

STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

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Determination of Effect
on Historic Properties

Author: C. Scott Speal Date: January 11, 2023

Project: State No.: 171-471
F.A.P. No.: 000T(284)
Project Title: Installation & Revision of Traffic Control Signals
Town: Various - District 1

Finding of Effect: No Historic Properties Affected

Project Description:

The Connecticut Department of Transportation (CTDOT), with funding support from the Federal Highway Administration (FHWA), proposes revisions and installations of traffic control signal equipment at fourteen (14) locations within State Maintenance District 1—the central part of the state. Work will involve installation of new traffic control signal equipment—which may include span poles, mast arms, pedestals, signal heads, span wires, conduits, vehicle detectors, signing and pavement markings and/or will upgrade the pedestrian control features, including pedestrian countdown heads, sidewalk ramps and sidewalk extensions—to meet current Department standards. It will also involve removal of existing equipment, as needed, at each intersection. Installation of traffic control signal equipment will require excavation for removal of existing equipment as well as excavation for new foundations (span pole, mast arm, pedestal, controller cabinet, etc.) and trenching (i.e. conduit) as required. In addition to excavation for traffic signal equipment, excavation will be required for sidewalk ramps that will be installed or reconstructed to meet current ADA standards. In areas of an intersection where there is existing signal equipment, excavation will take place in areas that have undergone extensive ground disturbance in the past. In areas of an intersection where there is no existing signal equipment, excavation may be in areas where there may not have been extensive ground disturbance in the past.

Work will consist of new signal equipment being installed at fourteen (14) presently signalized locations:

Berlin (007-219) Route 372 (Mill Street) at Main Street  
Berlin (007-245) Route 160 (Deming Road) at Bacon Lane  
East Windsor (46-210) Rte 140 (North St) at US Rte 5 (Prospect Hill Rd)  
East Windsor (46-219) Route 140 (North Street) at I-91 SB ramps  
East Windsor (46-220) Route 140 (North Street) at I-91 NB ramps  
Glastonbury (53-214) Route 17 at Main Street and Buttonball Lane  
Meriden (79-244) Route 71 (Old Colony Road) at Hall Avenue  
Rocky Hill (118-232) Route 160 (New Britain Ave) at Trinity & New Rd  
South Windsor (132-215) Route 30 (Ellington Road) at Chapel Road  
Vernon (146-204) Route 83 (Talcotville Rd) at Dart Hill Rd & Regan Rd  
Vernon (146-240) Route 83 (Talcotville Rd) at Brian Knoll Apartments  
Wethersfield (159-216) -- Route 314 (Jordan Lane) at Ridge Road  
Windsor (164-242) -- Route 187 (Blue Hills Avenue) at Day Hill Road  
Wolcott (166-219) SR 844 (Meriden Ave) at Byram Rd and Fairview Ave

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

***Sources Consulted:***

The NPGallery digital asset management database maintained by the National Park Service was consulted for the purpose of locating any historic properties listed on the National Register of Historic Places (NRHP) in the project vicinity. In some cases, a series of historic maps and aerial photographs obtained from the University of Connecticut Map and Geographical Information Center were examined to assess the potential for previously unidentified historic properties to be located within the project area of potential effect (APE).

Digital site records maintained by the Office of the State Archaeologist, as well as OEP's own internal cultural resource geodatabase, were consulted for the purpose of identifying any previously known archaeological sites within the APE. A predictive site model developed internally by OEP based upon U.S. Natural Resources Conservation Service soil classifications was also consulted to assess the potential of the project area to contain undocumented archaeological resources. Recent roadside and aerial photographs were consulted to assess the present state of ground disturbance within areas likely to be affected and proximity to structures that may potentially be NRHP-eligible.

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<sup>1</sup> *Programmatic Agreement among the Federal Highway Administration, the Connecticut Department of Transportation, the Connecticut State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Implementation of Minor Transportation Projects*, signed October 26, 2012 and revised May 4<sup>th</sup>, 2018. Accessible online at: [www.ct.gov/culturalresources](http://www.ct.gov/culturalresources)

***Resources Potentially Affected:***

The south side of *Intersection 7-245 in Berlin* falls upon Manchester Gravelly Sandy Loams at even grades predicted to be high in archaeological potential. The southwestern aspect, however, was previously surveyed for archaeological impacts in 2010 as part of a housing development project with no resources located, and the southeastern corner has been previously affected by subsurface storm drainage. OEP therefore sees potential for archaeological impacts at this location as low.

Soils on the west side of *Intersection 46-210 in East Windsor* are classified as Walpole Sandy Loams predicted to be high in archaeological potential. Visual review using recent roadside and aerial photography, however, reveals extensive sub-surface disturbance in these areas from suburban parking lots, storm drainage, and the existing signal equipment. OEP therefore does not see the predicted archaeological potential as borne out under closer examination.

*Intersection 53-213 in Glastonbury* lies just to the north of the South Glastonbury NRHP Historic District. No architecture presently stands about the intersection that is likely to be considered contributing to the District or otherwise NRHP-eligible, however, and the shoulders of the roadway have been heavily affected by subsurface electrical, storm drainage, and the existing traffic signal equipment. OEP therefore sees no substantive effect to historic properties at this location.

*Intersection 132-215 in South Windsor* falls in part upon Windsor Loamy Sand soils predicted to be high in archaeological potential at its southeastern aspect. Visual review, however, indicates that this aspect of the intersection has been previously affected by sidewalks, storm drainage, and the existing traffic signal equipment. OEP therefore sees the potential for impacts to intact archaeological resources as low.

The 1855 Woodford Map of Hartford County depicts several rural residential structures attributed to a ‘Willis’ or ‘Wells’ around *Intersection 159-216 in Wethersfield* during the mid-19<sup>th</sup> Century. Visual review reveals one Colonial-style saltbox on the southwest corner of the intersection still standing today, but Town property records indicate that this structure dates to 1938. OEP sees no particular significance to this structure that might render it NRHP-eligible and therefore finds no historic properties affected at this location.

*Intersection 164-242 in Windsor* falls at its north and westernmost extent upon Merrimac Sandy Loam at slight grades predicted to be high in archaeological potential. Visual review using recent roadside and aerial photography, however, reveals extensive sub-surface disturbance in these areas from storm drainage, roadway illumination, and other electrical infrastructure. OEP therefore does not see the archaeological potential as borne out under close review.

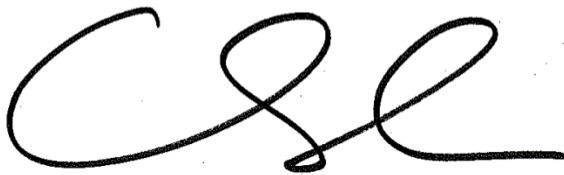
Intersection 166-219 in Wolcott falls in part upon Canton and Charlton soils predicted to be high in archaeological potential, and partially upon Sutton-Urban Land Complex of unknown potential. Visual review, however, reveals that the margins of the intersection have been heavily affected by suburban development, including sub-surface utilities, sidewalks, ornamental landscaping and the existing signal infrastructure. OEP sees the potential for impacts to intact archaeological resources as low.

No cultural resource involvement was found at any of the other intersections.

***Determination of Effect:***

Consultation was carried out with Federally-recognized Native American Tribal authorities with ancestral ties to the State of Connecticut for this undertaking in December of 2022. None of the solicited Tribes responded to the invitation to consult within the allotted time frame.

Given the lack of cultural resources found to exist within or in immediate proximity to any of the target APEs, OEP hereby determines that there will be *no historic properties affected* in association with the present undertaking. With this determination, FHWA, through OEP, has concluded its responsibility to consider the potential effects of the described project on cultural resources under Section 106 of the NHPA via the provisions of the Programmatic Agreement referenced above.

A handwritten signature in black ink, appearing to read 'C. Speal', with a horizontal line underneath it.

C. Scott Speal  
National Register Specialist  
Office of Environmental Planning  
Connecticut Department of Transportation