

APPENDIX D

CULTURAL RESOURCES ASSESSMENT SURVEY REPORT

This page intentionally left blank

SEPTEMBER 2022

PHASE IA CULTURAL RESOURCES ASSESSMENT SURVEY OF THE
PROPOSED FAIRFIELD TO CONGRESS RAILROAD TRANSMISSION
LINE 115-KV REBUILD PROJECT, TOWN OF FAIRFIELD AND
CITY OF BRIDGEPORT, CONNECTICUT

PREPARED FOR:



100 MARSH HILL RD
ORANGE, CONNECTICUT 06477

PREPARED BY:



BERLIN, CONNECTICUT 06037

TABLE OF CONTENTS

INTRODUCTION	1
PROJECT BACKGROUND AND DESCRIPTION	1
HISTORICAL BACKGROUND OF THE PROJECT REGION	2
HISTORICAL MAPPING OF THE PROJECT AREA	3
AERIAL IMAGERY DEPICTING THE PROJECT AREA	5
ARCHAEOLOGICAL CONTEXT AND POTENTIAL OF THE PROJECT REGION	6
Bridgeport Sites	6
Site 15-2 (Berkshire No. 7 and Priscilla Dailey)	6
Site 15-3 (Elmer S. Dailey).....	7
Site 15-10 (BR-11)	7
Site 15-22 (Mary and Eliza Freeman Houses)	8
Fairfield Sites	8
Site 51-2 (Pequot Swamp Battlefield).....	8
Site 51-32 (CSB #1).....	8
SOILS SERIES CONTAINED WITHIN THE PROJECT AREA	8
SUMMARY OF ARCHAEOLOGICAL CONTEXT AND POTENTIAL OF THE PROJECT	9
NATIONAL/STATE REGISTER OF HISTORIC PLACES WITHIN THE VICINITY OF THE PROJECT AREA	10
Southport Historic District (NRHP District, SRHP District, and LHD)	10
Southport Railroad West Bound and East Bound Stations (NRHP District and SRHP District)	11
Fairfield Railroad Stations (NRHP Property and SRHP Property)	11
Railroad Avenue Industrial District (NRHP District and SRHP District).....	11
Division Street Historic District (NRHP and SRHP).....	12
Barnum-Palliser Historic District (NRHP District and SRHP District, and LHD)	12
David Perry House (NRHP Property and SRHP Property)	12
Barnum Museum (NRHP District and SRHP District).....	13
Bridgeport Downtown South Historic District (NRHP District and SRHP District).....	13
Bridgeport Downtown North Historic District (NRHP District and SRHP District).....	13
United States Post Office-Bridgeport Main (NRHP Property and SRHP Property).....	14
Connecticut Railway & Lighting Company Car-Barn (NRHP Property and SRHP Property)	14
Pequonnock River Railroad Bridge (NRHP Property and SRHP Property).....	14
METRO-NORTH RAILROAD (MNR)/AMTRAK RAILROAD ALIGNMENT	15
PRELIMINARY VIEWSHED ANALYSIS	16
SUMMARY AND RECOMMENDATIONS	20

LIST OF FIGURES

- Figure 1. Excerpt from a map of the Connecticut shoreline showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.
- Figure 2; Sheets 1-8. Excerpt from a 1996 USGS 7.5' series topographic quadrangle showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.
- Figure 3; Sheets 1-3. Excerpt from an 1856 map showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.
- Figure 4; Sheets 1-3. Excerpt from an 1868 map showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.
- Figure 5; Sheets 1-8. Excerpt from a 1934 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.
- Figure 6; Sheets 1-8. Excerpt from a 1951 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.
- Figure 7; Sheets 1-8. Excerpt from a 1970 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.
- Figure 8; Sheets 1-8. Excerpt from a 1995 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.
- Figure 9; Sheets 1-8. Excerpt from a 2019 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.
- Figure 10; Sheets 1-8. Digital map showing the location of archaeological sites within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.
- Figure 11; Sheets 1-8. Digital map of soil types contained within the Fairfield to Congress Transmission Line 115-kV Rebuild Project corridor in Fairfield and Bridgeport, Connecticut.
- Figure 12; Sheets 1-8. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.
- Figure 13; Sheets 1-8. Excerpt from a Draft Viewshed Analysis completed by All-Points Technology Corporation showing National/State Register of Historic Places properties/district overlaid on the year-round visibility envelope from above-ground elements associated with the Fairfield to Congress Transmission Line 115-kV Rebuild Project.

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 reconnaissance survey of the proposed Fairfield to Congress Railroad Transmission Line 115-kV Rebuild Project (the Project) in Fairfield and Bridgeport, Connecticut (Figure 1). The Phase IA 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 collected by Heritage, as well as viewshed mapping of the Project corridor that was completed by All-Points Technology Corporation (APT) and made available to Heritage.

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 Project corridor; 2) to investigate the Project corridor in terms of its natural and historical characteristics; and 3) to evaluate the need for completing additional cultural resources investigations.

Project Background and Description

According to UI, the Project will include a rebuild of 7.6 miles (10.11 circuit miles) of the existing 115-kilovolt (kV) transmission facilities that are presently located on UI-owned infrastructure (bonnets) that are situated on top of the 157 railroad catenary structures that span the MetroNorth Railroad (MNR) rail lines from just east of Sasco Creek (existing catenary structure B648S) in the Town of Fairfield to UI's Congress Street Substation in the City of Bridgeport.¹ The catenary structures with the UI infrastructure (bonnets and wires) on top typically range in height from 60 to 80 feet. The Connecticut Department of Transportation (CT DOT) owns the corridor within which the MNR tracks are located. In addition to the removal of 115-kV infrastructure from the railroad catenary structures, as part of the Project UI will rebuild a 0.23-mile segment of double-circuit transmission lines that are presently located on lattice steel towers along a UI right-of-way that extends from the railroad corridor in eastern Fairfield to UI's Ash Creek Substation in Bridgeport.

The Project will result in the relocation of all the existing 115-kV transmission lines off the MNR catenary structure support columns (removal of the bonnets and 115-kV overhead wire systems) along the Project corridor, as well as the removal of the existing lattice steel towers that support the 115-kV line connection to Ash Creek Substation.² The 115-kV transmission lines will be rebuilt on new independent single- or double-circuit monopoles that will be built within or near the railroad corridor and along the UI ROW to Ash Creek Substation. The Project will include the installation of new insulators, hardware, and conductors.

A total of 103 new monopoles will be installed. The heights of the new monopoles will vary depending on location. However, in Fairfield, the new monopoles will typically range in height from 95 to 135 feet. In

¹ The Project excludes a 0.3-mile segment of the railroad corridor in Bridgeport near UI's Pequonnock Substation. In this area, the existing 115-kV lines are being removed from the railroad catenary structures as part of UI's separate Pequonnock Substation Rebuild Project. The rebuilt 115-kV lines for this Fairfield to Congress Project will connect to the lines that are rebuilt as part of the Pequonnock Substation project.

² In Fairfield and western Bridgeport, UI's 1130 Line (115 kV) is aligned on monopoles located north of the MNR tracks; the Project does not involve any work on this portion of the 1130 Line.

Bridgeport, the new monopole heights will generally be from 95 to 145 feet, with taller structures (approximately 195 feet) between the Pequonnock and Congress Street substations.

Project construction will require vegetation clearing along the railroad corridor and the UI ROW to Ash Creek Substation as needed, the use of both existing paved and proposed access roads, and the installation of work pads as required to stage the installation of the new monopoles and to remove the existing UI bonnets and wires from the MNR catenary structures. The Project upgrades to the 115-kV transmission lines will improve the reliability, capacity, and resiliency of the transmission system, ensuring that the safe and reliable transmission of power is maintained for UI customers throughout Fairfield County, in accordance with Federal reliability standards.

In planning and designing the Project, UI has sought to minimize potential direct impacts by proposing to locate the new monopoles within or near the CT DOT corridor to the extent practical and to align the monopoles to avoid existing land uses. In doing so, its engineers have utilized tall monopoles so that the Project can be implemented using fewer structures and still meet engineering constraints and concomitant public safety. It is anticipated that another benefit of this approach may be the lessening of direct impacts to potentially sensitive resources along the existing Project corridor. UI also anticipates that as the planning for the Project continues and the Project proceeds through the regulatory/siting processes, the Project design may evolve. As a result, the locations of access roads, pull pads, work pads, etc., presented in this report may be modified.

Historical Background of the Project Region

The Project extends through the municipalities of Fairfield and Bridgeport in Fairfield County, Connecticut. Prior to contact with Europeans, this area was inhabited by the Paugussett Native American tribe. At the time of contact, contemporary writers and later historians noted that indigenous peoples in southern New England subsisted on crops that they cultivated, as well as seasonal hunting and fishing. In terms of housing, Native Americans lived with their immediate or extended families in bark or reed covered wigwams. Once Europeans began to arrive in what is now New England, they exposed indigenous peoples to new diseases to which they had no natural immunity. These disease vectors devastated the Native American population of southern New England. By the time that English colonists had begun to settle in the Project region during the seventeenth century, it is thought that approximately 90 percent of the Native American population had perished, leaving small family groups scattered through the area (Lavin 2013).

After settling along the coast of Fairfield County, European colonists established farms and built or improved numerous harbors for shipping and other maritime pursuits. Maritime industries and trade flourished in the eighteenth and nineteenth centuries, fueled partly by an abundance of agricultural products. As time passed, some agricultural regions became industrial centers while others transitioned to residential housing. By the beginning of the twenty-first century, Fairfield and Bridgeport were densely populated, though today Fairfield functions as a residential suburb while Bridgeport is a large city.

Capsule History of Fairfield

The town of Fairfield is situated along the northern margin of Long Island Sound between Westport to the west and Bridgeport to the east. This area was first settled by English colonists when Roger Ludlow bought a tract of land from the local Paugussett Tribe in 1639 (Fairfield Museum and History Center 2021). Fairfield was one of the earliest English settlements in the state and originally encompassed the modern towns of Redding, Weston, and Easton, as well as part of Westport. In 1767, the northernmost portion of Fairfield separated and became known as Redding (Connecticut 2020). While initially Fairfield was the economic center of the county, this changed after the town was burned by the British in 1779 during the

Revolutionary War (Fairfield 2021). After the Revolutionary War ended, the town of Fairfield was reduced in size again when Weston, which at the time included the town of Easton, separated from it in 1787 (Connecticut 2020). By 1790, the population of Fairfield included 4,009 residents (Connecticut 2021a).

Throughout the eighteenth and nineteenth centuries, Fairfield's economy was focused on local agricultural and maritime industries. Farmers in this area raised a variety of crops, including corn, wheat, flax, and globe onions; they shipped these, as well as dairy and poultry products, from Fairfield's harbors to ports around the world. Other maritime industries, such as shipbuilding, also became prominent in Fairfield at this time. In 1848, the arrival of the railroad in town not only expanded trade and shipping opportunities for Fairfield's residents but also ushered in tourism opportunities the area became a resort destination during the late nineteenth century (Fairfield 2021). At the beginning of the twentieth century, Fairfield was home to 4,489 residents, and as the years progressed, the population grew dramatically (Connecticut 2021b). The town shifted from being a center of maritime commerce to being a densely populated residential town during the twentieth century. Areas that had once been agricultural fields had been developed for housing (Fairfield 2021). By 1970, Fairfield had a population of 56,487 residents (Connecticut 2021c). The population continued to increase, and as of 2021, the number of residents in Fairfield climbed to 61,740. Today, the largest employers in town are related to health care and retail, and two of the most prominent employers are Fairfield University and Sacred Heart University (AdvanceCT and CTData Collaborative 2021a).

Capsule History of Bridgeport

Located on Long Island Sound with Fairfield to the west and Stratford to the east, the City of Bridgeport is the most populous municipality in the State of Connecticut. Bridgeport was originally part of the town of Stratford, which itself was settled in 1639 (Bridgeport 2021). Like Fairfield, Stratford had abundant and productive farmlands, as well as multiple harbors along its coastline, including Black Rock Harbor, which is situated in what is now Bridgeport. In 1790, there were approximately 110 residents in the area, but by 1821 the community had grown large enough to separate from Stratford (Barber 1836). Bridgeport was incorporated as a city in 1836, and the population had reached 4,570 by 1840 (Connecticut 2020, 2021d).

Bridgeport's location on the Connecticut coastline and its proximity to the Housatonic and Naugatuck Rivers was ideal for trade, which fostered rapid growth throughout the nineteenth and twentieth centuries. The arrival of the railroad in Bridgeport in 1840 allowed for an industrial boom and in the following decades Bridgeport became a manufacturing hub for the region. The city produced a variety of items, including sewing machines, cutlery, furniture, brass, springs, organs, and paper (Hurd 1881). By 1890, the city had 48,866 residents (Connecticut 2021d). Bridgeport continued to grow until the mid-twentieth century when, because of the suburbanization trend following World War II, many of the city's inhabitants moved to neighboring towns. Bridgeport's population peaked at 158,709 in 1950 and then began to slowly decline, falling to 145,639 residents by 2021 (Connecticut 2021b, 2021c; AdvanceCT and CTData Collaborative 2021b). Though manufacturing is still a significant part of the economy, the two largest employment sectors in Bridgeport are health care and the municipal government (AdvanceCT and CTData Collaborative 2021b).

Historical Mapping of the Project Area

As part of the Phase IA cultural resources assessment survey, Heritage reviewed historical maps showing the location of the proposed Project and its surroundings. 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 Project, unlike other historical map series that have incomplete coverage and only show small segments of coastal Connecticut.

The 1856 maps series, which is included in Figure 3; Sheets 1 through 3, depicts the historical development of the areas containing the Project as of the middle of the nineteenth century (H. & C.T. Smith 1856). The western portion of the Project, starting from between a point near Pequot Avenue and the area of Route 135, was lightly to moderately settled as of 1856. This area contained a moderate number of buildings to the south near Southport Cove, as well as widely spaced residences along both edges of the Project. The only municipal facility in this area as of 1856 was a cemetery that was established to the south of the Project. This is the Old West Cemetery, which is located to the south of Post Road and away from the Project (Figure 3; Sheet 1).

As of 1856, the central portion of the Project between Route 135 and Ash Creek, was relatively densely settled in the west and more sparsely settled in the east (Figure 3; Sheet 2). The westerly area contained numerous residences, blocks of contiguous buildings, and a second cemetery. The latter is the Fairfield East Cemetery, which remains in operation today. This burying ground is located well to the south of the Project and will not be impacted by the proposed construction. The easterly section of this portion of the Project was more sparsely settled as of 1856; at this time, very few buildings were located near the Project. This area was apparently outlying or agricultural land during the middle of the nineteenth century.

The eastern portion of the Project, which extends from the Ash Creek crossing to its termination in Bridgeport, again contained a mixture of densely and sparsely settled areas as of 1856 (Figure 3; Sheets 3). The latter were located to the west and contained singular residence. Interestingly, one of these was the home of P.T. Barnum, the “greatest showman on earth” during that period of time. Barnum’s residence was located to the north of the Project area and along one of the main streets leading into downtown Bridgeport. The most eastern portion of the Project is located in Bridgeport, which had become a large city by of 1856. This part of the Project is situated in the vicinity of what were several blocks of large residential and industrial buildings as of 1856, as well as the Stanley Hotel, a few churches, and the Steele Point Harbor Bridge, which carries Stratford Avenue across the Pequonnock River.

The succeeding 1868 map series is shown in Figure 4; Sheets 1 through 3 (Beers 1868). The initial stretch of the Project from near Pequot Avenue to Route 135 in Fairfield, was well developed by the third quarter of the nineteenth century (Figure 3; Sheet 1). At this time, this part of the Project and surrounding areas contained many more residences than in 1856, as well as several new roads. This area also contained a new parsonage, new train depot, schools, and churches. This maps also shows the continued presence of the Old West Cemetery; it also depicts the newly established St. Thomas Cemetery, which was located one block to the north of the Project corridor. By 1868, the majority of the western portion of the Project had become developed and former agricultural lands were shrinking, likely due to an increase in population and the need for new housing.

The central portion of the Project between Route 135 and Ash Creek, retained a similar character in terms of population density between 1856 and 1868 (Figure 4; Sheet 2). Some roads were added and the existing buildings had changed hands, but the area appeared overall to have been relatively unchanged. The only notable additions to this area were a cider mill and the large Mountain Grove Cemetery to the north of the Project, as well as the Bridgeport Trotting Park to the south of the Project area. The Mountain Grove Cemetery, which is the burial place of P.T. Barnum, remains in operation today. The Bridgeport Trotting Park, which was used for horse trotting later became known as Nutmeg Park. Christopher J. Lake bought the park in 1911 with plans to convert it to an “aerodrome” to be used to promote technological advances in aviation. It was Lake’s hope that the aerodrome would help make Bridgeport an important center for aviation development. Service at the aerodrome was discontinued in the twentieth century and the area has since been demolished and built over.

As seen in Figure 4, Sheet 3, the easternmost extent of the Project crossed through the heart of what was downtown Bridgeport as of 1868. This area was known as the First Ward of Bridgeport and contained commercial, residential, and industrial buildings and a well-developed road network in 1868. This area also was and remains characterized by the Bridgeport Harbor to the southeast, as well as Cook's Hill Pond to the east. It also once contained a cemetery to the south of Fairfield Avenue and to the west of Park Avenue. The former cemetery appears to have been located in the vicinity of Lewis Street; however, a review of aerial images of this portion of Bridgeport show that the cemetery appears to have been moved prior to 1934 to make way for additional residential growth.

Aerial Imagery Depicting the Project Area

Heritage also reviewed aerial images as part of the Phase IA cultural resources assessment survey. These included aerial series, which date from 1934, 1951, 1970, 1995, and 2019, document the overall development of the Project area throughout the twentieth century and into the twenty first century. The photographic series are discussed below.

The 1934 aerial image series depicting the Project is presented in Figure 5; Sheets 1 through 8. This series shows the Project in relation to the early twentieth century railroad alignment. As of 1934, the westernmost segment of Project between Pequot Avenue and Route 135 in Fairfield consisted of a mixture of sparsely settled areas to the west and more densely settled areas to the east, as was the case during the late nineteenth century. The western end of the Project retained some limited areas of agricultural production prior to World War II. The area to the east continued on a trajectory of growth that began in the late nineteenth century, and it was characterized by an increased number of roads and residences, as well as several large buildings, as Fairfield's population base increased (Figure 5; Sheets 1 through 3). The central portion of the Project between Route 135 and Ash Creek, also became more developed as new residences, large buildings, and roads were added to the region between 1868 and 1934. Some areas of open land remained in this portion of the Project, though they appeared to have been characterized largely by wet areas that were not suitable for crop production historically (Figure 5; Sheets 4 and 5). Finally, by 1934, Bridgeport had developed into a large urban area, and this portion of the Project area was highly developed, containing many new roads, hundreds of new buildings (i.e., residences, commercial structures, and industrial locations), train yards, and industrial zones.

The subsequent 1951 aerial image series shown in Figure 6; Sheets 1 through 8 offers some interesting insights into the region containing the Project during the middle of the twentieth century. The area between Pequot Avenue and Route 135 in Fairfield remained largely unchanged with the exception that local agricultural fields were in the process of reforestation by the early 1950s (Figure 6; Sheets 1 through 3). This is not surprising since farming declined rapidly in Connecticut between the 1930s and 1950s, and many former agricultural areas were transformed into suburbs after the close of World War II. Figure 6; Sheets 4 and 5, which show the central portion of the Project, reveal that many more commercial and larger industrial buildings had been added in the vicinity of the Project by the middle of the twentieth century. The 1951 aerial also shows that Interstate 95 had been constructed by that time, resulting in the removal of many earlier historical buildings and the reworking of local streams and wetlands. The remaining images in the 1951 series show that Bridgeport had continued to expand to the west and that new commercial and industrial buildings were added to the area. The character of the downtown portion of Bridgeport remained much the same as in prior years, however (Figure 6, Sheets 6 through 8).

As documented by the aerial images in Figure 7; Sheets 1 through 8, developmental changes continued in the vicinity of the Project area until the time of the 1970 aerial imagery series. As of 1970, the area between Pequot Avenue and Route 135 in Fairfield was almost entirely devoid of agricultural fields, having

been replaced by wooded areas, residences, new streets, and Interstate 95. The former rural feel of the area had been replaced by modern characteristics (Figure 7; Sheets 1 through 3). The area containing the central portion of the Project also continued to witness increases in development between 1951 and 1970. This area contained many more large buildings, likely used for commercial and industrial operations (Figure 7; Sheets 4 and 5). The remaining images in the 1970 series show that Bridgeport development had essentially reached its modern limits. The character of the downtown portion of Bridgeport remained much the same as in prior years (Figure 7; Sheets 6 through 8). While some portions of the bank lines on either side of the Pequonnock River had been recontoured, the downtown Bridgeport area remained essentially the same as during the middle of the twentieth century. Large residential and commercial buildings remained, as did more industrialized areas along the river banks.

The 1995 aerial imagery series showing the Project area is included in Figure 8; Sheets 1 through 8. The area between Pequot Avenue and Route 135 in Fairfield was almost entirely lacking in open space by 1995, with the exception of local stream and river crossings, wetlands, and a wooded area to the north of the Project area in the vicinity of Pole P-663S and Work Area WA-13 (Figure 8; Sheets 1 through 3). The area containing the central portion of the Project also continued to be developed between 1970 and 1995 (Figure 8; Sheets 4 and 5). Additional large buildings had been constructed along this part of the Project area, some of which replaced smaller facilities that existed there as of 1970. The final images captured in the 1995 aerials, which are depicted in Figure 8; Sheets 6 through 8, show that much of the previously built infrastructure and building stock within the downtown Bridgeport area remained unchanged since 1970.

The final aerial image series reviewed as part of the Phase IA cultural resources assessment dates from 2019 (Figure 9; Sheets 1 through 12). This series of images shows the region containing the Project area in its modern condition. While there are some differences between the 1995 and 2019 aerial image series, they are not dramatic. Again, the portion of the Project between Pequot Avenue and Route 135 in Fairfield was almost entirely built out, again with the exception of local stream and river crossings, wetlands, and a wooded area to the north of the Project in the vicinity of Pole P-663S and Work Area WA-13 (Figure 9; Sheets 1 through 3). The central portion of the Project also remained heavily developed (Figure 9; Sheets 4 and 5). The final images captured in the 2019 series, which are depicted in Figure 9; Sheets 6 through 8, convey the urban nature of Bridgeport and show large commercial and industrial facilities, parking areas, roads and highways, and residential neighborhoods to the north and south of the Project.

Archaeological Context and Potential of the Project Region

A review of previously recorded archaeological sites on file with the CT-SHPO in the vicinity of the Project was completed by Heritage during July of 2022 (Figure 10; Sheets 1 through 12). The literature review revealed that there are six archaeological sites that have been recorded within 500 feet of either side of the Project between Fairfield and Bridgeport. They include Sites 15-2, 15-3, 15-10, and 15-22 in Bridgeport, as well as Sites 51-2 and 51-32 in Fairfield, Connecticut.

Bridgeport Sites

The CT-SHPO file review revealed that there are four previously identified sites within 500 feet of the Project in Bridgeport. They are discussed below.

Site 15-2 (Berkshire No. 7 and Priscilla Dailey)

Site 15-2, which is also known as the Berkshire No. 7 Site, was recorded in 1978 (Figure 10; Sheet 8). It is also listed in the National Register of Historic Places (NRHP). According to the submitted site form, the Berkshire No. 7 Site contains the remains of “a small wood and steel barge now sunk in Bridgeport Harbor

along with two older but similar vessels. It is completely invisible, even at the lowest tides. The boat measures 20' beam by 10' depth of hold and had a capacity of 216 tons. It was built in 1935 in Brooklyn, New York, by Jacobson and Peterson, Inc. for Stewart J. Dailey. The framing of the hull is steel with wood planking over the skeleton." The Berkshire No. 7 represented one of a number of barges and former canal boats that were used to transport bulk material to and from Connecticut, New York, and New Jersey. The submitted site form also states that "the Berkshire No. 7 is of historical significance because its design is directly derived from that of 19th-century canal boats. It was built comparatively recently, in 1935, and apparently was never used on a canal, although such use may have been considered a possibility when it was built. Nevertheless, the Berkshire No. 7 has all the characteristics of a typical canal boats the bluntly rounded bow, the raised strakes to limit collision damage, the single long coaming, the low cabin in the stern, and the simple rectangular hull shape."

The Priscilla Dailey, the other sunken vessel within Site 15-2, consists of a wooden canal boat that sunk in Bridgeport Harbor "near the Stratford Avenue Bridge" (Figure 10; Sheet 8). The site form indicates that as of 1978, "about a third of its hull is visible at low tide. It is 111' long by 24' beam by 11.8' depth of hold and had a net (and gross) capacity of 311 tons. Formerly named Elizabeth E. Newell, it was built in 1929 at Whitehall, New York, for Anthony O'Boyle by master carpenter William J. Ryan." Because there are few surviving examples of actual wooden-hulled canal boats, the Berkshire No. 7 and the Priscilla Dailey have been deemed to retain historical value. As seen in Figure 10; Sheet 8, the locations of these vessels are adjacent to western bank line and within the Pequonnock River. They are not mapped within any specific work area associated with the Project. Construction-related impacts are not anticipated by the Project; however, since their mapped locations may be imprecise, it is recommended that a professional archaeologist be on site for any planned excavation activities in this area.

Site 15-3 (Elmer S. Dailey)

Site 15-3, which is also known as the Elmer S. Dailey Site, also was recorded in 1978 (Figure 10; Sheet 8). It, like Site 15-2, is also listed in the NRHP. According to the submitted site form, the Elmer S. Dailey is a wooden canal boat built for service on the Erie Canal and later fitted with Diesel power for pushing other barges. This boat "measured 105.2' long, 17.9' beam, 9.9' depth of hold, and had a net capacity of 101 tons. The hull is almost rectangular in both section and plan, with bluntly rounded bow and stern, The Elmer S. Dailey was built by William H. Pollette in 1915 at Tonawanda, New York." Shortly after Follette's death in 1917, a man named Stewart purchased and moved a number of canalboats to New York City, including the Elmer S. Dailey, where he established his own lighterage company; his company was engaged in moving material around the port and between New York and nearby New Jersey, and Connecticut Harbors, including Bridgeport, where it sank while moored in the Pequonnock River. Although technically a wreck, the Elmer S. Dailey is the only known surviving Erie Canal boat. As seen in Figure 10; Sheet 8, the Elmer S. Dailey is not mapped within any specific work area associated with the Project, and construction-related impacts are not anticipated by the Project; however, since its mapped location may be imprecise, it is recommended that a professional archaeologist be on site for any planned excavation activities in this area.

Site 15-10 (BR-11)

Site 15-10, which is also known as BR-11, was recorded in 1968 (Figure 10; Sheet 6). At the time of its recording, the site was situated within an open area that was once part of the Golden Hill Paugusett Tribal Reservation Lands (Figure 10; Sheet 6). According to the site form, the site area contained "25 wigwams," which were occupied by "3 women and 4 warriors" as of 1710. Excavation of the site area during construction of the Bridgeport High School resulted in the identification and removal of "2 or 3 skeletons" and a quartz arrowhead. . The construction of the high school and the nearby Foreign Legion building

resulted in the destruction of Site 15-10. This former archaeological site will not be impacted by any construction associated with the Project

Site 15-22 (Mary and Eliza Freeman Houses)

The Mary and Eliza Freeman Houses are mid-nineteenth century historical residences and associated archaeological deposits situated at 352-4 and 358-60 Main Street (Figure 10; Sheets 7 and 8). The homes were constructed in 1848 in a neighborhood settled by African Americans known as Little Liberia. The houses are listed the State Register of Historic Places (SRHP) and also as have been designated as a landmark on the Connecticut Freedom Trail. In addition, they also were listed on the NRHP in February of 1999. The NRHP inventory form states that, "The Mary and Eliza Freeman Houses are significant as the last two houses to survive of "Little Liberia," a settlement of black freedmen in this area that began in 1831 and reached its apogee just prior to the outbreak of the Civil War. The original owners were two African American women of prominence whose family was instrumental in the development and sustenance of this community (Criterion A)." The original owners, Mary (1815-1883) and Eliza (1805–1862) Freeman, were free women of color born in Derby, Connecticut. In 1848, they purchased two adjoining building lots in the south end of Bridgeport. The sisters had houses built and initially leased them out as rental properties while they lived and worked in New York City. As of 2010, the two homes had been vacant for a considerable time. The Mary & Eliza Freeman Center for History and Community was formed and began to fundraise to restore and preserve the homes. The Freeman Center's goal is to operate these as a Little Liberia joint house museum open to the public, researchers, and school groups. The Mary and Eliza Freeman Houses are located within the approximately 149 m (490 feet) the project corridor. These houses fall within the search buffer for the current Phase IA Assessment Survey, and the viewshed analysis discussed below suggests that some of the proposed Project elements will be visible from the houses.

Fairfield Sites

The CT-SHPO file review revealed that there are two previously identified sites located within 500 feet of the Project in Fairfield. They are discussed below.

Site 51-2 (Pequot Swamp Battlefield)

Site 51-2, which is also known as the Pequot Swamp Battlefield Site, is situated on private land that is bordered by Interstate 95 to the north and west, Westway Road to the South, and Westford Drive to the east in Fairfield (Figure 10: Sheet 1). The site was reported in 1979 by the Archaeology Society of Connecticut (ASC) and was described as containing Native American burials that were excavated in 1947; the burials were believed to have been associated with the Pequot Swamp Fight of 1637. Site 51-2 has not been assessed applying the NRHP criteria for evaluation (36 CR 60.4 [a-d]). The Pequot Swamp Battlefield Site is located approximately 400 feet to the northwest of the Project corridor. According to the submitted site form, Site 51-2 has been destroyed; it will not be impacted by the proposed Project.

Site 51-32 (CSB #1)

The official State of Connecticut form for Site 51-32 is blank (Figure 10; Sheet 2). Other than its name, no other pertinent information concerning this site is available. It is located approximately 500 feet to the northwest of the Project area. The proposed Project will not impact this site.

Soils Series Contained Within the Project Area

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 area, Heritage reviewed soils within and immediately adjacent to the proposed Project (Figure 11; Sheets 1 through 8). With respect to the

potential for identifying prehistoric archaeological sites, the area containing the Project 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 slope, 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 construction areas.

The area containing the Project also was assessed for the potential to yield 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 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 be 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 11; Sheets 1 through 8 show the various major types within the Project corridor. They include Agawam/Urban Land (soil code 229), Udorthents/Urban Land (soil code 306), Urban Land (soil code 307), and Udorthents Smoothed (soil code 308). The Agawam/Urban Land soil series (soil code 229) is attributed to areas that have been developed but which may contain intact soils beneath previous construction horizons. Udorthents/Urban Land (soil code 306) 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 soils (soil code 307) are those types that have generally been disturbed in the past and are now covered with impermeable surfaces such as concrete, pavement, and buildings; these areas may have the potential to contain deeply buried cultural deposits. Udorthents Smoothed (soil code 308) include those area where the natural soils and grades have been removed or heavily reworked by modern construction activities. In sum, the areas containing soils described are Udorthents Smoothed are highly unlikely to yield intact cultural deposits and can be considered no/low archaeologically sensitive areas. The three remaining soils series, while the have been disturbed to some degree, may retain a low to moderate potential to yield archaeological deposits, most likely associated with the historical period use of the Project.

Summary of Archaeological Context and Potential of the Project

The review of CT-SHPO files revealed that there are six previously recorded archaeological sites located within 500 feet of either side of the Project; however, four of these sites are situated in areas that are well outside of the Project footprint (Sites 15-10, 15-22, 51-2, and 51-32). These four sites will not be impacted by the proposed construction. In contrast, Sites 15-2 and 15-3 are situated on the southeastern edge of the Project and along the bank line of the Pequonnock River in Bridgeport, Connecticut (Figure 10; Sheets

1 through 8). These two sites contain historical period shipwrecks (Berkshire No. 7, Priscilla Dailey, and Elmer S. Dailey) that sunk while moored in the river. They are underwater resources and it is unlikely that they will be disturbed by Project construction, which will be terrestrial in nature. Nevertheless, since the bank line of the river may have changed over the 40 years since the sinking of the boats was recorded and the sites may now be buried within terrestrial soils, it is recommended that a professional archaeologist be on site during planned excavation activities that may occur between Poles 775S and 779S.

National/State Register of Historic Places Within the Vicinity of the Project Area

The review of CT-SHPO files also revealed that numerous NRHP and SRHP properties/districts (and their contributing elements) have been recorded within 500 feet of the Project corridor; some of these areas are also part of Local Historic Districts (LHDs). The LHDs were identified through a records search of the CT-SHPO files, visits to the Fairfield and Bridgeport public libraries, and Internet searches. The LHDs on file with the Town of Fairfield also can be found at <https://www.fairfieldct.org/historicdistricts>. The LHDs on file with the City of Bridgeport can also be found at https://www.bridgeportct.gov/filestorage/341650/341652/346105/342427/342475/Map_Gallery_30in_x_40in_Historic_District_Map.pdf.

The identified NRHP/SRHP/LHD district and properties located within 500 feet of the Project include the Southport Historic District (NRHP/SRHP/LHD), Southport Railroad Stations (NRHP), Fairfield Railroad Stations (NRHP), Railroad Avenue Industrial District (NRHP), Division Street Historic District (NRHP), Barnum-Palliser Historic District (NRHP), David Perry House (NRHP), Barnum Museum Historic District (NRHP), Bridgeport Downtown South Historic District (NRHP), Bridgeport Downtown North Historic District (NRHP), United States Post Office (NRHP); Connecticut Railway and Lighting Company Car Barn (NRHP), and the Pequonnock Avenue Railroad Bridge (NRHP). These historic districts and properties are described in turn below. Information concerning the contributing elements of the various NRHP/SRHP/LHD districts is presented in Table 1 below.

It is important to note that any resource described below as listed on the NRHP is automatically considered listed on the SRHP as well; however, not all SRHP properties may be listed on the NRHP. Finally, LHDs are simply “local” historic districts; they may not necessarily be listed on either the NRHP or the SRHP, but instead may have been identified as LHDs by the corresponding municipality.

Southport Historic District (NRHP District, SRHP District, and LHD)

The Southport Historic District, also known as the Mill River Historic District and is listed on the NRHP and SHRP, is a 225 acre area in the town of Fairfield, Connecticut (Figure 12; Sheets 1 and 2). This area, which is also an LHD, is bounded to the north by the MNR tracks, to the south by the Mill River and Southport Harbor, to the west by Old South Road, and to the east by Rose Hill Road. This area includes properties on Church Street and along both sides of Rose Hill Road, excluding the commercial and industrial property along Pequot Avenue. A portion of the district was listed on the NRHP in March of 1971. The eastern boundary of the district was expanded in 1994, and the boundary was further extended in 2007 to include buildings along Spruce Street. These two expansions are listed on the SRHP. At the time the district was listed on the NRHP, there were more than 150 contributing buildings within it, including many with the Greek Revival, Romanesque, and Federal style architectural styles (see Table 1). The Southport Historic District is considered significant because it was the center of trade and commerce in the town of Fairfield in the eighteenth and nineteenth centuries. Portions of the Southport Historic District falls within the 152 m (500 foot) buffer on sides of the Project area.

Southport Railroad West Bound and East Bound Stations (NRHP District and SRHP District)

There are two historic railroad stations at Metro-North's Southport stop. They are located at 96 Station Street and 100 Center Street in Fairfield; they are the east bound station on the south side of the tracks and the west bound station on the north side of the tracks (Table 1 and Figure 12; Sheet 1). Both stations were listed on the NRHP in July of 1989, and both are contributing elements of the Southport Historic District discussed above. By virtue of being listed on the NRHP, the railroad stations are also considered part of the Connecticut SRHP. The late nineteenth century Late Victorian style stations are considered significant in the areas of transportation and architecture. The station on the westbound side of the railway alignment is a wooden structure that was constructed in the salt-box style; it is part of the nineteenth century rebuilding of the New York, New Haven, and Hartford Railroad's main line. The station situated on the eastbound side of the railway alignment was constructed in 1884 to replace a depot that had been destroyed by fire. The latter is typical of brick stations that were built at small town stops throughout the state at the time. It is no longer in use as a depot and currently houses Paci's restaurant. Both stations fall within the area containing the Project and are historical elements of the existing MNR railway corridor.

Fairfield Railroad Stations (NRHP Property and SRHP Property)

The Fairfield Railroad Stations include the east bound station on the south side of the tracks and the west bound station on the opposite side (Table 1 and Figure 12; Sheet 3). The two stations were listed on NRHP in July of 1989. By virtue of being listed on the NRHP, the stations are also considered as SRHP properties. They are considered significant for their Late Victorian Stick/Eastlake architecture and for their contribution to railroad passenger service in the historical development of Fairfield. Both stations are well preserved examples of small-town station architecture, and Fairfield experienced substantial commercial and industrial development as a direct result of its railroad connections. The two stations ultimately became a symbol of community life in the area. The older east bound station was constructed in 1882 to replace a previous depot that had been destroyed by a fire. It is typical of utilitarian style brick stations at the time and housed a large waiting room, ticket counter, offices, rest rooms and baggage area. The west bound station was constructed in the 1890s as part of a large scale rebuilding of the New York, New Haven and Hartford Railroad's main line. The building is a wood frame with simple Victorian style detailing. It is one of the largest stations built in the late nineteenth century. The Fairfield Railroad Stations historical elements of the MNR railroad corridor and are situated adjacent to the Project.

Railroad Avenue Industrial District (NRHP District and SRHP District)

The Railroad Avenue Industrial District is a 50 acre historical industrial area situated on the western side of Bridgeport, Connecticut. It was listed on the NRHP in September of 1985; it is also listed on the Connecticut SRHP (Table 1 and Figure 12; Sheet 6). At the time district was recorded, there were 11 late nineteenth and twentieth century factory complexes that were located along both sides of Railroad Avenue between Wordin and Fairfield Avenues. Many of the complexes have been since demolished due to urban renewal efforts. The buildings within the district are considered significant for their architecture (Criterion C) and for their contribution to the historical development of Bridgeport (Criterion A). Among the major Bridgeport manufacturers associated with these factory complexes were Bridgeport Organ, Wilmot and Hobbs, American Graphophone, Raybestos, Casco Manufacturing, Bryant Electric, and Harvey Hubell, Inc. The historic district's buildings were also considered significant because they illustrated the typical factory architecture of the late nineteenth and early twentieth centuries, with examples Victorian factories, relatively plain ca., 1900 brick-pier mills, reinforced concrete buildings, and even ca., 1930 structural steel/glass curtain wall construction. The Railroad Avenue Industrial District encompasses a portion of the proposed Project and areas on both sides of it.

Division Street Historic District (NRHP and SRHP)

The Division Street Historic District is a 39 acre nineteenth century residential area located in Bridgeport's West Side-West End area; it is bounded to the north by State Street, to the west by Iranistan Avenue, to the south by Black Rock Avenue, and to the east by West Avenue in Bridgeport, Connecticut (Table 1 and Figure 12; Sheets 6 and 7). The district was listed on the NRHP in June of 1982 and added simultaneously to the SRHP; it is considered significant for its Greek Revival, Gothic, and Italianate styles of architecture. The majority of the Division Street Historic District was historically part of Fairfield; the area to the west of Division Street was annexed by Bridgeport in 1870. The district's buildings demonstrate the patterns of Bridgeport's growth in the second half of the last century and can be separated into three types of architecture types; early workers housing, Post Civil War mansions, and the Barnum-Sherwood Development. P.T. Barnum established a residential development on the site of an old cemetery in the area. He was able to get legislation passed by which the graves in the cemetery were relocated. The southern extent of the Division Street Historic District falls within the 500 feet of the Project.

Barnum-Palliser Historic District (NRHP District and SRHP District, and LHD)

The Barnum-Palliser Historic District, which was listed in the NRHP in 1982, is a 5.9-acre late nineteenth century residential area that is bounded by Austin Street, Myrtle Avenue, Atlantic Street, and Park Avenue in Bridgeport (Table 1 and Figure 12; Sheet 8). It is not only listed on the NRHP, but it also is a SRHP District and an LHD. The area containing the Barnum-Palliser Historic District was originally developed by P.T. Barnum to provide housing for his workers. Many of the houses in the district were designed by architects Palliser, Palliser, & Co., and the district is considered significant for its Queen Anne, Stick/Eastlake, and Italianate styles of architecture. At the time the area was listed to the NRHP, there were 33 residences and a brick schoolhouse located there. The NRHP inventory form states that the historic district is associated with "the real estate development aspect of the life of the important nineteenth century entertainer P.T. Barnum (Criterion B); is reflective of his relationship with and philanthropic attitude toward those of a less favored social class, an important late-19th-century trend (Criterion A) and is primarily the work of the nationally-known architectural firm of Palliser, Palliser & Company (Criterion C)." Of the four moderate-income housing developments this Bridgeport-based firm is known to have been responsible for in the city, this represents the only instance where the principals were actually owners of some of the properties, as well as the only such development that consists mostly of double houses. The work of another major architect, Warren R. Briggs, is also represented in the District in both earlier and later portions of the Myrtle Avenue School (Criterion C)." A portion of the Barnum-Palliser Historic District falls within the 500 feet of the Project.

David Perry House (NRHP Property and SRHP Property)

The David Perry House, which is also known as the Seery-Bolster House, is a nineteenth century historical residence located at 531 Lafayette Street in Bridgeport (Table 1 and Figure 12; Sheets 7 and 8). This property was listed to the NRHP in March of 1984; it was simultaneously added to the SRHP. When it was recorded, David Perry House was the only known Federal period building remaining within Bridgeport's original village center. The building is considered significant for its architecture and local history. Built in 1826 for businessman David Perry, it is a two-and-a-half story wood frame structure topped with a side gable roof that contains an off-center brick chimney. The exterior of the building was covered in clapboard. David Perry was active in Bridgeport's whaling industry and he built several docks and warehouses near the city's historical waterfront. The David Perry House was originally located nearer to the waterfront, but it was moved in 1871 to its present location because a new factory was scheduled to be constructed on the original parcel of land. The David Perry House is located less than 500 feet north of the Project.

Barnum Museum (NRHP District and SRHP District)

The Barnum Institute of Science and History, which is also known as the Barnum Museum Historic District, partially overlaps with the Bridgeport Downtown South Historic District. The Barnum Museum itself is located at 820 Main Street in Bridgeport, Connecticut (Table 1 and Figure 12; Sheet 8). The building that houses the museum collections was listed on the NRHP in November of 1972. By virtue of its listing on the NRHP, this area also became a SRHP resource. The building was designed by architect Longstaff & Hurd and construction was completed in 1893. The three story building is made of sandstone and terra cotta with several architectural influences, including Byzantine, Islamic, Gothic, and Romanesque. The museum is significant for its association with Phineas Taylor Barnum and for its architecture and contribution to urban planning. P.T. Barnum was an entertainer, businessman and politician as well as an author, publisher, and philanthropist. He was born in Bethel, Connecticut, and elected mayor of Bridgeport in 1875. He also started the Bridgeport Hospital in 1878. He is primarily known for his founding of the Barnum & Bailey Circus. This historical resource is located within 500 feet of the Project.

Bridgeport Downtown South Historic District (NRHP District and SRHP District)

The Bridgeport Downtown South Historic District is a 27 acre late nineteenth century residential area situated in the south-central portion of Bridgeport's central business district in Bridgeport (Table 1 and Figure 12; Sheet 8). The district was listed on the NRHP in September of 1987 and is significant for its various types of architectural styles including Late Victorian, Greek Revival, Romanesque, Queen Anne, Islamic Revival, Beaux Arts, Colonial Revival, Neoclassical, and Art Deco. It is also listed on the SRHP. Many of the structures within the Bridgeport Downtown South Historic District represent important examples of the work of nationally or locally prominent late nineteenth and early twentieth century architects, such as Cass Gilbert, Warren Briggs, Dennison and Hiron, Monks and Johnson, George Freeman, and Ernest G. Southey. Some notable contributing buildings include the Sterling-Block-Bishop Arcade and the United Illuminating Company Building. The district also is considered significant because it encompasses the well-preserved structures that illustrate the development of Bridgeport's central business district as the commercial, financial, cultural, and social center of one of Connecticut's early twentieth century urban-industrial and regional-government centers. A portion of this historic district falls within 500 feet of the Project.

Bridgeport Downtown North Historic District (NRHP District and SRHP District)

The Bridgeport Downtown North Historic District is a 20 acre late nineteenth to mid-twentieth century commercial district located in downtown Bridgeport (Table 1 and Figure 12; Sheet 8). This district was listed on the NRHP in November of 1987 and was simultaneously added to the SRHP. It is considered significant because, like the Bridgeport Downtown South Historic District, it encompasses well-preserved structures that illustrate the development of Bridgeport's business district as the commercial, financial, cultural, and social center of one of Connecticut's early twentieth century urban-industrial and regional-government centers. The Downtown North Historic District is separated from the Downtown South Historic District by a section of modern development along Fairfield Avenue. It is also considered significant because it encompasses a large number of substantially intact buildings that represent the development of a variety of popular nineteenth and early twentieth century urban architectural styles, including the Italianate, Queen Anne, Richardsonian Romanesque, late Gothic Revival, Colonial Revival, Georgian Revival, Neoclassical, and Art Deco styles. Finally, the Bridgeport Downtown South Historic District is architecturally significant because a number of its buildings were designed by well-known nineteenth and early twentieth century architects. The 1888 Fairfield County Courthouse at 172-92 Golden Hill Street and 1900 Bridgeport Boys Club at 227-41 Middle Street were designed by Warren Briggs. Thomas, Hartin, and Kirkpatrick designed the Hotel Barnum at 140 Fairfield Avenue, and architects Louis A. Simon and Charles

Wellington Walker designed the 1934 U. S. Post Office at 120 Middle Street (see discussion of the Post Office below). A portion of this historic district falls within 500 feet of the Project.

United States Post Office-Bridgeport Main (NRHP Property and SRHP Property)

The Bridgeport Main Post Office building is located at 120 Middle Street at Golden Hill Street in Bridgeport (Table 1 and Figure 12; Sheet 8). It was listed on the NRHP in March of 1986 and is also a contributing property of the Bridgeport Downtown North Historic District. It also was added to the SRHP in 1986. This three story Moderne/Art Deco building was designed by architects Louis A. Simon, supervising architect of the United States Treasury Department, and Charles Wellington Walker in 1932. Construction of the post office was completed in 1934. The National Register Inventory forms notes that “the Bridgeport Post Office is a significant example of the Art Deco/Art Modern stylistic influences prominent during the late twenty's [sic] and thirty's [sic]. Its taut stone exterior is daringly devoid of ornament. Subtle symmetrical projections and height variations of the skin are used to break up the stark mass and emphasize main functional areas of the building. The lobby is classical in overall design and layout but features originally designed ornament which is unique and only reminiscent of classical order.” The post office also is significant for the art it contains on its interior walls. Under the Treasury Relief Program of 1935, artists were hired to bring art to the American people in public buildings. There are murals on the south and north walls of the post office that depict the United States Postal Service’s history. The building is located within 500 feet of the Project.

Connecticut Railway & Lighting Company Car-Barn (NRHP Property and SRHP Property)

The Connecticut Railway and Lighting Company Car Barn was a historical streetcar maintenance facility located at 55 Congress Street in Bridgeport, Connecticut (Table 1 and Figure 12; Sheet 8). It was originally constructed in 1910, and it was listed on the NRHP in December of 1987; it was added to the SRHP at the same time. The facility served as a storage and repair barn for electric streetcars and then buses. It was one of the few surviving reminders of the early public transit system in Bridgeport. The Connecticut Railway and Lighting Company Car Barn was located on the east side of downtown Bridgeport, on a 5 acre parcel of land bounded on the north by Congress Street, the west by Housatonic Street, the east by the Pequonnock River and to the south by the MNR railroad corridor. The building had three parts: the western two-story office wing, the main garage in the eastern wing, and an extension of the garage to the south. The Connecticut Railway & Lighting Company Car-Barn was demolished in 2008 for the construction of the Connecticut Superior Court juvenile facility.

Pequonnock River Railroad Bridge (NRHP Property and SRHP Property)

The Pequonnock River Railroad Bridge was built between 1898 and 1902 as part of a package of rail improvement in Bridgeport sponsored by the New York, New Haven, and Hartford Railroad. It is located at Grand Street and spans the Pequonnock River in Bridgeport (Table 1 and Figure 12; Sheet 8). The bridge was originally constructed to replace an earlier bridge and was one of two through girder Scherzer rolling lift bascule bridges on the New Haven Line. Engineers who work on the substructure, approach spans, and overall construction were W.H. Moore and R.M. Berriam of the New Haven Railroad. The Scherzer Rolling Lift Bridge Company of Chicago designed the lift span. There were major repairs to the piers in 1916 and 1926, and extensive repairs were also made to the segmental and track girders in 1939. Some of the gear trains were also replaced during this time. The bridge was listed on the NRHP (and SRHP) in June of 1987; however, it had to be completely replaced in 1993 due to corrosion and metal fatigue. Although this resource has not gone through a formal NRHP delisting process, if it were to be evaluated today, it would be determined to lack integrity of workmanship and materials. Thus, it would not be eligible for listing on the NRHP.

Metro-North Railroad (MNR)/Amtrak Railroad Alignment

In addition to the archaeological sites and NRHP/SRHP properties/districts, and LHDs noted above, the Phase IA current assessment survey also considered the potential visual effects to the existing MNR alignment, which itself has historical origins. A brief historical context for the railroad is included below.

Railroad history in Fairfield and New Haven Counties began in the 1840s, when the state's third railroad, the New York & New Haven Railroad, was incorporated. This line extended from New Haven west into New York State. Its construction was completed in 1849 and the line featured a single 69-mile long iron track that was designed mainly for passenger transportation. During the 1860s, the New York & New Haven Railroad prospered as a result of high levels of ridership. The improved economic position of the railroad company permitted increased investment of the line's infrastructure, including the replacement of the iron rails with steel ones, the construction of new stations, and the expansion of maintenance facilities. The railroad also began the shipping of freight during the 1860s.

In 1872, the New York & New Haven Railroad merged with the Hartford & New Haven Railroad to become the largest transportation company in Connecticut. The company was renamed the New York, New Haven, & Hartford Railroad. Over the succeeding three decades, company leaders conducted a series of acquisitions and long-term leases, through which the rail line became a near-monopoly on transportation in Connecticut. The New York, New Haven, & Hartford Railroad owned railroads (including almost 1,000 steam engines by 1904), steamboats, and electric trolley lines (Turner and Jacobus 1987). New York, New Haven, & Hartford Railroad also purchased a number of electricity generation facilities and was one of the first entities in the region to experiment with electric engines. The initial success with electric propulsion was along the route between New Haven and New York, and the choice of overhead wire systems was made because the third-rail system was demonstrably unsafe on open tracks (Turner and Jacobus 1987).

The process of using electricity to power the railroad began in 1904, and it was initiated along a segment of track between Woodlawn, New York and Stamford, Connecticut. Opened for use in 1907, it was the country's first trunk line electrification and used alternating current, which was a break with the less efficient direct current systems that had been in common use up to that point. Much of the system was designed and built by Westinghouse Electric and Manufacturing Company, which was pioneering commercial use of alternating current at the time. Between 1911 and 1914, the process was continued for an additional 45 miles and lines extending to New Haven were electrified. Power generation was at first managed by a plant in Cos Cob, Greenwich, which was the first facility for generating 11,000 volts of alternating current at 25 cycles for railroad use. This later became the standard for railroad electrification in the United States. The Cos Cob power plant included a monitoring and control system, as well as a mode of transmission of electricity along a series of overhead catenaries and trolley wires. Electricity was also provided to the various stations and maintenance facilities along the line. Finally, an electrical signaling and communications system were also added. This system has remained in place and in operation for over 100 years, although some changes have taken place within the railroad corridor. These include the installation of the 1130 electrical transmission line by UI in the 1990s, as well as the addition of the existing bonnets on the tops of the catenaries in the mid-twentieth century.

As mentioned in the introductory section of this report, the Project calls for decommissioning and removal of UI's existing 115-kV facilities that are presently situated the railroad catenary structures and rebuilding the 115-kV lines to a series of free-standing monopoles, to be located either within or near the CT DOT corridor. Some of the UI bonnets currently supporting the electrical lines may remain in place if CT DOT accepts ownership of them. If not, they will be removed and the historical catenaries will remain in place in their original configuration. Based on the brief history of the railroad presented above, the MNR

alignment and its associated infrastructure are historical in origin and are of significance related to railroad history, transportation, and the nineteenth/twentieth century development of the Connecticut shoreline. While UI proposes to separate the existing electrical lines from the MNR alignment and possibly the bonnets located on top of the historical catenaries, no adverse effect (direct or visual) to the character-defining features of the railroad and its associated infrastructure are anticipated.

Preliminary Viewshed Analysis

As part of the Phase IA investigation of the Project, Heritage was assisted by All-Points Technology Corporation (All-Points) in preparing a preliminary Viewshed Analysis (VA) showing the potential visibility of the proposed Project structures within a 0.5 mile buffer to the north and south of the MNR corridor. The VA was based on UI's current plans for the Project, including the proposed heights and locations of the new monopoles, in relation to the existing views of the 60-to-80-foot tall catenary structures that presently support the UI electric transmission infrastructure.

The VA shows year-round visibility of the Project elements from various vantage points; it is a preliminary depiction but is not expected to change drastically when finalized. A review of Figure 13; Sheet 1 through 8 shows that there are six historic districts and portions of their contributing elements that are listed on the NRHP and the SHRP located within 500 feet of the Project; they include the Southport Historic District/Southport, Railroad Avenue Industrial District, Division Street Historic District, Barnum-Palliser Historic District, Bridgeport Downtown North Historic District, and Bridgeport Downtown South Historic District. As outlined in Table 2, portions of these historic resources will have their viewsheds altered as a result of the Project. There are also 11 individually listed NRHP and/or SRHP properties located within 500 feet of the Project that also will have their viewsheds altered as a result of the installation of the new monopoles. They include the Fairfield Railroad Station East, Fairfield Railroad Station West, Perry David House, Northrup Cottage, Powder House, A.M.E. Zion Church Parsonage, A.M.E. Zion Church, Maloney's Café, Charles A. Nicholas Meat Market, and the Mary/Eliza Freeman Houses. The Pequonnock River Railroad Bridge has been completely rebuilt and the CT Railway and Lighting Company Car Barn has been demolished; the Project will have no adverse effects to the viewsheds of these two resources.

Finally, the Berkshire No. 7 (Canal Boat), Elmer S. Daily (Canal Boat), and Priscilla Dailey (Canal Boat) are below grade resources and will suffer not viewshed impacts from the Project; however, they are archaeological resources and the recommendations for them as outline above should be adhered to during construction.

Table 1. National/State Register District and Local Historic District contributing elements and stand-alone properties along the Project corridor.

Property Name	NR/SR District	Property Type (NR/SR)	Address	Type	Year Built	Style	Visual Impact	Figure/Sheet
	Southport Historic District/Southport	NR/SR/LHD	Multiple Addresses	Residential/Municipal	1895-1951	Multiple Styles	Yes	Figure 12; Sheets 1 & 2
Residence	Southport Historic District/Southport	NR/SR/LHD	560 Pequot Avenue	Residential	1951	Colonial	None	Figure 12; Sheet 1
Pequot Library	Southport Historic District/Southport	NR/SR/LHD	720 Pequot Avenue	Public-State Building	1832	Greek Revival Mansion/Romanesque	None	Figure 12; Sheet 1
Southport Railroad Stations	Southport Historic District/Southport	NR/SR/LHD	100 Center Street	Public-State Building	1884	Late Victorian	None	Figure 12; Sheet 1
Southport Railroad Stations	Southport Historic District/Southport	NR/SR/LHD	96 Station Street	Public-State Building	1895	Late Victorian	Yes	Figure 12; Sheet 1
N/A	Railroad Avenue Industrial District	NR/SR	Multiple Addresses	Commercial	1895-1966	Multiple Styles	Yes	Figure 12; Sheet 6
N/A	Railroad Avenue Industrial District	NR/SR	1087 Railroad Avenue	Commercial	c. 1950	One Story Factory	Yes	Figure 12; Sheet 6
N/A	Railroad Avenue Industrial District	NR/SR	1155 Railroad Avenue	Commercial	c. 1950	Three Story Factory	Yes	Figure 12; Sheet 6
American Graphophone Second Factory	Railroad Avenue Industrial District	NR/SR	1289 Railroad Avenue	Commercial	1916	Six Story Reinforced Concrete Building	Yes	Figure 12; Sheet 6
Asbestos	Railroad Avenue Industrial District	NR/SR	1437 Railroad Avenue	Commercial	1913	Three Story Brick Building	Yes	Figure 12; Sheet 6
Hubbell Technical Center	Railroad Avenue Industrial District	NR/SR	1492 Railroad Avenue	Commercial	1966	Three Story Facility	None	Figure 12; Sheet 6
Harvey Hubbell Inc.	Railroad Avenue Industrial District	NR/SR	1524 Railroad Avenue	Commercial	c. 1915	One Story Brick Building	Yes	Figure 12; Sheet 6
Harvey Hubbell Inc.	Railroad Avenue Industrial District	NR/SR	1550 Railroad Avenue	Commercial	c. 1920	One Story Brick Building	Yes	Figure 12; Sheet 6
Horwood Manufacturing	Railroad Avenue Industrial District	NR/SR	1565 Railroad Avenue	Commercial	1904	Three Story Brick-Pier	Yes	Figure 12; Sheet 6
Harvey Hubbell Inc.	Railroad Avenue Industrial District	NR/SR	1575 State Street	Commercial	1909	Four Story Reinforced Concrete Factory	Yes	Figure 12; Sheet 6
American Graphophone First Factory	Railroad Avenue Industrial District	NR/SR	375 Howard Avenue	Commercial	c. 1905	Three Story Brick-Pier	Yes	Figure 12; Sheet 6
Wilnot and Hobbs	Railroad Avenue Industrial District	NR/SR	471 Hancock Avenue	Commercial	1895	Three Story Brick-Pier	Yes	Figure 12; Sheet 6
Bridgeport Organ Company	Railroad Avenue Industrial District	NR/SR	62 Cherry Street	Commercial	c. 1900	Three Story Brick-Pier Factory	Yes	Figure 12; Sheet 6
Bryant Electric Company	Railroad Avenue Industrial District	NR/SR	623 Hancock Avenue	Commercial	1902	One Story Brick Garage	Yes	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	Multiple Addresses	Residential	1875-1965	Multiple Styles	Yes	Figure 12; Sheets 6 & 7
N/A	Division Street Historic District	NR/SR	109 Black Rock Avenue	Residential	c. 1880	Italianate	None	Figure 12; Sheet 7
Park City Apartments	Division Street Historic District	NR/SR	129 Black Rock Avenue	Residential	c. 1965	Modern	None	Figure 12; Sheet 7
N/A	Division Street Historic District	NR/SR	137 Black Rock Avenue	Residential	c. 1880	Italianate	Yes	Figure 12; Sheet 7
N/A	Division Street Historic District	NR/SR	145 Black Rock Avenue	Residential	c. 1875	Victorian Gothic	Yes	Figure 12; Sheet 7
N/A	Division Street Historic District	NR/SR	159 Black Rock Avenue	Residential	c. 1880	Victorian Gothic	Yes	Figure 12; Sheet 7
N/A	Division Street Historic District	NR/SR	165 Black Rock Avenue	Residential	c. 1880	Italianate	Yes	Figure 12; Sheet 7
N/A	Division Street Historic District	NR/SR	40 Course Street	Residential	c. 1890	Queen Anne	Yes	Figure 12; Sheet 7
N/A	Division Street Historic District	NR/SR	210 Black Rock Avenue	Residential	c. 1875	Victorian Gothic	Yes	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	220 Black Rock Avenue	Residential	c. 1895	Queen Anne	None	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	228 Black Rock Avenue	Residential	c. 1880	Victorian Gothic	None	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	240 Black Rock Avenue	Residential	c. 1875	Victorian Gothic	None	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	241 Black Rock Avenue	Residential	c. 1880	Victorian Gothic	Yes	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	244 Black Rock Avenue	Residential	c. 1875	Italianate	None	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	249 Black Rock Avenue	Residential	c. 1880	Queen Anne	Yes	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	252 Black Rock Avenue	Residential	c. 1925	Four Family	Yes	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	257 Black Rock Avenue	Residential	c. 1890	Queen Anne	Yes	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	263 Black Rock Avenue	Residential	c. 1885	Queen Anne	Yes	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	264 Black Rock Avenue	Residential	c. 1895	Queen Anne	Yes	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	273 Black Rock Avenue	Residential	c. 1880	Queen Anne	Yes	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	285 Black Rock Avenue	Residential	c. 1900	Two Family	Yes	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	289 Black Rock Avenue	Residential	c. 1895	Queen Anne	Yes	Figure 12; Sheet 6

Table 1. National/State Register District and Local Historic District contributing elements and stand-alone properties along the Project corridor.

Property Name	NR/SR District	Property Type (NR/SR)	Address	Type	Year Built	Style	Visual Impact	Figure/Sheet
N/A	Division Street Historic District	NR/SR	297 Black Rock Avenue	Residential	c. 1895	Queen Anne	Yes	Figure 12; Sheet 6
N/A	Division Street Historic District	NR/SR	303 Black Rock Avenue	Residential	c. 1895	Queen Anne	Yes	Figure 12; Sheet 6
	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	Multiple Addresses	Residential	1882-1892	Multiple Styles	Yes	Figure 12; Sheet 7
John Cantrell/George A. Harris House	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	95 Austin Street	Residential	1883	Double House	None	Figure 12; Sheet 7
Robert DeForest/Thomas A. Young House	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	105 Austin Street	Residential	1884	Double House	None	Figure 12; Sheet 7
Abraham Downs House	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	113 Austin Street	Residential	1882	Double House	None	Figure 12; Sheet 7
James Vanstone House	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	116 Austin Street	Residential	1887	Two Family Flat-Style House	None	Figure 12; Sheet 7
James S. Vanstone House	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	126 Austin Street	Residential	1887	Two Family Flat-Style House	Yes	Figure 12; Sheet 7
Arthur C. Cable/William C. Russell Block	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	136 Austin Street	Residential	1888	Three Unit Frame Row House	None	Figure 12; Sheet 7
William Stander House	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	145 Austin Street	Residential	1887	Single Family House	Yes	Figure 12; Sheet 7
John Bee Tenement	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	146 Austin Street	Residential	1892	Six Unit Flat Type Dwelling	Yes	Figure 12; Sheet 7
John Cummings House	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	380 Myrtle Avenue	Residential	1885	Double House	None	Figure 12; Sheet 7
John S. Griffith/Ann B. White House	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	389 Myrtle Avenue	Residential	1883	Double House	None	Figure 12; Sheet 7
Frederick Egged/William A. Nettleton House	Barnum-Palliser Historic District, Barnum/Palliser Development Historic District	NR/SR/LHD	399 Myrtle Avenue	Residential	1883	Double House	None	Figure 12; Sheet 7
	Bridgeport Downtown North Historic District (Historic Resources of Downtown Bridgeport MRA)	NR/SR	Multiple Addresses	Commercial	1890-1934	Multiple Styles	Yes	Figure 12; Sheet 8
U.S. Post Office - Bridgeport	Bridgeport Downtown North Historic District (Historic Resources of Downtown Bridgeport MRA)	NR	120 Middle Street	Commercial	1934	Art Deco	None	Figure 12; Sheet 8
Charles Fox Building	Bridgeport Downtown North Historic District (Historic Resources of Downtown Bridgeport MRA)	NR/SR	54 Golden Hill Street	Commercial	1890	Two Stories; Brick	None	Figure 12; Sheet 8
	Bridgeport Downtown South Historic District (Historic Resources of Downtown Bridgeport MRA)	NR/SR	Multiple Addresses	Commercial	1845-1920	Multiple Styles	Yes	Figure 12; Sheet 8
Chalet Building	Bridgeport Downtown South Historic District (Historic Resources of Downtown Bridgeport MRA)	NR/SR	60 John Street	Commercial	1920	Three Story; Brick and Cut Stone	None	Figure 12; Sheet 8
Barnum Institute of Science and History (aka Barnum Museum)	Bridgeport Downtown South Historic District (Historic Resources of Downtown Bridgeport MRA)	NR/SR	804 Main Street	N/A? Commercial	1892-93	Two Stories; Brick, Sandstone and Terra Cotta	None	Figure 12; Sheet 8

Table 1. National/State Register District and Local Historic District contributing elements and stand-alone properties along the Project corridor.

Property Name	NR/SR District	Property Type (NR/SR)	Address	Type	Year Built	Style	Visual Impact	Figure 12; Sheet 8
Porter and Booth Store Building	Bridgeport Downtown South Historic District (Historic Resources of Downtown Bridgeport MRA)	NR/SR	111 Wall Street	Commercial	1845	Greek Revival; Italianate	None	Figure 12; Sheet 8
Pequonnock River Railroad Bridge	Stand-alone Properties along the Project	NR/SR	Multiple Addresses	Multiple Styles	1814-1935	Multiple Styles	Yes	
CT Railway and Lighting Company Car Barn	Pequonnock River Railroad Bridge	NR	AMTRAK ROW at Pequonnock River	N/A	N/A	Gilder Schrezer Rolling Lift	None	Figure 12; Sheet 8
Fairfield Railroad Station East	Historic Resources of Downtown Bridgeport MRA	NR	55 Congress Street	Commercial/Storage	1910	Industrial	None	Figure 12; Sheet 8
Fairfield Railroad Station West	N/A	NR	Carter Henry Drive	Public-State Building	1892	Late Victorian	None	Figure 12; Sheet 3
Perry David House	N/A	NR	Carter Henry Drive	Public-State Building	1895	Late Victorian	None	Figure 12; Sheet 3
Berkshire No. 7 (Canal Boat)	N/A	NR	531 Lafayette Street	Residential	1871	Federal Period	None	Figure 12; Sheet 7
Elmer S. Daily (Canal Boat)	N/A	NR/SR	Bridgeport Harbor	N/A	1935	Wood; Steel Barge*	Yes	Figure 12; Sheet 8
Priscilla Dalley (Canal Boat)	N/A	NR/SR	Bridgeport Harbor	N/A	1915	Wooden Canal Boat*	Yes	Figure 12; Sheet 8
Northrup Cottage	N/A	SR	Bridgeport Harbor	N/A	1929	Wooden Unpowered Canal Boat*	Yes	Figure 12; Sheet 8
Powder House	N/A	SR	170 Pequot Avenue	Residential	c. 1890	Queen Anne	None	Figure 12; Sheet 2
A.M.E. Zion Church Parsonage	N/A	SR	230 Unquowa Road	Storage	1814	Vernacular	Yes	Figure 12; Sheet 3
A.M.E. Zion Church	N/A	SR	12 Gregory Street	Commercial/Residential	1906	N/A	None	Figure 12; Sheet 8
Charles A. Nicholas Meat Market	N/A	SR	427 Broad Street	Commercial/Residential	1882	Church	None	Figure 12; Sheet 8
Ralph's Barber Shop	N/A	SR	388 East Main Street	Commercial/Residential	1869	Second Empire	None	Figure 12; Sheet 8
Mary/Eliza Freeman Houses	N/A	SR	420 East Main Street	Commercial/Residential	1870	Italianate	Yes	Figure 12; Sheet 8
	Mary/Eliza Freeman Houses	NR/SR	358-60 Main Street, Bridgeport	Residential	1848	Italianate, Greek Revival	Yes	Figure 12; Sheets 7 & 8

Key: NR=National Register of Historic Places, SR= State Register of Historic Places, LHD=Local Historic District

Summary and Recommendations

This Phase IA survey included a review of various data related to the Project and its immediate surroundings, including historical mapping, aerial imagery analysis, a literature search related to previously identified archaeological sites and NRHP/SRHP/LHD-listed properties, a preliminary viewshed of the construction area and surroundings in Fairfield and Bridgeport, and a consideration of the historical nature of the railroad alignment itself.

The Phase IA survey revealed that six archaeological sites have been recorded within 500 feet of the Project: Sites 15-2, 15-3, 15-10, and 15-22 in Bridgeport, as well as Sites 51-2 and 51-32 in Fairfield. Of these six sites, two (Sites 15-2 and 15-3, which are NRHP properties) are located in close proximity to the Project (see Figure 10; Sheet 8). Although no new monopoles are planned in these areas, the sites are situated within or close to proposed Project work areas. During Project construction, it is recommended that the work areas near Sites 15-2 and 15-3 be covered with timber matting to protect any potential below grade archaeological deposits. If this is not feasible, it is recommended that a professional archaeologist be on site during construction to monitor any ground disturbing activities in the vicinity of Sites 15-2 and 15-3. The above-referenced research revealed that the area containing Site 15-10 has been previously destroyed; no special protections are required in this area during construction see (Figure 10; Sheet 6). Finally, Sites 15-22, 51-2, and 51-32 are located far enough from the Project that they have no chance of being impacted by construction see (Figure 10; Sheets 1 and 2).

This Phase IA survey also has determined that the Project will have direct impacts associated with 12 proposed monopole locations that are planned within the boundaries of the following historic districts:

- Southport Historic District/Southport NR/SR/LHD (P-657S and P-659) and the
- Railroad Avenue Industrial District (P-739N, P-740N, P-742N, P-743N, P-744N, P-744EN, P-745N, P-745S, P-746S, and P-748S).

Since these areas have the potential to yield cultural deposits associated with various occupations of the Southport Historic District/Southport NR/SR/LHD and the Railroad Avenue Industrial District, it is recommended that archaeological investigation of the locations of proposed Poles P-657S, P-659P, P-739N, P-740N, P-742N, P-743N, P-744N, P-744EN, P-745N, P-745S, P-746S, and P-748S be conducted to determine if they contain intact archaeological deposits. It is also recommended that no ground disturbance occur within any of the other proposed work areas or access roads to be used/built within the Southport Historic District/Southport NR/SR/LHD and the Railroad Avenue Industrial District; this can be accomplished through the use of timber matting to protect the ground surface during Project construction.

As the VA depicted in Figure 13; Sheets 1 through 8 shows, the Division Street Historic District, Barnum-Palliser Historic District, Bridgeport Downtown North Historic District, and Bridgeport Downtown South Historic District will not be impacted directly by the proposed Project. However, the Project structures in the vicinity of these NRHP-listed properties will typically be between 100 to 135 feet above the ground surface, with the proposed structures between the Pequonnock and Congress Street substations planned for up to 195 feet in height. As a result, the new monopoles will be visible from each of these districts (as well as many of their contributing elements; see Table 1) and may represent an adverse effect to their viewsheds.

UI has designed the Project with monopoles of these heights as necessary to either minimize the number of new structures required (by maximizing span length) or to avoid existing land uses and infrastructure (e.g., to achieve the required span length and clearance above Interstate 95). Therefore, it is recommended that UI work in consultation with the CT-SHPO, as well as any other approved stakeholders, to offset the visual impacts of construction to the Division Street Historic District, Barnum-Palliser Historic District, Bridgeport Downtown North Historic District, and Bridgeport Downtown South Historic District.

Finally, the proposed Project will result in alterations to the existing railroad corridor, which contains the historic railroad and associated facilities that are themselves historical features. These alterations will include the removal of the existing electrical lines from the bonnets on top of the historical railroad catenaries, the possible removal of the bonnets themselves, and the installation of electrical transmission structures along or near the existing CT DOT corridor. These changes are not expected to have any adverse effect on the historical, character-defining aspects of the railroad features within the existing MNR corridor. Thus, no additional recordation of the railroad or its associated historical elements is recommended prior to construction. As mentioned above, the Project plans shown in the attached figures are at the 50 percent design level and they may evolve as the Project proceeds through the regulatory and siting processes. As Project engineering and design plans progress, in the first half of 2023, UI plans to submit to the Connecticut Siting Council (CSC) an Application for a Certificate of Environmental Compatibility and Public Need (Application) for the Project. After the CSC's approval of the Application, in accordance with CSC requirements, UI will prepare a Development and Management (D&M) Plan that will provide the final Project design, which will reflect the results of the CSC process and other agency consultations. The CSC must approve the Project's D&M Plan before construction can commence.

References Cited

AdvanceCT and CTData Collaborative

- 2021b Fairfield, Connecticut, 2021 Town Profile. Electronic document, <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2021/Fairfield.pdf>, accessed October 13, 2021.
- 2021b Bridgeport, Connecticut, 2021 Town Profile. Electronic document, <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2021/Bridgeport.pdf>, accessed October 13, 2021.

Barber, John Warner

- 1836 *Connecticut Historical Collections*. John W. Barber, New Haven, Connecticut.

Bridgeport, City of

- 2021 Bridgeport History. <https://www.bridgeportct.gov/content/341454/341458/default.aspx>, accessed October 13, 2021.

Connecticut, State of

- 2020 *State Register and Manual*. State of Connecticut, Hartford, Connecticut. https://portal.ct.gov/-/media/SOTS/RegisterManual/RM_Archive/CT2020.pdf, accessed September 22, 2021.
- 2021a Population of Connecticut Towns 1756-1820. <https://portal.ct.gov/SOTS/RegisterManual/Section-VII/Population-1756-1820>, accessed October 12, 2021.
- 2021b Population of Connecticut Towns 1900-1960. <https://portal.ct.gov/SOTS/RegisterManual/Section-VII/Population-1900-1960>, accessed October 12, 2021.
- 2021c Population of Connecticut Towns 1970-2010. <https://portal.ct.gov/SOTS/RegisterManual/Section-VII/Population-1970-2010>, accessed October 13, 2021.
- 2021d Population of Connecticut Towns 1830-1890. <https://portal.ct.gov/SOTS/RegisterManual/Section-VII/Population-1830---1890>, accessed October 13, 2021.

Fairfield, Town of

- 2021 Highlights of Fairfield's History. <https://www.fairfieldct.org/content/10724/12146/default.aspx>, accessed October 12, 2021.

Fairfield Museum and History Center

- 2021 Way Back When. <https://www.fairfieldhistory.org/library-collections/way-back-when/>, accessed October 12, 2021.

Hurd, D. Hamilton (compiler)

- 1881 *History of Fairfield County, Connecticut, with Illustrations and Biographical Sketches of its Prominent Men and Pioneers*. J. W. Lewis & Co., Philadelphia.

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.

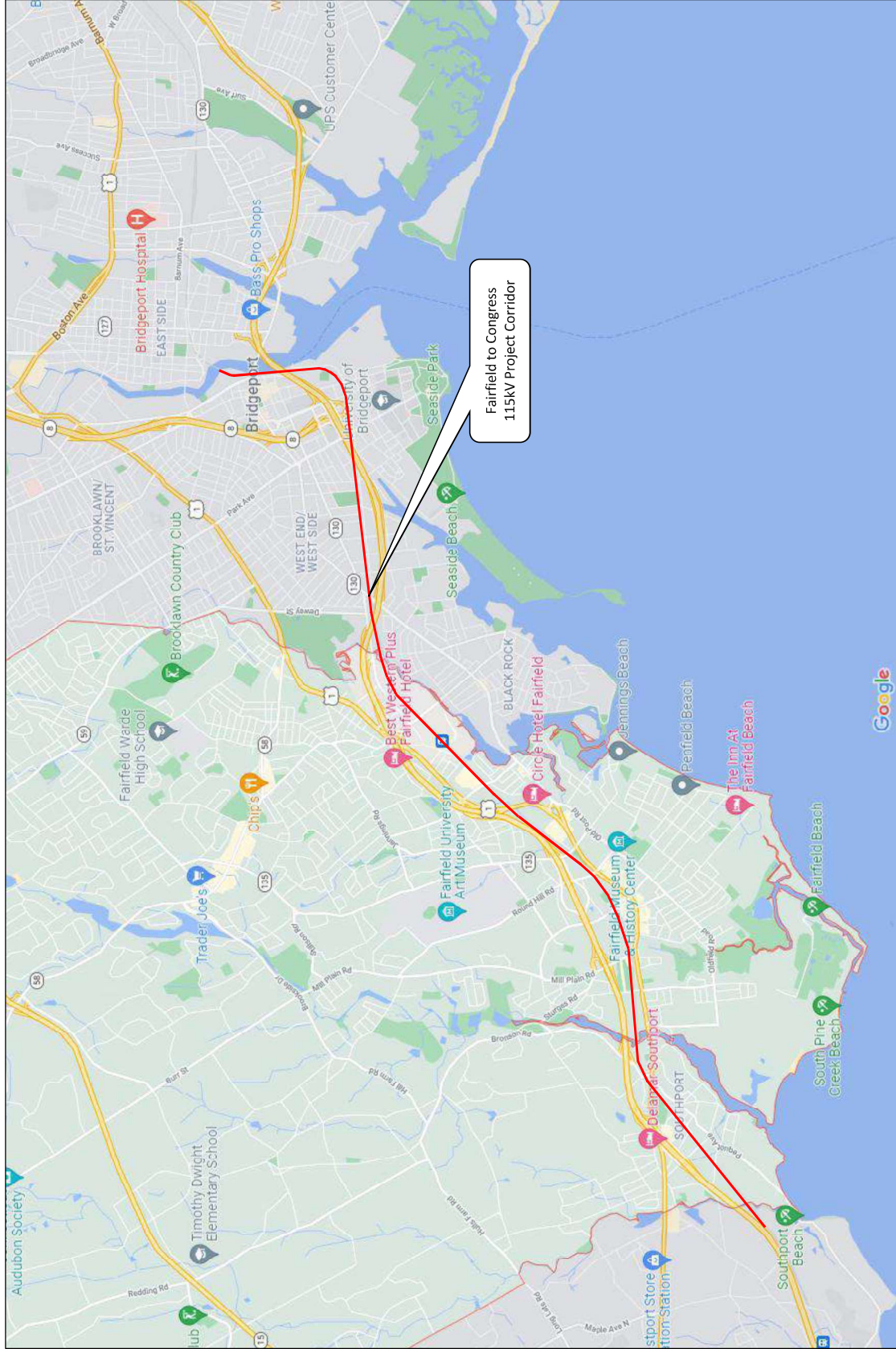


Figure 1. Excerpt from a map of the Connecticut shoreline showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

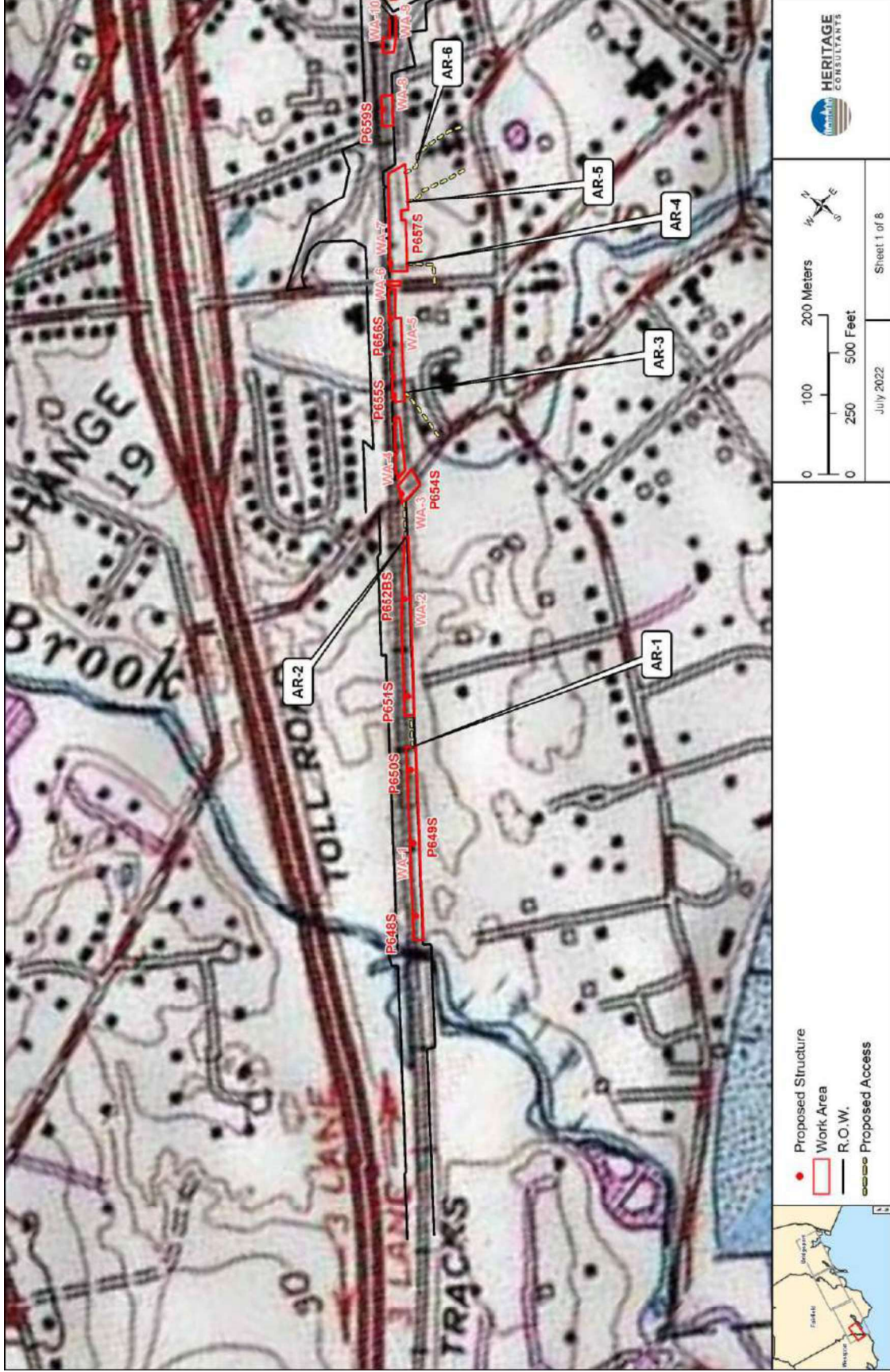


Figure 2; Sheet 1. Excerpt from a 1996 USGS 7.5' series topographic quadrangle showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

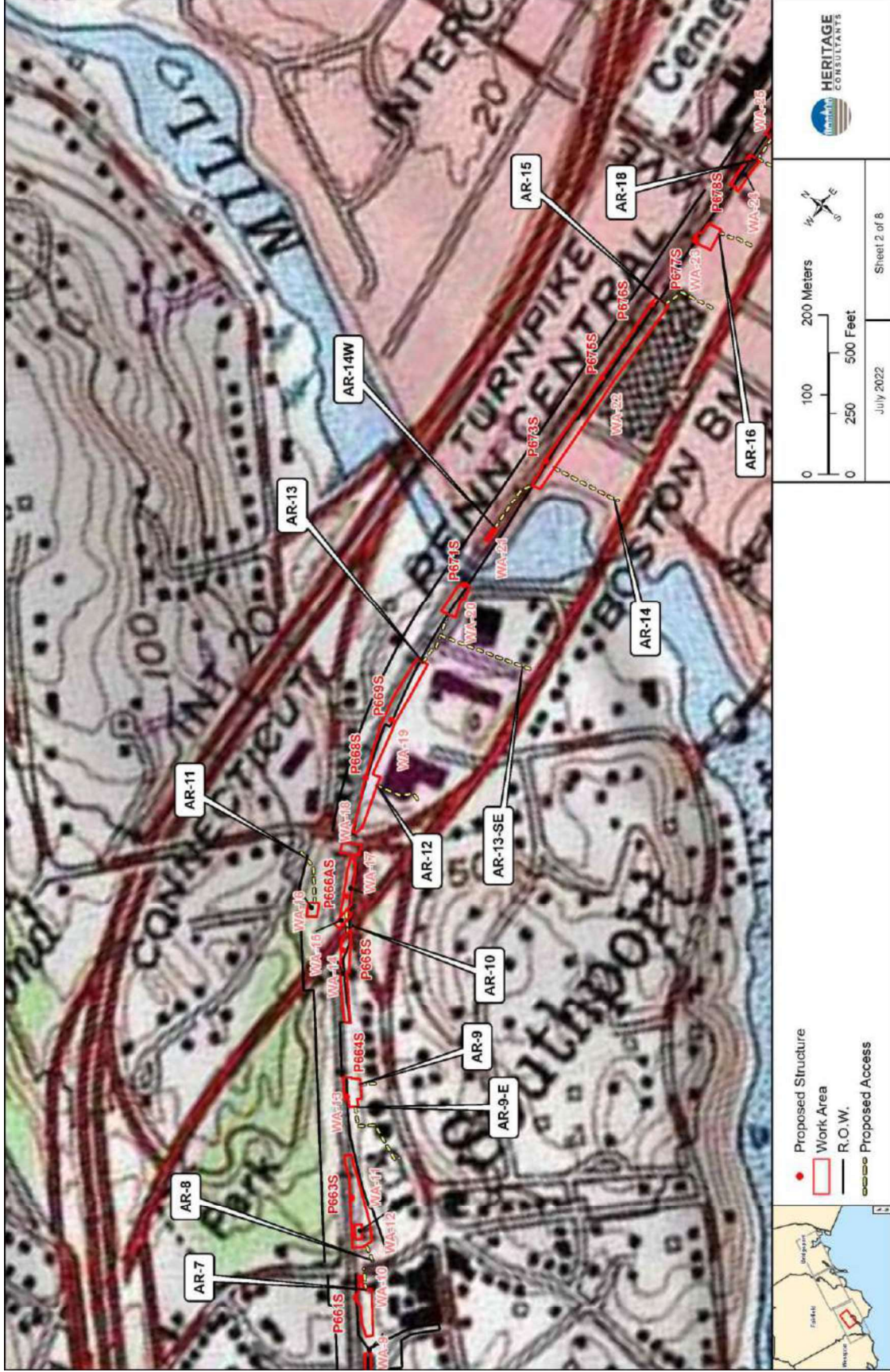


Figure 2; Sheet 2.

Excerpt from a 1996 USGS 7.5' series topographic quadrangle showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

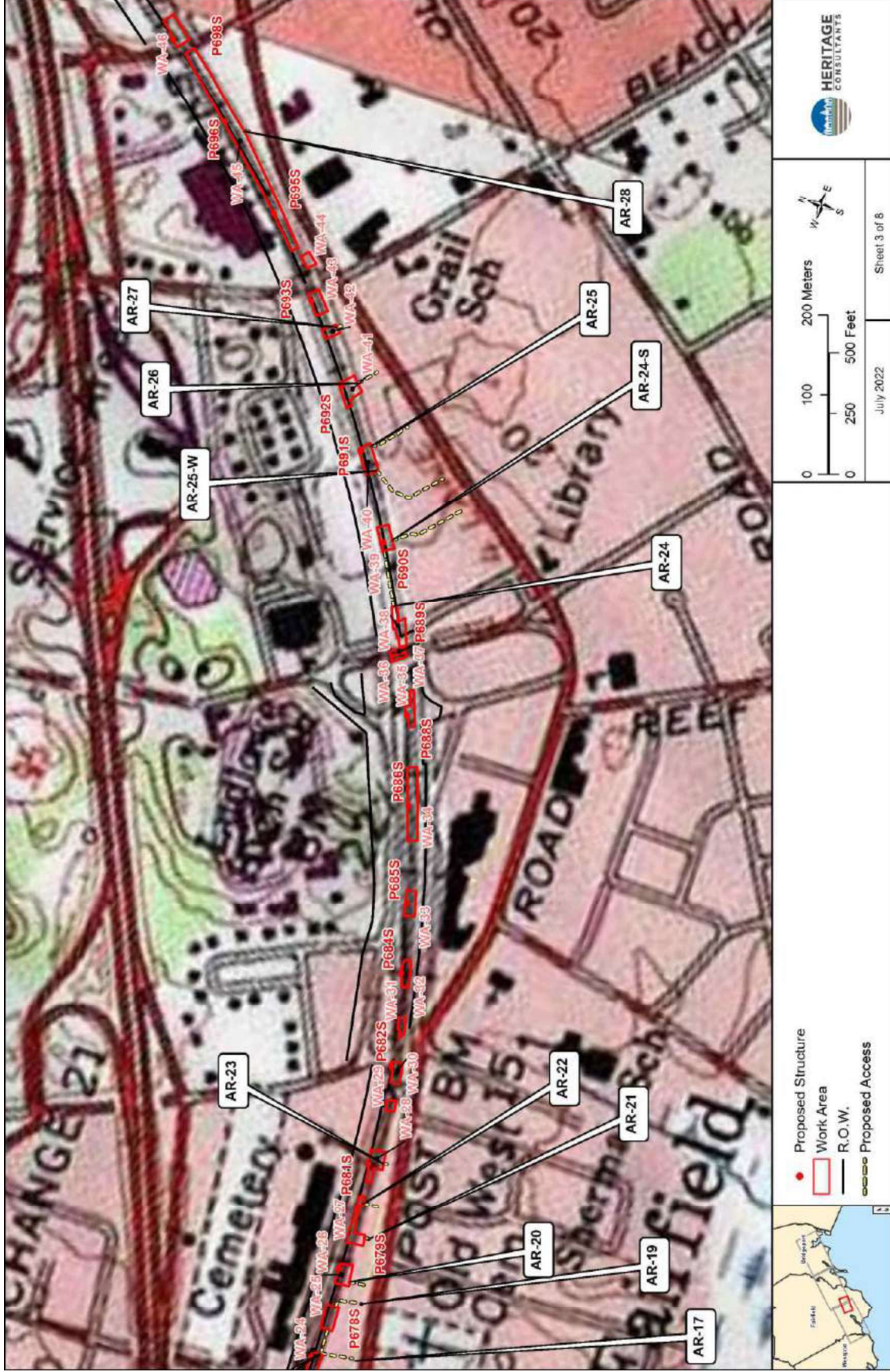


Figure 2; Sheet 3. Excerpt from a 1996 USGS 7.5' series topographic quadrangle showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

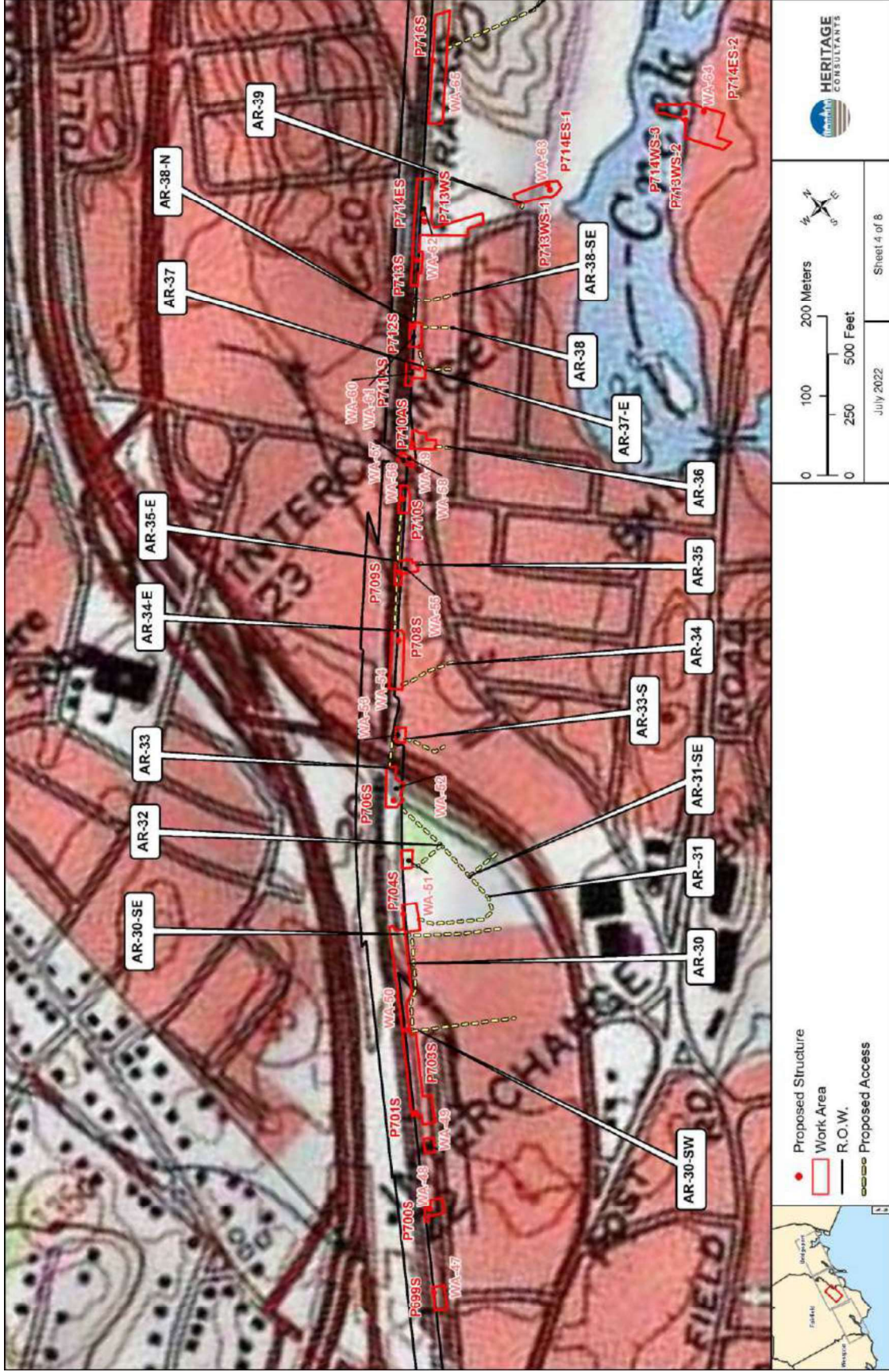


Figure 2; Sheet 4. Excerpt from a 1996 USGS 7.5' series topographic quadrangle showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

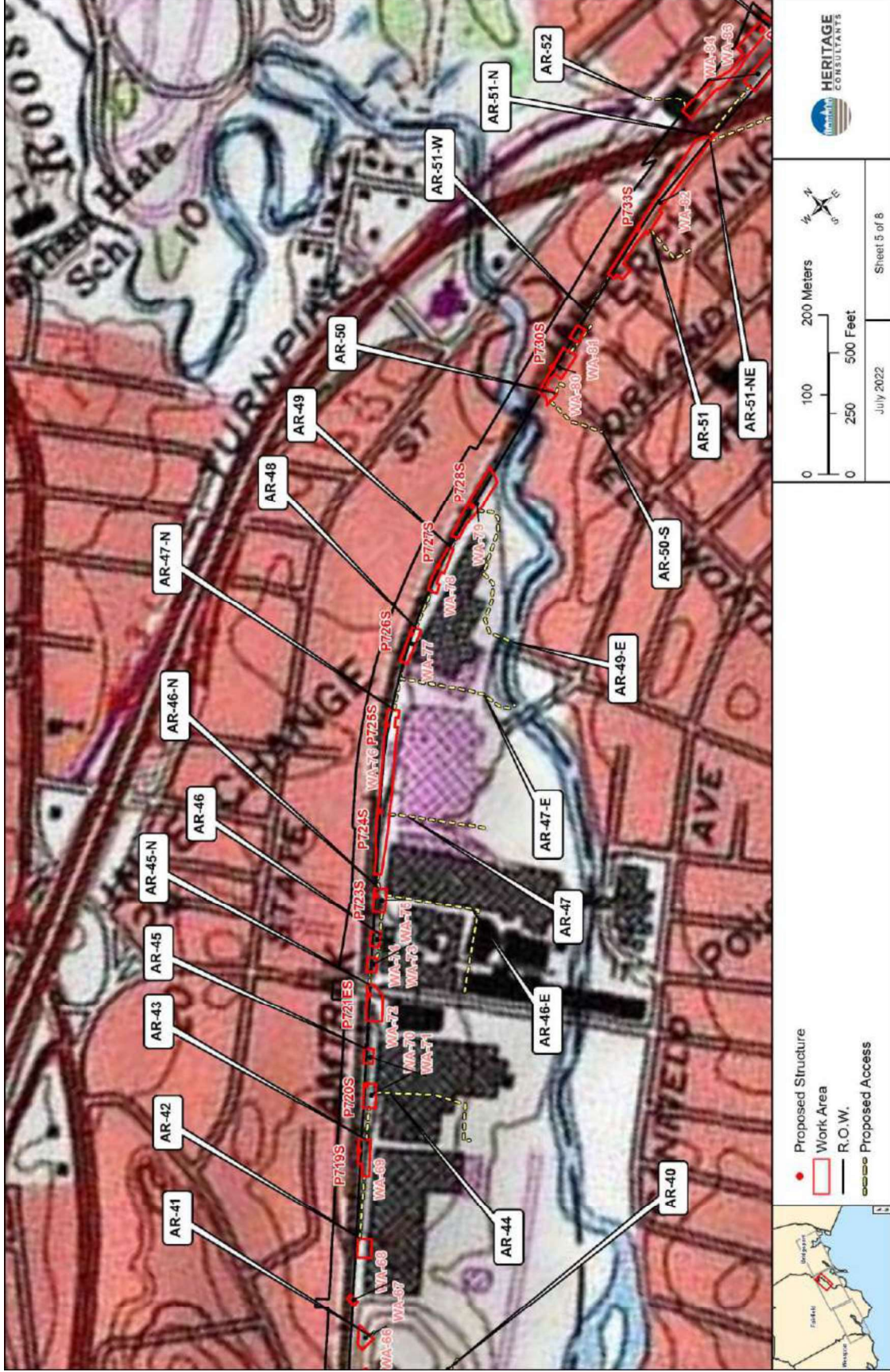


Figure 2; Sheet 5. Excerpt from a 1996 USGS 7.5' series topographic quadrangle showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

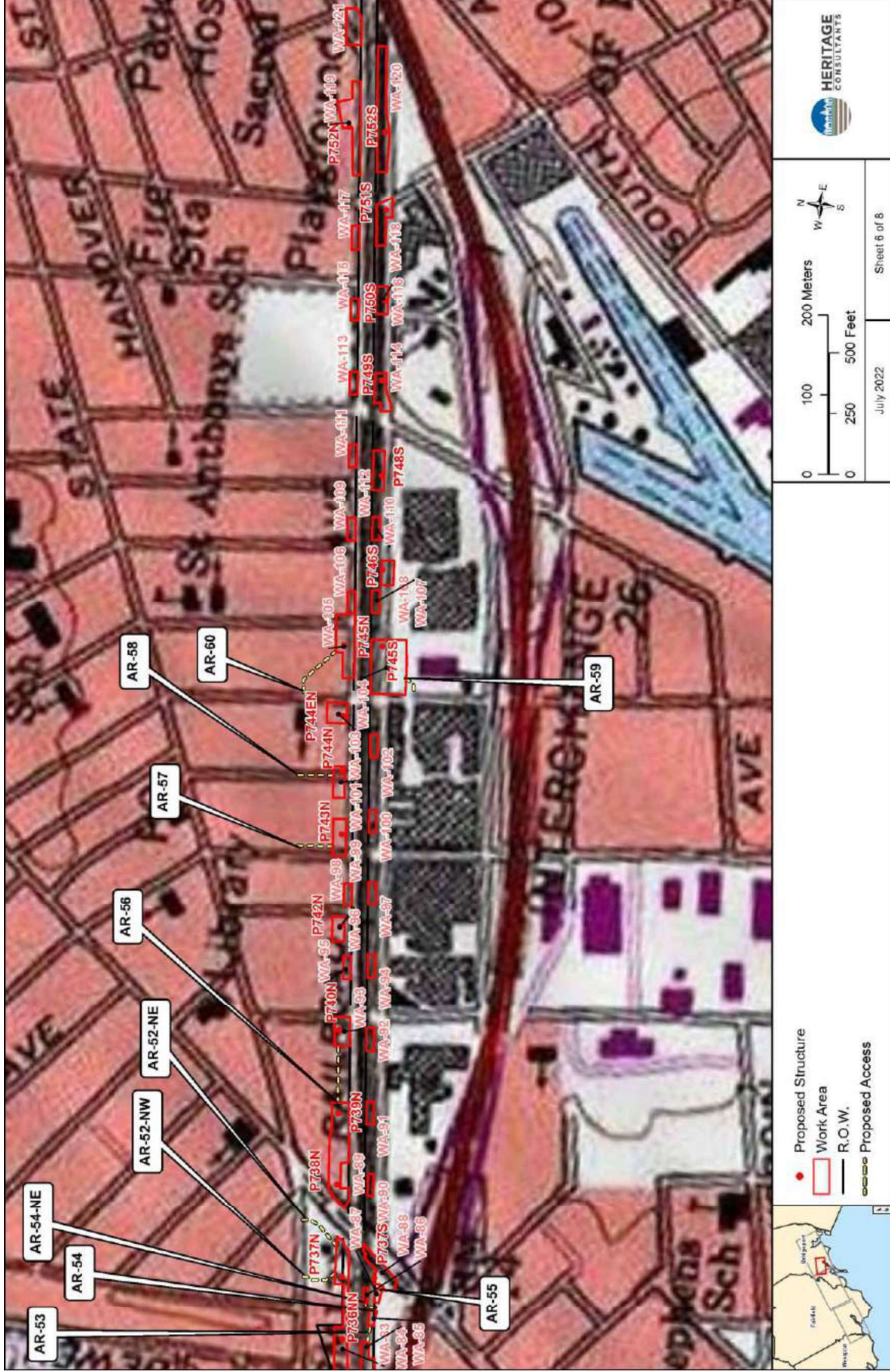


Figure 2; Sheet 6. Excerpt from a 1996 USGS 7.5' series topographic quadrangle showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

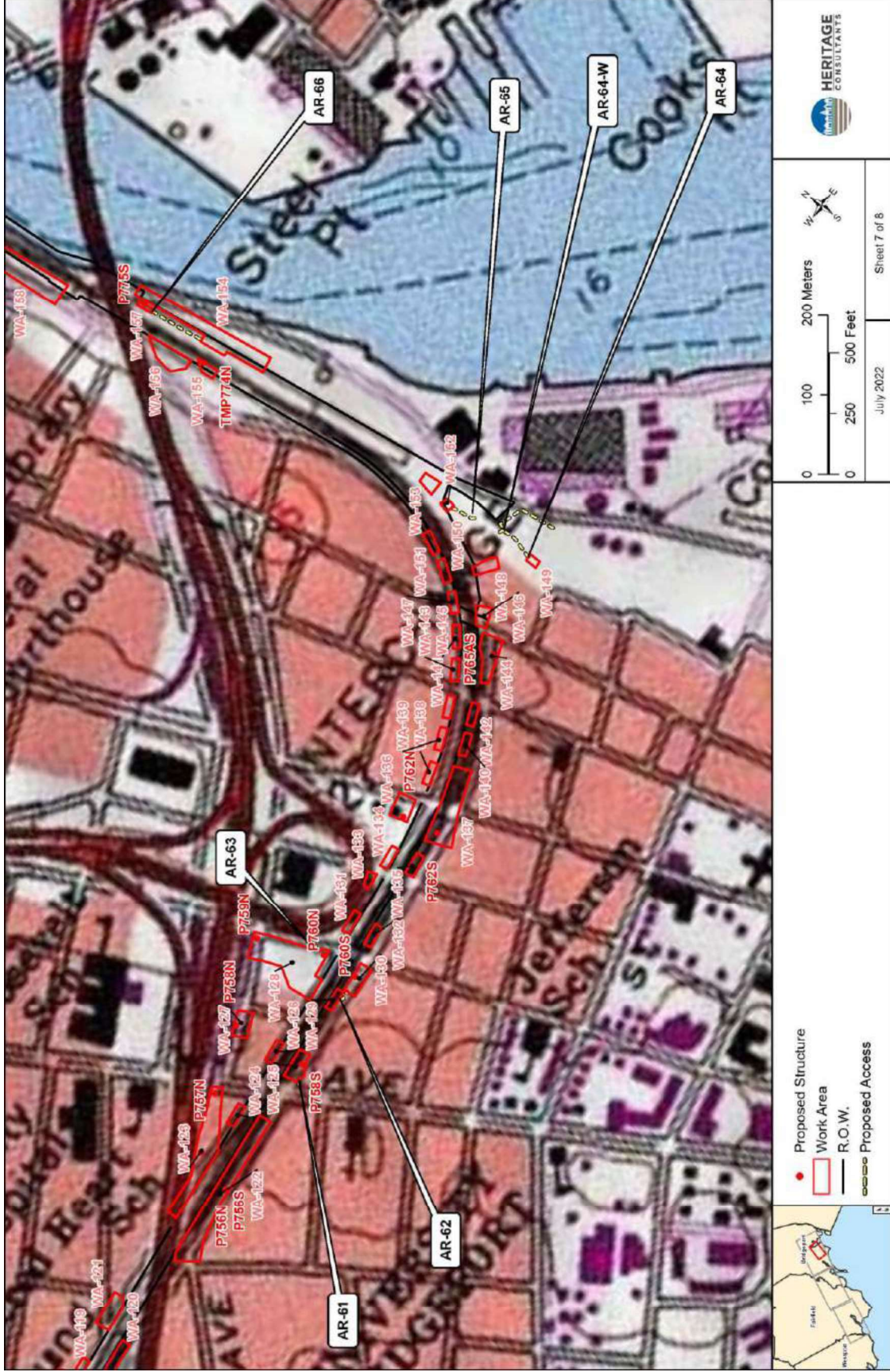


Figure 2; Sheet 7. Excerpt from a 1996 USGS 7.5' series topographic quadrangle showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

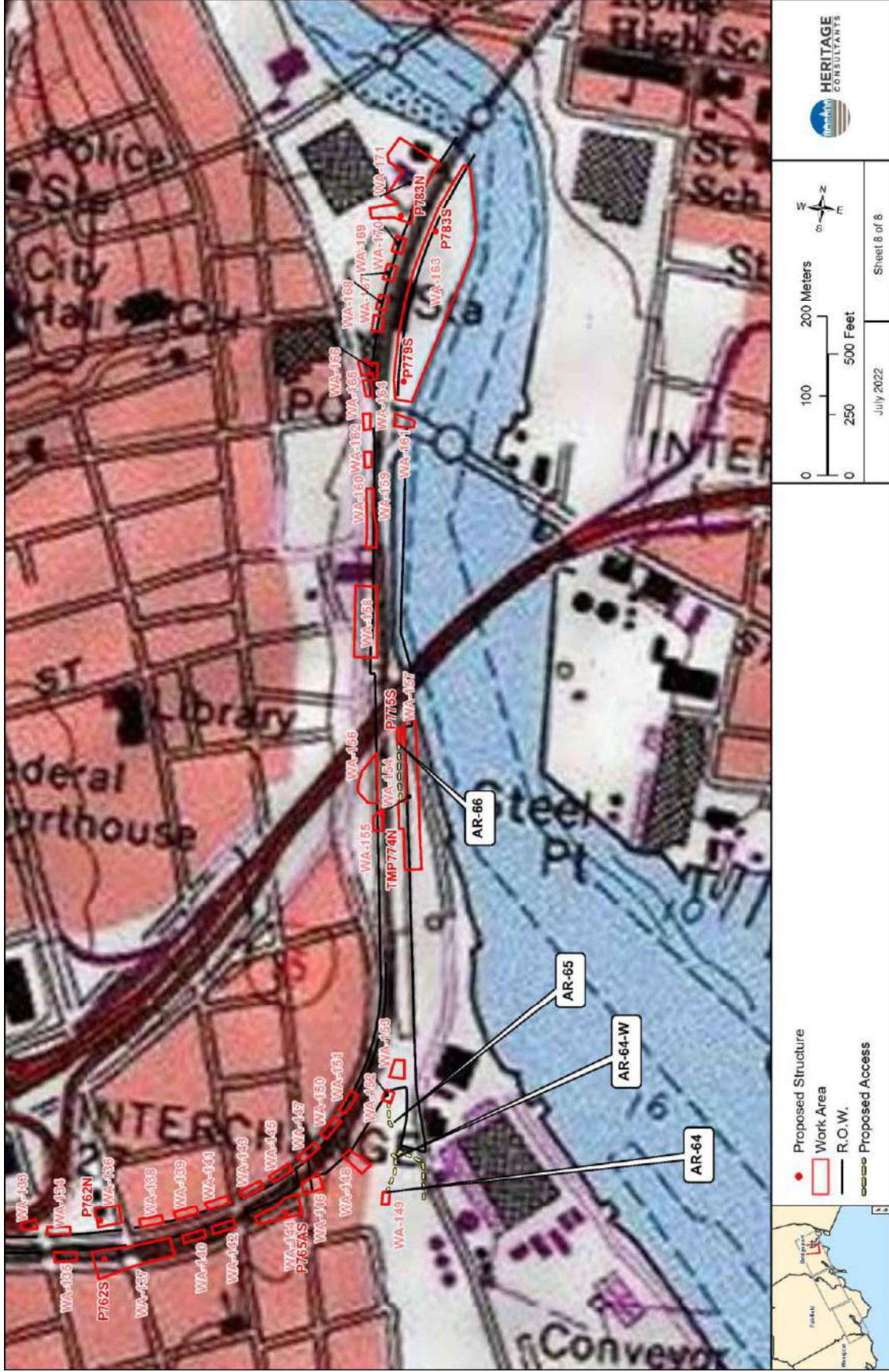


Figure 2; Sheet 8. Excerpt from a 1996 USGS 7.5' series topographic quadrangle showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

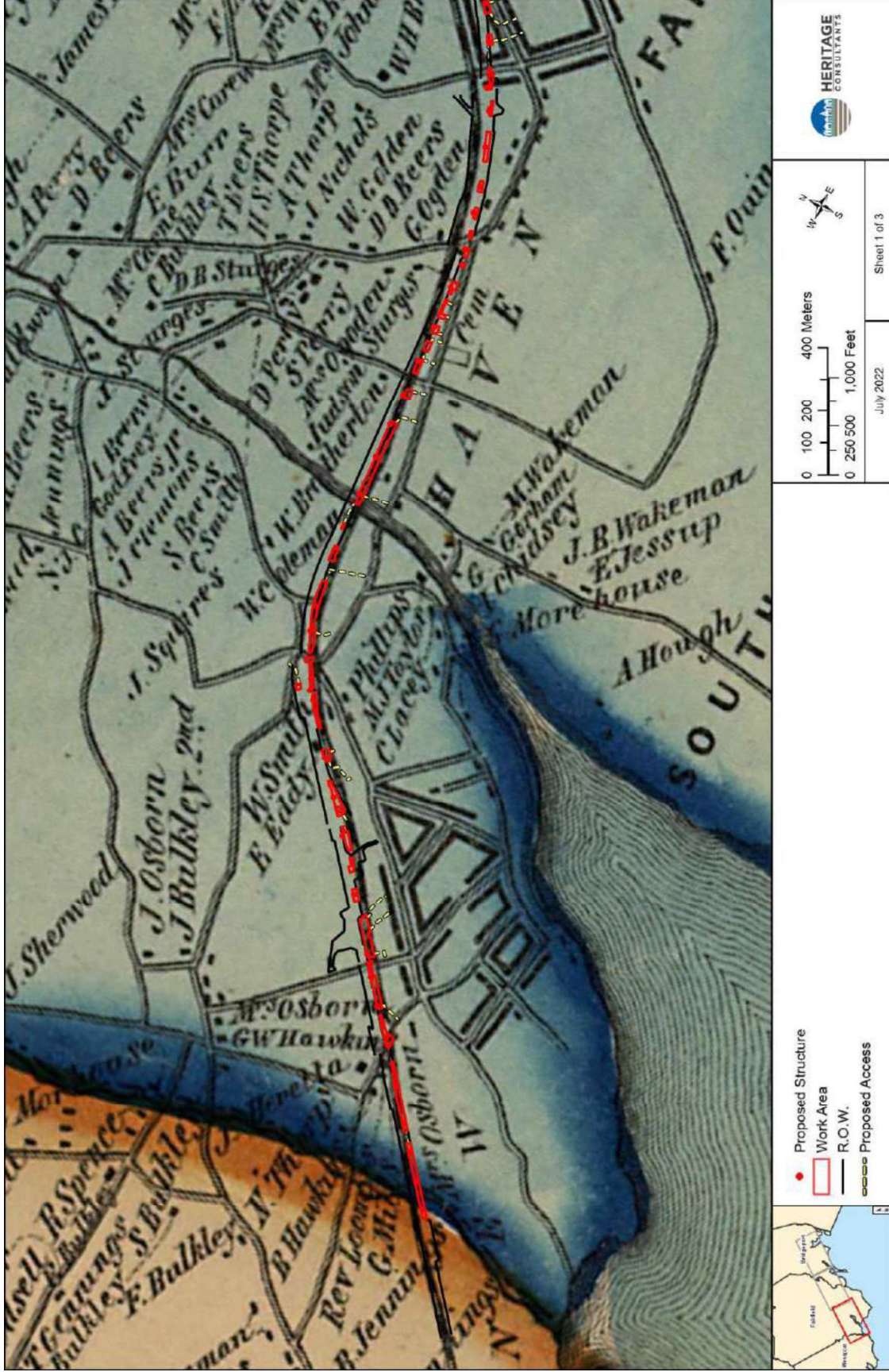


Figure 3; Sheet 1. Excerpt from an 1856 map showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

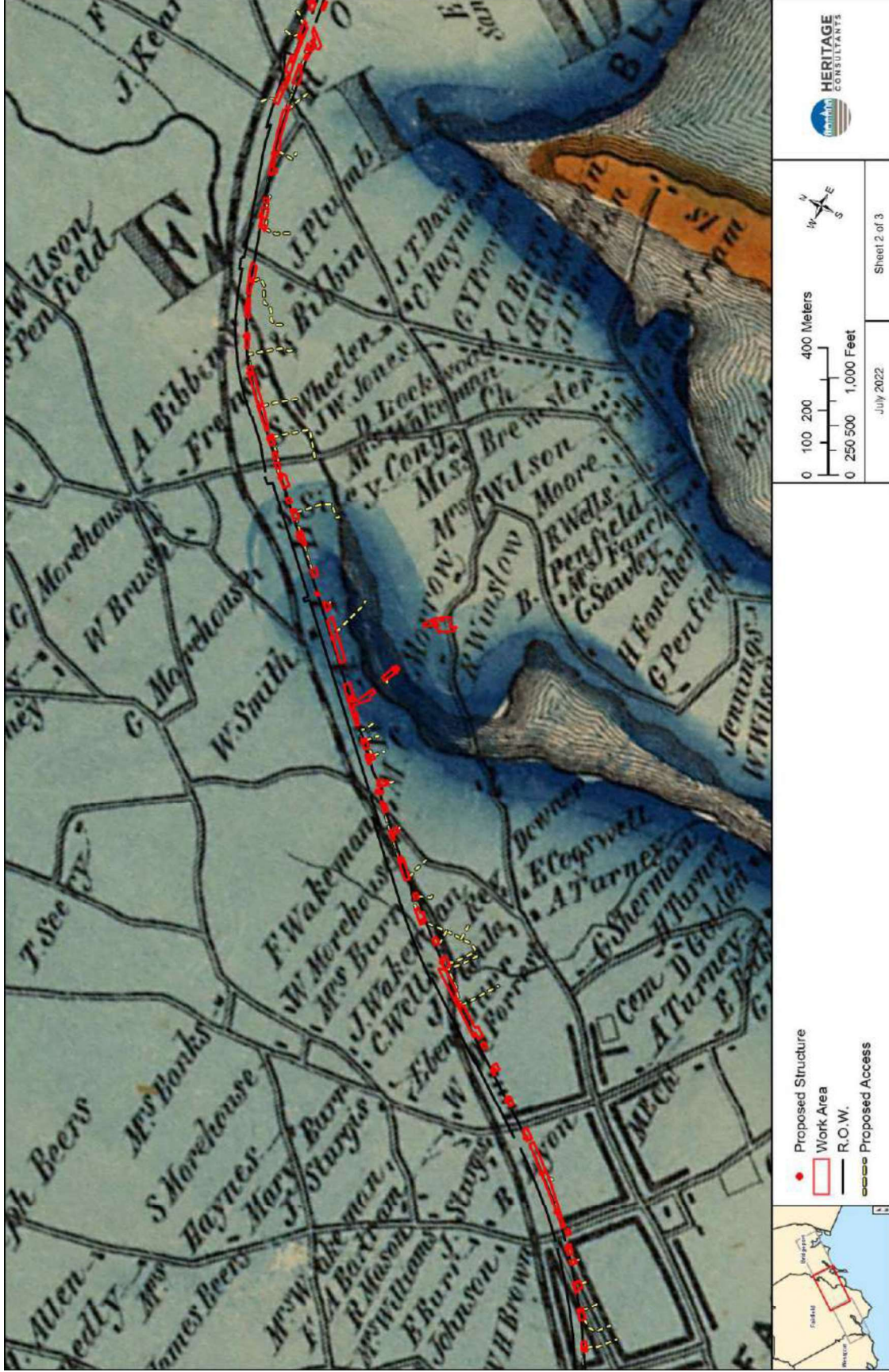


Figure 3; Sheet 2. Excerpt from an 1856 map showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

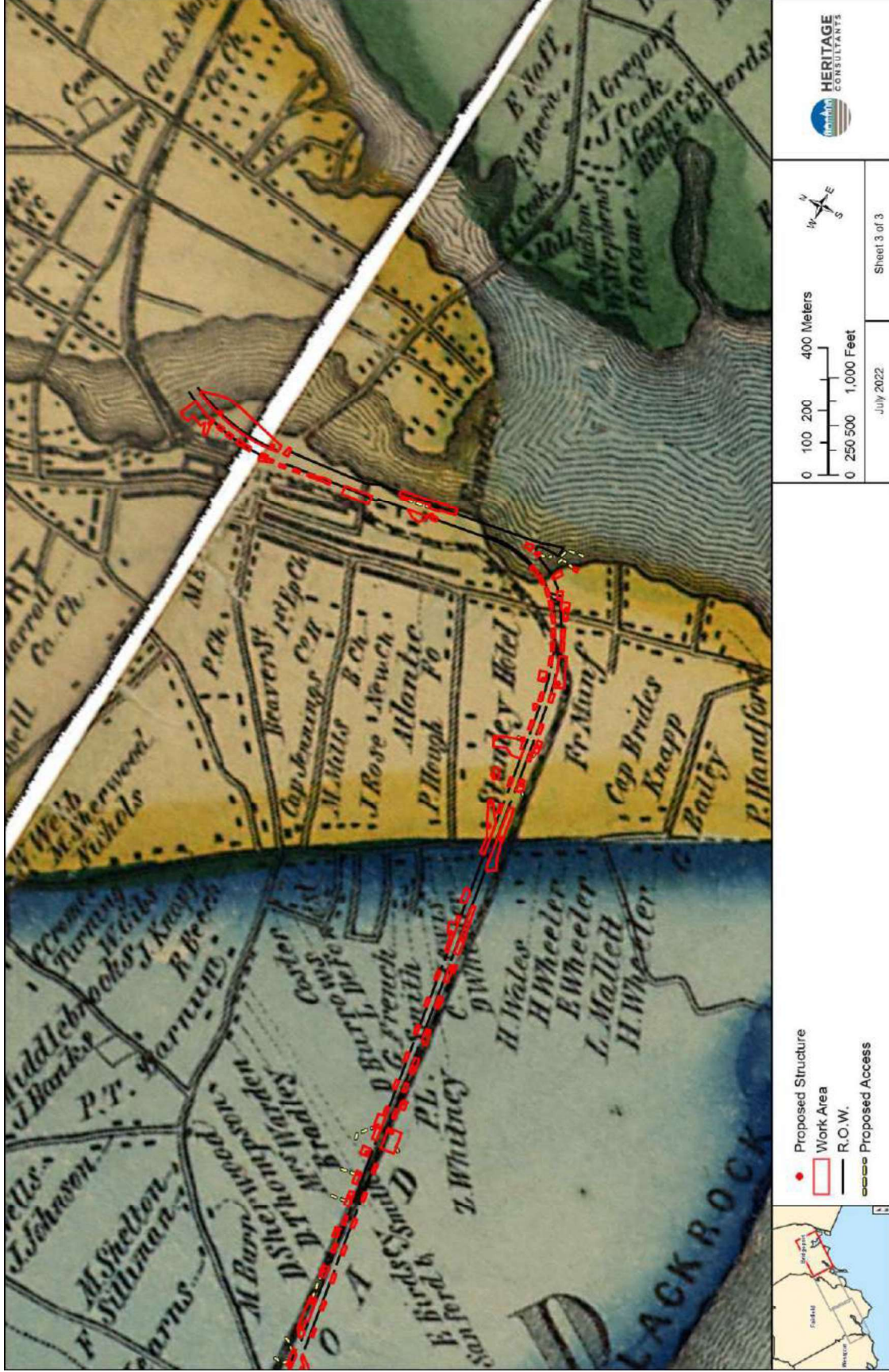


Figure 3; Sheet 3. Excerpt from an 1856 map showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

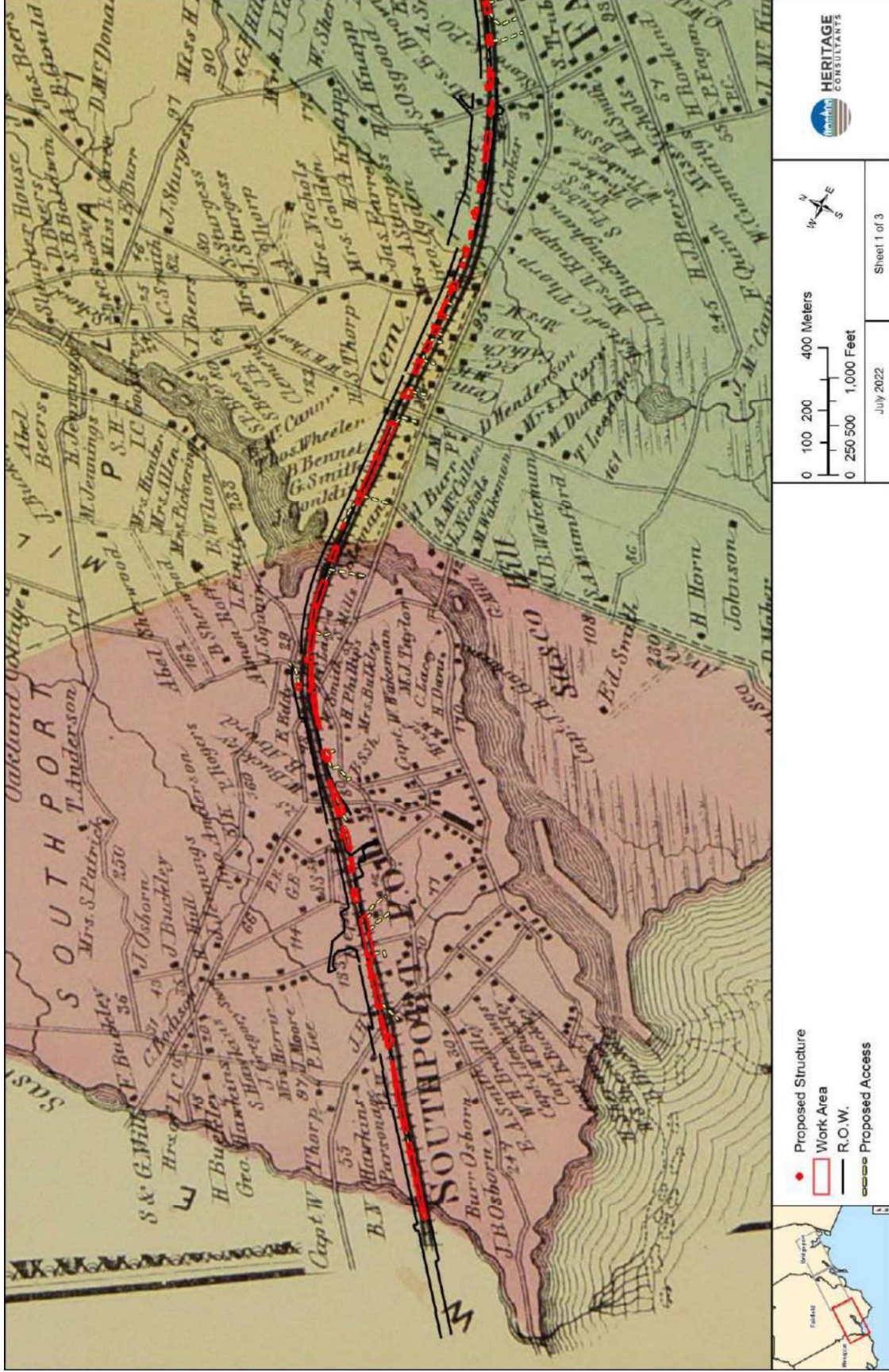


Figure 4; Sheet 1. Excerpt from an 1868 map showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

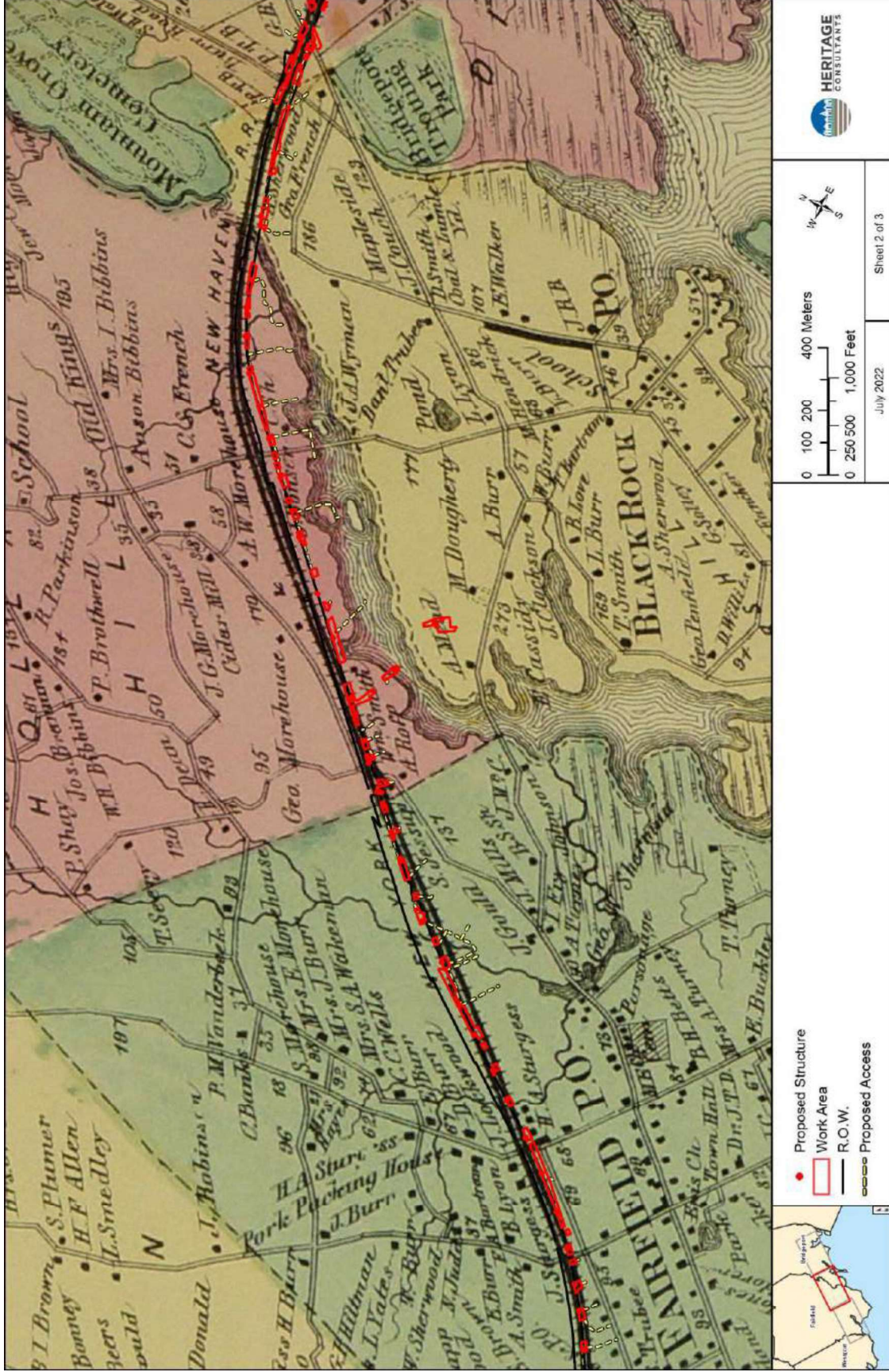


Figure 4; Sheet 2. Excerpt from an 1868 map showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

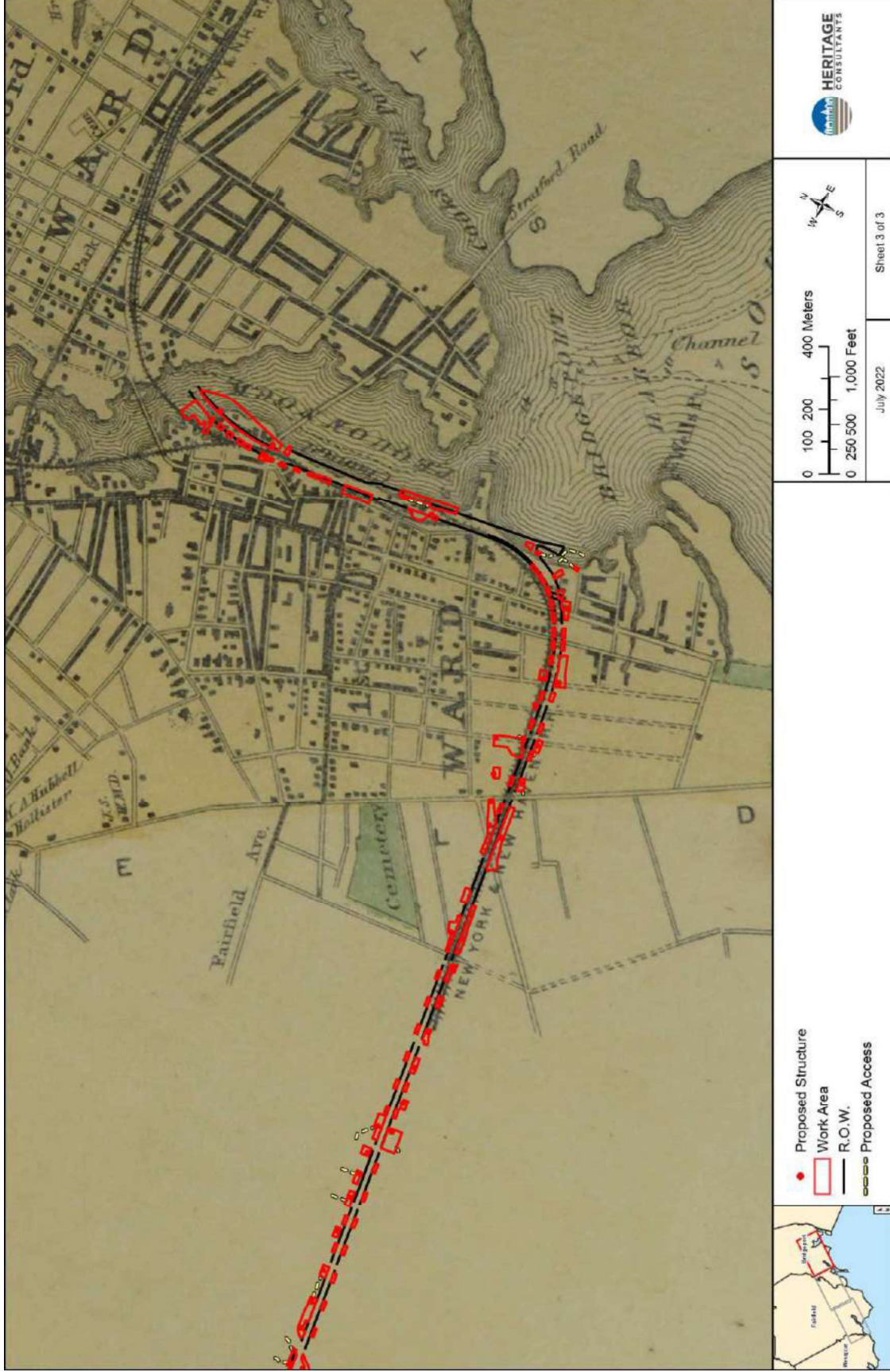


Figure 4; Sheet 3. Excerpt from an 1868 map showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

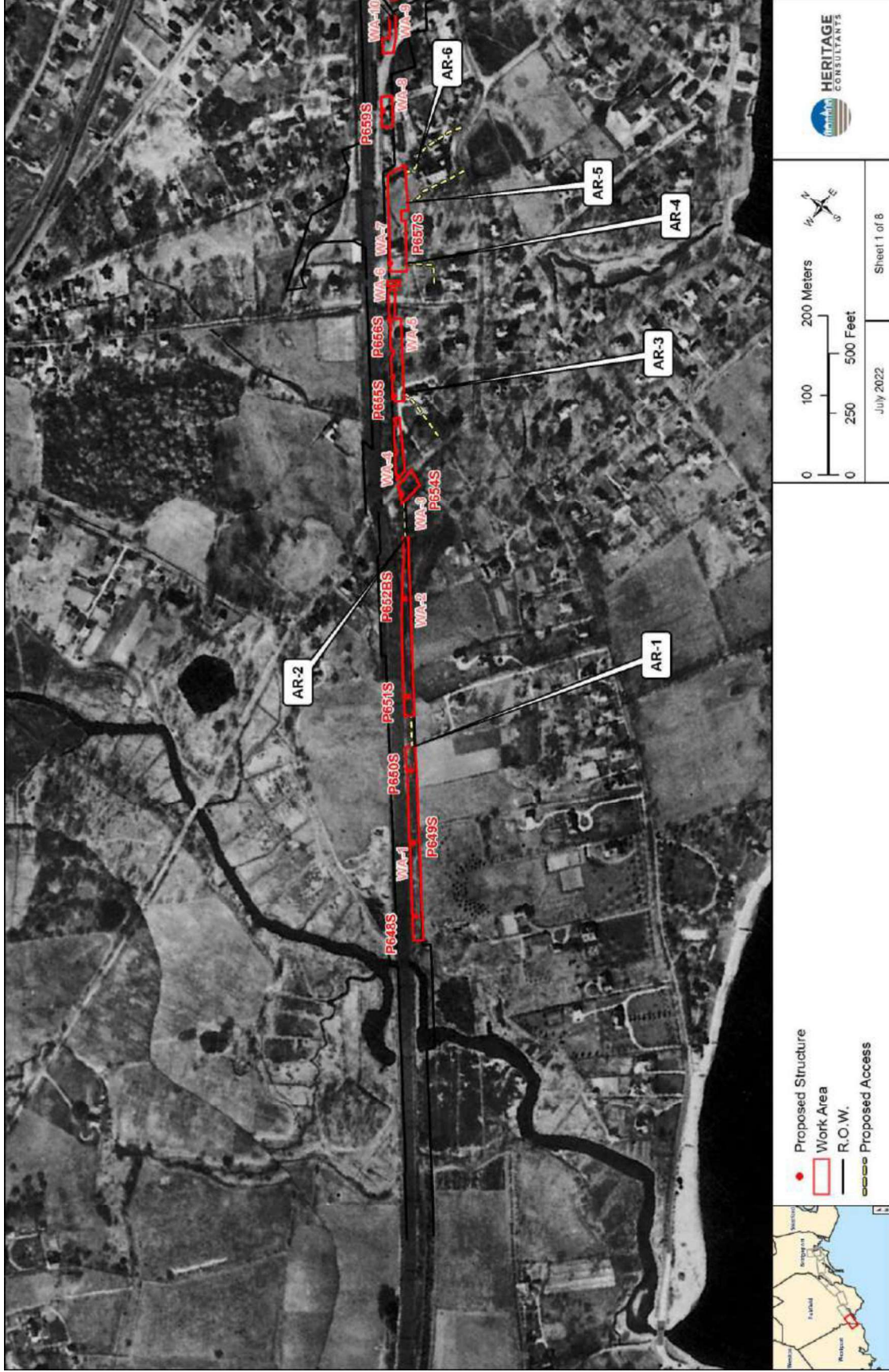


Figure 5; Sheet 1. Excerpt from a 1934 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

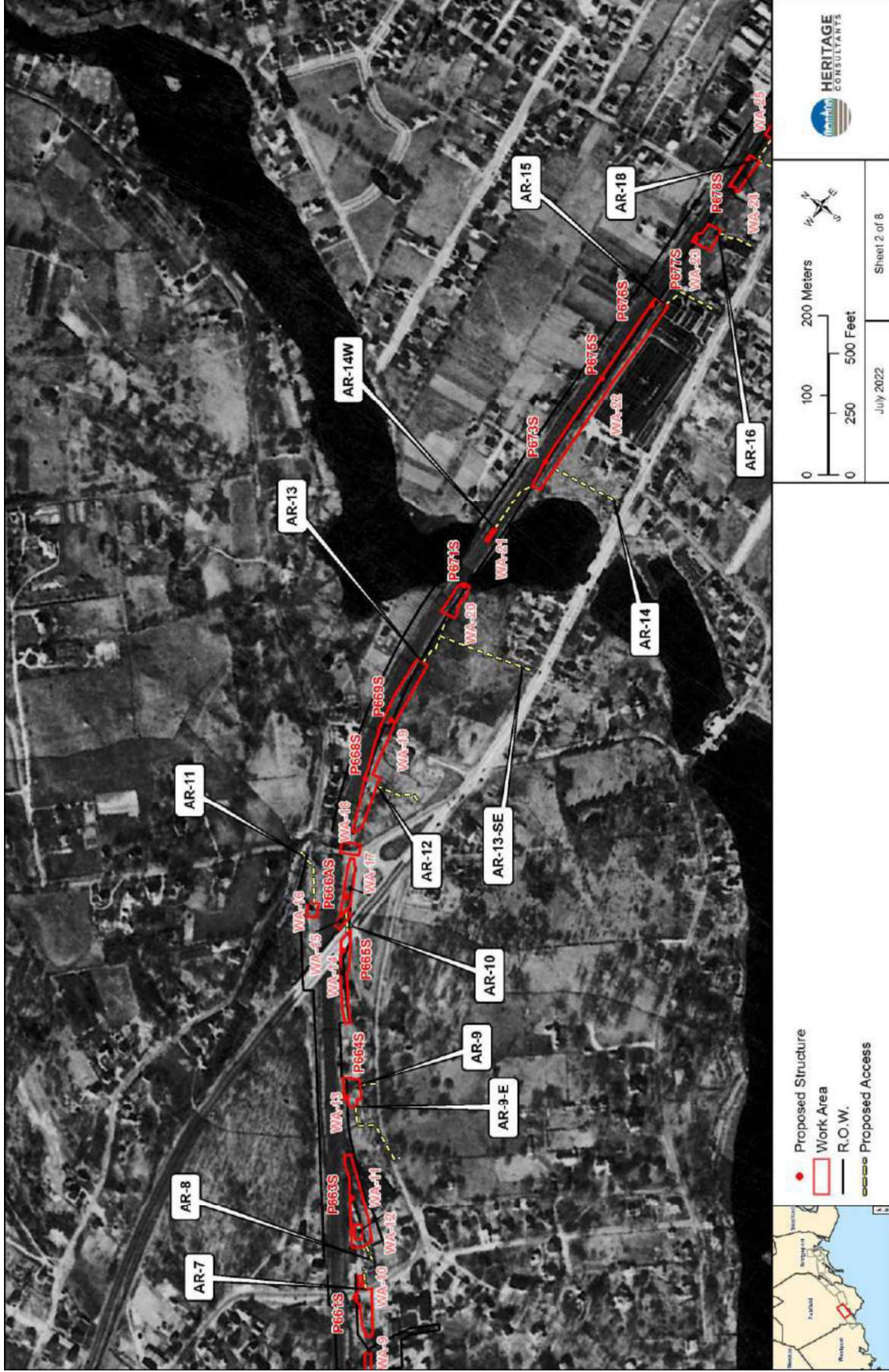


Figure 5; Sheet 2. Excerpt from a 1934 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

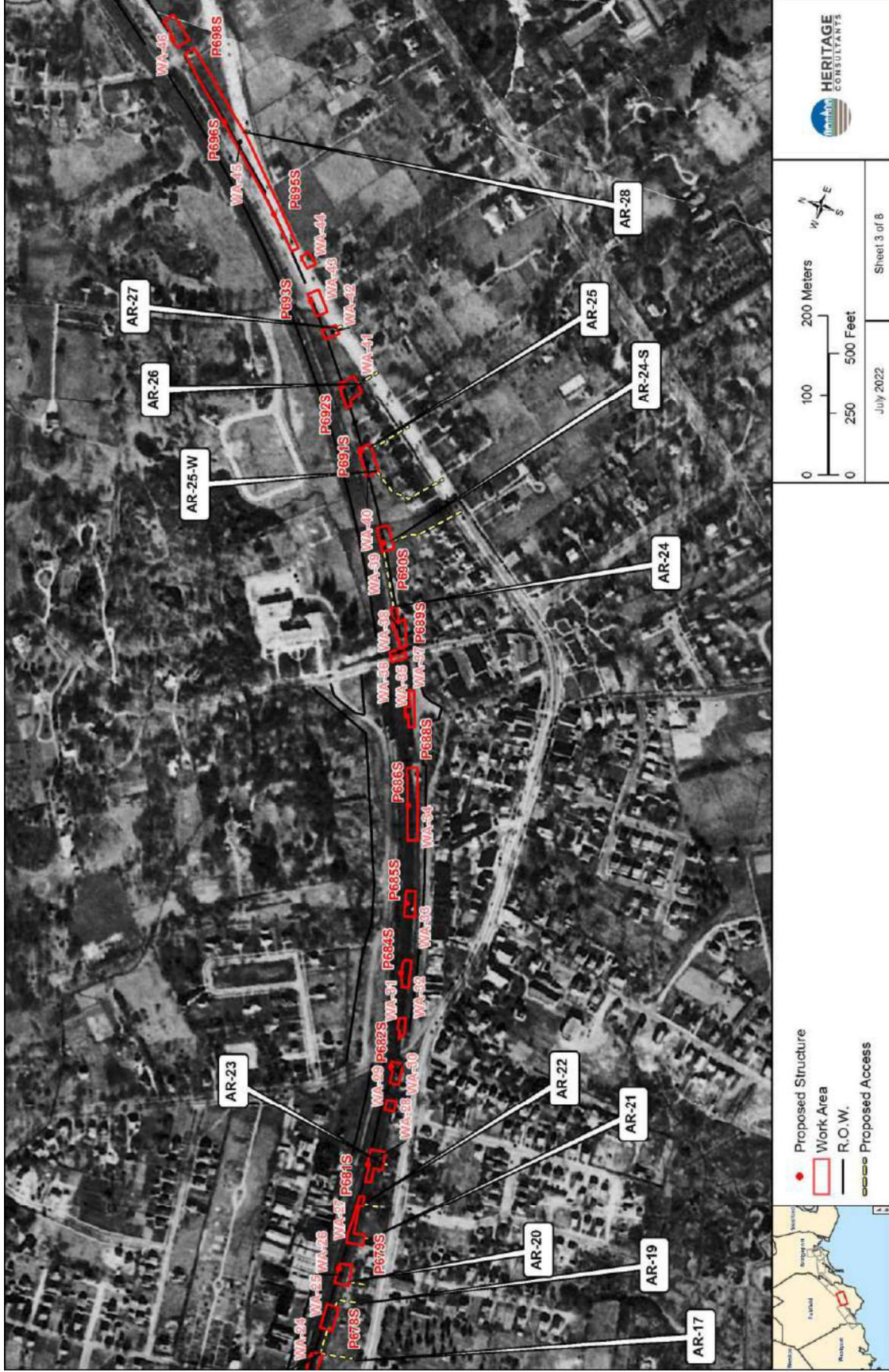


Figure 5; Sheet 3. Excerpt from a 1934 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

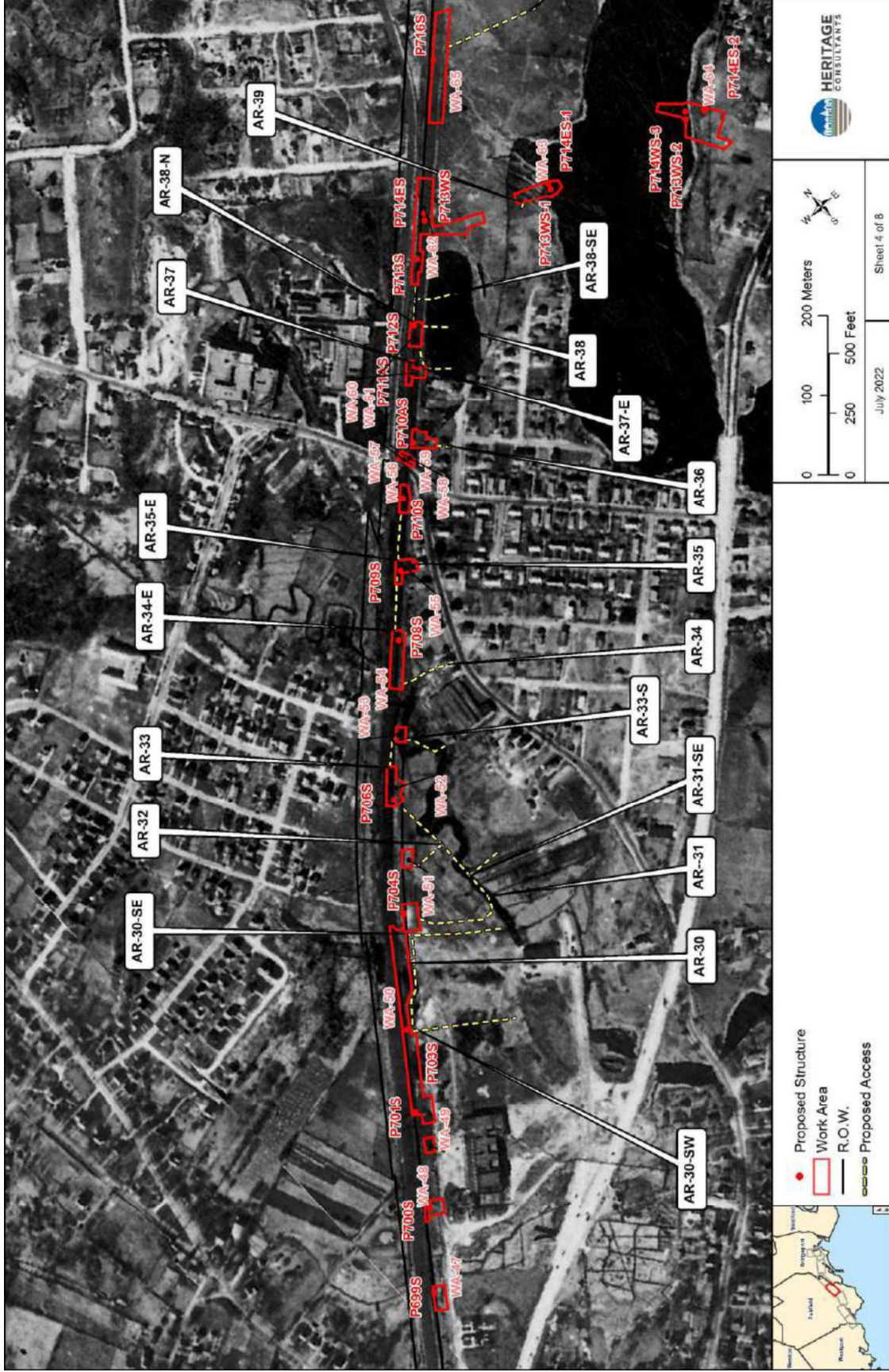


Figure 5; Sheet 4. Excerpt from a 1934 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

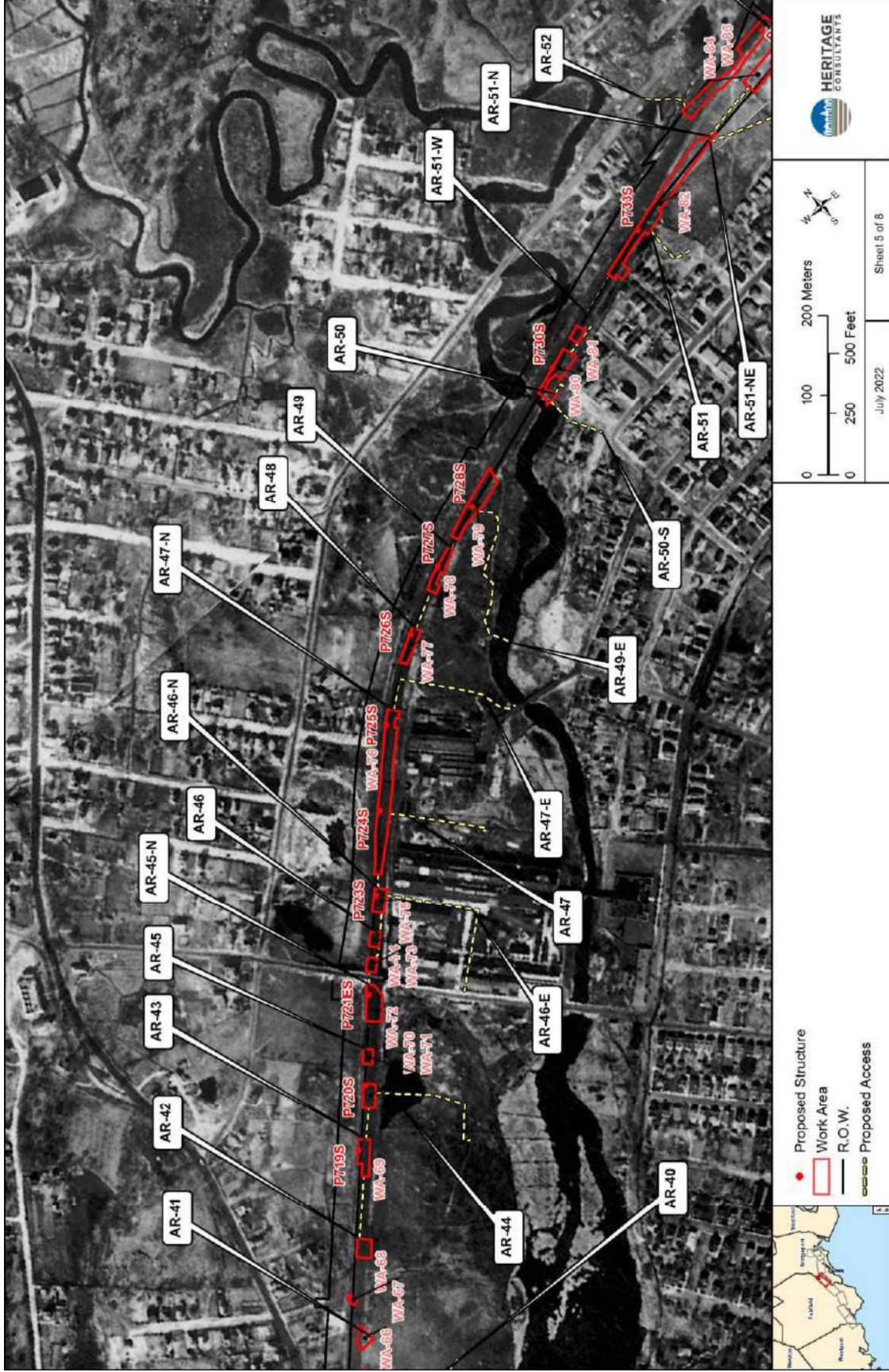


Figure 5; Sheet 5. Excerpt from a 1934 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

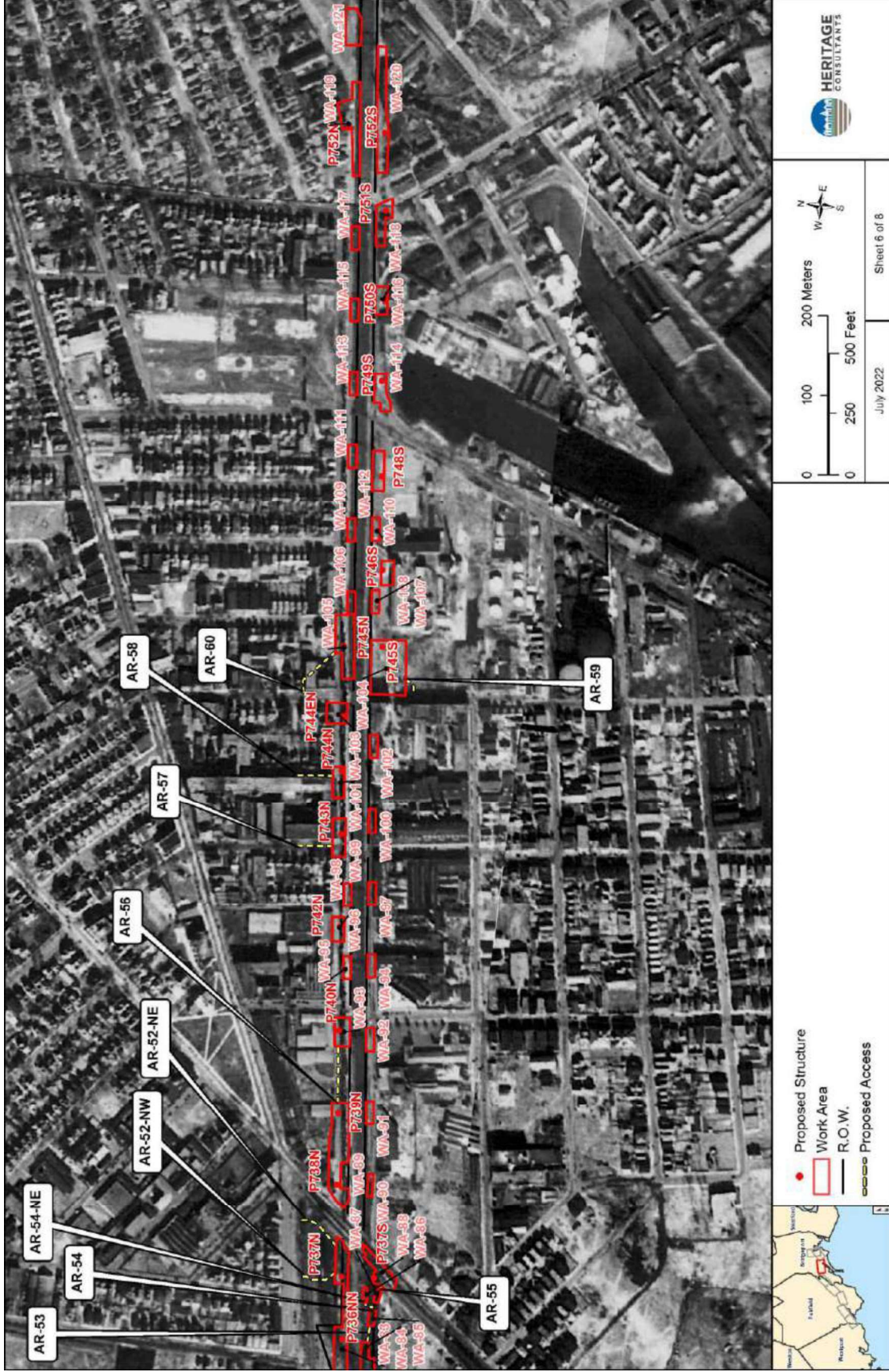


Figure 5; Sheet 6. Excerpt from a 1934 aerial image showing the location of the Fairfield to Congress Transmission Line 1.15-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

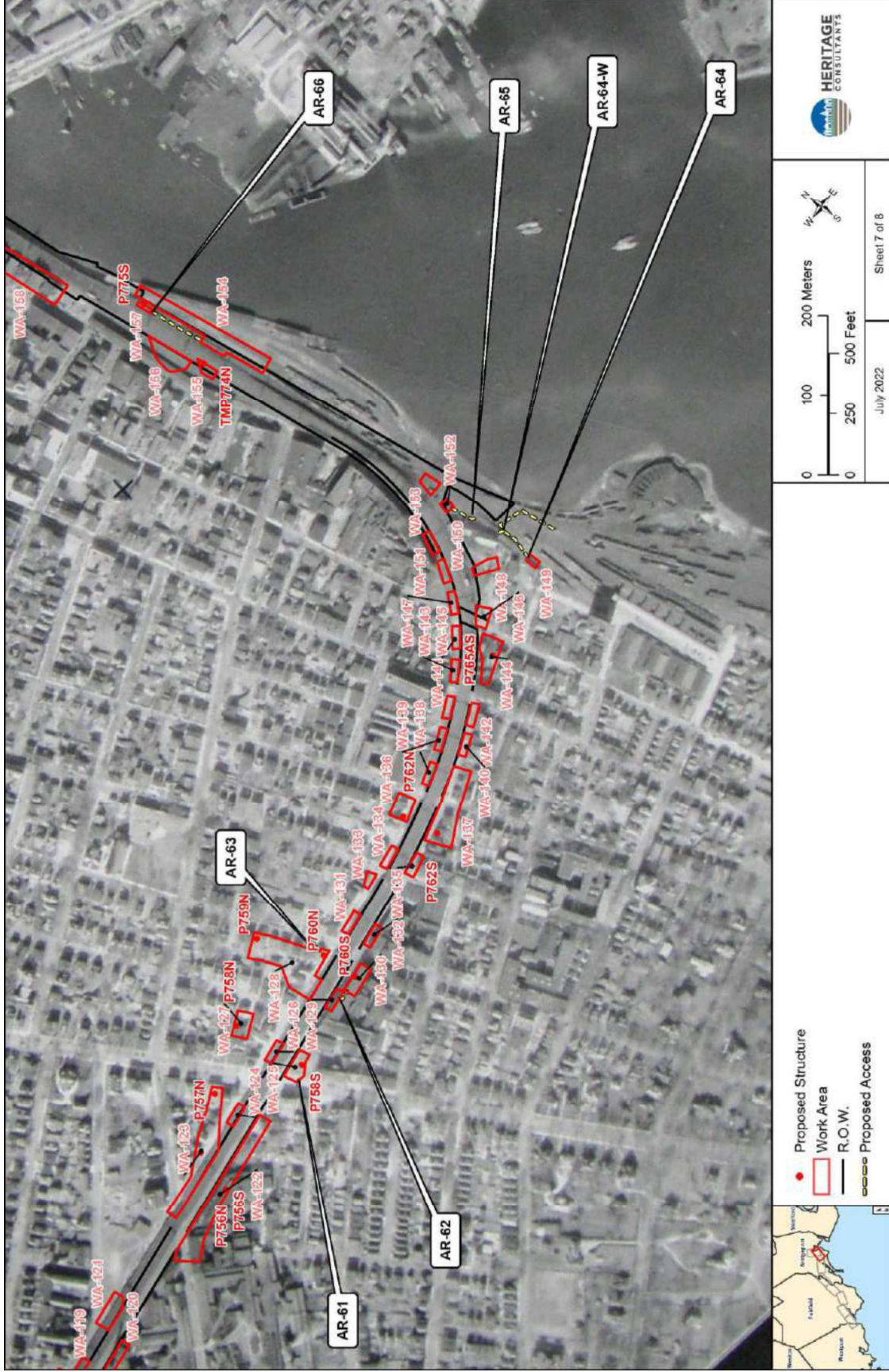


Figure 5; Sheet 7. Excerpt from a 1934 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

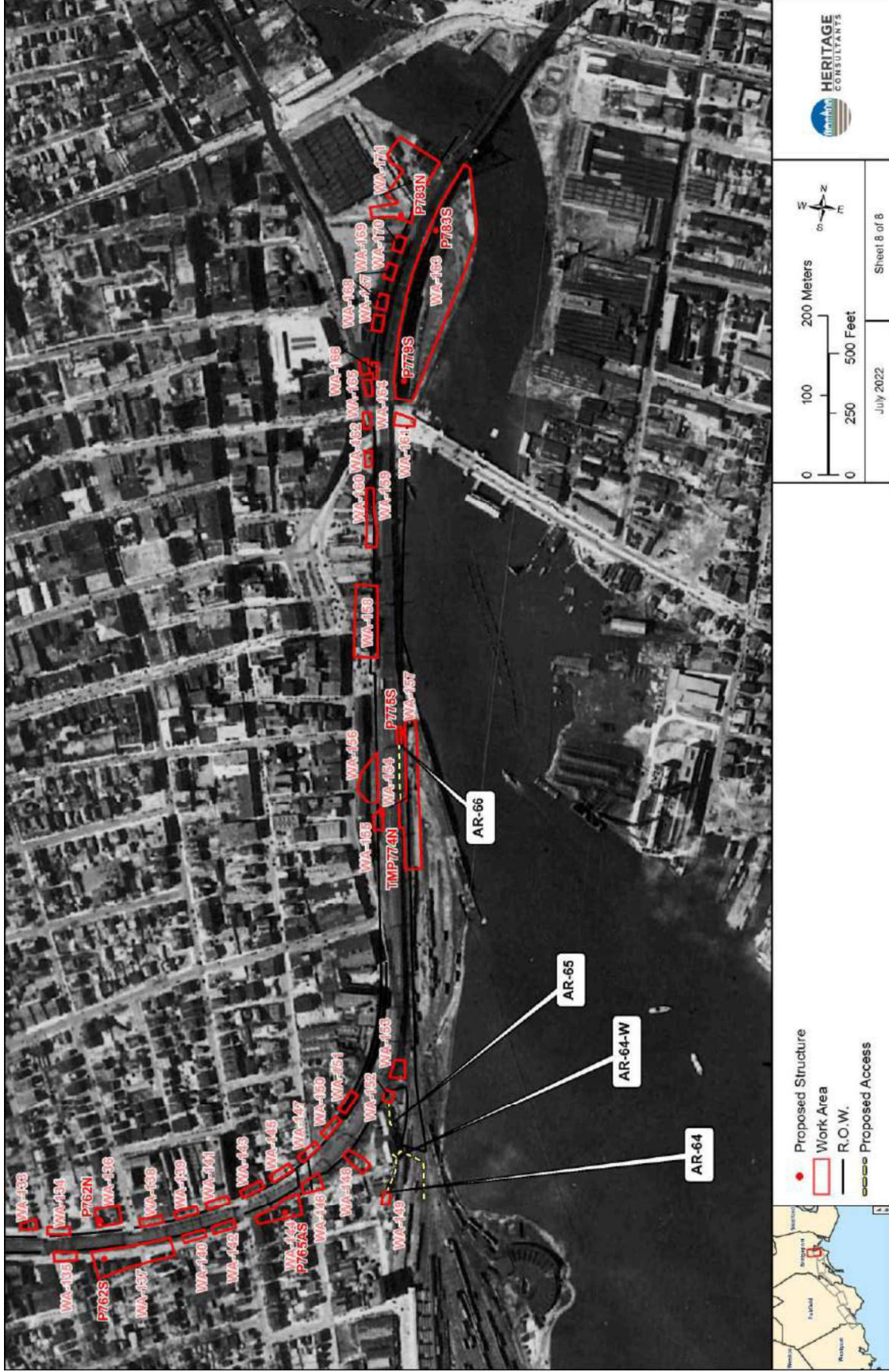


Figure 5; Sheet 8. Excerpt from a 1934 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

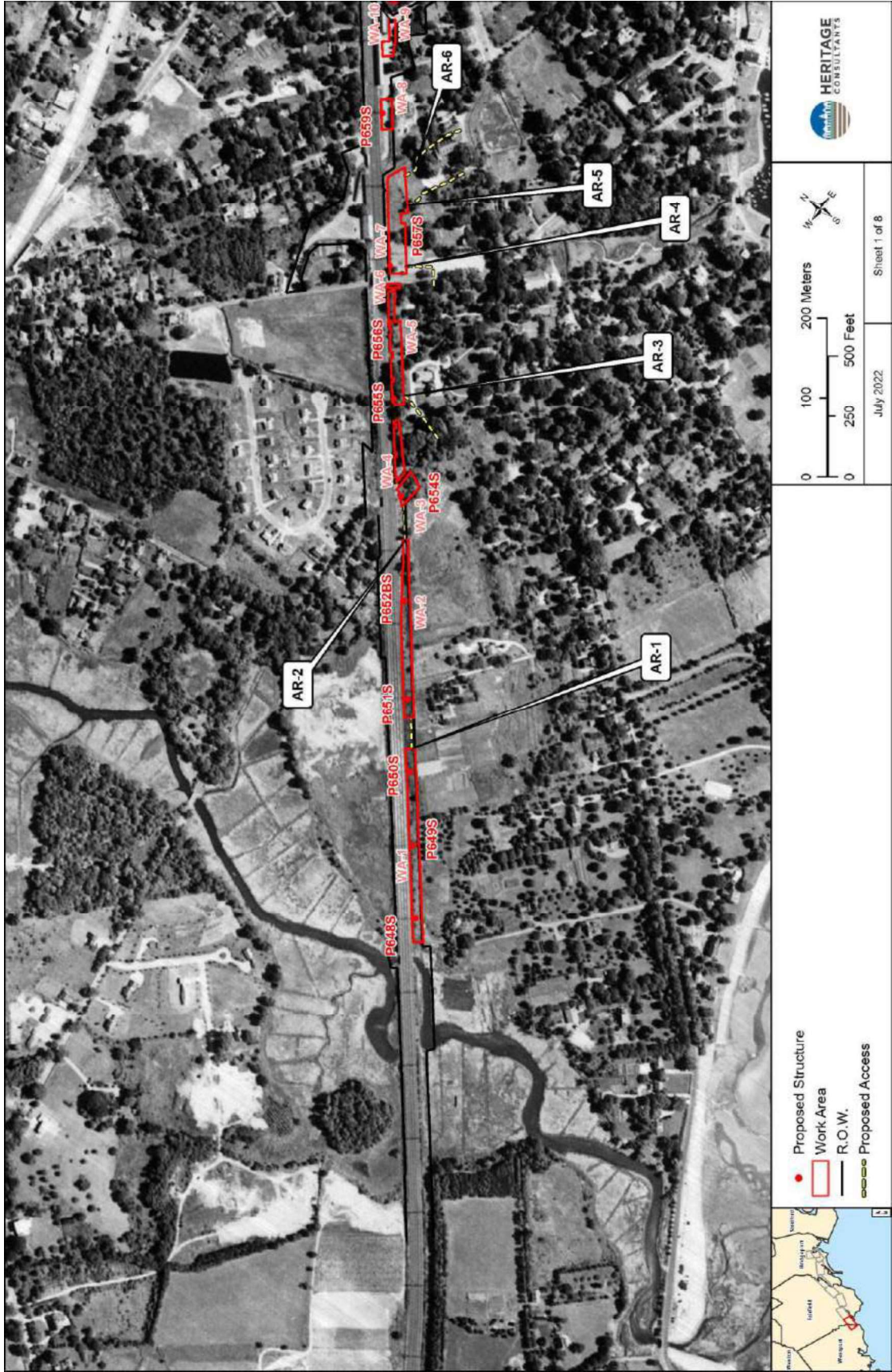


Figure 6; Sheet 1. Excerpt from a 1951 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

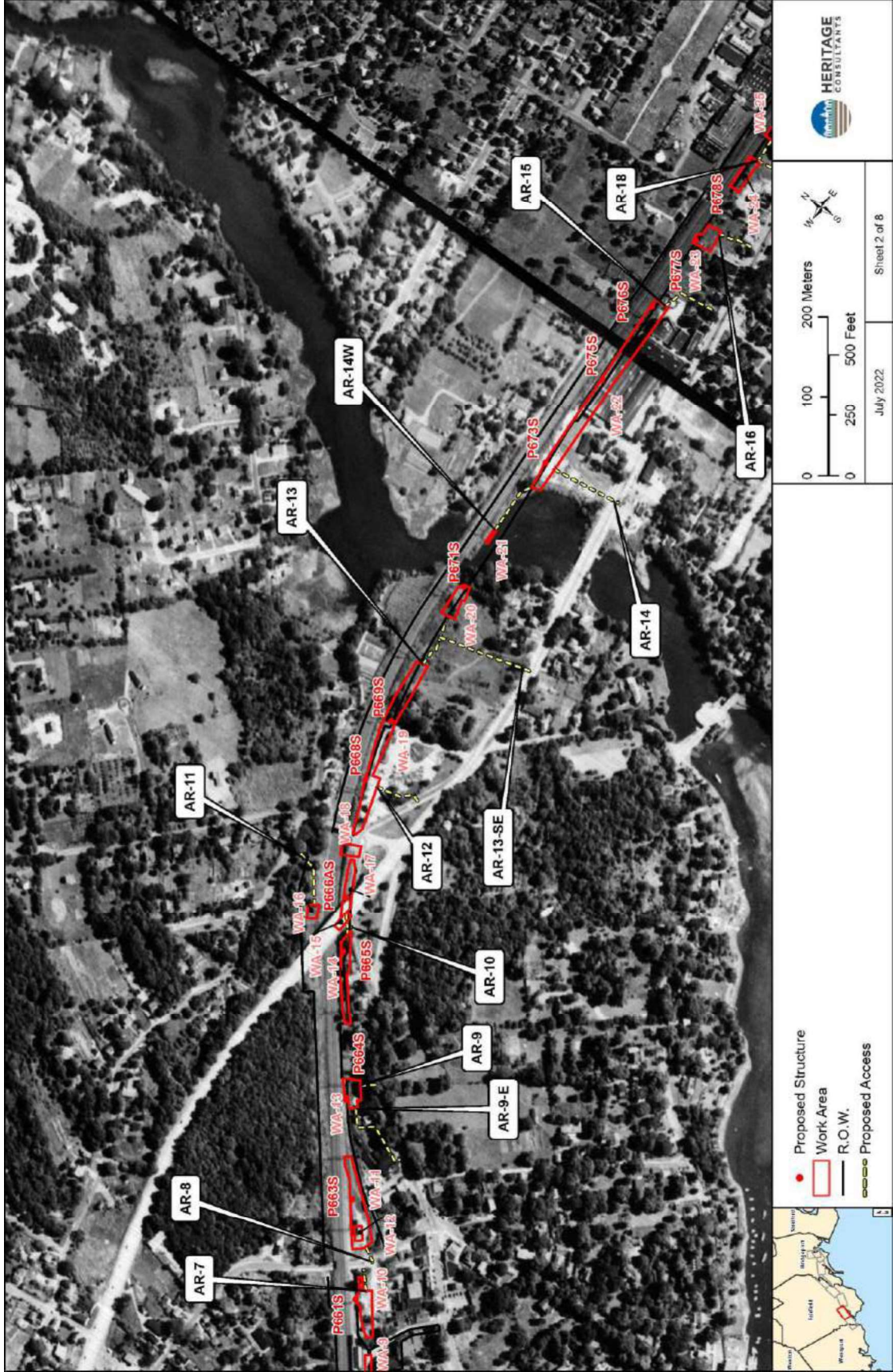


Figure 6; Sheet 2. Excerpt from a 1951 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

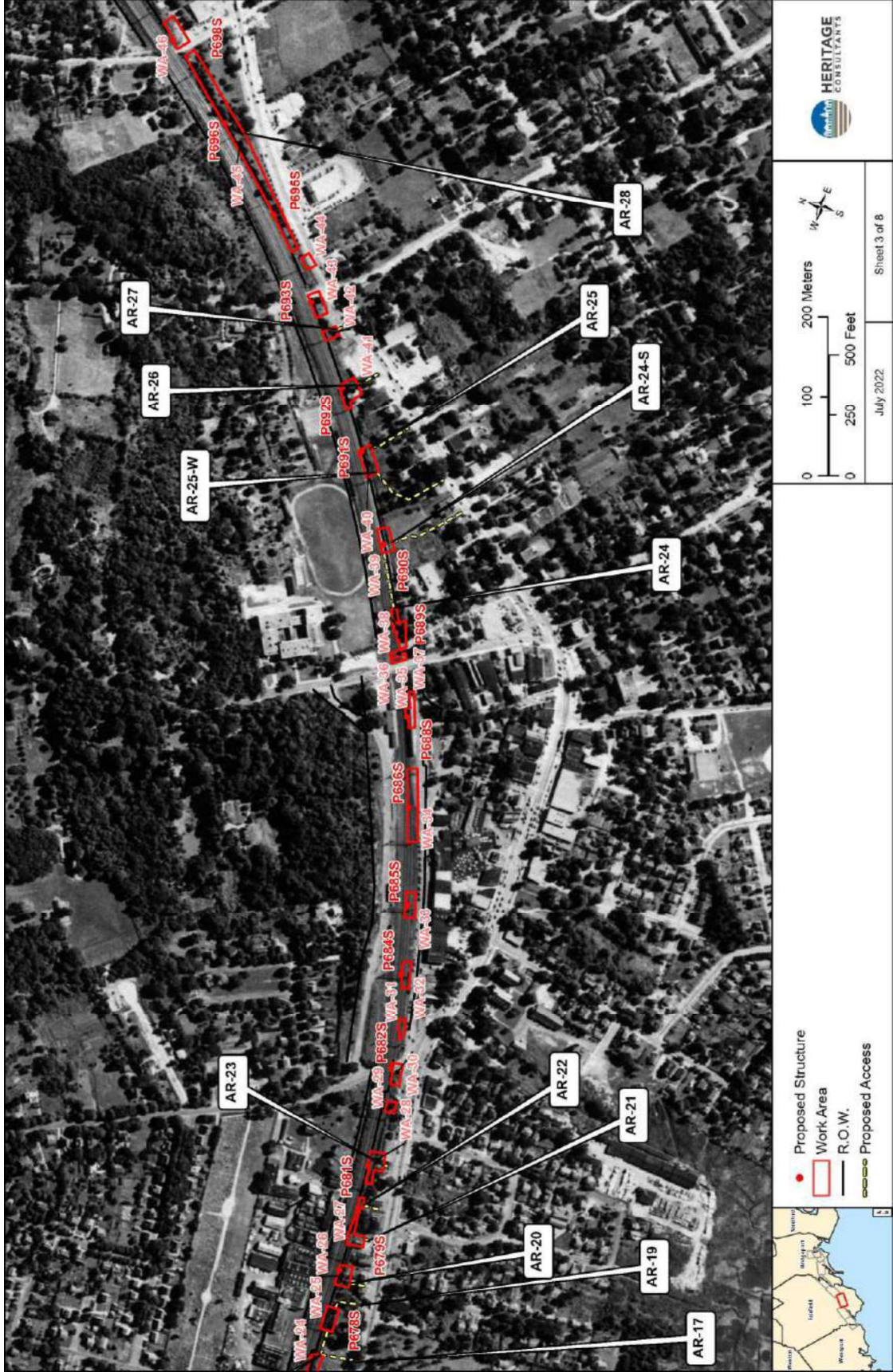


Figure 6; Sheet 3. Excerpt from a 1951 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

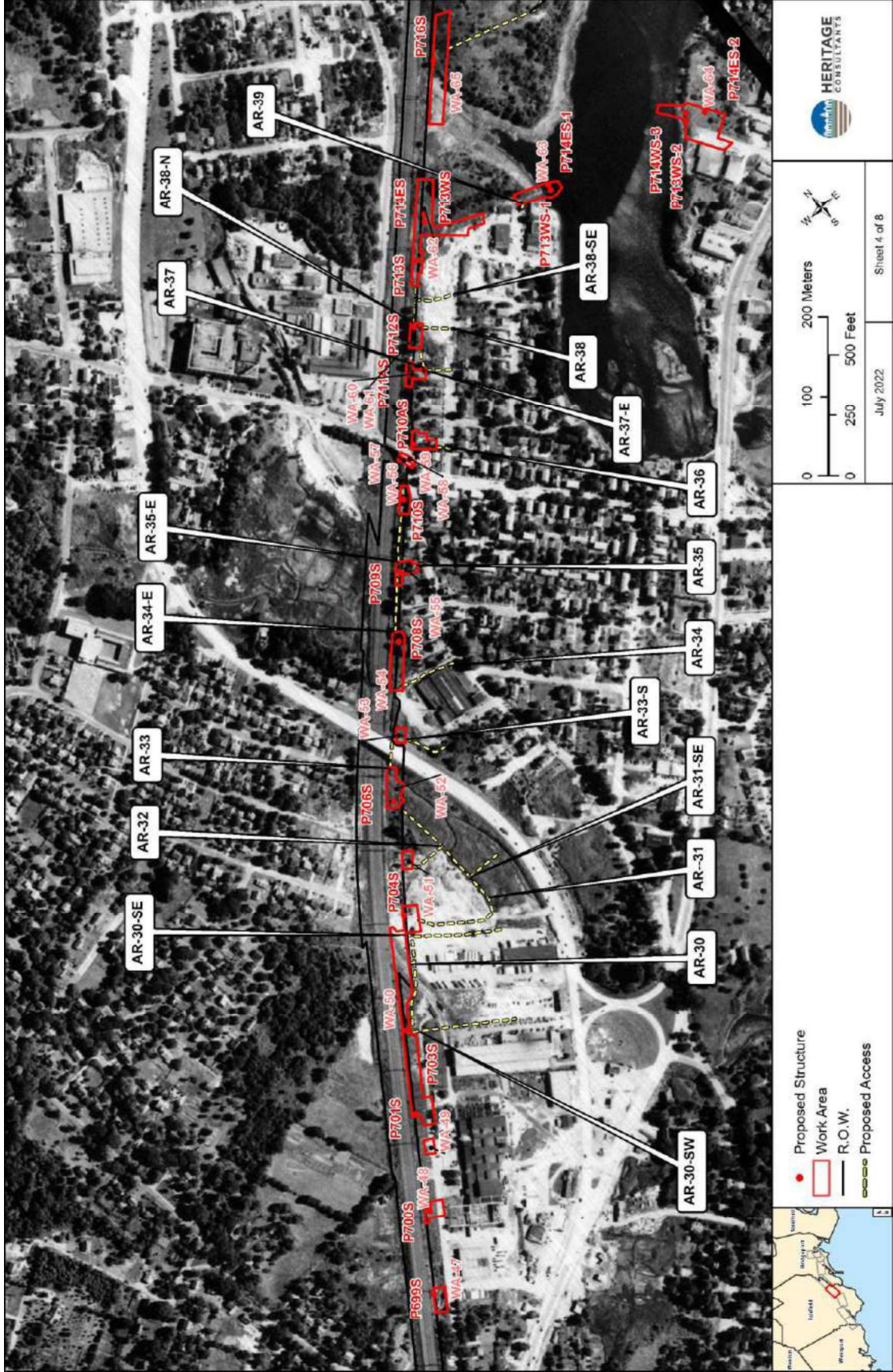


Figure 6; Sheet 4. Excerpt from a 1951 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

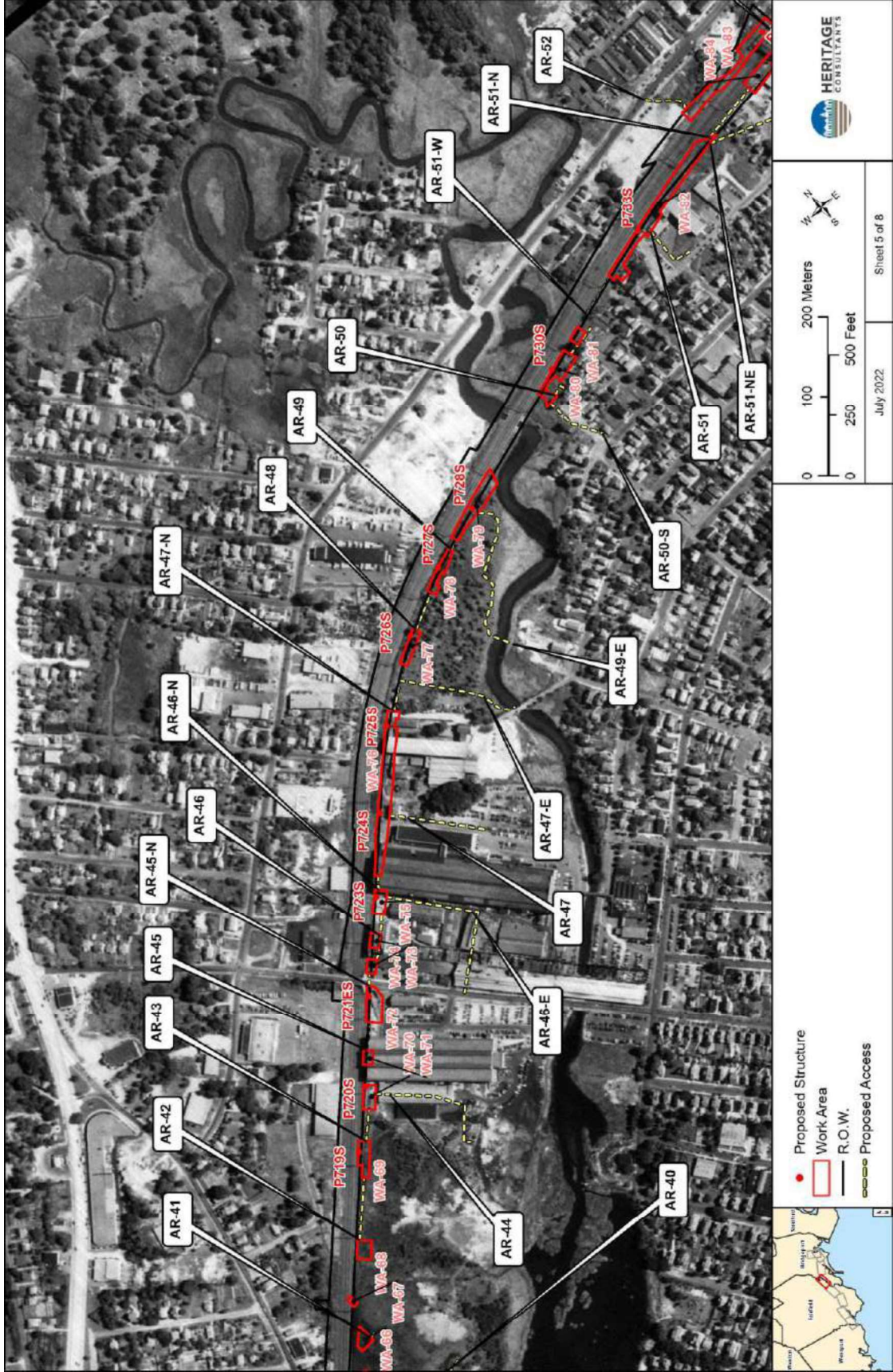


Figure 6; Sheet 5. Excerpt from a 1951 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

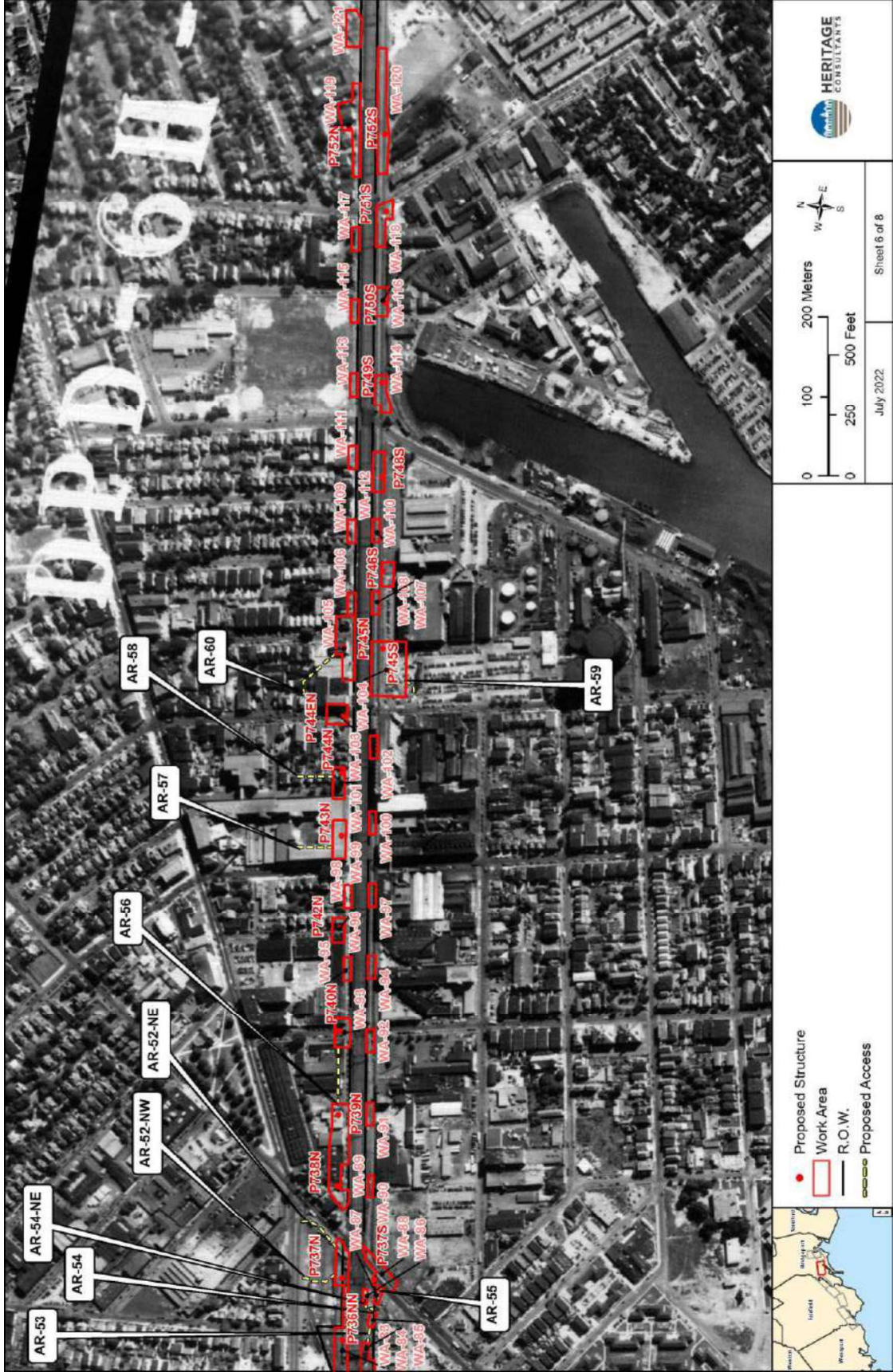


Figure 6; Sheet 6. Excerpt from a 1951 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

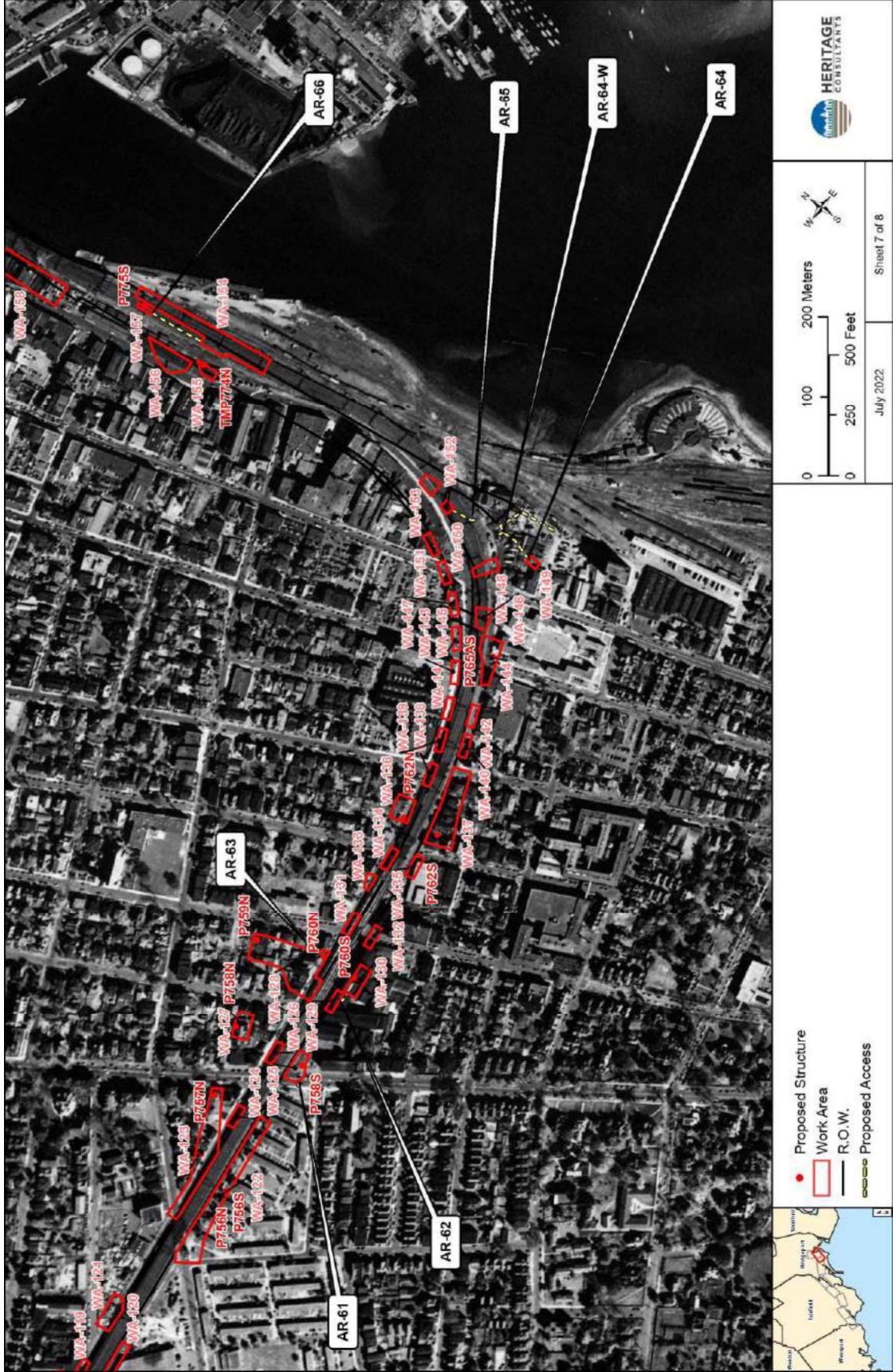


Figure 6; Sheet 7. Excerpt from a 1951 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

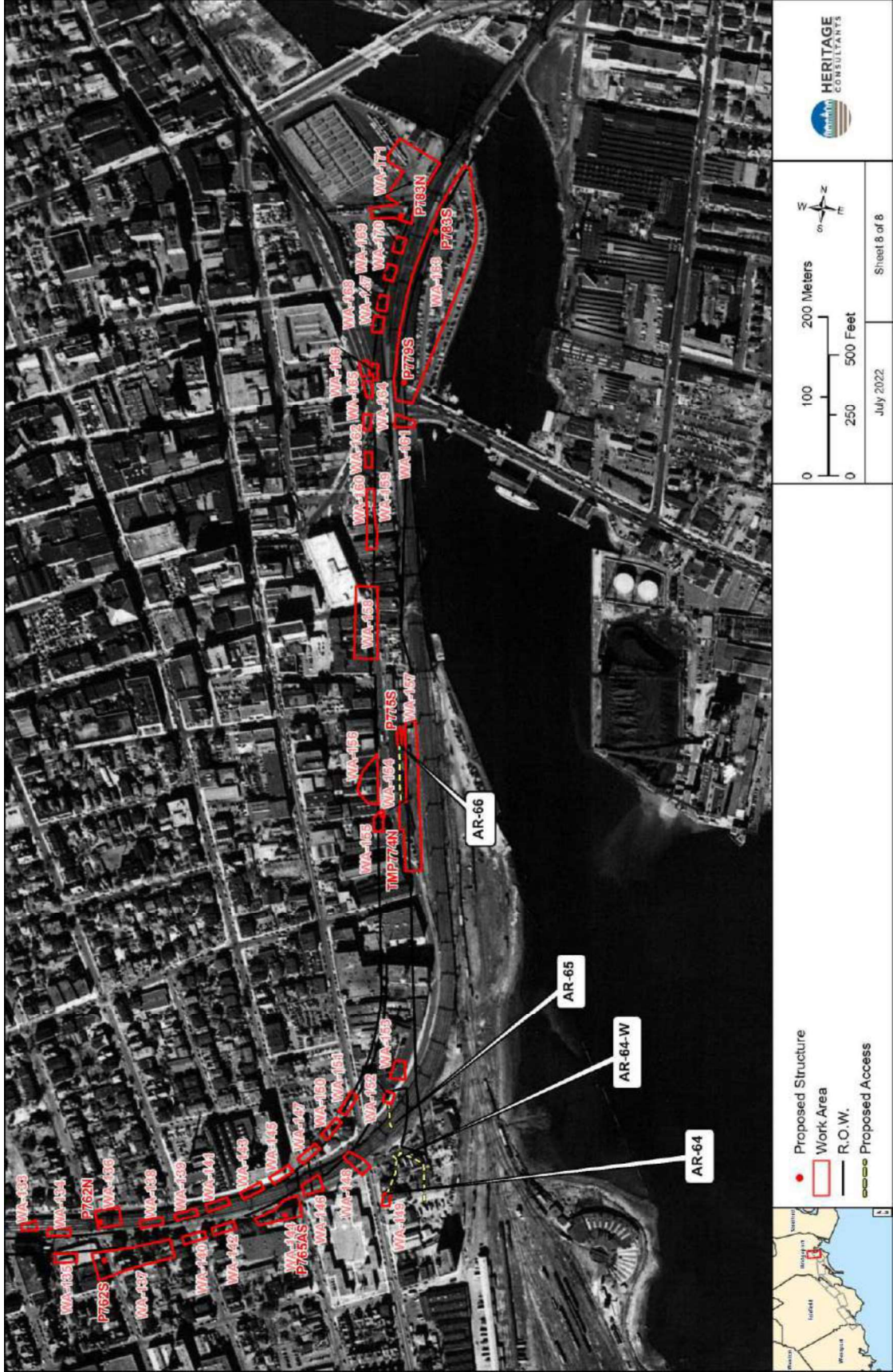


Figure 6; Sheet 8. Excerpt from a 1951 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

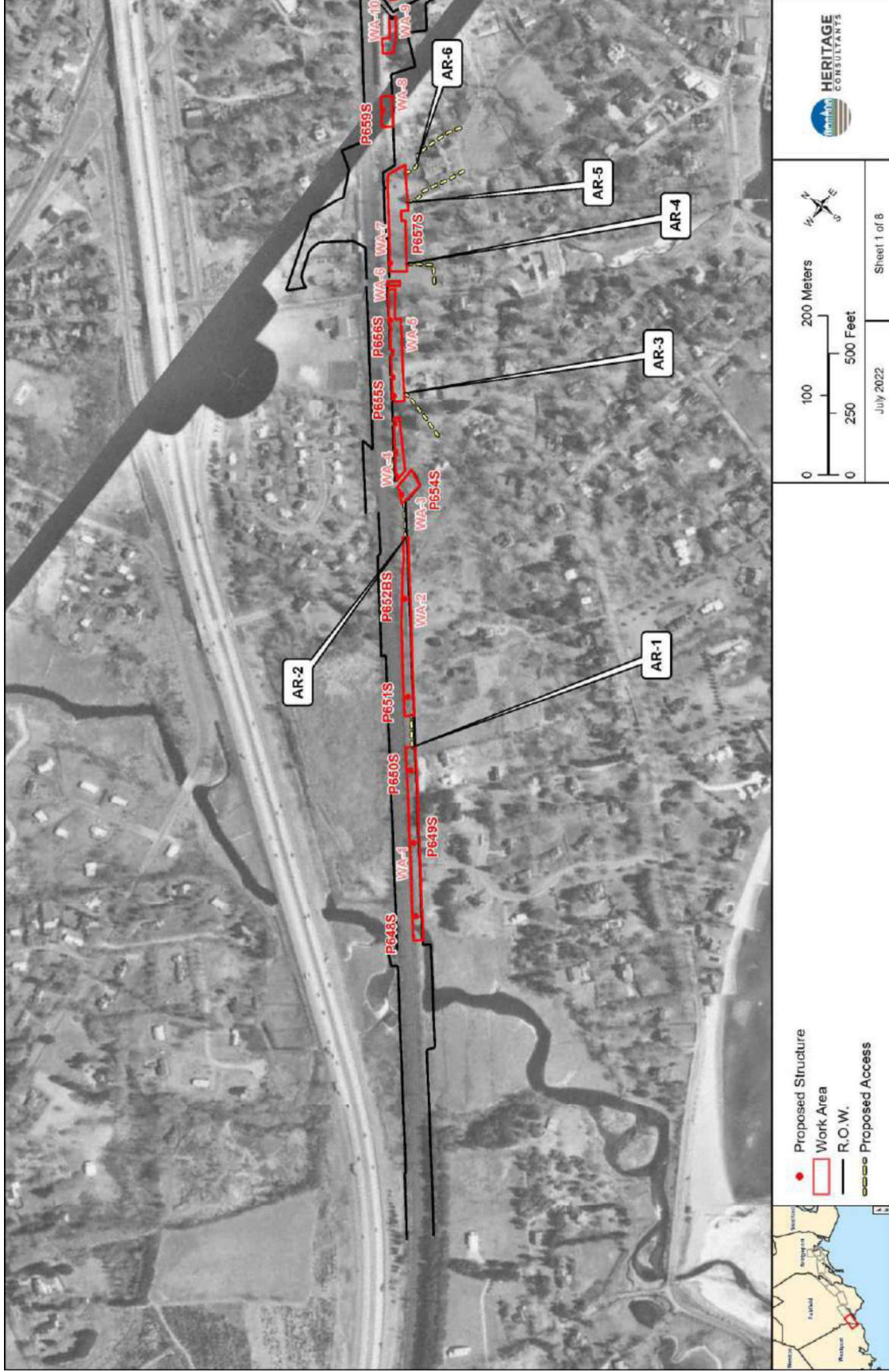


Figure 7; Sheet 1. Excerpt from a 1970 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

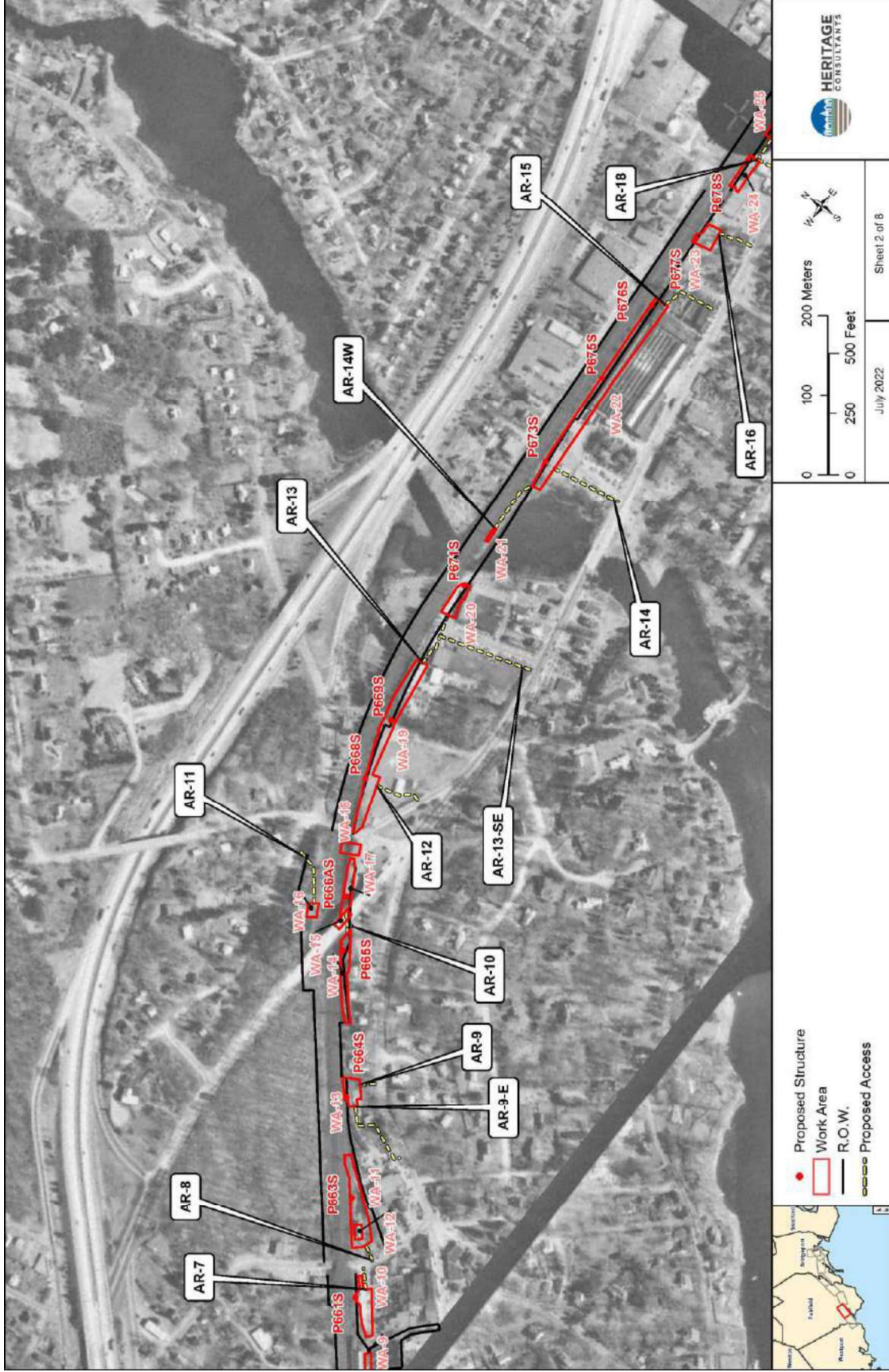


Figure 7; Sheet 2. Excerpt from a 1970 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

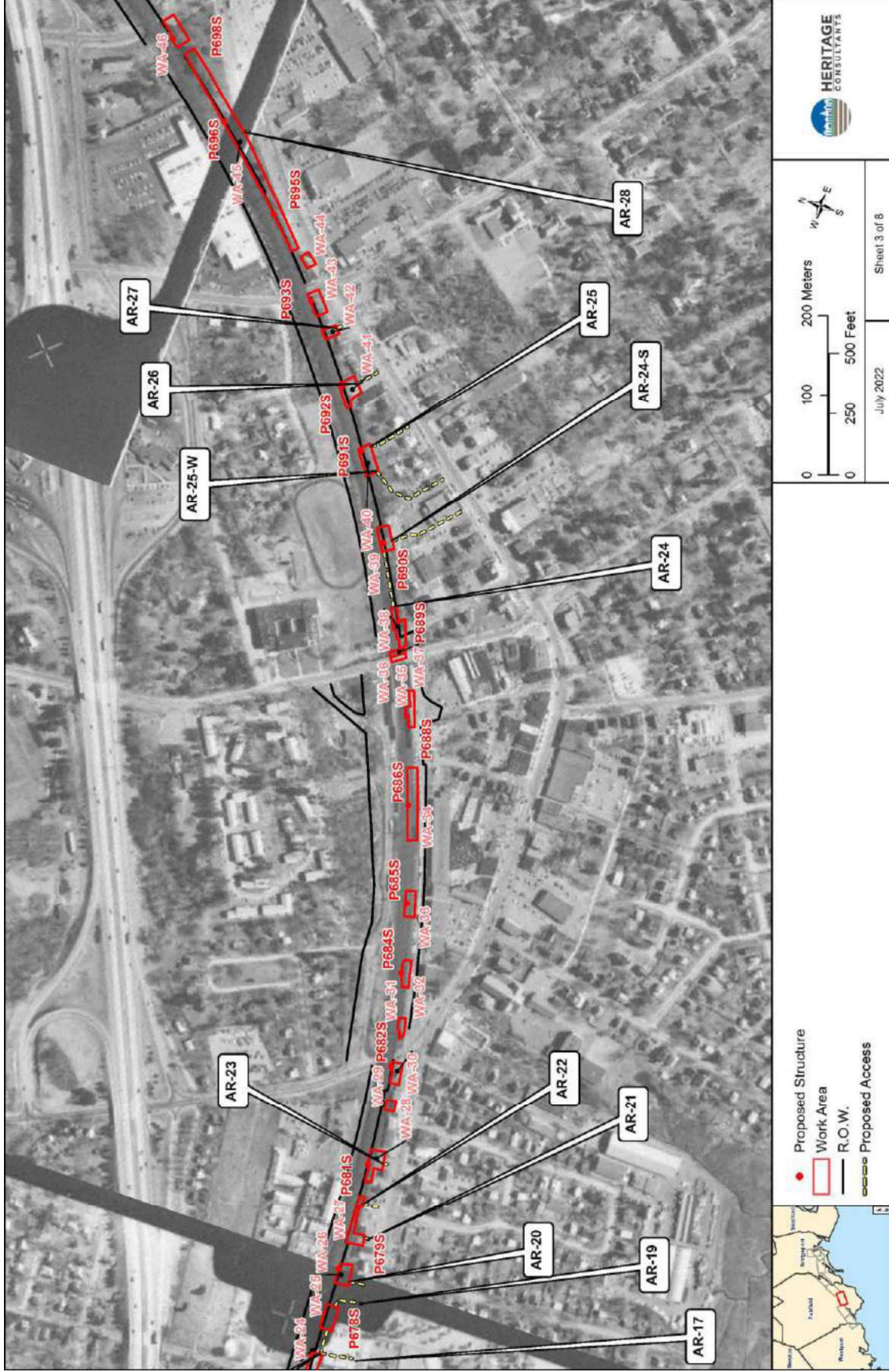


Figure 7; Sheet 3. Excerpt from a 1970 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

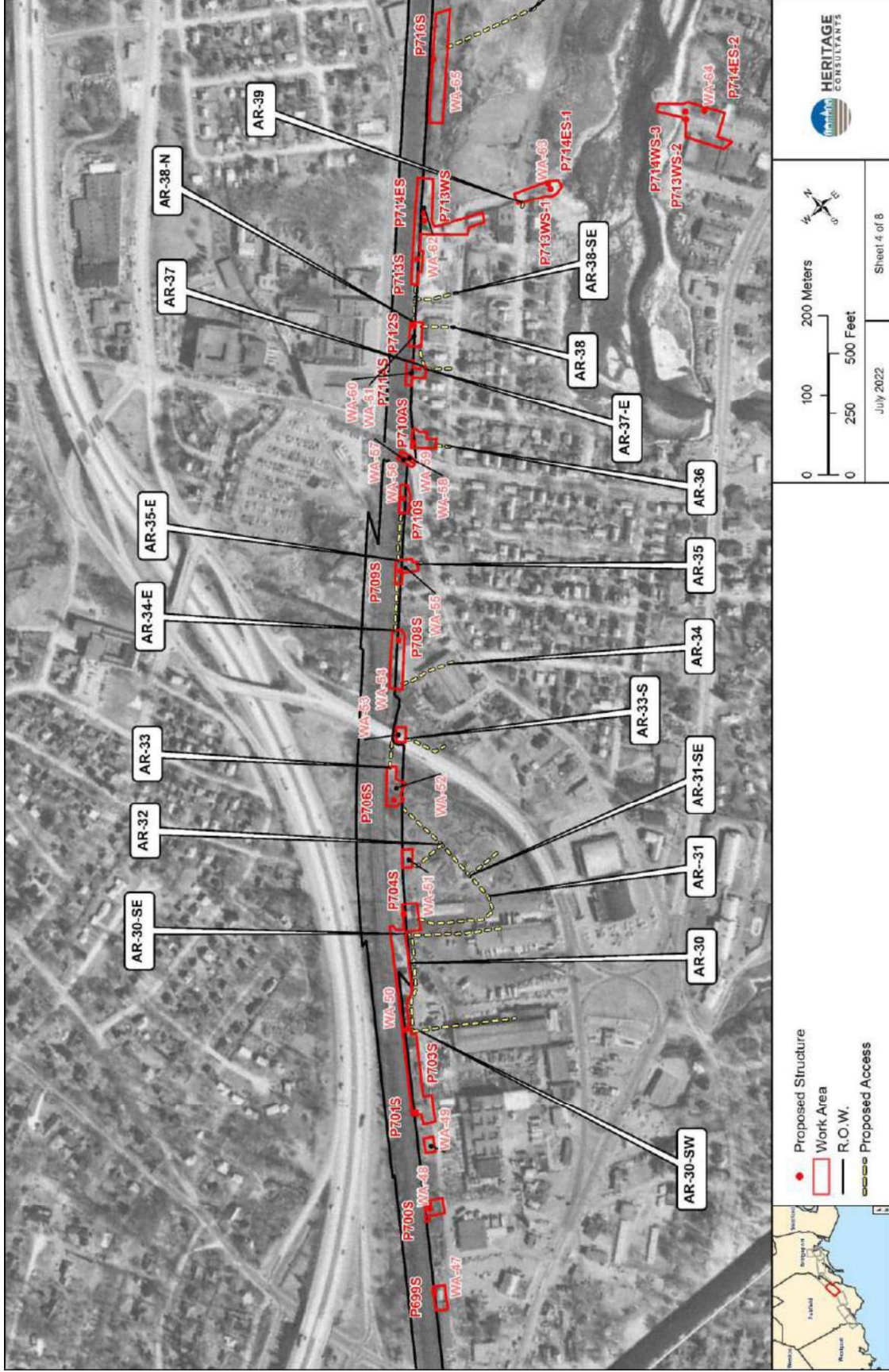


Figure 7; Sheet 4. Excerpt from a 1970 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

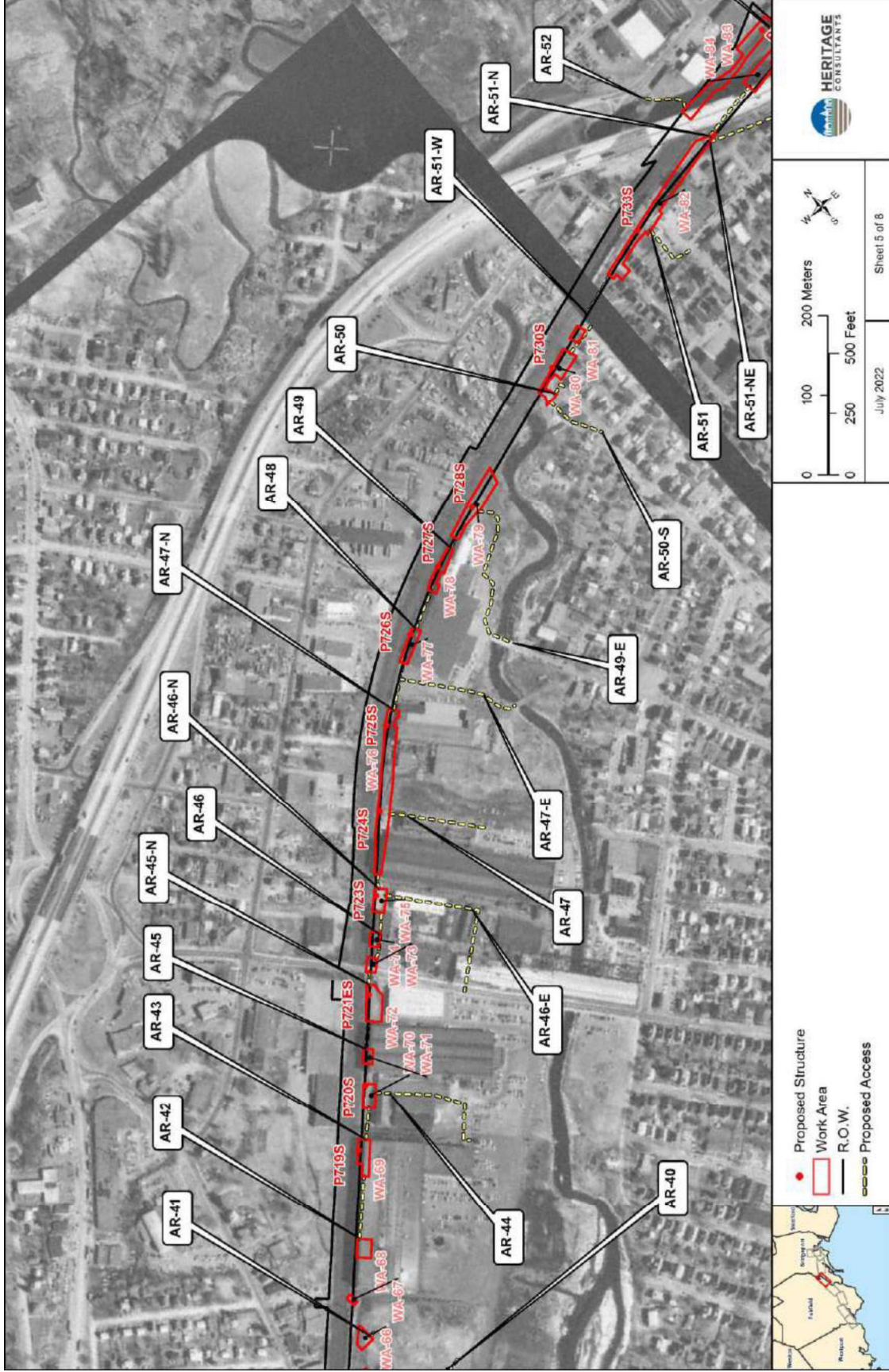


Figure 7; Sheet 5. Excerpt from a 1970 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

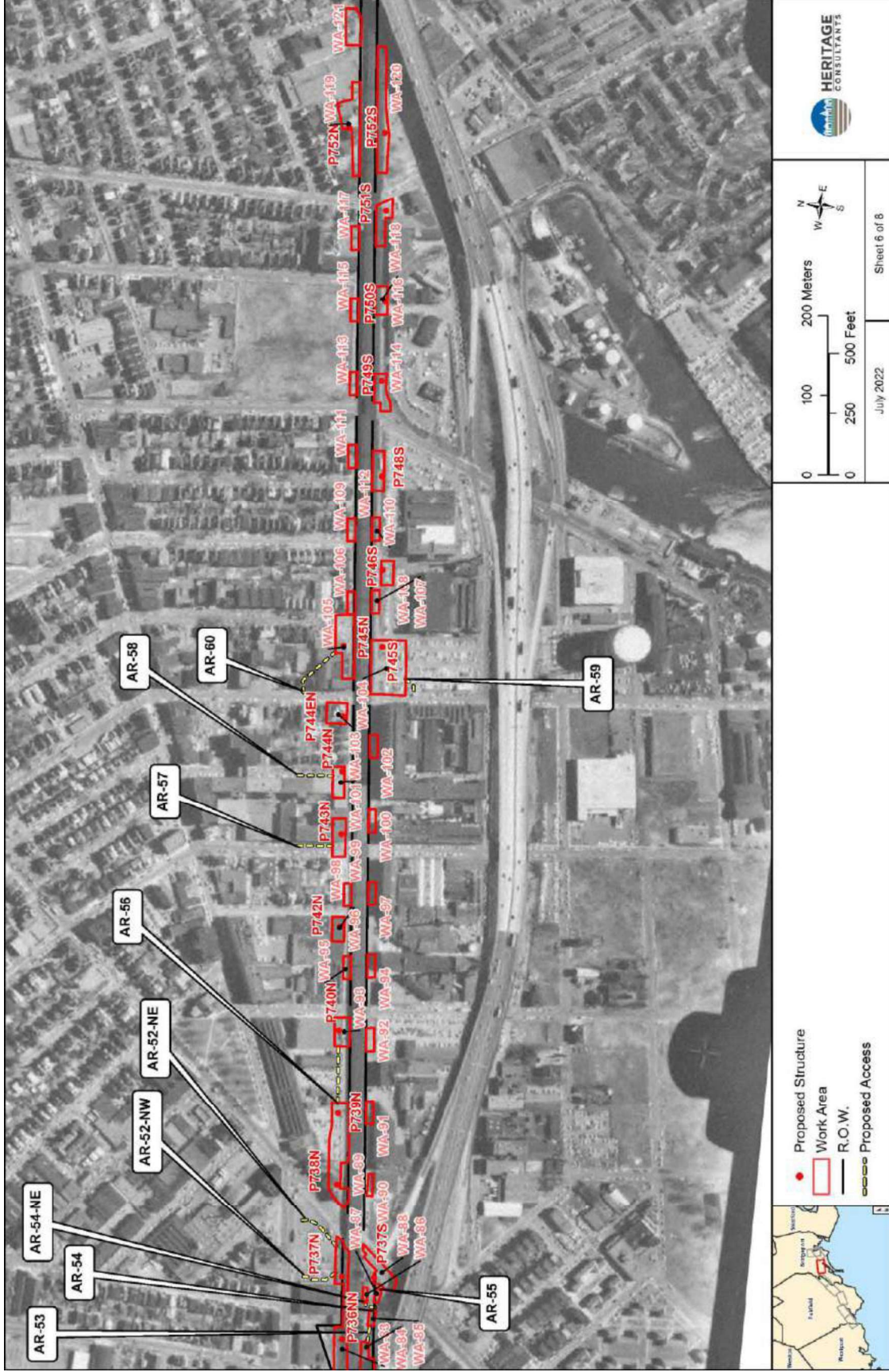


Figure 7; Sheet 6. Excerpt from a 1970 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

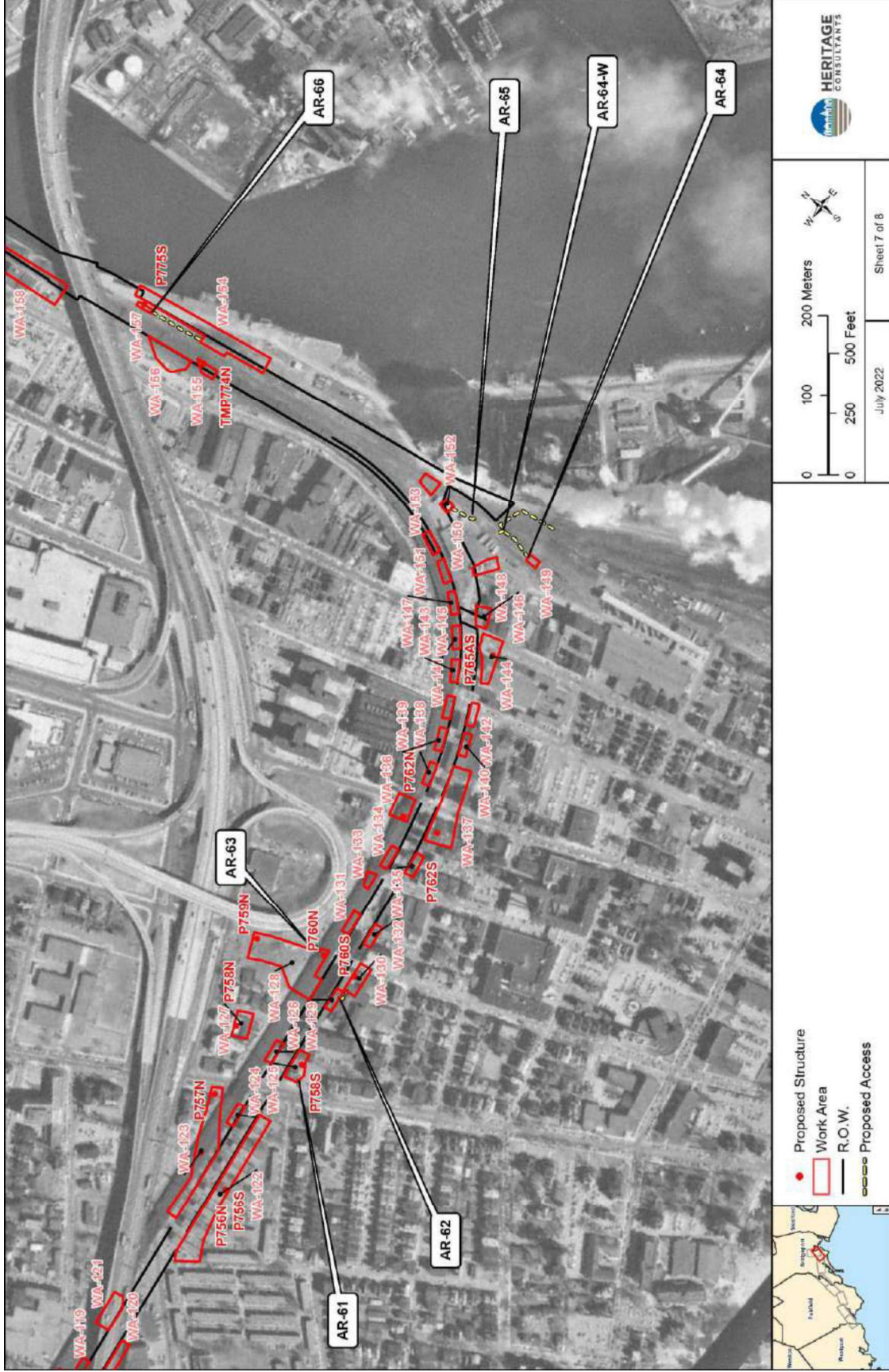


Figure 7; Sheet 7. Excerpt from a 1970 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

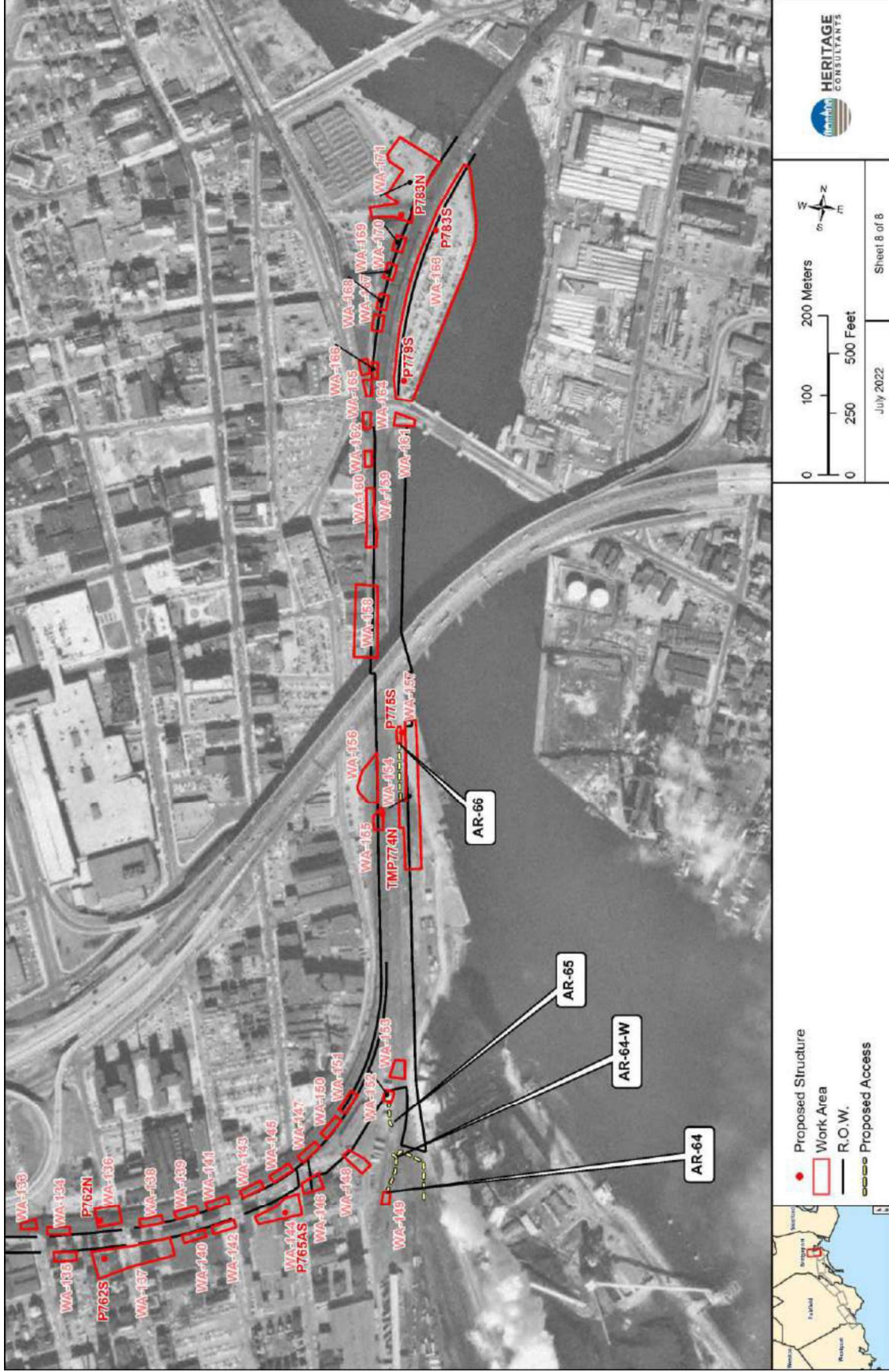


Figure 7; Sheet 8. Excerpt from a 1970 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

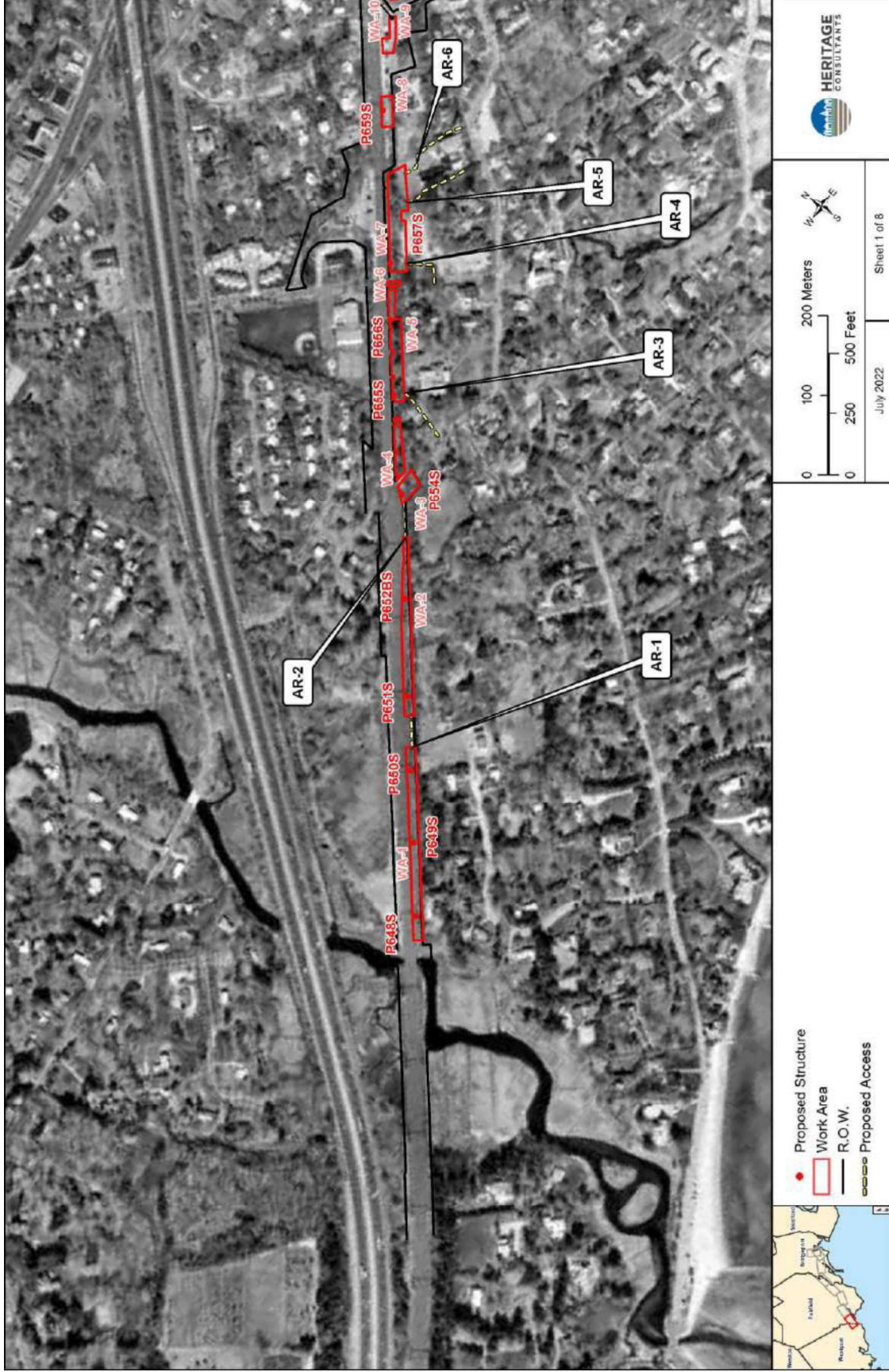


Figure 8; Sheet 1. Excerpt from a 1995 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

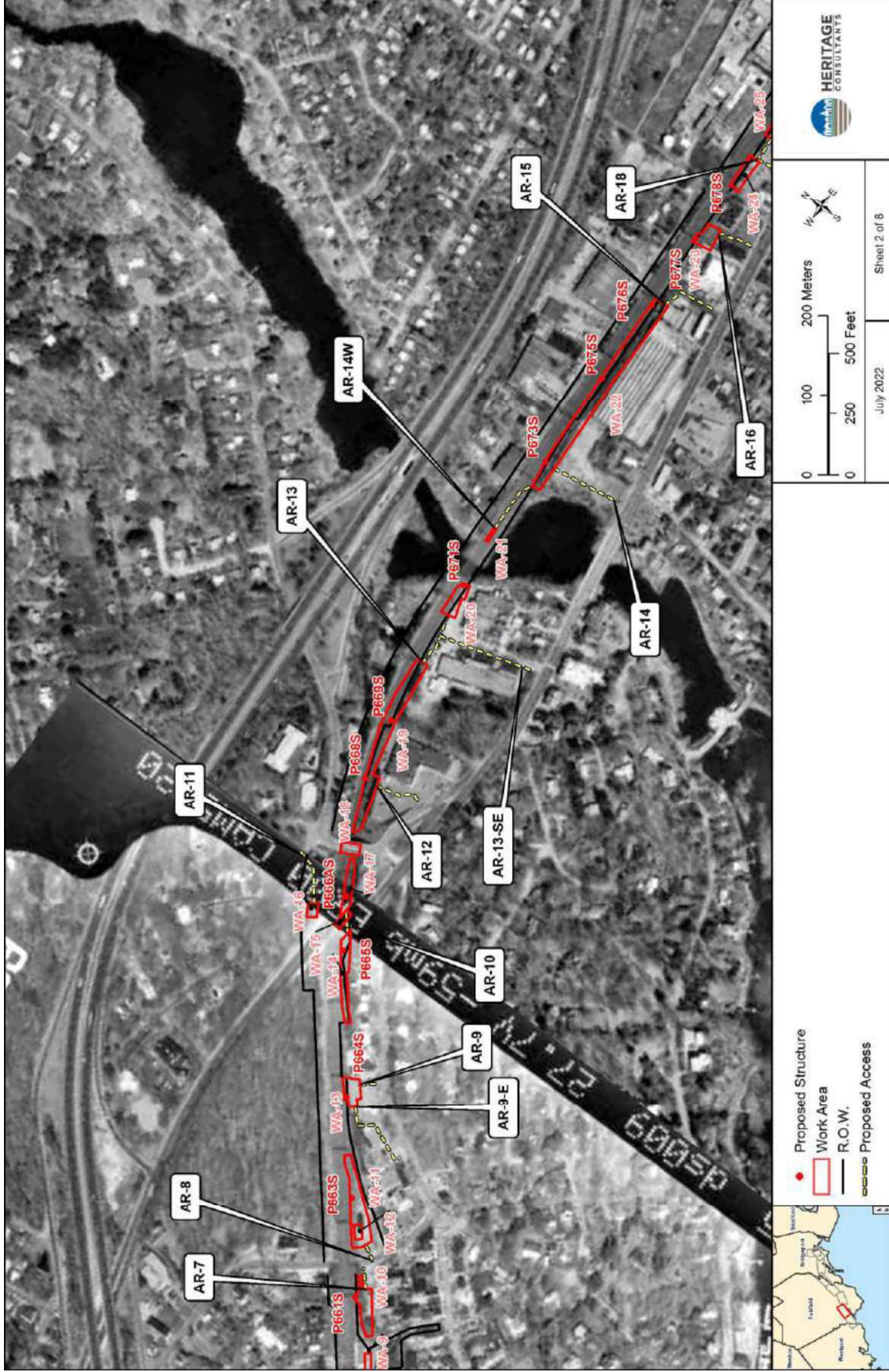


Figure 8; Sheet 2. Excerpt from a 1995 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

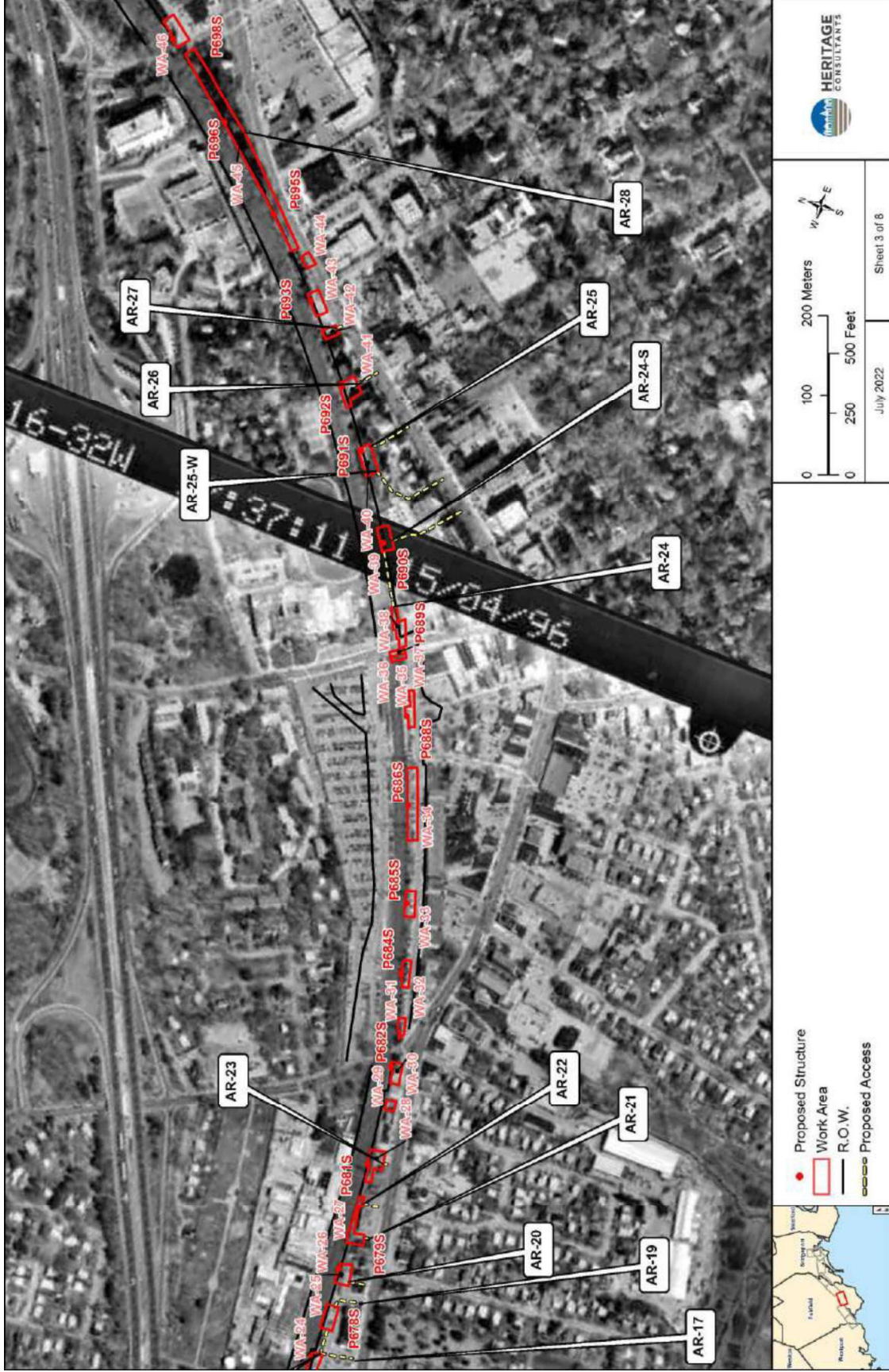


Figure 8; Sheet 3. Excerpt from a 1995 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

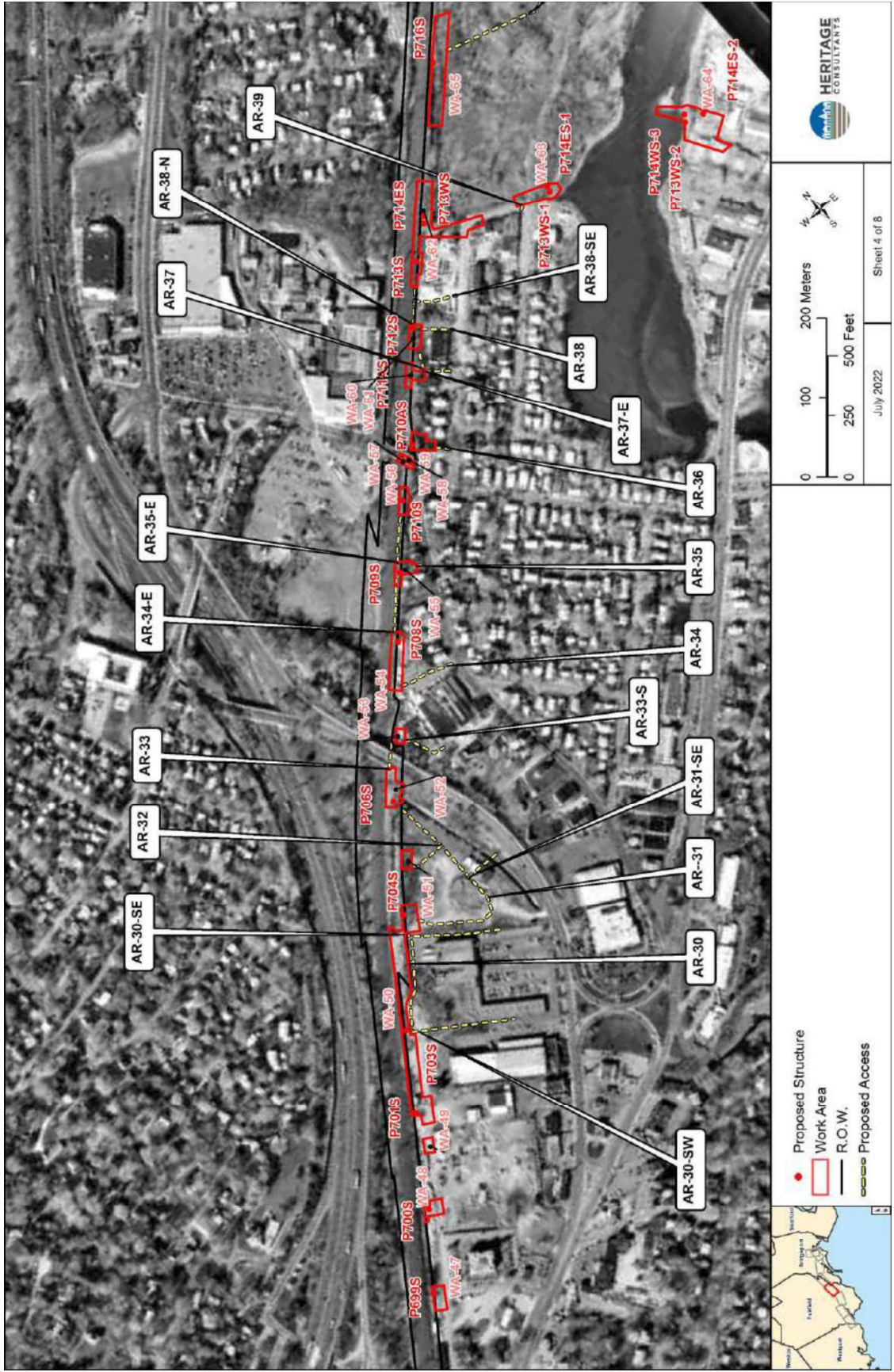


Figure 8; Sheet 4. Excerpt from a 1995 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

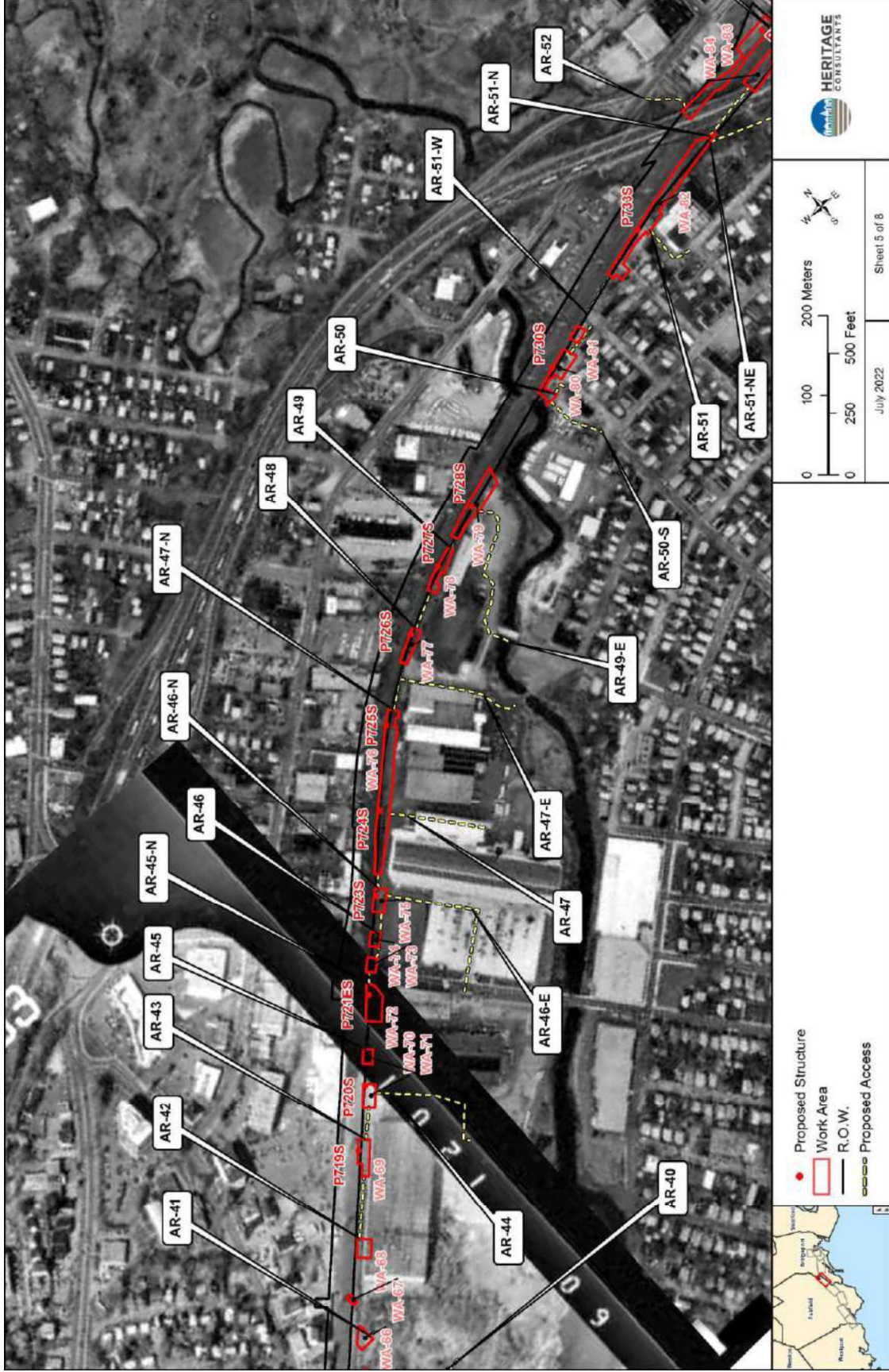


Figure 8; Sheet 5. Excerpt from a 1995 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

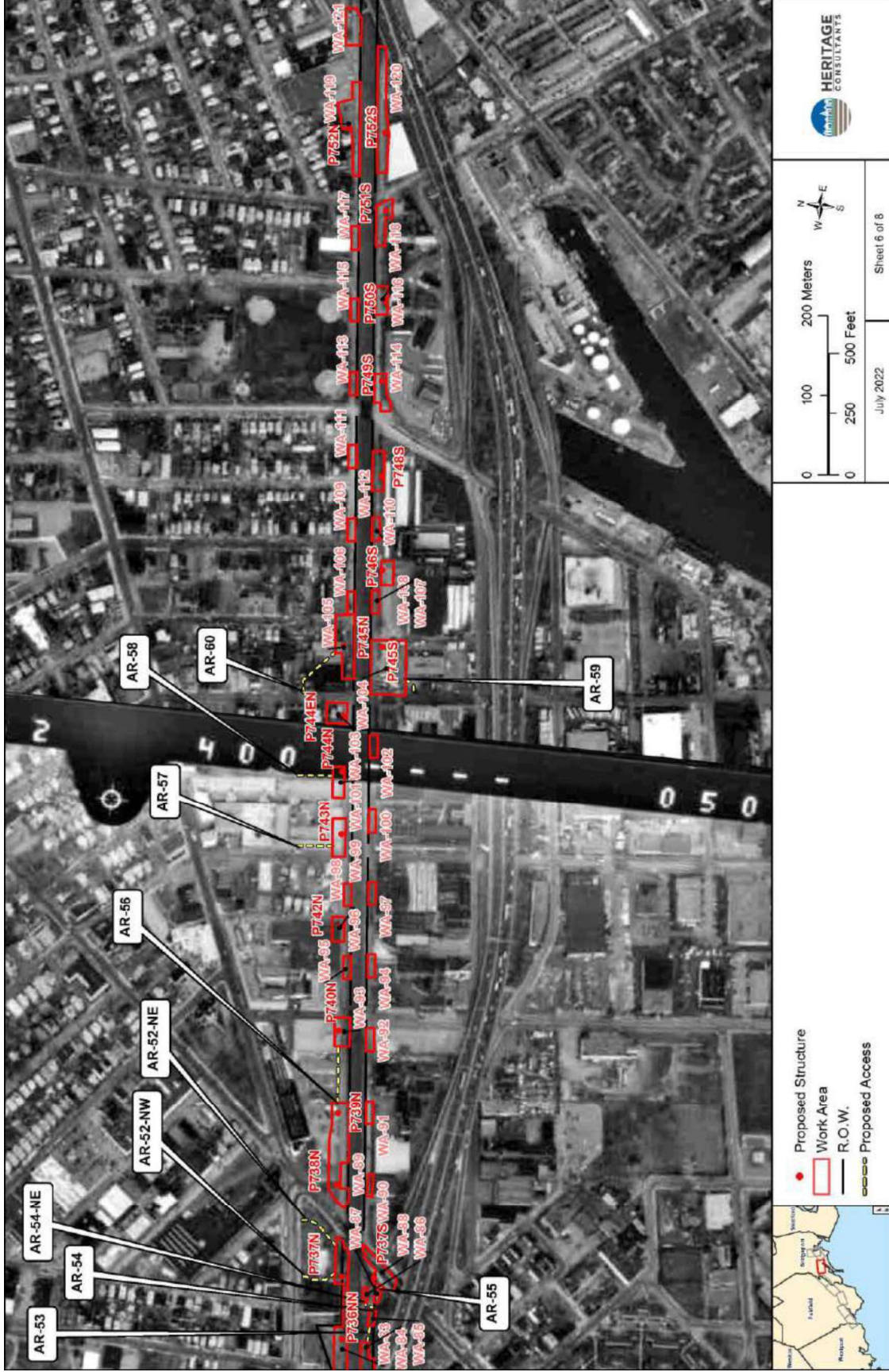


Figure 8; Sheet 6. Excerpt from a 1995 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

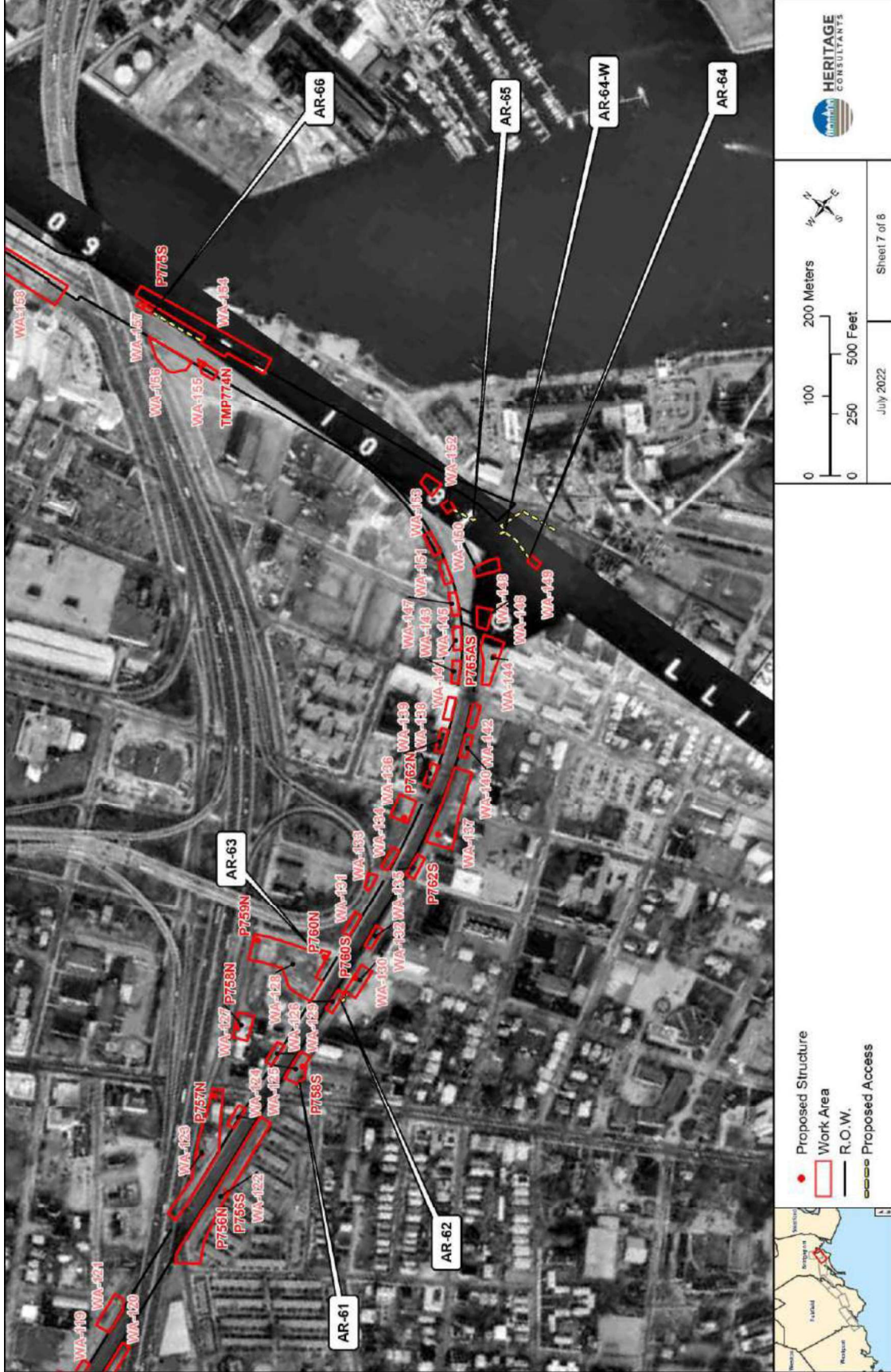


Figure 8; Sheet 7. Excerpt from a 1995 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

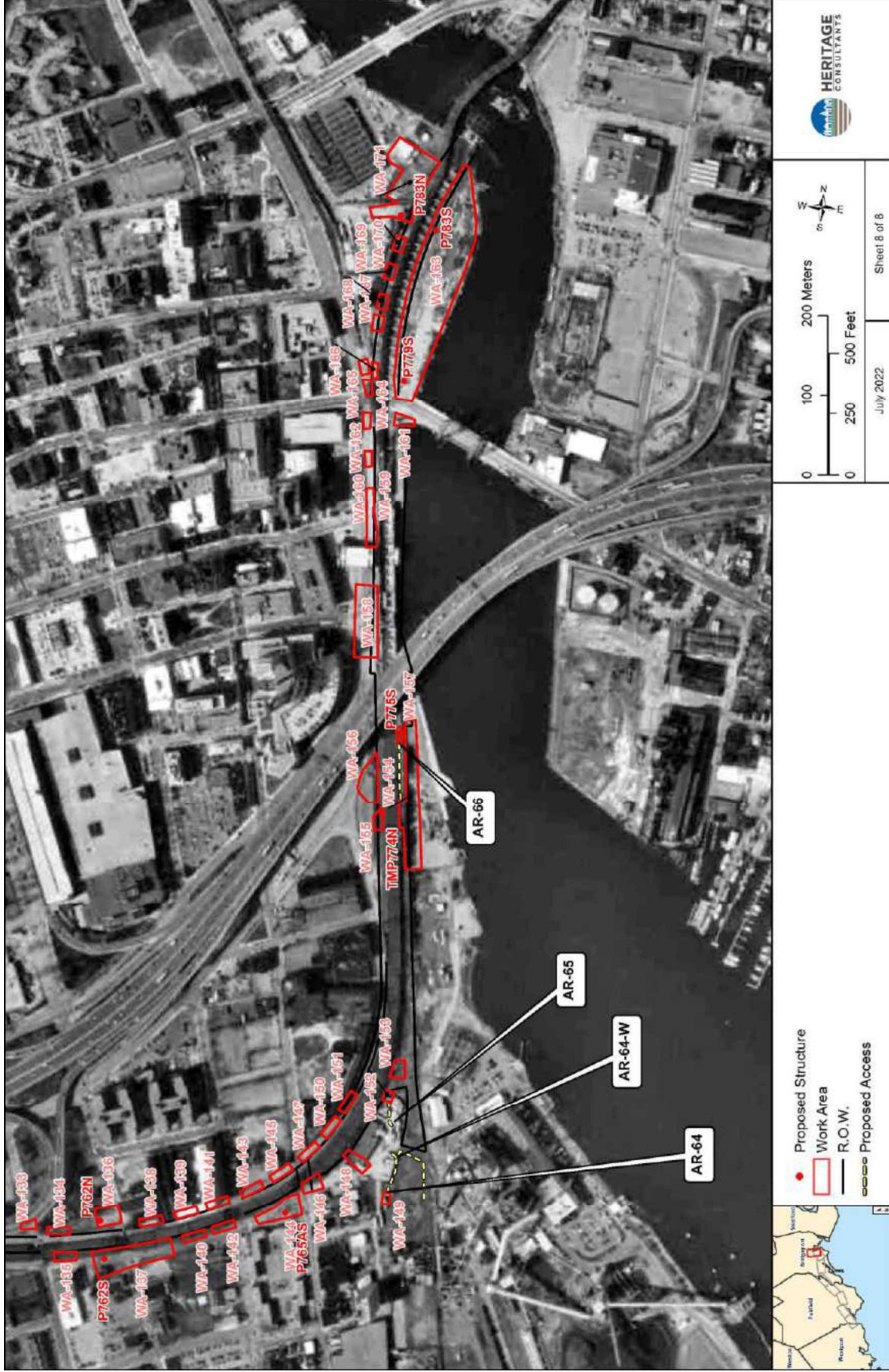


Figure 8; Sheet 8. Excerpt from a 1995 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

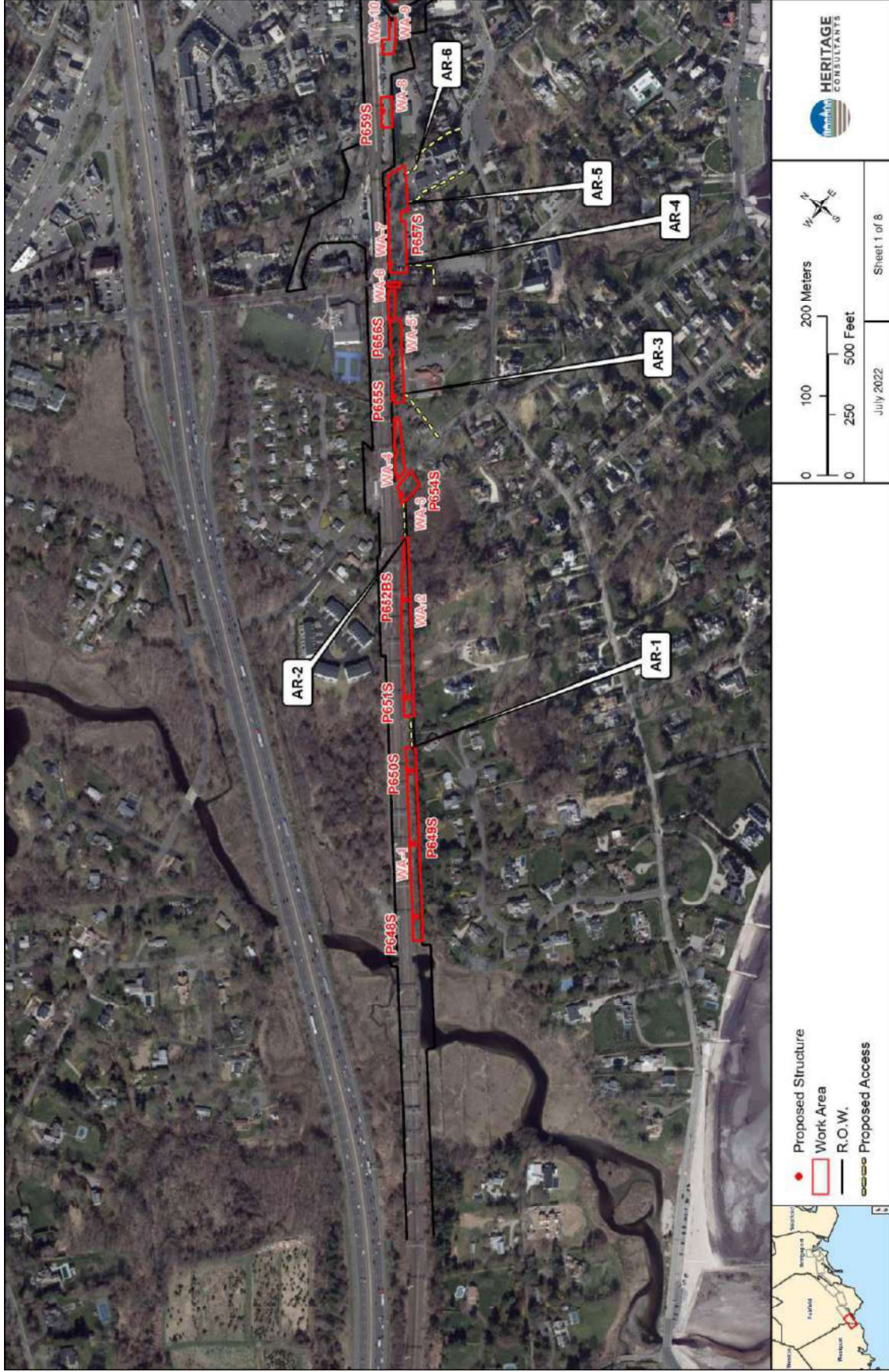


Figure 9; Sheet 1. Excerpt from a 2019 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

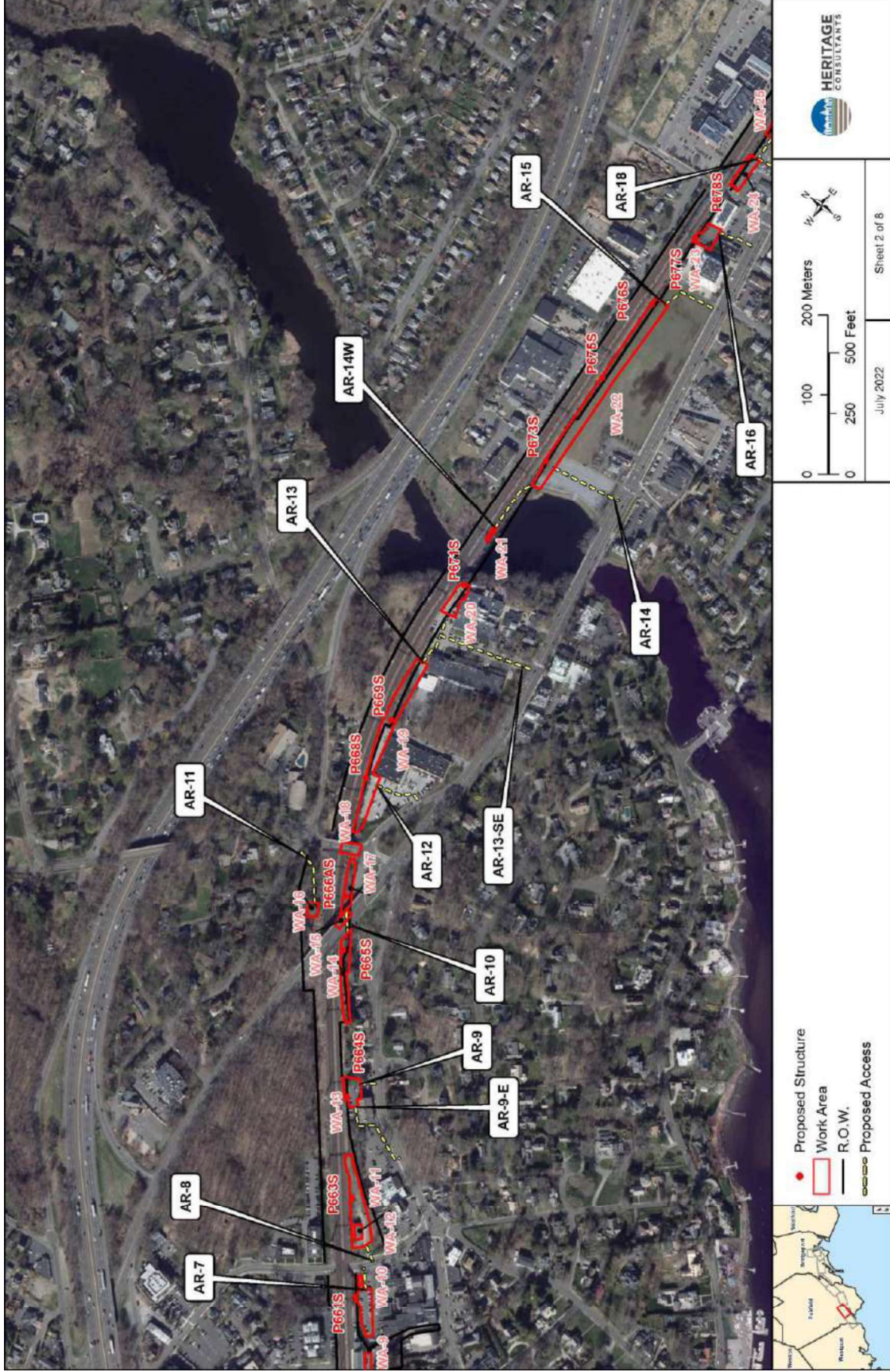


Figure 9; Sheet 2. Excerpt from a 2019 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

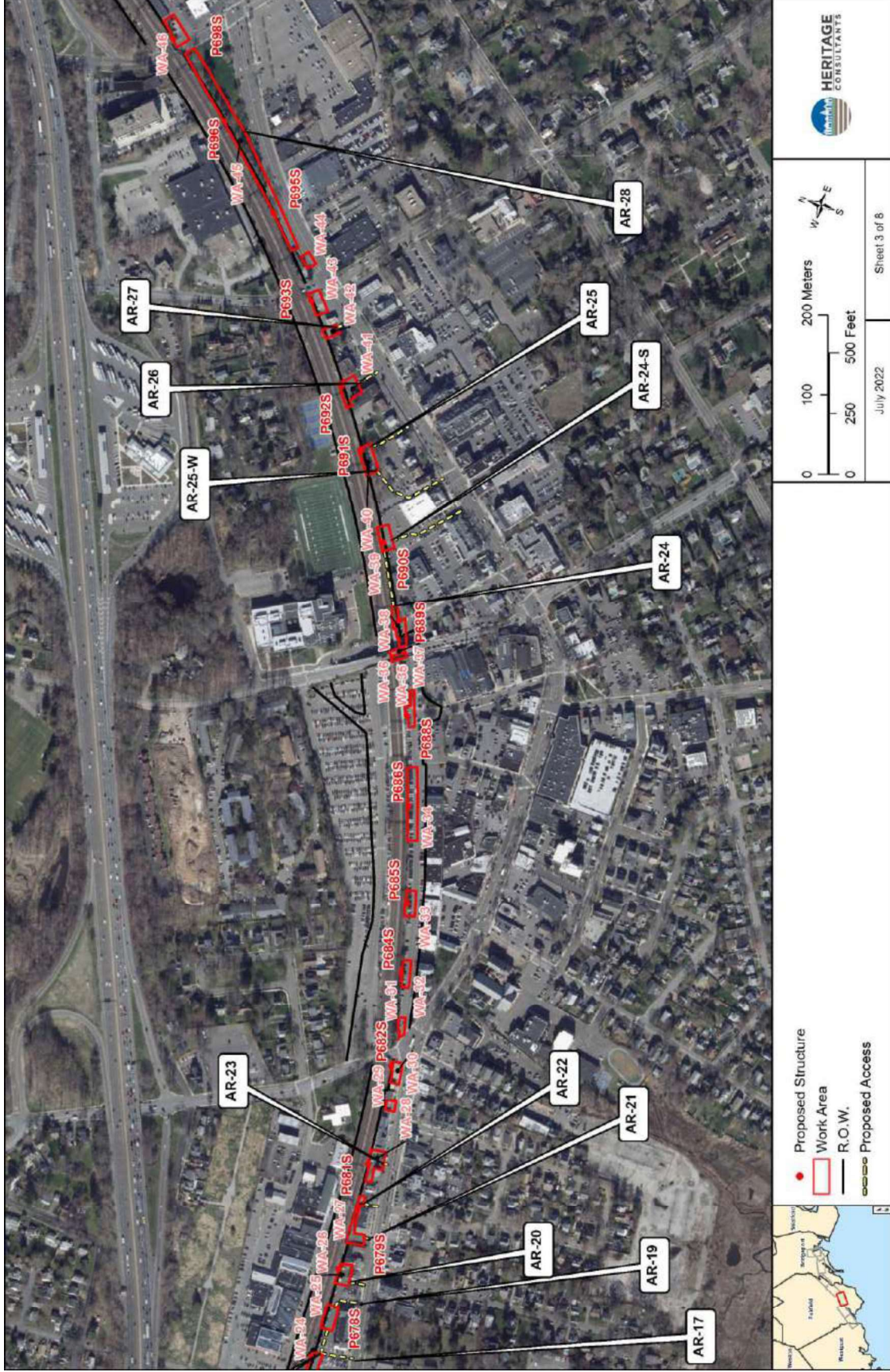


Figure 9; Sheet 3. Excerpt from a 2019 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

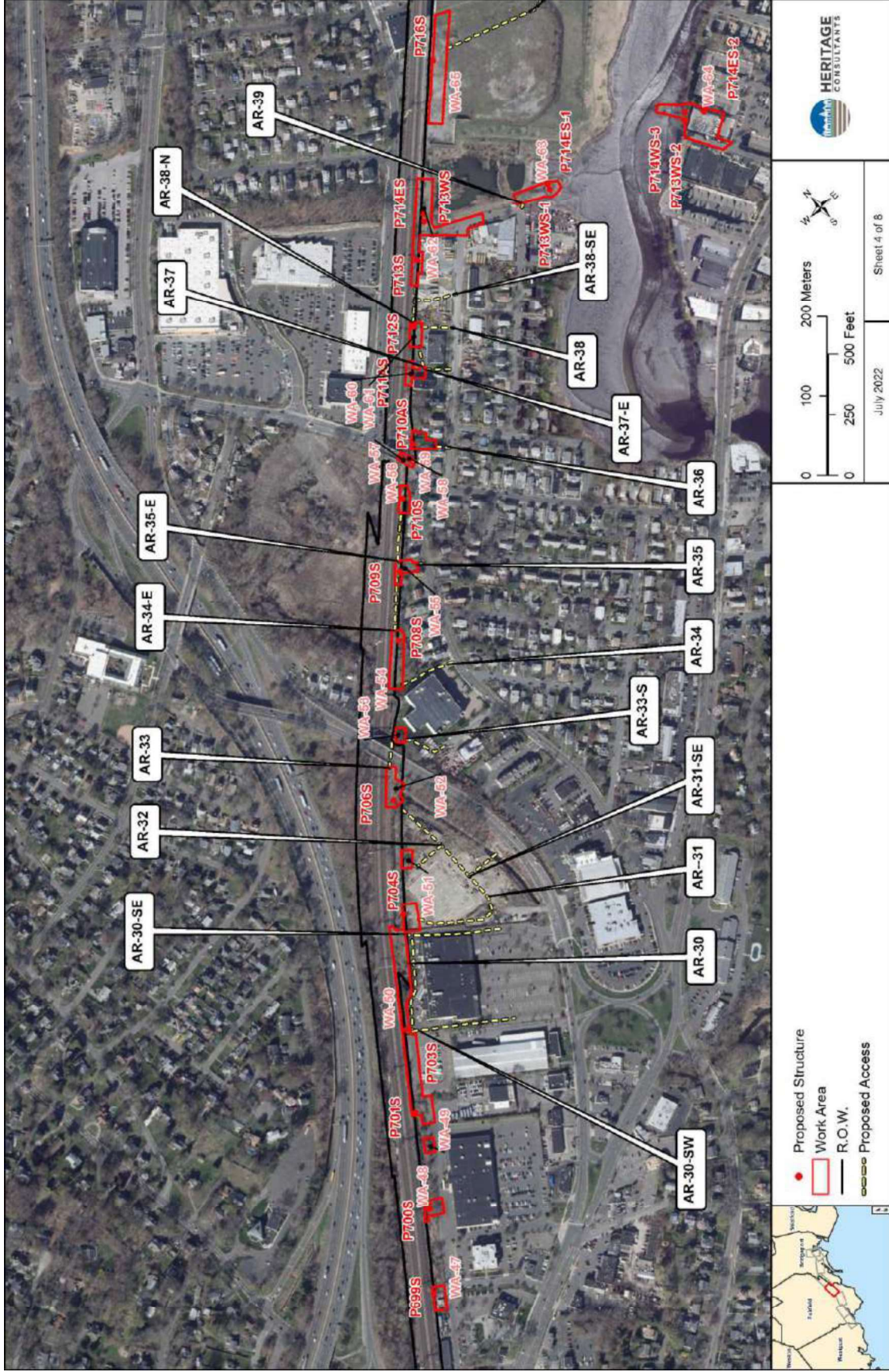


Figure 9; Sheet 4. Excerpt from a 2019 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

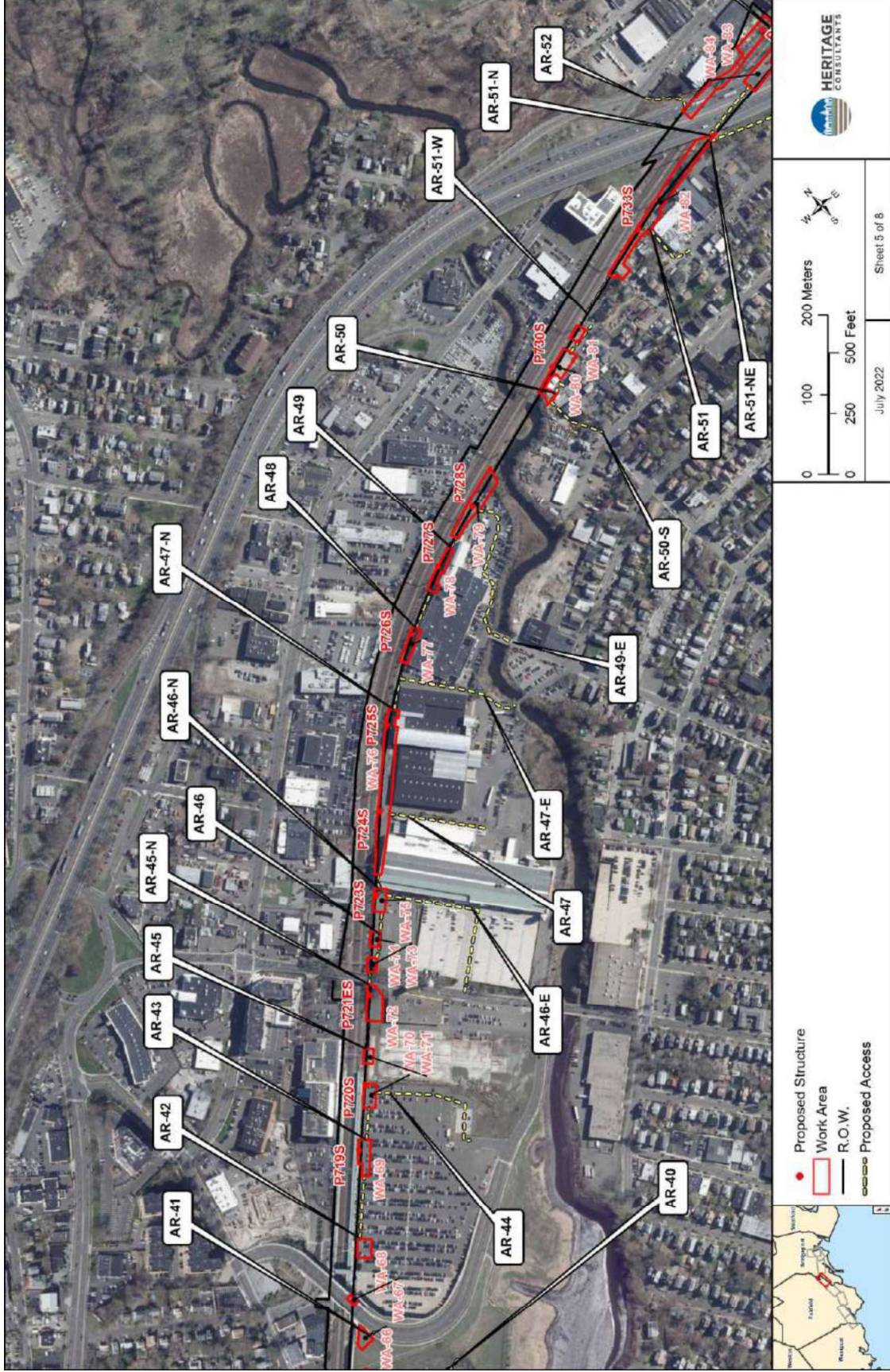


Figure 9; Sheet 5. Excerpt from a 2019 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

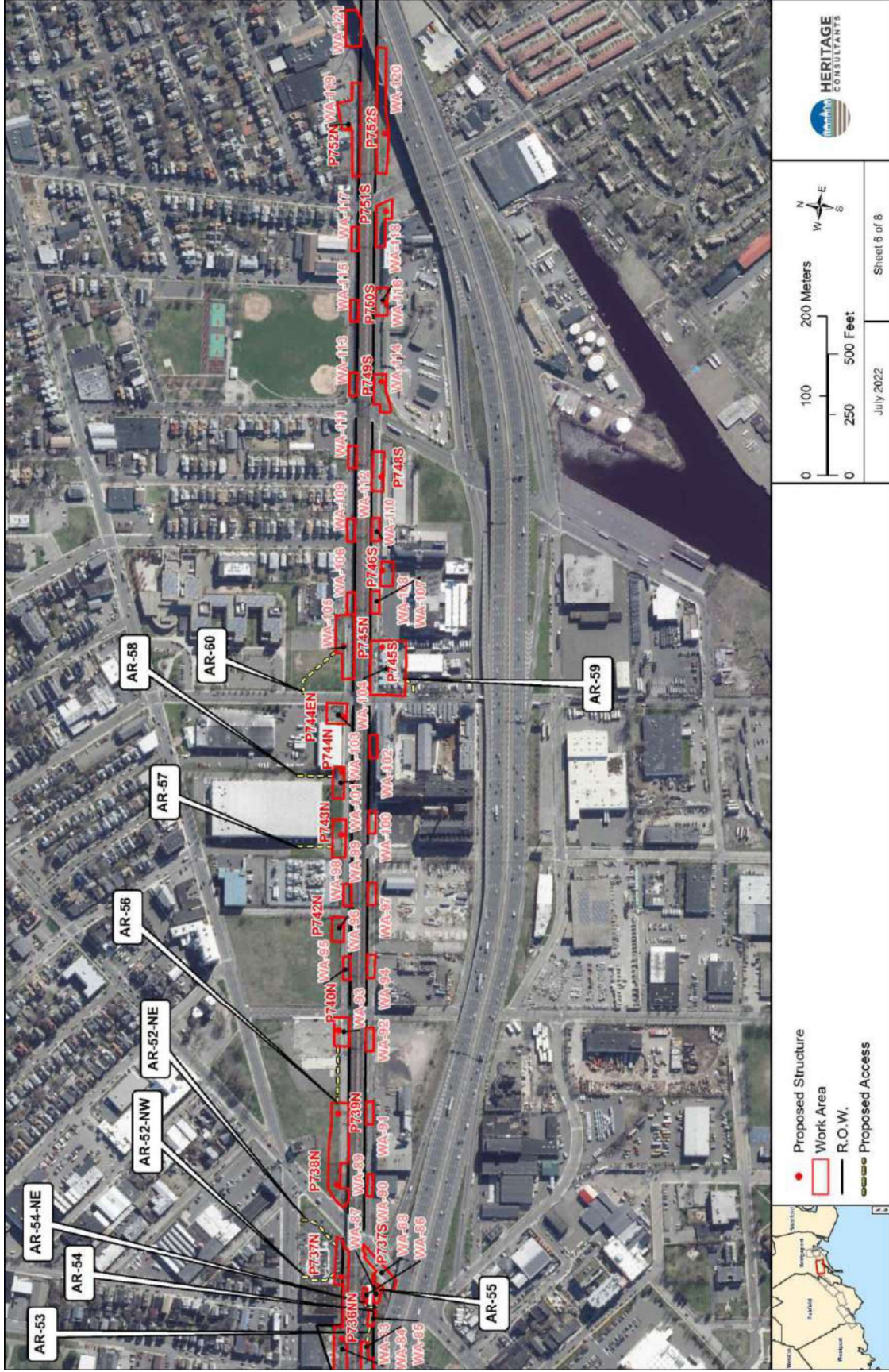


Figure 9; Sheet 6. Excerpt from a 2019 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

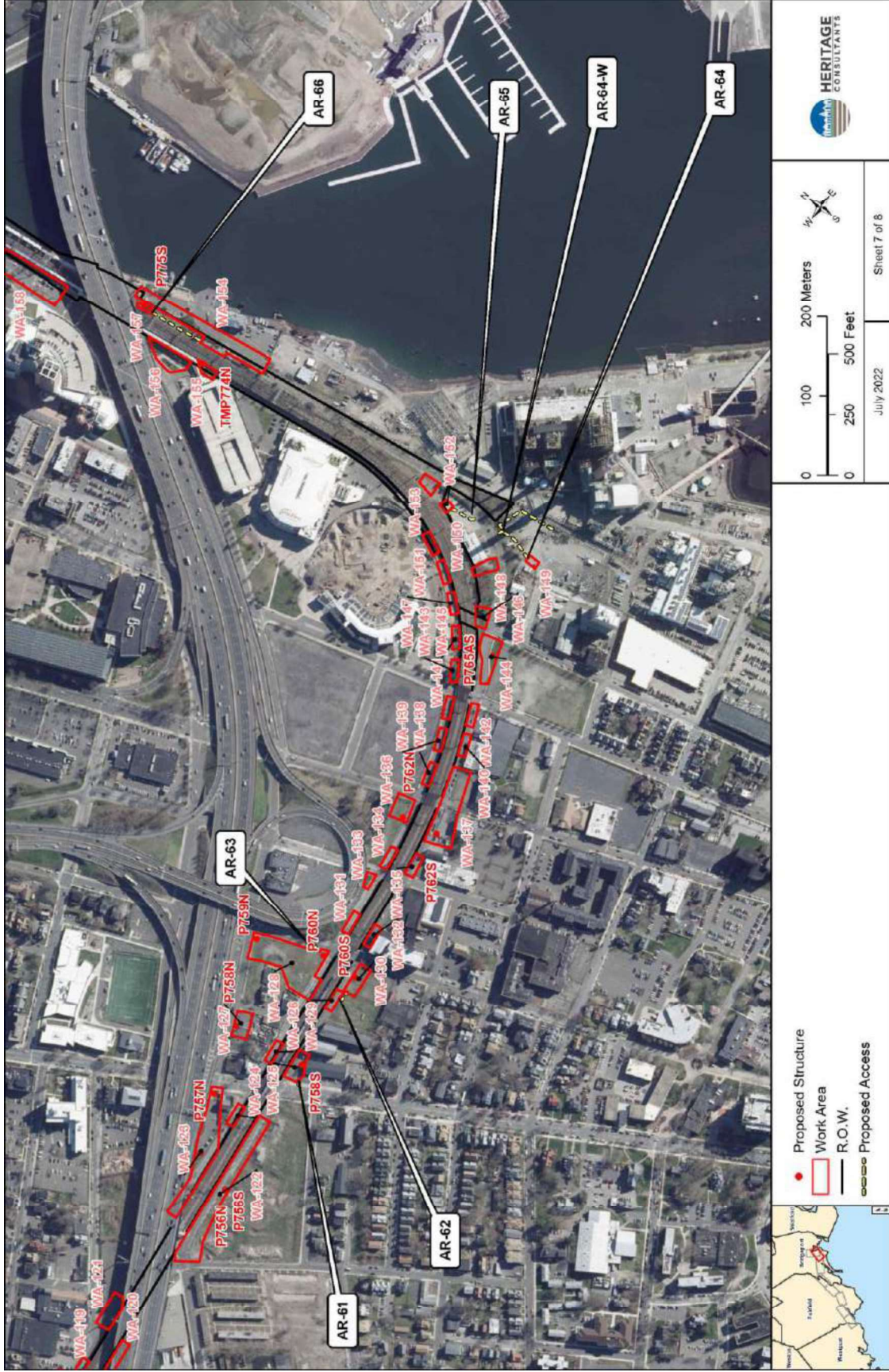


Figure 9; Sheet 7. Excerpt from a 2019 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

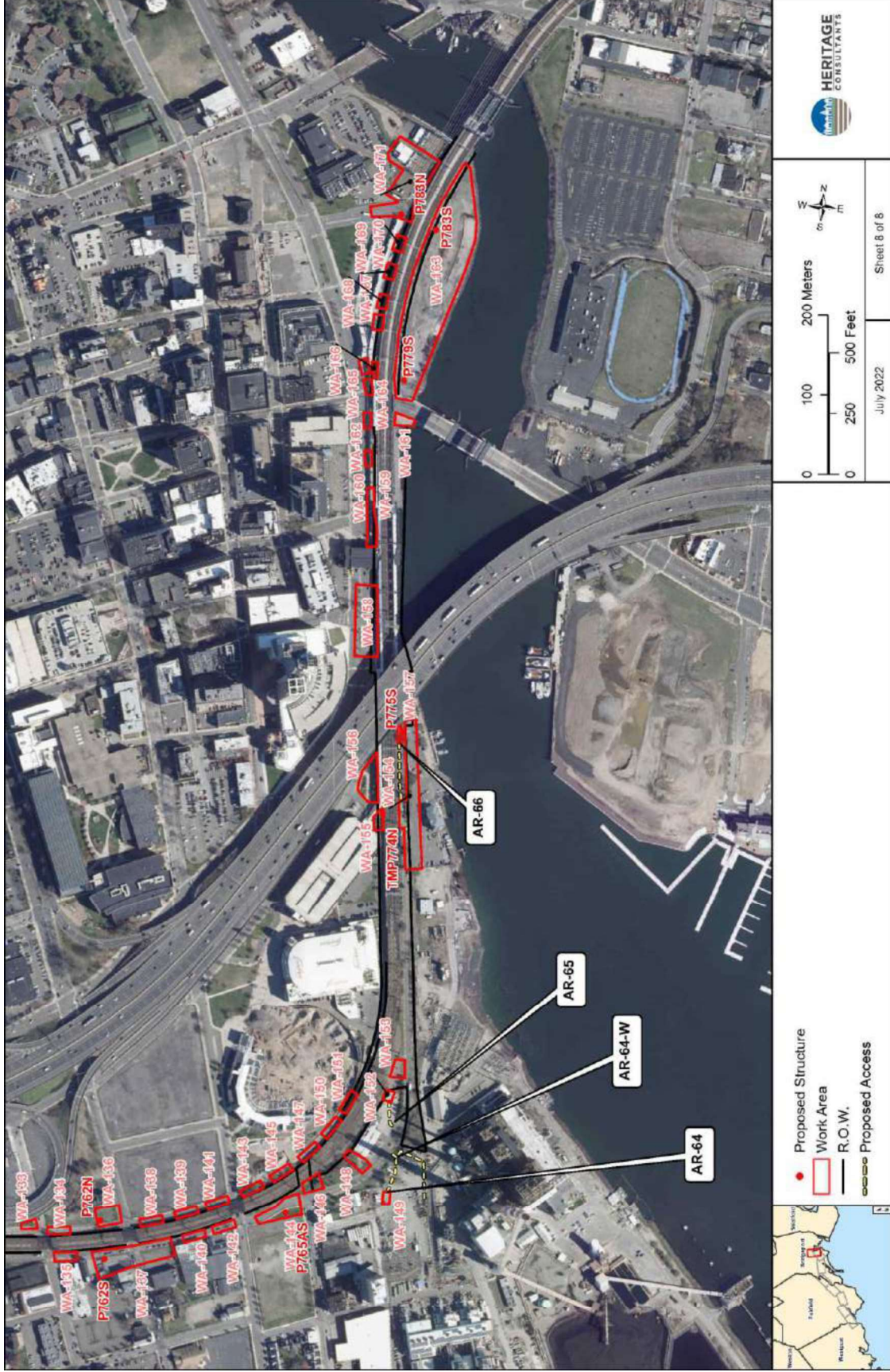


Figure 9; Sheet 8. Excerpt from a 2019 aerial image showing the location of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

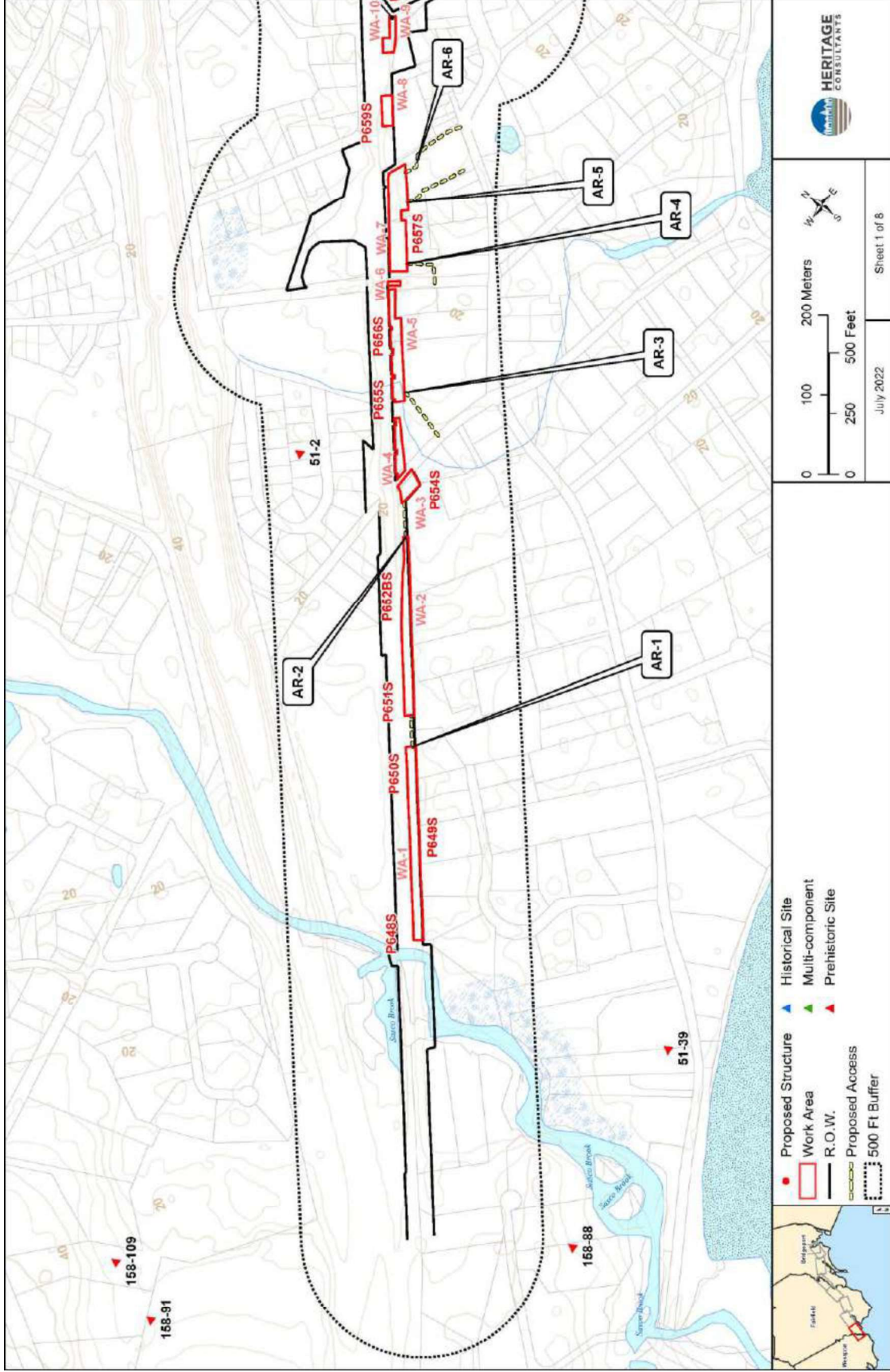


Figure 10; Sheet 1. Digital map showing the location of archaeological sites within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

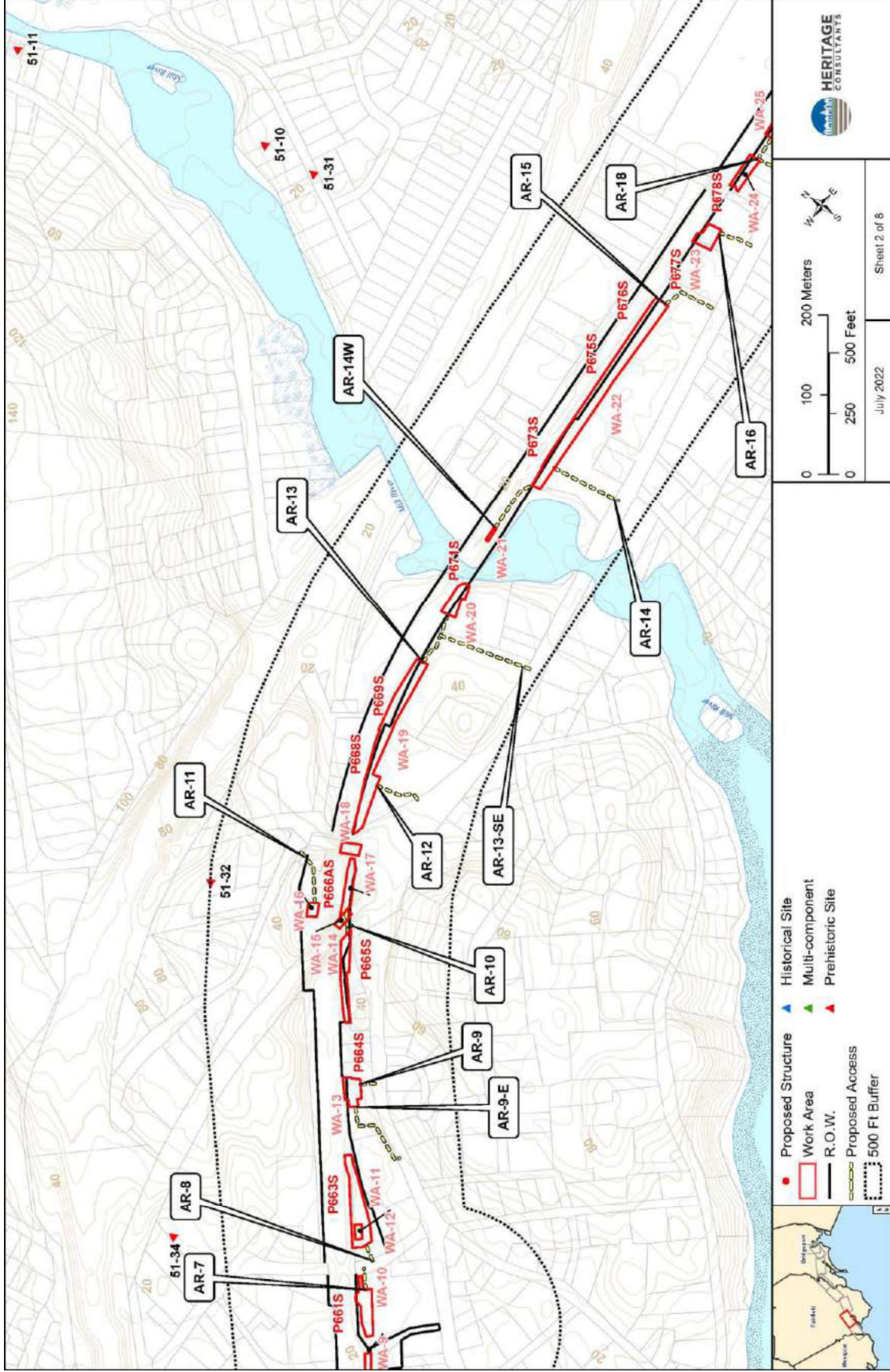


Figure 10; Sheet 2. Digital map showing the location of archaeological sites within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

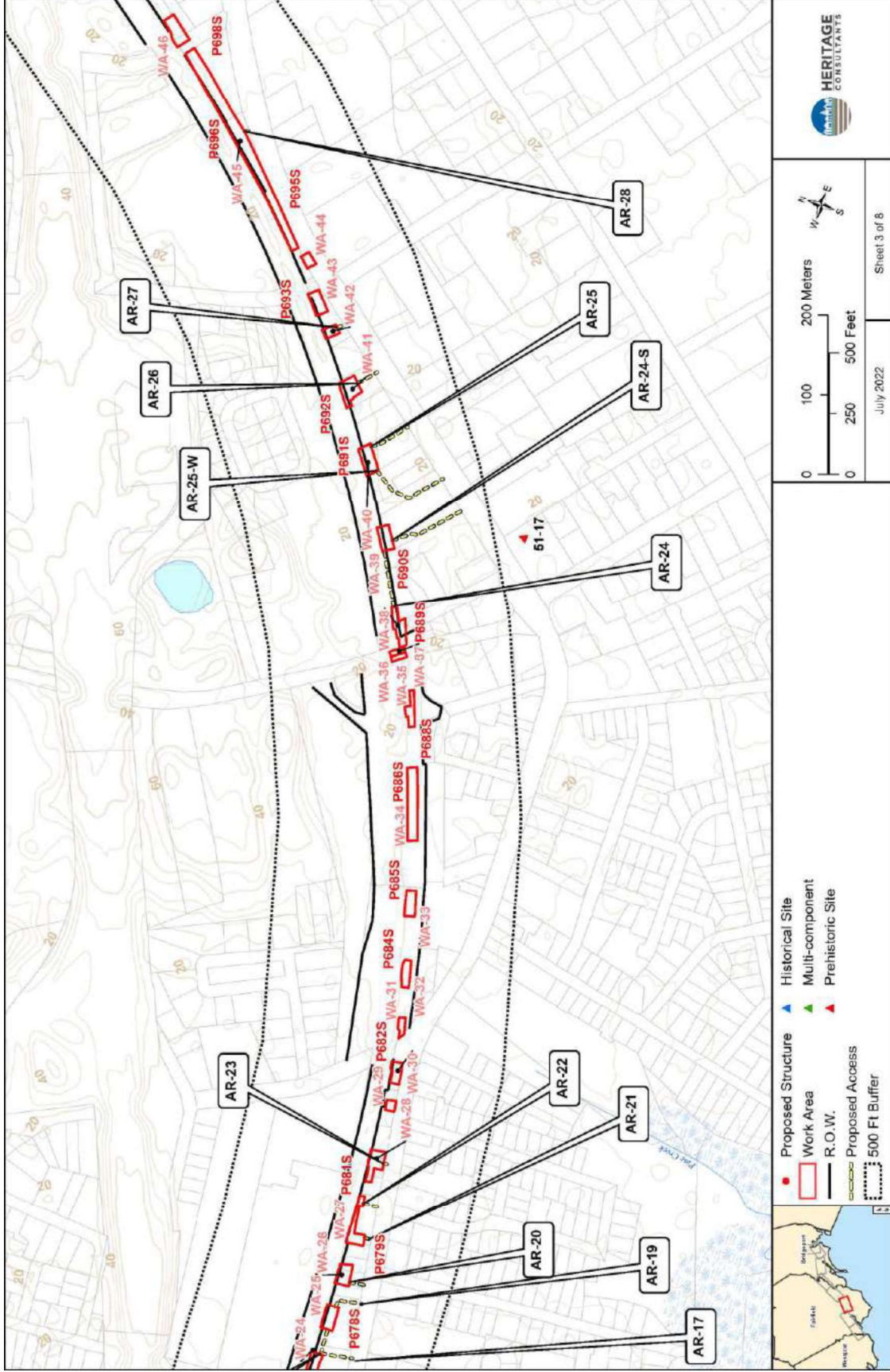


Figure 10; Sheet 3. Digital map showing the location of archaeological sites within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

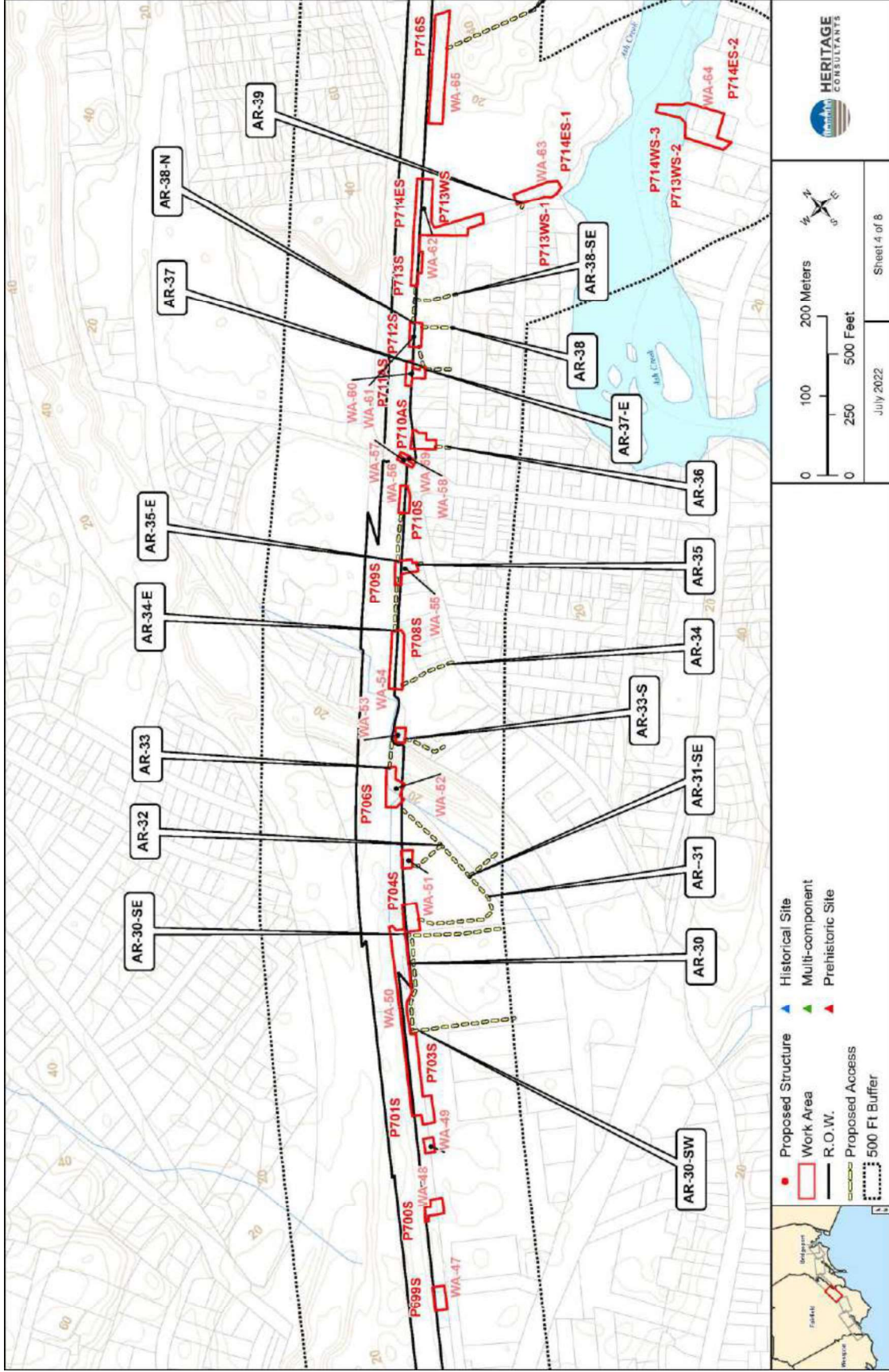


Figure 10; Sheet 4. Digital map showing the location of archaeological sites within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

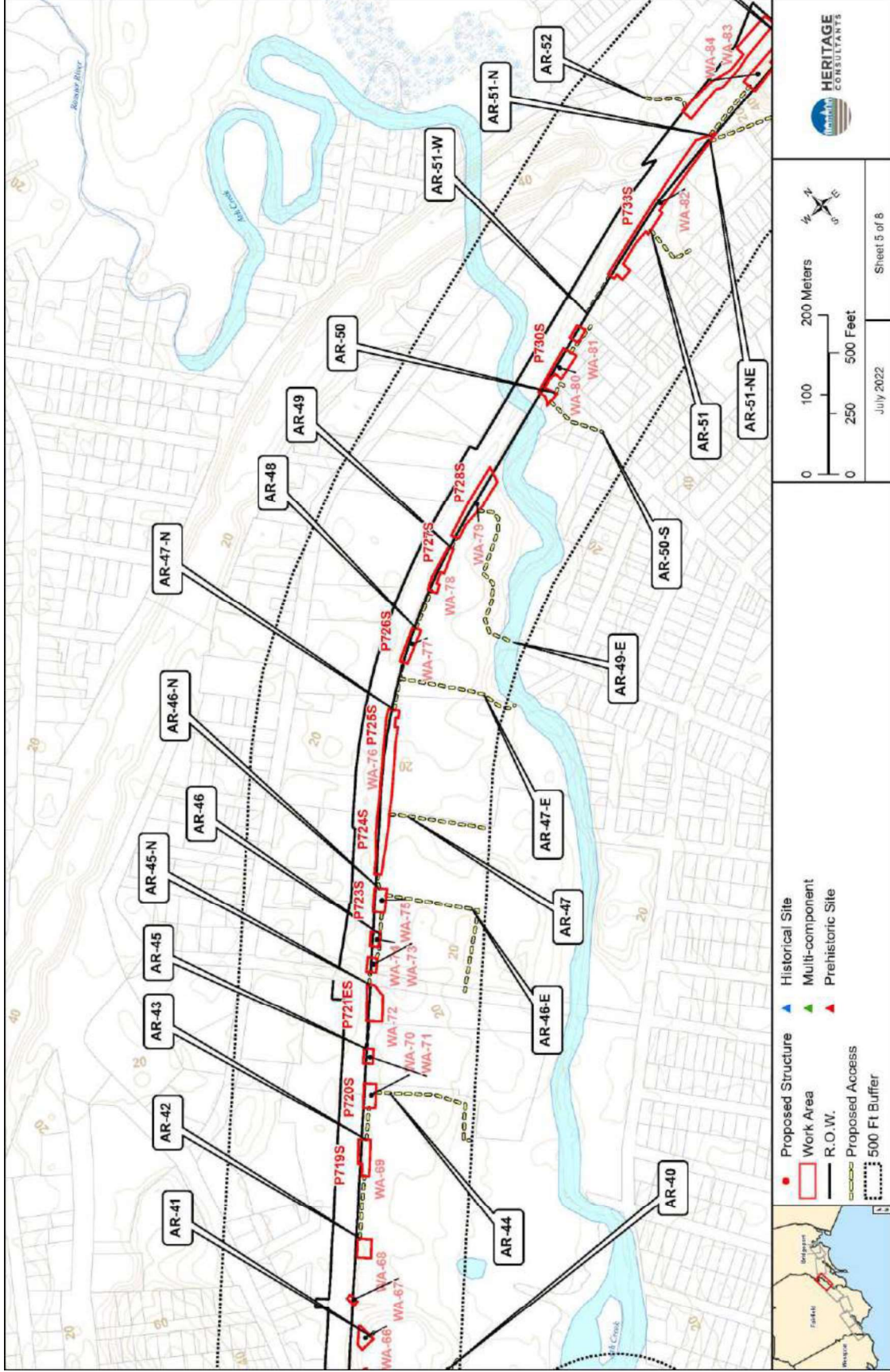


Figure 10; Sheet 5. Digital map showing the location of archaeological sites within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

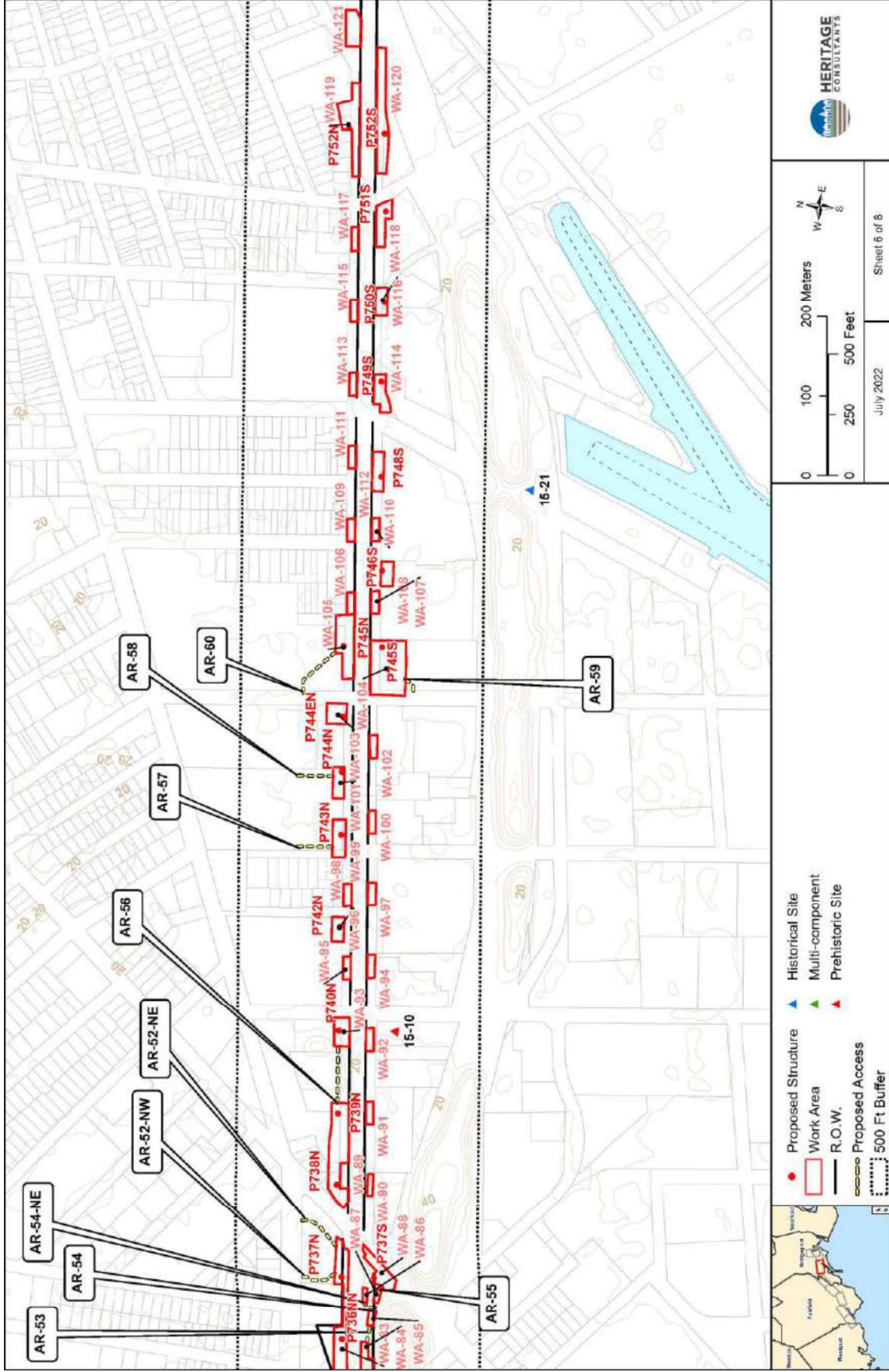


Figure 10; Sheet 6. Digital map showing the location of archaeological sites within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

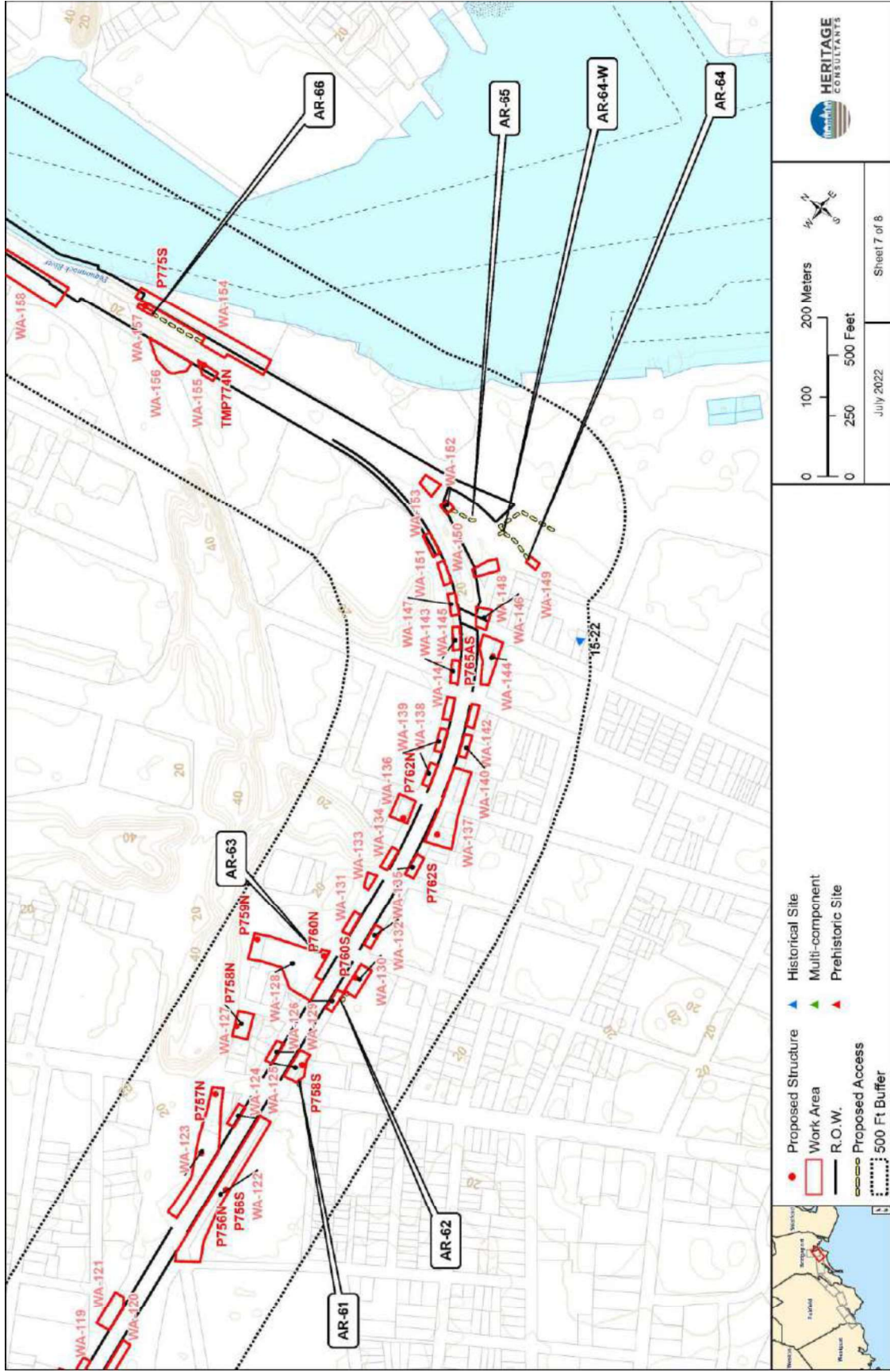


Figure 10; Sheet 7. Digital map showing the location of archaeological sites within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

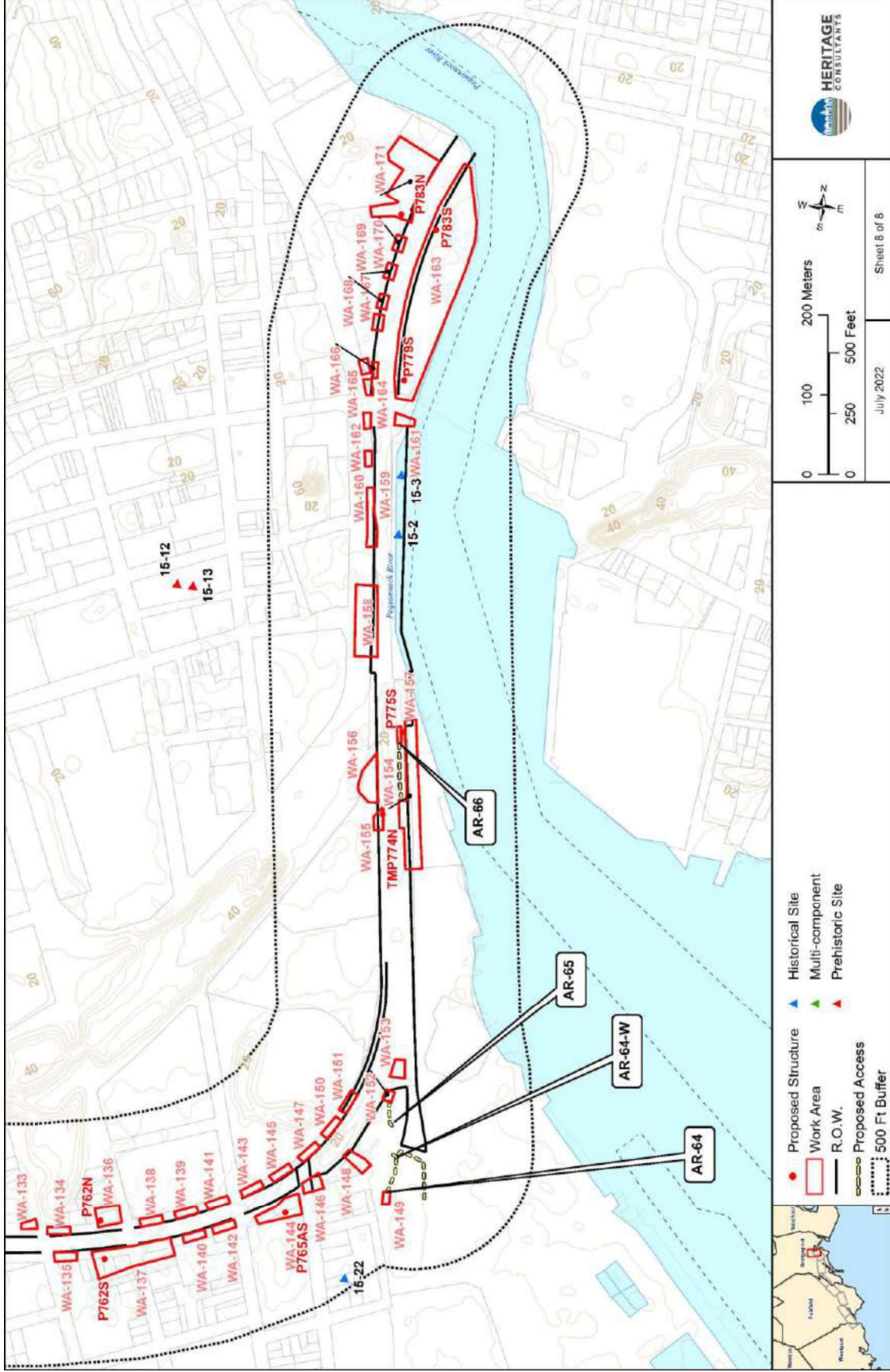


Figure 10; Sheet 8. Digital map showing the location of archaeological sites within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

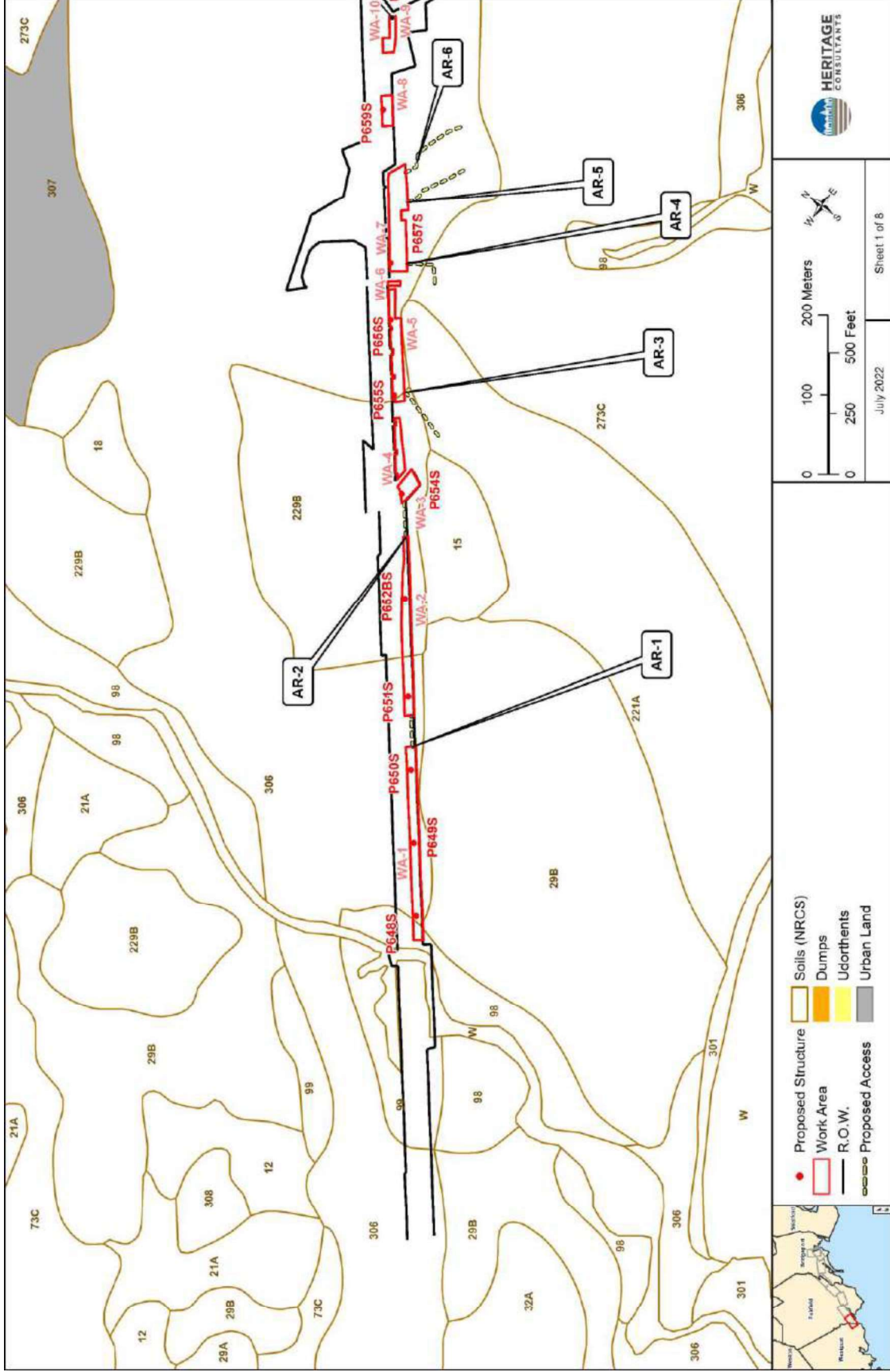


Figure 11; Sheet 1. Digital map of soil types contained within the Fairfield to Congress Transmission Line 115-kV Rebuild Project corridor in Fairfield and Bridgeport, Connecticut.

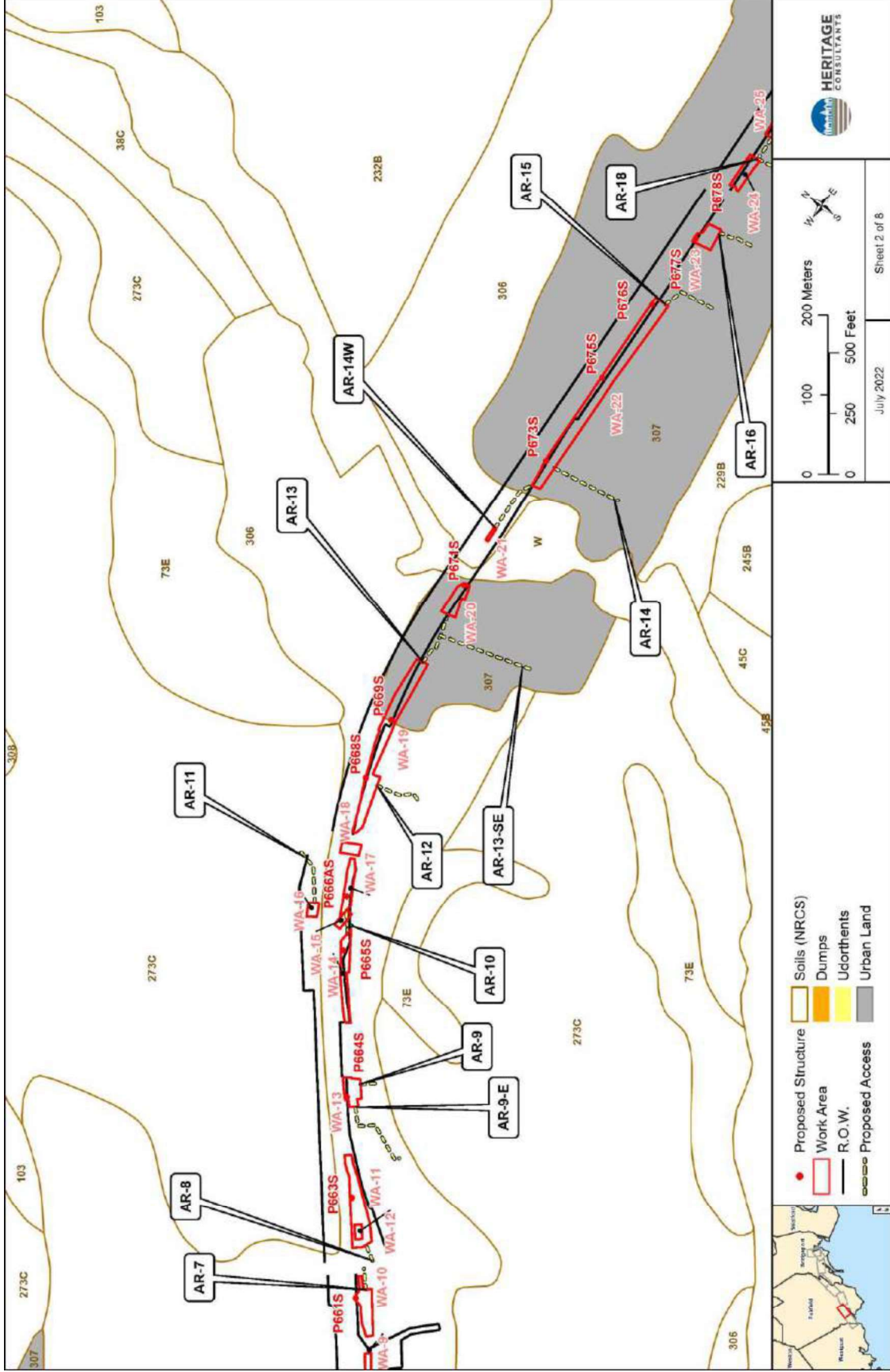


Figure 11; Sheet 2. Digital map of soil types contained within the Fairfield to Congress Transmission Line 115-kV Rebuild Project corridor in Fairfield and Bridgeport, Connecticut.

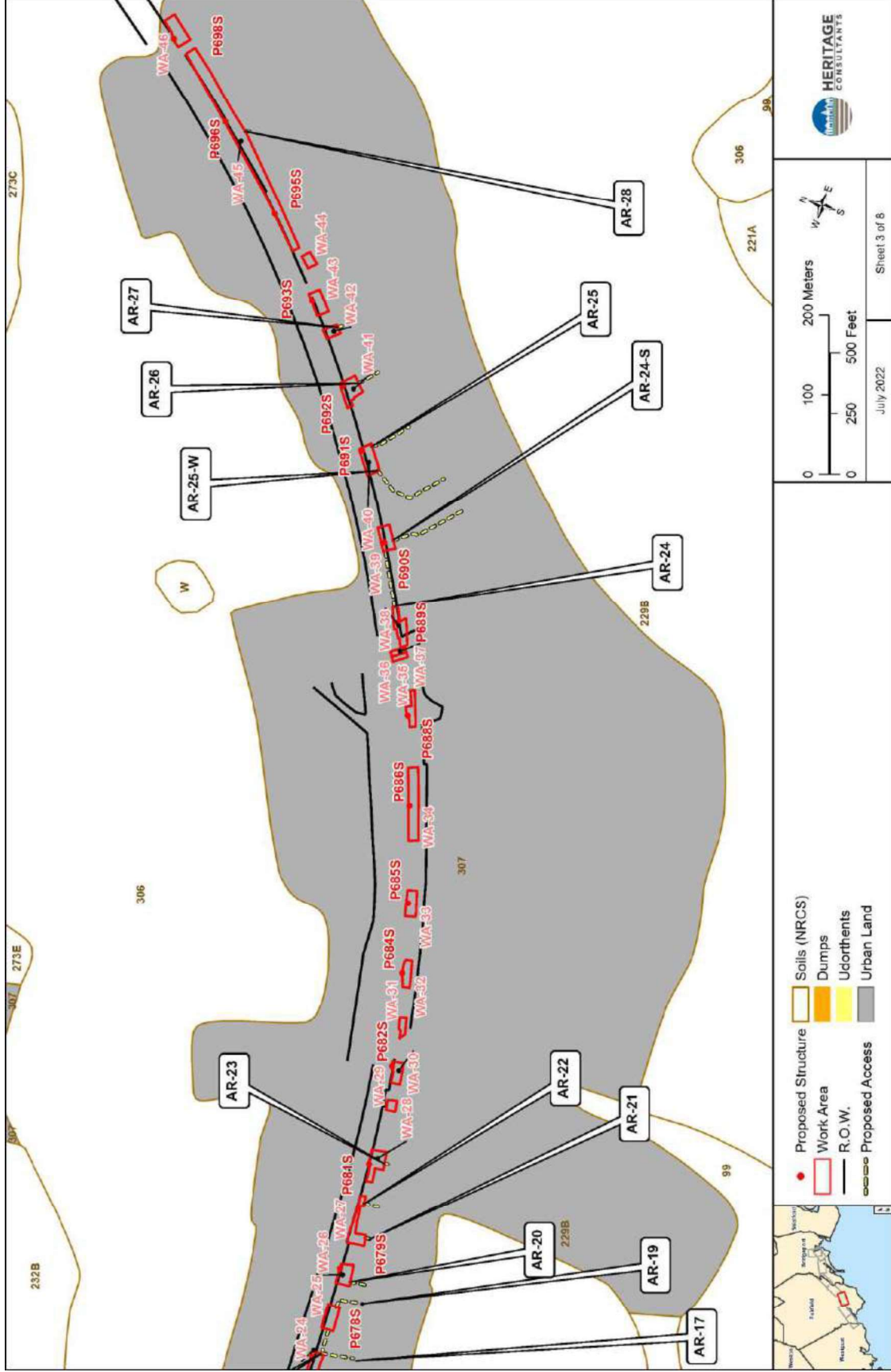


Figure 11; Sheet 3. Digital map of soil types contained within the Fairfield to Congress Transmission Line 115-kV Rebuild Project corridor in Fairfield and Bridgeport, Connecticut.

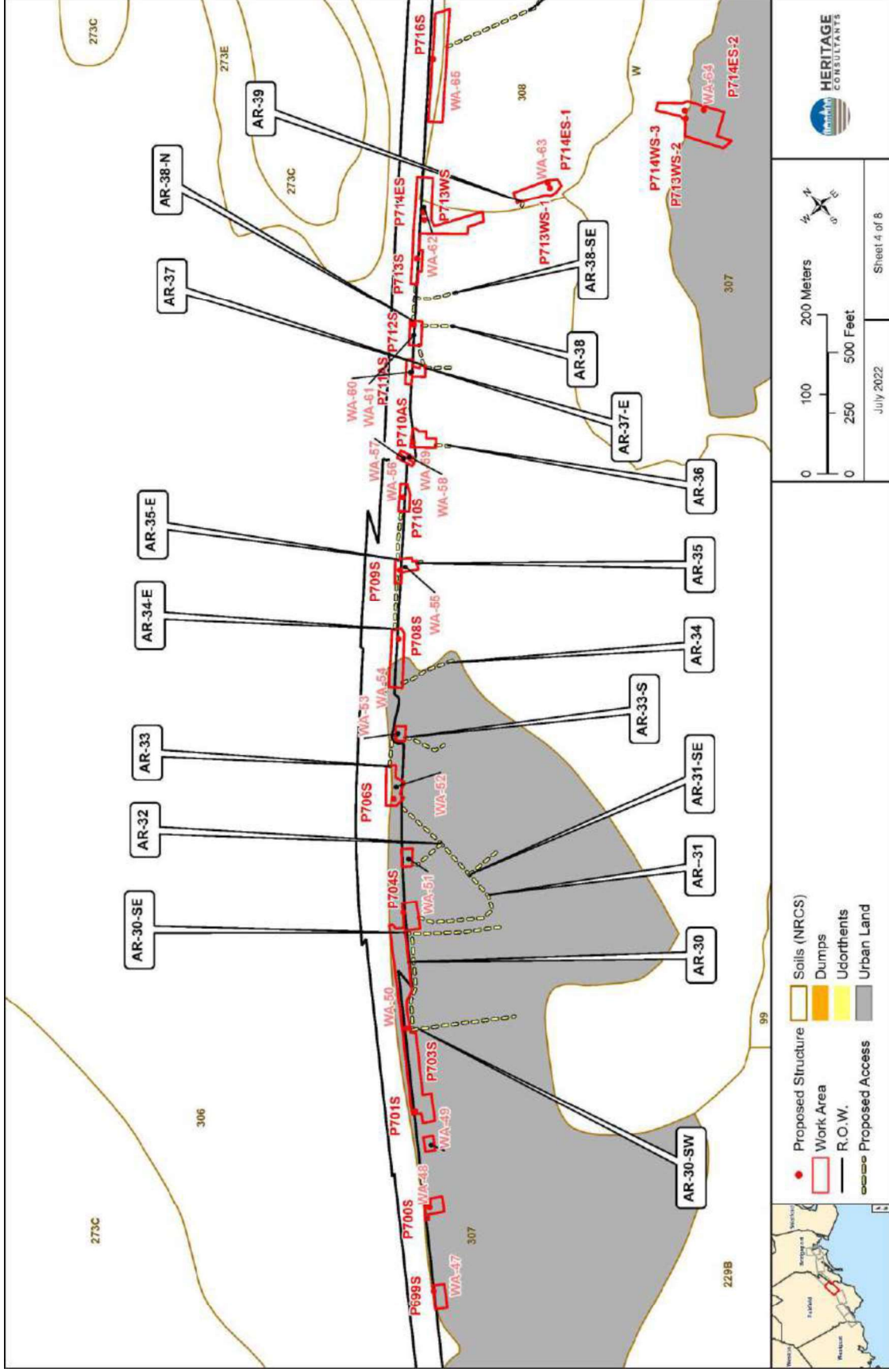


Figure 11; Sheet 4. Digital map of soil types contained within the Fairfield to Congress Transmission Line 115-kV Rebuild Project corridor in Fairfield and Bridgeport, Connecticut.

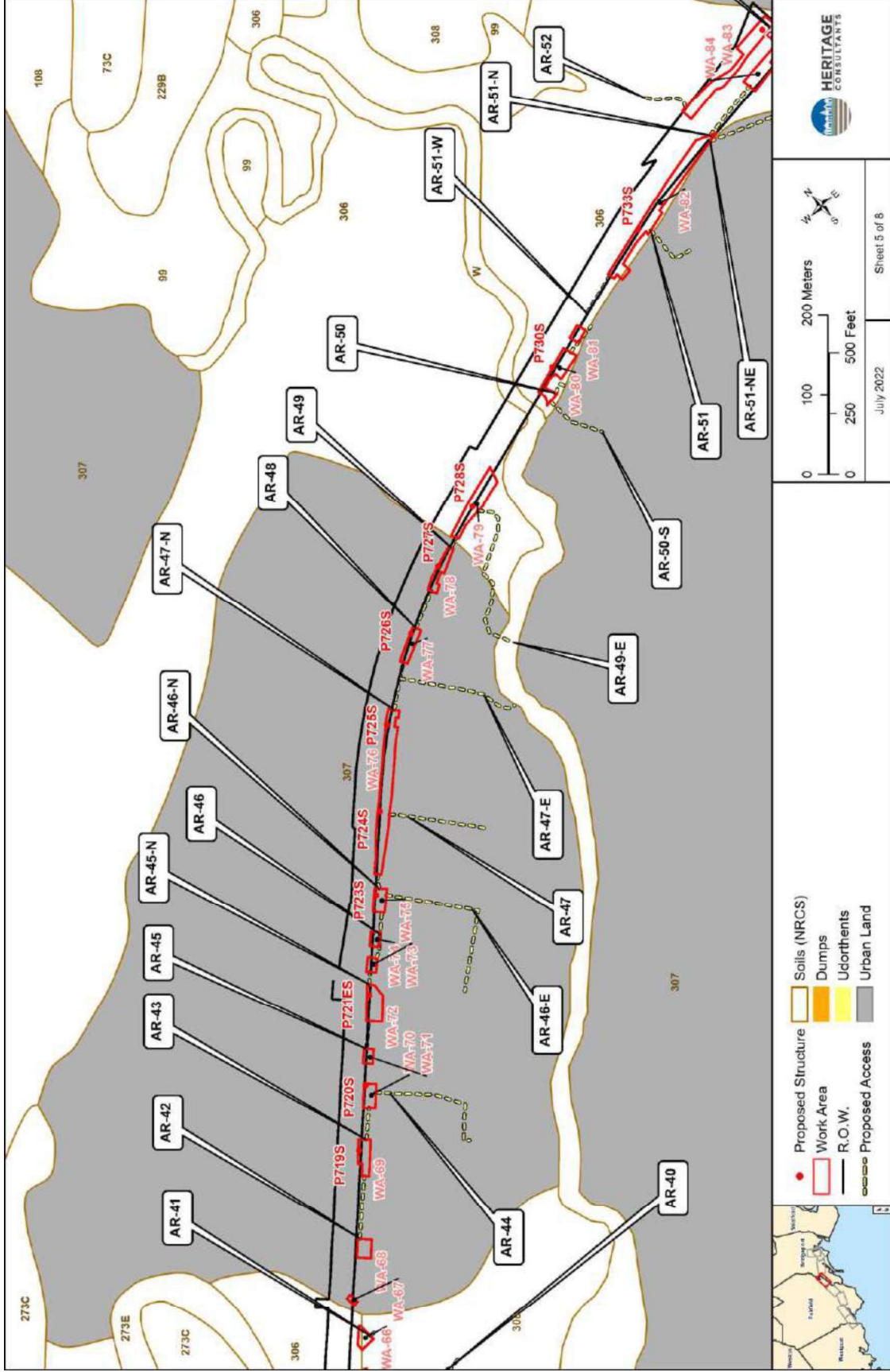


Figure 11; Sheet 5. Digital map of soil types contained within the Fairfield to Congress Transmission Line 115-kV Rebuild Project corridor in Fairfield and Bridgeport, Connecticut.

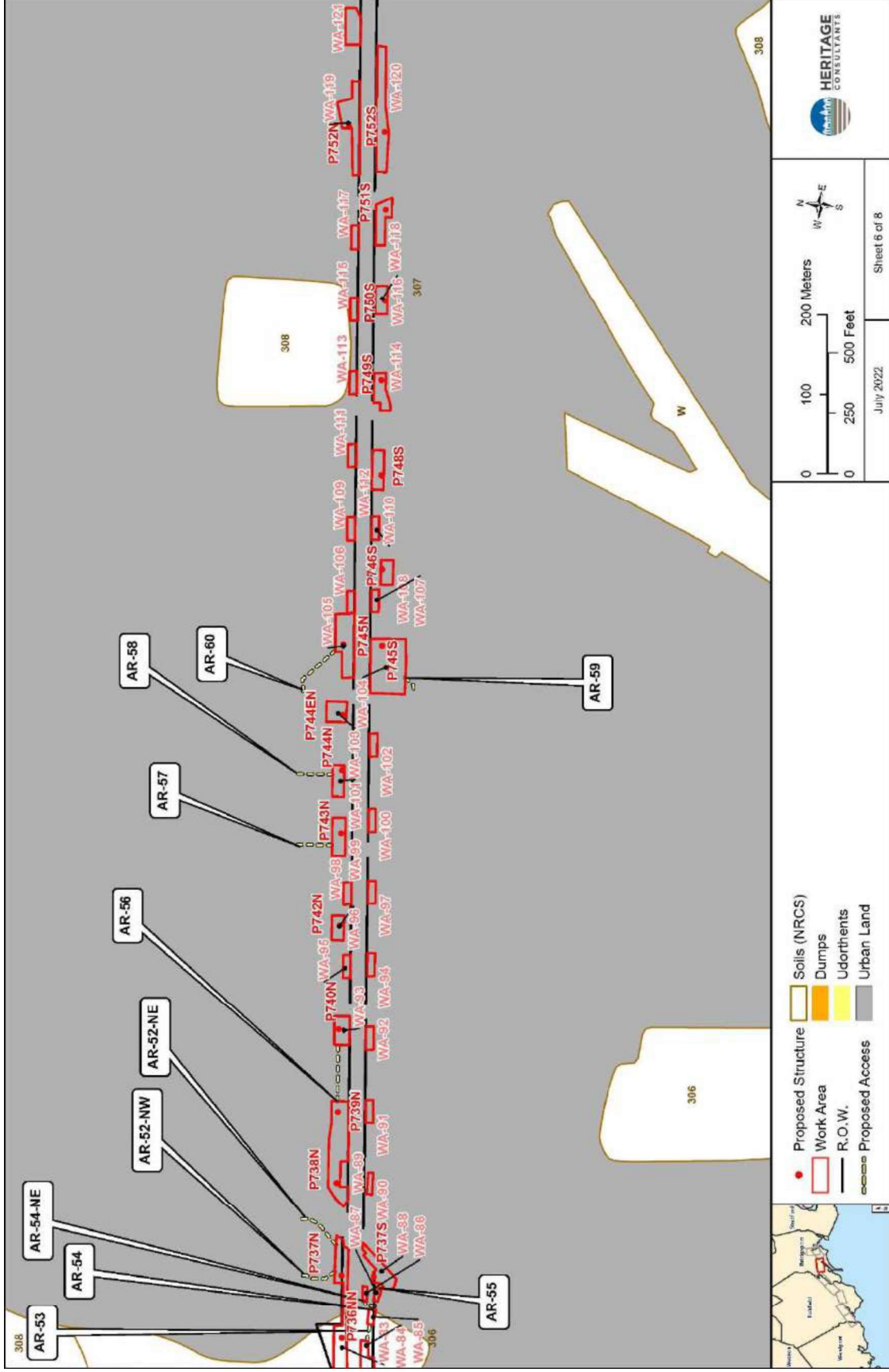


Figure 11; Sheet 6. Digital map of soil types contained within the Fairfield to Congress Transmission Line 115-kV Rebuild Project corridor in Fairfield and Bridgeport, Connecticut.

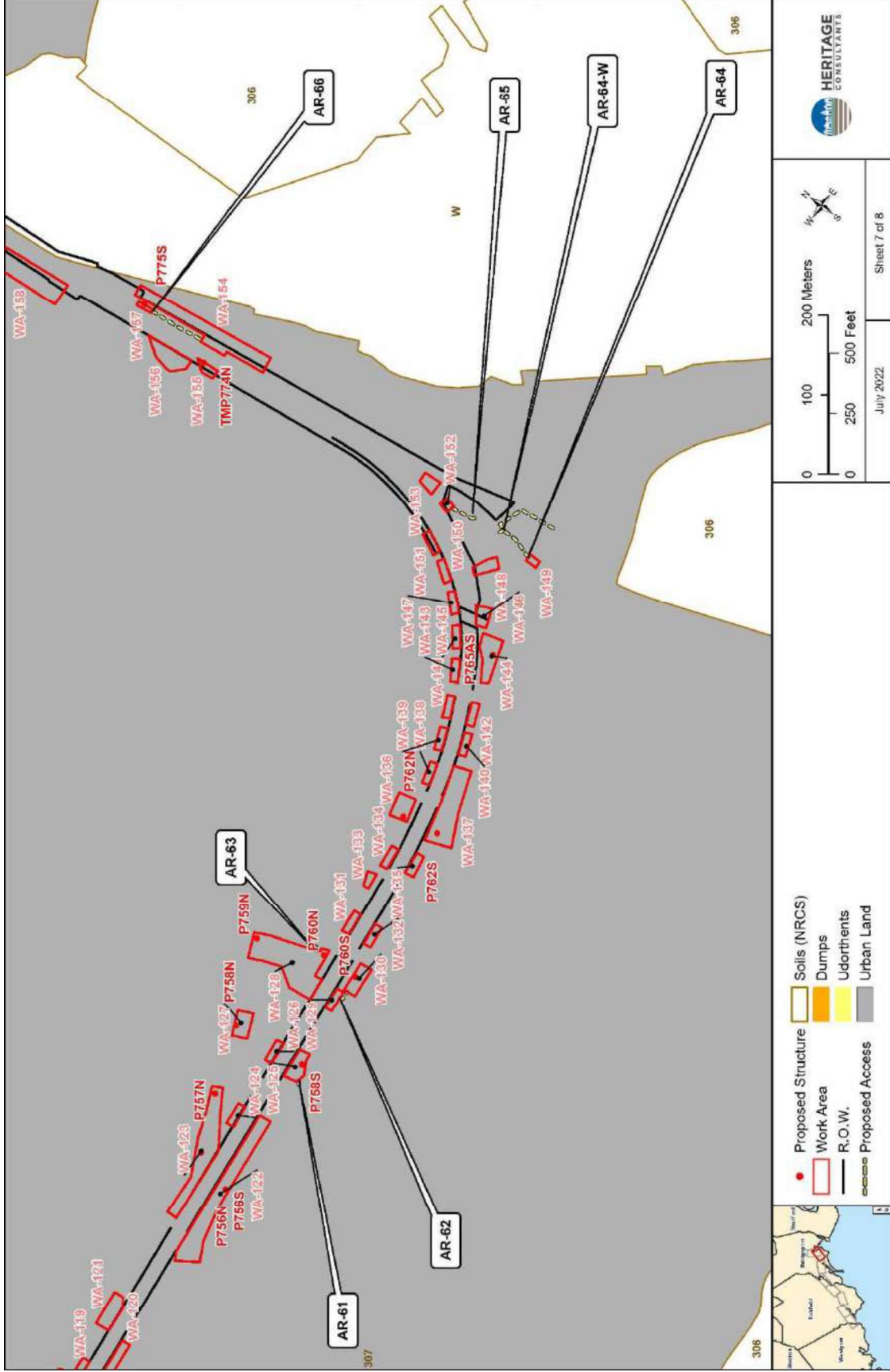


Figure 11; Sheet 7. Digital map of soil types contained within the Fairfield to Congress Transmission Line 115-kV Rebuild Project corridor in Fairfield and Bridgeport, Connecticut.

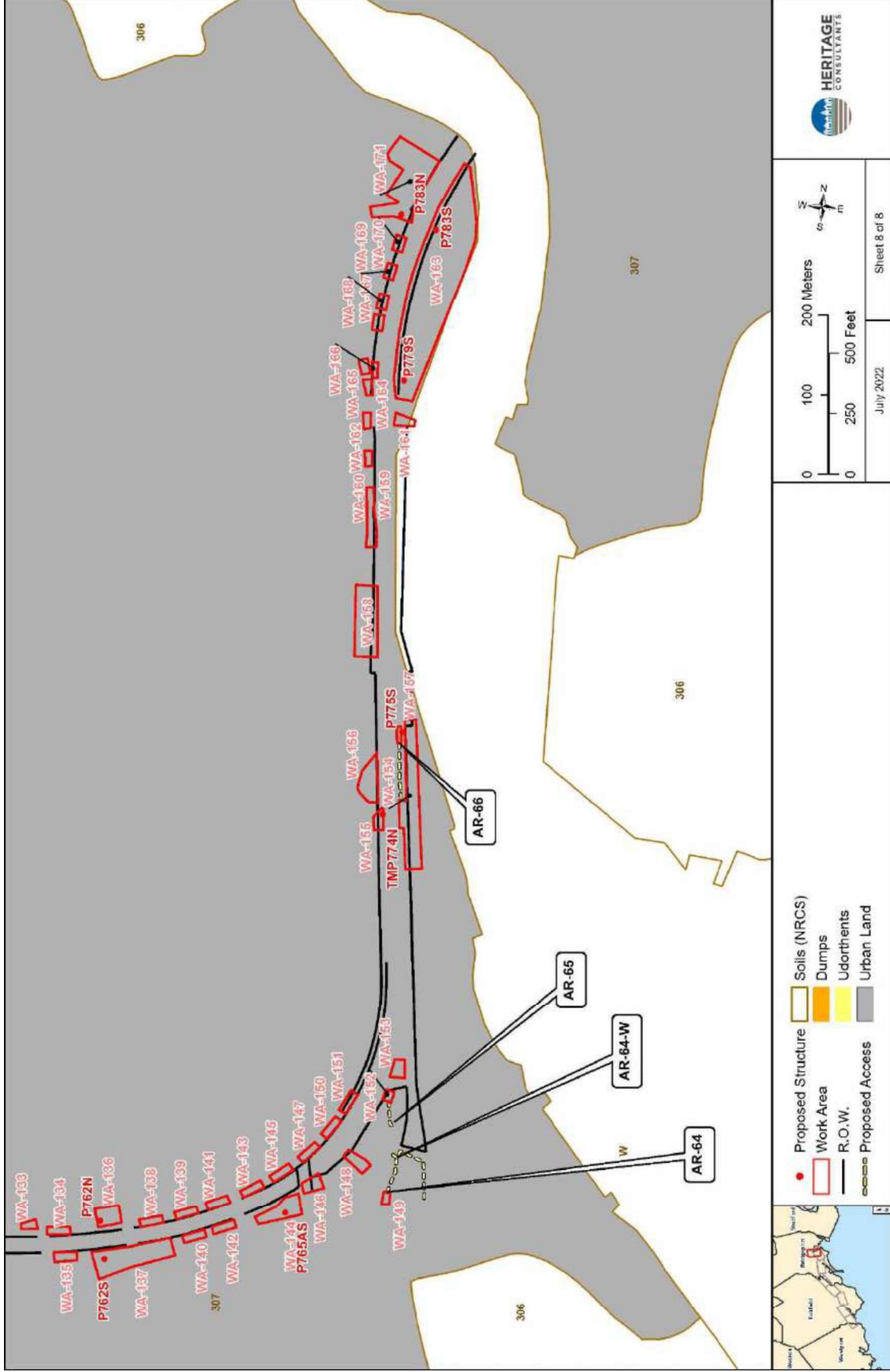


Figure 11; Sheet 8. Digital map of soil types contained within the Fairfield to Congress Transmission Line 115-kV Rebuild Project corridor in Fairfield and Bridgeport, Connecticut.

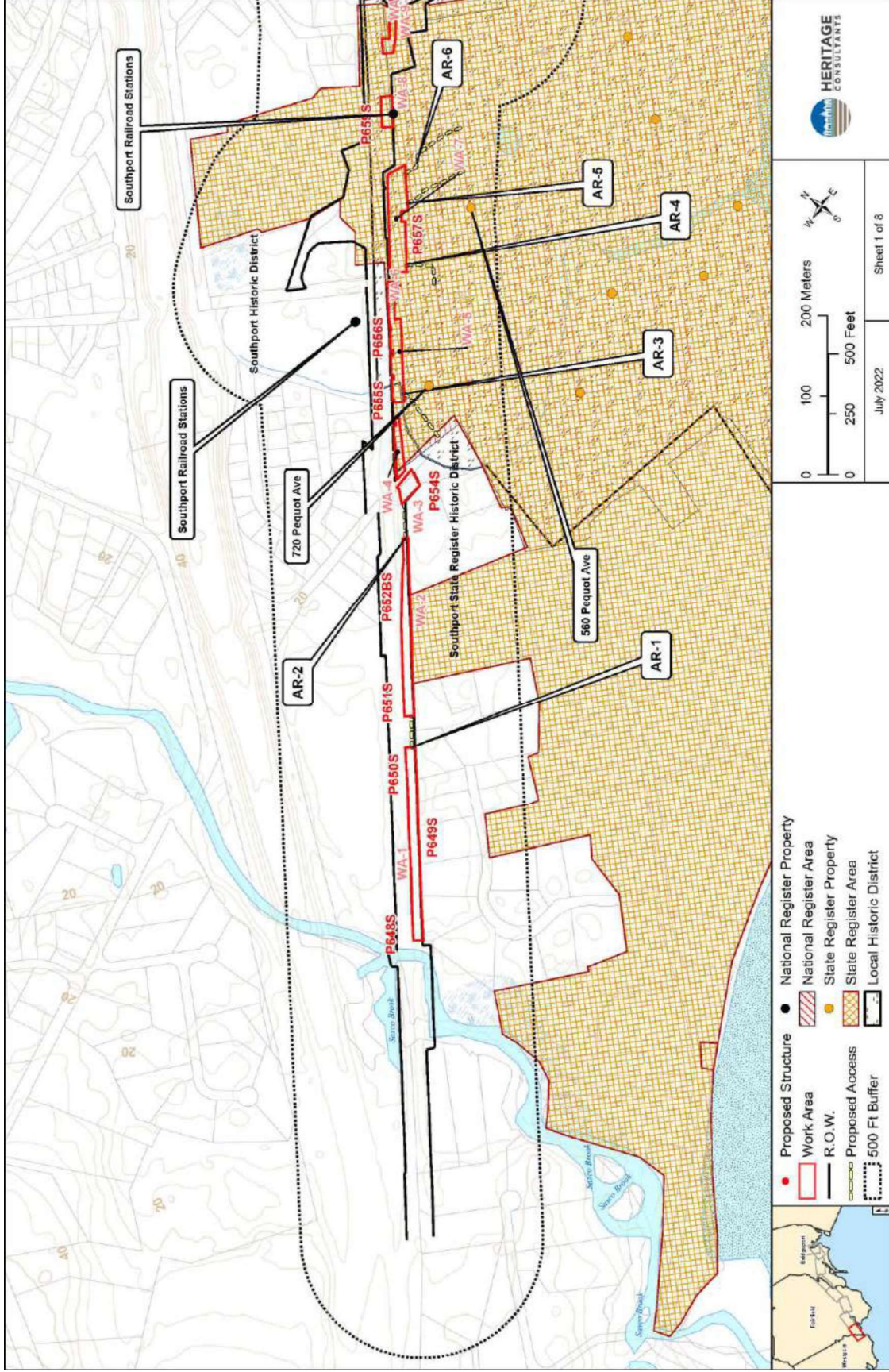


Figure 12; Sheet 1. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

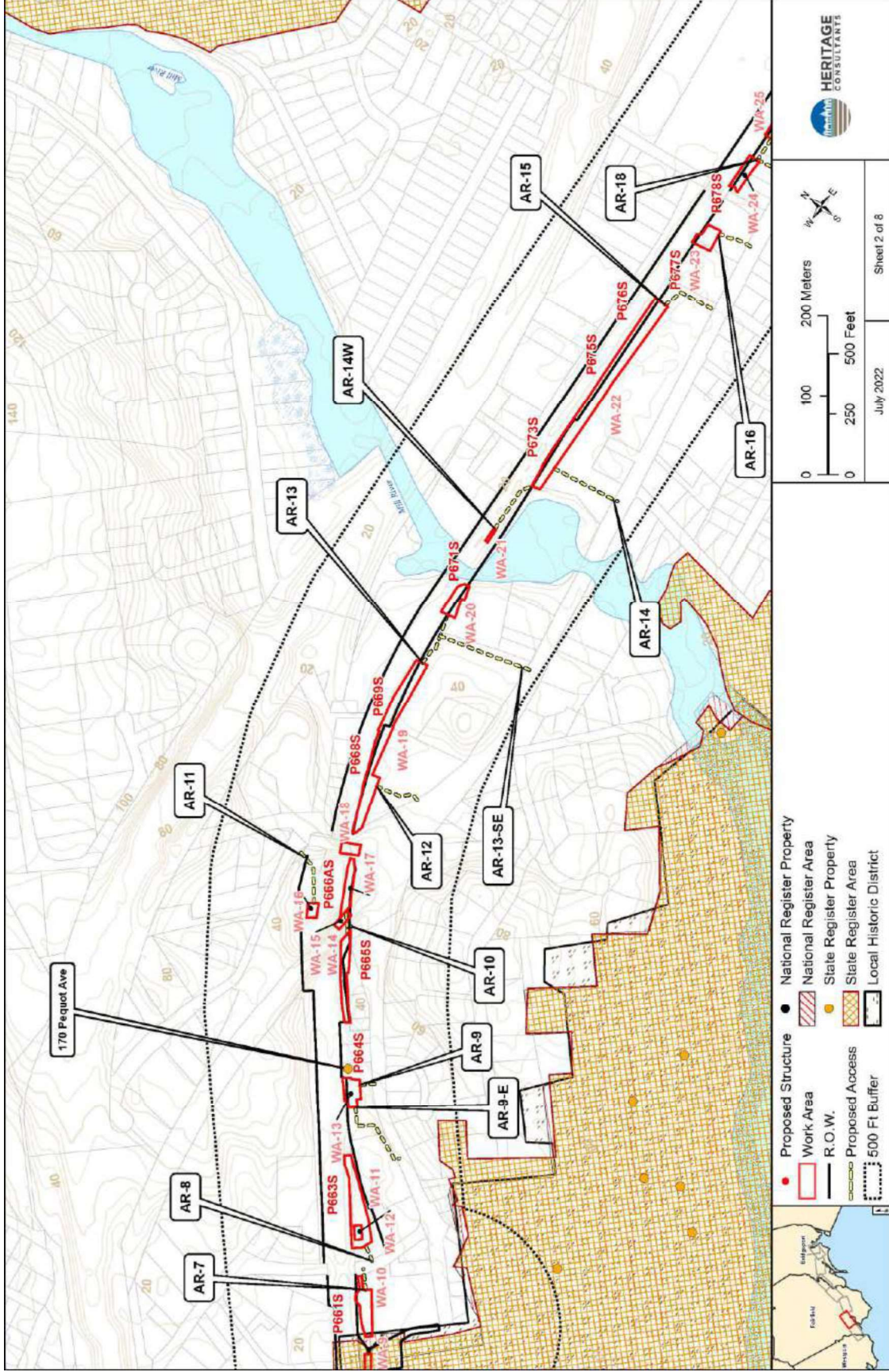


Figure 12; Sheet 2. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

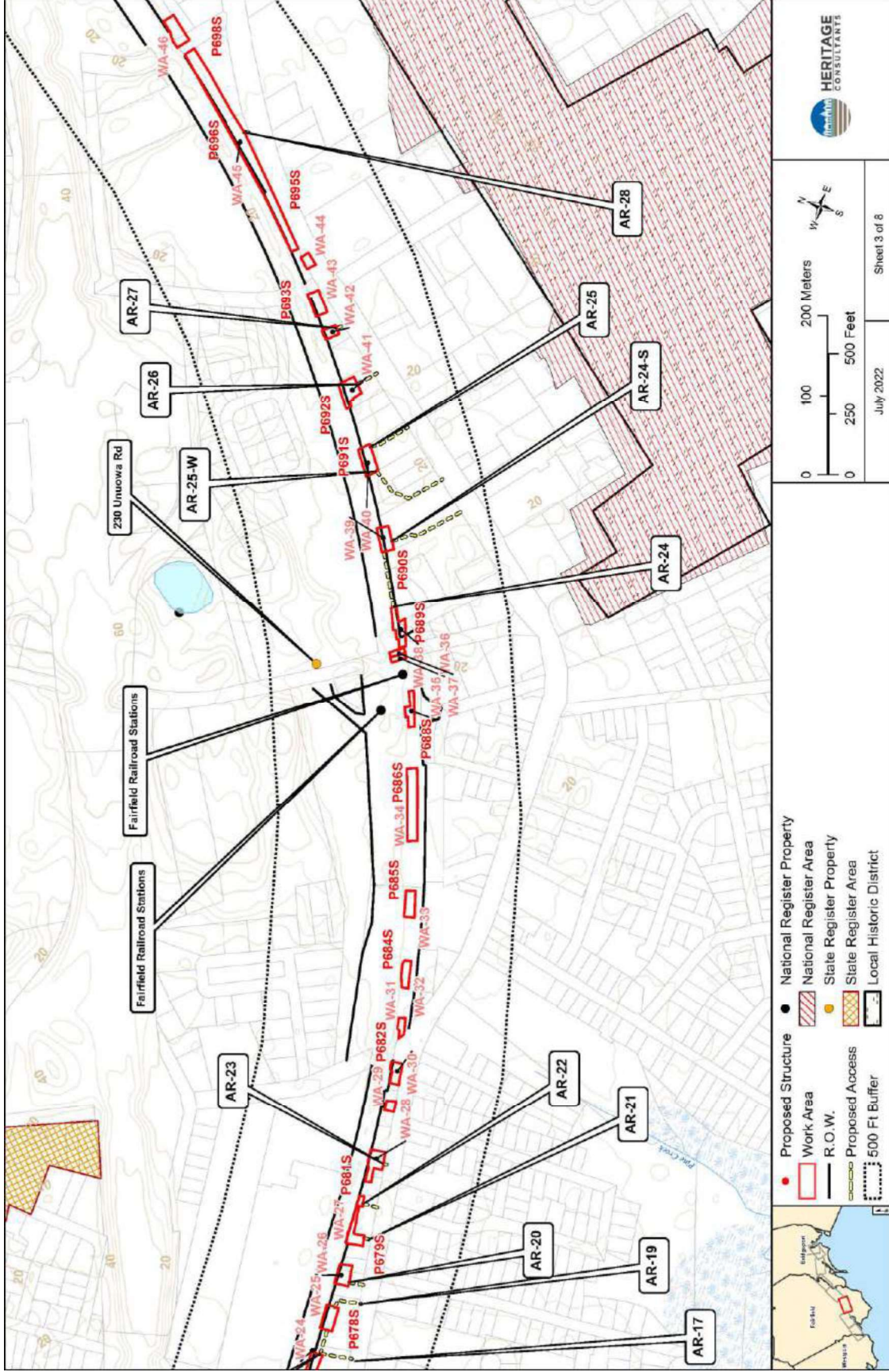


Figure 12; Sheet 3. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

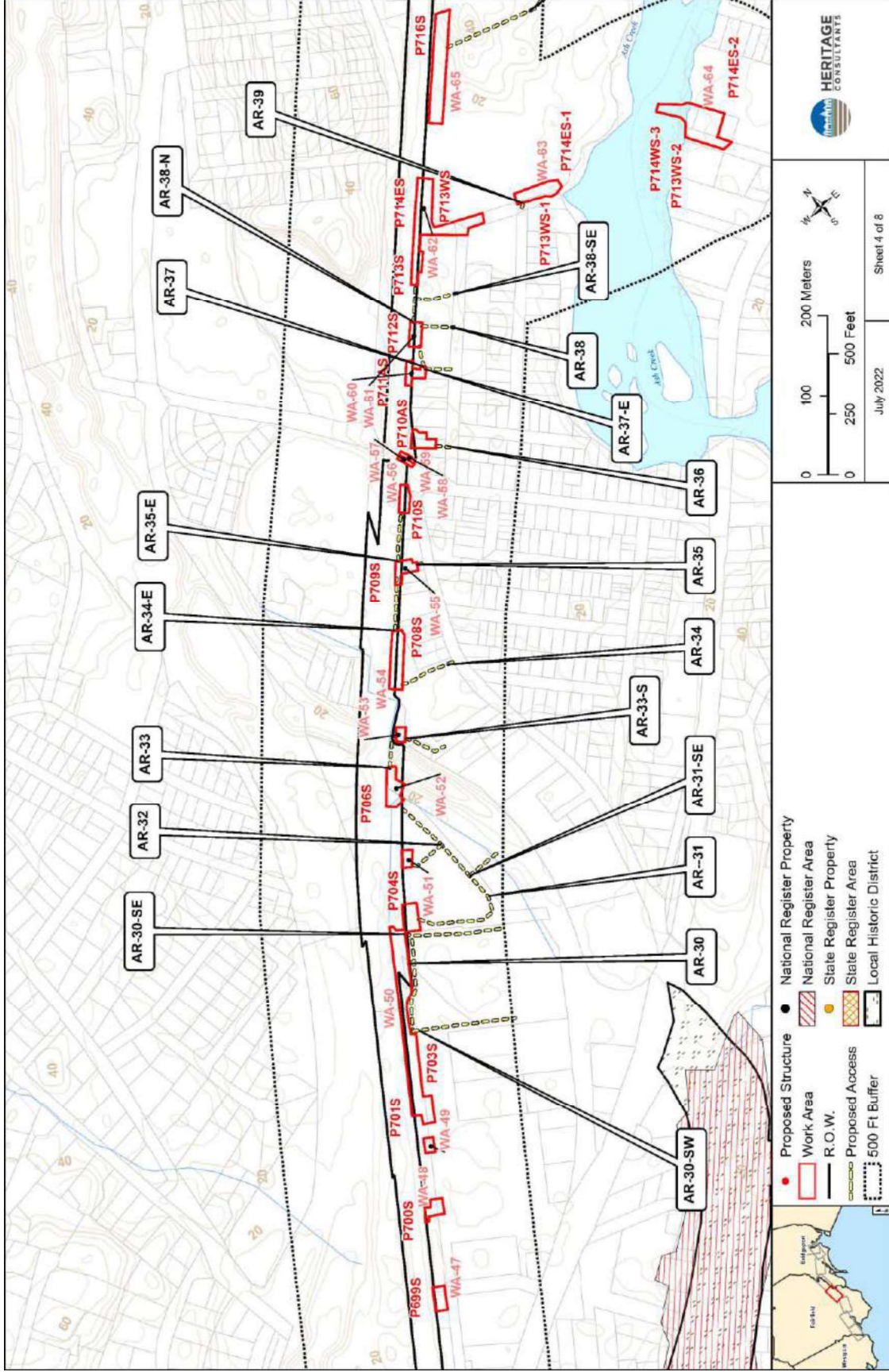


Figure 12; Sheet 4. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

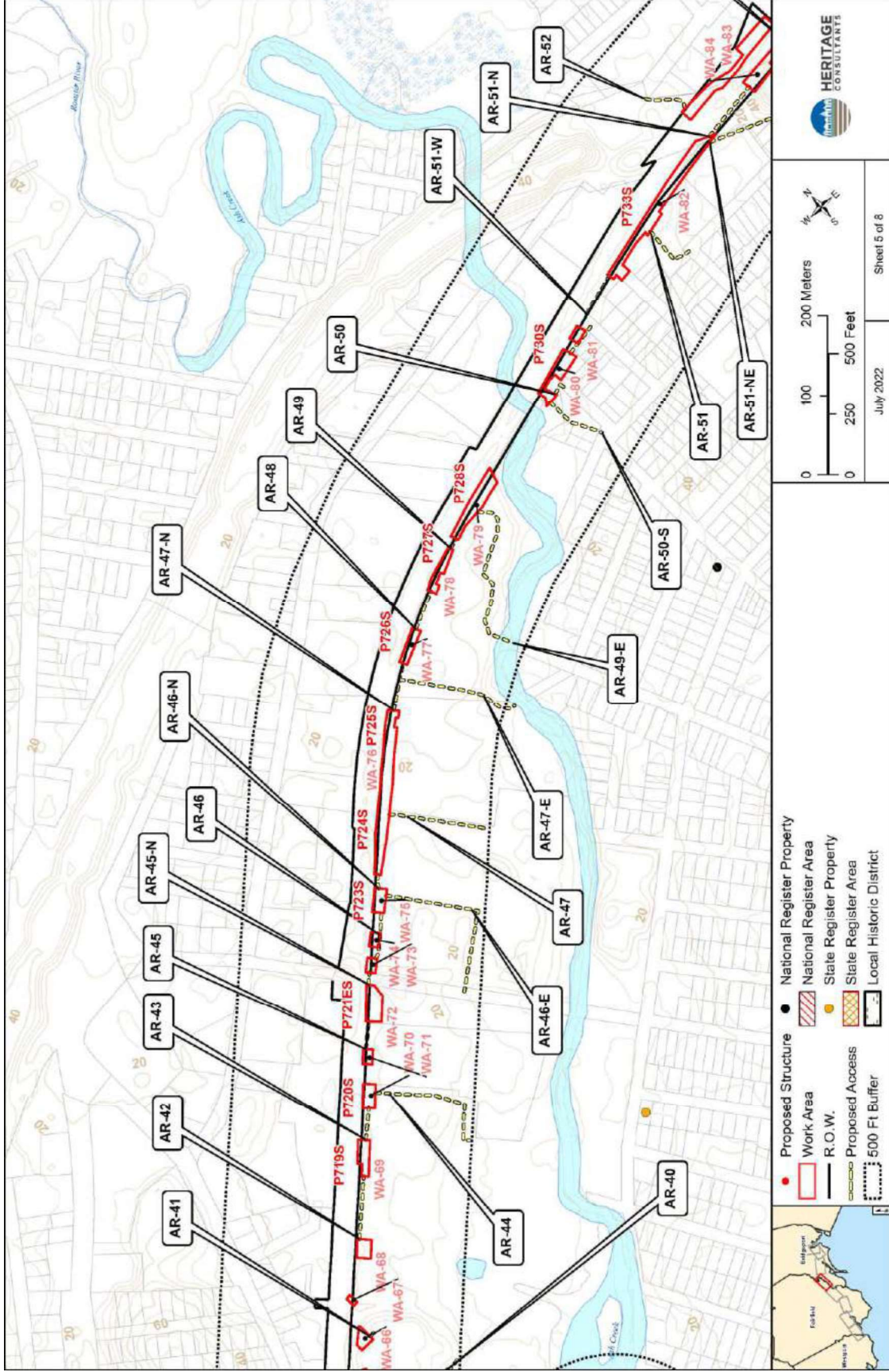


Figure 12; Sheet 5. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

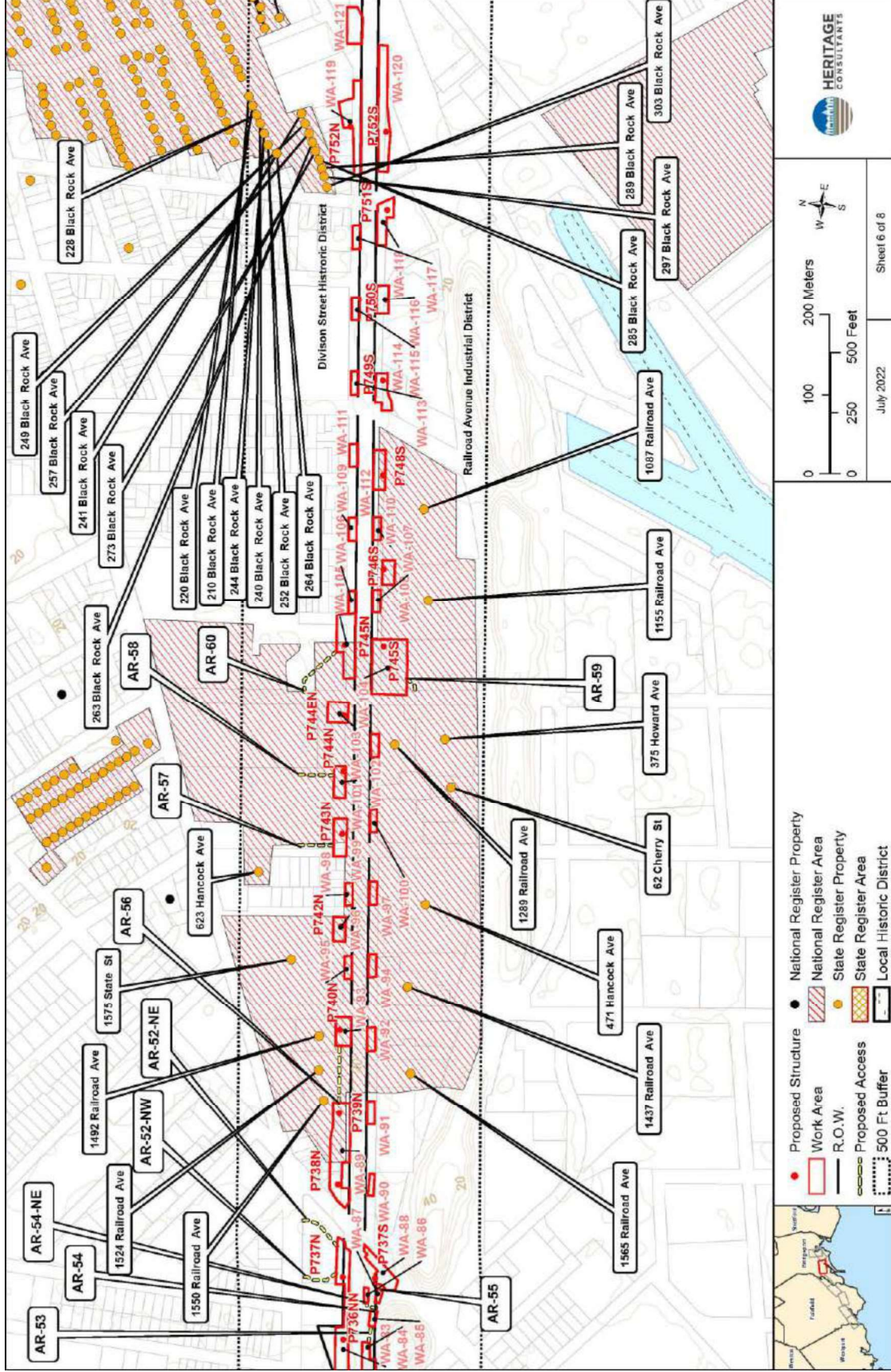


Figure 12; Sheet 6. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

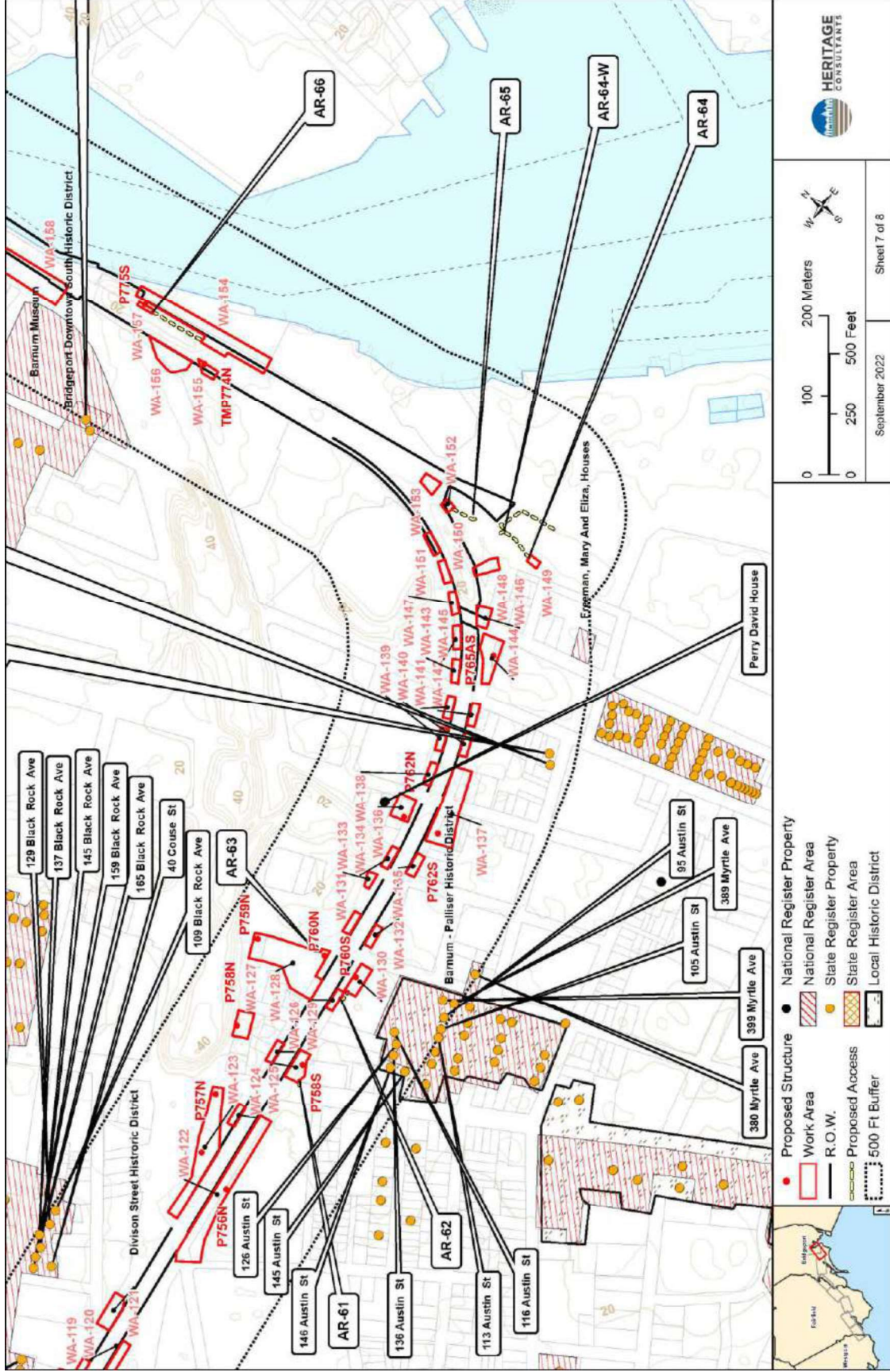


Figure 12; Sheet 7. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

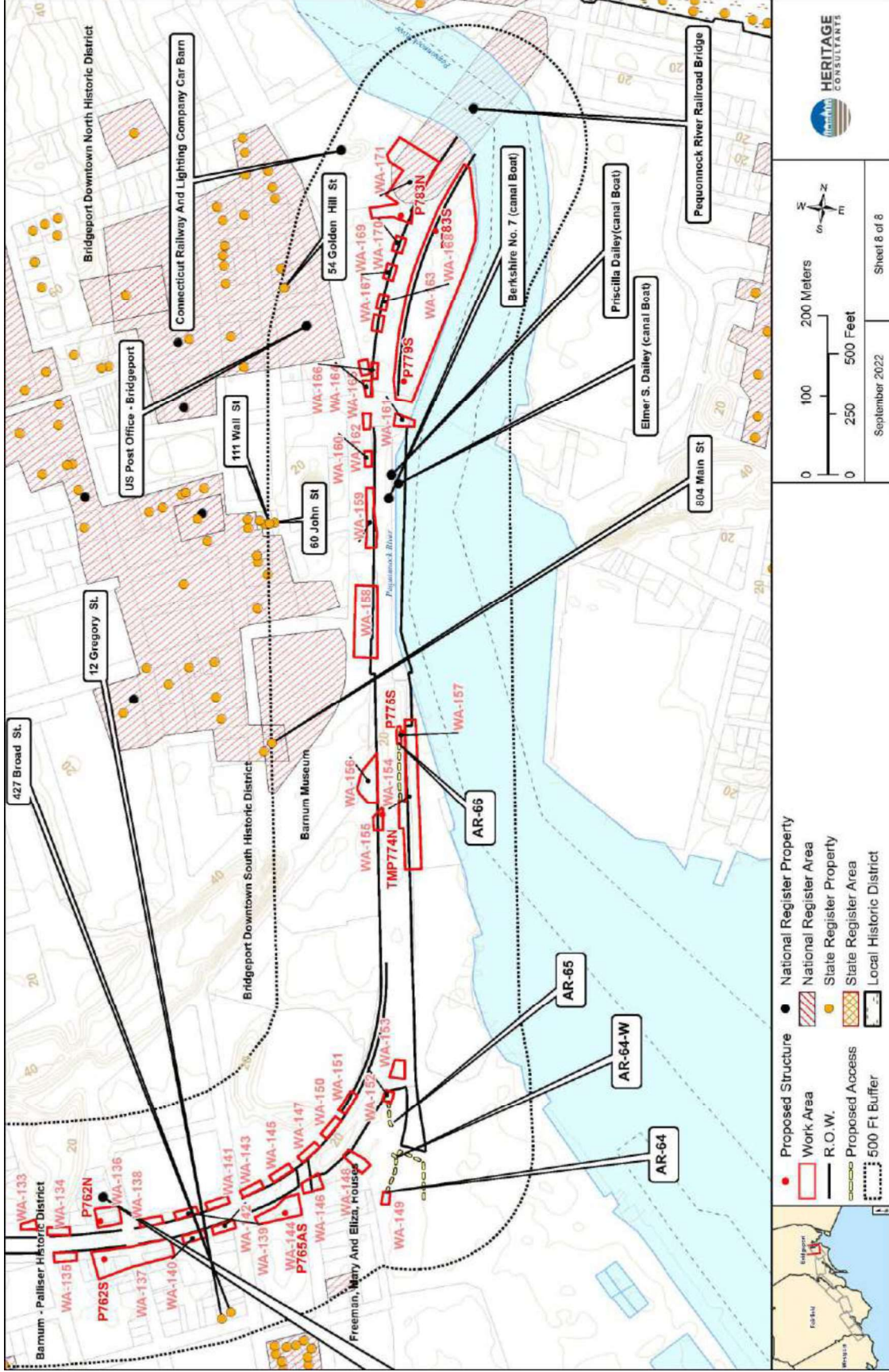


Figure 12; Sheet 8. Digital map showing the location of National/State Register of Historic Places properties located within 152 m (500 ft) of the Fairfield to Congress Transmission Line 115-kV Rebuild Project in Fairfield and Bridgeport, Connecticut.

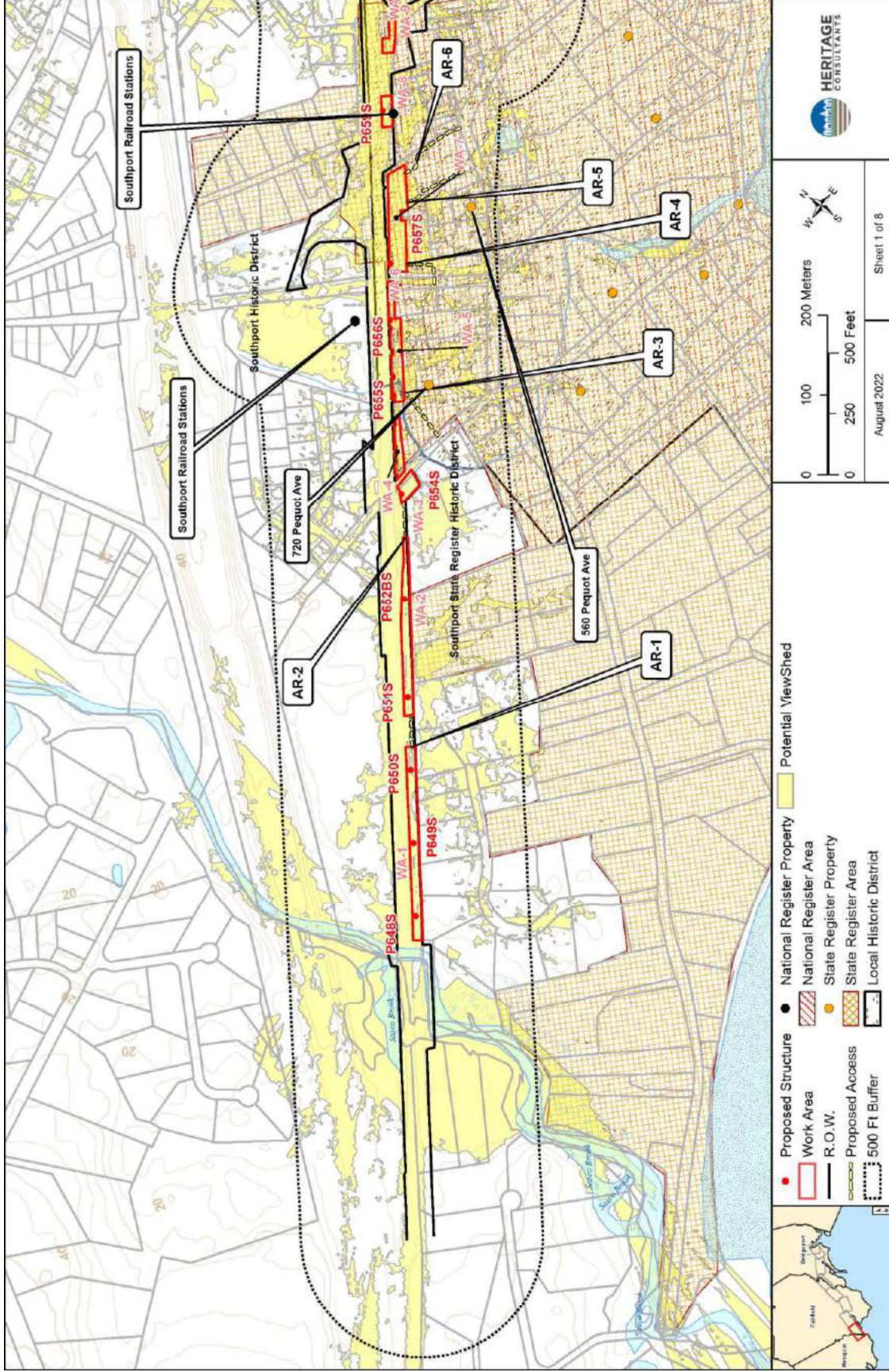


Figure 13; Sheet 1. Excerpt from a Draft Viewshed Analysis completed by All-Points Technology Corporation showing National/State Register of Historic Places properties/district overlaid on the year-round visibility envelope from above-ground elements associated with the Fairfield to Congress Transmission Line 115-kV Rebuild Project.

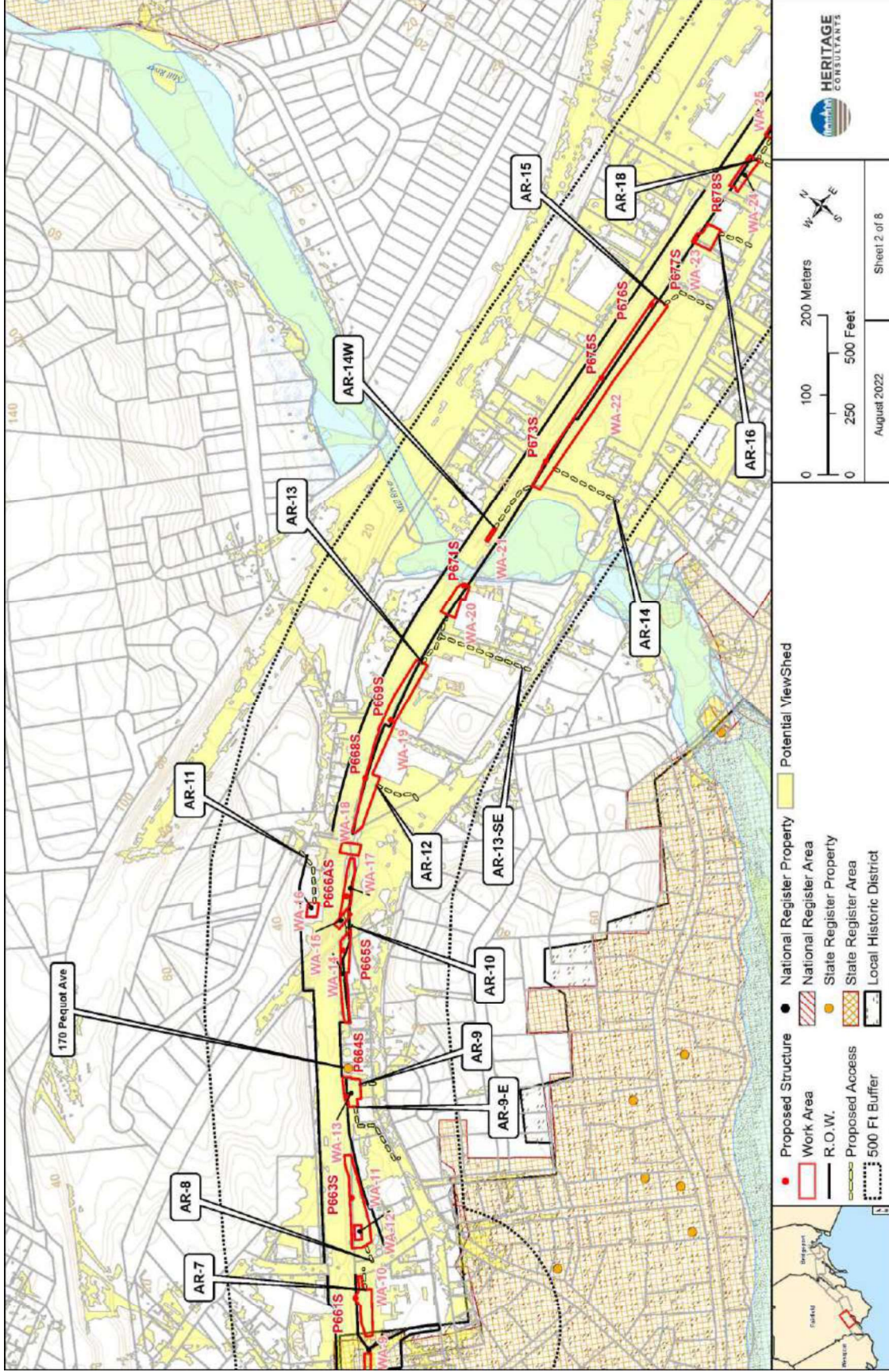


Figure 13; Sheet 2. Excerpt from a Draft Viewshed Analysis completed by All-Points Technology Corporation showing National/State Register of Historic Places properties/district overlaid on the year-round visibility envelope from above-ground elements associated with the Fairfield to Congress Transmission Line 115-kV Rebuild Project.

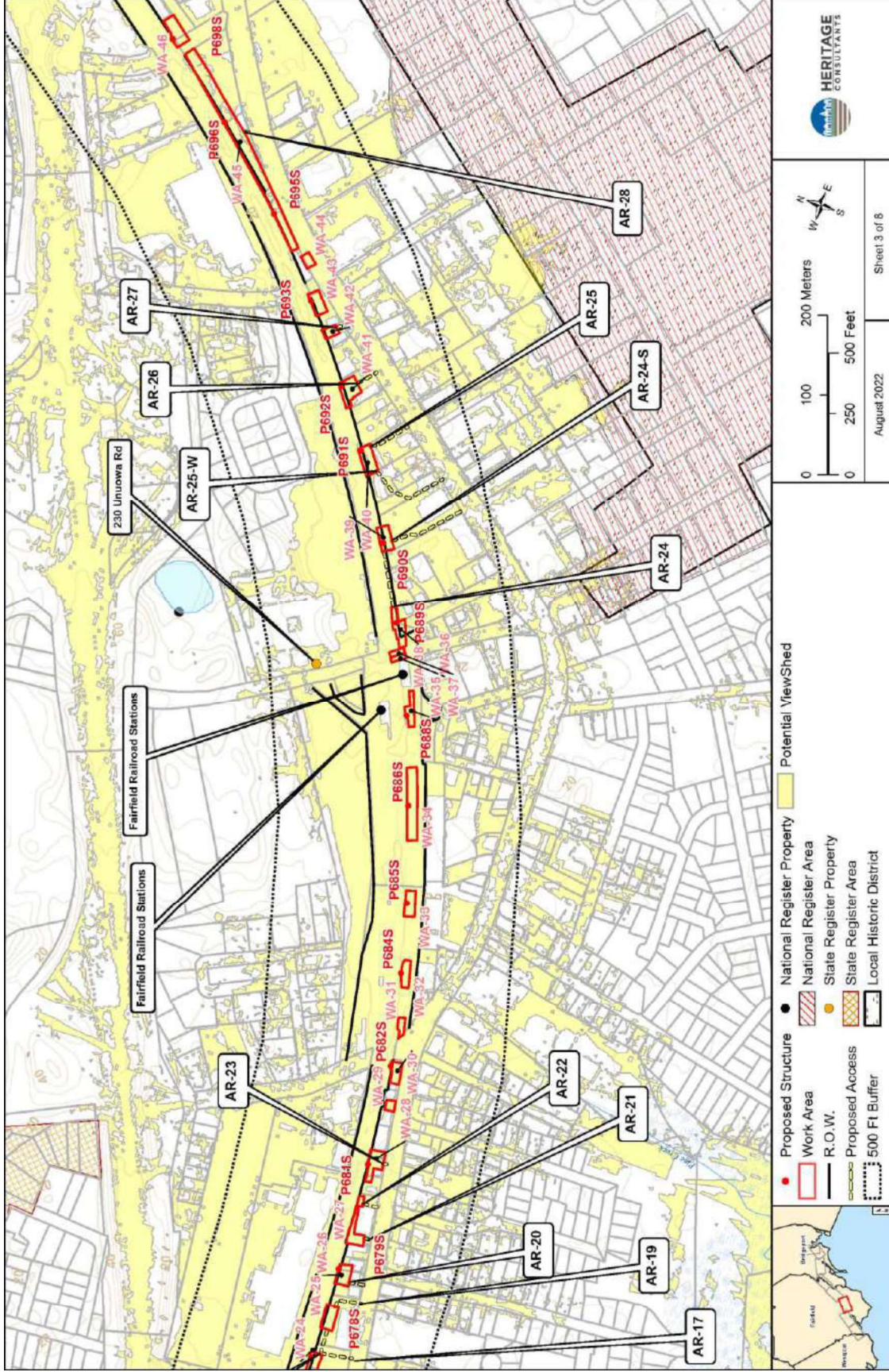


Figure 13; Sheet 3. Excerpt from a Draft Viewshed Analysis completed by All-Points Technology Corporation showing National/State Register of Historic Places properties/district overlaid on the year-round visibility envelope from above-ground elements associated with the Fairfield to Congress Transmission Line 115-kV Rebuild Project.

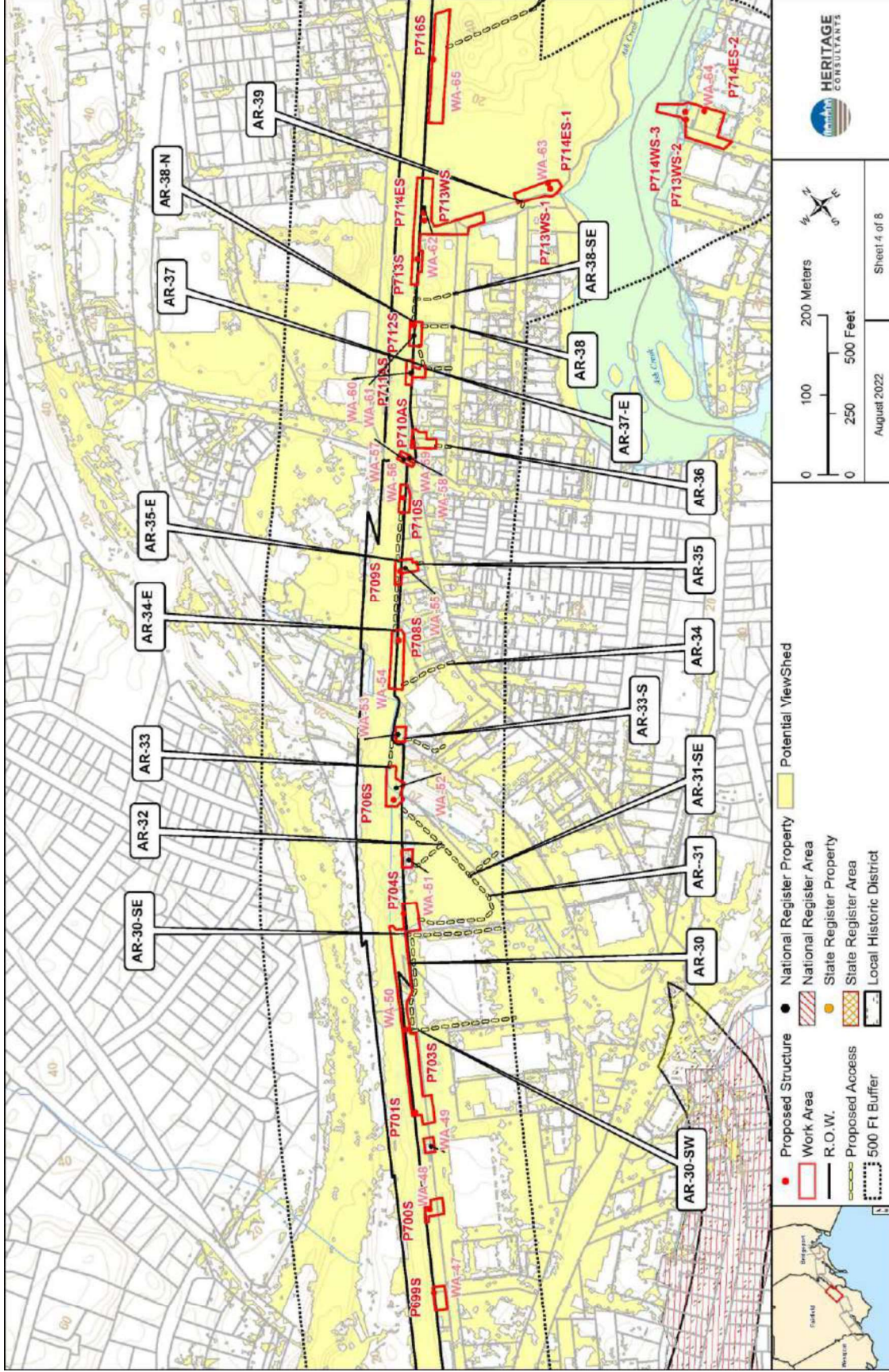


Figure 13; Sheet 4. Excerpt from a Draft Viewshed Analysis completed by All-Points Technology Corporation showing National/State Register of Historic Places properties/district overlaid on the year-round visibility envelope from above-ground elements associated with the Fairfield to Congress Transmission Line 115-kV Rebuild Project.

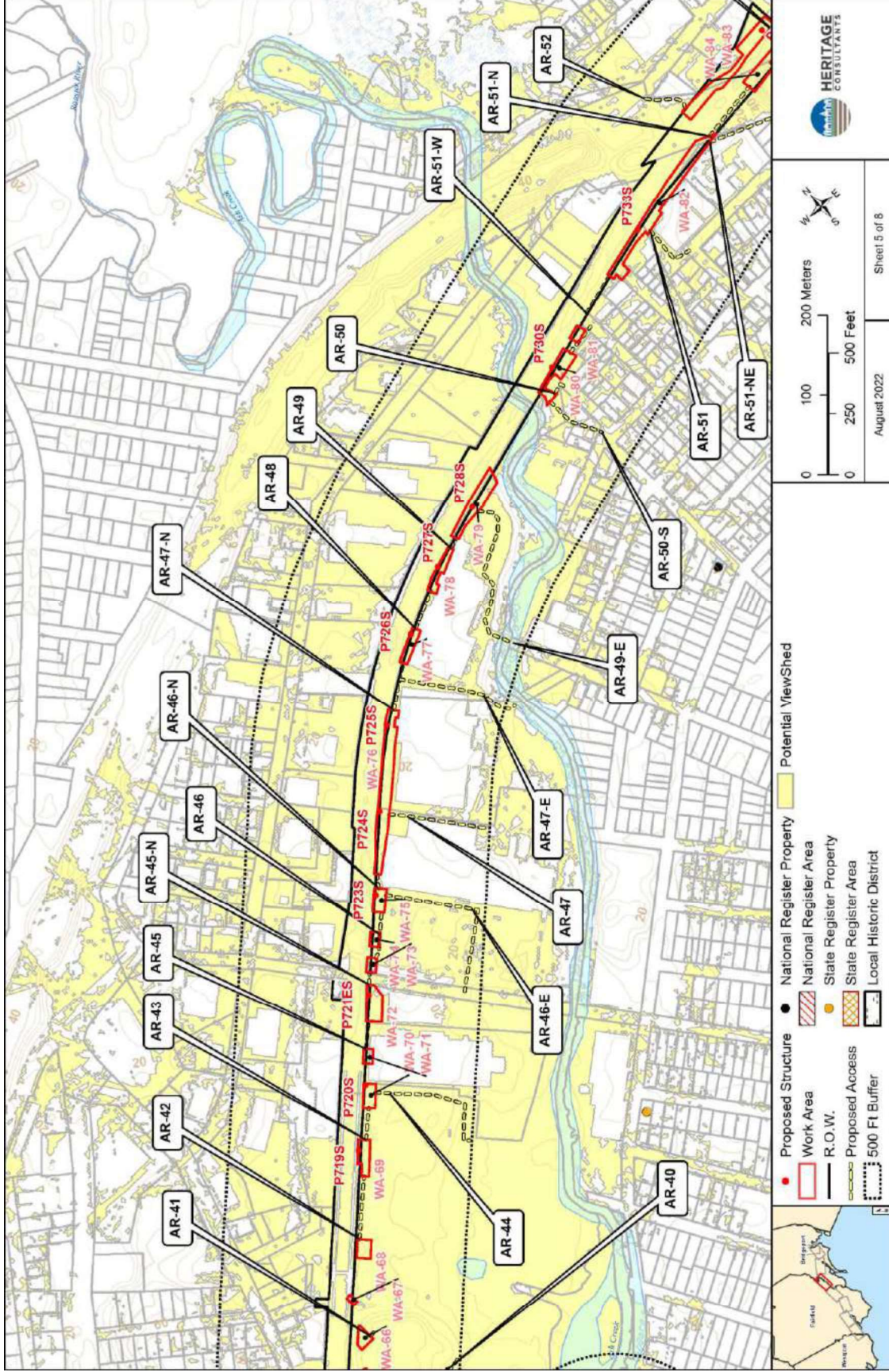


Figure 13; Sheet 5. Excerpt from a Draft Viewshed Analysis completed by All-Points Technology Corporation showing National/State Register of Historic Places properties/district overlaid on the year-round visibility envelope from above-ground elements associated with the Fairfield to Congress Transmission Line 115-kV Rebuild Project.

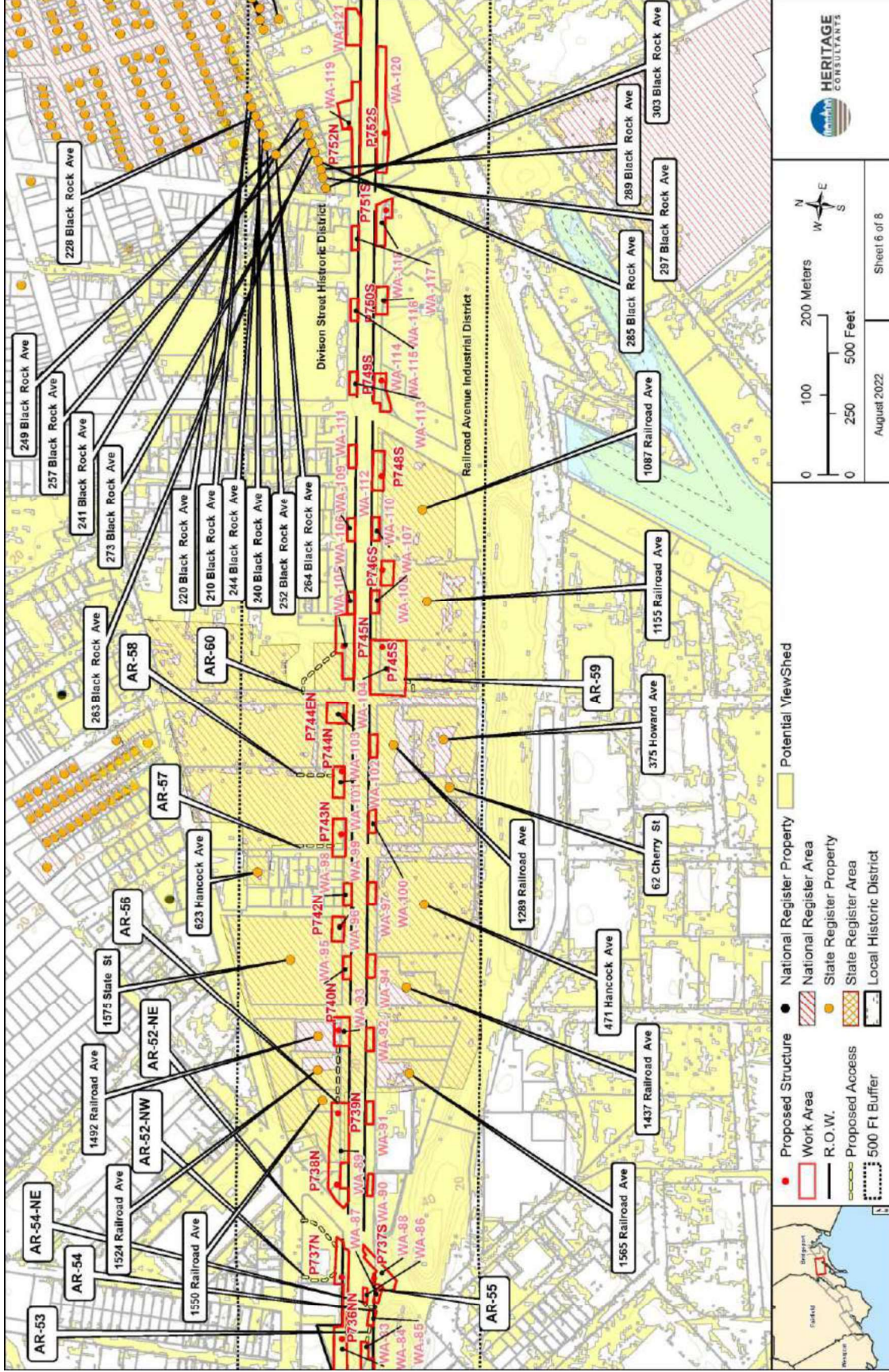


Figure 13; Sheet 6. Excerpt from a Draft Viewshed Analysis completed by All-Points Technology Corporation showing National/State Register of Historic Places properties/district overlaid on the year-round visibility envelope from above-ground elements associated with the Fairfield to Congress Transmission Line 115-kV Rebuild Project.

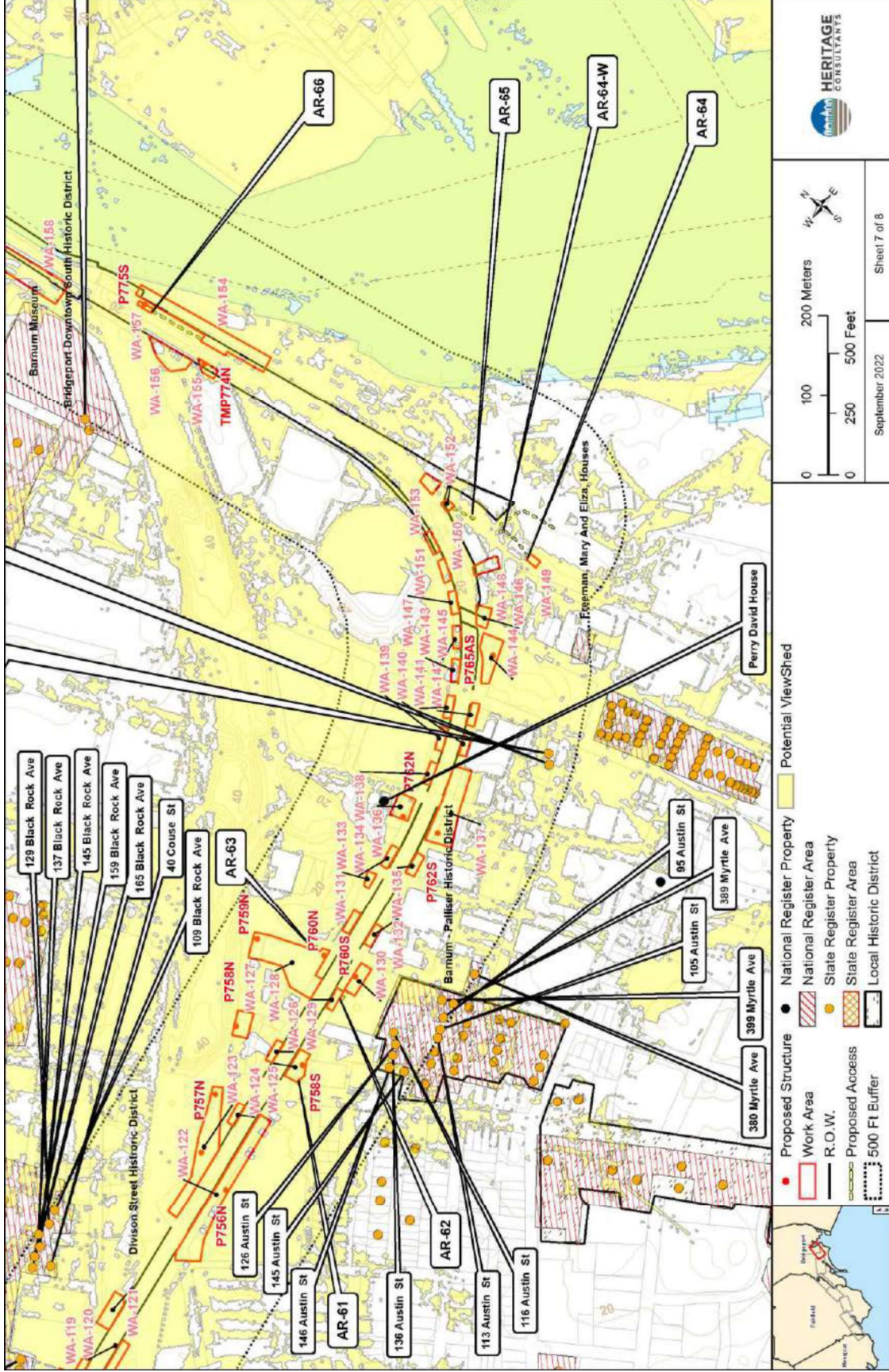


Figure 13; Sheet 7. Excerpt from a Draft Viewshed Analysis completed by All-Points Technology Corporation showing National/State Register of Historic Places properties/district overlaid on the year-round visibility envelope from above-ground elements associated with the Fairfield to Congress Transmission Line 115-kV Rebuild Project.

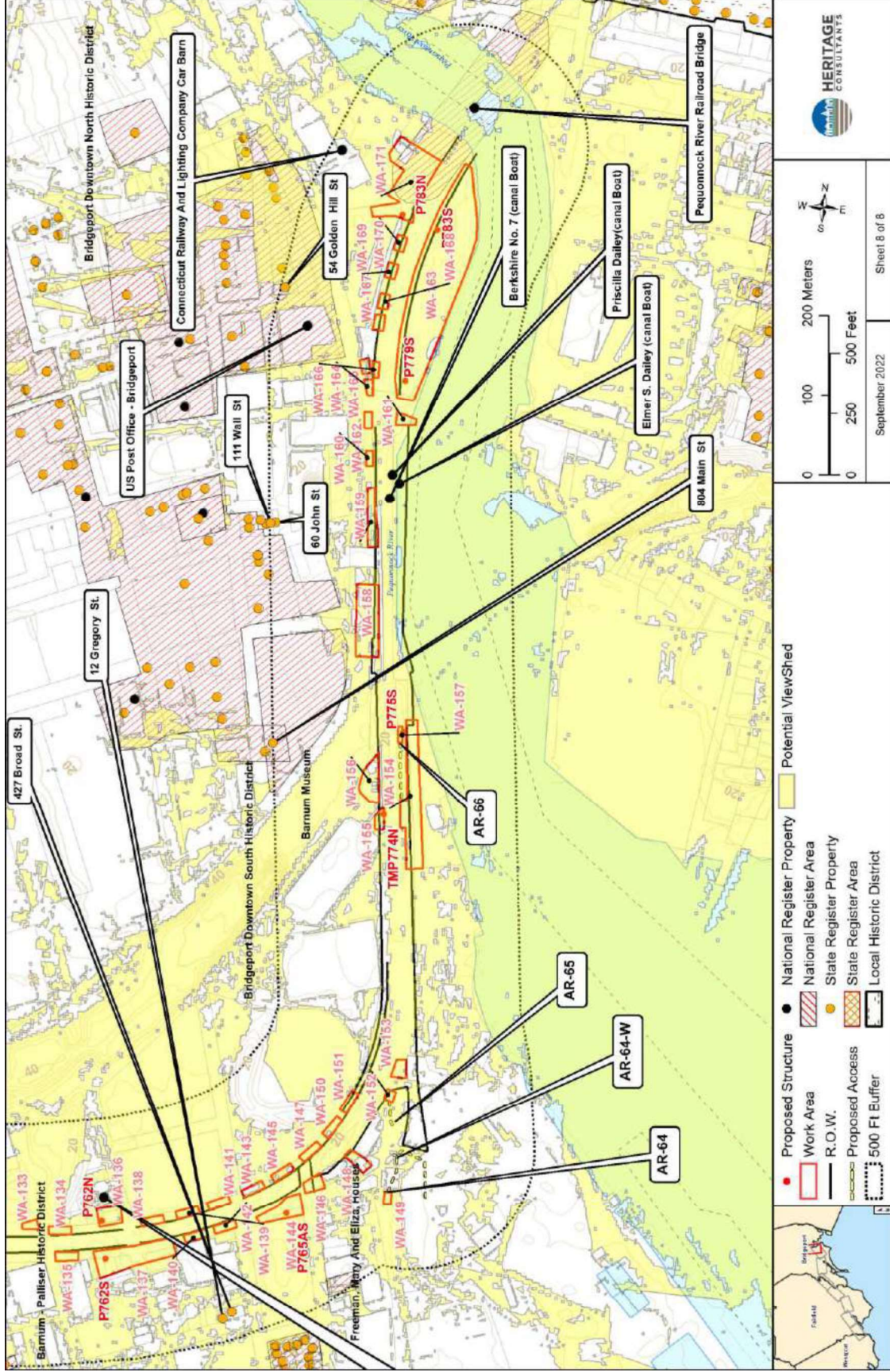


Figure 13; Sheet 8. Excerpt from a Draft Viewshed Analysis completed by All-Points Technology Corporation showing National/State Register of Historic Places properties/district overlaid on the year-round visibility envelope from above-ground elements associated with the Fairfield to Congress Transmission Line 115-kV Rebuild Project.