Determination of Effect on Historic Properties

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Project: State No.: 53-189
F.A.P. No.:  Project Title: Reconstruction of Interchange Route 17 and New London Turnpike
Town: Glastonbury

Finding of Effect: No Adverse Effect to Historic Properties

Project Description:

The Connecticut Department of Transportation (CTDOT), with funding support from the Federal Highway Administration (FHWA), proposes reconstruction of Interchange between Route 17 and New London Turnpike in the Town of Glastonbury. The proposed project involves the removal of the superstructure of Bridge No. 00388. The superstructure and substructure (to the footings) of Bridge No. 00389 (Route 17 SB Ramp 007 over New London Turnpike) will also be removed. The existing Bridge No. 00388 span under Route 17 NB will be filled and a new roadway will be constructed on top of the filled span. The Route 17 SB Ramp 007 pavement will be removed from beginning of ramp to New London Turnpike/Oak Street intersection. Route 17 SB Ramp 005 will be reconfigured at intersection with New London Turnpike and a new roundabout will be constructed. A new traffic signal will be installed at intersection of New London Turnpike, Oak Street and Williams St E. In addition, there may be some work on the Route 17 NB on-ramp from New London which would include reconfiguration of the ramp and pavement removal. The on-going project design will seek to avoid and minimize impacts. It will include BMPs, erosion control and avoid regulatory impacts. No acquisitions of highway right-of-way (ROW) are anticipated.

This project was previously reviewed for historic property impacts under Section 106 of the National Historic Preservation Act (NHPA) in 2017 and 2018. Under
both reviews the project was found to result in no effect to historic properties. The previous findings are being revisited here due to time elapsed and refinement of project design plans.

Under the provisions of the Programmatic Agreement executed between CTDOT, FHWA, the Connecticut State Historic Preservation Officer (CT SHPO), and the Advisory Council on Historic Preservation regarding compliance with Section 106 of the National Historic Preservation Act (NHPA) for minor transportation projects\(^1\), the Office of Environmental Planning (OEP) intends to make a determination of effect on historic properties for the described undertaking.

**Resources Potentially Affected:**

**Above Ground Architectural**

The NPGallery digital asset management database maintained by the National Park Service was consulted for the purpose of locating any historic properties listed on the National Register of Historic Places (NRHP) in the project vicinity. The southern project limits adjoin the **JB Williams Company NRHP Historic District** along both its east and western boundaries. The side and rear of many contributing properties—including virtually all parcels along the north side of Williams Street—fall adjacent to the proposed project limits. The Department anticipates that it will be necessary to temporarily re-route traffic through this District as a detour along the Glastonbury Expressway and Hubbard Street. Within the District, each of the houses along Hubbard Street are set back roadway a minimum of 15-20 feet. The houses are further screen by trees, sidewalks, and lawns. OEP does not see this temporary impact as compromising any aspects of the resource’s integrity on a long-term basis, and therefore finds no adverse effect to the District.

A series of historic maps and aerial photographs obtained from the University of Connecticut Map and Geographical Information Center (MAGIC) was examined to assess the potential for previously unidentified historic properties to be located within the project area of potential effect (APE). The 1930 Griswold-Spiess Map of reconstructed Native settlement in Connecticut circa 1625 depicts a village known as ‘Naubuc’ situated near the confluence of Salmon Book and the Connecticut River a short distance (perhaps a mile) to the northwest. A prominent footpath known as the Hockanum Path also appears to have coursed through the APE more or less along the alignment of Route 17. The 1811 Warren Map of Connecticut presents the New London Turnpike in place by that time, and a grist mill (see below) along Hubbard Brook at the southwestern project limits. A

\(^1\) Programmatic Agreement among the Federal Highway Administration, the Connecticut Department of Transportation, the Connecticut State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Implementation of Minor Transportation Projects, signed October 26, 2012 and revised May 4th, 2018. Accessible online at: www.ct.gov/culturalresources
minimal amount of development is depicted in the immediate area in the 1855 Woodford Map of Hartford County with the exception of several buildings associated with the JB Williams & Co. Soap, Blacking and Ink factory, which was situated between the southerly extensions of the project APE. Fairchild Series aerial photos from 1934 reveal the project APE to consist predominantly of cleared agricultural land into the middle of the 20th Century. Only a few distantly interspersed rural residential properties appear to have existed along the New London Turnpike during this period.

Image 1: Fairchild Series aerial photo from 1934, with approximate project area superimposed.

Five properties abut the segment of New London Turnpike to be widened:

- **548 New London Turnpike** is a 0.45 acre parcel that features a 2-story single family residence that has been converted into retail/office space (Image 2). The house was built in 1920.

- **530 New London Turnpike** is a 0.23 acre parcel that also features a 2-story single family residence that has been converted into retail/office space (Image 3). The house was built in 1929.
• 560 New London Turnpike is located behind (south) of 530 and 548 New London Turnpike. Access to the 2-story commercial/industrial building on this parcel is via a driveway that is shared with 530 New London Turnpike. The building was constructed in 1946.

• 574 New London Turnpike is a 1.9 acre parcel that features three buildings. The oldest is a single family residence that was built in 1900 (Image 4). Also on the property is a 1 story (1946) used for commercial/industrial and a 1-story storage shed (1946).

• 586 New London Turnpike (Stork Club) is a 1.23 acre parcel that features a 1 story commercial day care that was built in 1984 (Image 5).

None of the above listed properties exhibit design characteristics or associations with significant historic persons or events. CTDOT’s cultural resource staff note that the boundaries of the JB Williams Company Historic District exclude the above-listed five properties, in part because they consist of “post-World War II contemporary houses”. Research produced no evidence of associations with historic events, people or design that would qualify these properties for listing on the NRHP.

Image 2: Single family home at 548 New London Turnpike that has been converted into office space.
Image 3: Single family residence at 530 New London Turnpike. This property shares a driveway with 560 New London Turnpike.

Image 4: Property at 574 New London Turnpike.
Below Ground Archaeological

Digital site records maintained by the Office of the State Archaeologist (OSA), as well as OEP’s own internally maintained cultural resource geodatabase, were consulted for the purpose of identifying any previously known archaeological sites within the APE. Two archaeological resources have been recorded within 700 feet of the project limits. State Site Number 54-15 represents an isolated surface find of a groundstone axe celt from within the project APE along Route 17, within 20 feet of Salmon Brook. Though this site would not be considered NRHP-eligible, it could reflect more significant resources nearby. State Number 54-104 represents the JB Williams-Ocunty Site an expansive 18th - 19th Century industrial resource centered on the property at 222 Williams Street. This site is characterized by the remains of a soap factory and a grist mill predating that. Resource is reportedly in a ‘good’ state of integrity, but poorly bounded. It is not expected however that either of these resources are associated with intact NRHP-caliber archaeological deposits within the disturbed highway ROW that may be affected by the present undertaking.

Soil classification maps obtained from the U.S. Natural Resources Conservation Service were examined in conjunction with predictive models developed internally at OEP to assess the sensitivity of the project area for previously unknown pre-European Contact indigenous resources. Sediments within the APE
are classified as Urban Land and Urban Land Urdorthents, generally considered to be poor in quality for retention of intact archaeological resources, as would be expected given the construction of an interchange and two state routes. Some considerable ground disturbance is anticipated in association with this undertaking; though the preponderance will occur within the existing road right of way and involve previously disturbed soils (Image 6). As such, OEP sees minimal potential for affecting undiscovered, intact archaeological resources that might be considered NRHP-eligible.

![Image 6: LiDAR rendering of project area. Note the raised contours of all the roadways relative of the interchange to the surrounding topography.](Image 6)

**Determination of Effect:**

Based upon CTDOT’s MOU with FHWA establishing procedures for consulting with Federally-recognized Indian Tribes for Federal-aid undertakings in Connecticut, it was determined that no project specific Tribal consultation is warranted for this undertaking. Under the terms of said MOU, "Repair or replacement of existing ramps within the previously disturbed right-of-way" is not subject to project specific Tribal consultation. OEP Qualified Cultural Resource Staff finds that the present undertaking falls within that domain. Such projects are subject to Tribal consultation as part of quarterly reports to FHWA.
Given the involvement of NRHP-listed historic district, albeit without any permanent anticipated project-related impacts that might compromise the integrity of the qualities that render this resource significant, OEP hereby determines that there will be no adverse effect to historic properties in association with the present undertaking. With this determination, FHWA, through OEP, has concluded its responsibility to consider the potential effects of the described project on cultural resources under Section 106 of the NHPA via the provisions of the Programmatic Agreement referenced above.

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