

Determination of Effect on Historic Properties

Author:	Heather Carpini-Prescott		Date:	September 5, 2025
Project:	State No.:	0169-0131		
	F.A.P. No.:	6169(001)		
	Project Title:	Replacement of Bridge No. 04814 (Kenyonville Road over Still River)		
	Town:	Winchester		
Finding of Effect:		No Adverse Effect to Historic Properties with Conditions		

Project Description:

The Connecticut Department of Transportation (CTDOT), with funding support from the Federal Highway Administration (FHWA), proposes the replacement of State Bridge Number 04814. The bridge carries bi-directional traffic on Kenyonville Road over the Still River, approximately 0.1-mile south of US Route 171, in the municipality of Woodstock. The bridge, which was constructed in 1947, is a single span structure that is approximately 22 feet in total length; Kenyonville Road is 22 feet wide, curb to curb, at the bridge. The superstructure of Bridge No. 04814 is comprised of a concrete slab, which is supported by concrete abutments with spread footings.

The proposed work consists of the removal and full replacement of the bridge. The scope of the project involves removal of the existing bridge superstructure and substructure, including the abutments, and the installation of twin precast concrete box culverts. Work associated with the project will include:

- The removal of the existing bridge superstructure and concrete abutments.
- Construction of flared wingwalls at all four corners of the bridge.
- Installation of new twin precast concrete box culverts to carry an approximately 24-foot-10-inch-wide roadway, to accommodate two 12-foot-wide minimum travel lanes.

- The proposed superstructure will be twin precast concrete box culverts, each with a 16-foot clear span and a 10-foot rise. The overall deck width will be 28 feet 4 inches.
- Construction of cutoff walls and return walls at both the inlet and outlet, for scour protection.
- Installation of a bituminous concrete overly of varying thickness (minimum of three inches) on the top slab of the culverts.
- Installation of an aesthetically pleasing, open bridge rail system that meets current safety standards.
- New guiderails will be installed at all four approach corners, to meet current design standards.
- The roadway will be reconstructed within the 425-foot project footprint.

The project will include ground disturbance outside of the existing bridge footprint and may include either temporary and permanent right-of-way (ROW) acquisitions.

The Area of Potential Effects (APE) for this project is the footprint of the project, including 425 feet along the road and approximately 75 feet to both the northwest and southeast of the bridge and existing road, to accommodate bridge widening and road reconstruction.

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 projects¹, the Office of Environmental Planning (OEP) intends to make a determination of effect on historic properties for the described undertaking.

Resources Potentially Affected:

Aboveground Resources

According to OEP's most recent historic structures inventory research, State Bridge Number 04814 was constructed in 1947. During Task 1 of the Historic Bridge Inventory, completed in 2020, Bridge No. 04814 was identified as a common type of concrete bridge that was constructed after 1945 and

¹ *Programmatic Agreement among the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, the Connecticut Department of Transportation, the Connecticut State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Transportation Programs in Connecticut (signed May 5, 2025). Accessible online at: <https://portal.ct.gov/dot/bureaus/policy-and-planning/environmental-planning/cultural-resources>*

is therefore exempt from NRHP eligibility under the Advisory Council on Historic Preservation's (ACHP) Program Comment.²

Both the National Park Service's digital asset record system and ConnCRIS, the online cultural resource geodatabase maintained by the Connecticut State Historic Preservation Office (CTSHPO), were consulted for the purpose of locating any properties listed on the State or National Register of Historic Places (NRHP) in the project vicinity. There are no previously recorded aboveground resources within the APE for the project. The closest previously recorded structure is a barn at 45 French Road, in Eastford, which is located approximately 2.2 miles to the northwest.

There are two previously unrecorded aboveground resources greater than 50 years of age located to the northeast of the Project APE, along Kenyonville Road. The Golden House (current ownership), which is located at 206 Route 198, at the northeast corner of the intersection of Kenyonville Road and Pond Road, is identified in town tax records as being constructed in 1900. The house is a two-and-one-half-story, cross-gabled, Stick-style residence that was likely built between 1870 and 1880 and which corresponds to the A. Kenyon (Albert Kenyon) house shown on an 1883 map. The house appears to retain sufficient integrity to be eligible for the NRHP and has a historic association with the Kenyon family, operators of the mill along the Still River. The Schmidt House (current ownership) is located at 48 Pond Road, east of Pond Road and north of Kenyonville Road; it is identified by town tax records as being constructed in 1900. It appears to have been constructed over multiple building periods and a portion of the house potentially predates 1900, as it corresponds to the 1856 location of Joseph Kenyon's residence.

A series of historic maps and aerial photographs obtained from the University of Connecticut Map and Geographical Information Center (MAGIC) were examined to assess the potential for previously unidentified historic properties to be located within the project's area of potential effects (APE). The Griswold/Speiss Map of reconstructed Native settlements in Connecticut circa 1625 (1930) shows the project area within the territory of the Nipmucks, with a settlement concentration to the northeast, at the intersection of the Connecticut Path and an unnamed east-west path. The Warren Map of Connecticut (1811) also does not show settlement concentrations within the vicinity of the project area, although there is a sawmill shown along the Still River, northwest of the project area. On the Woodford Map of Windham County (1856) there are buildings depicted along both sides of Kenyonville Road near the project area, including the Kenyon's Factory along the river and the Joseph Kenyon House along Pond Road, at the location of the Schmidt House. The map of Woodstock from the 1869 Atlas of Windham and Tolland Counties shows several buildings

² Advisory Council on Historic Preservation (ACHP), *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges*, 77 Fed. Reg. 68790 (November 16, 2012). Accessible online at: <https://www.govinfo.gov/content/pkg/FR-2012-11-16/pdf/2012-27866.pdf>

clustered around the Still River near the bridge, including a woolen mill and the residence of J. Kenyon, as well as unlabeled buildings (Figure 1). The 1883 Lester Map of Woodstock has labels for the woolen mill along the river and the A. Kenyon House, at the current location of the Golden House at northeast corner of Kenyonville and Pond Roads; an unidentified structure is along Pond Road to the west of Kenyonville Road at the location of the Schmidt House (Figure 2). On a Fairchild Series aerial photograph from 1934, the ruins of the mill are clearly visible to west of the bridge, as are the millrace, mill dam, and millpond; by 1951, the millrace footprint had begun to become less pronounced, but was remained visible through 1970 (Figure 3-Figure 5).

A nearby historical marker for the Kenyonville community suggests that the mill enterprise was extensive and may have associated components still intact:

The ruins of the Kenyon Bros Mill, renamed Kenyon and Son after the war, lie at the foot of the hill on Kenyonville Road beside the Still River. The scope of the enterprise is evidenced by several cellar-holes, extensive stonework, sluiceways, and the remains of a dam that collapsed in the 1980s.³

Basic research into the Kenyon Brothers Mill indicates that the mill was originally known as the Valley Woolen Mill and was owned by Chauncey Kibbe but was purchased by Joseph Kenyon in 1843. The mill continued operation under Joseph Kenyon, and later his son Albert Kenyon, until 1888, the year after Albert Kenyon's death. In 1893, the mill and an adjacent residence were destroyed by fire.

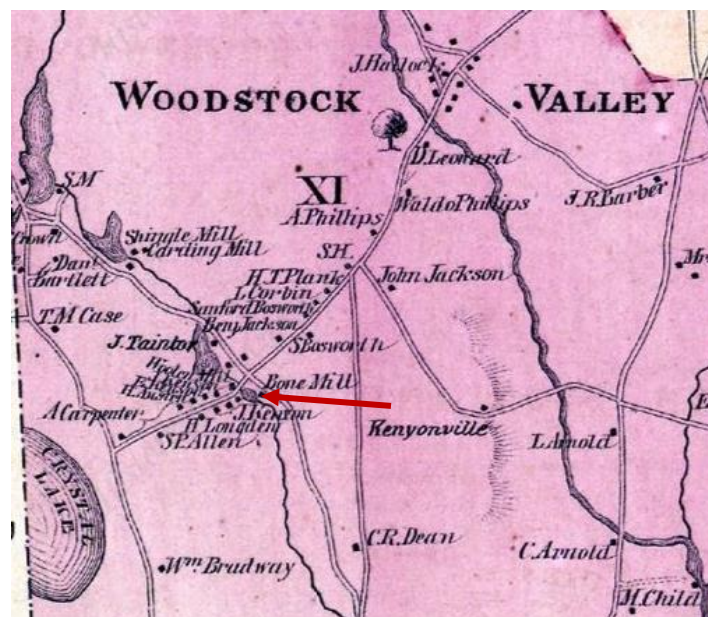


Figure 1: Map of Woodstock from Atlas of Windham and Tolland Counties (Gray and Keeney 1869), showing the vicinity of the project area.

³ Kenyonville, Connecticut Historic Marker, text available at: <https://www.hmdb.org/m.asp?m=266087>

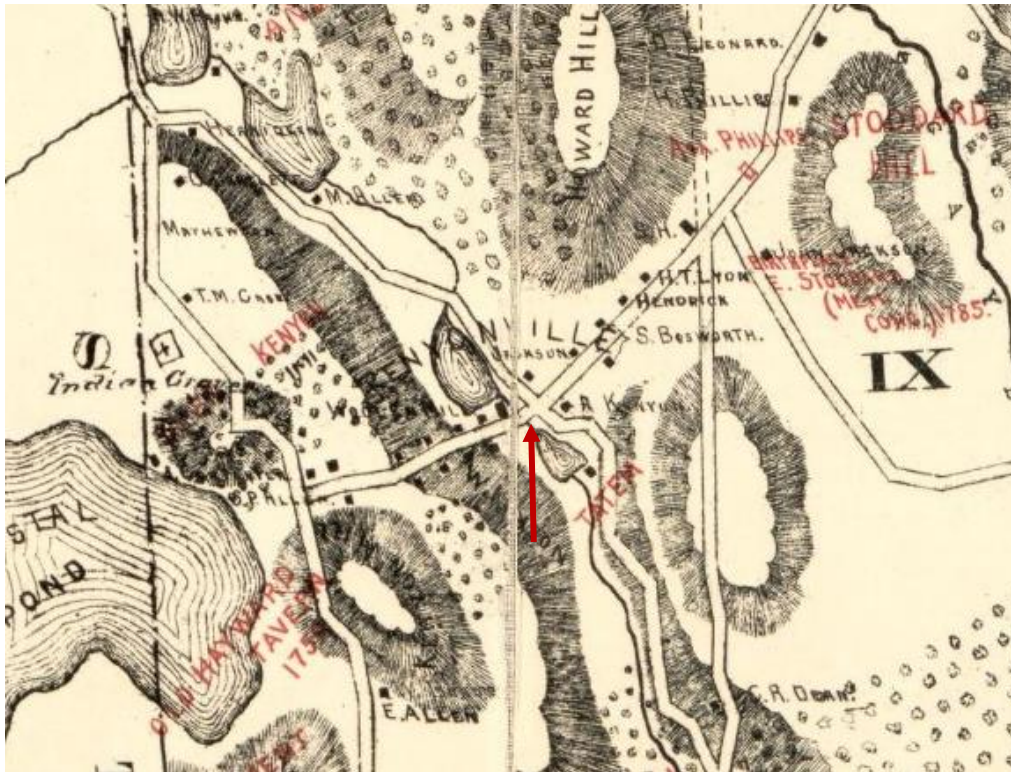


Figure 2: Map of Woodstock (Lester 1883), showing the vicinity of the project area.



Figure 3: Fairchild Series aerial photograph from 1934, showing the vicinity of the project area.



Figure 4: Aerial photograph from 1951, showing the vicinity of the project area.



Figure 5: Aerial photograph from 1970, showing the vicinity of the project area.

Archaeological Resources

Digital site records in ConnCRIS, as well as OEP's own internally maintained geodatabase, were also consulted for the purpose of identifying any previously known archaeological resources in the project area. There are no previously identified archaeological sites within the Project APE. The Hay Site (169-034), which was recorded in 1981, is identified as being approximately 550 feet west of the western edge of the APE. This site is an isolated find that consists of a Middle Woodland projectile point; however, the site was not systematically tested and was not evaluated for NRHP eligibility. There have been no previous archaeological surveys within the Project APE; the closest recorded archaeological survey is approximately five mile south in Eastford.

The predictive site model developed internally by the Office of Environmental Planning (OEP), based upon U.S. Natural Resources Conservation Service soil classifications, was consulted to assess the potential of the project area to contain as yet undocumented archaeological resources. The soil survey identifies the soils within the southwestern portion of the APE as Rippowam fine sandy loam, which is alluvial or floodplain soil having between 0 and 3 percent slope; this soil type is classified as having high potential for containing undocumented archaeological sites. In the northeastern portion of the project APE, the soils are Charlton-Chatfield Complex soils, having between 3 and 15 percent slope, which is classified as having a variable potential for containing undocumented archaeological sites.



Figure 6: 2023 Aerial LIDAR image, showing approximate project area.

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 July of this year. None of the solicited Tribes expressed any concerns with the undertaking within the allotted time frame.

There are two previously unrecorded aboveground resources adjacent to the project area. The Golden House, located at the northeast corner Kenyonville Road and Pond Road, a circa 1870s residence. The Schmidt House, located east of Pond Road to the north of Kenyonville Road, is a residence that was constructed during multiple building periods, including one that may date to the mid-nineteenth century. Both houses may have historic associations with the Kenyon family, which operated the mill on the Still River. Neither has been evaluated for NRHP eligibility, but both to retain sufficient integrity to be eligible for the NRHP. *Acquisition of ROW from either of these two parcels would require Section 4(f) documentation.*

There are no previously recorded archaeological sites within the Project APE. However, the characteristics of the soils within the project APE indicate that the area has the potential to contain previously undocumented archaeological sites. Additionally, there are visible ruins and landscape features from the Kenyon Brothers Mill complex, including the mill dam and mill race, walls of the mill building, potential pits and additional building ruins, and the channelization of the Still River east of the dam; these represent a historic-era archaeological site that has not been recorded or evaluated for NRHP eligibility.

The current plans for construction call for limited ground disturbance, surrounding the footprint of the bridge. The proposed footprint of the disturbance does not include mill ruins or other elements, except for the removal and reconstruction of a portion of the stone retaining wall along the Still River.

So long as the following *conditions* are met, OEP intends to issue a preliminary finding of *no adverse effect* to historic properties. If these conditions cannot be met, additional historic architecture and/or archaeological studies may be requested by OEP.

- That ground disturbance avoids the location of visible mill ruins and landscape features associated with the mill (Figure 7).
- That construction access for the replacement of the bridge avoids the location of the visible mill ruins and landscape features associated with the mill (Figure 7).
- That a portion of the retaining wall along the Still River (Figure 7) may be removed and reconstructed, but other impacts to the retaining wall be avoided.



Figure 7: Aerial photograph showing locations of mill features to be avoided (red) and area of stone retaining wall to be removed and reconstructed (green).

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.

Heather L. Carpini-Prescott

Heather Carpini-Prescott
Transportation Planner 2, Architectural Historian
Office of Environmental Planning
Connecticut Department of Transportation

Recent Aerial Imagery (with Soil Sensitivity Overlay)



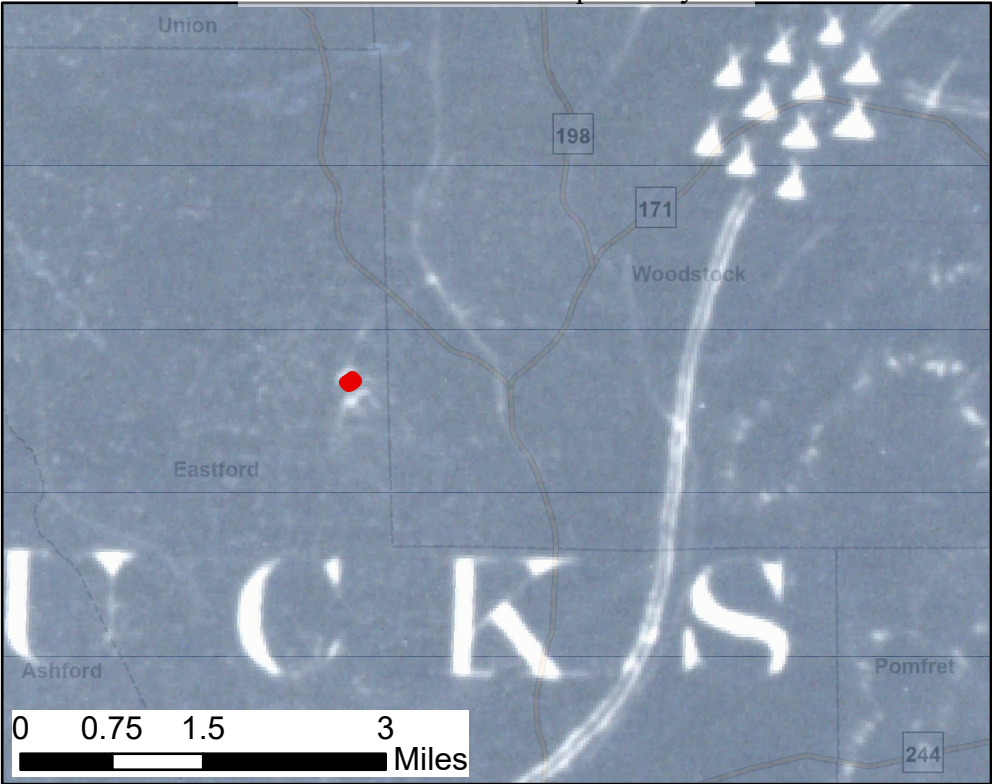
Detail of 1856 Woodford Map of Windham County



Detail of USGS Topographic Map (with Historic Resources Overlay)



Griswold/Spiess Map of Reconstructed Native Settlement c1625 with 1811 Warren Map overlay



Legend

- | | | |
|--------------|-------------------------|---|
| Project Area | Soil Sensitivity | Aboveground Resources |
| Bridge | High | Unrecorded Aboveground Resources > 50 years |
| | Low | Archaeological Sites |
| | Variable | <i>Period</i> |
| | Unknown | Pre-Contact |

**CT Department of Transportation
Office of Environmental Planning
Environmental Review
Historical and Archaeological Resources**

July 2, 2025



State Project No: 0169-0131
Replacement of Bridge No. 04814
Kenyonville Road over Still River
Woodstock, CT





Connecticut Division

September 4, 2025

450 Main Street
Suite 612
Hartford, CT 06103
860-659-6703
860-659-6724
Connecticut.FHWA@dot.gov

In Reply Refer To:
HDA-CT

Dear CTDOT Cultural Resources Unit:

The Federal Highway Administration (FHWA) has conducted and concluded tribal consultation for transportation undertakings, as requested by your office. On July 10, 2025, FHWA electronically delivered information about applicable undertakings to those Federally recognized Indian tribes which have an identified area of interest including the project area.

Response was received, as indicated below, from the Stockbridge-Munsee Community. Please see attached copies of this communication and note any requested further action from the THPO.

The following undertakings have undergone tribal consultation:

State Project Number	Description	Summary Comments Received from Tribe(s)
0054-0087	Roundabout Improvements at Route 4 and Route 63 (Goshen, Litchfield County). [FAP #1054(003)].	Anticipate Exempt under PA. SMC THPO – email no concerns 7/21/2025. No additional responses received. No further consultation anticipated for this project as proposed.
0118-0191	Sidewalk and Intersection Improvements Route 99 at I-91, Exit 24 (Rocky Hill, Hartford County). [FAP #TBD].	Anticipate Exempt under PA. No responses received. No further consultation anticipated for this project as proposed.
0142-0156	Replacement of Bridge #06975 (Tolland, Tolland County). [FAP #6142(003)].	Anticipate Exempt under PA. No responses received. No further consultation anticipated for this project as proposed.
0142-0158	Replacement of Bridge #06977 (Tolland, Tolland County). [FAP #6142(003)].	Anticipate Exempt under PA. No responses received. No further consultation anticipated for this project as proposed.
0146-0205	Rehabilitation of Bridge #04275 (Vernon, Tolland County) [FAP #6146(023)]	Anticipate No Historic Properties Affected. No responses received. No further consultation anticipated for this project as proposed.
0161-0147	Replacement of Bridge #04986 (Wilton, Fairfield County). [FAP #6161(012)].	NAE anticipated. SMC THPO – email requesting Phase I on 7/21/2025. No additional responses received. CTDOT actively planning for Phase I & additional consultation will occur when complete.
0169-0131	Replacement of Bridge #04814 (Woodstock, Windham County). [FAP #6169(001)].	NAE anticipated. No responses received. No further consultation anticipated for this project as proposed.

With this letter, the 30-day Tribal consultation period is concluded for the submitted documents related to undertakings identified herein. FHWA has continuing consultation responsibilities to respond to comments and requests for information received from the Tribes, as well as providing opportunities for Tribal review and comment on reports and documents relating to projects for which they are identified as consulting or concurring parties.

We look forward to working with your office to resolve any comments provided by Tribes. FHWA appreciates your continued cooperation in tracking Tribal consultation outcomes and your assistance in ensuring that commitments made to Tribes are met. If you have any questions, please contact me telephone at 860-494-7577 or by email at emilie.holland@dot.gov.

Sincerely,

M EMILIE HOLLAND

Digitally signed by M EMILIE
HOLLAND

Date: 2025.09.04 16:14:19 -04'00'

M. Emilie Holland
Environmental Protection Specialist
FHWA Connecticut Division

Enclosures

From: [Holland, Emilie \(FHWA\)](#)
To: [Ranslow, Mandy M.](#)
Cc: [Carpini-Prescott, Heather L.](#); [Karmazinas, Lucas](#)
Subject: FW: July 2025 - FHWA CT Monthly Consultation – All Western Counties
Date: Monday, July 21, 2025 4:40:00 PM

Good Afternoon Mandy,

Please see the following communication received from the Stockbridge-Munsee Community THPO.

The THPO has concurred in the determination of effect for 0054-0087.

The THPO is recommending a Phase I archaeological survey for 0161-0147, based on the proximity of known resources in the vicinity and the extent of the proposed work associated with a full bridge replacement at this location.

If you wish to discuss the THPO's comments, I am available to meet tomorrow or Wednesday this week.

-Emilie

M. Emilie Holland | emilie.holland@dot.gov | 860-494-7577
Transportation Specialist | Federal Highway Administration
[Connecticut Division](#) | 450 Main Street - Suite 612, Hartford, CT 06103

From: thpo <thpo@mohican-nsn.gov>
Sent: Monday, July 21, 2025 12:19 PM
To: Holland, Emilie (FHWA) <emilie.holland@dot.gov>
Cc: klucas <klucas@delawarenation-nsn.gov>; Martina Thomas <mthomas@delawaretribe.org>
Subject: RE: July 2025 - FHWA CT Monthly Consultation – All Western Counties

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Emily,

Thank you for the notice regarding 2 proposed projects: 1) SPN 0054-0087 Roundabout Improvements at Route 4 and Route 63 (Goshen, Litchfield County, CT) and 2) SPN 0161-0147

Replacement of Bridge #04986 (Wilton, Fairfield County, CT).

1. The Stockbridge-Munsee Tribal Historic Preservation Office concurs with the finding of “*No Adverse Effect*” for the first project, the Roundabout Improvements at Route 4 and Route 63, Town of Goshen, Litchfield County, CT and has no issue with the project moving forward with the following standard stipulations:
 - If previously undocumented archaeological resources are encountered, please contact me promptly and follow the Inadvertent Discovery Policy on the Stockbridge-Munsee Community website: <https://www.mohican.com/mt-content/uploads/2022/09/smc-inadvertent-discovery-policy.pdf>.
 - Please give due attention to the incidental or routine movement of heavy machinery both inside and outside the stated area of potential effects (APE) that may cause unintended or inadvertent impacts to cultural resources.
 - Should the proposed work be altered to expand beyond the current scope of work and/or APE, we ask to be notified.
2. However, regarding the second project, Replacement of Bridge #04986, Town of Wilton, Fairfield County, CT, the Stockbridge-Munsee Tribal Historic Preservation Office has concerns and recommends a Phase 1 archaeological survey. Without more information on the degree of prior disturbance and the fact that “characteristics of the soils in the western portion of the APE indicate that the area has the potential to contain previously undocumented archaeological sites,” it seems prudent to investigate the possibility of extant cultural resources in this APE prior to construction.

Regards,

Jeff

Jeffrey C Bendremer Ph.D., RPA

Tribal Historic Preservation Officer

Stockbridge-Munsee Community

Tribal Historic Preservation Extension Office

86 Spring St.

Williamstown, MA 01267

413-884-6029 (o)

715-881-2254 (c)



www.mohican.com

From: Emilie Holland <emilie.holland@dot.gov>

Sent: Thursday, July 10, 2025 5:40 PM

To: klucas <klucas@delawarenation-nsn.gov>; Martina Thomas <mthomas@delawaretribe.org>; thpo <thpo@mohican-nsn.gov>

Cc: charles.speal@ct.gov; heather.carpini-prescott@ct.gov; jmaurer@delawaretribe.org; kimberly.kasper@ct.gov; lucas.karmazinas@ct.gov; mandy.ranslow@ct.gov

Subject: July 2025 - FHWA CT Monthly Consultation – All Western Counties

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emilie.holland@dot.gov sent you a secure message

[Access message](#)

Dear Tribal representatives,

Please see consultation documents attached. There are 2 projects included in this submission, as follows:

SPN 0054-0087 Roundabout Improvements at Route 4 and Route 63 (Goshen, Litchfield County). CTDOT, with funding support from FHWA, proposes improvements to the existing roundabout at the intersection of Routes 4 and 63 [FAP #1054(003)].

SPN 0161-0147 Replacement of Bridge #04986 (Wilton, Fairfield County). CTDOT, with funding support from FHWA, proposes the full replacement of State Bridge #04986, which carries Sugar Hollow Road over the Norwalk River [FAP #6161(012)].

Your non-response after 30 days will be considered to indicate no concerns with

the projects as proposed. Where no adverse effect is anticipated, this will conclude our project level consultation.

If you wish to discuss these projects in more detail, please contact me to schedule a call or a meeting.

Thank You,

-Emilie

M. Emilie Holland | emilie.holland@dot.gov | 860-494-7577
Transportation Specialist | Federal Highway Administration
Connecticut Division | 450 Main Street - Suite 612, Hartford, CT 06103



Attachments expire on Aug 09, 2025



3 PDFs

July 2025 Tribal Consultation - Monthly Letter to Initiate western.pdf, Goshen 0054-0087 Tribal Consult Package July 2025.pdf, Wilton 0161-0147 Tribal Consult Package July 2025.pdf

This message requires that you sign in to access the message and any file attachments.



From: [Carpini-Prescott, Heather L.](#)
To: [Holland, Emilie \(FHWA\)](#)
Cc: [Ranslow, Mandy M.](#)
Subject: Wilton 0161-0147 - Replacement of Bridge No. 04986
Date: Wednesday, September 3, 2025 11:03:12 AM
Attachments: [image001.png](#)

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Good morning Emilie,

Lucas just shared your question/comment about the Phase I requested by SMC on July 21. We are working on getting the Phase I scoped and tasked through our design consultant. Let me know if you need additional information from CTDOT to share with SMC or if SMC would like to schedule something to talk about the Phase I.

Thanks,

Heather

Heather Carpini-Prescott

Transportation Planner 2 – Architectural Historian

Connecticut Department of Transportation

Office of Environmental Planning

Cultural Resources Unit

Phone: 860-594-2437

heather.carpini-prescott@ct.gov

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