

ATTACHMENT P5

OLDER SHPO CONSULTATION MATERIALS

(SEE ATTACHMENT M6, ABOVE, FOR ADDITIONAL DETAIL)



Department of Economic and
Community Development

State Historic Preservation Office

September 13, 2019

Mr. Martin Abbot
AECOM
625 West Ridge Pike, Suite E-100
Conshohocken, PA 19428

Subject: State Pier Infrastructure Improvement Project
200 State Pier Road
New London, Connecticut

Dear Mr. Abbot:

This letter is intended to summarize consultation with the Connecticut State Historic Preservation Office regarding the referenced project. The Connecticut Port Authority (CPA) initiated consultation with the State Historic Preservation Office (SHPO) at the beginning of this year pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800). Section 106 requires federal agencies to consider the effect of their actions on historic properties. These actions include projects carried out by the federal government, as well as activities approved, permitted or funded by a federal agency. The cornerstone of the Section 106 process is consultation to either avoid, minimize, or mitigate historic loss. It encourages, but does not mandate, preservation.

At our first meeting, SHPO reviewed a plan that would have included near total loss of the Central Vermont Railroad (CVRR) pier, a property listed on the National Register of Historic Places (NRHP). The pier is considered significant for its association with broad trends in history related to transportation and its distinctive engineering. During our initial meeting, it was brought to SHPO's attention that a portion of the eastern edge of the pier collapsed approximately 15 years ago and emergency repairs were made to stabilize the central section of the pier. The emergency repairs were made with driven sheet piling that resulted in the loss of approximately 540 ft along the eastern pier face and stripped back 65 ft to its center. Before evaluating project impacts or engaging in additional consultation, SHPO requested the Connecticut State Review Board (SRB) to evaluate the pier's historic integrity and its continued eligibility for listing on the NRHP. During the March meeting of the SRB, it was confirmed that the CVRR pier retained sufficient integrity for continued listing on the NRHP.

Following the SRB meeting, AECOM, working on behalf of CPA, submitted a project review package to SHPO. SHPO engaged in additional consultation with CPA and AECOM requesting the consideration of construction alternatives that would minimize impacts to CVRR pier. These discussions were conducted in good faith and provided our office with the necessary information to conduct a comprehensive assessment. During June, SHPO attended a meeting with CPA and

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AECOM that also included Moffat & Nichol, project engineers, to discuss the project constraints and potential opportunities for preservation. SHPO understands that the prior collapse severely compromised the pier's structural integrity for the proposed use as a wind turbine port facility. The currently proposed design largely avoids impacts to the western and public facing wall. SHPO recognizes that two drainage outfalls will be required along the western wall, but best practices for the rehabilitation for historic masonry structures will be employed, which includes careful dismantling and rebuilding to match the existing structure. In addition, current plans indicate that portions of the substructure will remain in its current configuration and footprint. While the plans have improved, no suitable solutions could be identified to meet the project needs that could avoid an adverse effect on this historic property. To resolve the adverse effect, SHPO has requested the preparation of an agreement document that will contain stipulations to compensate for the historic loss. One of these stipulations will be additional project plan review opportunities for SHPO prior to implementation to ensure that all opportunities are explored to minimize impacts and retain historic fabric to the greatest extent possible.

This office looks forward to additional consultation as the project moves forward to minimize and mitigate the historic loss. SHPO notes that additional consideration will be given to archaeological and underwater resources that may be impacted by the project. For additional information, please contact me at (860) 500-2329 or catherine.labadia@ct.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Catherine Labadia".

Catherine Labadia
Deputy State Historic Preservation Officer

cc (via email): Garbolski, AECOM
Lowry, AECOM
Salvatore, CPA



June 27, 2019

Mr. Martin Abbot
AECOM
625 West Ridge Pike, Suite E-100
Conshohocken, PA 19428

Subject: State Pier Infrastructure Improvement Project
200 State Pier Road
New London, Connecticut

Dear Mr. Abbot:

The State Historic Preservation Office (SHPO) has reviewed the referenced undertaking in response to your request for our comments regarding potential effects to historic properties. SHPO understands that the Connecticut Port Authority (CPA) plans to make significant improvements to their New London facility for needed maintenance and to accommodate offshore windfarm development. Because the proposed activities are subject to permitting from the United States Army Corps of Engineers (USACE) and the Connecticut Department of Energy and Environmental Protection (DEEP), the proposed improvements are subject to the provisions of Section 106 of the National Historic Preservation Act and the Connecticut Environmental Policy Act, respectively. The undertaking will include, but is not limited to, the demolition of extant buildings, demolition of existing and installation of new bulkheads, installation of drainage, maintenance dredging, raising of the Central Vermont Railroad (CVRR) Pier, and filling of the approximately 7 acres between two existing pier structures.

As noted in the review request, the CVRR Pier is listed on the National Register of Historic Places (NRHP) for its association with broad trends in history related to transportation and its distinctive engineering. In addition to the review request sent to our offices, SHPO has engaged in several meetings regarding improvements to this historic property. Despite a substantial collapse to the eastern edge of the pier, the Connecticut State Review Board affirmed that the property retained enough integrity and character defining features to remain listed on the NRHP during a meeting held on March 24, 2019. Therefore, as part of this consultation, our office requested engineering considerations that could avoid or reduce the impacts to the CVRR Pier. Unfortunately, no suitable solutions could be identified that would also meet the project needs. As a result, the proposed undertaking will have an adverse effect on the state's important cultural resources. SHPO regrets this historic loss, but offers no objection to the proposed undertaking provided that a Memorandum of Agreement (MOA) is professionally implemented. To compensate for the loss of CVRR Pier, SHPO recommends the following mitigative measures or consideration of similar types of activities to be included in the MOA:

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1. SHPO understands that the structural integrity of CVRR Pier is in question for future use. SHPO recommends that stabilization efforts be completed with the goal of retaining existing historic material to the greatest extent possible and according to historic treatment procedures. A plan should be developed for the removal, dismantling, storing, repair, and reconstruction of historic materials. This plan should be submitted to SHPO for review.
2. The pier and its related historic components should be documented to meet state-level documentation standards which consist of a narrative text, photographs (including negatives or electronic media), an index to the photographs, and photographic site plan. Monitoring and photographs of the pier should be taken prior to construction to show the preexisting conditions and photographs, as well as monitoring, should be completed during critical periods of construction exposure (such as removal of the superstructure). The submitted documentation should be both archivally stable and user-friendly. This office requests one copy for permanent archiving and public accessibility and a second copy for the SHPO staff reference library.
3. Because of the uniqueness of this resource and the cumulative removal of historic fabric, SHPO also recommends that a brief history and description of the pier; including project related information, photographs, and maps be submitted to the *Society for Industrial Archeology New England Chapters Newsletter* for publication.
4. The CVRR Pier represents an important part of the development of New London. This history should be conveyed to the public through interpretive signage, childhood education lesson plans, an informational booklet, or a similar activity.

This office appreciates the opportunity to review and comment upon this project and we look forward to additional consultation as the project moves forward. The comments above are provided only in relation to alterations to the CVRR Pier. Consultation regarding impacts to potentially significant archaeological or underwater resources will be reviewed in separate correspondences. For additional information, please contact me at (860) 500-2329 or catherine.labadia@ct.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Catherine Labadia".

Catherine Labadia
Deputy State Historic Preservation Officer

cc (via email): Garbolski, AECOM
Lowry, AECOM
Salvatore, CPA



PROJECT REVIEW COVER FORM

This is: a new submittal supplemental information other Date Submitted: 4/30/2019

PROJECT INFORMATION

Project Name: State Pier Infrastructure Improvement Project

Project Proponent: Connecticut Port Authority
The individual or group sponsoring, organizing, or proposing the project.

Project Street Address: 200 State Pier Road
Include street number, street name, and or Route Number. If no street address exists give closest intersection.

City or Town: New London County: New London
Please use the municipality name and **not** the village or hamlet.

PROJECT DESCRIPTION

Describe the overall project in detail. As applicable, provide any information regarding past land use, project area size, renovation plans, demolitions, and/or new construction. Note if this will included in a separate attachment:
See attached

List all state and federal agencies involved in the project and indicate the funding, permit, license or approval program pertaining to the proposed project:

Agency Type	Agency Name	Program Name
<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal	Army Corps of Engineers	Individual Permit
<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal	CT DEEP	OLISP (SDFTW &401 WQC &COP)
<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal	CT DEEP	Flood Management Certification
<input type="checkbox"/> State <input type="checkbox"/> Federal		

If there is no state or federal agency involvement, please state the reason for your review request:

FOR SHPO USE ONLY

Based on the information submitted to our office for the above named property and project, it is the opinion of the Connecticut State Historic Preservation Office that no historic properties will be affected by the proposed activities.*

Mary Dunne/Catherine Labadia Date
Deputy State Historic Preservation Officer

*All other determinations of effect will result in a formal letter from this office

PROJECT REVIEW COVER FORM

CULTURAL RESOURCES IDENTIFICATION

Background research for previously identified historic properties within a project area may be undertaken at the SHPO’s office. To schedule an appointment, please contact Catherine Labadia, 860-500-2329 or Catherine.labadia@ct.gov. Some applicants may find it advantageous to hire a qualified historic preservation professional to complete the identification and evaluation of historic properties.

Are there any historic properties listed on the State or National Register of Historic Places within the project area?

Yes No Do Not Know **If yes, please identify:** Central Vermont Railroad Pier

Architecture

Are there any buildings, structures, or objects within the project area (houses, bridges, barns, walls, etc.)?

- Yes (attach clearly labelled photographs of each resource and applicable property cards from the municipality assessor)
- No (proceed to next section)

Are any of the buildings, structures or objects greater than 50 years old? Yes No Do Not Know

If the project involves rehabilitation, demolition, or alterations to existing buildings older than 50 years, provide a work plan (If window replacements are proposed, provide representative photographs of existing windows).

Archeology

Does the proposed project involve ground disturbing activities?

- Yes (provide below or attach a description of current and prior land use and disturbances. Attach an excerpt of the soil survey map for the project area. These can be created for free at: <https://websoilsurvey.nrcs.usda.gov>)

No

CHECKLIST (Did you attach the following information?)

<p style="text-align: center;">Required for all Projects</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Completed Form <input checked="" type="checkbox"/> Map clearly labelled depicting project area <input checked="" type="checkbox"/> Photographs of current site conditions <input checked="" type="checkbox"/> Site or project plans for new construction 	<p style="text-align: center;">Required for Projects with architectural resources</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Work plans for rehabilitation or renovation <input checked="" type="checkbox"/> Assessor’s Property Card <p style="text-align: center;">Required for Projects with ground disturbing activities</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Soil survey map
<p>Suggested Attachments, as needed</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Supporting documents needed to explain project <input checked="" type="checkbox"/> Supporting documents identifying historic properties <input checked="" type="checkbox"/> Historic maps or aerials (available at http://magic.lib.uconn.edu or https://www.historicaerials.com/) 	

PROJECT CONTACT

Name: Martin Abbot Firm/Agency: AECOM

Address: 625 West Ridge Pike, Suite E-100

City: Conshohocken State: PA Zip: 19428

Phone: 610-832-2784 Email: martin.abbot@aecom.com

Federal and state laws exist to ensure that agencies, or their designated applicants, consider the impacts of their projects on historic resources. At a minimum, submission of this completed form with its attachments constitutes a request for review by the Connecticut SHPO. The responsibility for preparing documentation, including the identification of historic properties and the assessment of potential effects resulting from the project, rests with the federal or state agency, or its designated applicant. The role of SHPO is to review, comment, and consult. SHPO’s ability to complete a timely project review largely depends on the quality of the materials submitted. Please mail the completed form with all attachments to the attention of Environmental Review at the address above. Electronic submissions are not accepted at this time.

Project Description

The proposed State Pier Infrastructure Improvement (SPII or Project) activities include work on the onshore portion of the site, along with in-water activities in the Thames River. These activities include demolition, removal, improvement and installation of onshore and in-water facilities and are discussed below. For the purposes of this application, activities have been separated into demolition/removal activities and construction/installation/improvement activities. As described herein, the Project will be completed in phases – moving from upland areas to in-water work; however, all anticipated SPII components are discussed below.

Onshore Demolition Activities

- Demolition of existing buildings in upland area
- Demolition of existing administration building
- Demolition of existing warehouse building

In-Water and Over-Water Demolition Activities

- Demolition of southwest corner of state pier to facilitate king pile bulkhead installation
- Demolition of existing berthing dolphins (currently not used)
- Demolition of timber pile supported concrete deck on east side of state pier along shoreline (±6,300 sf)

Onshore Improvements

- Removal of excess soils in northeast corner of the site (±190,000 CY)
- Overall grading and compaction of the site and installation of a gravel surface (±25 acres)
- Installation of new drainage and stormwater treatment system to meet stormwater quality parameters

On-shore improvements and activities at the site after demolition of the buildings identified above, consists primarily of excavation, grading and installation of a stormwater management system and utilities. Existing soils from a portion of the site will need to be removed in order to level the site and accommodate future uses. The entire upland portion of the site will be leveled, graded, and graveled to create a solid suitable workspace for any cargo storage or onshore activities.

In-Water and Over-Water Improvements

- Installation of anchored heavy lift bulkhead to northeast of State Pier along shoreline (±700 lf impact on mudline)
- Maintenance dredging of vessel berthing area along proposed heavy lift bulkhead (±15,000 CY)
- Maintenance dredging of vessel berthing area at southern end of proposed heavy lift area (±48,000 CY)
- Raising of CVRR Pier elevation from +5' to +9'
- Seabed preparation for installation of crushed gravel areas to allow for berthing of vessels with jack up legs or similar (±1,500 CY, 12,000 sf)
- Installation of king pile bulkhead between State Pier and Central Vermont Railroad (CVRR) Pier
- Filling approximately 7 acres between the CVRR Pier and State Pier to create a heavy lift area (±390,000 CY)

SPII includes maintenance dredging in two locations; at the end of the pier structure and to the northeast of the State Pier along the proposed lift bulkhead. Existing conditions and proposed activities are detailed on attached site plans.

All suitable dredge materials and all excess upland soils will be used as part of the required fill for the area between the two existing piers. The Connecticut Port Authority (CPA) has conducted soil and sediment characterization studies to ensure the soils and sediments proposed for use as fill between the two existing piers are suitable. Additional quantities of offsite fill material would be required, as described herein.

ATTACHMENTS

MAP OF THE PROJECT AREA

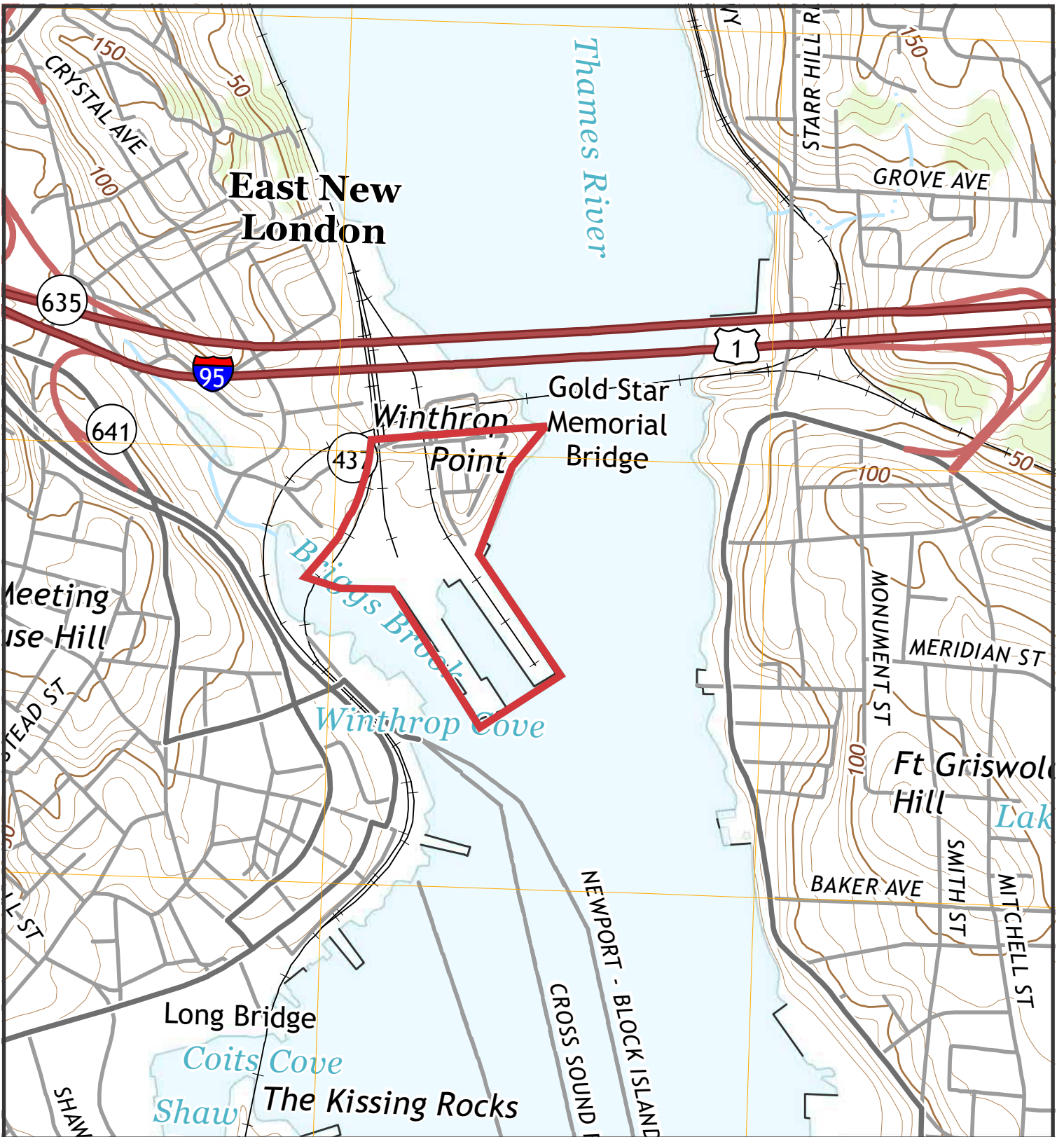
PHOTOGRAPHS SHOWING EXISTING CONDITIONS OF THE CVRR
PIER

SITE PLANS

ASSESSOR'S PROPERTY CARDS AND MAP

SOIL SURVEY MAP

SUPPORTING DOCUMENTS AND MAPS



Legend

Project Area Boundary

0 500 1,000 Feet

N

AECOM

500 Enterprise Drive
Suite 1A
Rocky Hill, CT, 06067

Figure 1

Project Location Map

State Pier Infrastructure Improvement Project
New London, CT

Coordinate System: NAD 1983
New London Quadrangle Connecticut - New York

Date: 04/25/2019

PHOTOGRAPHS SHOWING EXISTING CONDITIONS OF THE CVRR PIER





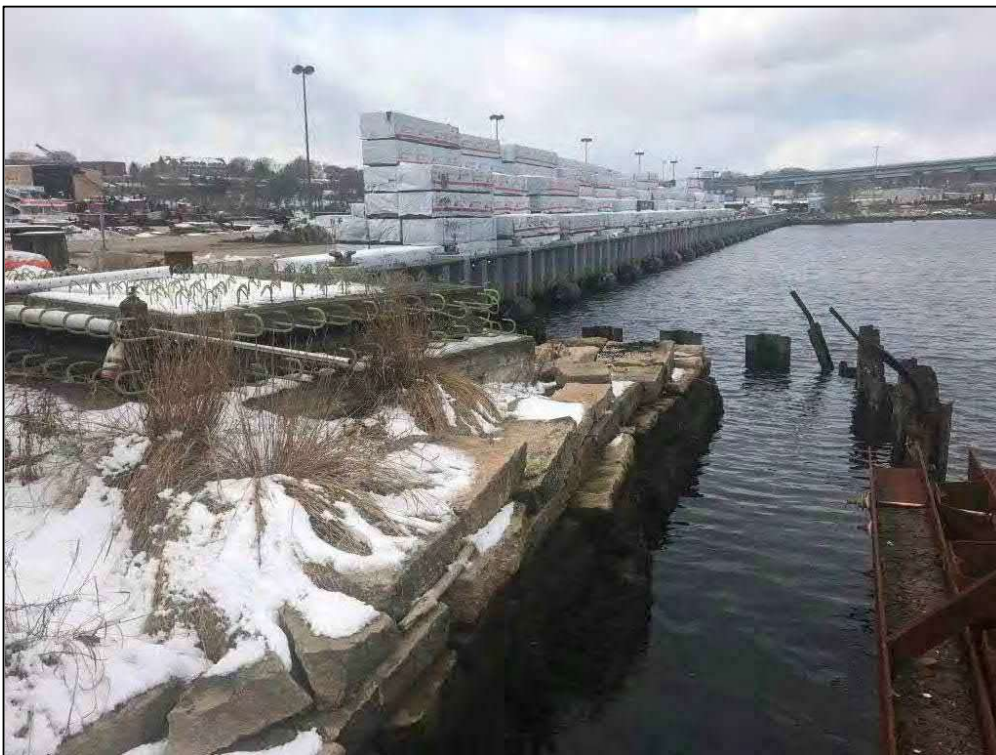
1. View south of CVRR Pier's northeast side from the shoreline, showing sheet piling added in 2014.



2. View southeast of CVRR Pier from the top of the pier.



3. View southeast from the east side of the pier, showing the neighboring State Pier. Fort Griswold, in Groton, is visible in the background.



4. View northwest of east side sheet piling from the south end bumpout, looking toward the shore.



5. View northeast from southern perimeter of pier, looking toward the shoreline of Groton.



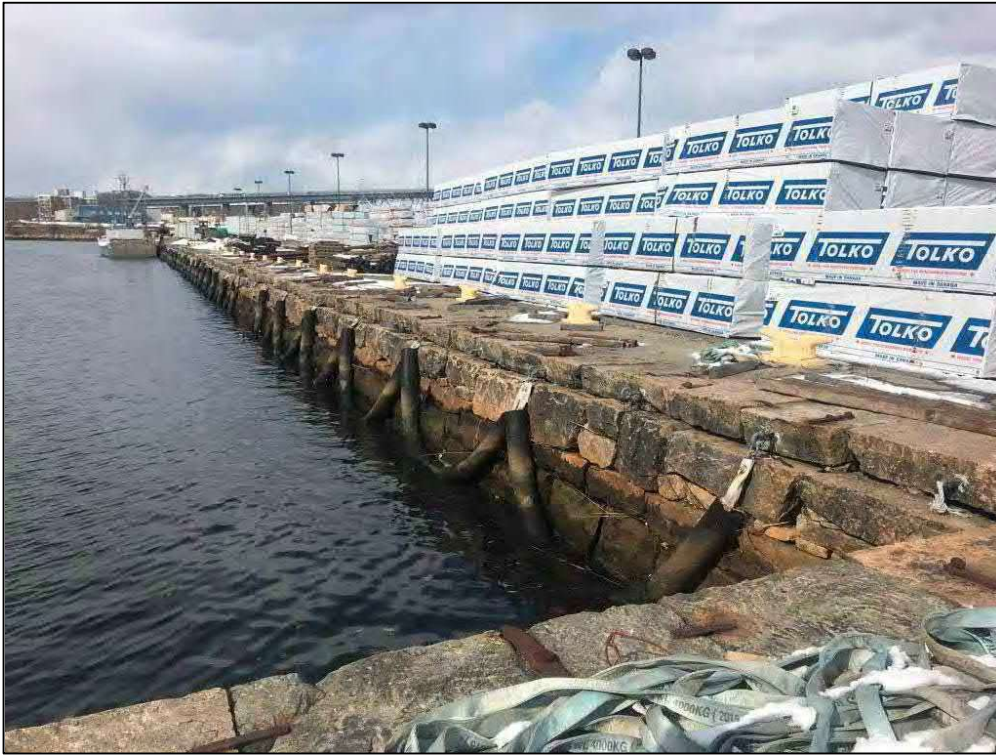
6. View southeast from the southern edge of the pier, looking toward Groton.



7. View southwest from the southern edge of the pier, looking toward the shoreline of New London.



8. View northwest from west side of hammerhead section of the pier, looking toward New London at the top of the Pier.



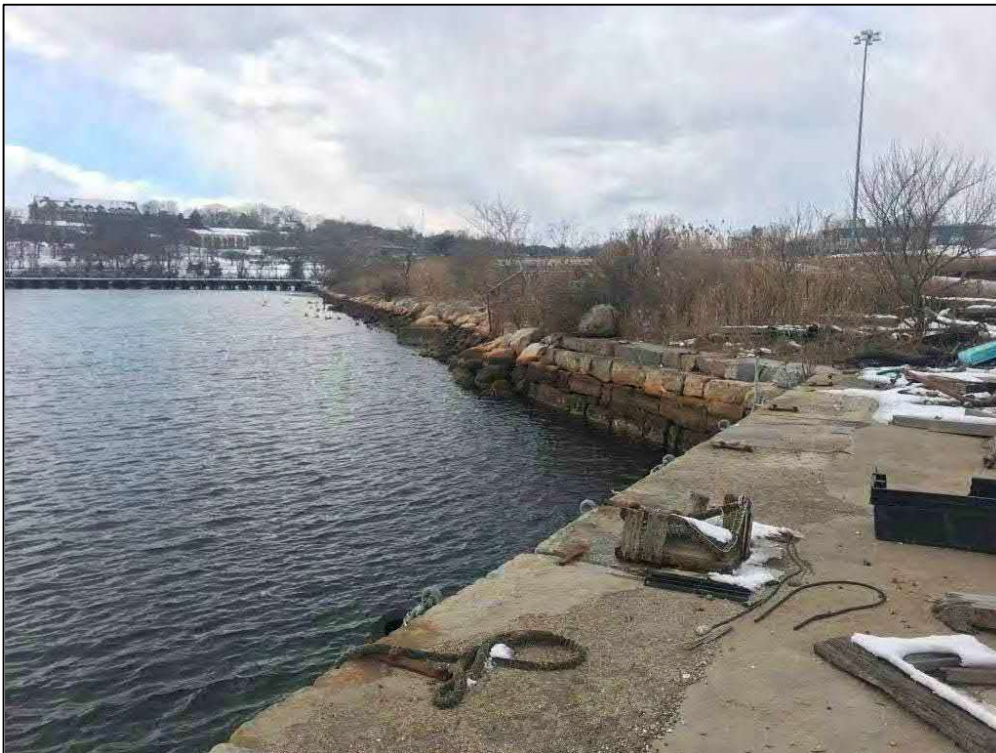
9. View north of west face of pier from south end bumpout. 2004 upgrades are evident: anchor cleats, eyebolts, and light standards.



10. View south from west face of pier, looking along the outlet, with a view of Groton's shoreline to the left.



11. View northwest from west side of pier, looking toward New London.



12. View northwest of the edge of the pier, where it meets the northwest quay.



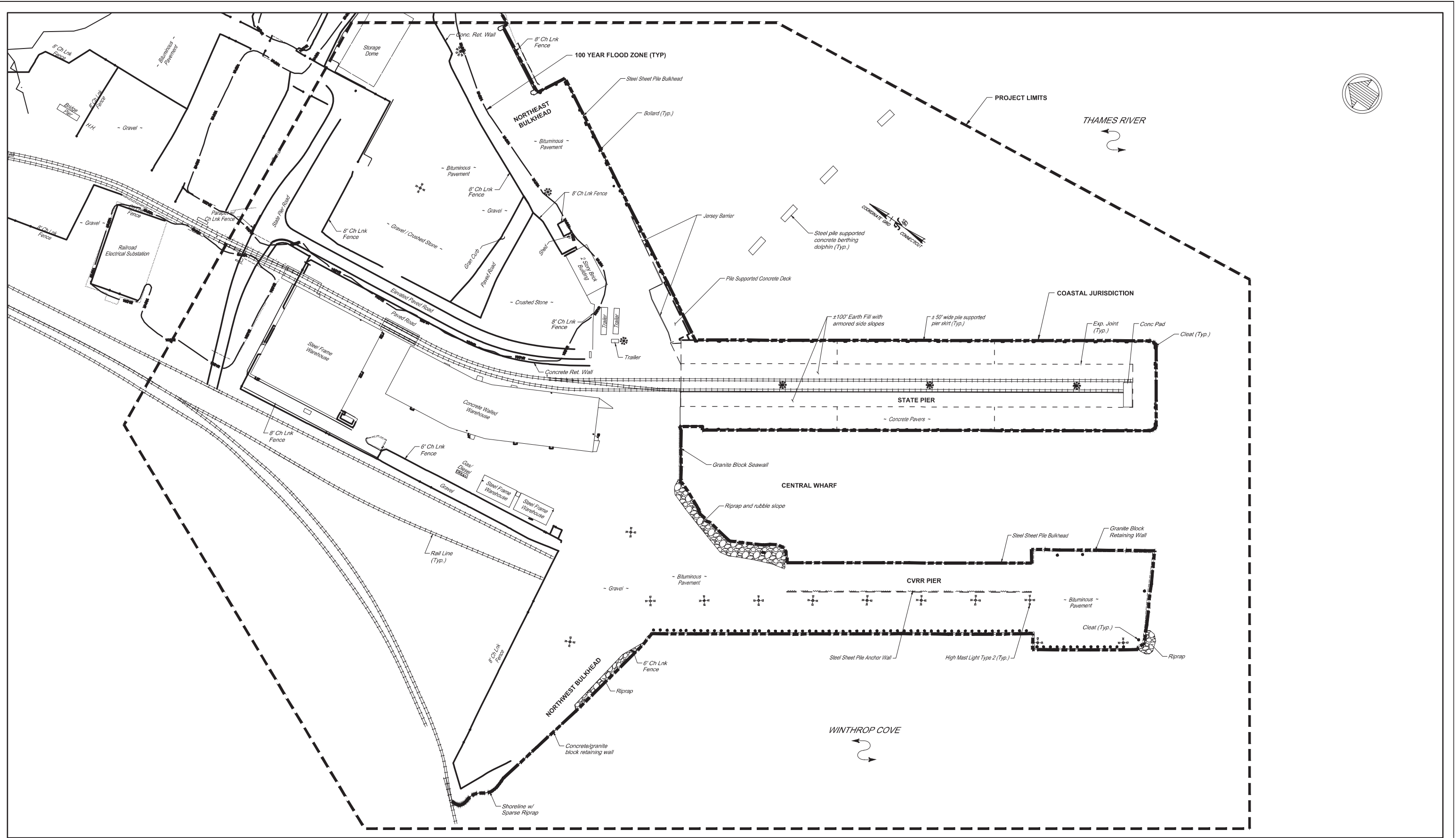
13. View north of the shoreline section adjacent to the pier from the top of the pier, with the Gold Star Memorial Bridge in the background.



14. View northeast of the shoreline section adjacent to the pier from the top of the pier, looking toward the Gold Star Memorial Bridge.

SITE PLANS

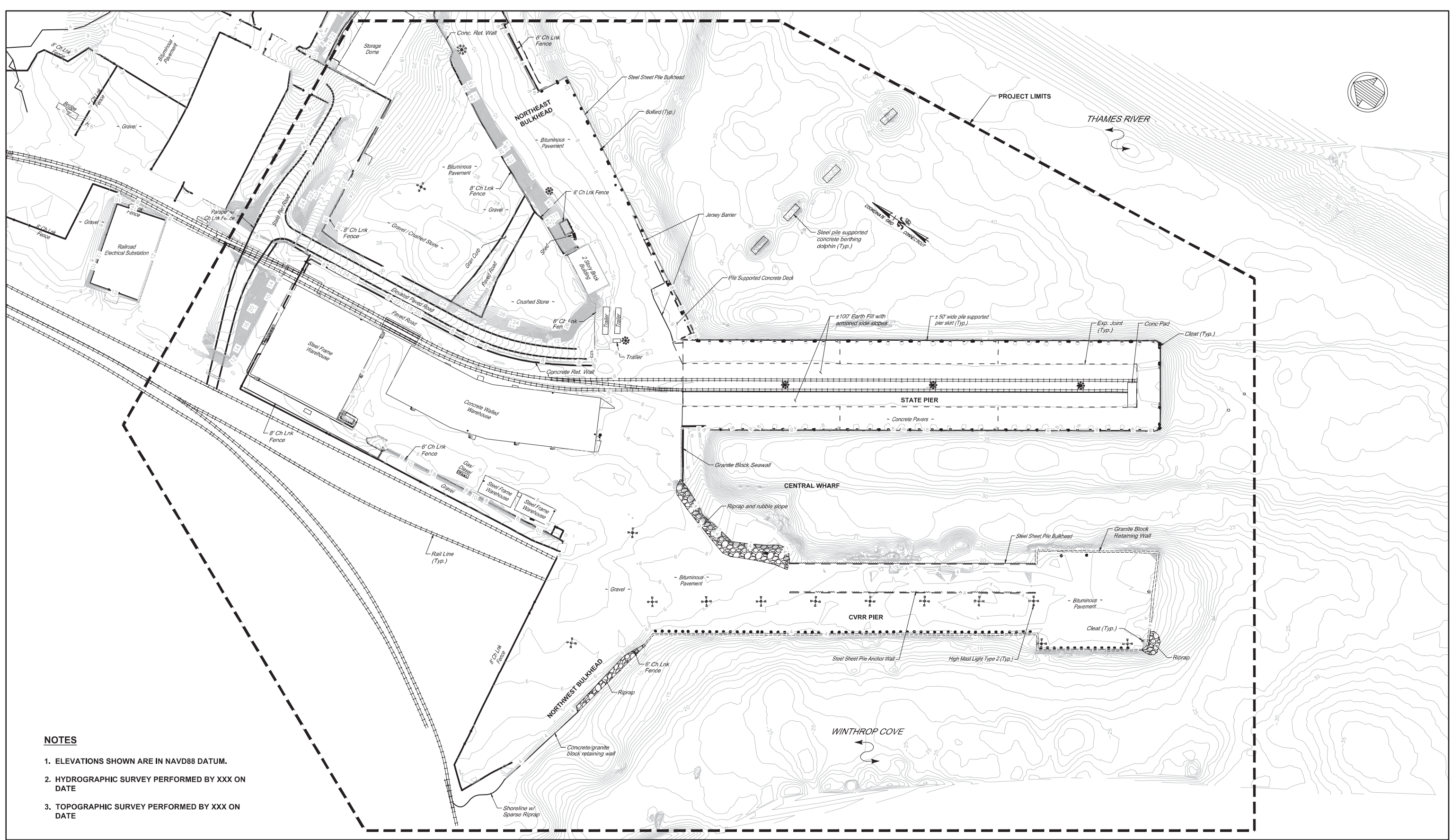
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**EXISTING CONDITIONS
NEW LONDON, CONNECTICUT**



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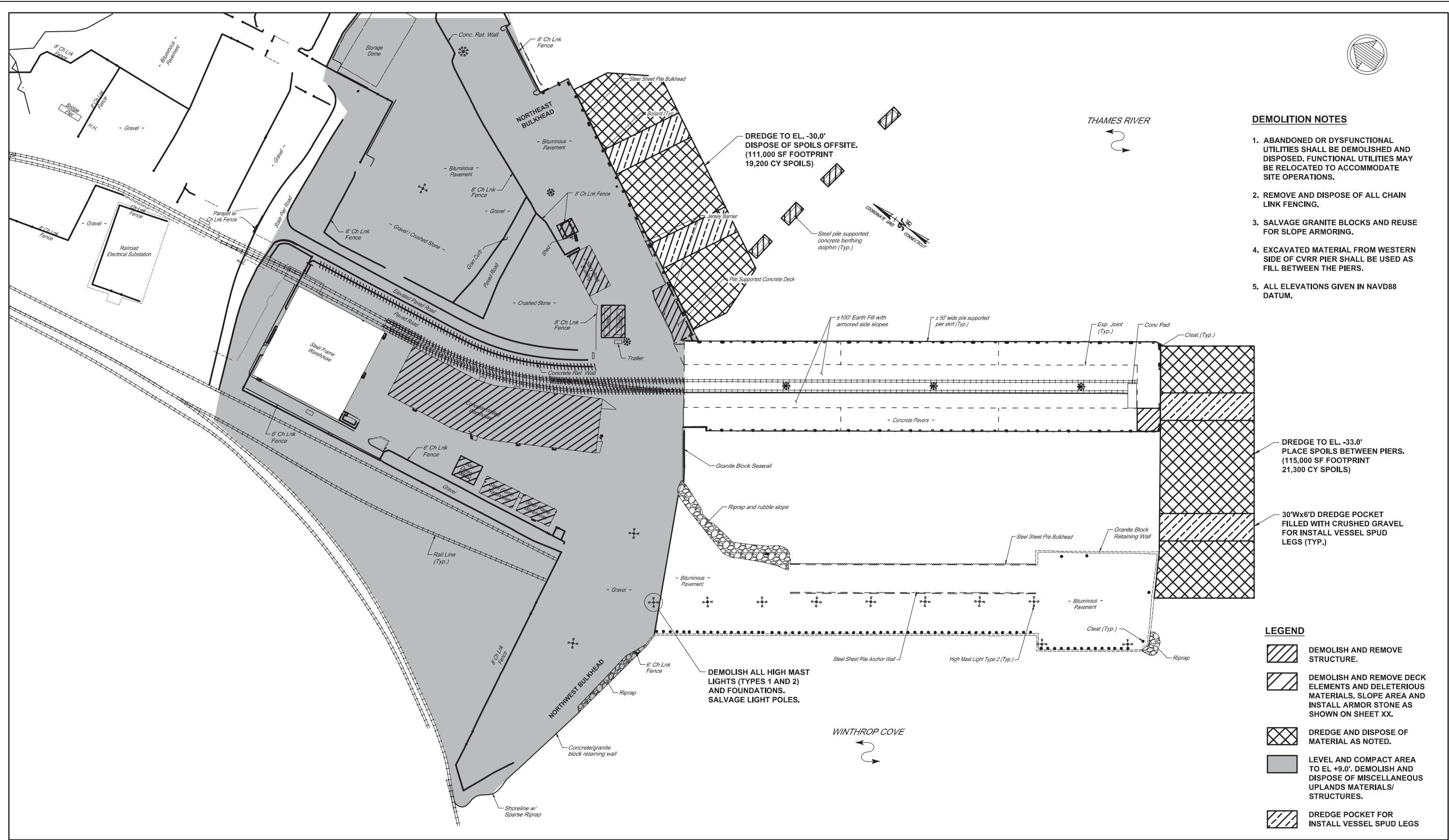
NOTES

- 1. ELEVATIONS SHOWN ARE IN NAVD88 DATUM.
- 2. HYDROGRAPHIC SURVEY PERFORMED BY XXX ON DATE
- 3. TOPOGRAPHIC SURVEY PERFORMED BY XXX ON DATE






**EXISTING TOPOGRAPHIC AND HYDROGRAPHIC CONDITIONS
NEW LONDON, CONNECTICUT**



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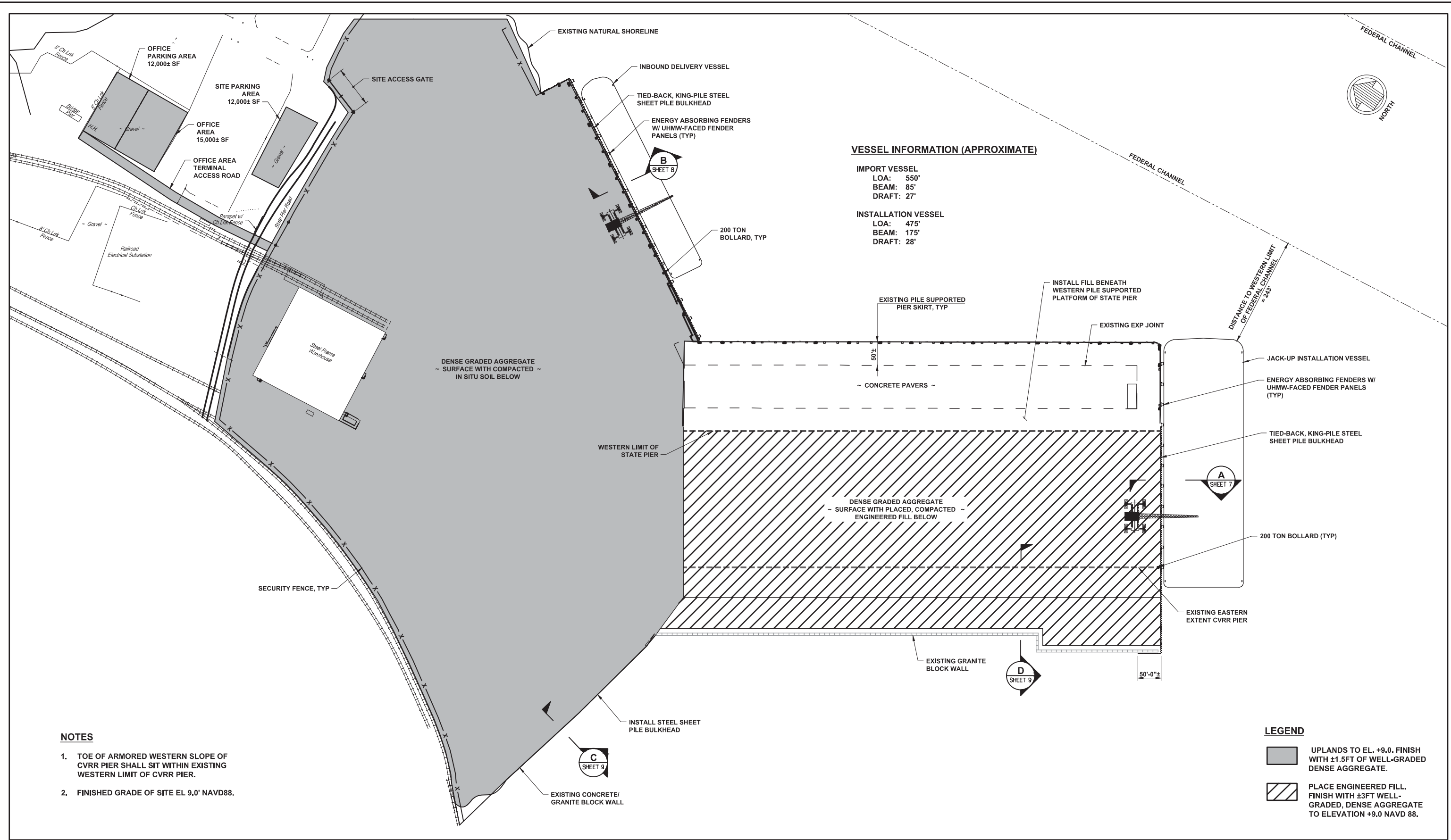
- DEMOLITION NOTES**
1. ABANDONED OR DYSFUNCTIONAL UTILITIES SHALL BE DEMOLISHED AND DISPOSED. FUNCTIONAL UTILITIES MAY BE RELOCATED TO ACCOMMODATE SITE OPERATIONS.
 2. REMOVE AND DISPOSE OF ALL CHAIN LINK FENCING.
 3. SALVAGE GRANITE BLOCKS AND REUSE FOR SLOPE ARMORING.
 4. EXCAVATED MATERIAL FROM WESTERN SIDE OF CVRR PIER SHALL BE USED AS FILL BETWEEN THE PIERS.
 5. ALL ELEVATIONS GIVEN IN NAVD88 DATUM.

- LEGEND**
-  DEMOLISH AND REMOVE STRUCTURE.
 -  DEMOLISH AND REMOVE DECK ELEMENTS AND DELETERIOUS MATERIALS. SLOPE AREA AND INSTALL ARMOR STONE AS SHOWN ON SHEET XX.
 -  DREDGE AND DISPOSE OF MATERIAL AS NOTED.
 -  LEVEL AND COMPACT AREA TO EL +9.0'. DEMOLISH AND DISPOSE OF MISCELLANEOUS UPLANDS MATERIALS/ STRUCTURES.
 -  DREDGE POCKET FOR INSTALL VESSEL SPUD LEGS

**DEMOLITION AND REMOVALS PLAN
NEW LONDON, CONNECTICUT**



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VESSEL INFORMATION (APPROXIMATE)

IMPORT VESSEL
 LOA: 550'
 BEAM: 85'
 DRAFT: 27'

INSTALLATION VESSEL
 LOA: 475'
 BEAM: 175'
 DRAFT: 28'

NOTES

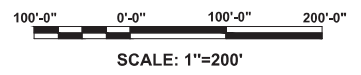
1. TOE OF ARMORED WESTERN SLOPE OF CVRR PIER SHALL SIT WITHIN EXISTING WESTERN LIMIT OF CVRR PIER.
2. FINISHED GRADE OF SITE EL 9.0' NAVD88.

LEGEND

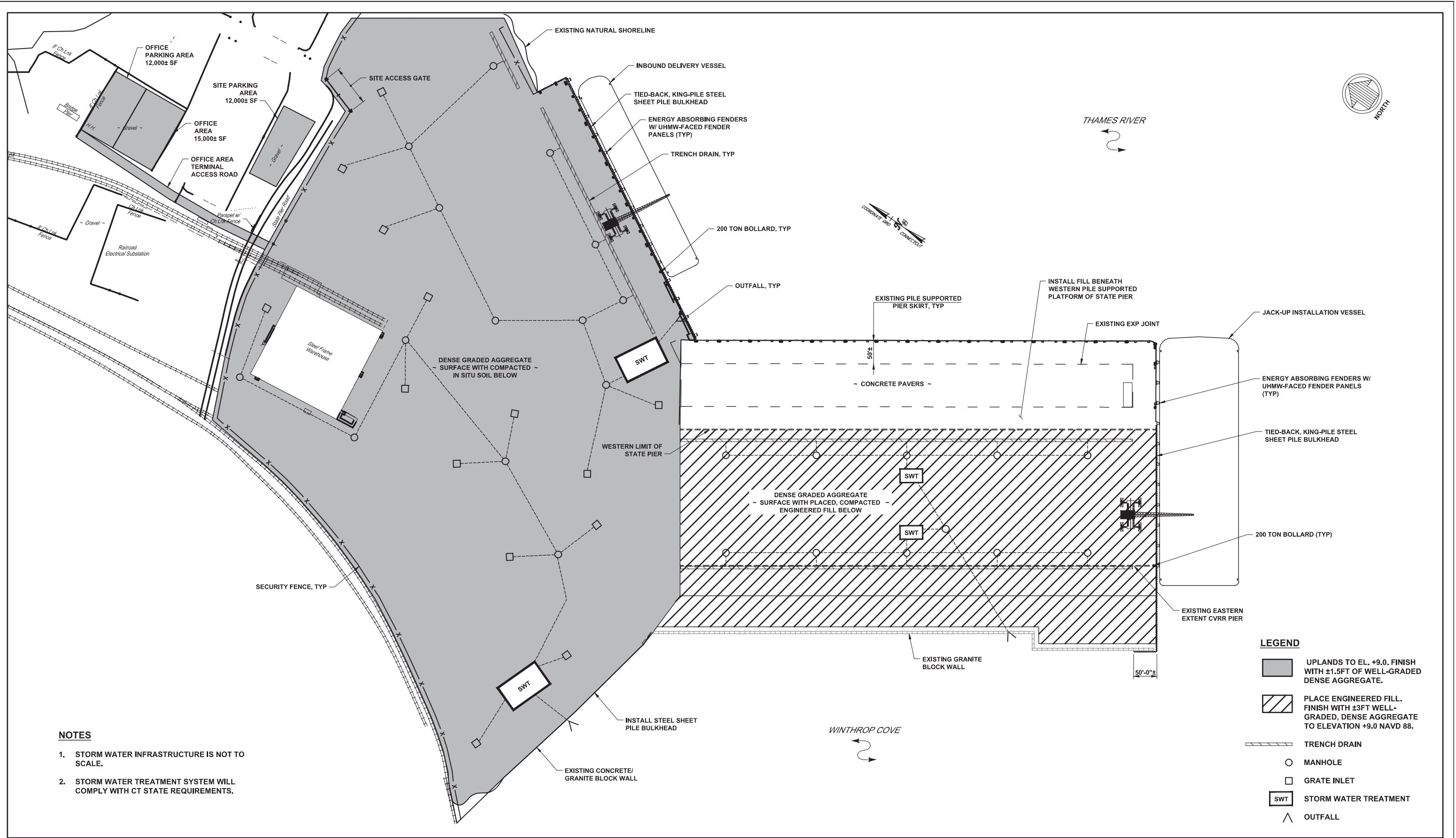
- UPLANDS TO EL. +9.0. FINISH WITH ±1.5FT OF WELL-GRADED DENSE AGGREGATE.
- PLACE ENGINEERED FILL. FINISH WITH ±3FT WELL-GRADED, DENSE AGGREGATE TO ELEVATION +9.0 NAVD 88.



**PROPOSED PLAN
 NEW LONDON, CONNECTICUT**

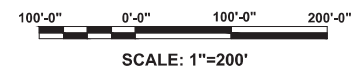


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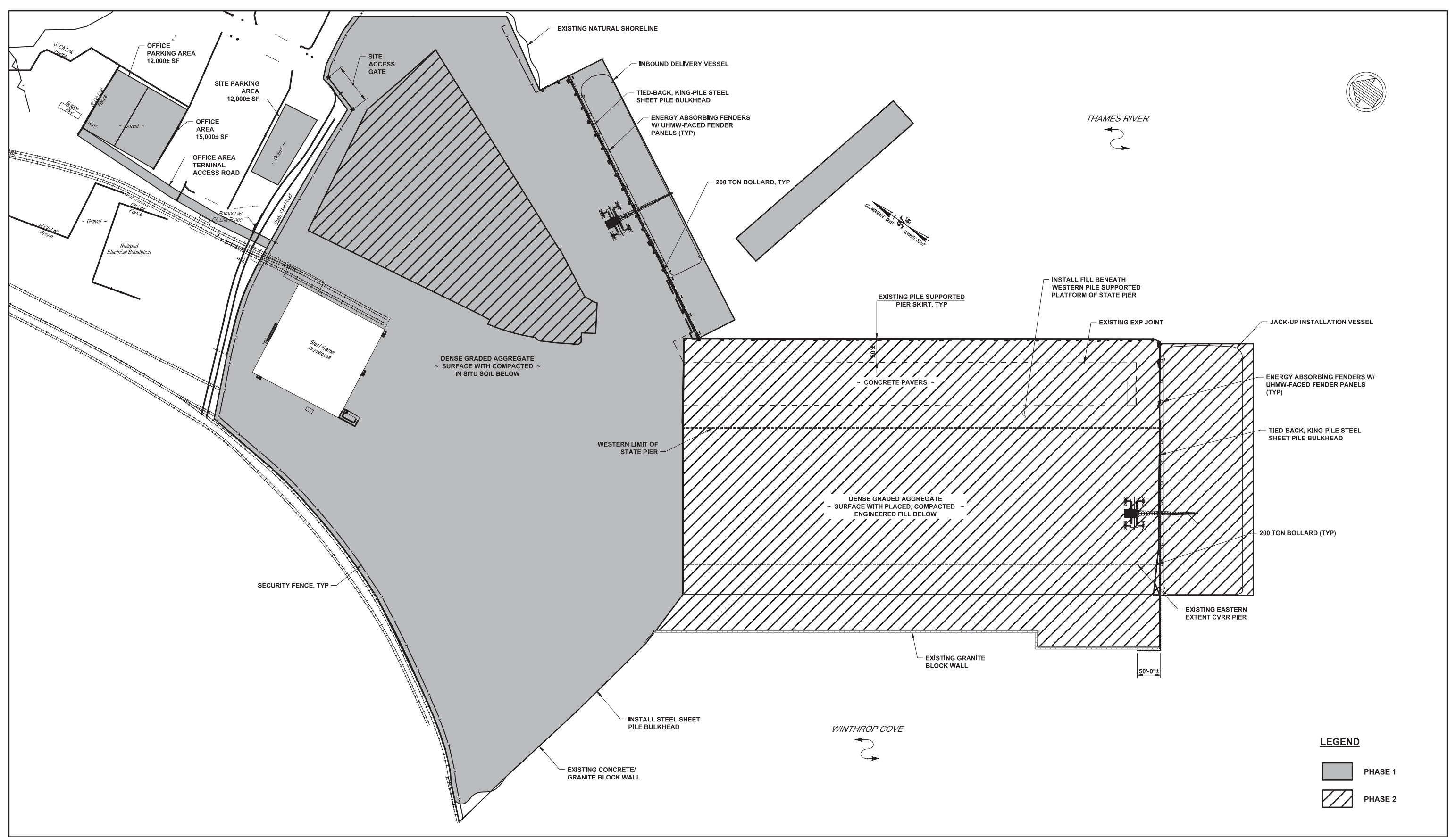


- NOTES**
1. STORM WATER INFRASTRUCTURE IS NOT TO SCALE.
 2. STORM WATER TREATMENT SYSTEM WILL COMPLY WITH CT STATE REQUIREMENTS.

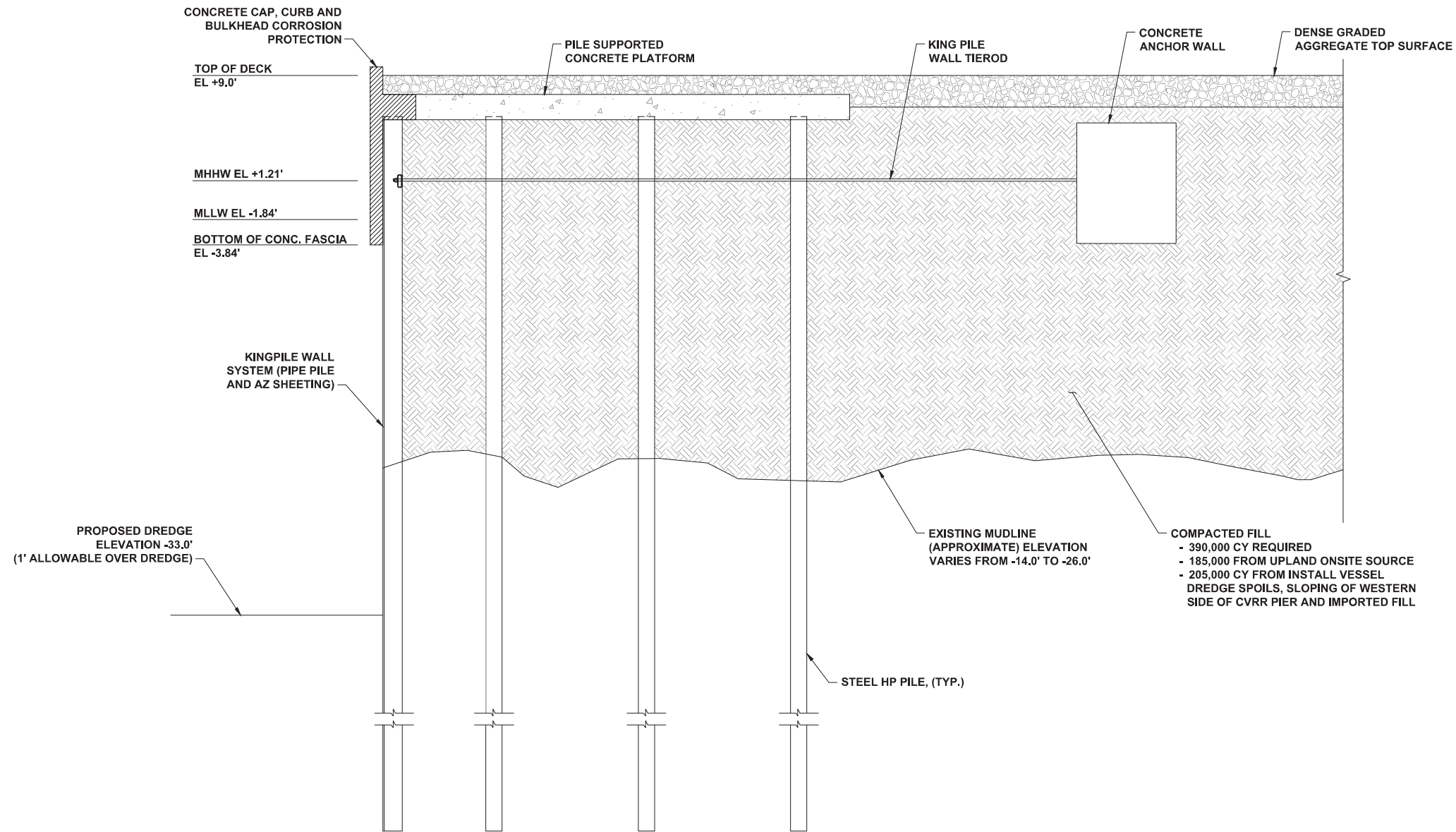
GRADING AND DRAINAGE PLAN
NEW LONDON, CONNECTICUT



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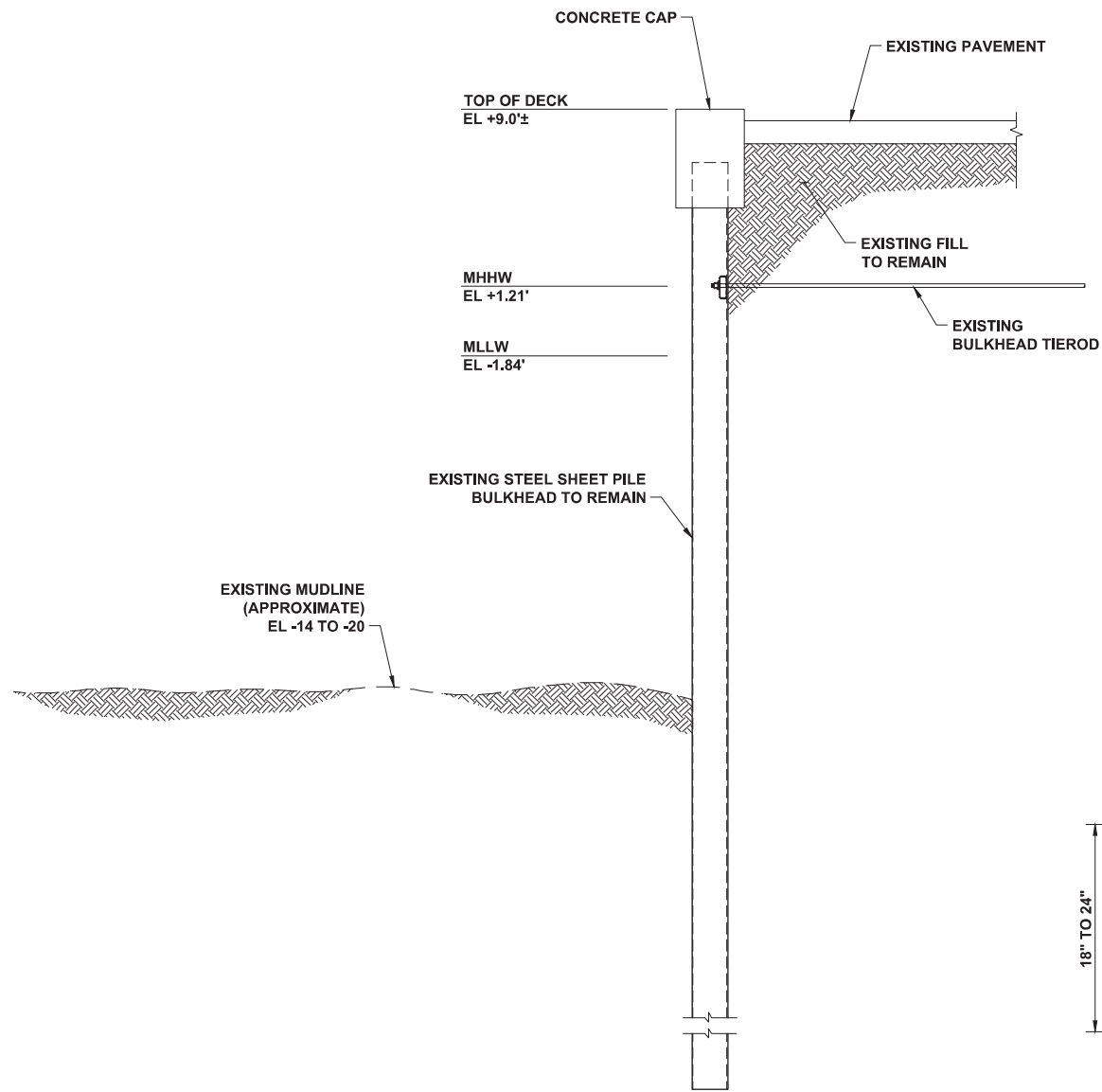


**PHASING PLAN
NEW LONDON, CONNECTICUT**

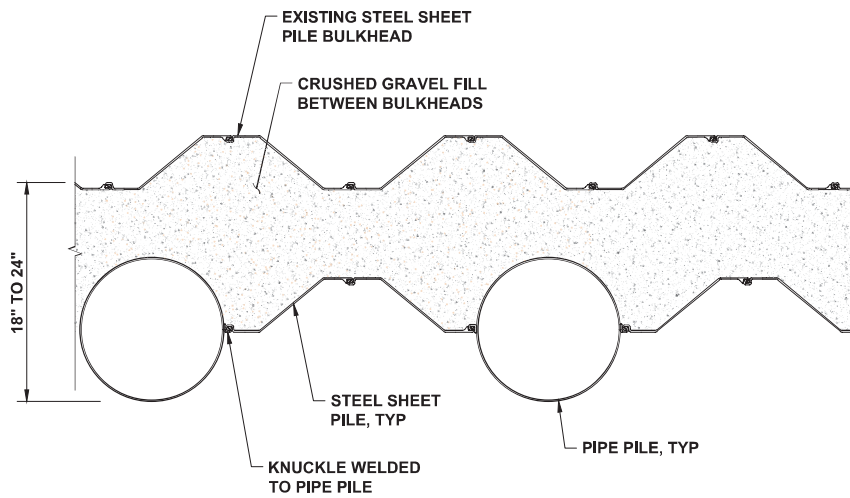


DETAIL A
PROPOSED SECTION - KING PILE WALL CLOSURE BETWEEN CVRR AND STATE PIER

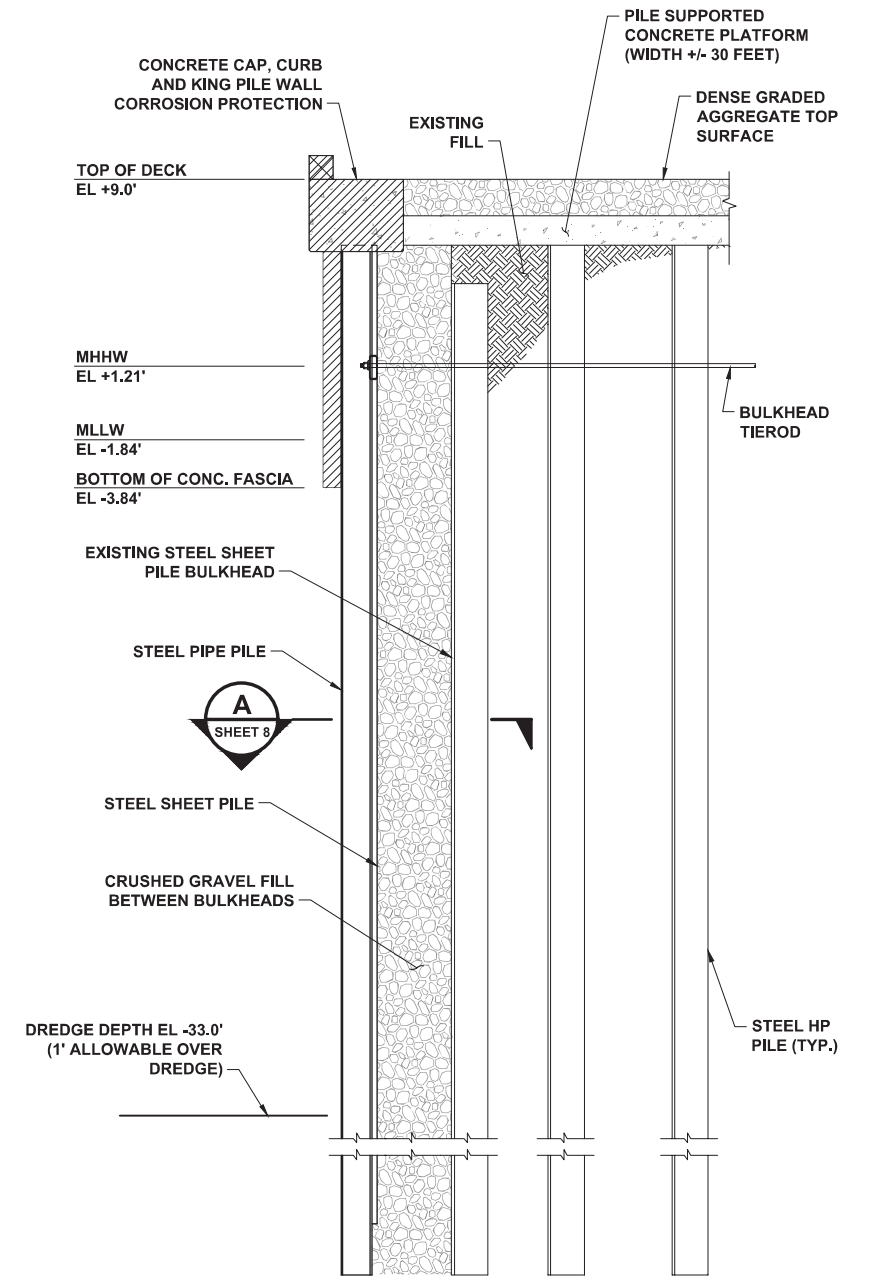
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EXISTING - STEEL SHEET PILE BULKHEAD



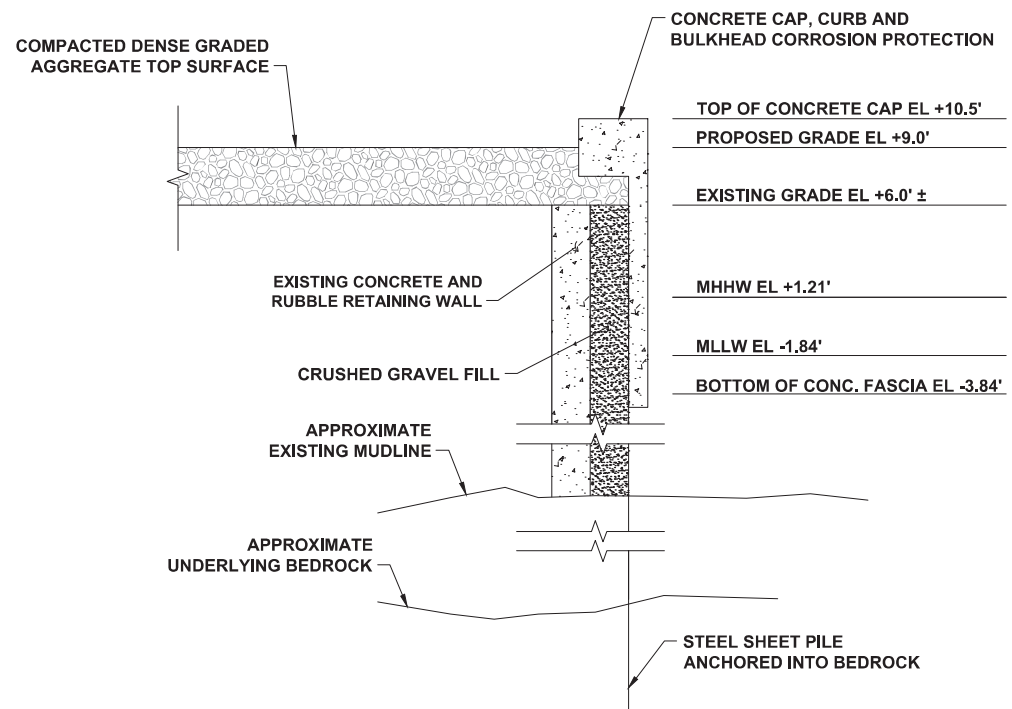
PROPOSED PLAN - KING PILE BULKHEAD



PROPOSED SECTION - KING PILE BULKHEAD

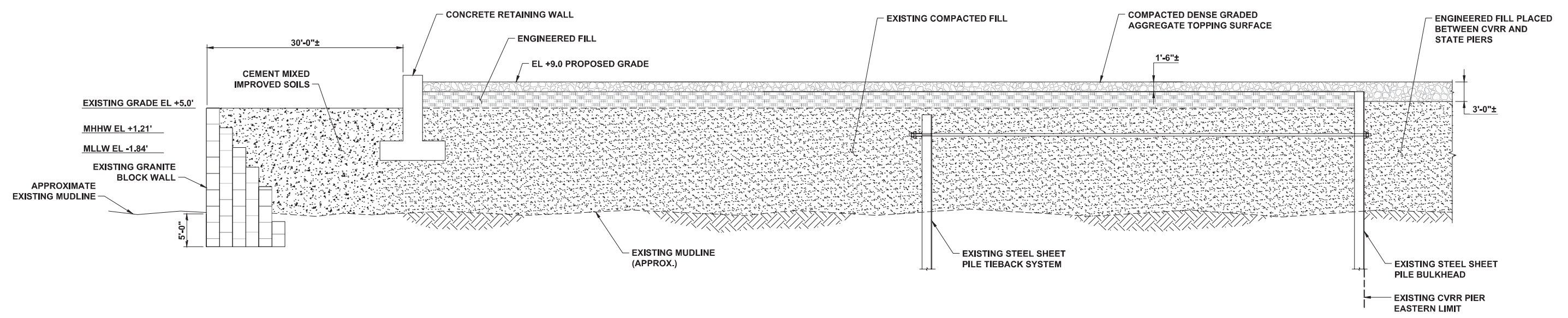
NOTE:
1. NEW KING PILE SYSTEM TO BE INSTALLED AS CLOSE TO EXISTING STEEL SHEETING AS POSSIBLE.

NORTHEAST BULKHEAD SECTIONS



DETAIL C
PROPOSED NORTHWEST BULKHEAD SECTION

- NOTES:**
1. EASTERN END OF INSTALLED FILL WILL BE RETAINED BY CENTRAL BERM OF EXISTING STATE PIER.
 2. NEW STEEL SHEET PILE BULKHEAD SHALL BE INSTALLED 18-24" OUTSHORE OF EXISTING RETAINING WALL.
 3. CONSTRUCTION OF GRANITE BLOCK WALL BELOW MUDLINE IS UNKNOWN. APPROXIMATE SECTION IS SHOWN.

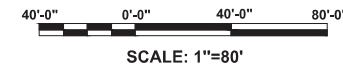


DETAIL D
PROPOSED CVRR PIER SECTION

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**OFFICE AND PARKING PLAN
NEW LONDON, CONNECTICUT**



ASSESSOR'S PROPERTY CARDS AND MAP

STATE PIER RD

Location STATE PIER RD

Mblu H10/ 245/ 1/ /

Acct# H10 0245 0001

Owner CONNECTICUT STATE OF

Assessment \$5,140,800

Appraisal \$7,344,000

PID 103468

Building Count 1

Current Value

Appraisal			
Valuation Year	Improvements	Land	Total
2018	\$802,800	\$6,541,200	\$7,344,000
Assessment			
Valuation Year	Improvements	Land	Total
2018	\$561,960	\$4,578,840	\$5,140,800

Owner of Record

Owner CONNECTICUT STATE OF
Co-Owner C/O DEPT OF TRANSPORTATION
Address PO BOX 317546
 NEWINGTON, CT 06131

Sale Price \$0
Certificate
Book & Page 1296/ 253
Sale Date 09/25/2002
Instrument 25

Ownership History

Ownership History					
Owner	Sale Price	Certificate	Book & Page	Instrument	Sale Date
CONNECTICUT STATE OF	\$0		1296/ 253	25	09/25/2002

Building Information

Building 1 : Section 1

Year Built: 1964
Living Area: 8,910
Replacement Cost: \$1,158,607
Building Percent Good: 55
Replacement Cost Less Depreciation: \$637,200

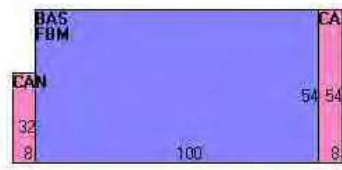
Building Attributes	
Field	Description
STYLE	Office Bldg
MODEL	Commercial
Grade	Above Ave
Stories:	1
Occupancy	1
Exterior Wall 1	Brick/Masonry
Exterior Wall 2	
Roof Structure	Steel Frm/Trus
Roof Cover	Asph/F Gls/Cmp
Interior Wall 1	Drywall/Sheet
Interior Wall 2	
Interior Floor 1	Vinyl/Asphalt
Interior Floor 2	
Heating Fuel	Gas
Heating Type	Forced Air-Duc
AC Type	Central
Bldg Use	OFFICE BLD MDL-94
Total Rooms	
Total Bedrms	00
Total Baths	0
Conv Type	
1st Floor Use:	
Heat/AC	HEAT/AC SPLIT
Frame Type	MASONRY
Baths/Plumbing	AVERAGE
Ceiling/Wall	CEIL & WALLS
Rooms/Prtns	AVERAGE
Wall Height	10
% Comn Wall	0

Building Photo



(http://images.vgsi.com/photos/NewLondonCTPhotos//default.jpg)

Building Layout



(http://images.vgsi.com/photos/NewLondonCTPhotos//Sketches/103468_102413.jpg)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
BAS	First Floor	5,400	5,400
FBM	Basement, Finished	5,400	3,510
CAN	Canopy	688	0
		11,488	8,910

Extra Features

Extra Features	Legend
No Data for Extra Features	

Land

Land Use

Use Code 901C
Description STATE MDL-94
Zone WCI1
Neighborhood X803
Alt Land Appr Category No

Land Line Valuation

Size (Acres) 8.87
Frontage
Depth
Assessed Value \$4,578,840
Appraised Value \$6,541,200

Outbuildings

Outbuildings						Legend
Code	Description	Sub Code	Sub Description	Size	Value	Bldg #
PAV1	PAVING-ASPHALT			128900 S.F.	\$154,700	1
FN3	FENCE-6' CHAIN			1000 L.F.	\$7,000	1
LT8	W/FOUR LIGHTS			3 UNITS	\$3,900	1

Valuation History

Appraisal			
Valuation Year	Improvements	Land	Total
2017	\$738,100	\$6,171,800	\$6,909,900
2016	\$738,100	\$6,171,800	\$6,909,900
2015	\$738,100	\$6,171,800	\$6,909,900

Assessment			
Valuation Year	Improvements	Land	Total
2017	\$516,670	\$4,320,260	\$4,836,930
2016	\$516,670	\$4,320,260	\$4,836,930
2015	\$516,670	\$4,320,260	\$4,836,930

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STATE PIER RD

Location STATE PIER RD

Mblu G10/ 245/ 3/ /

Acct# G10 0245 0003

Owner CONNECTICUT PORT AUTHORITY

Assessment \$7,102,410

Appraisal \$10,146,300

PID 6091

Building Count 1

Current Value

Appraisal			
Valuation Year	Improvements	Land	Total
2018	\$0	\$10,146,300	\$10,146,300
Assessment			
Valuation Year	Improvements	Land	Total
2018	\$0	\$7,102,410	\$7,102,410

Owner of Record

Owner CONNECTICUT PORT AUTHORITY
Co-Owner
Address 500 HUDSON ST
 HARTFORD, CT 06106

Sale Price \$0
Certificate
Book & Page 2173/ 187
Sale Date 06/30/2016
Instrument 15

Ownership History

Ownership History					
Owner	Sale Price	Certificate	Book & Page	Instrument	Sale Date
CONNECTICUT PORT AUTHORITY	\$0		2173/ 187	15	06/30/2016
CONNECTICUT STATE OF	\$2,975,000		1201/ 267	15	05/18/2001
CV PROPERTIES INCORPORATED	\$0		1201/ 264	29	05/18/2001
CENTRAL VERMONT RAILWAY INC	\$0		117/ 023		01/01/1700

Building Information

Building 1 : Section 1

Year Built:
Living Area: 0
Replacement Cost: \$0
Building Percent Good:
Replacement Cost Less Depreciation: \$0

Building Photo



(<http://images.vgsi.com/photos/NewLondonCTPhotos//default.jpg>)

Building Layout

(http://images.vgsi.com/photos/NewLondonCTPhotos//Sketches/6091_6196.jpg)

Building Attributes	
Field	Description
Style	Vacant Land
Model	
Grade:	
Stories:	
Occupancy	
Exterior Wall 1	
Exterior Wall 2	
Roof Structure:	
Roof Cover	
Interior Wall 1	
Interior Wall 2	
Interior Flr 1	
Interior Flr 2	
Heat Fuel	
Heat Type:	
AC Type:	
Total Bedrooms:	
Total Bthrms:	
Total Half Baths:	
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	
Kitchen Style:	
Conv Type	

Building Sub-Areas (sq ft)	Legend
No Data for Building Sub-Areas	

Extra Features

Extra Features	Legend
No Data for Extra Features	

Land

Land Use

Use Code 9010
Description STATE MDL-00
Zone WCI1
Neighborhood SPR
Alt Land Appr Category No

Land Line Valuation

Size (Acres) 8.36
Frontage 0
Depth 0
Assessed Value \$7,102,410
Appraised Value \$10,146,300

Outbuildings

Outbuildings	Legend
No Data for Outbuildings	

Valuation History

Appraisal			
Valuation Year	Improvements	Land	Total
2017	\$0	\$8,544,300	\$8,544,300
2016	\$0	\$8,544,300	\$8,544,300
2015	\$0	\$8,544,300	\$8,544,300

Assessment			
Valuation Year	Improvements	Land	Total
2017	\$0	\$5,981,010	\$5,981,010
2016	\$0	\$5,981,010	\$5,981,010
2015	\$0	\$5,981,010	\$5,981,010

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STATE PIER RD

Location STATE PIER RD

Mblu G10/ 245/ 4/ /

Acct# G10 0245 0004

Owner CONNECTICUT PORT
AUTHORITY

Assessment \$19,014,100

Appraisal \$27,163,000

PID 6124

Building Count 4

Current Value

Appraisal			
Valuation Year	Improvements	Land	Total
2018	\$8,035,500	\$19,127,500	\$27,163,000
Assessment			
Valuation Year	Improvements	Land	Total
2018	\$5,624,850	\$13,389,250	\$19,014,100

Owner of Record

Owner CONNECTICUT PORT AUTHORITY

Sale Price \$0

Co-Owner

Certificate

Address 500 HUDSON ST
HARTFORD, CT 06106

Book & Page 2173/ 187

Sale Date 06/30/2016

Instrument 15

Ownership History

Ownership History					
Owner	Sale Price	Certificate	Book & Page	Instrument	Sale Date
CONNECTICUT PORT AUTHORITY	\$0		2173/ 187	15	06/30/2016
CONNECTICUT STATE OF-STA	\$0		36/		01/01/1700

Building Information

Building 1 : Section 1

Year Built: 1980
Living Area: 1,152
Replacement Cost: \$117,373
Building Percent Good: 44
Replacement Cost Less Depreciation: \$51,600

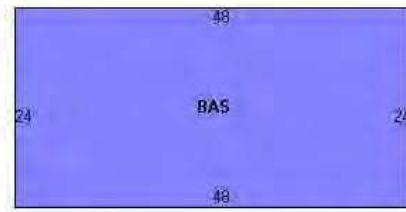
Building Attributes	
Field	Description
STYLE	Office Bldg
MODEL	Commercial
Grade	Below Ave
Stories:	1
Occupancy	
Exterior Wall 1	Pre-finish Metl
Exterior Wall 2	
Roof Structure	Wood Truss
Roof Cover	Metal/Tin
Interior Wall 1	Plywood Panel
Interior Wall 2	
Interior Floor 1	Vinyl/Asphalt
Interior Floor 2	
Heating Fuel	Electric
Heating Type	Electr Basebrd
AC Type	None
Bldg Use	DOCKYARDS MDL-94
Total Rooms	
Total Bedrms	00
Total Baths	0
Conv Type	
1st Floor Use:	3150
Heat/AC	NONE
Frame Type	WOOD FRAME
Baths/Plumbing	LIGHT
Ceiling/Wall	CEIL & WALLS
Rooms/Prtns	LIGHT
Wall Height	8
% Comn Wall	0

Building Photo



(<http://images.vgsi.com/photos/NewLondonCTPhotos//\00\00\74\44.jpg>)

Building Layout



(http://images.vgsi.com/photos/NewLondonCTPhotos//Sketches/6124_6228.jpg)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
BAS	First Floor	1,152	1,152
		1,152	1,152

Building 2 : Section 1

Year Built: 1948
Living Area: 3,200
Replacement Cost: \$259,203
Building Percent Good: 37
Replacement Cost Less Depreciation: \$95,900

Building Attributes : Bldg 2 of 4	
Field	Description
STYLE	Service Shop
MODEL	Ind/Lg UnfinCM
Grade	Fair
Stories:	1
Occupancy	1
Exterior Wall 1	Pre-finish Metl
Exterior Wall 2	
Roof Structure	Gable/Hip
Roof Cover	Wood Shingle
Interior Wall 1	Minim/Masonry
Interior Wall 2	
Interior Floor 1	Concr-Finished
Interior Floor 2	
Heating Fuel	Gas
Heating Type	Hot Air-no Duc
AC Type	None
Bldg Use	STATE MDL-96
Total Rooms	
Total Bedrms	00
Total Baths	0
Conv Type	
1st Floor Use:	901I
Heat/AC	NONE
Frame Type	STEEL
Baths/Plumbing	NONE
Ceiling/Wall	NONE
Rooms/Prtns	AVERAGE
Wall Height	20
% Comn Wall	0

Building Photo



(<http://images.vgsi.com/photos/NewLondonCTPhotos//\00\00\55\07.jpg>)

Building Layout



(http://images.vgsi.com/photos/NewLondonCTPhotos//Sketches/6124_6231.jpg)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
BAS	First Floor	3,200	3,200
		3,200	3,200

Building 3 : Section 1

Year Built: 1975
Living Area: 3,200
Replacement Cost: \$141,007
Building Percent Good: 55
Replacement Cost Less Depreciation: \$77,600

Building Attributes : Bldg 3 of 4	
Field	Description
STYLE	Pre-Eng Warehs
MODEL	Ind/Lg UnfinCM
Grade	Fair
Stories:	1
Occupancy	1
Exterior Wall 1	Pre-finsh Metl
Exterior Wall 2	
Roof Structure	Steel Frm/Truss
Roof Cover	Metal/Tin
Interior Wall 1	Minim/Masonry
Interior Wall 2	
Interior Floor 1	Concr-Finished
Interior Floor 2	
Heating Fuel	Coal or Wood
Heating Type	None
AC Type	None
Bldg Use	STATE MDL-96
Total Rooms	
Total Bedrms	00
Total Baths	0
Conv Type	
1st Floor Use:	901I
Heat/AC	NONE
Frame Type	STEEL
Baths/Plumbing	NONE
Ceiling/Wall	CEILING ONLY
Rooms/Prtns	LIGHT
Wall Height	16
% Comn Wall	0

Building Photo



(http://images.vgsi.com/photos/NewLondonCTPhotos//default.jpg)

Building Layout



(http://images.vgsi.com/photos/NewLondonCTPhotos//Sketches/6124_6232.jpg)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
BAS	First Floor	3,200	3,200
		3,200	3,200

Building 4 : Section 1

Year Built: 1942
Living Area: 54,456
Replacement Cost: \$1,990,650
Building Percent Good: 37
Replacement Cost Less Depreciation: \$736,500

Building Attributes : Bldg 4 of 4	
Field	Description
STYLE	Warehouse
MODEL	Ind/Lg UnfinCM
Grade	Below Ave
Stories:	1
Occupancy	1
Exterior Wall 1	Pre-cast Concr
Exterior Wall 2	
Roof Structure	Steel Frm/Trus
Roof Cover	Enam Mtl Shing
Interior Wall 1	Minim/Masonry
Interior Wall 2	
Interior Floor 1	Concr-Finished
Interior Floor 2	
Heating Fuel	Coal or Wood
Heating Type	None
AC Type	None
Bldg Use	STATE MDL-96
Total Rooms	
Total Bedrms	00
Total Baths	0
Conv Type	
1st Floor Use:	9011
Heat/AC	NONE
Frame Type	MASONRY
Baths/Plumbing	NONE
Ceiling/Wall	CEILING ONLY
Rooms/Prtns	LIGHT
Wall Height	22
% Comn Wall	0

Building Photo



(http://images.vgsi.com/photos/NewLondonCTPhotos//\00\00\55\09.jpg)

Building Layout



(http://images.vgsi.com/photos/NewLondonCTPhotos//Sketches/6124_6233.jpg)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
BAS	First Floor	54,456	54,456
		54,456	54,456

Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
LDL1	LOAD LEVELERS	6 UNITS	\$7,800	4
SPR1	SPRINKLERS-WET	54456 S.F.	\$20,100	4

Land

Land Use

Use Code 901C
Description STATE MDL-94
Zone WCI1
Neighborhood SPR
Alt Land Appr Category No

Land Line Valuation

Size (Acres) 23.64
Frontage 0
Depth 0
Assessed Value \$13,389,250
Appraised Value \$19,127,500

Outbuildings

Outbuildings						Legend
Code	Description	Sub Code	Sub Description	Size	Value	Bldg #
PAV1	PAVING-ASPHALT			200000 S.F.	\$180,000	2
DCK2	COMM DOCK			230000 S.F.	\$6,831,000	2
FN3	FENCE-6' CHAIN			5000 L.F.	\$35,000	2

Valuation History

Appraisal				
Valuation Year	Improvements	Land	Total	
2017	\$7,943,000	\$16,107,400	\$24,050,400	
2016	\$7,943,000	\$16,107,400	\$24,050,400	
2015	\$7,943,000	\$13,341,000	\$21,284,000	

Assessment				
Valuation Year	Improvements	Land	Total	
2017	\$5,560,100	\$11,275,180	\$16,835,280	
2016	\$5,560,100	\$11,275,180	\$16,835,280	
2015	\$5,560,100	\$9,338,700	\$14,898,800	

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Parcel lines



**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

SCCOG makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

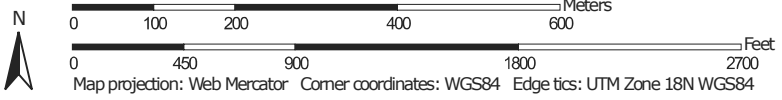
Geometry updated 05/31/2017
Data updated 10/1/2013

SOIL SURVEY MAP

Soil Map—State of Connecticut




Map Scale: 1:9,300 if printed on A landscape (11" x 8.5") sheet.




MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)




















Soils







 Soil Map Unit Polygons

 Soil Map Unit Lines


 Soil Map Unit Points

Special Point Features






-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot

-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features

Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: State of Connecticut
 Survey Area Data: Version 18, Dec 6, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 28, 2011—May 12, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
38C	Hinckley loamy sand, 3 to 15 percent slopes	4.1	1.2%
60B	Canton and Charlton fine sandy loams, 3 to 8 percent slopes	2.4	0.7%
60D	Canton and Charlton soils, 15 to 25 percent slopes	1.0	0.3%
306	Udorthents-Urban land complex	126.7	35.5%
307	Urban land	63.7	17.8%
W	Water	159.1	44.6%
Totals for Area of Interest		357.1	100.0%

SUPPORTING DOCUMENTS AND MAPS

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable". For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name CENTRAL VERMONT RAILROAD PIER
other names/site number N/A

2. Location

street & number State Pier Road not for publication
city or town New London vicinity
state Connecticut code CT county New London code 011 zip code 06320

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)
Jennifer Aniskovich EXECUTIVE DIRECTOR 12/14/04
Signature of certifying official/Title Date
Jennifer Aniskovich, Executive Director, CT Commission on Culture and Tourism
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)
Signature of certifying official/Title Date
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:
 entered in the National Register.
 See continuation sheet.
 determined eligible for the National Register.
 See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain): _____

Edson M. Beall Signature of the Keeper Date of Action 1/26/05

Central Vermont Railroad Pier
Name of Property

New London County, CT
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: water-related
TRANSPORTATION: rail-related

Current Functions

(Enter categories from instructions)

NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

Other: earth-filled masonry pier

Materials

(Enter categories from instructions)

foundation N/A
walls Granite

roof N/A
other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Central Vermont Railroad Pier
Name of Property

New London County, CT
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark an "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, structure
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
ENGINEERING

Period of Significance

1876-1946

Significant Dates

1876

Significant Person

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

Architect/Builder

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Building Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

State Historic Preservation Office,
59 South Prospect Street, Hartford, CT 06106

Central Vermont Railroad Pier
Name of Property

New London County, CT
County and State

10. Geographical Data

Acreage of Property 8.36 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 19 743220 4582380
Zone Easting Northing

3
Zone Easting Northing

2

4

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Bruce Clouette, Historian

organization Archaeological and Historical Services, Inc. date December 3, 2004

street & number P.O. Box 543 telephone 860-429-1723

city or town Storrs state CT zip code 06268

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Connecticut Department of Transportation

street & number 2800 Berlin Turnpike telephone 860-594-3000

city or town Newington state CT zip code 06131-7546

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Central Vermont Railroad Pier
New London, New London County, CT

Description:

The Central Vermont Railroad Pier (Photographs 1 and 2, Figure 4) is an 1,100-foot-long earth-filled granite masonry structure that was completed in 1876. It lies just west of the Connecticut State Pier on the west bank of the Thames River, which is tidal at this point and forms part of New London Harbor. The general area was formerly one of warehouses and railroad yard tracks but today is mostly open and used for outdoor lumber storage. The pier property includes an onshore portion that is 850 feet wide and varies in depth from about 100 to 300 feet. Formerly, a frame office building from 1937 and a modern cylindrical storage tank stood on the land portion of the property, but these have been demolished. To the north of the property are Amtrak's electrified Northeast Corridor rail line and, beyond that, the high-level Gold Star Bridge carrying Interstate 95.

The pier is 150 feet wide for most of its length; the final 250 feet, however, is 220 feet wide, giving the pier a hammer-head shape. Currently the pier's surface is covered with asphalt (Photograph 3), with the paving flush with the tops of the masonry perimeter walls. Along the length of the pier's west wall and the head wall of the west slip is a shelf that appears to have accommodated a timber fender of some sort, held in place by iron rods pinned into the masonry, only a few of which survive (Photographs 4 and 5). The walls themselves consist of a coursed ashlar of roughly shaped gray granite blocks typically about 18 inches thick and 4 feet in length, finished with flat capstones joined with iron staples. The walls rise about four feet above the high water mark, but because the tides in New London rise and fall an average of 2 ½ feet, the exposure of the walls constantly varies. The portion below the high water mark is dark colored and partly covered with algae (Photograph 6). The east side of the pier is similar, but because of greater deterioration the masonry is less well defined (Photograph 7). Wooden pilings form a protective barrier along part of the east side. Although the substructure is not visible, it can be assumed from contemporary construction practice that the stone perimeter walls become thicker toward the bottom, continue well below the level of the harbor bed (which was 22 feet below high water at one point), and rest on a dense grid of timber piles. There appears to be some minor subsidence of portions of the west wall.

Objects on the pier are currently limited to three types of mooring appliances, all of which are set within concrete footings (Photographs 8 and 9). In the period of significance, several parallel railroad tracks extended the length of the pier, of which only a remnant at the extreme northeast corner of the property remains visible (Photograph 10). The arrangement of buildings and structures atop the pier changed with the various purposes it has served. When it was built, it had coal-loading equipment and storage bunkers to service a fleet of Reading Railroad coastal freighters that off-loaded coal for New England markets. In 1904 the Central Vermont Railroad decided to use the pier for another purpose, transporting freight and express between New York City and the communities along its inland New England route. To that end, a large freight shed was built along the east side of the pier, with the coal hoist remaining on the west side for some time. Over the years additional buildings

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appeared, including an office and a tool house. After freight transfer ended in 1946, the pier was mostly used as storage tracks for freight cars, and most of the buildings were taken down around 1970. At one time, only the administrative office building, a two-story frame building built in 1937, remained standing, but it too has now been demolished.

The slips on either side of the pier originally had a depth of 16 feet, increased by additional dredging to 21 feet in the early 20th century (Figure 3). When it was in operation, the pier was connected to the New London waterfront by a 20-foot channel and to the middle of the Thames River by a 35-foot channel (depths as of June 30, 1921) that also served the adjacent State Pier. Because of natural forces such as siltation the depth has changed over time.

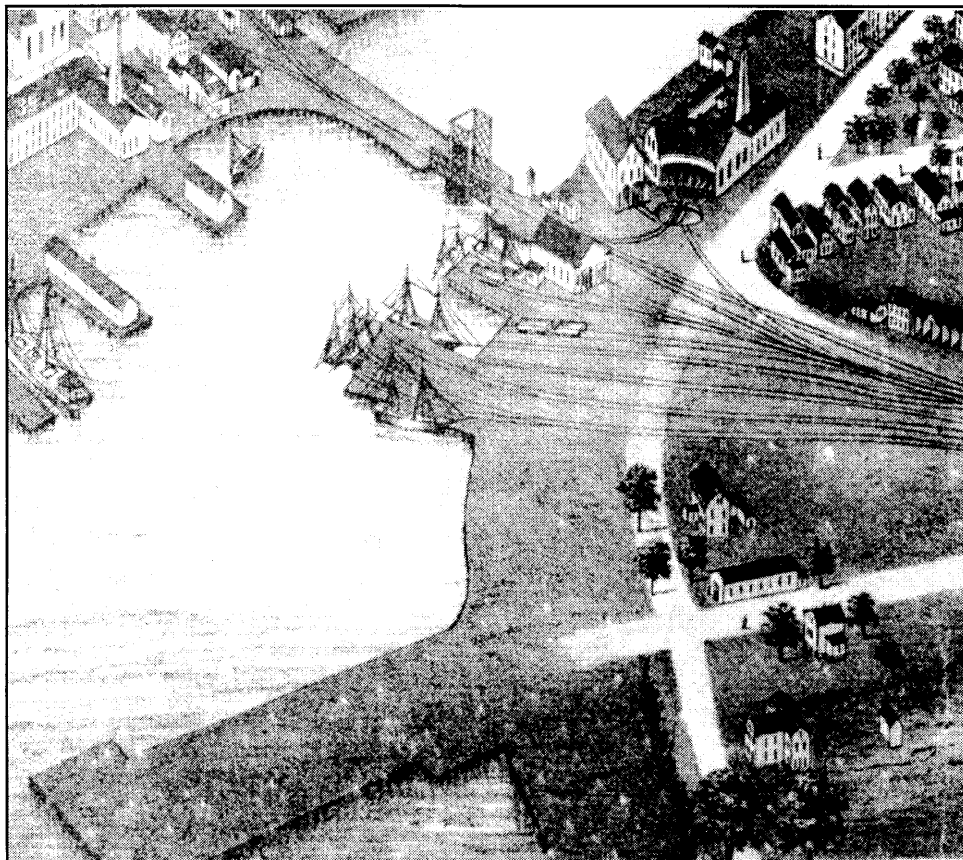
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**Central Vermont Railroad Pier
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Figure 1: Engraving of the pier (lower left) shortly after completion in 1876, before any buildings, tracks, or structures were added (*New London, Connecticut, 1876*). The railroad's earlier wharves are visible in the upper center of the view, as is the rail line and drawbridge leading to New London's commercial center.



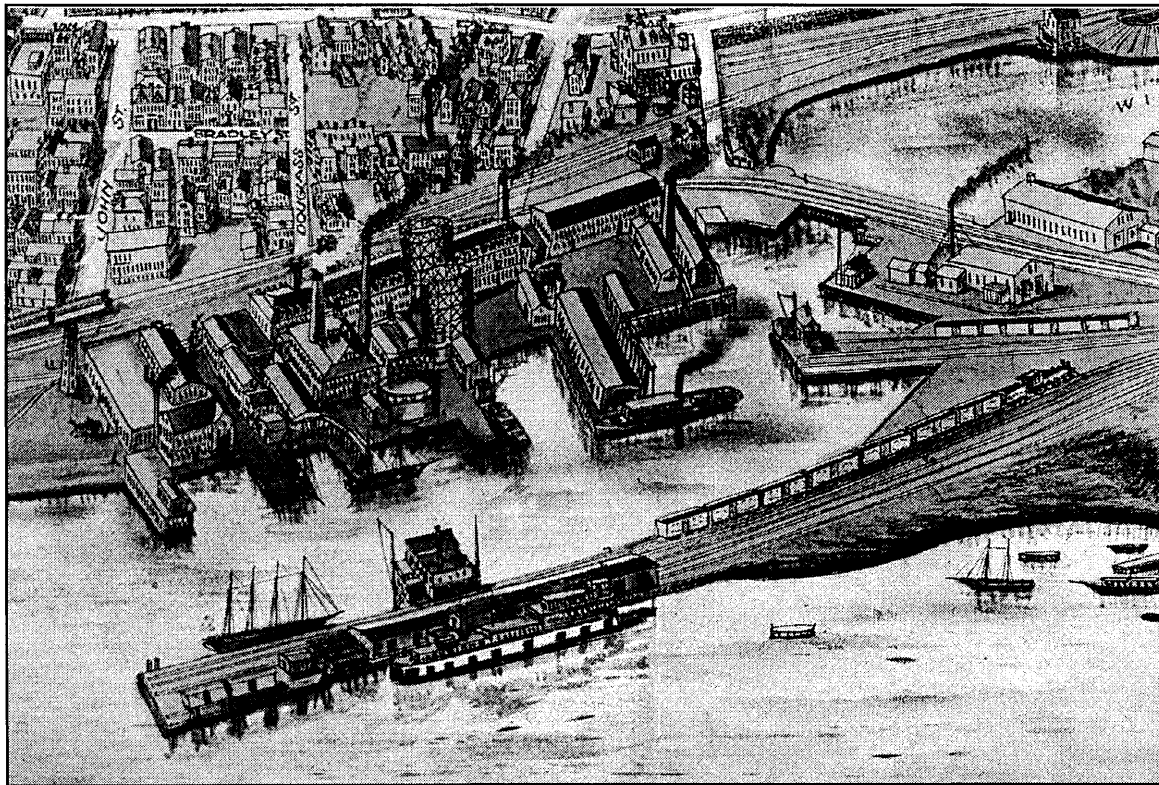
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**Central Vermont Railroad Pier
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Figure 2: Engraving of the pier in 1911, showing one of the railroad's freighters alongside. The buildings include a freight house on the east side and a coal elevator on the west side (*Aero View of New London*). One of the earlier small wharves is still in use.



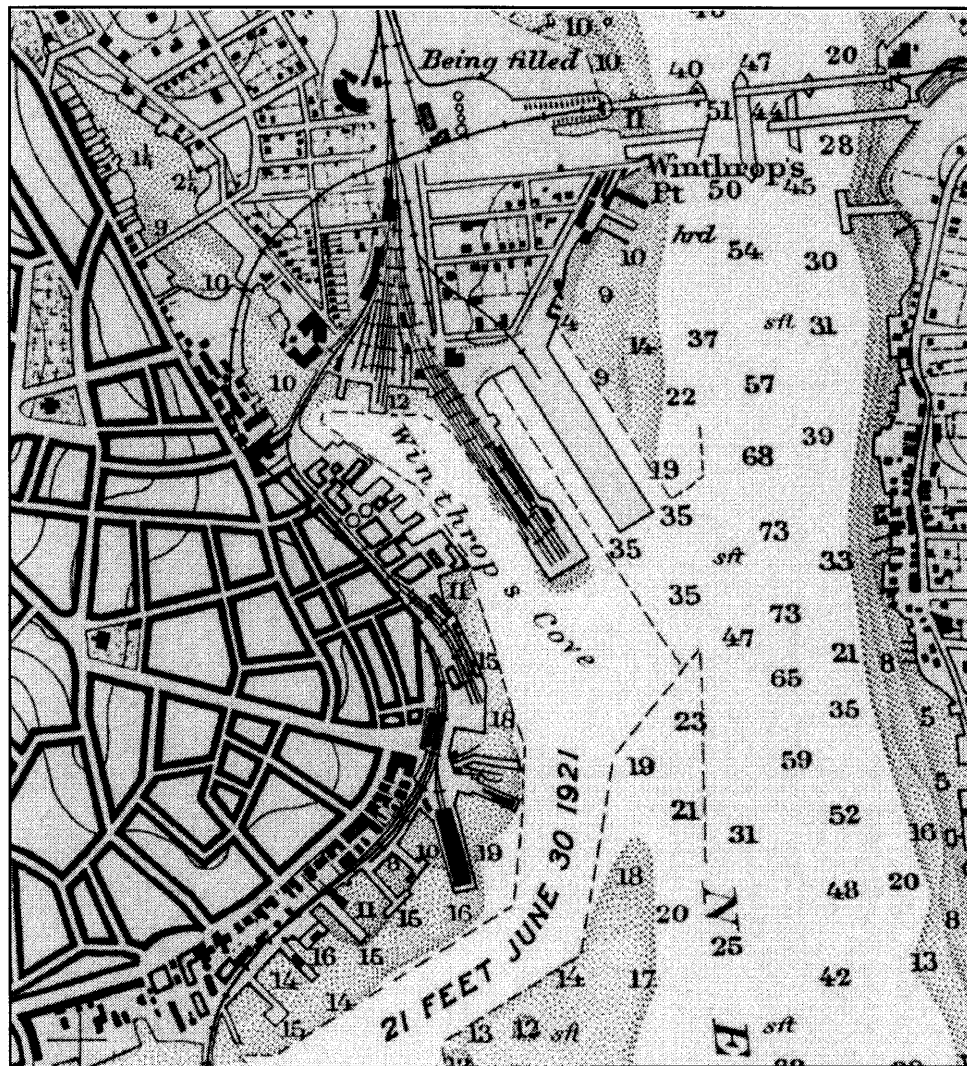
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Central Vermont Railroad Pier
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Figure 3: U.S. Coast and Geodetic Survey chart of New London Harbor, 1929.



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**Central Vermont Railroad Pier
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Figure 4: Aerial view of pier (left, with Connecticut State Pier on right), 1995. The tank and the administration building onshore are no longer standing (Connecticut D.E.P).



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Statement of Significance:

Summary

The Central Vermont Railroad Pier in New London, Connecticut, is a significant resource because it illustrates the important role that rail-water interchange played in the state's 19th-century transportation history (National Register Criterion A). At one time, virtually every Connecticut railroad had some connection with coastal freight and passenger navigation. Before an all-rail route was completed between Boston and New York, passengers could choose to complete their journey via steamship from Fall River, Providence, Stonington, Groton, New London, or Old Saybrook. Coal for Connecticut's industries was brought in by water and transferred to railroad cars well into the 20th century. Even the inland routes interchanged freight and passengers with steamship service on the Thames and Connecticut rivers. This large pier was built by the Central Vermont Railroad as a means of bringing in first coal and then general freight and express shipments and was active from 1876 to 1946. The Central Vermont Railroad ran from New London through eastern Connecticut to Palmer, Massachusetts, a major railroad junction, and then continued onward to Vermont and Canada.

The pier also has significance in engineering history as a large and relatively intact example of 19th-century harbor-facilities engineering (Criterion C). The form and method of construction reveal much about the period: the pier's large size significantly exceeded the length of facilities built for coastal sailing vessels and clearly was intended to address the needs of larger steam-powered freighters. The method of construction—earth-filled masonry perimeter walls—was also a product of the age of steam; although there exists little in the documentary record describing the process of this pier's construction, it is apparent that without steam-powered pile drivers, pumps, and earth-moving equipment, a pier on this scale would have been beyond the means of a small railroad company. Although no formal survey has been made of this type of resource, it can be said with confidence that this is the only large 19th-century pier remaining in Connecticut. Other comparable examples, such as Belle Dock and the New Haven Railroad piers in New Haven, are known to have been destroyed or embedded in later harbor improvements.

Although not primarily being nominated for its information potential (Criterion D), the pier as an artifact could prove illuminating about some aspects of 19th-century civil-engineering practice. For example, it would be interesting to know how the depth and density of pilings compare with modern standards, which might become apparent if repairs are made to the east wall, and one could determine through laboratory testing the source of the granite.

The fact that none of the historic buildings and structures that once stood on the pier remain does not constitute a serious issue of integrity. The pier itself is the core of the resource and, when placed in operation, accounted for nearly 80% of the cost of construction. The various appurtenances changed over time as the pier's use changed, but the masonry and fill itself remained constant.

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Central Vermont Railroad Pier
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Historical Background

New London was a prosperous seaport in the 18th and early 19th centuries, but its leaders fretted that railroad construction would pass the place by, turning New London into a backwater. New London merchants and civic leaders were therefore active proponents of the New London, Willimantic, and Springfield Railroad, chartered in 1847 and completed, not to Springfield, Massachusetts, but instead to Palmer, some fifteen miles to the east. In 1852 a drawbridge was built across Winthrop Cove so the line could connect with the downtown area of New London, where it joined up both with the just-opened rail line from New London to New Haven and with steamboat service to New York City.

In 1861, a new corporation, the New London Northern Railroad, took over the New London, Willimantic, and Palmer Railroad (as it had been re-named). The New London Northern undertook a program of improvements on the line, including repairing and enlarging its New London wharf facilities; for a time it operated its own steamboats to New York. Equally important, it extended the line from Palmer to Miller's Falls, Massachusetts, where it connected with rail lines serving Vermont and, ultimately, Canada. Although it survived as a corporate entity until 1951, the New London Northern effectively lost its separate identity starting in 1871, when it became a leased property of the Central Vermont Railroad. The Central Vermont itself soon came under the control of Canada's Grand Trunk Railway, thereby establishing New London as a major terminal for shipping to and from Canada. In 1922 the Grand Trunk and Central Vermont were reorganized as subsidiaries of the Canadian National Railway.

The wharves that had been built by its predecessors were too small for the role serving all of inland New England and Canada envisioned by the Central Vermont Railroad (though those wharves remained in service well after the current pier was built - see Figure 1). In 1874 the railroad began construction on a facility of exceptional size, one that could accommodate ocean-going vessels more than 500 feet in length. The wharf cost a total of \$225,000, an impressive sum at that time, of which \$45,000 was for coal-handling facilities and \$175,000 for the pier itself. The coal facilities, finished in 1877, included a steam-powered hoist that could unload more than 100 tons of coal an hour from the Reading Railroad freighters in the slips into the Central Vermont's rail cars and coal bunkers. Because of this investment, the railroad was one of few Connecticut lines that showed a profit in 1878. Operation of the pier was aided over the years by channel dredging projects undertaken in New London Harbor by the U.S. Government, though the railroad itself was responsible for keeping the slips to their proper depth.

In 1904 the railroad reconfigured the pier to serve a new role, freight and express service to New York City. Two steamers, *New London* and *New York*, were purchased, covered platforms were built over the tracks along the pier, and a large freight house was erected on the pier's east side (Figure 3). The two freighters, later joined by a third vessel, *Vermont*, were 268 feet in length and had a cargo capacity of 1,900 tons; they were operated by a subsidiary, the Central Vermont Transportation

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Central Vermont Railroad Pier
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Company. Freight headed to New York City or for export through New York harbor was carried by rail to New London, where it was loaded onto one of the company's freighters for an overnight trip to New York's Pier 29. The freighter would then pick up a return cargo bound for New England or Canada. Some cargos, such as fruit, coffee beans, sisal, hides, hemp sugar, tapioca, and crude rubber bypassed the pier and instead were transferred via lighters to and from ocean-going ships waiting in New York Harbor. The railroad's southern division became popularly known as the "Banana Belt."

One of the more interesting aspects of the Central Vermont's New London pier operation was the express service that was offered between New York and the larger towns in the railroad's service area. Special baggage cars marked "New York Fast Freight - Over Night Service" ran in the railroad's passenger trains and sometimes outnumbered coaches. Small shipments could be brought to certain stations along the route, where they would be loaded into the baggage cars, carried to New London, transferred to a freighter, and brought overnight to New York. The route also worked in reverse, allowing rapid delivery from the metropolis to eastern Connecticut, central Massachusetts, and Vermont.

After World War II, a brief economic slump, competition from truck traffic, and the aging of the railroad's freighter fleet combined to make operation of the pier uneconomical. Service was suspended in November 1946 during a strike of New London's dock workers and never resumed. The vessels were tied up at the pier until they were sold for scrap in 1948. Thereafter, the railroad used the pier only for railroad-car storage tracks and as an administrative center for its southern operations. The railroad retained the pier after the line itself was sold to the Connecticut Central Railroad. It was sold to the State of Connecticut in 2001; long-term planning for the facility is still under way.

Engineering Significance

Pier engineering is straightforward in principle but demanding in the details. Massive masonry retaining walls, the height and width of which we today see only a small portion, define the shape of the pier and contain the earth fill that provides the pier's surface. The walls had to be designed so as to resist the outward pressure of the fill, the erosive action of the sea, and damage from the inevitable collisions. Also critical were the piles driven into the harbor bed and cut off to form a level surface on which to place the masonry. The piles had to be of sufficient depth to reach densely compacted sediment or rock, and they had to be spaced properly so as to bear the load of the walls. On either side of the pier, slips had to be dredged to a consistent depth as close to the walls as was practical.

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Central Vermont Railroad Pier

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New London, New London County, CT

Until it was joined by the adjacent Connecticut State Pier (1914), the Central Vermont Railroad Pier was by far the largest pier in New London harbor and ranks among the largest ever constructed in Connecticut. New Haven had several large piers, including its celebrated Long Wharf, Belle Dock, and the railroad piers operated by the New York, New Haven, and Hartford Railroad Company, but harbor improvements have destroyed or buried these structures. The smaller steamship docks built by the railroads in Connecticut's smaller harbors have also disappeared. The Central Vermont Railroad Pier can therefore be considered not only a typical example of 19th-century rivers and harbors engineering but also as an increasingly rare survivor of the type.

Piers of this type do not require industrial methods, but they become far more feasible in the industrial age. The creation of the huge granite blocks, for example, almost presupposes steam-powered drills and hoists in the quarry. Similarly, pile-driving, the lifting and positioning of the blocks, and the pumping of water from the work area all become more practicable with steam power, and the delivery and dumping of fill could be accomplished more readily with railroad cars than just about any other method. Dredging was another steam-powered operation that was essential to create the deep slips and channels required to accommodate the larger vessels of the late 19th century.

Information Potential

The greatest challenge for any engineering work in New London harbor was the creation of stable foundations: the bedrock that is exposed on the point just north of the railroad pier drops off very sharply, so that it can be reached only after going through 70 feet or more of sedimentation on the harbor floor. For example, the predecessor to the current railroad bridge just north of the pier, constructed in the 1880s, began subsiding almost immediately because of inadequate footings. The pier seems to have fared better. It would be interesting to know how deep and how close together the pilings were placed. Also, what is the cause of the minor subsidence along the west side (the east side damage is from collision)? Pile decay, deterioration in the wall itself, or some other cause?

It would also be informative to know the source of the granite that was used in the pier. The railroad had access to a large granite quarry on its line in Munson, Massachusetts, but there were much closer sources of superficially similar gray granite on the coast, including quarries in Groton and Waterford, Connecticut, and Westerly, Rhode Island. Which was more advantageous for the railroad, carrying it some distance on its own line, or paying for it to be shipped a shorter distance by water?

These are questions that could be answered from a scientific analysis of the pier itself.

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U.S. Coast and Geodetic Survey. Charts of New London Harbor, 1889 - present.

U.S. Engineer, Office of. "New London Harbor, Connecticut, Condition of Improvement, June 30th, 1885, to Accompany Annual Report." House Executive Document No. 1, part 2, 49th Congress, 1st Session, 1885 (Serial Set No. 2370, p. 642.). Map showing dredging program.

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**Central Vermont Railroad Pier
New London, New London County, CT**

Verbal Boundary Description:

The nominated property is recorded in the New London Assessor records as Map G10, Block 245, Lot 3. It is described in a deed to the State of Connecticut dated May 15, 2001 and recorded in the New London Land Records, Volume 1201, page 267.

Boundary Justification:

The nominated property includes the entire pier structure and the immediately adjacent portion of the shore that was railroad property.

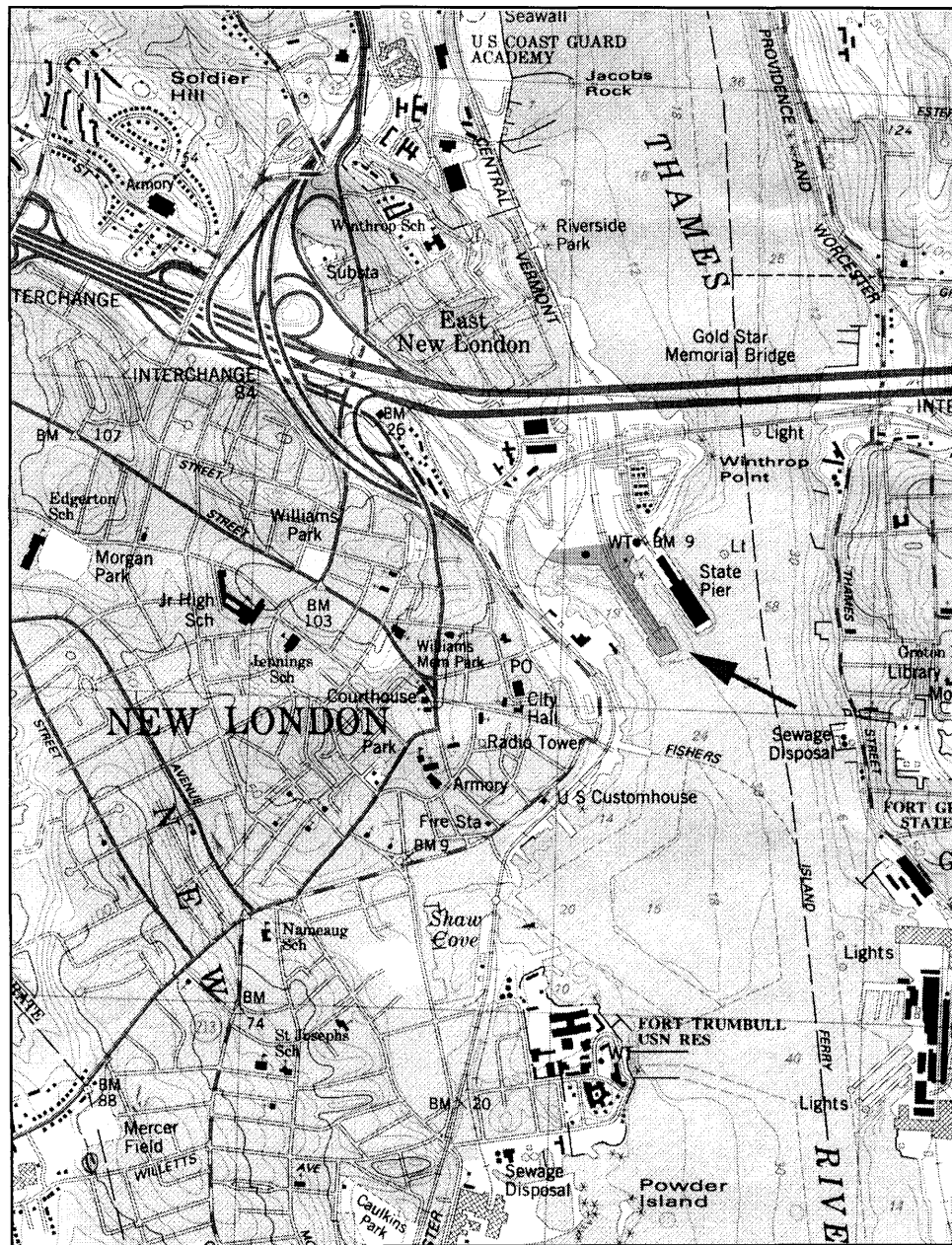
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Location of pier plotted on USGS New London Quadrangle, 7.5-Minute Series, scale 1:24000 (one inch = 2000 feet):



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**Central Vermont Railroad Pier
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All Photographs:

1. Central Vermont Railroad Pier
2. New London, New London County, CT
3. AHS, Inc. Photo
4. October 2003
5. Negative filed with AHS, Inc.

Captions:

- 1: Overview of pier from land, showing west side, camera facing southeast.
- 2: Overview of pier from the water, camera facing northeast.
- 3: View of paved surface of pier, camera facing southeast.
- 4: Detail of masonry, west side, showing shelf along the wall that probably accommodated a timber fender structure; camera facing southeast.
- 5: Detail of masonry, head of west slip, showing iron rods that probably supported a timber component; camera facing east.
- 6: Close-up of masonry from the water, west side, camera facing northeast.
- 7: Detail of deteriorated masonry on east side of pier, camera facing northwest.
- 8: Detail of typical mooring cleat, west side of pier, camera facing east.
- 9: Detail of one type of bollard, east side of pier, camera facing east.
- 10: Remnant of railroad tracks visible at the northeast corner of the property, camera facing north.