



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



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**New Haven-Hartford-Springfield High Speed Intercity Passenger
Rail Program
Annual Programmatic Agreement Report
State Project 170-2296
December 9, 2015**

The Connecticut Department of Transportation (Department) is implementing a program of rail infrastructure and service improvements along the existing 62 mile New Haven-Hartford-Springfield (NHHS) Rail Corridor between New Haven, Connecticut and Springfield, Massachusetts. The Federal Railroad Administration (FRA) is providing partial funding for the project through the High-Speed Intercity Passenger Rail Program and is the lead agency for compliance with the National Environmental Policy Act, Section 4(f) of the Department of Transportation Act of 1966, and Section 106 of the National Historic Preservation Act of 1968 (Section 106).

The FRA, following consultation among the Department, the Federal Transit Administration, the Connecticut State Historic Preservation Office, the Massachusetts State Historic Preservation Office, the National Railroad Passenger Corporation (Amtrak), and interested Native American Tribes, has executed a Programmatic Agreement (PA) for compliance with Section 106 for the five identified phases of the entire NHHS project.

In accordance with Stipulation XVII.C. of the PA, the Department has compiled the below Annual Programmatic Agreement Report and has made it available for public inspection. If you have any questions or need additional information please contact Mr. Stephen V. Delpapa, Transportation Supervising Planner (860) 594-2941.

A handwritten signature in blue ink, reading "Mark W. Alexander".

Mark W. Alexander
Transportation Assistant Planning Director
Bureau of Policy and Planning

Annual Programmatic Agreement Report

New Haven-Hartford-Springfield High-Speed Intercity Passenger Rail Project

November 30, 2015

In accordance with the “Programmatic Agreement Among the Federal Railroad Administration, the Federal Transit Administration, the Connecticut State Historic Preservation Office, the Massachusetts State Historic Preservation Office, and the Connecticut Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the New Haven-Hartford-Springfield High-Speed Intercity Passenger Rail Project” (August 2012) Stipulation XVII.C., the Connecticut Department of Transportation (CTDOT) has prepared this Annual Programmatic Agreement Report. The purpose of this report is to summarize the actions taken under the Programmatic Agreement (PA) and to document its effectiveness.

Summary of Actions from October 2014 to September 2015

- CTDOT and Amtrak planned for the donation of historic rail items to the Danbury Railway Museum (50 feet of English Rail, circa 1870), Connecticut Eastern Rail Road Museum (3 signal masts, circa 1900 and 1 set of rail chair, circa 1900), and Vernon Parks and Recreation (1 flangeway sign, circa 1900 and 1 signal mast, circa 1900). These items will be delivered winter 2015-2016.
- A letter dated February 5, 2015 from CTDOT to the Federal Railroad Administration (FRA) recommended an adverse effect finding for 29 of 35 structures that will be impacted by the project (Table 1). It was further recommended that no archaeological resources will be impacted and no above-ground structures will be impacted as a result of the double track installation, grade-crossing work, and replacement of the signal system. Technical reports, a draft Treatment Plan, and a draft Memorandum of Agreement (MOA) were included with the letter. FRA concurred with this recommendation on February 12, 2015.
- FRA notified the Advisory Council on Historic Preservation of the adverse effect finding in a letter dated February 13, 2015. They chose not to participate in the MOA.
- Letters dated February 13, 2015 notifying stakeholders of FRA’s effect finding were sent to the Federal Transit Administration, Amtrak, Mashantucket Pequot Tribal Historic Preservation Officer (THPO), Mohegan THPO, Narragansett THPO, Wampanoag Tribe of Aquinnah THPO, and Stockbridge-Munsee THPO. Technical reports, a draft Treatment Plan, and a draft MOA were included with the letters. The Mohegan THPO concurred on March 9, 2015. The Stockbridge-Munsee THPO responded in a letter dated March 11, 2015 that they have no significant concerns with the project.

- On February 17, 2015 the draft MOA, draft Treatment Plan, and Technical Report on Historic Architectural Properties were made available for public inspection of the project website.
- A letter dated February 18, 2015 from CTDOT to FRA recommended an additional adverse effect on one structure as new design information became available. FRA concurred with this recommendation the same day.
- Letters dated February 19, 2015 from CTDOT notified stakeholders of FRA's effect finding on the additional structure were sent to the Federal Transit Administration, Amtrak, Mashantucket Pequot THPO, Mohegan THPO, Narragansett THPO, Wampanoag Tribe of Aquinnah THPO, and Stockbridge-Munsee THPO. The Mohegan THPO concurred on February 24, 2015.
- A letter dated March 25, 2015 from CTDOT to the Connecticut State Historic Preservation Office (SHPO) notified SHPO of the adverse effect to 30 of 36 structures within the project. Technical reports, a draft Treatment Plan, and a draft MOA were included with the letter. SHPO concurred without comment on April 14, 2015.
- On April 10, 2015 CTDOT verified the fencing locations to protect the two significant archaeological sites identified at the wetland mitigation site in Windsor, CT.
- The MOA was signed by FRA on April 23, 2015, by SHPO on April 20, 2015, and by CTDOT on April 21, 2015.

Future Actions

- Delivery of historic rail items to designated museums.
- Possible work on new rail stations will be reviewed in accordance with the PA.
- Finalization of State-level documentation of impacted structures
- Design of historic exhibit panels

Effectiveness

To date the PA is working successfully. Correspondence is mailed to the PA Signatory and Concurring Parties and the Tribes for each phase of proposed work, and the letters include contact information should any questions arise. Letters to the Tribes include FRA contact information should the Tribes request direct government-to-government consultation. There have been no public objections or inadvertent effects or foreclosures on cultural resources.

Recommendations

None

**Table 1:
Historic Bridges and Culverts Adversely Affected by Project Actions**

Historic Resource	MP	Town	Description	Adverse Effect
Culvert	7.99	North Haven	Stone box culvert, ca. 1870	East-side extension; this change will introduce a modern element that will diminish the structure's integrity of design.
Culvert	12.91	Wallingford	Stone box culvert/rail-top, ca. 1915	Replacement.
Culvert	15.56	Wallingford	Stone box culvert, ca. 1870	Retaining wall: 6' of concrete wall (not including safety railing) will be exposed above the culvert and will extend along the track in both directions for several hundred feet. Current setting (a stone culvert set into a sloped stone rail embankment) will be altered to one in which the new concrete wall is a strong, if not dominant, visual element, resulting in a diminishment of the structure's integrity of setting.
Route 150 Bridge	15.66	Wallingford	Stone arch, ca. 1870	Retaining wall: on the east side of the bridge, the retaining wall will begin 3' from the north end of the arched opening and 12' from the south end and extend several hundred feet along the track in each direction. Current setting (a stone arch set into a sloped stone rail embankment) will be altered to one in which the new concrete wall is a strong, if not dominant, visual element, resulting in a diminishment of the structure's integrity of setting.
Culvert	16.19	Wallingford	Brick arch, ca. 1900	Replacement.
Gypsy Lane Bridge	16.78	Meriden	I-beam, 1909	East beams to be replaced to widen the bridge; existing east wing walls will be replaced. These changes will diminish the structure's integrity of design and materials.
Culvert	16.84	Meriden	Brick arch, ca. 1900	Replacement.
Culvert	17.00	Meriden	Brick arch, ca. 1900	Replacement.
Belcher Brook Bridge	22.53	Berlin	Stone arch, ca. 1870	East-side extension with pre-cast structure; this change will introduce a modern element that will diminish the structure's integrity of design.
Belcher Brook Bridge	22.75	Berlin	Stone and brick arch, ca.1900	East-side extension with pre-cast structure; this change will introduce a modern element that will diminish the structure's integrity of design.
Culvert	23.47	Berlin	Stone box culvert, ca. 1870	Replacement.

Historic Resource	MP	Town	Description	Adverse Effect
Crooked Brook Bridge	23.76	Berlin	Stone arch, ca. 1870	Retaining wall: to begin at a point 10' above existing bridge and extend upward another 6' (not including safety railing); wall will run several hundred feet along the track in each direction. Current setting (a stone arch set into a sloped stone rail embankment) will be altered to one in which the new concrete wall is a strong, if not dominant, visual element, resulting in a diminishment of the structure's integrity of setting.
Culvert	23.80	Berlin	Stone box culvert, ca. 1870	Retaining wall: 7' of concrete wall (not including safety railing) will be exposed above the culvert and will extend along the track in both directions for several hundred feet. Current setting (a stone culvert set into a sloped stone rail embankment) will be altered to one in which the new concrete wall is a strong, if not dominant, visual element, resulting in a diminishment of the structure's integrity of setting.
Culvert	24.53	Berlin	Stone box culvert, ca. 1870	Retaining wall: 5' of concrete wall (not including safety railing) will be exposed above the culvert and will extend along the track in both directions for several hundred feet. Current setting (a stone culvert set into a sloped stone rail embankment) will be altered to one in which the new concrete wall is a strong, if not dominant, visual element, resulting in a diminishment of the structure's integrity of setting.
Hatchery Brook Bridge	24.85	Berlin	Stone arch, ca. 1870	Retaining wall: to begin at a point 6' above existing bridge and extend upward another 6' (not including safety railing); wall will run several hundred feet along the track in each direction. Current setting (a stone arch set into a sloped stone rail embankment) will be altered to one in which the new concrete wall is a strong, if not dominant, visual element, resulting in a diminishment of the structure's integrity of setting.
Mattabesset River Railroad Bridge	25.52	Berlin	Stone arch, 8 spans, 1870	Existing concrete ballast retainer (ca.1910) to be replaced, original brownstone capstones to be removed. These changes will diminish the structure's integrity of design and materials.
Willow Brook Bridge	26.39	Berlin	Stone arch, 4 spans, ca. 1870	Concrete spandrel extensions, original brownstone capstones to be removed. These changes will diminish the structure's integrity of design and materials.

Historic Resource	MP	Town	Description	Adverse Effect
Culvert	27.66	New Britain	Stone arch, ca. 1870	Retaining wall: the wall will stop immediately adjacent to the existing culvert, with about 5' of concrete wall exposed on either side, extending up and down the track for several hundred feet. Current setting (a stone culvert set into a sloped stone rail embankment) will be altered to one in which the new concrete wall is a strong, if not dominant, visual element, resulting in a diminishment of the structure's integrity of setting.
Webster Brook Bridge	27.83	New Britain	Stone arch, 1872	East side to be extended with concrete pipe; this change will introduce a modern element that will diminish the structure's integrity of design.
Culvert	28.35	New Britain	Stone box culvert, ca. 1870	Replacement.
Webster Brook Bridge	28.57	Newington	Rail-top, ca. 1915	Replacement.
Culvert	30.43	Newington	Concrete arch, ca. 1910	New head wall; this change will introduce a modern element that will diminish the structure's integrity of design.
Culvert	30.44	Newington	Iron pipe, ca. 1870	East-side extension; this change will introduce a modern element that will diminish the structure's integrity of design and materials. Concrete retaining walls will immediately abut the culvert, with 3-6' of exposure. Current setting (a stone culvert set into a sloped stone rail embankment) will be altered to one in which the new concrete wall is a strong, if not dominant, visual element, resulting in a diminishment of the structure's integrity of setting.
Newington River Bridge	30.99	Newington	Deck plate girder, 1904; concrete-encased I-beams.	Replacement of the east-side 1904 girder structure, the only remaining relatively unaltered part. This change will diminish the structure's integrity of design and materials.
Main Street Tunnel	37.03	Hartford	Brick-arch double tunnel, 1871	Retaining wall for a signal building will be built up against the southwest curved wing wall of the tunnel, thereby obscuring the original brownstone from view. This will diminish the structure's integrity of design and setting.
Windsor Street Bridge	37.35	Hartford	Concrete-encased beams, 1937	Extensive repair and replacement of concrete, including parapets that will be similar to, but not identical to, the original. The cumulative effect of the rehabilitation actions will diminish the structure's integrity of materials.
Bridge 40.90	40.90	Windsor	Stone arch, 1874	Replacement.
Culvert	41.77	Windsor	Brick arch culvert, ca.1900	Replacement.
Creamery Brook	42.64	Windsor	Stone box/brick arch culvert,	HDPE liner to be inserted into the barrel of the existing culvert,

Historic Resource	MP	Town	Description	Adverse Effect
Culvert			ca.1870	obscuring the brickwork and stone slabs that are now visible; the east (stone) end wall will be replaced in concrete. These changes will diminish the structure's integrity of design and materials.
Batchelder Road Bridge	42.65	Windsor	Deck plate girder, 1914.	Replacement.