
Appendix I
Historical and Archaeological Assessment Report

**UPPER COLLINSVILLE MILL POND MASTER PLAN
CANTON, CONNECTICUT**

HISTORICAL AND ARCHAEOLOGICAL ASSESSMENT

Prepared for Milone and MacBroom, Inc.

by

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Management Summary

The engineering firm Milone and MacBroom, Inc. (MMI) is preparing a master plan for the Upper Collinsville Mill Pond and adjacent shoreline areas. The Upper Collinsville Mill Pond is the portion of the Farmington River from Town Bridge Road to Bridge Street. The study will provide a plan to restore the pond's recreational, aesthetic, economic, historical, and ecological values. MMI retained Archaeological and Historical Services, Inc. (AHS) of Storrs, Connecticut, to analyze the cultural resource management aspects of the plan.

Federally funded, licensed, or permitted projects are required to assess the effects of the project on properties listed on, or eligible for listing on, the National Register of Historic Places. Such properties may include significant individual historic buildings, historic districts, and archaeological sites. Consultation with the State Historic Preservation Office (SHPO) is required to determine the effects of the project and to agree upon appropriate mitigation efforts to minimize adverse effects. Parallel State of Connecticut procedures apply to projects funded by state agencies.

Two National Register-listed historic properties are within the project area: the bridge on Town Bridge Road, and the Collinsville Historic District. The bridge will not be affected by the project, but four possible actions have the potential to affect contributing components of the Collinsville Historic District: the raising of the water level by installing flashboards on the dam, creation of a fish passage, construction of a river access from Bridge Street, and creation of a trail bridge across the river. These actions could affect the dam, gate structure, forebay, former hydroelectric plant, and New Hartford Branch railroad bridge piers and abutments. Assuming the actions are undertaken with federal or state funding, consultation with the SHPO will be required once specific design plans are ready, in order to minimize or avoid adverse effects on these components of the Collinsville Historic District.

Project actions also have the potential to affect Pre-Contact period (Native American) archaeological resources. Rivers such as the Farmington are known to have been important food and transportation resources, and the likelihood of there being significant Pre-Contact archaeological sites in undisturbed soils along the river's edge is high. Project actions that could have an impact on unrecognized archaeological sites include the park improvements at the town's public works/water treatment complex, parking improvements on Town Bridge Road, dredging, and inundation resulting from raising the water level.

The entire project area was inspected in the field on October 2, 2011 by AHS archaeologist Ross K. Harper and historian Bruce Clouette. Many of the areas to be affected by the raising of the water level were observed to have low archaeological potential because of the steep slope, disturbance from river action, or disturbance from previous construction activity. However, other areas appeared to be intact. Consultation with the SHPO will be required before any federal or state-funded activities occur in these areas. It can be anticipated that the SHPO will recommend additional archaeological investigations in these areas, including subsurface testing, to determine if significant archaeological sites will be impacted.

Introduction

The engineering firm Milone and MacBroom, Inc. (MMI) is preparing a master plan for the Upper Collinsville Mill Pond and adjacent shoreline areas for the Town of Canton, with funding provided by the Farmington River Enhancement Grants administered by the Connecticut Department of Environmental Protection. The Upper Collinsville Mill Pond is the portion of the Farmington River from Town Bridge Road to Bridge Street (see Figure 1, Appendix I). The study will provide a plan to restore the recreational, aesthetic, economic, historical, and ecological values of the Upper Collinsville Mill Pond, including a feasibility study for the potential removal and disposal of sediments from the impoundment to restore depths in shallow areas to the extent necessary to enhance recreation and aesthetics. The master plan will address preservation and enhancement of the Upper Mill Pond area for public access, hiking, swimming, and fishing, ADA compliance, canoeing, and kayaking. Finally, the plan will also address emerging land and river-use issues identified during the planning process.

Milone and MacBroom retained Archaeological and Historical Services, Inc. (AHS) of Storrs, Connecticut, to address the cultural resource management issues raised by the actions proposed in the plan. AHS's archaeologists and historian reviewed project materials provided by MMI, researched archaeological site files for the area, and consulted previous historical documentation, including Historic American Engineering Record and National Register of Historic Places files. The entire project area was inspected in the field on October 2, 2011 by AHS archaeologist Ross K. Harper and historian Bruce Clouette. Mr. Marc Banks, an archaeologist who has worked extensively in the Farmington River Valley, was consulted for his expertise.

This report presents AHS's findings with regard to the impacts of actions proposed in the plan on significant historical and archaeological resources.

Regulatory Requirements

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties. Historic properties are defined as those listed on or eligible for listing on the National Register of Historic Places. The Section 106 process involves the State Historic Preservation Office (SHPO), local Native American groups (if appropriate), the general public, and the federal Advisory Council on Historic Preservation. Army Corps of Engineers permits, Federal Energy Regulatory Commission licenses, and Federal Highway Administration grants are examples of activities that typically invoke the Section 106 process. Section 106 requirements are often addressed concurrently and in the same document as other environmental requirements.

A proposal in the 1990s to use the upper Collinsville dam for hydroelectric generation resulted in extensive Section 106 consultation. The Memorandum of Agreement for that project, while not directly applicable to the present master plan, suggests that many of the governmental agencies involved will produce similar findings in this case. The Memorandum of Agreement provided for identification of historically and

archaeologically significant properties, minimization of adverse effects on these resources, documentation of properties that were to be adversely affected, and ongoing consultation with the Connecticut SHPO, the Canton Historical Society, and the Collinsville Historic District Commission.

Connecticut statutes and regulations require a similar process for projects that use only state funds or state permits. Regulations implementing the Connecticut Environmental Policy Act specify that “disruption or alteration of a historic, architectural, or archaeological resource or its setting” is one of the environmental effects that must be considered by state-funded projects and identify the Connecticut SHPO as a mandated review agency.

This report does not address local regulatory requirements. It should be noted, however, that part of the project lies within or abuts the Collinsville Historic District administered by the local historic district commission, and a portion is within the special Industrial Heritage zone that embraces the former Collins Company factory complex.

Proposed Project Actions

As currently developed, the master plan proposes a number of actions intended to restore the Collinsville Upper Mill Pond’s recreational, aesthetic, economic, historical, and ecological values (Figure 2) that could affect historically or archaeologically significant resources:

- Raising the water level of the pond by about 3’ by installing flashboards on the existing dam
- Dredging the pond to create a consistent five-foot depth. This involves the removal of sediment and also the removal of the last portions of a highly eroded island.
- Installing a fish-passage structure at the west end of the dam
- Improving parking on Town Bridge road
- Creating access for fishing and non-swimming/non-boating activities from Bridge Street
- Re-using the stone abutments and river piers of the former New Hartford Branch railroad bridge for a trail bridge
- Creating an ADA-accessible beach and boat launch at the Town’s public works/water treatment complex

Minor actions in the master plan—signage, safety buoys, roadside vegetation removal, and animal habitat facilities—are not addressed in this report because their potential effects on historic and archaeological resources appear to be minimal.

Because the plan is a conceptual document, specific designs for these actions have not yet been developed. This report addresses the potential impacts from these actions in a general way, pointing out the range of impacts that can be hypothesized. Actual impacts can only be assessed once the plans are at a more fully developed stage.

Part 1: Historically Significant Properties

The northern part of the study area for the master plan begins at the point where Town Bridge Road crosses the Farmington River. Town Bridge was listed on the National Register of Historic Places on August 5, 1999. The southern end lies within the Collinsville Historic District, listed on the National Register on June 23, 1976. One of the state's oldest National Register Historic Districts, the Collinsville listing includes most of the residential areas of Collinsville, the central business area, the former Collins Company factory complex, and the waterpower features—dam, forebay, headraces, and tailraces—associated with the company. The Collins Company, a manufacturer of edge tools such as axes, picks, and machetes, was formed in 1826 and became a nationally prominent manufacturer. The company played a major role in developing drop-forging, a key industrial process essential to the manufacture of many other products beside edge tools, including firearms, hardware, and automotive components (Paine 1976, Roth 1981). No history omits the contributions of Collinsville in recounting the origins of American industrialization.

No other National Register-listed or eligible properties were discovered as a result of the field inspection.

Town Bridge (Photograph 1, Appendix II). The bridge is not expected to be affected by any project actions. The bridge sits on high stone abutments that will not be impacted by the rising water level resulting from flashboards on the dam. Proposed parking improvements at the east end of the bridge will not affect its setting any more than the existing informal parking that occurs along the roadway today (Photograph 2). The archaeological impacts of the parking construction are addressed in Part 2, below.

Collins Company dam and associated structures. The present dam across the Farmington River at Collinsville is of granite ashlar construction and dates from 1870; the spillway forms a break near the western end (Photographs 3 and 4). Remnants of steel angles and iron pipes indicate past use of flashboards on the dam, as does a historical photograph from ca.1910 (Figure 3). The dam is a contributing component of the National Register-listed Collinsville Historic District, along with the following associated features: a granite gate structure with eight single-stem manually-operated gate lifters, extended to the west in reinforced concrete in the early 20th century (Photograph 5); Collins Company hydroelectric plant (Photograph 6), a small brick power house atop reinforced-concrete pit and raceways, 1930s (replacing an earlier generating facility); and forebay and dam (Photograph 7), an original feature of the Collins complex that may have been modified as part of the 1870 rebuilding of the main dam.

The structural and visual effect on the dam of the installation of flashboards to raise the water level will depend on the design of the flashboard system. The SHPO would probably not consider the use of metal uprights and wooden planks as an adverse effect, since essentially this was the system in use in the historic period. However, a welded-steel permanent flashboard actuated by a hydraulic piston would probably be considered an adverse effect because it would entail greater modifications to the historic masonry of the dam and would obscure its historic appearance by introducing a completely modern element.

The location of the river access from Bridge Street is currently contemplated to be in the vicinity of the gate structure. The visual effect of the new construction on the historic gate feature would need to be addressed in SHPO consultation once the design of the access was further developed.

The fish passage, currently planned for the west end of the dam where the hydroelectric plant is located, will need to mediate between the level of the river below the dam and the Upper Collinsville Pond; as a result it will necessarily affect some combination of the dam, power plant, forebay dam, and gate structure, depending on its location and design. In other fish-passage projects at historic dams, the SHPO has regarded the new construction as an adverse effect, requiring minimizing the visual impact of the fish way and prior documentation of the entire waterpower system.

New Hartford Branch railroad bridge remains. Collinsville was connected to the state's railroad network in 1850, when a branch was built from the Canal Line in Farmington. In 1870, work began on an extension of the line to New Hartford, necessitating a bridge over the Farmington River. The first bridge was a covered timber bridge, later replaced by a metal-truss bridge. The line was abandoned in 1956 (Karr 1995). Two massive brownstone-ashlar abutments and two piers in the river remain to mark the location of the bridge. The master plan proposes consideration of the re-use of the bridge remnants for a pedestrian trail. Consultation with the SHPO on the impact of the new bridge on the historic remains, which contribute to the listed Collinsville district, will probably result in a finding of no adverse effect, provided that the size and scale of the pedestrian bridge does not visually overwhelm the historic stone features. From the historic-preservation point of view, replication of either the covered bridge or the later truss would not be required, nor would it be advisable unless such replication were based on firm graphic evidence of the appearance of the old bridge, such as extensive historical-photograph coverage.

No other components of the Collinsville Historic District appear to be affected by actions proposed in the master plan. Although some new construction will be required to provide the park facilities at the town public works/water treatment complex, this is already an area dominated by modern construction, so it is unlikely that the net effect on the district would rise to the level of an adverse effect.

Part 2: Potential Archaeologically Significant Areas

Archaeological Background Research

The Farmington River was an important landscape feature to the Native people of Connecticut. The river provided both resources and an important transportation route through this portion of north-central Connecticut. Where archaeological testing has been undertaken, sites are generally common along its banks and upper terraces. Documented use of the river extends back to at least the Early Archaic period, over 9,000 years ago. Site types range from small, temporary locations used by individuals and small parties while gathering resources, to large repeated occupation Archaic encampments and horticultural maize-growing communities of the Late Woodland period. Sites are particularly clustered around good fishing locations, such as rapids and falls, but are also common on expansive river terraces where communities were able to aggregate seasonally. Smaller terraces in steeper terrain were also frequented and utilized on a smaller scale by mobile family groups and hunting parties.

Seven pre-Contact Native American sites archaeological sites lie within a one-mile radius of the project area (Figure 4). All are clustered in the northern half of the one-mile radius, most likely because the landscape to the south is generally more rugged, dominated by steep terrain such as Sweetheart Mountain and Huckleberry Hill. The river is constrained within steep gorges below the Collinsville Dam that would have limited the availability of habitable locations. In the north, open, terraced landscapes were more common, and most appear to have been frequented by the Native communities of the Farmington River at least once over the past nine millennia.

Six sites are currently on record in the files of the Office of State Archaeology (OSA). These sites, in the order of their listing, include 23-01, 23-02, 23-03, 23-22, 23-23, and 23-24. Another site, at the mouth of Cherry Brook, is not yet officially listed (Marc Banks, personal communication). These sites are summarized in Table 1 below. All six sites were recorded in the 1970s and reflect small artifact collections made in plowed fields or in areas of gravel operations. No professional archaeological work has been done at any of these sites or anywhere within a mile of the project area. Therefore, current knowledge of this portion of the Farmington River is currently extremely limited and any additional information gathered under controlled circumstances would be very valuable. In nearby areas, such as the Jim Brook watershed along Bahre Corner Road (2.5 miles northeast of this project), Professor Kenneth Feder of Central Connecticut State University has performed more intensive archaeological surveys, and sites, even along this small drainage in a rather remote upland setting, proved to be very common (OSA site files, sites 23-4 through 23-21). It is anticipated that archaeological survey along this portion of the Farmington River is very likely to result in the discovery of undocumented archaeological resources, many of which may be eligible for listing on the National Register of Historic Places.

Table 1: Documented Native American Sites within One Mile of the Project Area

Site #	Name	Locale	Age	Site Type	Size	Elevation (feet)	Soil Type	Distance to Nearest Water (meters)
23-001	Bristol 1	Flood Plain	Late Archaic	“Village”	1-2 acres	320’	Agawam fine sandy loam	30m to Farmington River
23-002	Neshko	Terrace	Late-Terminal Archaic	“Camp”	+/- .5 acres	310’	Udorthents (disturbed)	35m to Farmington River
23-003	Russell	Flood plain	unknown	lithic scatter	10m ²	300’	Rippowan fine sandy loam	100m to Farmington River
23-022	-	Thin till	unknown	na	na	370’	Canton and Charlton soils	360m to Farmington River
23-023	-	Thin till	unknown	lithic scatter	na	430’	Sutton fine sandy loam	456 m to Farmington River
23-24	Wilusz	Terrace	unknown	lithic scatter	+/- .5 acres	340’	Floodplain soils	70m to Farmington River
	Cherry Brook	Terrace	Late Archaic-Woodland	“Camp”	>2 acres	310’	Sudbury sandy loam	5m to Farmington River

The table indicates that known local sites occur in a variety of settings (floodplains, terraces and upland tills) and vary in extent from small artifact scatters to potentially large occupation areas. Even this limited, non-scientific sample indicates that the project area is highly sensitive to the presence of undocumented archaeological sites. Furthermore, in this portion of the river above the Collinsville Dam, one must bear in mind that soils that are today saturated were once dry and habitable. Therefore, sites may be present in wet sediments that are not normally considered sensitive. In addition to pre-Contact Native American sites, 17th-century Native sites associated with the Tunxis Indian community of the Farmington region could be found in this area. Research into historic-era Native people of the area also indicates that communities of mixed Native-African-American heritage were not uncommon in this part of the state through the early 19th century (Feder 1994).

In order to document changes in land use and topography during the historic period, the project historian compiled a series of historical maps and views ranging from 1852 to 1934 (Figures 5-9). The historical graphics clearly indicate that the existing islands in Collinsville Upper Mill Pond are eroded remnants of much larger topographical features. At the southern end of the pond, there formerly were two large islands where now there is one large and several smaller islands. At the bend in the river upstream of the railroad-bridge piers, the current small sandy islands represent the eroded remains of what was once a much larger island accompanied by a smaller island. Finally, the island at the north end of the project area was formerly a peninsula attached to the west bank.

These historical graphics also indicate historic-period uses that have implications for the archaeological sensitivity of portions of the river banks: the current pedestrian/bike trail on the east bank follows a former course of River Road, the right-of-way for the New Hartford Branch railroad line (1870) is immediately adjacent to the west bank of the river at two points, and the underground aqueduct for the Nepaug Reservoir runs between the river and River Road at one point. All of these uses very likely resulted in substantial disturbance in the immediate vicinity of the river.

Field Inspection

Both banks of the river and the locations of various activities proposed in the master plan (e.g., parking improvements, park amenities) were inspected in the field in October 2011 by AHS archaeologist Ross K. Harper and historian Bruce Clouette. Conditions were observed both from land vantage points and from the water. Figure 10 presents the field observations that have relevance for assessing the archaeological impacts.

Archaeological Impacts

The master plan envisions the following actions that have the potential to result in ground disturbance that could damage or destroy significant but heretofore unknown archaeological sites:

Town Bridge Road Parking Improvements. The master plan calls for improved roadside parking along Town Bridge road, which currently has informal parking along the road and in a pull-off on the north side just east of the bridge (Photograph 2). Roadside areas have been shown to have archaeological potential

just a few feet away from the pavement. Depending on the amount of grading, filling and subsurface construction (such as for drainage), the parking improvements could affect previously undisturbed areas along the road. It can be anticipated that state or federal funding of the improvement will trigger a SHPO request for additional archaeological assessment of the affected areas, including limited subsurface testing. A more developed parking area would impact what appears to be an undisturbed wooded area between Town Bridge Road and the river (Photograph 9); this would also most likely result in an SHPO request for limited subsurface testing.

Bridge Street River Access. The impacts of this action on structures that are contributing components of the Collinsville Historic District are discussed above. East of the gate structure is a vacant level plot of land that appears to be relatively modern fill (Photograph 10). The archaeological potential of this location appears to be low; it is likely that the SHPO would not request any additional investigation of this area.

Proposed Trail Bridge. The re-use of the railroad-bridge piers and abutments for a new trail bridge would not result in any archaeological impacts.

Park Improvements at the Town Public Works/Water Treatment Location. The parking, boat launch, ADA river access, and beach proposed for this site can be expected to require substantial grading, filling, and other ground disturbance. In addition to the facilities themselves, utilities such as lighting and drainage often accompany park improvements such as those proposed in the master plan. Much of the Public Works/Water Treatment site appears to have already been subject to ground disturbance such as grading, gravel fill, and stockpiled soil. The grassy area south of the graveled area may be the original river-terrace ground surface (Photograph 11). It can be anticipated that the SHPO would ask for limited archaeological testing of this area if it were to be disturbed by construction activities (construction activities include access roads, staging areas, and materials storage).

Dredging of the Pond. One archaeological issue with dredging is the impact of depositing dredged materials atop previously undisturbed ground. In addition to potentially burying archeological sites, making them effectively inaccessible, the weight of the dredged material can be such that it compresses the underlying soil. The SHPO can be expected to request detailed information on where the dredged material will be deposited, including whether the area is known to have been previously disturbed.

Dredging can also destroy now-underwater archaeological sites that were on dry land in the distant past. Prior to the damming of the Farmington River for a gristmill and sawmill in the 18th century, the river above Collinsville was almost certainly lower and narrower. The natural ledge outcroppings and waterfall at this point may have created some upstream ponding, but the erection of successively higher dams for industrial purposes would have made the pond larger, overflowing once-dry areas.

It is thought that the area to be dredged (see Figure 10) consists entirely of sediment that has collected upstream of the dam. Although the sediment may contain cultural material from the historic and Pre-Contact periods, such materials lack context and are not to be considered archaeologically meaningful. It can be anticipated that the SHPO may request information confirming the presumption that the horizontal and vertical extents of the proposed dredging consist entirely of sediment from river action and not previously dry ground that was inundated by the Collins Company dam or its 18th-century predecessor(s).

The removal of the remnants of the island in the bend in the river is unlikely to have any impacts on archaeological resources. It is apparent that river action has removed the topsoil and upper subsoil from this landform, leaving only a low-lying layer of sand (Photograph 12).

Raising of the Water Level. The installation of 3' flashboards on the former Collins Company dam will raise the water level of the river upstream to the rapids at Town Bridge Road. The result will be higher water along the banks of the river and inundation of a few previously dry areas where the banks are not high enough to contain the river (see Figure 10).

Low-lying areas where river action (erosion and/or deposition) has resulted in a ground surface of cobbles, sand and gravel will not have any potential for archaeological sites; examples include the upstream portions of the two remaining islands (Photographs 13). Wet, swampy areas adjacent to the river (Photograph 14) will become underwater. While it is possible that these represent once-dry, riverside areas prior to the damming of the river, and therefore may contain archaeological sites, it is not practical to investigate them in their current state, other than by taking core samples.

Part of the river bank consists of stone or concrete retaining walls or artificial embankments that resulted from road and railroad construction (Photographs 15-17). No archaeological impacts are expected in these areas because they have already been disturbed by construction; such masonry requires excavation and backfilling on the land side. The river will simply rise against the existing walls and embankments.

The few areas where natural ledge outcroppings descend to the river (Photograph 18) also will not have any archaeological impacts.

Where the edges of the river consist of wooded, eroded sand banks (Photograph 19), the water level will rise, but no additional erosion resulting in horizontal expansion of the river channel is expected. While the areas adjacent to these banks toward the land may be regarded as having moderate to high archaeological potential, they will not be affected.

The raising of the water level will inundate some portions of the two islands that now have some areas of apparently intact soil and substantial vegetation, including hardwood growths (Photographs 20-21). It can be anticipated that the SHPO will regard the islands as having sufficient archaeological potential that limited subsurface testing will be requested. Two other areas where the river

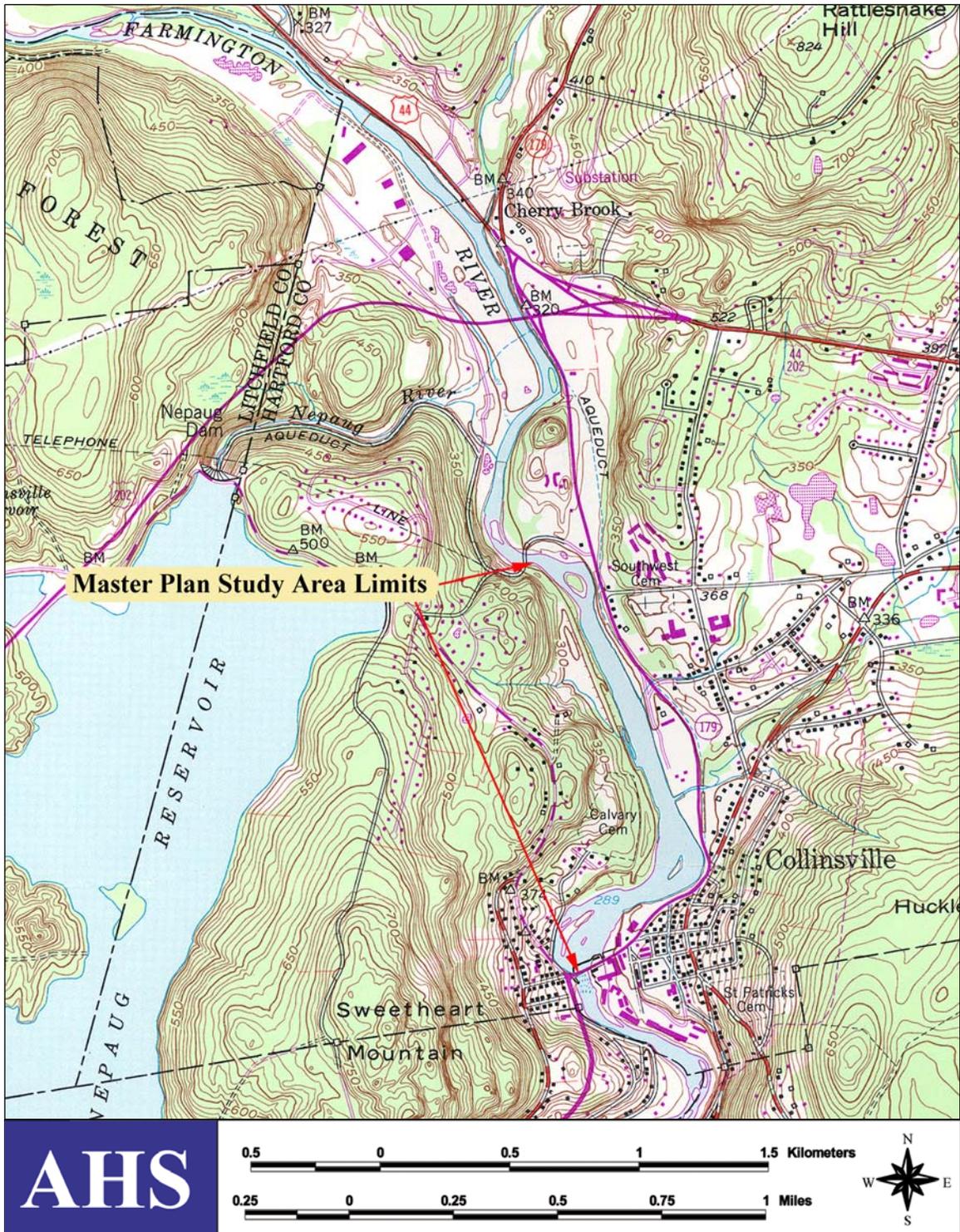
banks are low and appear to be undisturbed (Photographs 22 and 23) can also be regarded as having moderate to high archeological potential; it can be anticipated that the SHPO will request limited subsurface testing in the course of Section 106 consultation.

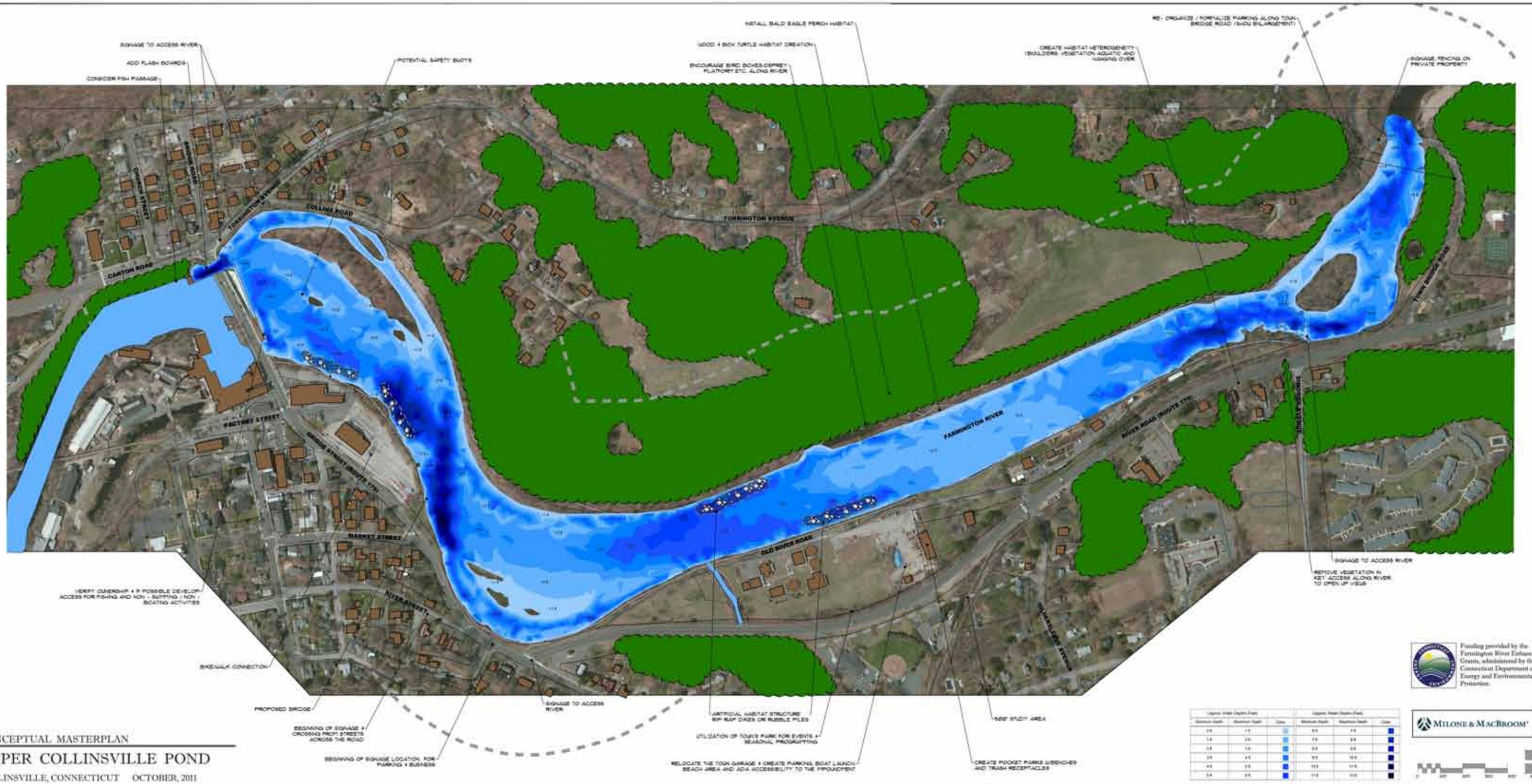
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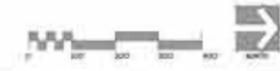
APPENDIX I:
FIGURES

Figure 1: Limits of study area shown on USGS Collinsville Quadrangle, 7.5-Minute Series, scale 1:24000.



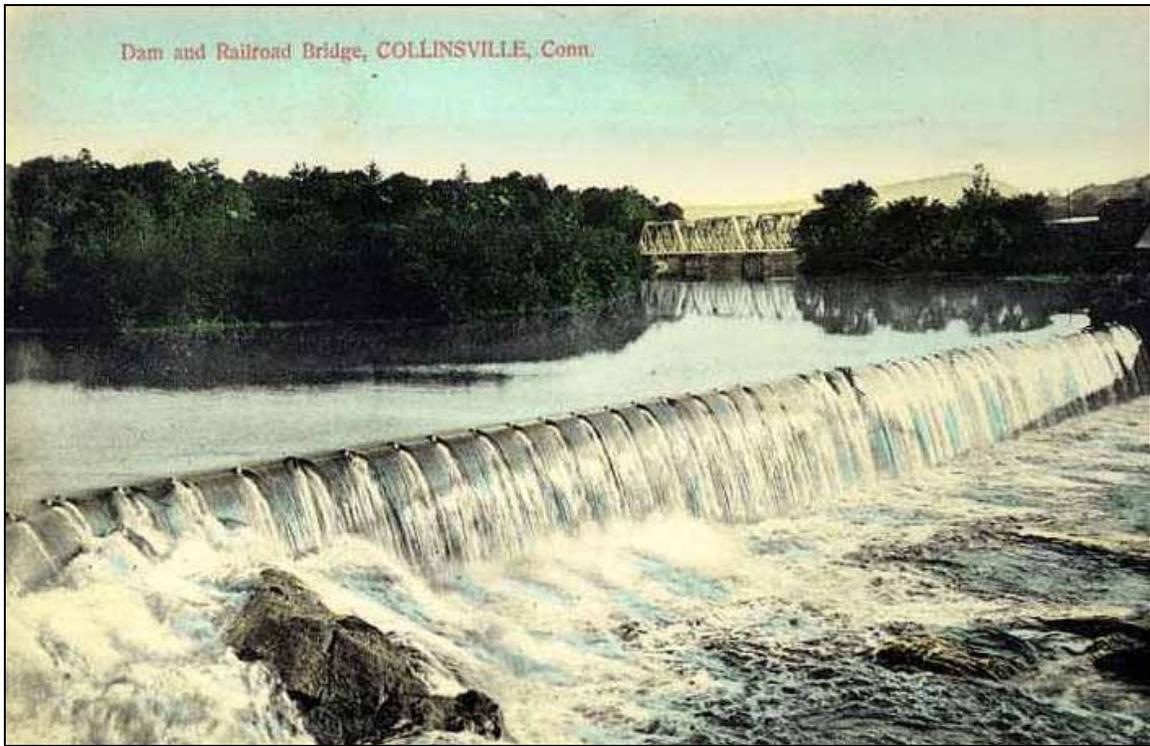


Funding provided by the Farmington River Enhancement Grant, administered by the Connecticut Department of Energy and Environmental Protection.



**Figure 2:
Proposed Master Plan Actions
(October 2011)**

Figure 3: Collinsville dam, postcard view, ca.1910, showing low flashboards in use.



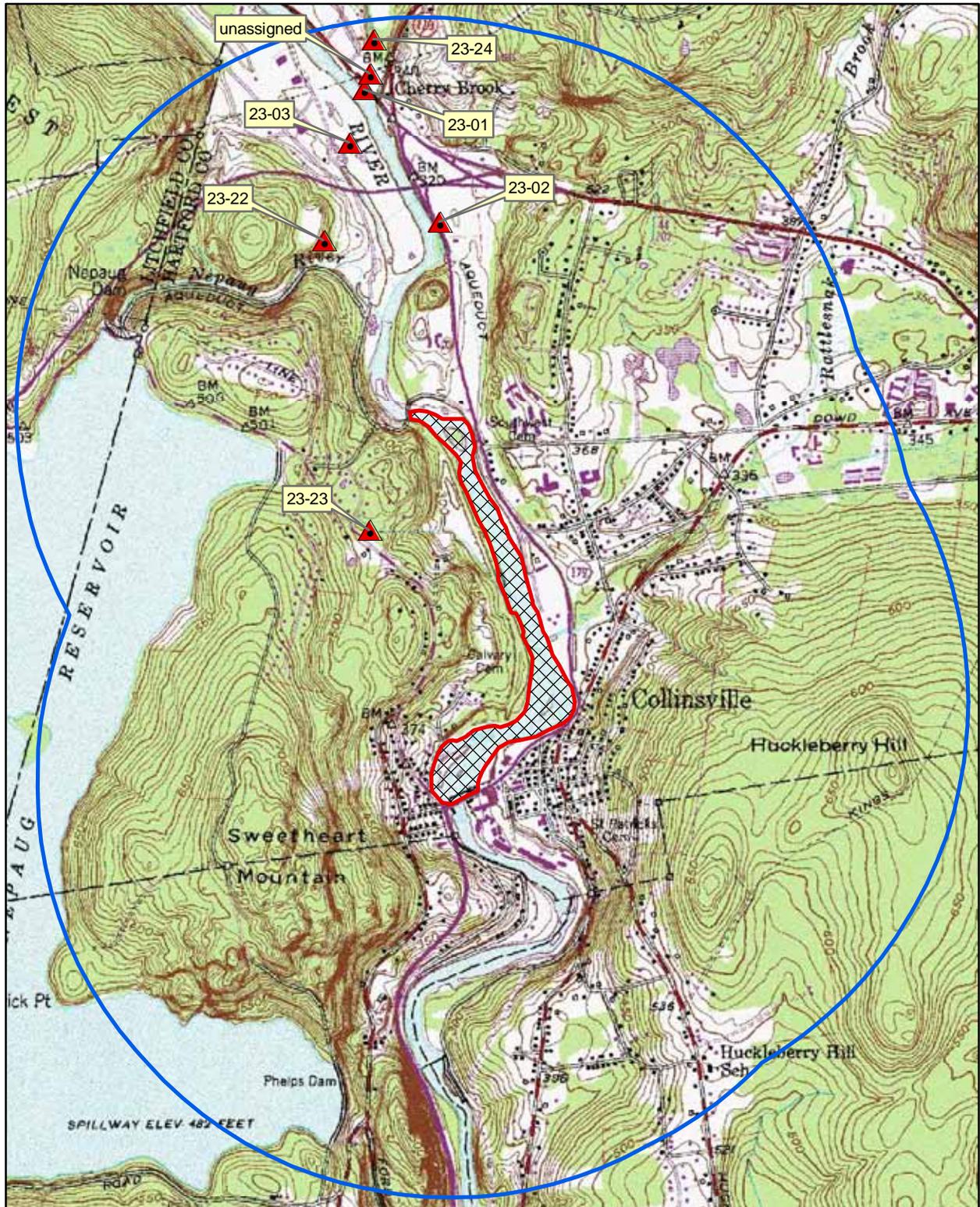


Figure 4: Known Archaeological Sites
 Upper Collinsville Pond Project, Canton, Connecticut

Key
 1 Mile Buffer Project Area

AHS, Inc.

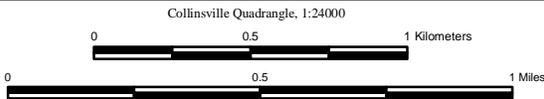


Figure 5: The Farmington River at Collinsville as shown on the 1852 Whitefield map.

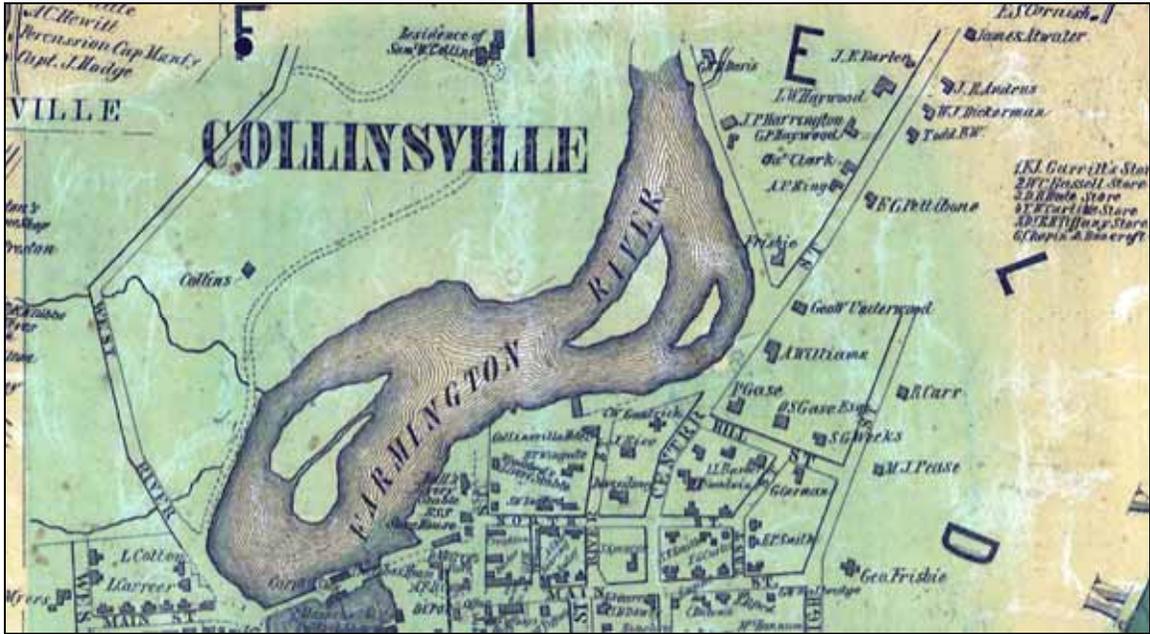


Figure 6: The Farmington River at Collinsville as shown on the 1869 Baker & Tilden atlas map.

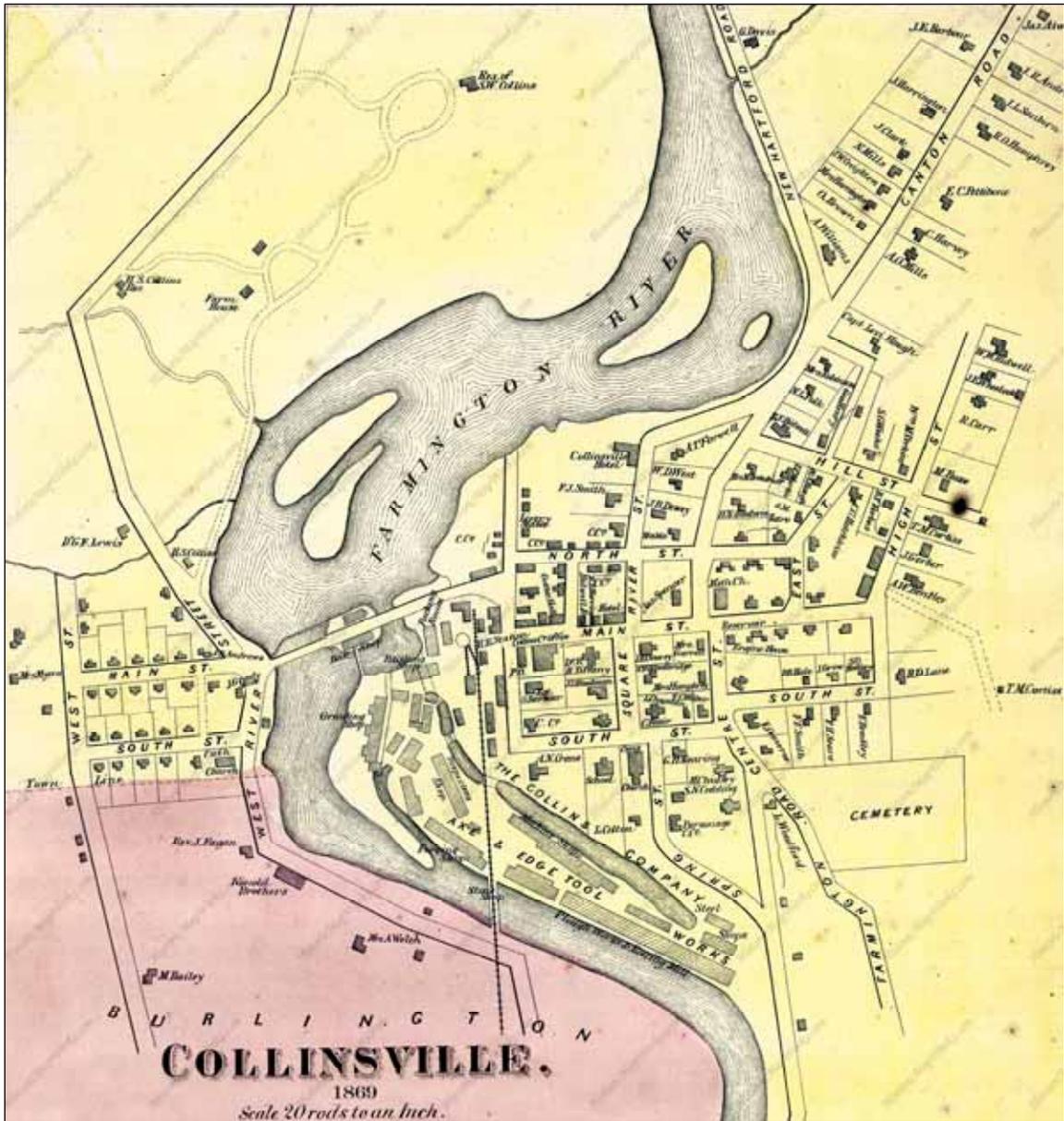


Figure 7: The Farmington River at Collinsville as shown on the 1878 Bailey bird's-eye view.

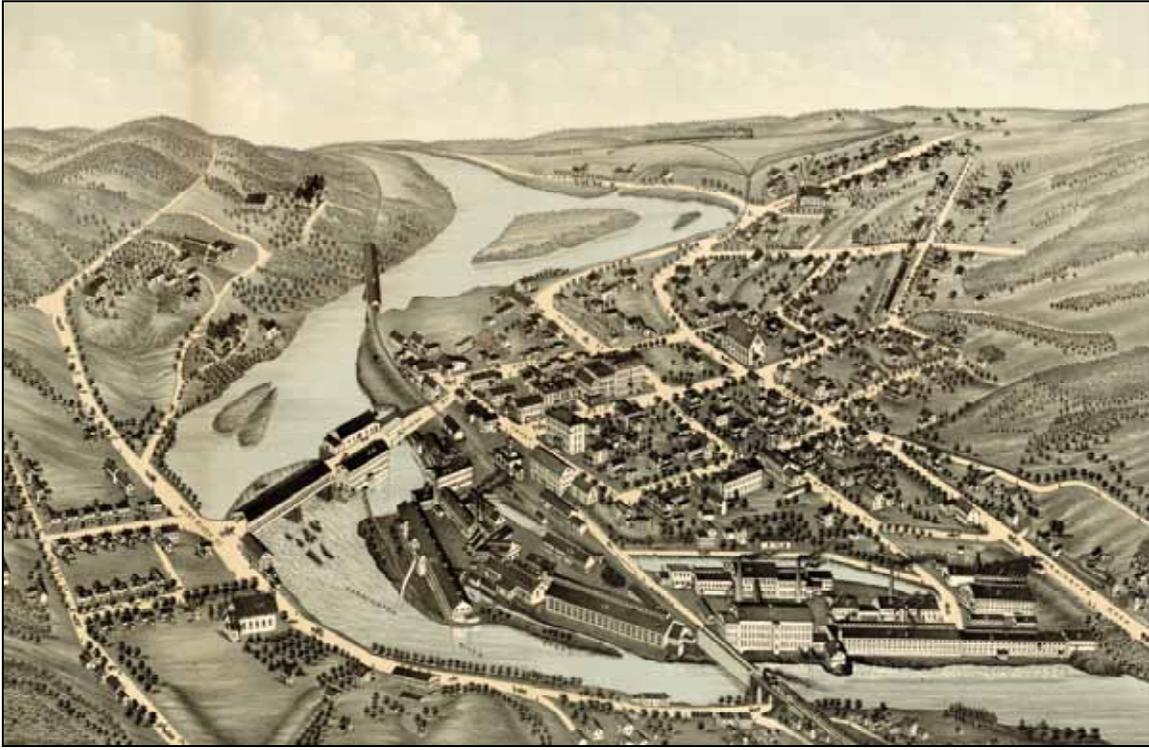
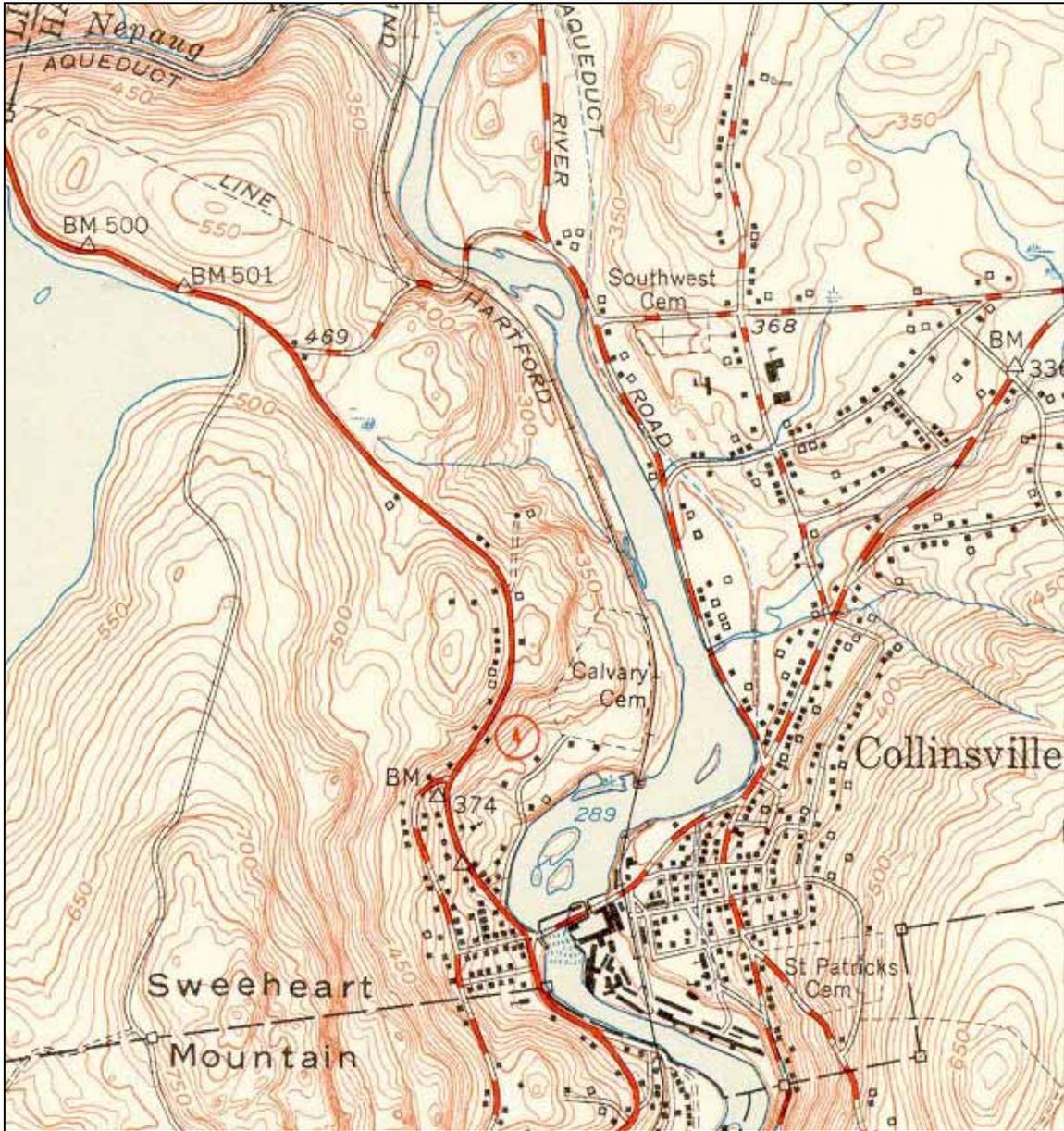
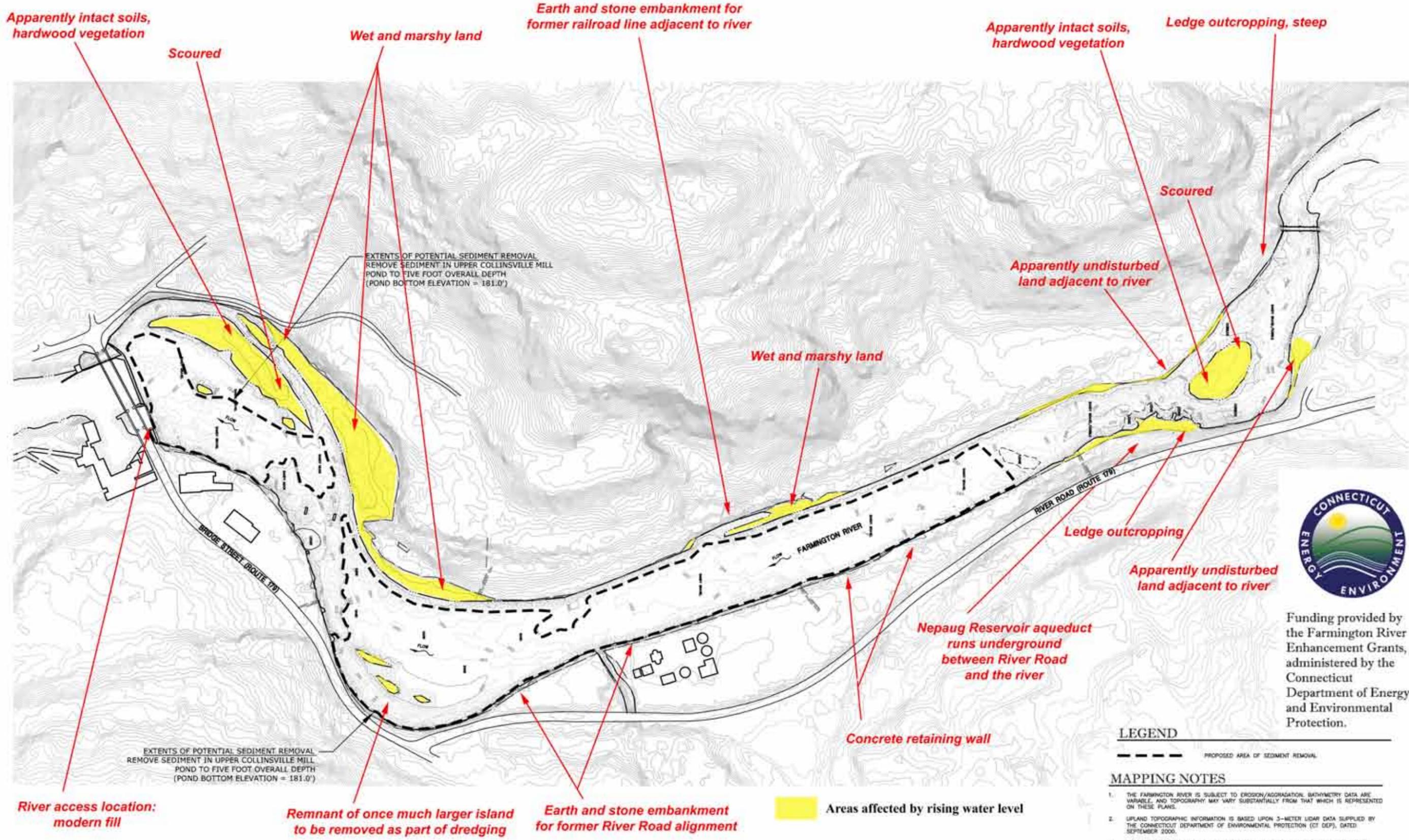


Figure 8: The Farmington River at Collinsville as shown on the 1934 Fairchild aerial photographs.



Figure 9: Excerpt from the 1951 USGS Collinsville Quadrangle, showing the upper island still attached to the west bank.





Engineering, Architecture, and Environmental Services

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DESCRIPTION	DATE	BY



Funding provided by the Farmington River Enhancement Grants, administered by the Connecticut Department of Energy and Environmental Protection.

LEGEND

--- PROPOSED AREA OF SEDIMENT REMOVAL

■ Areas affected by rising water level

MAPPING NOTES

1. THE FARMINGTON RIVER IS SUBJECT TO EROSION/AGGREGATION. BATHYMETRIC DATA ARE VARIABLE, AND TOPOGRAPHY MAY VARY SUBSTANTIALLY FROM THAT WHICH IS REPRESENTED ON THESE PLANS.
2. UPLAND TOPOGRAPHIC INFORMATION IS BASED UPON 3-METER LIDAR DATA SUPPLIED BY THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION (CT DEP), DATED SEPTEMBER 2000.
3. BATHYMETRIC DATA WITHIN THE FARMINGTON RIVER FROM FIELD SURVEY BY MILONE & MACBROOM, INC., CHESHIRE, CT, PERFORMED ON MAY 11, 2011. ALL ELEVATIONS REFER TO NAVD 1988. NORTH ARROW, BEARINGS AND COORDINATES ARE BASED UPON THE CONNECTICUT COORDINATE SYSTEM (NAD 1983). THE WATER SURFACE ELEVATION IN THE IMPOUNDMENT AT THE TIME THE SURVEY WAS PERFORMED WAS RECORDED AS 286.02 FT.
4. MILONE & MACBROOM, INC. ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF MAPS AND DATA WHICH HAVE BEEN SUPPLIED BY OTHERS.
5. WETLAND AND ORDINARY HIGH WATER MARK LIMITS WERE DETERMINED AND FIELD LOCATED BY MILONE AND MACBROOM, INC. ON MAY 24, 2011.

River access location: modern fill

Remnant of once much larger island to be removed as part of dredging

Earth and stone embankment for former River Road alignment

AREAS OF POTENTIAL DREDGING
UPPER COLLINSVILLE MILL POND
MASTER PLAN
FARMINGTON RIVER
CANTON, CONNECTICUT

JCM	JCM	DM
1" = 200'		
JULY 2011		
1752-13		
1 OF 1		

Figure 10:
Archaeological Assessment
Field Observations

APPENDIX II:
PHOTOGRAPHS

Photograph 1: Town Bridge, Town Bridge Road, camera facing northwest. The bridge was listed on the National Register on August 5, 1999.



Photograph 2: Informal pull-off parking at east end of bridge, camera facing northeast.



Photograph 3: Collinsville upper dam, camera facing west.



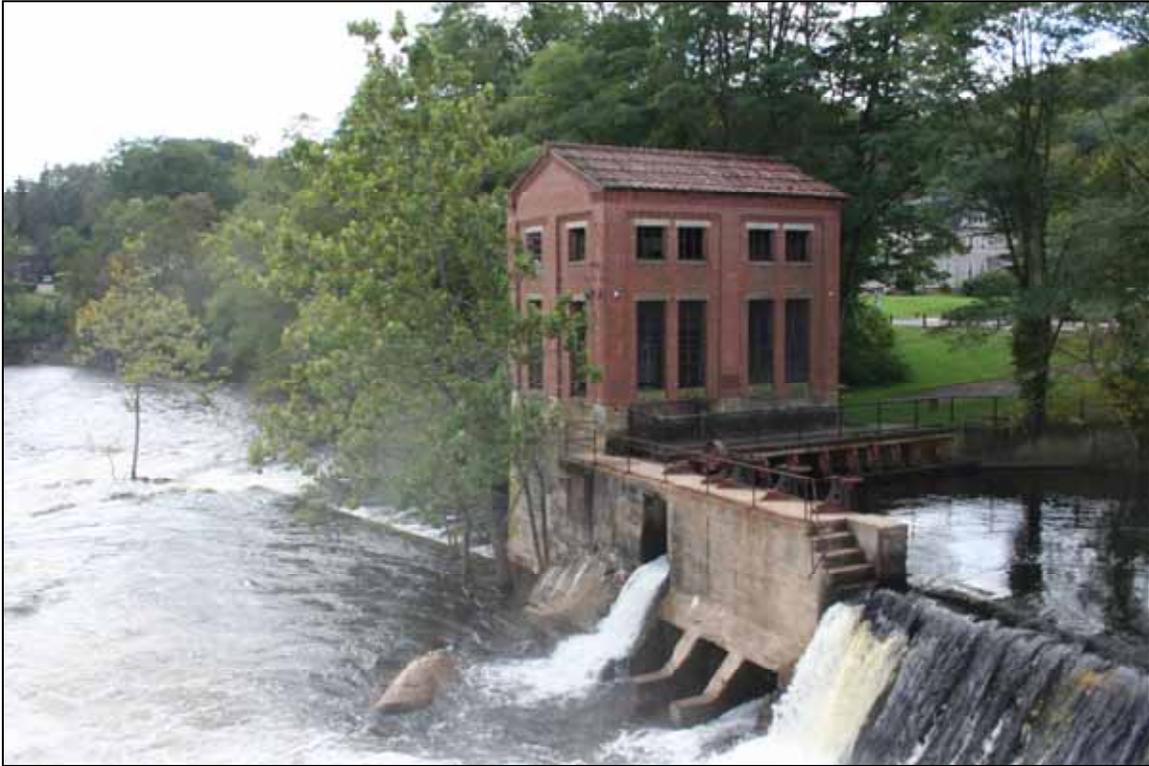
Photograph 4: Collinsville upper dam, camera facing east.



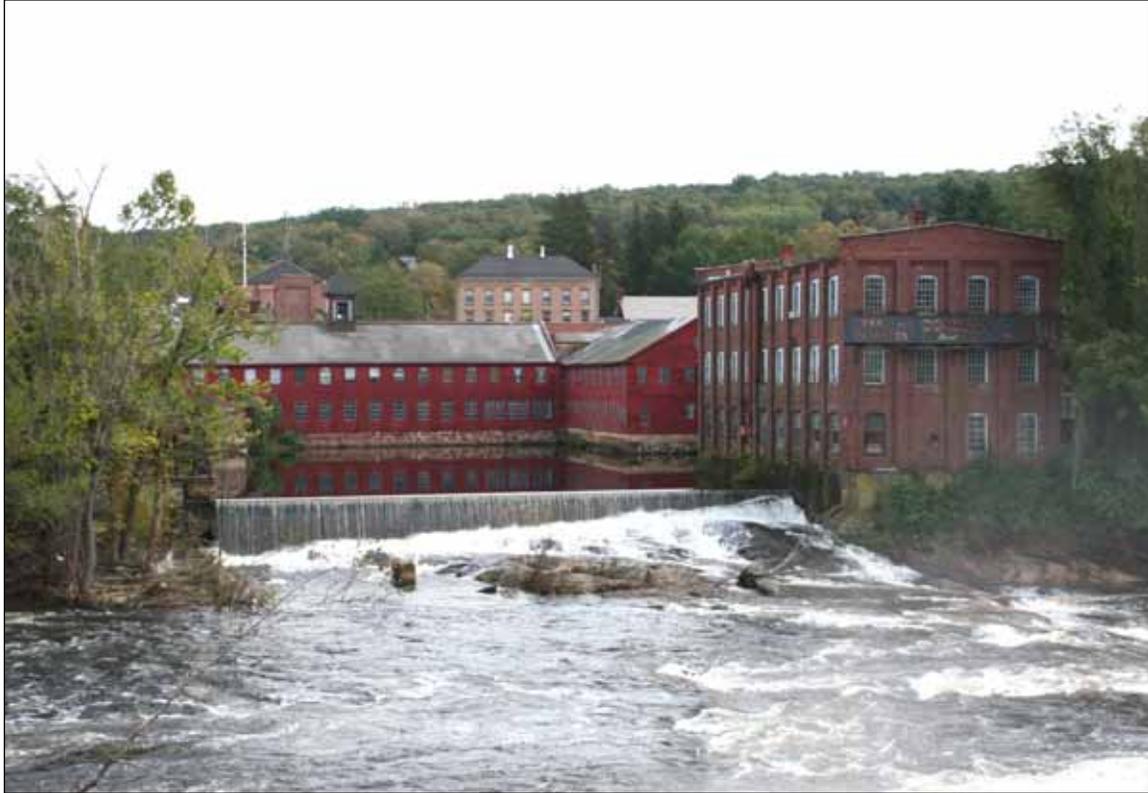
Photograph 5: Gate structure, camera facing northwest.



Photograph 6: Collins Company hydroelectric plant, camera facing outwest.



Photograph 7: Forebay and forebay dam, with early Collins Company factory buildings ringing the forebay.



Photograph 8: West abutment for the New Hartford Branch railroad bridge, camera facing northwest. A similar abutment is found on the east side, and there are two piers of similar masonry in the river itself.



Photograph 9: Wooded area between Town Bridge Road and the river, east of the bridge, camera facing northwest.



Photograph 10: Filled area east of gate structure, camera facing east.



Photograph 11: Ground surface at the Public Works/Water Treatment location, camera facing southeast. In the foreground is a probably graded and gravel-filled area, with a possibly undisturbed grassy area visible in the distance.



Photograph 12: The sandy remains of the islands at the bend in the river, camera facing east. The feature, proposed to be removed by dredging, formerly consisted of a large island and a smaller island to the east.



Photograph 13: Scoured area of south island, camera facing northwest.



Photograph 14: Wet, swampy area west of the south island, camera facing northwest.



Photograph 15: Concrete retaining wall, east bank, camera facing northeast.



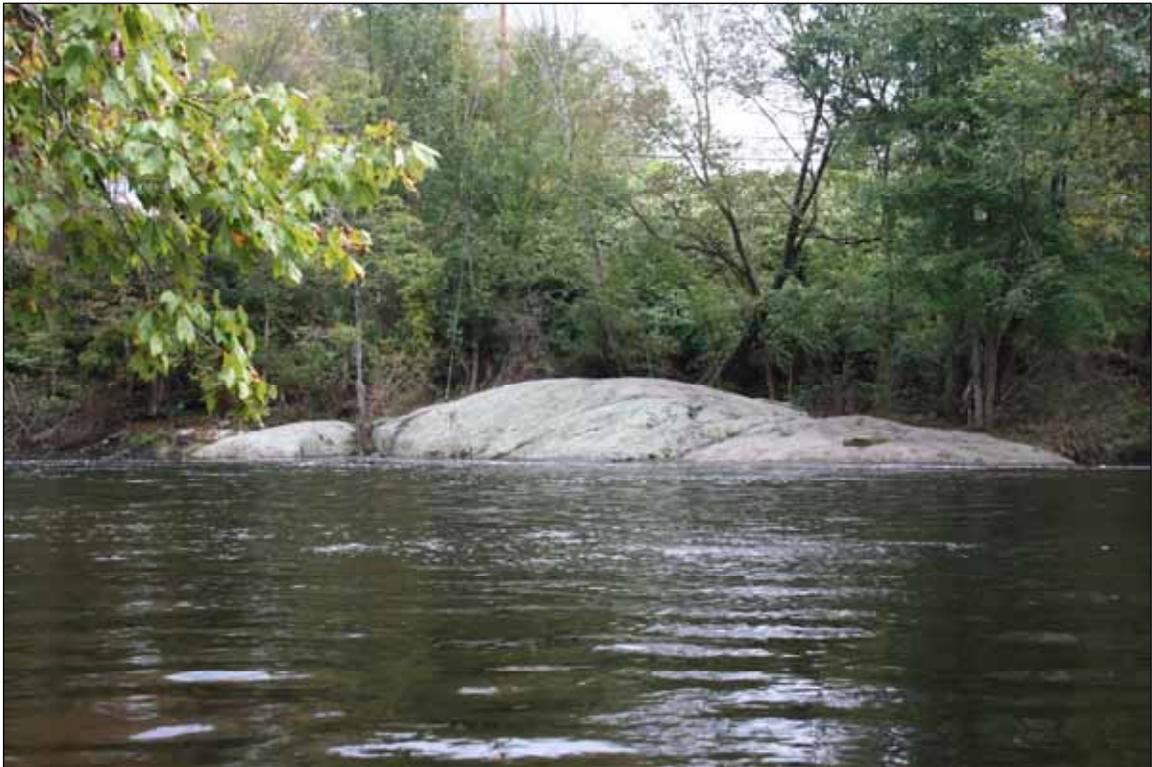
Photograph 16: Stone retaining wall, west bank, camera facing west. Immediately adjacent is the embankment for an old farm road.



Photograph 17: Earth and stone embankment for former New Hartford Branch railroad line, west bank, camera facing west.



Photograph 18: Ledge outcropping, east bank opposite upper island, camera facing east.



Photograph 19: Typical eroding, wooded sandy river edge, east bank, camera facing east.



Photograph 20: **Apparently intact river edge, north end of project area looking toward Town Bridge Road, camera facing north.**



Photograph 21: Apparently intact area, south end of north island, camera facing north.



Photograph 22: **Apparently intact area, center of south island, camera facing south.**

