

ADMINISTRATIVE ACTION

FOR

The Proposed Extension of DeKoven Drive  
Middletown, Connecticut

DRAFT  
NEGATIVE DECLARATION  
SECTION 4(f) STATEMENT  
AND  
DESIGN STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
AND  
CONNECTICUT DEPARTMENT OF TRANSPORTATION

Submitted pursuant to 42 U.S.C. 4332(2)c,  
& 49 U.S.C. 1653(f) & 16 U.S.C. 470(f) & 23 U.S.C. 128(a)

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DRAFT OUTLINE

NEGATIVE DECLARATION  
AND  
DESIGN STATEMENT

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## I INTRODUCTION

### A. NEED OF THE PROPOSED FACILITY

The traffic congestion on Main Street in Middletown has been a recognized problem for many years and has been subject to several studies. The problems arise from the conflict between the through commuter or holiday traffic and the local business traffic. The DeKoven Drive Extension Project is a positive step toward alleviating a portion of the congestion problems presently experienced on Main Street by providing an alternate north-south route for commuter and off peak central business district transit.

### B. DECLARATION

The proposed project has been determined to have no known significant effect upon the quality of the human environment.

### C. ALTERNATIVES

Two alternatives to the proposed project are: (1), The Reverse Curve Alternate, and (2), the no-build concept.

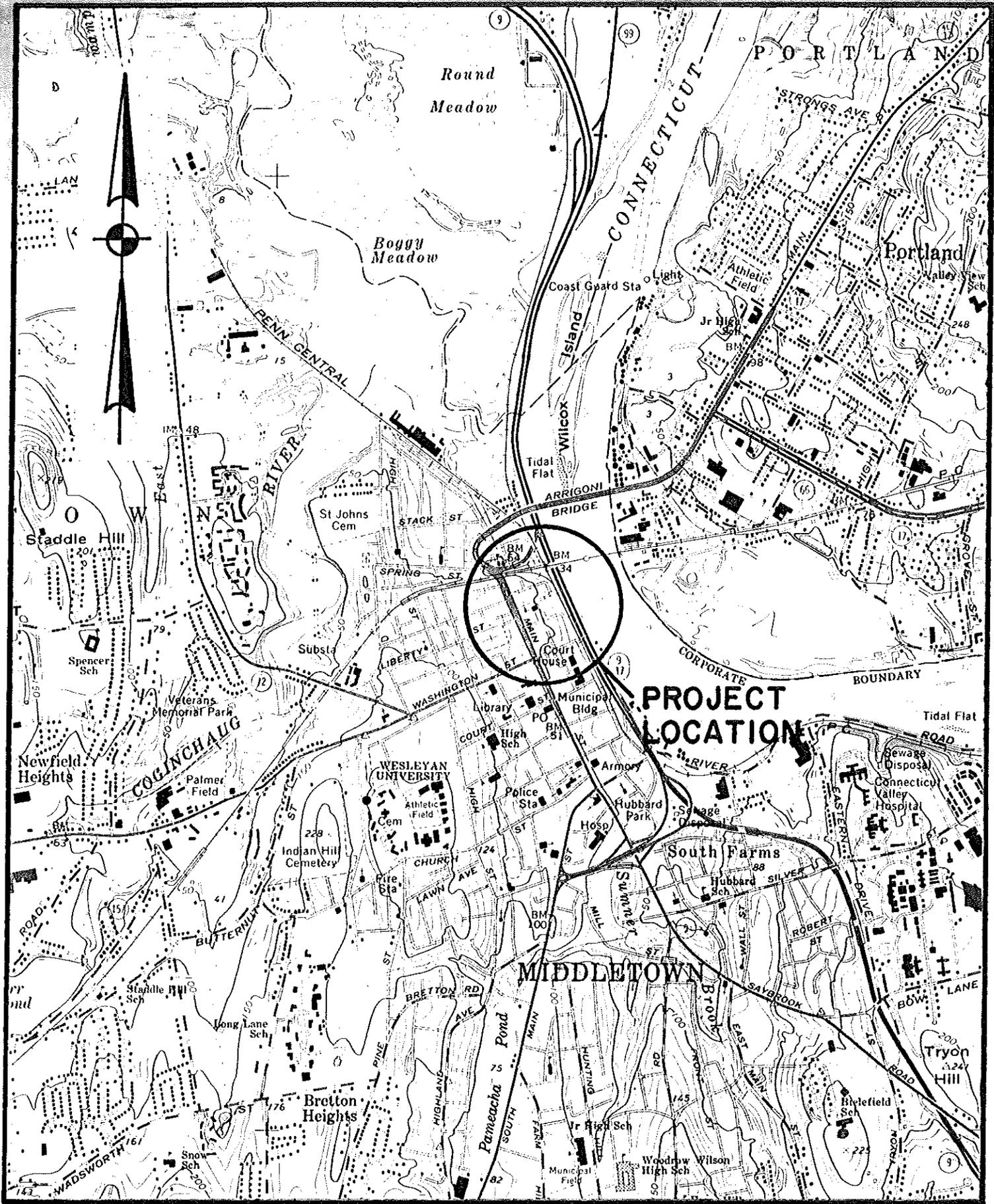
## II LOCATION AND DESCRIPTION OF PROJECT AREA

The DeKoven Drive Extension proposal is located in the northeast corner of the central business district. The proposed extension begins at the intersection of the existing DeKoven Drive and Washington Street and extends northerly for approximately 1,200 feet to the intersection of Rapallo Avenue and Gilshenan Place. Existing Rapallo Avenue forms the connection between this proposal and Main Street to the west. (See Figure 2)

The neighborhood is predominately residential with a mixture of small business and light commercial. The structures range from one to four stories above grade and the majority of the residential dwellings are multi-family. The entire project area lies within the Central Business District, is zoned Central Business and is designated as built-up land.

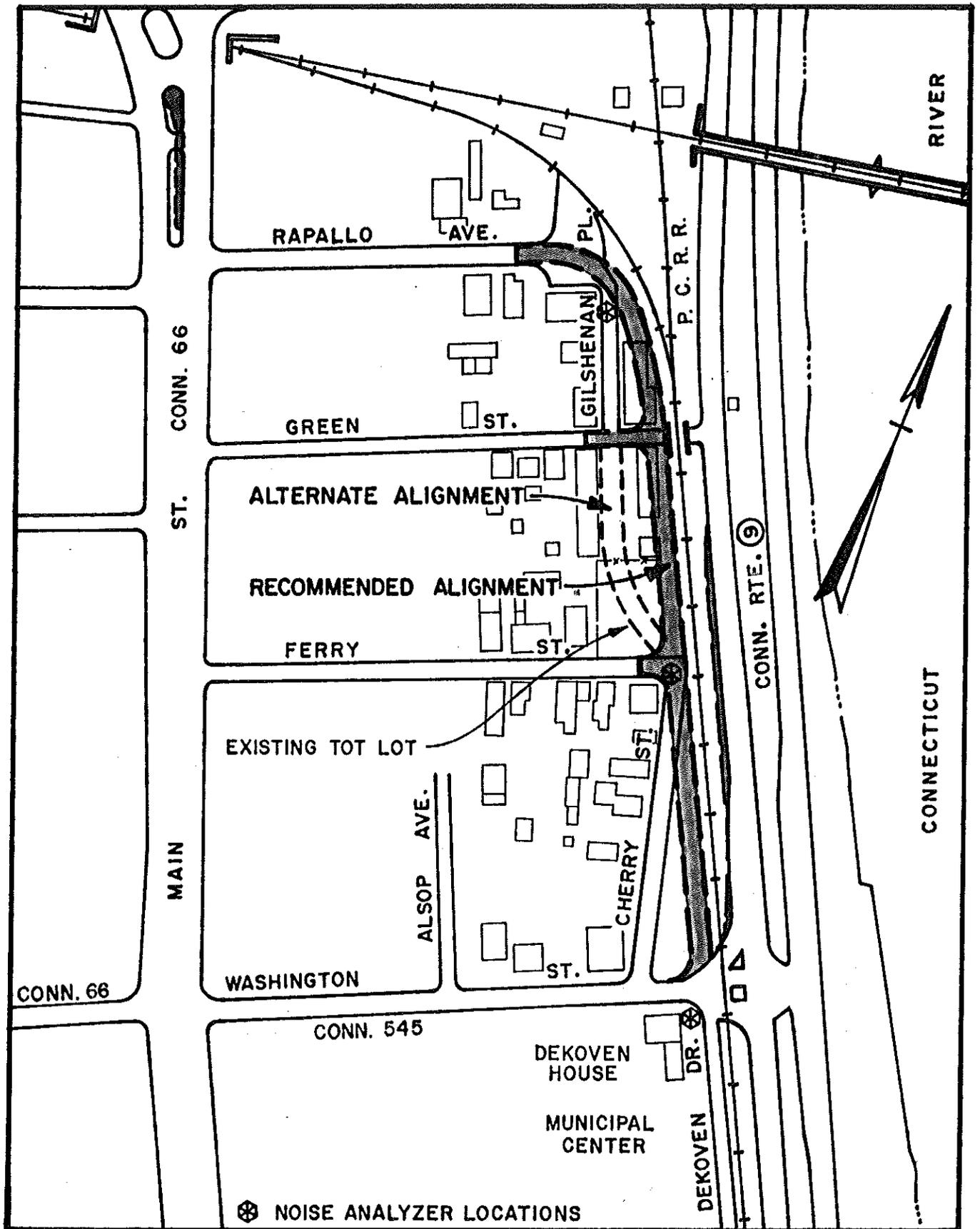
## III PURPOSE

The DeKoven Drive extension will serve as a continuation of the downtown loop system as proposed by the Middletown Planning Commission and as shown in the Plan of Development Interim Report - 1964 and the Community Renewal Program Final Report - 1964. The southeast section of the loop was updated in 1976 by the widening or reconstruction of DeKoven Drive from Washington Street south to Union Street. Upon implementation of this project, the eastern portion of the loop would then be complete from northern Main Street at Rapallo Avenue to southern Main Street at Union Street for a distance of 0.85 miles.



LOCATION PLAN  
SCALE: 1" = 200'

DEKOVEN DRIVE EXTENSION  
MIDDLETOWN, CONNECTICUT



SITE PLAN  
 SCALE: 1" = 200'

DEKOVEN DRIVE EXTENSION  
 MIDDLETOWN, CONNECTICUT

FIGURE 2

#### A. AREA-WIDE

The area-wide purpose of the downtown loop is twofold. One, it will alleviate the through traffic on Main Street by accomodating a significant portion of traffic originating from, or destined to, the Urban Renewal Area and the Municipal Center. The Urban Renewal Area lies in the southeast corner of the downtown loop adjacent to the existing DeKoven Drive. The Municipal Center also lies on the existing DeKoven Drive south of Washington Street. Two, the loop will serve the local business traffic and associated shoppers by improving the circulation pattern around the Central Business District thereby allowing a moderate increase in ease of access to parking and business/commercial activity.

This concept of improving Main Street was previously addressed in a study entitled Main Street Design, 1975 by the Raymond, Parish & Pine, which states "Through traffic on Main Street will be discouraged, although permitted, and encouraged to use parallel street instead. By proper use of signal timing, signs, and traffic regulations, Main Street will be oriented primarily to that traffic which has a particular purpose or destination there."

#### B. LOCAL

The remaining local neighborhood within the project area will benefit by improved access to homes, schools and playgrounds. Presently, the circulation within the adjacent area is restricted by one-way streets, disconnected blocks and limited parking. The proposed extension will connect neighboring blocks to improve the local traffic flow. Improved access to the local playground at the intersection of Cherry and Ferry Streets will be gained by both pedestrians and motorists.

### IV. DESIGN AND DESCRIPTION OF PROJECT

The project roadway generally follows the existing terrain and parallels the Penn Central Railroad's "Valley Line" track centerline for some 1,000 feet of the project's approximate 1,200 foot length. The roadway alignment will necessitate rights-of-way acquisition of four existing buildings. The project will also require the removal of existing Cherry Street and Gilshenan Place. The abandoned portions of the street right-of-ways will be utilized by new open space, new residential access to the proposed DeKoven Drive, and relocated parking areas where possible. In addition to the construction of DeKoven Drive, a left turn storage lane will be incorporated in the existing Main Street median at the Rapallo Avenue intersection, and the Route 9, southbound deceleration lane at Washington Street will be lengthened to facilitate improved storage capabilities.

## A. HORIZONTAL AND VERTICAL GEOMETRY

The roadway begins at Washington Street and proceeds northwesterly with a tangent of approximately 1,000 feet to the point of Curvature (P.C.) of a compound horizontal curve which terminates at Rapallo Avenue. The vertical differential between existing and proposed grades ranges between 0 to 10 feet over the length of the recommended alignment. The most significant grade revision will be in the vicinity of the Green Street intersection. Minor reconstruction of Green and Ferry Streets will be necessary to meet the proposed geometry of DeKoven Drive.

## B. DESIGN CRITERIA

DESIGN YEAR: 1990

DESIGN CLASSIFICATION: Urban Street

DESIGN TRAFFIC VOLUME: 1250 ADT (1990)

DESIGN SPEED: 30 MPH (15 MPH where physical constraints limit design)

DESIGN VEHICLE: B40

TYPICAL LANE ARRANGEMENT: 2-12' travel lanes 2-2' gutters

TYPICAL PAVEMENT STRUCTURE COMPOSITION:

3" two course bituminous concrete surface

4" Premixed bituminous concrete base

12" Select granular material subbase

CURBING: Concrete (Barrier Type) 6" Reveal

SIDEWALKS: Sidewalks will be five (5) feet wide and are proposed along the entire west side of the extension. No sidewalks will be provided on the east berm in order to avoid a possible safety hazard of pedestrians walking adjacent to the existing railroad tracks. Handicapped pedestrian sidewalk ramps will be provided at all intersections.

CURVATURE: Radius (Min.) = 125'

Degree of Curve (Max.) - 45°-50'-12"

MAXIMUM VERTICAL GRADE: 5%

SUPERELEVATION: None

PARKING: No on-street parking will be provided due to physical restrictions.

## C. SUBSURFACE INVESTIGATIONS

Seven (7) power auger borings, were taken by the Connecticut Department of Transportation along the future alignment of DeKoven Drive. Native soils consist of red-brown glacial till, a sand, silt, gravel and cobble deposit with minor clay components. Apparent fill, consisting dominantly of dark brown silty sand with little gravel and miscellaneous materials (pieces of glass, coal, ashes, shells and brick) was encountered in borings between Washington and Ferry Streets with an average thickness of about 2.7 feet, and water content of 21%. Other borings reported granular and fine-grained strata above the glacial till. No groundwater was recorded during the field investigation. It may be assumed no bedrock will be encountered within roadway excavation or storm drainage installation. As a result of data established in the field, the following recommendations will be incorporated into the Final Design of the project:

1. Provide standard subbase depths in cuts and fills except between Sta. 1+30 and Sta. 4+30 ± where extra depth subbase should be provided due to the nature of the existing fill material.

2. Provide standard bedding for storm drainage installation.
3. Assume 5% shrinkage of earth from cuts to fills.

#### D. TRAFFIC EVALUATION

Directional and Average Daily Traffic Volumes were developed to evaluate an appropriate signalization design as well as potential auto air and noise pollutant levels.

Traffic data established within the project vicinity under previous TOPICS or circulation studies was compiled, updated and augmented with manual field counts to establish present conditions. Projection of existing traffic entailed the evaluation of potential vehicle generators and restrictions within the downtown area including an assessment of a probable long range occupancy schedule by size and type of new business development within the recently completed Urban Renewal Area to the south. The resultant volumes confirm that a two-way connecting roadway between the existing DeKoven Drive at Washington Street and Rapallo Avenue at Main Street is warranted from a circulation improvement standpoint. The following design volumes were established for DeKoven Drive Extension.

1977	<u>Northbound</u>	<u>Southbound</u>
AM Peak	35 Veh/hr.	65 Veh/hr.
PM Peak	103 Veh/hr.	15 Veh/hr.
1990		
AM Peak	53 Veh/hr.	130 Veh/hr.
ADT (Two-Way)	1250	

#### E. TRAFFIC CONTROL

The following improvements were considered to be necessary if the generated traffic distribution proceeds as anticipated:

##### Main Street at Washington Street

Southbound Main Street vehicles will be prohibited from making a left turning movement onto Washington Street. These vehicles would then be encouraged to use DeKoven Drive Extension via a left turn on Main Street at Rapallo Avenue.

##### Main Street and Rapallo Avenue

With a projected 1990 turning movement of 112 VPH from southbound Main to Rapallo, a left turn storage lane of 100' in length and an advance green indication is warranted. The existing signal at this location can accommodate the advance green without major alteration and existing island configuration on Main Street readily lends itself to the storage lane implementation.

### Washington Street, Route 9 and DeKoven Drive

A new 8-phase controller and appurtenances are required at this intersection to facilitate the proposed through and turning movements in a safe and efficient manner. Washington Street and the Route 9 southbound ramp to Washington Street will require new vehicle detectors and pedestal mounted signal heads. Access to Route 9 from both DeKoven Drive northbound and southbound has been studied and it is recommended that, due to safety and available curb radii, these movements be prohibited. Downtown traffic bound for Route 9 will therefore be encouraged to use the Route 9 interchanges north and south of the Washington Street intersection thereby relieving queue lengths in the area. This also has the potential to relieve Main Street traffic during peak periods. Route 66 traffic from or to western Middletown and Meriden will continue to use the Washington Street (Route 545) access to Route 9 as experienced presently. In addition, traffic from Route 9 to the Central Business District will not be permitted to turn right onto DeKoven Drive extension. The ultimate disposition of this intersection is subject to change pending the results of two recent studies. One study has determined that the Washington Street - Route 9 intersection is a vital link in the proposed Middletown Racetrack access. If the racetrack is approved, the substantially high traffic volumes anticipated may directly affect the design of this intersection. A significant effect to the area may result based on the findings of a conceptual planning study by the State of Connecticut involving the feasibility of eliminating the Route 9 signals and replacing them with a grade separated interchange elsewhere. The 1990 Design Year was established with these pending renovations in mind.

#### F. ACCIDENT DATA

The intersections at Washington Street - Main Street and Washington Street - DeKoven Drive exhibit the highest record of traffic accidents in the City due principally to high turning movement volumes and the unique mid-intersection stop bar location respectively. The proposed design incorporating limited turning movements, updated signalization, pavement markings, and signing will diminish the present problems. No pedestrian preemption is planned at the Washington Street - DeKoven Drive intersection at this time due to observations of minimal pedestrian activity.

#### G. HYDRAULICS AND DRAINAGE

##### 1. Existing Systems and Recommendations

The existing drainage systems within the project limits consists of three outfall culverts which discharge into the Connecticut River; a 36" culvert at Washington Street, an 18" culvert at Ferry Street and a 24" culvert at Green Street. All three culverts direct flow in an easterly direction, under Route 9 and terminate in the west bank of the Connecticut River.

The 36" culvert in Washington Street was recently installed by the Connecticut Department of Transportation (State Project No. 82-166) and was designed to accommodate storm runoff generated in the watershed areas contributing to a portion of the DeKoven Drive Extension project drainage system. Therefore, this portion of the proposed drainage system will discharge into the 36" culvert with no adverse effects.

It has been determined by hydraulic analysis that the 18" culvert in Ferry Street and the 24" culvert in Green Street are of inadequate size to pass the stormwater runoff and peak sanitary flows produced within their respective watersheds from a 10 year storm. Under normal circumstances, it would be recommended that additional culvert capacity be provided at these locations. However, these culverts are presently a part of the City of Middletown's combined sewer system which is being studied in detail by other consultants as a part of a citywide Facilities Planning Study. It is possible that upon separation of the existing sanitary and storm sewer systems or the redirection of certain upstream portions of the watershed areas, additional culvert capacity may not be required at these locations.

Since the Facilities Planning Study is to address the future City's needs for sanitary and storm sewers and will include this area, it is recommended that in the best interests of the City and State, that no new outfall culverts be proposed at this time as part of the DeKoven Drive Extension Project, and that the local drainage systems proposed for this project be allowed to outlet into the existing culverts.

The local roadway drainage system as proposed for these sections of the project will provide adequate interception of both gutter and overland flows. However, until the outfalls are upgraded at a future date, temporary ponding may occur occasionally during intense storms, particularly at the Green Street intersection. No flooding has been experienced in this area in the past and therefore no hazardous conditions are expected. Since no new outfalls are proposed under this project, a Department of the Army, Corps of Engineers, Section 404 - Section 10 Permit and a D.E.P. Water Quality Permit and respective reviews will not be required.

## 2. Design Criteria

### a. Discharge

The design discharge was developed employing the Rational Method as prescribed by the Drainage Manual of the Connecticut Department of Transportation, Bureau of Highways.

A storm return frequency of ten (10) years was utilized for design as recently adopted by the Connecticut Department of Transportation.

### b. Hydraulics

All culverts will be reinforced concrete,  $n = 0.015$ ; exceptions (if any) are to be A.C.C.M.P.  $n = 0.024$ . Design will be in accordance with Hydraulic Engineering Circular Number 5, published by the U.S. Department of Commerce, Bureau of Public Roads.

## H. MULTIPLE USE

Bicycle paths were considered, as suggested by Midstate Regional Planning Agency, but were found to be impractical due to the width restrictions imposed by the railroad tracks on the east and the existing residences on the west and due to the unavailability of a bikeway continuation on Rapallo Avenue or Washington Street. As mentioned in Geometric Design Guide for Resurfacing, Restoration and Rehabilitation of Highways and Streets, AASHTO, 1977, due to the existence of such restrictions, cyclists will then have to use a portion of the travelway. Particular attention to enforcement of speed control is encouraged, therefore.

## V. ENVIRONMENTAL IMPACTS

### A. Regional and Community Growth

The plans do not conflict with either existing or proposed land use within the project area. The extension coincides with the circulation system proposed by the Middletown Planning Commission and is in keeping with the orderly growth of the community.

### B. Community Cohesion

The neighborhood is presently divided by Ferry and Green Streets with no direct access between the two other than Main Street. The proposed extension will connect the neighborhoods thereby creating an atmosphere for greater cohesion and stability. The project will, by circumscribing the neighborhood, improve traffic flow and safety to both pedestrians and vehicles and will serve as a desirable buffer between the railroad and Route 9 traffic to the east.

Three residential structures and one commercial structure will be removed and, the overall effect is expected to increase surrounding property values due to the improved access.

### C. Conservation and Preservation

1. Soil Conservation - Soil erosion and sedimentation will be avoided through the implementation through Construction Specifications of standard soil conservation and slope stabilization methods during and after the construction phase of the project. A sedimentation control plan will be formulated for incorporation during the construction phase of this project, utilizing techniques outlined in the Erosion and Sediment Control Handbook for the State of Connecticut, U.S. Department of Agriculture, SCS, 1976.

2. Tree Preservation - One tree at the northwest corner of Cherry and Ferry Streets will be removed. All precautions will be taken during design to avoid danger to the remaining trees in the area near slope limits and during construction to avoid injury by equipment.

3. Land Use - Although the area is classified as the Central Business District, the major use of the area is residential. No change in this residential use is expected by this project. All precautions will be taken during construction to protect the remaining private property in the area and to preserve the character of the neighborhood.

4. Natural Landmarks - There are no known landmarks within the project area.

5. Historic Preservation - None of the buildings effected by this project are listed in the National Historic Register. The State Historic Preservation Office and the Greater Middletown Preservation Trust have reviewed and approved this project citing that no adverse impacts appear to exist on any established historic resources or landmarks within the area. (See Appendix C)

The DeKoven House at the southwest corner of Washington Street and DeKoven Drive is the only structure in the project area that is eligible for the National Historic Register. The project limits terminate at the DeKoven House and the impacts related to the function and beauty of the structure are expected to be insignificant. The DeKoven House parking lot on Cherry Street will be removed by this project, however, the impact is expected to be temporary due to the possible relocation of the lot and due to the ample parking that exists at the rear of the DeKoven House and at the municipal parking lot immediately adjacent to the House. Through the request of the residence located at the southwest corner of Cherry and Ferry Streets contacts were established with the Department at the interior to determine the eligibility of this building for inclusion in the National Register. The structure was subsequently determined to be ineligible (See Appendix C).

6. Parks and Recreation - The Tot Lot on Ferry Street is directly effected by this project and an assessment of the impacts are discussed in the Section 4 (f) Statement prepared separately for this project.

#### D. Public Facilities and Services

St. Sebastians School is the only public facility within the project area. Access and safety to both student pedestrians and vehicles and buses will be improved by this project. Presently, the school buses drop the students off at Main Street due to the poor turning radius at the end of Green Street. With the completion of this extension, students will be able to disembark directly in front of the school.

The extension will also improve circulation for fire apparatus, police, and other emergency vehicles.

#### E. Displacement of People, Business and Farms

Three multi-family residential structures and one commercial warehouse lie within the roadway alignment. There is no farm or farm property within the project area. Relocation assistance to those parties affected by this project will be provided by the Rights-of-Way Section of the Connecticut Department of Transportation. A Conceptual Stage Relocation Survey was completed by that Section and is incorporated into Appendix A of this report.

#### F. WATER QUALITY

Because of its proximity to the Connecticut River, the proposed project will drain entirely to this waterway. The Connecticut River is presently a class SC stream within the project area according to the criteria of the State of Connecticut Water Quality Standards (1976). The anticipated classification on 11/30/79 is also class SC. Potential pollution to the Connecticut River resulting from the proposed DeKoven Drive project includes those pollutants normally found in urban storm water runoff as well as potential increased sediment loads during the construction phases of the project.

The potential impact on the receiving waters of the Connecticut River due to implementation of the proposed project is determined to be insignificant because of the following factors:

1. The proposed DeKoven Drive extension replaces existing roadways in the project corridor, i.e. portions of Cherry Street, Ferry Street, Green Street, Gilshenan Place and Rapallo Avenue. Although the new roadway will be somewhat wider, concrete curbing will be provided, and a roadway profile and cross-section consistent with good drainage characteristics will be established. This will result in a lessening of the sediment load which presently washes into the roadway from uncurbed areas and will reduce the buildup of sediments and pollutants in localized depressions in the roadway and gutter system. Thus, the wash off of pollutants into the storm drainage system should not substantially differ from existing conditions.
2. The volume of stormwater flow from the proposed project is insignificant compared to the volume of flow of the Connecticut River receiving waters.
3. Stormwater runoff from the proposed project area represents an insignificant fraction of the urban stormwater (including combined sewer overflows) entering the Connecticut River at Middletown.

Therefore, it is extremely unlikely that completion of the proposed project will result in any degradation of receiving water quality, either existing or proposed.

The official Inland Wetlands and Watercourses Map of the City of Middletown shows that the proposed project is not within a regulated area, thus, no permit will be required. (Also See Appendix C).

## G. AIR QUALITY

The proposed DeKoven Drive extension is located within the Connecticut portion of the Hartford/New Haven/Springfield Interstate Air Quality Control Region (AQCR). Motor vehicles contribute approximately 70% (by weight) of the air pollutants in the Hartford area, principally as carbon monoxide, hydrocarbons, oxides of nitrogen, and partial oxidation products. The quantity of pollutants emitted by automobiles within the proposed project area is a function of the number of vehicle miles travelled (VMT), the type and age mix of the vehicles, the average trip speed and the number of engine starts that occur after the vehicle has been allowed to cool to ambient temperatures (cold start). None of these factors will be significantly altered by the proposed project, although some minor increases in average trip speed may be realized. The proposed project has been designed in order to reduce congestion on Main Street and to improve traffic flow in the Middletown Central Business District. These traffic flow improvements will reduce the number of unnecessary stops, will reduce queue lengths and times, and will increase the average trip speed, thus resulting in a slight reduction in air pollutant emissions with a corresponding positive impact on air quality within the project area.

## H. NOISE

The proposed project area is predominately residential interspersed with small business and light commercial uses. The entire project lies within the Central Business District and is so zoned. Three locations have been identified as being potential sensitive receptors of noise resulting from the proposed project. They are:

1. The DeKoven House at the southwest corner of the DeKoven Drive, Washington Street intersection.
2. The multi-family residence at the southwest corner of the intersection of Cherry Street and Ferry Street.
3. The multi-family residence at the southwest corner of Gilshenan Place and Rapallo Avenue. These sites are shown on Figure 2.

In order to assess the potential impact of the proposed project on existing noise levels at these three "worst case" locations, existing noise levels were measured and compared to calculated noise levels for conditions with and without the proposed project. Existing noise measurements were made using a General Radio Model 1945 Community Noise Analyzer. Noise levels, measured in decibels on the A-weighted scale, which were exceeded 50 percent (L<sub>50</sub>) and 10 percent (L<sub>10</sub>) of the time were recorded. A classified traffic count was made along with the noise level measurements.

TABLE 1

SUMMARY OF MEASURED EXISTING AND  
CALCULATED FUTURE NOISE LEVELS (dBA)

<u>Site</u>	<u>Existing (Measured)</u>		<u>1979 (Calculated)</u>			
	<u>L<sub>10</sub></u>	<u>L<sub>50</sub></u>	<u>No Build</u>		<u>Build</u>	
	<u>L<sub>10</sub></u>	<u>L<sub>50</sub></u>	<u>L<sub>10</sub></u>	<u>L<sub>50</sub></u>	<u>L<sub>10</sub></u>	<u>L<sub>50</sub></u>
1. DeKoven Drive	71	67	71	67	71	67
2. Cherry & Ferry Streets	66	63	66	63	66	64
3. Gilshenan Place and Rapallo Avenue	60	56	60	56	63	58

TABLE 2

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS<sup>1</sup>

<u>Activity Category</u>	<u>Design Noise Levels L<sub>10</sub> - dBA</u>	<u>Description of Activity Category</u>
A	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	-	For requirements on undeveloped lands see paragraphs 11a and c, PPM 90-2.
E	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

<sup>1</sup> Source: Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3

Noise levels were calculated for future case (1979) conditions with and without the proposed project using the "complete method" described in the National Cooperative Highway Research Program Report No. 117 Highway Noise, A Design Guide for Highway Engineers, and the classified traffic count data.

Table 2 summarizes design noise levels as a function of land uses as established by the Federal Highway Administration (FHWA 7-7-3). Although the design level ( $L_{10}$ ) of the 70 dBA will be slightly exceeded for Site 1, the DeKoven House, this level is presently being exceeded due to heavy traffic volumes on Route 9 and Washington Street and will not be increased due to construction of the DeKoven Drive Extension. The proposed project will not result in significant increases in existing noise levels at sites 2 and 3, and will not exceed the FHWA design noise levels shown in Table 2. Therefore, no adverse impact is expected as a result of the proposed project.

Some increases in existing noise levels may occur during the construction phase of the proposed project. These potential noise level increases will be temporary in nature and will be limited to normal daytime work hours. Therefore, they should not be significant. In addition, the proposed project is within an area which presently has significant noise sources. (i.e., Route 9, Washington Street and Conrail freight service).

#### I. Aesthetics

Provision of landscaping where practical, combined with the gradual slopes and underground utilities will promote a pleasing appearance in this urbanized area.

### VI. ALTERNATIVES

There are two alternatives beyond that recommended herein: the Reverse Curve Alternate and the no-build concept.

#### A. Reverse Curve Alternate

This scheme would utilize the existing Gilshenan Place by extending the street southward across Green Street toward Ferry Street until it approached the Tot Lot. It would then swing across the playground in a southeasterly direction to a point where it would meet the presently proposed DeKoven Drive Extension. The advantage to this alternative is that there would be no required displacement of people or businesses. The disadvantages are as follows:

1. Insufficient roadway width.

2. Need for retaining walls
3. Large and unsafe heights between sidewalks and roadway
4. Potentially poor aesthetics
5. Alignment severs Tot Lot
6. Poor sight line due to sharp curve at the corner of Rapallo Avenue and DeKoven Drive Extension
7. Reduced capacity due to reverse curve

B. No-Build Concept

Due to the close proximity of the railroad tracks and Connecticut Route 9 to the east, and the populated urban area to the west, the only remaining alternative to the DeKoven Drive Extension, which does not require substantial rights-of-way, is the No Build Alternative. The disadvantage of such an alternative is that it does not respond to the long range plans of the community, nor will it alleviate the hazardous conditions and traffic congestion. In addition, present inadequate access to the Tot Lot will have to be rectified through other municipal programs.

VII SECTION 4(f) STATEMENT

A. SUMMARY

1. Description - The children's playground on Ferry Street is the 4)f) land affected by this project. The proposed DeKoven Drive will run parallel to the east side of the Tot Lot and, including sidewalk, will extend 20± feet into the lot. (See Plate 1)
2. Size - 9,500± Square Feet
3. Type - Recreation
4. Available recreation - playground activities
5. Facilities existing - slide, swings, monkey bars, seesaws, and spring animals, tricycle path and sandbox. The existing facilities are geared around child activities and no planned expansion of equipment is anticipated.
6. Usage - Estimating from the 0-19 age population in the north sector, approximately 100 reside in the project area of which 50 of these young people may utilize the playground.
7. There are no similarly used lands in the vicinity.
8. Access - Access by vehicle is from Ferry Street only and available parking is severely limited. Pedestrian access is through an opening in the fence on the southeast corner and on the northwest corner. Access to both vehicles and pedestrians will be improved by this project.
9. Ownership - City of Middletown
10. Title - There is a clause affecting the title of the parcel established by the United States Department of Housing and Urban Development (HUD), which requires the continuous use as open space.
11. Unusual characteristics of the Section 4(f) land - The Section 4(f) land is presently hindered by poor access and by the adjacent railroad tracks and Penn Central Transportation Company right-of-way along the entire easterly boundary. Both conditions will be improved with the proposed playground relocation.
12. Land to be used by project - 4,200± square feet of the playground will be utilized by the proposed roadway.
13. Facilities affected - A few of the playground facilities will be affected but the impact is negligible since the playground will be relocated with all facilities included. (See Plate 2)
14. The physical effects (noise, fumes, etc.) on the Section 4(f)land users is estimated to be unchanged.

## B. SECTION 4(f) REVIEW

The proposed project is an extension of DeKoven Drive from Washington Street northerly to Rappallo Avenue in Middletown, Connecticut. The project is a continuation of the downtown loop system proposed by the Middletown Planning Commission and is funded under the Federal Urban Systems Program. Present congestion on Main Street coupled with high accident experience at the intersections of Washington and Main Street and DeKoven Drive/Connecticut Route 9 warrant the through connection of DeKoven Drive as proposed and substantiated by a comprehensive traffic circulation study. The proposed action was recommended in the Middletown Plan of Development - Interim Report, 1964, and the Community Renewal Program - Final Report, 1964. The existing children's playground, or Tot Lot, is the Section 4(f) land directly affected by this project. The Tot Lot is located at the end of Ferry Street and is bounded on the east by the railroad right-of-way, on the north by private property, on the west by a publicly-owned vacant lot and on the south by Ferry Street. (See Tot Lot Location Plan, Plate 1) The proposed roadway encroaches onto the Tot Lot by approximately 20 feet from the east. No other alternative, other than the no-build concept, exists that would minimize the effects to both private property and the Tot Lot due to the restrictive nature of the railroad tracks to the east and the populated urban area to the west.

1. Provisions for Replacing Section 4(f) Land - Under the recommended proposal, the disrupted portion of the playground will be reinstated in the immediate vicinity of the existing Tot Lot and will front on DeKoven Drive Extension between Ferry and Green Streets. The Playground is in the process of being redesigned by the engineering staff of the City of Middletown to facilitate the proposed roadway. A conceptual design illustrating the City's intent is shown in Plate 2. Essentially, the Tot Lot will be expanded northerly to the center of the block with provision for parking at each end. The playground will be of equal size or larger and will contain, at minimum, the same facilities for the same users and will be of equal, or better quality.

2. Design Features to Enhance the Section 4(f) Land - Access to both pedestrians and vehicles will be improved by the Tot Lot relocation. Presently, vehicle access is gained by uni-directional flow from Ferry Street while pedestrian access is gained through openings in the chain link fence at the southwest and northwest corners (or through private property on the west). Vehicular access to the modified playground will be available from Green and Ferry Streets and, with sidewalks on three sides, pedestrian access will be improved substantially.

The design of the Tot Lot relocation will utilize fencing around the playground to separate the play area from traffic and will incorporate landscaping around and within its boundaries to enhance the playground and the abutting neighborhood.

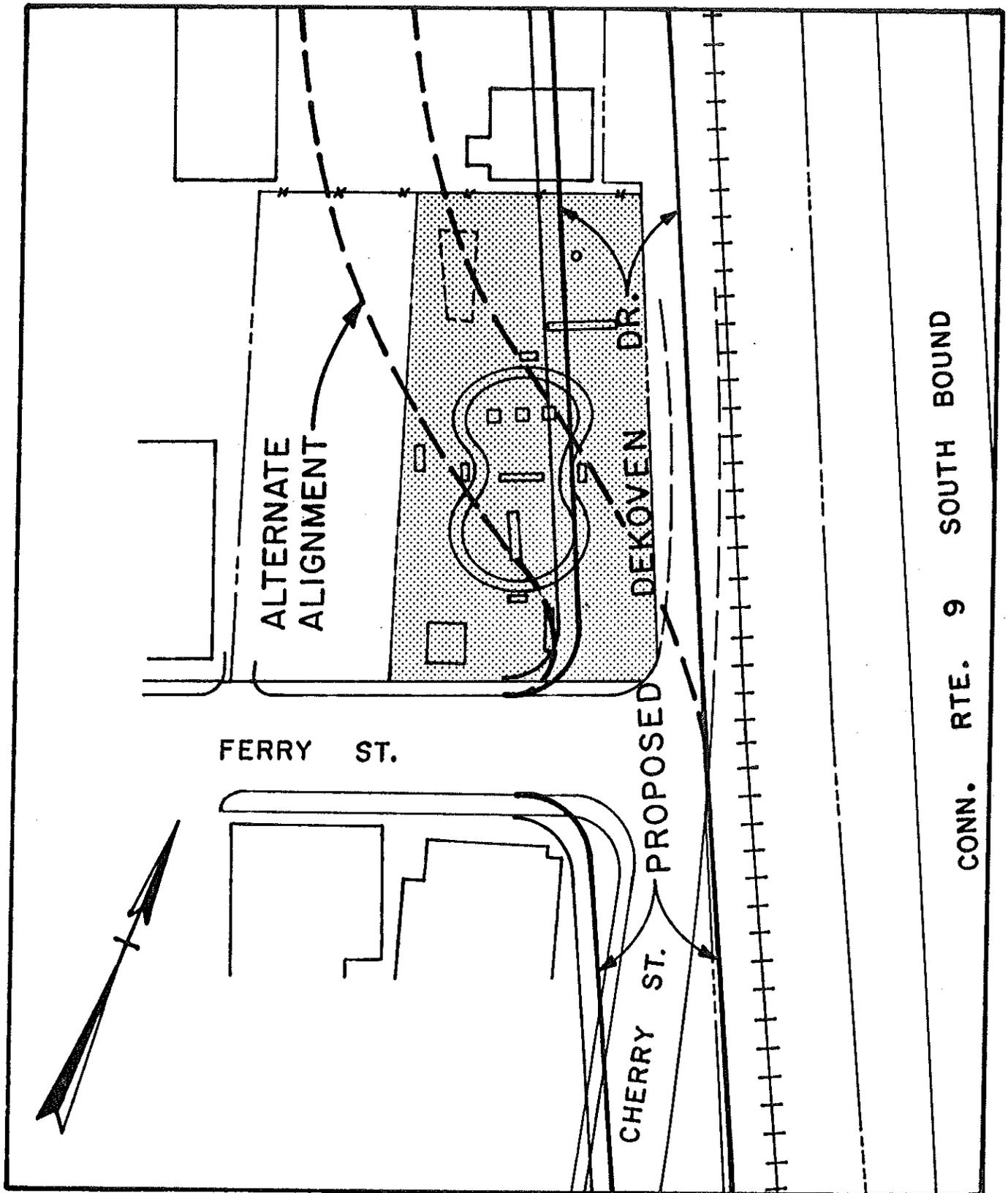
Aesthetically, the gained open space and improved design features will enhance the entire neighborhood by leaving a more pleasing and natural environment. The DeKoven Drive Extension will also instill a more open

appearance and its sidewalk will serve as a desirable buffer between the playground and the railroad.

3. Coordination of Construction - Provisions will be taken by the City of Middlwtown to assure the new facilities will be available for use before the existing playground is removed.

4. Coordination with Public and Federal Agencies - The City of Middletown is the responsible authority with jurisdiction over the Section 4(f) land and is therefore, the body responsible for the proposed relocation and design of the Tot Lot. The City will assume all costs for design, relocation and construction of the playground. The existing playground was originally funded through HUD as part of the McDonough Project, No. OSC-163(DL). HUD has participated in this project since the conceptual stage and has reviewed and approved the project and the Tot Lot relocation. (See letters from public agencies)

In the final analysis, the DeKoven Drive Extension Project will improve access, open space and parking, safety, and appearance of the Tot Lot when taken in a coordinated program for the playground's modification.

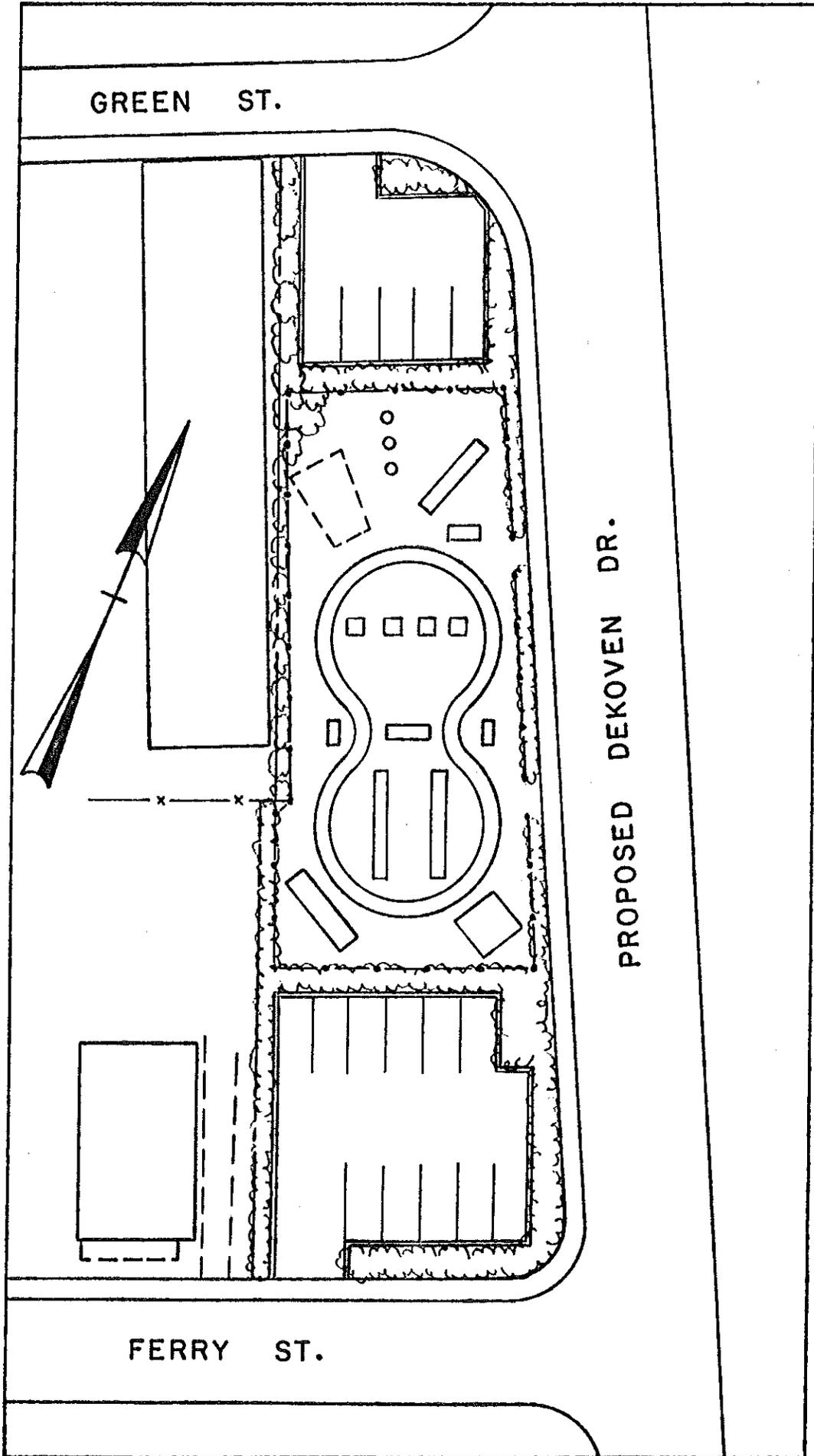


TOT LOT LOCATION PLAN

NOT TO SCALE

DEKOVEN DRIVE EXTENSION  
MIDDLETOWN, CONNECTICUT

PLATE I



PROPOSED TOT LOT RELOCATION PLAN  
 NOT TO SCALE  
 DEKOVEN DRIVE EXTENSION  
 MIDDLETOWN, CONNECTICUT



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
HARTFORD AREA OFFICE

XX  
One Financial Plaza, Hartford, Connecticut 06103

April 18, 1977

REGION I  
Room 800  
John F. Kennedy Federal Building  
Boston, Massachusetts 02203

IN REPLY REFER TO:

Mr. William M. Kuehn, Jr.  
Municipal Development Coordinator  
Municipal Building  
DeKoven Drive  
Middletown, Connecticut 06457

Dear Mr. Kuehn:

Subject: Redesign of Ferry Street Tot Lot  
Open Space Project No. OSC-163(DL)

Your letter of March 31, 1977 with attached drawing of "Proposed Tot Lot" sets forth the City's desire to relocate partially the Ferry Street Tot Lot in order to construct an extension to DeKoven Drive.

The City's proposal for relocation and redesign of the tot lot will, from all appearances, improve the facility to a considerable degree. It will not reduce the area of the facility but will increase the size of the tot lot and will enhance its design and useability. The City will assume full financial responsibility for all costs related to the redesign.

Accordingly, you are advised that HUD has no objections to the relocation and redesign. However, the boundary description in the Grant Contract must be amended to reflect the new area of the redesigned tot lot.

Therefore, please submit a revised boundary description so that an appropriate Amendatory Contract may be prepared and offered to the City for execution.

Sincerely,

Lawrence L. Thompson  
Area Director



## City of Middletown

TELEPHONE 347-4871

DEKOVEN DRIVE, MIDDLETOWN, CONNECTICUT 06457

MUNICIPAL DEVELOPMENT COMMITTEE

RECEIVED

APR 1 1977

KEYES ASSOCIATES  
WETHERSFIELD OFFICE

March 31, 1977

Mr. Lawrence L. Thompson, Area Director  
Department of Housing and Urban Development  
One Financial Plaza  
Hartford, Connecticut 06103

ATTENTION: Mrs. Lynne Strecker

Re: Urban System DeKoven Drive/MacDonough Project

Dear Mr. Thompson:

As a result of our meeting of February 23rd with Mrs. Strecker of your staff, Doug Shanley of Keyes Associates, Phil Bauer of the City Engineering staff and myself, and further, as a result of subsequent conversations with Mrs. Strecker, the enclosed sketch has been prepared, showing the relocation of the Ferry Street tot-lot. It is the City's understanding that the taking of a portion of the existing tot-lot facility for a street will require a revised boundary description through an amendment to our Open Space Contract OSC-163 (DL).

It is our further understanding that the financial responsibility for relocating the playground facilities and the purchase of new equipment, if any, will rest with the City.

On the enclosed sketch, the proposed tot-lot location will allow equal access from either Ferry or Green Streets. The placement of offstreet parking stalls to each end, again a City expense, will provide badly needed parking for the multi-family structures in the area. The existing tot-lot is approximately 9,650 square feet in size. The proposed facility will be approximately 11,200 square feet in area, an increase of 16 percent.

I trust the above accurately reflects our discussions and the City



## City of Middletown

TELEPHONE 347-4671

DEKOVEN DRIVE, MIDDLETOWN, CONNECTICUT 06457

MUNICIPAL DEVELOPMENT COMMITTEE

Page 2. 3/31/77

Mr. Lawrence L. Thompson

respectfully requests concurrence from HUD.

Very truly yours,

A handwritten signature in dark ink, appearing to read "William M. Kuehn, Jr.", is written over the typed name.

William M. Kuehn, Jr.  
Municipal Development Coordinator

WMK/th  
Enc.

c.c. Mayor A. Marino  
D. Shanley  
P. Bauer

APPENDIX A  
CONCEPTUAL STAGE RELOCATION SURVEY

In reply refer to:  
Unit No. 1308

May 2, 1977

Mr. Philip Bauer  
Chief Engineer  
Department of Public Works  
City of Middletown  
Municipal Building  
Middletown, Connecticut 06457

Dear Mr. Bauer:

Subject: Middletown Urban Systems  
DeKoven Drive Extension  
State Project Nos. 82-173, 82-174

Enclosed for your information is a copy of a Conceptual Stage Relocation Survey for the subject project prepared by the Department's Office of Rights of Way.

By copy of this letter, we are also forwarding the survey report to the City's consultant, Keyes Associates, for their use in preparing the Negative Declaration Environmental Impact Statement.

Very truly yours,



Earle R. Munroe  
Chief-Municipal Systems Section  
Bureau of Highways

Enclosure

cc: ✓ Mr. Jon Walworth, Keyes Associates - 1 copy of Conceptual Stage Relocation Survey for your information and use.

RECEIVED

MAY 3 1977

KEYES ASSOCIATES  
WETHERSFIELD OFFICE

CONCEPTUAL STAGE RELOCATION SURVEY

STATE PROJECT 82-173

FEDERAL PROJECT M-M6-2377 (1)

April 15, 1977

- A. State Project: 82-173  
 Federal Project: M-MG-2377 (1)
- B. Municipality: Middletown
- C. Location: This project is the extension of Dekoven Drive from Washington Street Northerly to Rapallo Avenue.
- D. Number to be Displaced:

(1) Total Number of Families

A survey of the project indicates that 18 families will be displaced, all of which are housed in multi-family structures.

(2) Residential Structures

<u>Price Range</u>	<u>Number</u>
\$0 - \$19,000	1
\$20,000 - \$30,000	1
\$40,000 - \$50,000	1

(3) Estimated Number of Businesses

The proposed route will affect one (1) business.

(a) National Beverage

(4) Farms

No farms will be displaced by this project.

(5) Number of Owners and Tenants

<u>Estimated No. of Owners</u>		<u>Estimated No. of Tenants</u>	
Residences	1	Residences	17
Commercial		Commercial	
&	0	&	
Industrial		Industrial	1

(6) Rental Range

<u>Residential (Per Month Rental)</u>	<u>No. of Families</u>
\$0 - \$100.	14
\$100. - \$150.	3

Industrial  
(Per Month Rental)

Not Applicable.

D. Number to be Displaced: (continued)

(7) Recreational

A small playground will be effected by the project.

(8) Economic Data

The City of Middletown enjoys economic stability and a good standard of living. The following information was taken from the publication, Connecticut Market Data 74-75, published by the Connecticut Department of Commerce.

	<u>Middletown</u>	<u>Middlesex County</u>
Population (1973)	36,700	119,000
% Increase (70-73)	- .06%	3.5 %
Dwelling Units (1/1/73)	12,892	
Median Family Income 1969	11,280	11,632
Taxable Motor Vehicles 1972	20,134	76,891
% Increase (70-72)	7.4%	11 %

E. Availability of Relocation Service and Market Information

The State of Connecticut will administer the relocation program for this project. In addition, the City Officials, The Middletown Redevelopment Agency and the Middletown Housing Authority would be helpful in assisting the displaced families.

Chief Executive Officer	Mayor Anthony Marino
Assessor	Edward Opolacz
Building Inspector	Ted Reneson

(1) Building Permit Analysis - Market Information

It was estimated by the building department that 95% of the single family permits were issued to the owners and 5% for speculation. Of the multi-family permits, 100% were issued for investment.

For the Year January 1, 1976 to December 31, 1976

<u>No. of Permits</u>	<u>Type of Permit</u>
35	1 Family
262 Units	Multi-family

E. Availability of Relocation Service and Market Information

(2) Real Estate Market Information

(a) Housing Availability

Following is a break-down of available housing listed by the Multi-Listing Service.

	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Four Family</u>	<u>Six Family</u>
\$20,000	10	3	0	0	0
\$30,000					
\$30,000	13	2	1	0	1
\$40,000					
\$40,000	17	2	1	0	0
\$50,000					
Over \$50,000	23	1	2	5	0

It was estimated by the President of the Middletown Board of Realtors that the board lists approximately half of the properties available in the City of Middletown. The remainder are listed or offered by owners or independent agents.

(b) Rental Property Availability

Most of the tenants occupy . . . rentals which are in very short supply and in high demand in the City of Middletown. These rentals by observation are very low.

The Middletown Housing Authority manages the following housing.

<u>Low Income</u>			
38	-	1 Bedroom Units	34-4 Bedroom Units
117	-	2 Bedroom Units	2 -5 Bedroom Units
106	-	3 Bedroom Units	2 -6 Bedroom Units
<u>Low Income (Elderly)</u>			
82		Efficiency Units	44 -1 Bedroom Units
<u>Moderate Rentals</u>			
143	-	2 Bedroom Units	55 -3 Bedroom Units

E. Availability of Relocation Service and Market Information (continued)

There are presently no vacancies in any of the above categories and although there are waiting lists, a priority would be given to the families being displaced provided they meet the qualifications. The rentals for these units depend on income, age, dependents and health and therefore no firm dollar rental can be quoted.

There would appear to be more than ample private sector rentals in the range over \$175. per month. One agency presently has 13 apartments available. The Hartford Courant and the Middletown Press newspapers listed available rentals.

There are also available 1,285 moderate income and elderly units in the City of Middletown which come under a Housing & Urban Development program which is administrated by Carrabetta Enterprises

<u>Type</u>	<u>Rental</u>	<u>Percentage of Total</u>
1 Bedroom	\$ 140.00 - \$167.00	25%
2 Bedroom	\$ 166.00 - \$193.00	50%
3 Bedroom	\$ 192.00 - \$212.00	25%

Presently there are no vacancies with a waiting list that is expected to run 6 to 8 months.

However, from a visual observation 14 of the tenants occupy rentals which do not appear to be available on the market.

Industrial Availability

There is only one (1) Commercial/Industrial occupant who will be displaced. The available rentals would have to be evaluated as to this occupant's needs. It would appear that this one tenant should be able to relocate in the City of Middletown.

From a limited investigation of available Commercial/Industrial properties that is presently 6 land parcels available from \$4,000 to \$10,000 per acre.

(3) Estimated Assessed Property Value Loss

The present net assessment property value in the City of Middletown is approximately 259.5 million dollars. The project will reduce the grand list by 44.5 thousand dollars or a 0.00017% reduction in assessed value.

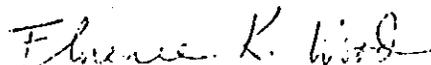
F. Methodology

This report is based on a sight count of residential and commercial/industrial properties to be acquired. The number of families was estimated through observation as no personal contacts were made. Information was also gathered through local public officials and real estate agents.

G. Findings

- (1) Housing - with 14 families of the 18 families to be re-located living in what visibility appears to be sub-standard housing, it would seem only prudent to anticipate housing of Last Resort.
- (2) The 14 families which occupy the sub-standard housing may increase due to several families occupying one unit.
- (3) It may be necessary to supply bi-lingual personnel as our investigation indicates that the occupants are predominantly of a Spanish Speaking Minority.
- (4) Although the 4 family house at the corner of Ferry Street is included in this report, the owner has indicated to our engineering forces that they wish to make the necessary structural changes necessary to retain the house. If this is accomplished during negotiations, it would remove 1 residential owner and 3 residential tenants from the number to be relocated.
- (5) The project is principally a street lay-out improvement which will improve traffic flow by alleviating narrow ill-aligned streets.
- (6) Industrial  
The one Commercial/Industrial property to be relocated is a beverage distributor which is generally a desirable type of endeavor which should pose no problems in relocation.
- (7) Future zoning denials or final design plans could alter the number of displacees affected by this project.
- (8) This project includes partial takes and should it become necessary to take these properties in total a revised or amended report will be necessary.

The above information was obtained in the field by Department of Transportation Representative George H. Pelzar. The material furnished was reviewed by Florence K. Wood, Supervising Appraiser on 4/20/77.

  
\_\_\_\_\_  
Florence K. Wood

APPENDIX B

LIST OF AGENCIES INTERVIEWED

Midstate Regional Planning Agency

U. S. Department of Housing and Urban Development

Greater Middletown Preservation Trust

State Historic Preservation Officer

City of Middletown

United States Department of the Interior

Middletown Housing Authority

Middletown Urban Renewal Agency

APPENDIX C

LETTERS FROM PUBLIC AGENCIES



RECEIVED

## City of Middletown

TELEPHONE 347-4671

DEKOVEN DRIVE, MIDDLETOWN, CONNECTICUT 06457

### MUNICIPAL DEVELOPMENT COMMITTEE

January 13, 1977

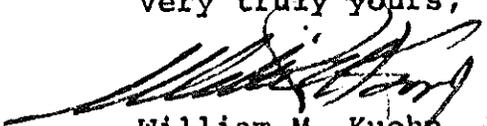
Mr. Jon Walworth  
Keyes Associates  
55 Town Line Road  
Wethersfield, Connecticut

Re: DeKoven Drive Urban Systems Project

Dear Jon:

Please be advised that there are no designated inland wetlands or water courses in the vicinity of the proposed DeKoven Drive extension. The official Inland Wetlands and Water Courses Agency Map, as adopted in 1973, considers the entire downtown area as urbanized and, therefore, no wetlands exist save for the Connecticut River.

Very truly yours,

  
William M. Kuehn, Jr.  
Municipal Development Coordinator

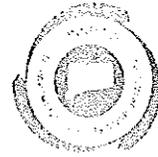
WMK/th



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

110 WEST MAIN STREET, P.O. DRAWER A  
WETHERSFIELD, CONNECTICUT 06109



An Equal Opportunity Employer

In reply refer to:  
Unit No. 1308

June 28, 1977

Mr. Jon Walworth  
Keyes Associates  
55 Town Line Road  
Wethersfield, Connecticut 06109

Dear Mr. Walworth:

Subject: Middletown Urban Systems  
DeKoven Drive Extension  
State Project Nos. 82-173, 82-174

Enclosed is a copy each of a letter from Mr. William J. Murtagh, Keeper of the National Register dated June 9, 1977 and a letter from Mr. D. J. Altobelli, Division Administrator of the Federal Highway Administration dated June 21, 1977 concerning the subject project.

As noted in these letters, the residence located at the corner of Cherry and Ferry Streets in Middletown has been determined to be not eligible for inclusion in the National Register of Historic Places by the U. S. Department of the Interior.

Very truly yours,

Earle R. Munroe  
Chief-Municipal Systems Section  
Bureau of Highways

Enclosures 2

cc: Mr. Philip Bauer, Chief Engineer, Dept. of Public Works

RECEIVED

JUN 29 1977

KEYES ASSOCIATES  
WETHERSFIELD OFFICE



U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
REGION ONE

990 Wethersfield Avenue  
Hartford, Connecticut 06114

June 21, 1977

IN REPLY REFER TO:  
HFO-CT

Mr. John W. Shannahan  
State Historic Preservation Officer  
59 South Prospect Street  
Hartford, Connecticut 06106

Dear Mr. Shannahan:

The Secretary of the Interior has determined that the Italianate residence located at the southwest corner of Cherry and Ferry Streets in Middletown is not eligible for the National Register of Historic Places (see attachment). This determination does not affect our efforts on the DeKoven Drive project to minimize harm to this residence.

Your assistance in identifying possible historic resources is well appreciated.

Sincerely,

*D. J. Altobelli*

D. J. Altobelli  
Division Administrator

Attachment:



# United States Department of the Interior

NATIONAL PARK SERVICE  
WASHINGTON, D.C. 20240

	ACI	
DI		
ADG		
ED		
ES		
ADP		
RDP		
EL		
ACS		
ADP		

IN REPLY REFER TO:  
H34-880

JUN 9 1977

Mr. D. J. Altobelli  
Division Administrator  
U.S. Department of Transportation  
Region One  
990 Wethersfield Avenue  
Hartford Connecticut 06114

Dear Mr. Altobelli:

Thank you for your letter requesting a determination of eligibility for inclusion in the National Register pursuant to Executive Order 11593 or the National Historic Preservation Act of 1966, as amended. Our determination appears on the enclosed material.

As you understand, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis in order to bring about the best possible program decisions. This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Sincerely yours,

William J. Hartagh  
Keeper of the National Register

Enclosure



E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION  
NATIONAL REGISTER OF HISTORIC PLACES  
OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION  
NATIONAL PARK SERVICE

Request submitted by: D. J. Altobelli, Federal Highway Administration

Date request received: April 20, 1977

Name of property: House at corner of Ferry and Cherry Streets State: Connecticut

Location: Middletown

Opinion of the State Historic Preservation Officer:

Eligible     Not eligible     No response

Comments:

The Secretary of the Interior has determined that this property is:

Eligible    Applicable criteria:

Comments:

Not eligible

Comments: On the basis of the documentation submitted on the property, the house at the corner of Ferry and Cherry Streets does not appear to have enough architectural significance to qualify individually for the National Register and does not appear to be part of a district which might qualify for the National Register. Our determination is based on the fact that the house appears to have no historic significance and on information  Documentation insufficient (see accompanying sheet explaining

additional materials required) received from Clark Strickland at the State Historic Preservation Officer's office who indicated that a number of other Italianate structures remain in Middletown.

William Strickland  
Keeper of the National Register

Date: 6.4.77

M-46-2377(1)

990 Wethersfield Avenue  
Hartford, Connecticut 06114

Mr. Jerry Rogers, Director  
Office of Archeology and  
Historic Preservation  
National Park Service  
Department of the Interior  
Washington, D. C. 20240

April 15, 1977

Dear Mr. Rogers:

The Connecticut Department of Transportation, the City of Middletown, and FHWA are proposing to extend DeKoven Drive in Middletown (see location plan attached).

The DeKoven Drive Extension proposal is located in the northeast corner of the central business district. The proposed extension begins at the intersection of the existing DeKoven Drive and Washington Street and extends northerly for approximately 1,200 feet to the intersection of Rapallo Avenue and Gilshenan Place. Existing Rapallo Avenue forms the connection between this proposal and Main Street to the west. (See Location Plan)

The neighborhood is predominately residential with a mixture of small business and light commercial. The structures range from one to four stories above grade and the majority of the residential dwellings are multi-family. The entire project area lies within the Central Business District, is zoned Central Business and is designated as built-up land.

Purpose - The DeKoven Drive extension will serve as a continuation of the downtown loop system as proposed by the Middletown Planning Commission and as shown in the Plan of Development Interim Report - 1964 and the Community Renewal Program Final Report - 1964. The southeast section of the loop was updated in 1976 by the widening or reconstruction of DeKoven Drive from Washington Street south to Union Street. Upon implementation of this project, the eastern portion of the loop would then be complete from northern Main Street at Rapallo Avenue to southern Main Street at Union Street for a distance of 0.85 miles.

Historic Preservation - None of the buildings effected by this project are listed in the National Historic Register. The State Historic Pre-

-more-

ervation Office and the Greater Middletown Preservation Trust have reviewed this project. (See attached Memos)

The DeKoven House at the southwest corner of Washington Street and DeKoven Drive is being nominated by the SHPO for the National Historic Register. (See attached memo) The project limits terminate at the DeKoven House and the impacts related to the function and beauty of the structure are expected to be insignificant. The DeKoven House parking lot on Cherry Street will be removed by this project, however, the impact is expected to be temporary due to the possible relocation of the lot and due to the ample parking that exists at the rear of the DeKoven House and at the municipal parking lot immediately adjacent to the House.

We have had a meeting at the site with the State Historic Preservation Officer to review the properties adjacent to the proposed improvement. SHPO is of the opinion that the Italianate residence located at the southwest corner of Cherry and Ferry Streets is eligible for the Federal Register of Historic Places. (See photos) Based on the above consultation, we agree that the residence meet the criteria for being eligible for inclusion on the National Register.

The involvement with the land is limited to a small take on Cherry Street which may cause the sidewalk and steps on Cherry Street to be rebuilt. The sidewalk and steps are not part of the original construction of the building. Since the railroad parallels this improvement as well as Route 9, we are unable to completely avoid the property. It is our opinion that the residence will still be eligible for the Register after the improvement has been completed.

If you agree with the above opinions and your determination is published in the Federal Register, we will then proceed further with the consultation process with the SHPO and the Advisory Council on Historic Preservation.

To aid you in your review, we have completed the Connecticut Historical Commission's Historic Resources Inventory Form.

Sincerely,

For: D. J. Altobelli  
Division Administrator

Attachments

1 Masuda:slb **FOR Billings**

- 2 - Mr. Rogers
- Mr. Strickland
- File
- Day File
- FOE

LOCATION PLAN  
**M-14-2377(1)**  
SCALE: 1" = 200'

DEKOVEN DRIVE

Office of the  
STATE  
HISTORIC  
PRESERVATION  
OFFICER  
*for Connecticut*

---

59 SOUTH PROSPECT STREET • HARTFORD, CONNECTICUT 06106 • 203 566-3005

April 14, 1977

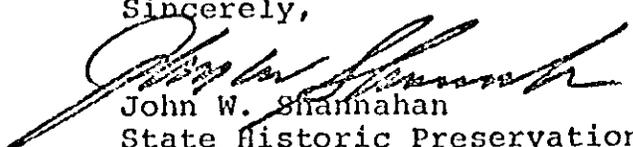
Mr. Donato Altobelli  
Federal Highway Administration  
990 Wethersfield Avenue  
Hartford, CT

Dear Mr. Altobelli:

This letter confirms that I have been consulted in accordance with 36 CFR, 800.4 with respect to the Captain Benjamin Williams (DeKoven) House and the house at Cherry and Ferry Streets in Middletown. These houses are in the vicinity of the Cherry Street relocation project, which will be partially financed by the Federal Highway Administration.

In the opinion of the State Historic Preservation Officer, this project will not have an adverse effect on the buildings. Cherry Street will be adjacent to railroad tracks and existing Connecticut Route 9, which is a divided highway carrying a large volume of traffic. Therefore, the project will not significantly detract from the air or noise quality of the area. In addition, a new road construction will not significantly detract from the visual environment.

Sincerely,



John W. Shanahan  
State Historic Preservation  
Officer

CJS/eb  
cc Lucille Fox  
Robert Gubala  
Connecticut Dept. of Transportation

Office of the  
STATE  
HISTORIC  
PRESERVATION  
OFFICER  
*for Connecticut*

---

59 SOUTH PROSPECT STREET • HARTFORD, CONNECTICUT 06106 • 203 566-3005

April 14, 1977

Mr. Donato Altobelli  
Federal Highway Administration  
990 Wethersfield Avenue  
Hartford, CT

Dear Mr. Altobelli:

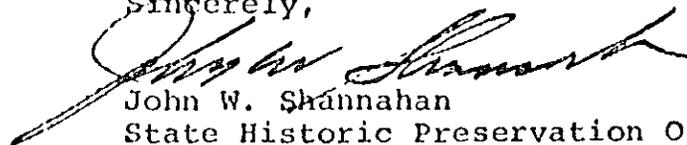
I understand that the Federal Highway Administration is requesting the opinion of the State Historic Preservation Officer concerning the eligibility of the house at the intersection of Cherry and Ferry Streets in Middletown for inclusion in the National Register of Historic Places. I understand that my opinion may be submitted to the Secretary of the Interior with a formal request for a determination of eligibility on this building.

This statement confirms that I have been consulted as part of the determination of eligibility procedures.

In my opinion, this building is eligible for the National Register of Historic Places.

This house, on the southwest corner of the intersection of Cherry and Ferry Streets, is a frame Italianate structure built approximately in 1860. The exterior of the building is clad with asbestos shingles. In addition, a large stairway has been added to the exterior of the house to provide access to the upper stories. With the exception of these alterations, the building appears to be substantially intact. The Italianate cornice and other millwork details have been retained.

Sincerely,



John W. Shannahan  
State Historic Preservation Officer

CJS/eb  
cc Lucille Fox  
Robert Gubala  
Connecticut Dept. of Transportation



RECEIVED

The Greater Middletown Preservation Trust

DEKOVEN HOUSE  
27 WASHINGTON STREET  
MIDDLETOWN, CONNECTICUT 06457

MAR 28 1977

KEYES ASSOCIATES  
WETHERSFIELD OFFICE

March 25, 1977

Mr. Douglas E. Shanley  
Keyes Associates  
55 Town Line Road  
Wethersfield, Connecticut  
06109

Re: DeKoven Drive Extension

Dear Mr. Shanley:

This is in reply to your inquiry concerning the impact of the DeKoven Drive Extension project on historic assets in Middletown.

Per your request the Board of Trustees of the Greater Middletown Preservation Trust examined an undated map of the project marked "Preliminary" and sent to the Trust in your letter of January 27, 1977.

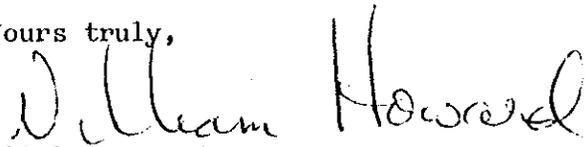
Based upon an examination of the map and the project area itself, the Board of Trustees found the project not to have any adverse impact on significant historical or architectural structures or settings in the area.

Because the project is in the once active riverport area of Middletown, the Board wishes to call your attention to the Moss Bennett Act with respect to archeological assets. In this regard it is recommended that you contact Professor Stephen Dyson in the Archeology Department at Wesleyan University here in Middletown, tel. 347-9411. He would be interested in making an examination of any trenches dug in the area.

The Board wishes to observe that its lack of objection to this section of the downtown loopway is not intended to act in any way as an endorsement of the loopway as it goes through the South Green.

Thank you for the courtesy of your inquiry. We were pleased to be of assistance and offer all further assistance as we are able.

Yours truly,

  
William Howard,  
President

cc: Mr. Earl Munroe, CONNDOT, Att: Art Brown  
Mayor Anthony Marino, Middletown  
Mr. John W. Shannahan, Dir. Conn. Historical Commission