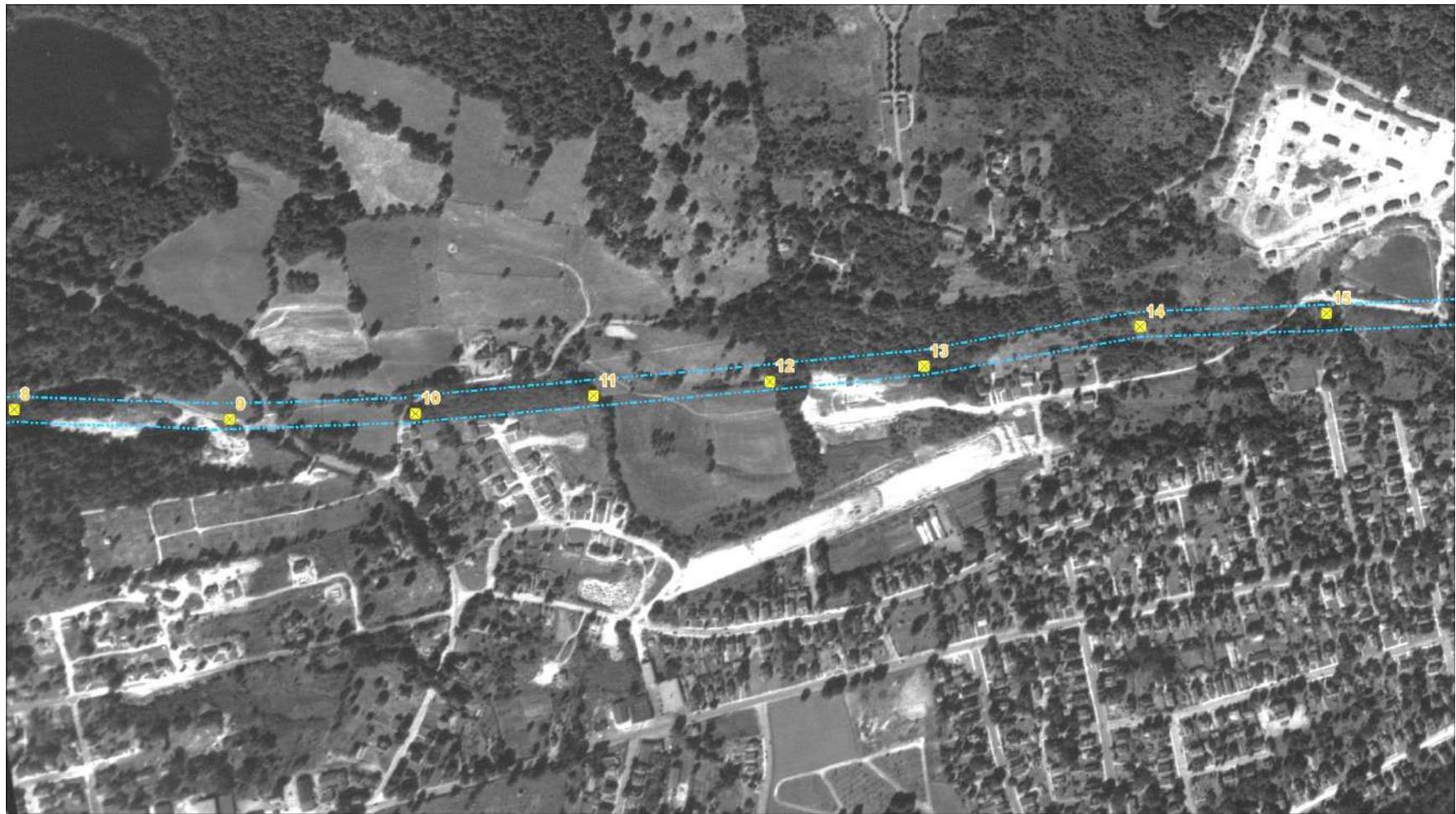


Figure 6; Sheet 3. Excerpt from a 1951 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

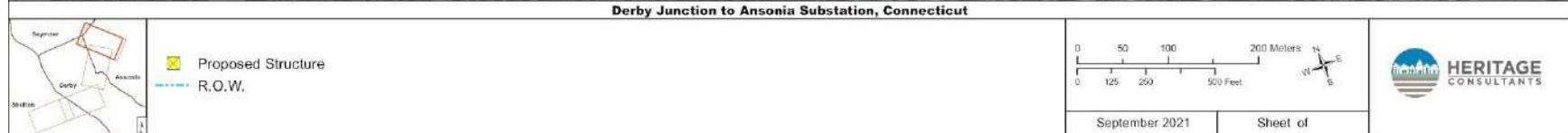


Figure 6; Sheet 4. Excerpt from a 1951 aerial image showing the existing ROW along with the 115-kV planned rebuild work.



■ Proposed Structure
— R.O.W.

0 50 100 200 Meters
0 125 250 500 Feet

September 2021 Sheet 1 of 4

 HERITAGE
CONSULTANTS

Figure 7; Sheet 1. Excerpt from a 2019 aerial image showing the existing ROW along with the 115-kV planned rebuild work.



■ Proposed Structure
— R.O.W.



September 2021 Sheet 2 of 4

 HERITAGE
CONSULTANTS

Figure 7; Sheet 2. Excerpt from a 2019 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

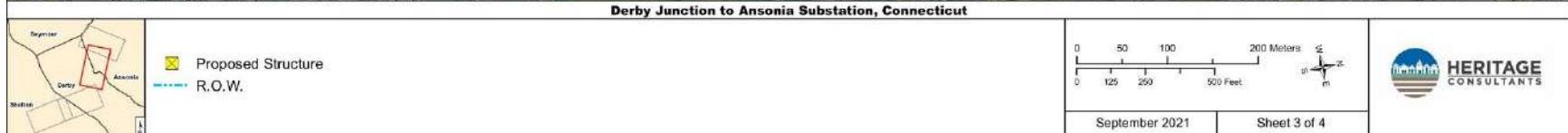


Figure 7; Sheet 3. Excerpt from a 2019 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

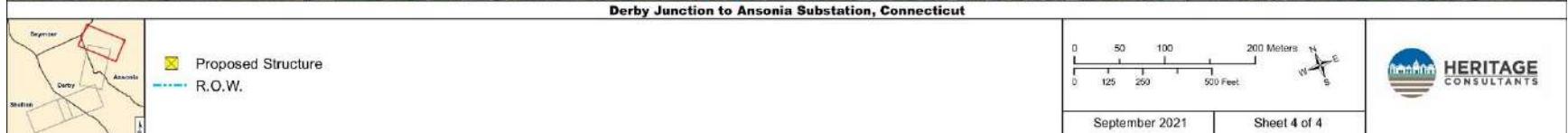


Figure 7; Sheet 4. Excerpt from a 2019 aerial image showing the existing ROW along with the 115-kV planned rebuild work.

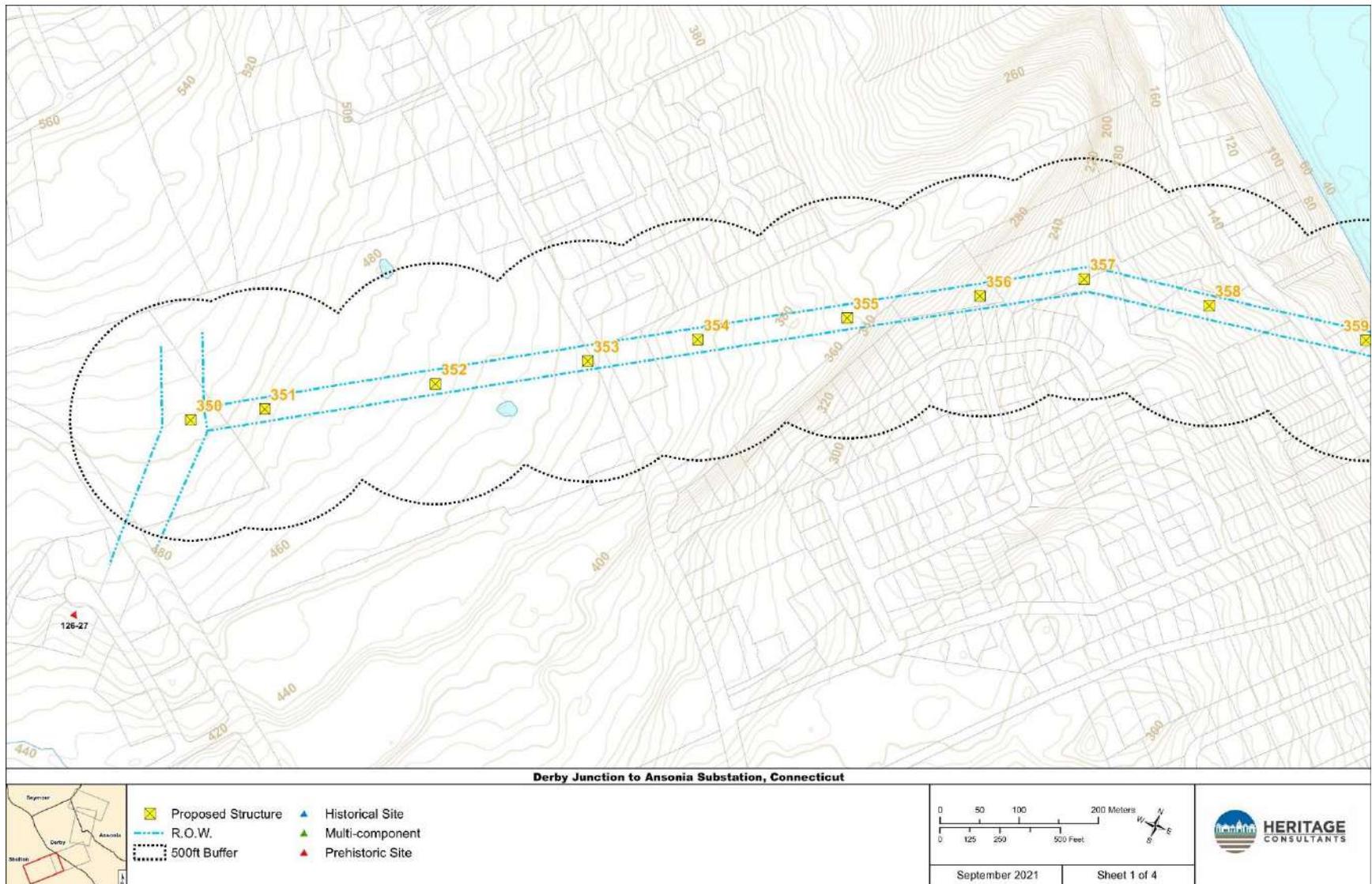


Figure 8; Sheet 1. Digital map showing the location of archaeological sites within 152 m (500 ft) of the existing ROW along with the 115-kV planned rebuild work.

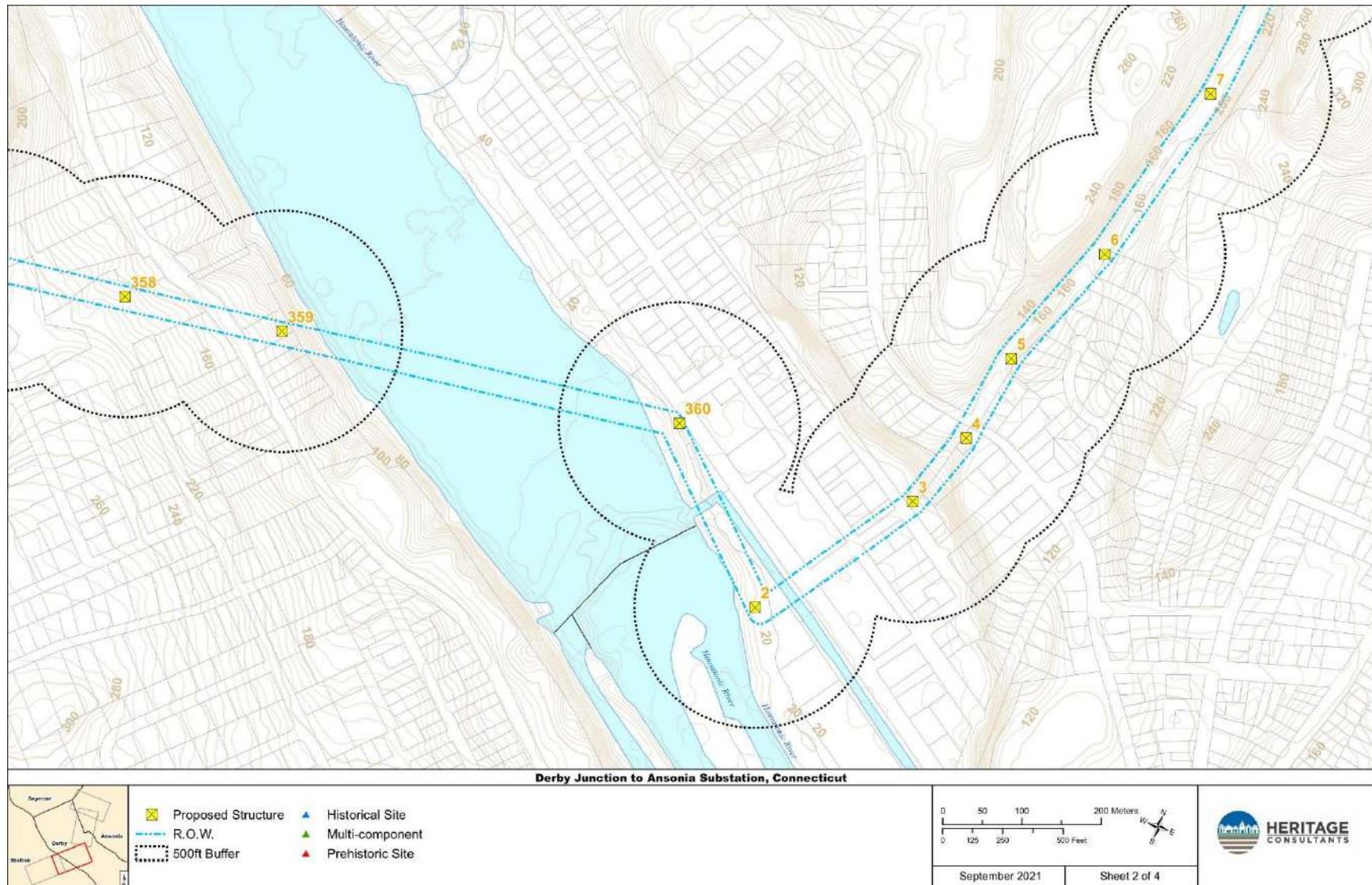


Figure 8; Sheet 2. Digital map showing the location of archaeological sites within 152 m (500 ft) of the existing ROW along with the 115-kV planned rebuild work.

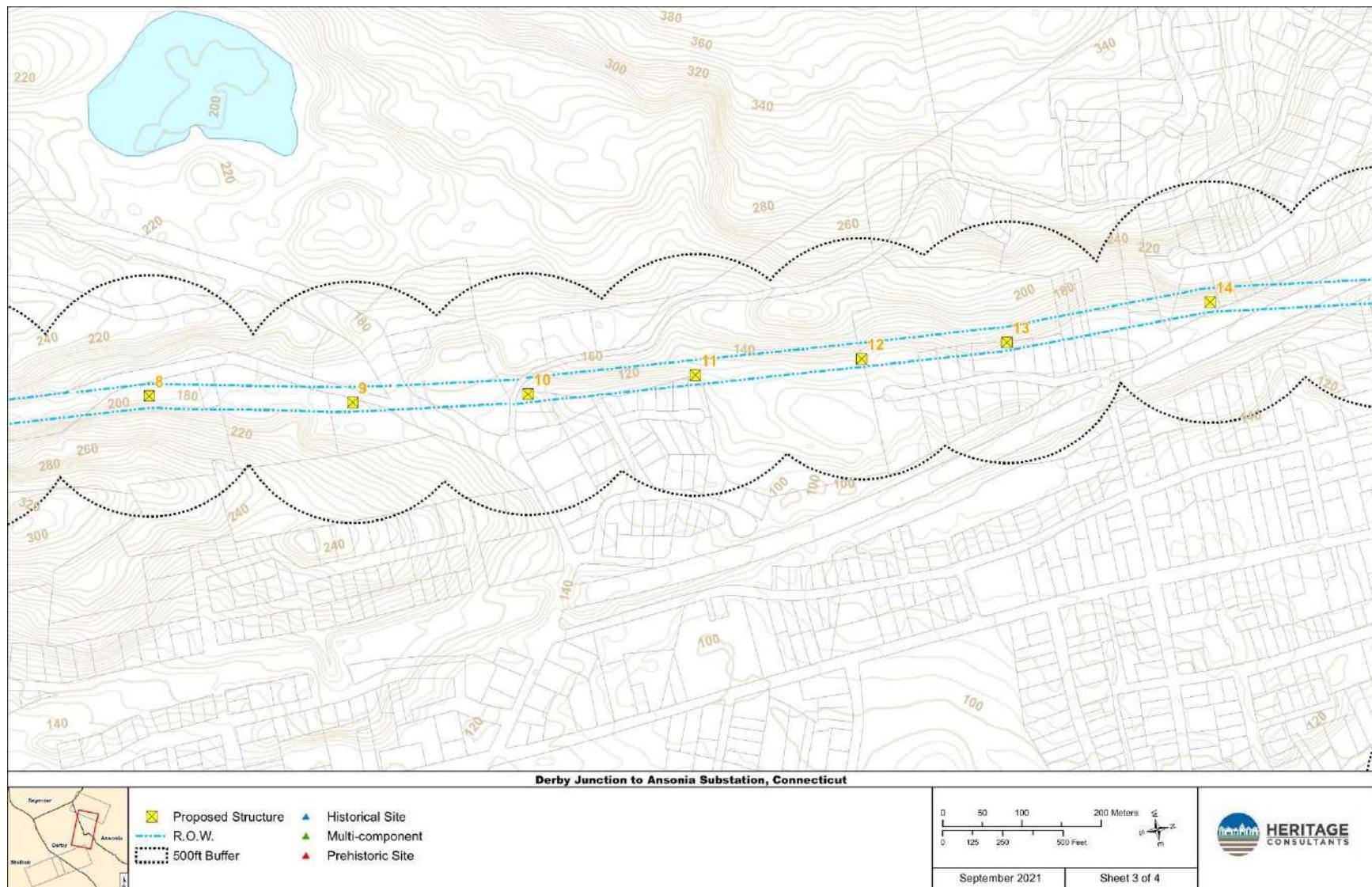


Figure 8; Sheet 3. Digital map showing the location of archaeological sites within 152 m (500 ft) of the existing ROW along with the 115-kV planned rebuild work.

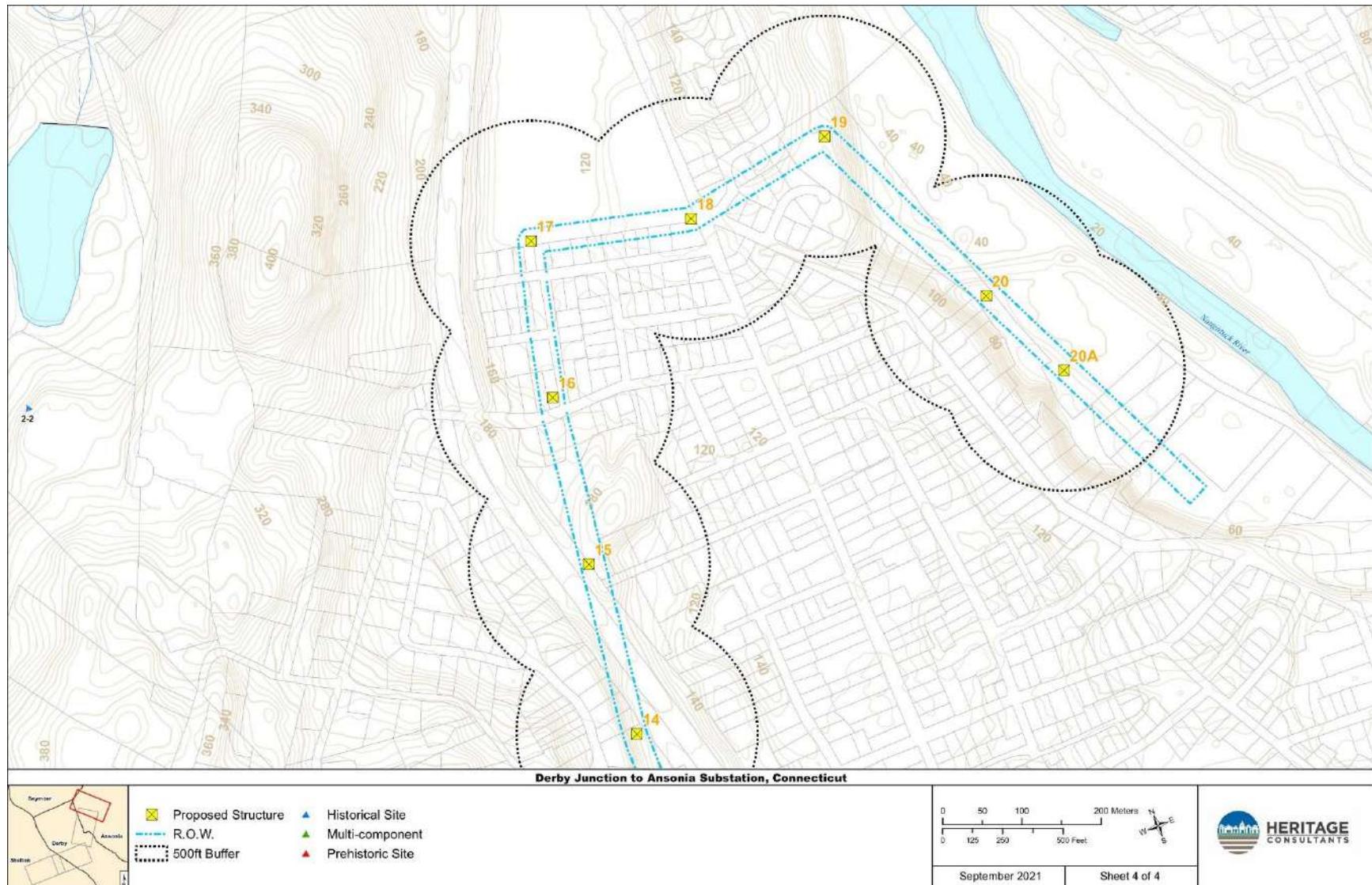


Figure 8; Sheet 4. Digital map showing the location of archaeological sites within 152 m (500 ft) of the existing ROW along with the 115-kV planned rebuild work.

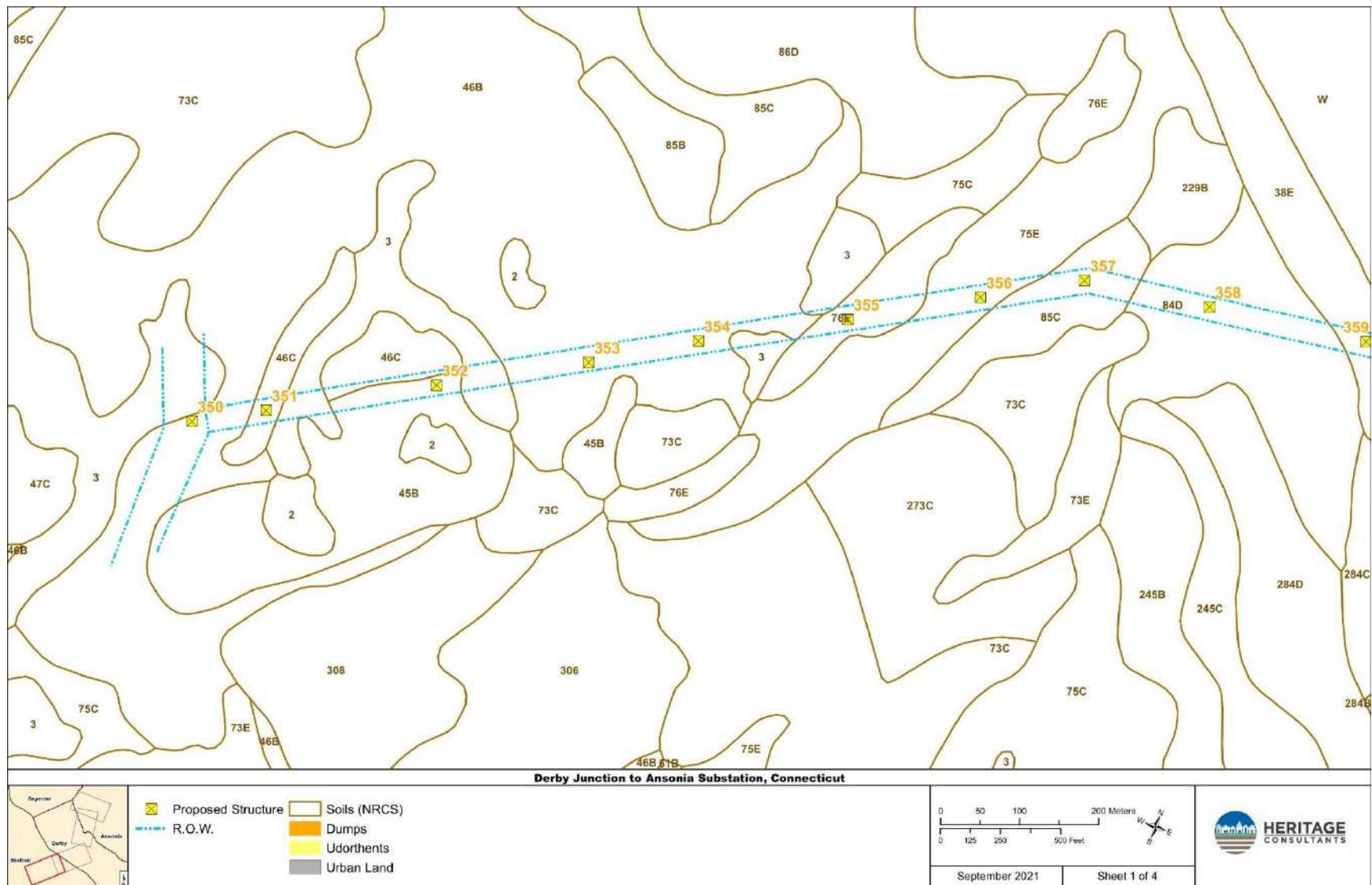


Figure 9; Sheet 1. Digital map of soil types contained within the existing ROW along with the 115-kV planned rebuild work.

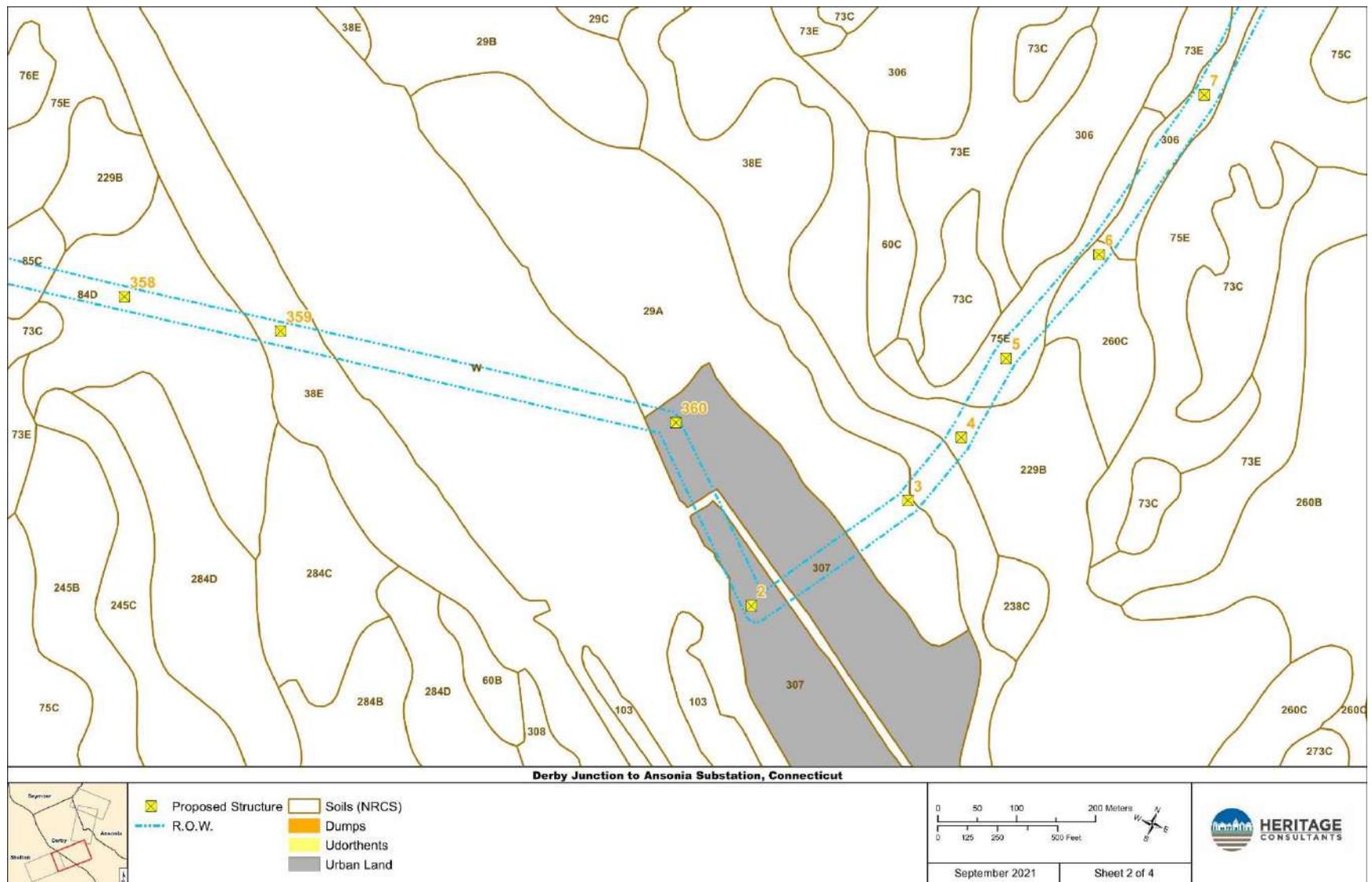


Figure 9; Sheet 2. Digital map of soil types contained within the existing ROW along with the 115-kV planned rebuild work.

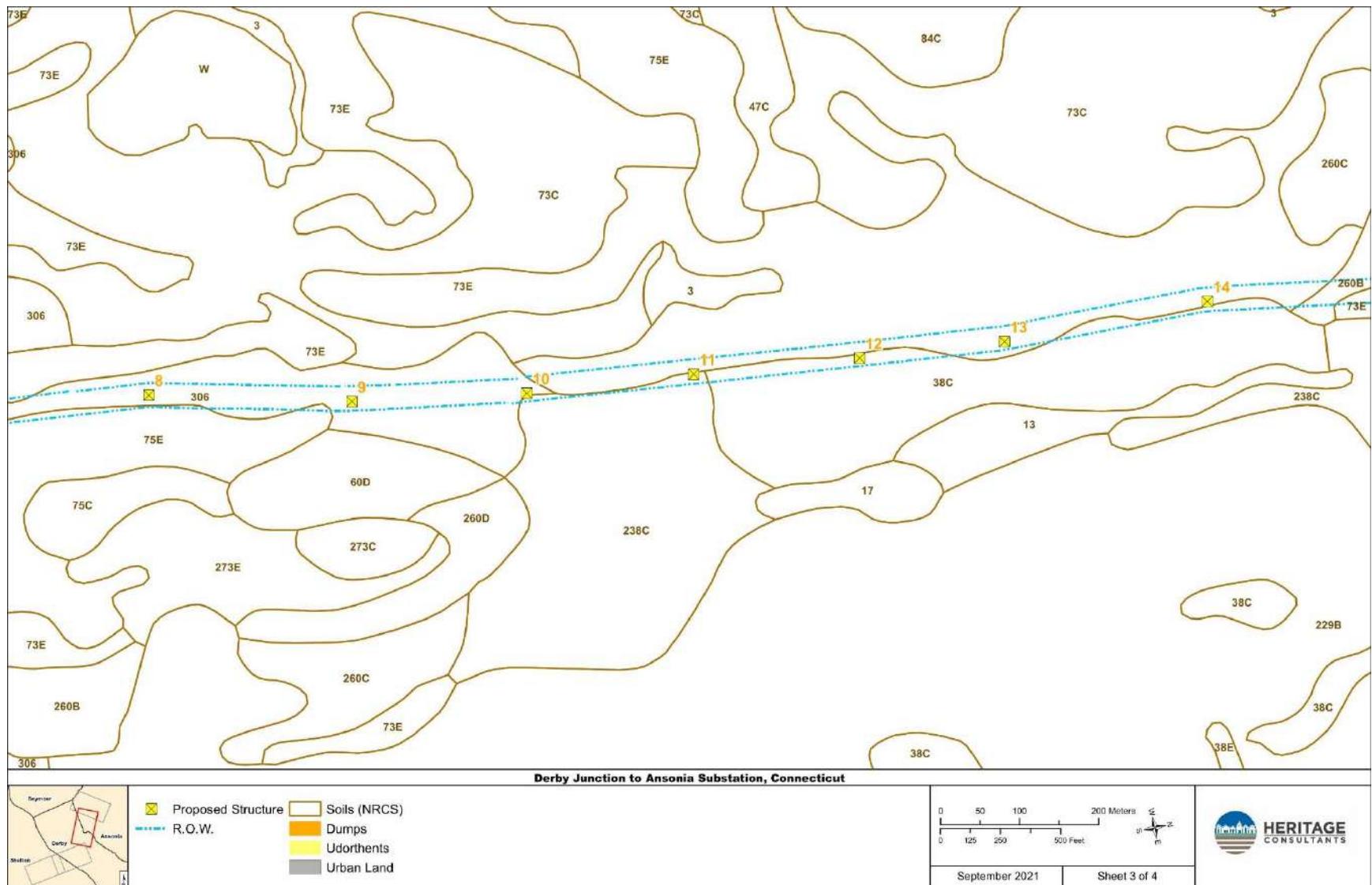


Figure 9; Sheet 3. Digital map of soil types contained within the existing ROW along with the 115-kV planned rebuild work.

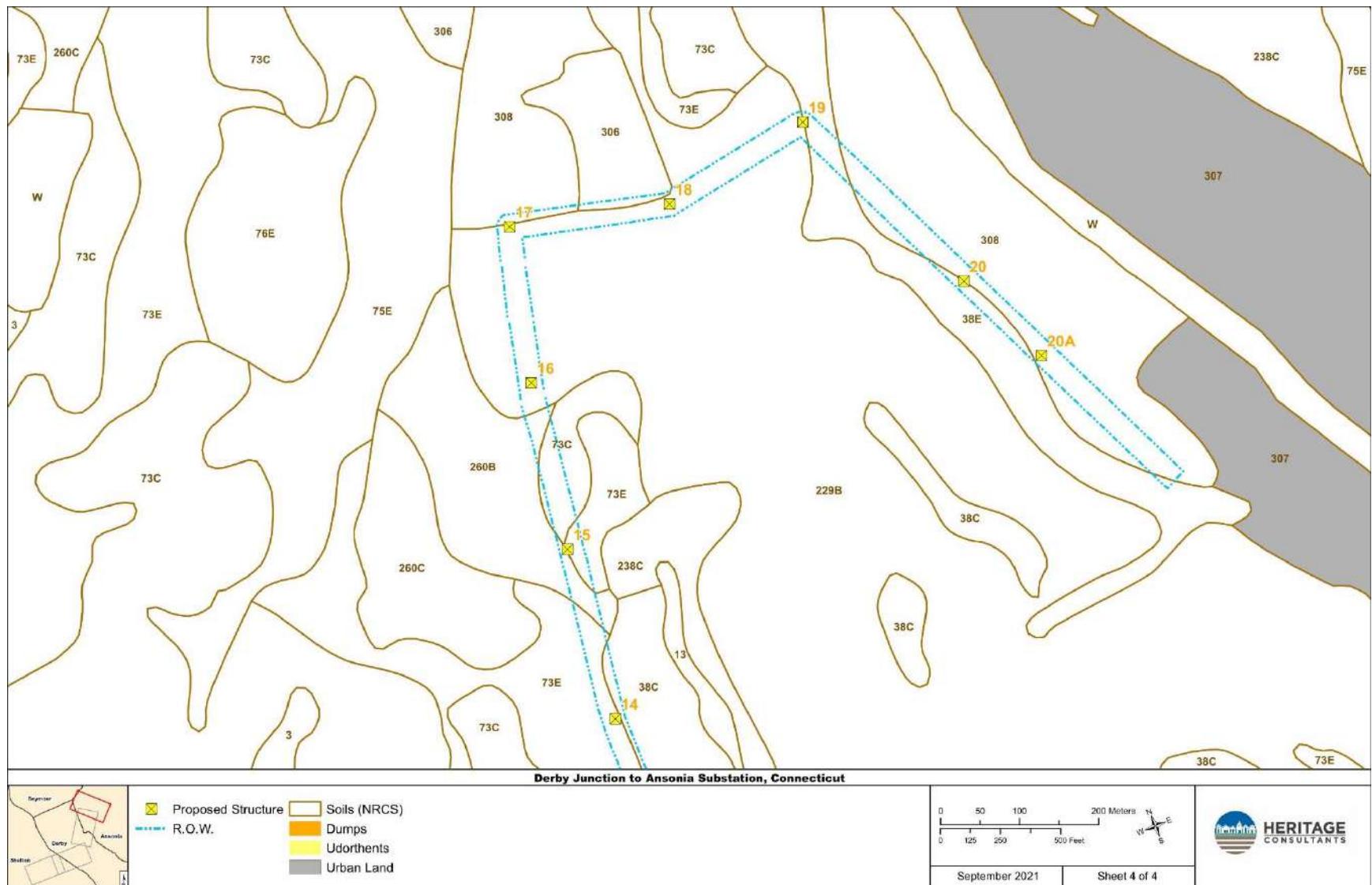


Figure 9; Sheet 4. Digital map of soil types contained within the existing ROW along with the 115-kV planned rebuild work.

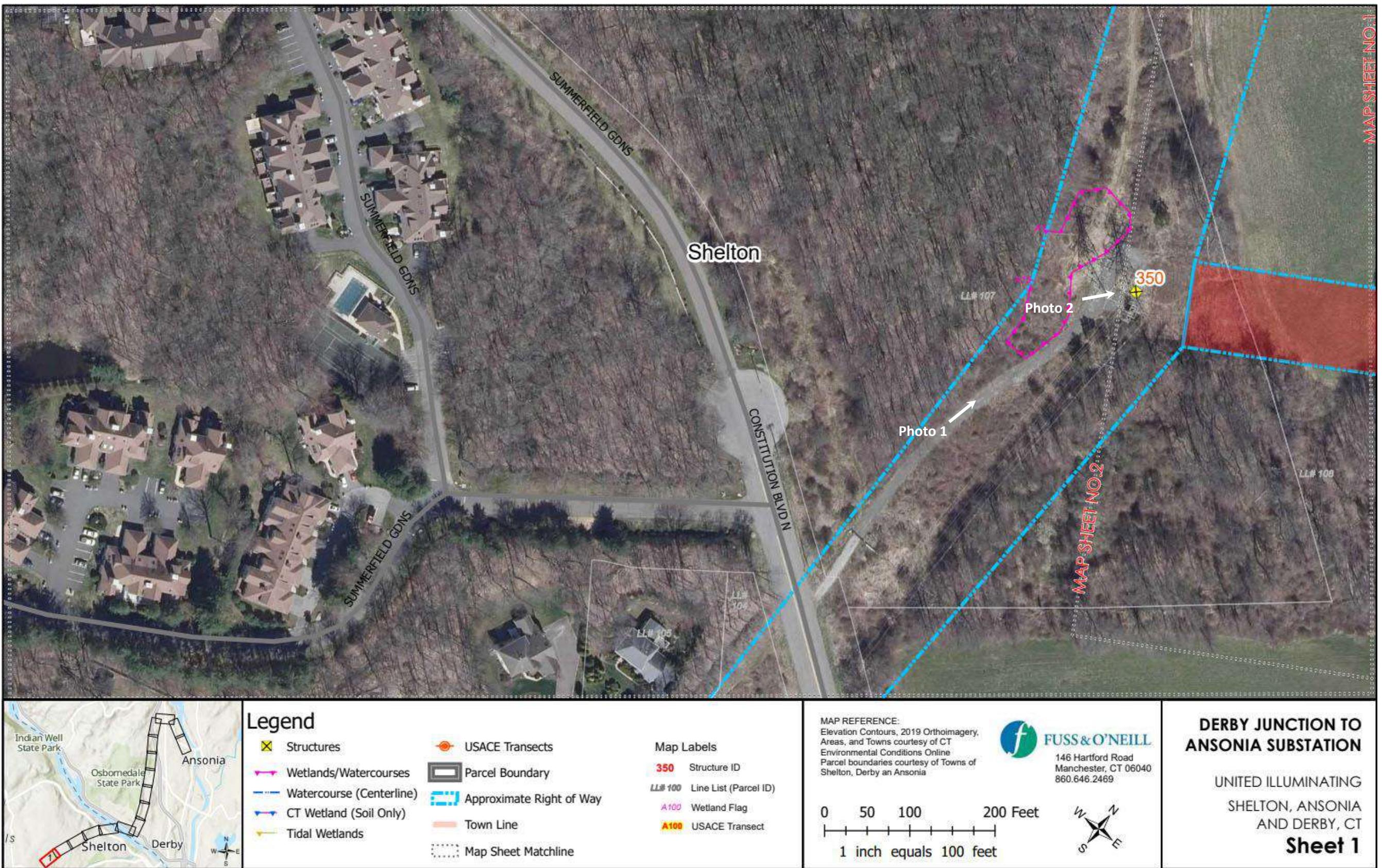


Figure 10; Sheet 1. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.



Figure 10; Sheet 2. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.

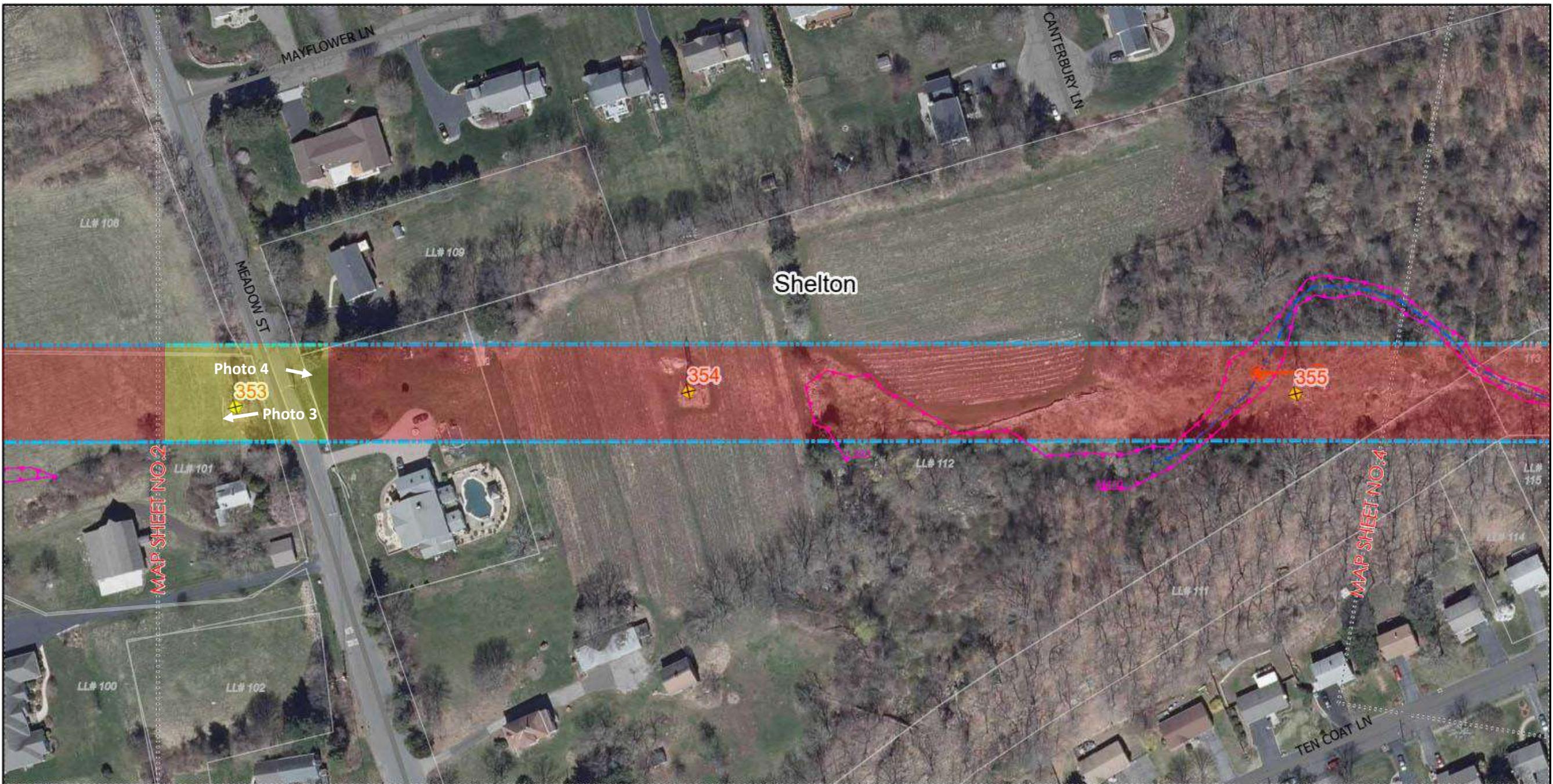


Figure 10; Sheet 3. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.



Figure 10; Sheet 4. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.

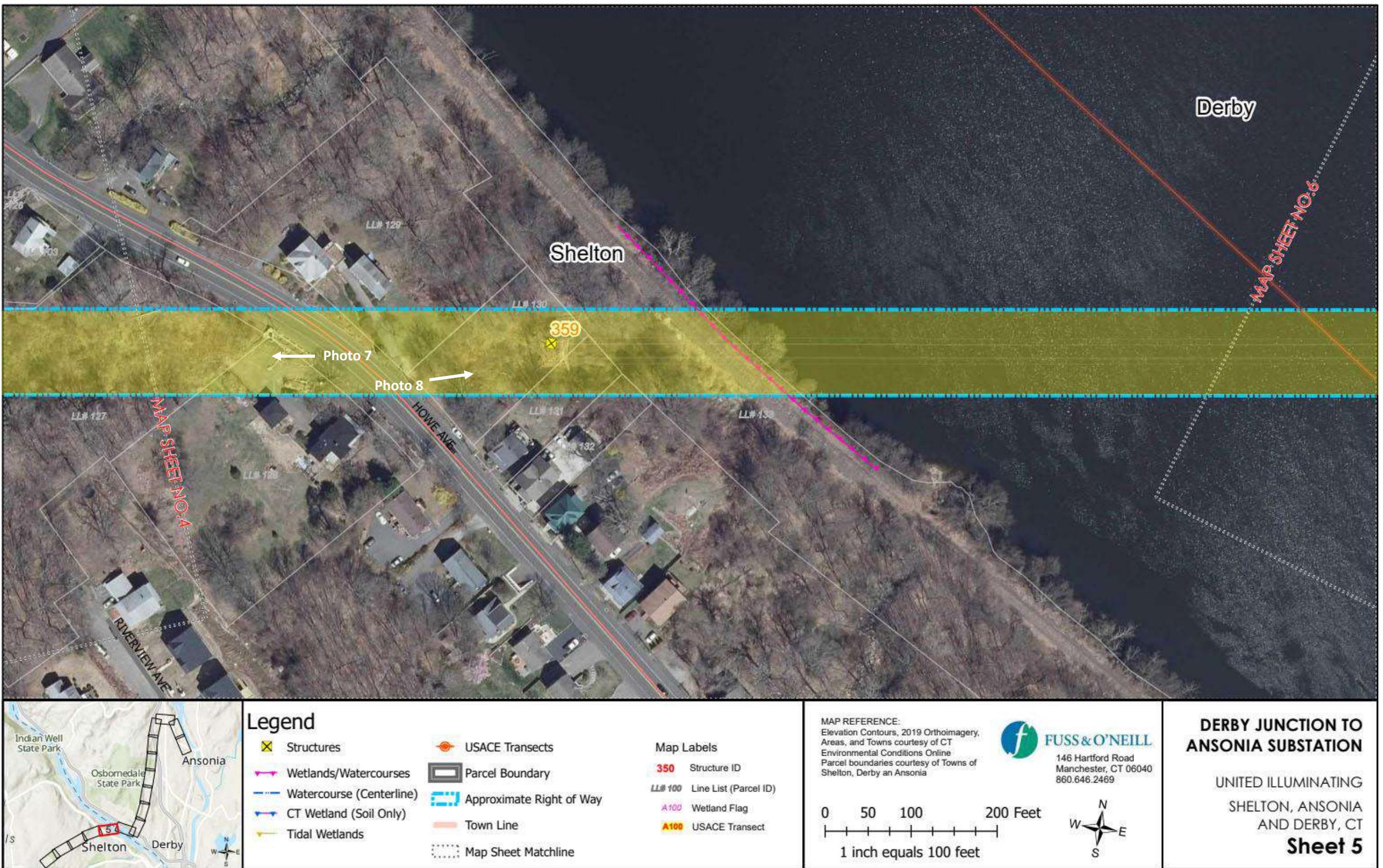


Figure 10; Sheet 5. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.



Figure 10; Sheet 6. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.



Figure 10; Sheet 7. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.

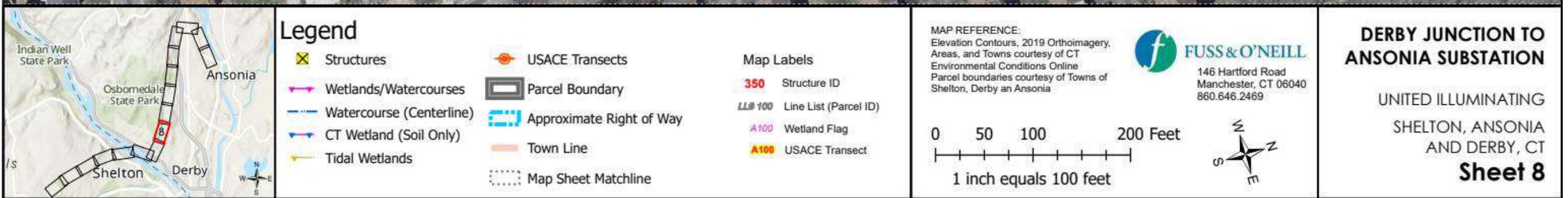


Figure 10; Sheet 8. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW r.

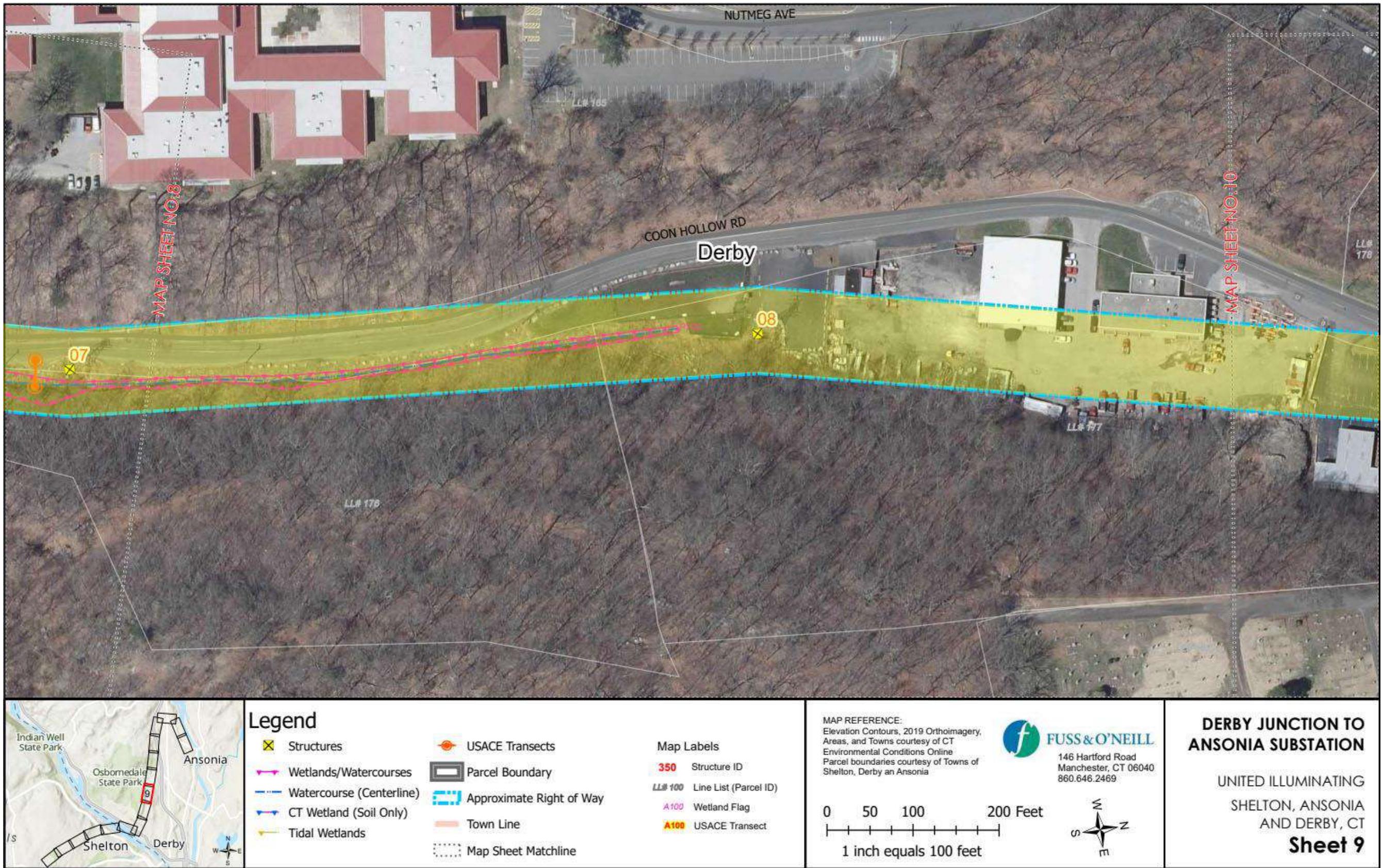


Figure 10; Sheet 9. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.

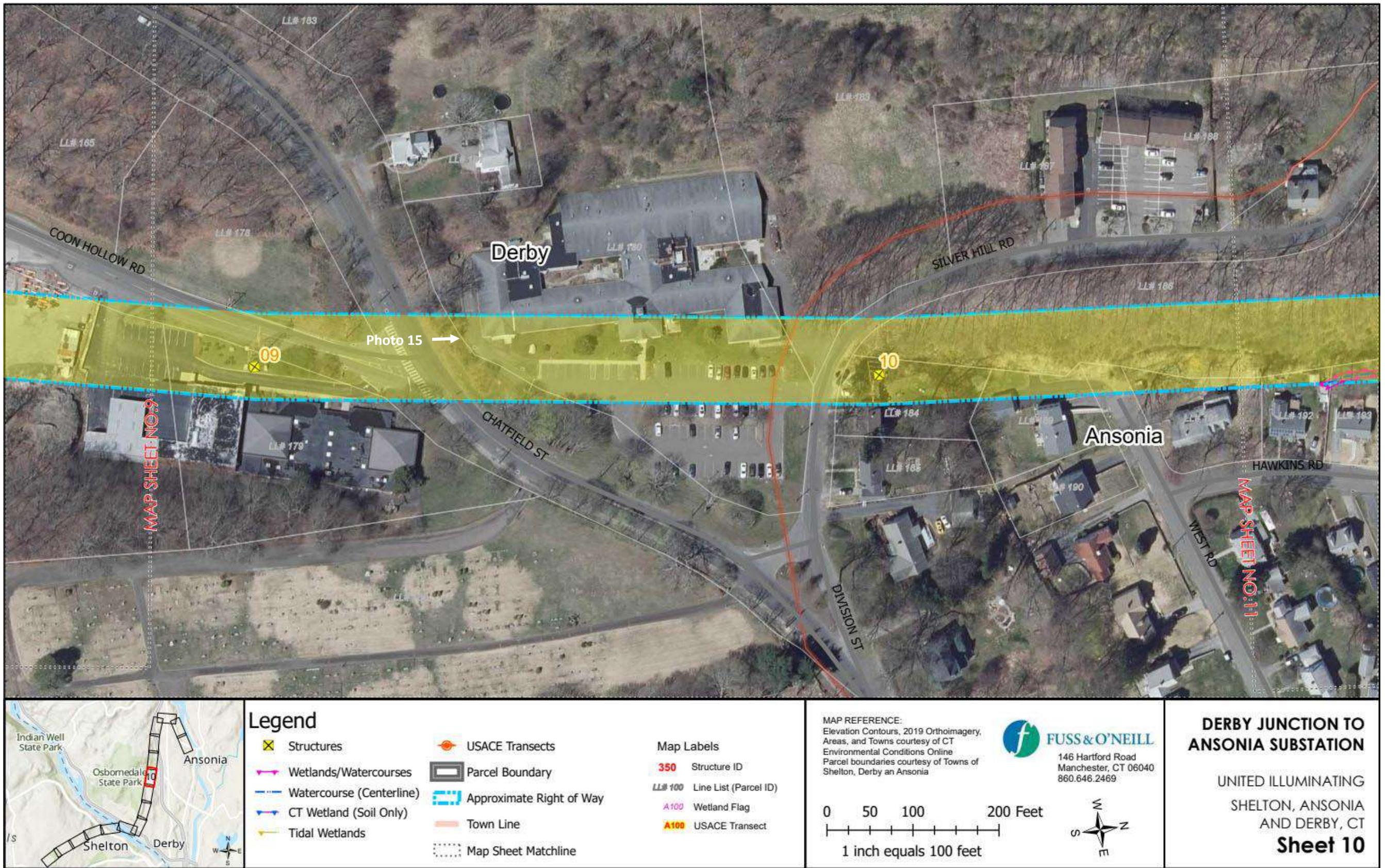


Figure 10; Sheet 10. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.



Figure 10; Sheet 11. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW



Figure 10; Sheet 12. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.

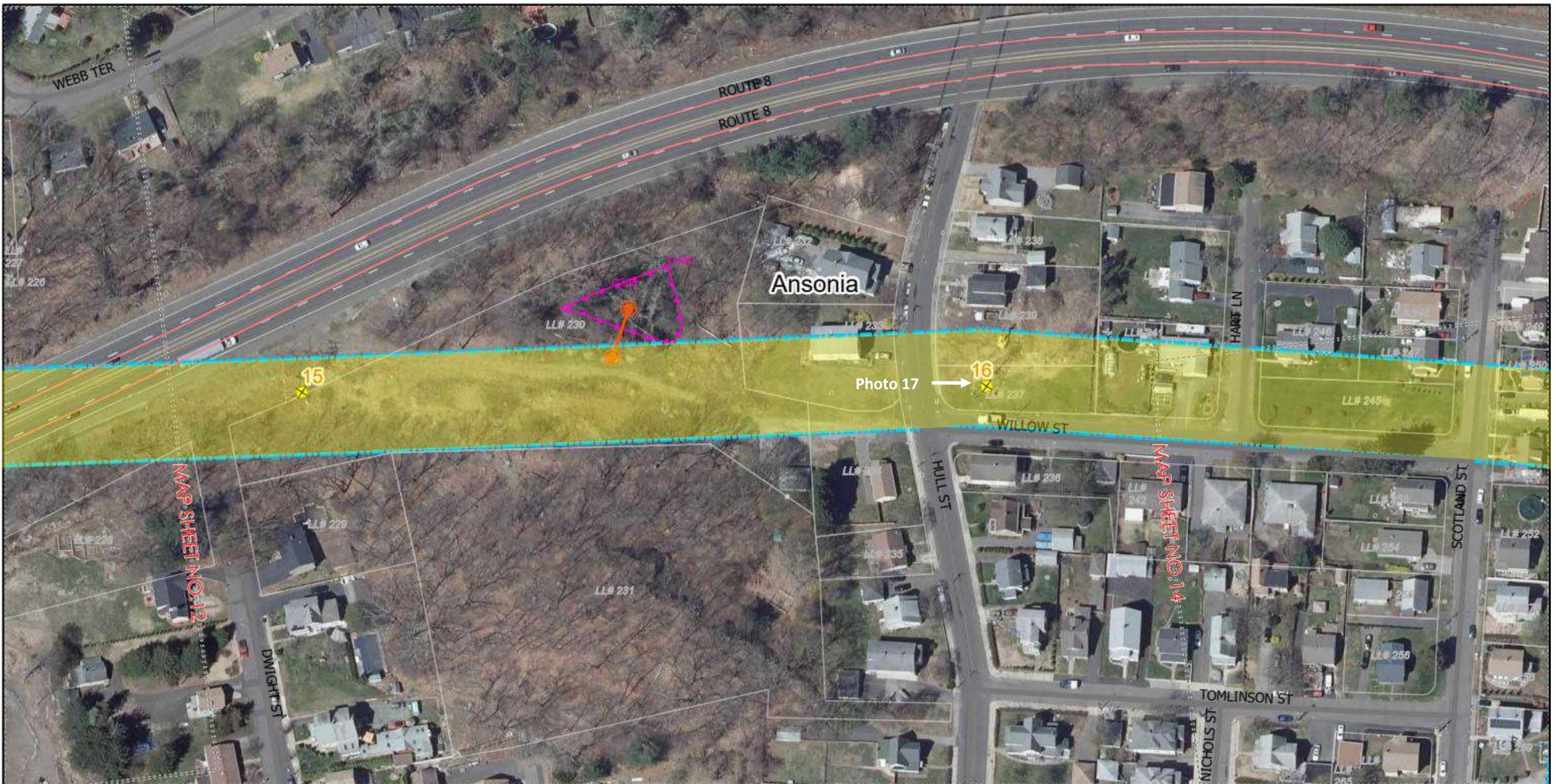


Figure 10; Sheet 13. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.

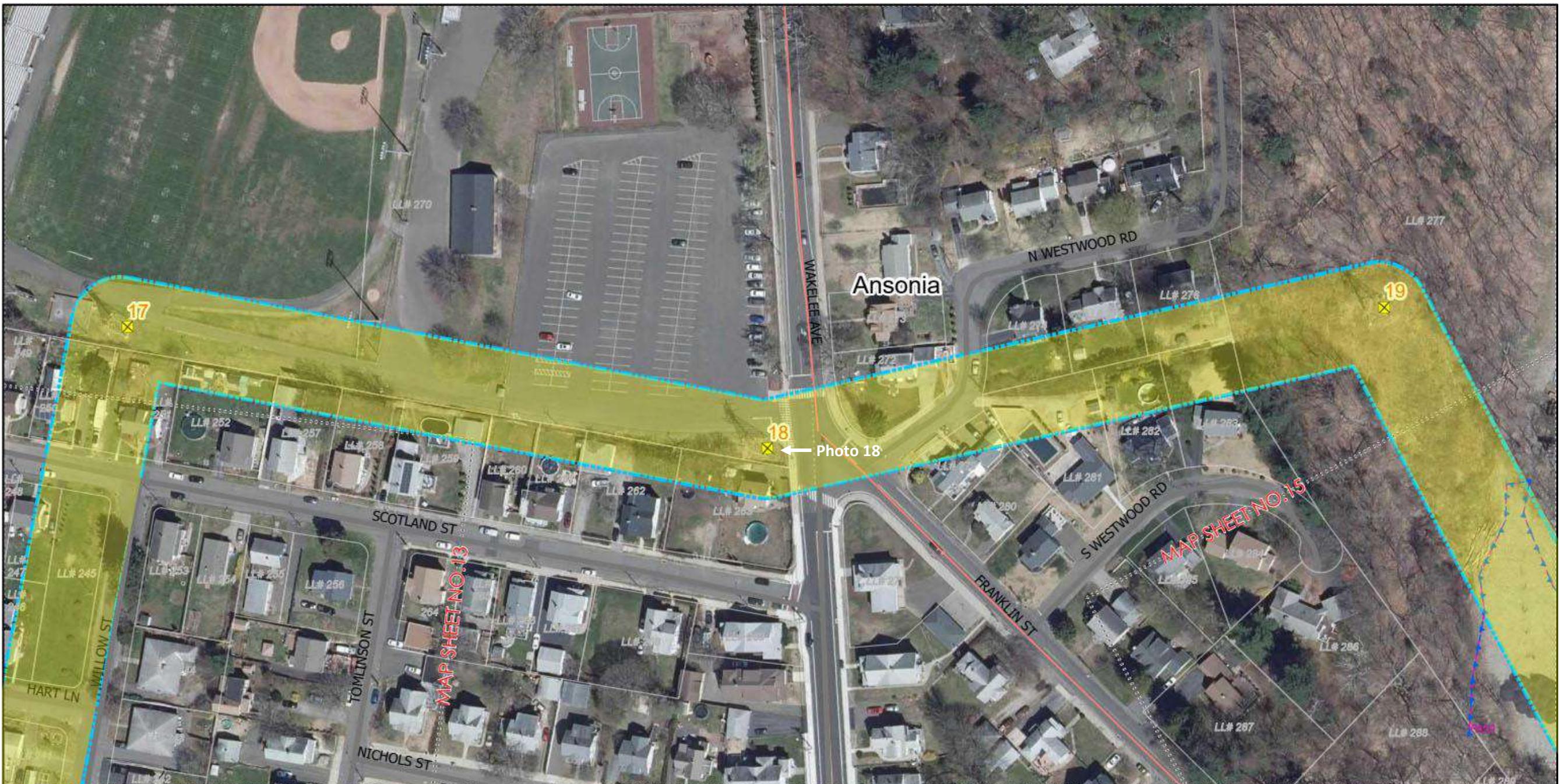


Figure 10; Sheet 14. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.

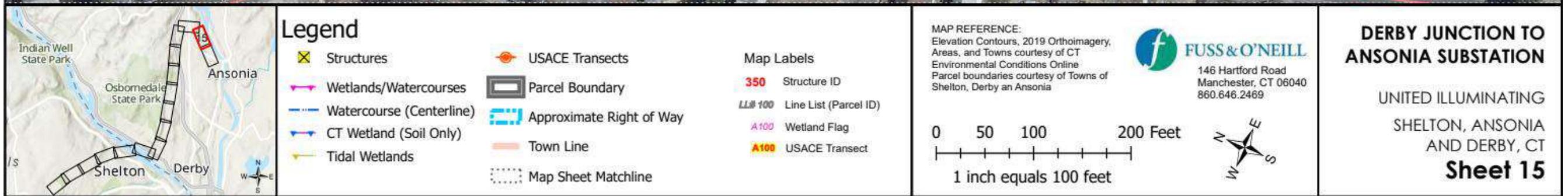


Figure 10; Sheet 15. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.

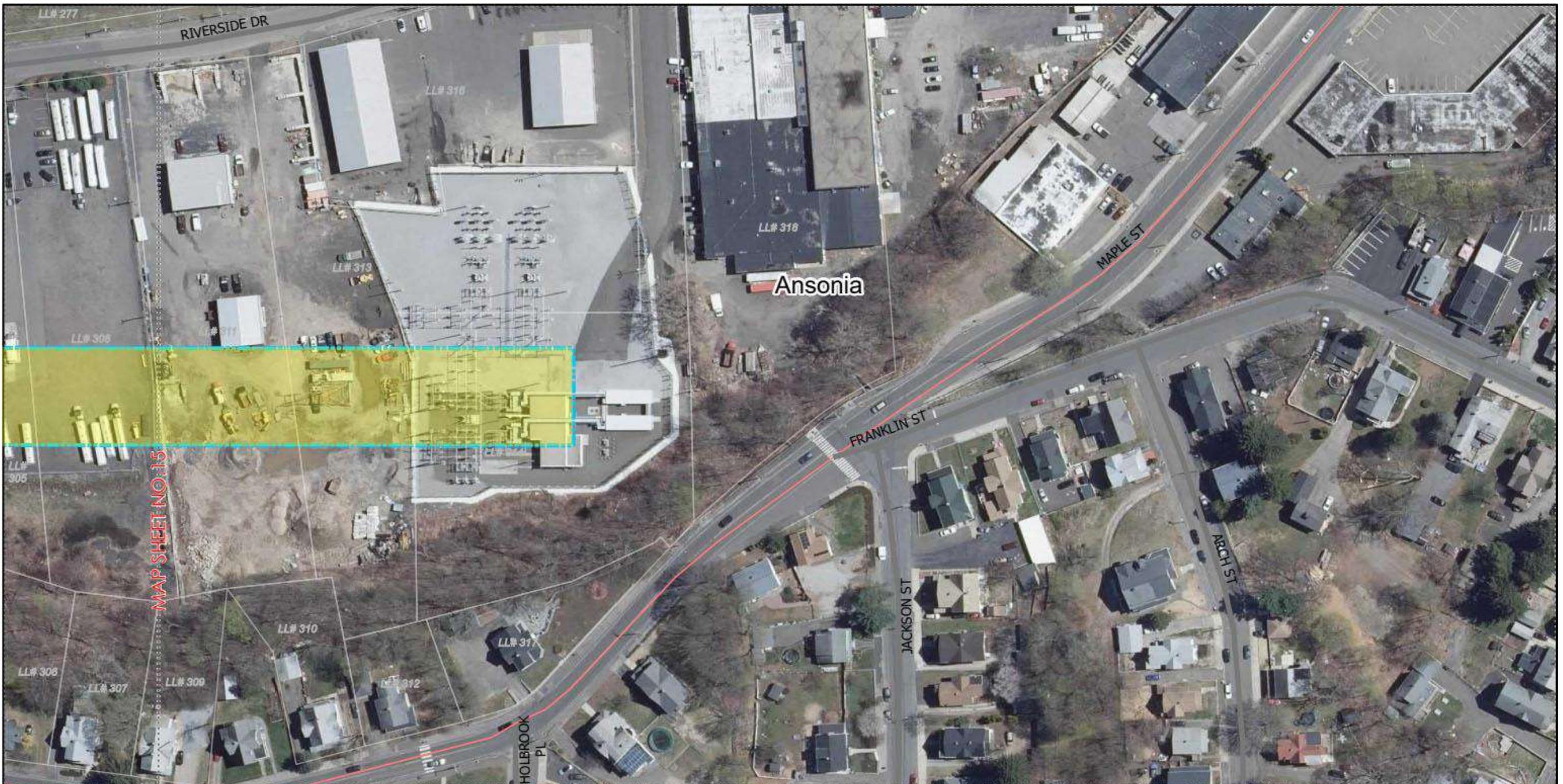


Figure 10; Sheet 16. Project plans showing No/Low and Moderate/High sensitivity areas along the ROW.

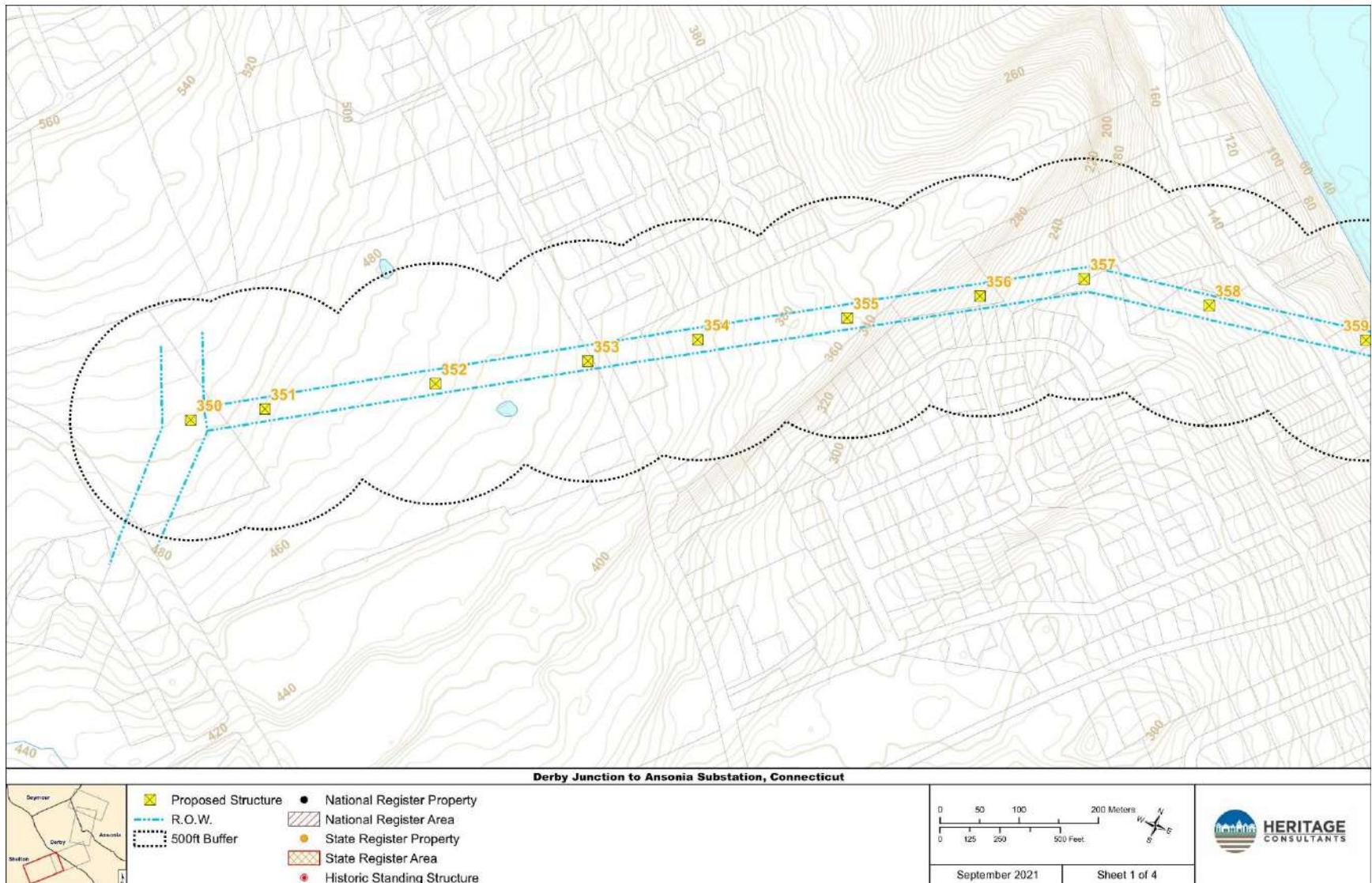


Figure 11; Sheet 1. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the ROW and planned work areas.

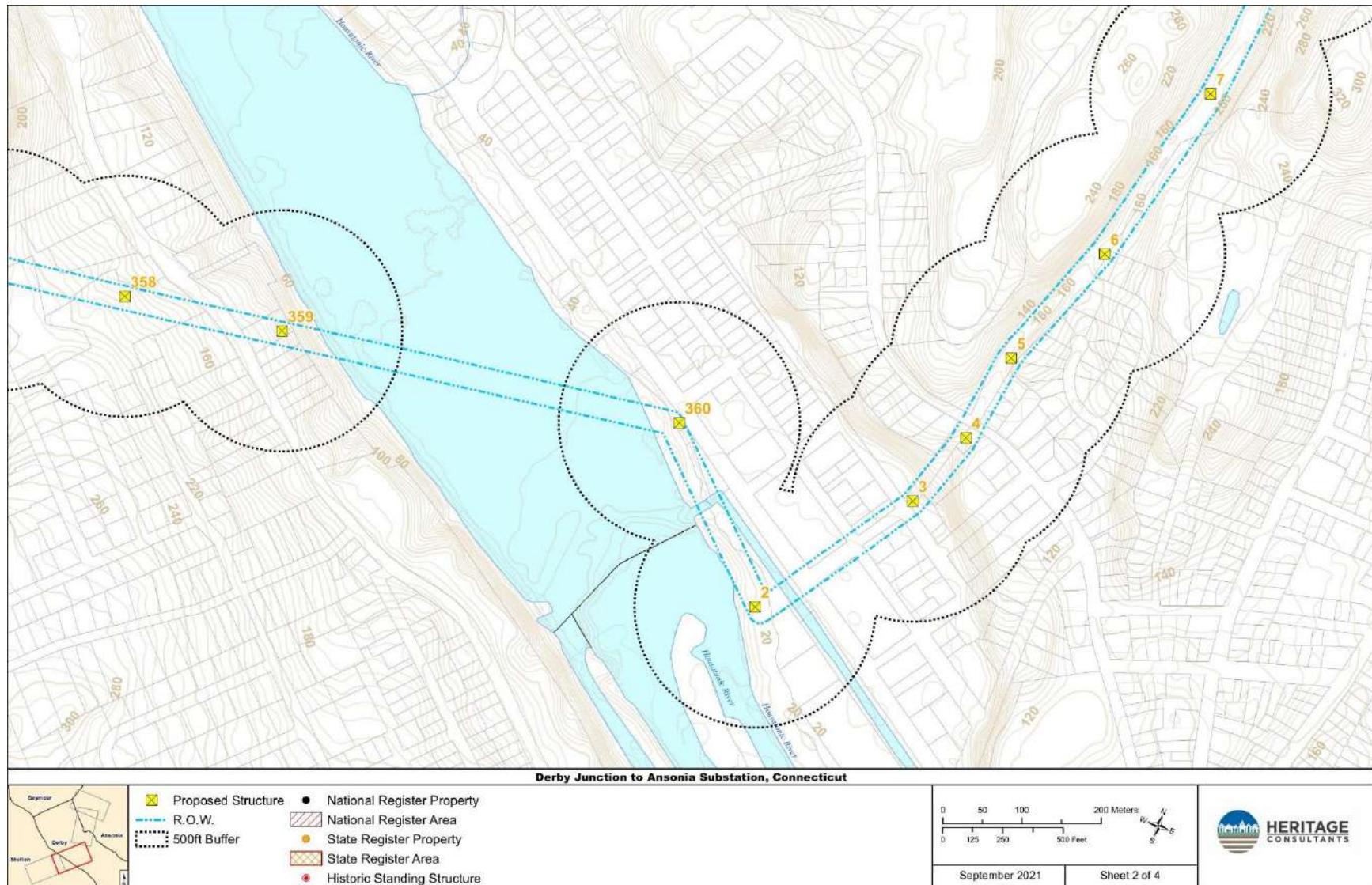


Figure 11; Sheet 2. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the ROW and planned work areas.

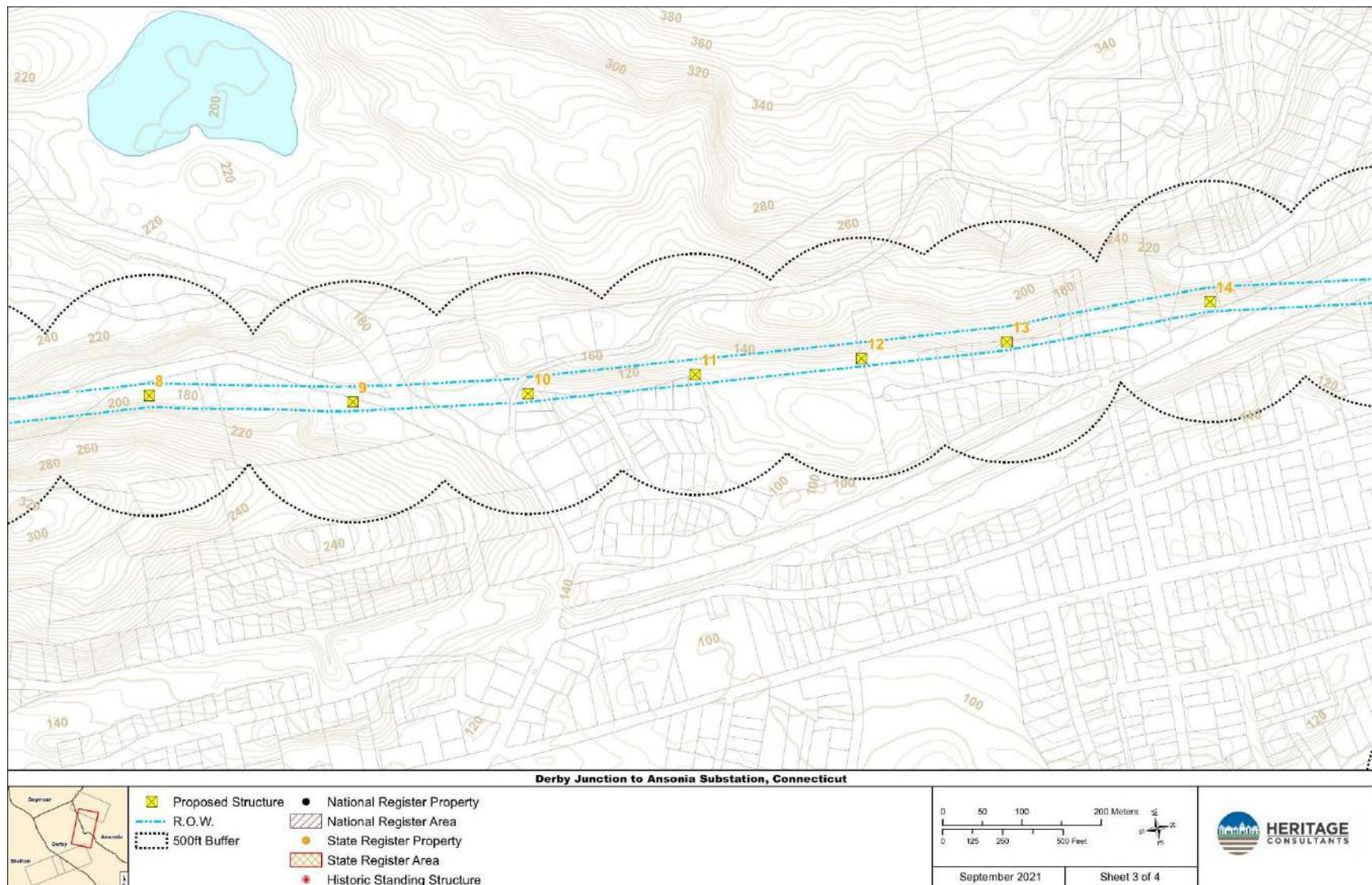


Figure 11; Sheet 3. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the ROW and planned work areas.



Figure 11; Sheet 4. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the ROW and planned work areas.



Photo 1. Overview photo showing proposed access road facing north towards Structure 350 (photo taken on October 12, 2021).

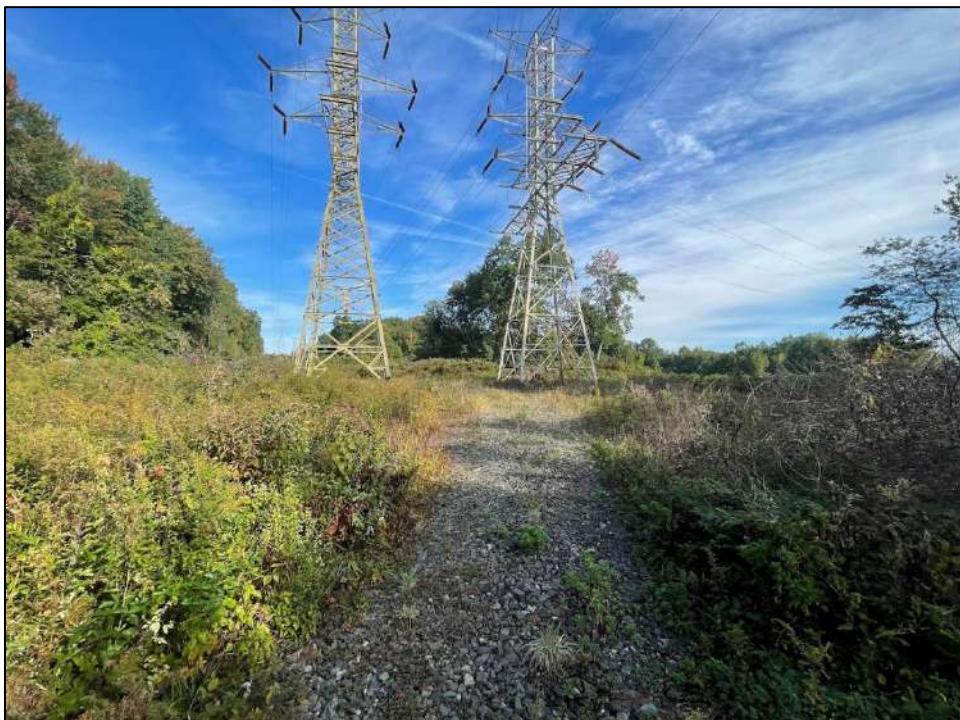


Photo 2. Overview photo showing western end of project corridor facing east (photo taken on October 12, 2021).



Photo 3. Overview photo of western end project corridor facing west (photo taken on October 12, 2021).



Photo 4. Overview photo western end of project corridor facing east (photo taken on October 12, 2021).



Photo 5. Overview photo towards Structure 356 facing east (photo taken on October 12, 2021).



Photo 6. Overview photo of western portion of the project corridor facing west (photo taken on October 12, 2021).



Photo 7. Overview photo of low sensitivity area in the western portion of the project corridor facing west (photo taken on October 12, 2021).



Photo 8. Overview photo of low sensitivity area in the western portion of the project corridor facing east (photo taken on October 12, 2021).



Photo 9. Overview photo of the project corridor facing north (photo taken on October 12, 2021).



Photo 10. Overview photo of the Derby Dam facing northwest (photo taken on October 12, 2021).



Photo 11. Overview photo of the project corridor facing north (photo taken on October 12, 2021).



Photo 12. Overview photo of the project corridor facing south (photo taken on October 12, 2021).



Photo 13. Overview photo of the project corridor facing south (photo taken on October 12, 2021).



Photo 14. Overview photo of the project corridor facing north (photo taken on October 12, 2021).



Photo 15. Overview photo of the project corridor facing north (photo taken on October 12, 2021).



Photo 16. Overview photo of the project corridor facing south (photo taken on October 12, 2021).



Photo 17. Overview photo of the project corridor facing north (photo taken on October 12, 2021).



Photo 18. Overview photo of the project corridor facing west (photo taken on October 12, 2021).



Photo 19. Overview photo of the project corridor facing southeast (photo taken on October 12, 2021).



Photo 20. Overview photo of the project corridor facing northwest (photo taken on October 12, 2021).