



**Routes 7/15 Interchange
Norwalk, Connecticut
State Project No. 102-358**

**Environmental Assessment,
Draft Section 4(F) Evaluation and
Environmental Impact Evaluation**

**Appendix I
Cultural Resources Assessment**

August 2022

Prepared for:
Connecticut Department of
Transportation Federal Highway
Administration



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**Environmental Assessment,
Draft Section 4(F) Evaluation and
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**Appendix I1
Public Report: Phase I and II Cultural
Resource
Surveys
August 2022**

Prepared for:
Connecticut Department of Transportation
Federal Highway Administration

The Public Report in this appendix included the Visual Impact Assessment (VIA) that was current as of the Public Report date of 8/24/20. A more recent version of the VIA is available in the VIA appendix.

**PUBLIC REPORT
PHASE I AND II CULTURAL RESOURCE SURVEYS
ROUTE 7/ROUTE 15 INTERCHANGE PROJECT
STATE PROJECT NO. 102-358
NORWALK, CONNECTICUT**

Prepared for

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ABSTRACT/MANAGEMENT SUMMARY

The State of Connecticut, through the Connecticut Department of Transportation (CTDOT), proposes to construct improvements at the Routes 7 and 15 (Merritt Parkway) interchange in Norwalk, Connecticut (Figure 1). This report presents the results of cultural resources surveys of the Area of Potential Effects (APE) for four conceptual build alternatives for improvements at the Routes 7/15 (Merritt Parkway) interchange: Alternatives 12A, 20B, 21D, and 26 (Figure 2). The surveys identified historic properties in the APE and potential project effects on them. Historic properties include both below-ground (archaeological) and above-ground (architectural) resources such as buildings, structures, objects, districts, and sites that are listed in or meet the criteria for listing in the National Register of Historic Places (NRHP).

The Federal Highway Administration (FHWA) will provide funding for the project, requiring it to comply with the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, and Section 4(f) of the United States Department of Transportation Act. These federal laws and their implementing regulations require federal agencies to take into account the effects of their undertakings on historic properties. The project will also receive state funding, requiring it to comply with the Connecticut Environmental Policy Act (CEPA), which mandates consideration of possible impacts to archaeological and historical resources.

The primary historic property that will be affected by the project is the Merritt Parkway itself, listed in the NRHP as the Merritt Parkway Historic District in 1991. In terms of integrity of materials and design, the Parkway within the APE is not the most intact part of the Merritt Parkway Historic District; added lanes, inconsistent signage and guiderail treatments, reduction of the median, development proximity to the right-of-way, and inappropriate, lost, or overgrown plantings have affected its historic character. Nevertheless, some sense of its park-like essence remains, particularly at the eastern end of the APE and dispersed throughout the corridor in the form of outcroppings, plant massing, and lawn parcels. A detailed inventory of the Parkway's defining historic characteristics (roadway width, median, plantings, topography, etc.) and how they are reflected within the APE appears as part of this report. Design alternatives potentially could have the effect of diminishing what remains of the Parkway's historic landscape characteristics, or, there may be opportunities to reveal and rehabilitate features within the APE that are consistent with the Parkway's original design intent and character. The specific impacts on landscape characteristics will not be known until an alternative is brought to a more detailed level of design.

Once the design alternatives have been further developed, they can be assessed based on their ability to achieve landscape characteristics and user experiences that are consistent with the Parkway's original design intent, comparing each to the current condition of the study area. Assessment criteria, developed by the engineering consultant's landscape specialists, will include but not be limited to the following:

- View corridors created through horizontal and vertical roadway geometry;
- Visibility of bridge structures with varied width and length of view corridors;
- Plant material effectively frames views, complements bridge structures, screens unsightly views, provides focal points, and creates landscape groupings of varied scale;
- Built landscape transitioning seamlessly into naturalized landscape;

- Median treatments and highway design vocabulary (guardrails, signs, lighting standards and off-site over-spill, barrier fences, etc.) are consistent and recognizable, conform to overall parkway appearance, and are selected from a compact and well-defined palette of materials;
- Landscape reveals natural/naturalized resources such as watercourses, slopes, ledge outcrops, and sky; and
- Overhead canopy within the Merritt Parkway right-of-way that modulates along the corridor and complies with CTDOT roadway safety guidelines.

Within the APE, the Merritt Parkway Historic District includes five bridges listed as contributing resources: Perry Avenue (Bridge No. 719), Metro-North Railroad (Bridge No. 720), Norwalk River (Bridge No. 721), Main Avenue (Bridges No. 530A and 530B), and West Rocks Road (Bridge No. 722).

The APE also encompasses the NRHP-listed Verneur Pratt Historic District. In addition, it includes a bridge built in 1912 by the City of Norwalk, the Glover Avenue Bridge (Bridge No. 4155), which was determined to be NRHP-eligible by CTSHP. The Glover Avenue Bridge is listed in the Department's *Historic Bridge Inventory and Historic Bridge Inventory Update* (1991 and 2019, respectively).

Alternative 12A could have a direct impact (adverse effect) on the Merritt Parkway's designed landscape because of a possible loss of integrity in terms of historic materials, design, and feeling and association, particularly at the eastern end of the APE, where the Parkway's integrity is higher. But, Alternative 12A would have the greatest effect on the Merritt Parkway because of its high elevated ramps, whereas the other three alternatives have no ramps above existing Merritt Parkway ramp levels. Alternative 12A's elevated ramps constitute visible elements that would diminish the integrity of the Parkway's setting.

Alternative 12A would not have any impact on the Merritt Parkway Perry Avenue Bridge (No. 719) or the West Rocks Road Bridge (No. 722), but it would require the demolition of the Merritt Parkway Main Avenue Bridge (Nos. 530A and 530B) and the Glover Avenue Bridge (No. 4155) (adverse effects). Alternative 12A would result in diminished public visibility for the Merritt Parkway Norwalk River Bridge (No. 721) and Metro-North Bridge (No. 720), an indirect impact (indirect adverse effect) on the settings of the bridges. Alternative 12A would not have any effect on the Verneur Pratt Historic District. Alternative 12A would have no effect on the three potentially NRHP-eligible properties in the APE (2 Singingwoods Road, 129 Perry Avenue, and the Metro North Norwalk River Bridge (No. 8202R).

Alternative 20B could have a direct impact (adverse effect) on the Merritt Parkway's designed landscape, similar to Alternative 12A, because of a possible loss of integrity in terms of historic materials, design, and feeling and association, particularly at the eastern end of the APE, where the Parkway's integrity is higher. Alternative 20B would not have any impact on the Merritt Parkway Perry Avenue Bridge (No. 719) or the West Rocks Road Bridge (No. 722), but it would require the demolition of the Merritt Parkway Main Avenue Bridge (Nos. 530A, 530B) and the Glover Avenue Bridge (No. 4155) (adverse effects). Alternative 20B would also result in diminished public visibility for the Merritt Parkway Norwalk River Bridge (No. 721) and Metro-North Bridge (No. 720), an indirect impact (indirect adverse effect) on the bridges' settings. Alternative 20B would not have any effect on the Verneur Pratt Historic District. Alternative 20B would have no effect on the three potentially NRHP-eligible properties in the APE (2

Singingwoods Road, 129 Perry Avenue, and the Metro North Norwalk River Bridge (No. 8202R).

Alternative 21D could have a direct impact (adverse effect) on the Merritt Parkway's designed landscape, similar to Alternatives 12A and 20B, because of a possible loss of integrity in terms of historic materials, design, and feeling and association, particularly at the eastern end of the APE, where the Parkway's integrity is higher. It would not have any impact on the Merritt Parkway Perry Avenue Bridge (No. 719) or the West Rocks Road Bridge (No. 722), but it would require the demolition of the Merritt Parkway Main Avenue Bridge (Nos. 530A, 530B) and the Glover Avenue Bridge (No. 4155) (adverse effects). Alternative 21D would also result in diminished public visibility for the Merritt Parkway Norwalk River Bridge (No. 721) and Metro-North Bridge (No. 720), an indirect adverse effect on the bridges' settings. Alternative 21D would not have any effect on the Verneur Pratt Historic District. Alternative 21D would have no effect on the three potentially NRHP-eligible properties in the APE (2 Singingwoods Road, 129 Perry Avenue, and the Metro North Norwalk River Bridge (No. 8202R).

Alternative 26 could have a direct impact (adverse effect) on the Merritt Parkway's designed landscape, but of the four alternatives, it would have the least impact, with less diminishment of the integrity of materials, design, and feeling and association, because it involves significantly shorter access ramps. Alternative 26 would not have any effect on the Merritt Parkway Perry Avenue Bridge (No. 719) or the West Rocks Road Bridge (No. 722), but it would require demolition of the Merritt Parkway Main Avenue Bridge (Nos. 530A, 530B) and the Glover Avenue Bridge (No. 4155) (adverse effects). Alternative 26 would also result in diminished public visibility for the Merritt Parkway Norwalk River Bridge (No. 721) and Metro-North Bridge (No. 720), an indirect adverse effect on the bridges' settings. Alternative 26 would not have any effect on the Verneur Pratt Historic District. Alternative 26 would have no effect on the three potentially NRHP-eligible properties in the APE (2 Singingwoods Road, 129 Perry Avenue, and the Metro North Norwalk River Bridge (No. 8202R).

In terms of archaeological resources, 10 sites were found in the APE and three were assessed as NRHP-eligible. Alternatives 12A and 20B would have no impact on two of the sites, with a possible impact to the third. Alternative 21D would have no impact on any of the sites. Alternative 26 would directly impact two of the three NRHP-eligible sites but not the third.

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I. INTRODUCTION AND SCOPE OF WORK

The State of Connecticut, through the Connecticut Department of Transportation (CTDOT), proposes to construct improvements at the Routes 7 and 15 (Merritt Parkway) interchange in Norwalk, Connecticut (State Project No. 102-358) (Figure 1, Appendix A). The project also includes improvements at the Route 15 and Main Avenue interchange. The Federal Highway Administration (FHWA) will provide funding for the project, requiring it to comply with the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended, and Section 4(f) of the United States Department of Transportation Act. These federal laws and their implementing regulations require federal agencies to take into account the effects of their undertakings on historic properties, which include above-ground resources such as buildings, districts, structures, sites, and objects, and below-ground resources, that is, archaeological sites. To fall under the purview of Section 106, historic properties must be either listed in or eligible for listing in the National Register of Historic Places (NRHP). The project will also receive state funding, requiring it to comply with the Connecticut Environmental Policy Act (CEPA), which mandates consideration of possible effects/impacts to historic and archaeological resources and consultation with the State Historic Preservation Office (CTSHPO).

This report presents the results of a Cultural Resources Survey of the Area of Potential Effects (APE) for the four build alternatives currently under consideration by CTDOT for the proposed improvements: Alternatives 12A, 20B, 21D, and 26 (Figures 2 and 3).

The survey was conducted by Archaeological and Historical Services, Inc. (AHS) under contract to Stantec, project engineers and landscape architects for CTDOT. All conclusions regarding potential project Section 106 effects on identified archaeological and historic resources are subject to further refinement, as specific design and construction parameters for each alternative are developed to a greater level of detail.¹

A. Existing Interchange Conditions

Interchange No. 39 provides partial connections between Route 7 and the Merritt Parkway. Connections are provided from:

- Route 7 northbound to the Merritt Parkway southbound
- Route 7 southbound to the Merritt Parkway southbound
- Merritt Parkway northbound to Route 7 northbound
- Merritt Parkway northbound to Route 7 southbound

Connections between Route 7 and the Merritt Parkway to and from the north are not provided. Due to the missing connections:

- Merritt Parkway southbound motorists must use the Merritt Parkway/Main Avenue interchange (Exit 40B) to access Route 7 northbound, north of Grist Mill Road.
- Merritt Parkway northbound motorists must use the Merritt Parkway /Main Avenue interchange (Exit 40A) to access Route 7 southbound south of Route 123/New Canaan Avenue.
- Route 7 motorists have no direct access to the Merritt Parkway northbound and must use Main Avenue to access the Parkway.

¹ Section 4(f) findings will be addressed in a separate document.

Interchange No. 40, a second nearby interchange, provides connections in all directions between the Merritt Parkway and Main Avenue. This interchange is located approximately 1,500 feet east of the Route 7 and Merritt Parkway interchange.

B. Summary of Alternatives

This report addresses the four build alternatives for State Project No. 102-358. During the alternatives assessment process, the State screened an initial 26 interchange improvement alternatives based on the ability of each alternative to meet the Purpose and Need of the project. All but four alternatives (Alternatives 12A, 20B, 21D and 26) were eliminated from consideration.

B1. Alternative 12A

Alternative 12A (Figure 4) proposes completing the partial interchange (Interchange 39/40) with traffic movements between Route 7, the Merritt Parkway, and Main Avenue. The existing Route 7/Merritt Parkway loop ramps would be retained in the easterly quadrants and the direct connections in the westerly quadrants. The four remaining Route 7/Merritt Parkway interchange movements would be achieved with semi-direct connections involving four new bridges. Several towers of a power line may require relocation.

The Merritt Parkway interchange with Main Avenue would be reconfigured, with the elimination of the four non-standard-geometry loop ramps. The resulting modified diamond interchange ramps would require four new bridges (two over the Metro-North Railroad and two over the Norwalk River) to enable all connections with Route 7 and the Merritt Parkway. Long Merritt Parkway ramp-acceleration and deceleration lanes would also be provided. The westbound entrance ramp would be built between a recently constructed residential apartment building and the Merritt Parkway. As currently conceptualized, the ramps that are immediately adjacent to the Merritt Parkway would be about 11 feet higher than the Parkway (Figure 5).

The dual historic Merritt Parkway bridges over Main Avenue would be replaced and widened. A wider Main Avenue would enable left-turn movements and wider sidewalks. Three closely-spaced signalized intersections would be provided along Main Avenue. Glover Avenue would be widened and a replacement bridge provided over the Norwalk River, in order to efficiently accommodate traffic volumes at the Main Avenue intersection and avoid queueing at the nearby Metro-North Railroad at-grade crossing. Widening Glover Avenue and its bridge would enable additional eastbound travel lanes and wider sidewalks. Creeping Hemlock Drive would be shifted to the north and widened.

B2. Alternative 20B

Alternative 20B proposes completing the partial interchange (Interchange 39/40) with traffic movements between Route 7, the Merritt Parkway, and Main Avenue (Figure 6). The existing Route 7/Merritt Parkway loop ramps would be retained in the easterly quadrants only. The remaining northbound Route 7 to the eastbound Merritt Parkway and westbound Merritt Parkway to northbound Route 7 interchange movements would be achieved with semi-direct connections involving six new bridges. Connections between the westbound Merritt Parkway to southbound Route 7 and southbound Route 7 to eastbound Merritt Parkway would be made through signal-controlled intersections within the ramp systems. Several towers of a power line may require relocation.

The Merritt Parkway interchange with Main Avenue would be reconfigured, with the elimination of the four non-standard-geometry loop ramps. The resulting modified diamond

interchange ramps would require six new bridges (two over the Metro-North Railroad and four over the Norwalk River) to enable all connections with Route 7 and the Merritt Parkway. Long Merritt Parkway ramp acceleration and deceleration lanes would also be provided. The westbound entrance ramp would be built between a recently constructed residential apartment building and the Merritt Parkway. Elevation information is not available for Alternative 20B, but its outer ramps share similarities with Alternative 21D (Figure 7), which are at or below the level of the Merritt Parkway.

The dual historic Merritt Parkway bridges over Main Avenue would be replaced and widened. A wider Main Avenue would enable left-turn movements and wider sidewalks. Three closely-spaced signalized intersections would be provided along Main Avenue. Glover Avenue would be widened and a replacement bridge provided over the Norwalk River, in order to efficiently accommodate traffic volumes at the Main Avenue intersection and avoid queueing at the nearby Metro-North Railroad at-grade crossing. Widening Glover Avenue and its bridge would enable additional eastbound travel lanes and wider sidewalks. Creeping Hemlock Drive would be shifted to the north and widened.

B3. Alternative 21D

Similar to Alternative 20B, Alternative 21D proposes completing the partial interchange (Interchange 39, 40) with traffic movements between Route 7, the Merritt Parkway, and Main Avenue (Figure 7). The existing Route 7/Merritt Parkway loop ramps would be retained in the easterly quadrants and the direct connections in the westerly quadrants. The four remaining Route 7/Merritt Parkway interchange movements would be achieved with semi-direct connections involving eight new bridges. Several towers of a power line may require relocation.

The Merritt Parkway interchange with Main Avenue would be reconfigured, with the elimination of the four non-standard-geometry loop ramps. The resulting modified diamond interchange ramps would require two new bridges (over the Metro-North Railroad and over the Norwalk River) to enable all connections with Route 7 and the Merritt Parkway. Long Merritt Parkway ramp-acceleration and deceleration lanes would also be provided. The westbound entrance ramp would be built between a recently constructed residential apartment building and the Merritt Parkway. As currently conceived, the new ramps would be at or below the level of the Merritt Parkway (Figure 8).

The dual historic Merritt Parkway bridges over Main Avenue would be replaced and the roadway widened. A wider Main Avenue would enable left-turn movements and wider sidewalks. Three closely-spaced signalized intersections would be provided along Main Avenue. Glover Avenue would be widened and a replacement bridge provided over the Norwalk River, in order to efficiently accommodate traffic volumes at the Main Avenue intersection and avoid queueing at the nearby Metro-North Railroad at-grade crossing. Widening Glover Avenue and its bridge would enable additional eastbound travel lanes and wider sidewalks. Creeping Hemlock Drive would be shifted to the north and widened.

B4. Alternative 26

Alternative 26 is a concept introducing signalized intersections along Route 7 (Figure 9). A modified diamond interchange with the Merritt Parkway is proposed, and includes a loop ramp in the northeast quadrant to avoid a heavy dual left-turn Route 7 northbound-to-westbound Merritt Parkway movement.

The loop ramp would be reduced in size from the larger existing one, a change made possible by slower speeds on the reclassified Route 7 from a freeway to a boulevard. Two signalized Route 7/ramp intersections would be provided, and three northbound and three southbound lanes would be necessary, with turn lanes at each Route 7 intersection approach. Unlike Alternative 21D, no power line tower relocations would be required for Alternative 26.

The location and configuration of the Merritt Parkway interchange with Main Avenue would enable connections between Main Avenue and Route 7 while efficiently accommodating traffic volumes there. The four tight-loop ramps would be eliminated or improved. Elimination of the existing ramps in the southwest quadrant would allow for a long eastbound weaving lane between an eastbound Route 7 entry ramp and an improved exit loop in the southeast quadrant.

In the westbound direction, the tight Merritt Parkway exit loop ramp in the northwest quadrant would be eliminated. A westbound entry ramp from Creeping Hemlock Drive and northbound Main Avenue would avoid a heavy northbound left-turn movement on Main Avenue at the Parkway Bridge. To avoid further weaving on the westbound Merritt Parkway for the southbound Main Avenue movement, an independent ramp would be located between the westbound weaving lane and the new residential building to the north. Connection to the westbound Merritt Parkway and Route 7 would be made via a Route 7 signalized intersection.

The configurations for Glover Avenue and Creeping Hemlock Drive and the Main Avenue and Glover Avenue bridges are similar to Alternative 21D. Glover Avenue would be widened and a replacement bridge provided over the Norwalk River, in order to accommodate efficiently traffic volumes at the Main Avenue intersection and avoid queueing at the nearby Metro-North Railroad at-grade crossing. Widening Glover Avenue and its bridge would enable additional eastbound travel lanes and wider sidewalks. New ramp bridges would be needed over the Norwalk River and Metro North Railroad track. As currently conceived, the new ramps would be at or below the level of the Merritt Parkway (Figure 10).

C. Development of the Area of Potential Effects

The project APE was delineated so as to account for the effects of all four alternatives. According to Section 106 regulation 800.5, “an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association” (ACHP 2004). Direct adverse effects include physical destruction or damage and also alterations that are not consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. The regulations also recognize adverse effects that, while relatively small-scale in and of themselves, may represent part of a cumulative effect that is much larger.

Working with CTDOT, the project engineers, in connection with other environmental studies, delineated the APE to encompass the maximum boundary of the area of potential direct and indirect effects (Figures 1, 2, 11, and 12). Within the APE, the area expected to be directly impacted by construction activities is the Project Site. The Project Site includes anticipated construction and staging for all four alternatives; with limited open space in the area, there is relatively little space for staging. The existing CTDOT staging area within the interchange area (on Main Avenue), now used for other projects in the vicinity, would be the primary candidate for a staging area for this project, likely supplemented with other areas within the APE. Project contractors will be involved in the final selection of staging areas.

Indirect adverse effects as per Section 106 include those associated with “visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features” (ACHP 2004). In order to account fully for potential indirect visual adverse effects on historic properties and their settings and viewsheds, the APE was developed in coordination with project engineers, in connection with other environmental studies such as the Visual Impact Assessment (VIA) (Figures 2 and 3). The assessment identified the project area’s visual character, key views and viewpoints, and viewer-group sensitivities. Project effects on viewer groups with high sensitivity to visual changes (especially residents and pedestrians), and new elements that would affect the setting of historic properties, were of particular concern. The APE development included desktop review, field observations, and topographical modeling for possible visual impacts of altered Merritt Parkway entrance and exit ramps. Boundaries were determined by several constraining factors, including physical constraints of the landforms, which limit views, along with additional sightline restrictions of buildings and vegetation (Figure 3). The physical limitations of human sight, in terms of viewers’ location, proximity, and lighting conditions, were also taken into account. Virtual field visits were conducted to review the visual character of the area, followed by in-person site visits. As a result of coordination with the VIA, the APE was enlarged beyond the Project Site to include surrounding areas that could be impacted by new project construction, especially new ramps. The assessment was conducted in conformance with FHWA *Guidelines for the Visual Assessment of Highway Projects* (2015). The VIA report is included in Appendix F.

Similarly, project effects on air quality and traffic were assessed, resulting in findings that there would be no significant increase in levels beyond the immediate highway rights-of-way (KB Environmental Services, Inc. 2019; Stantec, Route 7/Route 15 Interchange Project: Future Transportation Conditions, 2019).

As FHWA *Highway Traffic Noise: Analysis and Abatement Guidance* (2011) states: “There are no federal requirements directed specifically to highway traffic induced vibration. All studies the highway agencies have done to assess the impact of operational traffic induced vibrations have shown that both measured and predicted vibration levels are less than any known criteria for structural damage to buildings.” The project includes no design elements that would lead to unusual types or magnitudes of vibration beyond the immediate highway rights-of-way. Therefore, vibration is not further considered in this analysis.

The effects of noise associated with the alternatives were also evaluated (KB Environmental Services, Inc. 2020). Noise receptors placed within or in the vicinity of the APE recorded no more than an increase of .75 decibels. Since the threshold of noise impacts is an increase of 15 or more decibels, .75 is not considered an appreciable level.

Based on these studies’ findings, inclusive of environmental visual impacts, air quality and traffic, vibration and noise evaluation, the APE is considered the maximum extent of potential direct and indirect effects on historic properties.

D. Scope of Work

The cultural resource survey included multiple phases of survey in order to identify and evaluate above-ground/architectural and archaeological resources that are listed in or eligible for listing in the NRHP. Potential project effects on NRHP-listed and/or -eligible resources, which are historic properties as defined by Section 106, were also assessed. The surveys included Phase IA Archaeological Assessment Survey, Phase IB Archaeological Reconnaissance Survey, and

Phase II Intensive Archaeological Survey, as defined in the *Environmental Primer for Connecticut's Archaeological Resources*. A reconnaissance survey of the APE, inclusive of direct and indirect impact areas, was conducted to identify above-ground historic properties. AHS archaeologists and architectural historians worked closely together to ensure thorough and accurate identification and interpretation of landscape features.

D1. Phase IA Archaeological Assessment Survey

The archaeological assessment survey was limited to the Project Site because that is the area within which direct subsurface impacts are expected to occur.

AHS archaeologists assessed areas of archaeological sensitivity within the Project Site based on documentary research, visual inspection, and an evaluation of environmental factors often associated with Pre-Colonial Native American occupation. Areas of low archaeological sensitivity include pervasively disturbed areas, boulder fields, and excessively wet areas, as these locales are unlikely to contain intact archaeological sites. Areas of moderate and high sensitivity include portions of the Project Site with relatively well-drained soils and other favorable environmental factors; visible evidence of occupation, such as surface artifact scatters or visible remnants of structures, are also considered to have relatively high archaeological sensitivity. Moderately to highly sensitive areas have the potential to contain NRHP-eligible archaeological sites. Seven areas of archaeological sensitivity were identified in the Project Site in Phase IA survey, and were tested in a Phase IB Archaeological Reconnaissance Survey.

D2. Phase IB Archaeological Reconnaissance Survey

The purpose of a Phase IB Archaeological Reconnaissance Survey is to make a reasonable and good-faith effort to locate and identify all archaeological resources that may be impacted by a project. The Phase IB survey focused on the seven areas of sensitivity identified in the Phase IA survey, and employed systematic subsurface testing to find buried archaeological sites. The testing was done by hand, with shovel and trowel. Phase IB testing determined the presence of sites, but did not assess their NRHP eligibility.

D3. Phase II Intensive Archaeological Survey

In order to determine whether any of the archaeological sites identified in Phase IB survey were eligible for listing in the NRHP, Phase II Intensive testing of each site was undertaken. Shovel test pits and larger test units were excavated across the sites to collect sufficient data to establish the sites' age, function, integrity, and spatial parameters. This information was used to permit a conclusive determination of NRHP eligibility to be made.

D4. Above-Ground Historic Resource Reconnaissance Survey

AHS historians/architectural historians undertook documentary research and conducted a full reconnaissance survey of the APE in order to identify above-ground architectural resources and landscape features that are listed in or potentially eligible for listing in the NRHP. The survey included background research to identify known historic properties. All public streets within the APE were field-inspected to identify and assess above-ground historic properties.

E. Personnel

Mary Guillette Harper served as Project Manager and Principal Investigator. Senior Historian/Architectural Historian Bruce Clouette and Historians/Architectural Historians Stacey

S. Vairo and Marguerite Carnell conducted field investigations and historic background research, and evaluated NRHP eligibility and potential effects on above-ground architectural and landscape properties. Senior Prehistoric Archaeologist David Leslie and Senior Historic Archaeologist Ross Harper directed the field investigations. Leslie conducted archaeological background research and Leslie and Guillette Harper evaluated archaeological NRHP eligibility and potential effects on archaeological sites. Historian/Senior Archaeologist Sarah Sportman served as editor, along with Robyn Beausoleil.

The results of the cultural resource surveys will be incorporated into the Environmental Impact Evaluation/Environmental Assessment (EIE/EA) prepared as part of the project under CEPA and NEPA, respectively. The data gathered will also serve as a basis for Section 4(f) documentation and evaluation consultation.

The conclusions and recommendations herein are the opinion of AHS. Actual determinations of National Register eligibility and assessment of effects are properly part of the ongoing consultative process among FHWA, CTDOT, and CTSHPO and will be further developed as the project progresses.

II. METHODOLOGY

The purpose of the cultural resources surveys was to locate and identify all historic properties present in the APE for above-ground resources and in the Project Site for archaeological resources. The narrower study limits for archaeological resources are defined by the potential construction footprint. The surveys also included preliminary assessment of potential effects on historic resources and archaeological sites as provided for by Section 106. The methodology for each phase is described below.

The Phase IA survey was conducted in accordance with *The Secretary of the Interior's Standards and Guidelines for Identification* and *The Secretary of the Interior's Standards and Guidelines for Evaluation* (1983 and ongoing revisions). AHS personnel inspected the APE in September and October 2016.

A. Phase IA Archaeological Assessment Survey

A1. Archaeological Background Research

Archaeological site forms on file at the CTSHPO and Office of State Archaeology (OSA) were reviewed for information on known archaeological sites in the APE and vicinity. Cultural Resource Management reports and published articles were reviewed. Environmental sources and historical-period maps and sources were consulted to help develop a Pre-Colonial and early historic-period context that would aid in assessing archaeological sensitivity and help identify site locations.

A2. Archaeological Assessment Field Methodology

To assess archaeological sensitivity, the Project Site was carefully walked over and inspected for surface indicators of archaeological sensitivity or the lack thereof. Visibly disturbed areas have lower archaeological potential than undisturbed areas. To enhance the assessment, a series of hand-powered small-diameter (1- to 3-inch) cores was taken during the walkover. The purpose of the visual inspection, plus cores, was to assess soil integrity relative to the potential for intact buried archaeological resources to be present. Surface features such as stone walls and boundary markers were also noted.

B. Above-ground Historic Properties Reconnaissance Survey

The survey included background research to identify known historic properties, and to establish historical contexts within which to interpret the significance of historic properties. AHS assembled a series of historic maps and aerial photographs (see Appendix A) and historical images (Appendix B), reviewed State and National Register forms for individual properties and districts, met with representatives from the Norwalk Public Library and the Norwalk Preservation Trust, and participated in several meetings with stakeholders, including a subcommittee on Section 106 concerns.

B1. Documentary Research: Above-Ground Architectural Resources

Historical maps, local histories, and primary documents were researched to establish a Pre-Colonial and historical-period context and aid in identifying the presence of historic resources within the APE. The archives, maps, photographs, and clipping files of the History Room of the Norwalk Library were consulted, as were the files of the CTSHPO and archival material at the

Connecticut Historical Society and the Connecticut State Library. Historic aerial photographs and topographic maps available on the University of Connecticut's "MAGIC" website and the University of New Hampshire's Dimond Library's website helped refine AHS's assessment of the built environment. Inventories of historic resources consulted include the reconnaissance-level survey of historic resources in Norwalk (Bloom 1976) and the Historic American Engineering Record (HAER) documentation of the Merritt Parkway (HAER No. CT-63).²

B2. State and National Register Files at the CT State Historic Preservation Office (CTSHPO)

This task involved research in the files of the State and National Registers of Historic Places, both online and at the CTSHPO to determine the presence of previously identified historic resources in the APE.

B3. Published Histories

To establish an overall historical context and help in the identification of historic and archaeological resources, AHS consulted general published histories of Norwalk such as Ray (1979) and Selleck (1896). Published histories of the Merritt Parkway by Radde (1993) and Heiss and Smyth (2014) were especially valuable in developing a historical context for the APE.

B5. Field Methodology

All public streets within the APE were field-inspected to identify any above-ground/architectural historic properties that could be affected. In November 2016 and June 2019, AHS and Stantec personnel conducted joint reconnaissance surveys of the APE to assess any indirect visual effects/impacts.

As an additional check, the records of the Norwalk Assessor were consulted for all properties within the APE. The Assessor database includes year-built, style of building, and exterior materials. For all properties with a year-built of 1973 or earlier, photographs were obtained from the Assessor database, Google streetview, and other online sources (Appendix D).

There are two NRHP-listed properties within the APE: the Merritt Parkway Historic District and the Verneur Pratt Historic District. Outside of the Merritt Parkway Historic District, a second structure, the Glover Avenue Bridge, has been determined eligible for listing in the NRHP. Other above-ground/architectural properties identified as being over 50 years of age were evaluated for their potential eligibility for listing in the NRHP by applying the National Register criteria of significance, which state the following:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or*
- B. That are associated with the lives of persons significant in our past; or*
- C. That embody the distinctive characteristics of a type, period, or method of construction, or*

² Given the extensive documentation available in the Merritt Parkway NRHP nomination and HAER documentation, archival CTDOT construction documents were not reviewed.

that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded or may be likely to yield, information important in history or prehistory.

The National Register excludes from consideration several types of properties. Besides those less than 50 years old, excluded categories include cemeteries, commemorative properties, resources that have been moved, and religious properties. Such properties can qualify by meeting one or more criteria considerations. For example, a cemetery may qualify if its overall layout typifies 19th-century cemetery landscape architecture or if the distinctive design of most of its markers illuminates the history of funerary art. Similarly, a church could qualify if its architecture is exceptional.

In addition to meeting at least one of the criteria, NRHP-eligible resources must also possess “several” and usually most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Most historic resources have been altered from their original appearance over time, but the question of integrity hinges on the judgment of whether the resource, as it exists today, retains enough of its character-defining attributes to be able to convey its historical or architectural significance.

C. Phase IB Archaeological Reconnaissance Survey

Shovel test pits (STPs) measuring approximately 2x2 feet square were dug with shovel and trowel to between 3 and 4 feet deep at 10- to 15-meter intervals in the areas of archaeological sensitivity delineated in the Phase IA survey. All excavated soil, removed in 10-centimeter levels, was screened through ¼-inch mesh to recover artifacts. The pits were backfilled immediately upon completion and mapped onto project plans. Recovered artifacts were cleaned, identified, catalogued, placed in curation boxes, and an inventory list was prepared. Sites were defined based on the data recovered in the testing, namely clusters of artifacts, primarily lithic (i.e., stone) items, which have preserved in Connecticut’s acidic soils (organic materials such as bone and wood usually do not survive). Eight Pre-Colonial Native American and two late historical-period sites were identified in the survey. The Pre-Colonial sites were assessed as potentially NRHP-eligible; the historical-period sites were not considered eligible.

D. Phase II Intensive Archaeological Survey

Shovel test pits and 1x1-meter excavation units were excavated at five-meter intervals across the eight Pre-Colonial site areas identified in the Phase IB survey. The STPs were dug until two consecutive pits in each direction were sterile (i.e., devoid of artifacts or cultural features). The close-interval testing collected a solid sample of each site while establishing physical parameters necessary for NRHP determination. The same NRHP criteria outlined in the Section B4 were applied to the archaeological sites.

III. ARCHAEOLOGICAL CONTEXT

The Project Site is the area representing the combined extent of anticipated construction activities associated with the four conceptual alternatives. This area (Figure 1) was the focus of archaeological surveys. Overall, the Project Site is characterized by commercial and industrial development, which includes roads, embankments, tracks, culverts, machine dug drainages, as well as industrial and residential urban settings.

A. Known Pre-Colonial Archaeological Sites In or Near the Route 7/15 APE

Forty-five Pre-Colonial Native American sites in Norwalk have been formally reported to the CTSHP and OSA. Nearly all of these are located within a short distance of the modern shoreline and represent large artifact scatters, shell middens, and burials, most of which have been destroyed by development. Unfortunately, most of the site forms contain little or no specific information regarding the age, setting, or content of the sites. Most are generally classified as Archaic/Woodland Period in age (8,000-10,000 years ago). Many were documented by avocational archaeologists in the 1960s and some are summarized in local and regional journals (Powell 1964, 1965a, 1965b, 1965c, 1967, 1970, 1971a, 1971b). Additional sites were documented by Connecticut Archaeological Survey (CAS, Inc. 1974, 1985). In 1989 an archaeological reconnaissance survey of the Comstock Brook and Norwalk River watershed documented many of the archaeological sites in the project area as part of a Norwalk Community College survey (Wiegand 1989). Professional archaeological investigations were conducted near and within part of the APE as part of a previous Route 7/15 improvement project (Jones et al. 2005; Forrest and Clouette 2007; Harper 2007); this survey identified a site in the Main Avenue interchange, now destroyed, with evidence of occupation in every period of Pre-Colonial Native American occupation, as well as historic-period use.

The site file data indicate that undisturbed portions of the Project Site, especially those near perennially active streams and rivers, represent areas of moderate to high archaeological sensitivity for Pre-Colonial and historical-period peoples. However, undisturbed sediments represent a small proportion of the overall APE, or approximately 22%, based on National Resource Conservation Service (NRCS) estimates. Extensive land-making and soil displacement associated with the construction, modification, and demolition of Routes 7 and 15 have likely destroyed or deeply buried many of the Pre-Colonial and historical-period archaeological deposits within the APE. However, the discovery of an intact multicomponent Pre-Colonial site within a nearby highway interchange, as part of a previous Route 7/15 improvement project (Jones et al. 2005) is a testament to the potential for intact sites to have survived in the APE.

B. Environmental Assessment of Archaeological Sensitivity

The information gathered during the archaeological survey of the APE must be interpreted in the broader context of the culture, history, and environment of southern New England. The subsistence and settlement patterns of Pre-Colonial peoples were closely tied to the natural environment. Their lifeways were based on the types, abundance, and location of edible and otherwise useful natural resources. The settlement and subsistence patterns of Pre-Colonial Native people are therefore best understood in an environmental and ecological context. It is also necessary to understand environmental changes through time. Habitats exploited by plant, animal, and human communities developed through complex interactions between climate and landscape. The type and distribution of resources changed over the millennia; unsurprisingly, human

exploitation of resources has changed in concert with landscape and biotic resource changes through time.

The quaternary (glacial and recent Holocene-era) geology of southwestern Connecticut represents a complex and dynamic process that produced much of the local landforms and ecosystems, in concert with the locally occurring bedrock geology components, such as major hills, valleys, uplands, and lowlands. Although the specific chronology of deglaciation in the Norwalk River Valley has not been determined, a statewide quaternary geological mapping project suggests the earliest of these deposits postdate 18,000 BP (Before Present) and all likely predate 15,000 BP (Stone et al. 2005). As glaciers began to recede and meltwater streams gouged pre-glacial sedimentary deposits and exposed bedrock, river channels became fixed across the landscape; some of these river systems were developed by 12,000 years ago (O'Leary 1975; Stone and Randall 1978; Stone et al. 2005). The portion of the Norwalk River near the APE represents an area where the channel probably remained fixed after glacial retreat. An expansive valley bottom would have provided suitable habitats for both foraging and horticultural Native groups living along the north shore of Long Island Sound. More importantly, predictable glacial meltwater and successive river systems would have provided Native peoples with a consistent set of valuable ecologic resources (water, travel routes, animals, shellfish, fish, etc.) from the earliest indigenous occupation of this landscape to the Post-Contact period. Although not as broad as interior sections of the Housatonic River Valley, the level terrain surrounding the Norwalk River (a relatively small coastal watercourse that drains a watershed of approximately 33 square miles) would have provided ample ground and resources for seasonal aggregations of people throughout the Pre-Colonial period.

The Norwalk River near the Project Site is characterized by a relatively low level of curve and a coarse bed composed of large pebbles and gravel. Pools within the river channel are abundant, and are frequently associated with bedrock exposures (Garday et al. 2001). Although the present-day river may look considerably different than the one encountered by the earliest Pre-Colonial people to settle within the area, the presence of shallow bedrock within the channel suggests the river is constrained by the glacially scoured valley bottom. Because the watercourse cannot cut through the hard bedrock, the pools within the channel of this section of river have likely been an enduring characteristic of the river. Such pools may have been the focus of fishing by Pre-Colonial peoples, especially in the summer months, when water levels were at their lowest. These pools would have also served as primary sources of water for people and animals during summer months, another attractive feature of this site location.

The primary constituents of the local bedrock materials are poorly suited for the manufacture of stone tools; however, relatively rare veins of quartz or finer-grained hard stone may have been exploited by Native American populations in the area. Secondary deposits of gravel, such as within the Norwalk River channel and along the river banks, may have presented opportunities for the collection of these materials. In fact, the notably hard and mechanically-strong qualities of quartz cobbles may have resulted in a relative abundance of this material in gravel beds, as softer cobbles were rapidly worn away by glaciers.

Wetlands themselves may also have influenced the type and redundancy of Native American use of southern New England's lands. The variation within the composition of wetland resources and their distribution on the landscape likely played an important role in Pre-Colonial Native American settlement patterns (Nicholas 1988; Patton 2014). Areas with a particular concentration of large marshes or swamps appear to have been preferred locations for large residential sites (e.g., Nicholas 1988; McBride and Soulsby 1989), while favorable fishing

locations along rivers and large streams were often host to seasonal aggregations of people during the spring and fall fish runs (e.g., McBride 1984).

The overall distribution and general character of wetland resources within the vicinity of the Project Site suggest that larger Pre-Colonial sites associated with seasonal population aggregation or redundant short-term occupations are most likely to be encountered near the Norwalk River, while smaller sites resulting from temporally isolated short-term activities such as hunting and nut-collecting are expected to reach their highest density in the upland areas surrounding the river valley. The smaller drainage and well-constrained channel (see above) of the Norwalk River would have made it attractive to Pre-Colonial peoples, given the predictable availability of resources. Larger river systems, such as the Housatonic River, may have offered more resources and better avenues for water travel but may have been less favorable to Pre-Colonial peoples seeking long-term encampments, for several reasons. Large rivers are less predictable, given their increased sinuosity and discharge (leading to increased aggradation and degradation of sediment and overbank flooding), and may have represented increased competition from other Pre-Colonial peoples based on the abundant resources associated with large rivers. Smaller river systems such as the Norwalk River could have provided an added draw for Pre-Colonial peoples, given the predictable resources associated with these rivers during the spring floods and summer droughts.

IV. ARCHAEOLOGICAL SURVEY RESULTS

A. Phase IA Assessment

The walkover visual assessment of the Project Site (the area of anticipated construction-related impacts for all four alternatives) indicated that the development of Routes 15 and 7 and the surrounding area during historic and modern periods resulted in a highly modified and disturbed landscape overall. The area surrounding the proposed interchange improvement is characterized by industrial, commercial, and residential construction. The majority of the Project Site for the four alternatives has been graded using large-scale construction equipment, and has low potential for containing intact archaeological deposits. The disturbed landscapes are characterized by large push piles and blasting zones from roadway construction, machine-dug channels for river and stream courses, wetland zones created through the construction of power-line corridors, abrupt topographic features between roads and adjacent landscapes, and a high density of modern buildings, roads, parking lots, and driveways. The most recent NRCS soil survey for this area of Connecticut indicates that approximately 78% of the Project Site has been recently modified and can be classified as either Urban Land or Udorthents. A series of hand-powered small-diameter soil probes was therefore taken throughout the Project Site to assess subsoil soil integrity because surface visible disturbance and a Udorthents classification can be misleading. The cores provided solid evidence of whether intact soil sequences lay beneath apparent disturbance.

Despite the presence of visible disturbance related to the construction of roads and buildings in the Project Site, seven discrete areas of intact soils were identified during the walkover and soil-probe survey. Several archaeologically sensitive landforms are present in these discrete areas, as are unaltered landscapes, which are all indicative of archaeologically sensitive areas. (Disturbed areas are not considered archaeologically sensitive because any buried sites in these contexts have compromised integrity and thus cannot qualify for listing in the NRHP.) These sensitive areas were assessed as having moderate to high archaeological potential for both Pre-Colonial Native American sites and historical-period sites.

All of the sensitive areas are characterized by unaltered landscapes, topographic continuity with unaltered landscapes, or close spatial association with natural and cultural features that are archaeologically sensitive. Each of these areas also preserved intact soil development sequences. Relict historical-period fieldstone walls were noted in each of the archaeologically sensitive areas.

Phase IB testing was conducted in each to determine whether actual archaeological sites were present in the Project Site.

B. Phase IB Archaeological Reconnaissance Survey

The purpose of the Phase IB survey was to determine whether buried archaeological sites are present in the Project Site. Based on the data recovered from 220 shovel test pits in the Phase IB survey, 10 sites were identified in the Project Site: eight Pre-Colonial Native American sites and two historical-period sites (see Table 1). The two historical-period sites are late-period refuse areas that are insignificant. The eight Pre-Colonial sites were considered potentially eligible for listing in the NRHP, thus Phase II Intensive Survey was recommended. Four of the sites produced diagnostic (i.e., datable) artifacts, placing them primarily in the Archaic Period.

Table 1. Archaeological Sites Identified in Phase IB Subsurface Testing.

Site	Time Period
103-54	Pre-Colonial
103-55	Terminal Archaic
103-56	Historic
103-57	Middle/Late Archaic – Possible Woodland
103-58	Late Archaic
103-59	Pre-Colonial
103-60	Pre-Colonial
103-61	Pre-Colonial
103-62	Middle Archaic
103-63	Historic

C. Phase II Intensive Archaeological Survey

The Phase II testing established that five of the eight Pre-Colonial sites identified in the Phase IB testing qualify for listing in the NRHP. Four of the five sites were combined into two sites (see Table 2). The sites date primarily to the Middle, Late and Terminal Archaic periods (8,000 to 2,700 years ago), based on the recovery of specific tool types, especially projectile points. Tools like hammerstones, projectile points, and stone cores and debitage (i.e., waste flakes from tool-making or resharpening) indicate the Project Site was used for hunting, tool production and maintenance, and probable plant- and animal-resource processing. The Project Site, overlooking the Norwalk River on a relict stream terrace, was an excellent location for Pre-Colonial peoples and was reoccupied seasonally for thousands of years. As noted above, the Norwalk River near the Project Site is characterized by pools enhancing the attraction of Pre-Colonial peoples to this area. Seasonal fish runs would have drawn people to the river for fish, and plant resources near the river marshes also offered food, medicine and reeds for mats as well as a plethora of animals and migratory waterfowl. The coast, with its abundant resources, was close. The inhabitants of the sites in the Project Site had access to a veritable supermarket, and the river and coast were highways for trade and communication with other Native groups.

Table 2. NRHP Eligibility of Identified Sites

Site	Time Period	Eligible
103-54	Pre-Colonial (no diagnostics)	No
103-55	Terminal Archaic	No
103-56	Historic	No
103-57	Middle/Late Archaic/Woodland	Yes
103-58 / 103-60 *	Late Archaic	Yes
103-59	Pre-Colonial (no diagnostics)	No
103-61 / 103-62 *	Middle Archaic	Yes
103-63	Historic	No

*combined after Phase II testing

The three sites that are NRHP-eligible qualify under Criterion D, the ability to yield information important in history or prehistory, because there is relatively little known about sites of this age and type in Norwalk and the vicinity. As noted above, these ancient sites have provided important information about Pre-Colonial Native American occupation and use of landforms in the project vicinity over several thousand years. The sites have strong potential to yield additional important information about past lifeways.

D. Anticipated Impacts/Effects to NRHP-Eligible Archaeological Sites

At the current conceptual state of design development, the general alignment and footprint of the proposed alternatives are known, but have not been finalized (Figures 4-10). As design development proceeds, more precise layout locations and dimensions of improvements will allow a more accurate assessment of effects to archaeological resources. It may also provide opportunities to avoid direct effects to these resources.

Based on the concept level drawings (Figures 4-10), the following assessments of effect are based on whether effects are known and unavoidable (“direct” or “none”) or if there is the possibility of refining the design to avoid effects (“possible”).

Alternative 12A will not affect NRHP-eligible Sites 103-57 and 103-58/60. It may effect Site 103-61/62 because the conceptual as-built alignment borders the site. Alternative 20B will have no effect on Sites 103-57 and 103-58/60, but may affect Site 103-61/62 because its conceptual alignment, like that of Alignment 12A, borders the site.

Alternative 21D will not affect any of the NRHP-eligible sites. Alternative 26 will directly affect Sites 103-57 and 103-58/60; it will not affect Site 103-61/62.

Because the as-built conceptual plans are not precise and they do not include the actual impacts of constructing any alternative, it is possible that any or all of the NRHP-eligible archaeological sites may be impacted by the temporary access roads, staging areas, and road shoulders, drainage and utility areas associated with construction.

In sum, Alternative 26, as conceptually planned, will have the most effect on NRHP-eligible sites by directly affecting two of the three sites. Alternatives 12A and 20B will have a possible impact on Site 103-61/62 only. Alternative 21D will affect none of the sites.

Table 3. Anticipated Effects to NRHP-Eligible Sites. *

	Alt 12A	Alt 20B	Alt 21D	Alt 26
Site 103-57	none	none	none	direct
Site 103-58 / 103-60	none	none	none	direct
Site 103-61 / 103-62	possible	possible	none	none

*Based on conceptual plans of anticipated construction disturbance, not formal design and construction plans.

V. HISTORICAL CONTEXT

A. Project Area

The APE is located approximately three miles north of tidewater on the Norwalk River, within the localities known as Winnipauk and Silvermine. Winnipauk is the area east of Route 7 along Main Avenue, reaching roughly from the intersection of Linden Street (south of the Merritt Parkway) north to the Wilton town line. The project vicinity includes part of the Silvermine neighborhood, which is located west of Route 7; the Silvermine Community Association defines its boundaries as the Wilton and New Canaan town lines to the north, Seir Hill Road to the east, James Street to the south, and Buttery Road to the west.

The Route 7 corridor was an important travel route throughout the historic period. It served as a major Colonial road connecting Long Island Sound with Danbury and points north, and later it was improved by the Norwalk and Danbury Turnpike Company, chartered in 1795 (Wood 1919). The Danbury and Norwalk Railroad paralleled the turnpike in 1852 with a station stop at Winnipauk (Turner and Jacobus 1989: 100-103). By the early 20th century, the road had an electric streetcar line connecting Winnipauk with the trolley systems in Norwalk and South Norwalk. Since the 1930s, Danbury Road has been part of the state highway system, and today it forms part of Route 7.

B. Early English Settlement

The area now defined as Norwalk was obtained from the local Norwauke Indians, led by sachem Mahackemo, in two transactions that the English considered absolute transfers of ownership and all other rights. The first purchase, by Roger Ludlow to acquire more land for Connecticut Colony, was in February 1640. The deed is signed by Mahackemo and four other Norwauke signatories. The purchase included all of the land between the Norwalk River and the Saugatuck River, which today includes East Norwalk, the Cranbury area, Wilton and parts of Westport. The Norwaukes received eight fathoms of wampum, six coats, ten hatchets, ten hoes, ten knives, ten scissors, ten mouth harps, ten fathoms of tobacco, three kettles of six hands about, and ten looking glasses (De Forest 1851: 177; original deed in Norwalk Little Red Schoolhouse Program, online at norwalkhistoricalsociety.org). The second purchase was by Daniel Partrick in April of 1640, consisting of a large tract on the west side of the Norwalk River. Sachems Mahackemo, Naramake and Pemanate Hewnompom of the Norwaukes received ten fathoms of wampum, three hatchets, three hoes, three knives, ten drills, and ten needles, for all the land between the Norwalk River and the Five Mile River. That area covers present-day South Norwalk, Rowayton, West Norwalk and parts of New Canaan and Darien (original deed in Norwalk Little Red Schoolhouse Program, online at norwalkhistoricalsociety.org).

Ludlow sold his holdings to a group of “River Men” from Hartford, Wethersfield and Windsor on June 19, 1650. In exchange for 15 pounds, leaders Nathaniel Ely, Richard Olmstead and Richard Webb agreed to bring 30 families and a clergyman to settle the area (Weed 1902: 19). These earliest inhabitants were concentrated along the Town Street (later renamed East Avenue) in East Norwalk. Other families soon followed, and Norwalk was incorporated as a town in 1651.

The first significant land purchase in the Silvermine area was by Ebenezer St. John, who acquired 200 acres between 1716 and 1721 (Esser 2009). By the 1730s, sparse development spread several miles inland and the parishes of Wilton and Canaan, north of Silvermine and Winnipauk, were established (Ray 1979: 38). Surviving houses dating from the latter half of the 18th century can be found along Silvermine and Perry avenues, typically center-hall New England farmhouses.

The best examples of extant mill and residential construction dating from Silvermine's earliest period are in the Silvermine Center Historic District (NRHP-listed in 2009) (Images 1-4).

Other early settlers of Silvermine and Winnipauk included the Fitch, Whitney, Buttery, and Comstock families, who arrived shortly after the town was established (Schmitt 2016: 7). The Silvermine and Norwalk rivers powered small mills along their banks, while abundant forests provided building material and fuel. The Buttery Sawmill was one of the first mills built along the Silvermine River in 1688 (it was rebuilt in 1741 following a fire) (HABS No. CT-63).

The early residents of Norwalk occupied widely scattered family farms. As can be seen on the 1838 coastal survey map (Figure 13), the area was characterized by scattered houses, forest, and open land. Subsistence farming along with fulling, grist-, and sawmills remained the center of the local economy until the late 18th century, when Silvermine's mills began to specialize in processing raw goods for export. The ca. 1770 Red Mill (192 Perry Avenue) and the ca. 1800 White Mill (174 Perry Avenue) were built by Joseph Cocker to process cotton. The two buildings were later purchased by David Comstock and converted to a hat factory, ca. 1850. In the latter half of the 19th century, the Guthrie family purchased and converted both buildings into the Guthrie Knobs and Trimmings Mill, which produced finished pieces for furniture. The ca. 1710 Aiken Mill was also purchased by the Guthrie family in 1855 and used as a sawmill for their furniture business (Esser and Graziano 2008). Several small shops were built near the mills in the late 18th century to serve workers and residents. Two of the earliest were the "Smoke House" at 163 Perry Avenue and the Rider Store at 304 Silvermine Avenue, which were still in operation around the middle of the 19th century. There were also several blacksmith shops, as well as a successful ice cutting business operated by the Guthrie family on the Guthrie Mill Pond. Much of the ice was used by Norwalk's booming oyster industry (Esser and Graziano 2008).

In Winnipauk, initial development was similarly based on an agrarian model of widely spaced farmsteads with small mill operations, powered by the Norwalk River. The roadway in the Main Avenue/Route 7 area began as an "Indian Path" that paralleled the river. It is shown on a map depicting ca. 1625 Native American trails and settlements (Figure 14) (Griswold and Spiess 1930). This path became the Norwalk and Danbury Turnpike in 1795, a toll road that ran 18 miles from Belden's Bridge in Norwalk through Redding to Danbury (Ray 1979: 78). The other main roadways in the project area, Silvermine Avenue and Perry Avenue, were established as north-south routes flanking the Silvermine River.

In the 1790s, the Lockwood family took control of the failed Jennings Slitting Mill in Winnipauk, originally built by Jacob Jennings and Nathaniel Denmen (Image 1, Appendix B). The mill was located between the Norwalk River and the Danbury-Norwalk Turnpike (now the site of the Merritt 7 office complex) (Ray 1979: 77). Under ownership of the Lockwood family, the mill performed both rolling and slitting operations. Rolling mills transformed heated iron into rod or sheet iron. Slitting mills took sheet and made it into small-dimension rectangular-section shapes, most notably nail stock. The nails, hoes, and leaf springs made at the Lockwood enterprise required the use of skilled hand labor to create the finished products. Lemuel Glover served as supervisor and owned a residence south of the mill. Several workers or forge men lived within walking distance of the mill (Ray 1979: 78).

Other than these few dwellings, residential development in Winnipauk was even more sparse than in Silvermine during this early period, and mostly located along the Danbury and Norwalk Turnpike near the intersection of Belden Hill Avenue (now Glover Avenue).

C. The Rise of Winnipauk and the Silvermine Arts Colony

Silvermine and Winnipauk remained largely agrarian, with small industries along their waterways, throughout the first half of the 19th century. In 1886 there were 26 farms in Silvermine, making it one of the most rural sections of Norwalk (Ray 1979: 159). In contrast, the construction of the Danbury and Norwalk Railroad transformed Winnipauk into a small industrial center by 1900.

The Danbury and Norwalk Railroad originated in 1835 as a 23-mile-long horse-drawn line known as the Fairfield County Railroad, which connected the two developing manufacturing centers of South Norwalk and Danbury. In 1850, it was reorganized and renamed the Danbury and Norwalk Railroad. During the Civil War, control was passed to Norwalk resident LeGrand Lockwood (who built the Lockwood-Mathews Mansion in South Norwalk). In 1886, the Danbury and Norwalk Railroad was leased by the Housatonic Railroad. It was absorbed by the New York, New Haven & Hartford Railroad (NY, NH & H) in 1892. After becoming a branch line of the NY, NH & H, it was commonly referred to as the Danbury Line (Ray 1979: 110).

The Northwest School District, which included both Winnipauk and Silvermine, included a wood-framed school house built along Main Avenue in 1836. The school was located about fifteen feet from the tracks of the Danbury and Norwalk Railroad, north of the bridge crossing the Norwalk River at Belden Hill (Glover) Avenue (see “S. H.” on Figure 15). At the time of its construction there were 26 pupils enrolled (Norwalk Historical and Memorial Library Association 1901: 238).

Construction of the rail line encouraged development of large-scale manufacturing in Winnipauk. The Lounsbury, Bissell & Company was started in 1845 to produce feltings and felt linings (Weed 1902: 370). The plant, also known as Winnipauk Mills, was built along the Norwalk River on the site of an old lime mill and fulling mill just north of the rail line crossing the Norwalk River (*The Hour* 1940) (Figure 16).

Norwalk Mills was formed in 1863 by wealthy Silvermine resident Phoebe Comstock to manufacture woolen overcoats (Image 2). It was located on the west side of the Norwalk River, just north of the Belden Hill Avenue (Glover Avenue) crossing. The company employed 200 workers at its zenith. It continued to operate at the site until the early 20th century when it was taken over by the Norwalk Tire and Rubber Company (Ray 1979: 137). Both Winnipauk Mills and Norwalk Mills were powered by large mill ponds as shown on the Beers map of 1867 (Figure 16). After it was formally incorporated in 1869, Winnipauk Mills expanded to include several buildings and tenement housing. The Danbury line had a stop in Winnipauk near the Winnipauk Mills operation and two stops at grade crossings near Norwalk Woolen Mills (Images 3 and 4).

By the 1860s, Winnipauk was a manufacturing village with a school, post office, and railroad depot. Several stores provided local provisions for workers, some of whom lived in tenement houses associated with the mills. Like the City and Borough of Norwalk, Winnipauk was supplied by gas. According to the 1867 Beers Fairfield County atlas, Winnipauk inset, the “gas house” was located southeast of the Norwalk Mills property (Figure 17). By 1866, due in part to the success of the surrounding factories, there were 155 students attending the Northwest District schoolhouse. The increase in population, coupled with safety concerns related to the nearby train crossing, prompted the construction of a new granite school building on Main Avenue in 1868 (Norwalk Historical and Memorial Library Association 1901: 238).

The Fairfield County Agricultural Fair was held in Winnipauk starting in 1867, with carriage racing as the main draw (Bloom et al. 1983: 62). The 1876 Map of Norwalk by Hyde shows the Fairgrounds and half-mile racetrack south of Perry Avenue at Catherine Street (Figure

18). The fair and track proved to be so popular that Catherine Street was added as a flag stop on the Danbury & Norwalk line (Karr 1995: 52).

The 1893 topographic map of the area (Figure 19) shows that most of the land surrounding the project area was open and largely unbuilt at that time. Dense development was focused along Main Avenue and Belden Hill (Glover) Avenue. In Silvermine, buildings clustered around the intersections of main roadways or were widely scattered.

Winnipauk continued to expand through the first decade of the 20th century. By 1908, factories in the area included Muller Gloria Mills, makers of umbrella cloth; Norwalk Launch Company, makers of engines and launches; Norwalk Mills Company; and Lounsbury, Bissell & Company (State of Connecticut 1908). To accommodate increased traffic in the area, several safety improvements were made to rail crossings and roadways. Two grade crossings of the Danbury Line at Belden Hill Avenue (Glover Avenue), known as New Mill Crossing and Reeds Crossing, were improved in July of 1908. A new road was constructed west of Main Avenue connecting New Mill and Reed's crossings to Glover Avenue at each end. A private passage under the railroad tracks was constructed for the Norwalk Mills Company (State of Connecticut 1909: 13-14).

The 1910 Federal Census shows that most residents in areas along Belden Hill (Glover) Avenue were recent immigrants from Hungary, Italy, and England who worked in the nearby woolen mills. The southern portions of Silvermine and Perry avenues closest to Winnipauk were inhabited by carpenters, teachers, hatters, builders, and masons. Many of the residents along Perry Avenue worked at the nearby mills and were listed as being of "Bohemian descent."

The Sanborn Map and Publishing Company insurance map from 1912 shows that Lounsbury, Bissell & Company remained in operation producing felt (Figure 20). During that same period, the Norwalk Mills plant was taken over by the Norwalk Rubber & Tire Company. The area was congested enough to necessitate the construction of the 1912 Belden Hill (Glover) Avenue Bridge, a stone arch bridge over the Norwalk River.

In 1913 Norwalk, Norwalk Borough, and South Norwalk were unified as one city under a single charter, resulting in expansion of public utilities into areas outside of the Borough (Ray 1979: 173). This improvement allowed factories in the project vicinity to expand and modernize; e.g. the Lounsbury and Bissell Plant was renovated, and electricity was added in 1920 (Ray 1979: 174).

The 1922 Sanborn Insurance Company maps (Figures 21 and 22) show the Muller Gloria Mills operation in Winnipauk (south of Perry Avenue, at the intersection with Main Avenue), which produced lace. Clover Manufacturing across the street produced valve grinding components; a lumber mill and several other small manufacturing operations were also in the vicinity.

As Winnipauk continued to expand, the small manufacturing operations in Silvermine began to close. Only two of the area's dozen mills operated into the 20th century. The Blanchard Fur Factory (formerly the Aiken Mill) ran for over 50 years on the west bank of the Silvermine River, tanning hides and pelts to produce coats, caps, and muffs. By 1910 it had been converted into artist's studio, but it was demolished in 1912. The Goldstein family, immigrants from Germany, operated a fur processing company out of the "Red Mill" from ca. 1898 to 1912. Their successful business was later moved to East Avenue in East Norwalk. The Buttery Mill operated well into the 20th century, but was destroyed by the Flood of 1955. Otherwise, Silvermine remained a quiet farming community with a bucolic landscape dotted by falls and mill ponds. It was setting that drew artists to the area shortly after the turn of the 20th century.

Sculptor Solon Borglum (1868-1922) is widely credited as the pioneer of Silvermine's artist colony. Borglum spent his youth as a rancher in Utah and became best known for his depictions of scenes from the American West. He trained in Paris and practiced in New York City before moving to Silvermine in 1906. There, he was visited by his colleagues from the Arts Students League and 1913 Armory Show. Painters, writers, singers, and inventors followed Borglum in renovating Silvermine farmhouses and mills into homes and studios. Among the most well-known were painter and illustrator Edmund Ashe (1867-1941), landscape painter and illustrator Hamilton (1847-1928), modernist painter Daniel Putnam Brinley (1870-1963), landscape painter Richard Gruelle (1851-1914), and his son Johnny Gruelle (1880-1938), the creator of Raggedy Ann and Andy.

In 1907, Borglum began to hold art critiques in his barn studio. His group, which became known as "the Knockers" for their sometimes brutally honest assessment of each other's work, continued to meet until Borglum's death in 1922. In 1924, they formed the non-profit organization called the Silvermine Guild of Arts, Inc. and shortly thereafter began the Silvermine School of Art.

Other small organizations formed in the area to promote theatrical pursuits. A group called the "Silvermine Sillies" was formed in 1925, staging sketch shows about current events and life in Silvermine (Esser and Graziano 2008). A 5,000-seat amphitheater known as the "Theater in the Woods" ran from 1932 to 1937 on Belden Hill (Glover) Avenue near the Wilton line. Broadway performer Greek Evans and his wife, opera singer Henriette Wakeman, built the venue on their private property to hold performances by the Norwalk Civic Opera Company (Jocker 2005).

The Silvermine Tavern evolved during the area's transition to an artists' community. Incorporating the former Red and White cotton mills, it served as a post office, shop and tap room prior to 1910. John Kenneth Bayard purchased the property in 1925 from the Goldstein family and operated it as a popular restaurant and inn that became the center of the Silvermine community until the 1940s (Image 5).

Two organizations continue to foster a sense of Silvermine's community and protect its unique character. The Silvermine Community Association (SCA) began in the early 20th century as an outgrowth of the Silvermine's art community. SCA installed metal signs designed by local sculptor Clifton Meek to mark the boundaries in 1963. In 1989, the Norwalk Association of Silvermine Homeowners (NASH) was formed to respond to proposed development and to recognize the important history of the Silvermine area. NASH was instrumental in getting the Silvermine Center Historic District listed in the NRHP, and it has completed a nomination for the Silvermine Avenue Historic District (approved for NRHP study by CTSHPO staff but not yet acted upon by the State Historic Preservation Board).

D. Suburbanization and Modern Development

Residential development in Silvermine grew, most of it clustered near the southern ends of Silvermine and Perry avenues, as shown on a 1931 map (Figure 23). Despite the industrial development in Winnipauk, large tracts of agricultural land remained in the northern part of Norwalk into the early 20th century, as shown on a 1934 aerial photograph (Figure 24). Much of the development in Winnipauk was focused along Main Avenue (Route 7), but the area between Main Avenue and West Rocks Road remained mostly forested.

The project area underwent significant changes after the first portion of the Merritt Parkway from New York to Norwalk opened in 1938, most notably a sharp increase in residential construction (Images 6 and 7). As automobiles eclipsed train and trolley travel, the Winnipauk

station closed to passenger service in 1929. The Merritt Parkway, along with increased residential development, is shown on the 1942 Dolph & Stewart map (Figure 25).

Winnipauk's large factories underwent numerous changes in ownership in the mid-20th century. In 1934 Norwalk Tire and Rubber was still operating out of the former Norwalk Mills buildings, producing large quantities of tires at the site until the 1950s (a portion of the plant still stands, albeit much altered, at 20 Glover Avenue) (Ray 1979: 199). Lounsbury, Bissell & Company was disbanded in 1933 and the plant was sold in 1940 to the Kitchen Combination Production Company, makers of single-unit kitchens. In 1945, the company converted to wartime production with a focus on radar cabinets. Following World War II, Merritt Manufacturing took control of the building, but was quickly succeeded by the Flock Process Company (*The Hour* 1945). This firm was started in 1946 to manufacture rayon fibers for the suede used to line Victrola turntables. The company employed 178 people, but it was destroyed by fire in 1950 (*The Hour* 1950). The surviving portion of the building was leased by the Rubber Products Company in 1951 for the manufacture of rubber footwear. The small stone structure still standing at 363 Main Avenue as part of a modern, single-story complex may have been the office for the Winnipauk Mills, built ca. 1845. The front gable-roofed granite building retains its original style but is surrounded by modern additions, including a large billboard on the roof (Photograph 1, Appendix C).

The 1950 edit to the Sanborn Insurance Map indicates that more small-scale industrial and commercial operations were moving into the southern part of Winnipauk (Figure 22). The Sperry Rand Corporation had a plant on the east side of Main Avenue, just north of Nottingham Place. The map also shows that the Winnipauk School was removed as part of the construction of the Merritt Parkway and replaced by a larger brick building on the east side of Main Avenue.

The Flood of 1955 devastated parts of Silvermine and Winnipauk. The Silvermine Avenue Bridge carrying the Parkway over the Silvermine River was destroyed. The stone arch Perry Avenue Bridge (Bridge No. 4130) in northern Silvermine was heavily damaged (it was rebuilt). The Winnipauk School on Main Avenue was used as a refuge for Silvermine residents fleeing their flooded homes (Ray 1979: 217). Most were rebuilt, but some irreplaceable landmarks such as the Buttery Mill, Silvermine's longest operating mill, were lost.

From 1950 to 1960 the population of Norwalk increased 35%, resulting in a housing shortage. Some of Silvermine's small farms were developed into suburban tracts for GIs returning from World War II and for new transplants from New York City. Portions of the project area such as Creeping Hemlock Drive were developed. This followed a trend throughout lower Fairfield County, which saw farming communities transformed into suburban commuter towns. Despite some suburban development, Silvermine remained rural in character. In what may be the ultimate mark of a commuter suburb, the Silvermine Golf Club was constructed on Seir Hill Road in 1959. An aerial photograph of the area from 1965 shows that several small residential side streets appeared near the south end of Perry Avenue and west of Main Avenue during this time (Figure 26). In 1960 the Norwalk Planning Commission approved 156 subdivisions (Ray 1979: 211). In the northeast and southeast sections of the project area, however, land remained sparsely developed compared with other parts of southern and eastern Norwalk.

The APE was dramatically changed in the latter half of the 20th century with the development of the "Super 7" as a limited-access four-lane divided highway. As population increased in the area and the Interstate system proliferated across the region, the Connecticut State Legislature and the Connecticut Highway Department (now CTDOT) began exploring ways to improve transportation in southwestern Connecticut. In 1957 Public Act 399 was passed, directing

the Highway Department to plan and prepare maps for the relocation of Route 7 to connect the CT Turnpike (I-95) in Norwalk to Route 6 in Danbury. From 1957 to 1961 detailed corridor studies were made. Four lanes of a 1.2-mile segment reaching from I-95 to the intersection of New Canaan Avenue were completed in Norwalk between 1969 and 1971 (Heiss and Smyth 2014: 90). The project met with numerous objections from the public (particularly in Wilton) and was halted in 1972 south of the Merritt Parkway. The portion from New Canaan Avenue to Grist Mill Road in Wilton along with the Merritt Parkway Interchange was completed in 1992.

Spurred by the Route 7 improvements, another significant change to the area was the development of large office and housing complexes and commercial plazas that have replaced small, travel-friendly businesses. Postcards dating from the first half of the 20th century depict the Jolly Fisherman and the Admiral Hotel on Main Avenue, no longer extant (Image 8). One of the largest developments is the six-building, 1.4 million-square-foot Merritt 7 office complex located east of Route 7, between Glover and Main avenues (Photograph 2). Planning for the complex began in the early 1970s, but construction did not begin on the first building until 1980; by 1985, a Merritt 7 Metro-North passenger station was built. The last of the six main buildings was completed in 2000. Merritt View, a monumental 238,000-square-foot office building, was built in 1985 on Main Avenue south of the Merritt Parkway interchange, helping to positioning Norwalk as a major business center (*The Hour* 1986a). In 1986, a portion of the Norwalk River near the Route 7 and Merritt Parkway interchange was realigned to accommodate a new industrial complex, which included 14 buildings on 45 acres along both sides of the Norwalk River (*The Hour* 1986b).

As these massive complexes transformed Winnipauk in and around the project area, remnants of the original mixed-use residential and commercial development lining Main Avenue disappeared. The ca. 1800 Betts House at 312 Main Avenue was demolished in 1980 to make way for a thirty-unit condominium complex (“312 Main Avenue”). Next door at 314 Main Avenue, the 1830 Ebenezer Gregory house, listed in the 1980 Norwalk Architectural Resource Survey as one of the few 19th-century houses in this area, was replaced by a commercial building (“314 Main Avenue”). As recently as 2008, a 1910 house at 310 Main Avenue was demolished. After 2000, large-scale apartment complexes, offices, and commercial plazas continued to be built in the eastern part of the project area, mostly along Glover and Main avenues.

E. The Merritt Parkway

The Merritt Parkway was listed in the NRHP as a historic district in 1991, significant on the national level under Criteria A (association with events that have made a significant contribution to the broad patterns of our history) and C (embodying the distinctive characteristics of a type, period or method of construction, or possessing high artistic values). The areas of significance include Transportation, Architecture, and Landscape Architecture, and the period of significance is 1934-1942 (Lynn and Wigren 1991).

As noted in the NRHP nomination, the Merritt Parkway

is of national significance as an outstanding and largely intact example of the early 20th-century parkways created as an outgrowth of the City Beautiful Movement. It was the first divided lane, limited-access road in Connecticut. The Merritt is significant in the history of transportation because it culminated a generation of experiments in combining the talents of engineers, landscape architects, and architects to create parkways that served recreational purposes and gave aesthetic pleasure while providing safe transportation. In it, all the best features developed in its predecessors were put together to create the quintessential parkway.

Ironically, just after the defeat of Germany in World War II, American parkway ideals that gave priority to recreational motoring, and had been brought to a widely acknowledged degree of perfection in the recently completed Merritt, succumbed to a demand for high-speed travel over highways in which utilitarian priorities were derived from the German autobahn.

The bridges across the Parkway are architecturally significant, and include examples of Art Deco and Moderne styles, as well as other historical revival styles.

The Merritt Parkway is also a significant work of naturalistic landscape architecture. The Merritt Parkway's landscape planners, Roadside Engineer A. Earl Wood and Landscape Architect Weld Thayer Chase of the Connecticut State Highway Department, took as their priorities fitting the parkway into its "natural surroundings, healing the wounds of construction, and complementing the bridges" (Lynn and Wigren 1991: Section 8, p.1).

E1. Merritt Parkway Background

The Merritt Parkway is part of a series of parkways built as part of the City Beautiful Movement, whose proponents maintained that urban problems could be ameliorated if major cities were surrounded by and linked with parks, which city residents could access via parkways. Parkway were more than a means of transportation: they were for recreation and aesthetic pleasure. Parkway were generally defined as roads within landscaped parks.

In 1906 the New York State Legislature authorized planning for the road system that became the Westchester County parkways. The first Westchester County parkway, the Bronx River Parkway, was completed in 1923, and by 1933 the Saw Mill River, Hutchinson River, Briarcliff-Peekskill, and Cross-County parkways also opened (Lynn and Wigren 1991: Section 8, p.2). This parkway system was the earliest in the U.S., and was adjacent to Connecticut's Fairfield County. By this time, as parkways sprang up around other cities, the term "parkway" was formally defined by the National Park Service. Those formal standards were the basic guidelines for the Merritt Parkway planning:

To be categorized as a Parkway, a roadway required the following characteristics:

- (1) limitation to noncommercial, recreational traffic;
- (2) prohibition of unsightly roadside development and signs;
- (3) rights-of-way (ROW) that were wider than average to provide buffers from abutting property;
- (4) granting of no frontage or access rights, thereby encouraging preservation of natural scenery;
- (5) preference for a new site to avoid congested and built-up areas;
- (6) giving best access to native scenery;
- (7) elimination of major grade crossings; and
- (8) well-distanced entrance and exit points to reduce traffic interruptions and increase safety (Lynn and Wigren 1991: Section 8, p.3).

Unlike its predecessors, however, the Merritt Parkway was not created as linkage between existing, publicly owned parks. Rather, its roots lay in an attempt to reduce traffic congestion on U.S. Route 1, the only highway (the old Boston Post Road) that existed along the Connecticut shore between the New York state line and New Haven in the 1920s. Despite rebuilds, accident

rates were high due to large volumes of traffic on Route 1. The Merritt Parkway would not only provide safer “rapid transit but also beautify the countryside” (Lynn and Wigren 1991: Section 8, p.5).

As automobiles became increasingly popular, New Yorkers who had previously vacationed in Fairfield County began to build permanent residences there. Rural towns became bedroom communities: between 1900 and 1930 the population of Fairfield County rose 110 percent. Commuters added a tremendous amount of traffic to Route 1. The Fairfield County Planning Association was formed in 1924 to respond to the population influx. In 1925, House Bill 483 was passed and committed \$150,000 to construct a parallel road to Route 1, called the “Parallel Post Road,” and the Connecticut Highway Department began looking for the new route in 1926 (Lynn and Wigren 1991: Section 8, p.3). It was named after one of its strongest proponents, U.S. Representative Schuyler Merritt of Stamford. Planning began after the Merritt Highway Commission was established in 1931 under House Bill 613 (HAER No. CT-63: 12).

E2. Building the Parkway

In the 1920s through the 1930s and early 40s, Fairfield County was home to 25% of Connecticut’s population but it still had working farms and open fields. George L. Dunkelberger, Senior Draftsman, and after 1941 Highway Architect for the Connecticut Highway Department, designed the architectural features for the Parkway’s bridges. Dunkelberger produced a drawing that showed how he, as architect of the Merritt Parkway’s bridges, perceived the openness and appearance of the countryside flanking the Merritt Parkway (Lynn and Wigren 1991: Section 7, p.2) (Image 9). There were also wooded areas. Warren M. Creamer, Project Engineer for the Merritt Parkway, described the Fairfield County region as follows:

Its excellent facilities for residential purposes, its diversified physical features with lakes, salt water, picturesque wooded areas, rolling fields, its many spots unchanged since Colonial days have given it charm which is almost unrivalled (Verplanck 1935: 386, quoted in Lynn and Wigren 1991: Section 7, p.3).

The Parkway’s design team, led by Chase and Wood, took inspiration from the recently built parkways in Westchester County, and were also inspired by the naturalistic tradition rooted in English landscape architecture and the work of American Frederick Law Olmsted (Lynn and Wigren 1991: Section 8, p.16). Olmsted integrated existing landscapes into his designs and stressed the importance of native species.

The route had to cross eight rivers from the New York border to Stratford. Ridge cuts were made diagonally wherever possible, to improve sight lines. The engineers designed a vertical sight-line of 500 feet along the length of the Parkway with frequent use of sweeping curves to include long framed vistas of the bridges and surrounding countryside. Chase took existing topography and vegetation into account when creating his Parkway plan, planting low trees and shrubs to enhance views of bridges and to screen unsightly buildings. Native trees were added to existing stands to create attractive vistas and blend with nature, while others were placed to frame brief glimpses into the surrounding countryside (Image 10). The original landscape planting order included scotch pines, red cedars, pin oaks, birches, maples, and Canadian hemlocks. In 1991, the authors of the NRHP nomination were able to reconstruct a detailed inventory of the plant species by using the bid requests for plants sent to nurseries from the State Highway Department in the possession of Chase. In fulfillment of Chase’s overarching vision of “healing the scars of

construction,” a total of 47,700 mountain laurels and 3,777 dogwoods were ordered to provide color in the spring (Lynn and Wigren 1991: Section 7, pp. 6-7) and more evergreens than deciduous trees were ordered: 6,459 pines, 3,095 cedars, and 2,037 hemlocks. Shrubs and vines also appear on the early bid lists, more often than on later lists, on which trees predominate. Flowering plants and shrubs in the thousands were donated by local garden clubs and civic groups (Lynn and Wigren 1991: Section 7, p.7). Wood, the Engineer of Roadside Development for the State Highway Department, recalled Landscape Architect Chase saying, “I thought of it all as how to heal so Dame Nature could pull it all together” (Lynn and Wigren 1991: Section 8, p.6).

Signs on the Parkway were of wood, rustic in line with the ideal of blending with nature, stained dark green with white lettering; low wooden guiderails complemented them (later, supplemented and replaced by guiderails of oak joined by metal cables or chains (Lynn and Wigren 1991: Section 7, p.8). Concrete curbs were used alongside the roadway, to outline them, “cat’s-eye reflectors” were used, an innovation announced with publicity (Lynn and Wigren 1991: Section 7, p.5).

Colonial Revival-style service stations opened in 1940 and 1941, and rustic toll booths were installed. A “continuous bridle path throughout the length of the Parkway” was created by joining together “old wood roads surveyors’ lines, footpaths and logging trails” (Connecticut State Highway Commission 1940, quoted in Lynn and Wigren 1991: Section 7, p.8).

According to the *Highway Commissioner’s Biennial Report for the Fiscal Years Ended June 30, 1939 and June 30, 1940*, the road as built

consists of two reinforced concrete pavement strips, each 26 feet in width between curbs, and each carrying two lanes of traffic. These two strips are separated by a landscaped park with a normal width of 26 feet (Creamer 1936: 102).

The total graded width was specified at up to 92’4”. The roadway lay north of the center line of the 300-foot ROW, reserving the southern half for possible future expansion. No definite plans for expansion ever seem to have been made (Lynn and Wigren 1991: Section 7, p.3).

The bridges of the Parkway are perhaps the most prominent, well-known elements. Dunkelberger designed the architectural features of all of the Parkway’s 72 original bridges (36 overpasses and 36 underpasses). He used cast-concrete forms, colored concrete, and sgraffitto to create architecturally significant works of art. The bridges were designed to both complement and blend into the surrounding landscape. Dunkelberger incorporated naturalistic motifs with the Art Deco and Moderne styles, both of which evoked a sense of speed and innovation. Classical Revival (e.g. the Perry Avenue Bridge No. 719) and rustic (e.g. the Main Avenue Bridge Nos. 530A and 530B) bridges are also found throughout the Parkway. Dunkelberger wrote in 1942 about the bridges and their natural settings in his planning:

There is one principle which should be considered in the architecture of highways, sometimes either passed by as unnecessary, or not considered important enough to be made a part of the design, and that is, the incorporation of the existing landscape in the problem (Dunkelberger 1942: 113; Lynn and Wigren 1991: Section 8, p.6).

When planning for the Parkway began in 1934, this part of northwest Norwalk consisted mainly of cleared farmland, interspersed with large areas of forested land. Its construction was a significant event, receiving considerable newspaper coverage in Connecticut and neighboring

states (Lynn and Wigren 1991: Section 8, p.4). Norwalk's leaders successfully lobbied to bring the preferred route, originally designed to pass through Wilton and Weston, south to Norwalk. G. Leroy Kemp, agent for the Connecticut State Highway Department, began buying large tracts of land from local owners along Main Avenue in 1935 and construction began shortly after (Images 11-14). In June 1938, the 18-mile stretch between Greenwich and Norwalk was completed. The fourth and final section, to the Housatonic Bridge, was completed in 1940 on Labor Day. The new parkway made Norwalk more accessible to New York City, which set the stage for further development in the Route 7/15 project area.

E3. Change over the Years

From the day the Merritt Parkway opened its first stretch in 1938, it attracted a much greater volume of traffic than predicted. At first, traffic on Route 1 was alleviated, but by 1941 traffic volume had rebounded. The building of the Merritt, as pointed out in the NRHP nomination, "contributed to a broad pattern of mid-20th-century American history: the growth of the suburbs" (Lynn and Wigren 1991: Section 8, p.9). Real-estate advertisements had promoted the ease of access to New York City to and from Fairfield County via the Parkway. Fairfield County's farmlands were transformed into suburban neighborhoods. The demand for post-World War II housing and increased availability of automobiles accelerated highway use and suburbanization (Radde 1993: iv). Houses and dense neighborhoods were built alongside the Merritt, altering the original rural and wooded viewsheds.

Many of the original smaller Parkway plantings were lost at an early date. According to a 1990 interview with A. Earl Wood, Engineer of Roadside Development for the Parkway, the Parkway only remained "picturesque" for the first eight years. He blamed the loss of smaller plantings on road salt, which was thrown far off the Parkway "by snow plows moving too fast, under pressure from motorists" (Lynn and Wigren 1991: Section 7, p.9). Landscape Architect Chase was also interviewed for the NRHP nomination. He recalled that the "gifted landscapers" who cared for the plantings for the first few years were let go due to economic concerns, replaced by "untrained road crews," and the quality of the Parkway landscape declined (Lynn and Wigren 1991: Section 7, p.9).

The physical character of the Merritt Parkway began to change. Minor straightening of the road has occurred and most, if not all, of the roadway has been resurfaced, so dark grey paving covers the original reinforced concrete. New curbs have been added and old ones were nearly covered by repaving and the growth of vegetation. In the 1950s metal traffic barriers were added to replace the original wooden bollards, and trees were removed from the medians in some areas because of accident concerns, despite some newspaper protests. But overall, the tree canopy continued to grow relatively unchecked, and many of the understory plantings were lost. Shade trees planted to shield growing hardwoods and flowering shrubs were not removed as originally intended, the vegetation eventually becoming overgrown. By 1990, mature and overgrown trees and the proliferation of vines had turned the Parkway into a "green tunnel," with thick vegetation along both sides of the road. Mature trees also densely lined the median strip (mostly pines, cedars, oaks, maples, and some laurels and birches). Vistas into adjacent countryside were almost completely overgrown. No new plantings were made when bridges were repaired. None of the early rustic signs remain.

Bridges also began to show signs of deterioration in the 1970s and were repaired with varying degrees of success in terms of historic compatibility. Only one of the original bridges has been totally demolished; in 1979 the Nichols Avenue Bridge was removed to make room for an

intersection with State Route 8 in Trumbull (Lynn and Wigren 1991: Section 7, p.12). More recent reconstructions have replicated the bridges' original appearance (e.g., Main Avenue, Photographs 3 and 4).

In 1973 a bill was introduced in the Connecticut General Assembly to study modernization of the Merritt Parkway. This resulted in the formation of a Save the Merritt Association, which worked with other local groups to defeat the most drastic changes at that time. In 1991, when the NRHP nomination was written, major Parkway alterations had been restricted to three interchanges: with State Routes 8 and 25 in Trumbull, in 1983 and 1980, and with State Route 7 in Norwalk in 1990.

The section near the interchanges of Routes 8 and 25 was rebuilt and the roadway was widened, with new exit and entrance lanes and several modern bridges. In 1992 the "Super 7"/Merritt Parkway Interchange resulted in significant changes to the character of the Parkway in the APE, with a large swath of denuded vegetation west of Main Avenue and several modern exits and entrance ramps. These interstate-highway-style interchanges required removal of original landscaping and were a far cry from the intimate intersections original to the Merritt (Radde 1993). Aesthetically incompatible with the Merritt Parkway's "mission," their construction spurred public action to preserve and restore the Merritt Parkway as closely as possible to its original goal of being not a road to get from one place to another as quickly as possible, but one "meant for comfortable driving in pleasant surroundings," in the words of landscape historian Norman T. Newton (Newton 1971: 597), quoted in the NRHP nomination (Lynn and Wigren 1991: Section 8, p.10).

In recent years there have been additional changes. In 1985, tolls were eliminated on the Parkway and the rustic tollbooths were dismantled. Two have been preserved, one at the Henry Ford Museum in Dearborn, MI, and one more locally, in Stratford's Boothe Park (Heiss and Smyth 2014: 110). A new signage program, echoing the original rustic sawtooth design, was installed in 1994. Recently, the canopy of overhanging deciduous trees, which had a deleterious effect on understory plantings, has been eliminated by systematic tree-cutting; in most cases, the edges and medians are still awaiting the restoration of landscaping.

Recognizing its importance, yet concerned with its declining condition, the Connecticut Trust for Historic Preservation successfully nominated the Parkway to the NRHP in 1991. In 1992, the Merritt Parkway Working Group, consisting of preservationists, architects, landscape architects and representatives from CTDOT was formed to study all aspects of the highway including landscape, medians, bridges, signage, and service areas. That same year a detailed report on the Parkway was published by the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER). The roadway was designated a State Scenic Highway with a celebration held at the Greenwich Tourism Center in 1993 (Heiss and Smyth 2014: 121). In 1996, the Merritt was designated a National Scenic Byway by the U. S. Secretary of Transportation. In 1999, the Parkway was awarded the Centennial Medallion by the American Society of Landscape Architects (ASLA). This award recognizes public landscapes that are nationally significant for their impacts on local communities.

VI. ABOVE-GROUND HISTORIC RESOURCE SURVEY RESULTS

AHS conducted a full reconnaissance survey to determine the presence of above-ground historic resources within the APE for the four alternatives. In total, there are 720 properties within the APE. Project historians considered the general development of the area and noted that the areas surrounding the eastern portion of the APE, near the Main Avenue interchange, have been extensively developed since the 1980s and now include several high-rise office towers as well as large-scale commercial and multifamily residential properties. The areas abutting the western portion of the APE, from Main Avenue westward, are more suburban or rural in nature and include several older residential neighborhoods.

Initial documentary research was conducted to identify NRHP-listed or potentially NRHP-eligible resources in the APE, which are typically properties 50 years old or older. For this project, the year 1973 was selected as a cut-off date because it is anticipated that the NEPA Environmental Assessment (EA) will be completed no later than 2023, when these properties are 50 years old or older. Project historians conducted research on property age using the City of Norwalk Assessor's property records, followed by visual analysis of each building. 471 properties were identified with buildings constructed after 1973 or with no buildings (there are 24 vacant parcels).

Project historians evaluated 249 properties within the APE³ that were built in 1973 or earlier. During the evaluation of these properties, the historians filtered out 238 properties from further review by applying the NR criteria of significance to verify that the properties do not meet the standards of NRHP eligibility. Eight historic resources in the APE are listed in or are eligible for listing in the NRHP (see Figure 12). These resources and their potential Section 106 effects are discussed in Sections A through H:

Merritt Parkway Historic District Contributing Components

- Designed Landscape
- Perry Avenue Bridge #719
- Metro-North Bridge #720
- Norwalk River Bridge #721
- Main Avenue Bridge #530A & 530B
- West Rocks Road Bridge #722
- Verneur Pratt Historic District
- Glover Avenue Bridge #4155 (NRHP-eligible)

Three properties in the APE have been identified as potentially eligible for the NRHP. These resources and their potential Section 106 effects are discussed in Section I:

- 2 Singingwoods Road
- 129 Perry Avenue
- Metro North Norwalk River Bridge (Bridge No. 8202R).

The 238 properties (built in 1973 or earlier) that are not considered eligible for the NRHP are discussed in Section J, summarized in Table 4, depicted in Appendix D, and mapped in Appendix E.

³ In cases where the APE runs along roads, both sides of the road were included in the evaluation of properties built in 1973 or earlier, so as to be as inclusive as possible.

When the project historians began the cultural resources survey, the project APE was being developed and refined. The following three resources are located in the initial study area, but when the boundaries of the project APE were established, all were found to be beyond the limits of foreseeable direct or indirect impacts. Two resources are listed in the NRHP and one has been submitted to SHPO for NRHP nomination; they are discussed in Section K:

- Silvermine Center Historic District
- Perry Avenue Bridge #4130
- Proposed Silvermine Avenue Historic District (in process)

This section concludes with a summary of potential Section 106 effects on NRHP-listed and NRHP-eligible resources in Section L (Table 5).

Under Section 106, “historic property” is defined to include any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places. An adverse effect occurs when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. As noted in the *Practitioner’s Handbook 10 by the American Association of State Highway and Transportation Officials* (AASHTO), “an effect may be adverse even if the magnitude of the effect is not large” (AASHTO 2016: 17).

A. Merritt Parkway Historic District

A1. Existing Conditions

The Merritt Parkway was listed in the NRHP in 1991 at the national level of significance as a district under Criteria A and C in the areas of transportation, landscape architecture, and architecture (Lynn and Wigren 1991). It was named a State Scenic Road in 1993 and a National Scenic Byway in 1996.

The significance of the Merritt Parkway in the area of transportation history under Criterion A is derived from its successful incorporation of the ideals of the parkway concept. Despite a series of changes, the Parkway retains many of these original qualities and remains an example of a largely intact early 20th-century planned landscape. Under Criterion A, the Parkway is significant in the area of transportation: construction of the Parkway provided a major transportation link between New York City and Fairfield, which resulted in the rapid development and suburbanization of southwestern Connecticut.

Under Criterion C in the area of landscape architecture, the Parkway is significant as an early example of naturalistic landscape design. In the area of architecture under Criterion C, the bridges, which were individually designed by George Dunkelberger, are significant for their expression of the Art Deco, Art Moderne, and Classical Revival styles.

In terms of integrity of materials and design, the 1.5-mile-long portion of the Parkway within the APE is not the most intact part of the 37-mile long Merritt Parkway Historic District. Added lanes, inconsistent signage and guiderail treatments, reduction of the median, development proximity to the right-of-way, and inappropriate, lost, or overgrown vegetation have affected its historic character. The western portion of the Parkway within the APE today mostly resembles a modern interstate highway rather than a scenic parkway (Photograph 5). It features typical modern

entrances, exits, and signage and lacks historic elements found throughout the rest of the Parkway, such as a wide landscaped median. The easternmost portion of the APE, east of the Main Avenue interchange, retains more of the Parkway's historic character, derived from the planted median strip, narrow verges, and close-to-the-road landscaping (Photograph 6). At a closer level of detail, however, exceptions can be found within these generalizations. For example, in the more highly altered western portion of the APE, there is a typical Parkway rock cut close to the roadway, at the southbound on-ramp from Route 7 North, and there is a small group of trees in the median as the roadway ascends toward the Perry Avenue undergrade bridge that is not unlike the original Parkway treatment. The overall geometry of the eastern portion of the APE is more intact, but details such as modern signage, condition of the vegetation, and modern guiderails reduce the experience of the original Parkway concept. Long views in the eastern portion reveal the dense modern commercial, office, and residential development that surrounds this portion of the Parkway.

In order to provide a more complete inventory of the character-defining Parkway features within the APE, the consultant team undertook an additional field inspection in June 2019. AHS historians/architectural historians Marguerite Carnell and Bruce Clouette, in the company of Stantec landscape architect Gary Sorge, FASLA, walked the entire length of the Parkway within the APE, observing both travel directions from numerous vantage points, compiling notes on vegetation and other Parkway features, and taking photographs that show existing Parkway conditions in detail (Photographs 7-31). The results of that analysis are summarized below; the location of the observation points and photograph positions appear on Figure 27.

The following character-defining features of the Parkway were considered in compiling the detailed inventory:

- **Roadway width.** The fundamental historic character of the Merritt Parkway is that it provided the motorist with the experience of driving through a park-like setting. The two-lane width of the original Parkway allowed close-up views of the landscaping; widening it with additional lanes necessarily makes the landscaping look further off, resulting in the motorist driving past a park-like setting rather than through one. The abrupt exits and entrances of the original Parkway (with lower travel speeds) also contributed to the overall experience by minimizing interruptions to the park-like setting. Roadway width and roadside character influence the motorist's experience of the Parkway. Vegetation setbacks vary, creating visual interest as views open and/or are terminated at focal points. In some instances the roadside is clear of vegetation, expanding views beyond the right-of-way and increasing the perception of increased roadway width.
- **Median and verges.** Implicit in the mission of creating a park-like setting for the motorist to drive through was provision for a generous, attractively planted median between travel directions; otherwise, the roadway would be too open and the view to the left no longer park-like. Early views show grassy areas, shrubs, and widely spaced trees in the median, thereby contributing to the overall variety in landscaping. The width of the median varied, furthering the goal of creating a constantly changing experience. As originally built, the Parkway's verges were narrow, usually consisting of grassy areas separated from the roadway by a low mountable curb. Narrowing the median, widening and paving the verges, and eliminating appropriate vegetation results in a diminishment of the character of the Parkway.

- **Alignment.** The vertical and horizontal alignment of the Parkway originally followed the general topography, with rock cuts and fill as needed to avoid excessive grades and to elevate the parkway above surrounding roads. The result was a continuous progression of moderate grades and curves, a circumstance that promoted the Parkway's aesthetic of ever-changing views. Except for the relatively small changes needed to accomplish the crossing of Route 7, the vertical and horizontal alignment of the Parkway has not changed within the APE.
- **Vegetation.** In order to create a park-like setting and "heal the scars of construction," the plantings along the Parkway were intended to be naturalistic; varied in size, texture and flower; and well-maintained. A mixture of evergreen and deciduous species insured that the Parkway would undergo seasonal change but never be without some greenery. Flowering plants, shrubs, grassy areas, and full-sized trees created variety so that there was no monotony as the motorist proceeded along. Above all, the Parkway landscaping never was intended to become densely overgrown nor dominated by any one species. Current CTDOT policy allows for reduced mow/pollinator supportive meadow areas within the right-of-way. The locations are difficult to discern at this time, though future educational strategies are intended to inform the public.
- **Bridges.** The bridges on the Parkway were intended to complement the landscape by providing a succession of attractive, interestingly detailed structures in a variety of styles, just as one might see when walking along the pathways of a public park. Although the effect is most pronounced in the case of the Parkway's many overhead bridges, most of the undergrade bridges also include parapets with obvious aesthetic intent. Today some of the parapets that project above the roadway have been faced with concrete and some are wholly or partially obscured by added guiderails, but many have stone, metal, or concrete ornamentation still visible to passing Parkway motorists.
- **Signage.** The original Parkway signage consisted of relatively small roadside wooden signs in a rustic style with graphic perforated edges, and the overall density of signage was low. Today signage is more extensive and includes standard metal roadside signs, roadside signs of a different shade of green that are metal but echo the original rustic style, and large-scale overhead signs on large-diameter cantilevered arms. The rustic signs are intended to be less visually intrusive than standard roadside signs. The overhead signs, however, interrupt the visual experience of the parkway by introducing large-scale, blatantly modern elements into the field of view; the effect is especially egregious from the opposite travel lane, where the view is blocked without the benefit of providing information.
- **Guiderails.** The roadway-protection system that appears in the earliest photographs of the Parkway consisted of fencing of stout timber posts and rails. Later this was supplemented by post-and-cable and post-and-chain systems, but large portions of the Parkway were without any form of guiderail. Today, the parkway has a mixture of post-and-cable restraints, modern metal guiderail, scored concrete barriers, and timber-faced metal guiderail. The latter two types are intended to be more visually compatible with the Parkway than ordinary concrete barriers and metal guiderails. It is the Department's policy to install these two types of guiderail throughout the length of the Merritt Parkway.

- **Views.** As originally conceived, the Parkway was not just a self-contained landscape experience but also a way to appreciate longer views of the Connecticut countryside. The rolling farmland that may have originally been visible is now much less characteristic of lower Fairfield County bordering the Parkway. As a result, areas that are open typically show something much different: modern commercial and office development and neighborhoods of post-World War II suburban housing. At the same time, it must be recognized that not all was bucolic even at the time of the Parkway's construction: for example, the factories along the Norwalk River in the Winnipauk section would have been clearly visible to Parkway motorists (see Images 6 and 7).

The following detailed inventory of the existing conditions on the portion of the Parkway within the APE, proceeds from west to east (south to north in the Parkway's directional terminology), in five observation points, and is keyed to Figure 27 and Photographs 7-31.

Observation Point 1. West end of APE, vicinity of Perry Avenue undergrade bridge

At this point, the parkway is six lanes wide, with two of those lanes, the Parkway Southbound-to-Route 7 Southbound ramp and the Route 7 Southbound-to-Parkway Southbound ramp, running at a level several feet higher than the Parkway itself and separated from the four travel lanes by minimally landscaped open areas (Photograph 7). The result is a very wide separation of the vegetated areas along the two sides of the right-of-way, extending for some 1,000 feet. There is no median at this point, simply a center guiderail. Guiderails are all modern metal, some sections of which have a bright galvanized finish and some of which are heavily rusted. Just east of the bridge, there are two large overhead exit signs mounted on a modern cantilevered arm (Photograph 8). The only aspect that could be said to embody the Parkway's historic character is the good visibility of the Perry Avenue bridge concrete parapets (Photograph 9), which exhibit a stylized version of a Classical balustrade. The parapets on the ramp bridges, which are higher than the historic bridge's parapets, are decidedly modern in appearance, as are the ramps' metal lamp fixtures. Wooded areas within the right-of-way are visible in the distance, but any contribution made by these views to a park-like effect is reduced by the intervening ramps.

Observation Point 2. Parkway overpass of Route 7

East of the Perry Avenue undergrade bridge, toward the Parkway's crossing of Route 7, the median width increases, with both paved and grassy areas and widely spaced cedars and other trees (Photographs 10 and 11). The character of this section of median approximates what one expects of the Merritt Parkway. The Parkway is four lanes wide at this point, until it reaches the Route 7 Northbound-to-Parkway Southbound ramp and the Parkway Northbound-to-Route 7 Northbound ramp. Both ramps merge with the Parkway relatively quickly through brief interruptions in the half-cloverleaf's wooded areas, but the Parkway is still six lanes wide for a short distance. Some of the signage in this area is in the reproduction rustic style (Photograph 11), albeit mounted on modern cantilevers. A notable scenic feature is the rock cut where the Route 7 northbound ramp joins the Parkway's southbound travel lanes (Photographs 12 and 13). The narrow shoulders are paved, and both shoulder and median guiderails are the modern metal type. Views beyond the Parkway are of dense woods.

Observation Point 3. Parkway between Route 7 and Main Avenue

This portion of the Parkway, between the ramps for Route 7 and the ramps for Main Avenue, includes the crossings of the Metro-North Railroad's Danbury Line and the Norwalk River. The bridge over Metro-North is marked by a modern parapet and metal screening on both sides of the Parkway (Photograph 14); the bridge over the Norwalk River is not perceptible from the Parkway. The median is wide at this point and is mostly grassy with occasional tall trees (Photographs 14 and 15). There are no shoulders. Both median and shoulder guiderails are mostly the modern metal type, with some post-and-cable guiderail. Signage includes both wayside signs of the reproduction rustic type (Photograph 16) and modern overhead signs on cantilevered arms. Views from the Parkway at the west end of this section are of wooded areas, including both tall conifers and deciduous trees. Conifers are mature and deplete of lower branching and no longer form an effective backdrop for specimen trees that have been consumed by decades of overgrowth. At the eastern end, the views are of modern commercial and residential development on Main Avenue and Glover Avenue (Photographs 17-19). The stone-faced concrete parapets for the Main Avenue undergrade bridge are clearly visible to passing motorists.

Observation Point 4. Main Avenue ramps

There are a total of eight ramps at the interchange of the Parkway and Main Avenue, two in each quadrant. All of the ramps merge abruptly with the Parkway, and each of the inner four ramps has an extremely tight radius. Although this physical configuration dates from the Parkway's original construction, the landscape character of the ramps has changed over time. In the original concept, the Parkway's ramps served as an introduction to the landscaping of the Parkway itself, a visual transition between the Parkway and the streets below.

The northeast quadrant of the interchange contains an on-ramp and off-ramp connecting the Parkway Southbound with Main Avenue; a local street, Creeping Hemlock Drive, leads off to the east (Photograph 20). The median between the two ramps, formerly grassy, is now paved, and the guiderail is the modern metal type. There is a large rock outcropping with heavy vegetation on the north side of the ramps (Photograph 21). Overgrown shrubbery and worn grassy areas border the ramps. Rock outcrops are difficult to access and vegetation maintenance is constrained.

The southeast quadrant has an on-ramp and off-ramp connecting the Parkway Northbound with Main Avenue. Originally bordered by grassy areas with scattered trees (Images 6 and 7), today the ramps are bordered by overgrown vegetation on the perimeter and in the inner circle and worn grassy areas elsewhere (Photograph 22). A portion of the grassy median between the ramps remains in place (Photograph 23). Guiderails include both post-and-cable restraints and modern metal guiderail. A local power transmission corridor, dating back at least to the 1930s crosses overhead (Image 11). This quadrant also includes a construction-staging area, not readily visible. The small triangle where the two ramps join the Parkway retains some of its original character: a grassy area with a few large trees (Photograph 24).

The southwest quadrant contains an on-ramp and off-ramp for the Parkway Northbound. Originally bordered by grassy areas with scattered trees (Images 6 and 7), today the ramps are bordered by overgrown vegetation on the perimeter and worn grassy areas on the inside (Photograph 25). Guiderails are the modern metal type.

The northwest quadrant contains an on-ramp and off-ramp connecting Main Avenue with the Parkway Southbound (Photograph 26). The triangle on the Main Avenue end recreates the historic Parkway spirit with its grassy base and vegetation of a variety of shrubs and trees (Photograph 27). The triangle between the ramps and the Parkway and the median between the

two ramps is grassy (Photograph 28). Guiderail systems include post-and-cable, modern metal, and Jersey-barrier types.

Observation Point 5. Parkway at the eastern edge of the APE, east of Main Avenue

East of the Main Avenue ramps, the Parkway quickly returns to its two-lane width, with a grassy median planted with shrubs and widely spaced trees (Photograph 29). The center guiderail in the median is the modern metal type. The guiderails for the roadway (there are no shoulders) include both the post-and-cable, modern metal (with a variety of finishes), and the latest timber-on-metal type (Photographs 30 and 31). Signage includes both the wayside reproduction rustic type and modern overhead signs. Views to the north, east, and west are of dense wooded areas bordering the roadway; in winter, the lack of foliage will likely reveal a construction staging area to the east and a modern hotel and a suburban neighborhood of late 20th-century houses to the west. Views to the south are of the modern office complexes on Main Avenue and Glover Avenue.

A2. Analysis of Effects on the Merritt Parkway

All four alternatives have the potential to affect the Parkway's existing vegetation and other landscape features at the eastern end of the APE. If the designs include widening of the roadways, extra lanes, and/or new ramps, there is less potential to impact features at the western end of the APE, due to the previous changes and loss of historic integrity. These potential adverse effects include the possible loss of historic materials such as median trees, design (e.g., the historic width of the roadway), and feeling and association (the experience of driving on a 1930s parkway). What seem to be minor incremental changes that cumulatively degrade a historic landscape can constitute a significant adverse effect under Section 106. The four alternatives would result in varying levels of fragmentation of existing landscape and vegetated areas, namely the disruption of contiguous areas of planting and vegetation that have retained integrity (native non-invasive species, aesthetic and seasonal appeal, and buffer characteristics, etc.). Further development of the design will identify opportunities to minimize and/or remedy fragmentation of the landscape and roadside vegetation as compared to existing conditions.

Once a design alternative has been further developed, it can be assessed based on its ability to achieve landscape characteristics and user experiences that are consistent with the Parkway's original design intent, comparing the proposed design to the current condition of the study area. Assessment criteria developed by the engineering consultant's landscape specialists will include but not be limited to the following:

- View corridors created through horizontal and vertical roadway geometry;
- Visibility of bridge structures with varied width and length of view corridors;
- Plant material effectively frames views, complements bridge structures, screens unsightly views, provides focal points, and creates landscape groupings of varied scale;
- Built landscape transitioning seamlessly into naturalized landscape;
- Median treatments and highway design vocabulary (guiderails, signs, lighting standards and off-site over-spill, barrier fences, etc.) are consistent and recognizable, conform to

overall parkway appearance, and are selected from a compact and well-defined palette of materials;

- Landscape reveals natural/naturalized resources such as watercourses, slopes, ledge outcrops, and sky; and
- Overhead canopy within the Merritt Parkway right-of-way modulates along the corridor and complies with CTDOT roadway safety guidelines.

As currently conceived, Alternatives 12A, 20B, and 21D (Figures 4 to 8) could have similar adverse effects on the Parkway's designed landscape because of the similar lengths of access ramps; in addition, Alternative 12A's ramps are at a higher level and so would be more visible. The long access ramps would possibly result in loss of integrity in terms of historic materials, design, feeling, and association, particularly at the eastern end of the APE, where the Merritt Parkway's integrity is higher. Of the four alternatives as currently conceived, Alternative 26 (Figures 9 and 10) involves significantly shorter access ramps at both the west and east ends of the APE. The shorter ramps would result in less compromising of the Parkway's integrity in terms of loss of historic material, design, feeling, and association (see Table 4), and thus less of an adverse effect.

B. Merritt Parkway Perry Avenue Bridge (Bridge No. 719)

The Perry Avenue Bridge was constructed in 1936 as a single-span, rigid-frame concrete bridge with an arched opening for the roadway (Photograph 32). It is a contributing resource to the Merritt Parkway NRHP district (Lynn and Wigren 1991). Architect George Dunkelberger incorporated a mix of Art Moderne and Classicism in the design, similar to many other Parkway bridges. It features a prominent keystone, a bas-relief cartouche of the Connecticut State Seal on the inside northeast face of the pylon, and a simple concrete balustrade. Two concrete steel-girder bridges constructed as part of the 1990 interchange project flank the structure and already have a significant visual effect on the resource's integrity of setting. None of the alternatives would directly impact the bridge, and they are unlikely to adversely affect its already compromised setting.

C. Merritt Parkway Metro-North Bridge (Bridge No. 720)

The Metro-North Bridge was constructed in 1937 to carry the Merritt Parkway over the Metro-North Railroad line (at that time, the New York, New Haven & Hartford Railroad) (Photograph 33). It is a contributing resource to the Merritt Parkway NRHP district (Lynn and Wigren 1991). The utilitarian rigid-frame concrete skew span has a segmental-arched opening and is located south of the Merritt 7 Metro-North station. At present, the bridge is readily visible from Glover Avenue. As currently planned, all four alternatives would retain the bridge, but would result in indirect adverse effects because the construction of new ramps would obscure the bridge from view from Glover Avenue and also from the view of train passengers, diminishing its integrity of setting, an indirect adverse effect.

D. Merritt Parkway Norwalk River Bridge (Bridge No. 721)

The Norwalk River Bridge was constructed in 1938 and rehabilitated in 1988 (Photograph 34). It is listed as a contributing resource to the Merritt Parkway NRHP district (Lynn and Wigren 1991). It is a utilitarian, 3-span concrete arch bridge. A wide raised concrete band lines each arch

and the parapet wall above. Triangular cutwaters are found on the piers between each arch. At present, the public has a clear view of the bridge's north elevation from Glover Avenue; the south side is less visible (Photograph 35). As currently planned, Alternatives 12A, 20B, 21D, and Alternative 26 would retain the bridge. However, under any of these alternatives, the construction of new ramps would significantly obscure the bridge from view on Glover Avenue and result in diminishment of its integrity of setting, an indirect adverse effect.

E. Merritt Parkway Main Avenue Bridge (Bridge Nos. 530A and 530B)

The Main Avenue Bridge is a Classical Revival/Rustic-style concrete structure consisting of twin spans, each carrying two lanes of traffic over Main Avenue (Route 123) (Photographs 3, 4, and 36). Main Avenue Bridge is a contributing resource within the Merritt Parkway National Register District; except for the Parkway itself, the bridge's historic context has largely disappeared due to the surrounding modern commercial development (Photograph 36) (Lynn and Wigren 1991). However, the bridge serves the important aesthetic function of preserving a typical view of the Parkway from the surrounding streets, an aspect of the Parkway that has largely been lost at Perry Avenue.

Structurally, the bridge's parallel arches are rigid-concrete frames with shallow segmental arched openings for the roadway (Photographs 3 and 4). The spans are faced with random rubble with rock-faced granite voussoirs, quoins, and coping. The northern parapet and northeast wingwall of Bridge 530B were replaced in kind during a repair project in 2015 and 2016. Because the repairs had little effect on the structure's historic appearance, the bridge continues to be regarded as a contributing resource. Alternatives 12A, 20B, 21D, and 26 all would replace this bridge, resulting in a direct adverse effect.

F. Merritt Parkway West Rocks Road Bridge (Bridge No. 722)

The West Rocks Road Bridge over the Merritt Parkway is a single-span steel rigid-frame structure built in 1938 (Photograph 37). It is a contributing resource to the Merritt Parkway NRHP district (Lynn and Wigren 1991). Designed by George L. Dunkelberger, the bridge's ornamental attributes include a segmental-arch shape to the roadway opening, flanking pylons, ornamental metal railings, and a crenellated parapet. Although the overall stylistic effect is Moderne, the approach railings are Neoclassical. This bridge was rehabilitated in 2018, including replacement of its superstructure. The design of these changes was done in consultation with the Merritt Parkway Conservancy and other stakeholders, and the project was found to have No Adverse Effect to Historic Properties.

None of the alternatives would directly affect the bridge, and since all anticipated roadway changes terminate well west of the bridge, there would be no effect on the bridge's integrity of setting.

G. Verneur Pratt Historic District (114-116 Perry Avenue)

The Verneur Pratt Historic District was listed in the NRHP in 2011 under Criteria B and C in the areas of invention and architecture (Figure 12) (Esser 2011). It includes a Georgian-style residence at 114 Perry Avenue, built ca. 1788 for Isaac Camp and a ca. 1800 barn at 116 Perry Avenue (Photograph 38). The property was purchased in the early 20th century by Verneur E. Pratt (1891-1966), a pioneer in the development of microfilm. Pratt was involved in the proliferation of the medium as a means of document storage. He added several Colonial Revival-style additions

to the house and converted the barn into his laboratory. This small district is located near the northwest corner of the APE.

Alternatives 12A and 26 would not have any effects on this district. Alternatives 20B and 21D would both bring the interchange closer to the rear (east) boundary of the district, specifically by creating a new ramp leading from Route 7 southbound to Route 15 westbound (see Figure 12). However, visibility does not necessarily equate to an adverse visual effect. The visual effect of the closer proximity of the interchange would not result in a diminishment of the district's integrity of setting because of the following considerations:

- The buildings in the district face westward toward Perry Avenue. The setting of the buildings is defined much more by the stone walls, lawns, and vegetation along Perry Avenue than by the wooded areas that border the rear property lines.
- Field inspection in January 2019, when leaves were off the trees, indicated that no part of the current interchange nor the power line to the west of the current interchange was visible from Perry Avenue in front of the two properties in the district, 114 and 116 Perry Avenue (Photographs 38 and 39).
- Even if visible from the rear portions of the properties, the new elements of the interchange would be only marginally more visually intrusive than the existing power line and highway.

H. Glover Avenue Bridge (Bridge No. 4155)

The Glover Avenue Bridge (also known as the Belden Hill Avenue Bridge) is a two-span, stone-arch bridge over the Norwalk River (Photograph 40). It has been determined by CTSHPO to be individually eligible for inclusion in the NRHP under Criterion A and C (Clouette and Roth 1991). Built by the City of Norwalk in 1912, the bridge is rubble fieldstone with brownstone voussoirs and coping. A brownstone dedication plaque on the south side of the bridge deck lists the date along with the names of city officials and engineers. Alternatives 12A, 20B, 21D, and 26 would replace the bridge, resulting in a direct adverse effect. State-level documentation of this bridge was completed in 2000.

The reason that all four alternatives would require the replacement of the Glover Avenue Bridge is that additional travel lanes would be necessary on Glover Avenue to efficiently accommodate traffic volumes at the Main Avenue intersection and avoid queueing at the nearby Metro-North Railroad at-grade crossing. Widening Glover Avenue and its bridge would enable additional eastbound travel lanes and wider sidewalks.

I. Potentially NRHP-Eligible Properties

Three properties in the APE have been identified as potentially NRHP-eligible: 2 Singingwoods Road, 129 Perry Avenue, and the Metro North Norwalk River Bridge (Bridge No. 8202R).

II. 2 Singingwoods Road

This house is located on the northwest corner of Singingwoods Road and Perry Avenue, across the street from the Verneur Pratt Historic District. Perry Avenue is a suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots; Singingwoods Road is short street with 20th-century houses of varied character. 2 Singingwoods Road was built in 1850 according to the Norwalk Assessor's database. While assessor's construction dates for pre-20th-century buildings are often not precise, it is a mid-

19th-century house, 2 ½-stories high with a cross-gable roof and L-shaped porch (Photographs 41a and 41b). It has clapboard siding and 1-over-1 windows. It has been altered with additions, including a two-story shed-roofed addition on the south side. The property has been identified as potentially NRHP-eligible under Criterion A by CTSHPO, subject to further research.

None of the alternatives will have a direct impact on this property. Of the four alternatives, 20B and 21D would both bring the interchange closer to the (southeast) boundary of the property, specifically by creating a new ramp leading from Route 7 southbound to Route 15 westbound (see Figure 12). However, the intersection is about a quarter mile away from the property, separated by the Verneur Pratt Historic District and dense woods beyond. The intersection is not currently visible from the property and the new ramp would also be invisible, both because of distance and because of the property's vegetative screening along Perry Avenue. Given the distance, topography, and existing vegetation, no foreseeable impact is anticipated.

12. 129 Perry Avenue

This property is located about one-eighth mile north of the Verneur Pratt Historic District. Perry Avenue is a suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots. The house was built in 1850, according to the Norwalk Assessor's database, and that year is shown on the house's date plaque. While assessor's construction dates for pre-20th-century buildings are often not precise, it is a mid-19th-century house, 2 ½-stories high, three bays wide and two bays deep, with a side-gable roof, clapboard siding, and L-shaped porch (Photograph 42). It has 6-over-6 windows with modern paneled wood shutters. The gambrel-roofed two-bay garage appears to be modern. The property has been identified as potentially NRHP-eligible under Criterion A by CTSHPO, subject to further research.

Alternatives 12A and 26 would not have any effects on this property. Alternatives 20B and 21D would both bring the interchange closer to the (southeast) boundary of the property, specifically by creating a new ramp leading from Route 7 southbound to Route 15 westbound (see Figure 12). However, the intersection is over a quarter mile away from the property, separated by numerous properties on Perry Avenue and dense woods beyond. The intersection is not currently visible from the property and the new ramp would also be invisible. Given the distance, topography, and existing vegetation, no foreseeable impact is anticipated.

13. Metro North Norwalk River Bridge (Bridge No. 8202R)

The Metro North Norwalk River Bridge is located on a rail line adjacent to a commercial area, near the north end of Pearl Street on the west side of Main Avenue. Built in 1905, it is a two-span steel plate-girder bridge supported by stone masonry abutments and pier (Photograph 43). While the bridge appears to retain historic integrity, it is a relatively common railroad bridge type and does not appear to rise to the level of individual NRHP eligibility. However, it could contribute to a potential linear historic district along the former Danbury & Norwalk line under NRHP Criteria A and C. Recent consultation with CTSHPO has confirmed that the bridge is potentially eligible.

None of the alternatives would directly affect the bridge. Alternatives 12A, 20B, and 21D would bring the interchange closer to the bridge by creating a new ramp leading from Route 7 northbound to Route 15 eastbound (see Figure 12). The new ramp would be about 400 feet away from the bridge and separated by dense vegetation for the majority of that distance, so that there

would be no effect on the bridge's integrity of setting. Alternative 26 would not have any effects on the bridge.

J. Properties with a Year Built of 1973 or Earlier that are Considered Not Eligible for the NRHP

All properties within the APE built in 1973 or earlier were evaluated. Those that do not appear to be NRHP-eligible are included in Appendix D, which is arranged alphabetically by street name. Building dates were obtained from the City of Norwalk's online assessor's database, which is reasonably accurate for 20th-century properties. The majority of the properties are mid-20th-century houses, which were evaluated in accordance with the NPS Bulletin *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places* (Ames 2002).

Of the properties in the APE built in 1973 or earlier, 238 properties were assessed by the consultants and are recommended as not NRHP-eligible for one or more of the following reasons:

- The extent of alterations to the property has compromised its integrity in terms of historic setting, design, and materials. For example, the ca. 1910 house at 75 Perry Avenue has been altered with an enclosed porch and aluminum siding (Appendix D, page 274). In a commercial area, a remnant of a former Winnipauk Mills complex was identified at 363 Main Avenue (Photograph 1 and Appendix D, page 253), but as a fragment it does not appear to retain sufficient integrity for NRHP eligibility. Similarly, most of the former Clover Manufacturing Co. plant at 327 Main Avenue is unrecognizable after its transformation into a shopping plaza (Appendix D, page 245).
- The property does not appear to be individually NRHP-eligible and is located in an area without a consistent character. For example, the section of Perry Avenue within the APE is lined with houses in a wide range of forms, styles, lot sizes, and setbacks (Appendix D, pages 264 to 293). The area does not convey, either historically or architecturally, a distinctive sense of time and place that is desirable in a NRHP historic district.
- The property is located in a mid-20th-century neighborhood of ranches, split-levels, Cape-type, and/or Colonial-type houses. As the NPS Bulletin "Historic Residential Suburbs" states, post-World War II suburban subdivisions were often "not only large in size but vast in number" (Ames 2002: 96.) When evaluated with the bulletin's Criteria A to D, nothing sets these houses or their neighborhoods apart in terms of suburban planning, historic character, or architectural integrity (e.g, Silent Grove Court in Appendix D, pages 314 to 326). Many of the properties have been altered with additions and replacement siding, windows and doors.

Table 4. List of Properties with a Year Built of 1973 or Earlier That Are Considered Not Eligible for the NRHP.

Map/Block/Lot/Unit	Address	Year Built	Description	Exterior Material
5-42-13-0	3 April Lane	1965	2-Family Duplex	Vinyl Siding
5-42-116-0	5 April Lane	1965	2-Family Duplex	Vinyl Siding
5-42-84-0	7 April Lane	1965	Colonial	Vinyl Siding
5-42-51-0	9 April Lane	1965	Colonial	Vinyl Siding
5-42-85-0	11 April Lane	1965	Colonial	Vinyl Siding
5-42-86-0	15 April Lane	1965	Colonial	Vinyl Siding
5-21-304-0	2 Barjune Road	1953	Ranch	Vinyl Siding
5-40-8-0	1 Brierwood Road	1911	Cape Cod	Wood Siding
5-40-7-0	3 Brierwood Road	1973	Contemporary	Wood Siding
5-40-13-0	4 Brierwood Road	1971	Ranch	Wood Siding
5-23-191-0	1 Caddy Road	1953	Split Level	Wood Shingle
5-23-190-0	2 Caddy Road	1954	Ranch	Wood Shingle
5-22B-30-0	56 Creeping Hemlock Drive	1950	Colonial	Vinyl Siding
5-22B-62-0	57 Creeping Hemlock Drive	1958	Cape Cod	Vinyl Siding
5-22B-63-0	59 Creeping Hemlock Drive	1957	Cape Cod	Vinyl Siding
5-22B-31-0	60 Creeping Hemlock Drive	1954	Ranch	Vinyl Siding
5-22B-64-0	61 Creeping Hemlock Drive	1955	Split Level	Wood Shingle
5-22B-32-0	62 Creeping Hemlock Drive	1963	Ranch	Wood Shingle
5-22B-65-0	63 Creeping Hemlock Drive	1956	Colonial	Vinyl Siding
5-22A-35-0	65 Creeping Hemlock Drive	1955	Ranch	Vinyl Siding
5-22A-36-0	67 Creeping Hemlock Drive	1955	Ranch	Vinyl Siding
5-22B-169-0	79 Creeping Hemlock Drive	1962	Raised Ranch	Vinyl Siding
5-22B-179-0	81 Creeping Hemlock Drive	1965	Raised Ranch	Vinyl Siding
5-22B-180-0	83 Creeping Hemlock Drive	1964	Raised Ranch	Wood Shingle
5-22B-194-0	85 Creeping Hemlock Drive	1965	Raised Ranch	Vinyl Siding
5-22B-137-0	23 Donohue Drive	1962	Ranch	Wood Shingle
5-22B-144-0	25 Donohue Drive	1962	Raised Ranch	Wood Shingle

Map/Block/Lot/Unit	Address	Year Built	Description	Exterior Material
5-22B-149-0	26 Donohue Drive	1961	Raised Ranch	Vinyl Siding
5-22B-145-0	27 Donohue Drive	1962	Raised Ranch	Vinyl Siding
5-22B-150-0	28 Donohue Drive	1965	Raised Ranch	Vinyl Siding
5-22B-146-0	29 Donohue Drive	1965	Raised Ranch	Vinyl Siding
5-22B-151-0	30 Donohue Drive	1962	Raised Ranch	Vinyl Siding
5-22B-147-0	31 Donohue Drive	1963	Raised Ranch	Vinyl Siding
5-22B-152-0	32 Donohue Drive	1962	Raised Ranch	Wood Shingle
5-22B-153-0	34 Donohue Drive	1962	Raised Ranch	Wood Shingle
5-22B-154-0	38 Donohue Drive	1962	Raised Ranch	Clapboard
5-42-55-0	1 Emerald Street	1952	Light Industrial	Stucco
5-42-38A-0	17 Gold Street	1948	Service Shop	Concrete/Stucco
5-42-39-0	20 Gold Street	1945	Bungalow	Asbestos Siding
5-40-68-0	2 Indian Hill Street	1960	Ranch	Wood Shingle
5-40-12-0	3 Indian Hill Street	1920	Conventional	Wood Shingle
5-40-10-0	4 Indian Hill Street	1960	Colonial	Clapboard
5-40-11-0	5 Indian Hill Street	1972	Ranch	Wood Siding
5-22A-42-0	1 Lakewood Drive	1960	Ranch	Vinyl Siding
5-22A-37-0	2 Lakewood Drive	1955	Ranch	Wood Shingle
5-22A-41-0	3 Lakewood Drive	1962	Ranch	Vinyl Siding
5-22A-38-0	4 Lakewood Drive	1957	Cape Cod	Vinyl Siding
5-22A-40-0	5 Lakewood Drive	1955	Ranch	Vinyl Siding
5-22B-74-0	7 Lakewood Drive	1956	Cape Cod	Vinyl Siding
5-22B-66-0	8 Lakewood Drive	1955	Ranch	Wood Shingle, Brick Veneer
5-22B-73-0	9 Lakewood Drive	1960	Ranch	Wood Shingle
5-22B-67-0	10 Lakewood Drive	1955	Ranch	Wood Shingle
5-22B-68-0	12 Lakewood Drive	1958	Ranch	Vinyl Siding
5-22B-69-0	14 Lakewood Drive	1958	Raised Ranch	Wood Shingle
5-22B-71-0	15 Lakewood Drive	1965	Ranch	Vinyl Siding
5-22B-142-0	17 Lakewood Drive	1965	Raised Ranch	Wood Shingle
5-22A-15-A/8	1 Linden Street	1972	Condo Flats	Brick

Map/Block/Lot/Unit	Address	Year Built	Description	Exterior Material
5-21-142-0	2 Linden Street	1940	Cape Cod	Wood Shingle
5-21-352-0	4 Linden Street	1967	Family Duplex	Vinyl Siding
5-22A-14-0	5 Linden Street	1950	Colonial	Vinyl Siding
5-21-351-0	8 Linden Street	1964	Cape Cod	Vinyl Siding
5-22A-17-0	9 Linden Street	1920	Cape Cod	Aluminum Siding
5-21-121-0	10 Linden Street	1920	Conventional	Asbestos Shingle
5-22A-13-0	11 Linden Street	1965	Cape Cod	Vinyl Siding
5-22A-46-0	13 Linden Street	1971	High Ranch	Wood Shingle
5-22A-45-0	15 Linden Street	1971	Raised Ranch	Wood Shingle
5-22A-44-0	17 Linden Street	1970	Colonial	Wood Shingle
5-21-384-0	18 Linden Street	1965	Raised Ranch	Wood Shingle
5-22A-12-0	19 Linden Street	1917	Cape Cod	Clapboard
5-21-124-0	20 Linden Street	1925	Colonial	Vinyl Siding
5-21-123-0	24 Linden Street	ca. 1875	Conventional	Vinyl Siding
5-21-348-0	32 Linden Street	1966	Raised Ranch	Wood Shingle
5-21-273-0	34 Linden Street	1955	Ranch	Aluminum Siding
5-21-272-0	36 Linden Street	1952	Ranch	Wood
5-21-271-0	38 Linden Street	1952	Ranch	Vinyl Siding
5-21-270-0	40 Linden Street	1952	Ranch	Vinyl Siding
5-21-269-0	42 Linden Street	1952	Ranch	Vinyl Siding
5-21-268-0	44 Linden Street	1952	Ranch	Wood Shingle
5-21-267-0	46 Linden Street	1952	Ranch	Vinyl Siding
5-21-266-0	48 Linden Street	1952	Ranch	Wood Shingle
5-21-265-0	50 Linden Street	1952	Colonial	Wood Shingle
5-21-264-0	52 Linden Street	1953	Colonial	Vinyl Siding
5-22A-26-0	53 Linden Street	1952	Ranch	Vinyl Siding
5-21-263-0	54 Linden Street	1953	Colonial	Cedar Siding
5-21-262-0	56 Linden Street	1952	Ranch	Vinyl Siding/Brick Veneer
5-21-261-0	58 Linden Street	1952	Ranch	Vinyl Siding
5-22A-33-0	59 Linden Street	1953	Ranch	Vinyl Siding

Map/Block/Lot/Unit	Address	Year Built	Description	Exterior Material
5-22A-32-0	61 Linden Street	1953	Ranch	Wood Shingle
5-21-259-0	62 Linden Street	1952	Split Level	Clapboard
5-47-15-0	323 Main Avenue	1956	Auto Sales/Repair	Vinyl Siding
5-41-1-0	327 Main Avenue	1920	Retail/Office	Brick/Brick Veneer
5-21-119-0	328 Main Avenue	1916	Office/Retail/Apartments	Wood Shingle
5-22A-1-0	336 Main Avenue	1971	Service Station	Brick
5-22A-2-0	340 Main Avenue	1966	Fast Food Restaurant	Brick Veneer
5-22A-4-0	346 Main Avenue	1950	Retail/Office	Stucco
5-41-3-0	347 Main Avenue	1969	Service Station	Brick
5-22A-16-0	350 Main Avenue	1937	Schools-Public	Masonry/Concrete
5-22A-43-0	362 Main Avenue	1960	Retail	Stucco
5-41-5-0	363 Main Avenue	1951	Light Industrial	Masonry/Concrete
5-22A-7A-0	370 Main Avenue	1966	Restaurant	Brick
5-41-11-0	371 Main Avenue	1952	Service Garage	Vinyl Siding
5-22B-1-0	394 Main Avenue	1945	Retail	Concrete
5-37-21-0	395 Main Avenue	1967	Service Station	Concrete/Brick Veneer
5-22B-3-0	2 O'Donnell Road	1922	Conventional	Clapboard
5-22B-4-0	4 O'Donnell Road	1920	Cape Cod	Clapboard
5-42-26-0	12 Pearl Street	1920	Office/Warehouse	Concrete Block
5-42-53-0	15 Pearl Street	1953	Light Industrial	Concrete, Brick Veneer
5-42-54-0	23 Pearl Street	1953	Office/Warehouse	Concrete, Brick Veneer
5-42-23-0	26 Pearl Street	1952	Office Building	Stucco
5-43-36A-0	99 Perry Avenue (Springwood Court)	1929	Colonial	Stone, Wood Shingle
5-43-98-0	101 Perry Avenue (Springwood Court)	1958	Contemporary	Clapboard
5-43-80-0	103 Perry Avenue (Springwood Court)	1940	Colonial	Clapboard
5-42-52-0	60 Perry Avenue	1925	Colonial	Vinyl Siding
5-47-19-0	63 Perry Avenue	1907	Colonial	Vinyl Siding

Map/Block/Lot/Unit	Address	Year Built	Description	Exterior Material
5-42-115-0	64 Perry Avenue	1965	Colonial	Vinyl Siding
5-42-114-0	66 Perry Avenue	1965	Colonial	Vinyl Siding
5-47-20-0	71 Perry Avenue	1885	Colonial	Clapboard
5-42-87-0	72 Perry Avenue	1965	Colonial	Wood Shingle
5-42-103-0	74 Perry Avenue	1965	Colonial	Wood Shingle
5-43-38-0	75 Perry Avenue	1910	Colonial	Aluminum
5-42-104-0	76 Perry Avenue	1965	Colonial	Wood Shingle
5-43-130-0	77 Perry Avenue	1965	Colonial	Vinyl Siding
5-42-49-0	82 Perry Avenue	1965	Colonial	Vinyl Siding
5-43-153-0	83 Perry Avenue	1965	Colonial	Vinyl Siding
5-43-30-0	89 Perry Avenue	1921	Colonial	Wood Shingle, Clapboard
5-40-33-0	102 Perry Avenue	1960	Cape Cod	Clapboard
5-40-73-0	104 Perry Avenue	1971	Colonial	Vinyl Siding, Brick Veneer
5-40-35-0	106 Perry Avenue	1952	Cape Cod	Wood Shingle
5-40-72-0	108 Perry Avenue	1955	Cape Cod	Vinyl Siding
5-40-45-0	110 Perry Avenue	1969	Ranch	Wood Shingle
5-43-1A-0	117 Perry Avenue	1900	Colonial	Concrete
5-40-9-0	124 Perry Avenue	1912	Colonial	Clapboard
5-43-2A-0	125 Perry Avenue	1938	Colonial	Wood Shingle
5-40-64-0	126 Perry Avenue	1968	Raised Ranch	Wood, Concrete
5-40-6-0	128 Perry Avenue	1938	Conventional	Wood Shingle, Stone
5-40-77-0	130 Perry Avenue	1900	Colonial	Clapboard
5-43-4-0	131 Perry Avenue	1900	Colonial	Wood Shingle
5-40-5-0	132 Perry Avenue	1905	Colonial	Clapboard
5-43-79-0	135 Perry Avenue	1950	Ranch	Vinyl Siding
5-43-31-0	1 Rae Lane	1965	Raised Ranch	Wood Shingle
5-43-112-0	6 Rae Lane	1963	Raised Ranch	Wood Shingle
5-43-125-0	7 Rae Lane	1965	Raised Ranch	Wood Shingle
5-43-124-0	9 Rae Lane	1965	Raised Ranch	Vinyl Siding
5-43-123-0	11 Rae Lane	1965	Raised Ranch	Vinyl Siding

Map/Block/Lot/Unit	Address	Year Built	Description	Exterior Material
5-43-126-0	12 Rae Lane	1965	Raised Ranch	Wood Shingle
5-43-122-0	15 Rae Lane	1965	Raised Ranch	Vinyl Siding
5-43-121-0	17 Rae Lane	1962	Raised Ranch	Wood Shingle
5-43-129-0	18 Rae Lane	1963	Raised Ranch	Vinyl Siding
5-43-120-0	19 Rae Lane	1962	Raised Ranch	Wood Shingle
5-43-119-0	21 Rae Lane	1963	Raised Ranch	Vinyl Siding
5-43-118-0	23 Rae Lane	1962	Raised Ranch	Aluminum Siding, Brick
5-43-128-0	24 Rae Lane	1963	Raised Ranch	Wood Shingle
5-43-115-0	29 Rae Lane	1963	Raised Ranch	Wood Shingle
5-43-127-0	30 Rae Lane	1963	Raised Ranch	Wood Shingle
5-43-114-0	31 Rae Lane	1963	Raised Ranch	Vinyl Siding
5-43-113-0	33 Rae Lane	1963	Raised Ranch	Clapboard
5-42-36-0	6 Ruby Street	1949	Light Industrial	Concrete
5-42-35-0	12 Ruby Street	1945	Office/Warehouse	Concrete, Vinyl Siding
5-42-34-0	16 Ruby Street	1948	Office/Retail/Apartments	Aluminum Siding, Stucco
5-22B-181-0	1 Silent Grove Court	1965	Raised Ranch	Wood Shingle
5-22B-182-0	3 Silent Grove Court	1963	Raised Ranch	Wood Shingle
5-22B-193-0	4 Silent Grove Court	1962	Raised Ranch	Vinyl Siding
5-22B-183-0	5 Silent Grove Court	1965	Raised Ranch	Vinyl Siding
5-22B-192-0	6 Silent Grove Court	1965	Raised Ranch	Vinyl Siding
5-22B-184-0	7 Silent Grove Court	1965	Raised Ranch	Vinyl Siding
5-22B-191-0	8 Silent Grove Court	1963	Raised Ranch	Vinyl Siding
5-22B-185-0	9 Silent Grove Court	1965	Raised Ranch	Vinyl Siding
5-22B-190-0	10 Silent Grove Court	1965	Raised Ranch	Vinyl Siding
5-22B-186-0	11 Silent Grove Court	1963	Raised Ranch	Wood Shingle
5-22B-187-0	15 Silent Grove Court	1962	Raised Ranch	Wood Shingle
5-22B-188-0	17 Silent Grove Court	1965	Raised Ranch	Vinyl Siding
5-22B-189-0	19 Silent Grove Court	1965	Raised Ranch	Wood Shingle
5-42-38-0	5 Silver Street	1948	Light Industrial	Concrete
5-42-40-0	10 Silver Street	1960	2-Family Duplex	Vinyl Siding

Map/Block/Lot/Unit	Address	Year Built	Description	Exterior Material
5-43-102-0	1 Singingwoods Road	1960	Cape Cod	Clapboard
5-43-92-0	6 Singingwoods Road	1957	Ranch	Wood Shingle, Stone
5-43-136-0	7 Singingwoods Road	1960	Ranch	Wood Shingle
5-43-135-0	3 Singingwoods Road	1965	Ranch	Wood Shingle
5-22A-10-0	2 Skyview Lane	1953	Ranch	Vinyl Siding
5-22A-25-0	3 Skyview Lane	1953	Ranch	Wood Shingle, Wood
5-22A-27-0	4 Skyview Lane	1954	Ranch	Wood
5-22A-24-0	5 Skyview Lane	1953	Split Level	Wood Shingle
5-22A-23-0	7 Skyview Lane	1953	Ranch	Wood Shingle
5-22A-28-0	8 Skyview Lane	1953	Ranch	Vinyl Siding
5-22A-22-0	9 Skyview Lane	1953	Ranch	Stone Veneer
5-22A-29-0	10 Skyview Lane	1953	Ranch	Wood Shingle
5-22A-21-0	11 Skyview Lane	1953	Ranch	Wood Shingle
5-43-109-0	1 Studio Lane	1955	Raised Ranch	Clapboard, Brick Veneer
5-43-99-0	2 Studio Lane	1965	Ranch	Clapboard
5-43-97-0	3 Studio Lane	1960	Cape Cod	Wood Shingle, Stone Veneer
5-43-100-0	4 Studio Lane	1965	Ranch	Wood Shingle, Stone Veneer
5-43-132-0	5 Studio Lane	1964	Colonial	Vinyl Siding
5-43-95-0	6 Studio Lane	1958	Ranch	Vinyl Siding
5-43-133-0	7 Studio Lane	1966	Colonial	Wood Shingle
5-43-94-0	8 Studio Lane	1960	Cape Cod	Wood Shingle, Stone Veneer
5-43-110-0	9 Studio Lane	1964	Ranch	Wood Shingle
5-23-163-0	1 Suburban Drive	1954	Split Level	Vinyl Siding
5-22B-168-0	63 Valley View Court	1965	Raised Ranch	Vinyl Siding
5-22B-167-0	65 Valley View Court	1965	Raised Ranch	Vinyl Siding
5-22B-155-0	66 Valley View Court	1963	Raised Ranch	Wood Shingle
5-22B-166-0	67 Valley View Court	1963	Raised Ranch	Wood Shingle
5-22B-156-0	68 Valley View Court	1965	Raised Ranch	Wood Shingle
5-22B-165-0	69 Valley View Court	1965	Raised Ranch	Vinyl Siding
5-22B-164-0	71 Valley View Court	1963	Raised Ranch	Vinyl Siding

Map/Block/Lot/Unit	Address	Year Built	Description	Exterior Material
5-22B-157-0	72 Valley View Court	1963	Raised Ranch	Wood Shingle
5-22B-163-0	73 Valley View Court	1963	Raised Ranch	Vinyl Siding
5-22B-158-0	74 Valley View Court	1963	Raised Ranch	Wood Shingle
5-22B-162-0	75 Valley View Court	1963	Raised Ranch	Wood Shingle
5-22B-159-0	76 Valley View Court	1963	Raised Ranch	Vinyl Siding
5-22B-161-0	77 Valley View Court	1963	Raised Ranch	Wood Shingle
5-22B-160-0	78 Valley View Court	1963	Raised Ranch	Wood Shingle
5-22B-203-0	47 Valley View Road	1965	Raised Ranch	Vinyl Siding
5-22B-212-0	48 Valley View Road	1965	Raised Ranch	Wood Shingle
5-22B-202-0	49 Valley View Road	1965	Raised Ranch	Vinyl Siding
5-22B-211-0	50 Valley View Road	1965	Raised Ranch	Vinyl Siding
5-22B-201-0	51 Valley View Road	1966	Raised Ranch	Wood Shingle
5-22B-210-0	52 Valley View Road	1965	Raised Ranch	Wood Shingle
5-22B-200-0	53 Valley View Road	1965	Raised Ranch	Wood Shingle
5-22B-209-0	54 Valley View Road	1965	Raised Ranch	Vinyl Siding
5-22B-199-0	55 Valley View Road	1965	Raised Ranch	Vinyl Siding
5-22B-198-0	57 Valley View Road	1965	Raised Ranch	Vinyl Siding
5-22B-148-0	60 Valley View Road	1960	Raised Ranch	Vinyl Siding
5-23-164-0	164 West Rocks Road	1954	Split Level	Wood Shingle
5-21-258-0	165 West Rocks Road	1953	Ranch	Wood Shingle
5-23-165-0	166 West Rocks Road	1890	Colonial	Vinyl Siding
5-23-166-0	168 West Rocks Road	1955	Split Level	Wood Shingle
5-22A-31-0	169 West Rocks Road	1953	Ranch	Wood Shingle
5-23-167-0	170 West Rocks Road	1955	Split Level	Vinyl Siding
5-22A-30-0	171 West Rocks Road	1953	Ranch	Vinyl Siding
5-23-168-0	172 West Rocks Road	1954	Split Level	Clapboard
5-22A-20-0	173 West Rocks Road	1953	Ranch	Vinyl Siding
5-23-189-0	174 West Rocks Road	1954	Split Level	Vinyl Siding
5-23-194-0	180 West Rocks Road	1955	Ranch	Clapboard, Aluminum Siding
5-22B-75-0	181 West Rocks Road	1957	Ranch	Vinyl Siding

Map/Block/Lot/Unit	Address	Year Built	Description	Exterior Material
5-22B-35-0	183 West Rocks Road	1956	Cape Cod	Vinyl Siding
5-21-260-0	1 Winnipauk Drive	1952	Ranch	Vinyl Siding
5-21-303-0	3 Winnipauk Drive	1952	Colonial	Vinyl Siding
5-21-302-0	5 Winnipauk Drive	1952	Ranch	Vinyl Siding

K. Historic Resources Outside of the APE

Two historic districts (one of which includes an individually NRHP-listed bridge) are located in the general vicinity of the project but not within the APE. The project historians considered how the project might impact these historic resources, but ultimately determined that there will be neither direct nor indirect effects, either because they are so far removed that there is no visual connection with the APE, or that the visual impact assessment determined that intervening topography and vegetation visually screens the district from the project. Therefore, these resources are not included within the APE boundaries.

K1. Silvermine Center Historic District

The Silvermine Center Historic District is centered around the Silvermine Tavern (194 Perry Avenue) and includes approximately 85 historic buildings in Norwalk, New Canaan, and Wilton. It was listed in the NRHP in 2009 under Criteria A and C (Esser and Graziano 2008). The area first developed in the late 18th and early 19th centuries around several small mills. As the community grew the tavern and other enterprises were established to serve the small community. The area declined after the mills failed during the latter half of the 19th century, but it was revived by a group of artists and writers in the early 20th century. It evolved into a thriving artists' colony that is still represented by the Silvermine Guild of Artists and the Silvermine Arts Center. The area is characterized by small-scale vernacular buildings with Colonial, Greek Revival, and Colonial Revival influences (Photograph 44).

The Perry Avenue Bridge carries an east-west section of Perry Avenue over the Silvermine River within the bounds of the Silvermine Historic District. It was listed individually in the NRHP in 2006 under Criteria A and C (Glaser 2005). It is a contributing resource within the Silvermine Center Historic District, which was listed in 2009 (Photograph 45). The single-span, stone-arch bridge was built in 1899 by the City of Norwalk and is a rare surviving example of its type dating from this time period. It is constructed of random rubble-stone, capped with a single course of Portland brownstone that also serves as a curb. A tubular steel railing lines the bridge and dates from before 1920. The district, located about one-quarter a mile west of the APE, will not experience direct or indirect effects; visual impact assessment determined that intervening topography and vegetation visually screens the district from the project.

K2. Silvermine Avenue Historic District

The Silvermine Avenue Historic District was formally approved for NRHP study by the CTSHPO in 2009 (Esser 2009), but as of this date has not been acted upon by the State Historic Preservation Board. It includes a collection of approximately 60 residences and ancillary structures (148-285 Silvermine Avenue, 1-2 Silver River Court, and 1-10 Red Barn Lane) significant under Criteria A and C. Development of the area began with small, agrarian-based industry along the banks of the Silvermine River in the 18th century. Silvermine Avenue served as the main market road between Norwalk and Silvermine during the 19th century. The area continued to develop at a steady pace in the beginning of the 20th century, with the construction of major roadways such as Route 7 and the Merritt Parkway making it an attractive bedroom community. The architecture reflects this pattern of development and includes Colonial, Victorian, Greek Revival and Colonial Revival-style houses (Photograph 46). The district, located about one-eighth of a mile west of the APE, will not experience direct or indirect effects; visual impact assessment determined that intervening topography and vegetation visually screens the district from the project.

L. Summary of Potential Effects/Impacts to Above-Ground Architectural Resources

Table 5 summarizes the potential effects to historic properties by alternatives.

Table 5. Potential Effects/Impacts to Above-Ground/Architectural Resources (NRHP-listed unless otherwise noted).

Resource	Alt. 12A	Alt. 20B	Alt. 21D	Alt. 26
Merritt Parkway Historic District Contributing Resources				
A. Merritt Parkway (Designed Landscape)	Adverse Effect*	Adverse Effect*	Adverse Effect*	Adverse Effect*
B. Merritt Parkway Perry Ave. Bridge (719)	No Effect	No Effect	No Effect	No Effect
C. Merritt Parkway Metro-North Bridge (720)	Adverse Effect (Visual/setting)	Adverse Effect (Visual/setting)	Adverse Effect (Visual/setting)	Adverse Effect (Visual/setting)
D. Merritt Parkway Norwalk River Bridge (721)	Adverse Effect (Visual/setting)	Adverse Effect (Visual/setting)	Adverse Effect (Visual/setting)	Adverse Effect (Visual/setting)
E. Merritt Parkway Main Ave. Bridge (530A, 530B)	Adverse Effect (Replacement)	Adverse Effect (Replacement)	Adverse Effect (Replacement)	Adverse Effect (Replacement)
F. Merritt Parkway West Rocks Road Bridge (722)	No Effect	No Effect	No Effect	No Effect
G. Verneur Pratt Historic District	No Effect	No Effect	No Effect	No Effect
H. Glover Ave. Bridge (4155) (NRHP-eligible)	Adverse Effect (Replacement)	Adverse Effect (Replacement)	Adverse Effect (Replacement)	Adverse Effect (Replacement)
I1. 2 Singingwoods Road (potentially NRHP-eligible)	No Effect	No Effect	No Effect	No Effect
I2. 129 Perry Avenue (potentially NRHP-eligible)	No Effect	No Effect	No Effect	No Effect
I3. Metro North Norwalk River Bridge (8202R) (potentially NRHP-eligible)	No Effect	No Effect	No Effect	No Effect

*Effects/Impacts on Merritt Parkway: As currently conceived, Alt. 12A appears to have the greatest visual effect because of its high elevated ramps. Alt. 12A's elevated ramps constitute visible elements that would diminish the integrity of the Parkway's setting. All alternatives potentially could have the effect of diminishing the Parkway's historic landscape characteristics (roadway width, median, vegetation, etc.). The specific effects on landscape characteristics would not be known until the design is brought to a greater level of detail.

The anticipated widening of the roadways, extra lanes, new ramps, and/or removal of any appropriate existing vegetation in Alts. 12A, 20B and 21D appear to have essentially comparable effects on the Parkway's designed landscape. Alts. 12A, 20B, and 21D's long access ramps could result in loss of integrity in terms of historic materials, design, feeling, and association, particularly at the eastern end of the APE, where the Parkway's integrity is higher.

Alt. 26 would have the least effect on the Parkway's designed landscape because it involves significantly shorter access ramps. Alt. 26's shorter ramps would result in less of an adverse

effect on the Parkway's integrity in terms of a smaller degree of loss of historic materials, design, feeling, and association. The shorter ramps would also provide the opportunity to make the transition to the Parkway more in keeping with its original spirit.

VII. CONCLUSIONS AND RECOMMENDATIONS

A total of eleven historic properties (i.e., eight NRHP-listed or -eligible historic resources and three archaeological sites) were identified in the indirect APE for the four alternatives. In terms of Section 106 effects, the evaluations were made based on available conceptual design information. The NRHP-listed Merritt Parkway Historic District includes five contributing bridges within the APE, as well as the overall designed landscape. Of these, one contributing bridge with twin spans (Main Avenue Bridge Nos. 530A and 530B), as well as the designed landscape, could be directly adversely affected by all alternatives. Two Merritt Parkway NRHP-contributing bridges (Metro-North Bridge No. 720 and Norwalk River Bridge No. 721) would be indirectly adversely affected by all alternatives. There would be no effect on the Merritt Parkway bridges at Perry Avenue (Bridge No. 719) or at West Rocks Road (Bridge No. 722).

Alternative 12A appears to have the most adverse effects on the Merritt Parkway Historic District because of its high-level ramps that will introduce a new visual element that overshadows this portion of the Parkway. The anticipated widening of the roadways, extra lanes, new ramps, and/or removal of any appropriate existing vegetation in Alts. 12A, 20B and 21D appear to have essentially the same impact on the Parkway's designed landscape. Alts. 12A, 20B, and 21D's long access ramps could result in loss of integrity in terms of historic materials, design, feeling, and association, particularly at the eastern end of the APE, where the Parkway's integrity is higher. Alternative 26 would likely have the least effect on the Merritt Parkway's designed landscape because of its shorter access ramps and overall smaller footprint.

The NRHP-individually-eligible Glover Avenue Bridge (No. 4155) would be directly adversely affected by all alternatives.

The Verneur Pratt Historic District would not experience any effects from any of the alternatives.

None of the three potentially NRHP-eligible properties in the APE (2 Singingwoods Road, 129 Perry Avenue, and the Metro North Norwalk River Bridge (No. 8202R) would experience any effects from any of the alternatives.

A. Archaeological Resources

Three NRHP-eligible Pre-Colonial Native American sites were identified in the Project Site. Based on current as-built conceptual plans (Figures 4-8), Alternative 21D would impact none of the sites. Alternatives 12A and 20B would have no effect on two of the three sites, but a possible effect on one site. Alternative 26 would have the most effect on archaeological sites, with two sites directly adversely affected, and one not affected. This evaluation does not take into account the specific area of disturbance required for staging, equipment storage and laydown, access roads, utilities, drainage, and other roadway-related features, which have not been specifically defined.

The APE that is larger than the Project Site was not surveyed archaeologically because the APE extension is based on visual effects to historic properties.

B. Above-Ground Resources

Two NRHP-listed historic districts (the Merritt Parkway Historic District and the Verneur Pratt Historic District) are located in the indirect APE. Within the Merritt Parkway Historic District are five bridges listed as contributing resources: Perry Avenue (Bridge No. 719), Metro-North Railroad (Bridge No. 720), Norwalk River (Bridge No. 721), Main Avenue (Bridges No. 530A and 530B), and West Rocks Road (Bridge No. 722). An unrelated nearby bridge built by

the city, the Glover Avenue Bridge (Bridge No. 4155), has been determined to be individually NRHP-eligible.

Alternative 12A could have a direct adverse effect on the Merritt Parkway's designed landscape, similar in impact to Alternatives 20B and 21D, because of the possible loss of integrity in terms of historic materials, design, and feeling and association, particularly at the eastern end of the APE, where the Parkway's integrity is higher. Alternative 12A's effects would be greater than those of the other alternatives because its high elevated ramps would diminish the integrity of the Parkway's design and setting.

Alternative 12A would not have any effect on the Merritt Parkway District's Perry Avenue Bridge (No. 719) or the West Rocks Road Bridge (No. 722), but it would require the demolition of the Merritt Parkway Main Avenue Bridge (Nos. 530A and 530B) and the individually eligible Glover Avenue Bridge (No. 4155) (adverse effects). Alternative 12A would result in diminished public visibility for the Merritt Parkway Norwalk River Bridge (No. 721) and Metro-North Bridge (No. 720), an indirect adverse effect on the settings of the bridges.

Alternative 12A would have no effect on the Verneur Pratt Historic District.

Alternative 12A would have no effect on the three potentially NRHP-eligible properties in the APE (2 Singingwoods Road, 129 Perry Avenue, and the Metro North Norwalk River Bridge (No. 8202R).

Alternative 20B could have a direct adverse effect on the Merritt Parkway's designed landscape, similar to Alternatives 12A and 21D, because of the possible loss of integrity in terms of historic materials, design, and feeling and association, particularly at the eastern end of the APE, where the Parkway's integrity is higher. Alternative 20B would not have any effect on the Merritt Parkway Perry Avenue Bridge (No. 719) or the Merritt Parkway West Rocks Road Bridge (No. 722), but it would require the demolition of the Merritt Parkway Main Avenue Bridge (Nos. 530A, 530B) and the individually eligible Glover Avenue Bridge (No. 4155) (direct adverse effects). Alternative 20B would also result in diminished public visibility for the Metro-North Bridge (No. 720) and the Merritt Parkway Norwalk River Bridge (No. 721), an indirect adverse effect on the bridges' settings.

Alternative 20B would have no effect on the Verneur Pratt Historic District.

Alternative 20B would have no effect on the three potentially NRHP-eligible properties in the APE (2 Singingwoods Road, 129 Perry Avenue, and the Metro North Norwalk River Bridge (No. 8202R).

Alternative 21D could have a direct adverse effect on the Merritt Parkway's designed landscape, similar to Alternatives 12A and 20B, because of the possible loss of integrity in terms of historic materials, design, and feeling and association, particularly at the eastern end of the APE, where the Parkway's integrity is higher. It would not have any effect on the Merritt Parkway Perry Avenue Bridge (No. 719) or the Merritt Parkway West Rocks Road Bridge (No. 722), but it would require the demolition of the Merritt Parkway Main Avenue Bridge (Nos. 530A, 530B) and the individually eligible Glover Avenue Bridge (No. 4155) (adverse effects). Alternative 21D would also result in diminished public visibility for the Merritt Parkway Norwalk River Bridge (No. 721) and Metro-North Bridge (No. 720), an indirect adverse effect on the bridge settings.

Alternative 21D would have no effect on the Verneur Pratt Historic District.

Alternative 21D would have no effect on the three potentially NRHP-eligible properties in the APE (2 Singingwoods Road, 129 Perry Avenue, and the Metro North Norwalk River Bridge (No. 8202R).

Alternative 26 could have a direct adverse effect on the Merritt Parkway's designed landscape, but of the four alternatives, it would have the least effect because it involves significantly shorter access ramps. Alternative 26 would have no effect on the Merritt Parkway Perry Avenue Bridge (No. 719) or the Merritt Parkway West Rocks Road Bridge (No. 722), but it would require demolition of the Merritt Parkway Main Avenue Bridge (Nos. 530A, 530B) and the individually eligible Glover Avenue Bridge (No. 4155) (adverse effects). Alternative 26 would also result in diminished public visibility for the Merritt Parkway Norwalk River Bridge (No. 721) and Metro-North Bridge (No. 720), an indirect adverse effect on the bridges' settings.

Alternative 26 would have no effect on the Verneur Pratt Historic District.

Alternative 26 would have no effect on the three potentially NRHP-eligible properties in the APE (2 Singingwoods Road, 129 Perry Avenue, and the Metro North Norwalk River Bridge (No. 8202R).

C. Summary of Effects

Even though the portion within the APE is not the most intact part of the Merritt Parkway Historic District, some sense of its park-like character remains, particularly at the eastern end of the project area. All alternatives potentially could have the effect of diminishing the Parkway's historic landscape characteristics, but the specific effects will not be known until an alternative is brought to a more detailed level of design.

Once the design has been further developed, changes can be assessed based on their ability to achieve landscape characteristics and user experiences that are consistent with the Parkway's original design intent, comparing the proposed design to the current condition of the study area. Assessment criteria, developed by the consultant's landscape specialist, will include, but not be limited to the following:

- View corridors created through horizontal and vertical roadway geometry;
- Visibility of bridge structures with varied width and length of view corridors;
- Plant material effectively frames views, complements bridge structures, screens unsightly views, provides focal points, and creates landscape groupings of varied scale;
- Built landscape transitioning seamlessly into naturalized landscape;
- Median treatments and highway design vocabulary (guiderails, signs, lighting standards and off-site over-spill, barrier fences, etc.) are consistent and recognizable, conform to overall parkway appearance, and are selected from a compact and well-defined palette of materials;
- Landscape reveals natural/naturalized resources such as watercourses, slopes, ledge outcrops, and sky; and

- Overhead canopy within the Merritt Parkway right-of-way modulates along the corridor and complies with CTDOT roadway safety guidelines.

In sum, Alternative 12A would have a greater effect on above-ground resources because of its high elevated ramps; it also would have a possible effect on one of the three identified NRHP-eligible archaeological sites. Alternatives 20B and 21D are comparable in terms of effects to above-ground resources; Alternative 20B possibly will affect one of the three NRHP-eligible archaeological sites, but Alternative 21D is expected to have no effect on archaeological sites and resources. Alternative 26 would have the least overall effect in terms of above-ground resources, but the most effect on archaeological resources, impacting two of the three identified NRHP-eligible sites.

The conclusions presented in this report represent the opinions of the project's historic preservation and archaeological consultants, using information available at this stage of project design. Actual determinations of National Register eligibility, assessment of Section 106 effects and Section 4(f) impacts, and consideration of mitigative actions are all properly part of the ongoing consultative process among FHWA, CTSHPO, and CTDOT, and will be further developed as the project progresses.

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APPENDIX A: Figures

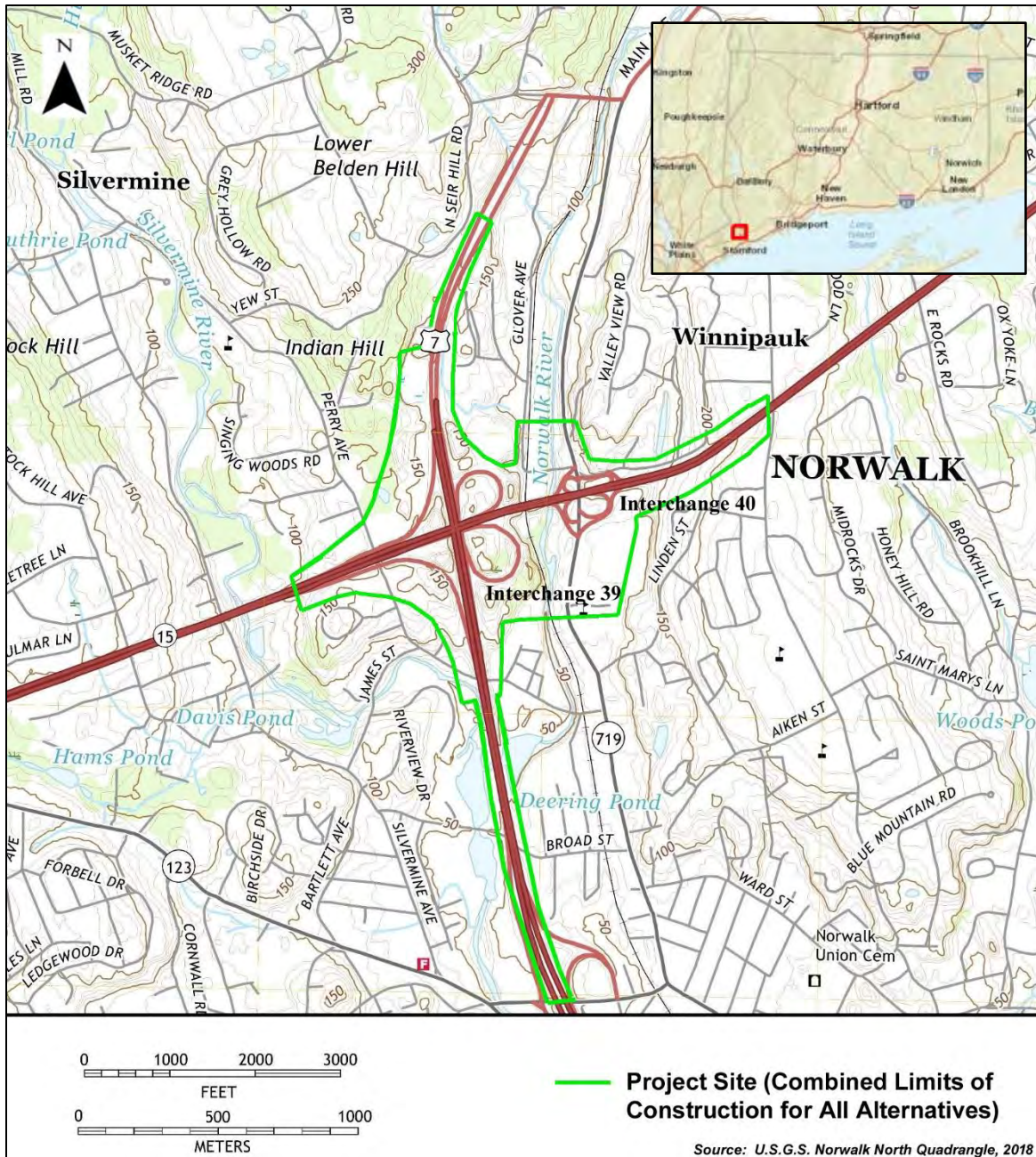


Figure 1: Project Site, shown on a USGS topographic map; the outlined area represents the combined extent of anticipated construction activities associated with the four alternatives currently under consideration.

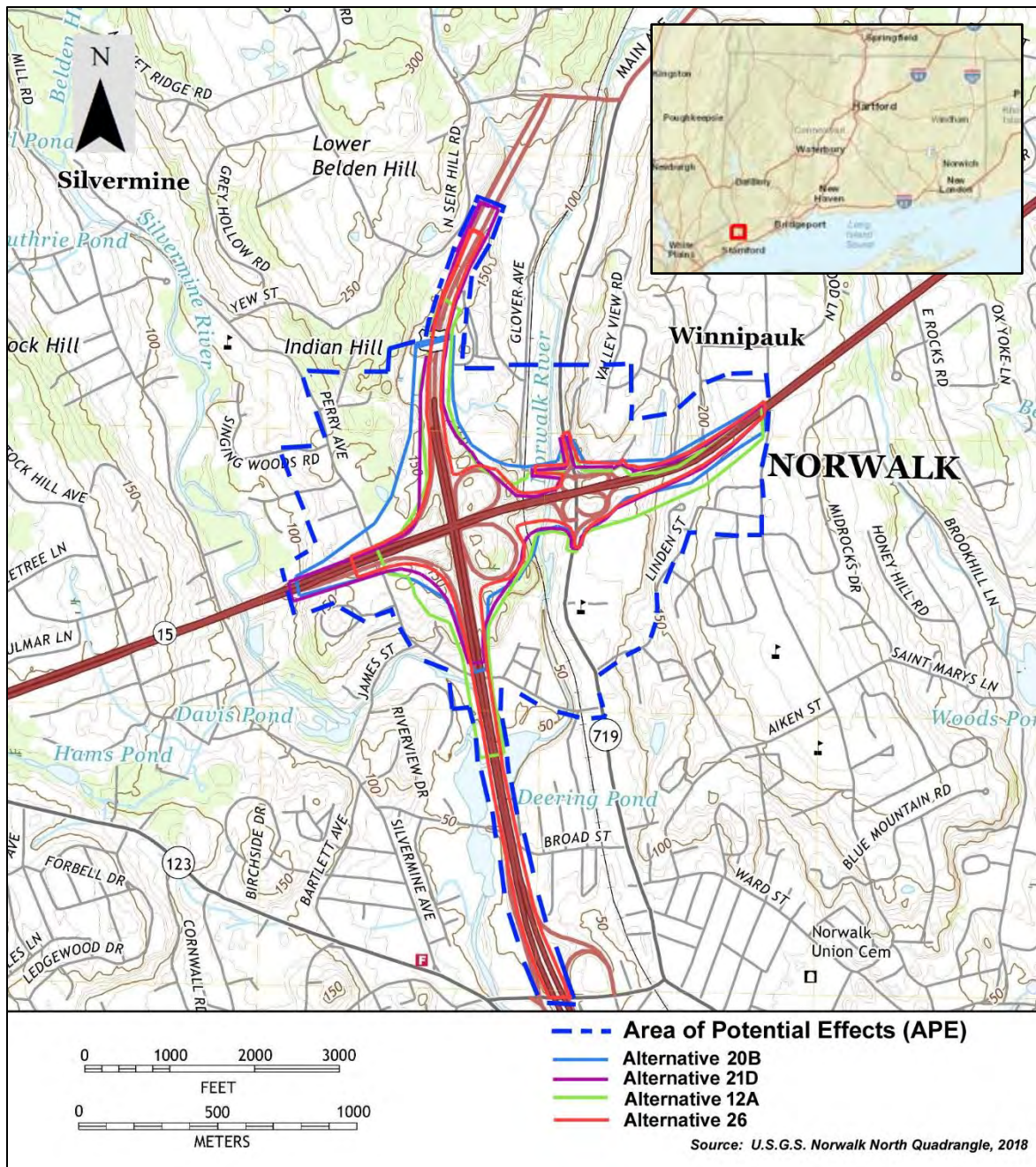


Figure 2: Map of Area of Potential Effects (APE). The APE includes the Project Site, which is the extent of construction activities/direct effects associated with all four alternatives, as well as the maximum extent of potential indirect effects such as visual, noise, vibration, air quality, and traffic effects.

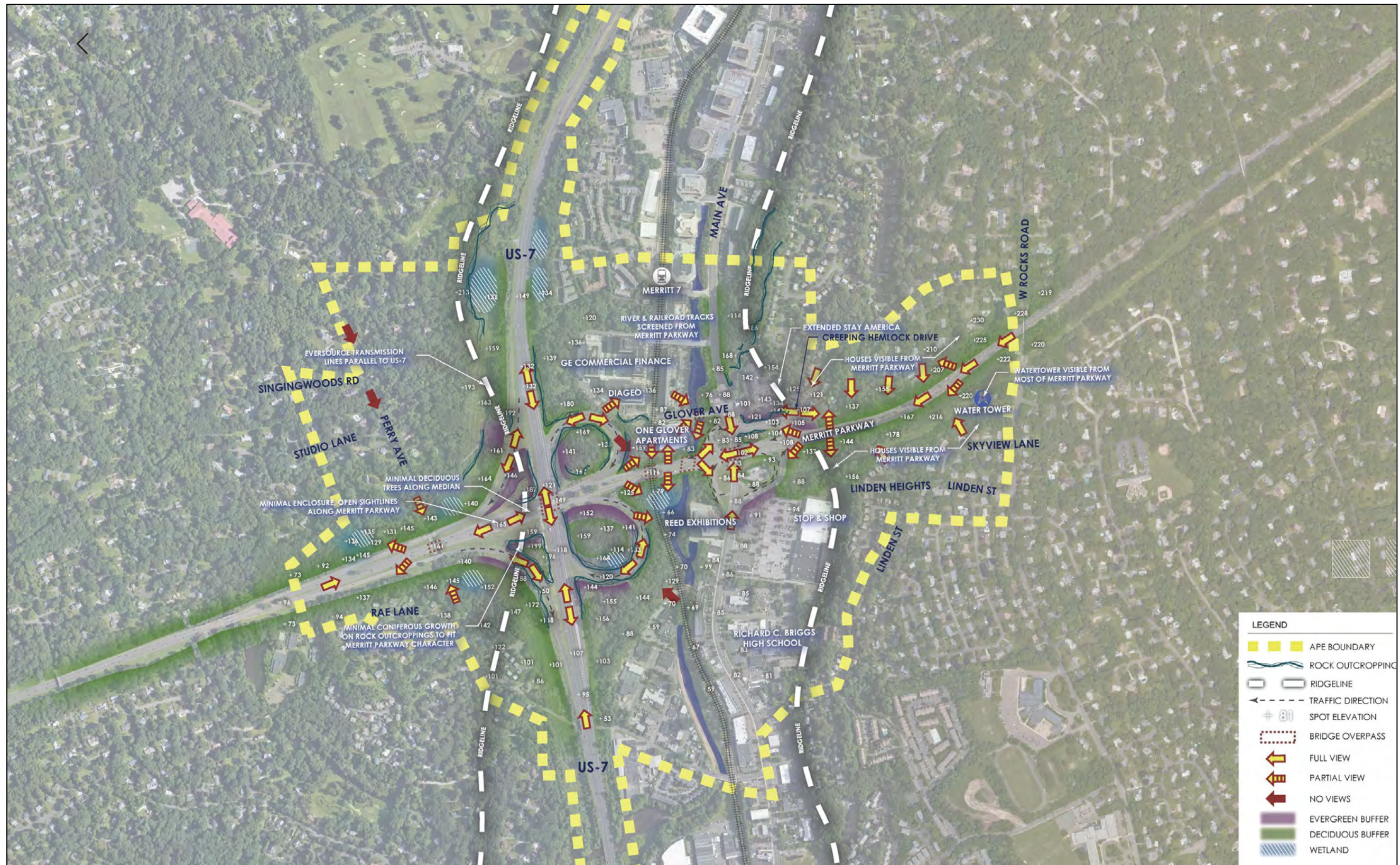


Figure 3: Map of Area of Potential Effects (APE) with Visual Impact Analysis.

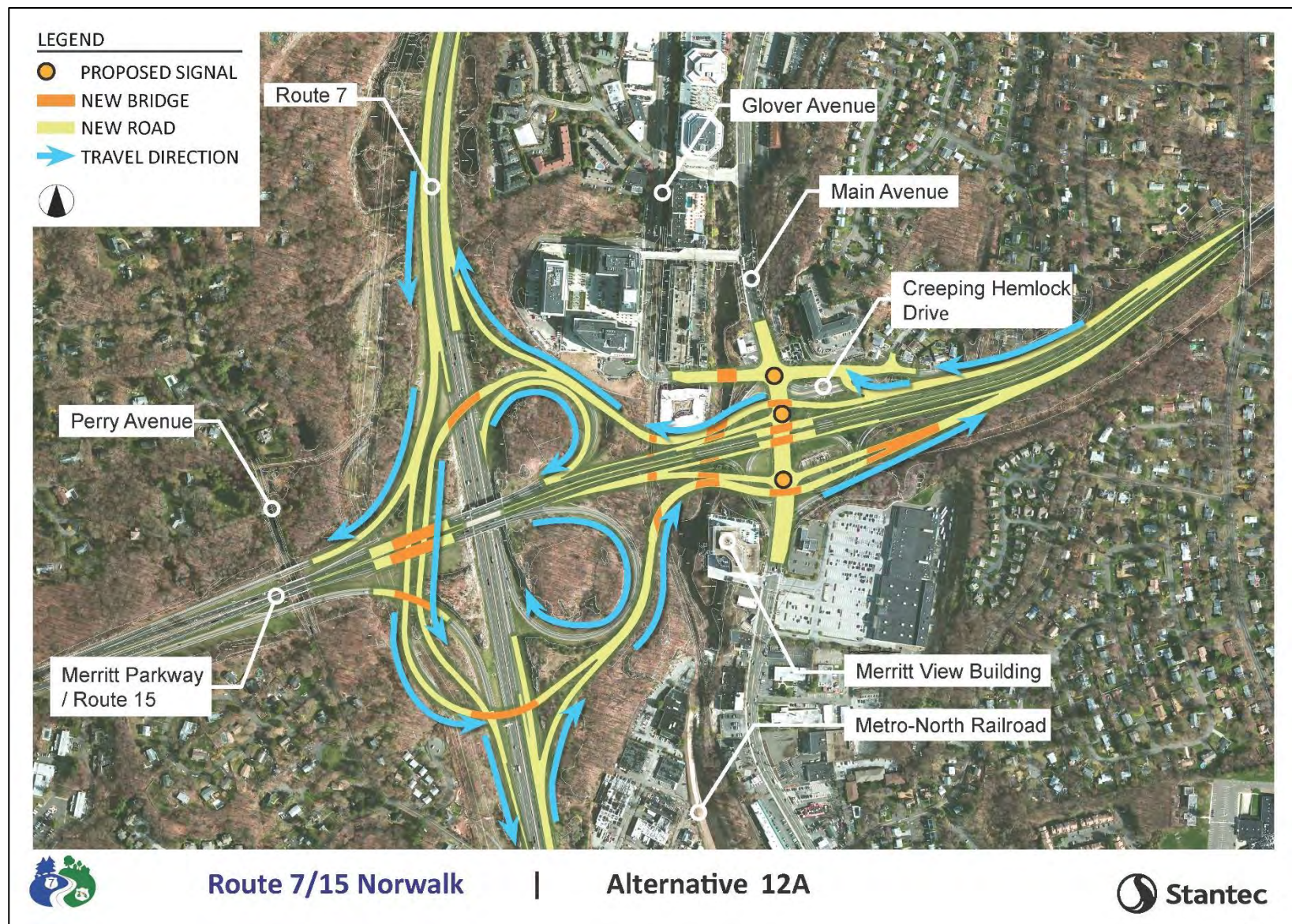
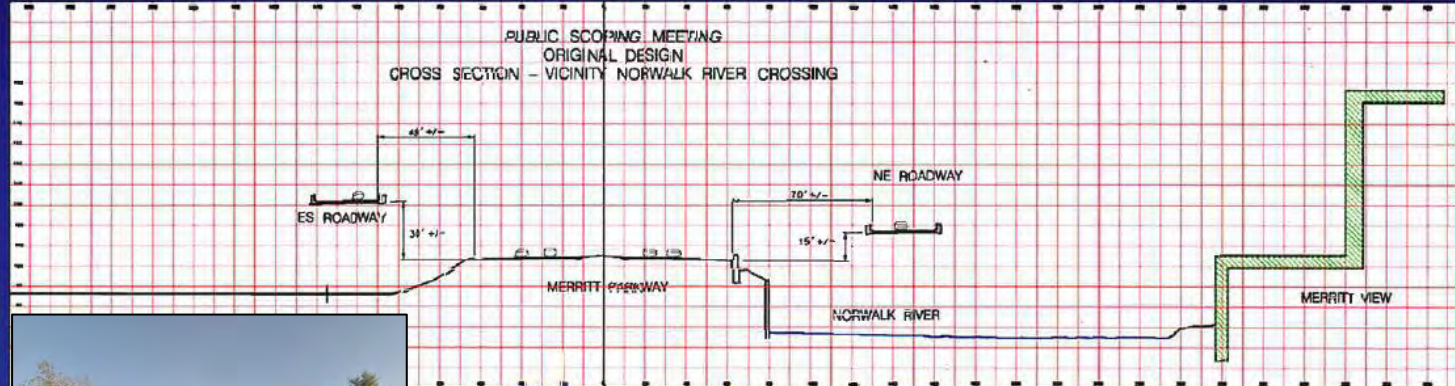
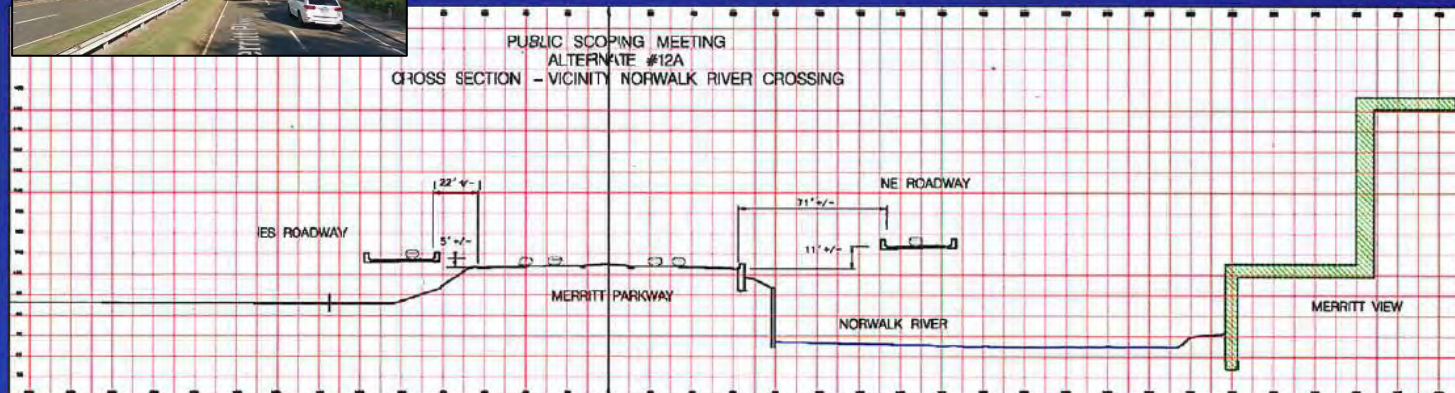


Figure 4: Aerial depiction of Alternative 12A.



Original Design



Alt. 12A - Lowered Ramps

33

Connecticut Department of Transportation



Figure 5: Project conceptual plans depicting elevation of Alternative 12A. Inset photo: Merritt Parkway, camera facing east toward the Norwalk River overpass (Google Street View, October 2017).

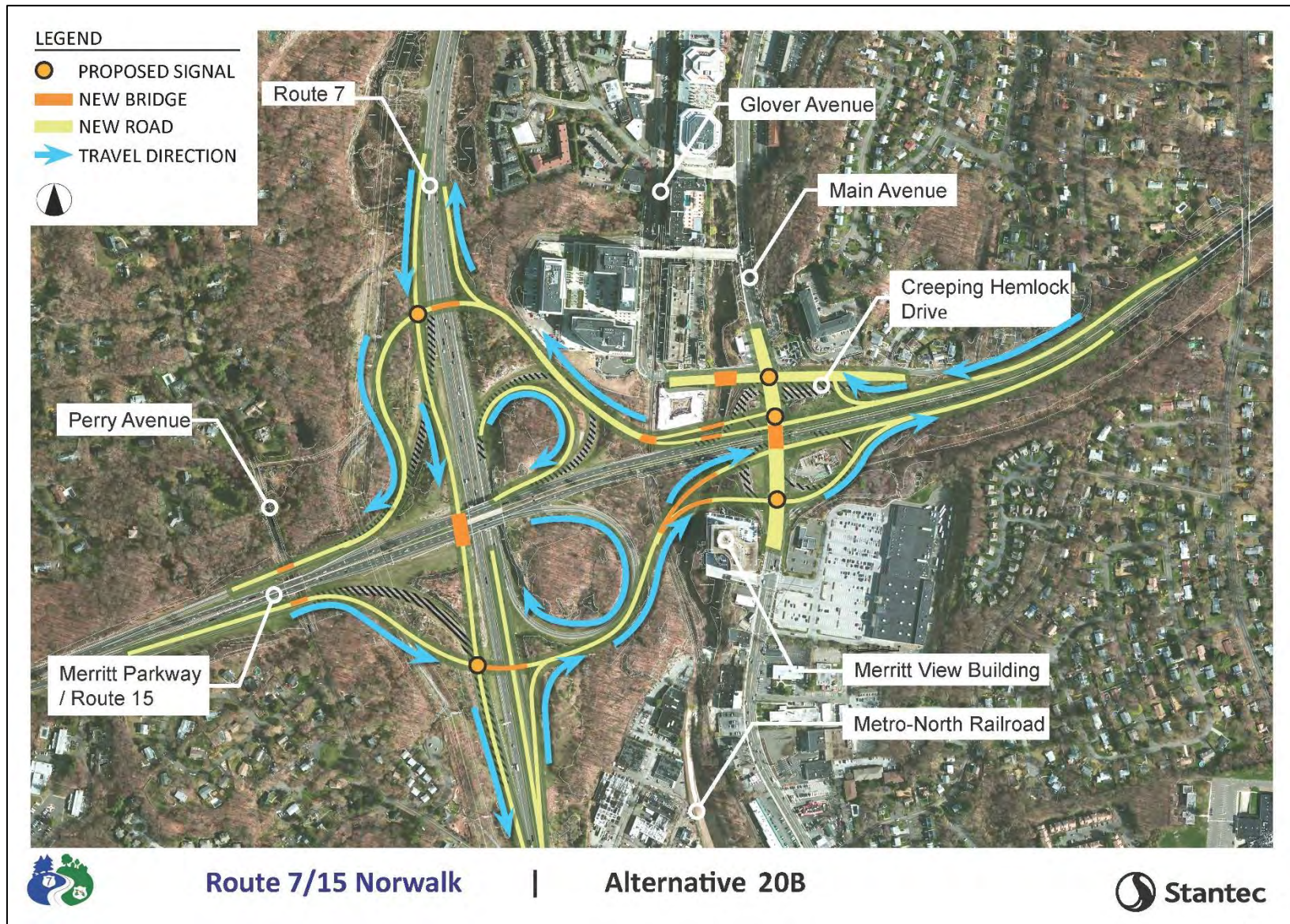


Figure 6: Aerial depiction of Alternative 20B.

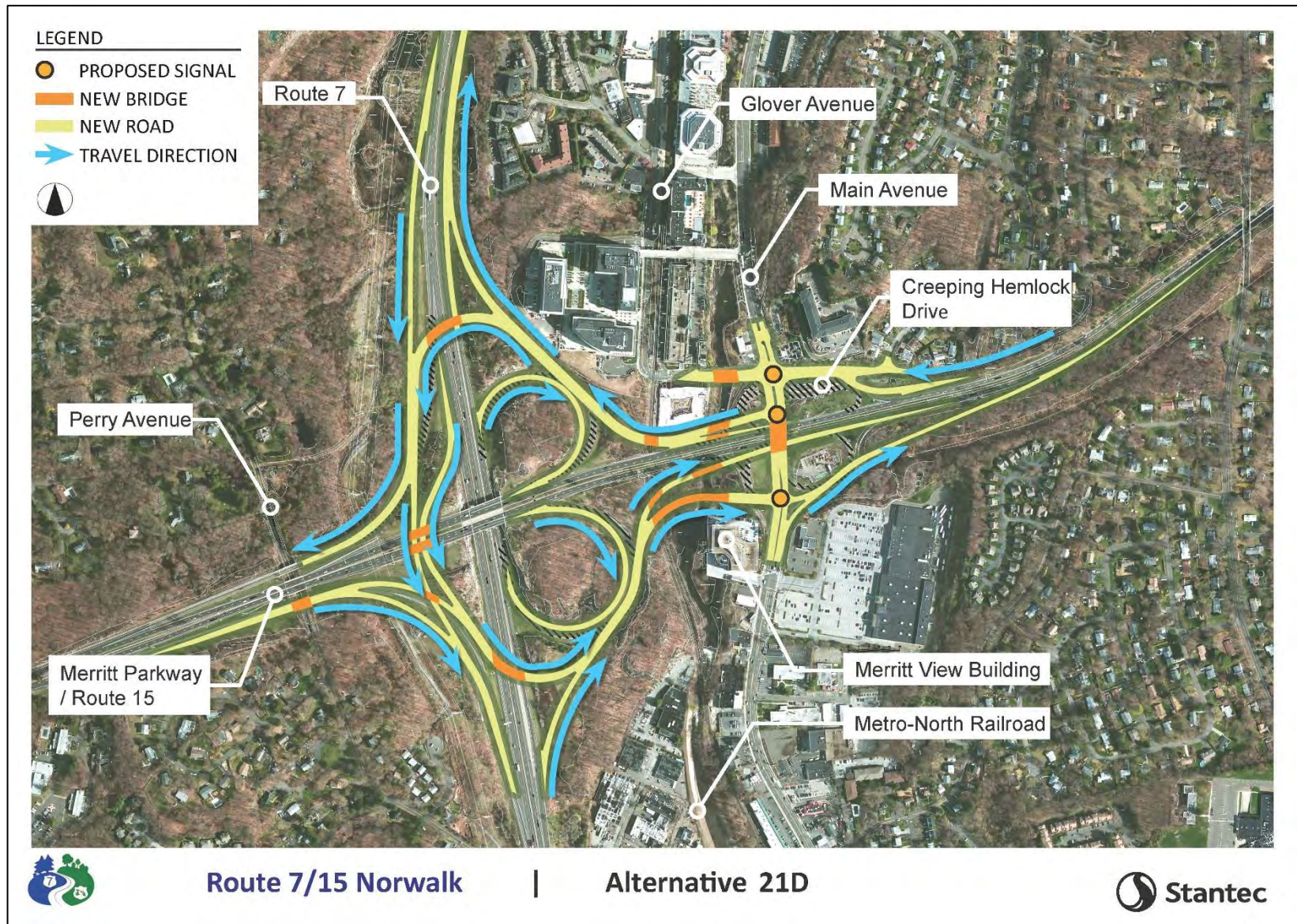


Figure 7: Aerial depiction of Alternative 21D.

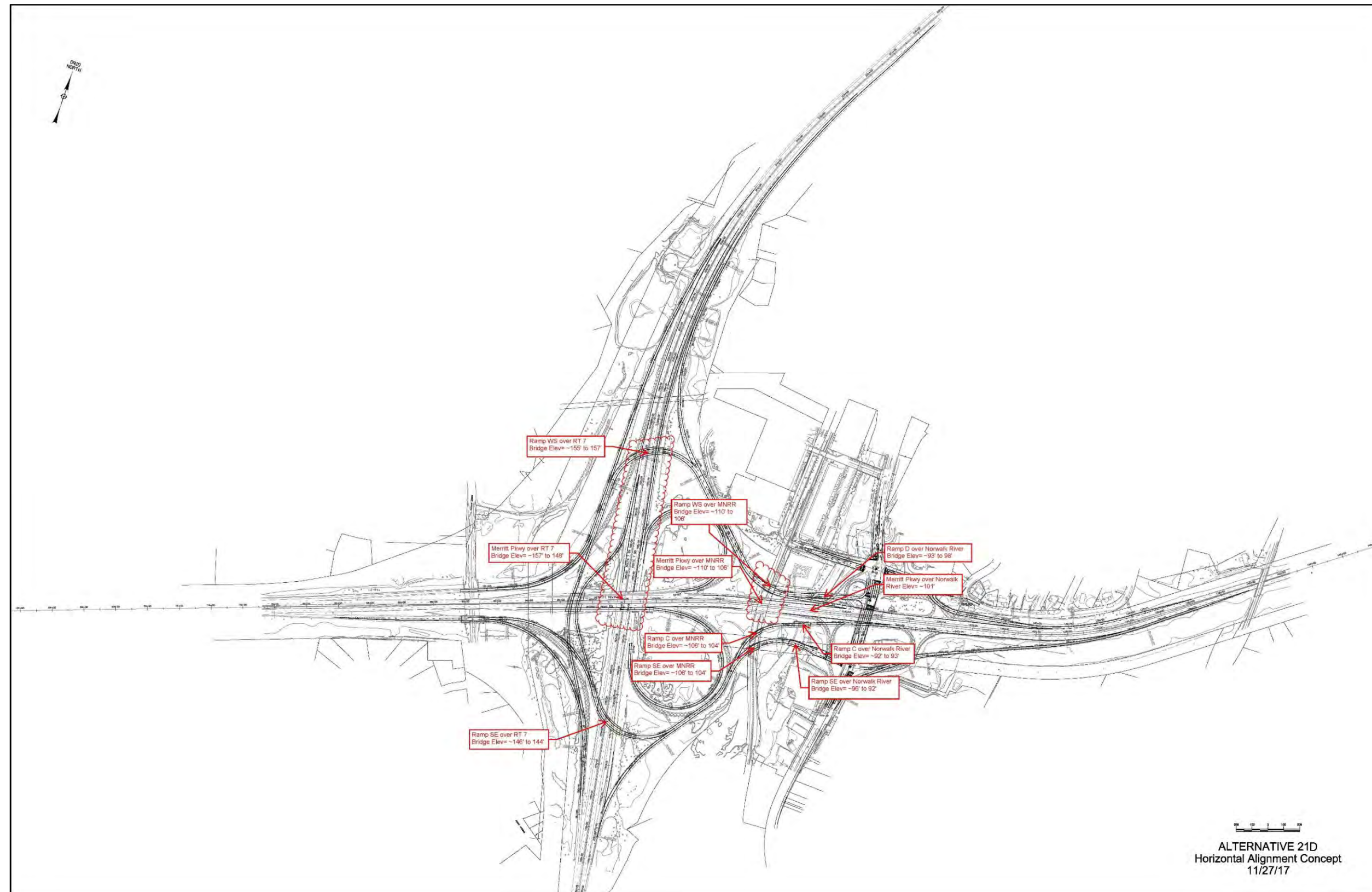


Figure 8: Project conceptual plans depicting elevation of Alternative 21D.

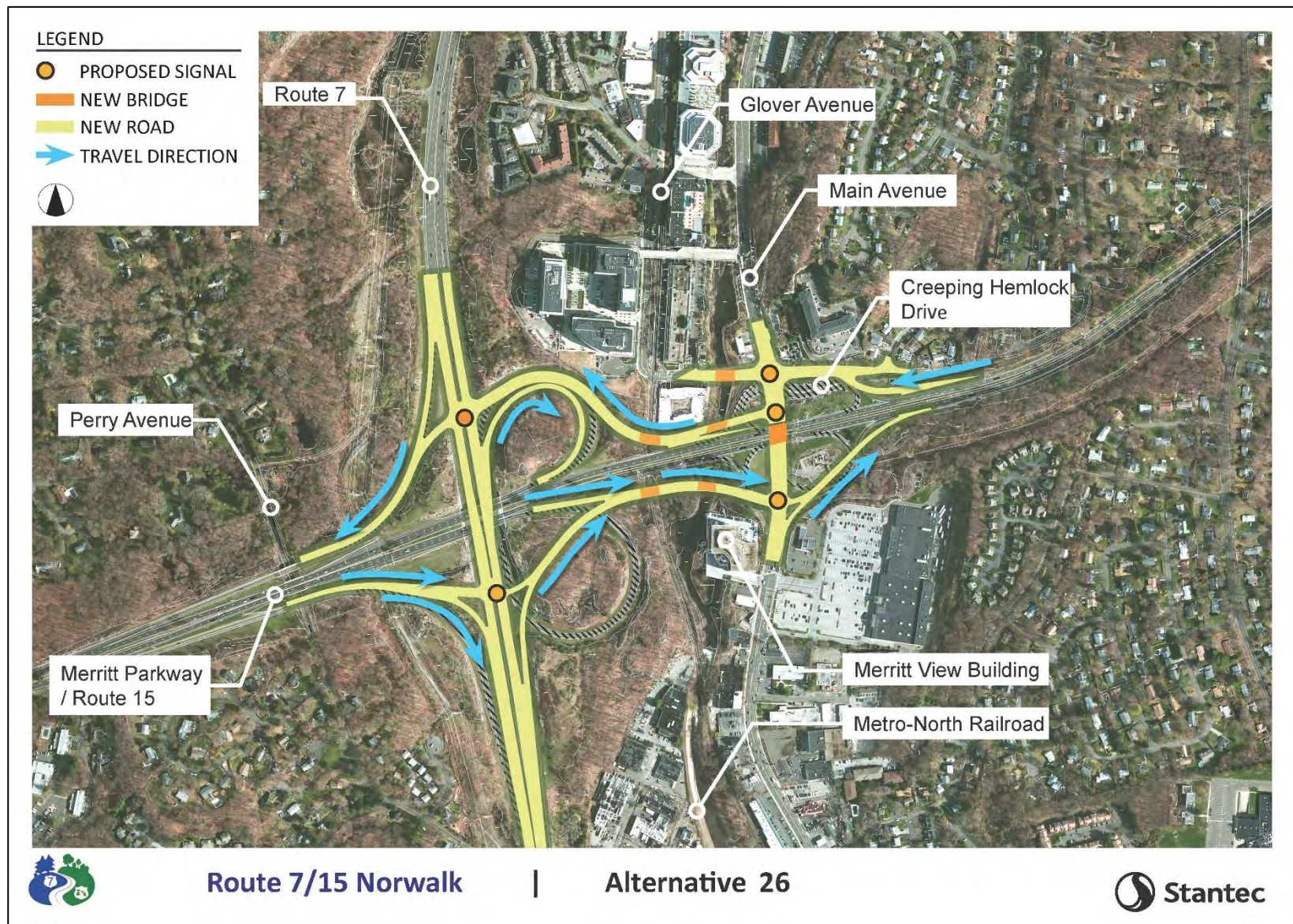


Figure 9: Aerial depiction of Alternative 26.

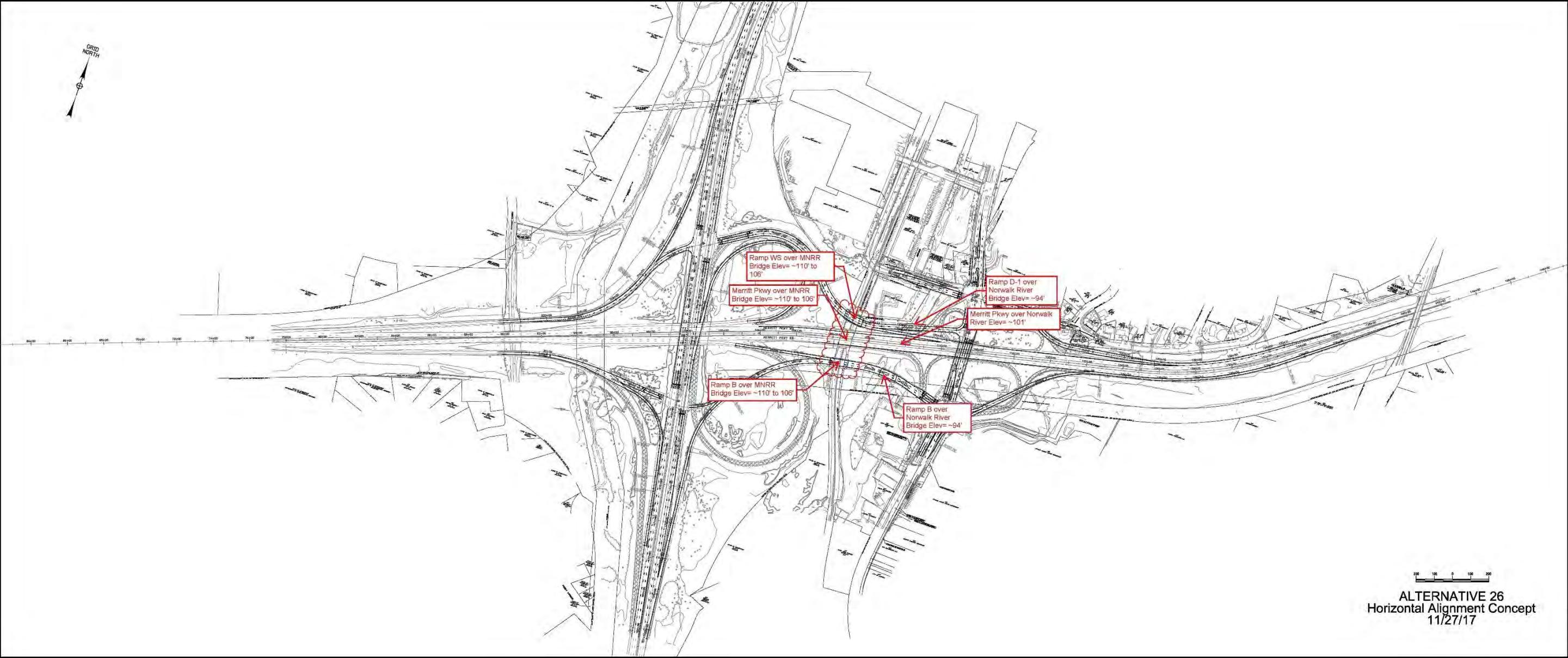


Figure 10: Project conceptual plans depicting elevation of Alternative 26.

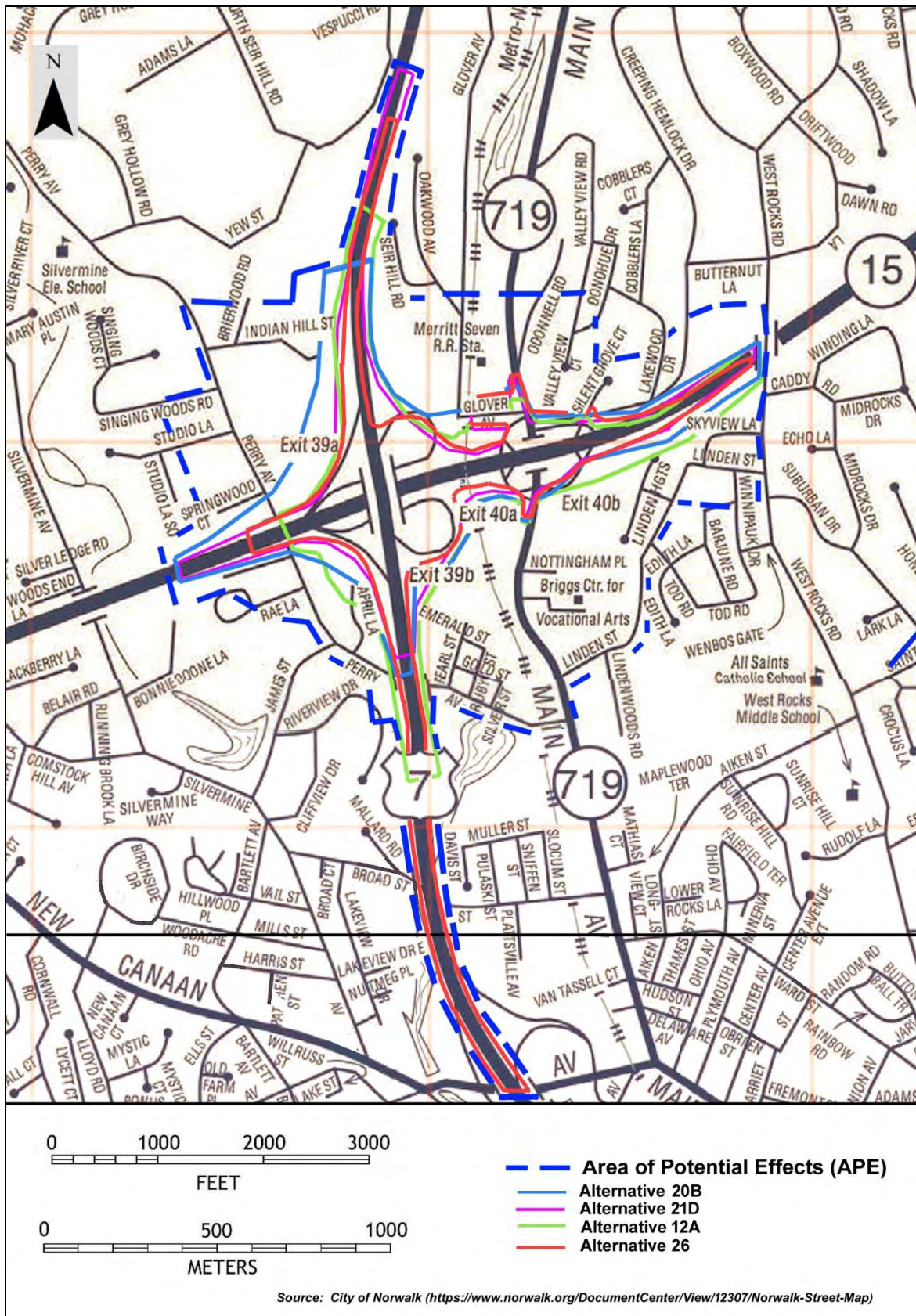


Figure 11: Map of the APE, shown with Norwalk municipal map background.

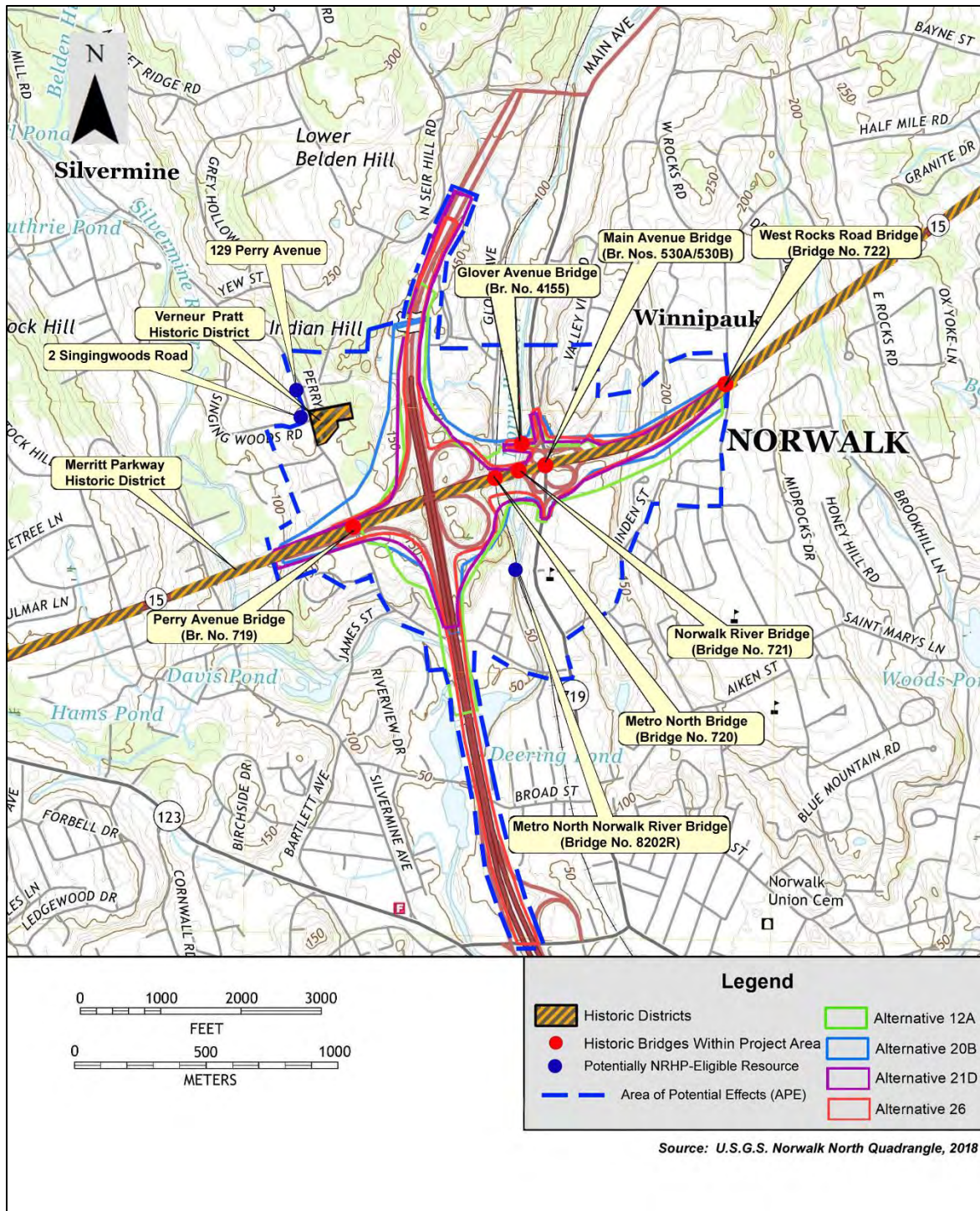




Figure 13: Vicinity of the project as shown on the 1838 Craven Coast Survey Map.

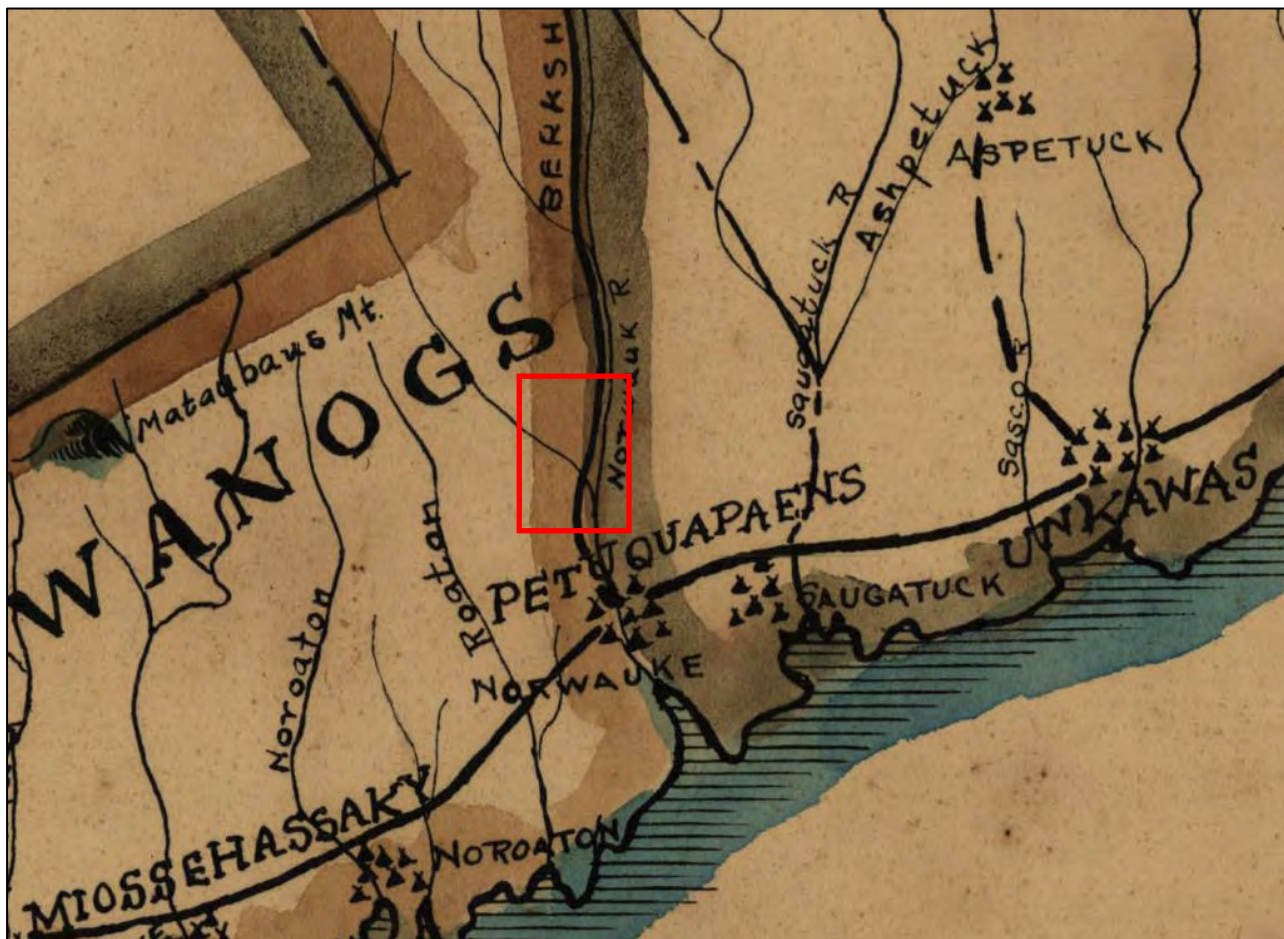


Figure 14: Vicinity of the project as shown on 1930 Griswold and Spiess reconstructed map of Native American trails, villages, and sachemdoms, circa 1625 Connecticut.

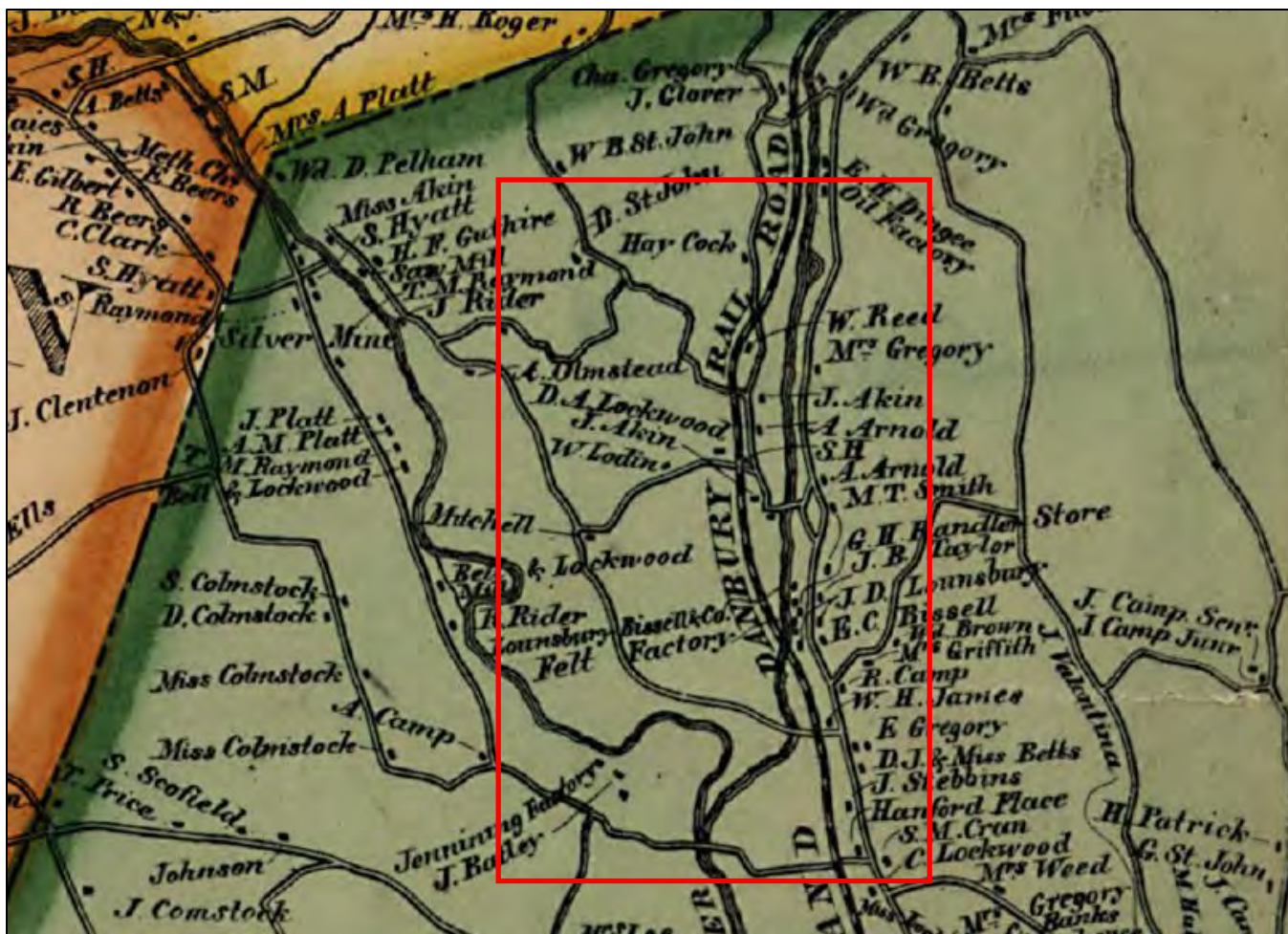


Figure 15: Vicinity of the project as shown on the 1856 Chase et al. Fairfield County wall map.

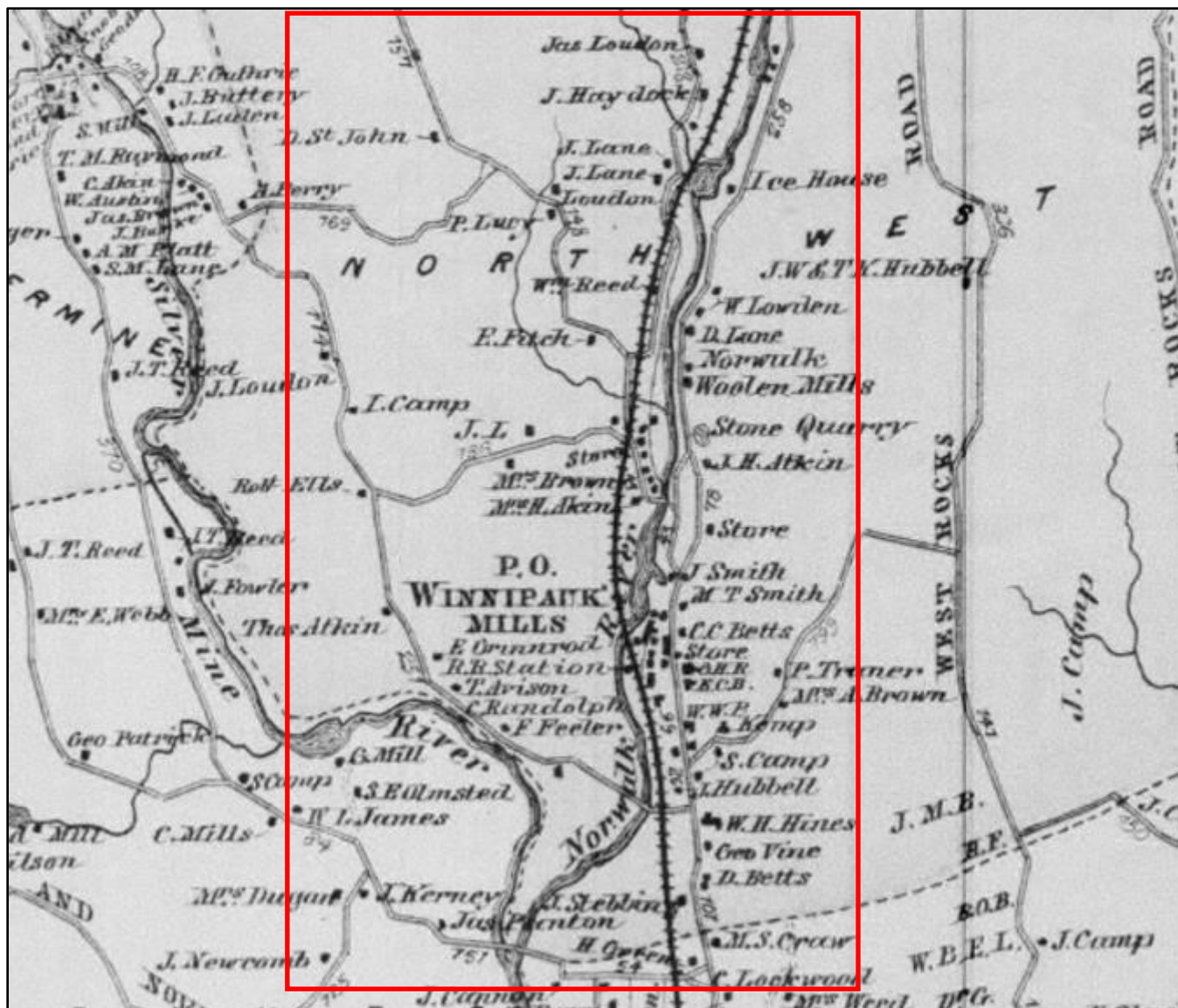


Figure 16: Vicinity of the project as shown on the 1867 Beers Fairfield County atlas map.

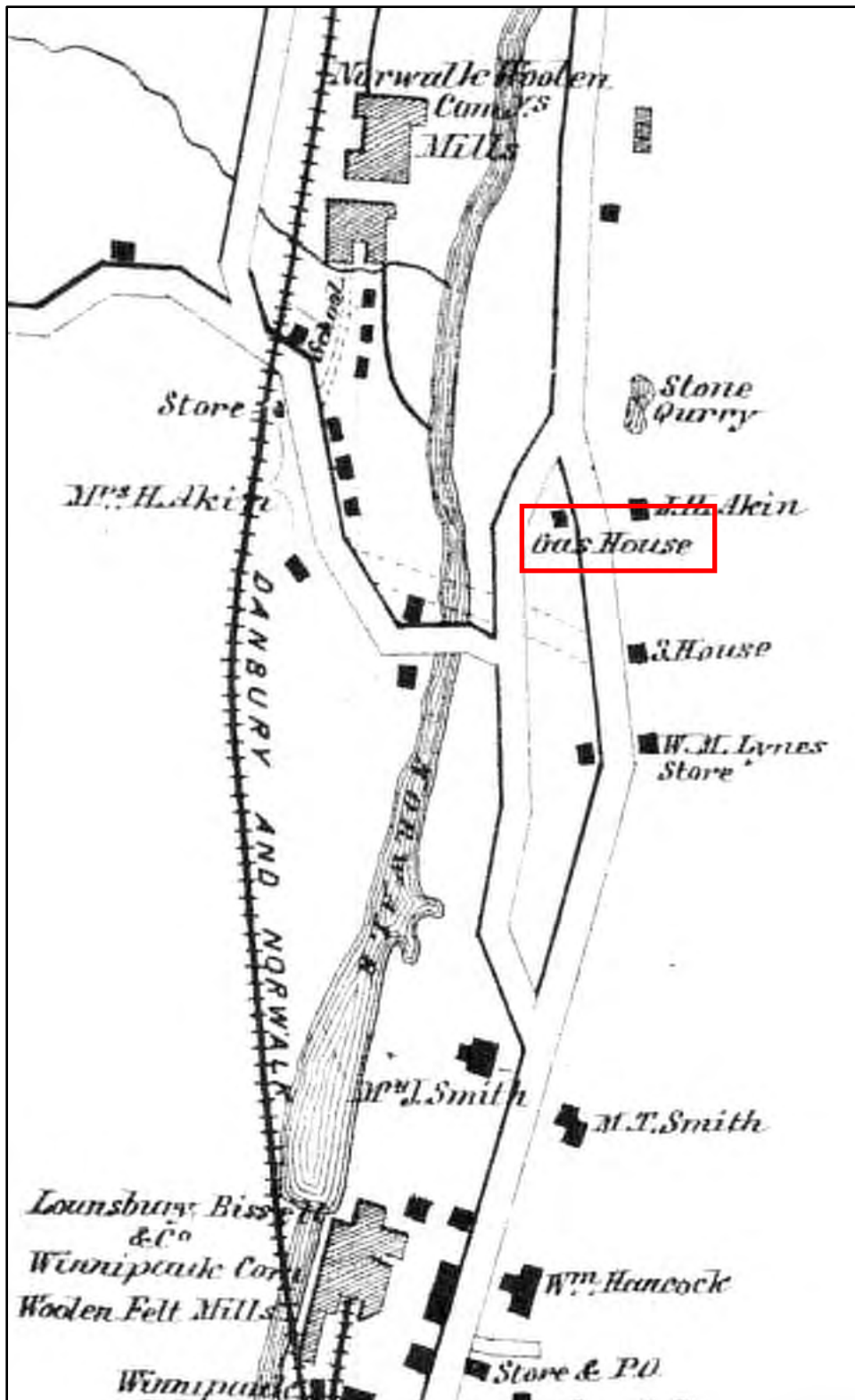


Figure 17: Vicinity of the project as shown on the 1867 Beers Fairfield County Winnipauk inset.

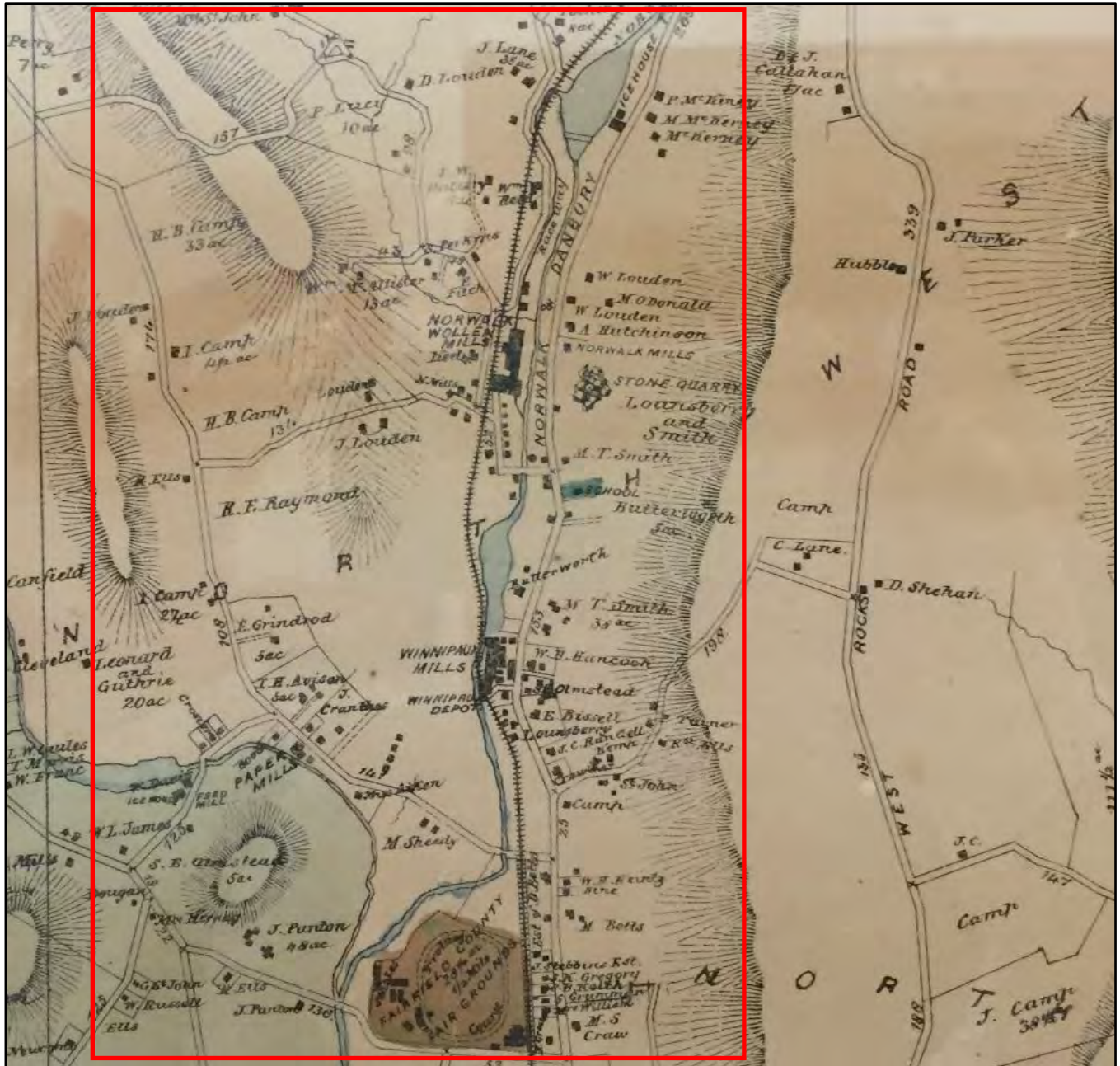


Figure 18: Vicinity of the project as shown on the 1876 Hyde wall map.

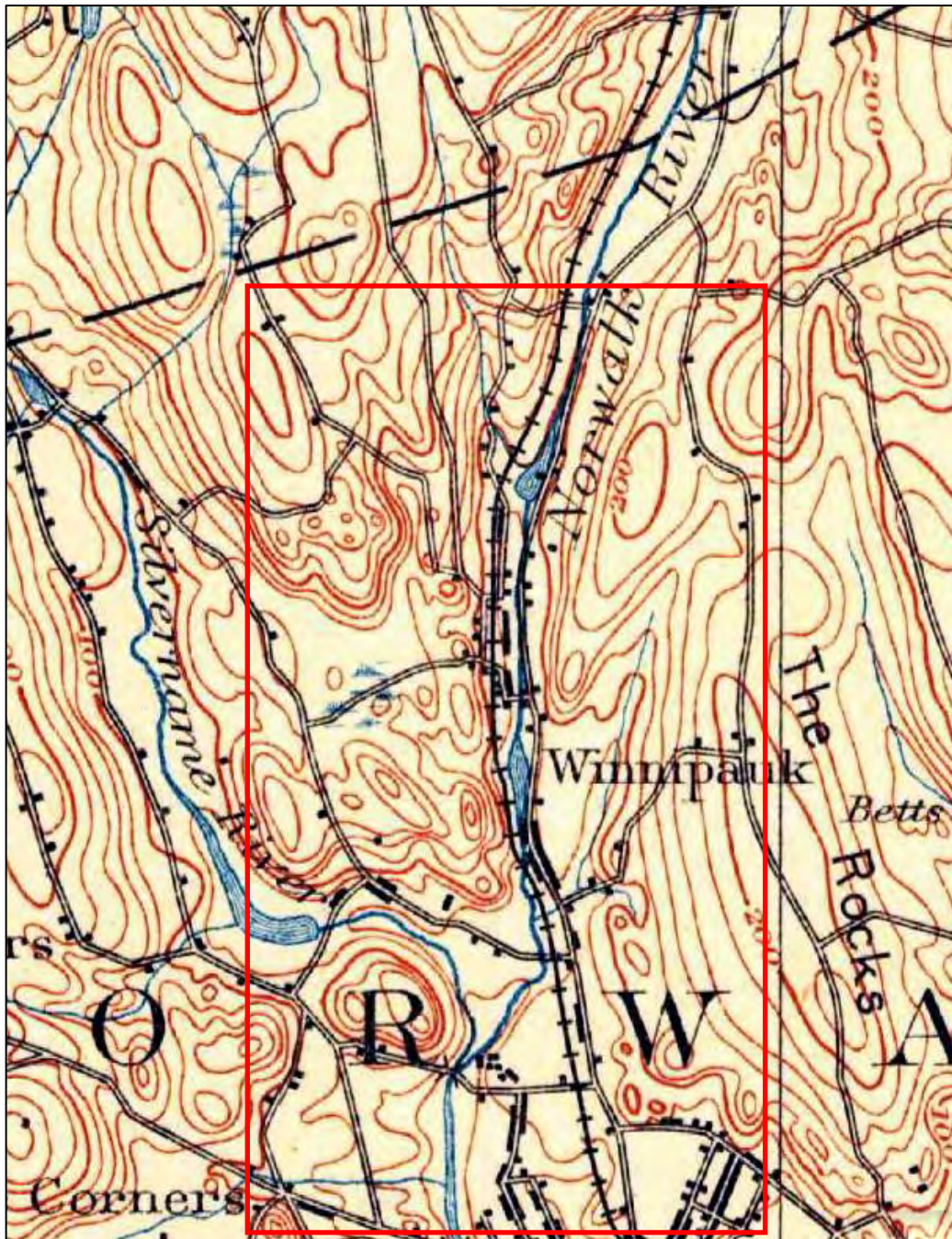


Figure 19: Vicinity of the project as shown on the 1893 USGS topographic map.

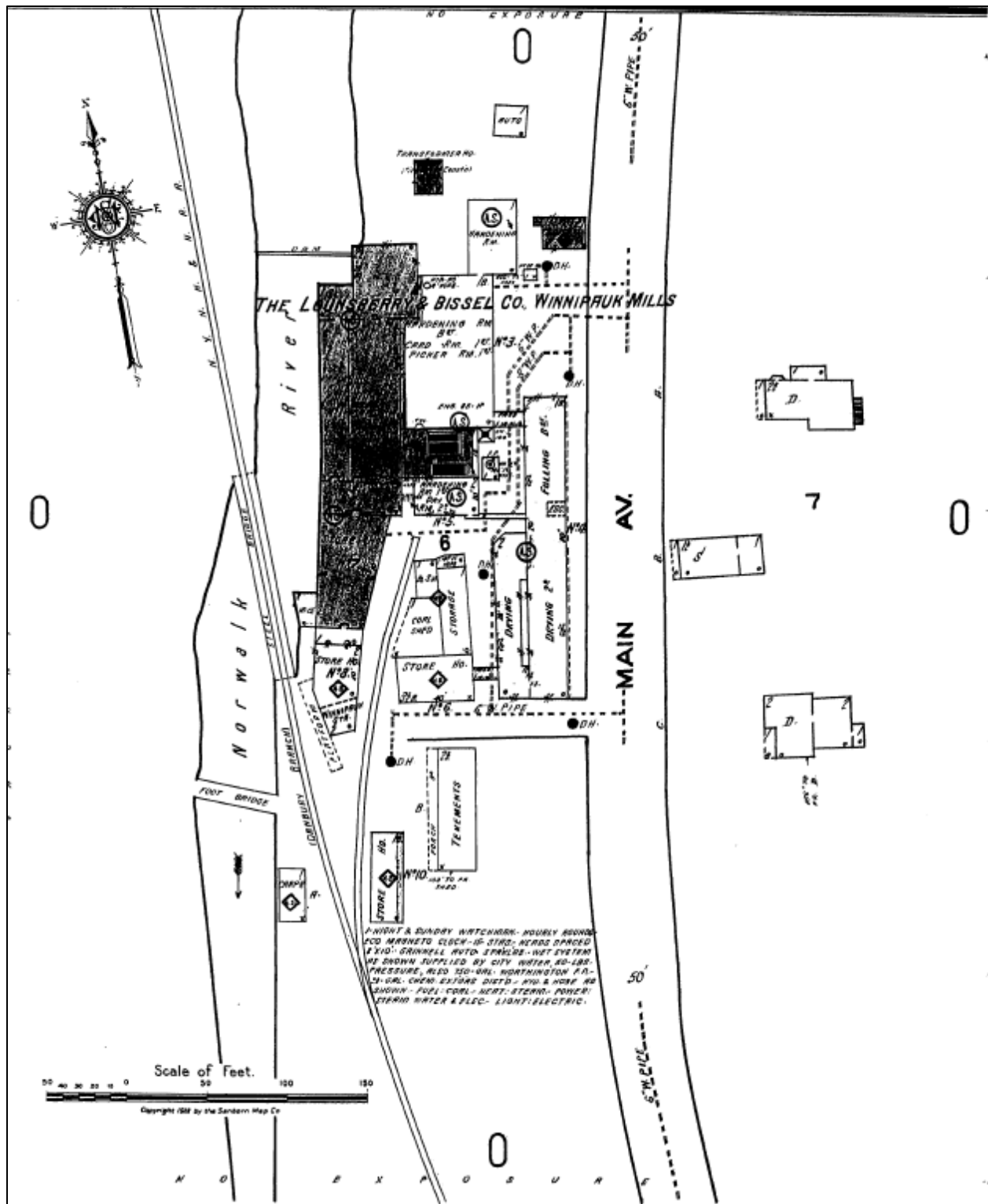


Figure 20: Part of the project area as shown on the 1912 Sanborn insurance map depicting the Lounsberry, Bissell & Company plant (map spelling of company name is incorrect).

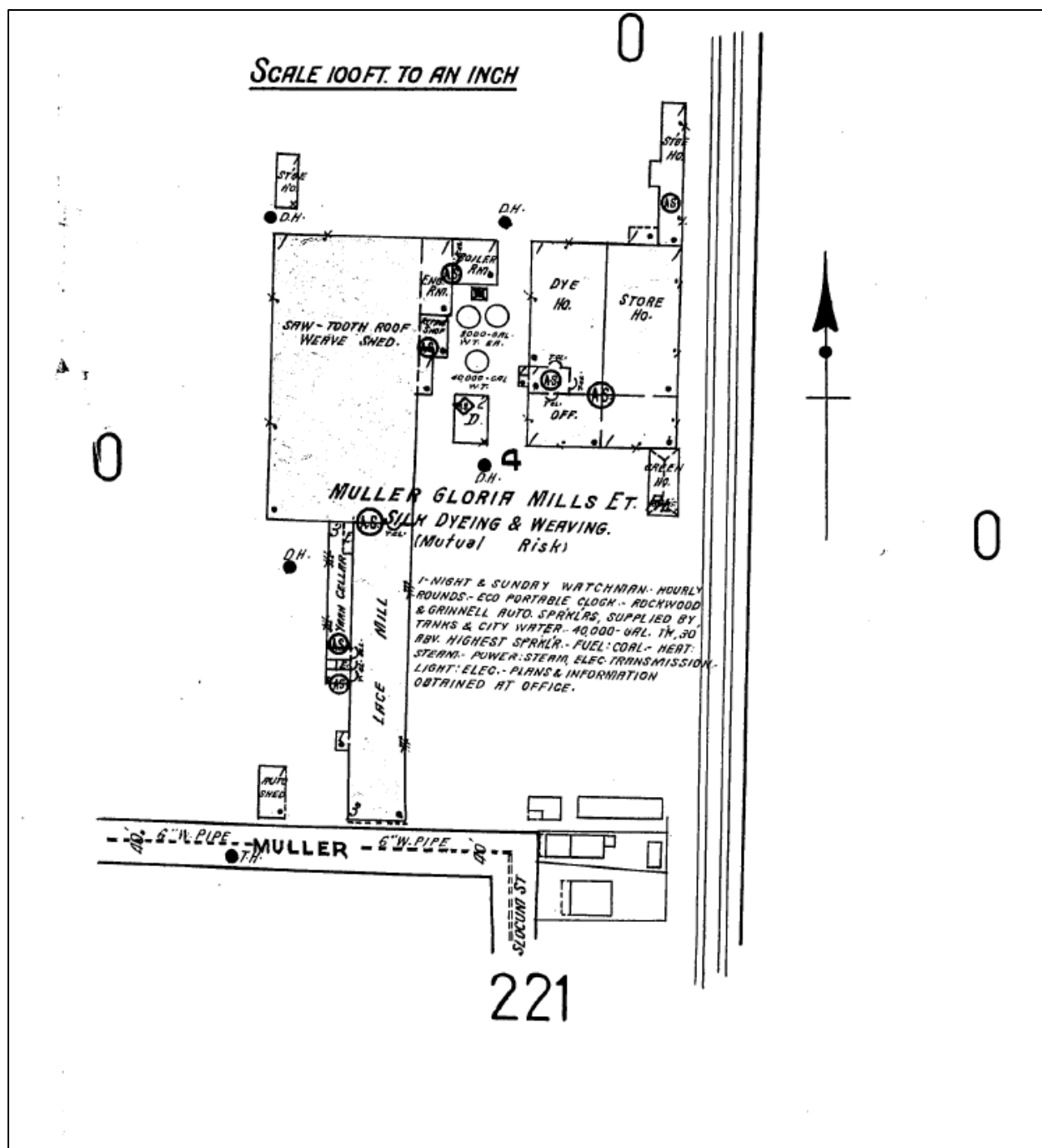


Figure 21: The Muller Gloria Mills as shown on the 1922 Sanborn insurance map.

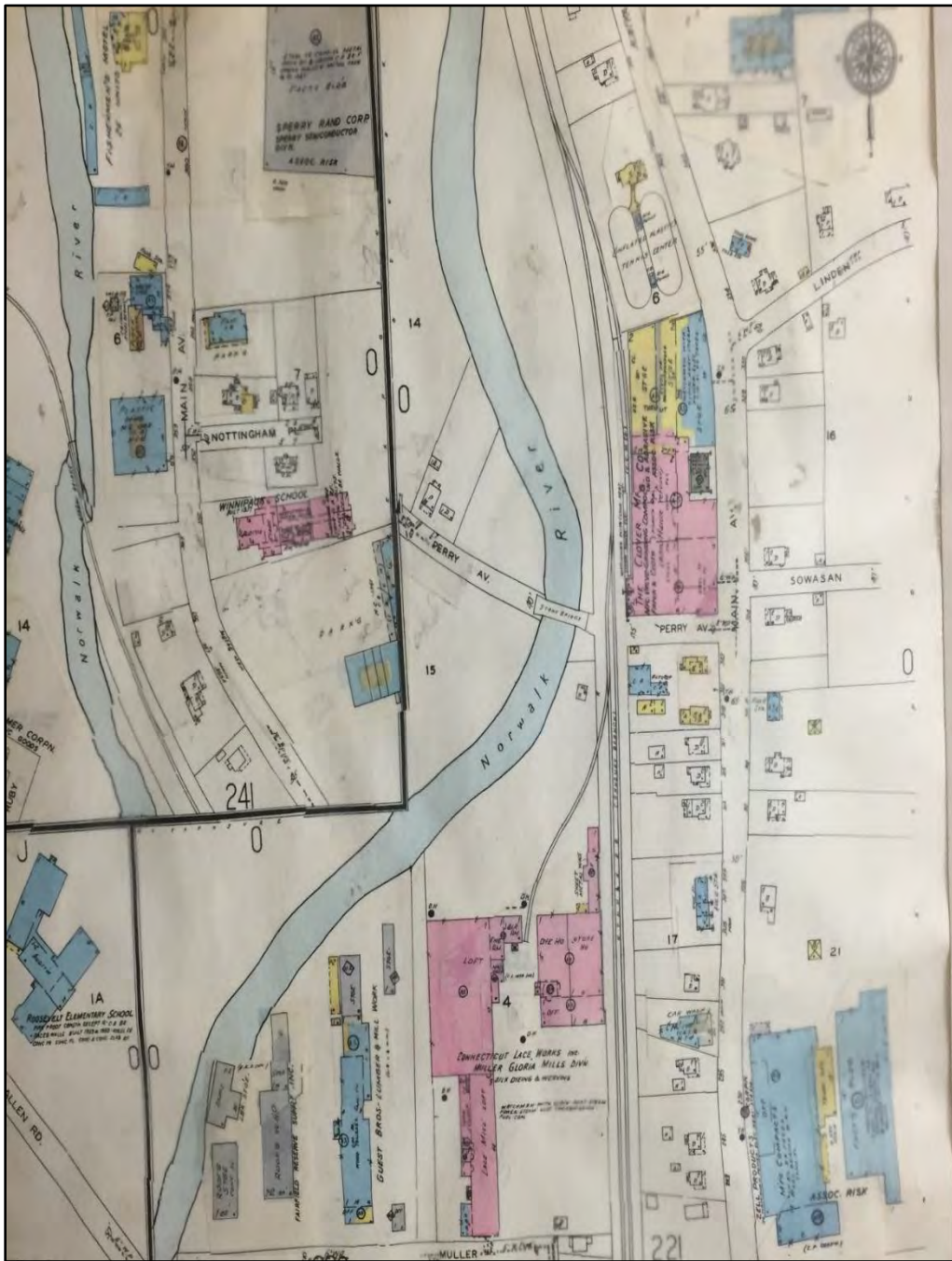


Figure 22: Part of the project area as shown on the 1922 (revised 1950) Sanborn insurance map, depicting industrial concerns in Winnipauk.



Figure 23: Vicinity of the project as shown on the 1931 Dolph & Stewart map, showing development patterns in Winnipauk and Silvermine.

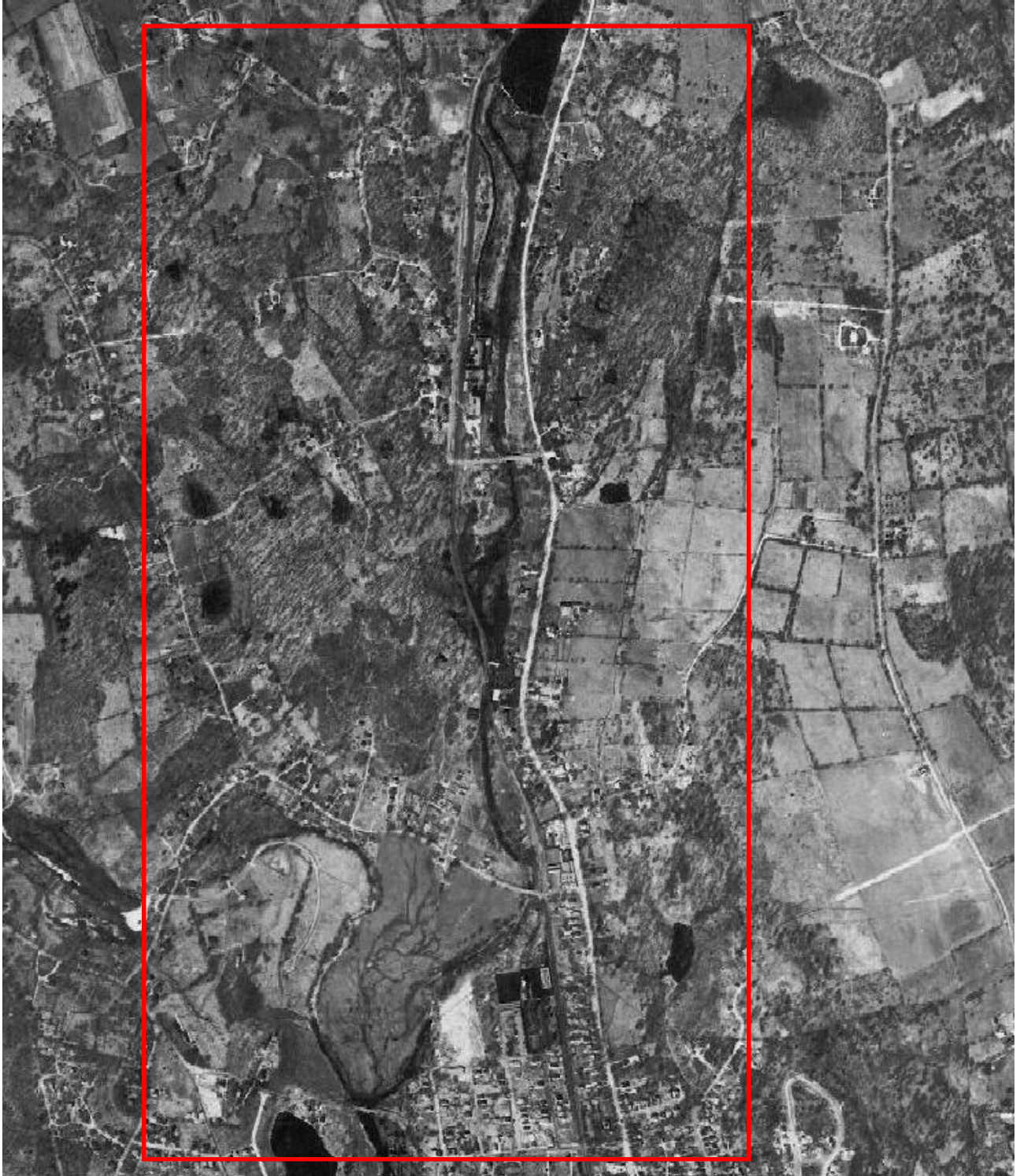


Figure 24: Vicinity of the project as shown on the 1934 Fairchild aerial photograph.

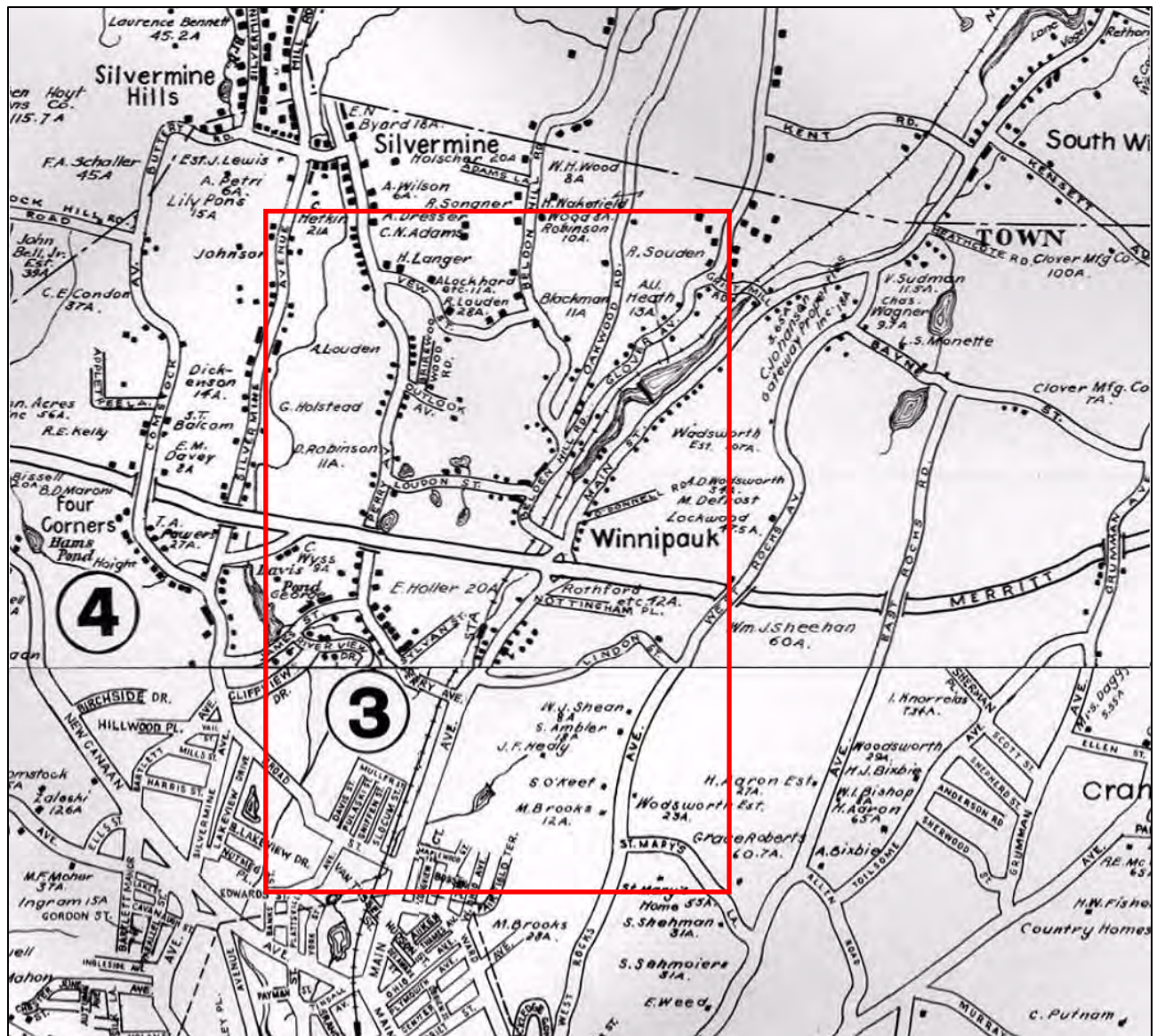
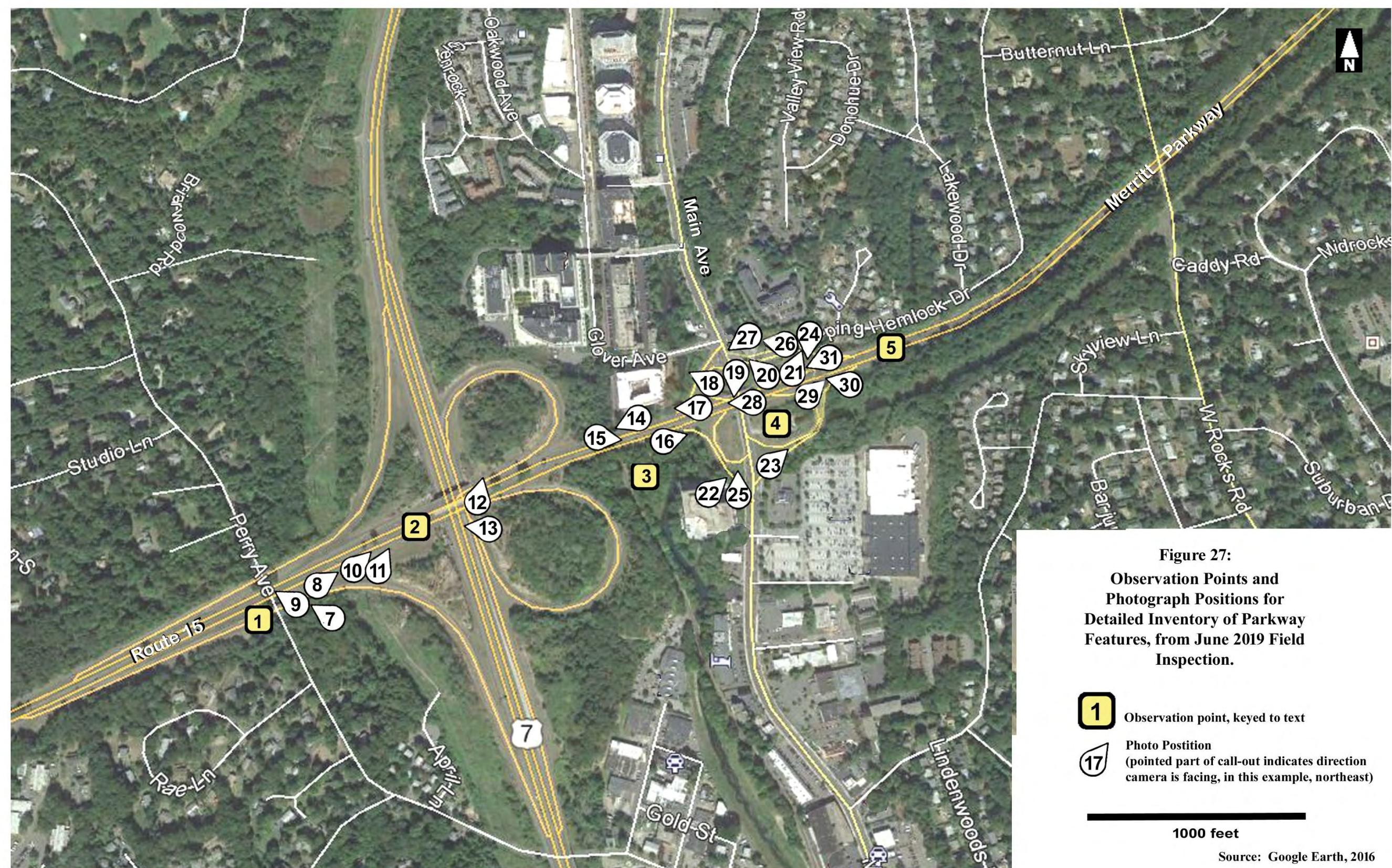


Figure 25: Vicinity of the project as shown on the 1942 Dolph & Stewart map, showing development patterns in Winnipauk and Silvermine.



Figure 26: Vicinity of the project as shown on the 1965 Connecticut Department of Public Works aerial photograph.



APPENDIX B: Historical Images



Image 1: **Undated photograph of the Jennings Slitting Mill in Winnipauk, now the site of the Merritt 7 complex, from Grant (2014).**



Image 2: Ca. 1900 photograph of the Norwalk Woolen Mill building, from Grant (2014).



Image 3: **Undated photograph of the Norwalk Mills railroad crossing, Winnipauk, with a view north along the rail line at the intersection at Norwalk Mills (Leroy Roberts Collection).**



Image 4: Ca. 1900 photograph of Winnipauk mills and the Norwalk River bridge, from Grant (2014).



Image 5: Ca. 1925 brochure map depicting the Silvermine Tavern (Norwalk History Room, Norwalk Library).



Image 6: Ca. 1940 aerial photograph of the Merritt Parkway intersection with Route 7, camera facing west (Connecticut State Library, Merritt Parkway Construction Collection).



Image 7: Ca. 1938 aerial photograph of the intersection of the Merritt Parkway and Main Avenue (Route 7) in Winnipauk, camera facing northwest, from Bepler (1999).



Image 8: Undated postcard of the Admiral Motel and the Jolly Fisherman Restaurant (Norwalk Public Library, Norwalk History Room).

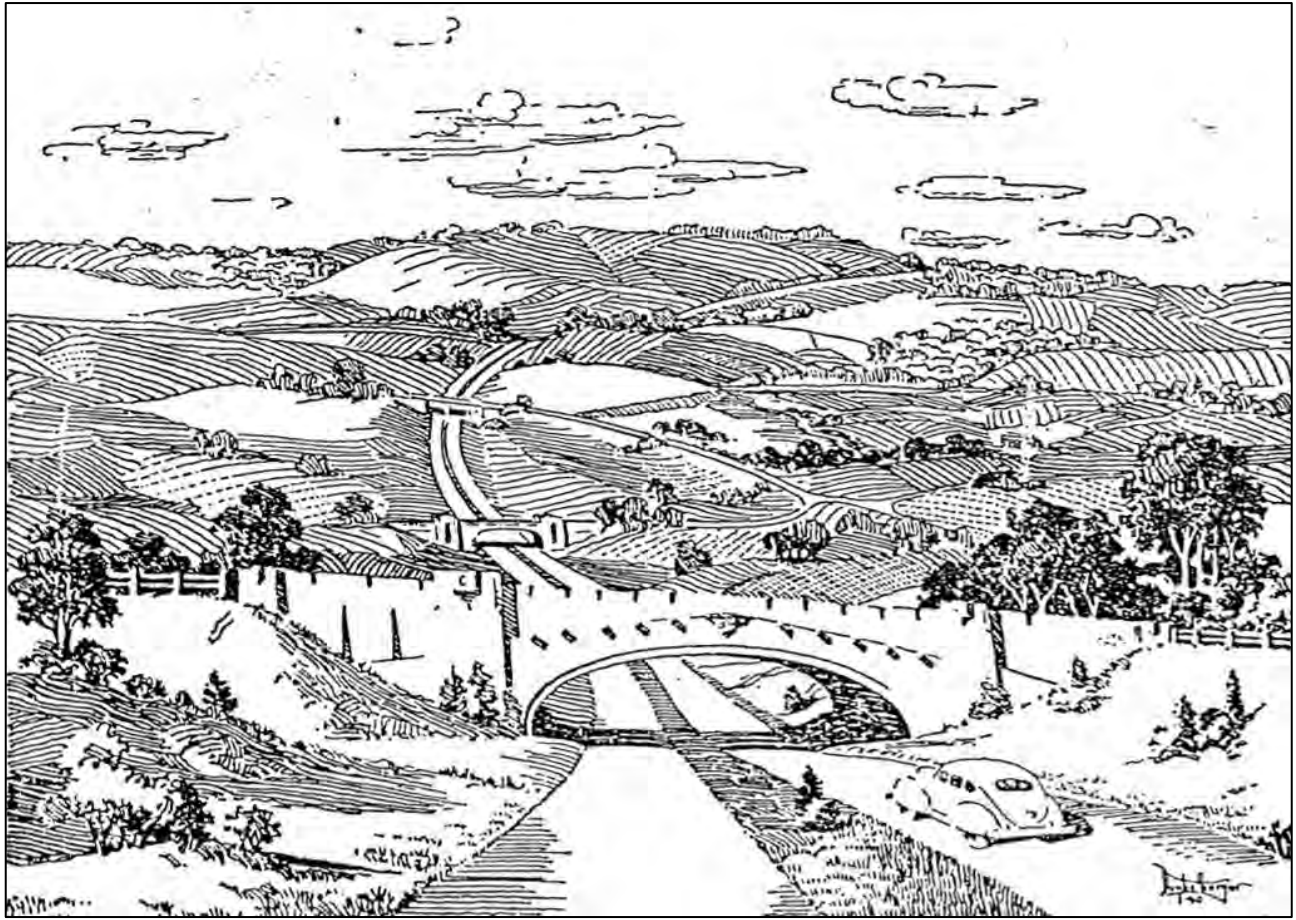


Image 9: George Dunkelberger drawing, 1940, illustrating the concept of the Parkway's aesthetically detailed bridges being set within vistas of open countryside, from Lynn and Wigren (1991).



Image 10: Undated (ca. 1940?) photograph of the Main Avenue cloverleaf, with the Main Avenue Bridge on the left. The Winnipauk School was located on the bluff to the left, from Bepler (1999).



Image 11: 1937 photograph of the Main Avenue Bridge construction (Connecticut State Library, Merritt Parkway Construction Collection).



Image 12: 1937 photograph of the Merritt Parkway, camera facing west toward Main Avenue (Connecticut State Library, Merritt Parkway Construction Collection).



Image 13: 1937 photograph of the construction of the Merritt Parkway bridge over Main Avenue (Connecticut State Library, Merritt Parkway Construction Collection).



Image 14: 1937 photograph of the Merritt Parkway construction, camera facing west toward Main Avenue (Connecticut State Library, Merritt Parkway Construction Collection).

APPENDIX C: Photographs



Photograph 1: **This stone building (363 Main Avenue) is shown on Sanborn insurance maps as the office for the former Winnipauk Mills plant, camera facing west.**



Photograph 2: Merritt Parkway immediately west of Main Avenue Bridge (Bridge Nos. 530A and B), camera facing west towards the Merritt 7 office complex.



Photograph 3: Merritt Parkway Main Avenue Bridge (Bridge Nos. 530A and 530B), camera facing south.



Photograph 4: Merritt Parkway Main Avenue Bridge (Bridge Nos. 530A and 530B) with protective netting, prior to the recent repairs (CTDOT Bridge Inspection photo, December 2014), camera facing south.



Photograph 5: Merritt Parkway as seen from the Perry Avenue Bridge (Bridge No. 719), camera facing east toward the Route 7/15 interchange (Google Street View, September 2019).



Photograph 6: Merritt Parkway immediately east of the Main Avenue Bridge (Bridge Nos. 530A and 530B), camera facing east.



Photograph 7: Western end of APE, vicinity of Perry Avenue undergrade bridge, camera facing northwest. Northbound travel lane in foreground, guiderail, southbound travel lane, north parapet of Perry Avenue Bridge, and Route 7 Southbound-to-Parkway Southbound ramp.



Photograph 8: Western end of APE, east of Perry Avenue undergrade bridge, camera facing northeast. The Parkway-to-Route 7 Southbound ramp is at the right. In the distance are the signs for upcoming exits.



Photograph 9: Parapets of Perry Avenue undergrade bridge, camera facing northwest.



Photograph 10: Character of the Parkway between the Perry Avenue and Route 7 crossings, camera facing northeast.



Photograph 11: Character of the Parkway approaching the Route 7 Northbound exit, camera facing northeast. The median widens out enough for some large trees and grassy areas. The paved shoulder widens at this point for a short exit lane. The grassy knoll in the background is part of the outcropping where the Route 7 Southbound ramp enters the Parkway's southbound travel lanes.



Photograph 12: The rock outcropping where the Route 7 Southbound on-ramp merges with the Parkway's southbound travel lanes, camera facing north.



Photograph 13: Character of the Parkway west of the Route 7 crossing, camera facing west.



Photograph 14: The character of the Parkway between the ramps for Route 7 and the ramps for Main Avenue, camera facing southwest. The concrete parapet surmounted by metal screening on the right marks the location of the Metro-North bridge.



Photograph 15: The character of the Parkway between the ramps for Route 7 and the ramps for Main Avenue, camera facing east.



Photograph 16: Reproduction rustic sign and directional reflectors for the Main Avenue exit from the Parkway's northbound lanes, camera facing east.



Photograph 17: Modern apartment building on Glover Avenue as seen from the Parkway's southbound side, camera facing west.



Photograph 18: Modern office development on Glover Avenue, as seen from the Main Avenue off-ramp, camera facing northwest.



Photograph 19: Modern office development on the west side of Main Avenue, south of the Parkway, camera facing south.



Photograph 20: On-ramp and off-ramp in the northeast quadrant of the interchange of the Parkway and Main Avenue, camera facing northwest, showing paved median, modern guiderail, and overgrown vegetation.



Photograph 21: Rock cut where the on-ramp and off-ramp in the northeast quadrant join Creeping Hemlock Drive, camera facing northeast.



Photograph 22: Overview of the southeast quadrant, camera facing northeast, showing overgrown inner circle (with construction staging area) and east edge, post-and-cable and modern metal guiderail, and power transmission line.



Photograph 23: Midpoint of the southeast quadrant, camera facing northeast.



Photograph 24: Portion of the triangle between ramps and the Parkway in the southeast quadrant, camera facing south.



Photograph 25: Overview of the on-ramp in the southwest quadrant, camera facing north, south elevation of the Main Avenue Bridge at right.



Photograph 26: Overview of the Main Avenue end of the on-ramp and off-ramp in the northwest quadrant, camera facing west.



Photograph 27: Detail of the plantings in the area in the northwest quadrant bordered by the Parkway, Main Avenue, and the off-ramp, camera facing west.



Photograph 28: The grassy triangle at the Parkway end of the ramps in the northwest quadrant, camera facing southwest.



Photograph 29: Parkway north of the Main Avenue interchange, camera facing northeast.



Photograph 30: Parkway north of the Main Avenue interchange, camera facing west.



Photograph 31: Detail of the latest timber-on-metal guiderail, joining up with the parapets of the Main Avenue Bridge, camera facing southwest.



Photograph 32: Merritt Parkway Perry Avenue Bridge (Bridge No. 719), camera facing north.



Photograph 33: Merritt Parkway Metro-North Railroad Bridge (Bridge No. 720), camera facing south.



Photograph 34: **Merritt Parkway Norwalk River Bridge (Bridge No. 721), camera facing south.**



Photograph 35: Northbound exit ramp to Main Avenue, showing the lack of visibility of the Norwalk River Bridge, camera facing north.



Photograph 36: Main Avenue and Merritt Parkway Main Avenue Bridge (Bridge Nos. 530A and 530B), camera facing north.



Photograph 37: **West Rocks Road Bridge (Bridge No. 722), east elevation, camera facing west (CTDOT photograph, 2013).**



Photograph 38: **House and barn at 114 and 116 Perry Avenue, the two properties in the Verneur Pratt Historic District, camera facing northeast.**



Photograph 39: **View towards the Merritt Parkway from Perry Avenue in the Verneur Pratt Historic District, camera facing east.**



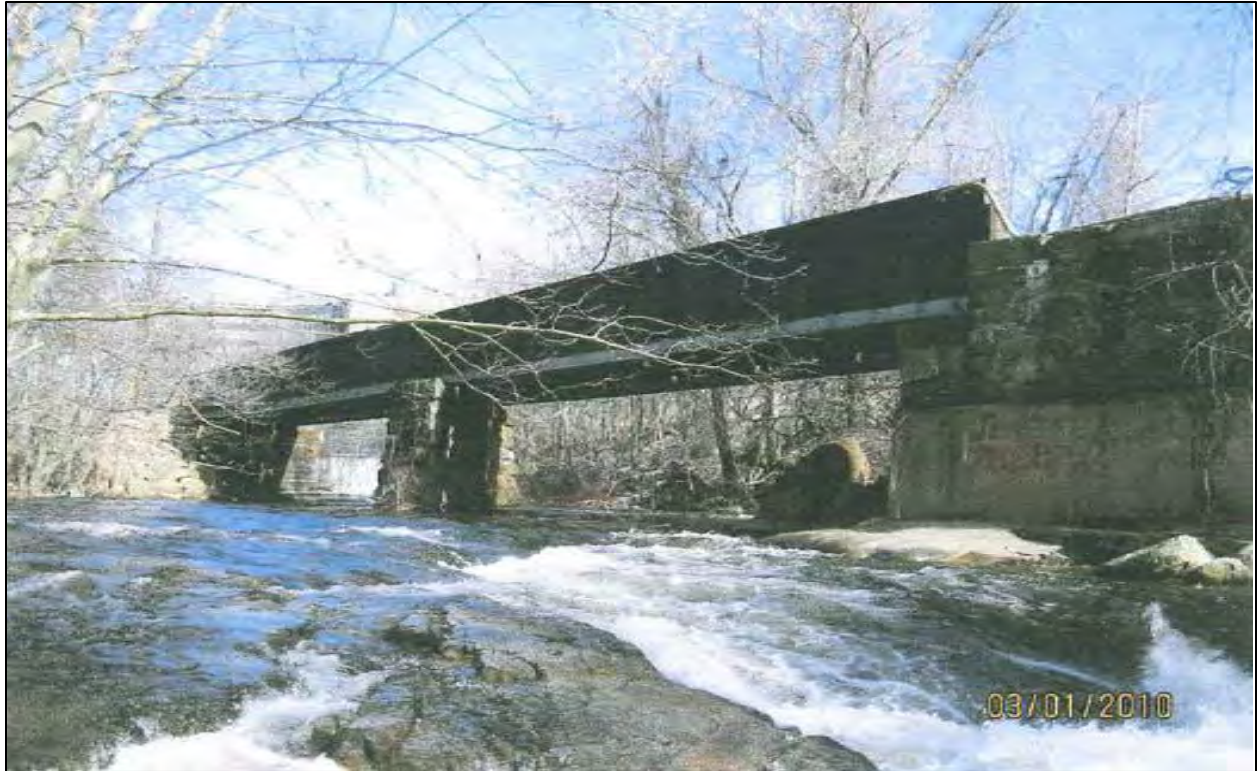
Photograph 40: **Glover Avenue Bridge (Belden Hill Avenue Bridge, Bridge No. 4155),**
camera facing southeast.



Photographs 41a and 41b: House at 2 Singingwoods Road, camera facing north and northwest. The house is currently painted gray; the earlier assessor's photograph (right) is included as vegetation precluded a current view from Perry Avenue.



Photograph 42: House and garage at 129 Perry Avenue, camera facing southwest.



Photograph 43: Metro North Norwalk River Bridge (No. 8202R), camera facing southwest.



Photograph 44: **House at 304 Silvermine Avenue, located in the Silvermine Center Historic District, camera facing north.**



Photograph 45: Perry Avenue Bridge (Bridge No. 4130), camera facing northeast.



Photograph 46: **House at 177 Silvermine Avenue in the Silvermine Avenue Historic District, camera facing west.**

APPENDIX D: Photographic Documentation of Properties with a Year Built of 1973 or Earlier That Are Considered Not Eligible for the National Register of Historic Places

**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 3 APRIL LN

Map/Block/Lot/Unit: 5-42-13-0

Year Built (Assessor): 1965

Description(Assessor): 2-Family Duplex; vinyl siding

Setting: Residential neighborhood of similar houses built in 1965.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 5 APRIL LN

Map/Block/Lot/Unit: 5-42-116-0

Year Built (Assessor): 1965

Description(Assessor): 2-Family Duplex; vinyl siding

Setting: Residential neighborhood of similar houses built in 1965.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 7 APRIL LN

Map/Block/Lot/Unit: 5-42-84-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; vinyl siding

Setting: Residential neighborhood of similar houses built in 1965.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 9 APRIL LN

Map/Block/Lot/Unit: 5-42-51-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; vinyl siding

Setting: Residential neighborhood of similar houses built in 1965.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 11 APRIL LN

Map/Block/Lot/Unit: 5-42-85-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; vinyl siding

Setting: Residential neighborhood of similar houses built in 1965.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 15 APRIL LN

Map/Block/Lot/Unit: 5-42-86-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; vinyl siding

Setting: Residential neighborhood of similar houses built in 1965.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 2 BARJUNE RD

Map/Block/Lot/Unit: 5-21-304-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood of similar houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 1 BRIERWOOD RD

Map/Block/Lot/Unit: 5-40-8-0

Year Built (Assessor): 1911

Description(Assessor): Cape Cod; wood siding

Setting: Wooded neighborhood with houses from several 20th-century periods.

Parcel has two houses: a substantially altered early 20th-century house (right) and a 1946 ranch (below).



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 3 BRIERWOOD RD

Map/Block/Lot/Unit: 5-40-7-0

Year Built (Assessor): 1973

Description(Assessor): Contemporary; wood siding

Setting: Wooded neighborhood with houses from several 20th-century periods.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 4 BRIERWOOD RD

Map/Block/Lot/Unit: 5-40-13-0

Year Built (Assessor): 1971

Description(Assessor): Ranch; wood siding

Setting: Wooded neighborhood with houses from several 20th-century periods.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 1 CADDY RD

Map/Block/Lot/Unit: 5-23-191-0

Year Built (Assessor): 1953

Description(Assessor): Split Level; wood shingle

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 2 CADDY RD

Map/Block/Lot/Unit: 5-23-190-0

Year Built (Assessor): 1954

Description(Assessor): Ranch; wood shingle

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 56 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22B-30-0

Year Built (Assessor): 1950

Description(Assessor): Colonial; vinyl siding

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 57 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22B-62-0

Year Built (Assessor): 1958

Description(Assessor): Cape Cod; vinyl siding

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 59 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22B-63-0

Year Built (Assessor): 1957

Description(Assessor): Cape Cod; vinyl siding

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 60 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22B-31-0

Year Built (Assessor): 1954

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 61 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22B-64-0

Year Built (Assessor): 1955

Description(Assessor): Split Level; wood shingle

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 62 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22B-32-0

Year Built (Assessor): 1963

Description(Assessor): Ranch; wood shingle

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 63 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22B-65-0

Year Built (Assessor): 1956

Description(Assessor): Colonial; vinyl siding

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 65 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22A-35-0

Year Built (Assessor): 1955

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 67 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22A-36-0

Year Built (Assessor): 1955

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 79 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22B-169-0

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; vinyl siding

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 81 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22B-179-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 83 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22B-180-0

Year Built (Assessor): 1964

Description(Assessor): Raised Ranch; wood shingle

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 85 CREEPING HEMLOCK DR

Map/Block/Lot/Unit: 5-22B-194-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Residential neighborhood of houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 23 DONOHUE DR

Map/Block/Lot/Unit: 5-22B-137-0

Year Built (Assessor): 1962

Description(Assessor): Ranch; wood shingle

Setting: A street of similar 1960s houses, mostly the Raised Ranch type.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 25 DONOHUE DR

Map/Block/Lot/Unit: 5-22B-144-0

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; wood shingle

Setting: A street of similar 1960s houses, mostly the Raised Ranch type.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 26 DONOHUE DR

Map/Block/Lot/Unit:

Year Built (Assessor): 1961

Description(Assessor): Raised Ranch; vinyl siding

Setting: A street of similar 1960s houses, mostly the Raised Ranch type.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 27 DONOHUE DR

Map/Block/Lot/Unit: 5-22B-145-0

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; vinyl siding

Setting: A street of similar 1960s houses, mostly the Raised Ranch type.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 28 DONOHUE DR

Map/Block/Lot/Unit:

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: A street of similar 1960s houses, mostly the Raised Ranch type.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 29 DONOHUE DR

Map/Block/Lot/Unit: 5-22B-146-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: A street of similar 1960s houses, mostly the Raised Ranch type.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 30 DONOHUE DR

Map/Block/Lot/Unit:

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; vinyl siding

Setting: A street of similar 1960s houses, mostly the Raised Ranch type.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 31 DONOHUE DR

Map/Block/Lot/Unit: 5-22B-147-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; vinyl siding

Setting: A street of similar 1960s houses, mostly the Raised Ranch type.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

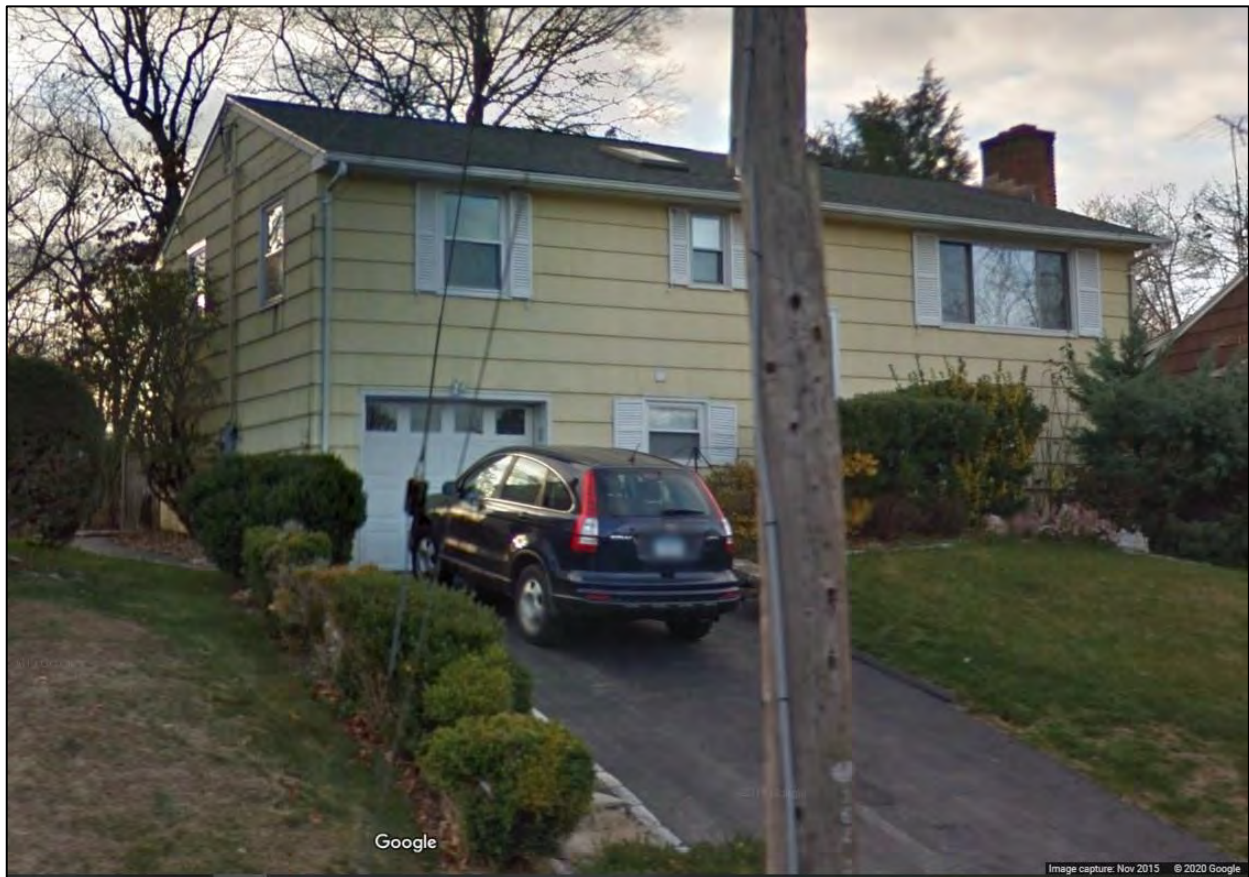
Address: 32 DONOHUE DR

Map/Block/Lot/Unit:

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; wood shingle

Setting: A street of similar 1960s houses, mostly the Raised Ranch type.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 34 DONOHUE DR

Map/Block/Lot/Unit:

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; wood shingle

Setting: A street of similar 1960s houses, mostly the Raised Ranch type.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 38 DONOHUE DR

Map/Block/Lot/Unit: 5-22B-154-0

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; clapboard

Setting: A street of similar 1960s houses, mostly the Raised Ranch type.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 1 EMERALD ST

Map/Block/Lot/Unit: 5-42-55-0

Year Built (Assessor): 1952

Description(Assessor): Light Indust; stucco

Setting: Mixed-use area, predominantly light industrial.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 17 GOLD ST

Map/Block/Lot/Unit: 5-42-38A-0

Year Built (Assessor): 1948

Description(Assessor): Service Shop; concrete/stucco

Setting: Mixed-use area, predominantly light industrial.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 20 GOLD ST

Map/Block/Lot/Unit: 5-42-39-0

Year Built (Assessor): 1945

Description(Assessor): Bungalow; asbestos siding

Setting: Mixed-use area, predominantly light industrial.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 2 INDIAN HILL ST

Map/Block/Lot/Unit: 5-40-68-0

Year Built (Assessor): 1960

Description(Assessor): Ranch; wood shingle

Setting: Wooded neighborhood with houses from several 20th-century periods.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 3 INDIAN HILL ST

Map/Block/Lot/Unit: 5-40-12-0

Year Built (Assessor): 1920

Description(Assessor): Conventional; wood shingle

Setting: Wooded neighborhood with houses from several 20th-century periods.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 4 INDIAN HILL ST

Map/Block/Lot/Unit: 5-40-10-0

Year Built (Assessor): 1960

Description(Assessor): Colonial; clapboard

Setting: Wooded neighborhood with houses from several 20th-century periods.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 5 INDIAN HILL ST

Map/Block/Lot/Unit: 5-40-11-0

Year Built (Assessor): 1972

Description(Assessor): Ranch; wood siding

Setting: Wooded neighborhood with houses from several 20th-century periods.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 1 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22A-42-0

Year Built (Assessor): 1960

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 2 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22A-37-0

Year Built (Assessor): 1955

Description(Assessor): Ranch; wood shingle

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 3 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22A-41-0

Year Built (Assessor): 1962

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



State Project 102-358 /Federal Aid Project 0015(133)



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 5 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22A-40-0

Year Built (Assessor): 1955

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 7 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22B-74-0

Year Built (Assessor): 1956

Description(Assessor): Cape Cod; vinyl siding

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 8 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22B-66-0

Year Built (Assessor): 1955

Description(Assessor): Ranch; wood shingle, brick veneer

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 9 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22B-73-0

Year Built (Assessor): 1960

Description(Assessor): Ranch; wood shingle

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 10 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22B-67-0

Year Built (Assessor): 1955

Description(Assessor): Ranch; wood shingle

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 12 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22B-68-0

Year Built (Assessor): 1958

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 14 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22B-69-0

Year Built (Assessor): 1958

Description(Assessor): Raised Ranch; wood shingle

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 15 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22B-71-0

Year Built (Assessor): 1965

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 17 LAKEWOOD DR

Map/Block/Lot/Unit: 5-22B-142-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; wood shingle

Setting: Residential neighborhood with mostly Ranch and Raised Ranch-type houses from the 1950s and 1960s.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 1 LINDEN ST

Map/Block/Lot/Unit: 5-22A-15-A/8

Year Built (Assessor): 1972

Description(Assessor): Condominiums; brick

Setting: In between Main Avenue commercial area and Linden Street residential area.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 2 LINDEN ST

Map/Block/Lot/Unit: 5-21-142-0

Year Built (Assessor): 1940

Description(Assessor): Cape Cod; wood shingle

Setting: At the transition between the Linden Street residential area and the Main Avenue commercial area.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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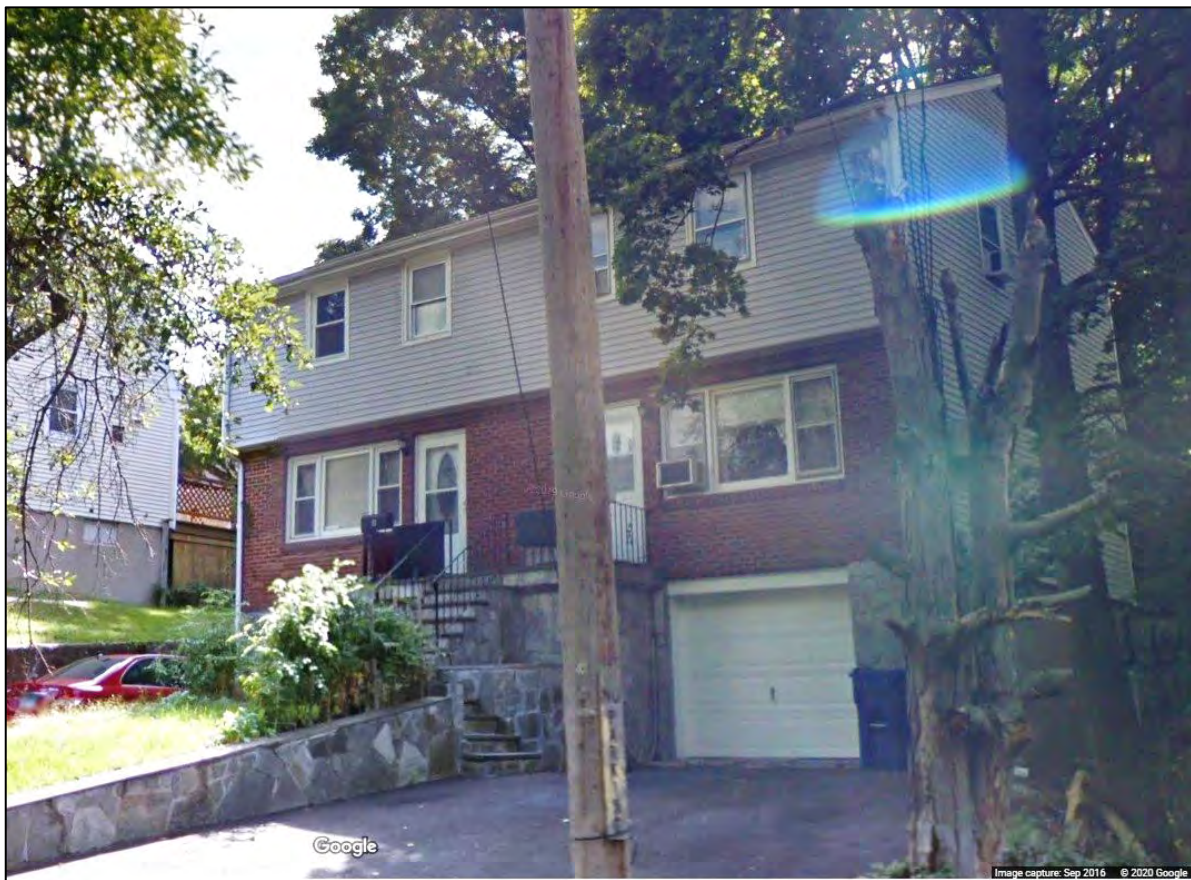
Address: 4 LINDEN ST

Map/Block/Lot/Unit: 5-21-352-0

Year Built (Assessor): 1967

Description(Assessor): Family Duplex; vinyl siding

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 5 LINDEN ST

Map/Block/Lot/Unit: 5-22A-14-0

Year Built (Assessor): 1950

Description(Assessor): Colonial; vinyl siding

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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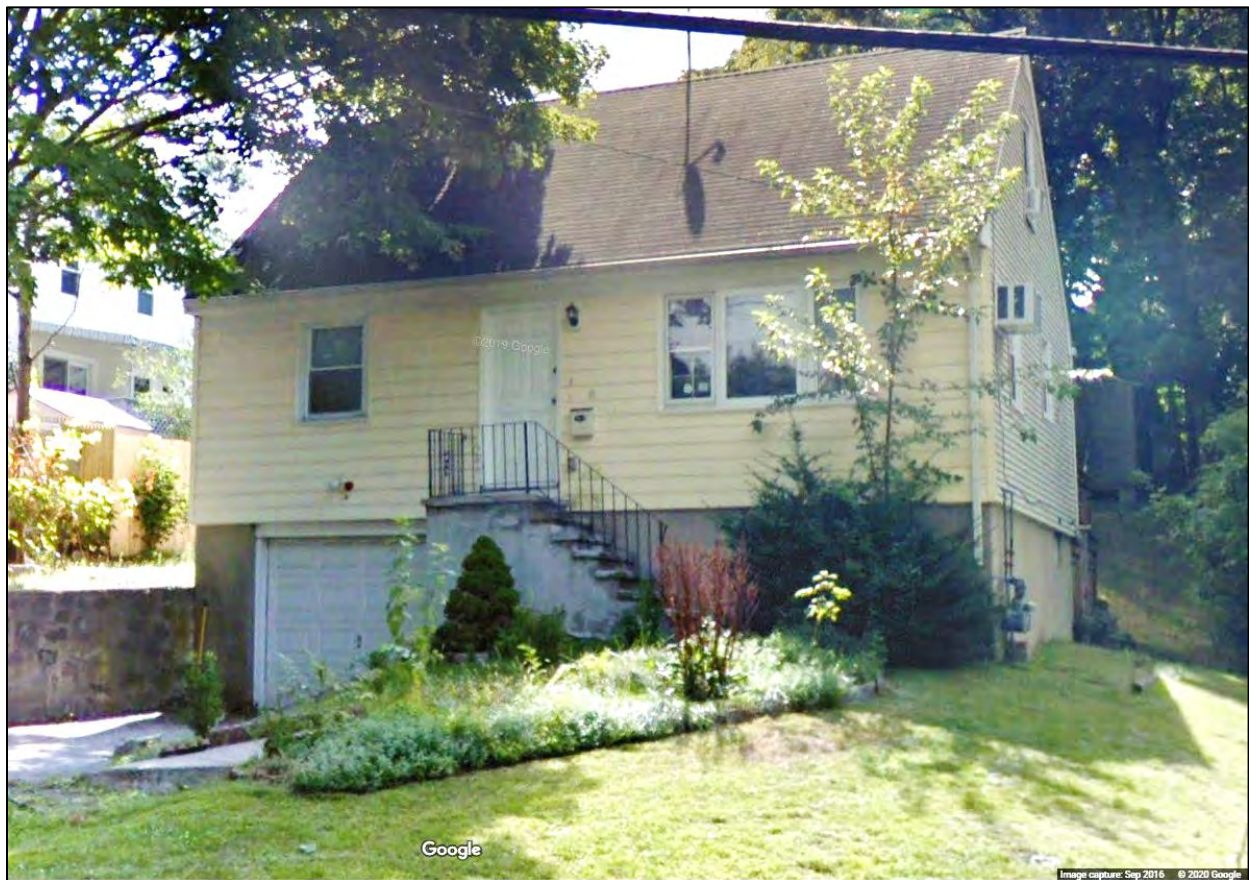
Address: 8 LINDEN ST

Map/Block/Lot/Unit: 5-21-351-0

Year Built (Assessor): 1964

Description(Assessor): Cape Cod; vinyl siding

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 9 LINDEN ST

Map/Block/Lot/Unit: 5-22A-17-0

Year Built (Assessor): 1920

Description(Assessor): Cape Cod; aluminum siding

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 10 LINDEN ST

Map/Block/Lot/Unit: 5-21-121-0

Year Built (Assessor): 1920

Description(Assessor): Conventional; asbestos shingle

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



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Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 11 LINDEN ST

Map/Block/Lot/Unit: 5-22A-13-0

Year Built (Assessor): 1965

Description(Assessor): Cape Cod; vinyl siding

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 13 LINDEN ST

Map/Block/Lot/Unit: 5-22A-46-0

Year Built (Assessor): 1971

Description(Assessor): High Ranch; wood shingle

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 15 LINDEN ST

Map/Block/Lot/Unit: 5-22A-45-0

Year Built (Assessor): 1971

Description(Assessor): Raised Ranch; wood shingle

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



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Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 17 LINDEN ST

Map/Block/Lot/Unit: 5-22A-44-0

Year Built (Assessor): 1970

Description(Assessor): Colonial; wood shingle

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 18 LINDEN ST

Map/Block/Lot/Unit: 5-21-384-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; wood shingle

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



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Norwalk, Connecticut**

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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 19 LINDEN ST

Map/Block/Lot/Unit: 5-22A-12-0

Year Built (Assessor): 1917

Description(Assessor): Cape Cod; clapboard

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 20 LINDEN ST

Map/Block/Lot/Unit: 5-21-124-0

Year Built (Assessor): 1925

Description(Assessor): Colonial; vinyl siding

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 24 LINDEN ST

Map/Block/Lot/Unit: 5-21-123-0

Year Built (Assessor): 0

Description(Assessor): Conventional; vinyl siding

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



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Norwalk, Connecticut**

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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 32 LINDEN ST

Map/Block/Lot/Unit: 5-21-348-0

Year Built (Assessor): 1966

Description(Assessor): Raised Ranch; wood shingle

Setting: Residential area of post-World War II houses, interspersed with several ca. 1920 houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 34 LINDEN ST

Map/Block/Lot/Unit: 5-21-273-0

Year Built (Assessor): 1955

Description(Assessor): Ranch; aluminum siding

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 36 LINDEN ST

Map/Block/Lot/Unit: 5-21-272-0

Year Built (Assessor): 1952

Description(Assessor): Ranch; altered with two-story garage addition and vertical wood siding

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 38 LINDEN ST

Map/Block/Lot/Unit: 5-21-271-0

Year Built (Assessor): 1952

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 40 LINDEN ST

Map/Block/Lot/Unit: 5-21-270-0

Year Built (Assessor): 1952

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 42 LINDEN ST

Map/Block/Lot/Unit: 5-21-269-0

Year Built (Assessor): 1952

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 44 LINDEN ST

Map/Block/Lot/Unit: 5-21-268-0

Year Built (Assessor): 1952

Description(Assessor): Ranch; wood shingle

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 46 LINDEN ST

Map/Block/Lot/Unit: 5-21-267-0

Year Built (Assessor): 1952

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 48 LINDEN ST

Map/Block/Lot/Unit: 5-21-266-0

Year Built (Assessor): 1952

Description(Assessor): Ranch; wood shingle

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 50 LINDEN ST

Map/Block/Lot/Unit: 5-21-265-0

Year Built (Assessor): 1952

Description(Assessor): Colonial; wood shingle

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 52 LINDEN ST

Map/Block/Lot/Unit: 5-21-264-0

Year Built (Assessor): 1953

Description(Assessor): Colonial; vinyl siding

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 53 LINDEN ST

Map/Block/Lot/Unit: 5-22A-26-0

Year Built (Assessor): 1952

Description(Assessor): Ranch; vinl siding

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 54 LINDEN ST

Map/Block/Lot/Unit: 5-21-263-0

Year Built (Assessor): 1953

Description(Assessor): Colonial; cedar siding

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 56 LINDEN ST

Map/Block/Lot/Unit: 5-21-262-0

Year Built (Assessor): 1952

Description(Assessor): Ranch; vinyl siding/brick veneer

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 58 LINDEN ST

Map/Block/Lot/Unit: 5-21-261-0

Year Built (Assessor): 1952

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 59 LINDEN ST

Map/Block/Lot/Unit: 5-22A-33-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; vinyl siding

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 61 LINDEN ST

Map/Block/Lot/Unit: 5-22A-32-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; wood shingle

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 62 LINDEN ST

Map/Block/Lot/Unit: 5-21-259-0

Year Built (Assessor): 1952

Description(Assessor): Split Level; clapboard

Setting: Residential neighborhood of mostly 1950s Ranch-type houses.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 323 MAIN AVE

Map/Block/Lot/Unit: 5-47-15-0

Year Built (Assessor): 1956

Description(Assessor): Auto Sales/Repair; vinyl siding

Setting: Mostly modern commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 327 MAIN AVE

Map/Block/Lot/Unit: 5-41-1-0

Year Built (Assessor): 1920

Description(Assessor): Retail/Office; brick/brick veneer

Setting: Mostly modern commercial development.

The former Clover Mfg. Co. complex has been developed as a commercial plaza (below). Only one portion, a ca.1940 storage building (right), retains an industrial appearance (the windows are replacements).



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 328 MAIN AVE

Map/Block/Lot/Unit: 5-21-119-0

Year Built (Assessor): 1916

Description(Assessor): Off/Ret/Apt; wood shingle

Setting: Mostly modern commercial development.



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Norwalk, Connecticut**

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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 336 MAIN AVE

Map/Block/Lot/Unit: 5-22A-1-0

Year Built (Assessor): 1971

Description(Assessor): Service Station; brick

Setting: Mostly modern commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 340 MAIN AVE

Map/Block/Lot/Unit: 5-22A-2-0

Year Built (Assessor): 1966

Description(Assessor): Fast Food Rest; brick veneer

Setting: Mostly modern commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 346 MAIN AVE

Map/Block/Lot/Unit: 5-22A-4-0

Year Built (Assessor): 1950

Description(Assessor): Retail/Office; stucco

Setting: Mostly modern commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 347 MAIN AVE

Map/Block/Lot/Unit: 5-41-3-0

Year Built (Assessor): 1969

Description(Assessor): Service Station; brick

Setting: Mostly modern commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 350 MAIN AVE

Map/Block/Lot/Unit: 5-22A-16-0

Year Built (Assessor): 1937

Description(Assessor): Schools-Public; masonry/concrete

Setting: Mostly modern commercial development.



The earliest part of this school was built in 1937 because the original Winnipauk school lot was in the path of the Merritt Parkway. Additional parts of the complex were added in 1973, 1989, and 1992. Currently it is used as a vocational-arts high school (Briggs High School).

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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 362 MAIN AVE

Map/Block/Lot/Unit: 5-22A-43-0

Year Built (Assessor): 1960

Description(Assessor): Retail; stucco

Setting: Mostly modern commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 363 MAIN AVE

Map/Block/Lot/Unit: 5-41-5-0

Year Built (Assessor): 1951

Description(Assessor): Light Indust; masonry/concrete

Setting: Mostly modern commercial development.



This property includes the single surviving remnant of the Winnipauk Mills, the small stone office building, which itself has become embedded within modern additions on three sides.

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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 370 MAIN AVE

Map/Block/Lot/Unit: 5-22A-7A-0

Year Built (Assessor): 1966

Description(Assessor): Restaurant; brick

Setting: Mostly modern commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 371 MAIN AVE

Map/Block/Lot/Unit: 5-41-11-0

Year Built (Assessor): 1952

Description(Assessor): Service Garage; vinyl siding

Setting: Mostly modern commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 394 MAIN AVE

Map/Block/Lot/Unit: 5-22B-1-0

Year Built (Assessor): 1945

Description(Assessor): Retail; concrete

Setting: Mostly modern commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 395 MAIN AVE

Map/Block/Lot/Unit: 5-37-21-0

Year Built (Assessor): 1967

Description(Assessor): Service Station; concrete/brick veneer

Setting: Mostly modern commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 2 O'DONNELL RD

Map/Block/Lot/Unit: 5-22B-3-0

Year Built (Assessor): 1922

Description(Assessor): Conventional; clapboard

Setting: One of two isolated early 20th-century houses in a wooded area surrounded by recent commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 4 O'DONNELL RD

Map/Block/Lot/Unit: 5-22B-4-0

Year Built (Assessor): 1920

Description(Assessor): Cape Cod; clapboard

Setting: One of two isolated early 20th-century houses in a wooded area surrounded by recent commercial development.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 12 PEARL ST

Map/Block/Lot/Unit: 5-42-26-0

Year Built (Assessor): 1920

Description(Assessor): Office/Warehouse; concrete block

Setting: Cluster of altered 20th-century commercial buildings.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 15 PEARL ST

Map/Block/Lot/Unit: 5-42-53-0

Year Built (Assessor): 1953

Description(Assessor): Light Industrial; concrete, brick veneer

Setting: Cluster of altered 20th-century commercial buildings.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 23 PEARL ST

Map/Block/Lot/Unit: 5-42-54-0

Year Built (Assessor): 1953

Description(Assessor): Office/Warehouse; concrete, brick veneer

Setting: Cluster of altered 20th-century commercial buildings.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 26 PEARL ST

Map/Block/Lot/Unit: 5-42-23-0

Year Built (Assessor): 1952

Description(Assessor): Office Bldg; stucco

Setting: Cluster of altered 20th-century commercial buildings.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 99 PERRY AV (SPRINGWOOD COURT)

Map/Block/Lot/Unit: 5-43-36A-0

Year Built (Assessor): 1929

Description(Assessor): Colonial; stone, wood shingle

Setting: Small, isolated cluster of altered 20th-century houses in a wooded area



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 101 PERRY AV (SPRINGWOOD COURT)

Map/Block/Lot/Unit: 5-43-98-0

Year Built (Assessor): 1958

Description(Assessor): Contemporary; clapboard

Setting: Small, isolated cluster of altered 20th-century houses in a wooded area



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 103 PERRY AV (SPRINGWOOD COURT)

Map/Block/Lot/Unit: 5-43-80-0

Year Built (Assessor): 1940

Description(Assessor): Colonial; clapboard

Setting: Small, isolated cluster of altered 20th-century houses in a wooded area



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 60 PERRY AVE

Map/Block/Lot/Unit: 5-42-52-0

Year Built (Assessor): 1925

Description(Assessor): Colonial; vinyl siding siding

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 63 PERRY AVE

Map/Block/Lot/Unit: 5-47-19-0

Year Built (Assessor): 1907

Description(Assessor): Colonial; vinyl siding siding

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 64 PERRY AVE

Map/Block/Lot/Unit: 5-42-115-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; vinyl siding siding

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 66 PERRY AVE

Map/Block/Lot/Unit: 5-42-114-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; vinyl siding

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 71 PERRY AVE

Map/Block/Lot/Unit: 5-47-20-0

Year Built (Assessor): 1885

Description(Assessor): Colonial; clapboard

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 72 PERRY AVE

Map/Block/Lot/Unit: 5-42-87-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; wood shingle

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 74 PERRY AVE

Map/Block/Lot/Unit: 5-42-103-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; wood shingle

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 75 PERRY AVE

Map/Block/Lot/Unit: 5-43-38-0

Year Built (Assessor): 1910

Description(Assessor): Colonial; aluminum

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 76 PERRY AVE

Map/Block/Lot/Unit: 5-42-104-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; wood shingle

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 77 PERRY AVE

Map/Block/Lot/Unit: 5-43-130-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; vinyl siding

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 82 PERRY AVE

Map/Block/Lot/Unit: 5-42-49-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; vinyl siding

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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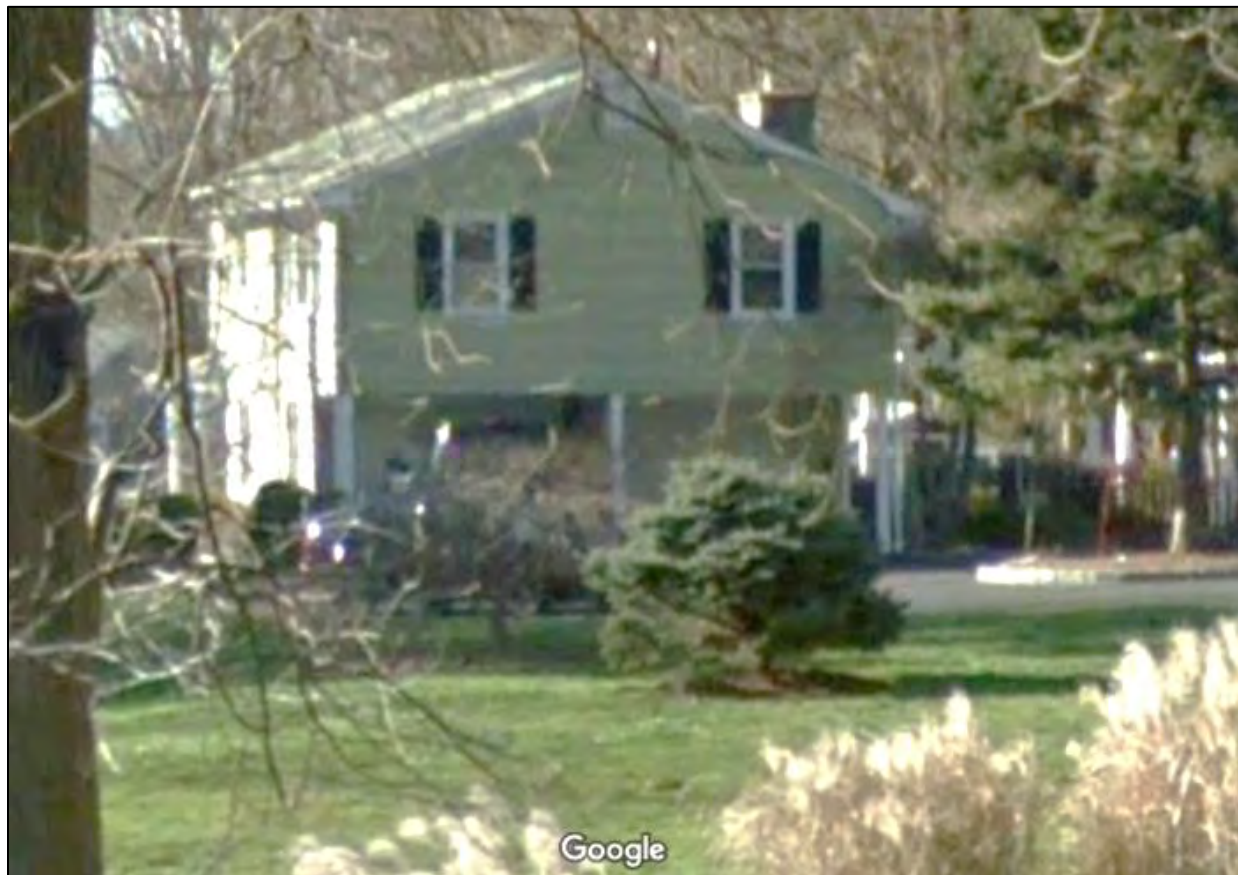
Address: 83 PERRY AVE

Map/Block/Lot/Unit: 5-43-153-0

Year Built (Assessor): 1965

Description(Assessor): Colonial; vinyl siding

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 89 PERRY AVE

Map/Block/Lot/Unit: 5-43-30-0

Year Built (Assessor): 1921

Description(Assessor): Colonial; wood shingle, clapboard

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 102 PERRY AVE

Map/Block/Lot/Unit: 5-40-33-0

Year Built (Assessor): 1960

Description(Assessor): Cape Cod; clapboard

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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Address: 104 PERRY AVE

Map/Block/Lot/Unit: 5-40-73-0

Year Built (Assessor): 1971

Description(Assessor): Colonial; vinyl siding, brick veneer

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



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Address: 106 PERRY AVE

Map/Block/Lot/Unit: 5-40-35-0

Year Built (Assessor): 1952

Description(Assessor): Cape Cod; wood shingle

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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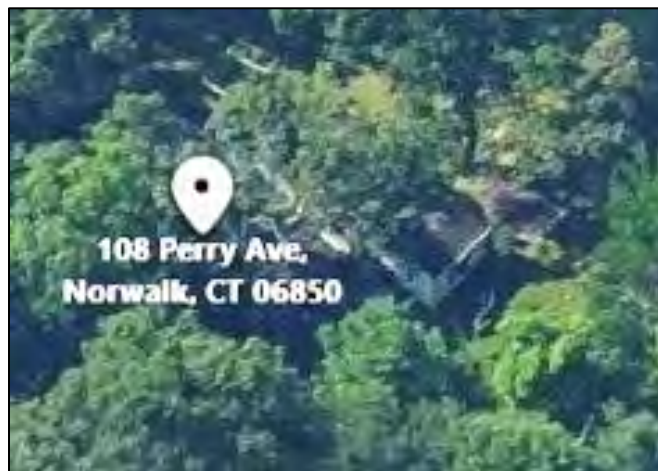
Address: 108 PERRY AVE

Map/Block/Lot/Unit: 5-40-72-0

Year Built (Assessor): 1955

Description(Assessor): Cape Cod; vinyl siding

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



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Address: 110 PERRY AVE

Map/Block/Lot/Unit: 5-40-45-0

Year Built (Assessor): 1969

Description(Assessor): Ranch; wood shingle

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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State Project 102-358 /Federal Aid Project 0015(133)

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Address: 117 PERRY AVE

Map/Block/Lot/Unit: 5-43-1A-0

Year Built (Assessor): 1900

Description(Assessor): Colonial; concrete

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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State Project 102-358 /Federal Aid Project 0015(133)

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Address: 124 PERRY AVE

Map/Block/Lot/Unit: 5-40-9-0

Year Built (Assessor): 1912

Description(Assessor): Colonial; clapboard

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

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Address: 125 PERRY AVE

Map/Block/Lot/Unit: 5-43-2A-0

Year Built (Assessor): 1938

Description(Assessor): Colonial; wood shingle

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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State Project 102-358 /Federal Aid Project 0015(133)

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Address: 126 PERRY AVE

Map/Block/Lot/Unit: 5-40-64-0

Year Built (Assessor): 1968

Description(Assessor): Raised Ranch; wood, concrete

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

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Address: 128 PERRY AVE

Map/Block/Lot/Unit: 5-40-6-0

Year Built (Assessor): 1938

Description(Assessor): Conventional; wood shingle, stone

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 130 PERRY AVE

Map/Block/Lot/Unit: 5-40-77-0

Year Built (Assessor): 1900

Description(Assessor): Colonial; clapboard

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 131 PERRY AVE

Map/Block/Lot/Unit: 5-43-4-0

Year Built (Assessor): 1900

Description(Assessor): Colonial; wood shingle

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 132 PERRY AVE

Map/Block/Lot/Unit: 5-40-5-0

Year Built (Assessor): 1905

Description(Assessor): Colonial; clapboard

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 135 PERRY AVE

Map/Block/Lot/Unit: 5-43-79-0

Year Built (Assessor): 1950

Description(Assessor): Ranch; vinyl siding

Setting: Suburban street with widely spaced houses of varied periods, many with deep setbacks, stone walls or fences, and/or heavily wooded lots.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 1 RAE LN

Map/Block/Lot/Unit: 5-43-31-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 6 RAE LN

Map/Block/Lot/Unit: 5-43-112-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 7 RAE LN

Map/Block/Lot/Unit: 5-43-125-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 9 RAE LN

Map/Block/Lot/Unit: 5-43-124-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 11 RAE LN

Map/Block/Lot/Unit: 5-43-123-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 12 RAE LN

Map/Block/Lot/Unit: 5-43-126-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 15 RAE LN

Map/Block/Lot/Unit: 5-43-122-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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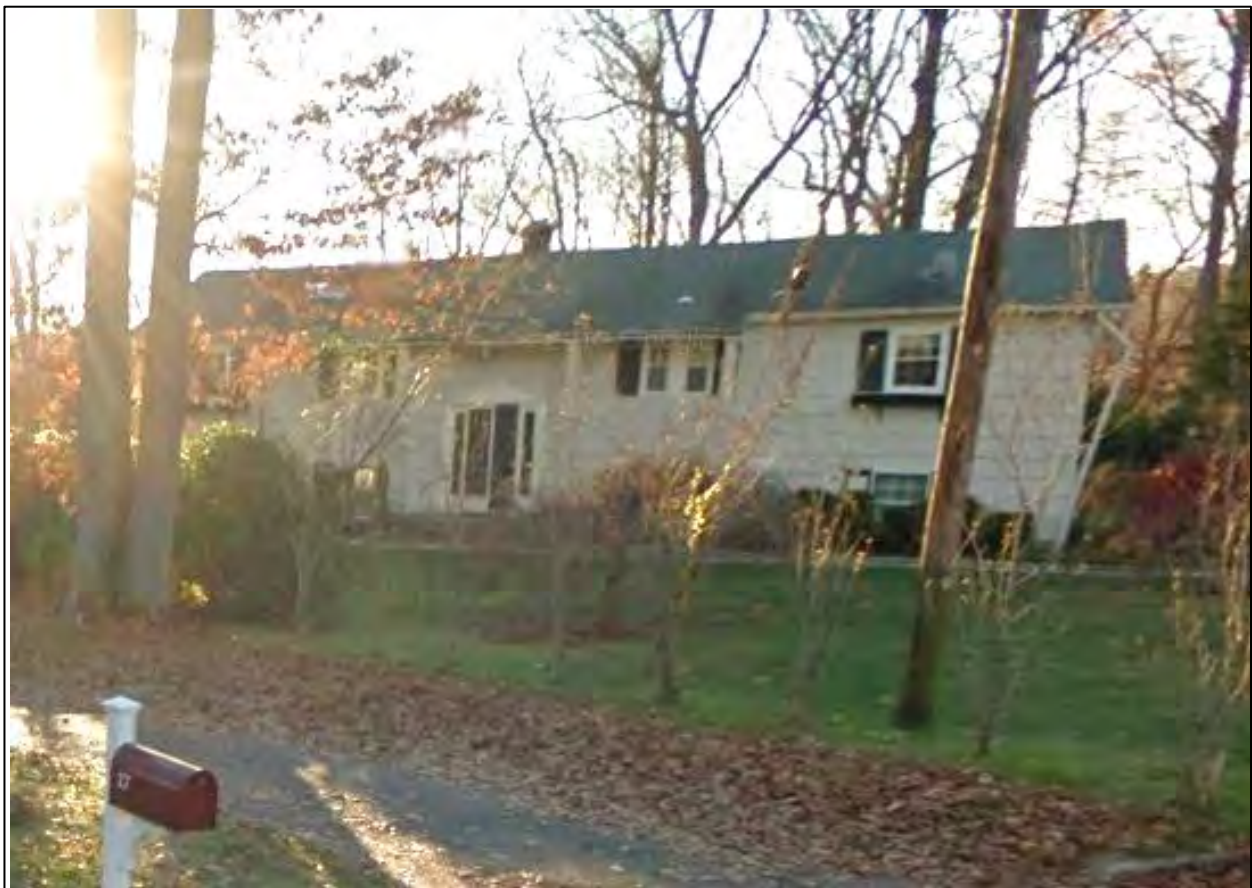
Address: 17 RAE LN

Map/Block/Lot/Unit: 5-43-121-0

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 18 RAE LN

Map/Block/Lot/Unit: 5-43-129-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 19 RAE LN

Map/Block/Lot/Unit: 5-43-120-0

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 21 RAE LN

Map/Block/Lot/Unit: 5-43-119-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 23 RAE LN

Map/Block/Lot/Unit: 5-43-118-0

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; aluminum; brick

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 24 RAE LN

Map/Block/Lot/Unit: 5-43-128-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 29 RAE LN

Map/Block/Lot/Unit: 5-43-115-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 30 RAE LN

Map/Block/Lot/Unit: 5-43-127-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



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**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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Address: 31 RAE LN

Map/Block/Lot/Unit: 5-43-114-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 33 RAE LN

Map/Block/Lot/Unit: 5-43-113-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; clapboard

Setting: Development of 1960s houses on a cul de sac



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 6 RUBY ST

Map/Block/Lot/Unit: 5-42-36-0

Year Built (Assessor): 1949

Description(Assessor): Light Industrial; concrete

Setting: Cluster of altered 20th-century commercial buildings.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 12 RUBY ST

Map/Block/Lot/Unit: 5-42-35-0

Year Built (Assessor): 1945

Description(Assessor): Office/Warehouse; concrete, vinyl siding

Setting: Cluster of altered 20th-century commercial buildings.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 16 RUBY ST

Map/Block/Lot/Unit: 5-42-34-0

Year Built (Assessor): 1948

Description(Assessor): Office/Retail/Apartments; aluminum, stucco

Setting: Cluster of altered 20th-century commercial buildings.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 1 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-181-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 3 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-182-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 4 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-193-0

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 5 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-183-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 6 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-192-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 7 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-184-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 8 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-191-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 9 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-185-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 10 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-190-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 11 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-186-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 15 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-187-0

Year Built (Assessor): 1962

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 17 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-188-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 19 SILENT GROVE CT

Map/Block/Lot/Unit: 5-22B-189-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; wood shingle

Setting: Development of 1960s houses on a cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 5 SILVER ST

Map/Block/Lot/Unit: 5-42-38-0

Year Built (Assessor): 1948

Description(Assessor): Light Industrial; concrete

Setting: Short street of altered 20th-century commercial buildings and 1960 house.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 10 SILVER ST

Map/Block/Lot/Unit: 5-42-40-0

Year Built (Assessor): 1960

Description(Assessor): 2-Family Duplex; vinyl siding

Setting: Short street of altered 20th-century commercial buildings and 1960 house.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

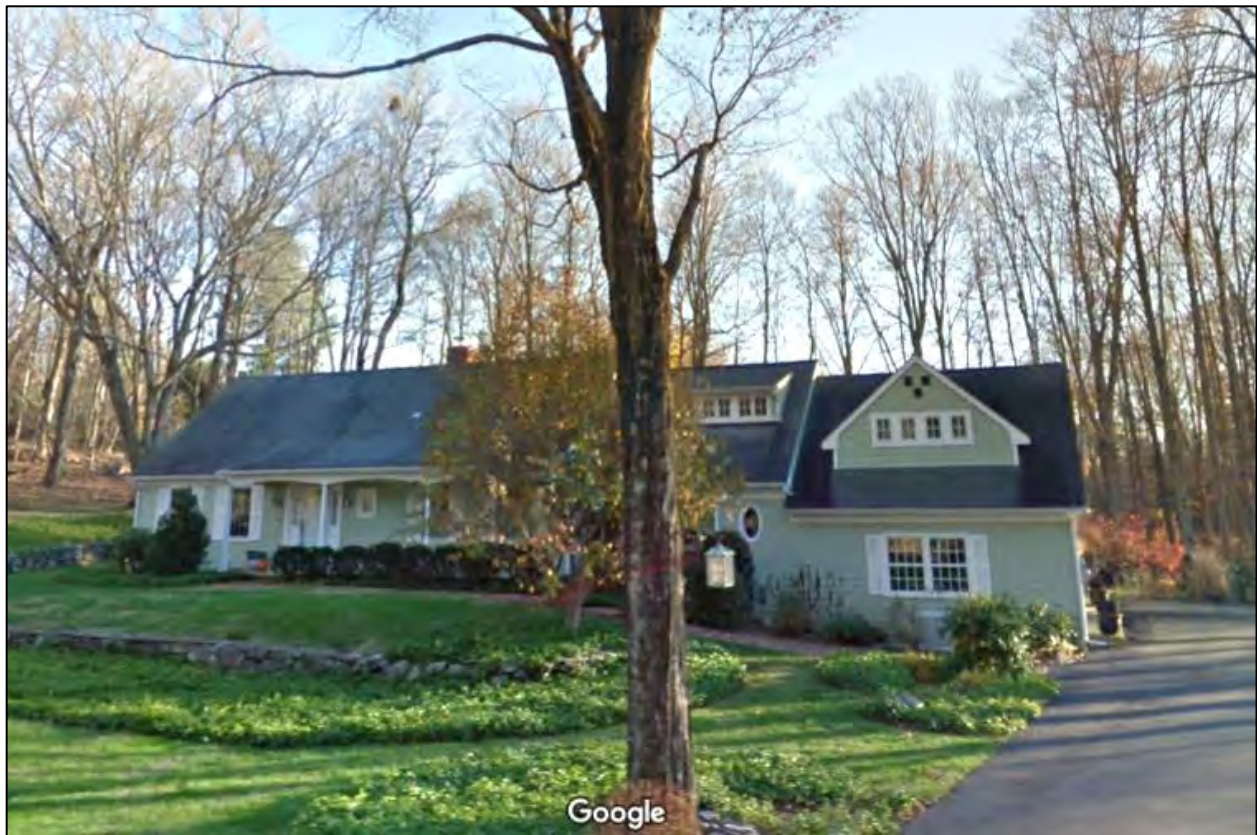
Address: 1 SINGINGWOODS RD

Map/Block/Lot/Unit: 5-43-102-0

Year Built (Assessor): 1960

Description(Assessor): Cape Cod; clapboard

Setting: Short street with mostly 20th-century houses of varied character.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 3 SINGINGWOODS RD

Map/Block/Lot/Unit: 5-43-135-0

Year Built (Assessor): 1965

Description(Assessor): Ranch; wood shingle

Setting: Short street with mostly 20th-century houses of varied character.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 6 SINGINGWOODS RD

Map/Block/Lot/Unit: 5-43-92-0

Year Built (Assessor): 1957

Description(Assessor): Ranch; wood shingle, stone

Setting: Short street with mostly 20th-century houses of varied character.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 7 SINGINGWOODS RD

Map/Block/Lot/Unit: 5-43-136-0

Year Built (Assessor): 1960

Description(Assessor): Ranch; wood shingle

Setting: Short street with mostly 20th-century houses of varied character.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 2 SKYVIEW LN

Map/Block/Lot/Unit: 5-22A-10-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; vinyl siding

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 3 SKYVIEW LN

Map/Block/Lot/Unit: 5-22A-25-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; wood shingle, wood

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 4 SKYVIEW LN

Map/Block/Lot/Unit: 5-22A-27-0

Year Built (Assessor): 1954

Description(Assessor): Ranch; wood

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 5 SKYVIEW LN

Map/Block/Lot/Unit: 5-22A-24-0

Year Built (Assessor): 1953

Description(Assessor): Split Level; wood shingle

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 7 SKYVIEW LN

Map/Block/Lot/Unit: 5-22A-23-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; wood shingle

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
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Address: 8 SKYVIEW LN

Map/Block/Lot/Unit: 5-22A-28-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; vinyl siding

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 9 SKYVIEW LN

Map/Block/Lot/Unit: 5-22A-22-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; stone veneer

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 10 SKYVIEW LN

Map/Block/Lot/Unit: 5-22A-29-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; wood shingle

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 11 SKYVIEW LN

Map/Block/Lot/Unit: 5-22A-21-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; wood shingle

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 1 STUDIO LN

Map/Block/Lot/Unit: 5-43-109-0

Year Built (Assessor): 1955

Description(Assessor): Raised Ranch; clapboard, brick veneer

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 2 STUDIO LN

Map/Block/Lot/Unit: 5-43-99-0

Year Built (Assessor): 1965

Description(Assessor): Ranch; clapboard

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 3 STUDIO LN

Map/Block/Lot/Unit: 5-43-97-0

Year Built (Assessor): 1960

Description(Assessor): Cape Cod; wood shingle, stone veneer

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

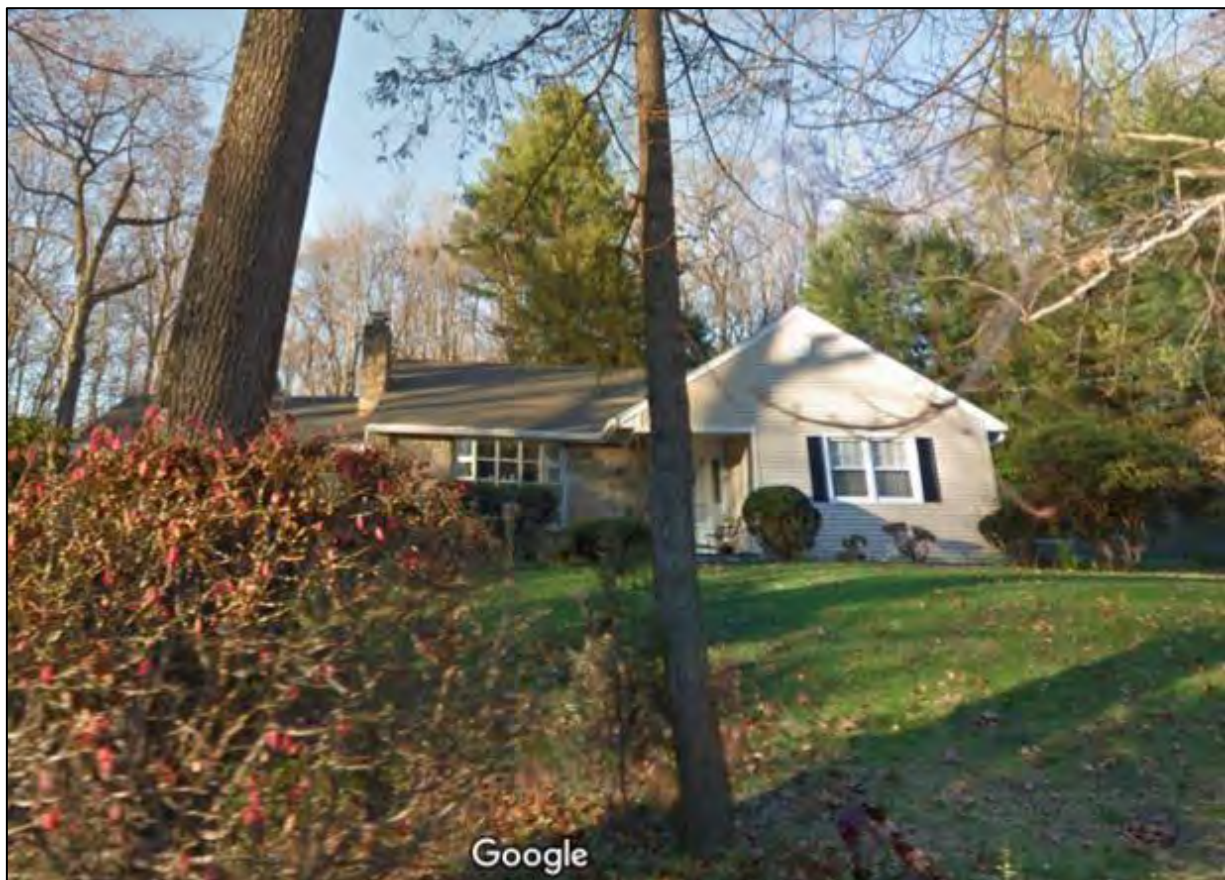
Address: 4 STUDIO LN

Map/Block/Lot/Unit: 5-43-100-0

Year Built (Assessor): 1965

Description(Assessor): Ranch; wood shingle, stone veneer

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 5 STUDIO LN

Map/Block/Lot/Unit: 5-43-132-0

Year Built (Assessor): 1964

Description(Assessor): Colonial; vinyl siding

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 6 STUDIO LN

Map/Block/Lot/Unit: 5-43-95-0

Year Built (Assessor): 1958

Description(Assessor): Ranch; vinyl siding

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 7 STUDIO LN

Map/Block/Lot/Unit: 5-43-133-0

Year Built (Assessor): 1966

Description(Assessor): Colonial; wood shingle

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 8 STUDIO LN

Map/Block/Lot/Unit: 5-43-94-0

Year Built (Assessor): 1960

Description(Assessor): Cape Cod; wood shingle, stone veneer

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 9 STUDIO LN

Map/Block/Lot/Unit: 5-43-110-0

Year Built (Assessor): 1964

Description(Assessor): Ranch; wood shingle

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 1 SUBURBAN DR

Map/Block/Lot/Unit: 5-23-163-0

Year Built (Assessor): 1954

Description(Assessor): Split Level; vinyl siding

Setting: Short street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 63 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-168-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 65 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-167-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
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ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 66 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-155-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 67 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-166-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 68 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-156-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 69 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-165-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 71 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-164-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 72 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-157-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 73 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-163-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 74 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-158-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 75 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-162-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 76 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-159-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 77 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-161-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 78 VALLEY VIEW CT

Map/Block/Lot/Unit: 5-22B-160-0

Year Built (Assessor): 1963

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 47 VALLEY VIEW RD

Map/Block/Lot/Unit: 5-22B-203-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 48 VALLEY VIEW RD

Map/Block/Lot/Unit: 5-22B-212-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 49 VALLEY VIEW RD

Map/Block/Lot/Unit: 5-22B-202-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 50 VALLEY VIEW RD

Map/Block/Lot/Unit: 5-22B-211-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 51 VALLEY VIEW RD

Map/Block/Lot/Unit: 5-22B-201-0

Year Built (Assessor): 1966

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 52 VALLEY VIEW RD

Map/Block/Lot/Unit: 5-22B-210-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 53 VALLEY VIEW RD

Map/Block/Lot/Unit: 5-22B-200-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; wood shingle

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 54 VALLEY VIEW RD

Map/Block/Lot/Unit: 5-22B-209-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 55 VALLEY VIEW RD

Map/Block/Lot/Unit: 5-22B-199-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 57 VALLEY VIEW RD

Map/Block/Lot/Unit: 5-22B-198-0

Year Built (Assessor): 1965

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 60 VALLEY VIEW RD

Map/Block/Lot/Unit: 5-22B-148-0

Year Built (Assessor): 1960

Description(Assessor): Raised Ranch; vinyl siding

Setting: Mid-20th-century raised ranches, many altered, on cul de sac.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 164 WEST ROCKS RD

Map/Block/Lot/Unit: 5-23-164-0

Year Built (Assessor): 1954

Description(Assessor): Split Level; wood shingle

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 165 WEST ROCKS RD

Map/Block/Lot/Unit: 5-21-258-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; wood shingle

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 166 WEST ROCKS RD

Map/Block/Lot/Unit: 5-23-165-0

Year Built (Assessor): 1890

Description(Assessor): Colonial; vinyl siding

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 168 WEST ROCKS RD

Map/Block/Lot/Unit: 5-23-166-0

Year Built (Assessor): 1955

Description(Assessor): Split Level; wood shingle

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 169 WEST ROCKS RD

Map/Block/Lot/Unit: 5-22A-31-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; wood shingle

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 170 WEST ROCKS RD

Map/Block/Lot/Unit: 5-23-167-0

Year Built (Assessor): 1955

Description(Assessor): Split Level; vinyl siding

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 171 WEST ROCKS RD

Map/Block/Lot/Unit: 5-22A-30-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; vinyl siding

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 172 WEST ROCKS RD

Map/Block/Lot/Unit: 5-23-168-0

Year Built (Assessor): 1954

Description(Assessor): Split Level; clapboard

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 173 WEST ROCKS RD

Map/Block/Lot/Unit: 5-22A-20-0

Year Built (Assessor): 1953

Description(Assessor): Ranch; vinyl siding

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 174 WEST ROCKS RD

Map/Block/Lot/Unit: 5-23-189-0

Year Built (Assessor): 1954

Description(Assessor): Split Level; vinyl siding

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 180 WEST ROCKS RD

Map/Block/Lot/Unit: 5-23-194-0

Year Built (Assessor): 1955

Description(Assessor): Ranch; clapboard, aluminum

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 181 WEST ROCKS RD

Map/Block/Lot/Unit: 5-22B-75-0

Year Built (Assessor): 1957

Description(Assessor): Ranch; vinyl siding

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 183 WEST ROCKS RD

Map/Block/Lot/Unit: 5-22B-35-0

Year Built (Assessor): 1956

Description(Assessor): Cape Cod; vinyl siding

Setting: Suburban street with many mid-20th-century houses.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 1 WINNIPAUK DR

Map/Block/Lot/Unit: 5-21-260-0

Year Built (Assessor): 1952

Description(Assessor): Ranch; vinyl siding

Setting: Suburban street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 3 WINNIPAUK DR

Map/Block/Lot/Unit: 5-21-303-0

Year Built (Assessor): 1952

Description(Assessor): Colonial; vinyl siding

Setting: Suburban street with mid-20th-century houses, many altered.



**Route 7/Route 15 (Merritt Parkway) Interchange Project
Norwalk, Connecticut**

State Project 102-358 /Federal Aid Project 0015(133)

**PHOTOGRAPHIC DOCUMENTATION OF PROPERTIES
THAT ARE MORE THAN 50 YEARS OLD AND NOT RECOMMENDED AS
ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Address: 5 WINNIPAUK DR

Map/Block/Lot/Unit: 5-21-302-0

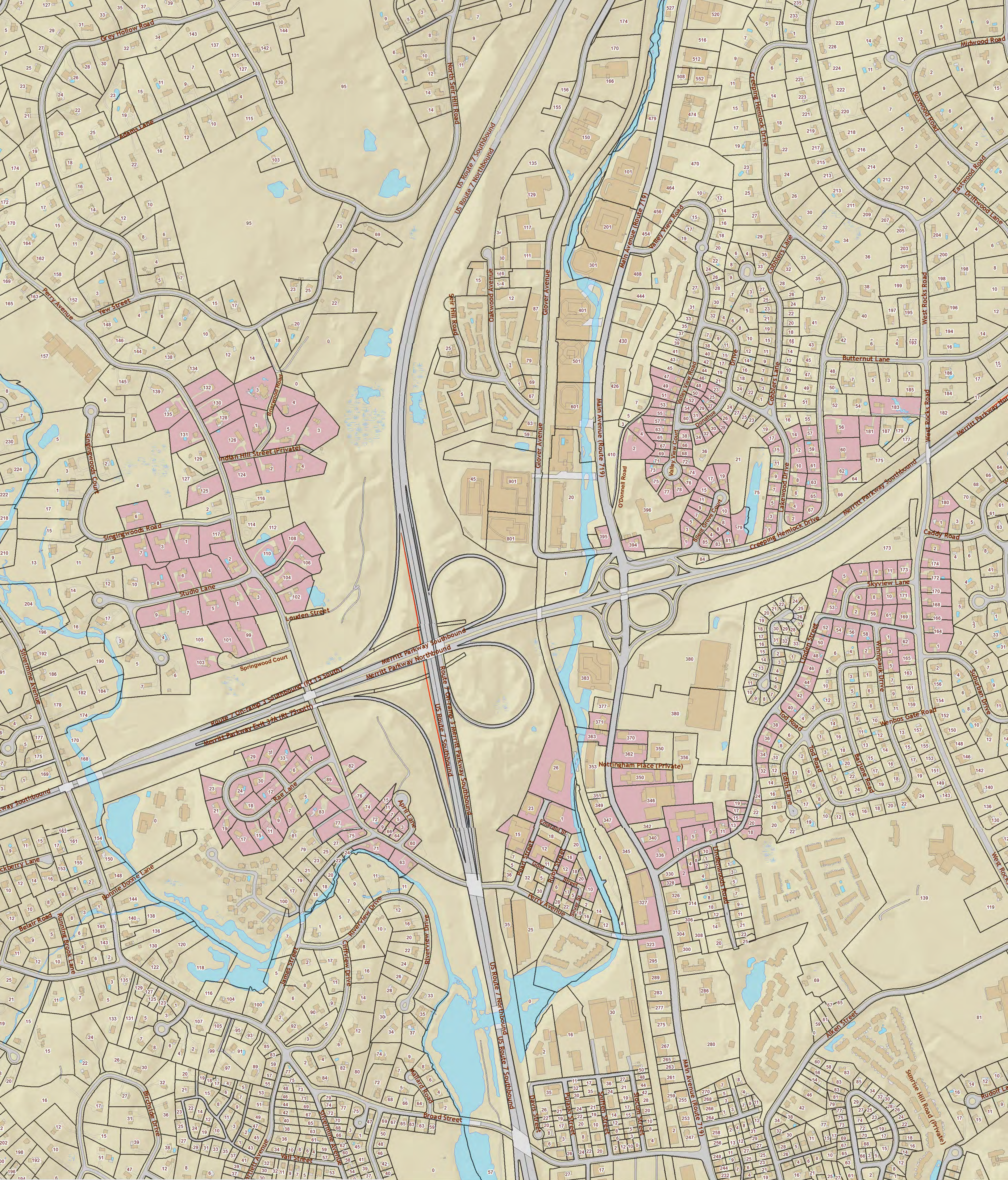
Year Built (Assessor): 1952

Description (Assessor): Ranch; vinyl siding

Setting: Suburban street with mid-20th-century houses, many altered.

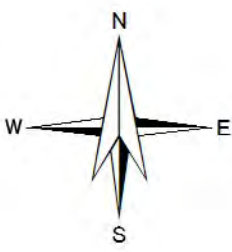


APPENDIX E: Locations of Properties (Including Street Numbers) with a Year Built of 1973 or Earlier That Are Considered Not Eligible for the National Register of Historic Places



Appendix E:

Locations of Properties (Including Street Numbers) with a Year Built of 1973 or Earlier That are Not Considered Eligible for the National Register of Historic Places



0 400 800 1600
Scale in Feet



Considered not NRHP-eligible

Source: City of Norwalk GIS, July 2020

APPENDIX F: Visual Impact Assessment Report

The Public Report in this appendix included the Visual Impact Assessment (VIA) that was current as of the Public Report date of 8/24/20. A more recent version of the VIA is available in the VIA appendix.



**Routes 7/15 Interchange
Norwalk, Connecticut
State Project No. 102-358**

**Environmental Assessment,
Draft Section 4(F) Evaluation and
Environmental Impact Evaluation**

**Appendix I2
Merritt Parkway Landscape Assessment**

August 2022

Prepared for:
Connecticut Department of Transportation
Federal Highway Administration



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1.0 INTRODUCTION

The Merritt Parkway is a designated State Scenic Byway and National Scenic Byway¹ extending 37 miles from the New York state line in Greenwich to the Housatonic River in Stratford. As a unique resource within the Project Area that does not fit neatly under one of the standard FHWA EA or CTDEEP EIE topic headings, it is addressed here in its own section.

Preservation of the Parkway is supported through the efforts of CTDOT, the Merritt Parkway Advisory Committee and other state and federal agencies. In addition, the Merritt Parkway Conservancy (Conservancy) is a nonprofit organization working in partnership with other stakeholders to revitalize and celebrate the Merritt Parkway. The Conservancy's goal is:

...to have the original design principles respected in all future projects and to educate the public about the history, monumental bridge art, engineering and landscaping of this national treasure.

In 2005 a lawsuit was filed by the Conservancy and other parties to block construction of a prior interchange design for the Merritt Parkway and Route 7. In its decision [1], the US District Court noted:

In 1994, ConnDOT developed comprehensive planning, maintenance, and landscaping specifications for the Parkway, namely the Merritt Parkway Landscape Master Plan and the Merritt Parkway Guidelines for General Maintenance and Transportation Improvements. These were followed at some point before 1999 by the Merritt Parkway Conservation and Restoration Plan: Bridge Restoration Guide. These three documents will be referred to collectively as the "Merritt Parkway Guidelines" or "Guidelines." Development of the Merritt Parkway Guidelines was integral to Commissioner Frankel's determination (previously quoted) that "the Merritt Parkway should receive special treatment, particularly in the areas of design, landscape, and maintenance procedures ... based on [its] listing in the National register of Historic Places, its designation as a State Scenic Road, and its aesthetic value." The Guidelines are comprehensive and set forth detailed objectives and specifications relating to all aspects of the Merritt Parkway. By their terms, the Guidelines, which do not always follow contemporary highway design standards, are intended to preserve and protect the unique features of the Parkway. The stated premise of the Guidelines for General Maintenance and Transportation Improvements is "that the Parkway is a distinct type of roadway, having an aesthetic as well as a transportation function, and should not necessarily receive the same type of treatments as Connecticut's expressways, particularly in the areas of design and landscape." Furthermore, the Guidelines teach that "[a]ll of the elements of the

¹ The National Scenic Byway program was established by Congress in 1991 and is administered by FHWA to preserve and protect scenic but often less-traveled roads and promote tourism and economic development. <https://www.fhwa.dot.gov/pressroom/fhwa0227.cfm>



roadway, including the landscaping, bridge architecture, signs, guiderails, grass shoulders, curbing, rest area lighting, etc., are parts of the Merritt's character and should be viewed in a parkway context."

In order to monitor compliance with the Merritt Parkway Guidelines, CTDOT also created the Merritt Parkway Advisory Committee ("MPAC"), which currently includes representatives of the following entities: FHWA; CTDOT; the Connecticut Historical Commission; the Connecticut Trust for Historic Preservation; the Connecticut Chapter of the American Society of Landscape Architects; the Connecticut Society of Architects; Western Connecticut Council of Governments; the Connecticut Metropolitan Council of Governments; each town along the Merritt corridor; and the Merritt Parkway Conservancy.

2.0 EXISTING CONDITIONS

Constructed during 1934 to 1940 to relieve commuter congestion on the Boston Post Road, the Parkway is a four-lane, divided road with limited access. The Parkway features unique aesthetic elements, notably the original bridges, each with unique architectural design. Both the Parkway architectural design and scenic setting have contributed to the Parkway's listing in the NRHP.

In the application to the United States Department of the Interior/National Park Service for listing of the Merritt Parkway on the National Register of Historic Places, it is stated that:

...the Merritt Parkway is of national significance as an outstanding and largely intact example of the early twentieth century parkways created as an outgrowth of the City Beautiful Movement. It was the first divided lane, limited-access road in Connecticut. The Merritt is significant in the history of transportation because it culminated a generation of experiments in combining the talents of engineers, landscape architects, and architects to create parkways that served recreational purposes and gave aesthetic pleasure while providing safe transportation....taken as a whole, the Merritt is a significant work of naturalistic landscape architecture. The planners of the Merritt's landscape, A. Earl Wood and Weld Thayer Chase, gave priority to fitting the roadways into their natural surroundings, to healing the wounds of construction, and to complementing the bridges....Parkways, generally defined as roads within landscaped parks, were built not only as means of transportation but also for recreation and aesthetic enjoyment.

The application also describes how the Park Service differentiates parkways from ordinary roads. Key factors include:

- Limitation to noncommercial, recreational traffic;
- Prohibition of unsightly roadside development and signs;
- Rights-of-way that are wider than average to provide buffers from abutting property;



- Granting of no frontage or access rights, thereby encouraging preservation of natural scenery;
- Avoidance of congested and built-up areas;
- Providing best access to native scenery;
- Elimination of major grade crossings; and
- Well-distanced entrance and exit points to reduce traffic interruptions and increase safety.

Descriptions of the Parkway's historic bridges and visual aesthetics are provided in EA Sections 3.18 and 3.19.

In 1994 the Merritt Parkway Working Group prepared the Merritt Parkway Guidelines for General Maintenance and Transportation Improvements (Guidelines) [2], included in EA Appendix L, which provides recommendations for design, maintenance, and review of Parkway structural elements, landscaping, and facilities. The guidelines emphasize the historic, scenic, and natural elements of the Parkway.

Additional recommendations for landscape are provided in the *Merritt Parkway Landscape Master Plan* prepared for CTDOT in 1994 [3], provided in EA Appendix L. The following goals are contained in the Landscape Master Plan and remain pertinent today. They inform the design principles and assessment criteria defined herein that will be referenced in determining impacts and potential mitigation required for each alternative in the EA.

- Reinforce and re-establish the variety and modulation of the spatial experience by contrasting the mature forest with open lawns and meadows.
- Manipulate both terminating and leading views through screening, enframing, and filtering by the addition of mass vegetation in some instances and thinning or removing overgrown vegetation in others.
- Provide additional vegetation to further enhance the vertical and horizontal alignment of the roadway and further enhance areas of overhead canopy.
- Bring the landscape closer to the Parkway edge while recognizing the required standard of safety.
- Keep new plantings in context with the surrounding landscape character and plant communities to provide consistency across the entire right-of-way and the median.
- Provide seasonal color through the massing of plants.
- Provide for a consistent treatment for the median including plant material, grasses, barriers, and guiderails.



- Provide consistency in details, signage, and other elements contributing to the landscape.

Today, the Merritt Parkway Historic District is listed in the National Registry of Historic Places and is significant for its association with the City Beautiful Movement and the integration of the built roadway with its surrounding landscape. The Merritt Parkway in the project vicinity has undergone myriad of modifications since the Parkway's original opening and the documented pinnacle era of the Parkway's landscape (the period from 1950-1960). The corridor has experienced development encroachment, loss and degradation of landscape planting hierarchy and diversity, disrupted and abruptly terminated view corridors, and alteration of materials inconsistent with the historic character of the Parkway. Major areas of alteration and past construction, visible today, present opportunities for landscape rehabilitation.

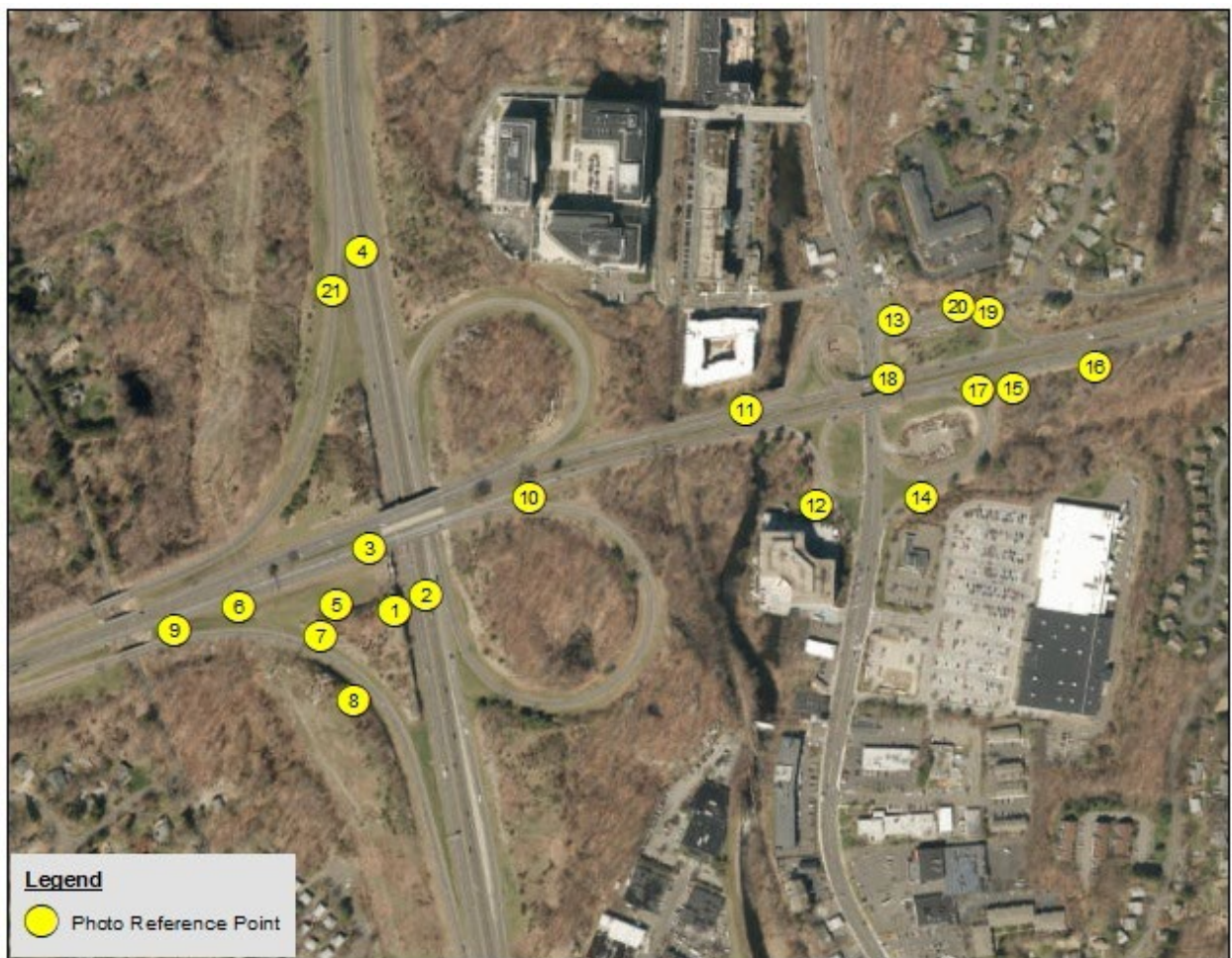


Figure 1.1 Existing Conditions Photo Locations



2.1 STUDY AREA ATTRIBUTES

The following photographs depict both positive and negative attributes of the existing Merritt Parkway and adjacent access and egress ramps in the project area. Photo locations are depicted in **Figure 1.1**.

Descriptions of positive and negative attributes of the Project Area existing conditions follow:



Photo 1

Positive attribute: Park-like setting on ramp. Naturalized buffers intact.

Negative attribute: Route 7 freeway appearance.



Photo 2

Positive attribute: Vista of rocky landscaped knoll.

Negative attribute: Diminished shade tree canopy.



Photo 3

Positive attribute: Varied topography.

Negative attribute: Traffic control devices and bridge character.



Photo 4

Positive attribute: Rocky ledge.

Negative attribute: Diminished tree canopy, lack of focal point, and overhead signage.



Photo 5

Positive attribute: Rock ledge with desirable planting well integrated with topography.

Negative attribute: Traffic control devices and lack of shade tree canopy.



Photo 6

Positive attribute: Park-like setting on Parkway approach. Naturalized buffers intact.

Negative attribute: Use of overly imposing traffic control devices (signs). Overhead power lines and lack of landscape appeal in utility ROW.



Photo 7

Positive attribute: Exposed rocky ledge.

Negative attribute: Machined formation of rocky ledge and abrupt grade to ledge landscape transition.



Photo 8

Positive attribute: None.

Negative attribute: Invasive species on slopes. Lack of tree canopy. Visible bridge repair and obstructed views of bridge by contemporary highway ramps.



Photo 9

Positive attribute: Modulating topography. Landscape focal point.

Negative attribute: Traffic control devices and lighting standards on adjacent ramps.



Photo 10

Positive attribute: Merritt Parkway Bridge over Main Avenue.

Negative attribute: Excessive clutter and diminished landscape surrounds on the Main Avenue approach to the bridge.



Photo 11

Positive attribute: Accessible landscape slope and appropriate plantings at bridge abutment.

Negative attribute: Cluttered approach to interchange and Merritt Parkway Bridge over Main Avenue.



Photo 12

Positive attribute: None.

Negative attribute: Diminished landscape and construction staging area.



Photo 13

Positive attribute: Mature trees in select areas.

Negative attribute: Lack of planting clusters and complementary planting schemes.



Photo 14

Positive attribute: Vista distinctive to Parkway corridor.

Negative attribute: Imposing development and diminished buffers.



Photo 15

Positive attribute: Park-like character. Scale imposed by vegetation and plantings.

Negative attribute: Traffic control devices and invasive species on steep embankment.



Photo 16

Positive attribute: None.

Negative attribute: Overhead signage, traffic control devices, diminished tree canopy, and open views to commercial development.



Photo 17

Positive attribute: None.

Negative attribute: Overhead power lines and invasive and poorly clustered. Imposing flood control measures and overgrown vegetation compromise view of plant species that comprise buffer.



Photo 18

Positive attribute: Park-like approach to Parkway. Modulating topography and vegetative lines.

Negative attribute: Overhead lighting.



Photo 19

Positive attribute: Historic structure visible from pedestrian route.

Negative attribute: Imposing flood control measures and overgrown vegetation compromise view of historic structure.



Photo 20

Positive attribute: None.

Negative attribute: Traffic control devices on ramp and Parkway transition appear cluttered and distracting. Invasive species on steep embankment diminish buffer.



Photo 21

Positive attribute: None.

Negative attribute: Compromised tree canopy and diminished landscape buffer and ROW planting.

3.0 POTENTIAL IMPACTS

The National Park Service (NPS) *Guidelines for Rehabilitating Cultural Landscapes* [4] defines approach strategies when considering work within cultural landscapes. For the Merritt Parkway Main Avenue and Route 7 Interchange project, rehabilitation is an appropriate course of action. Per the NPS, “In rehabilitation, a cultural landscape’s character-defining features and materials are protected and maintained as they are in the treatment Preservation; however, a determination is made prior to work that a greater amount of existing historic fabric has become damaged or deteriorated over time and, as a result, more repair and replacement will be required. The Standards for Rehabilitation [5] and Guidelines for Rehabilitation allow the replacement of extensively deteriorated, damaged, or missing features using either traditional or substitute materials...Rehabilitation includes an opportunity to make possible an efficient contemporary use through alterations and additions.”

The project Purpose and Need recognize that alterations to the Parkway - a cultural landscape - are needed to assure the facilities’ continued use. To do so consistent with the NPS guidelines, it is most important that such alterations do not radically change, obscure, or destroy character-defining spatial organization and land patterns or features and materials. The Project



Design Criteria recognize these priorities and adapt to the current and compromised conditions of the project area.

The Design Criteria were developed to assess project alternatives and to guide subsequent phases of design. In applying these criteria, the purpose is to prevent obscuring, damaging, or destroying character-defining materials or features of the Merritt Parkway while addressing the project's purpose and need.

Design Criteria | 2019 Adaptation

The following assessment criteria were developed to identify and document potential impacts of the selected Project Alternatives to the Merritt Parkway Historic District (see Table 3.1). They are categorized under key topic headings that emerged from the September 17, 2018 PAC and resident workshop and envelop the intent of the 1994 Master Plan goals.

Table 3.1 Design Criteria

Category	Assessment Criteria
Views within, from, and to Parkway (all user groups)	Varied spatial organization with focal points and park-like experiences
	Views of ramp roadside landscape exhibit park-like characteristics
	Bridge structures are featured, yet integrated into planting design, vegetation, and topography
	Distant landscape views beyond right-of-way (pastoral, architecture, scenic vistas)
Vegetation and planting design	Width of roadside adequate for planting and creating and/or maintaining naturalized landscape character
	Frame views, complement bridge structures, and screen unsightly views
	Non-invasive species and palette complementary of Parkway setting
	Seasonal interest and clusters of native and specimen plant species that provide contrast between ground plane, understory, and canopy
	Preserves existing vegetation that provides aesthetic, buffering and park-like value
Topography	Built road-sides transition into naturalized landscape
	Slight to moderate slopes on road-side conducive to views, planting, and landscape maintenance
Aesthetic Rehabilitation	Rehabilitate remnant, scarred and cluttered right-of-way areas to enhance Parkway character



	Engineered components (e.g. stormwater measures) do not detract from existing Parkway features
Circulation	Roadway footprint does not diminish existing Parkway character
	Fences and barriers do not detract from park-like and naturalized features
Amenities	Design vocabulary is consistent and recognizable as the Parkway
Sustainability	Planting areas provide suitable space and soil volume to allow for adequate plant growth
	Park-like landscape with ease of access for sustained maintenance
Natural features	Landscape reveals natural resources (eg. watercourses, woodlands, rocky ledge)
Safety	Vegetation, planted areas and amenities do not obstruct critical sight lines
	Planting design and vegetated areas conform to CTDOT safety guidelines

These criteria establish a framework for the assessment of existing site conditions and the two Build Alternatives in the context of the Merritt Parkway's historic landscape character. In doing so, this assessment acknowledges contributing landscape elements within the District that have retained their integrity in the context of significant change that has occurred within the project



Figure 3.1 Design Criteria - Existing Condition



area over the past five decades. This assessment also acknowledges each design alternative's potential to satisfy these criteria. For this assessment, the no-build condition is represented by the current condition, depicted in Figure 3.2. Figure 3.3 and Figure 3.4 depict the location of selected impacts for Alternatives 21D and 26 to supplement the following discussion of impacts. Each figure is followed by a table that lists selected impacts whose locations are shown by letter references in the figures.

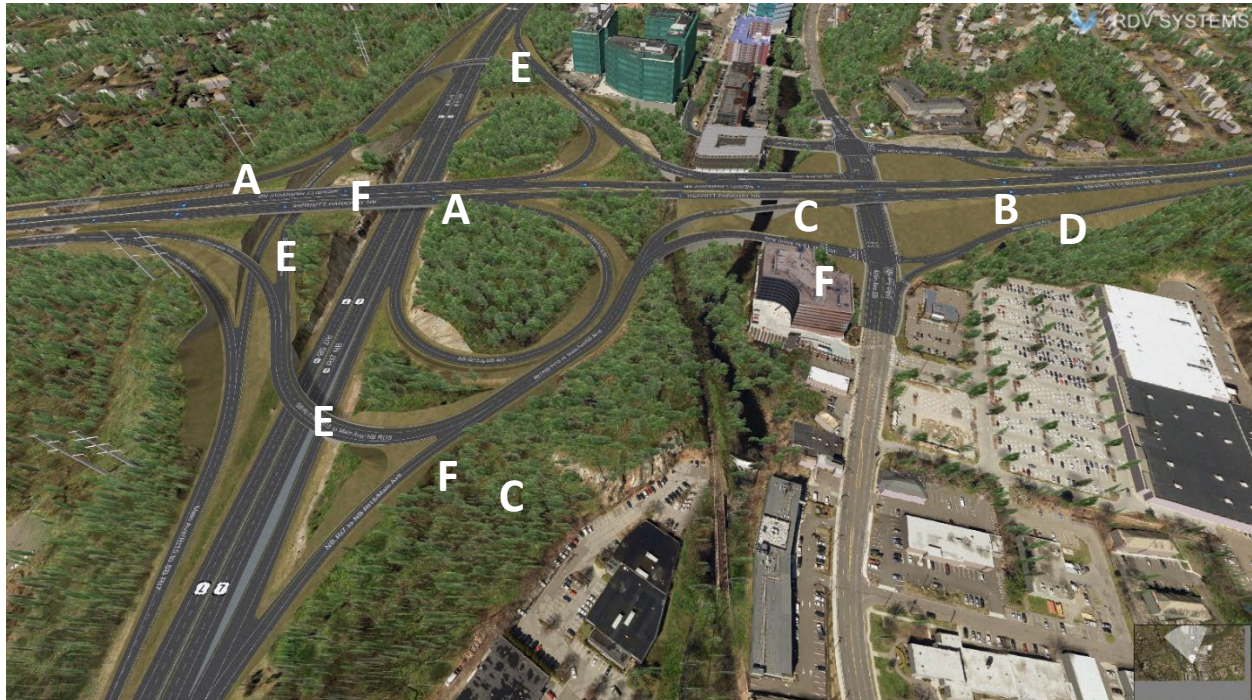


Figure 3.2 Design Criteria - Alternative 21D

#	Resource	Impacts
A	Views	Lane encroachment diminishes Parkway experience
		Footprint of ramps fragment landscape
		Distant landscape views from Parkway are diminished
B	Vegetation and planting design	Width of roadside adequate for planting and creating and/or maintaining naturalized landscape character
C	Topography	Built road-sides transition to naturalized landscape
		Steep slopes limit planting impact
D	Aesthetic Rehabilitation	Rehabilitate remnant, scarred and cluttered right-of-way areas to enhance Parkway character
E	Circulation	Roadway footprint diminishes Parkway character
F	Natural features	Landscape reveals natural resources (watercourses, woodlands, rocky ledge)

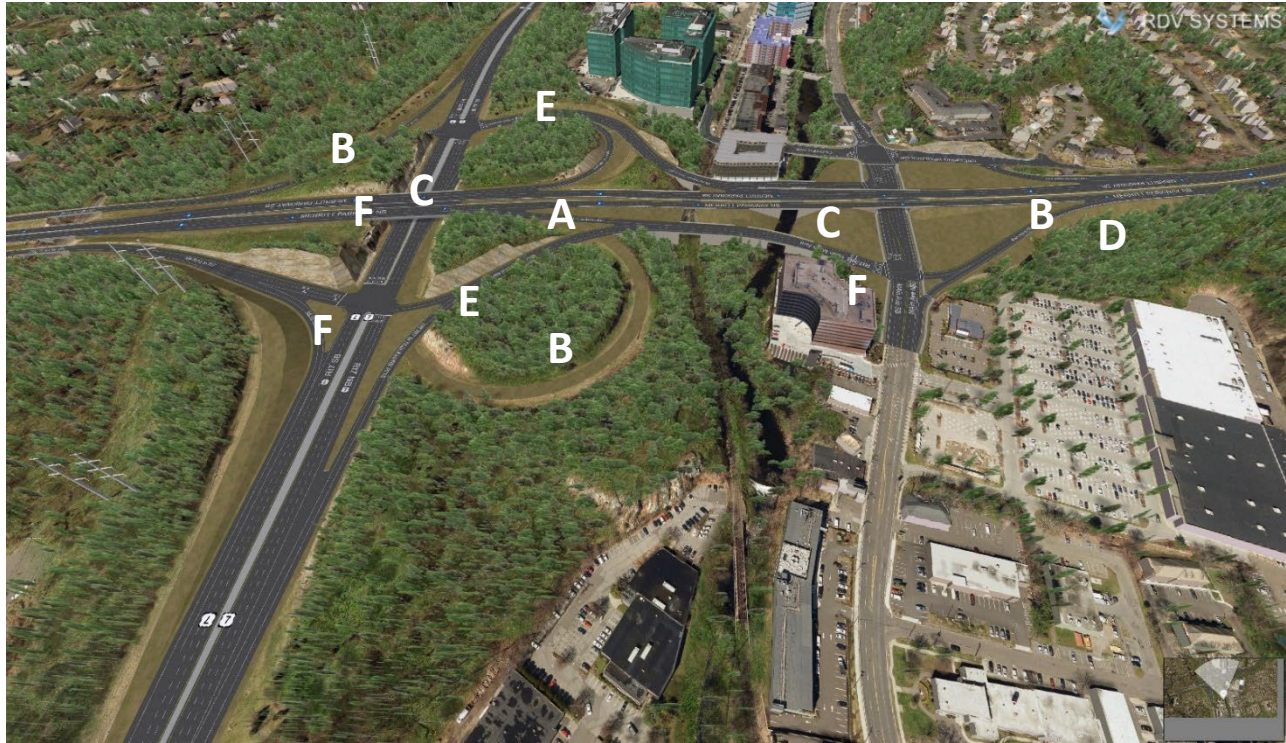


Figure 3.3 Design Criteria - Alternative 26

#	Resource	Impacts
A	Views	Lane encroachment diminishes Parkway experience Compact alignment limits structures in Parkway viewsheds
B	Vegetation and planting design	Width of roadside adequate for planting and creating and/or maintaining naturalized landscape character Preserves existing vegetation that provides aesthetic, buffering, and park-like values
C	Topography	Built road-sides transition to naturalized landscape Steep slopes limit planting impact
D	Aesthetic Rehabilitation	Rehabilitate remnant, scarred and cluttered right-of-way areas to enhance Parkway character
E	Circulation	Roadway footprint does not diminish existing Parkway character
F	Natural features	Landscape reveals natural resources (watercourses, woodlands, rocky ledge)



VIEWS

No Build Alternative

Assessment of the No-Build alternative considers the ongoing segment upgrades inclusive of tree removals and replanting, shoulders, roadway gutters and curbs, metal-backed wooden guiderail, bridge parapet modifications and protection, and access and egress ramp safety improvements.

Views within the project area – distant and terminal – are compromised, in part by the start and suspension of construction at the Main Avenue interchange in 2006. Demolition and site preparations removed buffers, manipulated landform, and constructed staging areas that have received minimal reparation since the suspension of construction operations. For the length of the Parkway, views are most compromised in this project vicinity. Past roadway construction, development encroachment, and the Route 7 corridor disrupt the scale and park-like setting of the Parkway. Short-range and distant views lack focal elements and passersby tend to be distracted by vehicle movements toward and from egress and access lanes, a myriad of signs, and nearby development.

Alternative 21D

Beginning in the northern most segment of the project area – the Norwalk River to Main Avenue - views at Creeping Hemlock Drive will be improved with increased width of buffer area achieved by shifting the approach to Main Avenue to the north. Removing access and egress ramps in this vicinity and moving them further from the Merritt Parkway opens area for planting and enhanced buffer space on moderately graded area. Seasonal variety in plantings will enhance views to and from the Parkway. Alternative 21D is advantageous compared to the current condition, though less so than Alternative 26. At this location, ample space and grades allow for enhanced views of the Main Avenue Bridge through appropriate planting.

Ramp modifications and additions parallel to the Merritt Parkway expand the overall width, and appearance thereof, of pavement. This condition is prevalent in Alternatives 21D and 26. Planting design at the Main Avenue bridge can create focal points and buffers, effectively terminating views and establishing a sequence of landscape spaces that may minimize the visual impact of the adjacent ramps. At Route 7, 21D has new ramps that are parallel to the Parkway with limited buffer between.

On the Route 7 approaches to the Merritt Parkway, proposed overpasses in Alternative 21D obstruct views of the Merritt Parkway bridge over Route 7, though the Merritt Parkway bridge over Route 7 is not a historic bridge. Abutments on these proposed overpasses provide opportunity to introduce appropriate materials, consistent with the Parkway character, in distant views from the Parkway overpass. The design of these additional ramp overpasses over Route 7 has not been performed. Whether these bridges are designed as contemporary structures or complementary to the Parkway's bridge design characteristics is to be



determined. The former may compromise the ramps attributing characteristics to the Parkway.

The loss of buffer area at the south end of Merritt 7 development and the encroachment of development on the Parkway's right-of-way, will make screening of this area difficult.

Alternative 21D traverses a woodland at the southwest corner of Merritt 7, essentially bisecting an existing woodland buffer.

At Creeping Hemlock Drive, removing access and egress ramps and moving roadways further away from the Merritt Parkway creates space for enhanced landscape and buffering to neighboring properties. The additional space also allows for modulation of vegetation on the Parkway with variety in species, size and seasonal appeal. Alternatives 21D and 26 are advantageous over the current condition, Alternative 26 more so.

Alternative 26

Alternative 26 provides area to frame views of the Merritt Parkway bridge over Main Avenue. This is vital to this Alternative, as well as Alternative 21D, to accomplish a sequence of desirable landscape space and experiences along the Parkway to reduce the visual impact of new ramps proposed parallel to the Parkway to the west of Main Avenue.

In general, Alternative 26 offers a more compact solution with reduced impervious cover and bridge structures for access and egress ramps than Alternative 21D. Though compact, additional ramps tend to be aligned tighter to the Parkway's main line, limiting potential for landscape buffering and transition between the Parkway and adjacent ramps. The compact geometry optimizes space for landscape transition from roadway to naturalized surrounds in a greater portion of the project area than Alternative 21D. Compact design does create opportunity to reestablish distant views into forested landscape while also creating opportunity for more intimate planting surrounds with terminal views and focal points.

On the Route 7 approaches to the Merritt Parkway, Alternative 26 does not obstruct views of the Merritt Parkway bridge over Route 7, though the Merritt Parkway bridge over Route 7 is not a historic bridge. On the two approaches, opportunity for planting design, integration of rock outcrops, view sequence, and bridge framing do exist. This will allow for transition from Route 7 to the Parkway, integrating Parkway amenities on existing and new access ramps.

The loss of buffer area at the south end of Merritt 7 development, due to past roadway construction, ramp configuration alternatives proposed, and the encroachment of development on the Parkway's right-of-way, will make rehabilitating a park-like of this area difficult. Alternative 21D traverses a woodland at the southwest corner of Merritt 7. Alternative 26 does not, maintaining a larger and existing woodland buffer between Merritt 7 and existing Route 7 to the north of the Merritt Parkway interchange.

Alternative 26, in general, would have wider buffers between the Merritt Parkway and adjacent ramps. Buffers will allow for more planting and moderate grades to achieve optimal transition



from the built environment to naturalized surrounds.

VEGETATION AND PLANTING DESIGN

No Build Alternative

Planting design including scale, seasonal variation, use of evergreen and flowering species, and integration with topography and existing vegetation (woodlands) has been compromised within the project area. Loss of species due to age, overgrowth, disease, proliferation of invasive plants, and storm damage have far removed conditions from the desired effect. Access ramps to and egress ramps from the Merritt Parkway do not exhibit the character of the Parkway at Main Avenue, largely due to encroachment and past construction activity. Access and approach ramps at Route 7 have scenic qualities but lack scale in planting design and desirable transition of lawn, meadow, and ornamental, evergreen and deciduous trees to pastoral and naturalized landscapes and vegetation. This is largely due to steep slopes, rock cuts, limited space and invasive species coverage.

Alternative 21D

Available land for planting is essential to achieve the desired park-like setting of the Merritt Parkway. The limited space between Merritt View and the southern limit of Merritt 7 exemplifies this. In general, Alternative 21D provides less space than the other alternative being considered, Alternative 26. As design progresses for the selected alternative, specifics in regard to planting design will be assessed considering the criteria outlined herein.

Alternative 26

Available land for planting is essential to achieve the desired landscape character of the Merritt Parkway. Alternative 26 provides greater land area to accomplish desired buffer and transition to existing vegetation. By virtue of its reduced footprint, compared to Alternative 21D, Alternative 26 provides a broader canvas with more moderate topography to achieve key visual characteristics of the Parkway. These include views of varying length, order in plantings to create scale and seasonal interest, and space to accomplish transition from the Parkway's park-like setting to naturalized vegetated surrounds. Development at the Main Avenue interchange presents challenges in all alternatives being considered. Avoiding steep grades to the extent possible, planting steep grades with appropriate and low-maintenance material, and optimizing use of space within cloverleafs, along ramps, and adjacent to the Main Avenue bridge is achievable.

In the area between Route 7 and the Norwalk River, ramps proposed in Alternative 26 are in close proximity to and will be visible from the Merritt Parkway. Alternative 26, though more compact and with less pavement, may present some difficulty to achieving separation and buffering between the Parkway and adjacent ramps in select areas. South of the Merritt Parkway, Alternative 26 exposes rock face, thus limiting opportunity for landscape transition to existing vegetation. Amenities, described below, will accomplish consistency with the



Parkway's character in each Alternative being considered. Alternative 26 contains shorter ramp lengths leading to and from the Merritt Parkway, thus increasing the likelihood of implementing park-like treatments within the more compact footprint and maintaining desirable vegetation that are both complementary to the Parkway setting.

TOPOGRAPHY

No Build Alternative

As noted above, past construction activity has resulted in a scarred landscape and abrupt grade changes, particularly in the Main Avenue vicinity. Construction of Route 7 and access and egress ramps also resulted in steep rock cuts, negating the possibility of incorporating transition plantings from roadside to naturalized surroundings. Rock cuts appear as remnants in the landscape, lacking naturalized transitional characteristics that would be more appropriate for the Parkway's setting and consistent with its original design intent. Conversely, some existing outcrops have contributing features, with exposed rock faces largely colonized by small trees and herbaceous plants. In vicinity southwest of the Route 7 crossing, scenic rock outcrops exist that do appear natural and are contributing features to the Parkway experience.

Alternative 21D

From Route 7 to the Norwalk River, Alternative 21D has multiple ramps that divide landscape with steeper slopes with more difficult access. This condition provides less opportunity to create a tiered landscape. At Route 7, Alternative 21D has ramp lanes that encroach on the Merritt Parkway, particularly west of Route 7. These ramps bisect existing naturalized rock outcrops that are visible to the Parkway. More fragmentation of the existing cloverleaf landscapes west of Route 7 are probable. Fragmentation complicates access, maintenance and topographic transition. Fragmentation is more prevalent in the southwest section of the project area.

For Alternative 21D, in general, it will be more difficult to screen ramps from the Merritt Parkway since adjacent ramps are often at approximately the same elevation as the Parkway.

Alternative 26

Alternative 26 has more rock cut between Route 7 to the Norwalk River. Rock cuts provide opportunity for enclosure, reduced scale of ramps, and to focus views on natural features and planting clusters. As design progresses, opportunity for terracing and integrating plantings may arise. Alternative 26 access and egress ramps are lower than the Parkway, creating greater capacity to effectively buffer between roadways. In general, Alternative 26 allows for roadway and landscape transition with few or no vertical walls, aside from existing and new rock cuts that may be terraced. Alternative 26 ramps in the vicinity of Route 7 are less intrusive to existing scenic outcrops that are visible to the Parkway.



AESTHETIC REHABILITATION

No Build Alternative

The Parkway's character, particularly landscape and scenic, within the study area is unlike any other segment of the entire Merritt Parkway's length. Development encroachment and the remnants of past construction have essentially gone unmitigated. While encroachment and past construction impacts are more apparent at the Main Avenue interchange, the Route 7 interchange exhibits a highway character less in keeping with the landscape and scenic qualities of the Parkway. In general, the experience of a motorist, pedestrian, or cyclist passing through the corridor is diminished due to irregularities in topography, visual clutter, diminished planting and vegetation, and commercial encroachment.

Alternative 21D

The footprint of Alternative 21D and the extent of pavement and structures, particularly in the vicinity of the Route 7 Interchange, limit opportunity to rehabilitate the project area. At grade and elevated ramps, bridge structures, and traffic control measures will impose on the Parkway and its surrounds. The extent of the Alternative 21D footprint will further disturb roadsides and existing topography and landform, reducing available area and the potential to integrate roadway infrastructure with landscape, planting, and vegetation.

Alternative 26

The compact footprint of Alternative 26 and the significantly reduced extent of pavement and structures inherent in this scheme, particularly in the vicinity of the Route 7 Interchange, increase opportunity to rehabilitate the project area and enhance the Parkway experience. Relating aesthetics with planting and vegetative quality, Alternative 26 yields the greatest potential for rehabilitation and overall scenic quality by virtue of the contiguous area of landscape area available to buffer roadway visibility to all user groups within the project area.

CIRCULATION

No Build Alternative

The No-Build Alternative excludes new interchange connections that are stated in the project's purpose and need. Currently, barriers and fences are an eclectic mix of ROW add-ons, most of which are engulfed in vegetated roadsides. Existing ramps in the Main Avenue vicinity lack Parkway defining characteristics, and traffic congestion, roadway geometry, and clutter in the vicinity compromise pedestrian circulation.

Alternative 21D and Alternative 26

Alternative 21D contains significantly longer ramp lengths and new bridge structures in comparison to Alternative 26. By virtue of its more expansive footprint, Alternative 21D will require more lengthy access controls, requiring fence lines and ROW access control. Alternative 21D includes Route 7 flyovers, precluding available roadside for planting in these locations.



Alternative 26 contains significantly shorter access and egress ramps and roadway flyovers on Route 7. This reduced footprint allows greater potential to retain the scale and character of the Parkway along access and egress ramps.

AMENITIES

No Build Alternative

The Parkway experience is compromised by use of a wide palette of highway and traffic control measures such as parapet walls, signs, guiderail, reflectors, and other road safety features. In many locations, a single vantage point can yield a varied mix of measures that are atypical of the Parkway corridor. Common to the current condition, and Alternatives 21D and 26, are future safety improvements along the Parkway's main line. As a result of this future work, roadway edges, medians, parapets, and shoulders will be consistent with other program improvements already completed and underway along the Parkway, hence reestablishing continuity and a recognizable character for the Parkway.

Alternative 21D

Corridor-wide safety improvements will bring uniformity to the project areas primary amenities (guiderails, signage, shoulders, etc.). The length of ramps, elevated sections of roadway and connections with Route 7 and Main Avenue may define the extent of implementation of Parkway distinguishing features. Alternative 21D comprises longer ramps and bridges extending further beyond the Parkway. Lengths of new ramps and roadways and bridges may be prohibitive in terms of integrating Parkway features. In contrast, the compact configuration of Alternative 26, described herein, may allow for implementation of recognizable features, allowing egress and access ramps to contribute to the Parkway experience.

Alternative 26

As stated previously, corridor-wide safety improvements will bring uniformity to the project areas primary amenities (guiderails, signage, shoulders, etc.). The length of ramps, elevated sections of roadway and connections with Route 7 and Main Avenue may define the extent of implementation of Parkway distinguishing features. The compact configuration of Alternative 26 may allow for implementation of recognizable features, allowing egress and access ramps to contribute to the Parkway experience.

SUSTAINABILITY

No Build Alternative

Sustainability is essentially about ease of maintenance and the ability to provide an attractive and functional parkway well beyond initial construction. Access to the Parkway landscape and its access and egress ramps is critical to sustaining the beauty and character of the roadway. Steep slopes, fragmented landscape spaces, and guiderail barriers impact the ability of machines and crews to access plantings. There are examples of both successful and degraded



landscape margins within the project area, few reflecting the Parkway's original intent. The most unsustainable and neglected landscapes are primarily a result of constrained maintenance access.

Alternative 21D

Alternative 21D consists of longer ramps, and more bridges and impervious surfaces. As a result, there is less landscape to provide contributing attributes to the Parkway. With less green margins, access for mowing and plant material maintenance is constrained. Alternative 21D has more space requiring maintenance – space that may have access limitations.

Alternative 26

Alternative 26 consists of shorter and fewer ramps, fewer bridges, and less land cover. As a result, there is a greater area of right-of-way to establish landscape, views, and transition from the built environment to naturalized surrounds. With wider green margins, access for mowing and plant material maintenance is less constrained. With shorter roadway length, there is less space that requires regular maintenance to sustain the aesthetic qualities of the Parkway and its associated ramps. Alternative 26 has less space requiring maintenance and more contiguous woodland areas within its surrounds.

NATURAL FEATURES

No Build Alternative

Natural Features such as the Norwalk River and ledge formations traverse and pierce the landscape. The River is barely noticeable along the Parkway, though passersby on local roads including Glover Avenue (in project area) gain views of the Norwalk River. Ledge formations have been carved to allow ramps at Main Avenue and the Route 7 interchange to traverse and they often appear abrupt and as scars on the landscape. Woodlands are fragmented and there are heavy pockets of overgrown and invasive species.

Alternative 21D

New bridges on access and egress ramps to the Merritt Parkway that cross over the Norwalk River provide opportunity to enrich the visual experience with unique and complementary materials on abutments, spans, parapets and railings. Alternative 21D proposes two bridge crossings in contrast to Alternative 26 that proposes a single structure. Today's existing condition is less obtrusive, yet overgrown, but does not meet the project's purpose and need for completing connections to and from the Merritt Parkway.

Alternative 26

A new ramp bridge to the Merritt Parkway over the Norwalk River provides an opportunity to enrich the visual experience with unique and complementary materials on abutments, spans, parapets and railings. Today's existing condition is less obtrusive, yet overgrown, but does not meet the project's purpose and need for completing connections to and from the Merritt



Parkway. Rock cuts, particularly at the Route 7 interchange, provide opportunity to expose the vicinity's unique geology integrated with upland woodlands for appealing contrast. Appropriately envisioned, designed, and implemented, seasonal interest can be achieved with deciduous and evergreen plant species, herbaceous layers, and consideration of winter snow effect.

SAFETY

No Build Alternative

Safety standards vary today from those in place decades ago. Also, the maturation of the tree canopy and the results of age, disease, and storm damage may present conflict between vegetative cover (canopy enclosure) and vehicles. As trees are removed on an emergency basis or when future roadway safety measures are implemented, consideration must be given to reparation and rehabilitating the landscape within the right-of-way to achieve the desired landscape characteristics of the Parkway.

Alternative 21D

Planting design is not expected to compromise safe passage of the Merritt Parkway and associated access and egress ramps. Related to maintenance, Alternative 21D consists of steep slopes along ramps. Steep slopes complicate maintenance access, staging operations, and sustaining a landscape character that is complementary to the Parkway.

Alternative 26

Planting design is not expected to compromise safe passage of the Merritt Parkway and associated access and egress ramps. Related to maintenance, Alternative 26 consists of limited steep slopes along ramps. Steep slopes tend to challenge maintenance access and staging operations, expose maintenance personnel to traffic, and compromise the ability to sustain a landscape character that is complementary to the Parkway.

SUMMARY

Potential effects to the Merritt Parkway Historic District vary between alternatives and hinge greatly on sustaining landscape attributes that have retained their integrity and rehabilitating the existing landscape and creating new features that contribute to the function and historic character of the Parkway. Landscape, as referred to here, relates to views, vistas, planting design, topography, roadway amenities, natural features, and the sustainability and safety implications of these components. Alternative 26, by virtue of its compact nature, provides the greatest opportunity to preserve and enhance natural features and systems, integrate the roadway into a park-like setting with appropriate topography and planting clusters, reduce maintenance, and design access and egress ramps as Parkway amenities.



**Routes 7/15 Interchange
Norwalk, Connecticut
State Project No. 102-358**

**Environmental Assessment,
Draft Section 4(F) Evaluation and
Environmental Impact Evaluation**

**Appendix I3
2020 Merritt Parkway Landscape
Assessment
Guidelines
August 2022**

Prepared for:
Connecticut Department of Transportation
Federal Highway Administration

To:	7-15 Norwalk Project Advisory Committee Section 106/Landscape Subcommittee	From:	John F. Eberle, PE Stantec Consulting Services Inc. 55 Church Street New Haven, CT 06510
File:	192310508	Date:	April 21, 2020

Reference: Merritt Parkway Landscape Assessment Guidelines

As a follow-up to the Project Advisory Committee (PAC) Section 106/Landscape Subcommittee meeting of November 21, 2019, Stantec provided an update to the draft Merritt Parkway Landscape Assessment Guidelines ('Guidelines') to attendees taking into consideration comments recorded at the meeting. The purpose of the Guidelines is to provide some direction for assessing alternatives as part of the Environmental Assessment (EA) document, and to inform the development of the design of the preferred alternative subsequent to the conclusion of the Environmental Documentation process. The purpose of this memorandum is to summarize the background and key assumptions for development of the Guidelines as well as provide expanded definitions of guideline categories.

I. INTRODUCTION

The Connecticut Department of Transportation (CTDOT) is proposing a series of changes to the intersection of Route 7, Route 15 (the Merritt Parkway), and Main Avenue in Norwalk, Connecticut. Interchange No. 39 currently provides partial connections between Route 7 and the Merritt Parkway including:

- Route 7 northbound to the Merritt Parkway southbound
- Route 7 southbound to the Merritt Parkway southbound
- Merritt Parkway northbound to Route 7 northbound
- Merritt Parkway northbound to Route 7 southbound.

Connections between Route 7 and the Merritt Parkway to and from the north are not provided. The project is intended to remedy this situation by providing full connections between Route 7, the Merritt Parkway, and Main Avenue.

The Merritt Parkway, completed in the early 1940s and extending 37 miles from the Connecticut/New York state line to the Housatonic River in Stratford, has been designated both a Connecticut Scenic Road and a National Scenic Byway. The Parkway is also listed in the National Register of Historic Places as a significant example of an important type of designed landscape (early 20th-century scenic parkways inspired by the City Beautiful Movement).

Because of the Parkway's historic significance, it is imperative that the project be undertaken in a way that is sympathetic to its essential character. Currently, the project is in the planning phase, evaluating alternatives that will meet the project's Purpose and Need. Once a preferred alternative is selected, the design will be further developed to a greater level of detail.

The purpose of the Guidelines is to inform the development of the final design so that the project's improvements can be integrated into the Parkway's historic character and landscape aesthetic.

April 21, 2020

7-15 Norwalk Project Advisory Committee Section 106/Landscape Subcommittee

Page 2 of 5

Reference: Merritt Parkway Landscape Assessment Guidelines

II. PROCESS

The Guidelines build upon understandings of the Parkway's essential character as articulated in previous documents, including

- "Merritt Parkway Historic District," National Register of Historic Places documentation, prepared by Catherine Lynn and Christopher Wigren (1991).
- *A Landscape Plan for the Merritt Parkway* (1994).
- *Merritt Parkway Guidelines for General Maintenance and Transportation Improvements* (1994).
- *Merritt Parkway Conservation and Restoration Plan: Bridge Restoration Guide* (2002).
- .
- Published studies, including *The Merritt Parkway* by Bruce Radde (1991) and *The Merritt Parkway: The Road that Shaped a Region* by Laurie Heiss and Jill Smyth (2014).

The Guidelines were initially prepared by Stantec, CTDOT's engineering and landscape architecture consultant, and then reviewed, revised, and approved by CTDOT. Public involvement included a landscape workshop held in Norwalk in September 2018 and presentation of the draft Guidelines to the Project Advisory Committee Section 106/Landscape Subcommittee in November 2019. Follow-up included incorporation of stakeholder comments recorded at the meeting and redistribution of the edited Guidelines. The stakeholders who participated included representatives of the Merritt Parkway Conservancy, Preservation Connecticut (formerly the Connecticut Trust for Historic Preservation), the City of Norwalk, neighborhood groups, and local business owners.

III. KEY ASSUMPTIONS FOR IMPLEMENTING THE GUIDELINES IN THE FINAL DESIGN

- The project's Purpose and Need cannot be met without some changes to the Parkway as it currently exists; additional ramps and entrance/exit lanes will be necessary.
- Application of the Guidelines to the existing Parkway within the project limits revealed a mix of positive and negative attributes. Positive attributes include some areas with appropriate plantings, some effective buffers, and a few distinctive rock outcroppings. Negative attributes include invasive species, depleted plantings, encroachment of modern development, lack of buffers in key areas, poor access for maintenance, and inconsistent guiderail and signage standards and aesthetics.
- Implementation of the Guidelines in the design process can both preserve and enhance existing positive attributes and improve existing negative attributes, thereby integrating the project's improvements into the Parkway's historic character and landscape aesthetic.

IV. THE GUIDELINES

The Merritt Parkway Landscape Assessment Guidelines that will be implemented in the course of finalizing the design of the preferred alternative are as presented in tabular form on the next page.

Category	Guidelines
Views within, from, and to Parkway (all user groups)	Parkway road sides exhibit varied spatial organization with focal points and park-like experiences
	Views of ramp roadside landscapes exhibit park-like characteristics
	Bridge structures are featured, yet integrated into planting design, vegetation, and topography
	Distant landscape views beyond the right-of-way are provided (distinctive architecture, scenic vistas)
Vegetation and planting design	Widths of road sides are adequate for planting and creating and/or maintaining naturalized landscape character
	Vegetation and planting frame views, complement bridge structures, and screen unsightly views
	Non-invasive plant species and palette are complementary of the Parkway setting
	Seasonal characteristics and clusters of native and specimen plant species provide contrast and visual interest between ground plane, understory, and canopy
	Existing and advantageous vegetation is preserved to provide aesthetic, buffer and park-like value
Topography	Built road-sides transition into naturalized landscape
	Slight to moderate slopes on roadsides are conducive to planting and landscape maintenance access
Aesthetic Rehabilitation	Remnant, scarred, and cluttered right-of-way areas are rehabilitated to enhance Parkway character
	Engineered components (e.g. stormwater measures) do not detract from Parkway landscape features
Circulation	Roadway footprint does not diminish existing Parkway landscape character
	Fences and barriers do not visually impose upon park-like and naturalized features
Amenities	Design vocabulary is consistent and recognizable as the Parkway
Sustainability	Planting areas provide suitable space and soil volume to allow plant species to achieve potential growth and habit
	Park-like landscape provides ease of access to road sides for sustained maintenance
Natural features	Landscape design and vegetation reveal natural and scenic resources such as watercourses, landform, and rocky ledge
Safety	Vegetation, planted areas, and amenities do not obstruct critical sight lines
	Planting design and vegetated areas conform to CTDOT safety guidelines

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Reference: **Merritt Parkway Landscape Assessment Guidelines**

Guidelines are grouped according to the following categories:

Views within, from, and to the Parkway

All user groups (motorists, passengers, cyclists, pedestrians, building occupants, other) within, approaching, and leaving the project area should experience the park-like setting of the Merritt Parkway. This experience may be enhanced through landscape design including varied spatial organization created by plantings and vegetation; focal points that highlight natural and cultural features within the landscape; and view corridors that accentuate distant architectural and natural features. In instances where buildings are very close to the Parkway ROW with minimal landscape buffer, landscape enhancement options within the immediate building surrounds within the Parkway ROW may be limited.

Vegetation and planting design

The width of roadside established in the preferred alternative must be adequate for planting. Existing vegetation with aesthetic and functional qualities should be preserved to create and/or maintain naturalized landscape character within the Merritt Parkway right-of-way. Framing views, enhancing bridge structures, screening unsightly views, and buffering between roadway lengths with native and non-invasive species are desired characteristics. Roadsides provide opportunity to enhance seasonal interest of the Parkway surrounds with clusters of native and specimen plant species that provide contrast between ground plane, understory, and canopy.

Topography

Topography and roadway alignment are key features in creating a park-like setting and unique travel experience. To the extent that new ramp lengths are needed, their respective roadsides should transition smoothly into the naturalized landscape. Slight to moderate slopes on roadsides are conducive to preserving desirable stands of existing vegetation and establishing new plantings that accentuate views and that are easily accessible for sustained landscape maintenance.

Amenities

Design vocabulary will be consistent and recognizable as the Parkway. As the CTDOT progresses with phased safety improvements along the entire length of the Parkway, amenities such as guiderail, parapet walls, signage, drainage appurtenances, and roadway edge treatments are being installed consistently, with a common aesthetic. To the extent possible, these same amenities will be incorporated into the design of new and rehabilitated access and egress ramps for the two proposed interchanges in the project area.

Aesthetic Rehabilitation

The project area has experienced decades of intervention, including the construction of Route 7 over 25 years ago, and the start and termination of construction of the Main Avenue interchange in 2006. This project, through landscape design integrated with roadway engineering, will aim to rehabilitate remnant, scarred and cluttered right-of-way areas to enhance the Parkway's character within the project area. Integrated landscape architecture and engineering design for stormwater measures and other critical functions should not detract from existing Parkway features. They should be visual attributes.

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Reference: Merritt Parkway Landscape Assessment Guidelines

Circulation

Through integrated engineering and landscape architecture design, the roadway footprint of the preferred alternative will minimize visual impact on existing Parkway character. Opportunities to enhance roadsides and preserve existing natural features, in conjunction with new ramp alignments, are priorities. Fences and barriers that may be required will not impose upon or detract from the Parkway's existing and/or re-established park-like character.

Sustainability

More today than at any other point in the Parkway's history, sustainability in design and maintenance is paramount. Planting areas should provide suitable spaces and soil volume to allow for adequate plant growth and visual impact. Creating a park-like landscape with ease of access for sustained maintenance, optimum safety conditions for field staff, and minimal traffic disruption during maintenance operations are an important part of these design guidelines.

Natural features

Landscape reveals natural resources (e.g., watercourses, woodlands, rocky ledge). In recognizing the rich landscape history of the Parkway, preserving and exposing/uncovering natural features is essential. New plantings and landform may provide enhancement by accentuating view corridors toward natural features and displacing invasive vegetation.

Safety

Safety goes hand in hand with all landscape guidelines. Landscape architecture and engineering design prioritize safety, mobility and user experience. As such, vegetation, planted areas, and amenities will be located so as not obstruct critical sight lines. Planting design and vegetated areas will conform to CTDOT safety guidelines while aiming for enhancement of the Parkway's park-like character as a foundation of the preferred alternative's design.

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Attachment:

c.

Design with community in mind

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**Routes 7/15 Interchange
Norwalk, Connecticut
State Project No. 102-358**

**Environmental Assessment,
Draft Section 4(F) Evaluation and
Environmental Impact Evaluation**

**Appendix I4
Merritt Parkway Landscape Master Plan**

August 2022

Prepared for:
Connecticut Department of Transportation
Federal Highway Administration



**A LANDSCAPE MASTER PLAN
FOR THE MERRITT PARKWAY**

FINAL REPORT

MERRITT PARKWAY
LANDSCAPE MASTER PLAN

October 31, 1994

State Project No. 173-228
FAP No. STPE-150 (136)

Prepared by:

Milone & MacBroom, Inc.
Cheshire, Connecticut

In association with:

Johnson, Johnson & Roy, Inc.
Johnson Land Design
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ACKNOWLEDGMENTS

The Landscape Master Plan consultant team wishes to extend its sincere appreciation to W. Thayer Chase, the original Landscape Architect for the Merritt Parkway, for providing personal photographs, memoirs, and comments on his design objectives during the construction of the Parkway; to A. Earle Wood, former Commissioner of Transportation, for providing historical photographs; and to Carl Johnson of Ann Arbor, Michigan for his artistic talent in preparing the sketches of the Parkway as it once appeared and as we all hope it will look after this plan has been implemented.

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Johnson Land Design
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EXECUTIVE SUMMARY

By its placement on the National Register of Historic Places in 1990 and its subsequent designation by Governor Lowell P. Weicker, Jr. as a Scenic Highway in 1993, the Merritt Parkway has now received the accolades for which its planners and designers had hoped some 60 years ago. As do most things that are heavily utilized, the Parkway shows its age and is in need of rehabilitation. Thus, this Landscape Master Plan has been commissioned by the Connecticut Department of Transportation to identify opportunities to improve the landscape returning it to its park-like quality for which it is well known.

The Merritt Parkway is a major transportation route in southwestern Connecticut linking Bridgeport and the shoreline communities of Fairfield County to New York to the southwest and to New Haven and other places to the east and north. Built in the late 1930's, the Parkway carries as many as 68,000 vehicles per day along its 38 miles through narrow rock cuts, old fields, and mature woodland, around sharp curves, traversing the hillsides of eight towns.

When the Parkway was under construction, its landscape architects hoped to place the road in a park-like setting where the natural woodland would be preserved and the construction scars healed with new plantings. Areas disturbed by construction were replanted with indigenous planting. The architecture of each of the 38 bridges, each with its individual art deco, art moderne, or classical design, was enhanced with new evergreen trees and flowering shrubs. The spatial and visual variety created by the juxtapositions of open meadows and dense forest and experienced by the travelling motorist has been the hallmark of the Merritt Parkway.

The landscape of the Merritt Parkway reached its zenith in the late 1950's. Since that time with changing maintenance practices, the park-like quality of the Parkway has diminished. The defined edges between woodland and meadow have become blurred; the plantings at bridge abutments have become overgrown; plantings in the median are reaching old age; and the guiderail which was originally wood beam has been replaced with utilitarian materials typical of interstate highways.

The initial task in the preparation of the master plan was to inventory the existing conditions of the landscape. Existing Department mapping was supplemented with aerial photography, ground level video, still photography, and field investigation. The findings were plotted on 40 sheets at 200 scale.

In addition to the field inventory, land uses surrounding the Parkway right-of-way were examined. For the most part, the land uses adjacent to the Parkway are now, and are likely to continue to be, low density residential. Non-residential uses which may occur at the larger interchanges at Routes 7, 8, and 25 conceivably could alter the visual quality of the Parkway at these limited locations.

The consultant team observed as part of the inventory process that the elements which adversely influenced the visual quality of the Parkway were not isolated to a single location but were repeated throughout its length. For example, the inconsistent placement and material of the median guiderail occurs from one end of the Parkway to the other. The location of the problems have been recorded on Inventory and Analysis Maps and have been tabulated in this report. The observations and issues are summarized as follows:

- Parkway identity is greatly influenced by the tight vertical and horizontal curvature of the original engineering design.

- Horizontal and vertical curves, and the placement and approach of the bridges emphasize the views and vistas, while enhancing the visual experience.
- Dramatic change in adjacent land use has resulted in areas of non-parkway type views from the roadway.
- Plant material has been used to emphasize the views to and through bridges, to frame views, and to screen off-site views.
- Though installed for safety reasons, the use of evergreens on curves adds focal points and terminating views.
- General condition of the median and the inconsistent details (guiderails, signs, new interchange lighting, chain link fences, etc.) significantly detract from the visual quality of the Parkway.
- Bridge abutments and details are generally obscured by overgrown vegetation.
- The unpruned cedar groves are more naturalistic and appropriate than the pruned cedars occurring in the median.
- Opportunities exist to clear and reveal attractive details such as the bridge architecture and the low stone walls.
- Generally, consistency and repetition of design elements and principles add to the aesthetic experience of driving the Parkway.
- Major areas of alteration and construction present the most significant opportunities for major landscape rehabilitation.
- The Merritt Parkway is a resource that must be preserved as a scenic highway.

The primary design goal of the Master Plan is to re-establish the quality of the landscape as it existed at its peak approximately 30 years ago. To achieve that park-like quality, the following design principles should be followed:

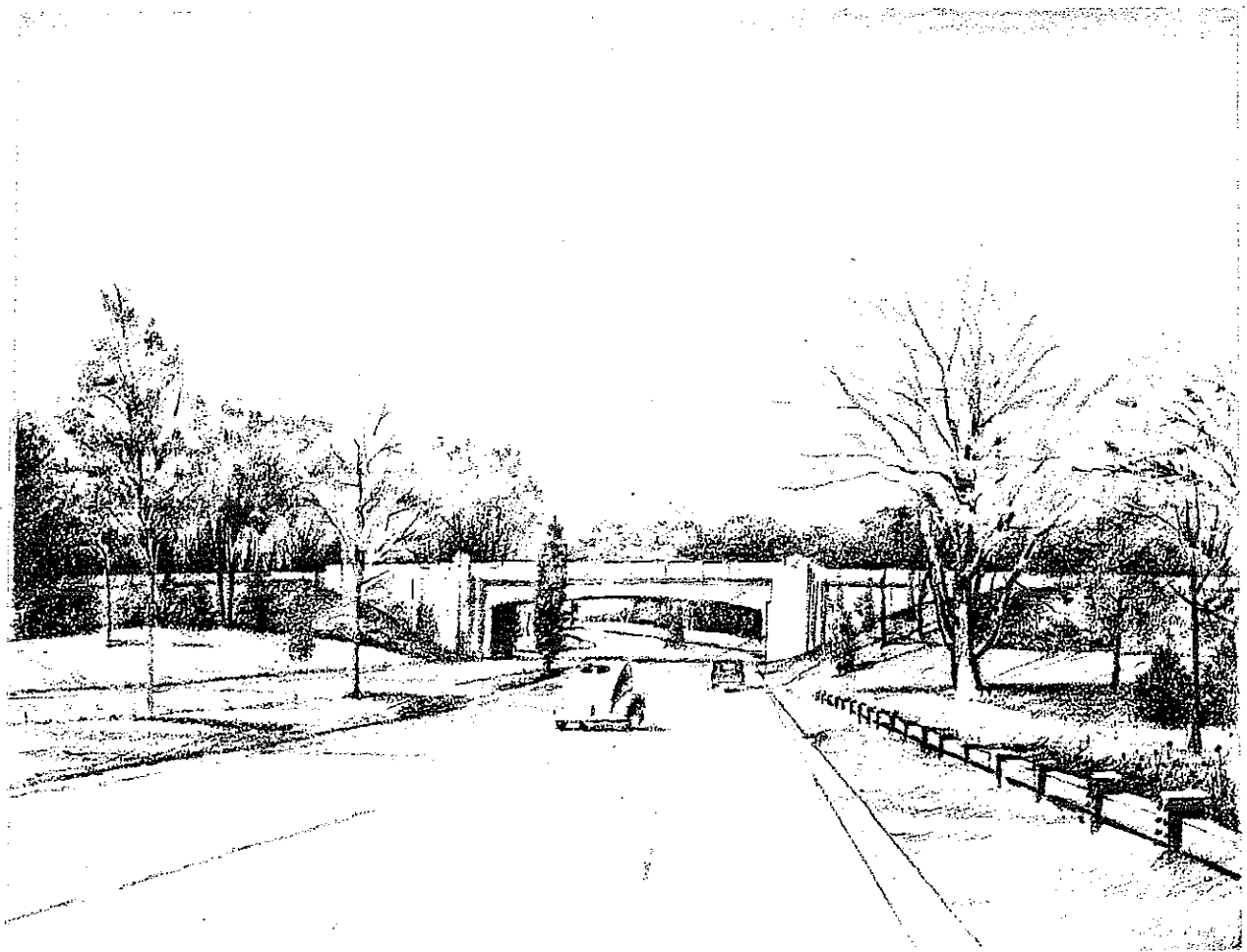
- Reinforce and re-establish the variety and modulation of the spatial experience by contrasting the mature forest with open lawns and meadows.
- Manipulate both terminating and leading views through screening, enframing, and filtering by the addition of mass vegetation in some instances and thinning or removing overgrown vegetation in others.
- Provide additional vegetation to further enhance the vertical and horizontal alignment of the roadway and further enhance areas of overhead canopy.
- Bring the landscape closer to the Parkway edge while recognizing the required standard of safety.
- Keep new plantings in context with the surrounding landscape character and plant communities to provide consistency across the entire right-of-way and the median.
- Provide seasonal color through the massing of plants.
- Provide for a consistent treatment for the median including plant material, grasses, barriers, and guiderails.
- Provide consistency in details, signage, and other elements contributing to the landscape.

The problems observed on the Parkway have been placed into one of six groups: Gateways, Service Areas, New Interchanges, Bridges, Edges, and Medians. For each group of problems, a series of alternative design solutions has been developed to illustrate how to treat the problem. These typical solutions form the basis of the Landscape Master Plan and will serve as the landscape architect's design palette.

The design treatments illustrated in this report have been applied to the entire length of the Parkway in a somewhat generalized way and presented at 200 scale. (Reduced scale color renderings have also been prepared for incorporation into this document.) Budgetary cost estimates for the improvements have been prepared and have been broken down into landscape improvements and related safety improvements.

Maintenance of the Parkway was examined as part of the assessment phase of the study. Recommendations for maintaining the aesthetics of the Parkway have been made as part of this study with specific guidelines for treating lawns, pruning, land clearing, reforestation, etc. In general, it is anticipated that the maintenance effort for the median will decrease since all mowing will be performed within the parallel guiderails. This decrease will be offset by the replacement of invasive vegetation with revitalized meadows along the forest edge.

With the completion of the Landscape Master Plan, the department now has a blueprint for action. Over the next 15 years or so, it is the Department's intention to implement these improvements. Such improvements as removal of invasive vegetation, pruning of vegetation, and the installation of new plantings and lawn can be implemented in the near future, while the replacement of guiderail with steel-backed wood and the installation of the curb/gutter will occur over a longer period of time in conjunction with ongoing roadway safety improvements. In the end, the citizens of Connecticut will once again be able to enjoy the drive in a park-like setting experienced by the motorists of the 1940s and 1950s.



Section 1

Introduction

1. INTRODUCTION

1.1 BRIEF CHRONOLOGY OF PARKWAY DEVELOPMENT

When the Merritt Parkway was designed some 60 years ago, who would have envisioned the volume of traffic that it now carries daily, and the intensity of surrounding development that squeezes this ribbon of open space that links the communities of Fairfield County to New York, New Haven, and places beyond. For those people who have grown up with the Parkway, it would be hard to imagine the Merritt without its art deco, art moderne, and classic design of its bridges, each with its unique details; or the six rest areas with the small stone or brick buildings and the post and beam guiderail; or the 38 miles of designed landscape that complements the surrounding natural vegetation and creates a park-like experience.

The concept for an "automobile" boulevard between New York and Boston dates back to the early 1900's when the Connecticut Automobile Parkway Corporation received a charter to build and operate such a facility. But it took 20 years before Highway Commissioner Charles Bennett recommended that a parallel route to the Post Road be built and the Connecticut Highway Department initiated field reconnaissance. In 1927, the Connecticut General Assembly authorized the construction of a road through Fairfield County, appropriated the initial funding, and named the road after Congressman Schuyler Merritt.

In 1931, legislation was passed to create a commission to supervise the construction of the road. It took nearly four years to select the appropriate route, resolve political issues, and acquire land. In 1934, the first construction contract was awarded and work began the following year in Greenwich and Trumbull.

The first section of the Merritt Parkway was opened for traffic in 1938, some 30 years after the project was conceived. This section, from the New York state line in Greenwich to U.S. Route 7 in Norwalk, was praised in the New York Times for its "lavish decorative scheme" of trees, shrubs, and flowers which had been planted to beautify the roadside and median, thus creating the park-like character for which the Merritt is so well known. In fact, the Parkway was an instant success with an average daily traffic of 25,000 cars four months after its opening.

Over the next four years, the remaining sections of the Parkway were completed allowing the motorist to travel to the Housatonic River through a magnificent linear park for a distance of 38 miles.

1.2 NATIONAL REGISTER AND SCENIC HIGHWAY DESIGNATION

For its first 20 years or so, the changes to the Merritt Parkway were incremental. For example, speed limits increased slightly, guiderail systems were modified, shrubbery in the median was removed, and interchanges were modified to handle increased traffic volumes and speeds. In the mid-1960's, landscape maintenance procedures began to change. Mechanized operations replaced hand labor. The character of the Parkway became more mature as the woodland grew in and the level of lawn mowing decreased.

The first significant change in the overall character of the Parkway occurred beginning in the 1980's with the construction of the interchanges for Route 8 and Route 25 in Trumbull, and most recently, Route 7 in Norwalk. Designed to "interstate" standards, this deviation from the Parkway's historic character precipitated the popular movement to have the Merritt Parkway placed on the National Register for Historic Places. In recognition of its unique bridges, its significance in fostering the "parkway movement" as part of the American landscape, and its overall contribution to the quality of the Connecticut motoring experience, the Parkway was officially listed as a "Designed Historic Landscape" by the National Park Service in April 1991.

With its placement on the National Register, the maintenance of the Parkway's general character is nearly assured - at least where changes involving the expenditure of federal funds are involved. However, the dedication of the Merritt Parkway in 1993 as a "Scenic Road" gives strength to the movement to preserve its overall visual character.

1.3 PURPOSE OF STUDY

In his dedication of the Merritt Parkway as a scenic road, Governor Lowell P. Weicker, Jr. proclaimed:

"that highways can still be constructed in this way for preserving the natural beauty. There's no reason why they can't be utilitarian and beautiful..."

With this principle in mind, Department of Transportation Commissioner Emil Frankel created the Merritt Parkway Working Group having the overall purpose of advising the Department of ways to preserve and enhance the Parkway while maintaining it as an important transportation artery. The Working Group has wrestled with the central issue: is the Parkway a major transportation facility or is it simply a beautiful place? The apparent answer from this on-going debate is that the Parkway is both.

As a result of its efforts, the Working Group identified five major issues which need to be addressed as part of the conservation of the Parkway's character:

- Parkway Design Standards
- The Landscape
- The Bridges
- The Parkway Median
- The Roadside Area

Each of these factors or elements contribute in some way to the quality of the motoring experience. While each of these issues can be addressed separately, the Department felt that a more comprehensive evaluation of the Parkway's condition was warranted.

The Department of Transportation has commissioned this study to evaluate the present condition of the landscape in light of the historical design concepts followed by W. Thayer Chase, the landscape architect responsible for the original plantings. The Landscape Master Plan will serve as a guide for the department in establishing design and maintenance standards and practices. This effort is not intended to create detailed planting plans for the Parkway. Rather, the design treatments illustrated in this plan will be the basis for the creation of detailed improvement plans to be implemented over time as funds become available, both for development and maintenance.

1.4 ELEMENTS OF THE LANDSCAPE MASTER PLAN

Four major elements comprise the Landscape Master Plan. The first element is an overview of the historical aspects of the Merritt Parkway with emphasis on the original planting and design concepts employed by Mr. Chase. This effort included a review of previous compiled historical documents and, more importantly, interviews with Mr. Chase and an examination of his personal files.

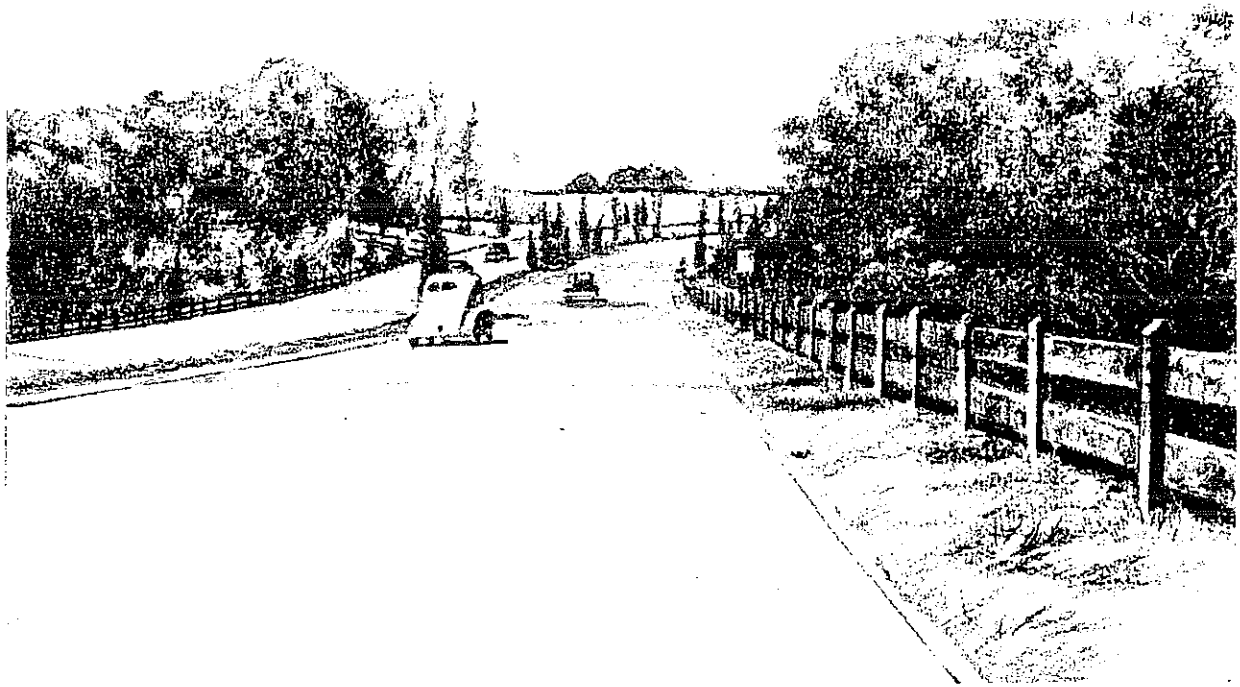
The second study component is an inventory and analysis of the existing condition of the Parkway. This effort encompassed extensive field investigations to supplement the Department's maps and plans. Aerial and ground photography was utilized to record field observations. Once the base maps for the entire 38 miles of the Parkway were complete, a critical evaluation of the data was made and a summary of the findings was prepared.

When presented with a problem, any designer will develop several solutions for presentation to the client. In this case, the problems needing solutions were placed into one of six broad categories and a palate of typical design alternatives was developed. Those design alternatives found to be most suitable, both from a technical and aesthetic perspective, have been included in the Landscape Master Plan. These alternative treatments will serve as a reference guide during the detailed design process.

The landscape plans for the Parkway were prepared at 200 scale (40 sheets) but have been reduced in scale for incorporation into this report. The plan illustrates where the existing plantings are to be improved and the location of new plantings. It also identifies the location for guiderail, median barriers, and other landscape features. The plan is generalized so that the designer of site-specific improvements will have some flexibility to apply the design guidelines and details to resolve problems which are identified at the detailed site level.

Finally, the Landscape Master Plan discusses such administrative issues as project phasing and budgets. Emphasis has been placed on operation and maintenance issues so that the Parkway character can be preserved over the long term once the suggested design treatments have been implemented.

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Section 2

Historic Overview

2. HISTORIC OVERVIEW

2.1 INTRODUCTION

The initial task in preparing a landscape master plan for the Merritt Parkway was to understand what the design intent of the original engineers and landscape architects was when the Parkway was built some 50 years ago. It is fortuitous indeed that the recent interest in the Merritt Parkway as a significant historical asset in Connecticut has precipitated the publication of numerous articles and a new book documenting the Parkway's political and engineering history. This chapter of the Master Plan is simply an overview of not only the original landscape design intent but also the history of the Parkway as it may influence the design standards to be used in preparation of the new landscape plan. It is not the intention of this section of the Master Plan to restate what has already been published. Rather, this effort is only a summary of those design items which contributed to the overall appearance of the Parkway.

2.2 METHODOLOGY

The following methodology has been utilized in this study in order to place the Merritt Parkway in its appropriate historical context.

2.2.1 Review of Historical Reports

- a. The Historical American Building Survey/Historical American Engineering Record (HABS/HAER) report, prepared by the National Park Service in 1992, was reviewed in its entirety with special focus being placed on the section dealing with the landscape.
- b. The application to place the Merritt Parkway on the National Register of Historic Places was reviewed also. It should be noted that there are some discrepancies between this document and HABS/HAER but none of those seem to affect the landscape features. When there is a conflict, HABS/HAER is considered to be the more authoritative treatise.
- c. The New Canaan Historical Society Annual "The Merritt Parkway" (1991) provided additional background information.
- d. The recent book by Bruce Radde, The Merritt Parkway, (1993) served to support much of the data in the HABS/HAER documents.

2.2.2 Review of the Chase Files

It is fortunate that W. Thayer Chase, the original landscape architect for the Merritt Parkway, was gracious enough to discuss the landscape design and construction. Three lengthy interviews and an examination of his personal files have provided critical bits of background information not available from

published sources. His planting lists, photographs, personal notes, and most important, his comments and statements contained in the HABS/HAER report, together with the critique of HABS/HAER, has proven to be very helpful in the new design.

2.2.3 Historical Photos and Newspaper Clips

The Department of Transportation's archives include numerous photographs and newspaper articles pertaining to the Parkway. Many of these documents are duplicates of data contained in the Chase files. Additional photographs and illustrations contained in the HABS/HAER reports were also obtained as part of this effort.

2.2.4 National Park Service Requirements

The National Park Service has prepared (in draft) "Guidelines For the Treatment of Historical Landscapes". This document has been examined and those elements applicable to the Merritt Parkway have been summarized in this report.

2.3 PLACING THE LANDSCAPE IN CONTEXT

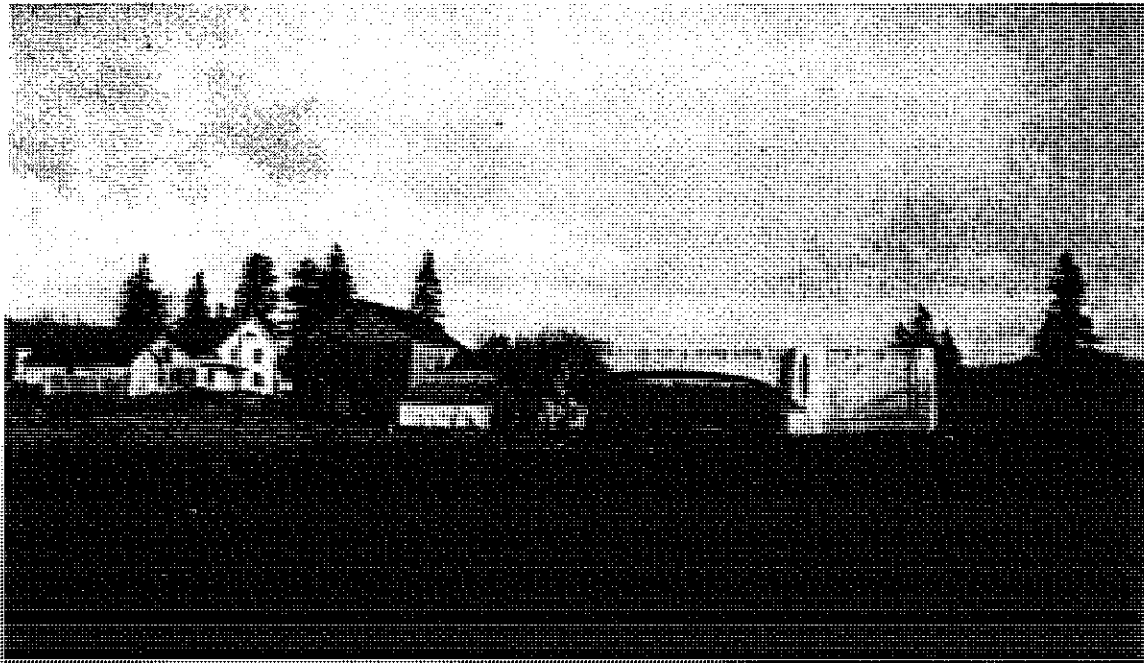
2.3.1 The Character of Landscape

The natural land form of Fairfield County typically consists of a series of ridges and valleys generally having a north to south orientation. Geologists attribute this topographic form to the advance and retreat of the Ice Age glaciers. These land forms are overlain by glacial till soils having a fairly high lime content making the land generally suitable for farming on the more gentle side slopes, flatter valleys, and hilltops.

Streams and alluvial bottom lands are found in the valley floor, with the flatter land adjacent to such watercourses as the Saugatuck River or the Norwalk River being subject to flooding. The side hill springs (now known as upland wetlands), which produce smaller streams, typically are underlain by bedrock and poorly drained soils.

Another natural land form which is evident throughout the lower sections of Fairfield County are the rocky ridges. The rural roads throughout the area wind through these hills carefully avoiding the steeper slopes, thus preserving the rural landscape.

By the 1920's, most of the virgin stands of trees in Connecticut had been cleared for farming. As farming began to decline, initially in the lower section of Fairfield County, in favor of large estates for wealthy landowners, the cleared land began to revert naturally back to woodland. By the mid-1940's, about 90% of Connecticut's forests were less than 60 years old. However, the reversion was rapid so that stands of coniferous and deciduous trees were dense enough to give the appearance of being much older. In contrast, the active farms in the more rural sections of Fairfield County gave a more open appearance to the landscape.



Easton Turnpike Bridge

Formerly "Sport Hill Road" Bridge Fairfield, CT 1939

Looking east with the bridge complete and entirely free standing at this time. The farm house was moved to another location and the barn was razed.

The Merritt Parkway travels east/west so that it crosses the ridges and valleys at right angles or diagonally. Not only was this contrary to the parkway design principles espoused by Robert Moses, for example, in his designs for parkways in nearby New York, but it changed the character of the natural landscape. In the more densely wooded areas of the lower sections of the Parkway, the swath cleared for construction in order to achieve appropriate grades were quite significant. Similarly, little attention was given to the presence or value of wetlands as evidenced by the extensive wetland systems immediately adjacent to the fills created for the road. On the positive side, however, by traversing the topography perpendicularly, steep cuts were created exposing the bedrock to the traveling motorist. At the same time, long views were created by the fairly steep gradients of the Parkway. In the farming communities of the upper sections of the Parkway, the agricultural heritage could be seen a short distance from the road. In fact, farming operations continued within the right-of-way as the bridges were under construction.

2.3.2 The Parkway Concept

Parkways were originally proposed by the City Beautiful Movement as a way to help alleviate urban problems. By surrounding the major cities with parks that were reached by parkways, it was thought that parkways would provide both transportation and recreation/aesthetic enjoyment. Parkway helped institutionalize the Sunday afternoon drive, as more Americans bought cars.

One of the most important features of parkways was separating them from commercial streets and pedestrian movement by using grade separators. This was first demonstrated by landscape architect Frederick Law Olmsted and architect Calvert Vaux for New York City's Central Park in 1858.



Easton Turnpike Bridge

Formerly "Sport Hill Road" Bridge Fairfield, CT 1939

Looking east from further back on the base line for the future Parkway. Notice that much of the land was farmland or meadow. The project landscape architects estimated that probably 50% of the land was open or in wetlands.

In 1906 the New York State Legislature authorized the planning that resulted in the first Westchester parkway, the Bronx River Parkway, which was completed in 1923. As early as 1907, the Connecticut Automobile Parkway Corporation received a charter to build and operate an "automobile boulevard" between New York and Boston. By 1933, the Hutchinson River Parkway and many others were completed. In the late 1930's, the term "parkway" was more formally defined within National Park Service regulations.

As documented in the HABS/HAER report, the Department of Interior used the following criteria in defining parkways as compared to other roads:

- Limitation to non-commercial, recreation traffic.
- Prohibition of unsightly roadside development and signs.
- Rights-of-way that were wider than average to provide buffers from abutting property.
- Granting of no frontage or access rights, thereby encouraging preservation of natural scenery.
- Preference for a new site to avoid congested and built-up areas.
- Giving best access to native scenery.
- Elimination of major grade crossings.
- Well-distanced entrance and exit points to reduce traffic interruptions and increase safety.

By 1939, the Connecticut General Assembly in Section 427E Supplement to the Connecticut General Statutes "Parkways and Freeways" had legislated its own definition:

A parkway shall mean any trunk line highway receiving special treatment in landscaping and marginal planting, which shall be especially designed for, and devoted exclusively to,

the use and accommodation of noncommercial motor vehicle traffic, and to which access may be allowed only at highway intersections designed by the highway commissioner and designed by him so as to eliminate cross traffic of vehicles.

These were the basic standards to which the Merritt Parkway was built.

2.3.3 The Connecticut Approach

Fairfield County, at the time when the Merritt Parkway was being contemplated, was quite rural in character. New Yorker's would wax nostalgically about "going to the country" when referring to a 30-plus mile excursion into Connecticut.

In the early 1900's, the population of Fairfield County was less than 200,000 persons, generally concentrated in the village centers and in the larger cities such as Bridgeport. The population centers were separated by farms and wood lots. When the Parkway was under construction, the County's population had grown to 350,000 with projections of doubling by 1980. Such estimates by the Fairfield County Planning Association, a reluctant supporter of the parkway concept, have proven to be low by some 200,000 people.

The Merritt Parkway, unlike its New York predecessors, was not conceived to link large publicly owned parks. Its purpose was to solve the problem of traffic congestion on U.S. Route 1 (the Boston Post Road) between New York and New Haven. The Post Road was a major commercial corridor and tourist route linking New York to Providence to Boston. Even with widening and pavement improvements to Route 1, accident rates and volumes of traffic kept climbing. Traffic surveys of the late 1920's showed that the majority of cars on the Post Road originated from west of the Hudson River, from New York City and points south. So, in 1925, a "Parallel Post Road" which was to become the Merritt Parkway was proposed.

The proposal of the Merritt Parkway polarized the citizens of southwestern Connecticut. Commuters to New York welcomed the alternative of being able to enjoy country living without having to cope with commuting by rail. New York would be closer for businesses and employment. In obvious contrast, large landowners perceived an invasion of "dreaded New Yorkers" (Radde) and a depreciation of property values. As Radde reports, the Fairfield County Planning Association took up the banner of promoting a parkway, instead of a highway, in order to preserve as much as possible the natural beauty of the landscape.

The Merritt Parkway was the first divided lane, limited access roadway built in Connecticut. According to Thayer Chase, the original intention was to link the 38 mile Merritt Parkway through New Haven County and Hartford to the Massachusetts border, for a total length of 116 miles. Eventually, the Wilbur Cross Parkway was constructed but, because of the commercialization of the Berlin Turnpike and with the incorporation of part of the Wilbur Cross Highway into Interstate 91, the parkway concept ends in Meriden.

Initially there was concern for whether the road would be a parkway or another highway. Congressman Schuyler Merritt took on the issue in his address at the dedication ceremony in 1938 and attempted to rally public support for a parkway:

This great highway is not being constructed primarily for rapid transit but for pleasant transit. This country is fortunate in having such beautiful back country and it is our great duty to see that these beauties are preserved.

Interestingly, Congressman Merritt even went so far as to suggest that picnicking be permitted in designated areas for "the city dweller" to enjoy and to give the rising generation a little chance for "freedom and country air" (Radde). Picnic areas were constructed at the rest/service areas, both as later alterations to the Parkway.

2.3.4 Right-of-Way Considerations

Though the right-of-way was planned with a minimum width of 300 feet, for portions of the Merritt's route it was substantially wider, larger parcels of land having been purchased to preserve the scenic appearance of the roadside, or simply because of special agreements with property owners. In the 1930s, a 300-foot right-of-way was considered quite large particularly when compared to the Post Road's right-of-way of less than 66 feet for most of its length. It should be noted, however, that the right-of-way today appears to be fairly uniform having a width of 300 feet with the exception of interchanges, service areas, and the former toll station in Greenwich. Whatever excess land that may have existed at the time of construction does not appear in the right-of-way maps provided by the Department of Transportation for this study.

As documented in the HABS/HAER, one purpose of the Merritt's wide right-of-way was to provide a buffer strip between the Parkway and bordering residential and commercial developments, both those existing and those anticipated. This buffer was not only a visual barrier, it was a safety measure as well, to prevent cars from careening off the road and into developed and populated areas. The right-of-way was also a provision for the Merritt's future expansion. A base line was established to bisect the right-of-way into two strips, each not less than 150 feet wide. Generally, the present roadway occupies the northerly half of the right-of-way and the balance is heavily wooded for the most part.

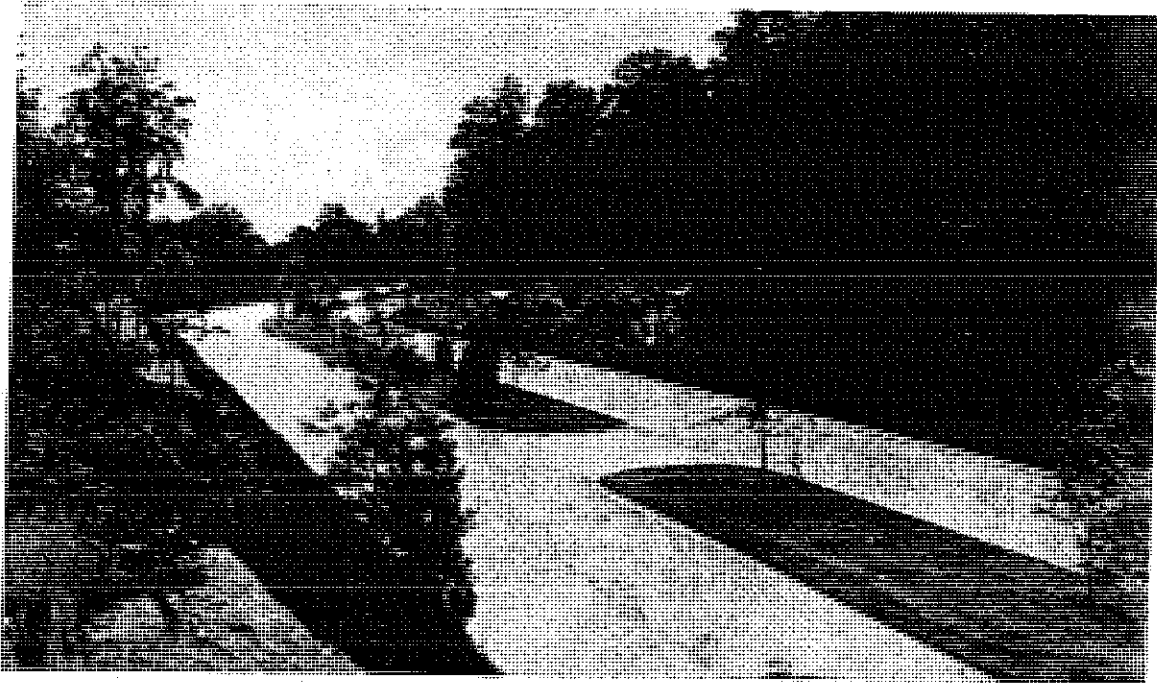


Near New York State Line Greenwich, CT 1936

One mile east of the New York state line, the rock has been excavated and the road is rough graded. The areas in Greenwich tended to be more wooded than the remainder of the Parkway but were still almost 50% open.

2.3.5 The Roadway Design

The Merritt's travelways consist of two reinforced concrete pavement strips, each 26 feet in width creating two 13-foot travel lanes from curb to curb. The concrete curbs have almost disappeared over time as subsequent layers of asphalt have been laid down. Crossovers existed initially but were short-lived with only a few remaining for police and maintenance vehicles. The concrete curbs originally were four inches in height and eight inches wide sloping at 45 degrees to almost three inches at the top. The curb also contained the "cat's eye reflector", which was considered a new innovation in the late 1930's.



Near New York State Line Greenwich, CT 1939

The same view three years later. The standard wood guiderail is barely visible on the distant curve. Many crossovers existed initially but were later closed for safety reasons. Casual picnicking was also stopped.

While there is no formal documentation of the specific design standards to which the Merritt Parkway was constructed, it can be deduced from its horizontal and vertical curvature that the Parkway was designed for a driving speed of 45 miles per hour. This is supported by the fact that the original speed limit was also posted for 45 miles per hour. Such a speed gave the traveling motorist the opportunity to view the intricacies of the natural landscape and the ornamental plantings. Today, according to the Department's own statistics, the average speed approaches 65 miles per hour and, in areas of major reconstruction in the vicinity of Route 8/25, over 68 miles per hour. Consequently, any intricate planting becomes only a blurry mass of vegetation at such high speeds.

2.3.6 The Bridges

The Merritt Parkway was designed to function as a highway, with limited access and no cross traffic. As such, grade separation structures were an essential part of the Parkway concept. The need for crossovers

resulted in 72 bridges, including large culverts, which served either as underpasses to carry the Parkway under intersecting roads and railroad tracks, or as overpasses to carry the Parkway over other roadways, rivers, and streams.

At the same time, the Parkway concept demanded structures that not only served a vital purpose but that were pleasing to the eye and that added to the beauty embodied by the Parkway. In addition, the Highway Department wanted to vary the architectural treatment of the bridges to provide constantly changing scenery. The bridges of the Parkway were designed by a collaboration of bridge-design engineers and architects, with engineer Leslie G. Sumner responsible for structural design and architect George L. Dunkelberger having the leading role in determining the form, style, and ornamentation. Through the various use of materials, ornamentation, and architectural styles, each bridge is unique.

The bridges of the Merritt Parkway have been well documented because of their historic and architectural significance. The Historic American Buildings Survey and Historic American Engineering Record divisions of the National Park Service have produced individual historic reports for 71 of the Parkway's bridges and culverts, providing detailed information on the engineering and architectural characteristics. This inventory includes the bridges (noted as overpasses or underpasses), as well as other resources, identifying their location and status (contributing or non-contributing to historic designation), and noting historic information such as date of construction, architectural style, materials used, distinguishing features, and any changes or repairs since construction.

a. Structural Characteristics

The Merritt Parkway is distinguished by having one of the country's largest collections of early rigid-frame bridges. Almost all of the bridges were of rigid frame construction, a fairly recent development at the time, although more traditional arch and post-and-beam systems were occasionally used, apparently as a way to maintain variety. Rigid frame construction had a number of advantages in terms of both economic and aesthetic considerations, not the least of which were ease of construction and adaptability to a variety of architectural form and expression. Both features affected the landscape. The ease of construction limited, to some extent, the disturbance of the land during construction limiting revegetation requirements to a lesser area. The adaptability of the system permitted abutments to be adjusted to adjacent land forms while still permitting the designer the freedom to create his structure.

b. Materials and Ornamentation

Bridges were built primarily of reinforced concrete, although several steel span and stone-faced bridges were constructed. Concrete was the material of choice primarily because of the lean economy of the Great Depression. Although the aesthetic qualities of concrete bridges were not highly thought of at the time, the Parkway bridges were designed and crafted to overcome this perception. Rather than allowing flat concrete structures, bridge architect George Dunkelberger used sloping and curved wingwalls to lend visual interest and to tie bridges into the surrounding landscape. He also paid particular attention to adding small details, projections and ornaments to bridge facades, contradicting the trend of bland and uninteresting concrete bridges.

Practicality apparently played a part in the extent of bridge ornamentation, however. It has been observed that underpasses, which were more visible to Parkway travelers, were generally more ornate than the overpasses, although some overpasses were quite elaborate in the initial areas of construction.

Dunkelberger carried out extensive inspections of potential bridge locations so that he could adapt the design to the particular site. Concrete was not always his preferred choice. Structural necessities aside, he believed the bridge should blend with the surrounding landscape as much as possible, to preserve the natural appearance of the site (HAER 1992). Stone or cast-stone bridges, for example, were built at the Rippowam River, Guinea Road in Stamford, and Main Avenue in Norwalk, appearing to blend with the surrounding natural rock outcroppings.

By design and craftsmanship, color and texture were introduced into the concrete ornamentation. Colored aggregates such as marble were added to the concrete, or other materials were used, such as glass shards, metal chips, or mother-of-pearl. The cement was also tinted via mineral pigments. These characteristics may not be as evident today since colors have apparently weathered over time. By becoming more muted, the bridges may have lost some of their contrast with the planted landscape.

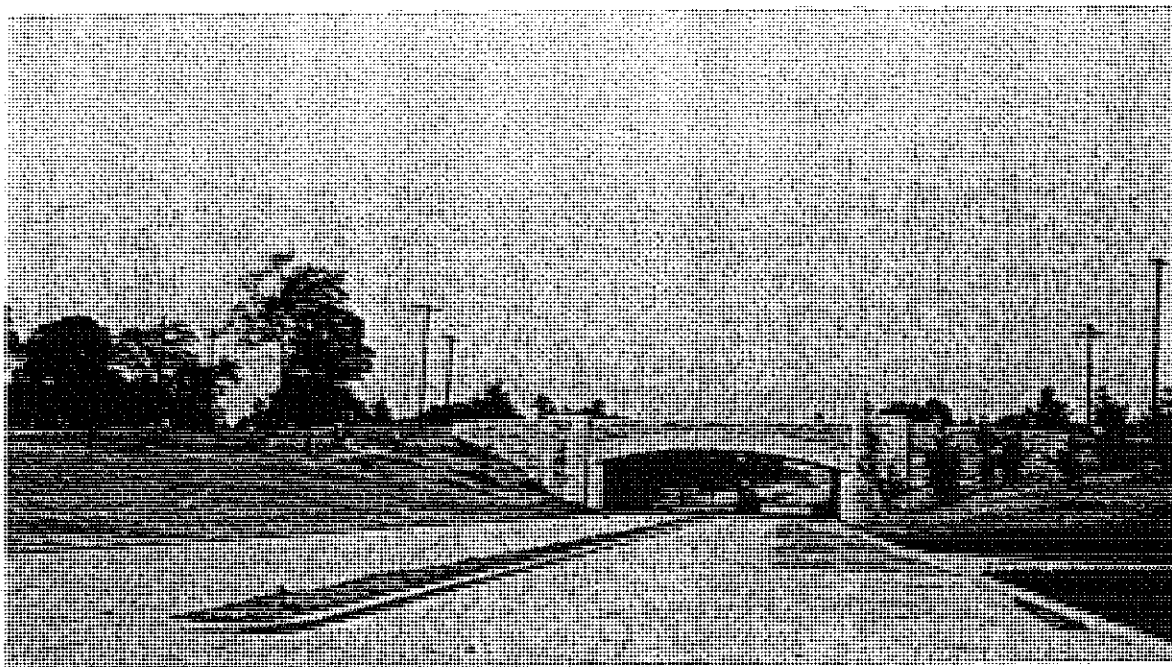
c. *Styles*

The typical parkway bridge of Dunkelberger's day was the rustic stone-faced bridge. While several of the Merritt's bridges were similar to this design idiom, most departed significantly from the standard. Dunkelberger borrowed from the popular and commercial architecture of the 1930s, utilizing motifs of Art Moderne, Art Deco, and classicism, with ornamentation including stylized skyscrapers and fountains, faceted sunbursts, fluted classical columns, griffins, owls, pilgrims, and Indians.



King Street Bridge Greenwich, CT 1936

Looking west toward future King Street Bridge and in the direction of the New York state line.



King Street Bridge Greenwich, CT. 1938

Looking toward the completed King Street Bridge and New York State beyond. The landscaping is complete on the right and in progress on the left. Note the low concrete curb on all road edges. This has virtually disappeared today as layers of bituminous have been added.

The variety of architectural styles used, and Dunkelberger's preference for the Moderne, are demonstrated by the 33 underpasses, of which 21 are Moderne; eight are Art Deco; and four are Classical, Gothic, or Renaissance. The same styles are found on the overpasses, although they tend to be simpler, some being primarily utilitarian in nature. Several of the bridges have been altered from their original design. Concrete barriers have been added to their bases to reduce vehicular damage. Parapets have been modified sometimes with chain link fence to address similar safety concerns.

A significant effect that the bridge design has on the landscape of the Parkway is the width of the bridge opening. In every instance where there is only one "barrel", the median tapers to the point of being nonexistent as the travelways merge together. As a result, the green buffer between lanes becomes interrupted creating a somewhat disjointed appearance. With today's speeds, the need for separation of vehicles and the installation of the concrete safety barriers, the quality of the original landscape appearance is further diminished. Dunkelberger could not have anticipated the potential problem caused by such narrow bridge openings.

2.3.7 Other Parkway Features

a. *Service Stations*

While not in the original plans, service stations were constructed in response to the frequent vehicle breakdowns and the lack of fuel stations on what were then rural roads at the new interchanges. Six

service areas were constructed, three in each direction. Their design was not to the same standard as the bridges but were more traditional in character. All had small picnic areas adjacent to the parking area.



Gas Station and Maintenance Building New Canaan, CT 1940

The gas station and maintenance building on the north side of the Parkway. The Parkway is barely visible to the left side of this view. The only lighting on the Parkway occurred at the service areas in the form of a high-mast source which seems unique for the times.

In 1935, Wilbur Simonson, senior landscape architect for the U.S. Bureau of Public Roads, called for architectural roadside improvements that expressed "the distinctive beauties of the individual states or regions" through "appropriate design and local materials." Simonson favored well-designed gas stations that reflected the "craft and materials" of the region and counteracted current trends toward standardization.

While the stations were under construction, Parkway advocates such as the Fairfield County Planning Association (FCPA) wanted "offensive" but necessary mechanical equipment such as pumps placed to the rear of the stations, out of sight of the roadway so as not to "mar an otherwise beautiful strip of Parkway planting." Despite lobbying efforts, the gas pumps remained in front of the stations, but set back from the road on concrete pads that curved outward toward the Parkway, between the median and the station building.

Each station faces the Parkway, but is set back from the roadside. Though there were plans to build the stations behind natural screen such as knolls or outcrops, they were never realized. A thin divider separates the service station from the roadway, which was originally landscaped with a formal arrangement of trees and shrubs around a flagpole. The stations are reached by at-grade exits from the right traffic lane. These lanes were designed to permit motorists to re-enter the Parkway without

greatly diminishing their cruising speed. They are considered too short to allow deceleration under today's standards.



Gas Station and Maintenance Building *New Canaan, CT 1940*

A close-up of the station shows that the building has been closed in. The "dormer" later housed a clock which exists to this date.

b. *Guiderrails*

Wood post and beam guiderails were used in areas of steep fill embankments. From historical photographs, it appears that the posts were approximately 16 inches square with heavy double rails tenoned into each post. The design detail, however, shows smaller wooden members, perhaps not used due to inadequate dimension. Single rail systems were also used.

The post and beam system gradually was replaced over time by round oak bollards connected with steel cable. A few of these remain today but most guiderail systems are the galvanized "W" beam, steel post and cable, or steel box beam. In some locations where the median is very narrow, concrete "Jersey" barriers have been installed.

c. *Toll Stations*

Shortly after the Parkway opened, a toll station was installed in Greenwich. While highly controversial at the time of construction, the tolls did assist in retiring the revenue bonds used to fund the construction of the Parkway. The toll booths were rustic, cabin-like structures, decidedly different from the bridge structures and akin to what one would find at a national park. Removed in 1988, the toll plaza was landscaped but the age difference in plant material, together with the wider road pattern, indicates its previous location.

d. *Bridle Paths*

At one time early in the Parkway's life, bridle trails were constructed in sections of the undeveloped right-of-way. While they were part of the original design concepts, the then Attorney General McLaughlin ruled that the State had no authority to construct them (Radde). The informal system of links to old logging roads was eventually abandoned although remnants exist today.

2.4 THE DESIGNED LANDSCAPE

If one were to survey the literature about the design of the Merritt Parkway, particularly the design intent for the landscape, it might be concluded that there was an overall plan for each section of the project. Much has been written about the naturalistic approach to planting where native plants were preserved from the right-of-way and replanted once new slopes were established. The new planting compositions were reported to be a reflection of the surrounding plant communities found in southwestern Connecticut.

The Merritt Parkway lies within the Western Coastal and Southwest Hill ecoregions primarily composed of a central hardwood-hemlock forest (Dowhan and Craig: Rare and Endangered Species of Connecticut and Their Habitats, 1976). On well-drained upland soils, the forest is likely to contain oaks, hickory, poplar, birch, ash, and hemlock. While cedar would be found in an old field succession regime, red maple, shadbush, and birch would be typical of the lowland environment.

Assuming that a naturalistic approach had been taken to the planting design, evidence of such forest composition should be able to be found today. As part of the field inventory for this study, the typical forest composition described by Dowhan and Craig was indeed observed but appears to be limited to the edges of the road not disturbed by the Parkway's construction. In contrast, the planted Parkway does not appear to be "naturalistic" but is more park-like in character. What tends to mask the planting schemes is the profound influence of nature. That is, the vegetation which had been planted years ago at the time of construction has matured, or has become overgrown, giving the casual observer the impression that the design intent was to replicate the forest condition.

2.4.1 Discussions with W. Thayer Chase

In order to better understand the original design intent for the landscape, several discussions were held with W. Thayer Chase, the original landscape architect for the Merritt Parkway, who provided personal photographs, notes, and other data for use on this project. What has proven to be most helpful in understanding the design intent was a comparison of the statements contained in the HABS/HAER report to Mr. Chase's recollections and the field observations of the consultant team.

The following comments are based on discussions with W. Thayer Chase held on December 30, 1993, January 14, 1994, and February 1, 1994. Mr. Chase also reviewed the HABS/HAER report in light of these issues. The initial statement, in each case, is from the 1992 HABS/HAER report. The response or clarification from Mr. Chase is indicated here in italics:

- a. Too often, landscape architects complained, the roadway and the right-of-way were treated as separate and unrelated elements that gave the highway an incongruous, un-unified, and artificial appearance. In New York, designer Gilmore Clarke had skillfully avoided this by carefully blending the roadway and the right-of-way into "the normal landscape of the region." With this principle as a guide, Chase determined that his landscape would be as natural as possible.

Mr. Chase sought to use native material almost exclusively. Cedars were both planted and transplanted in the open areas to replicate the open field association. Laurel was used along wooded edges. Dogwood, pine, hemlock, oak, and maple were the other major species used.

- b. Chase's design for The Merritt reflected fully the rugged, hilly character of the Fairfield County countryside through which the Parkway passed. Of course, roadway-landscape harmony was the ultimate goal of all Parkway landscaping.

One method employed was to use taller material at the bottom of a slope and shorter material at the top when in a cut situation. And vice versa in a fill situation. Also, (and this seems very significant), Mr. Chase had the cuts and fills extended by the earthmovers and the disturbed edges rolled more gently to blend with the existing grade.

- c. Chase dealt with this problem through a dual program of preservation and restoration. The Federal Bureau of Public Roads, which promoted this type of landscape program, defined preservation as "protecting and enhancing the existing growth of trees and other native plants," and saw restoration as "removing the raw appearance of new construction."

Mr. Chase wanted to reduce the impact of construction as quickly as possible and return the prior plant types. This was done by planting replacements with similar species or transplanting the same species from the same area. The transplanting was usually done with shade trees or cedars. In one case, part of an apple orchard was transplanted.

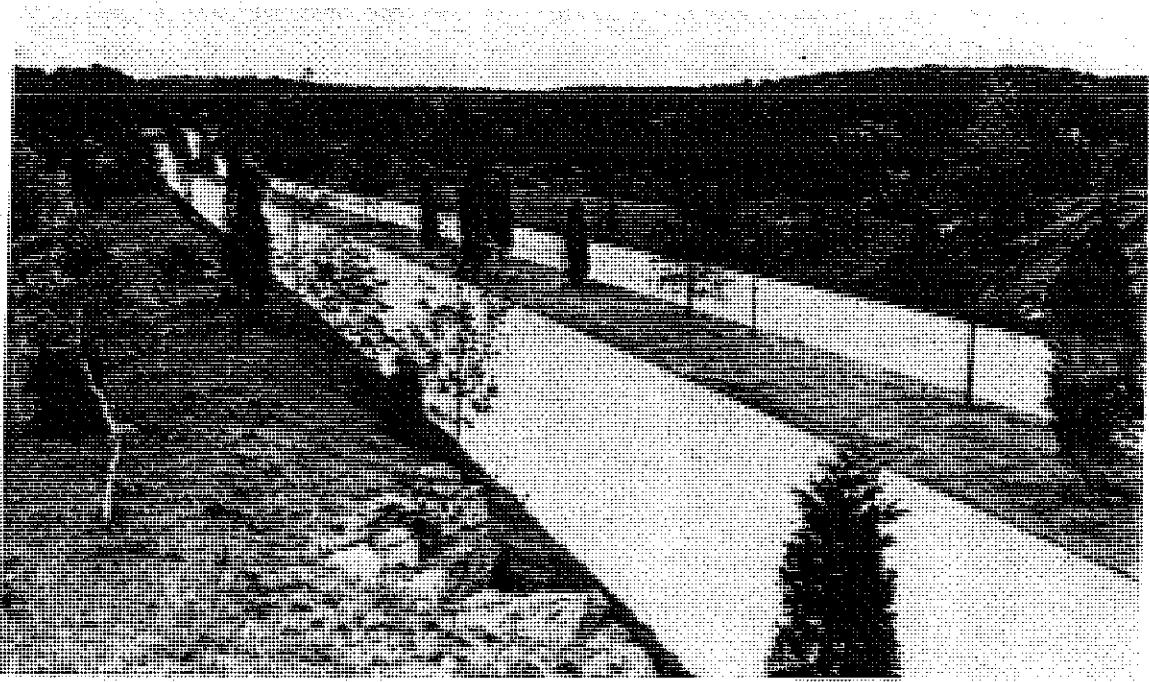
- d. Those involved in highway design complained that regardless of a site's topographical realities, engineers would inevitably lay out the road as a series of long railroad-like tangents. Landscape architects, by contrast, would lay out the road as a progression of sweeping curves and shorter tangents-an "organic" approach that was sensitive to the terrain, be it rolling, flat, or rocky.

One of the main methods which Chase and the others used in handling the finished grading as proposed by the highway engineers was for the slopes of the cuts and fills were to be softened and the toes of the slopes be more rounded. An engineer was instrumental in supporting them on this rework. Initially, the slopes and bank toes were done like "railroad embankments," (steep slopes and abrupt toe or top of slope), but this was then altered. In Greenwich, some of the horizontal curves were so abrupt that they had to be modified after construction.



"Ripples Cut" Area Greenwich, CT 1936

Located just east of the New York state line, this area got its name from the series of rock outcrops which occurred with undulating regularity. The road has been subgraded and the cuts and fills have been fine graded and seeded.



"Ripples Cut" Area Greenwich, CT 1939

The same view three years later with the road completed and the landscaping installed. Notice the field juniper planted in an open field setting and the close proximity of the trees to the road edge.

- e. Along some sections of the Parkway the right-of-way was completely cleared.

Chase indicated there was a misunderstanding in the HABS/HAER as the only place where the entire 300' right-of-way was cleared was at the bridges and the interchanges. Almost all the cuts and fills occurred within the 150' northern portion of the right-of-way.

- f. Because these disparate field conditions (from undisturbed to paving under way) were less than ideal for planning a single, grand landscaping scheme, landscape architect Chase was forced to adopt a piecemeal approach—designing the landscape section by section.

Chase indicated that there was no real overall idea or plan. He simply tried to blend or restore the edges as they came, along each section of the Parkway.

- g. After following the contractors for more than a year from one end of the Parkway to the other, Chase's field notes included numerous sketches of the "lay of the land" and what vegetation the contractors had left. With bureau instructions, Chase recorded all data concerning existing trees, including definite locations, sizes of trunks, and branch spreads.

This information was obtained as a separate operation before the planting plans were prepared. He also noted cuts and fills, drainage, and rock outcrops.

- h. Chase's plans consisted of planting layouts superimposed onto black and white prints of the engineering drawings he had used in the field.

Apparently this information was placed on black and white prints and then given to the main highway bureau office in Hartford which reproduced the drawings for each of the three section leaders for the Parkway. The method of reproduction is unclear as there was no method of copying large drawings at that time, short of conventional photography. When asked about how the contractors were able to bid on the planting plans, Chase indicated that contractors bid from the specifications and not the drawings.

- i. According to contemporary reports, the only non-native plant on the Merritt was Hall's Japanese honeysuckle, which Chase used only because of its ability to bind soil on steep slopes.

When asked about the other vines shown on the plant list, Chase indicated that he used some vines to "soften" some of the bridges. Although bittersweet is shown on the National Trust application as one of Mr. Chase's proposed plants, he indicated this was a mistake in the report and that he was "dead set against bittersweet," a vine which invaded the treed Parkway by bird droppings and which multiplied with lack of maintenance.

- j. Trees and shrubs in the right-of-way, after being marked by Chase and his workers, were saved from the path of the concrete roadways by transplanting them elsewhere along the right-of-way or off-site to temporary state nurseries.

Apparently the transplanting was not as extensive as the report would suggest. There was some transplanting of existing cedar, deciduous trees in good form, and apple trees from orchards. The maximum size was about 6" caliper. Another method employed was using the "sods" of bayberry, sweetfern and sumac (discussed further in Item 2 below).

- k. During the 1930s, nearly 80 percent of the approximately 40,000 shade trees, flowering trees, evergreens, shrubs, and flowers was native collected plant material conserved ahead of highway construction and stored at state nurseries or donated to the state by "generous landowners" who wanted to rid their lands of unneeded plants. The remaining 20 percent of the stock was purchased "at bargain prices from commercial nurseries" because of plant surpluses.

According to Mr. Chase, these percentages should be reversed. Twenty percent of the material was conserved and the balance purchased.

- l. For example, if the road passed through densely treed areas, open fields, or marshes, Chase would plant it appropriately with evergreens, wildflowers, or willows and red maples, respectively.

The one correction Mr. Chase would make here is that no wildflowers were ever specified or planted by the contractors. They simply grew in when the maintenance was reduced.

- m. Following departmental roadside-development guidelines, Chase usually chose one of four practical types of planting, most often the informal and random planting schemes. For informal schemes, small masses or clumps of between one and five trees were placed at irregular intervals in the landscape.

When asked if his approach to the planting for the Parkway was naturalistic or park-like, Chase indicated he wanted to create more of a park-like setting. This is usually meant to convey the appearance of an informal grouping of trees and evergreens in a mown lawn or meadow with the edge of existing woodlands cleaned up and augmented with native plants.

- n. Screen planting was also used to outline curves in the road's alignment in the same way that directional signs are used today. Upon perceiving a dense screen of trees ahead, motorists would supposedly slow down subconsciously while passing them, thus ensuring safe movement through curves.

Mr. Chase used the conifers on curves in the median and road edges to help guide the driver along a better defined road edge. One should realize that he was referring to young conifers which branched to the ground and not the mature trees and trimmed trunks (up to 16') that exist today.

- o. To safeguard the copious mountain laurel and hardwoods that lined the Parkway, Chase planted cedars, birches, and black birches. The quick growth of these trees would ensure proper shading for the less mature plants. Later, when hardwoods like oaks had fully developed, they would shade the laurel and the other trees would be removed.

The eventual removal of the fast growing "weed trees" (cedars and birches) never occurred so that the original planting affect was not always achieved as intended.

- p. Generally, Chase tried to soften the lines of the bridge through his plantings without sacrificing clear sight lines, the end result usually being a landscape treatment more formal than other places on the Parkway.

There was never any intention to treat the bridges in a more formal landscape treatment. It may have occurred in some cases, that pine groupings were planted at

both bridge abutments or cedar groupings in others, but only the species were the same. The groupings were always informal in their layout.

- q. According to one contemporary account, the conifers were intended to completely screen out the bridge abutments within a few years of their planting, so that motorists would not notice them at all.

Mr. Chase indicated that it was never his intent to screen out the bridge abutments. He and Dunkelberger were never at odds on the planting approach Chase took at the bridges. In fact, Dunkelberger praised him on the planting that was done. When one views pictures of the planting shortly after it was done, the abutments are clearly visible. However, 8" diameter by 12' height pine can become 30" diameter by 60' height pine in fifty years. Chase feels that lack of maintenance has been the biggest culprit. It does seem that as the mature pine are trimmed up and the understory and succession growth are removed, the bridges and their abutments will become more visible.

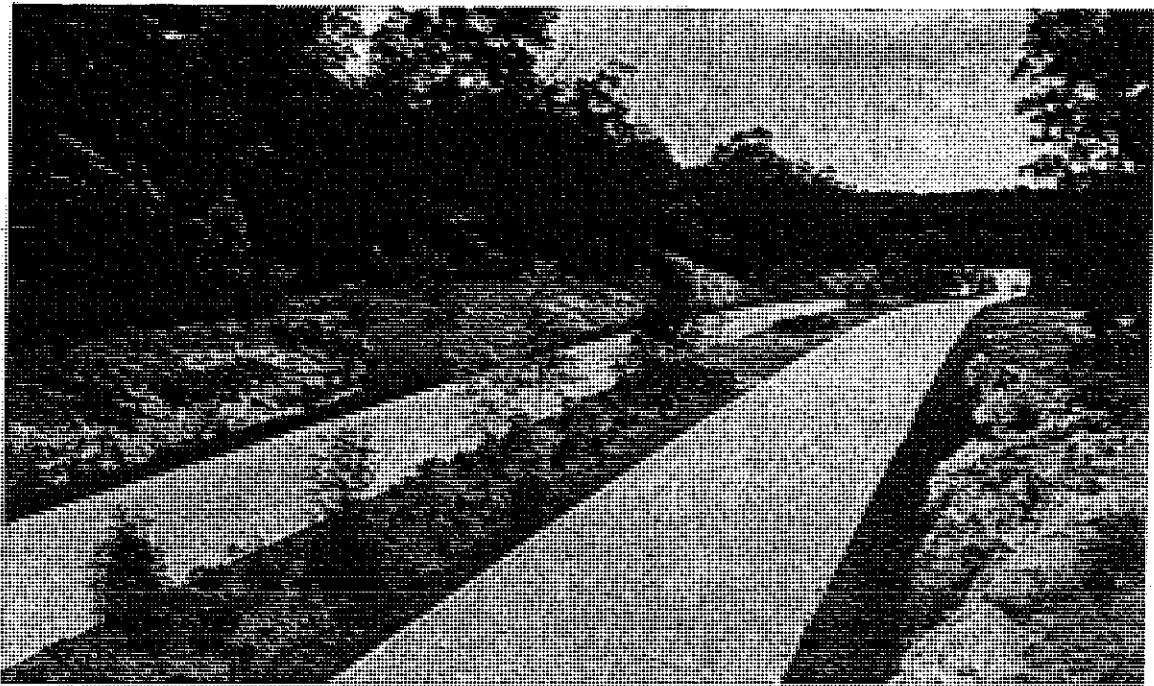
- r. Landscaping the Merritt's median presented several problems. Though the median divided traffic physically, it had to unite visually the entire right-of-way development—otherwise the Parkway would appear as two separate roads.

When asked how he sought to achieve this visual unity, Mr. Chase indicated that he would carry the same species that had been interrupted, from one side of the cleared right-of-way to the other, including the median. If one travels the Parkway today, even though most of the median planting has been modified or removed, one can still sense this planting concept.



Riversville Road Area Greenwich, CT 1936

Looking west toward Riversville Road, the subgrade has been complete and it appears that topsoiling and fine grading are in progress.



Riversville Road Area Greenwich, CT 1939

The same view three years later. Notice the amount of laurel planted in the median. The low planting was to disappear within five years due to road salts and maintenance needs.

- s. On narrower portions of the median Chase resorted to essentially straight rows, but here he dramatically varied tree height by incorporating existing trees into his scheme.

Because of the major amount of material that has died or been removed from the median, this concept is not at all apparent today.

- t. Though Chase believed the spaces between existing trees (in the median) could be filled in with laurel to act as a glare barrier immediately upon completion, it was only after several years growth that the median landscaping even partially served this purpose.

Mr. Chase indicated that this was the intent but not what happened. Earl Wood indicates elsewhere in the report that most of the laurel was gone in four to five years, the victim of road salts, snow, and no maintenance.

- u. Often, very large or spectacular trees were singled out for special treatment, as in the case of the Lapham Oak in New Canaan. Construction photographs taken before and after the erection of the Darien Road Bridge show that the existing vegetation of the bridge approach, including the oak, was left virtually intact, except for the addition of minimal median planting.

Mr. Chase indicated that if the choice had been his, he would have had the tree removed. It was too close to the edge of the road and in a fill situation. Unfortunately it had become a cause celebre with the local garden club and the public at large.

- v. In naturally occurring groves on the buffer strips, selective thinning was necessary foremost to preserve proper growth. Where trees had grown too close to each other, the undesirable ones were removed, allowing those remaining to "grow to maturity under more ideal conditions."

Mr. Chase indicated that much more selective thinning was done in the early stages of the project particularly in Greenwich. As the Parkway proceeded east, much less was done and the buffer was left intact or "more park-like."

- w. Sometimes small shrubs or vines were the only cover that would take hold in the rocks to hide the raw appearance of the cuts (CT-63-92). Occasionally, before such plants had matured, Chase would conceal rock ledges from the approaching motorists by screen planting. The ledges would then only become visible as the motorist drove past.

Chase would search for good soil pockets before the ledge and note that on the plan. The intent was to soften the appearance of the ledge rather than conceal it. It would create a dappled shade on the ledge and greater visual interest.

- x. The first step in all slope landscaping was mucking. Muck conserved from other sites on the Parkway was spread over graded slopes as a base for subsequent treatment.

Demucking of the swamp areas was necessary for a proper road base. The muck was stockpiled and later used as a subbase for the placing of loam on the slopes. It was done more as a money saver since muck usually has little nutrient value.

- y. Next, slopes were topped with soil and finally covered with some sort of vegetation to hold the soil in place. Though Chase disliked it because it "ran all over the trees," he often planted honeysuckle on slopes because of its ability to check the flow of water runoff and at the same time stabilize soil.

Most slopes were stabilized with loam and grass seed. Steeper slopes or unmowable areas called for laurel and dogwood plantings in wood chips.

- z. Other shrubs were used on slopes in the same way that honeysuckle was. At the Greenwich-Stamford town line, for example, the slopes were planted with sweet fern, bayberry, and sumac.

This was usually done by planting the "sods" of these plants. This practice has gone out of style over the years as the depression mentality has faded and these economical practices are no longer utilized. Basically it meant digging up squares of soil which were matted together by the mass of roots created by the particular plant. This operation was rather labor intensive and they next went to the laying of regular sod. Even by today's standards, sod is considered expensive and the immense areas of slope become prohibitive. Chase indicated that one of the Bureau of Roadside Development landscape engineers then created a system for spraying on grass seed mixed with water. This practice is quite common today and is called hydroseeding. If this system was invented or utilized first on the Merritt, that in itself is quite significant.



Guinea Road Bridge

Formerly "Rocky Craig" Bridge Stamford, CT 1937

The construction scaffolding is holding up the granite voussoirs with ashlar fieldstone to follow. The rough grading is in progress with many rock outcrops exposed.



Guinea Road Bridge

Formerly "Rocky Craig" Bridge Stamford, CT 1939

The bridge has been completed and the finished grading is in progress. Notice the soft transition grades at the top and bottom of the slopes as proposed by the State's landscape architects.

- aa. Most roadside-development experts agreed that careful grading, designed by a landscape architect and not an engineer, was an effective means of creating a natural appearance at cuts and fills. By widening and flattening cuts, and rounding out fills to a gentle curvature, Chase created a contour that shifted almost seamlessly from cut to fill and from roadway to roadside. He covered these areas with informal planting groups that continued the natural character of the undisturbed buffer strip.

The careful regrading and softening of the no cut - no fill line was requested by the landscape architects and supported by several of the highway engineers (see Item No. 4 above). The plant material removed due to cut and fill was usually replaced with similar species to retain the continuity. Mr. Chase also used a great deal of laurel on the slopes and edges. It was felt that this was "what made the Parkway."

- bb. As the Parkway originally wound through the Fairfield County countryside, each successive grade, curve, or tangent provided a new view of rolling farmlands, thick woods, lakes, bridges, and rock outcroppings. Vistas along the Merritt Parkway were either naturally occurring or created through landscaping.

Initially, and for the first few years, the vistas ahead and to the sides were much more evident because of the clearing that had been done for the Parkway construction and the fact that the Parkway went through farm and pasture land in many areas. With the planting next to the highway, but primarily because of the reduced maintenance and natural growth, these views were greatly reduced or have become totally eliminated. There was no preconceived goal to achieve a particular view or vista.

- cc. Vistas and compositions were also established by adding new trees and shrubs to the landscape. Such plantings were strategically placed to act as a frame through which the motorist could view a scenic feature, be it an open hillside, rock outcropping, or even a ribbony old stone wall in the right-of-way.

As stated in Item bb above, most of these views and vistas have been eliminated over time due to unrestricted plant growth. Because of the numerous field stone walls which were shown on the old survey and are still visible in some area, it was inquired as to whether a conscious attempt was made to save or recreate them. It was indicated that no major effort was ever made to save the stone walls as they were everywhere and did not have the significance that they have today. Plus, it would have seemed extravagant to rebuild old stone walls in that era.

- dd. Some of the most impressive scenic features of the Merritt were not naturally occurring, but rather were artificial, having been completely created by landscape architect Thayer Chase. In 1933, Wilbur Simonson counseled landscape architects to incorporate the distinctive landscape characteristics of their regions into their work, creating scenic features through native vegetation.

Mr. Chase feels that the most memorable landscape features about the Parkway are the fall color and spring flowering laurel and dogwood trees. He felt that the spring

display has been greatly diminished because of the loss of dogwood to disease and the loss of laurel to road salt, canopy overgrowth, and lack of maintenance. An inquiry made about rhododendron indicated that some had been planted, but not a significant quantity. When Chase was asked about using improved or similar species, he felt there was no reason at all if it had the same character and fit within the overall setting.

- ee. From the open planting of the 1930s, which encouraged views into the surrounding countryside, the landscape grew into the "solid wall of greenery" by the 1950s, which permitted vistas only ahead and behind, and finally into the "green tunnel" of today, which completely obscures all vistas and permits a view of only the outer edge of the buffer. Contemporary aerial views make clear how dense the vegetation has become after fifty years, as do comparisons of bridge landscaping from the 1930s and today.

As stated early, the primary goal was to create a park-like setting, where the vistas and composed views would stay open; that there would be an "orderly maintenance" which was to be continuous. Also, that species which died, due to disease or neglect (laurel, dogwood, hemlock), would be replaced.

- ff. Maintenance, or lack thereof, has played an important role in the changes that have occurred in the landscape. Maintenance was the age-old landscaping enemy, as F.H. Brant wrote in 1934:

No matter how carefully a project is planned, and no matter how excellent the plant materials are if maintenance is not carried out in the proper manner and under expert supervision, the project cannot reach its full effectiveness.

Mr. Chase indicated that there is no question in his mind that maintenance has been the number one problem almost from the day the Parkway was completed.

2.4.2 The Maturity of the Parkway

It is difficult to determine when the Merritt Parkway had reached its most park-like appearance or the objective of its designers, since the historical photographs generally reflect the immature landscape of the 1940's and today's observations show the Parkway landscape to be unkempt. Some effort has been made as part of this study to resolve this question.

The Department provided a set (incomplete) of 9" x 9" stereo pairs of aerial photographs taken in 1955-56. When compared to 1990 photographs, the ornamental plantings were quite distinctive, the lawns and meadows were extensive, and the forest edge quite sharp. So, it is reasonable to deduce that sometime between the mid-1950's and today the Parkway's landscape reached its zenith.

In discussing maintenance practices with Department staff, it was learned that labor-intensive "hand" maintenance of the roadside became more mechanized in the early to mid-1960's. The age of the invasive on successional plant species found as part of the field inventory is estimated to be approximately 30 years based on the height and caliber of trees. From these observations, it has been concluded that the Parkway reached maturity in the mid 1960's.

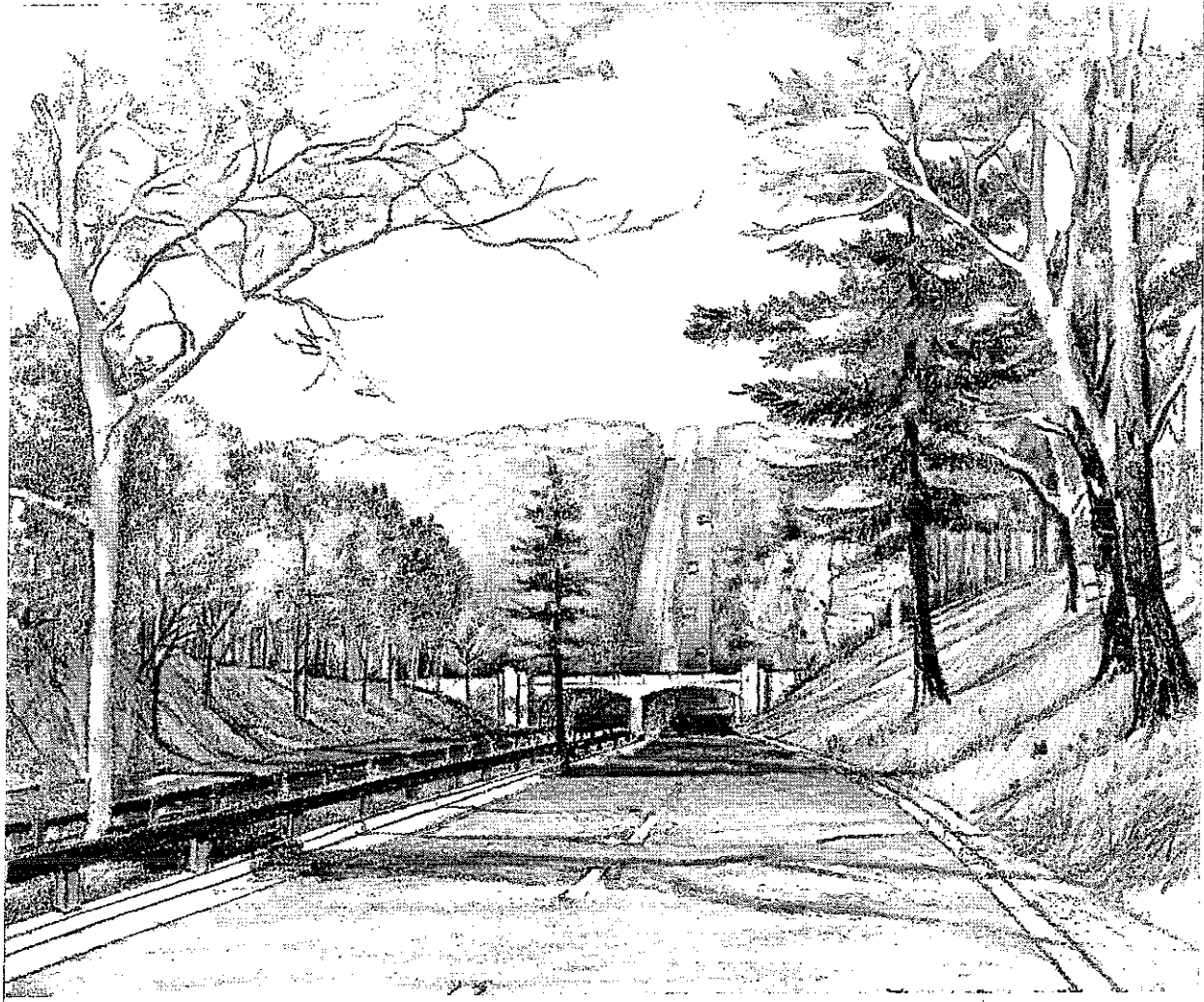
2.4.3 Conclusions

Based on a review of the HAER report, discussions with the principal landscape architect, W. Thayer Chase, and the observations of the existing conditions over the past four months and beyond, these are some conclusions that are felt can be made about the Parkway landscape:

- a. There was not an overall plan or grand scheme to the landscaping for the Parkway. The landscape architects simply sought to blend and restore the disturbed edges as they occurred and use primarily native material.
- b. The goal was to create a "park-like setting" of shade trees, flowering trees, evergreens, and flowering broadleaves in a field of mown grass rather than a naturalistic setting (or ecologically correct) as the term is used today.
- c. One of the major grading changes made during the course of the project was proposed by the landscape architect: that the cuts and fills be rolled more gently to blend smoothly with the existing grade where they met.
- d. As the existing plant material altered from valleys to ridges and woodland to meadow, the proposed landscaping was altered to follow this change. The "sods" of some root-spreading natives were used initially. No wild flowers were specified.
- e. The contractors bid from the specifications and plant list and not from the drawings. Locations and adjustment of plant material were done by the landscape architect in the field.
- f. Although some transplanting was done, it was not as great as earlier reports had stated. Some existing cedars, deciduous shade trees in good form, and apple trees from several orchards were the principal species transplanted. A portion of the plantings did come from state nurseries which were maintained at that time.
- g. The effect of the conifers as a transition plant at curves or terminating or screening views has been greatly reduced because the mature pine and cedars have usually been trimmed to 16' or higher and have the appearance of a tree trunk with the needles occurring above normal driving level.
- h. The bridges have become obscured over time due to normal plant growth, unregulated secondary plant growth, and general lack of maintenance. Where some recent clearing has occurred, the bridges become much more visually accessible.
- i. With the medians, the concept was to carry the existing landscape back across the interrupted (cleared) sections, including the medians. Laurel was used quite heavily in the medians to act as a glare barrier, but the road salt and harsh environment was too stressful for the plants to survive.
- j. More selective thinning of adjacent woodland was done in Greenwich than the rest of the Parkway. Because of tight budgets and the large quantity of woods passed through, virtually none was done beyond Greenwich.

- k. The most impressive landscape features from the original landscape architect's view are the fall color and the spring flowering laurel and dogwood. The latter has been greatly diminished because of loss due to disease, lack of maintenance, and overgrowth.
- l. At the time of the Parkway construction, the countryside was more open because probably more than half the land passed through was farmland, pasture land, or fallow fields. The clearing for the proposed construction opened up the area even further to long vistas or selected views. There was no predetermined goal to create a particular view or vista. They were simply there as a result of the topography, open land, and cleared right-of-way.
- m. The over-riding problem to any landscape over time is maintenance. On a project of the scale and nature of a Parkway, the result of a lack of maintenance has the most impact and yet probably is least apparent. Except where bridges and their abutments are obscured, one would not be aware of the amount of "original" open space that has disappeared due to normal succession growth. Many areas that were originally planted as shade trees and evergreens set in lawn areas have been engulfed and are hard to distinguish from the original woodlands and succession woodlands.

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Section 3

Existing Conditions Survey

3. EXISTING CONDITIONS SURVEY

3.1 INTRODUCTION

In order to provide a working document consisting of a plan and text to guide the rehabilitation of the landscape that will provide the character for which the Merritt Parkway is so well known, an initial task in the master planning effort has been the preparation of an existing conditions survey which included:

- a. Assembly and analysis of natural resources and community planning data which may affect the landscape and visual quality of the Parkway.
- b. Conducting a field reconnaissance of the visual features of the Parkway and plotting that information on base maps.
- c. Analysis of current landscape maintenance practices undertaken by the Department.
- d. Preparation of Parkway maps at various scales for use in the initial and later tasks of the study.
- e. Assembly and analysis of available pertinent data concerning traffic conditions and design standards for the Parkway.
- f. Identifying opportunities for the improvement of the Parkway's landscape features.

The results of the work effort for this task are described in the balance of this narrative and depicted on the series of maps accompanying this report (separate volume).

3.2 FIELD RECONNAISSANCE

3.2.1 Methodology

Computer tapes of the aerial photogrammetry of the Merritt Parkway were provided by the Connecticut Department of Transportation to serve as the base maps for the Landscape Master Plan. In addition, 200 scale mylar prints (without right-of-way lines) were also furnished. Originally developed in 1989, the aerial photogrammetry was found on the one hand to cover a much greater land area than needed for master planning purposes while, on the other hand, they were not sufficiently detailed to provide an accurate representation of many visual features. Such elements as rock formations, vegetation type (deciduous versus coniferous) and quality, guiderail, and new construction were not evident from this level of existing mapping nor did the existing maps show the location of inland wetlands or small water courses.

In order to provide a reasonably accurate picture of the present conditions of the landscape features, two video tapes of the Parkway were recorded. The first taping focused straight ahead traveling at 40 mph and capturing the "flavor" of the Parkway as seen by a driver. The second taping, performed a month

later when all deciduous foliage had dropped, focused toward the side of the road in order to capture the edge conditions, i.e., the depth of lawns, the extent of invasive vegetation, visible stone walls, and adjacent homes

To supplement the base information provided by the Department and to confirm the video data, 200 scale aerial photographs (1990 flight) were obtained and a field reconnaissance was made by the consultant team. Visual observations were recorded for the entire length of the Parkway using still photography and by placing notes on 100 scale enlargements of the mylar base maps. Particular emphasis was placed on the interchanges, service areas, and the landscape adjacent to bridges, since it is just such points on which a driver tends to focus and remembers what is observed.

The boundaries of the wetland were obtained from the Department's files. For the purpose of this study, these maps are sufficiently accurate but additional mapping and survey should be considered at the time when detailed design is undertaken for activities in close proximity to the wetlands.

The information obtained from the video tapes, the 200 scale aerial photographs, and the consultant's field observations have been plotted at 200 scale modifying the Department's existing base maps. All mapping has been digitized for future use by the Department. Such data as the location and type of woodlands, the location and type of guiderail, rock outcrops, lawns, ornamental plantings, and other significant features are accurately depicted. Field notes of the consultant team, including qualitative judgments, have been added to the base maps.

Summarized in Table 3-1 on the following page are the issues which have been identified along the Parkway. The location of the particular issue has been keyed to the 200 scale existing condition survey.

3.2.2 Recent And Proposed Construction Activities

There have been continual improvements made along the Merritt Parkway to maintain or upgrade safety. Safety improvements include additions or upgrades of guiderails, removal of depressed catch basins, resurfacing, and bridge restoration and/or widening. Other major projects have involved reconstruction of interchanges to accommodate increased traffic volumes or new intersecting roadways, as well as acceleration and deceleration lanes at on-ramps and off-ramps.

The projects listed in Appendix C are only the most recent projects, projects currently in progress, or proposed projects. Awareness of these projects will assist in identifying areas where recent or pending changes in the landscape may warrant special attention to landscape improvements.

Projects are listed in Appendix C by location (town), from Greenwich (west) to Stratford (east.) Current projects are in various stages of completion and proposed projects are in various stages of conception or design. The status of each project is indicated where possible in the comment column.

3.3 SUMMARY OF PRESENT MAINTENANCE OPERATIONS

Based on information provided by the Manager of Maintenance for District III, maintenance issues and operations which may influence the Landscape Master Plan for the Merritt Parkway can be divided into three general categories which are summarized below.

[illegible]

TABLE 3 - 1
SUMMARY OF DESIGN ISSUES

SHEET NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
DESIGN ISSUES																																								
6. Landscape Treatments																																								
a. Areas to Open Up																																								
b. Areas for Enclosure																																								
c. Areas to Thin																																								
d. Enhance Park-like Character																																								
e. Enhance Rock Cuts																																								
f. Enhance Laurel Plantings																																								
g. New Plantings (non-interchange)																																								
7. Views/Vistas																																								
a. Open Up Views																																								
b. Frame Views																																								
c. Screen Off-site Views																																								
d. Enhance Leading/Terminating Views																																								
8. Safety/Pull-Off Areas																																								
9. Guide Rails																																								
a. Median - No Trees																																								
b. Median - Around Trees																																								
c. Edge																																								
d. Concrete/Permanent Barrier																																								
10. Signage Issues																																								
11. Maintenance Issues																																								
a. Clear Invasive Species																																								
b. Slope Stabilization																																								

Legend:

- Issue occurs, that sheet
- ☒ Major Issue for that sheet

3.3.1 Vegetation Care and Mowing

- a. Tree limbs overhanging the travelway are a significant hazard for the motorist. Typically, low hanging limbs are pruned to a height of approximately 16 feet to reduce potential damage from ice and snow laden branches. It should be noted that during the periodic pruning process, dead tree limbs above the preferred 16-foot height are also removed giving the appearance of more drastic activity than necessary. Wood chippers direct ground-up debris into nearby woods.
- b. Tree and shrub vegetation which obscures signs are continually cut back to maintain sight lines.
- c. Trees are removed on an as-need basis as they die or become significantly damaged from ice or wind.
- d. Invasive shrubs, primarily multiflora rose, is a significant problem requiring regular removal and pruning.
- e. Tree and shrub maintenance is typically performed in winter months.
- f. Generally, mowing of lawn areas is done with tractor-mounted mowers. The mowers need 7' to 8' in width to operate efficiently.
- g. The Department has mowers which will cut a swath of 5' to 7' and, in some cases, up to 13'. Hand mowing is required for smaller areas.
- h. Trees spaced closer than 10 feet cause mowing machines to get "hung up" and require excessive hand work.
- i. Slopes over 2:1 are not maintained with a tractor due to the safety hazard. Hand mowing is required.
- j. The Department does not have the manpower to weed planting beds and prefers that no new beds requiring hand work be created.
- k. Periodically, an outside vendor is hired to spray growth retardants or sterilants under guiderail to control the regrowth of brush, and, when complaints are made, to reduce poison ivy.

3.3.2 Bridge Landscape

- a. With the Department's desire to expose the design features of the bridges, the evergreen trees adjacent to abutments have been limbed and underbrush has been removed. "Weed whackers" are utilized three times per year to control undergrowth.
- b. Over the past two years, graffiti has been removed from every bridge on the Parkway. A crew of three people works solely on this task to keep the structures graffiti-free.

3.3.3 Barriers and Guiderail

- a. With vehicles hitting these structures on a daily basis, damaged guiderails and barriers are generally repaired within a day or two of the incident.

- b. The "boats", i.e. the closed guiderail systems located around the trees in median, cause the biggest maintenance problem for the Department. Mowers have to be lifted over the rail causing one lane to be closed during the operation.
- c. Jersey barriers have been found to be weed free. Occasionally, a sweeping machine is utilized to clean around the base.
- d. Lawn swaths with no planting immediately adjacent to the travelway having a minimum width of eight feet are recommended in order to facilitate mowing and to obviate the need for crash trucks to protect the mower.

3.3.4 Landscape Personnel

Since the 1950's, the personnel in District III have been reduced by over 50%. Some of this reduction has been made possible by new equipment technology. However, due to the elimination of specialized personnel assigned exclusively to landscape maintenance, the full width of the developed right-of-way is no longer reduced to the full extent as it had once been. Invasive vegetation species have become more prevalent and shrub beds are no longer weeded; mowing is less frequent and generally limited to the Parkway edge.

The reduction in landscape personnel has had a direct impact on the visual character of the Parkway. The meandering vegetation line between woodland and maintained lawn has been blurred. The old farm fields and pastures, many of which were in the process of succession at the time of Parkway construction, have returned to woodland. In short, the original park-like quality of the Parkway has been diminished to the point where ornamental plantings generally are not discernible and invasive vegetation encroaches on the roadside.

3.4 LAND USE AND ZONING

3.4.1 Methodology

The nature of land uses adjacent to the Parkway has been taken into consideration so that functional relationships between the Parkway and nearby activities can be enhanced by any changes or additions to the landscape. Zoning is an indication of the kinds of land uses that could occur along the Parkway and is useful primarily for identifying what activities might occur on undeveloped lands, but, secondarily, for assessing the range of activities that could occur on currently developed lands.

Land use has been mapped for a study corridor consisting of the lands for a distance of 1,000 feet from the Parkway. This distance was selected since it was felt that activities beyond 1,000 feet would not be clearly visible and would probably not have a significant impact on the driving experience. Open space lands in public or private ownership dedicated to recreation or conservation have been mapped to greater distances in order that potential connections and linkages to or across the Parkway could be identified. Such connections are critical for maintaining healthy natural systems and wildlife populations, in addition to offering opportunities for outdoor recreation and appreciation.

Land uses along the Merritt Parkway are shown on the accompanying maps, LU-1,2,3. There are eight towns through which the Parkway runs. From west to east, they are: Greenwich, Stamford, New Canaan, Norwalk, Westport, Fairfield, Trumbull, and Stratford. Land use and zoning information was derived from town maps, municipal plans of development, land use plans, subdivision regulations, and zoning codes, with a number of updates and clarifications provided through conversations with the planning staff of the respective towns.

Present land uses followed the zoning districts very closely in all towns, with the exception of quasi-public and institutional uses and parcels dedicated to open space or conservation uses, which may occur in any zone but are generally included in surrounding residential zone(s). The mapping, therefore, is a reasonable facsimile of zoning, although the particular and sometimes unique zones established by each town were generalized into the broader categories shown on the map.

Commercial and light industrial zones were quite similar among the towns in terms of lot sizes and permitted uses. The greatest variability was in the density of dwelling units allowed by different residential zones. For the purposes of this study, three residential densities were distinguished, as follows:

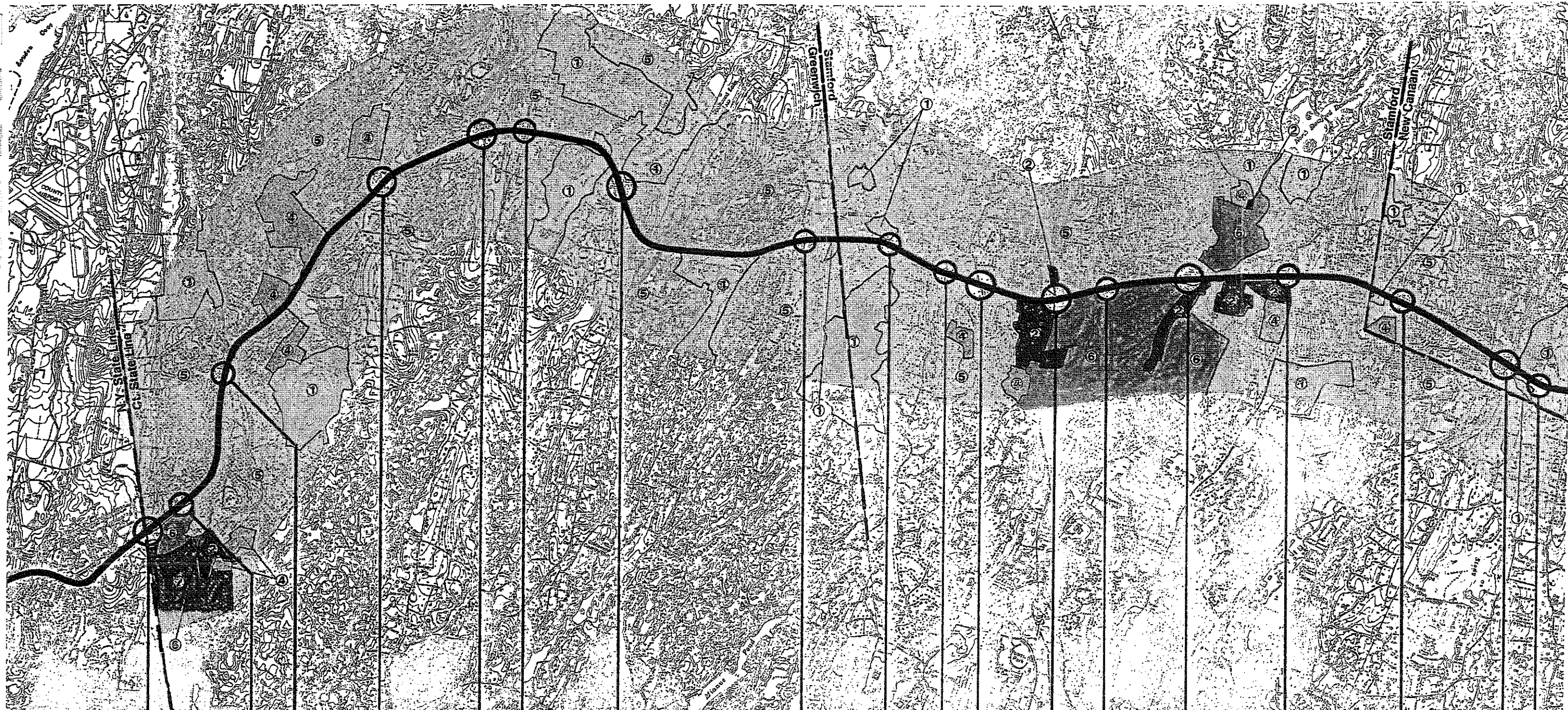
- **low:** one dwelling unit (DU) or less per acre
- **medium:** 2 to 4 DU per acre
- **high:** 5 DU or more per acre

While most of the surrounding towns have zones with even lower densities (e.g. 2, 3, or 4-acre minimum lot size), the lowest density zone in Trumbull and Stratford was 1 DU/acre (1-acre minimum lot size); so 1 DU/acre was used as the standard for low density residential use. Residential developments in zones allowing higher densities (≥ 2 DU/acre) if open space is provided were mapped as low density because the effective density of the overall development is similar to 1-acre lot zoning.

3.4.2 Existing Conditions

The Merritt Parkway is surrounded almost entirely by residential land uses which occupy approximately 87% of the right-of-way frontage. Commercial and light industrial lands abut the Parkway on roughly 7% of the total frontage, and open space/conservation lands on about 6%. Municipal and institutional uses comprise a nominal portion. Trumbull has the longest combined commercial and industrial frontage, followed by Stamford and Stratford. There are no commercial or industrial uses along the Parkway in Greenwich, New Canaan, or Westport. In terms of open space and conservation lands adjoining the Parkway, Westport has the longest frontage, followed by New Canaan and Greenwich, although the inclusion of such institutional uses as schools and church properties would place Greenwich in the lead.

The overwhelming majority of residential lands along the Parkway are low density. All towns but two have over 70% of their adjacent residential frontage in low density residential uses; the exceptions are Trumbull, with approximately 70% of residential lands in medium density, and Norwalk, with approximately half its residential frontage in moderate density and small pockets of high density. Fairfield, Westport, Stamford, and Stratford have relatively small portions of frontage in moderate density; Greenwich has a tiny pocket of medium and high density at the New York border; and New Canaan has only low density residential lands in the study corridor.



King Street -
Exit 27
South Boundary Merritt Parkway

Service Area #3
Former Toll Gate

Round Hill Road
Exit 28

Old Mill Road
Exit 29
Lake Avenue

North Street
Exit 31

Stanwich Road

Guinea Road

Riverbank Road

Den Road
Exit 33

Long Ridge Road
Exit 34

Wire Mill Road

High Ridge Road
Exit 35

Newfield Avenue

Ponus Ridge Street

Route 106 - Exit 36
Railroad Bridge
Lapham Road

LEGEND

- ① OPEN SPACE - FOREST, PARK, RECREATION
- ② COMMERCIAL
- ③ INDUSTRIAL (LIGHT)
- ④ QUASI-PUBLIC (SCHOOL, CHURCH)
- ⑤ LOW DENSITY RESIDENTIAL (LDR) (2-4 DWELLINGS/AC.)
- ⑥ MEDIUM DENSITY RESIDENTIAL (MDR) (5-11 DWELLINGS/AC.)
- ⑦ HIGH DENSITY RESIDENTIAL (HDR) (12-20 DWELLINGS/AC.)
- ⑧ MUNICIPAL (UNCOMMITTED OR SERVICE)
- AREA OF PROPOSED ZONE/USE CHANGE

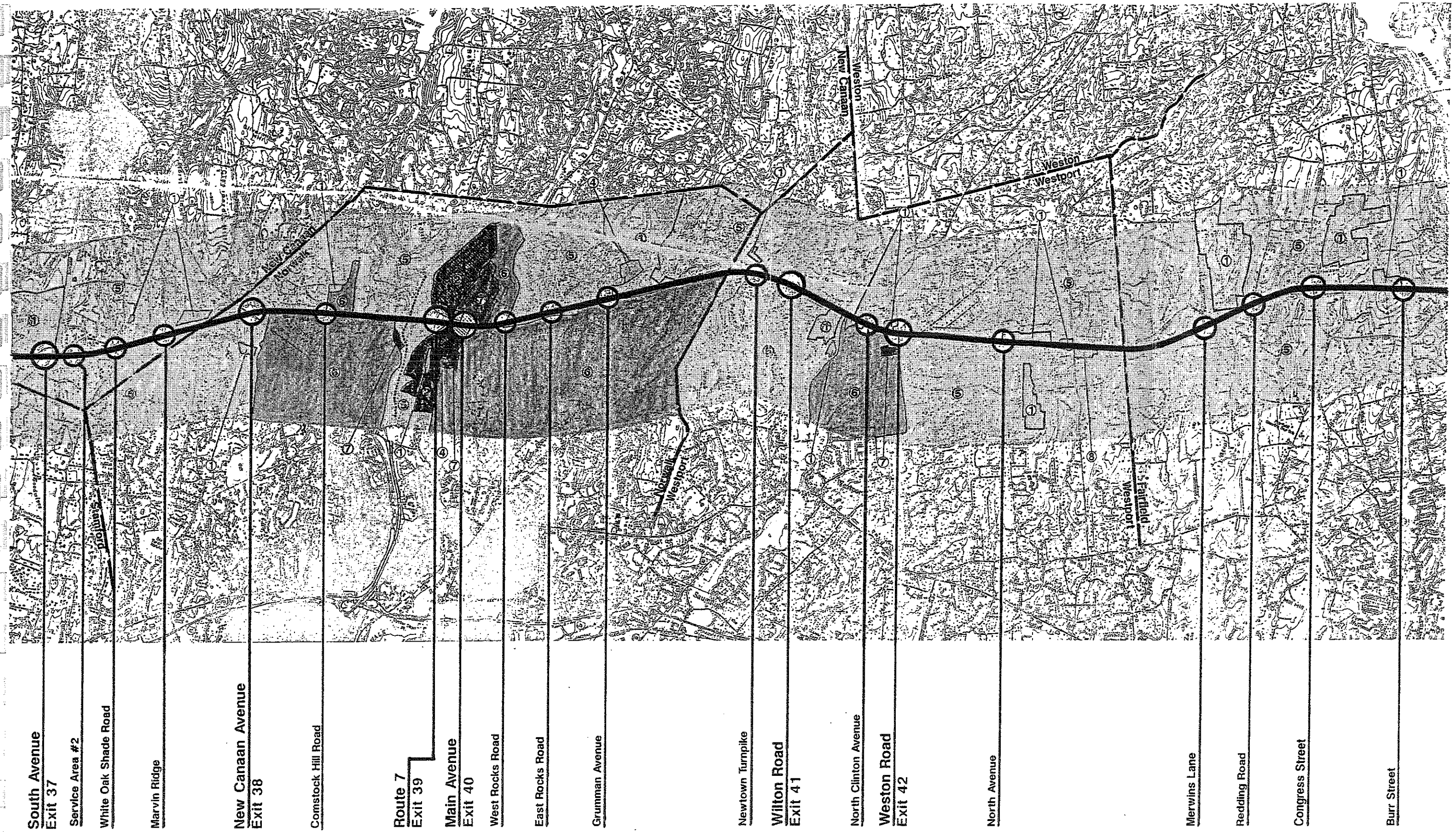
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Land Use and Zoning



LU-1

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South Avenue
Exit 37

Service Area #2

White Oak Shade Road

Marvin Ridge

New Canaan Avenue
Exit 38

Comstock Hill Road

Route 7
Exit 39

Main Avenue
Exit 40

West Rocks Road

East Rocks Road

Grunman Avenue

Newtown Turnpike

Wilton Road
Exit 41

North Clinton Avenue

Weston Road
Exit 42

North Avenue

Merwins Lane

Redding Road

Congress Street

Burr Street

- LEGEND
- ① OPEN SPACE - FOREST, PARK, RECREATION
 - ② COMMERCIAL
 - ③ INDUSTRIAL (LIGHT)
 - ④ QUASI-PUBLIC (SCHOOL, CHURCH)
 - ⑤ LOW DENSITY RESIDENTIAL (LDR) (2-1 DWELLINGS/AC.)
 - ⑥ MEDIUM DENSITY RESIDENTIAL (MDR) (2-4 DWELLINGS/AC.)
 - ⑦ HIGH DENSITY RESIDENTIAL (HDR) (5-11 DWELLINGS/AC.)
 - ⑧ MUNICIPAL UNCOMMITTED OR SERVICE
 - AREA OF PROPOSED ZONE/USE CHANGE
 - ***** PROPOSED ROUTE 7 LINEAR PARK AND BIKEWAY

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

Land Use and Zoning



LU-2

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3.4.3 Potential Future Growth

There are no large undeveloped acreages in residential zones along the Parkway that are not dedicated to open space or conservation. Several relatively small undeveloped areas exist in the commercial and light industrial zones in Trumbull and Stratford. However, these are located next to similar existing uses, so their development should not greatly change the character of these areas. There is only one instance where a zone change is proposed; this is an undeveloped area on the west side of Stratford in the vicinity of Route 8 where a portion of the existing commercial zone is proposed to be changed to high density residential. Such a change should not have a negative impact and could possibly have a positive impact on the Parkway.

3.4.4 Open Space and Recreation Lands

All of the towns surrounding the Parkway have some open space lands close to, or directly adjacent to the Parkway right-of-way. These are a variety of lands including private and public golf courses, municipal parks for active recreation, municipal and private nature preserves, water company watershed lands, institutional holdings, and neighborhood parks and open space. In cooperation with the owners and managers of these lands, there may be ways in which the Landscape Master Plan can enhance the natural and cultural functions of these parcels. Such enhancements may include the use of scenic easements which would perpetuate the present visual quality of adjacent properties as seen from the Parkway. Another enhancement could be the construction of pedestrian and/or bicycle trails within the undeveloped Parkway right-of-way linking the public open space parcels.

Three municipalities have specific initiatives to establish recreational or conservation lands adjoining or interfacing with the Merritt Parkway. These will be of particular concern to the Landscape Master Plan.

- a. Norwalk is pursuing the development of a Route 7 Linear Park within the Route 7 ROW, crossing the Merritt in the vicinity of the Route 7 interchange (Exit 39), to provide transportation and recreational opportunities. Planning for this project is underway.
- b. The 1984 Greenwich Land Use Plan shows open space/recreation lands along the Byram River Gorge extending as far south as Riversville Road (which passes under the Merritt Parkway between Exits 27 and 28), to ensure public access and preserve wilderness qualities of the gorge.
- c. Stratford has applied for 1994 Intermodal Surface Transportation Efficiency Act (ISTEA) funds to create a contiguous section of the proposed Housatonic Riverbelt Greenway; the segment would consist of a combination bicycle-pedestrian way linking southeast Stratford to the Stratford-Shelton town line, crossing and interfacing with the Merritt Parkway along Route 110 (Exit 53).

3.5 SPATIAL ANALYSIS

At today's average driving speed, the motorist scarcely has the opportunity to observe the details that give the Merritt Parkway its distinctive character. One may perceive significant objects - the large sign, the ornamentation on a bridge facade - but the driver only gets an impression or feeling as he/she passes from one section of the route to another. While the details of the Parkway have been inventoried for future planning and design use, the visual and spatial characteristics of the Parkway have been distilled in order to analyze its "flavor" and have been mapped at 2000 scale. (See Sheets SV-1, 2, and 3.)

3.5.1 Spatial Sequence

The Parkway experience consists of a series of spatial and visual sequences linked by a common pavement thread. Spatially, the Parkway can be divided into four groups described below:

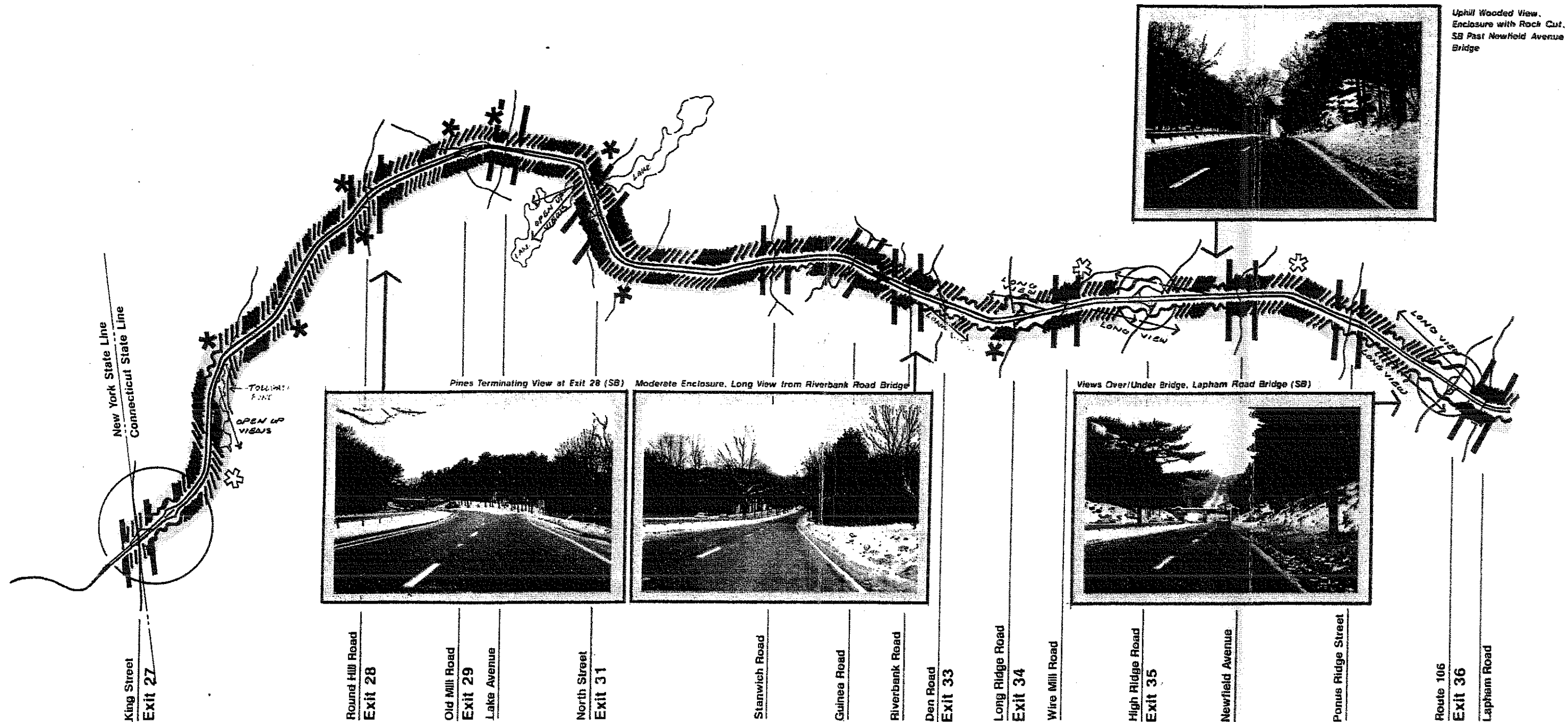
- a. ***Strong enclosure*** consisting of a heavy tree canopy with deciduous or coniferous trees in the median and natural vegetation or rock cuts defining the edge of the road. Typically, one would find the space shady and cool in summer and somewhat dark in the winter.
- b. ***Moderate enclosure*** where there would be a thin tree canopy, some median trees, and where vegetation has been held back from the edge of the pavement. Typically, one would find this to be a more neutral space throughout the year.
- c. ***Park-like enclosure*** whereby individual trees, both deciduous and coniferous, are located in a maintained lawn. The median trees would be widely spaced and might well include evergreens. The edge would consist of lawns and natural vegetation and would be well back from the pavement. This setting would be typical of how the Parkway was planted immediately after construction in areas that had been fields.
- d. An ***open enclosure*** is characterized by the absence of median plantings and vegetation close to the road, resulting in the sense of no enclosure. This typically occurs in the areas of recent construction at major interchanges.

3.5.2 Visual Sequence

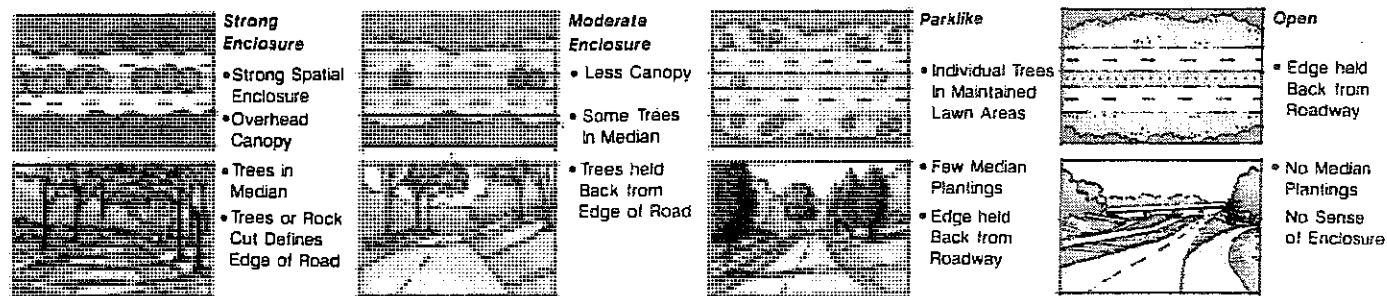
Visually, the Parkway consists of a series of views and vistas described as follows:

- a. ***Framed views*** where bridges are framed by heavy vegetation, rock outcroppings, and topography sloping toward the road. In some cases, the horizontal curvature of the road contributes to the framing of the view. Grouped plantings adjacent to the bridges represents a typical design technique used at the time of construction.
- b. ***Leading or terminating views*** where evergreen plantings are located on the median curves leading the driver through the curve. Similarly, evergreens form a visual terminus when planted on the outside edge before the curve.
- c. ***Long views/vistas*** typically occur on steep gradients where the motorist is able to see long distances and is limited only by vegetation outlined on the short horizon. In some instances, a framed view over or under a bridge may occur in the foreground.

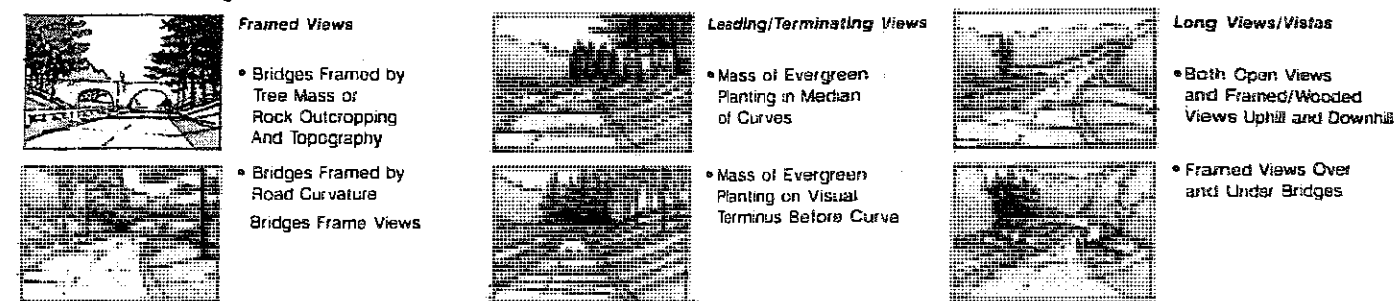
The identity of the Merritt Parkway has been significantly influenced by its horizontal and vertical geometry coupled with its original approach to the designed landscape. Plant materials have been utilized to delineate the curvature of the roadway as well as to emphasize long views on the grand scale and to enframe bridge abutments on the microscale. The repetitiveness of the design concepts tend to create a "rhythm" to the driving experience.



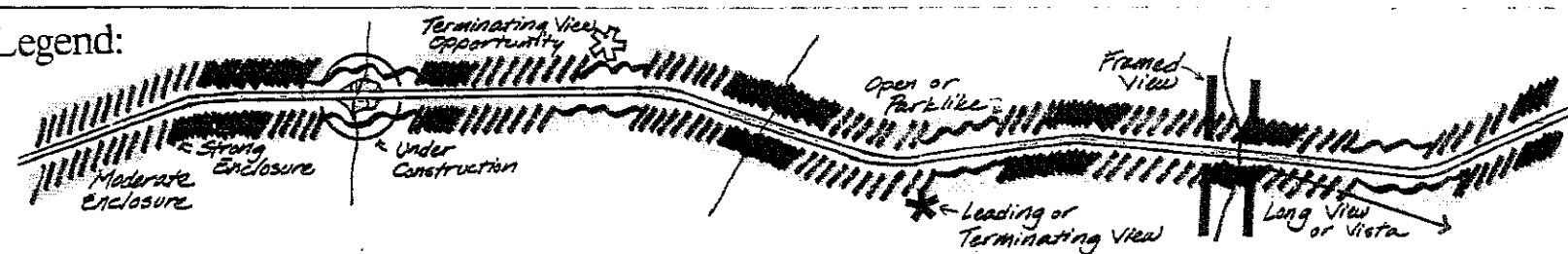
Spatial Sequence:



Visual Sequence:

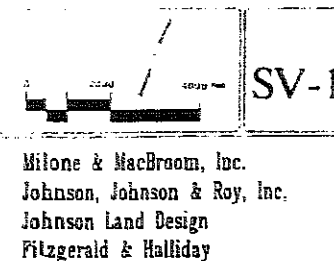


Legend:



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Spatial/Visual Sequence

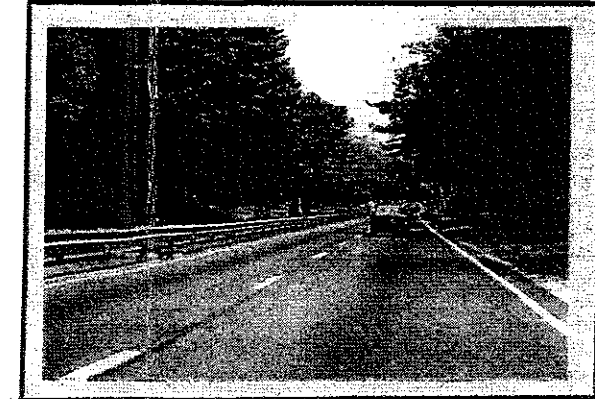




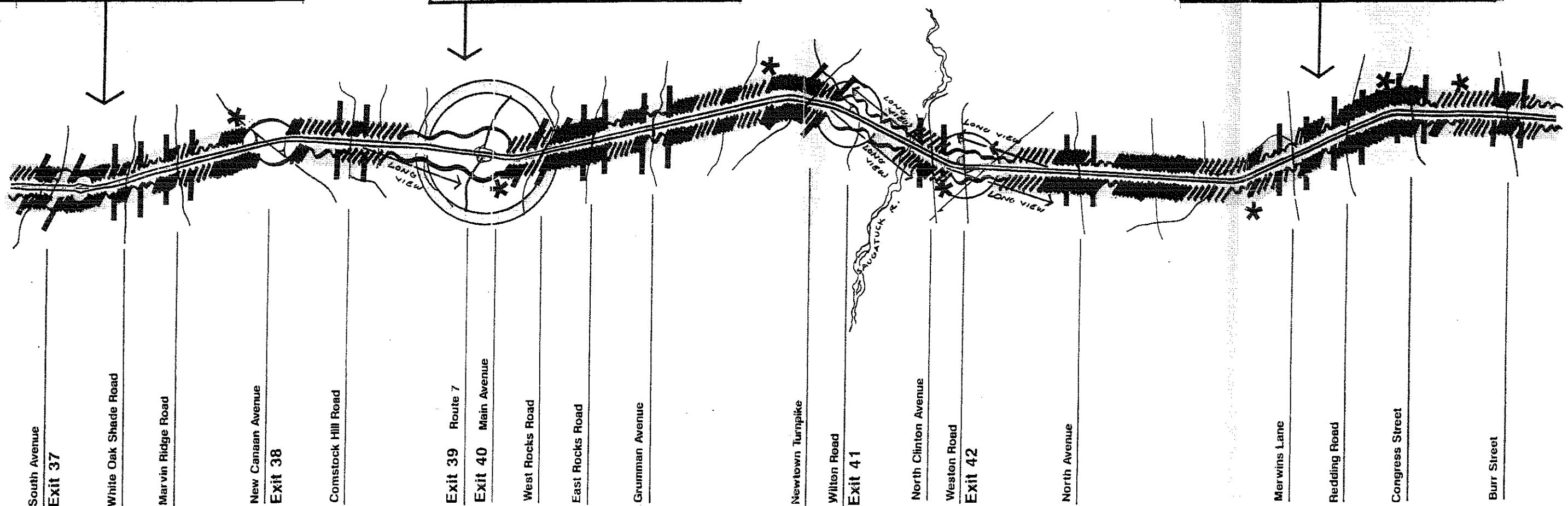
Moderate Enclosure, with Long View. View Over/Under Bridge, White Oak Shade Road Bridge



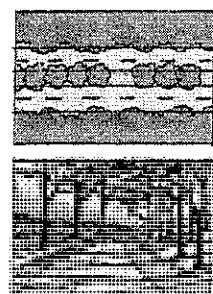
Open Exposed Edge and Rock Cut, Route 7 Interchange



Framed View with Plantings, Redding Road Bridge



Spatial Sequence:



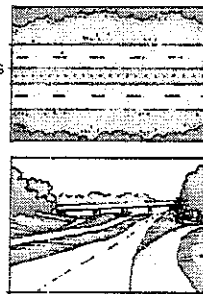
- Strong Enclosure**
- Strong Spatial Enclosure
 - Overhead Canopy
 - Trees in Median
 - Trees or Rock Cut Defines Edge of Road



- Moderate Enclosure**
- Less Canopy
 - Some Trees in Median
 - Trees held Back from Edge of Road



- Parklike**
- Individual Trees in Maintained Lawn Areas
 - Few Median Plantings
 - Edge held Back from Roadway



- Open**
- Edge held Back from Roadway
 - No Median Plantings
 - No Sense of Enclosure



- Framed Views**
- Bridges Framed by Tree Mass or Rock Outcropping And Topography
 - Bridges Framed by Road Curvature
 - Bridges Frame Views

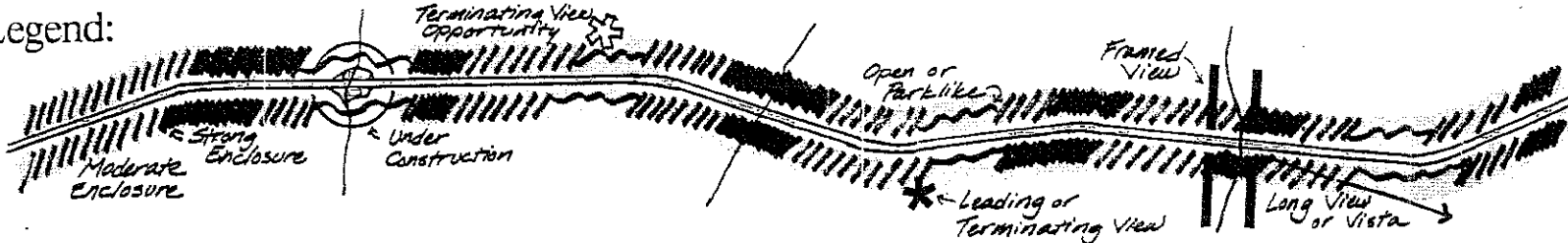


- Leading/Terminating Views**
- Mass of Evergreen Planting in Median of Curves
 - Mass of Evergreen Planting on Visual Terminus Before Curve



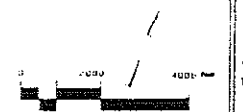
- Long Views/Vistas**
- Both Open Views and Framed/Wooded Views Uphill and Downhill
 - Framed Views Over and Under Bridges

Legend:



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Spatial/Visual Sequence



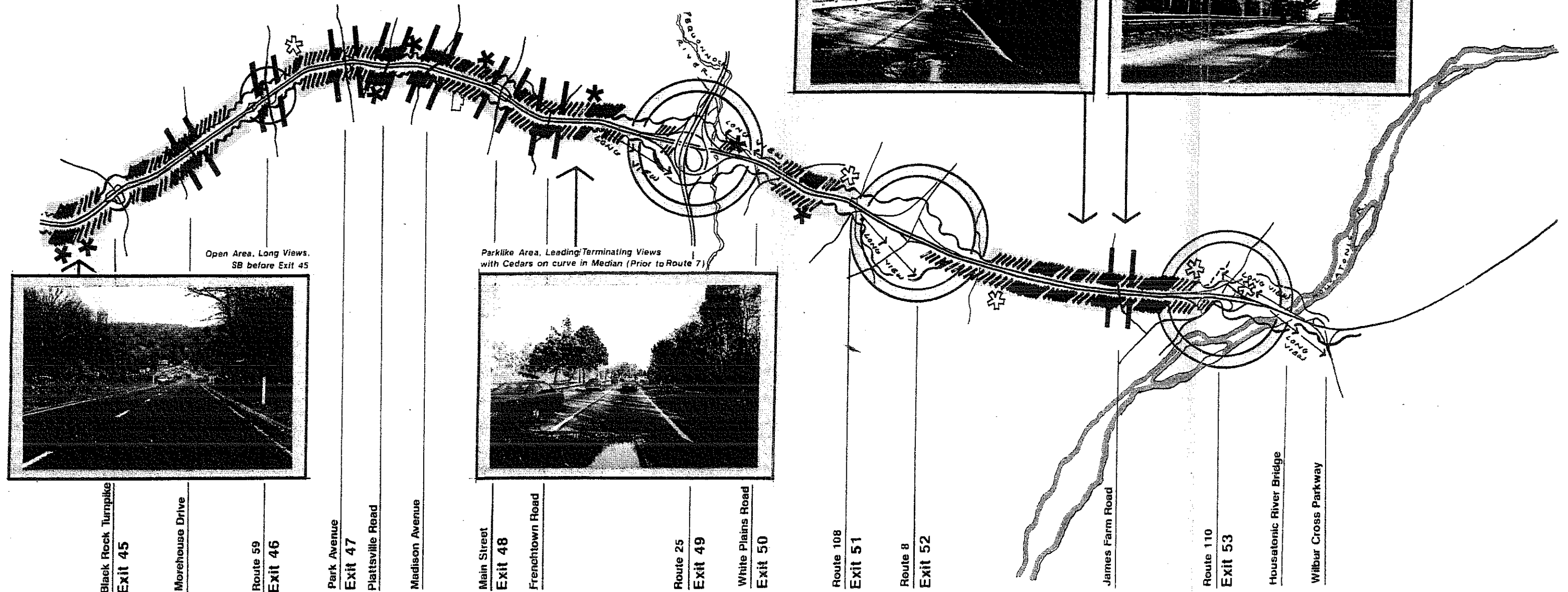
SV-2

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Johnson Land Design
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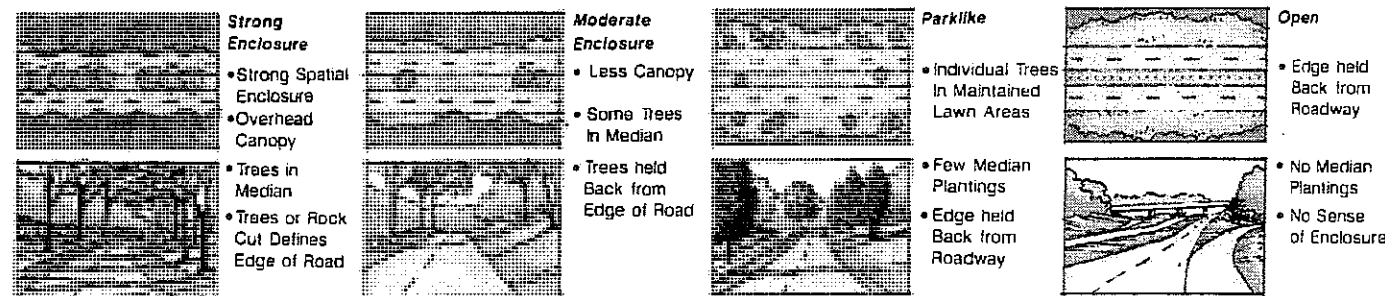
Spatial Enclosure from Woods and Rock Cut, SB past James Farm Road Bridge



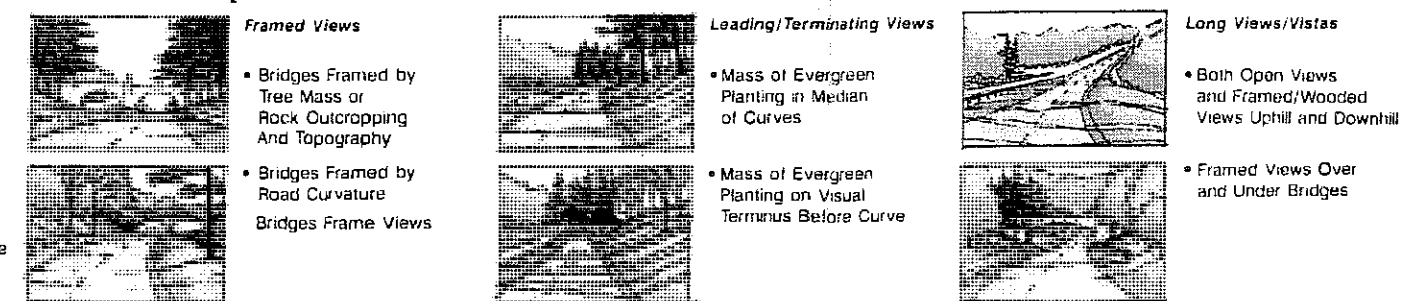
Bridge Framing Views - James Farm Road Bridge (NB)



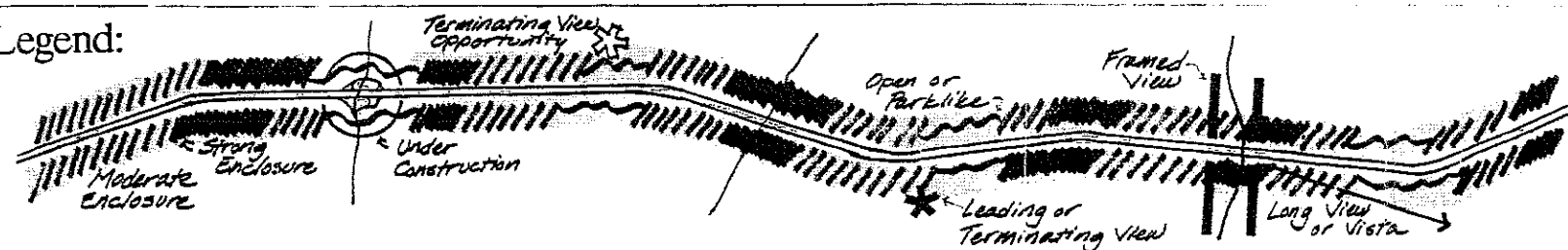
Spatial Sequence:



Visual Sequence:



Legend:



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Spatial/Visual Sequence



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However, the rhythm or spatial/visual sequence of the Parkway has been observed during this planning process to be broken. The general condition of the median is best described as being unkempt. The inconsistency of guiderails, signage, chain link fencing in service areas, and the absence of intricate landscape improvements interrupt the smooth transition from space to space along the Parkway. Overgrown or invasive vegetation obscures the bridge ornamentation.

Fortunately, overgrown vegetation is capable of being eliminated, or at the very least, pruned back as the Department has been doing in recent months to expose bridge facades. Such an effort can be applied to Parkway edges to reveal the "old field" character. Charges in mowing practices and the introduction of new specimen trees can renew the maintained landscape. Finally, standardizing design details will tend to unify the spaces throughout the entire Parkway and the spatial sequencing can be restored.

3.6 TRANSPORTATION ISSUES

In evaluating the landscape elements of the Merritt Parkway, both historic and current, an assessment of the traffic and safety issues of the Parkway has been undertaken. The following data is presented to provide an overview of the transportation issues and to set the framework for the balancing of aesthetics and operations as the Landscape Master Plan evolves.

3.6.1 Traffic Volumes

Its park-like environment notwithstanding, the Merritt Parkway was originally designed and has continued to function as a key component of the state's transportation system, especially within the state's southwest corridor. When the Parkway was conceived and design work undertaken during the early to mid 1930's, design-hour volumes, design speeds, and geometric design standards were significantly different from current American Association of State Highway and Transportation Officials (AASHTO), Federal Highway Administration (FHWA), and Connecticut Department of Transportation (ConnDOT) standards. The original designers engineered the road for a more relaxed time; they never envisioned 70 mile per hour (mph) speeds or Average Daily Traffic (ADT) volumes approaching 69,000 vehicles per day (vpd) in the section of the Parkway between the Route 8 and Route 25 interchanges, or the level of congestion that occurs on a daily basis during the morning and evening peak commuter periods.

Following the completion of construction and the opening of the first section of the Parkway between New York and Norwalk in 1938, traffic volumes at the Connecticut-New York state line grew to nearly 15,500 vpd in 1940. With the exception of the time period during World War II (1940-1945) when traffic volumes decreased to approximately 8,000 vpd and the time period following the opening of the Connecticut Turnpike (I-95) in 1958, traffic volumes at the state line have grown at an average annual rate of approximately eight percent per year, producing some 39,800 vpd in 1992.

When the second section of the Parkway between Norwalk and the Housatonic River was fully completed and opened to traffic in 1940, there was and continues to be, a corresponding, if not more dramatic traffic growth. In 1992 ADT volumes approached almost 69,000 vpd on the Parkway between the Route 8 and Route 25 interchanges. Traffic volumes at the northerly limit of the Merritt Parkway at the Housatonic River have also shown continued growth, with nearly 64,000 vpd crossing the river.

While traffic volumes grew at surprisingly high rates since the Parkway opened, more recent trends between the end of the boom years of 1987-88 and 1992 indicate a much more stable traffic growth pattern, with annual increases ranging from zero percent at the Norwalk/Westport town line to seven percent at the Housatonic River. Table 3-2 presents traffic volume trends at five locations along the Merritt Parkway for the time period 1988-1992.

TABLE 3-2
ROUTE 15 - PARKWAY VOLUMES (ADT'S)

<u>Year</u>	<u>At State Line</u>	<u>Stamford & New Canaan Town Line</u>	<u>Norwalk & Westport Town Line</u>	<u>Fairfield & Trumbull Town Line</u>	<u>Housatonic River</u>
1988	31,400	49,700	47,700	55,400	47,800
1989	30,000	47,600	45,600	56,200	55,700
1990	30,300	48,000	46,000	56,700	56,200
1991	30,600	48,500	46,500	57,300	56,800
1992	39,200	55,500	47,900	58,400	63,800
Average Annualized 5 Year Growth Rate	5%	2.3%	0%	1%	7%

3.6.2 Parkway Speeds And Accidents

Interestingly, while traffic volumes have been increasing along with resultant traffic congestion and operational problems, average and 85th percentile speeds on the Parkway have also demonstrated a continuing upward trend. In general, in 1980 with the posted highway speed at 55 mph, the average speeds were 56.2 mph and 57.1 mph in the northbound and southbound directions, respectively. In 1993, again with a posted speed of 55 mph, the average speeds increased to 62.2 mph and 62.6 mph in the northbound and southbound directions, respectively. Closer examination of this speed data indicates that more than 50% of the total traffic traveling on the Parkway is exceeding the posted 55 mph speed limit by almost 7 mph.

Of even greater concern is the fact that the 85th percentile speeds, which is the conventional speed used for highway design purposes, has shown an even greater increase, growing from an overall average (for both directions) of 61.5 mph in 1980 to almost 67 mph in 1993. Clearly, the fact that both the average and 85th percentile speeds are significantly higher than the probable design speed or the posted speed limit is a major concern.

An analysis of Parkway accidents presents an interesting dichotomy. On one hand, traffic volumes, vehicle speeds, and observed operational problems are increasing while, on the other hand, the total number of accidents, and more importantly the number of fatal accidents, is decreasing.

To facilitate a better understanding of the interrelationship between traffic volumes, vehicle speeds, operating parameters, roadway geometrics, and the impact of interchange location(s), a comprehensive and detailed accident analyses was undertaken on a section-by-section, interchange-by-interchange basis. The findings of these analyses are presented in the Appendix D of this report. The accident analysis is based on Connecticut Department of Transportation data for 1990, 1991, and 1992.

Previously compiled accident data (from the "Draft Guidelines") for 1986 through 1990 presented some telling statistics. During this time period there was:

- One accident every eight hours.
- One injury every 20 hours.
- One fatality every 52 days.
- One tree hit every nine days.
- One rear-end accident every 14 hours.
- One side-swipe accident every three days.
- One guiderail hit every 36 hours.

Other interesting statistics that were obtained from a more detailed analysis of the Department's three-year accident statistics include:

- Of the total 3,300 accidents, 384 (11.6%) involved vehicles classified by the investigating officer as "trucks". This classification could include personal pick-up trucks which are legally permitted on the Parkway or commercial trucks which use the Parkway illegally.
- A total of 808 accidents (24.5%) involved vehicles hitting guiderail or jersey barriers. This statistic is very important and one that warrants further in-depth analysis, as guiderail and barriers are typically installed for safety reasons, often to protect trees, rock, outcroppings, embankments, and structures. If they are found to be a contributing element to the accident, then their value as a safety device is clearly diminished.
- A total of 66 accidents (2%) involved vehicles hitting trees.
- The highest contributing factor for accidents was reported as "following too close", followed by "driving too fast for conditions".
- 60% (1,980) of all reported accidents occurred on the northbound lands, and 40% (1,320) occurred on the southbound lanes.
- The highest fatality rate was reported in the section between Exit 42 and 44 (No Exit 43) locally known as "No Man's Land".

As the development of the Landscape Master Plan proceeds, careful consideration of the accident statistics will be considered so as to ensure both a safe and aesthetically pleasing end product.

3.6.3 Current Highway Design Standards

The Merritt Parkway, as well as most limited access highways in the state, should be designed, upgraded, rehabilitated, and reconstructed in accordance with current design standards adopted by the Connecticut Department of Transportation, based on criteria established by the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration (FHWA), and always predicated on sound engineering judgement.

These highway design standards address vehicle design and operating speeds, rights-of-way, horizontal and vertical geometric alignment, horizontal and vertical clearance, pavement cross section and super elevation, lane and shoulder widths, medians, control of access, drainage, guiderails and barriers, aesthetics - including landscaping, structures and overpasses, spacing of interchanges, lighting, pavement markings, signing, noise barriers, rest areas, side slopes, and public utilities within the highway right-of-way.

In evaluating the design of the Merritt Parkway it becomes clear that the design standards employed by the Connecticut Highway Department (predecessor to the Connecticut Department of Transportation) in designing the Merritt Parkway in the early to mid 1930's were significantly different from the currently used 60 mph minimum and 70 mph desirable design speed that is generally used for most current upgrading of limited access highways, including the Merritt Parkway. While some of the main-line geometry of the Parkway approaches current minimum design standards relative to general horizontal and vertical alignment, there are numerous sections of the Parkway that fall short of these standards, most notably, the median design, lateral clearances, and many of the unimproved interchanges.

The following table presents a comparison of the "probable" design standards used by the Parkway designers in the 1930's and the current design standards used by the Department on most limited access highways. In comparing these "standards", two important cautions should be considered. First, many of the Merritt Parkway standards are based on extrapolated data from reported information on existing conditions and a review of early Parkway plans. Second, since the Department has not established design standards for parkways, the design standards for limited access expressways were utilized here for comparison purposes.

**TABLE 3-3
DESIGN STANDARDS**

<u>Design Element</u>	<u>Merritt Parkway</u>	<u>Current Criteria</u>
Design Speed (mph)	30-45 mph (actual)	
Desirable		70 mph
Minimum		60 mph
Lane Width	13 foot (actual)	
Desirable		12 feet
Minimum		12 feet
Right Shoulder	NONE	
Desirable		10 feet
Minimum		12 feet
Left Shoulder	NONE	
Desirable		6 feet
Minimum		6 feet
Maximum Grade	8%	4% to 5%6.
Maximum Curve	7 Degrees	2° - 3° max.
Maximum Superelevation	variable	0.06 ft/ft
Pavement Structure	8" Concrete 6" - 24" Gravel/Stone	4" Bit. Conc. Class I in. 6" Bit. Conc. Class II on 12"-18" Subbase

<u>Design Element</u>	<u>Merritt Parkway</u>	<u>Current Criteria</u>
Curbing	4" high at 45°	not normally used
Bridge Clearance	11'-0" at curb	16"-3" (entire roadway)
Median Width	typically 21'±	100 foot (desirable)
Sight Distance	500'	800'(+)
Lateral Clear Zone	varies	25'-53'

3.6.4 Future Improvements

Traffic projections through 2010 were made as part of the preliminary "1990 Southern Connecticut Corridor Study: Transit Strategies and Highway Concepts". These projections indicate that improvements to the Merritt Parkway may be needed. The improvement options for the Merritt Parkway ranged from expansion of the present four lane configuration to six lanes (three in each direction) to the construction of second "barrel" on the other half of the Parkway. That proposal met vociferous and well-documented opposition, due to the potential impact on the aesthetics of the Parkway.

In contrast to the recommendation for roadway widening, the current administration of the Department of Transportation has taken the position that the Merritt Parkway is a valuable and implacable Connecticut resource that must be preserved as a scenic highway that serves a major transportation link through Fairfield County to New York. Traffic enhancements would be confined to safety improvements, architectural and structural restoration of bridges, and improvements to the visual quality of the landscape. It is on this general policy that this Landscape Mater Plan is based.

3.7 SUMMARY OF ISSUES AND OBSERVATIONS

In addition to providing a base on which an improvement plan can be made, the principal purpose of undertaking a detailed inventory and analysis of existing conditions of the Merritt Parkway is the identification of those issues which will continue to influence the quality of the driving experience. The observations from this extensive analysis are summarized below and illustrated on Overview Sheets 1 through 8.

3.7.1 Visual and Aesthetic Qualities

- Parkway identity is greatly influenced by the tight vertical and horizontal curvature of the original engineering design.
- Horizontal and vertical curves, and the placement and approach of the bridges emphasize the views and vistas, while enhancing the visual experience.

- Dramatic change in adjacent land use has resulted in areas on non-parkway type views from the roadway.
- Plant material has been used to emphasize views to and through bridges, to frame views, and to screen off-site views.
- Though done for safety reasons, the use of evergreens on curves adds focal points and terminating vistas.
- General condition of the median and the inconsistent details (guardrails, signs, new interchange lighting, chain link fences, etc.) significantly detract from the visual quality of the Parkway.
- Bridge abutments and details are generally obscured by overgrown vegetation.
- The unpruned cedar groves are more naturalistic and appropriate than the pruned cedars occurring in the median.
- Opportunities exist to clear and reveal attractive details such as the bridge architecture and the low stone walls.
- Generally, consistency and repetition of design elements and principles add to the aesthetic experience of driving the Parkway.
- The Parkway passes through a large quantity of woodlands.
 - *Right-of-way is undergoing reforestation*
- Majority of the Parkway is moderately to strongly enclosed.
 - *Vegetation, steep slopes, and rock cuts define edges*
- Closed canopy of edge and median trees greatly define the current character and identity of the Parkway.
- Some packets of park-like areas remain.
 - *Most are obscured by lack of maintenance and successive growth*
- Tight enclosure at the crest of vertical curves and the general openness at low points contribute to the design and rhythm of the Parkway.
- Major areas of alteration and construction present the most significant opportunities for major landscape rehabilitation.

3.7.2 Landscape Maintenance

- Current maintenance efforts insufficient to keep ahead of invasive woody vegetation.
 - *Right-of-way is undergoing reforestation*
- Financial constraints have precluded maintaining the open, park-like environment.
 - *Limited maintenance will be the single largest constraint on landscape treatments*

- Invasive vines overtaking mature, high quality of vegetation.
 - *Without control, further significant loss will occur*
- Mowing the brush control of open areas and at bridge abutments are critical.
 - *Definition of these important spaces requires continued maintenance*
- Future landscape treatments should avoid high maintenance solutions.
 - *Minimize ornamental shrub beds in islands and in mowed zones*
- Streamline current maintenance operation.
 - *Maximize treatment of the greatest area with limited manpower and equipment*
- Develop maintenance strategies.
 - *Compare efficiency of in-house versus contract operations*

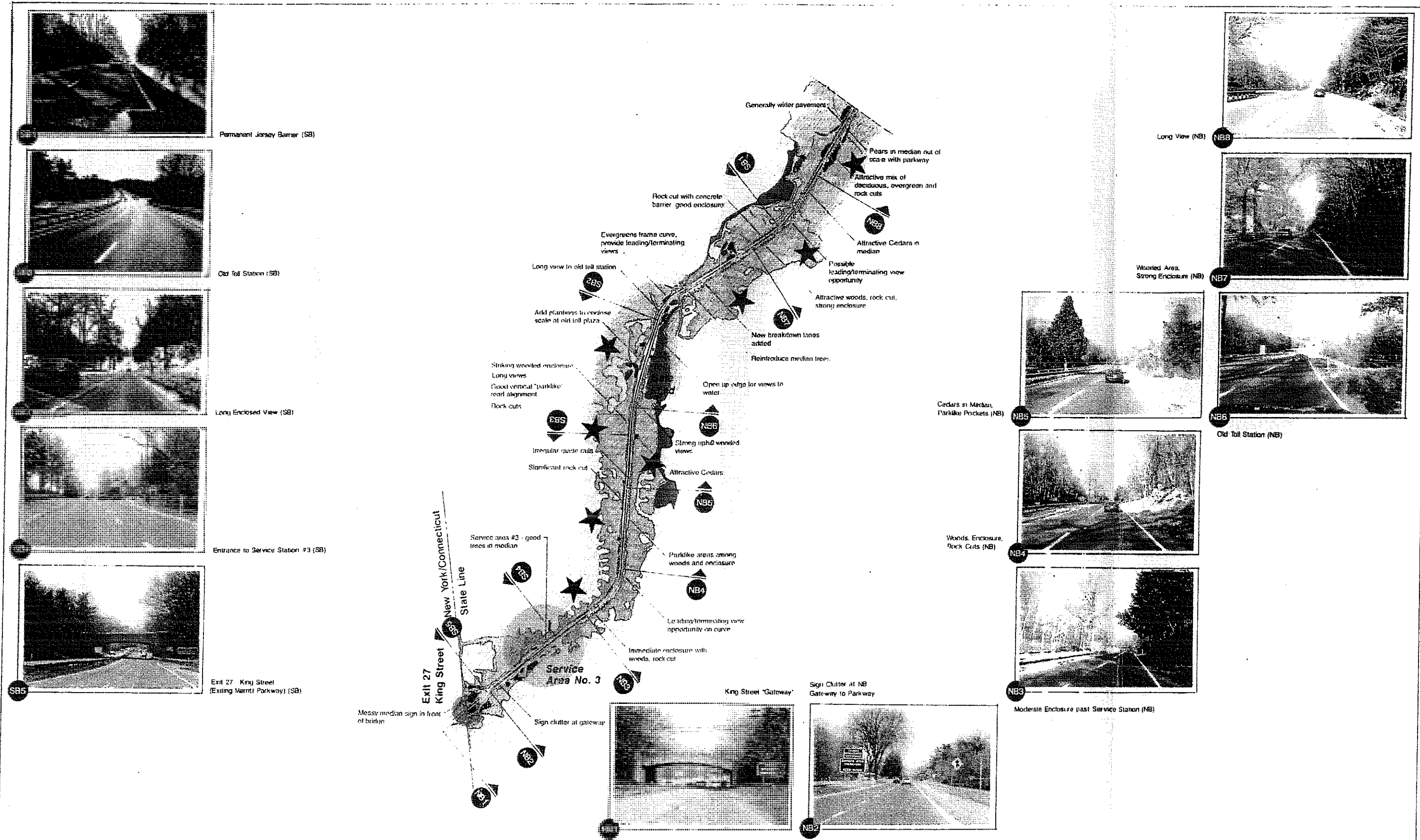
3.7.3 Land Use

- The Parkway runs through eight towns.
- Present land uses follow zoning districts closely in all of the eight towns along the Parkway.
- The Parkway is surrounded almost entirely by residential land uses.
 - *Majority of residential lands are Low Density*
- Commercial and light industrial land uses occupy roughly 7% of the total frontage of private property on the Parkway.
- Large undeveloped acreages in residential zones along the Parkway are dedicated to open space or conservation.
- Opportunities exist to integrate Parkway landscape elements to municipal open space design efforts.

3.7.4 Transportation

- The Merritt Parkway is a resource that must be preserved as a scenic highway.
 - *Safety improvements must continue to be implemented in this context*
- The Parkway was originally designed and currently functions as a key component of the state transportation system.
- Traffic volumes and speeds demonstrate a continual upward trend.
- Accidents are decreasing in total.
 - *25% involve guiderail and concrete barrier curb collisions*
 - *2% involve collisions with trees*
- Original design standards were lower than standards employed for speeds of today.
 - *Numerous Parkway sections fall short of these current standards*

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Summary Characteristics:

Positive Aspects:

- Generally an area of strong character and identity (dense wooded enclosure, significant rock cuts, park-like pockets)
- Attractive stone bridge at King Street provides entry/gateway image
- Mature median trees at Service Area 3
- Tight horizontal, vertical curvature of road reinforces Parkway character

- Tollgate Pond provides opportunity for opening views to water

Negative Aspects:

- Visual clutter from signage at King Street bridge is most dominant "gateway" feature
- Service Area 3 needs consistent landscape design with the other service stations along the Parkway

- Only one identifying bridge in this section
- New breakdown lanes added for safety, but increases pavement width
- Non-native species (pears) used in median - out of character and out of scale for parkway
- Old Tollgate plaza area needs re-landscaping

Merritt Parkway Landscape Master Plan
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Overview of Features



Over-View
1

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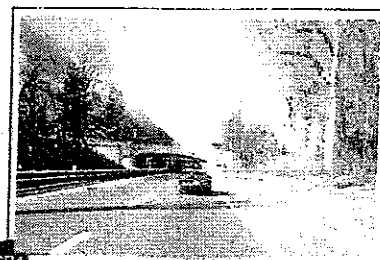
SB7 Pines at Terminating View, Exit 28 (SB)



SB6 Long View, Cedars on Curve (SB)



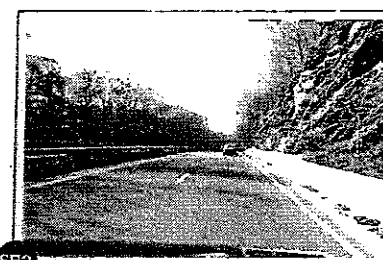
SB5 Permanent concrete barrier along road (SB)



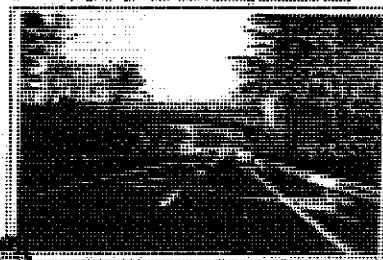
SB4 North Street Bridge (SB)



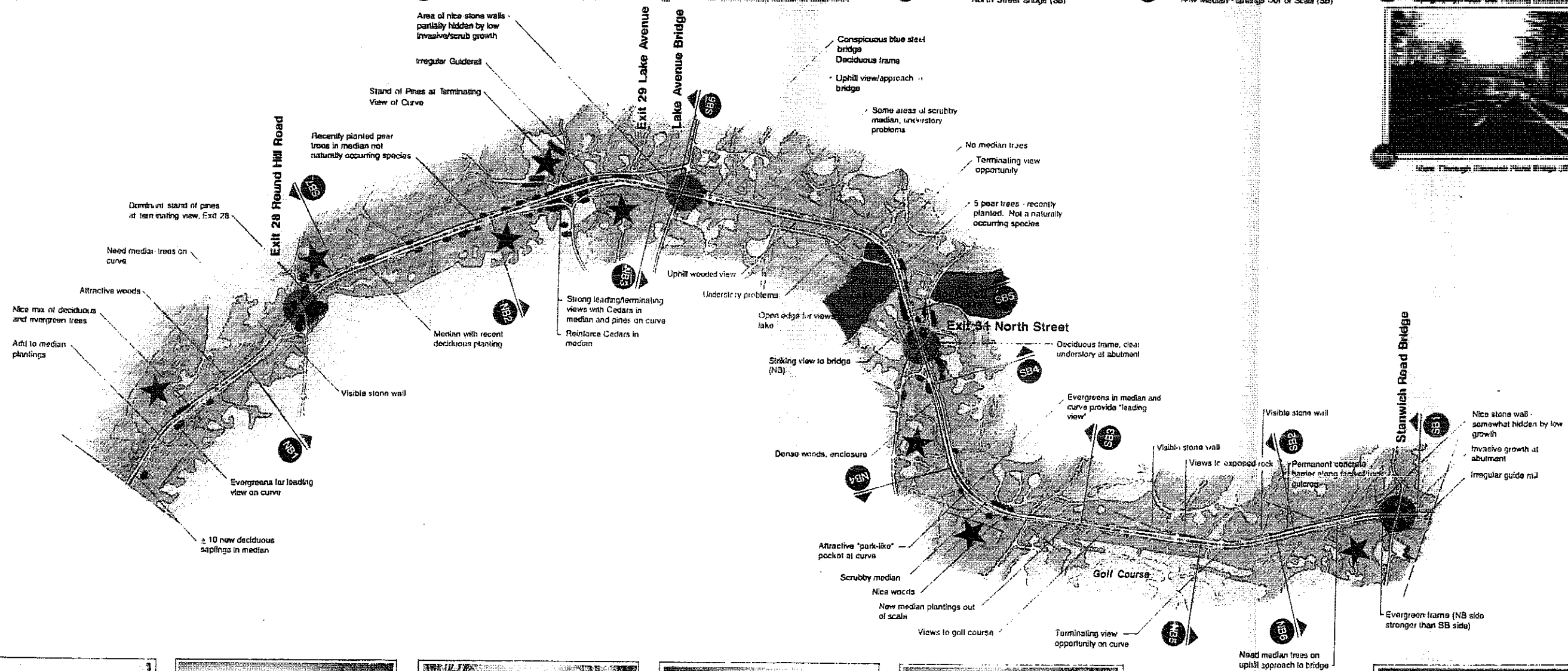
SB3 New Median Plantings Out of Scale (SB)



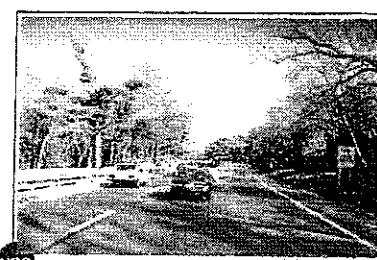
SB2 Topography/Rock Out Framing Entrance Road (SB)



SB1 View Through Mainline Road Bridge (SB)



NB1 Open Area Needs Median Trees (NB)



NB2 Approach to Exit 29, Pines, Cedars in Median (NB)



NB3 Lake Avenue Bridge (NB)



NB4 Parklike Pocket at Outside Curve (NB)



NB5 Wooded Enclosure Needs Median Trees (NB)



NB6 Long Uphill View, Significant Rock Out (NB)

Summary Characteristics:

Positive Aspects:

- Opportunity to open lake/water views at Putnam Lake
- Striking evergreen and white pine stands, particularly at exits 28 and 29
- Frequent use of evergreens at edge and in median along curves
- Many visible stone walls
- Attractive views (NB) to adjacent golf course

- Tight horizontal curvature of road reinforces Parkway character

Negative Aspects:

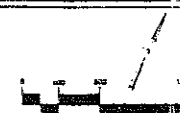
- Median with many new plantings—frequent use of non-native species and small size trees
- Irregular guardrails and "median bents"
- Invasive growth and understory problems

- Color on Lake Street bridge too conspicuous and not part of original color scheme

Merritt Parkway Landscape Master Plan

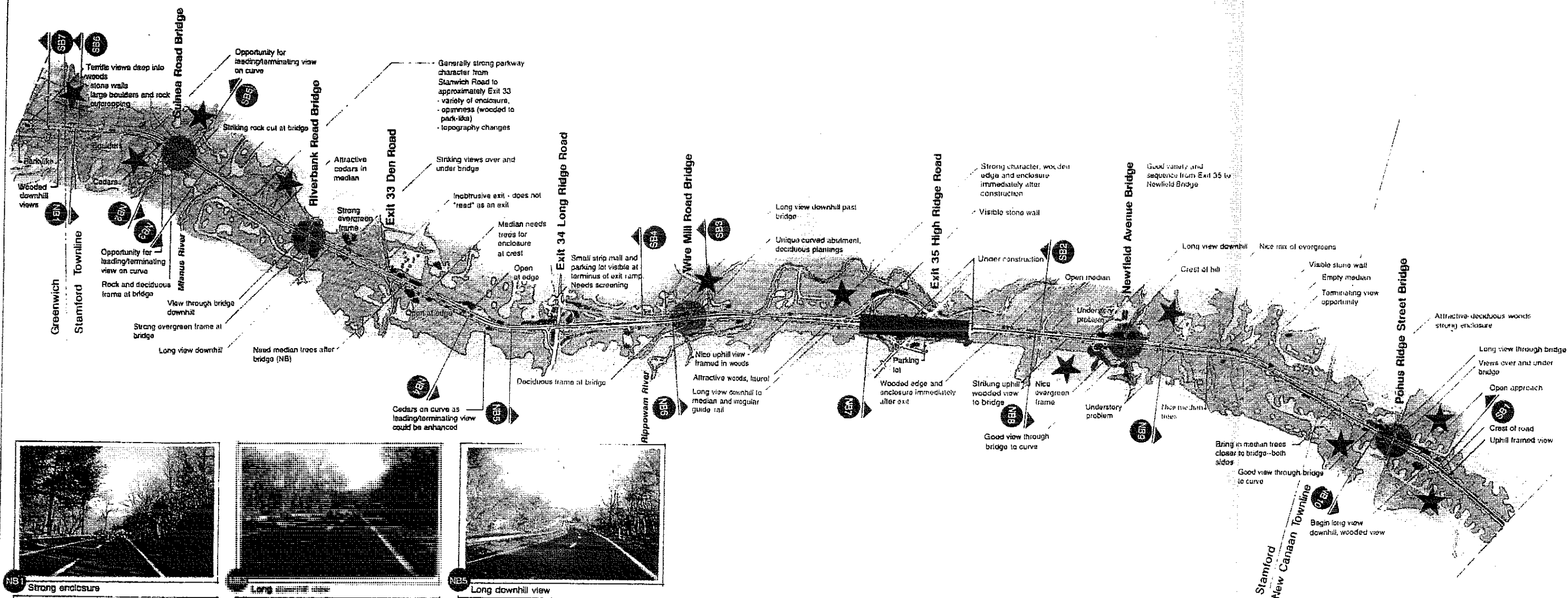
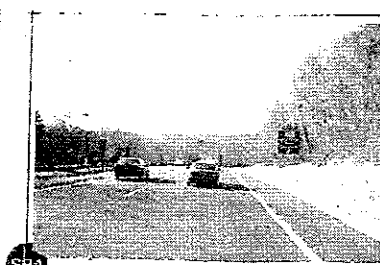
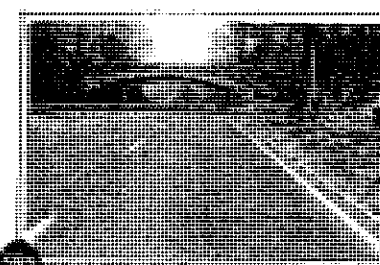
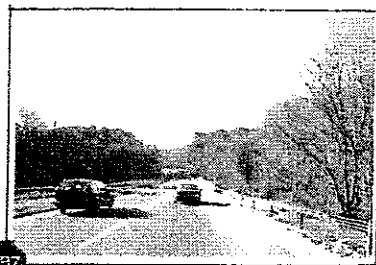
State of Connecticut Department of Transportation

Overview of Features



Over-View
2

Milone & MacBroom, Inc.
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Johnson Land Design
Fitzgerald & Halliday



Summary Characteristics:

Positive Aspects:

- Strong Parkway character (sequences of bridges, variety of park-like to wooded enclosures, rock outcrops, lawns) from Stanwish Road bridge past Riverbank Road bridge
- Attractive woods, enclosure at Pennis Ridge Street bridge area
- Several striking bridges, e.g., the unique carved abutment at Wire Mill Road and the stone work of Guinnes Road bridge

- A variety of long views and views through, over and under bridges

Negative Aspects:

- Construction area at exit 15 disrupts character, opens exposed views to adjacent parking
- Invasive growth and signage hides unique curved abutment at Wire Mill Road

- Areas of understory and invasive growth problems
- Areas of open, scrubby, and empty median
- Small strip commercial and parking lot need screening at exit

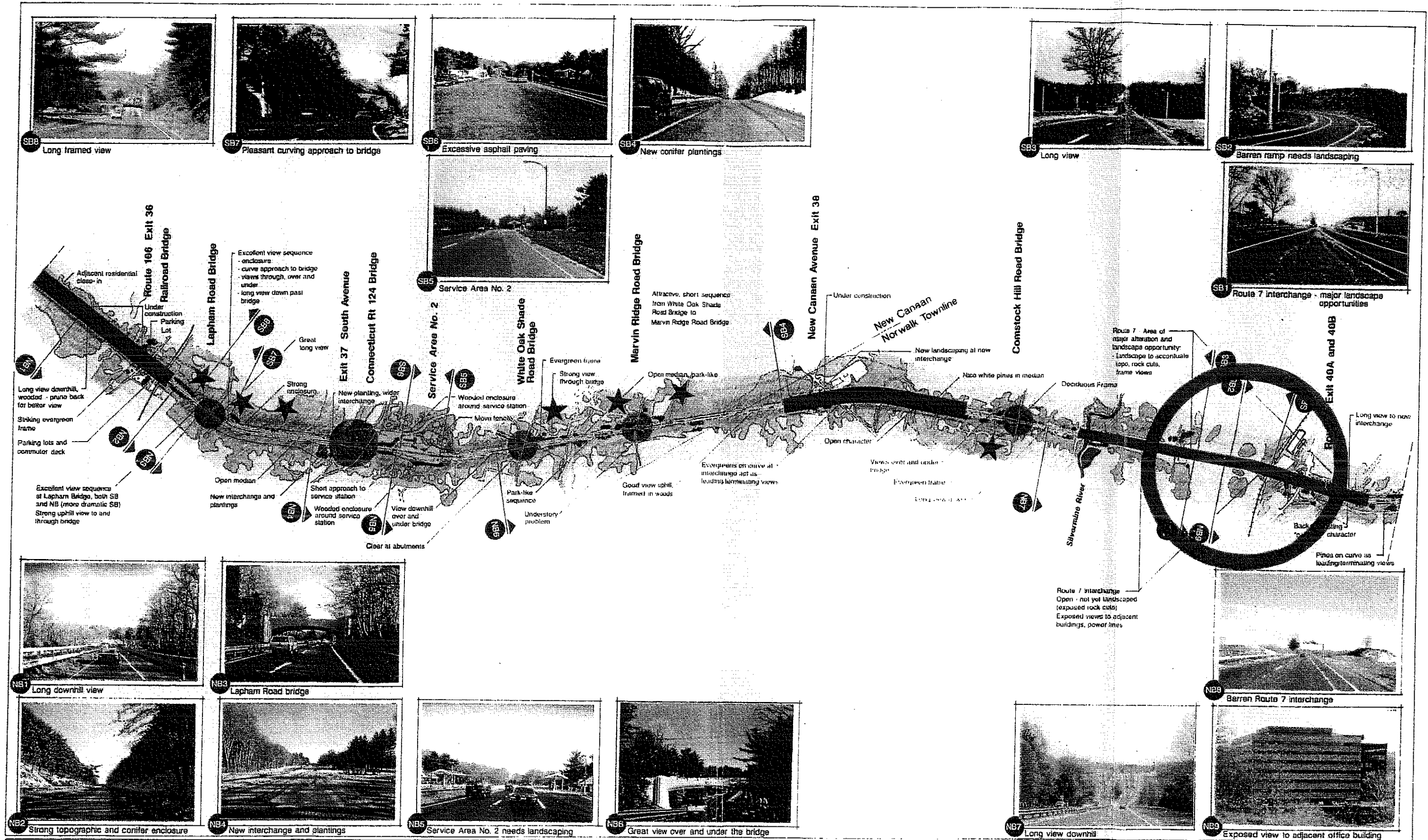
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Overview of Features

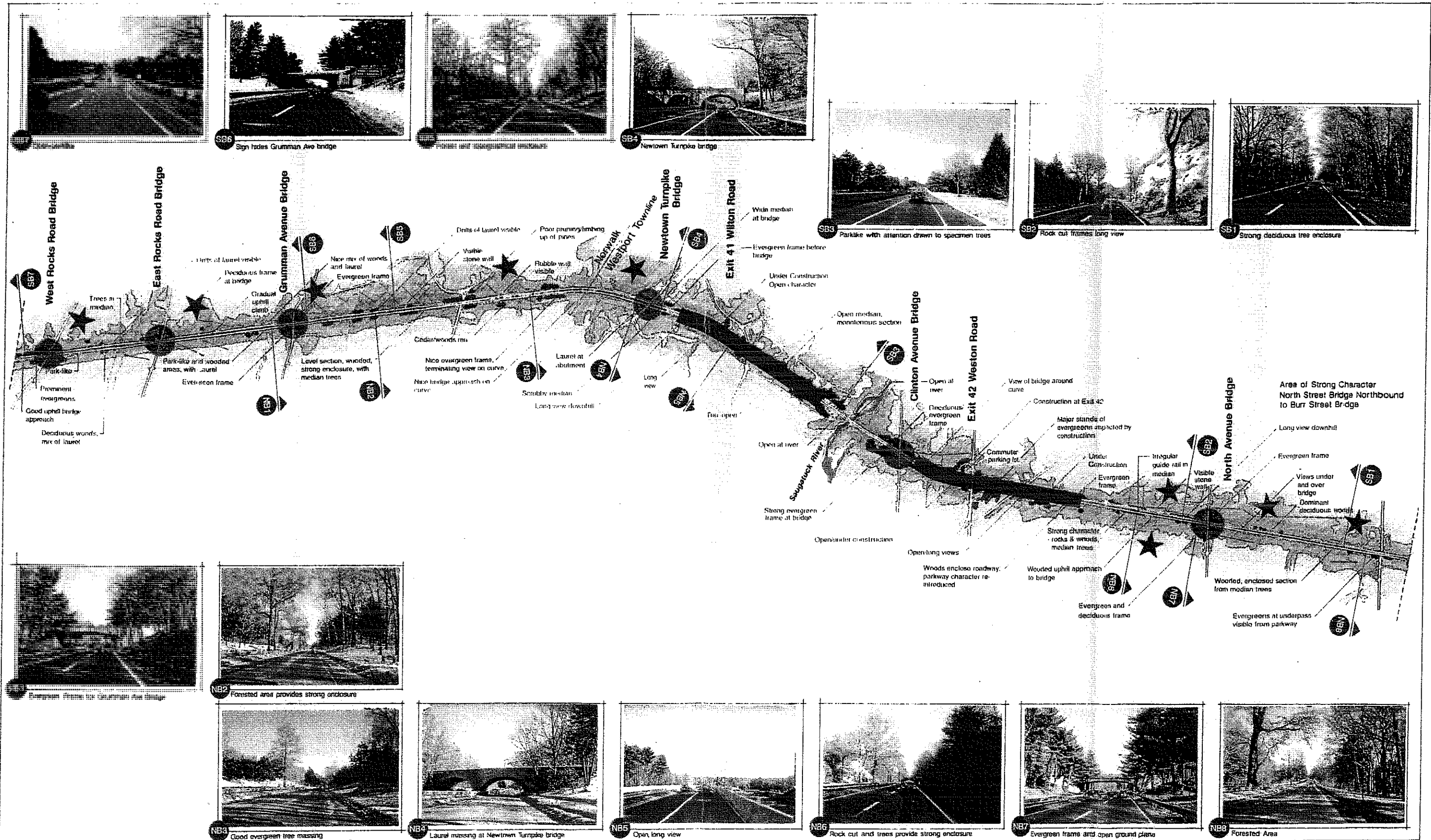


Over-View
3

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday



<p>Summary Characteristics:</p> <p>Positive Aspects:</p> <ul style="list-style-type: none"> • Attractive short sequence from White Oak Shade Road bridge to Marvin Ridge Road bridge • Striking views over and under bridges at White Oak Shade Road bridge • Excellent view sequence (both NB and SB) at Lapham Avenue bridge 	<p>Negative Aspects:</p> <ul style="list-style-type: none"> • Area of major alteration (exit 40A&B - Route 7) and current construction (exit 38, 36) • Exposed views to adjacent development at Route 7 • Service Station area median and details distracting • New evergreen plantings at edge could use more staggered placement and variety in height 	<ul style="list-style-type: none"> • Some adjacent residential uses and parking lots exposed to view from parkway • Understory problems • New plantings at exit 37 somewhat out of scale with mature trees 	<p>Merritt Parkway Landscape Master Plan</p> <p>State of Connecticut Department of Transportation</p> <p>Overview of Features</p>	<p>Over-View 4</p>  <p>Milone & MacBroom, Inc. Johnson, Johnson & Roy, Inc. Johnson Land Design Fitzgerald & Halliday</p>
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Summary Characteristics:

Positive Aspects:

- Strong Parkway character from West Rocks Road bridge to Newtown Turnpike bridge and North Street bridge (alternating areas of woods and park-like sections, some remaining median trees)
- Wide median at Newtown Turnpike (one of two)
- Striking masses of evergreen plantings (particularly at exit 42, under construction)

- Visible stone walls and drifts of laurel
- Significant long view SB from North Avenue bridge

Negative Aspects:

- Long stretches of construction at exits 41 and 42
- Major mature stands of white pine at exit 42 impacted by construction

- Poor limbing up of pines at edge of roadway (SB past Newtown Turnpike)
- Irregular median guidewalls ("median bores")
- Some areas of scrubby median condition

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Overview of Features



Over-View
5

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NB1 Strong parkway character



SB5 Trees needed for enframement



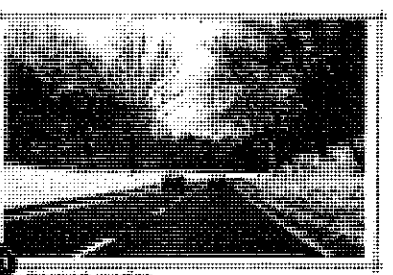
SB4 Strong enframement with views under bridge



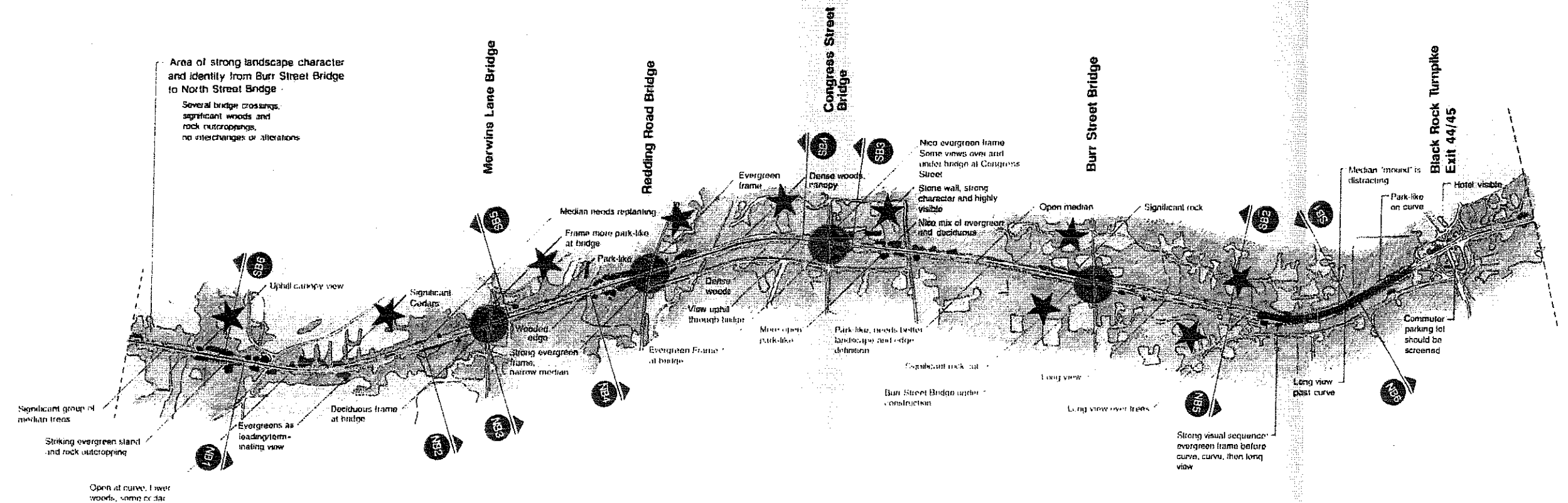
SB3 Quality edge with featured beech trees



SB2 Quality edge with featured beech trees



SB1 Quality edge with featured beech trees



NB2 Quality center enclosure



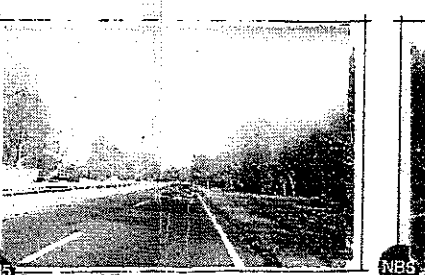
NB3 Bridge abutment revealed nicely through trees



NB4 Strong vegetative enclosure



NB5 Quality parklike open space



NB6 Long views to wooded hillside



NB7 Long views to wooded hillside

Summary Characteristics:

Positive Aspects:

- Longest stretch of Parkway with no interchanges (the Greenfield Hill section), strongest 'historic/unaltered' character
- Frequent and closely spaced bridges from Merwins Lane to Burr Street (emphasizes each bridge's individuality)

- Parkway passes through significant woods and rock cuts (especially at Burr Street Bridge)
- Many wooded, uphill framed views, plus views through, over and under bridges
- Evergreens used to frame some bridges and on leading curves

Negative Aspects:

- Median "mound" SB past exit 44/45 distracting
- Areas of open median need replanting
- General maintenance issues of keeping bridge abutments visible, clearing invasive growth and pruning overgrown edges
- Construction at Burr Street bridge a temporary distraction
- Adjacent development and parking lots at exit 44/45 need screening

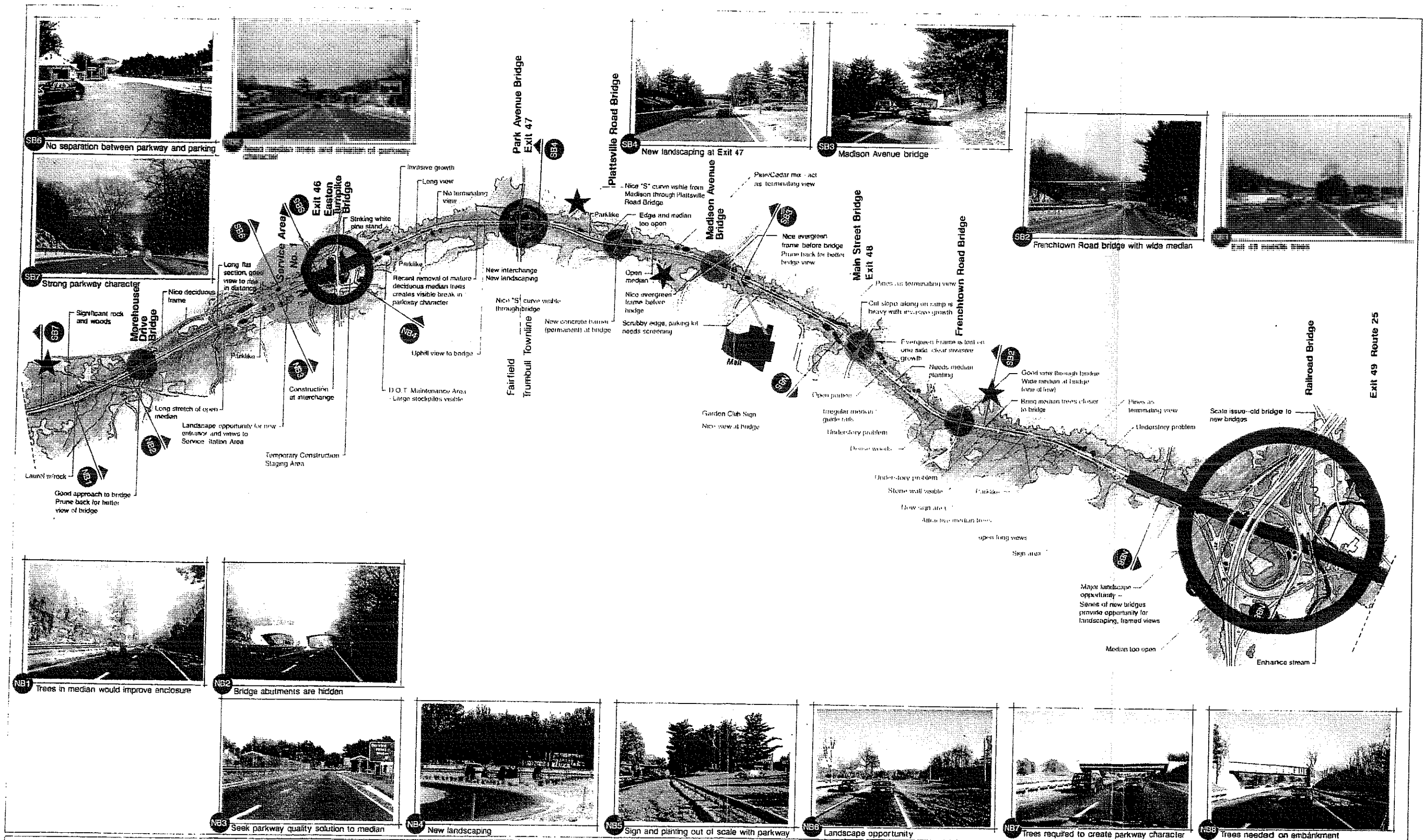
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State of Connecticut Department of Transportation

Overview of Features



Over-View
6

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Johnson, Johnson & Roy, Inc.
Johnson Land Design
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Summary Characteristics:

Positive Aspects:

- Views through Frenchtown Road bridge and wide median (one of few)
- Curvature of road ("S" curve) visible from Madison Avenue to Park Avenue bridge
- An area of several historic bridges
- Some striking/significant wooded areas, conifer stands, forest
- Pockets of attractive "park-like" character

- Some visible stone walls
- A few attractive long views

Negative Aspects:

- Exit 49/Route 25 out of scale with (historic) parkway character
- opportunity to re-landscape several bridges using parkway design principles

- Exposed views to shopping mall (NB)
- Exit 46 under construction - many stockpiles at exit
- Service area provides possible opportunity for improved design, consistent landscape (median fence distracting)
- Understory/invasive growth problems
- Distracting details (signs, garden club bed, etc.)
- "Median beats"

Merritt Parkway Landscape Master Plan

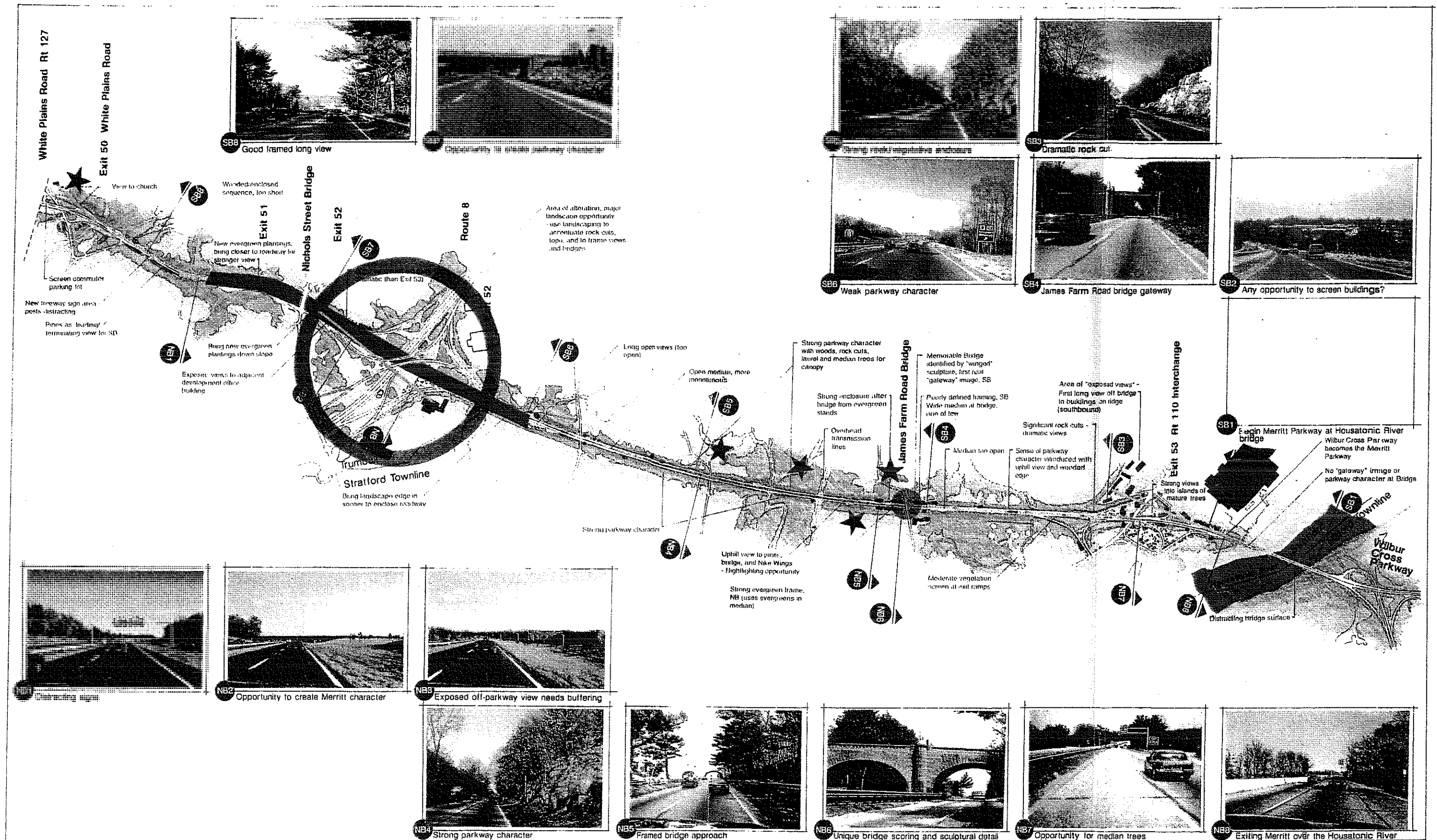
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Overview of Features



Over-View
7

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Johnson Land Design
Pitzgerald & Halliday



Summary Characteristics:

Positive Aspects:

- Significant rock cut past Housatonic River bridge (SB)
- James Farm Road bridge - "Nike Wings" provides real "gateway"
- Strong character from wooded enclosure, rock cuts, laurel, and median trees, James Farm to exit 52
- A "Quintessential Connecticut" view to church at exit 50

Negative Aspects:

- No "gateway" sense at Housatonic River bridge
- Exposed views to development on ridge, immediately off bridge (SB)
- Scale of exit 52 out of character with historic parkway
- Areas of open/monotonous median
- Exposed adjacent (office) development, NB at exit 52
- New freeway sign posts distracting

Merritt Parkway Landscape Master Plan

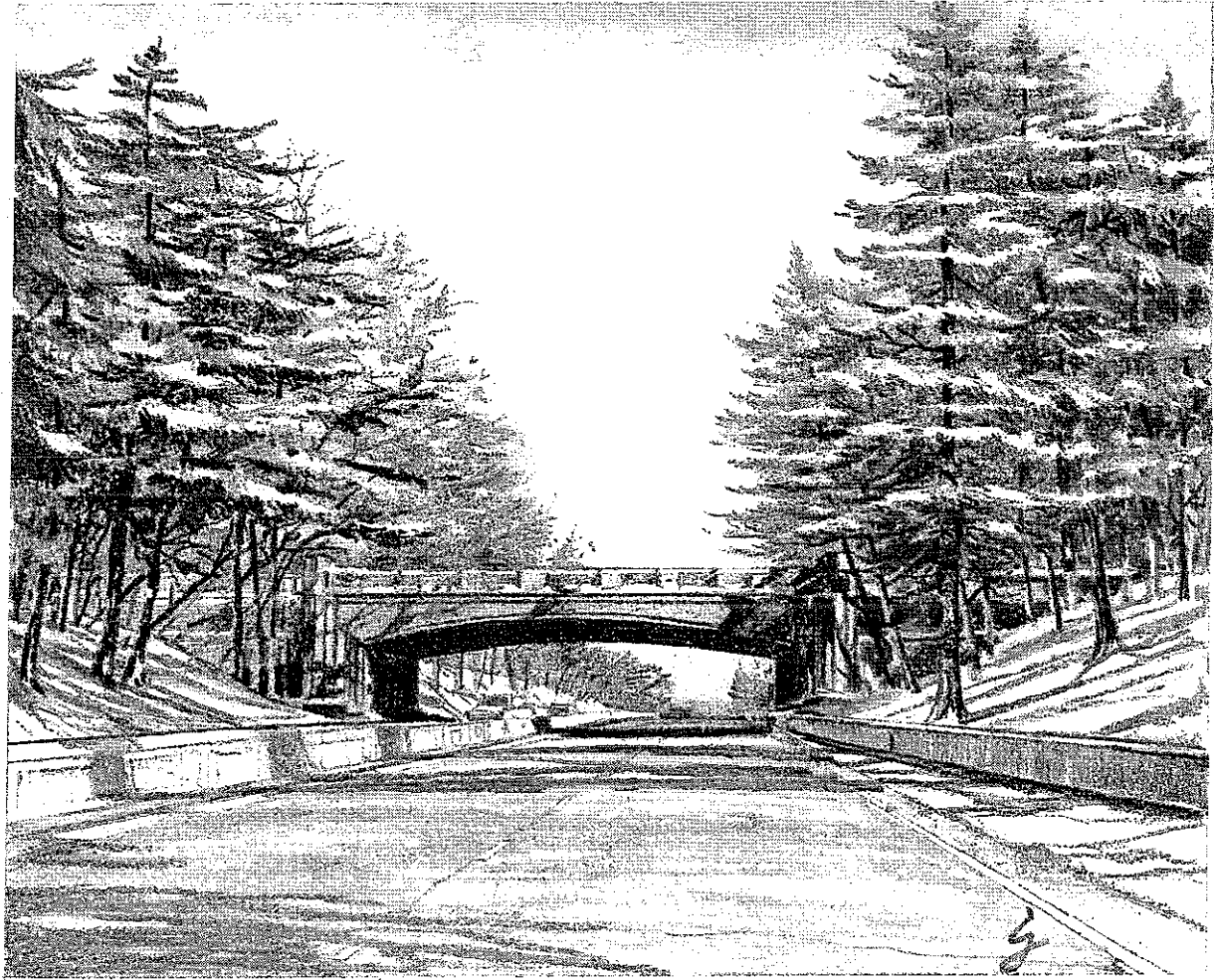
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Overview of Features



Over-View
8

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Johnson, Johnson & Roy, Inc.
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Section 4

Alternative Design Treatments

4. DESIGN PRINCIPLES AND LANDSCAPE TREATMENTS

4.1 INTRODUCTION

Of the many observations which have been made about the Merritt Parkway landscape as a result of the evaluation of its existing conditions and examining the landscape history of the Parkway, perhaps the most significant one is that the Parkway has lost its "park-like" character and is in dire need of a "haircut". Over the past two decades or so, invasive woody vegetation has supplanted the lawns and meadows; major interchanges with new limited access highways have been constructed; obsolete and unsafe entrance/exit ramps are being improved; guiderails and barriers of many differing types have been installed to overcome safety hazards whenever they have become evident; and trees have been pruned or eliminated and not replaced. As a consequence, the Parkway has somewhat of an unkempt appearance and its landscape features, spatial definition, and visual sequences are not as clear to the passing motorist as they had been in the past.

From a landscape architect's perspective, what the Parkway needs is consistency so that each of the individual elements that give the road its identity are treated uniformly throughout the 38 miles of the Parkway. The medians, the plantings at the face of bridges, entrances/exits, edges, lawns, sign placement, and ornamental vegetation all should be treated in a similar manner. The method of treatment should emulate the style and principles which were employed at the time the Parkway was constructed but need to reflect today's standards for safety at the same time.

The primary design goal of the Landscape Master Plan for the Parkway should be to re-establish the quality of the landscape as it existed at its peak approximately 30 years ago when it had a park-like quality. As noted previously in this study, it appears from 1955 aerial photographs that the plantings were approaching maturity and the lawns and meadows along the edges were fully maintained. Based on the present size of the invasive species, which were not evident in the 1955 aerial photographs, it is estimated that such growth began to be tolerated approximately 30 years ago. Interestingly, what has been identified as being invasive today was actually maintained landscape in 1955. Therefore, it is reasonable to conclude that the "peak" of the landscape occurred sometime in the late 1950's or early 1960's.

4.1.1 Design Principles

To achieve the goal of rehabilitating the Parkway's landscape to achieve that park-like feeling which existed approximately 30 years ago, the Landscape Master Plan should be guided by the following design principles:

- Reinforce and re-establish the variety and modulation of the spatial experience by contrasting the mature forest with open lawns and meadows.
- Manipulate both terminating and leading views through screening, enframing, and filtering by the addition of mass vegetation in some instances and thinning or removing overgrown vegetation in others.
- Provide additional vegetation to further enhance the vertical and horizontal alignment of the roadway and further enhance areas of overhead canopy.

- Bring the landscape closer to the Parkway edge where appropriate while recognizing the required standard of safety.
- Keep new plantings in context with the surrounding landscape character and plant communities to provide consistency across the entire right-of-way and the median.
- Provide seasonal color through the massing of plants.
- Provide for a consistent treatment for the median including plant material, grasses, barriers, and guiderails.
- Provide consistency in details, signage, and other elements contributing to the landscape.

4.1.2 Design Treatments

The problems observed during the inventory phase of the project have been placed into one of the following six groups:

- Gateways
- Service Areas
- New Interchanges
- Bridge Treatments
- Edge Treatments
- Median Treatments

Similarly, the suggested design treatment for resolving the observed problems are presented in the following pages in the same sequence, each treatment illustrating an existing typical problem, the location of that problem, and one or more solutions or recommendations to resolve the problem. Each treatment is accompanied by text and commentary defining the design issue(s), how the illustrated solution is intended to address the issue, and what technical issues need to be considered.

The design treatment concepts which are contained in this report have been prepared to illustrate the range of opportunities that are available to achieve the overall design objective for the Parkway. As part of the master planning process, many other design treatments were explored but discarded for a variety of reasons related to engineering standards, economics, and aesthetics. Each treatment should be used when the Department implements the Master Plan through detailed design and eventual construction. It should be understood that the treatments are illustrations of typical solutions. In preparing construction documents, detailed engineering refinements will be needed when applying a treatment to a specific site.

4.2 GATEWAYS

The beginning of the Merritt Parkway at each of its ends should be perceived by the motorist that the Parkway is a special place like no other road in Connecticut. The quality of these gateways should set the tone for the driving experience throughout the Parkway.

At present, both the northbound gateway at the New York state line in Greenwich and the southbound gateway the Housatonic River Bridge are poorly defined. The wrong message is sent at Exit 27 where the abundance of information signs clutter the landscape. The lack of median plantings and the motel atop the ledge outcrops in Stratford is not the character which should be portrayed.

In short, both gateway areas lack a strongly defined character particularly when compared to other sections of the Parkway. However, within the first mile or so of each gateway, there is a significant opportunity to introduce the landscape themes which are, or will be, repeated throughout the Parkway. These elements should be executed in a clear, consistent, and bold manner since the repetition of this landscape vocabulary throughout the Parkway forms the basis for its unique identity.

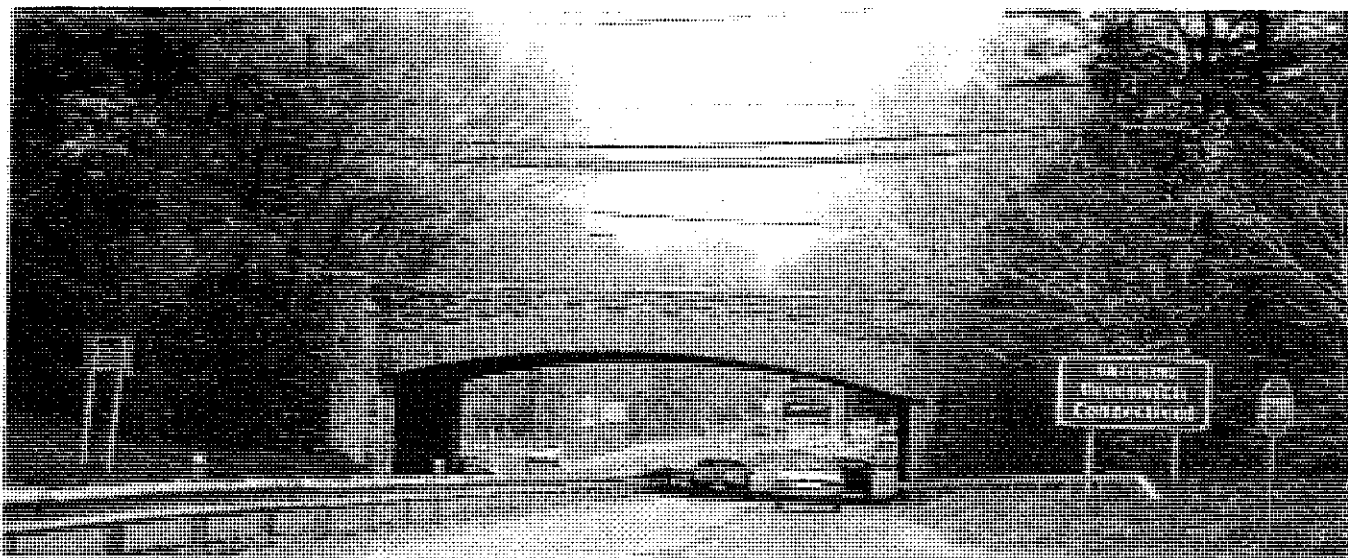
Each gateway to the Parkway has its own inherent features in need of enhancement and elements in need of correction or modification. Consistent signage and guiderail/barrier systems should be emphasized at both gateways. Mass plantings for seasonal color found historically on the Parkway should be installed at each entrance to provide a significant visual impact.

At the Northbound Gateway in Greenwich:

- Signs should be consolidated.
- Median trees should be added.
- Masses of mountain laurel should be planted along the roadside and by bridge abutments once invasive growth has been thinned or removed.

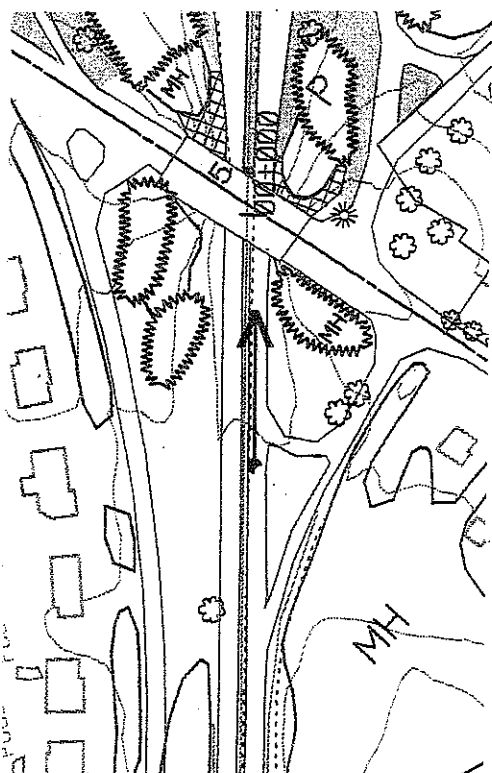
At the Southbound Gateway in Stratford:

- Vegetation needs to be brought to within 30 feet of the roadway or the edge of the roadway where there is existing guiderail.
- Invasive vegetation should be thinned or removed to reveal conifer stands.
- Median trees should be added to provide canopy.
- Rock cuts should be highlighted by the removal of invasive growth.
- Screening/buffering should be planted to mask the highly visible nearby commercial uses.



STATION 000+000

PRIOR TO ENTERING MERRITT PARKWAY, LOOKING NORTHBOUND AT KING STREET BRIDGE (EXIT 27)



Scale 1" = 200'

DESIGN ISSUE:

"Gateway" to Merritt Parkway - Northbound (New York State border):

- First view opportunity approaching the Merritt Parkway
- Opportunity to enhance Parkway identity
- Invasive growth obscures view of King Street Bridge
- Signs obscure view of bridge architecture
- Signs in median past bridge visible and distracting
- Lack of seasonal color

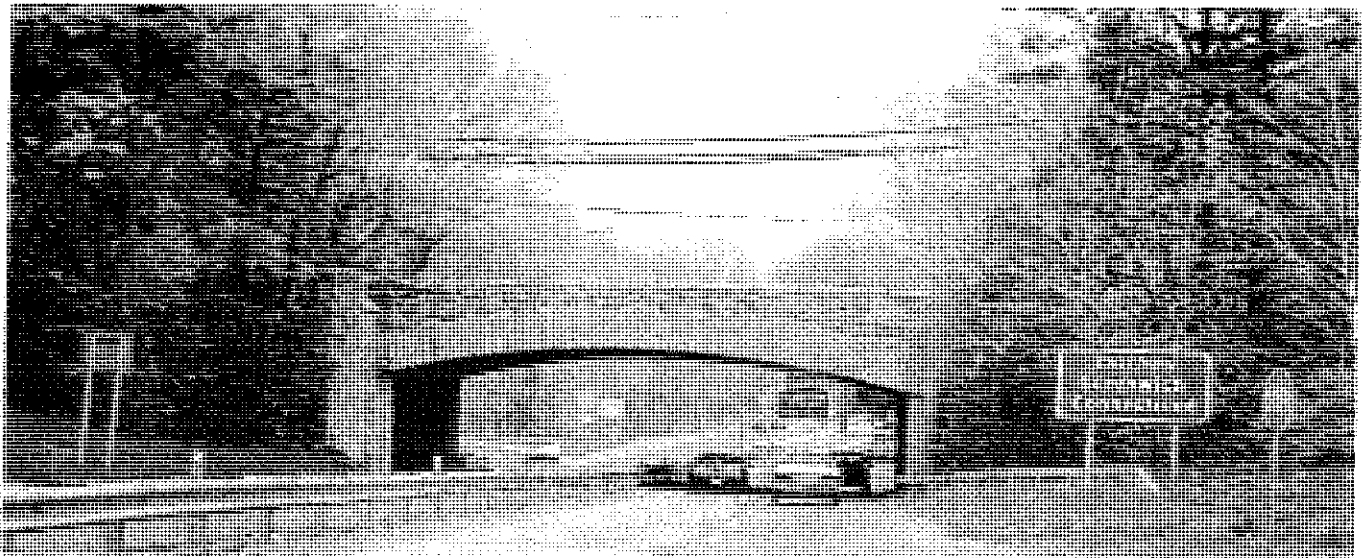
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State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

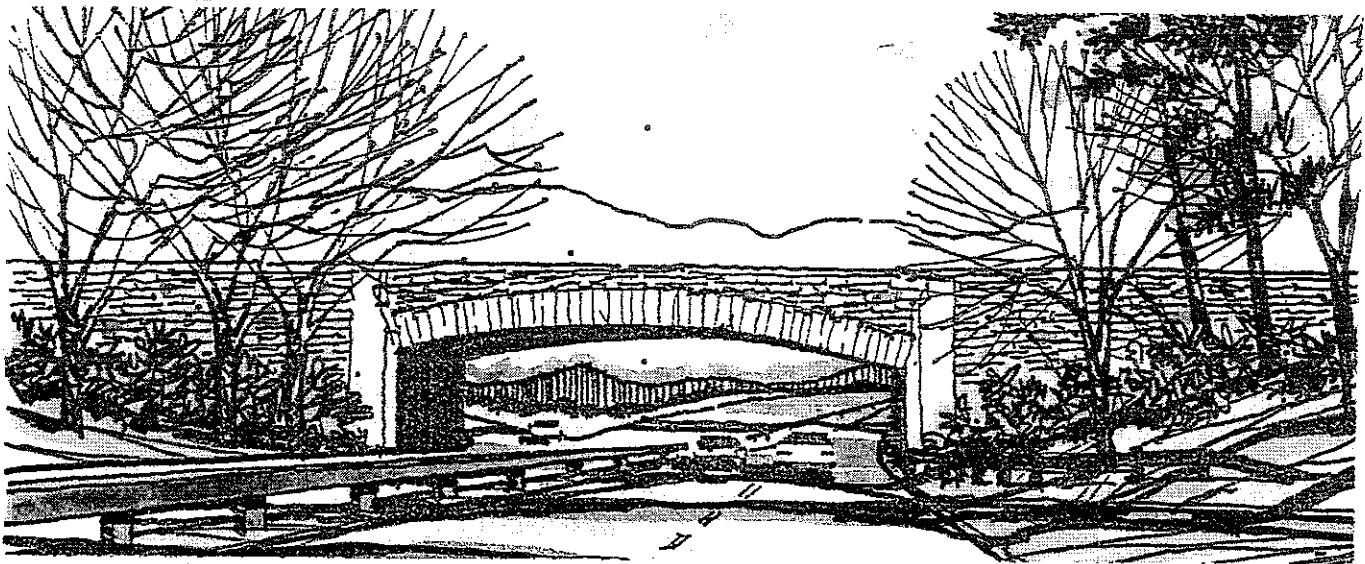
4.2.1
1

Gateways
Northbound Entrance

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Remove invasive growth at bridge; add laurel masses at abutments; relocate distracting signage from abutment and median.

RATIONALE:

First strong identity opportunity for the Parkway. Clearing invasive growth and removing visual disruptions would enhance parkway image.

CONCERNS:

Finding alternate location for signage; keeping invasive growth down; establishing and maintaining laurel.

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**CONCEPT
MANUAL**

4.2.1
2

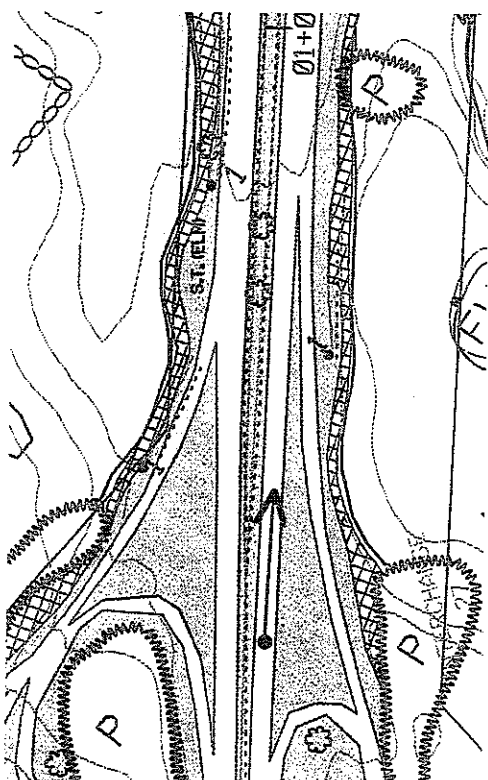
Gateways
Northbound Entrance

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 000+350

LOOKING NORTHBOUND PAST KING STREET BRIDGE (EXIT 27)



Scale 1" = 200'

DESIGN ISSUE:

Northbound "Gateway" of Merritt Parkway:

- Poorly defined landscape edge (invasive growth at edge)
- Signage clutter
- Guiderail inconsistency
- Median surface inconsistency
- Immediate entrance to first service area and tourist information (good Parkway orientation opportunity)
- Lack of seasonal color

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**CONCEPT
MANUAL**

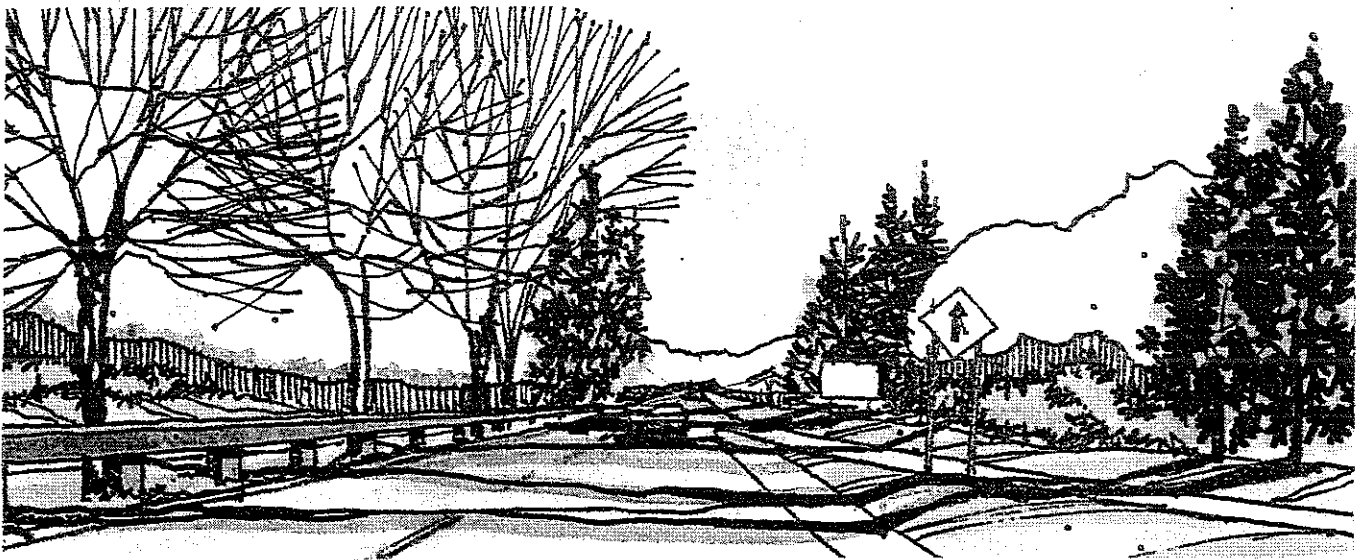
4.2.1
3

Gateways
Northbound Entrance

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Introduction of Merritt Parkway landscape and its design themes; consolidate signs; addition of median trees and laurel massing for color at edge.

RATIONALE:

The gateway landscape must be a bold, well-defined Parkway character with consistent and unified details from King Street Bridge to the service area.

CONCERNS:

Signage must be simplified and consolidated.

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State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.2.1
4

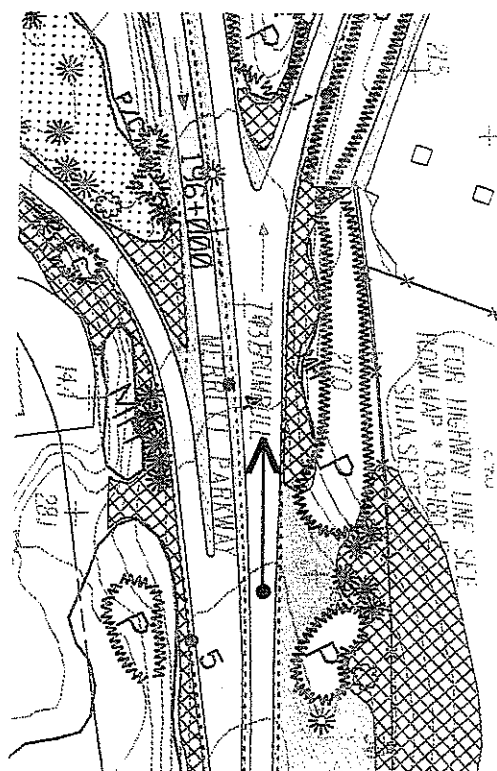
Gateways
Northbound Entrance

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.



STATION 196+400

LOOKING SOUTHBOUND PAST HOUSATONIC RIVER BRIDGE



Scale 1" = 200'

DESIGN ISSUE:

Southbound "Gateway" to Merritt Parkway at Housatonic River Bridge:

- First Parkway identity opportunity from bridge
- Poorly defined landscape character for first mile of Parkway
- Exposed views to buildings on ridge
- Inconsistent median trees and guiderail
- Wide intersection, widened pavement
- Insignificant Parkway identifying signage

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**CONCEPT
MANUAL**

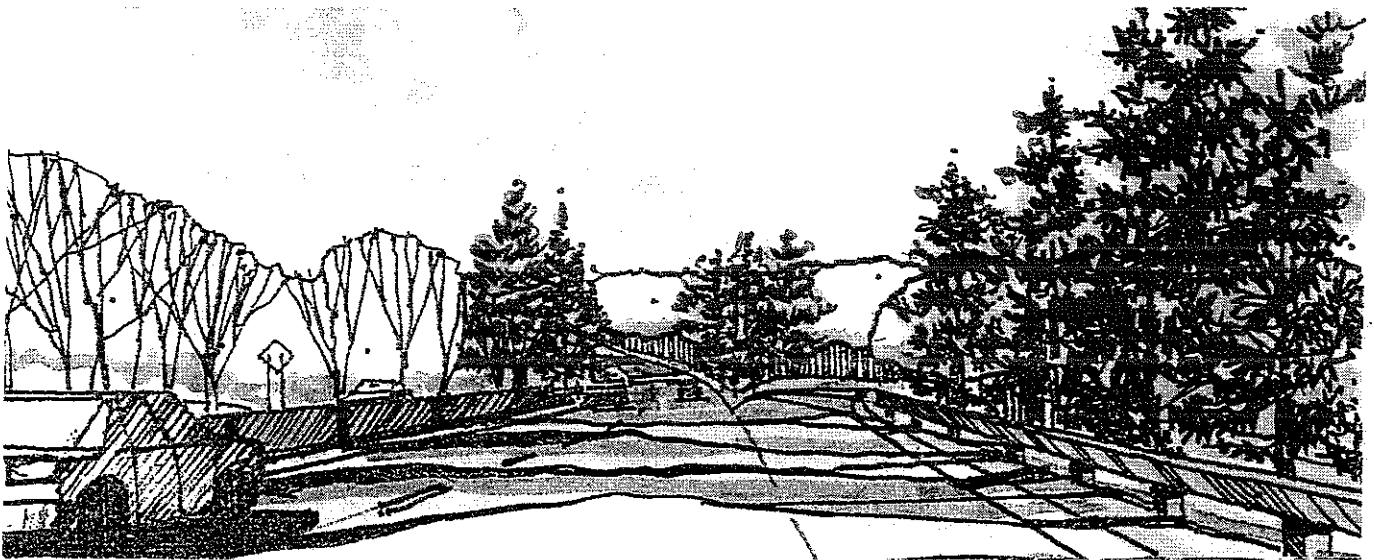
4.2.2
1

Gateways
Southbound Entrance

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Bring Parkway landscape to edge of roadway; clear invasive vegetation to reveal conifer stand at terminating view; introduce median trees closer to Parkway entrance.

RATIONALE:

Establishes Parkway character, identity, and design themes immediately off bridge; reintroduces trees in median for consistency with landscape "peak".

CONCERNS:

Ability to maintain evergreens in median in this high traffic area (may need to use deciduous species); bringing landscape edge in closer requires additional guiderail.

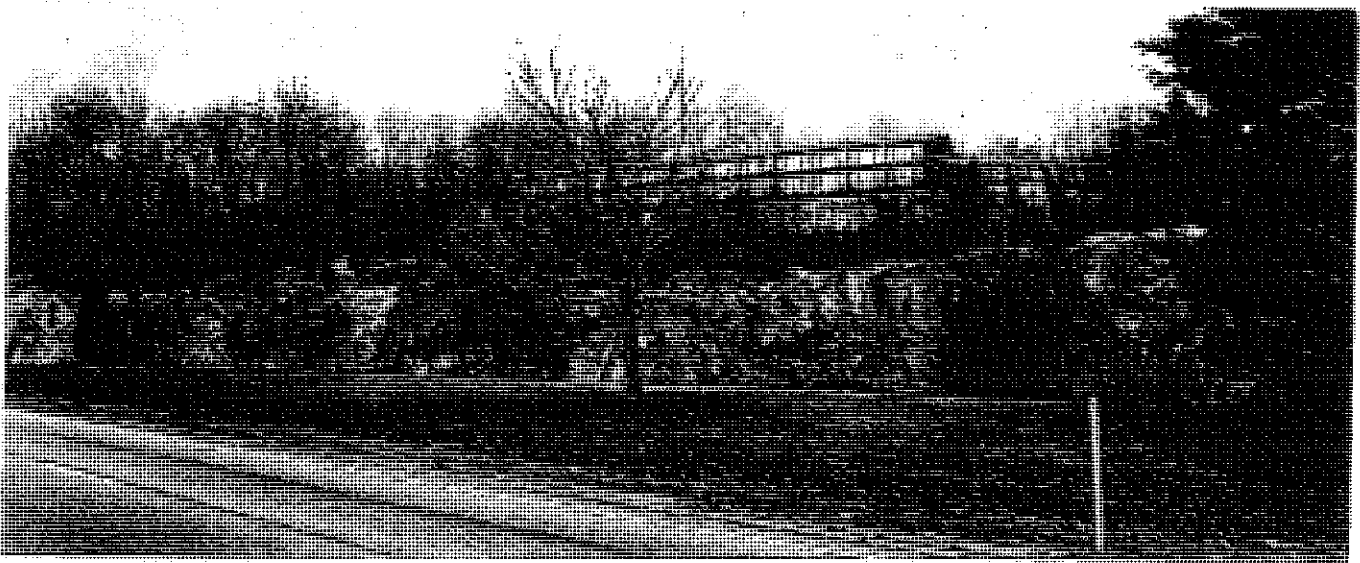
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**CONCEPT
MANUAL**

4.2.2
2

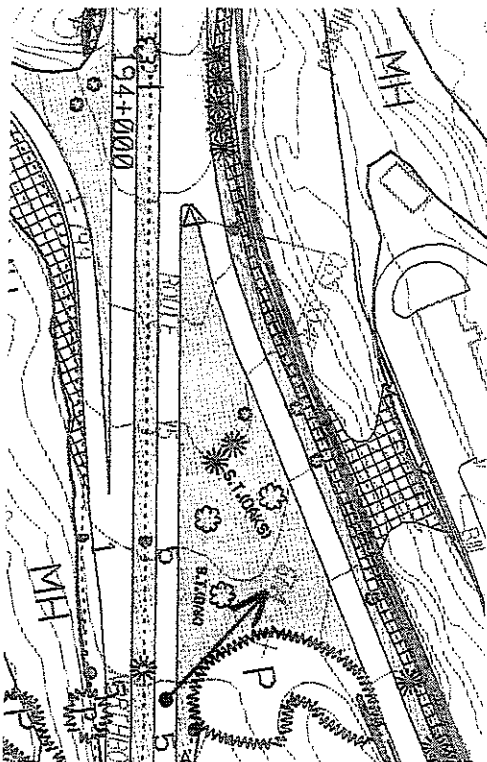
Gateways
Southbound Entrance

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 194+650

LOOKING FROM SOUTHBOUND LANE TO ROCK FACE



Scale 1" = 200'

DESIGN ISSUE:

Part of southbound "Gateway" image area:

- Exposed views of development at top of rock face
- Invasive growth along top of rock cut
- Dramatic rock cut; views could be enhanced

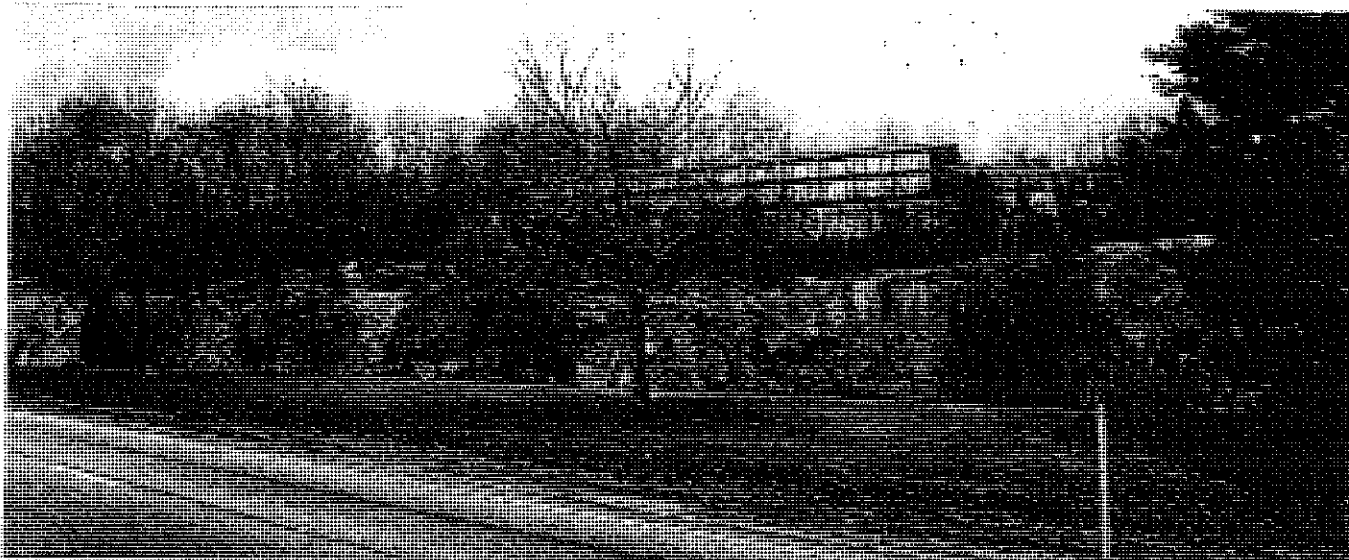
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**CONCEPT
MANUAL**

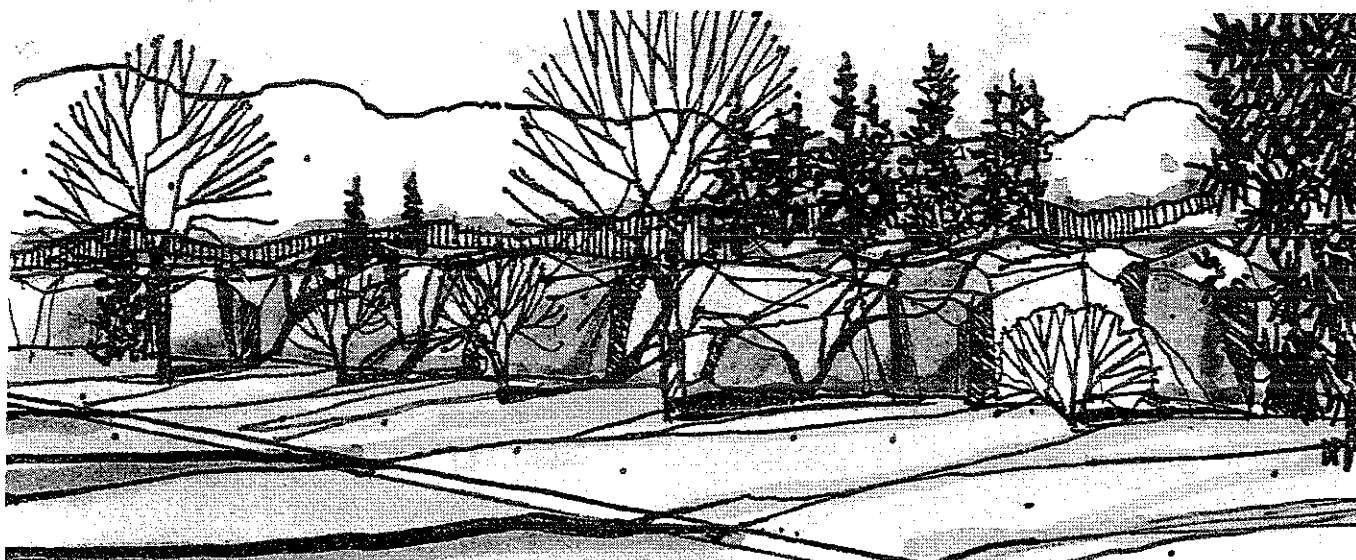
4.2.2
3

Gateways
Southbound Entrance

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Clear invasive vegetation along rock cut and add conifer mass at ridge to screen views; enhance park-like plantings in island.

RATIONALE:

Part of "Gateway" sequence; Parkway character needs to be strengthened; enclosure before rock cut area would provide spatial contrast to the park-like opening.

CONCERNS:

Length of maturation for effective landscape screen.

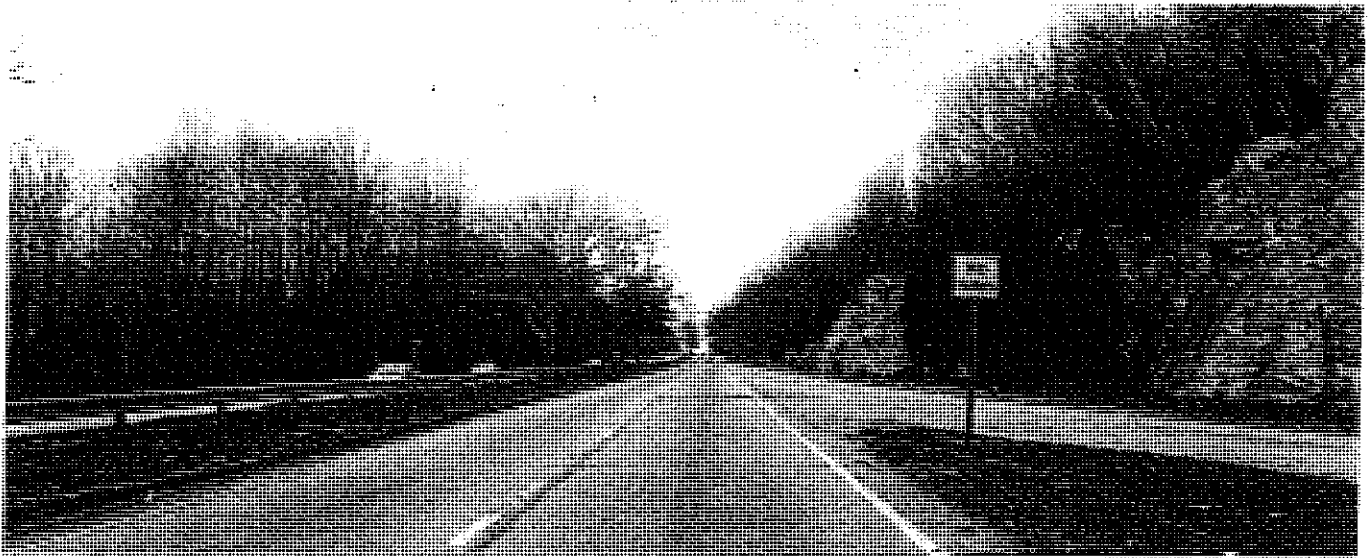
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**CONCEPT
MANUAL**

4.2.2
4

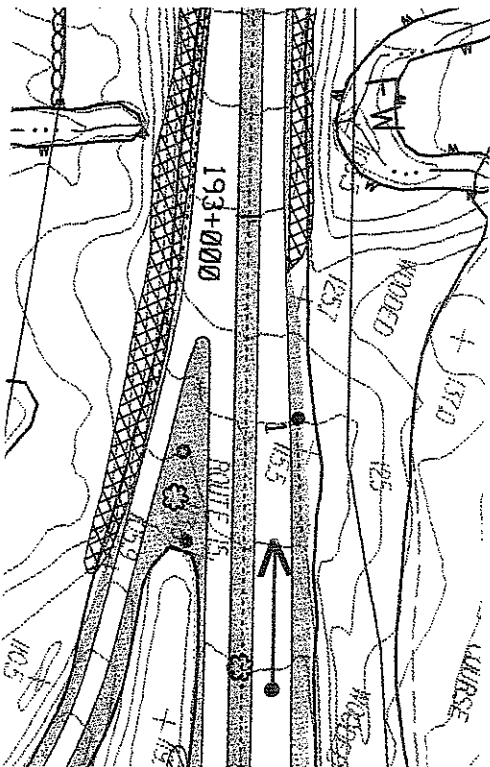
Gateways
Southbound Entrance

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 193+500

LOOKING SOUTHBOUND AT ENTRANCE RAMP, ROUTE 110



Scale 1" = 200'

DESIGN ISSUE:

End sequence of southbound "Gateway" image area:

- Transition area from widened interchange to existing wooded enclosure of the Parkway
- Missing median trees need replacement
- Lack of seasonal color (small patches of laurel remain)
- Areas of invasive growth

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**CONCEPT
MANUAL**

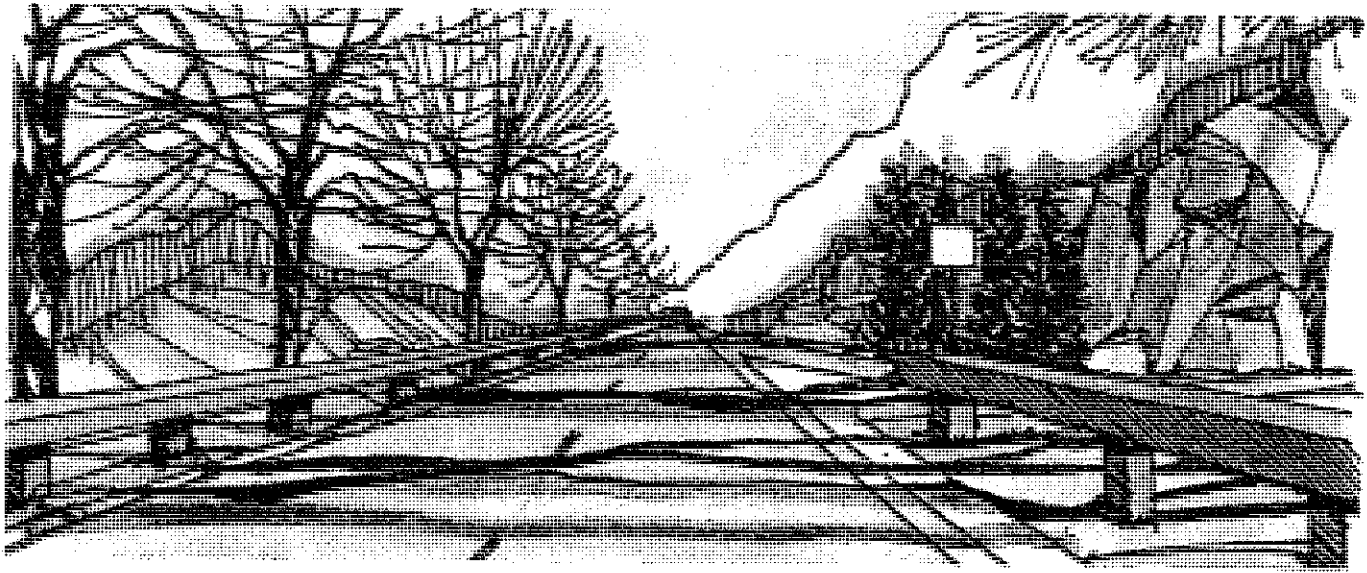
4.2.2
5

Gateways
Southbound Entrance

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Add median trees; clear invasive vegetation at rock cut; add laurel mass beyond base of rock cut; install consistent guiderail system.

RATIONALE:

Replacing median trees and framing uphill views; adding strong areas of seasonal color; keeping details consistent.

CONCERNS:

Ability to establish laurel at edge of roadway; need for guiderail at median edge.

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.2.2
6

Gateways
Southbound Entrance

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.

4.3 SERVICE AREAS

The three pairs of service areas located in Greenwich, New Canaan, and Fairfield were not part of the original Parkway plan. They were constructed shortly after the Parkway opened and have become landmarks or points of reference for the motorist. Over the years, what once had been discrete buildings housing restrooms and a refreshment canteen with adjacent picnic areas and fuel pumps have evolved into a fuel station and "minimart" where the fuel pumps are covered by a large canopy.

The problems at each service area are essentially the same. There is inadequate separation between the main travel lane of the Parkway and the fuel pumps, and there is a conflict between the use of the access lane adjacent to the pumps and the vehicular route to the parking lot. Typically, there are large expanses of pavement beyond the pump area adjacent to the parking stalls that are underutilized which could just as easily become lawn and trees. Entrance and exits lanes tend to be abrupt requiring quick acceleration/deceleration.

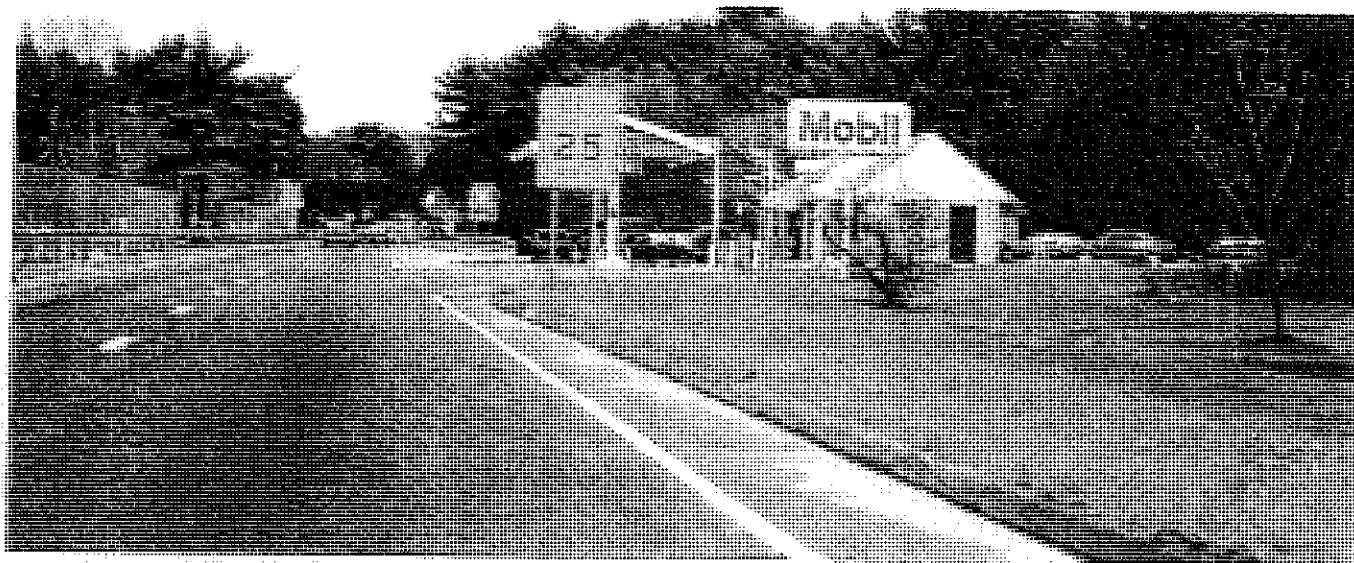
In several instances, maintenance buildings, material stockpiles, and other unsightly views can be observed to the rear of the service area. Evergreen trees which screened the adjacent land at one time have now been pruned to expose the undesirable view.

A chain link fence is located in the median to preclude pedestrians from crossing the Parkway between service areas. The fence is an element which does not exist anywhere else on the Parkway and is certainly not in keeping with a "park-like" landscape.

There is a general opportunity to increase the efficiency in the layout of parking and the internal access aisles. Entrance and exit lanes should be extended which will both improve safety and provide areas for new plantings. Additional landscape solutions are needed to prevent pedestrian crossover. Relocating the pumps to the rear of the building providing an expanse of lawn between the roadway and the building may be possible in some instances.

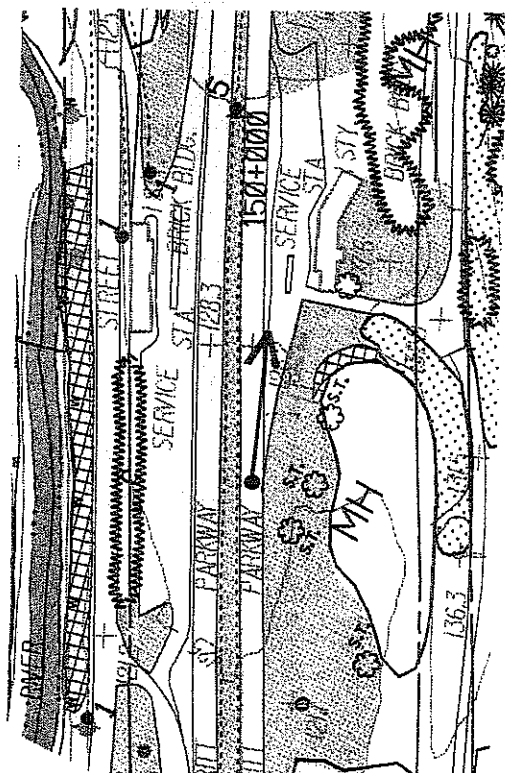
At each service area:

- A barrier wall or guiderail system should be installed to separate the travel lane from the fuel pumps and access lanes.
- The acceleration/deceleration lanes should be modified to provide a more gradual transition to the travel lane.
- Where possible, the fuel pumps should be relocated to the rear of the service area.
- Excess pavement should be removed.
- Signage should be redesigned to reflect the original design of the service areas.
- Wood post and beam guiderails should be reintroduced where needed.
- Consideration should be given to replacing area lights with period lighting fixtures.
- Existing chain link fence in median should be removed or replaced with appropriate vegetation.
- Site specific landscape plans should be prepared to provide an appropriate park-like setting for each service area.



STATION 149+600

FAIRFIELD SERVICE AREA EASTBOUND, LOOKING EAST



Scale 1" = 200'

DESIGN ISSUE:

Approach lane to service areas:

- Relatively short approach lane
- Not enough separation between pump area and adjacent travel lanes

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.3.1
1

**Service Areas
Approach Lanes**

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Extend approach lane slightly; add "faux" stone wall guiderail/barrier system at edge.

RATIONALE:

Separates approach lanes and pumping area from adjacent travel lane; minimum reconfiguration of pavement.

CONCERNS:

Guiderail used must be consistent with overall Parkway guiderail selected; safety transition needed at terminal end of barrier.

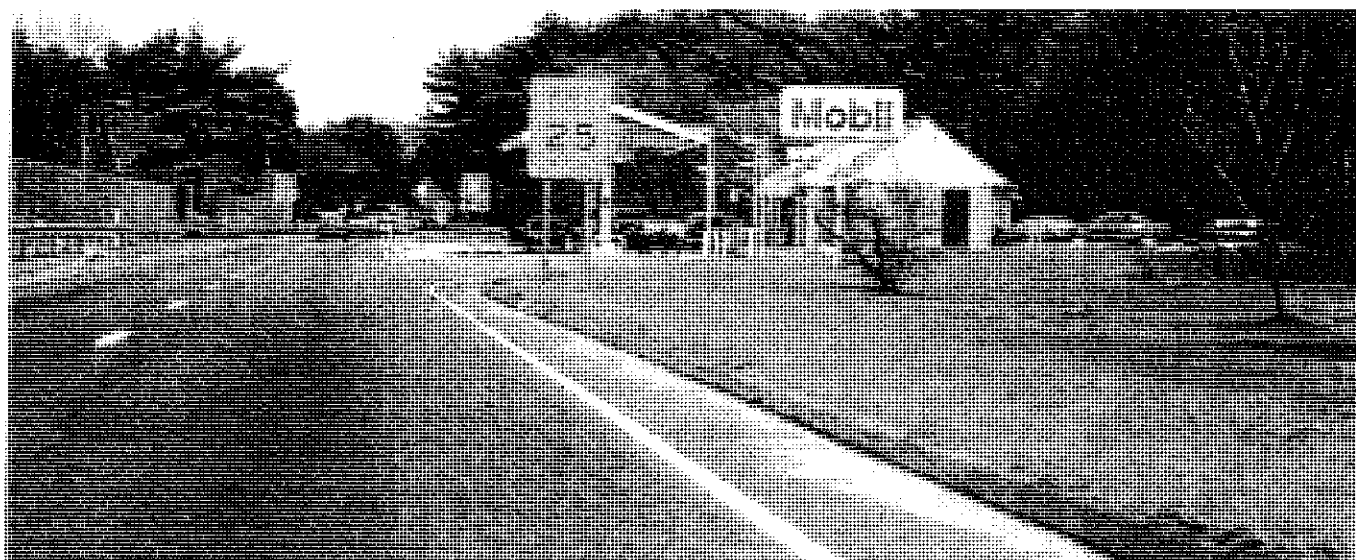
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.3.1
2

Service Areas
Approach Lanes

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Realign and extend approach lane for landscape "apron" either end of pumping area; landscape and utilize guiderail.

RATIONALE:

Provides both increased separation of pump area from travel lane and area of landscape continuity either side of service area.

CONCERNS:

Requires guiderail at pavement edge if trees are planted. Realignment of approach lane should have minimal or no impact on mature tree stands. Transition at terminal of guiderail needed.

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.3.1
3

Service Areas
Approach Lanes

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Relocate pumps to rear of service area; create landscaped buffer between service area building and travel lane.

RATIONALE:

Provides greatest separation and visual/functional buffer; concept originally proposed with the introduction of service stations along the Parkway.

CONCERNS:

High costs to reconstruct; would require remodeling service area adding new front onto new pump area; major realignment of approach and exit lanes could impact mature tree stands; may not be feasible for all service areas due to property boundary.

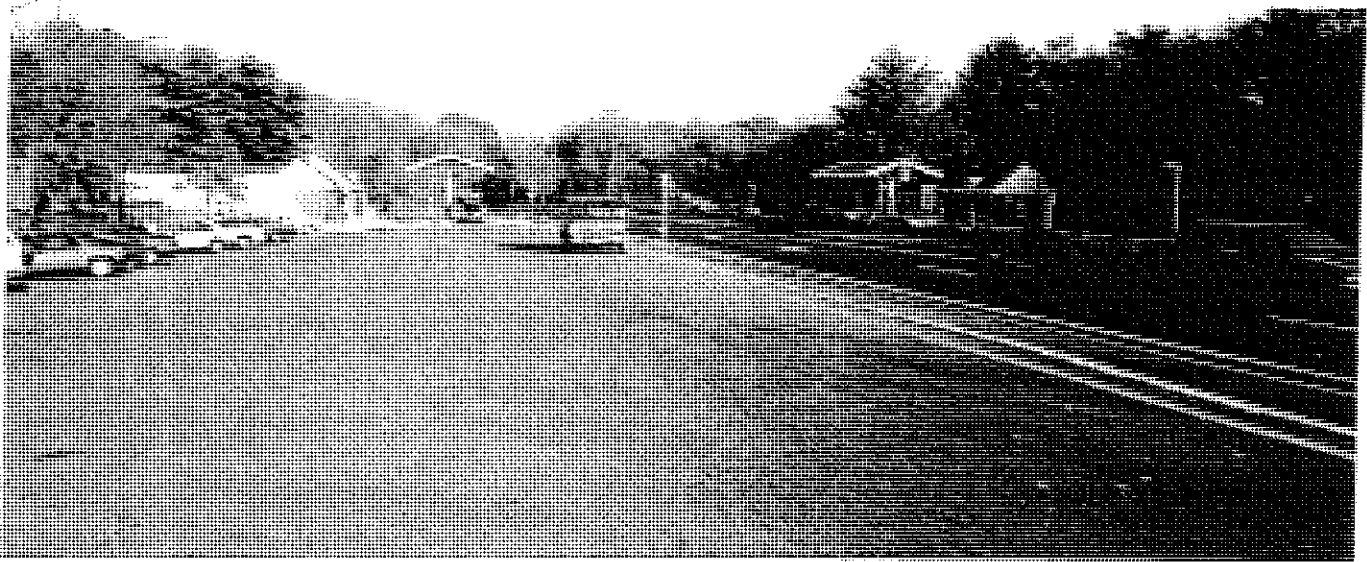
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State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.3.1
4

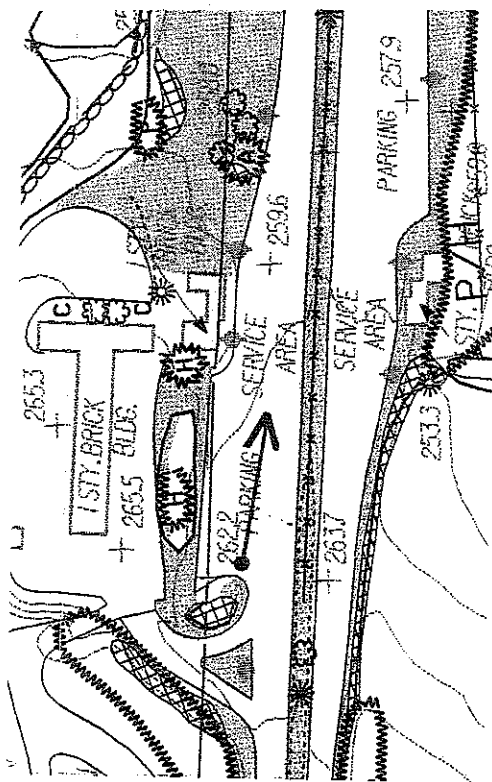
Service Areas
Approach Lanes

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.



STATION 075+350

NEW CANAAN SERVICE AREA WESTBOUND, LOOKING EAST



Scale 1" = 200'

DESIGN ISSUE:

Exit lane and parking area configuration at service areas:

- Large underutilized expanse of pavement
- Inefficient parking/circulation layout
- Inadequate buffer between pump area/service lane and adjacent Parkway travel lane
- Short re-entry lanes back onto Parkway
- Frequent exposed views to rear lot parking and adjacent Parkway maintenance buildings and land use

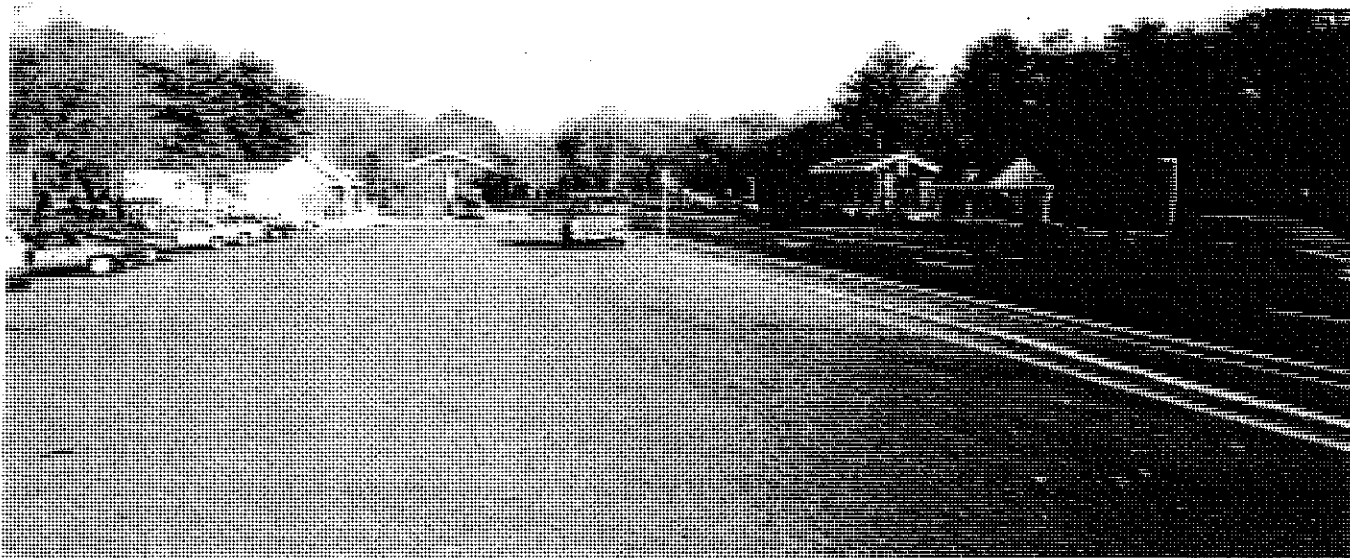
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State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.3.2
1

Service Areas
Exit Lanes/Parking Areas

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Add "faux" stone wall guiderail/barrier to edge of exit lane/parking lot.

RATIONALE:

Reduces asphalt somewhat; provides functional and some visual buffer from exiting cars and parking area to travel lanes.

CONCERNS:

Guiderail/barrier system chosen must be consistent with overall Merritt Parkway guiderail design.

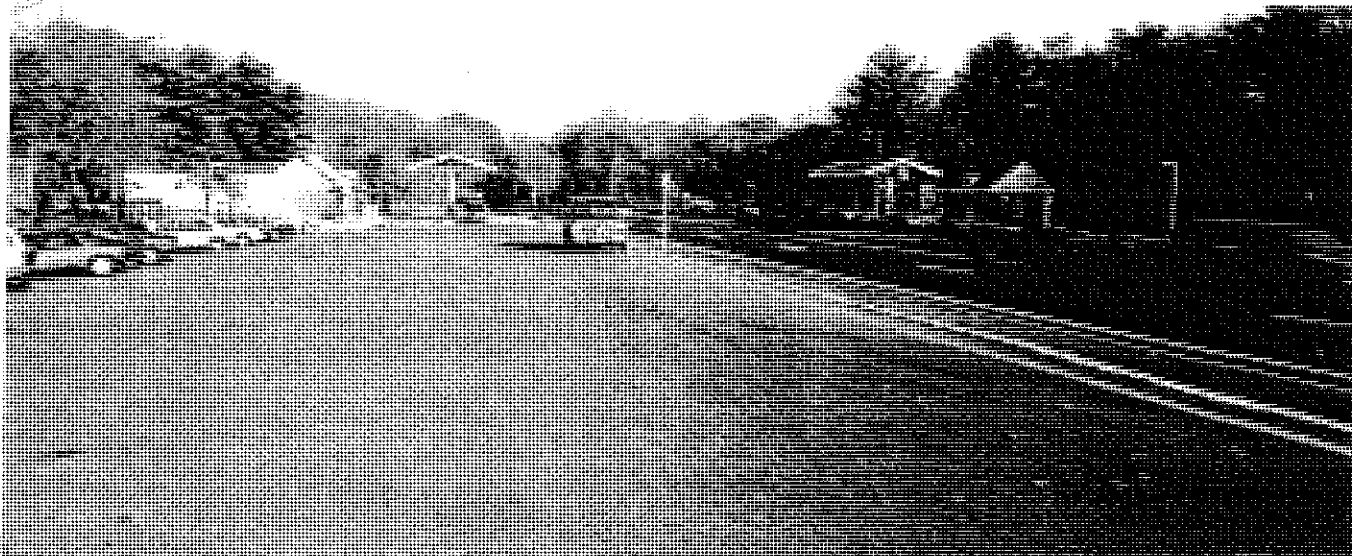
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State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.3.2
2

Service Areas
Exit Lanes/Parking Areas

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Push parking edge back 20 feet; add landscape island past pump area along travel lane; extend exit lane; add guiderail system.

RATIONALE:

Decreases amount of asphalt; increases efficiency of circulation and lot layout; provides landscape buffer and visual continuity with rest of Parkway.

CONCERNS:

Modest increase in lawn maintenance; island would need edge guiderail.

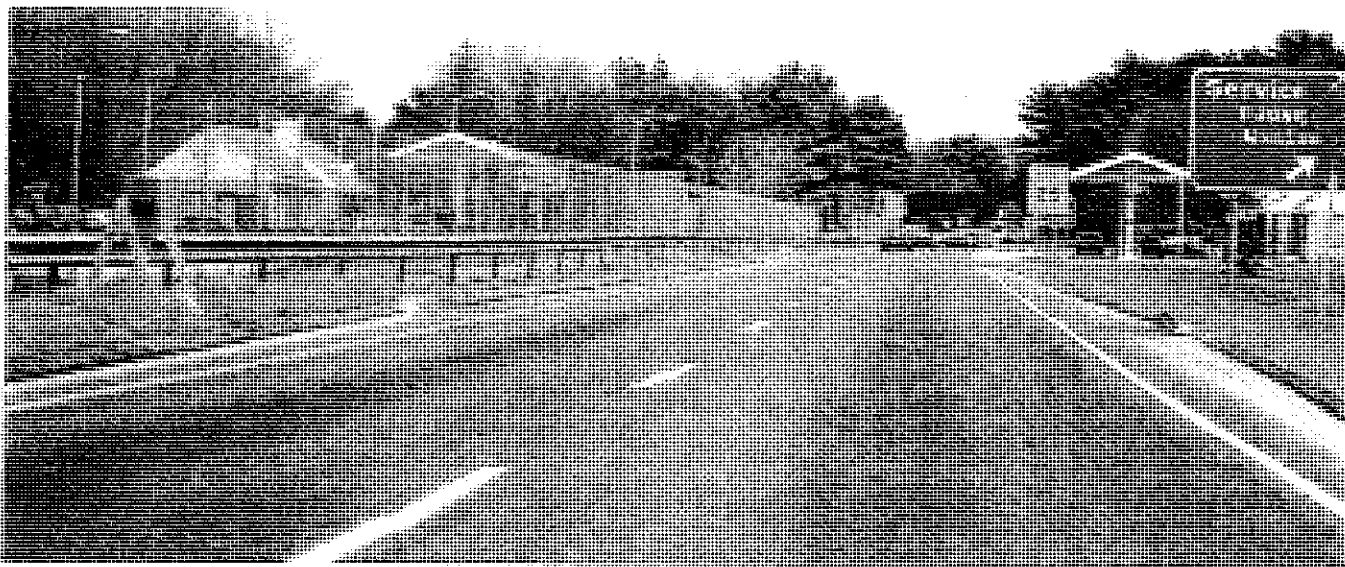
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State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.3.2
3

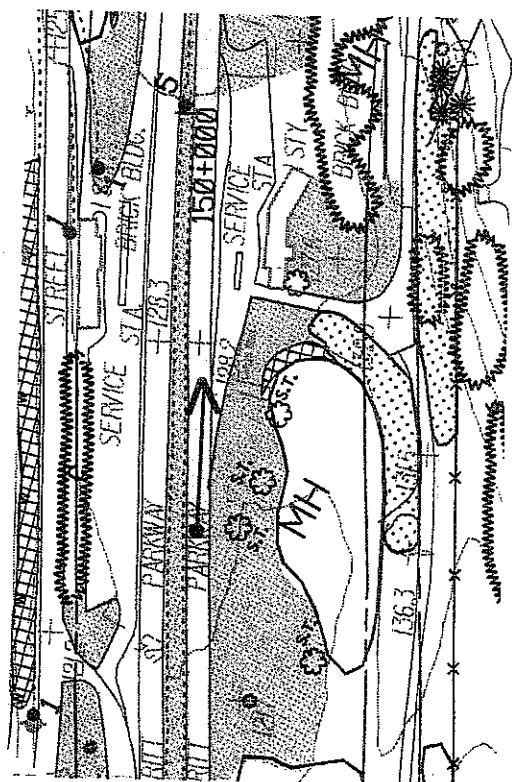
Service Areas
Exit Lanes/Parking Areas

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.



STATION 149+500

FAIRFIELD SERVICE AREA EASTBOUND, LOOKING EAST



Scale 1" = 200'

DESIGN ISSUE:

Chain link fence in median at service areas:

- In place to deter pedestrians from crossing Parkway
- Poor quality appearance
- Unique treatment along Parkway - not used anywhere else
- Precludes addition of median trees
- Ad-hoc physical solution to management and operational problem
- Metal beam guiderail equally detracts from Parkway character

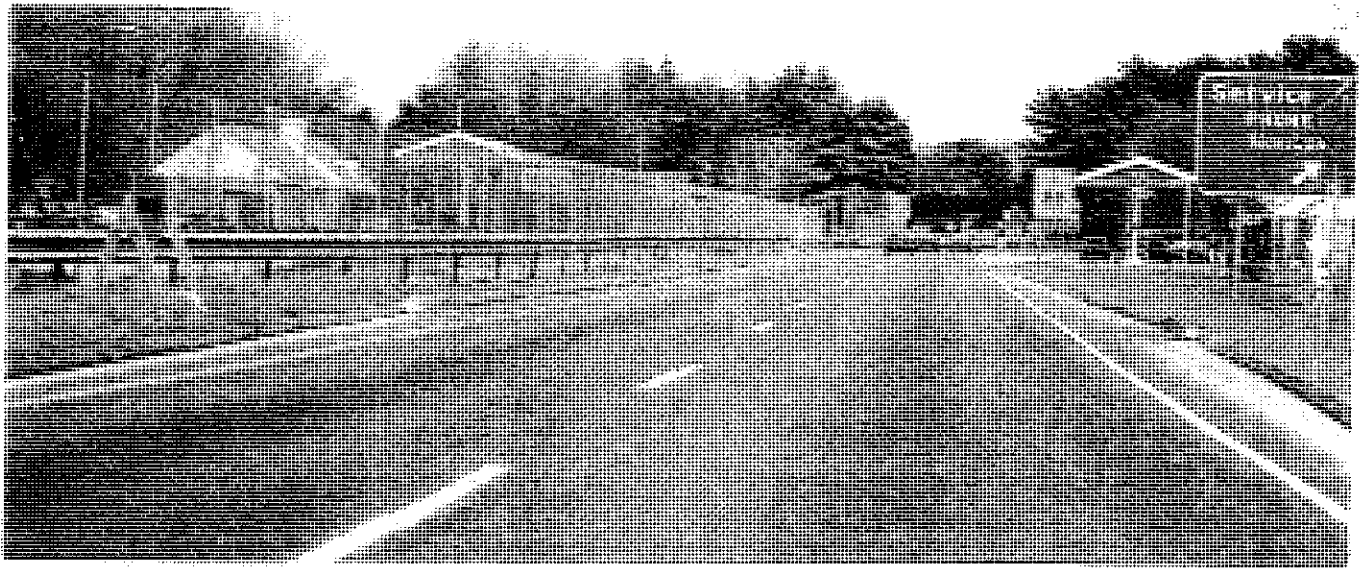
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State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

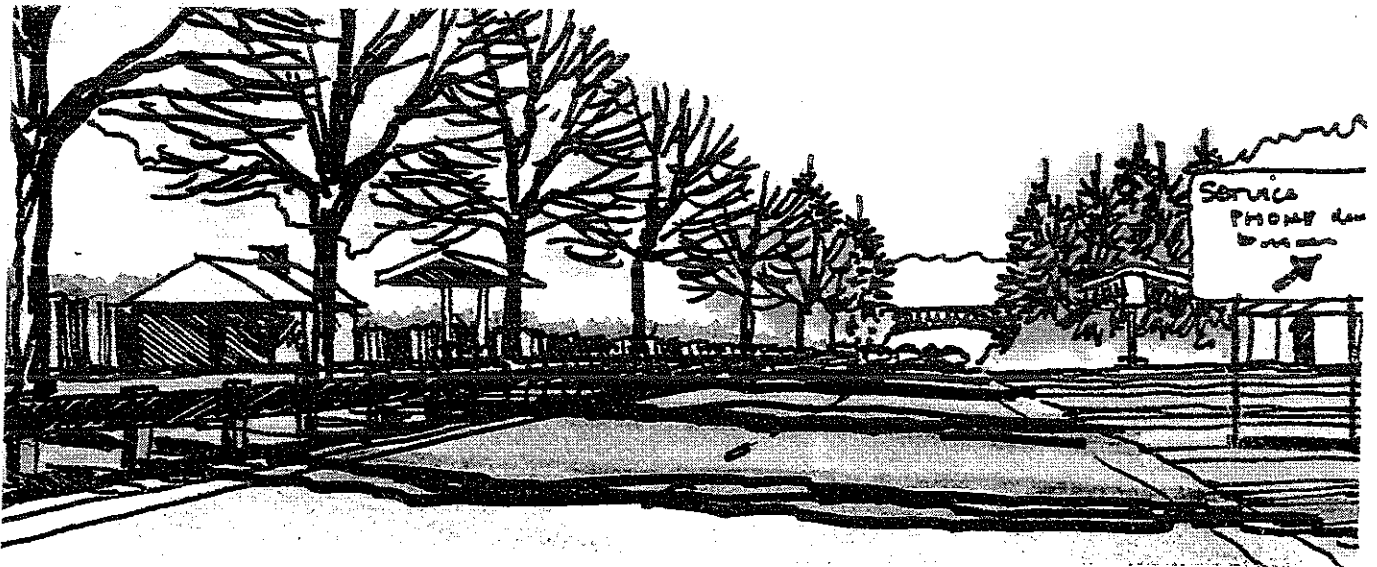
4.3.3
1

Service Areas
Median Treatment

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Remove chain link fence; plant median trees and add median guiderail; implement management change or install underground "pneumatic tube" system between stations.

RATIONALE:

Underground "pneumatic tube" system may eliminate personnel problem of crossing between stations; median trees restore Parkway character to area.

CONCERNS:

Costs, treatment still may not deter pedestrians from crossing between stations; may also require operational or management changes to deter crossing.

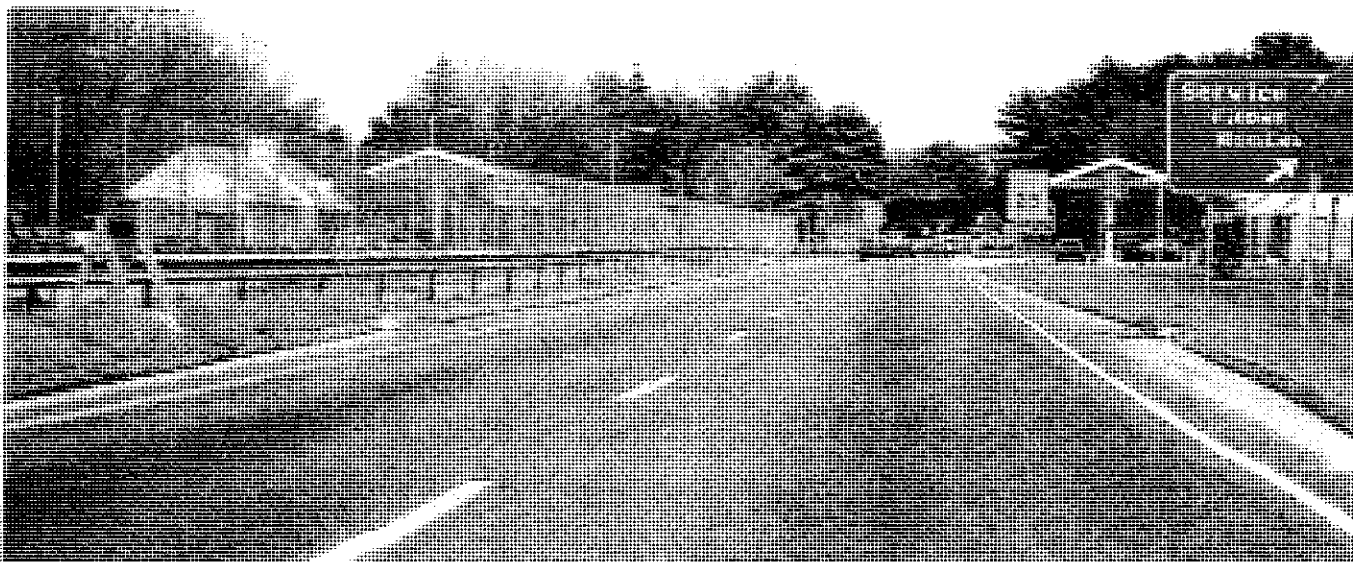
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State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

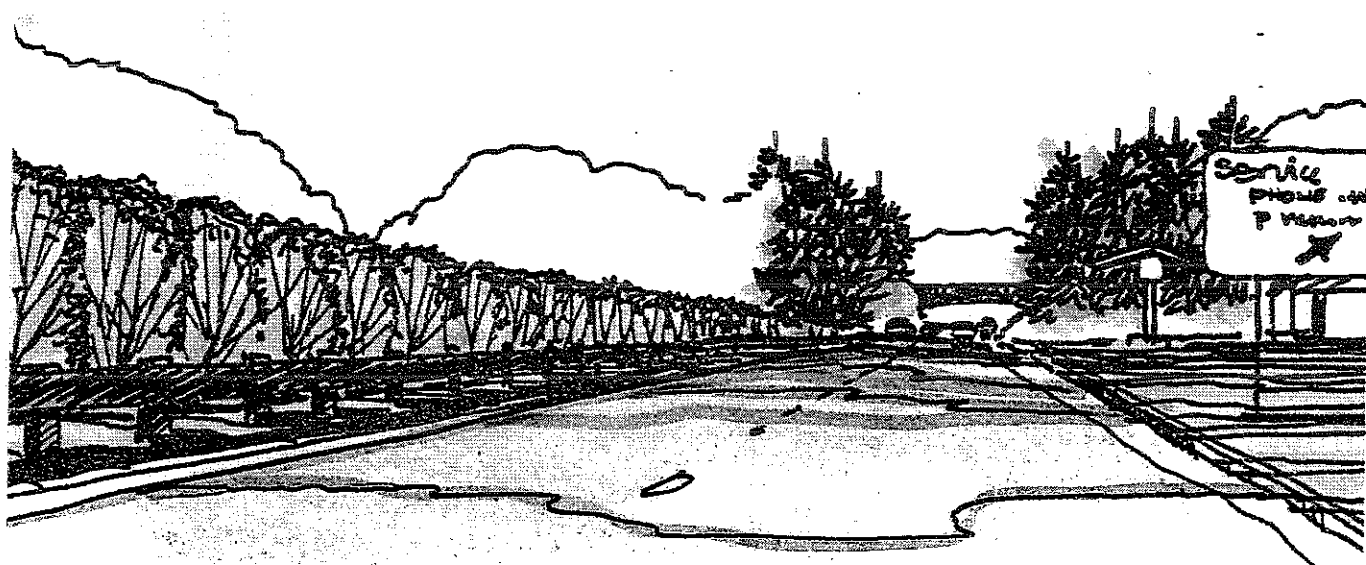
4.3.3
2

Service Areas
Median Treatment

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Pull guiderail to edge of median; add shrub hedge behind guiderail to screen fence (chain link fence remains).

RATIONALE:

Stronger physical deterrent to crossing between stations while providing landscape screen at fence.

CONCERNS:

Maintenance; effects of road/salt spray on hedge may give it equally unattractive appearance; inconsistent with any other median treatment along Parkway.

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.3.3
3

Service Areas
Median Treatment

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.

4.4 NEW INTERCHANGES

Two types of new interchanges can be found on the Parkway: areas of major reconstruction where the Parkway is connected to new limited access highways; and the smaller entrances/exits where safety improvements have been made recently to modify alignment and to provide acceleration or deceleration lanes. While detailed designs need to be specific for the landscape at each interchange, there should be a common approach used throughout the Parkway.

In keeping with the original design intent, the small islands should remain as open lawn areas, thus maintaining adequate sightlines. In the larger islands, plantings should be limited to deciduous canopy trees (held back from the travel lanes) with the plant palette specific to the surrounding native vegetation. Evergreen trees and shrubs can be used for traffic guidance on the outside of curves. Guiderail may be required to reduce the potential of vehicular crossover.

The three new major interchanges at Route 7, Route 8, and Route 25 requiring landscaping. Extensive plantings, both evergreen and deciduous, are required to create a park-like character similar to the rest of the Parkway. Regrading of slopes bringing the landscaped edge closer to the travelway is strongly suggested. Screening of inappropriate off-site views is called for. The landscape treatment of the medians needs to be balanced with safety and maintenance concerns.

At the reconstructed interchanges:

- Masses of plant materials should be extended to the roadside edges.
- Evergreen plants should be utilized on the outside of curves to emphasize leading or terminal views.
- Treelines should be cut back to improve sightlines.
- Plants in islands should be kept to a palette of trees and lawn canopy to reflect the original planting concepts.

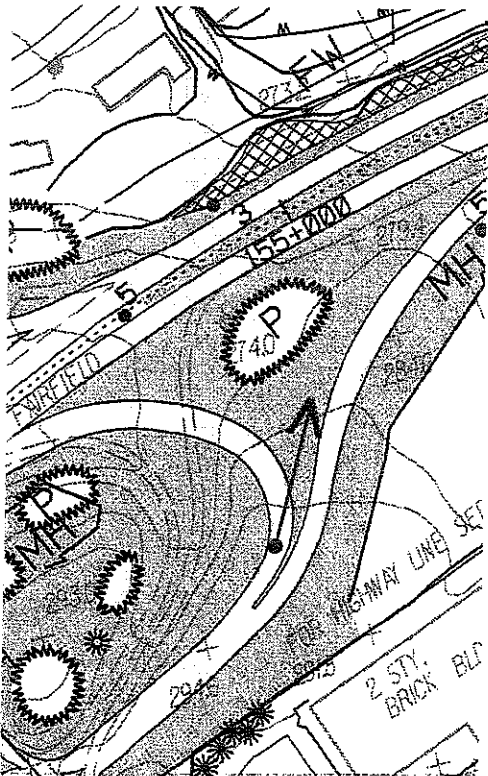
For the new interchanges at Route 7, 8, and 25:

- Vegetation should be brought to within 30 feet of the roadway and a forest edge re-established.
- At bridge abutments, the landscape treatment should be brought down to the roadway edges.
- Slopes at bridge abutments should be regraded slightly to extend out and blend with the existing topography.
- Median trees should be added.
- Conifers should be planted to accentuate rock outcrops and to define leading curves.



STATION 154-700

EXIT 47 OFF RAMP, LOOKING NORTH ACROSS MERRITT PARKWAY



Scale 1" = 200'

DESIGN ISSUE:

Landscape treatment at interchange islands:

- In general, interchange islands historically kept as open lawn areas
- Formal layout not in keeping with the Parkway's "naturalized" appearance
- Shrub beds will be high maintenance
- Plant material should be consistent with the immediate surroundings
- Tree heights should vary, utilizing some larger specimens

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State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

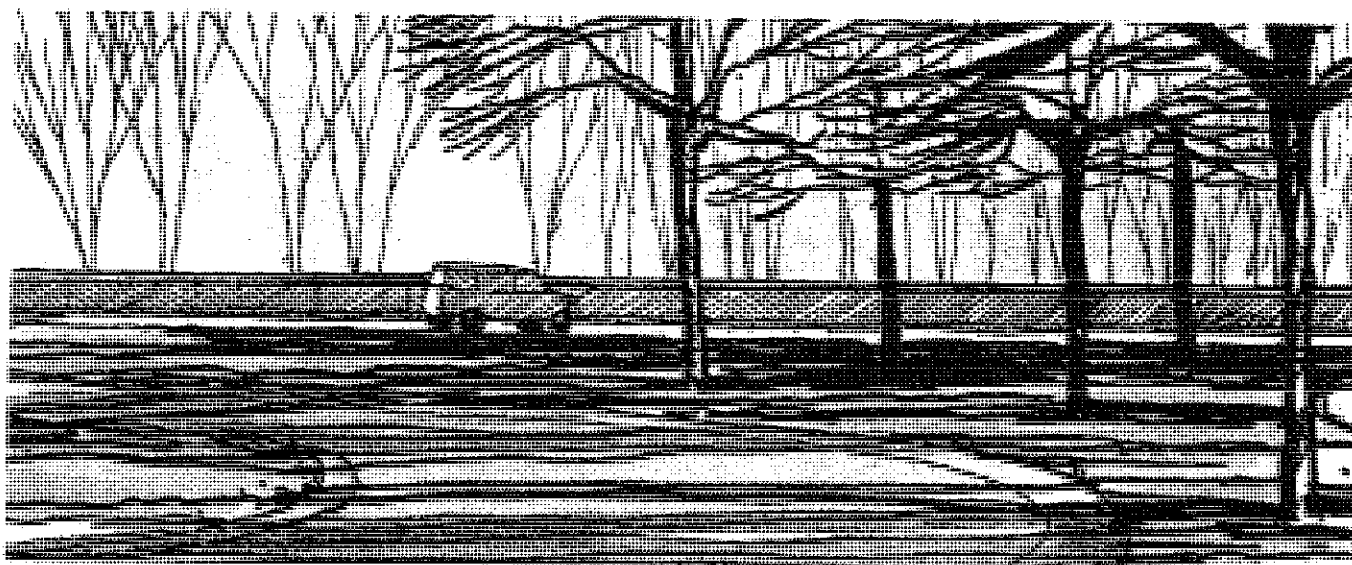
4.4.1
1

New Interchanges
New Island Plantings

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Landscape islands should remain as lawn or lawn and trees with tree mass held back from travel lanes; plant palette to match surrounding landscape.

RATIONALE:

More in keeping with original design intent; easier maintenance than shrub beds; continues design principle of carrying plant community across roadway.

CONCERNS:

Treeline needs to be kept back behind sightlines required for merging and exiting traffic. Guiderail may be required in smaller islands.

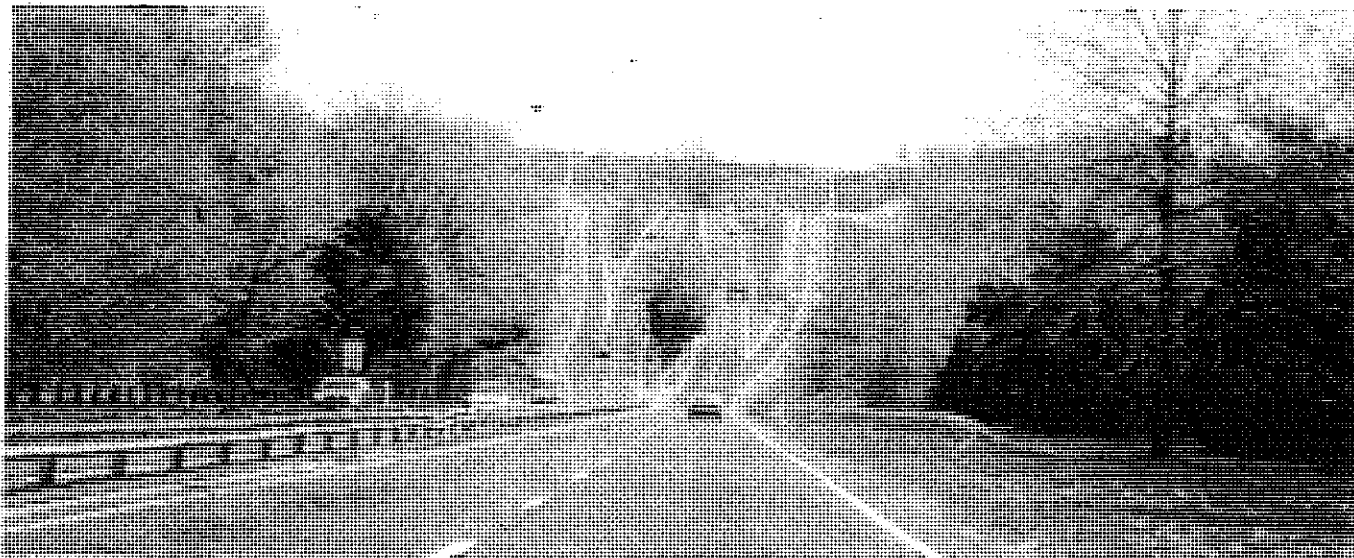
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CONCEPT
MANUAL

4.4.1
2

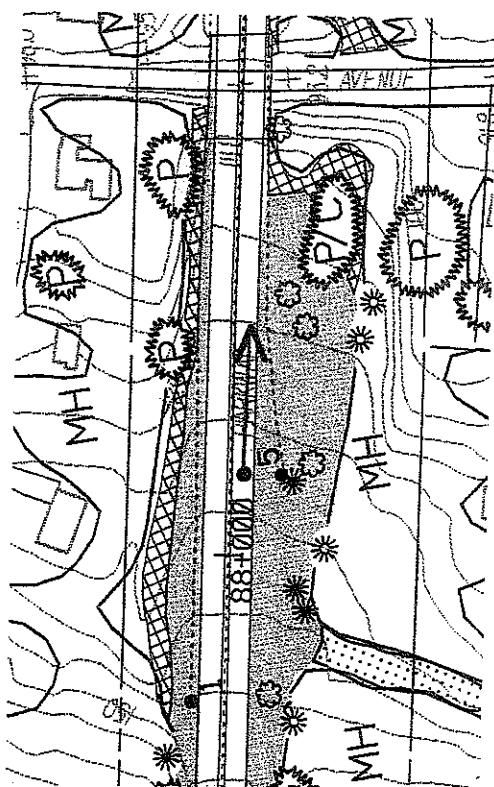
New Interchanges
New Island Plantings

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 087+800

LOOKING EAST TOWARDS ROUTE 7 INTERCHANGE



Scale 1" = 200'

DESIGN ISSUES:

Open, unlandscaped approaches to major new interchanges:

- Significant change in character from historic Parkway condition to new interchanges
- Opportunity to better enclose and enframe approach views
- Long downhill view
- Narrow median (no opportunity for median trees)

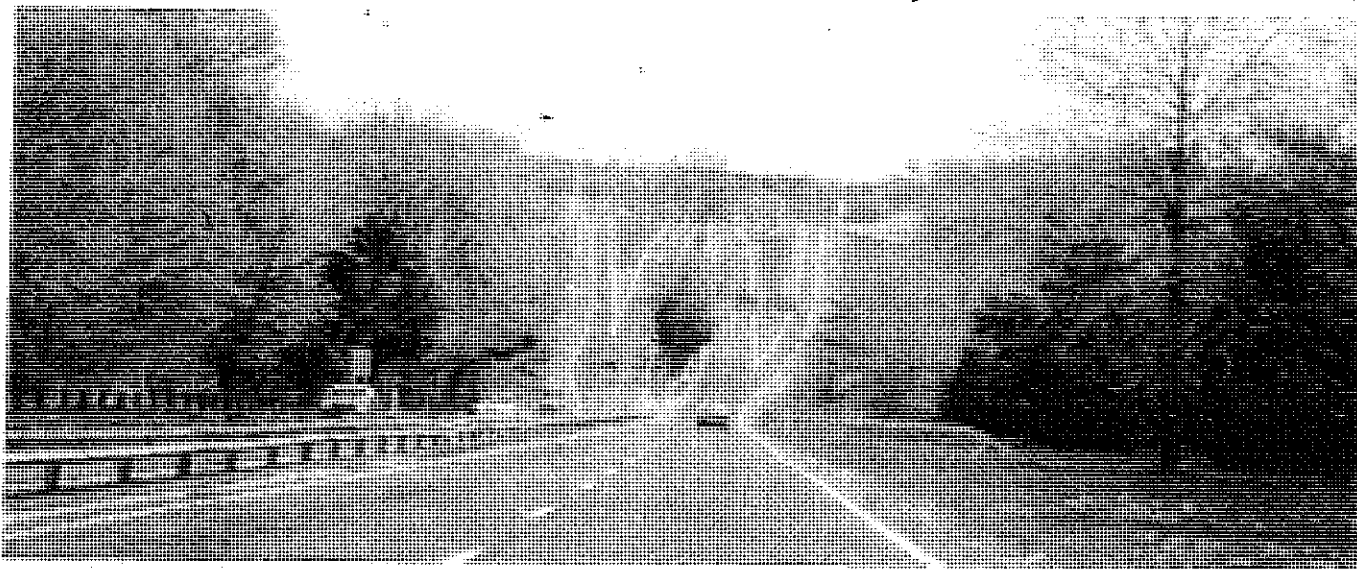
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

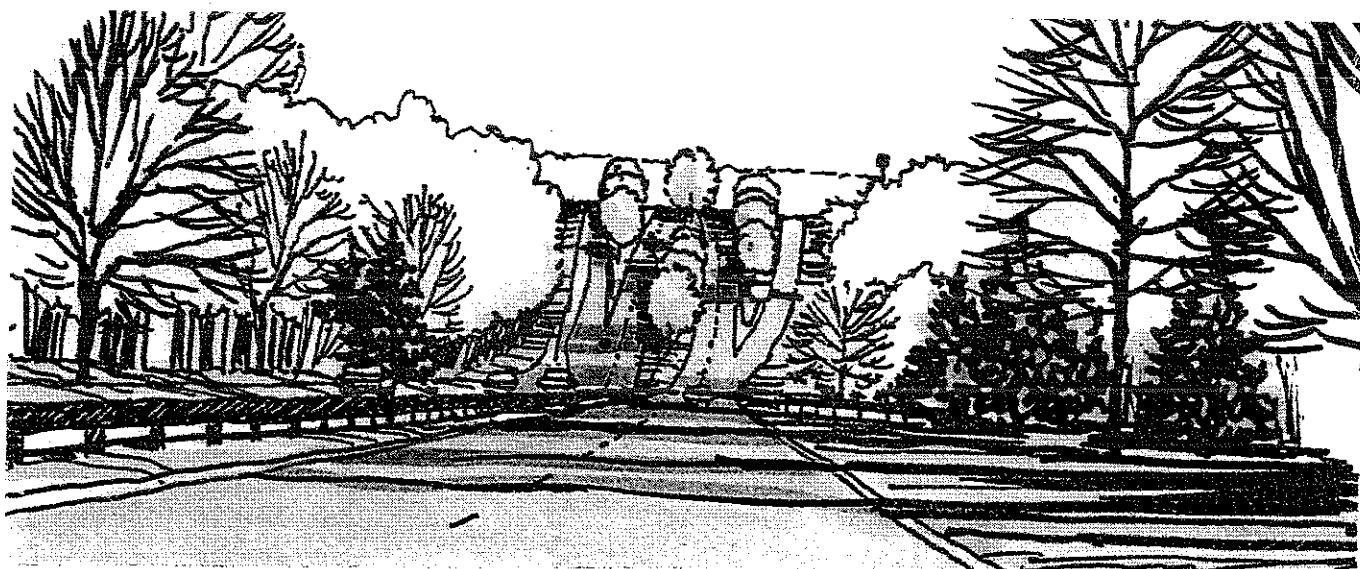
**4.4.2
1**

New Interchanges
Major Interchanges - Approaches

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Keep landscape edge the same (in foreground) and add median trees and trees along on/off ramps (in distance).

RATIONALE:

Reduces scale of openness; offers some sense of enclosure by keeping treeline back from road and eliminates need for more guiderail.

CONCERNS:

Overall scale of roadway still not consistent with general Parkway character.

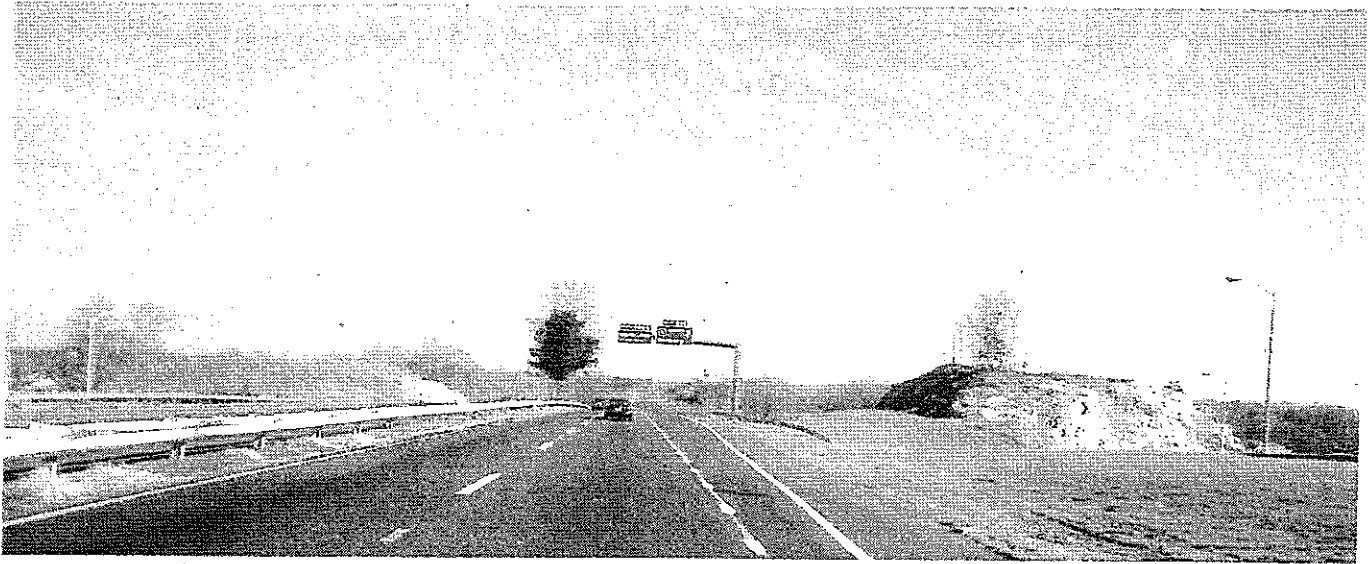
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State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.4.2
2

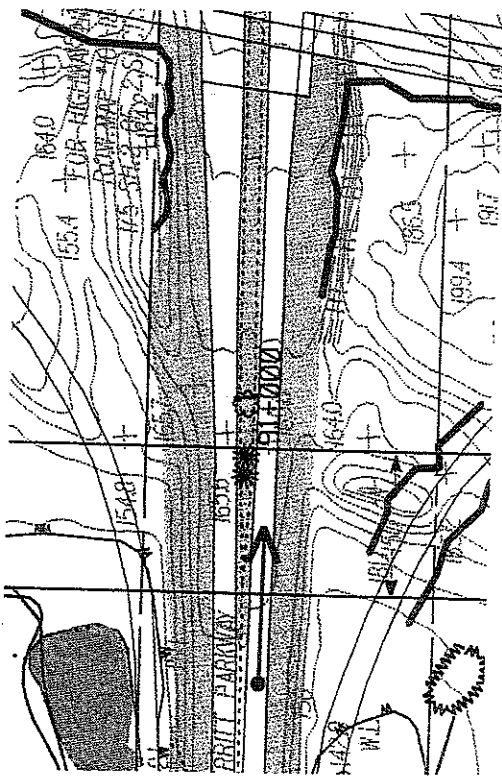
New Interchanges
Major Interchanges - Approaches

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 090+600

LOOKING EAST THROUGH ROUTE 7 INTERCHANGE



Scale 1" = 200'

DESIGN ISSUE:

Open, unlandscaped section of the Parkway due to recent construction of interchange:

- No enclosure or spatial variety
- Open, barren landscape not consistent with Parkway history or character
- Pavement wider than other sections of Parkway
- Signage, guiderails, and lighting not consistent with Parkway
- Unnatural rock cut not consistent with historic treatment of similar conditions

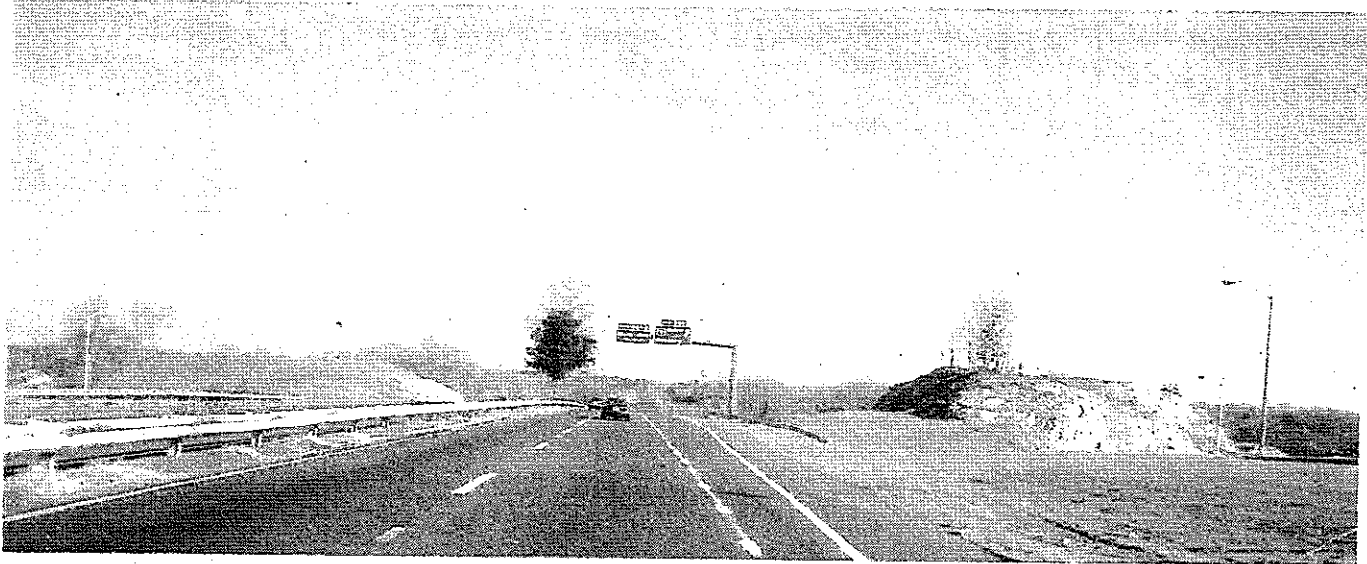
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**CONCEPT
MANUAL**

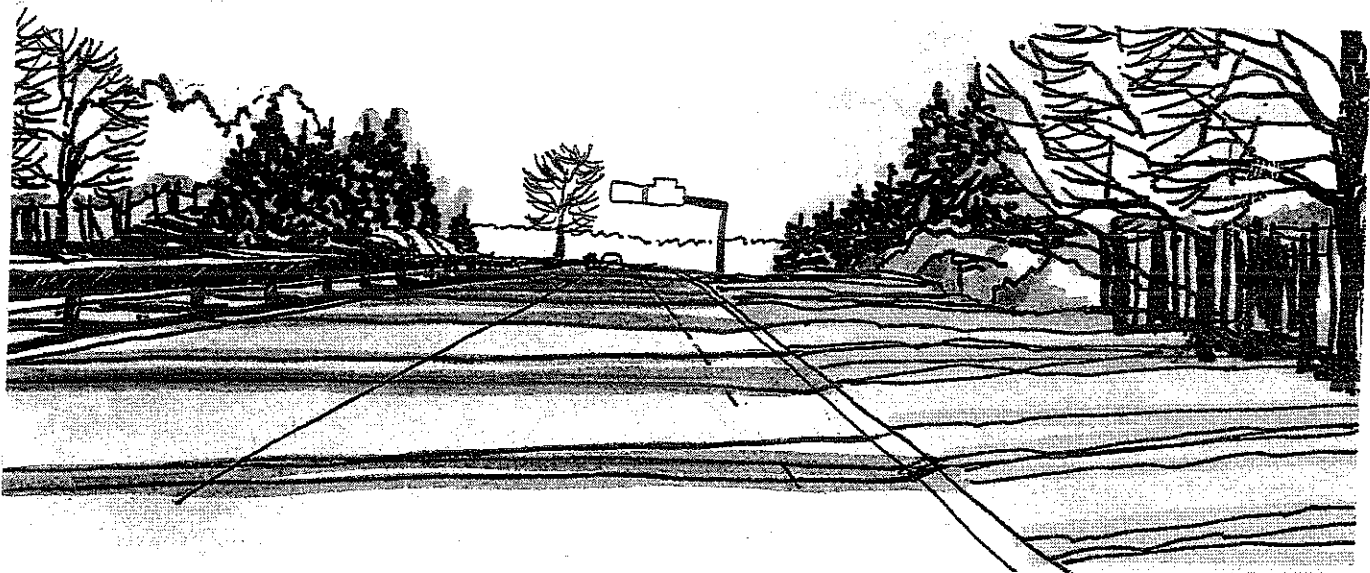
**4.4.3
1**

New Interchanges
Major Interchange Landscape

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Re-introduce conifer stands along rock cut; re-establish deciduous woods, holding back wooded edge to 30 feet from roadway; bring lawn closer to road edge.

RATIONALE:

Historic context and precedent for landscape treatment, but meets current clear zone requirements eliminating need for guiderail.

CONCERNS:

Holding landscape edge back uniformly from roadway not an historic characteristic of Parkway design.

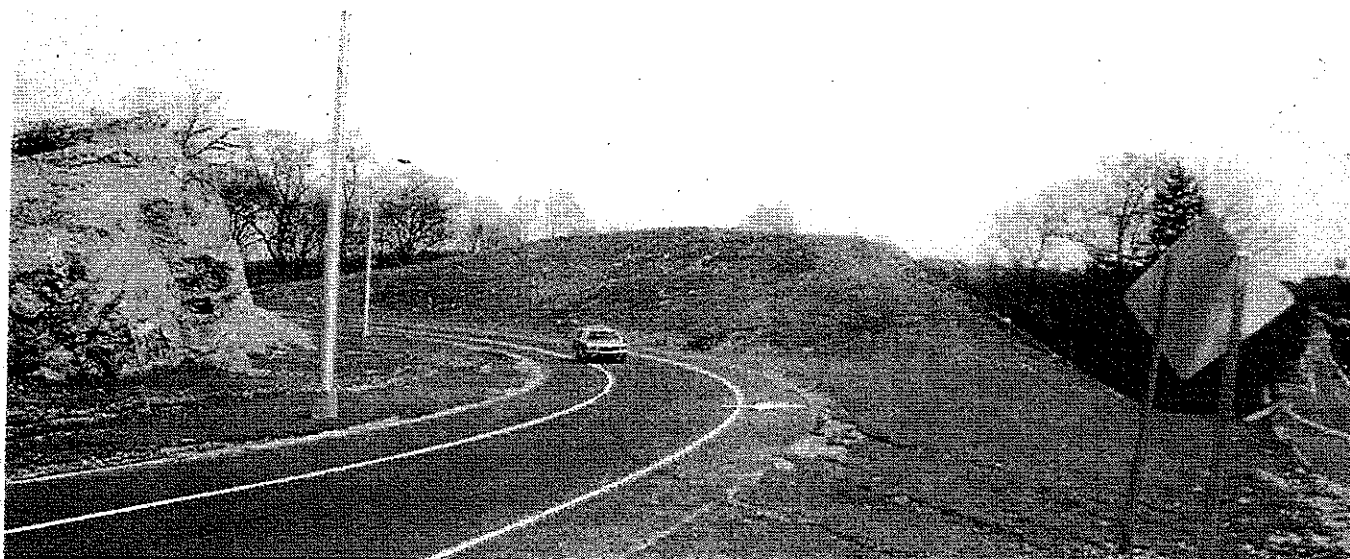
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.4.3
2

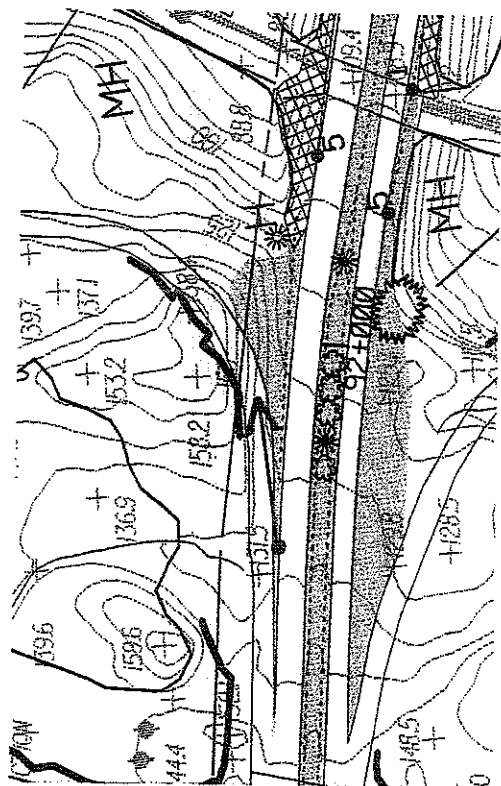
New Interchanges
Major Interchange Landscape

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 092+000

LOOKING NORTHEAST AT ROUTE 7 SOUTHBOUND ON RAMP



Scale 1" = 200'

DESIGN ISSUE:

Open, unlandscaped entrance and exit ramps at major new interchanges:

- Open, barren landscape not consistent with Parkway character
- Regrading opportunities to better blend slopes into existing contours
- Opportunity to replant and enhance major rock cuts
- Opportunity to create leading views with conifer stand on curves
- New interchange lighting not consistent with Parkway character

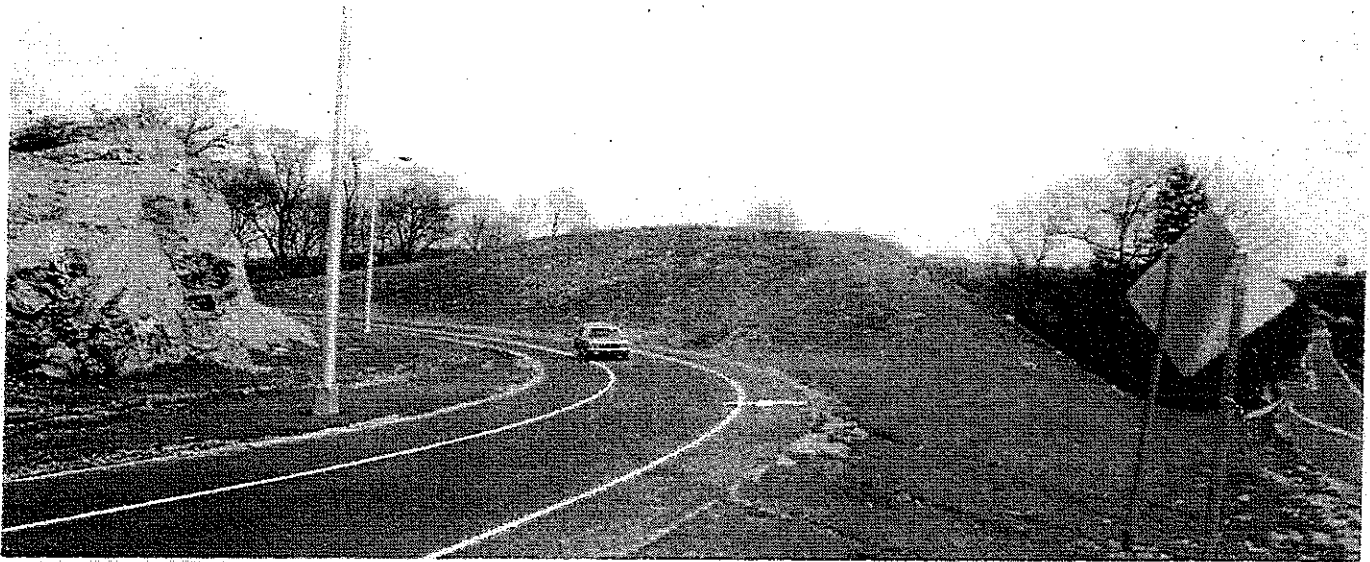
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.4.4
1

New Interchanges
Major Interchange - Entrance/Exit Ramps

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Major landscaping opportunity: re-establish deciduous woods in area, with stands of conifers on rock cut and on leading curve of on-ramp; add guiderail at outside edge.

RATIONALE:

Brings new interchange into context with Parkway; consistent with historic context and landscape peak of area; utilizes Parkway design principles and landscape themes.

CONCERNS:

Transition from major interchanges onto Parkway, particularly in use of lighting; keep sight distances clear for merging traffic; guiderail used must be consistent with guiderail chosen for the Parkway; consider engineering standards when placing guiderail.

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State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.4.4
2

New Interchanges
Major Interchange - Entrance/Exit Ramps

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.

4.5 BRIDGE TREATMENTS

Much of the architectural detail which makes each Parkway bridge unique is obscured by invasive vegetation at nearly all bridges. While some attempts at removing undesirable growth have been made, this effort should be continued. Only those plant species which were originally planted or those which complement the surrounding forest should be kept. Even some of the evergreens which were part of the original planting scheme should be pruned where the bridge abutment is obscured by overgrowth.

Bridges at new interchanges need to be landscaped in a similar manner as the original bridges. Regrading in some instances is appropriate. Such design principles as placing ground cover on steep slopes and canopy trees or evergreen species at the ends of the bridge should be employed for these new structures.

In order to highlight the architectural detail of the bridges in hours of darkness, the Department may wish to install up-lighting initially on an experimental basis. Care will be required in the placement of the fixtures so as not to cause glare for the motorist.

The architecture of the new bridges could be modified to better reflect the basic design principles of the original bridges. The same level of ornamentation displayed by the original structures would not necessarily be appropriate for the new ones.

The following specific actions should be undertaken at the original bridges:

- Clear invasive vegetation at all bridge abutments.
- Re-establish the plant material which was typically used in the original design.
- Ground cover should be utilized where embankments are difficult to maintain.
- Signs which obscure bridge facades should be relocated.

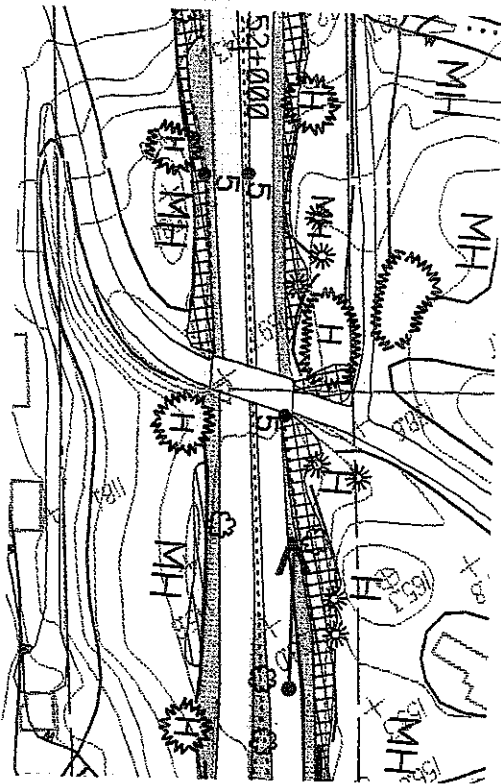
For bridges at new interchanges:

- Introduce vegetation to enframe bridge openings and to create park-like appearance.
- Regrade slopes adjacent to the bridges by extending slopes out from the abutments.
- Introduce a consistent guiderail/barrier system at each bridge approach.
- Select appropriate unobtrusive barrier/guiderail system that protects bridge abutments and transitions back into the slope at all bridges where existing conditions permit.



STATION 052+670

LOOKING SOUTH TO WIRE MILL BRIDGE



Scale 1" = 200'

DESIGN ISSUE:

Invasive growth at bridge abutments:

- Invasive growth obscures unique bridge architecture and curved wing walls
- May need to prune up or re-establish original planting concept at abutment

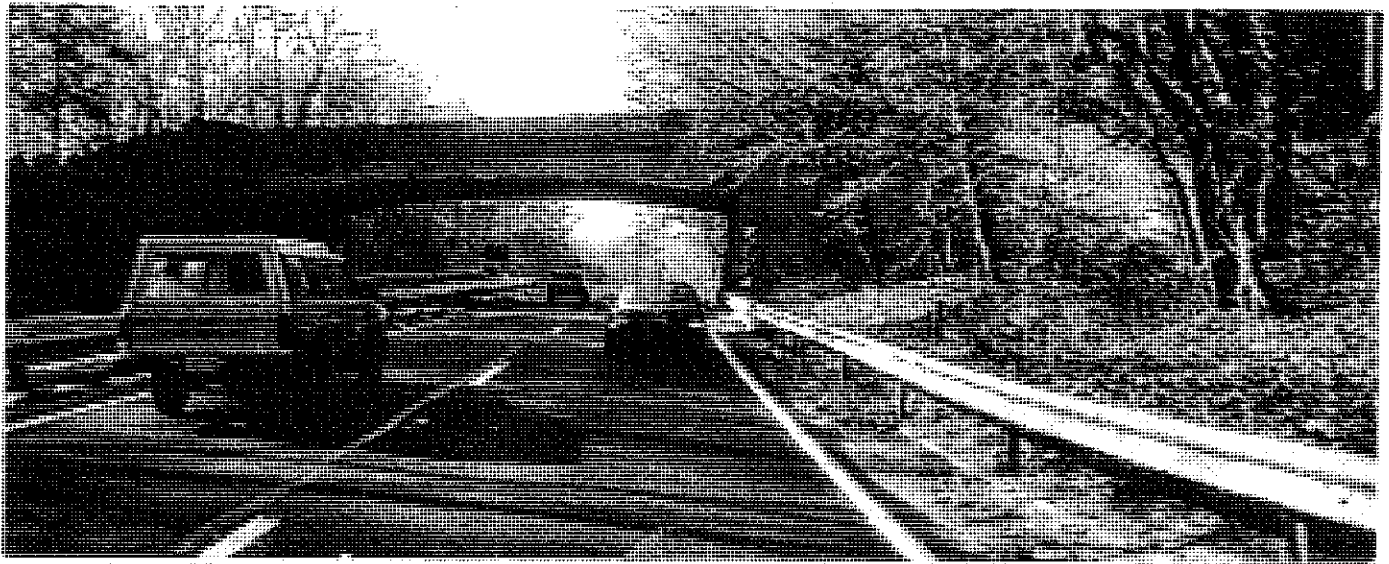
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.5.1
1

Bridge Treatments
Vegetation Removal

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Clear invasive growth at bridge abutments.

RATIONALE:

Reveals and enhances views to unique bridge architecture.

CONCERNS:

Ongoing maintenance; slope stabilization in areas of steep slope.

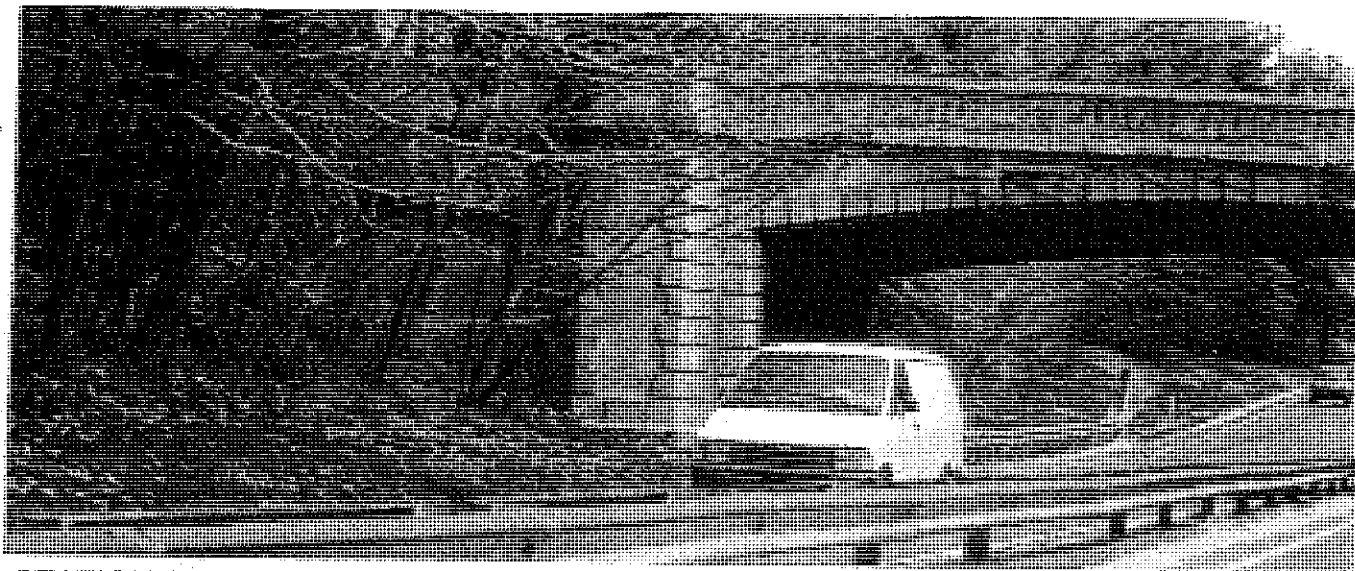
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.5.1
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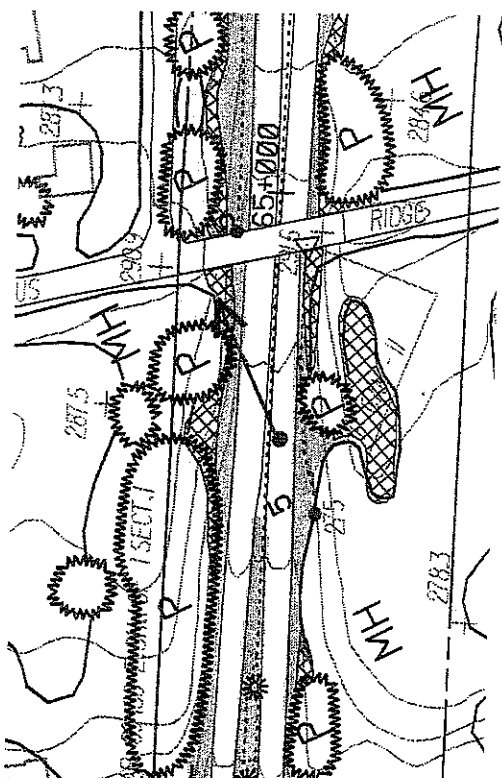
Bridge Treatments
Vegetation Removal

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 065+790

LOOKING NORTH TO PONUS ROAD BRIDGE ABUTMENT



Scale 1" = 200'

DESIGN ISSUE:

Invasive growth at bridge abutments:

- Invasive growth obscures bridge architecture and original plantings
- May need to re-establish original planting concepts at bridges

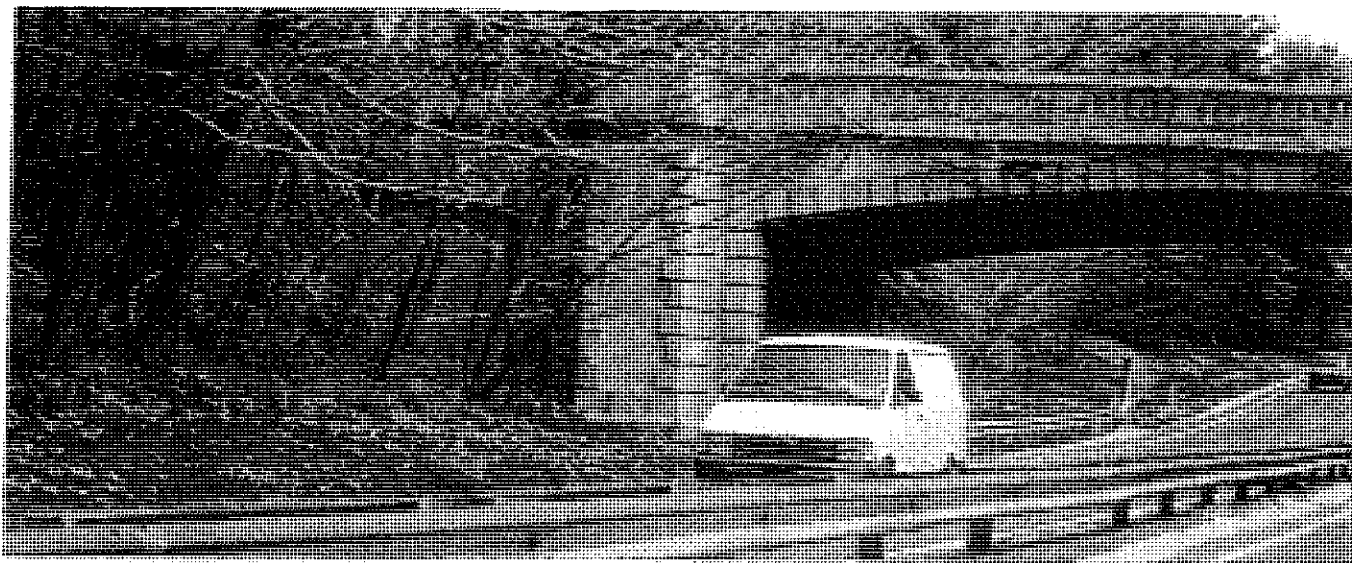
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.5.1
3

Bridge Treatments
Vegetation Removal

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Clear invasive growth at abutment and re-establish original bridge plantings.

RATIONALE:

Enhances views to bridge architecture and evergreen vegetation frame at bridge.

CONCERNS:

Slope stabilization in areas of steep slope; quality of original plant material once invasive growth removed; ongoing maintenance to keep invasive species under control.

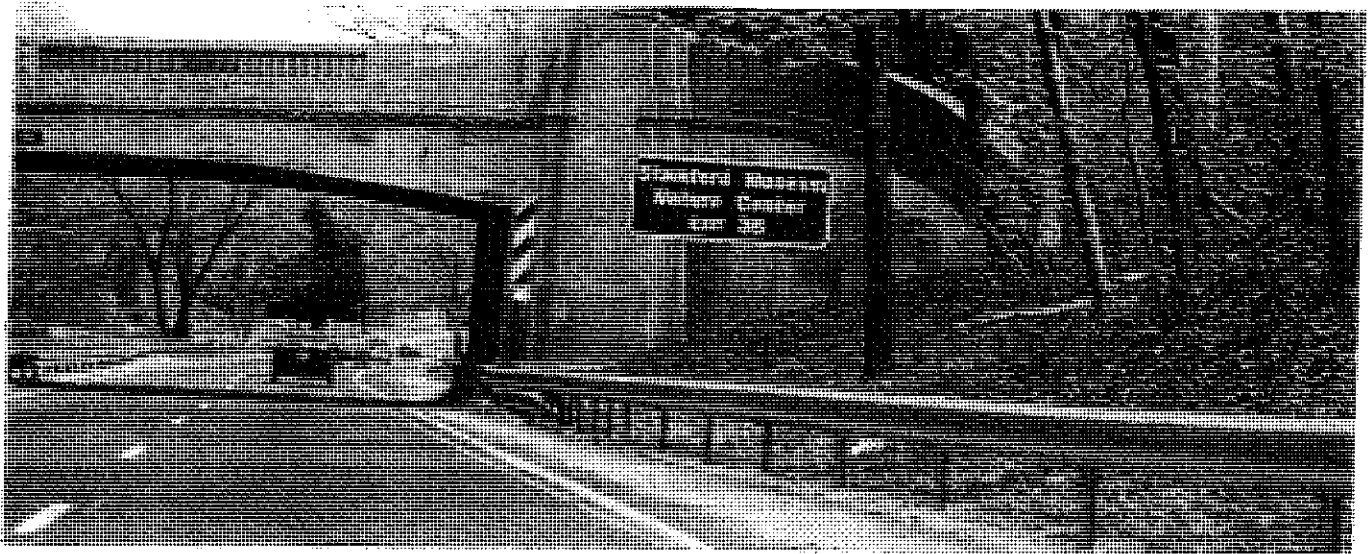
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.5.1
4

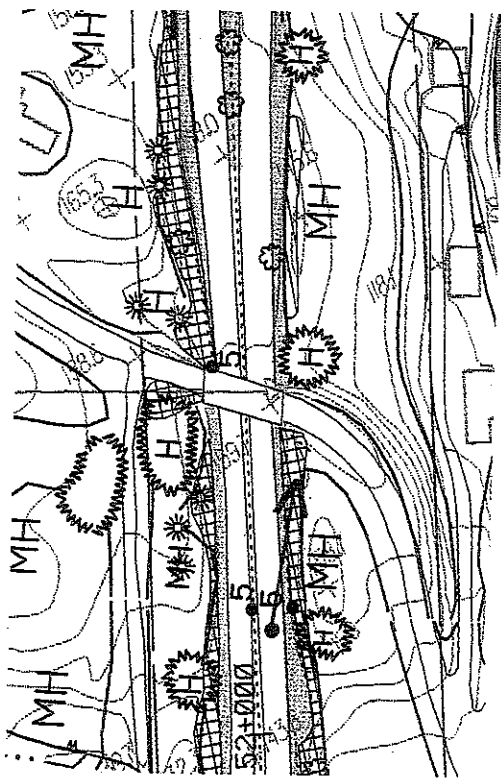
Bridge Treatments
Vegetation Removal

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 052+080

LOOKING NORTH TO WIRE MILL ROAD BRIDGE ABUTMENT



Scale 1" = 200'

DESIGN ISSUE:

Visually obtrusive sign at bridge abutment:

- Sign obscures bridge architectural details
- Location of information signs need to be treated uniformly throughout Parkway

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

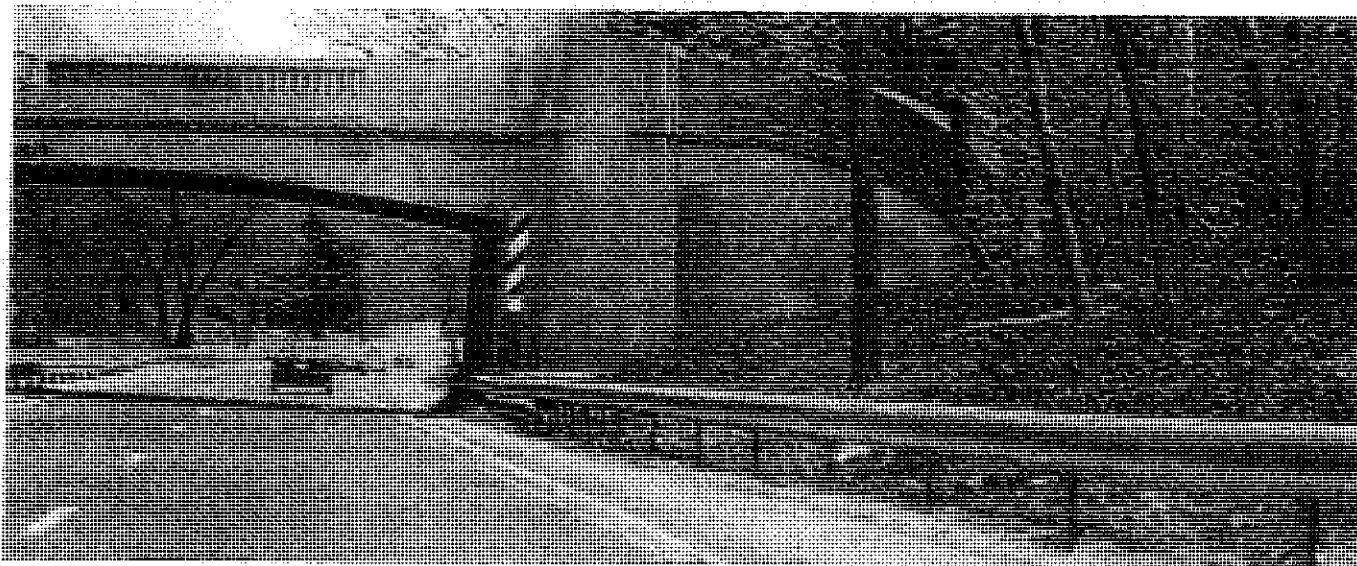
4.5.2
1

Bridge Treatments
Sign Removal

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Remove visually obtrusive sign and clear invasive growth at abutments.

RATIONALE:

Non-essential location for this type of sign (i.e. sign better located after bridge); overall enhancement of unique bridge architecture.

CONCERNS:

New sign location needs adequate sight distance prior to exit.

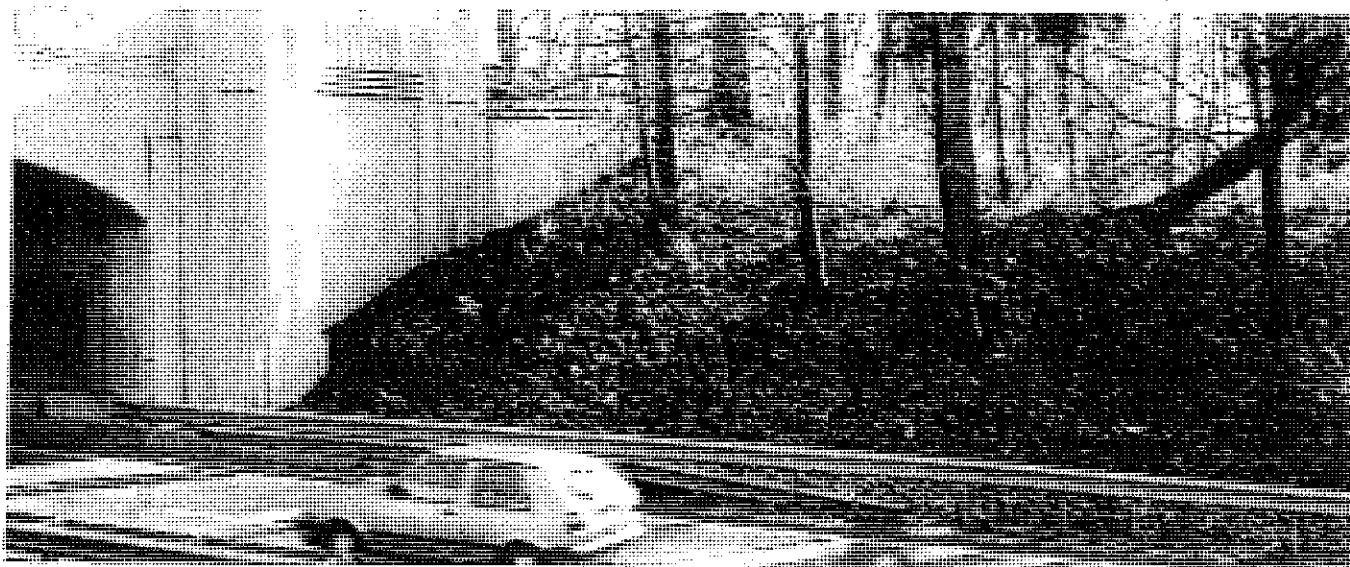
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

**4.5.2
2**

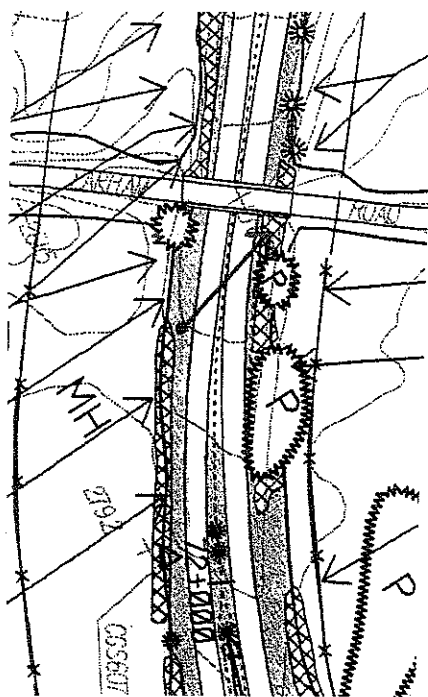
Bridge Treatments
Sign Removal

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 71+850

LOOKING NORTH AT BRIDGE ABUTMENT, LAPHAM AVENUE BRIDGE (SOUTHBOUND)



Scale 1" = 200'

DESIGN ISSUE:

Inconsistent barrier/guiderail design at existing bridge abutments:

- New permanent barriers installed at some bridges, metal beam rail at others
- Need landscape treatment/slope stabilization plantings once invasive vegetation is removed from abutment
- Opportunity to extend bridge architectural design into adjoining edge barrier system (through detailing, coloration, and texture)

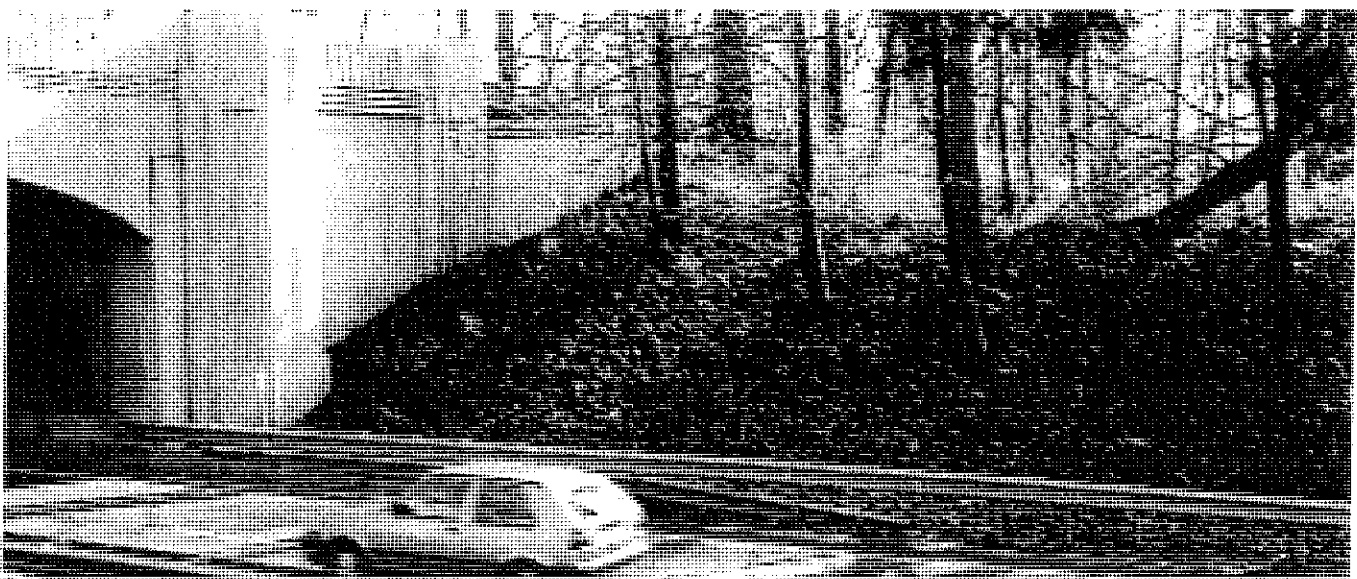
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

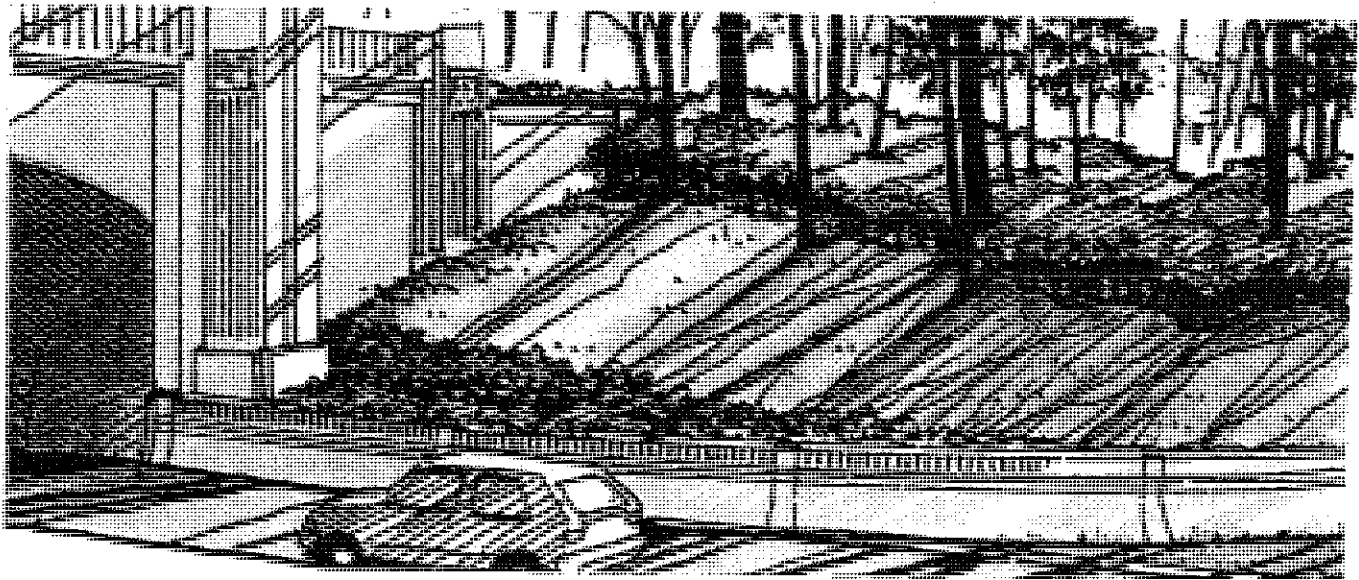
**4.5.3
1**

Bridge Treatments
Bridge Abutment Treatment

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Unified bridge abutment treatment with customized permanent barrier at edge of roadway; low ground cover on slope; taller ornamental shrub mass at top of slope.

RATIONALE:

Stabilizes slope edge; provides uniform edge treatment and protection at abutments; easier to maintain.

CONCERNS:

Barrier detailing must be unique to each bridge; long-term costs to implement for all bridges; design must meet all safety requirements; ongoing maintenance to keep invasive growth down.

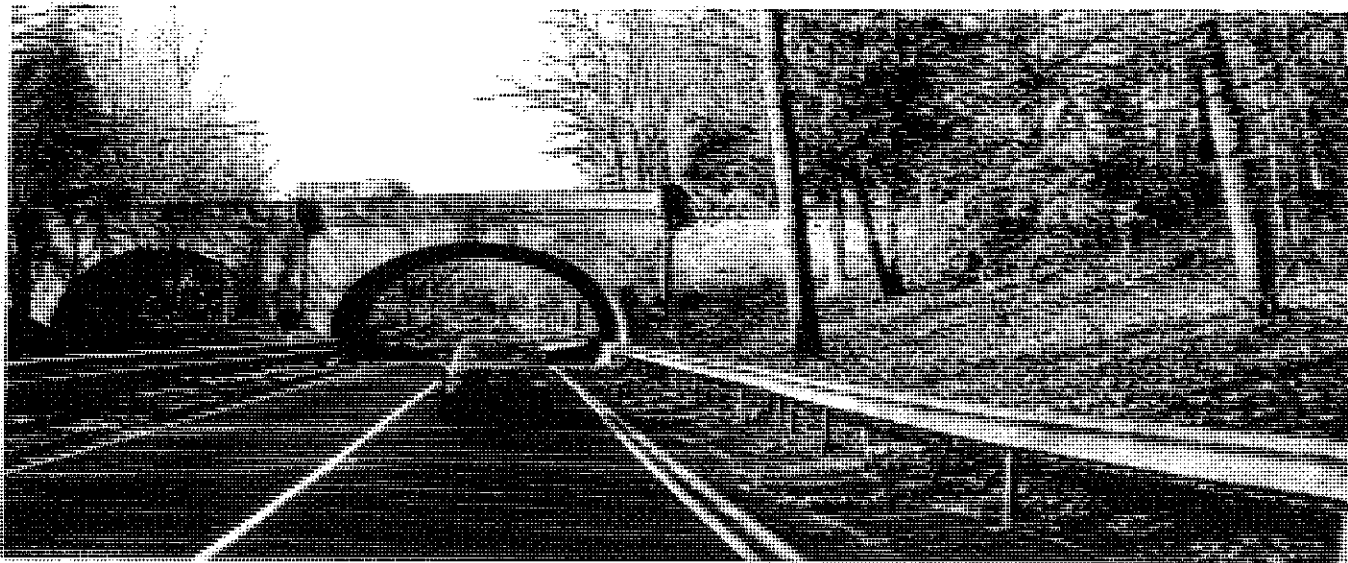
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.5.3
2

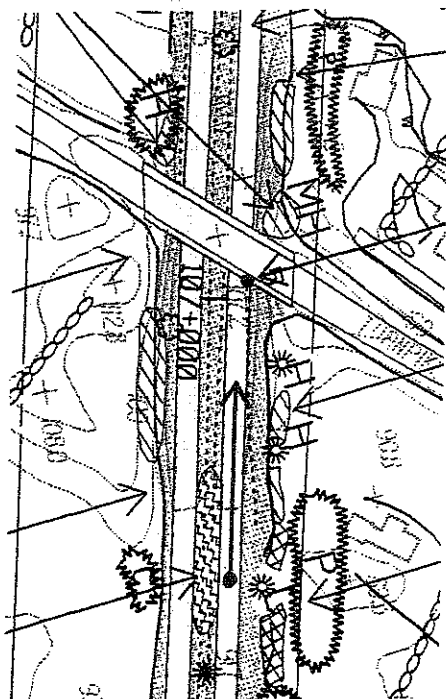
Bridge Treatments
Bridge Abutment Treatment

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 107+150

LOOKING SOUTHBOUND TO NEWTOWN TURNPIKE BRIDGE



Scale 1" = 200'

DESIGN ISSUE:

End treatment for proposed barrier at bridge abutment:

- Must minimize length of proposed barrier system while meeting all traffic safety standards
- Opportunity to tie barrier back into slope where conditions permit
- Opportunity to transition to steel-backed wood beam guiderail dependent on site conditions

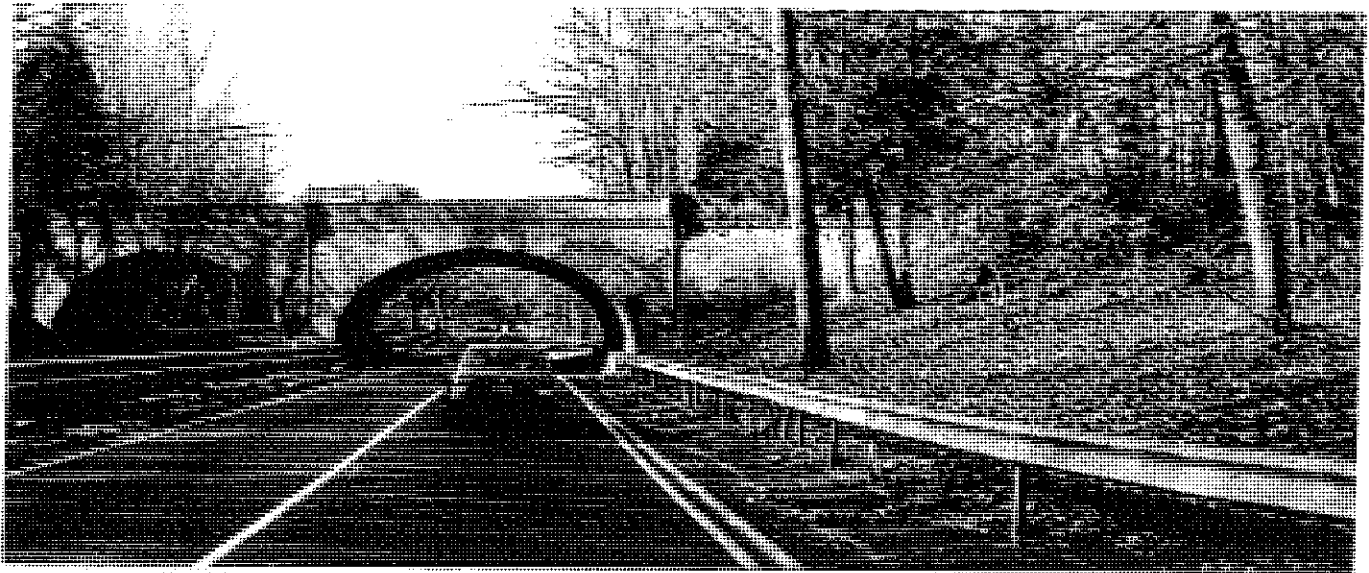
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

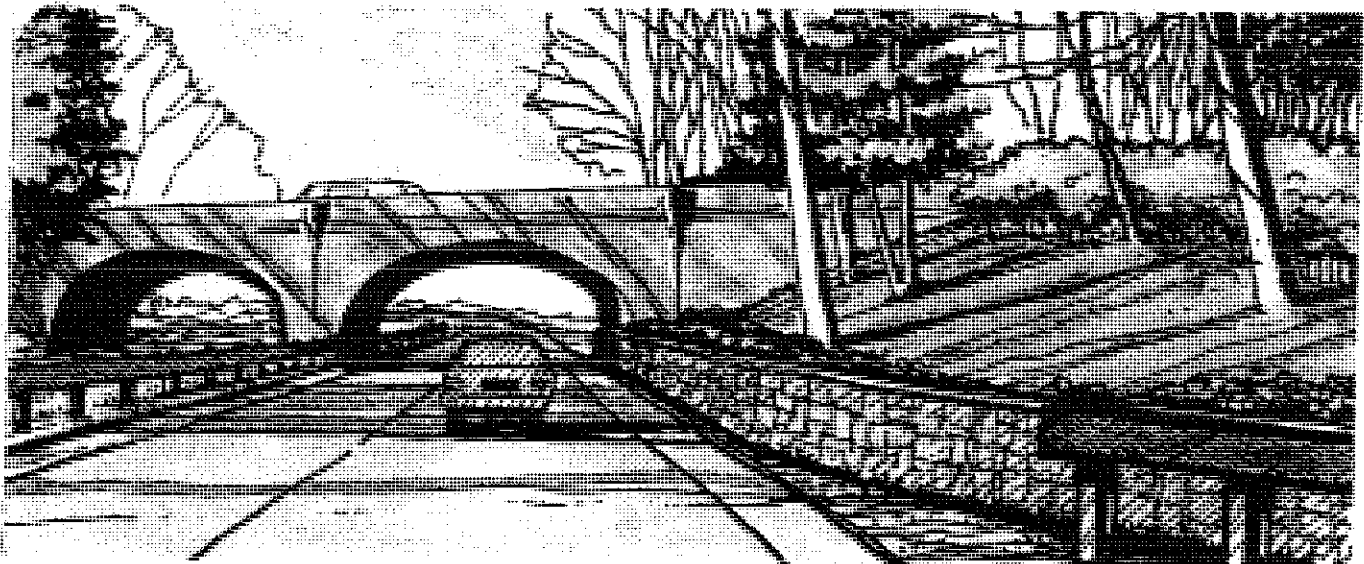
**4.5.3
3**

Bridge Treatments
Bridge Abutment Treatment

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Tie back bridge abutment barrier to steel-backed wood beam guiderail (guiderail to overlap and bolt to barrier, barrier to taper into ground).

RATIONALE:

Enhances safety at abutment and adjacent landscape planting; provides consistent design transition from one guiderail/barrier system to another.

CONCERNS:

Final design(s) must meet all safety requirements for the Parkway.

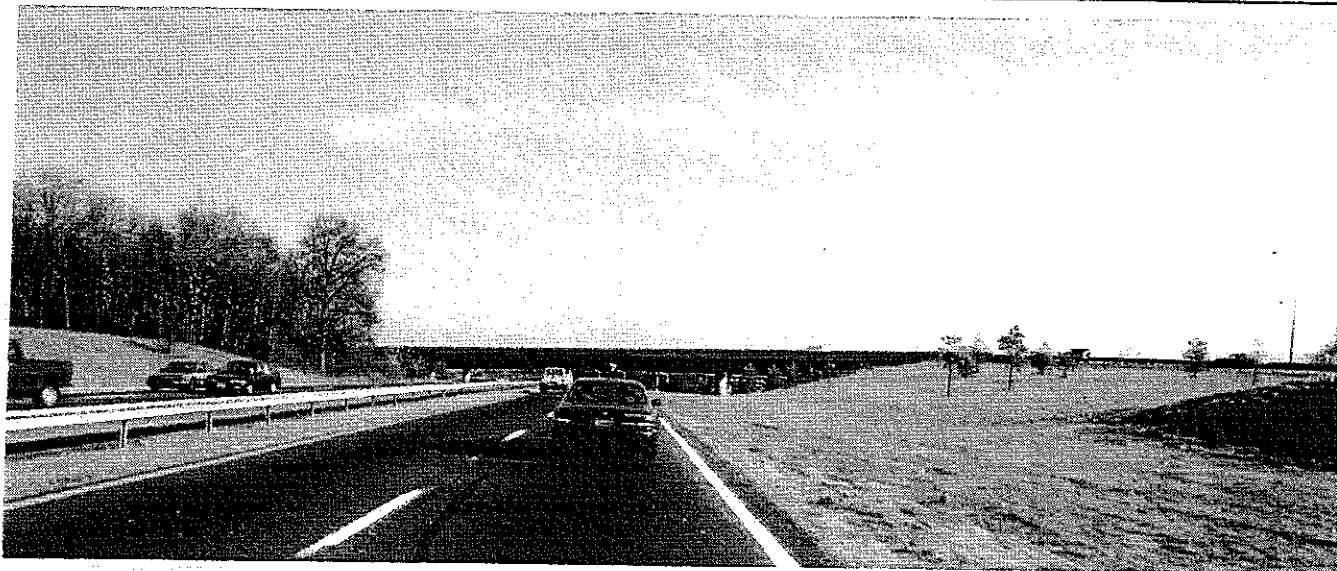
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.5.3
4

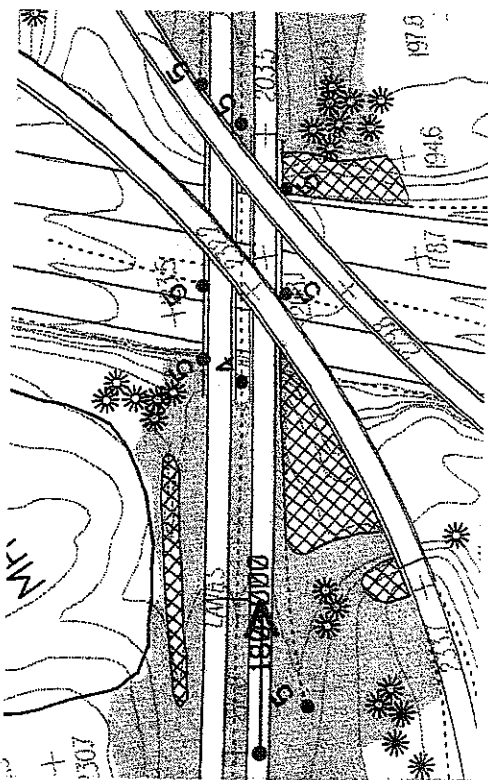
Bridge Treatments
Bridge Abutment Treatment

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 179+850

LOOKING NORTHBOUND AT NEW BRIDGE AND INTERCHANGE, EXIT 52, ROUTE 8



Scale 1" = 200'

DESIGN ISSUE:

Open, unlandscaped bridge approach, major new interchange:

- Landscape character too open and over-scaled
- No variety of spatial enclosure similar to other areas of the Parkway
- Opportunity to enhance/frame approaches to bridge
- Wide, unplanted median
- Need guiderail system consistent with rest of Parkway

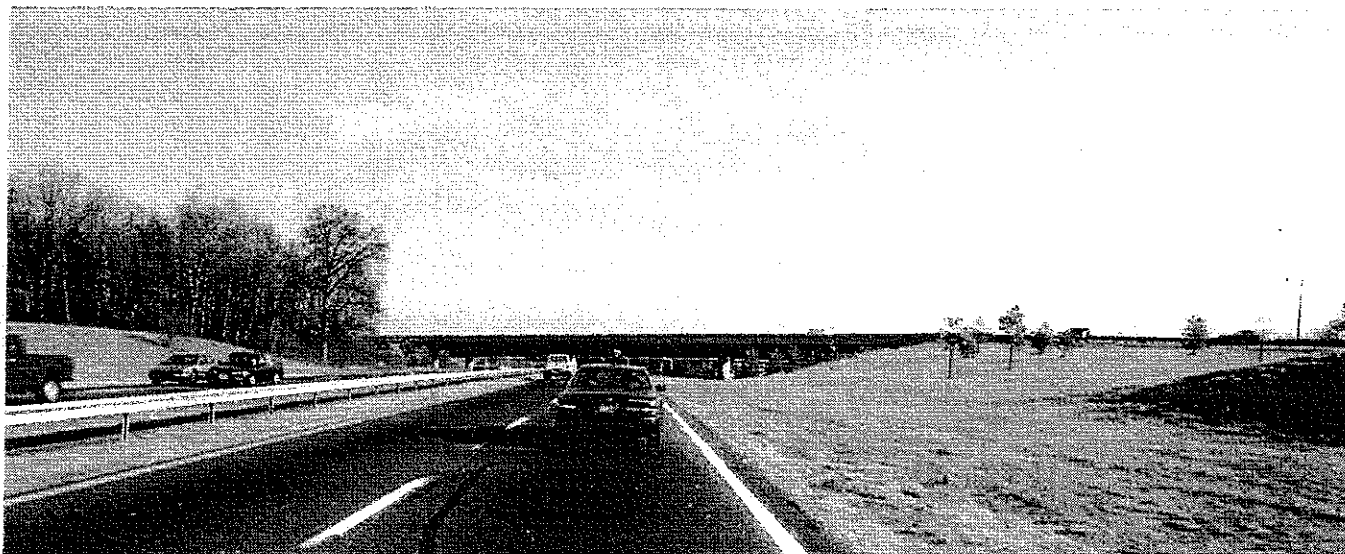
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

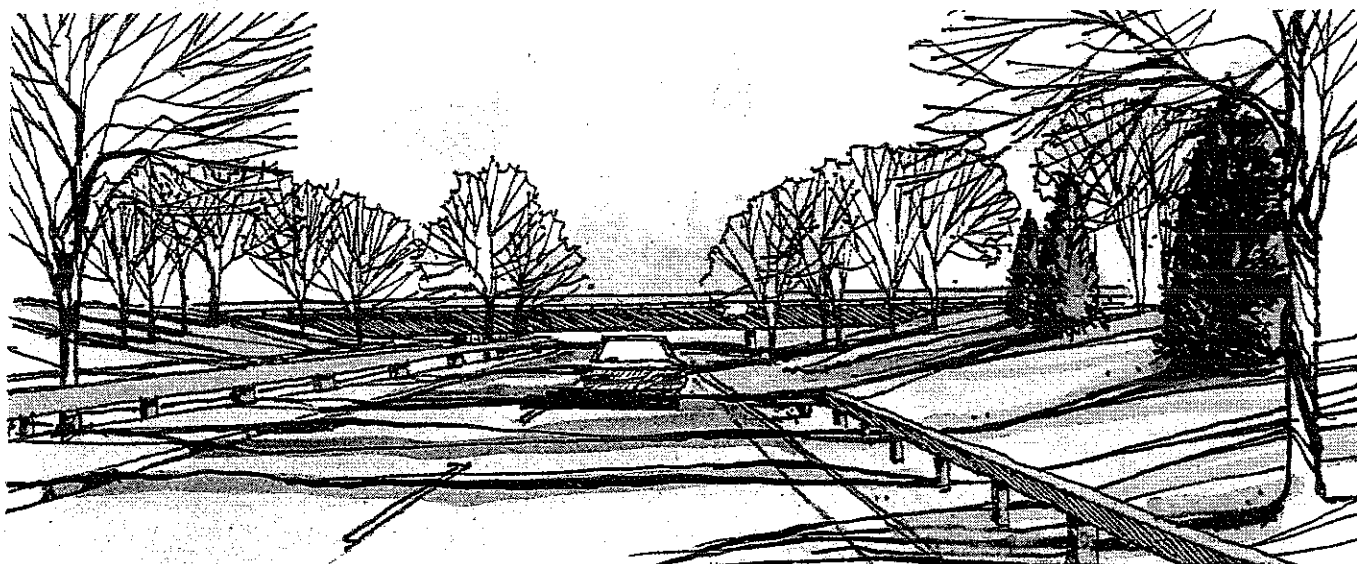
4.5.4
1

Bridge Treatments
Vegetation Addition at New Bridges

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Landscape to enclose bridge approach; opportunity for "park-like" pockets and median trees.

RATIONALE:

Historically a more enclosed, wooded setting; bridge approaches and abutments were landscaped to frame views on all other Merritt bridges; rolling landscape lends itself to park-like application.

CONCERNS:

Will need some additional sections of guiderail for areas where landscape encroaches on the edge of roadway.

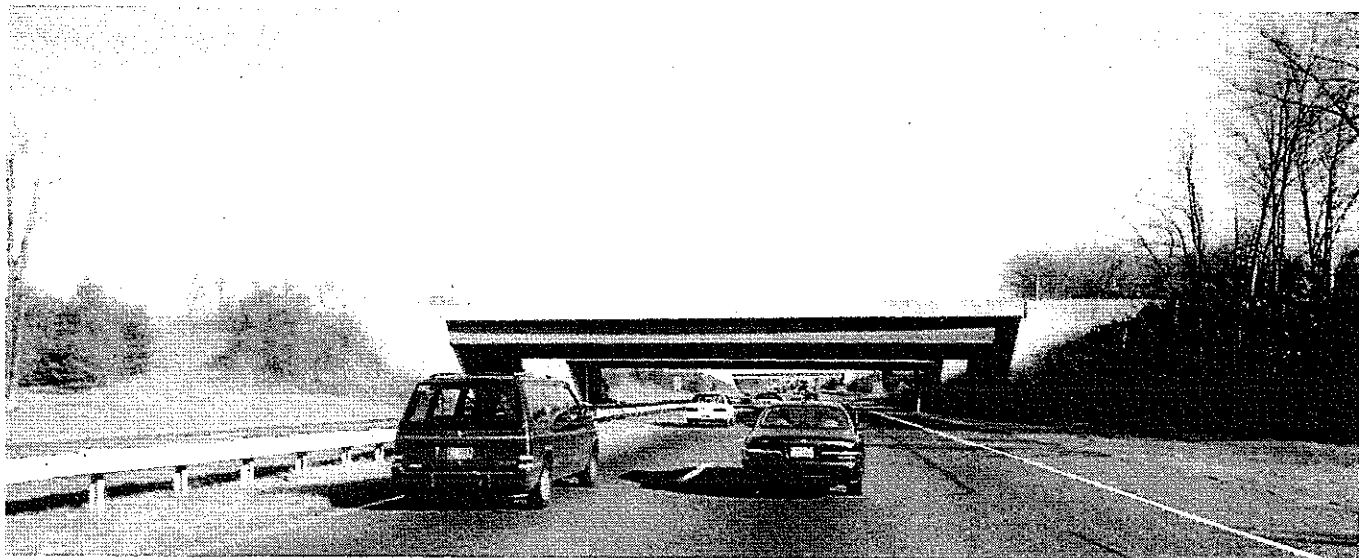
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.5.4
2

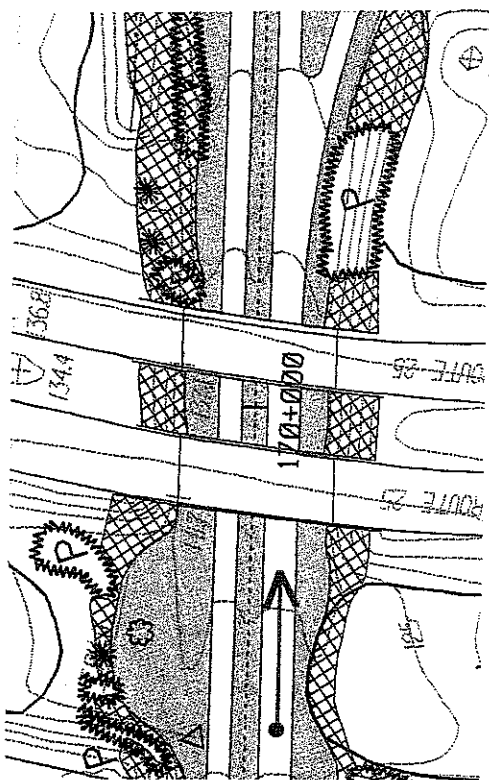
Bridge Treatments
Vegetation Addition at New Bridges

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.



STATION 169+650

LOOKING NORTHBOUND AT NEW BRIDGES, EXIT 50, ROUTE 25



Scale 1" = 200'

DESIGN ISSUE:

Relatively open and unframed bridge abutments of major new interchanges:

- New landscaping at bridge abutments out of character with other Parkway bridge landscapes
- Typical standard highway slopes at abutment not in keeping with Parkway's original grading principles and techniques
- Lack of bridge detailing out of character with Parkway
- Wide, unplanted median
- Invasive growth at abutments
- Need guiderail system consistent with rest of Parkway

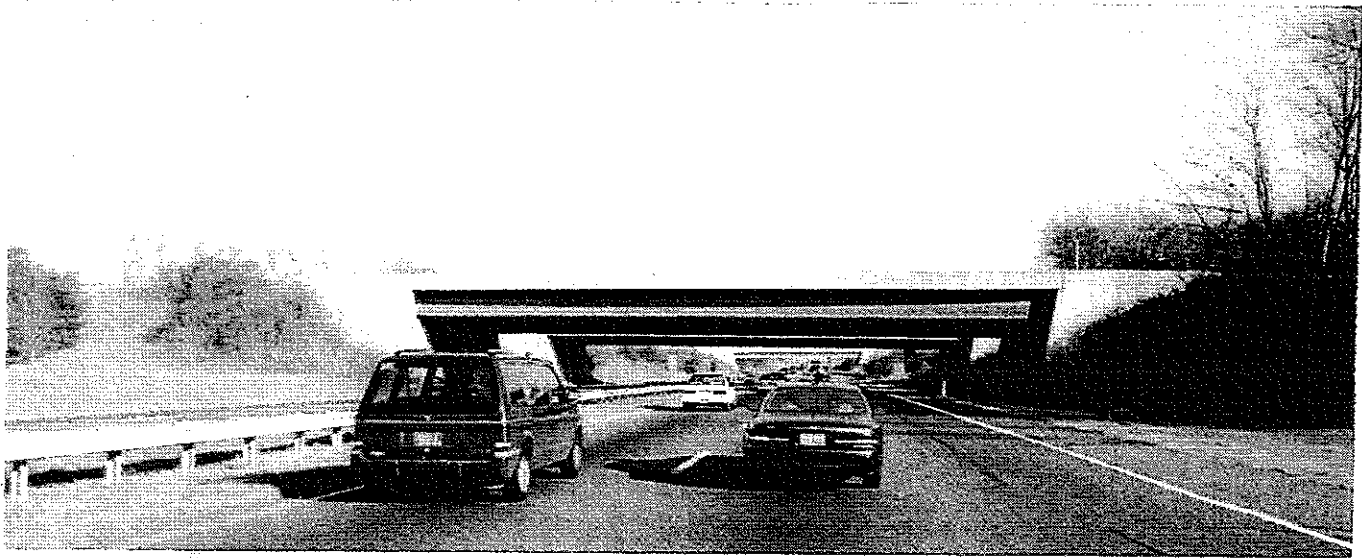
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

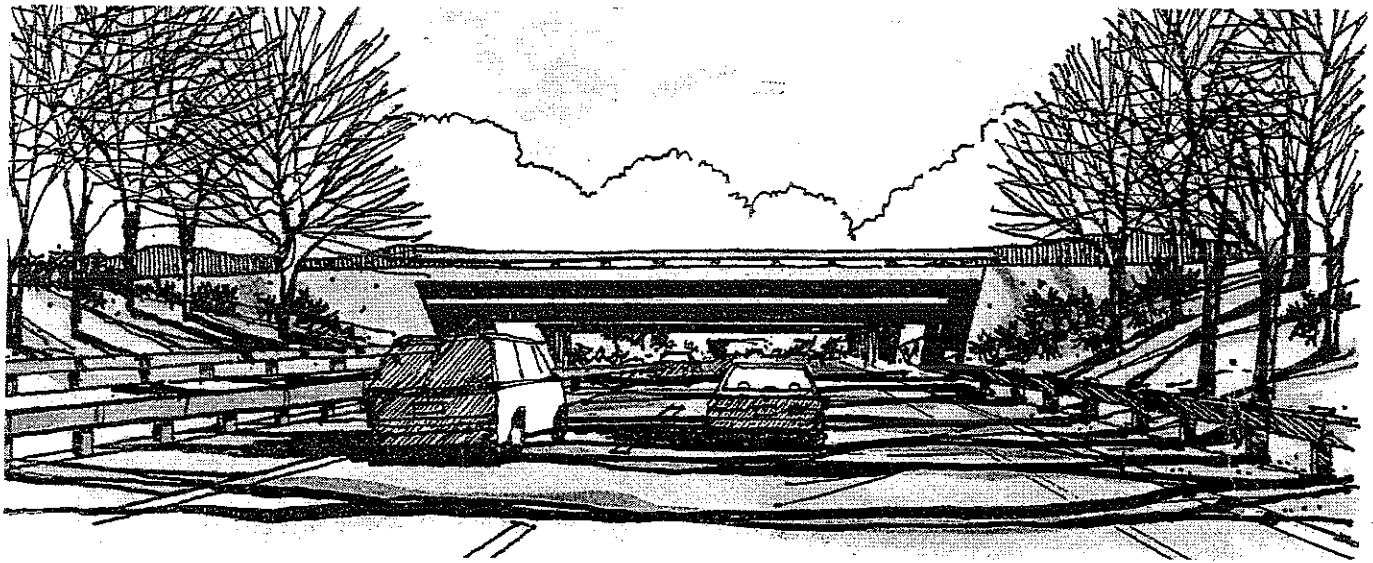
4.5.4
3

Bridge Treatments
Vegetation Addition at New Bridges

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Add modest but decorative railing along bridge parapet; regrade and extend slope out from abutments; bring trees/landscape edge closer to roadway; add consistent guiderails.

RATIONALE:

Enclosure enhancing bridge views. Although bridges are of contemporary design, original Parkway grading and landscaping concepts can be applied to harmonize new interchanges with the rest of the Parkway.

CONCERNS:

Maturation time for plant material and maintenance; additional guiderail needed for enclosure.

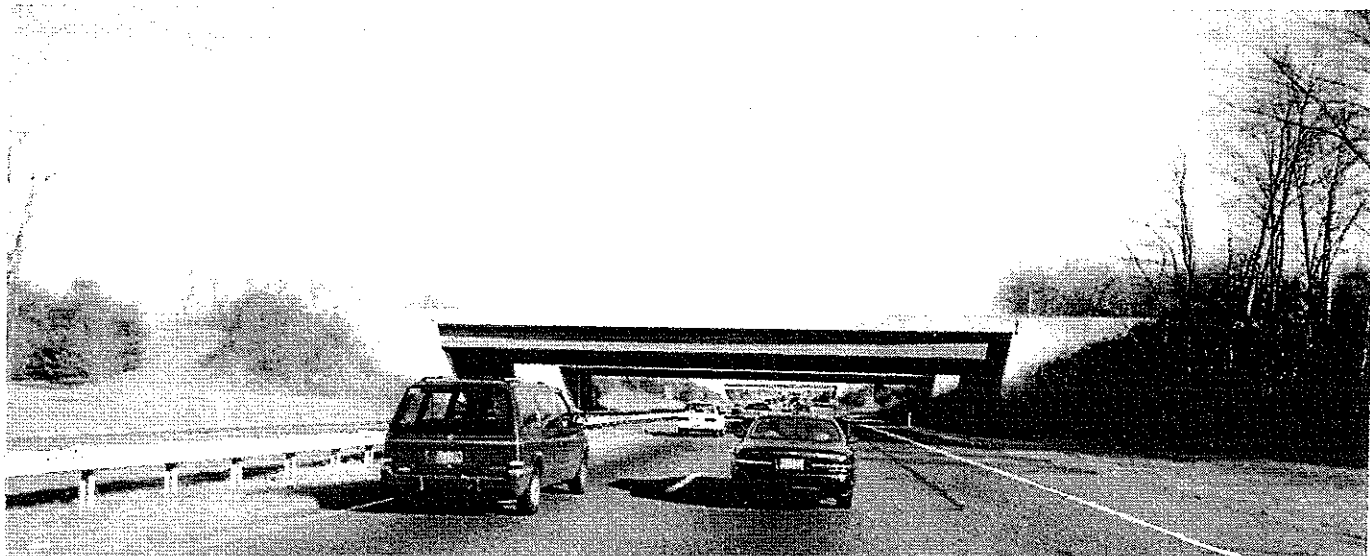
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

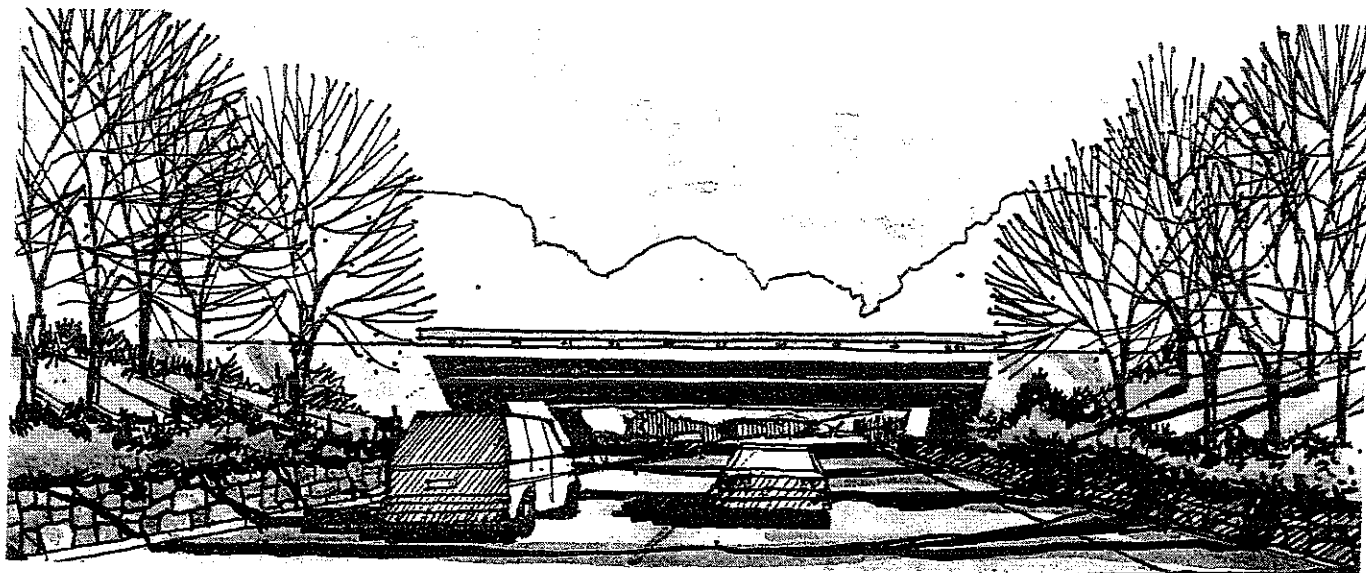
4.5.4
4

Bridge Treatments
Vegetation Addition at New Bridges

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Regrade and extend slope out from abutments; bring trees/landscape closer to pavement edge; permanent barrier with planted shrubs as guiderail system.

RATIONALE:

Alternative design concept using architectural design expression of bridge and extending it out with barriers/planters in median and at pavement edge.

CONCERNS:

Must ensure a consistent guiderail/barrier design for entire Parkway; shrub bed maintenance.

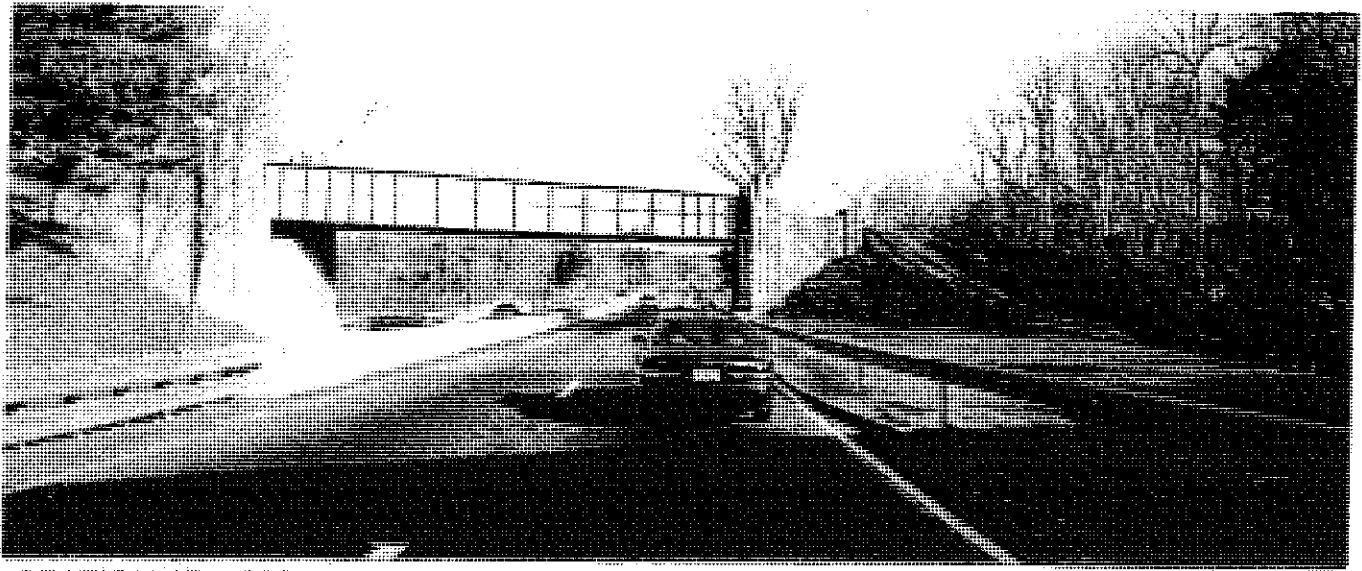
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.5.4
5

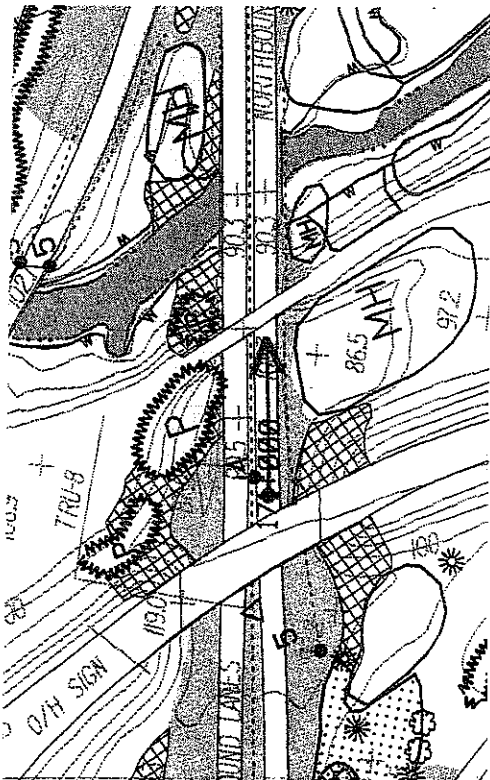
Bridge Treatments
Vegetation Addition at New Bridges

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 171+000

NORTHBOUND LOOKING AT OLD RAILROAD BRIDGE, NEAR EXIT 49



Scale 1" = 200'

DESIGN ISSUE:

Former railroad bridge in area of major new interchange:

- Railroad line and tracks abandoned; bridge not currently in use
- Surrounding landscape and grading altered with construction of new interchange
- Uniform slope at abutments not in keeping with earlier grading principles
- Scale and design of bridge abutments consistent with original bridge architecture but contrasts with new interchange bridge designs
- Inconsistent guiderail systems

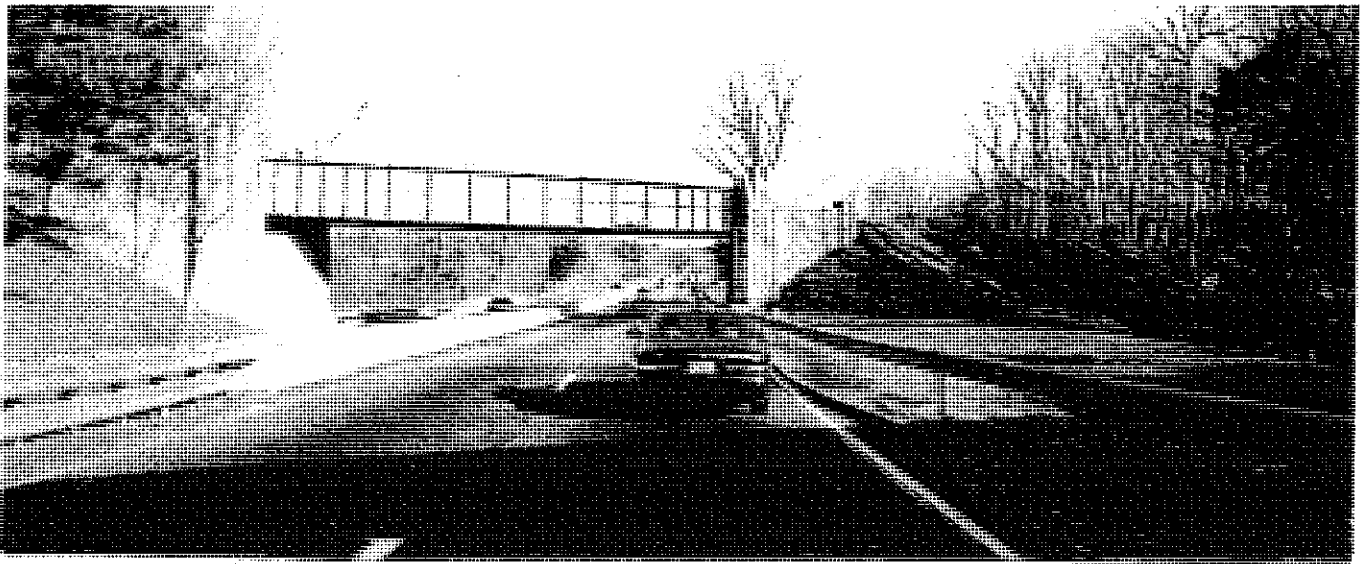
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

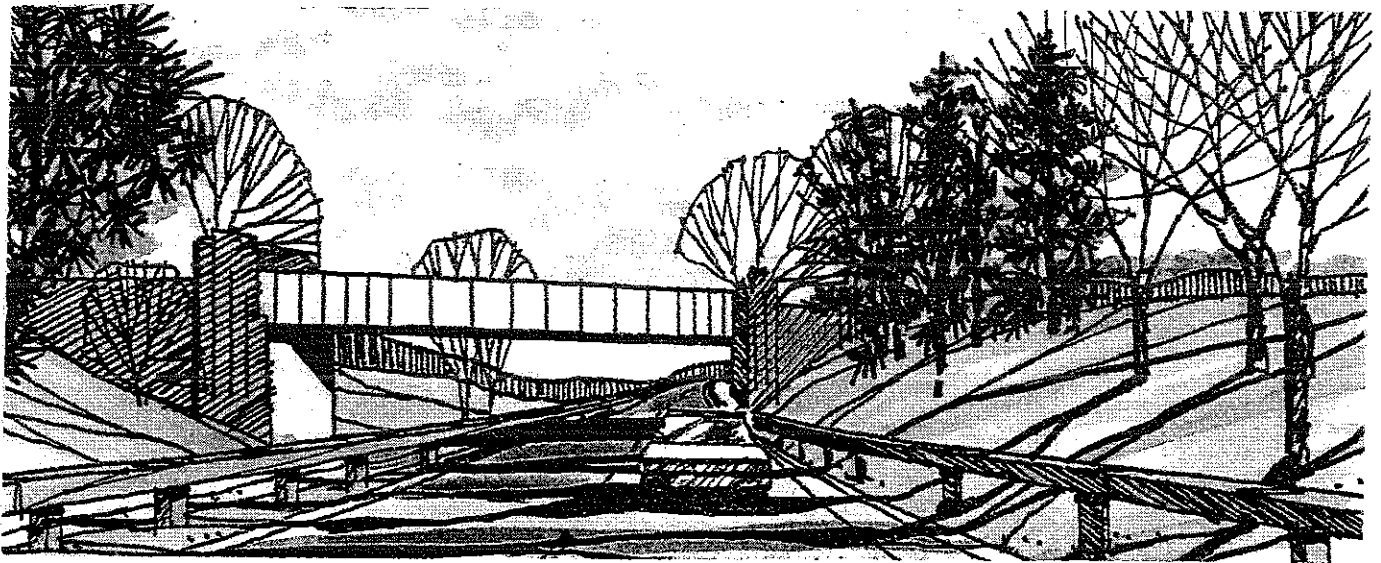
4.5.5
1

Bridge Treatments
Vegetation Addition and Regrading

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Regrade and extend slope at abutment; bring landscape edge closer to road; utilize consistent guiderail system.

RATIONALE:

Frames view of bridge; keeps landscape and character visually consistent with rest of Parkway.

CONCERNS:

Final design of guiderail system must meet all safety requirements.

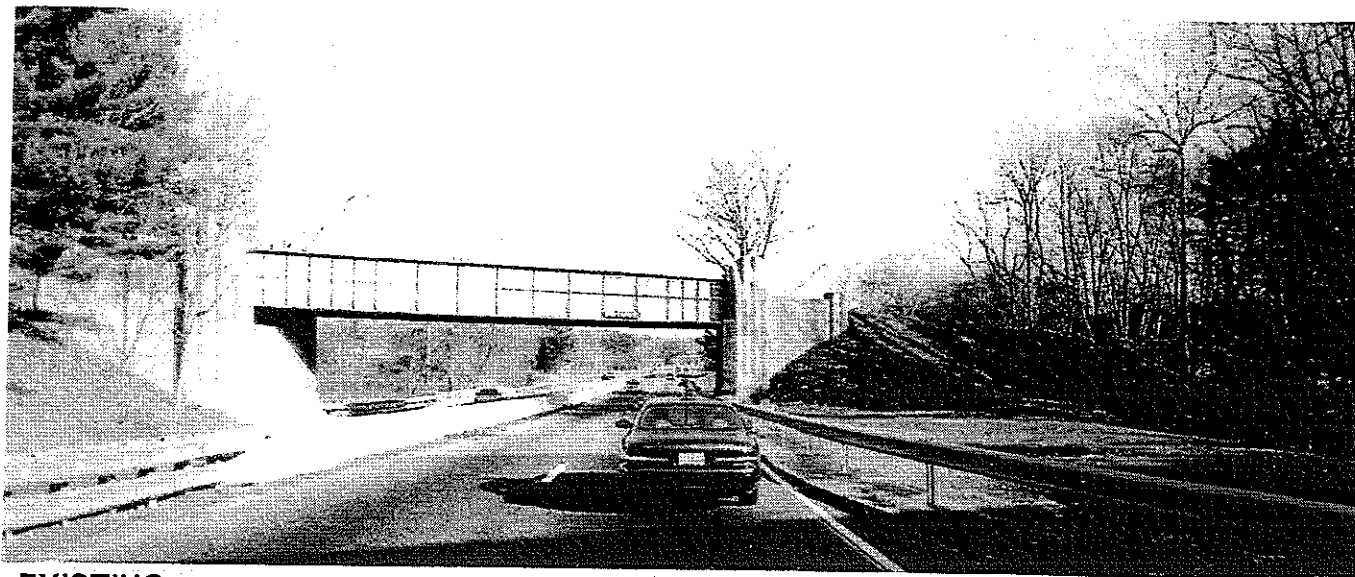
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

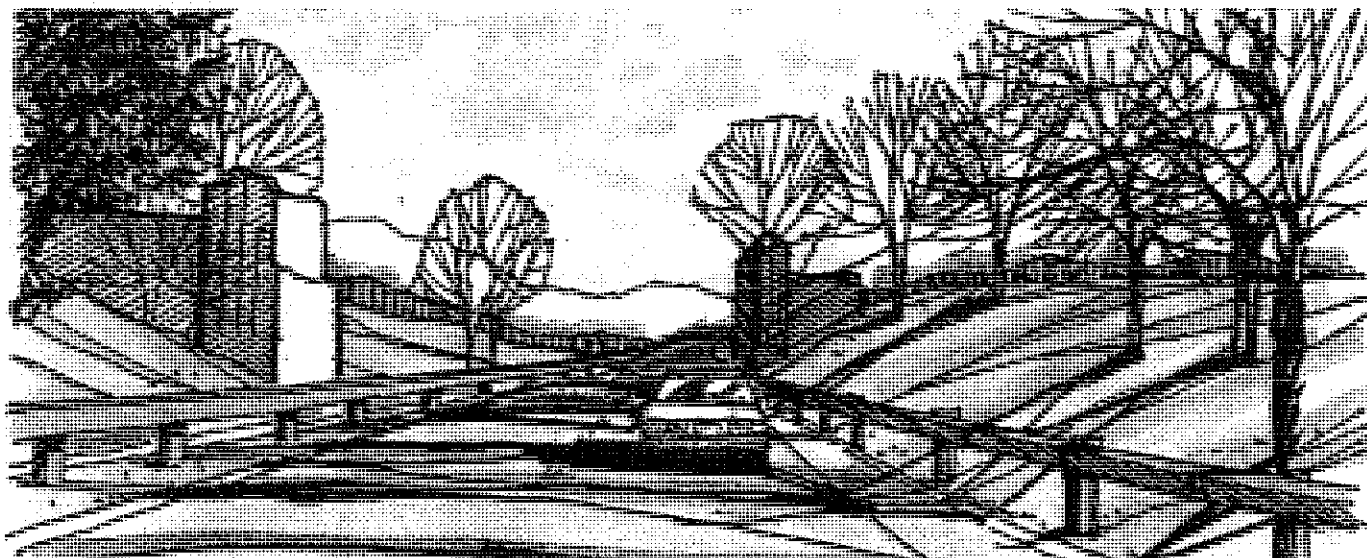
**4.5.5
2**

Bridge Treatments
Vegetation Additions and Regrading

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Remove unused bridge span; regrade and landscape abutments; utilize consistent guiderail/barrier.

RATIONALE:

Opens up views to Parkway; abutments remain to frame view.

CONCERNS:

Cost of removal; need to determine any potential long range reuse of bridge.

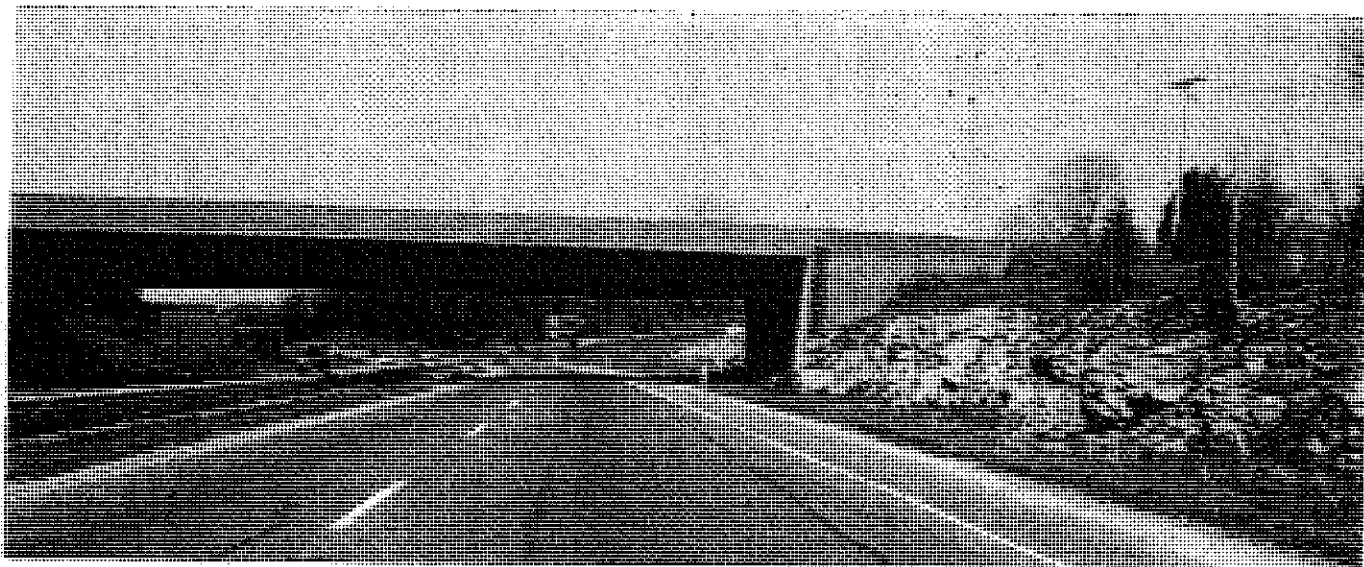
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.5.5
3

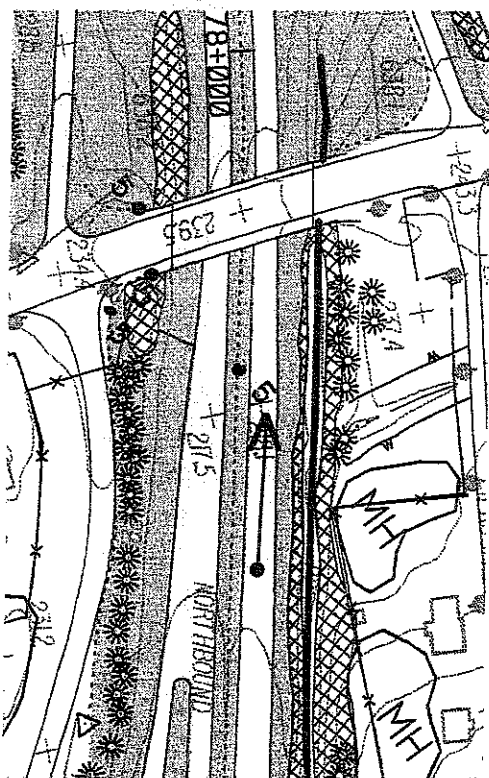
Bridge Treatments
Vegetation Additions and Regrading

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 178+550

LOOKING SOUTHBOUND AT NICHOLS AVENUE BRIDGE, EXIT 52, ROUTE 8



Scale 1" = 200'

DESIGN ISSUE:

Inappropriate bridge ornamentation, major new interchange:

- Original metalwork panel out of scale, character and proportion to new bridge design
- Lack of architectural detailing out of character with historic bridge architecture of the Parkway
- Invasive growth at abutments
- Wide, unplanted median
- Opportunity to enhance and plant rock cut

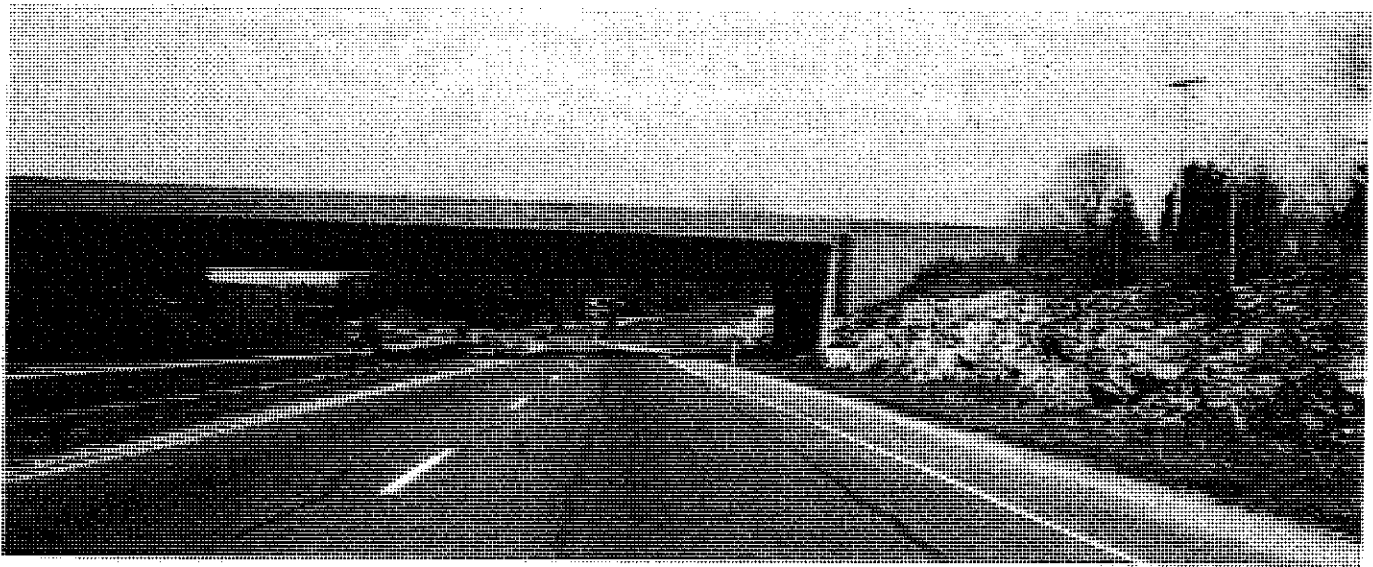
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

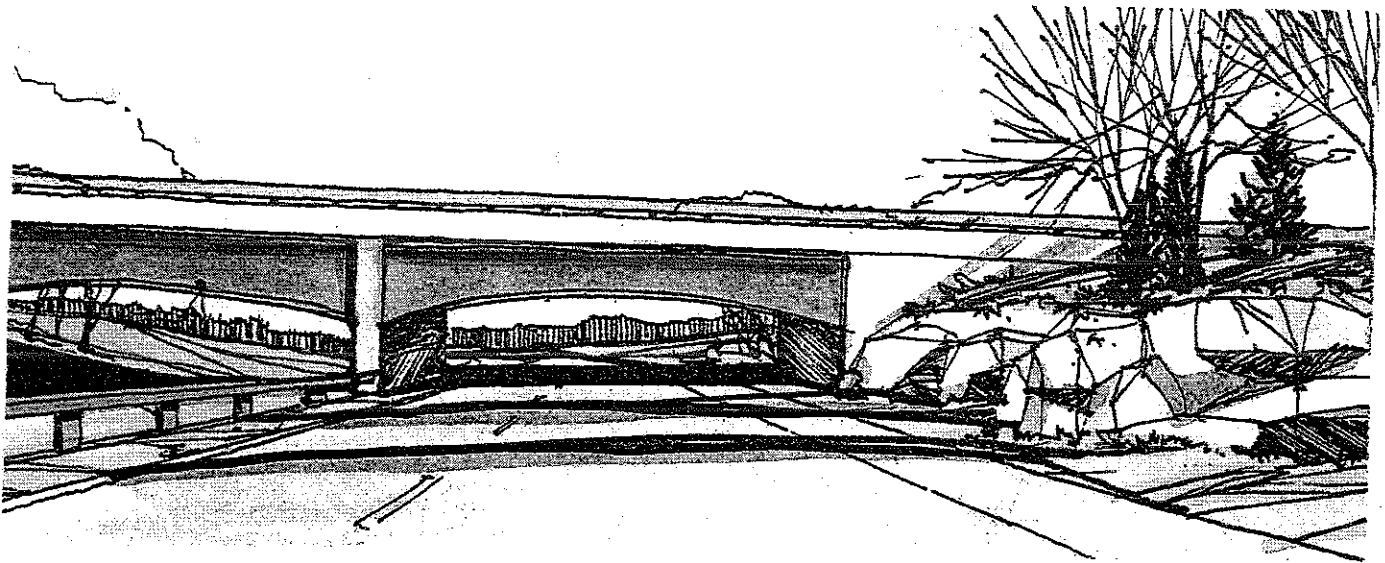
**4.5.6
1**

Bridge Treatments
Architectural Detailing - New Bridges

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Enhance bridge architecture with additional detailing and addition of center bridge pier; landscape edge brought closer to roadway and rock face.

RATIONALE:

Original bridges were highly detailed and double-vaulted in areas of wide median; architectural detailing can be added that is still compatible with contemporary bridge design; landscape edge close to road consistent with overall Parkway character.

CONCERNS:

Detailing must have design integrity with contemporary style of bridge architecture; center bridge pier requires median guiderails.

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.5.6
2

Bridge Treatments
Architectural Detailing - New Bridges

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.

4.6 EDGE TREATMENTS

As noted previously in this report, much of the Parkway's character is created by its variety of spatial sequences. The contrast of open lawns and meadows against the woodlands and rock outcrops close to the roadway contributes significantly to that variety. Whether by design or simply the fact that the Parkway was constructed through farmland, extensive amounts of open land was evident in early photographs and, to a lesser extent, in the 1955 aerial photographs.

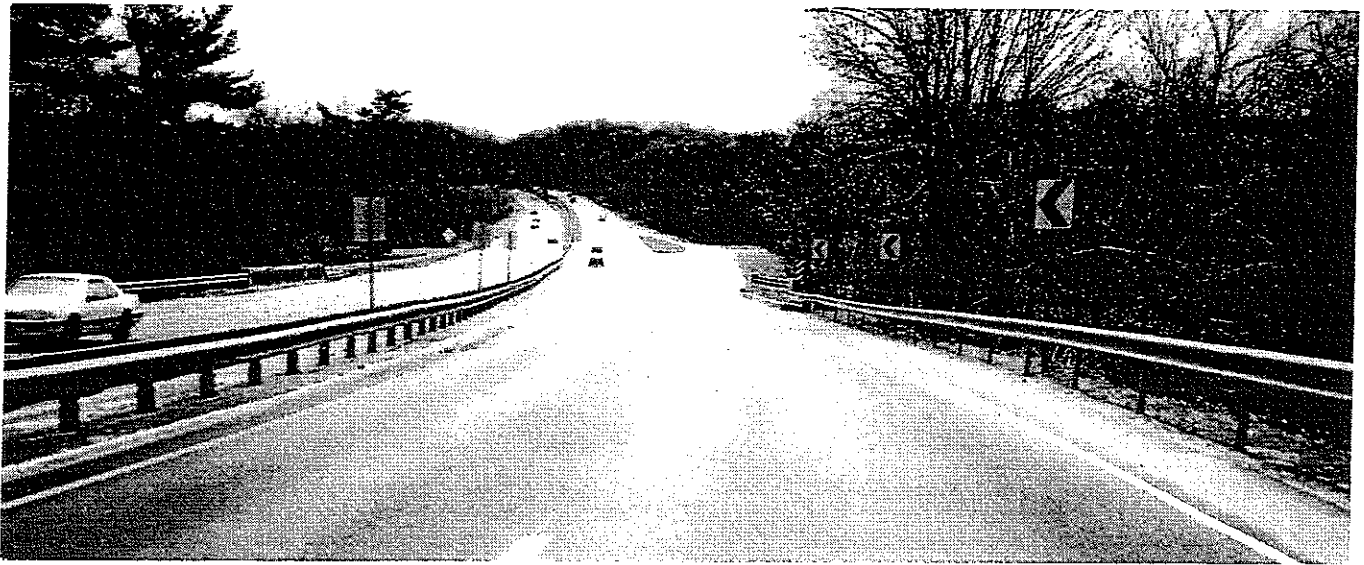
Since the 1960's with the increase of invasive vegetation, the spatial variety has been diminished. In nearly all instances where invasive growth has been identified as part of the Inventory of Existing Conditions, the invasive growth has occurred in the past 25 to 30 years. The forested edge now encroaches on the road, blocking bridge facades, eliminating places for vehicles to pull off in the event of an emergency, and causing the need to install guiderail where the "clear zone" has been violated.

Invasive vegetation should be removed in order to re-establish the lawn and meadow regime and the historic spatial variety. Views of water features, stone walls, and similar elements which are now obscured will be exposed once again by such a clearing and thinning program. Similarly, removal of vegetation increases the opportunity for grassed pull-offs. However, caution needs to be exercised in instances where wholesale clearing would create undesirable views to adjacent land uses which did not exist in the time when the Parkway was built. The privacy of nearby homes should be respected. Finally, mature species among the weed species should be retained.

In contrast to the removal of invasive vegetation, extensive plantings are called for in areas of major Parkway alteration. What are now large expanses of meadow grasses as equally monotonous as extensive woodlands. New plantings should be installed close to the road to create a meandering edge which the Parkway exhibited at its peak 30 years ago.

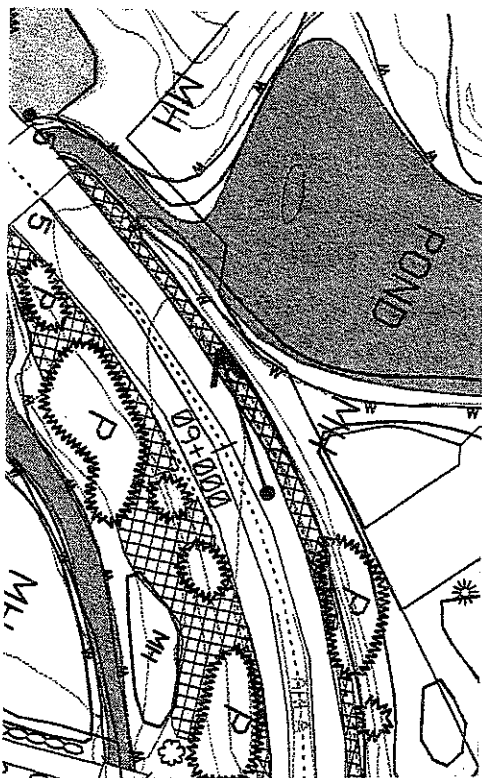
Specific actions include the following:

- Maintain a consistent pavement width by introducing lawn where roadway has been unnecessarily widened.
- Invasive vegetation should be removed or thinned to open views especially to lakes, ponds, stone walls, specimen trees, rock outcrop, and long views.
- Add evergreens to accentuate horizontal Parkway curves in road and to provide terminal views where appropriate.
- Accentuate specimen trees by clearing underbrush and reintroducing lawn.
- Reinforce forest edge with high quality deciduous, specimen trees and shrub masses which add seasonal color.
- Utilize conifers, shrub masses, and grading to screen undesirable off-site views.
- Maintain a consistent guiderail system along the Parkway where possible. Unnecessary guiderail should be removed without compromising safety. Minor regrading is appropriate to facilitate guiderail removal.
- Re-institute "Adopt-A-Ramp" program and similar community beautification efforts. However, design of improvements must be consistent with the Master Plan.



STATION 009+000

OLD TOLLGATE PLAZA AREA, LOOKING SOUTHBOUND



Scale 1" = 200'

DESIGN ISSUE:

Redesign of former Tollgate Plaza area:

- Area too open; vegetation edge held back; few or no median trees
- Excessively wide pavement area
- Views to pond/watercourse obscured by invasive species
- Maintain access to Department of Transportation garage
- Opportunity to open and enhance Parkway and off-site views

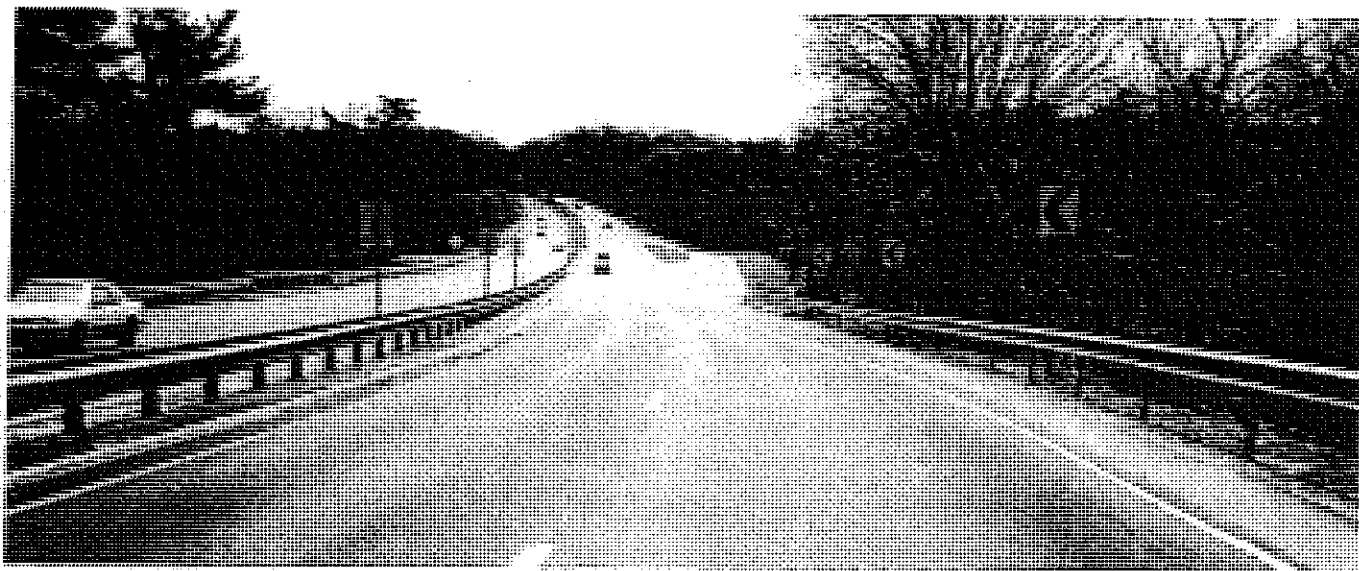
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.6.1
1

Edge Treatments
Old Tollgate Plaza Area (Southbound)

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Redesign access lane to maintenance facility and add lawn area at edge. Clear invasive growth at roadway edge to open up views to ponds. Add median trees (in distance).

RATIONALE:

Decreases wide pavement areas and restores scale and proportion of the Parkway. Enhances Parkway and off-site views.

CONCERNS:

Increased lawn maintenance with addition of new turf areas. Need to field verify potential pond views during final design.

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.6.1
2

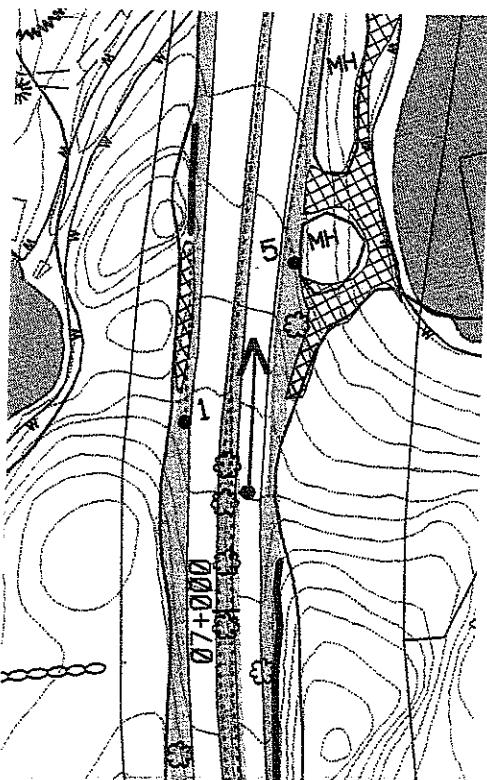
Edge Treatments
Old Tollgate Plaza Area (Southbound)

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.



STATION 007+100

OLD TOLLGATE PLAZA, LOOKING EAST



Scale 1" = 200'

DESIGN ISSUE:

Redesign of former Tollgate Plaza area:

- Plaza area too open; vegetation edge held back; few or no median trees
- Excessively wide pavement area
- Edge heavy with invasive growth obscuring views to Tollgate Pond
- Opportunity to open and enhance views

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.6.1
3

Edge Treatments
Old Tollgate Pond (Northbound)

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Clear invasive at roadway edge. Add median trees and a few specimen trees at edge of pond.

RATIONALE:

Opens up views to Tollgate Pond; median trees help frame long view and extend enclosure to former Tollgate Plaza area. Edge trees create "park-like" setting.

CONCERNS:

Need to continue median guiderail. "Park-like" edge trees may require additional edge guiderail.

**Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation**

**CONCEPT
MANUAL**

**4.6.1
4**

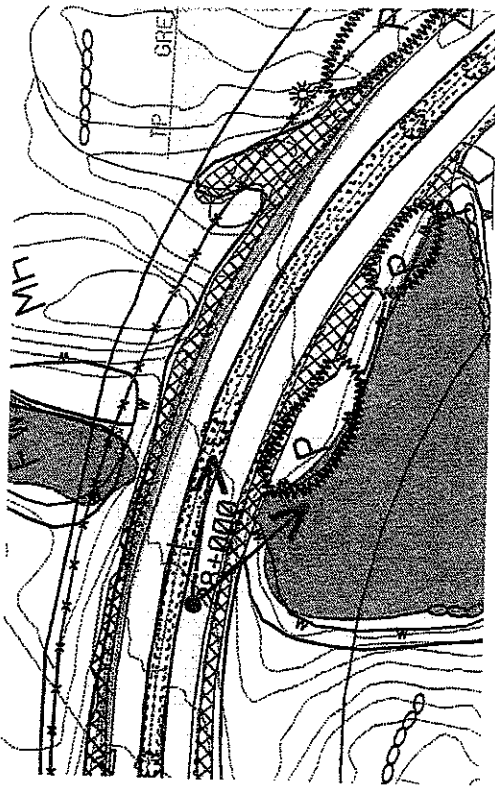
**Edge Treatments
Old Tollgate Pond (Northbound)**

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 028+000

LOOKING NORTHBOUND AT PUTNAM LAKE



Scale 1" = 200'

DESIGN ISSUE:

Invasive growth and obscured views:

- Invasive growth at roadway edge blocks views to Putnam Lake
- Opportunity to also enhance "leading view" with evergreen stand on outside (opposite) curve of road

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

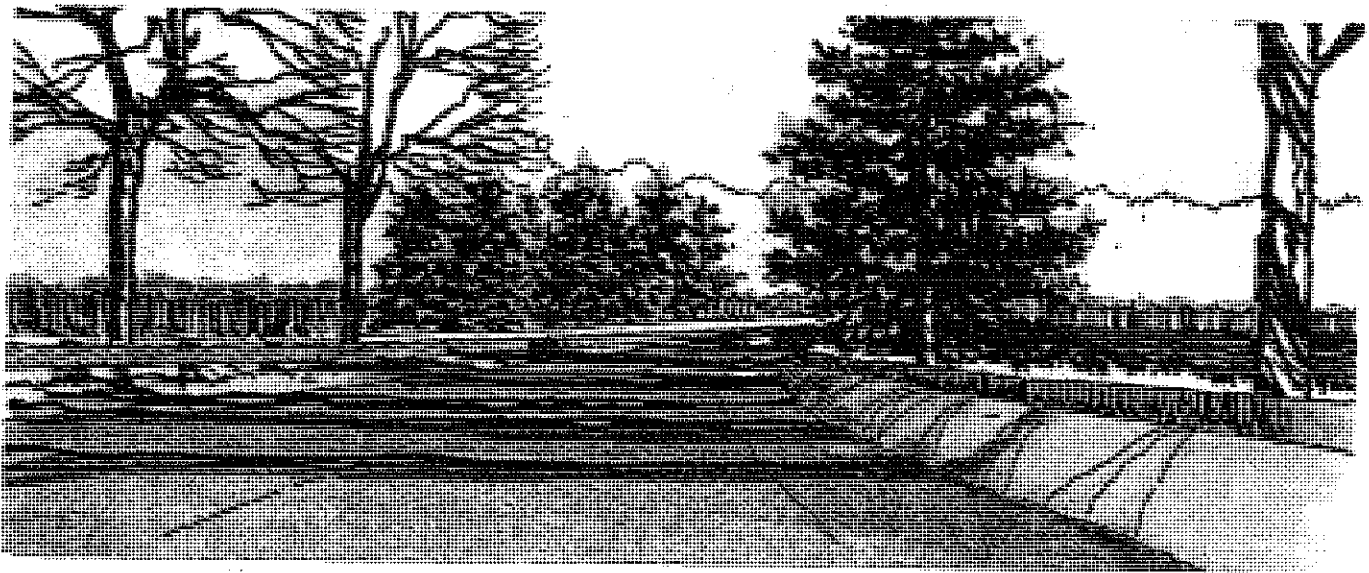
**4.6.2
1**

Edge Treatments
Opening Views - Putnam Lake

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Clear invasive growth at lake edge. Prune lower branches of existing pines. Add evergreens on opposite curve of roadway. Add deciduous median trees.

RATIONALE:

Enhances off-site views to major water feature. Median trees help frame view. Evergreens on leading curve reinforces Parkway design element.

CONCERNS:

Continual maintenance of edge to keep views open and to maintain quality of existing plant material once invasive vegetation is cleared.

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.6.2
2

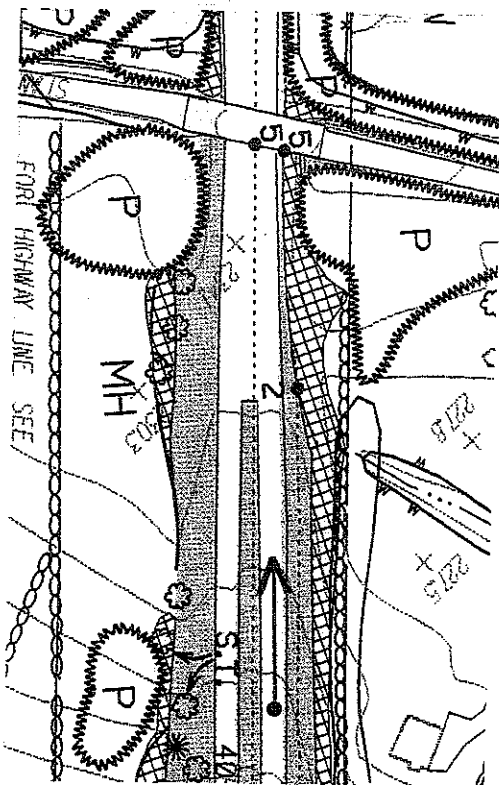
Edge Treatments
Opening Views - Putnam Lake

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 039+950

LOOKING SOUTH TOWARDS STANWICH ROAD BRIDGE



Scale 1" = 200'

DESIGN ISSUE:

Clear invasive at edge:

- Open lawn and old meadows taken over by undesirable species
- Full plant succession will occur if invasive vegetation is permitted to remain
- Vegetation tends to enclose the Parkway taking away "park-like" quality
- Variety of spatial experience diminished by presence of invasive species

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

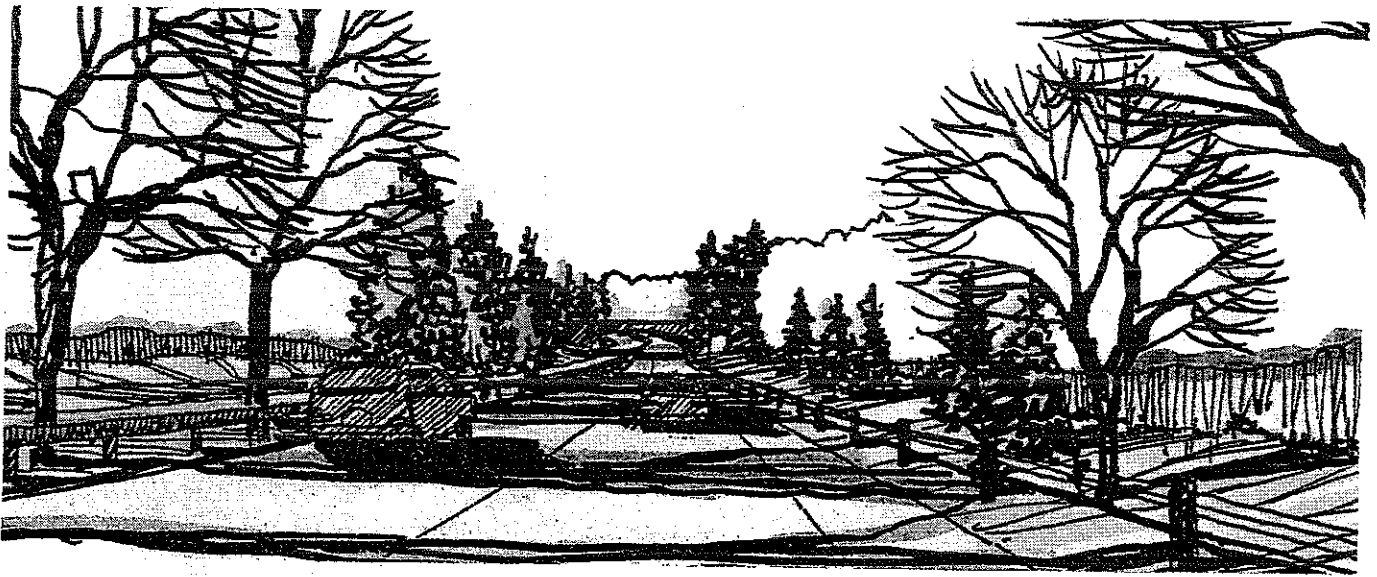
4.6.3
1

Edge Treatment
Clear Invasive At Edge

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Clear invasive species at edge. Pull back woods at edge. Re-establish lawn; add specimen trees at edge; add median trees.

RATIONALE:

Opportunity to clear invasive species and re-establish edge at "landscape peak"; enhances and creates "park-like" setting; better approach and framed view to bridge.

CONCERNS:

Increased maintenance of new lawn area. Additional sections of guiderail needed to protect trees. Existing guiderail system to remain temporarily.

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.6.3
2

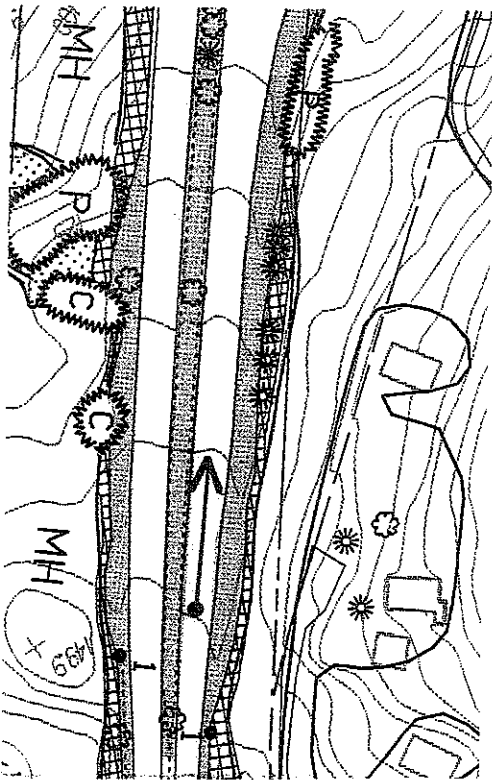
Edge Treatments
Clear Invasive At Edge

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.



STATION 051+700

SOUTHBOUND TOWARDS EXIT 34



Scale 1" = 200'

DESIGN ISSUE:

Enhance "park-like" areas:

- Area too open and monotonous/uniform
- Poorly defined landscape edge
- Missed opportunity to frame/enhance long view
- Plant material used must be in context of specific site conditions

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.6.4
1

Edge Treatments
Enhance "Park-Like" Setting

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Enhance "park-like" setting by clearing invasive vegetation, pulling back and defining wooded edge; add individual and small groups of trees and occasional median trees.

RATIONALE:

Re-establishes edge at "landscape peak" breaking monotony of long open sections without full enclosure; better frames long view; reinforces "park-like" character.

CONCERNS:

Plant material must be in context with surrounding site conditions; requires guiderail placed at edge of median and possible additional guiderail sections at outer edge.

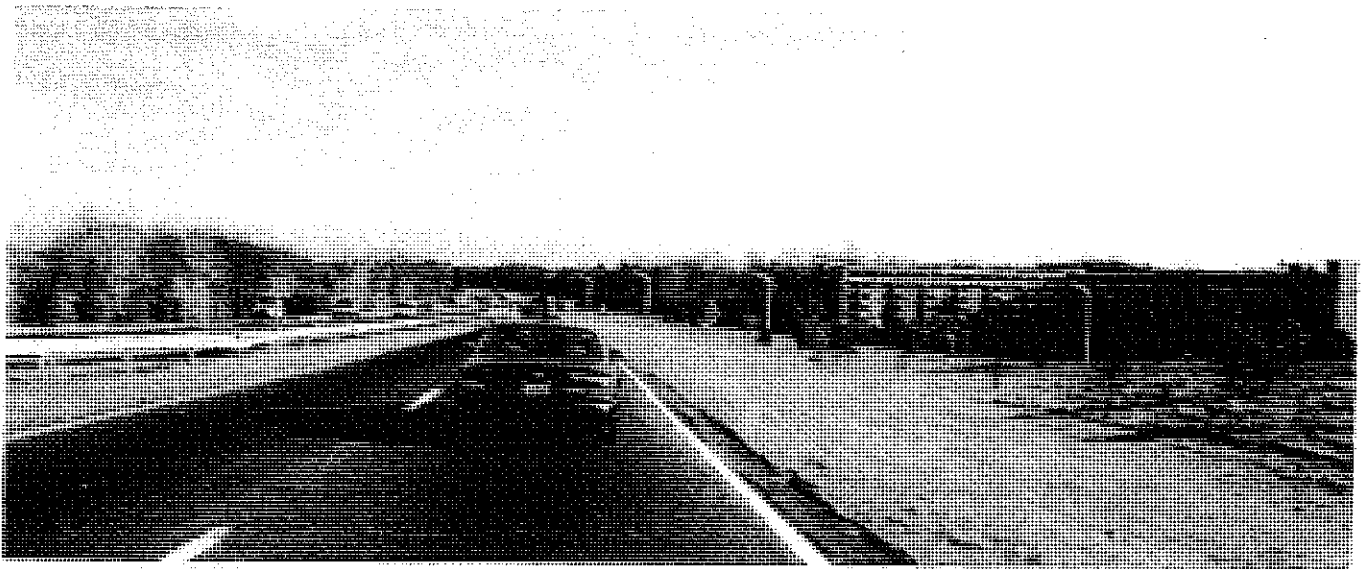
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.6.4
2

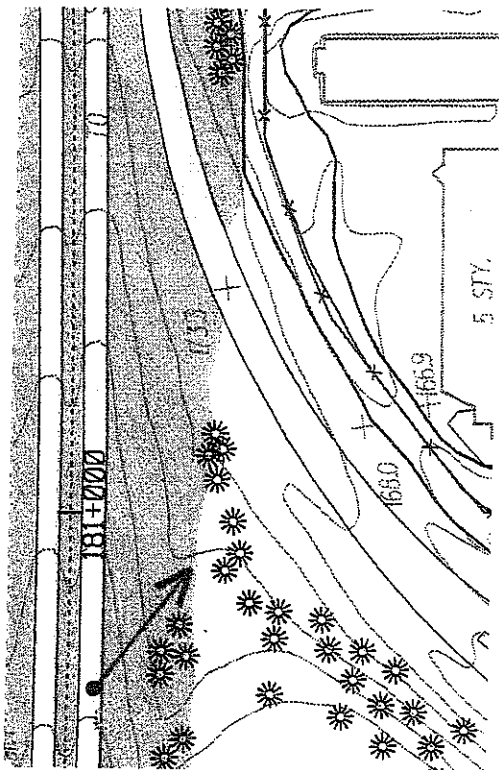
Edge Treatments
Enhance "Park-Like" Setting

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 180+800

LOOKING NORTHBOUND AT EXIT 52, ROUTE 8



Scale 1" = 200'

DESIGN ISSUE:

Open areas needing enclosure and screening:

- New construction never fully relandscaped to previous character of Parkway
- Openness out of context with balance of Parkway condition
- Regrading needed to help screen off-site views
- Significant amount of lawn for maintenance
- Landscape with plant material appropriate to site conditions

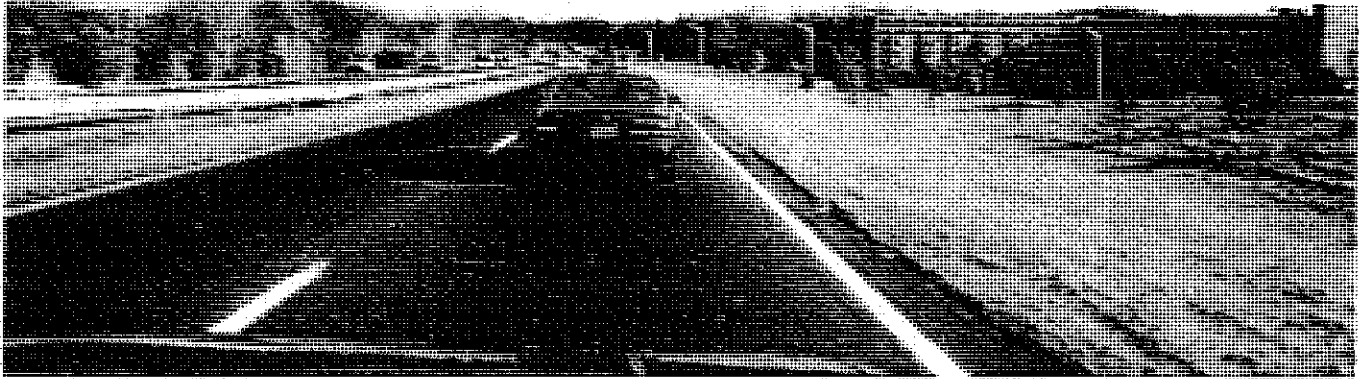
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

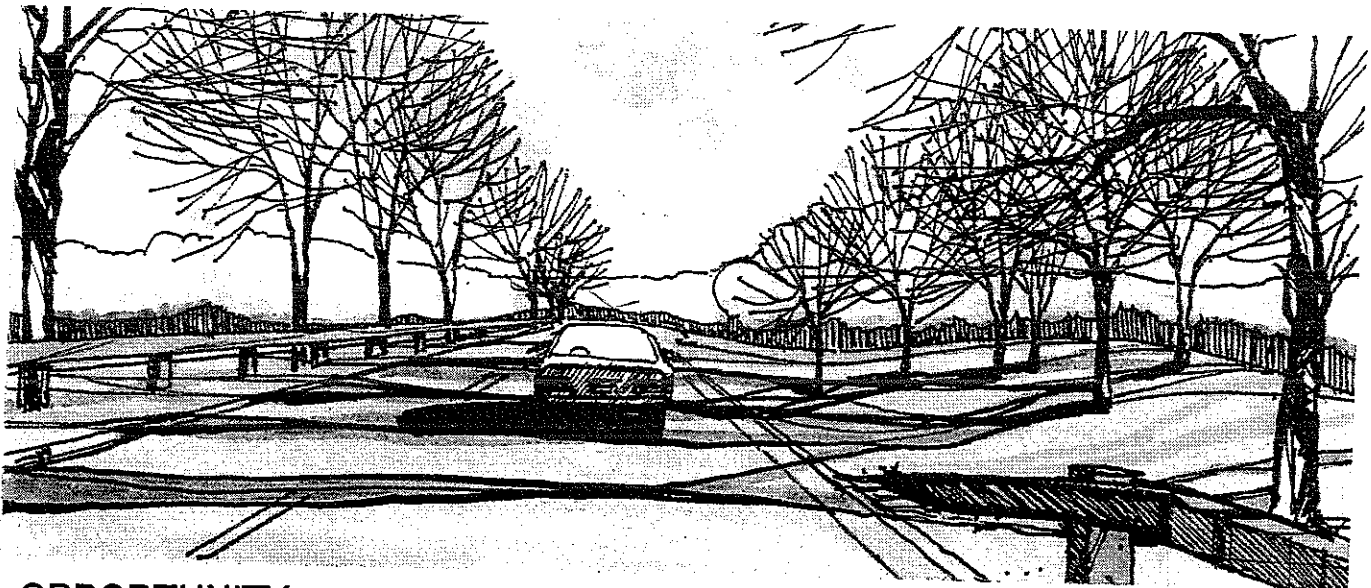
4.6.5
1

Edge Treatments
Enclosure and Screening

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Enclose areas of recent alterations through regrading and reforestation. Add median trees for enclosure.

RATIONALE:

Compatible with rest of Parkway character and historic context; screens non-Parkway off-site views.

CONCERNS:

Length of time for new plantings to mature; may require some additional sections of guiderail to permit landscape to be closer to edge.

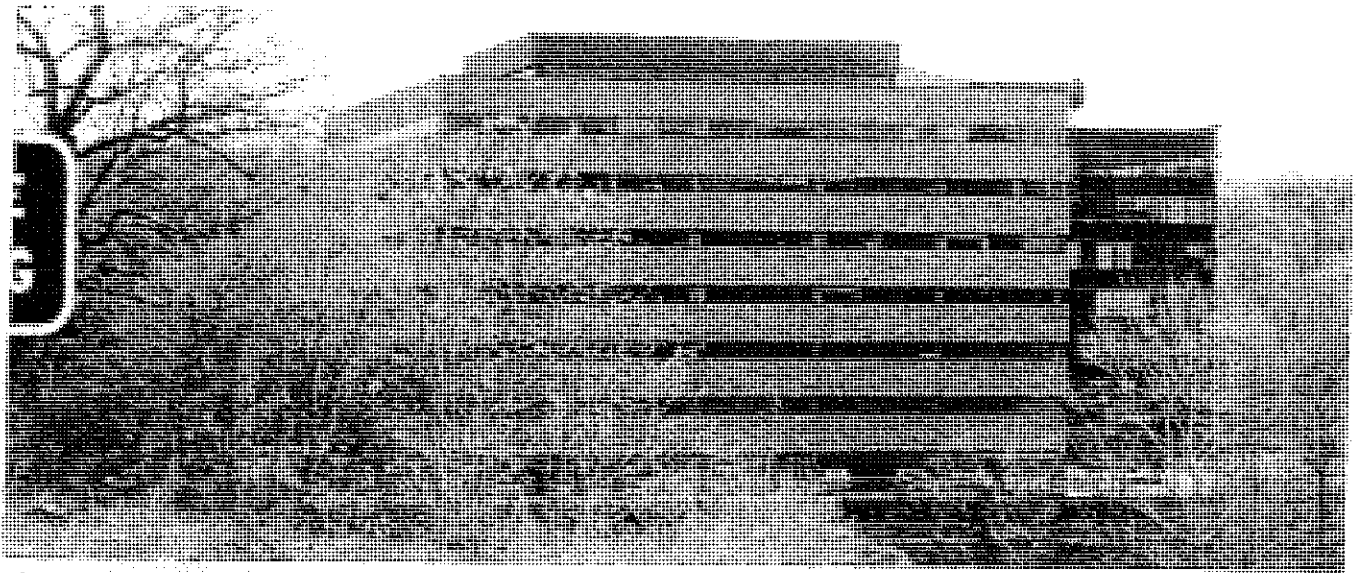
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

**4.6.5
2**

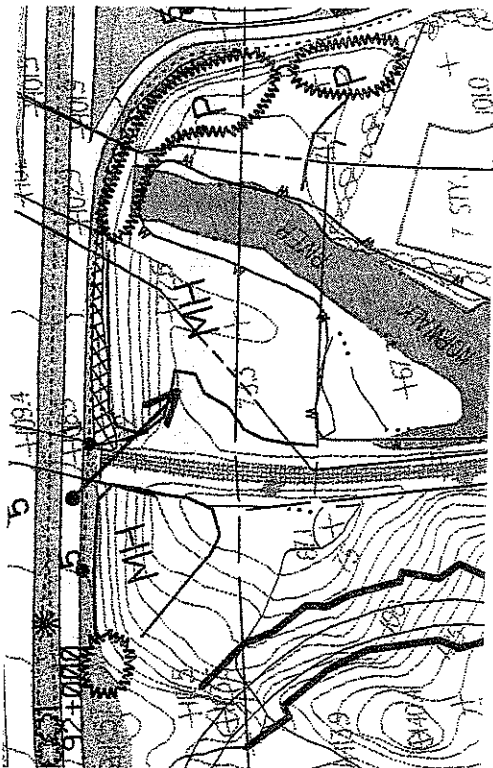
Edge Treatments
Enclosure and Screening

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 092+200

OFF-SITE VIEWS ADJACENT TO ROUTE 7 (NORTHBOUND)



Scale 1" = 200'

DESIGN ISSUE:

Screen off-site views:

- Areas of invasive/scrub growth
- Exposed views to adjacent development
- Regrading opportunity in conjunction with landscape screen to help conceal undesirable views
- Landscape with plant material appropriate to site and historic context
- Stagger plantings for informal layout

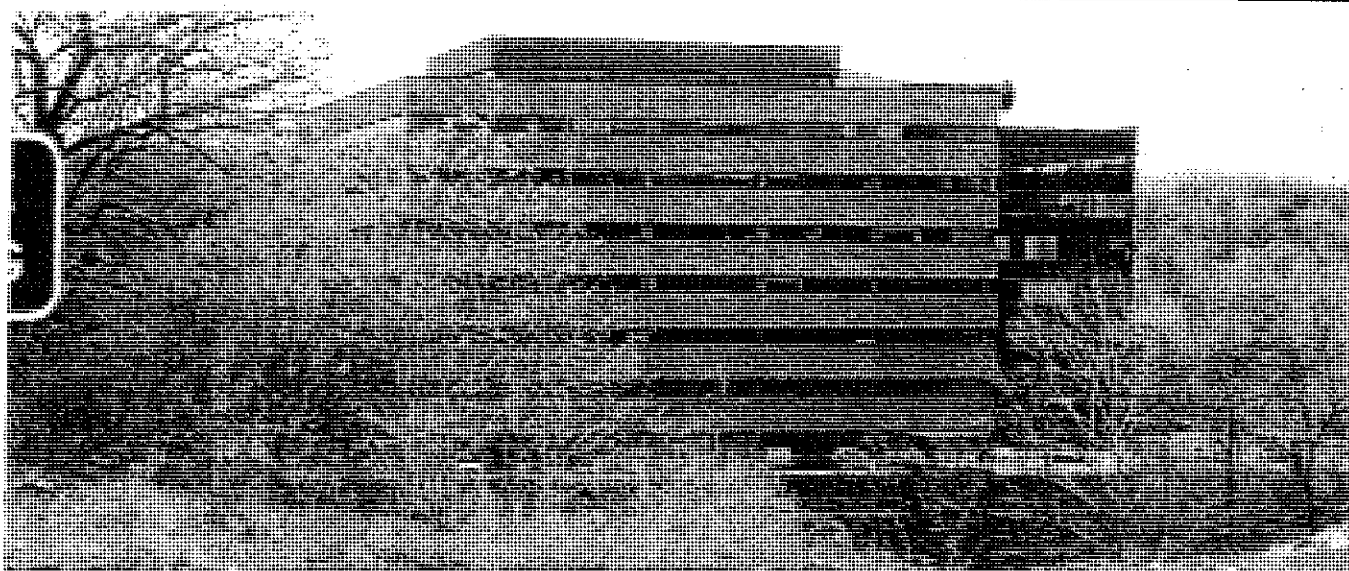
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

**4.6.6
1**

Edge Treatments
Screening Off-Site Views

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Raise grade and add deciduous/coniferous vegetation along face of slope.

RATIONALE:

Grading will help conceal views as plant material matures; plant layout must adhere to staggered layout down face of slope to edge of roadway for more naturalized appearance.

CONCERNS:

Length of time for maturation; may need additional guiderail at edge if planting area is too narrow.

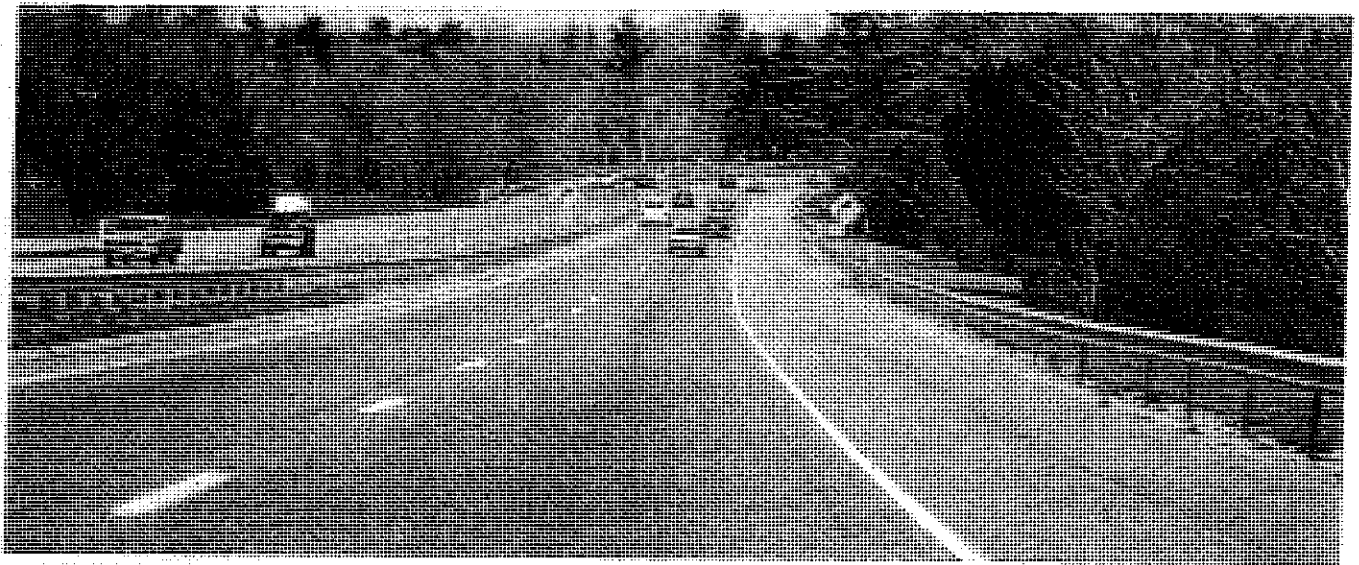
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.6.6
2

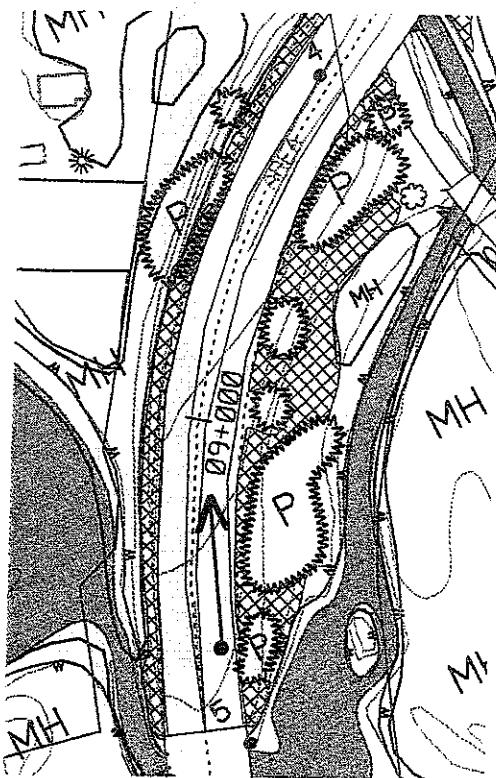
Edge Treatments
Screening Off-Site Views

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 008+750

LOOKING EAST PAST FORMER TOLL PLAZA



Scale 1" = 200'

DESIGN ISSUE:

Areas of widened pavement:

- There is a general need for pull-off opportunities along the Parkway
- Long stretches of widened pavement at the roadway edge is not consistent with either the original lane width or the Parkway character

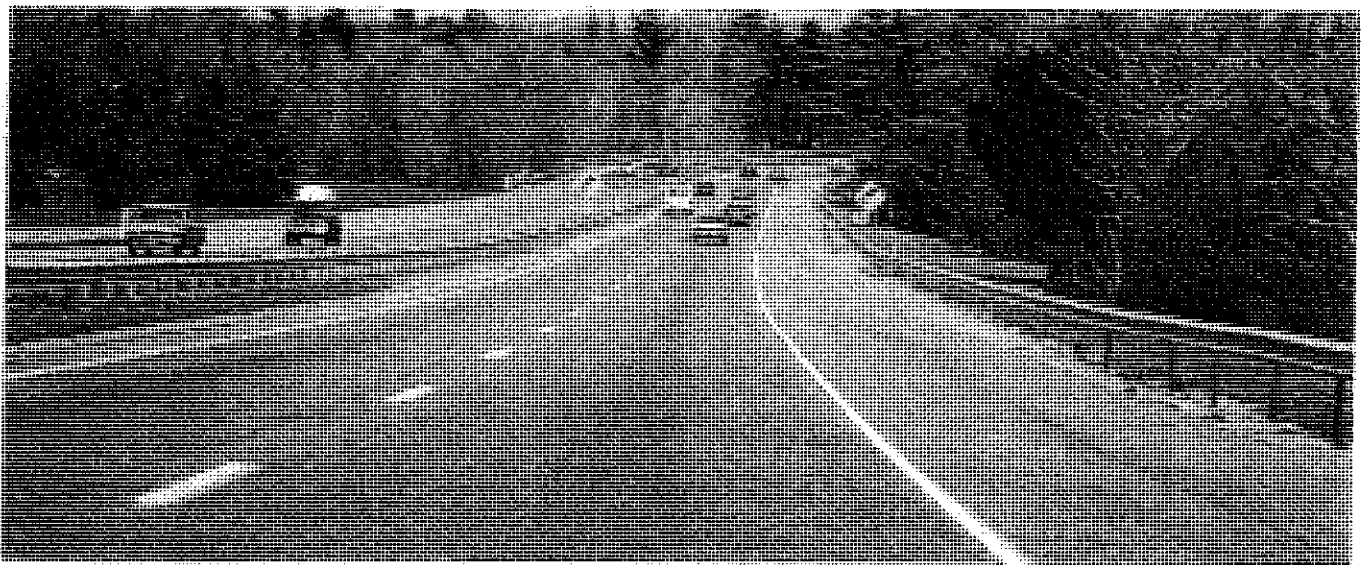
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

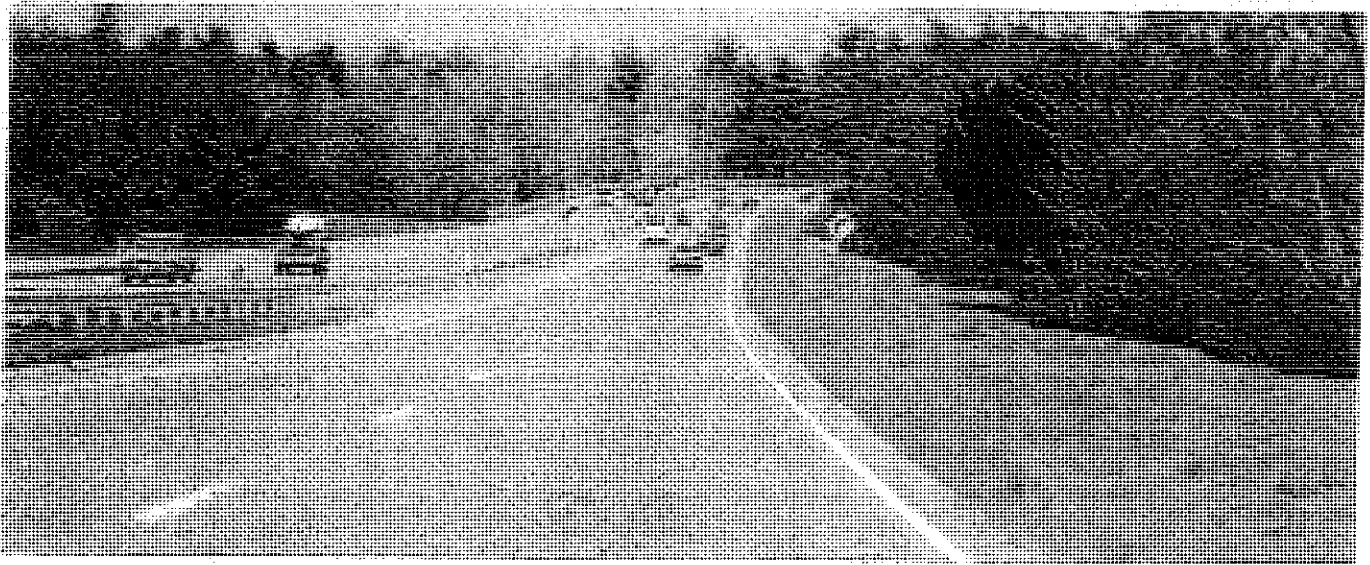
4.6.7
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Edge Treatments
Safety/Pull-Off Conditions

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Replace widened pavement with lawn, remove edge guiderail.

RATIONALE:

Level and open lawn area adjacent to road provides similar opportunity for pull-off, but more compatible with Parkway character. Guiderail could be removed where vegetation is kept back 30 feet from road edge.

CONCERNS:

Minimum increase in the amount of lawn to maintain.

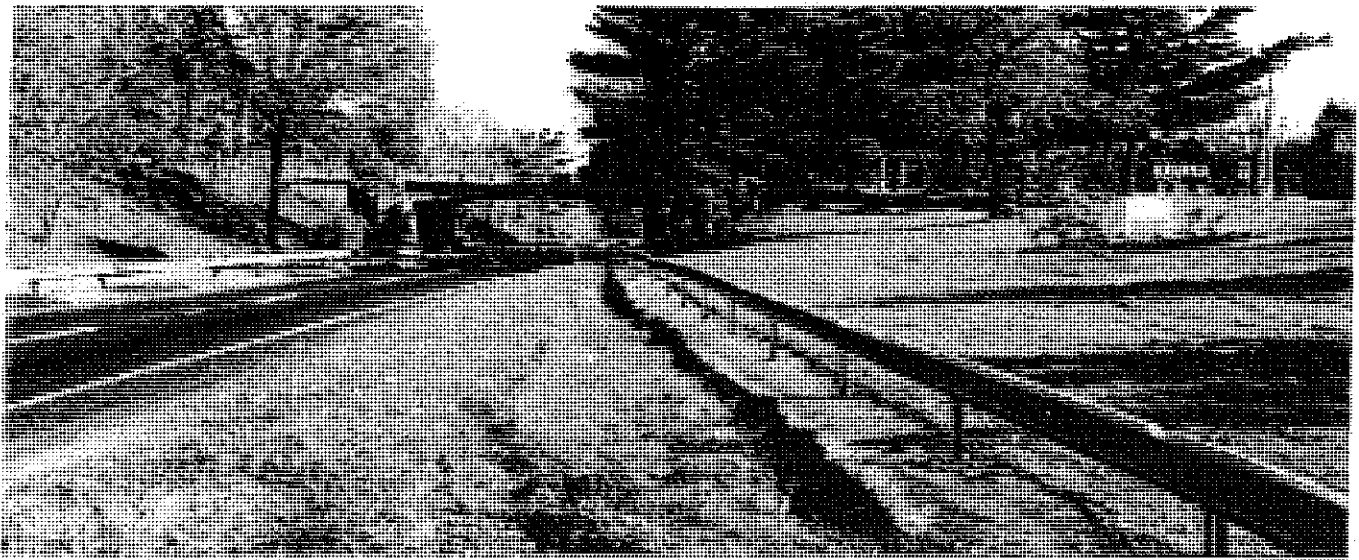
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.6.7
2

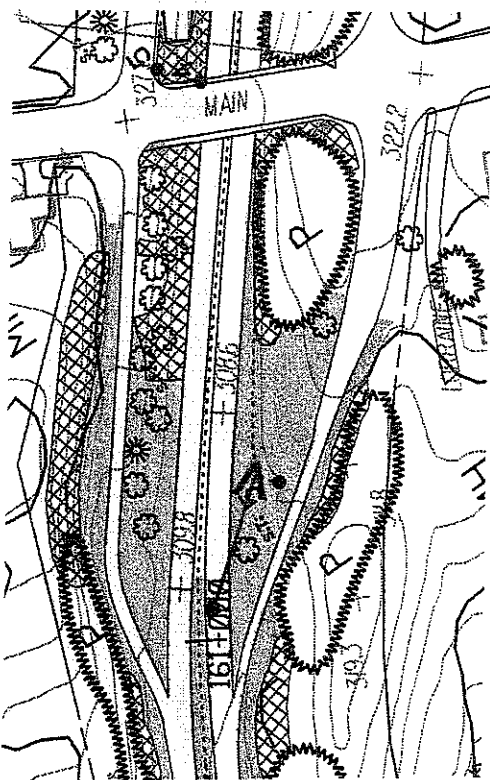
Edge Treatments
Safety/Pull-Off Conditions

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 161+150

MAIN STREET BRIDGE, LOOKING EAST



Scale 1" = 200'

DESIGN ISSUE:

Miscellaneous details at edge of Parkway:

- Inconsistent guiderail systems
- Possibility to remove sections of edge guiderail in areas of open landscape
- Community signs out of scale and not consistent with Parkway character

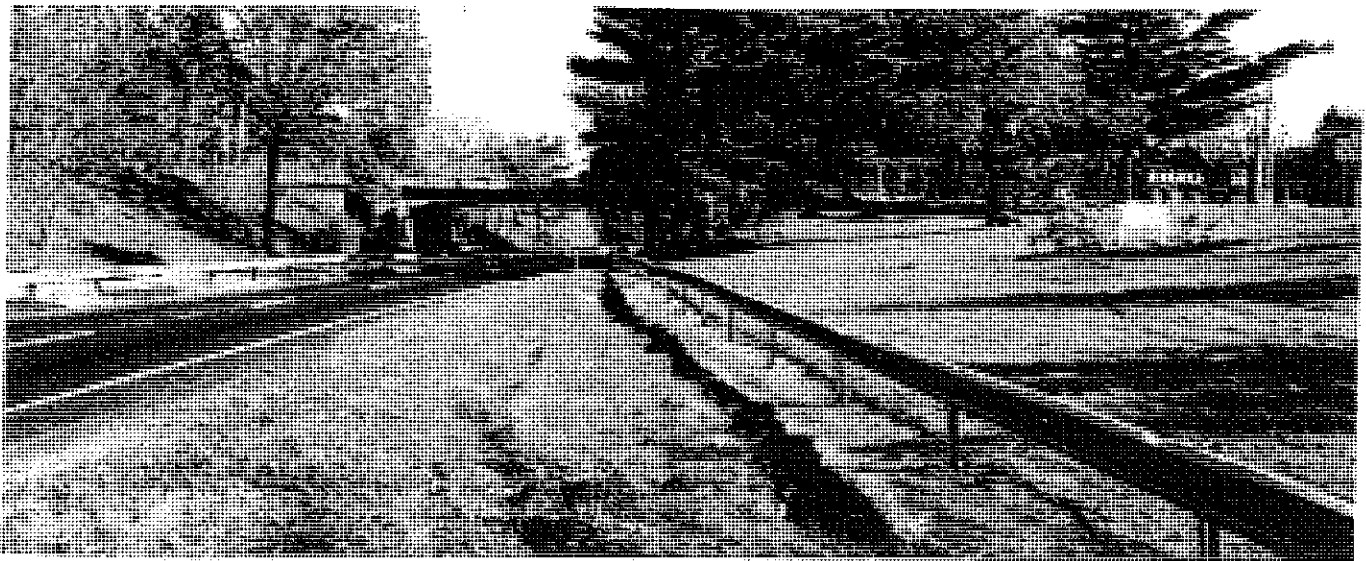
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.6.8
1

Edge Treatments
Edge Details

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Removal of miscellaneous roadside elements where not needed; re-establish lawn areas.

RATIONALE:

Remove edge details where not warranted (open grass areas) and remove inappropriate signage from main Parkway route.

CONCERNS:

Need to identify more appropriate community sign locations in final plan. Establish an "adopt-a-ramp" program for maintenance of local interchanges.

Merritt Parkway Landscape Master Plan State of Connecticut Department of Transportation	CONCEPT MANUAL	4.6.8 2
Edge Treatments Edge Details	Milone & MacBroom, Inc. Johnson, Johnson & Roy, Inc. Johnson Land Design Fitzgerald & Halliday, Inc.	

4.7 MEDIAN TREATMENTS

The most difficult challenge in the preparation of the Landscape Master Plan for the Parkway is selecting treatment for the median. While the problem is clear, the alternative solutions of balancing safety and aesthetics are not so evident. Given the varied dimension of the median, the vegetation, and the approach to bridges, several treatment combinations are likely. Whatever the treatment, such engineering details as deflection and terminal ends of guiderail and barrier systems must be included when selecting the median protection system.

The width of the median dictates the type of guiderail and barrier system. At one end of the spectrum, concrete barriers afford the greatest amount of safety in the narrowest space while a wood post and beam system, historically and visually appropriate for the Parkway requires a greater median width.

Vegetation in the median affects the overall visual quality of the Parkway. When the Parkway was built, there was an abundance of trees and shrubs in the median. Since then, many trees have been removed; some for safety reasons while others simply have not survived the harsh roadside environment. While it is extremely desirable to replace lost vegetation and to add canopy trees, new trees can only be planted where the median has sufficient width, at least 10-12 feet wide when protected only by guiderail. When protected by a barrier, trees can be installed in a narrower median, although such a system would increase maintenance.

Maintenance of the median vegetation is extremely difficult due to the irregular guiderail pattern (the "boats") and the safety needs of the personnel responsible for maintenance. When grass is located outside the guiderail, lane closure is required during the mowing process. When selecting new vegetation, consideration must be given to the location of the material and to the level of care required. Low maintenance grasses and the use of growth retardants may be used in lieu of the planting of ground cover or standard turf grasses and the installation of mulch. Shrub plantings are less desirable due to the increase in maintenance and intolerance to the roadway pollution.

The last significant median issue concerns the surface of the concrete barrier. Consideration should be given substituting a texture for the smooth "Jersey" barrier. A "Connecticut" barrier which reflects the stonewalls of the region or is a stylized version of the Parkway bridges would be a unifying element throughout the Parkway.

The primary objective for treating the median is to develop a unified guiderail/barrier system having a standardized location in relation to the edge of pavement. Toward that end, the following measures are appropriate treatments.

- Install a steel-backed wood beam guiderail system along both sides of the median where the median is at least five feet wide. This same guiderail should be used throughout the Parkway.
- The guiderail should be placed so that the posts are approximately two feet from the pavement edge in instances where curbing is not utilized. If curbing is to be used, then the face of the guiderail should be set at the back of the curb.
- The area between the guiderail post and edge of pavement should be paved with a material such as a unit paver or textured concrete in order to reduce maintenance.

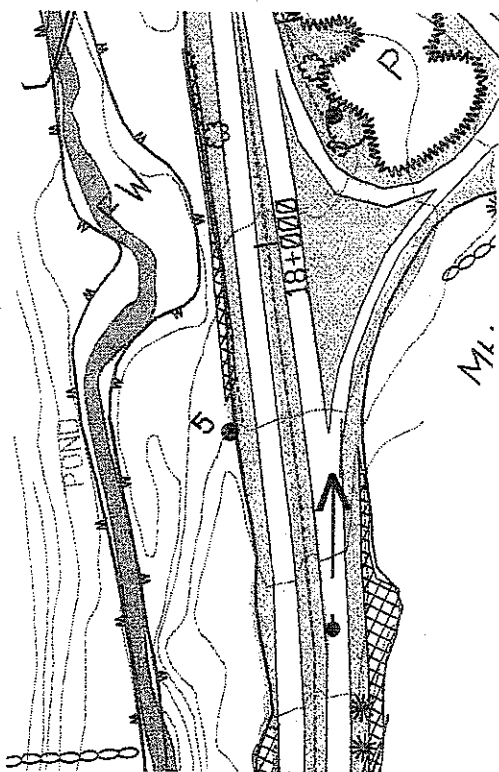
- A median barrier should be installed under all single-span bridges and extended to a point where the median becomes sufficiently wide to accommodate the guiderail system.
- The ground plane should be planted with cool-weather grasses (e.g. fescues) to minimize maintenance. Consideration should be given to using growth retardants on well-established lawn areas to further reduce maintenance.
- Where vegetation is deemed to be desirable in the median, the selected species should be compatible with the existing vegetation on each side of the Parkway.
- Hardy, low-maintenance herbaceous plant material should be installed where the median width becomes too narrow for trees to be planted or where mowing machines cannot be efficiently utilized, particularly in transition areas adjacent to barriers.

o3imp4.2



STATION 017+800

ROUND HILL ROAD LOOKING EAST



Scale 1" = 200'

DESIGN ISSUE:

Reduction of median trees; long open sections of median:

- Median trees have been removed and never replaced
- Long open sections of median lack variety of spatial sequence
- Use of trees in median consistent with original planting scheme for Parkway
- Plant type must be compatible with nearby plant community
- New median trees require new guiderail at edge of pavement

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.7.1
1

Median Treatments
Vegetation - Tree Addition/Framing Views

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Add trees to median where there is adequate width.

RATIONALE:

Bridge approach needs framing. Median trees break up the monotony of long stretches of open areas, reinforcing design identity of the Parkway.

CONCERNS:

Requires new guiderail at edge of median; increase in maintenance between guiderail.

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

**4.7.1
2**

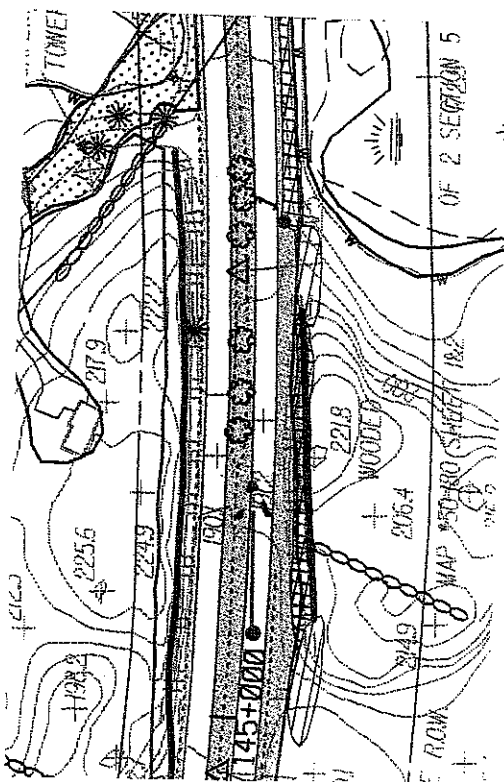
Median Treatment
Vegetation - Tree Addition/Framing Views

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 145+000

LOOKING EAST



Scale 1" = 200'

DESIGN ISSUES:

Reduction of median trees:

- Median trees removed and never replanted
- Need median trees to complete and enhance areas of enclosure
- Plant palette must be consistent with nearby plant community, i.e. carry the same vegetation across the roadway, including the medians

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.7.1
3

Median Treatments
Vegetation - Enclosure

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Add median trees to finish enclosure where there is sufficient width.

RATIONALE:

Historic precedent for trees in the median; already an area of enclosure and woods.

CONCERNS:

Plant material must be consistent with surrounding context of plant material for both sides of road.

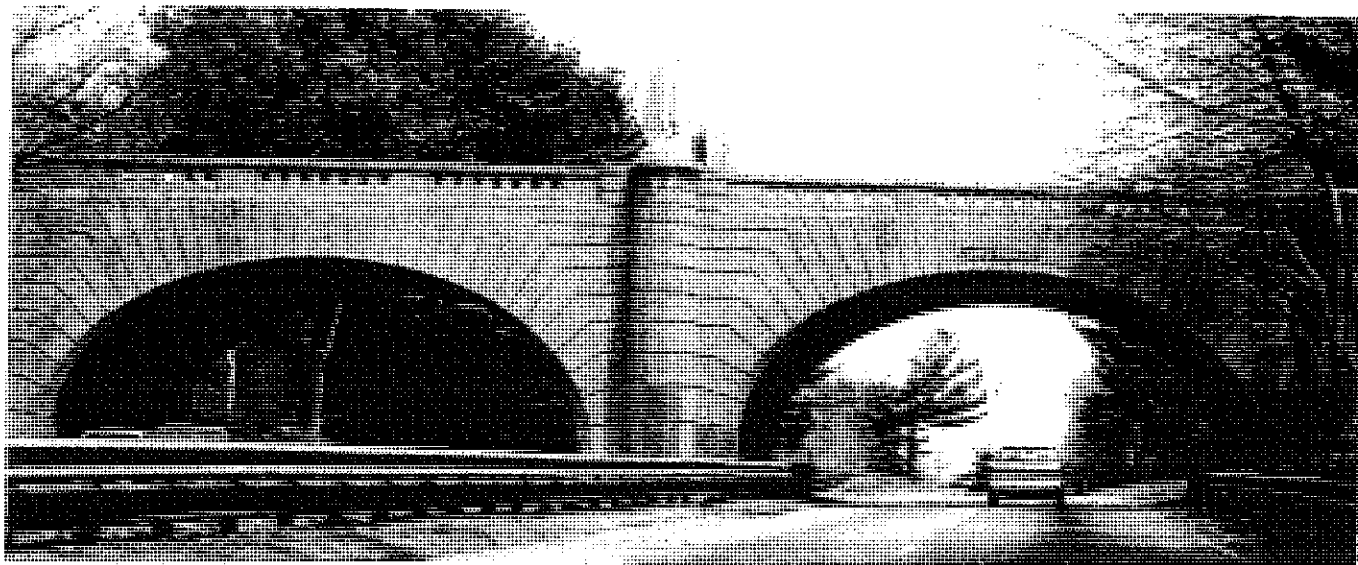
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.7.1
4

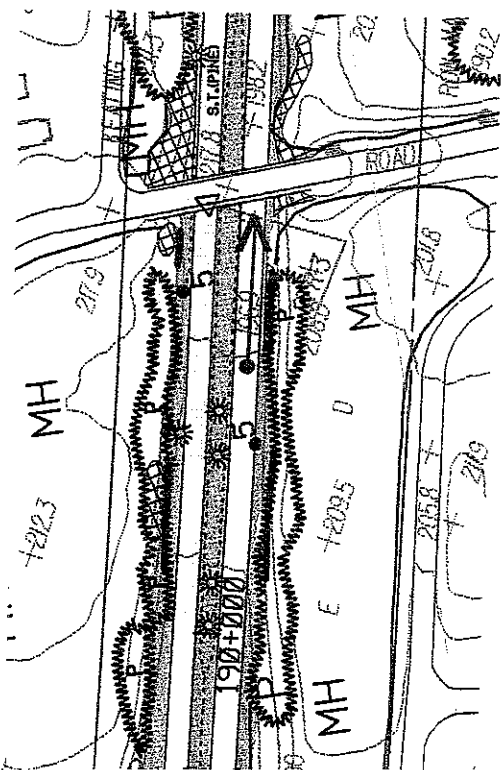
Median Treatments
Vegetation - Enclosure

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.



STATION 190+300

LOOKING NORTH TO JAMES FARM ROAD BRIDGE



Scale 1" = 200'

DESIGN ISSUE:

Median guiderail treatment at double arched bridges (areas of wide median):

- Type shown not consistent with historic Parkway character or earlier Parkway guiderail design
- Type shown not consistent with bridge architecture
- No consistent guiderail type at bridge medians throughout Parkway
- Safety concerns and protection for cars from striking center bridge pier
- Galvanized finish creates a bright or glaring surface in sunlight
- Significant maintenance behind guiderail required

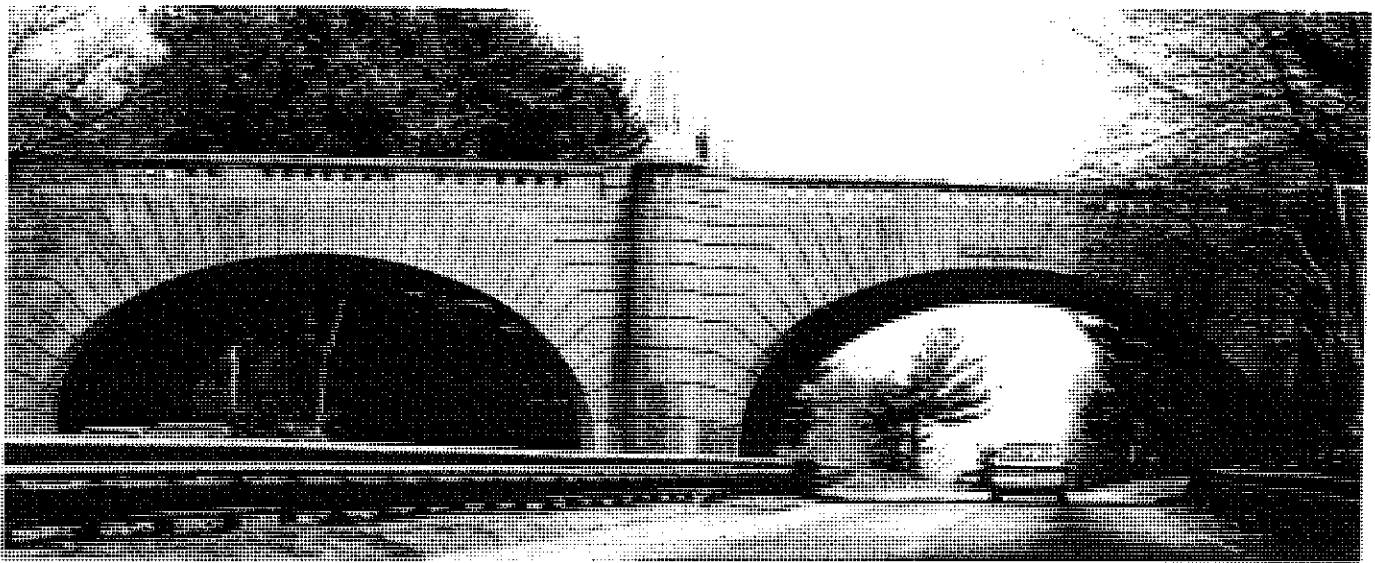
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

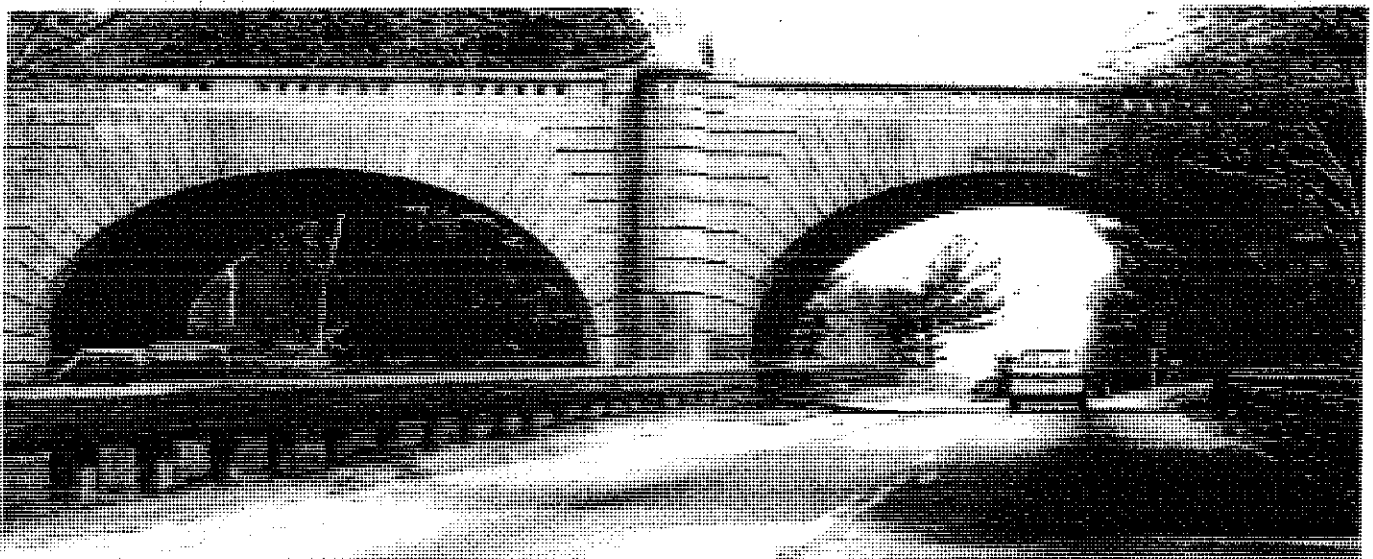
**4.7.2
1**

Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Steel-backed wood beam with wood posts.

RATIONALE:

More consistent with original Merritt Parkway design; more overall consistency with Parkway character and image.

CONCERNS:

Design and bulk of guiderail needs to incorporate all necessary safety criteria. Can only be utilized where median width is eight feet to provide for deflection. High cost to install and maintain.

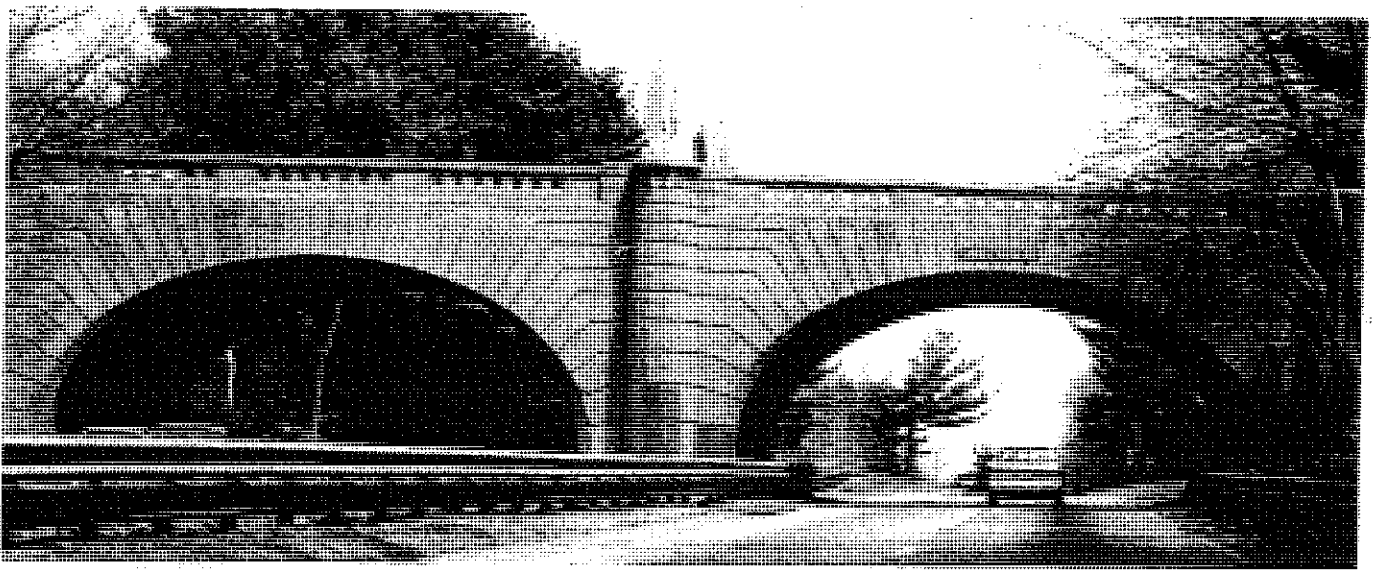
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

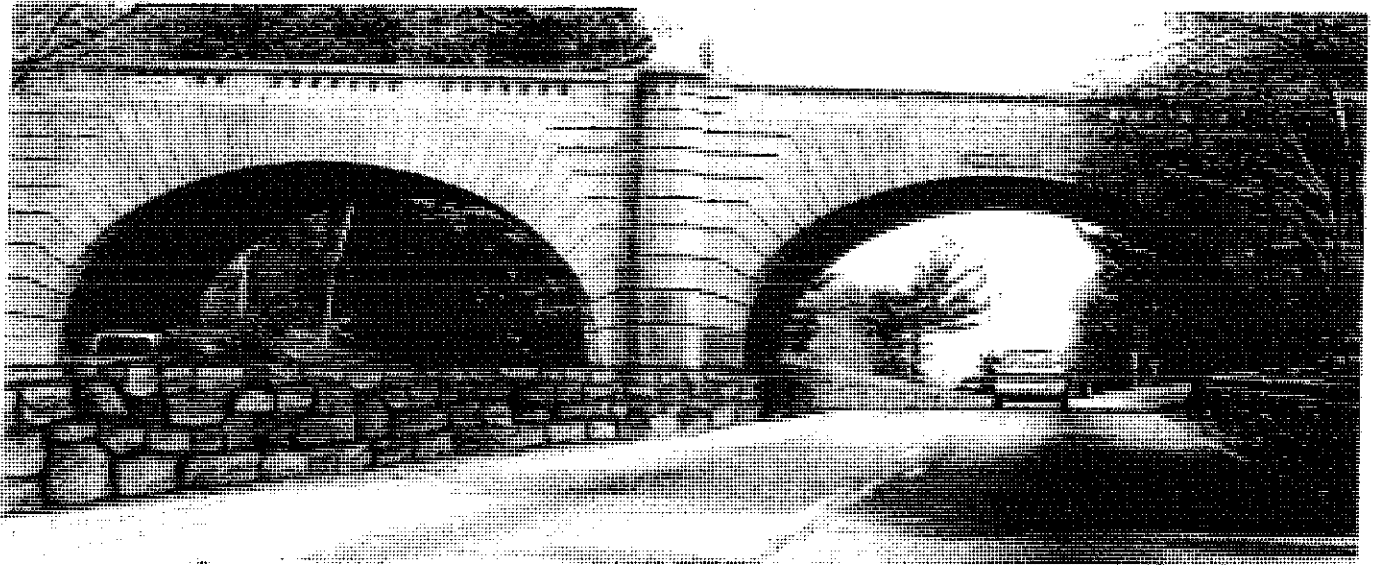
4.7.2
2

Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

"Faux" Connecticut stone wall barrier having uniform design throughout the Parkway utilized at all bridge underpasses.

RATIONALE:

Design is generally more "park-like" than plain barrier. Barrier design satisfies safety issues; consistent barrier style throughout median.

CONCERNS:

"Faux" Connecticut stone wall not as visually compatible with all bridge designs. Potentially higher cost of installation.

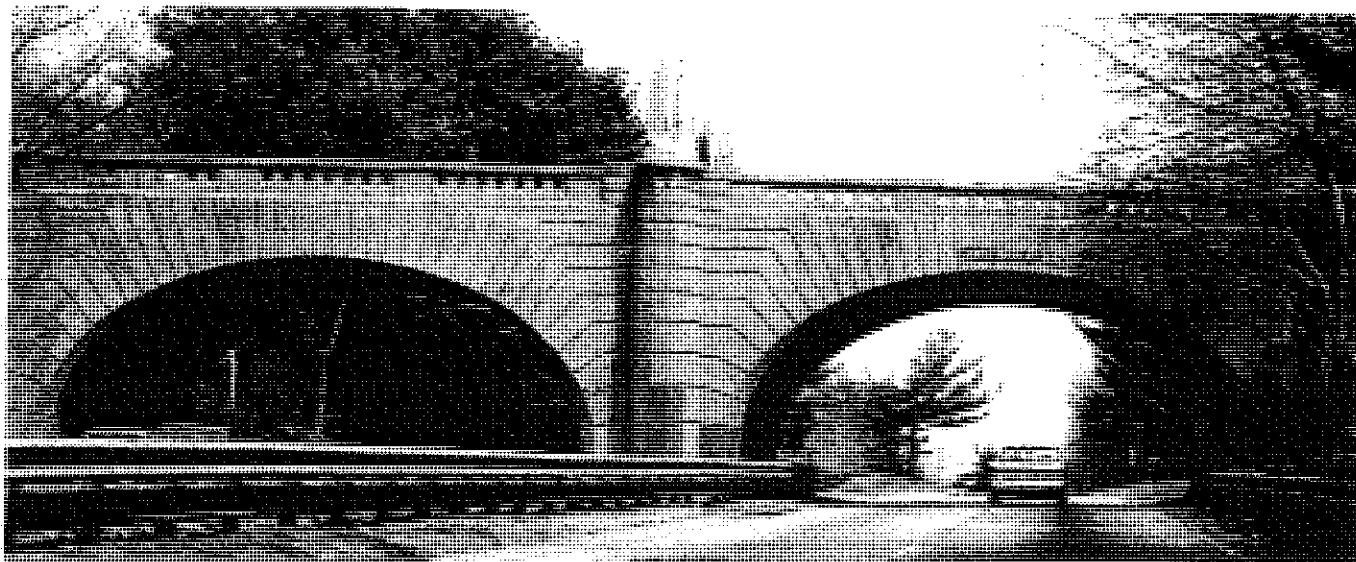
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

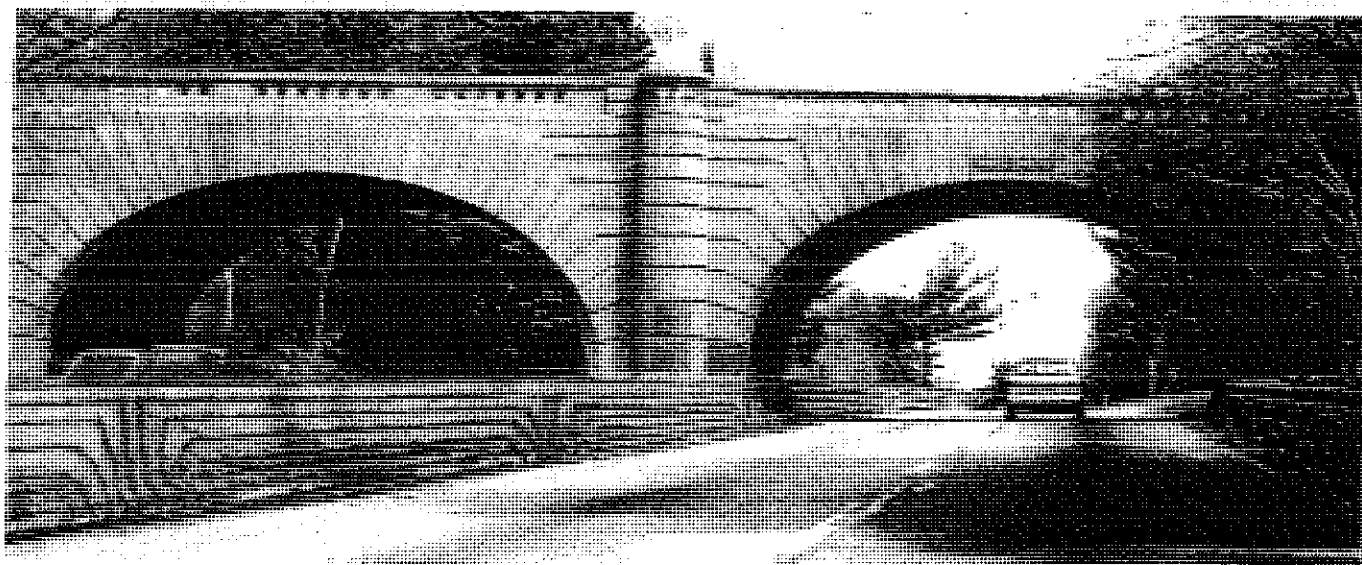
**4.7.2
3**

Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Designed concrete barrier having standard height unique to each bridge (both northbound and southbound approaches).

RATIONALE:

Reinforces unique architectural design of each bridge and enhances overall identity of Parkway.

CONCERNS:

Potential high cost design solution. Extension of the design detailing could dilute the overall visual impact of the bridge's architecture.

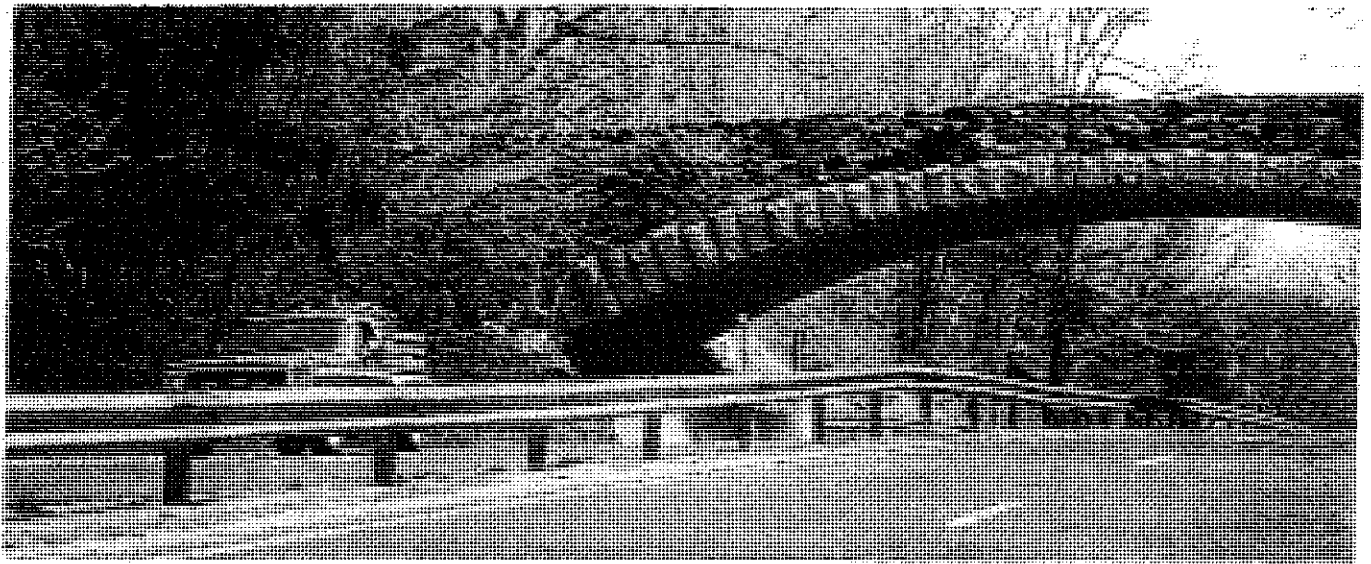
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

4.7.2
4

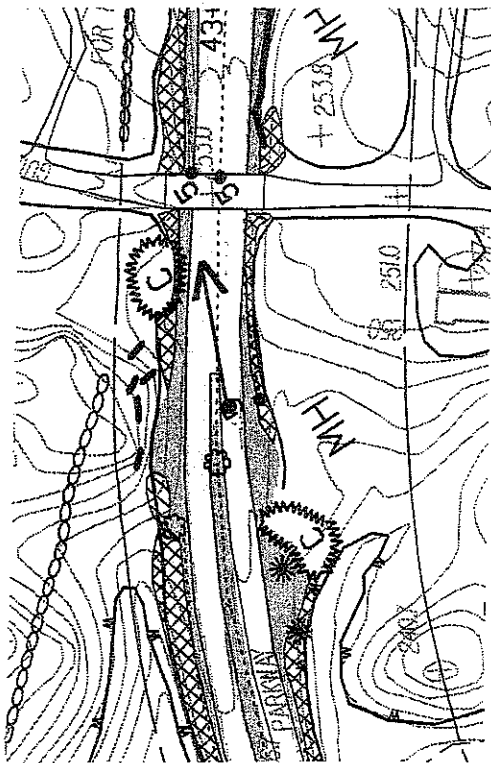
Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 042+500

GUINEA ROAD BRIDGE, LOOKING EAST



Scale 1" = 200'

DESIGN ISSUE:

Median guiderrail treatment at bridge underpasses with narrow median:

- Type shown not consistent with historic Parkway character or earlier Parkway guiderrail design
- Type shown not consistent with bridge architecture
- Median guiderrail not consistent throughout length of Parkway
- Safety and barrier concerns due to narrow median under bridge
- Galvanized finish creates a bright or "glaring" surface in sunlight
- Metal beam rail shows dents and moves out of alignment when struck
- High level of maintenance depending on ground surface under guiderrail
- Barrier/guiderrail must be designed to meet deflection and terminal standards.

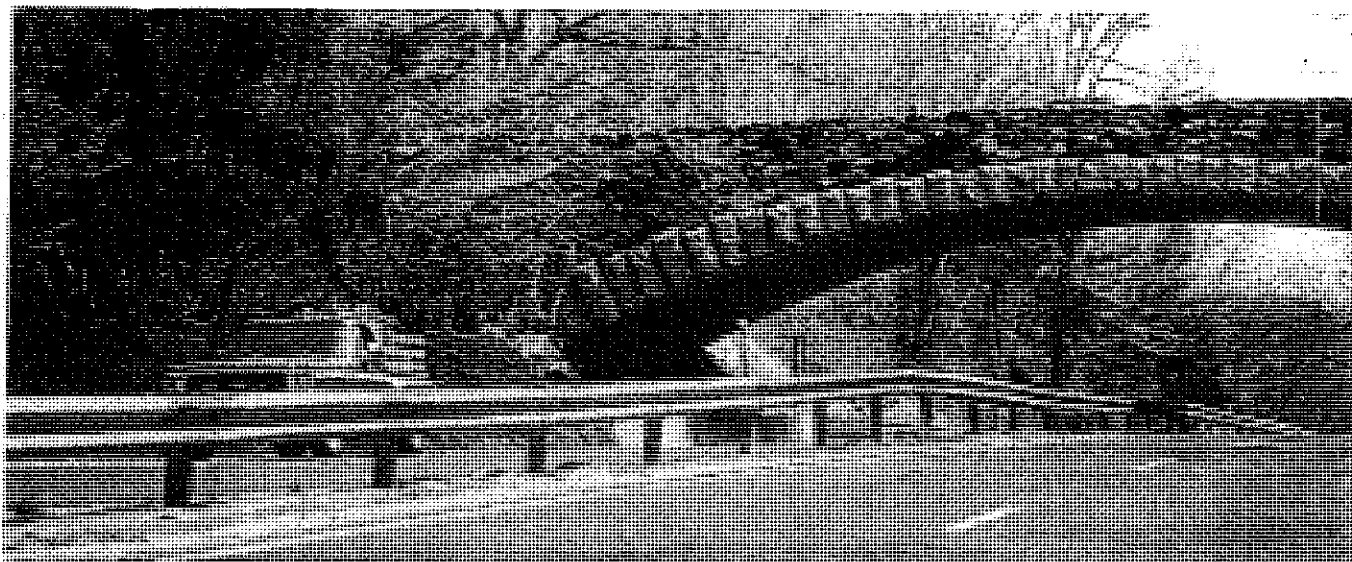
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

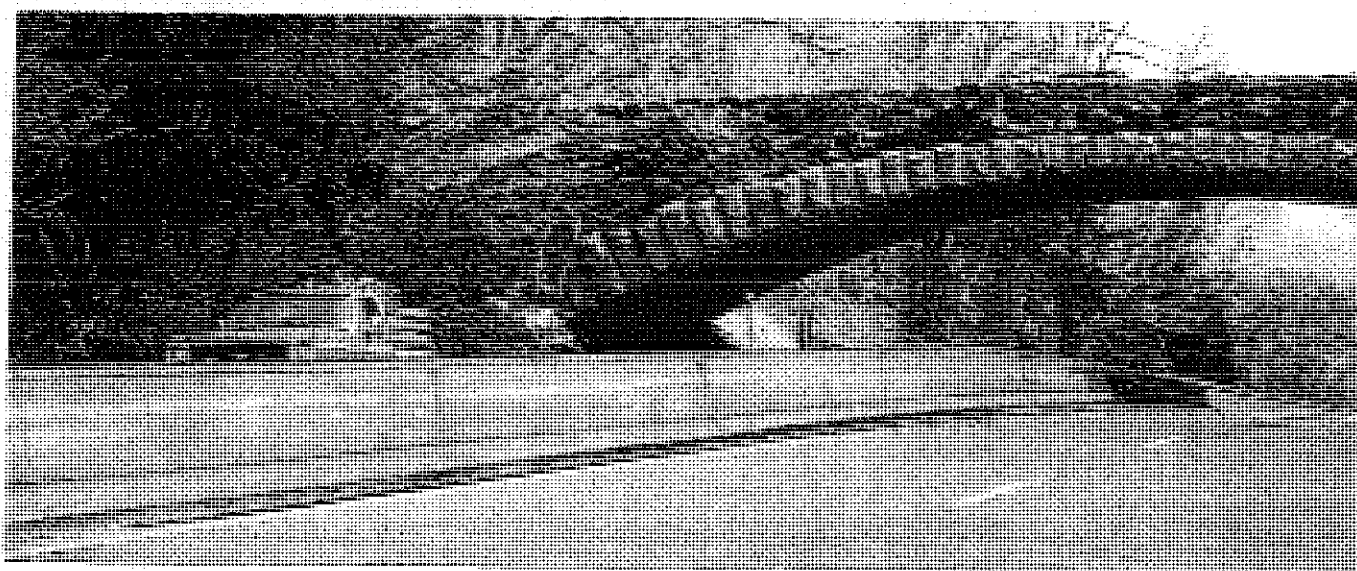
4.7.2
5

Median Treatments
Barriers and Guiderrails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Precast concrete barrier (plain/standard).

RATIONALE:

Addresses need for safety barrier in areas of narrow median (zero deflection).

CONCERNS:

Not in keeping with Parkway character or with historic guiderail design; visually detracts from "park-like" setting.

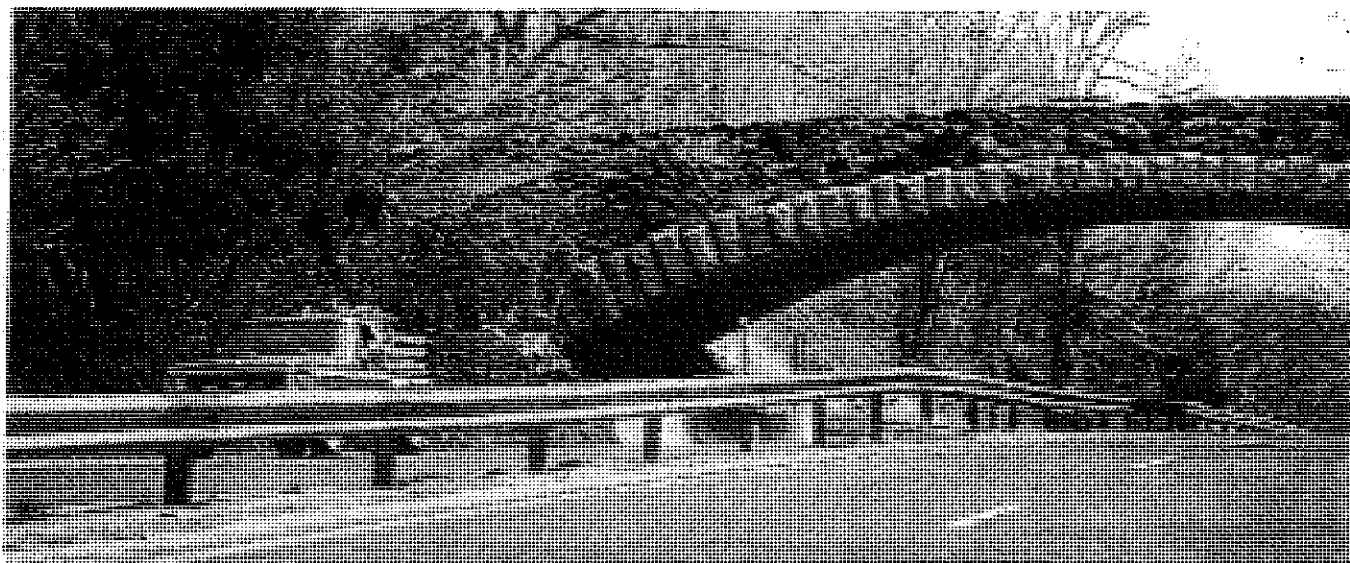
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

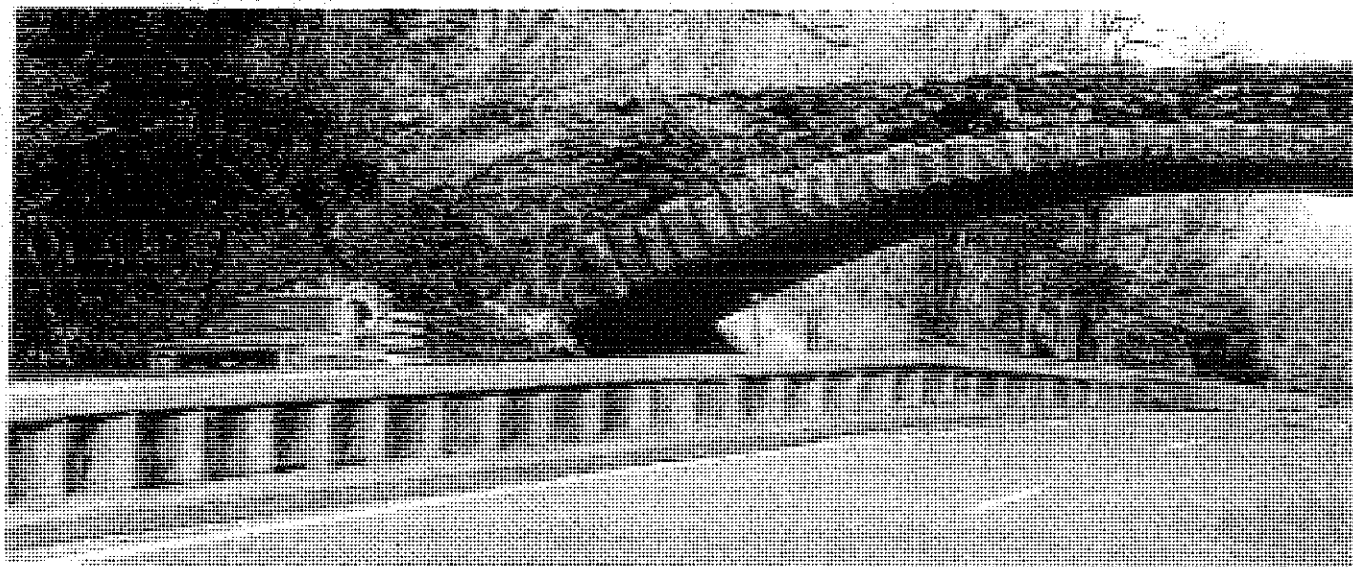
4.7.2
6

Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

A concrete barrier having a uniform design throughout the Parkway utilized at all bridge underpasses.

RATIONALE:

Addresses safety concerns in areas of narrow median (zero deflection).

CONCERNS:

A unified design may be incompatible or incongruous with some of the individual bridge detailing.

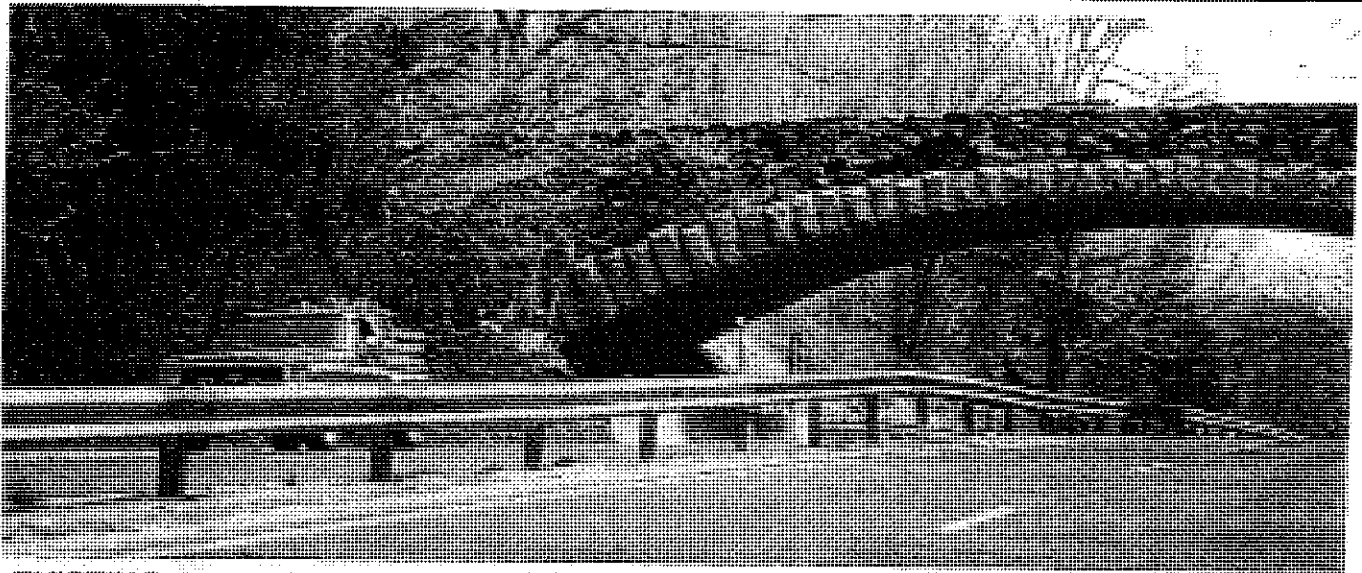
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

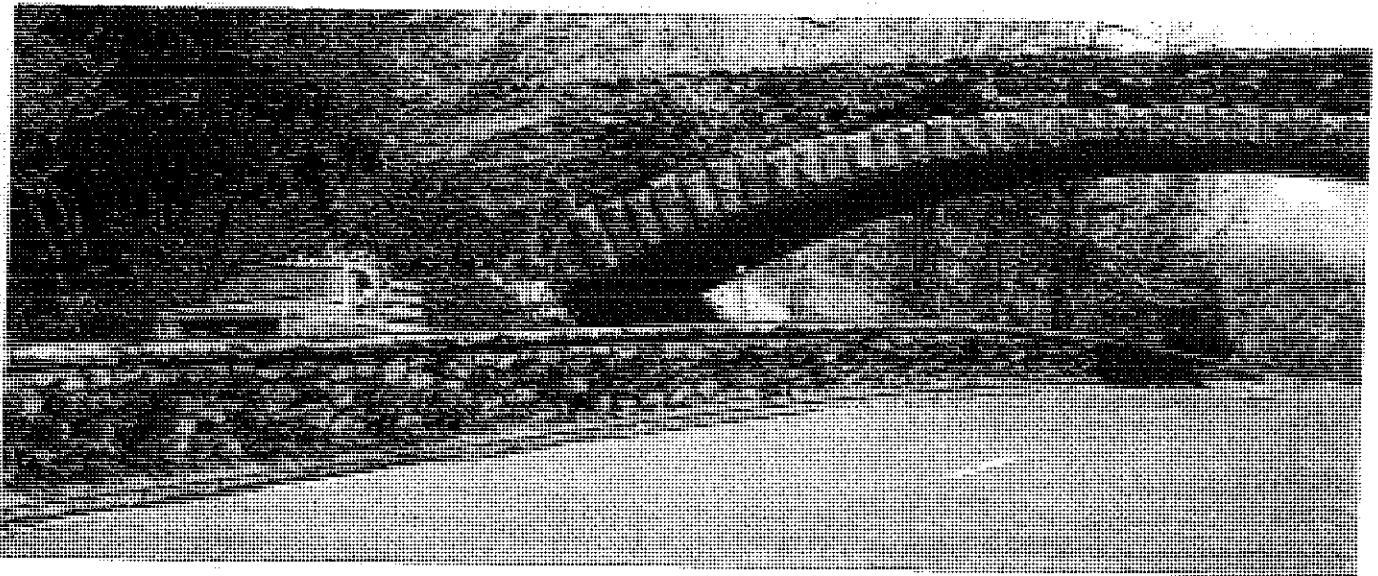
4.7.2
7

Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

"Faux" Connecticut stone wall underpasses - or a specific design only for Guinea Road and other stone faced bridges.

RATIONALE:

Combines barrier safety with a more "park-like" appearance reflecting of the region's low fieldstone walls.

CONCERNS:

Possibly less compatible in appearance with classically-designed bridges. Potential higher cost if custom designed for only a few bridges.

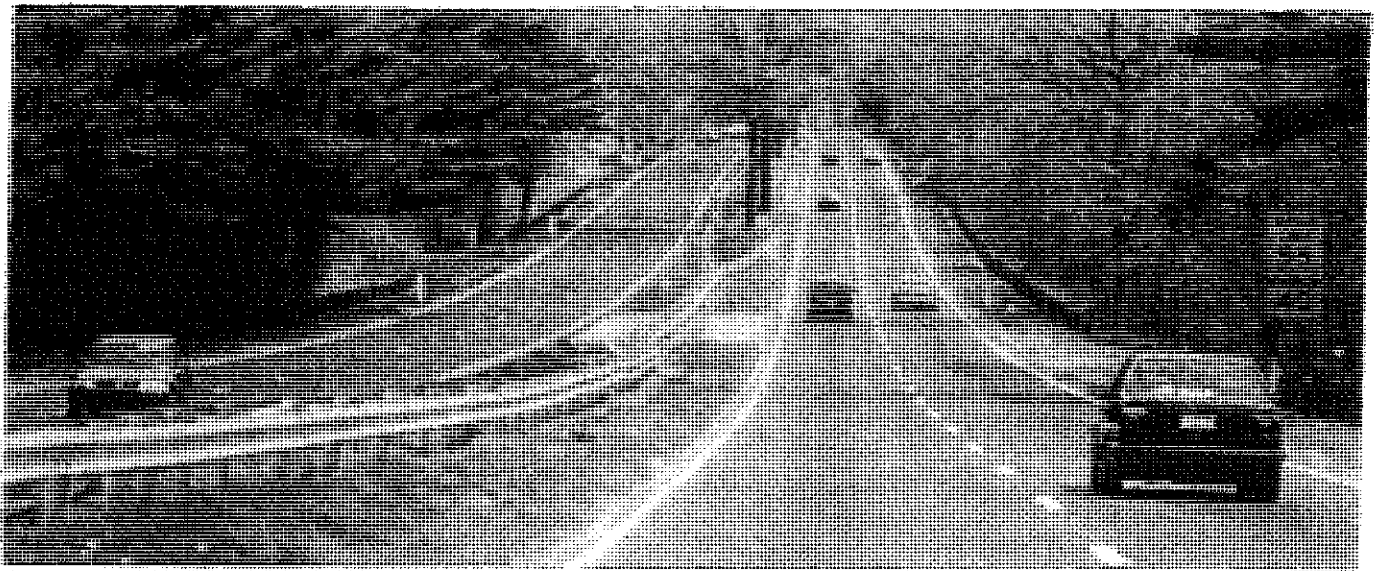
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.7.2
8

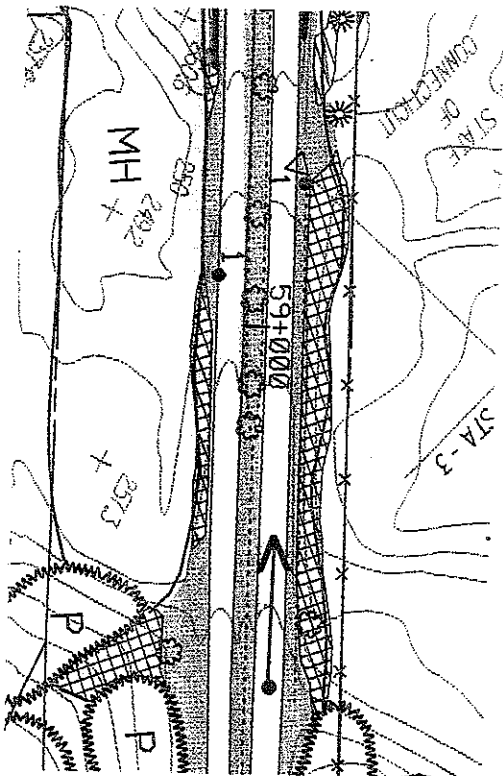
Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 058+800

WEST OF NEWFIELD AVENUE



Scale 1" = 200'

DESIGN ISSUE:

Irregular or inconsistent guiderail layout in wide median (median boats):

- Inconsistent layout/location of median guiderail
- Center layout precludes planting additional median trees
- Irregular alignment and glare from galvanized steel distracting, particularly on long downhill views
- Curvature of widened guiderail layout around trees too abrupt, often an irregular curve
- Guiderail type not consistent with Parkway image or original Parkway guiderail design
- Maintenance issues in median adjacent to guiderail

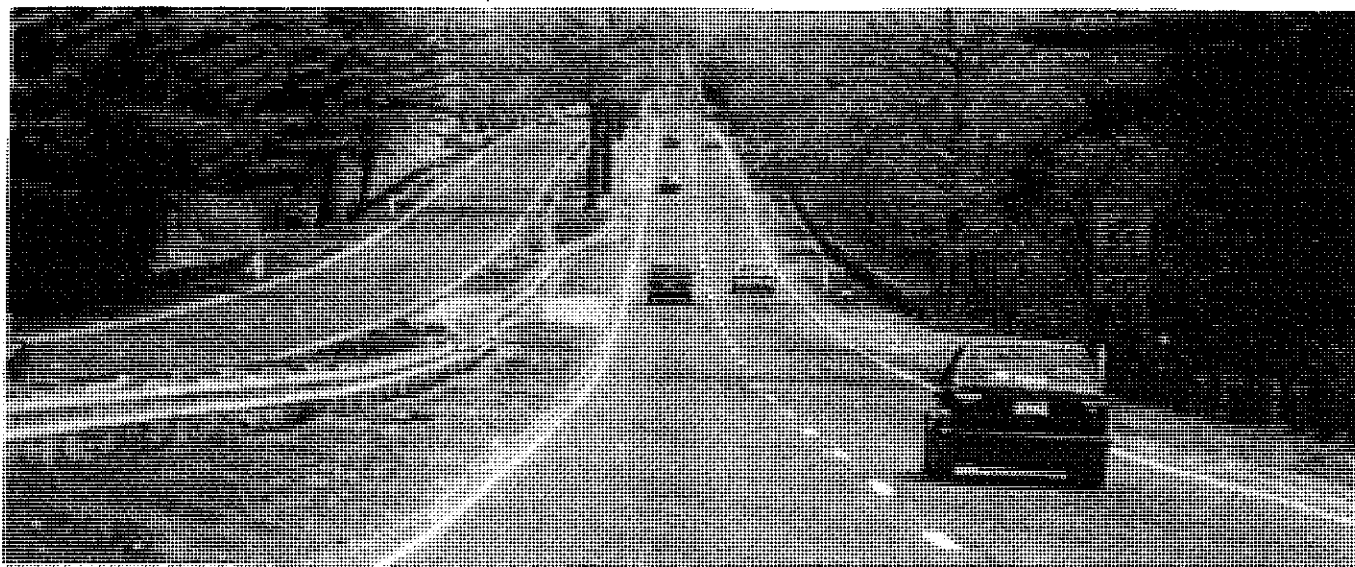
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

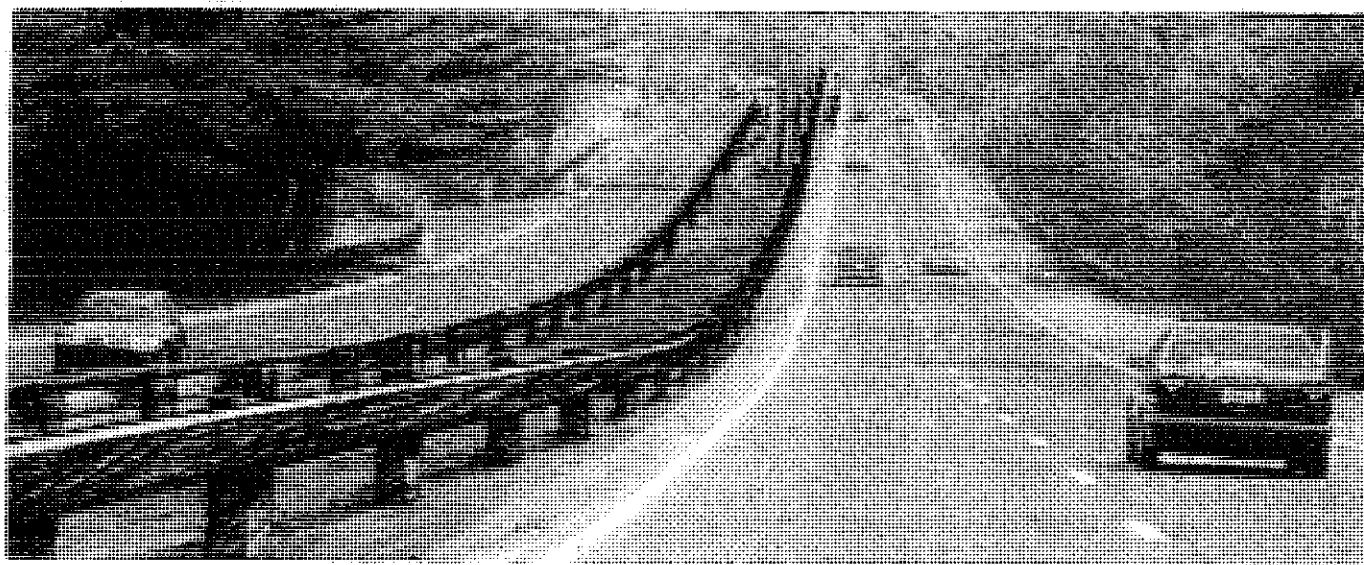
4.7.2
9

Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Steel-backed wood beam guiderail pulled to edge.

RATIONALE:

Consistent layout/alignment least visually disruptive, most flexible for adding median trees. Guiderail type most consistent with Parkway character and original Merritt guiderail design.

CONCERNS:

Maintenance concerns with mowing behind and along outer edge of guiderail.

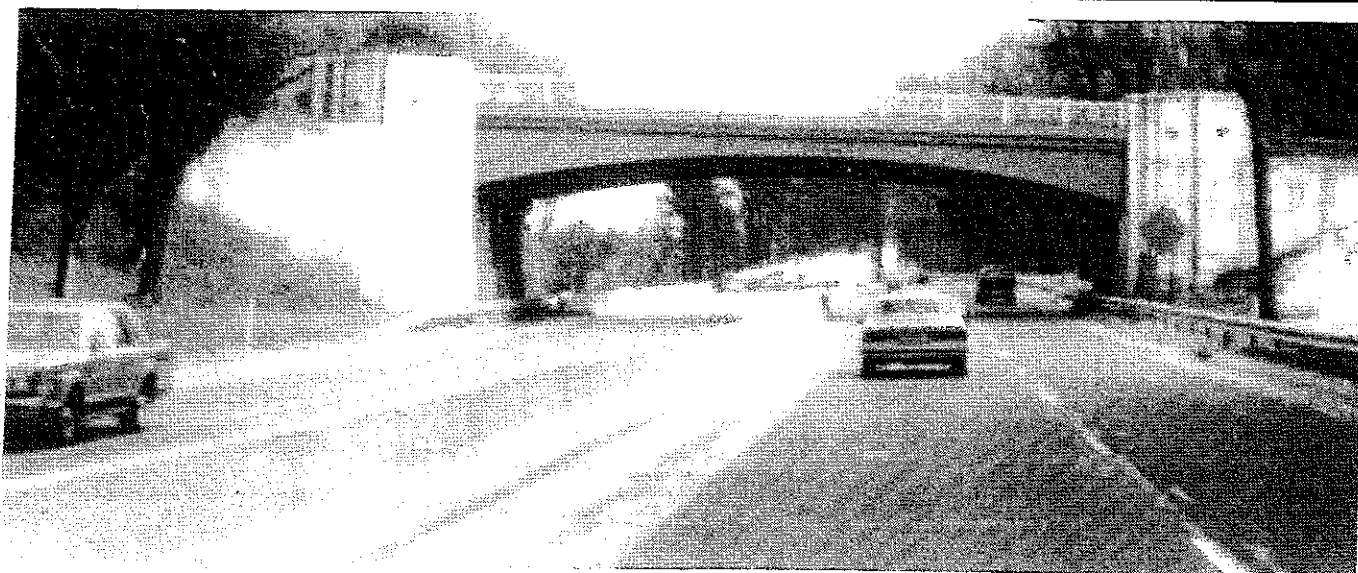
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

**CONCEPT
MANUAL**

**4.7.2
10**

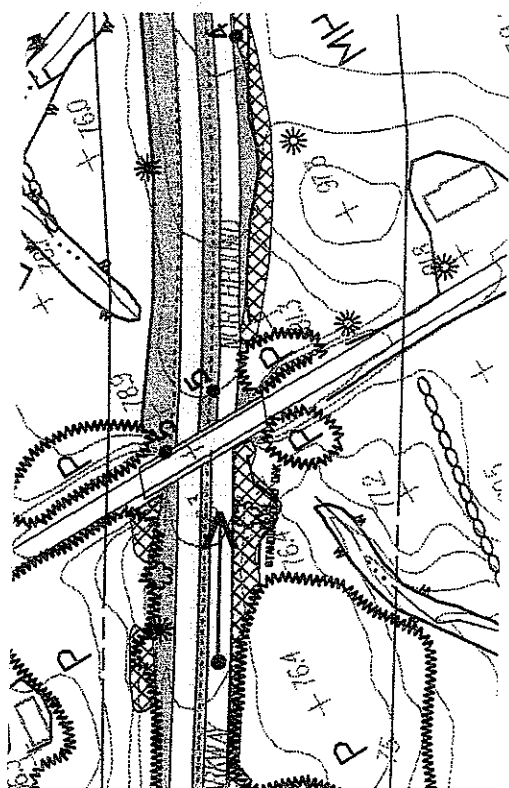
Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 112+225

LOOKING NORTH AT CLINTON AVENUE BRIDGE



Scale 1" = 200'

DESIGN ISSUE:

Median guiderail treatment (narrow median with existing concrete barrier):

- Type shown not consistent with historic Parkway character or earlier Parkway guiderail design
- Median barrier not consistent over length of Parkway
- Plain barrier lacks design relationship with bridge architecture details
- Concrete barrier meets safety criteria.

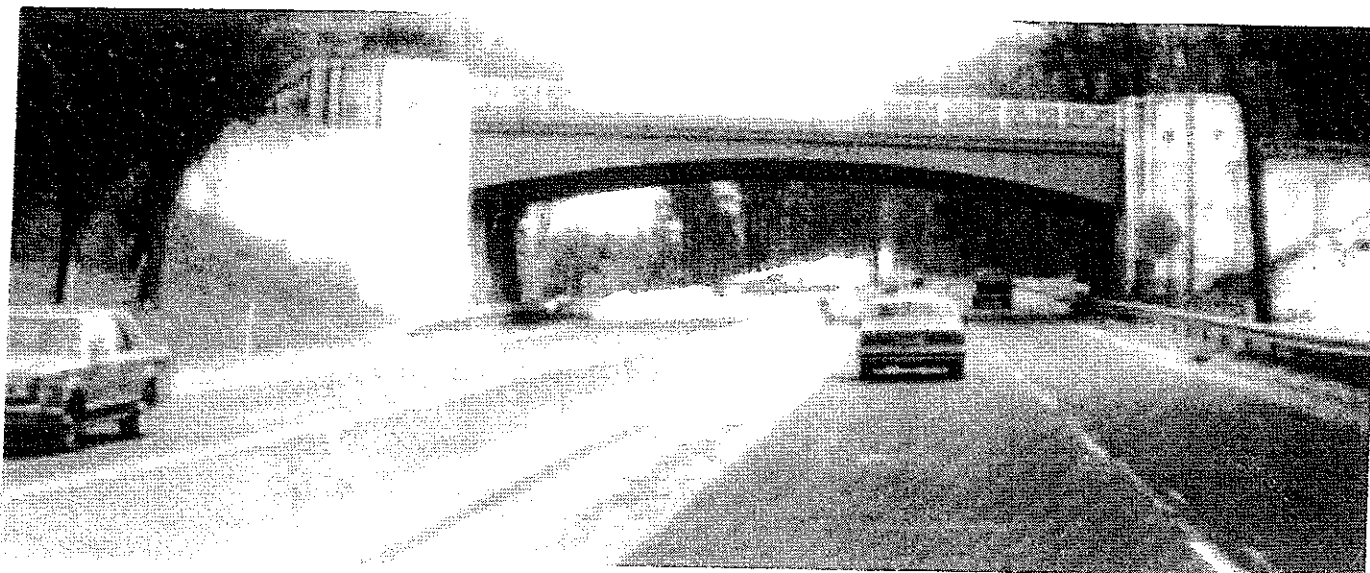
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

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MANUAL**

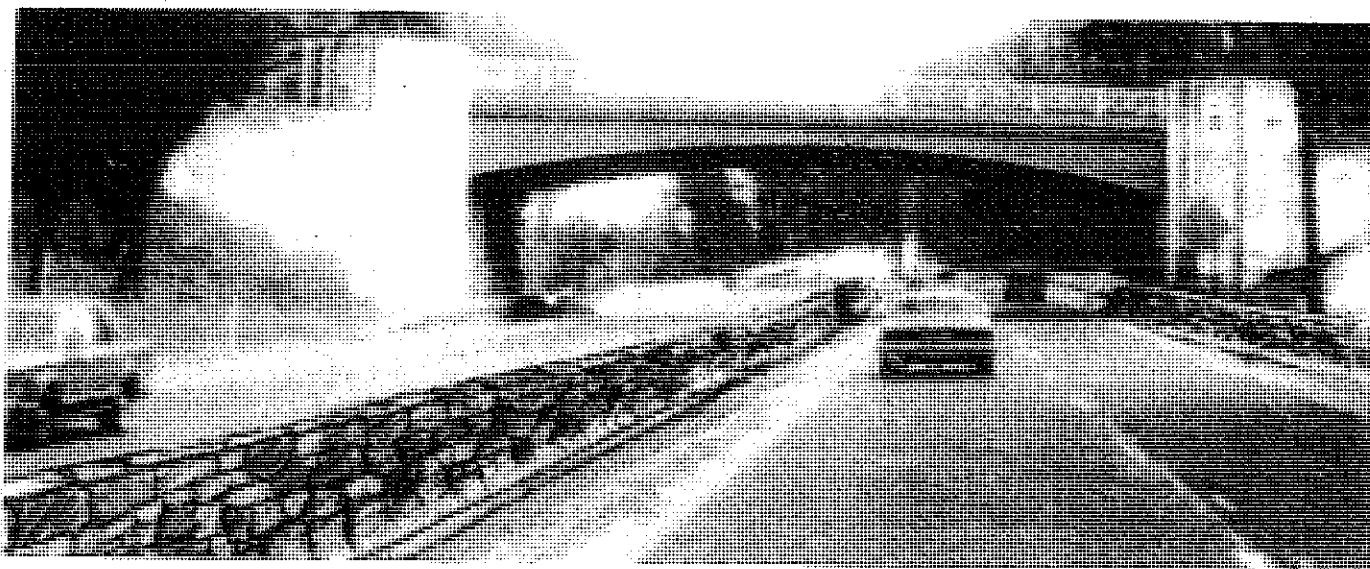
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11

Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Replace with "faux" Connecticut stone wall barrier (precast embossed concrete).

RATIONALE:

More "park-like" in character and reflecting of the region's stone walls while still meeting engineering and safety standards.

CONCERNS:

Barrier design may not be uniformly compatible with each bridge design.

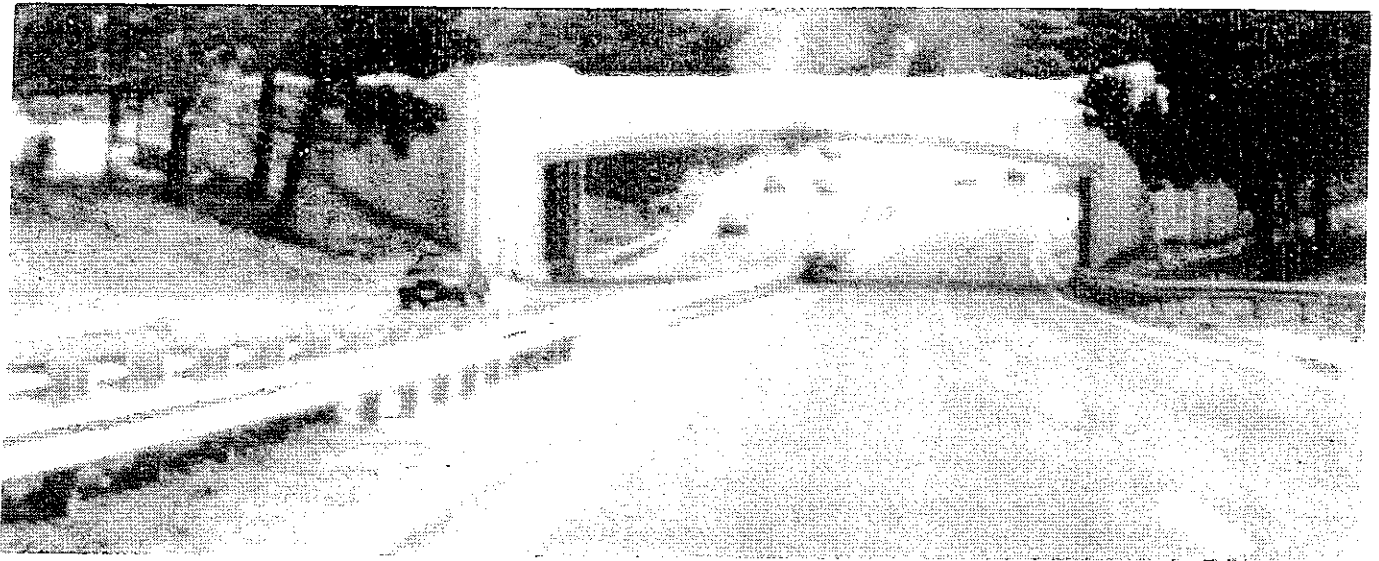
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.7.2
12

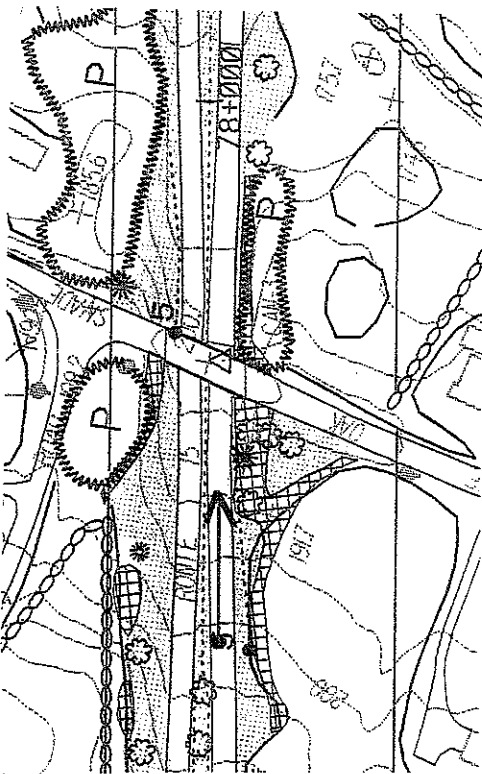
Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday, Inc.



STATION 077+370

LOOKING NORTH TO WHITE OAK SHADE BRIDGE



Scale 1" = 200'

DESIGN ISSUE:

Median guiderail treatment at transition points from wide to narrow medians:

- Type shown not consistent with historic Parkway character or original guiderail design
- There is no consistent transition treatment throughout length of Parkway
- Median guiderail tends to get knocked out of alignment - visually distracting
- Guiderail in center of wide median precludes installation of median trees
- Final design solution may require transitional design treatment between two types of guiderail/barrier systems

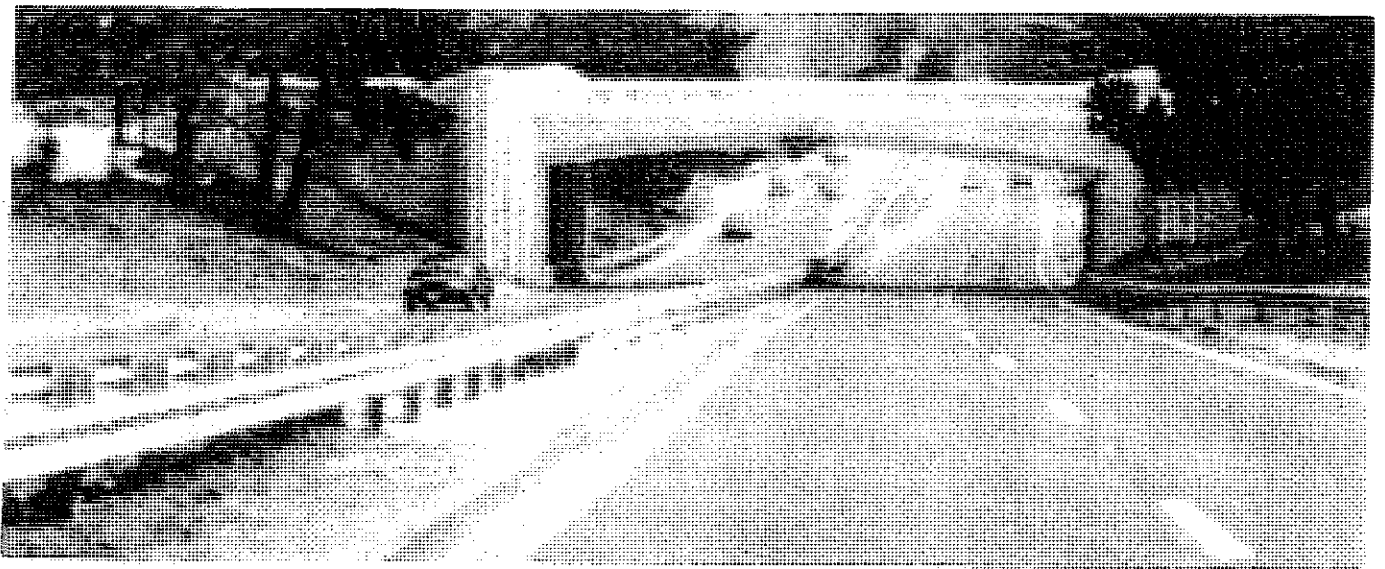
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

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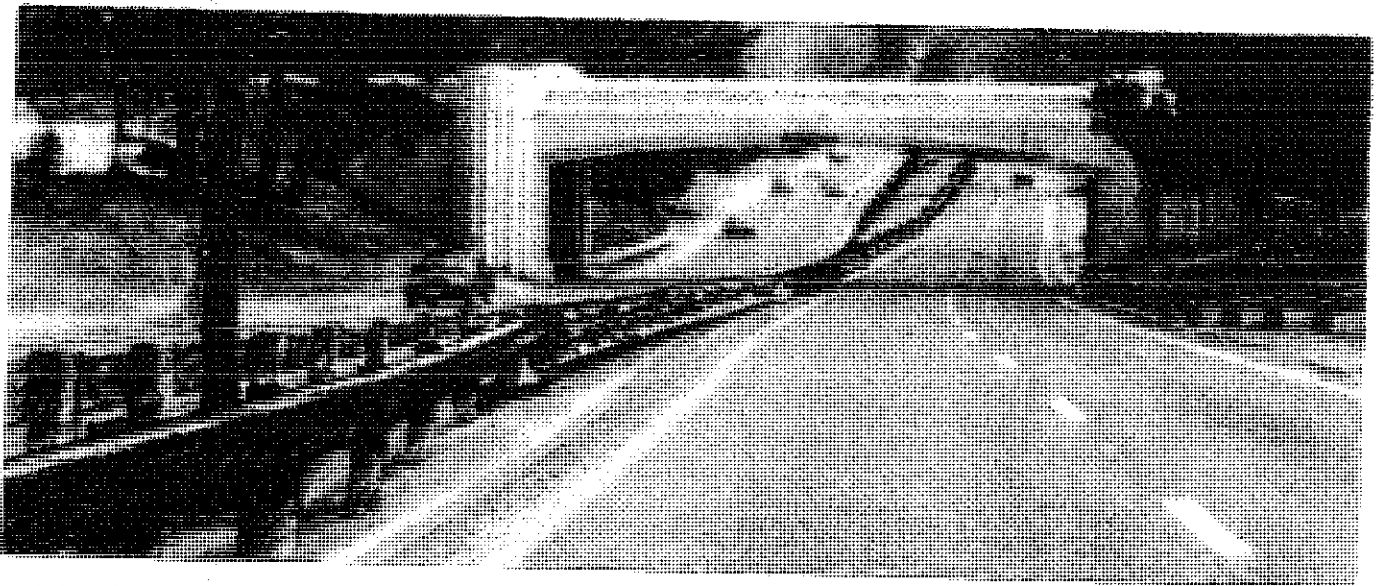
4.7.2
13

Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Guiderail transitioned to "faux" Connecticut stone wall barrier beneath bridge.

RATIONALE:

Guiderail at edge of median may allow for additional median trees at bridge approaches where there is adequate width; transition to "faux" Connecticut stone wall at narrow median addresses safety concern.

CONCERNS:

"Faux" Connecticut stone wall barrier more "park-like" in general context, but may be less compatible with certain bridge designs; barrier terminal end must meet safety criteria.

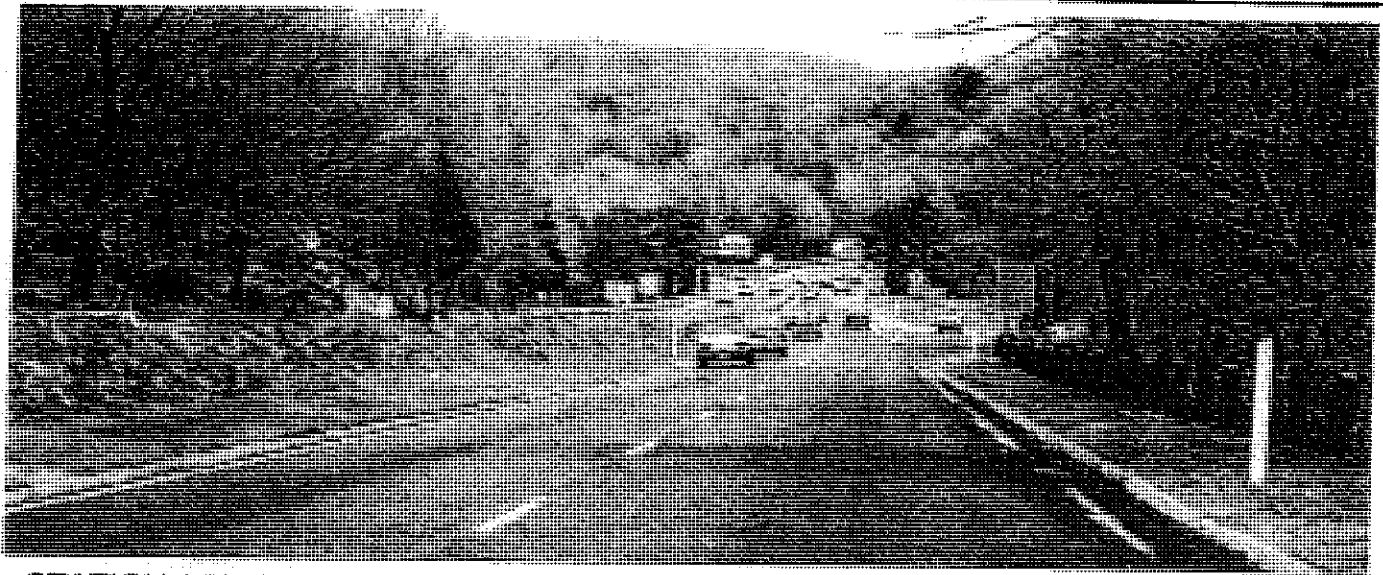
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

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MANUAL**

**4.7.2
14**

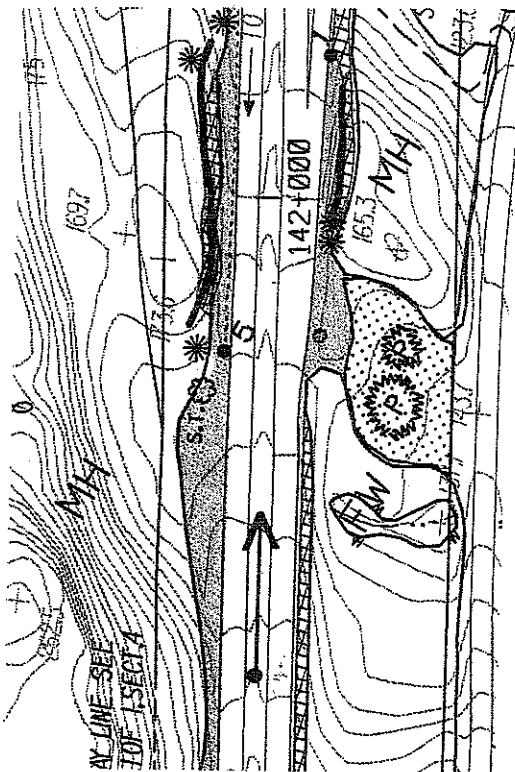
Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STATION 141+470

LOOKING NORTH TO EXIT 44



Scale 1" = 200'

DESIGN ISSUE:

Bermed median (unique condition along Parkway):

- Berm treatment not consistent with any other section of the Parkway median
- Median condition and slope of berm create maintenance problems
- Irregular surface of grass and mulch visually distracting
- Height intended to cut glare of on-coming traffic headlights

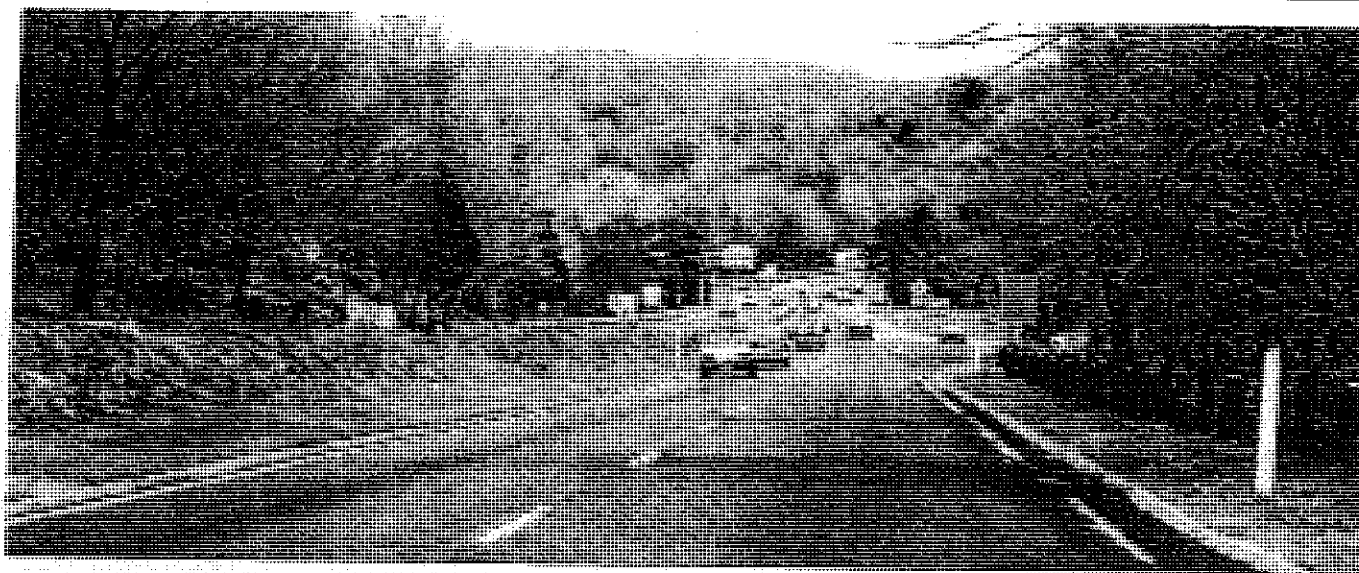
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

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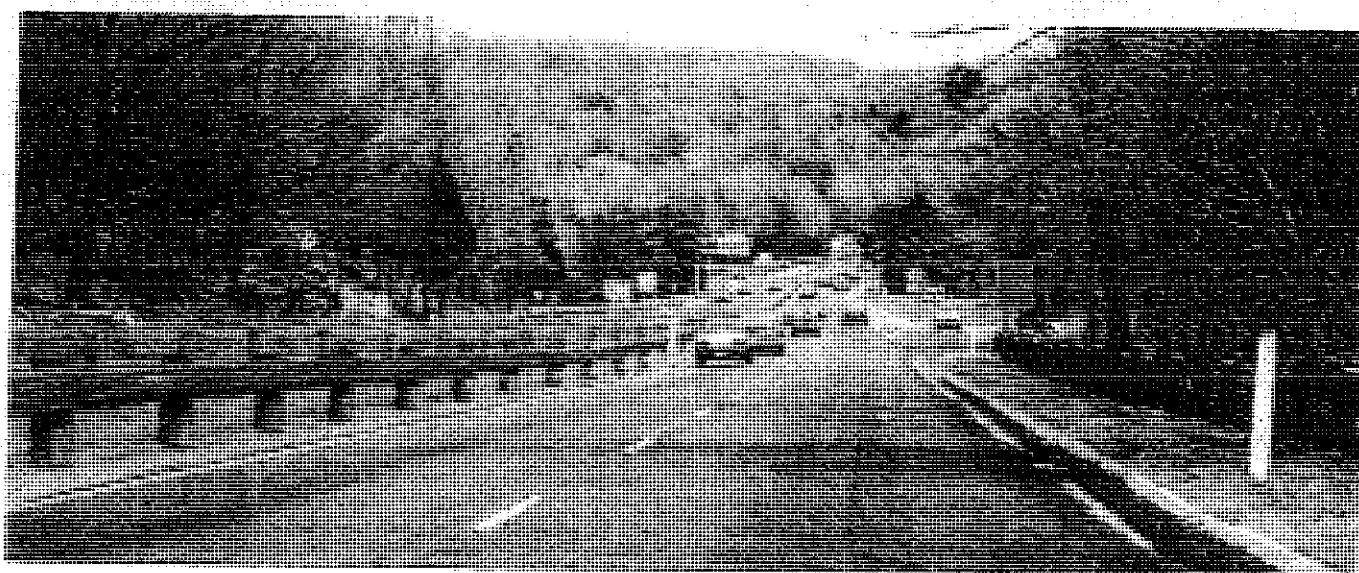
**4.7.2
15**

Median Treatments
Berm Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Regrade and replace mound with uniform guiderrail.

RATIONALE:

Promotes consistency of median treatment throughout Parkway.

CONCERNS:

Maintenance concerns of lawn areas either side of guiderrail. (Safety concerns must be addressed in design of guiderrail.)

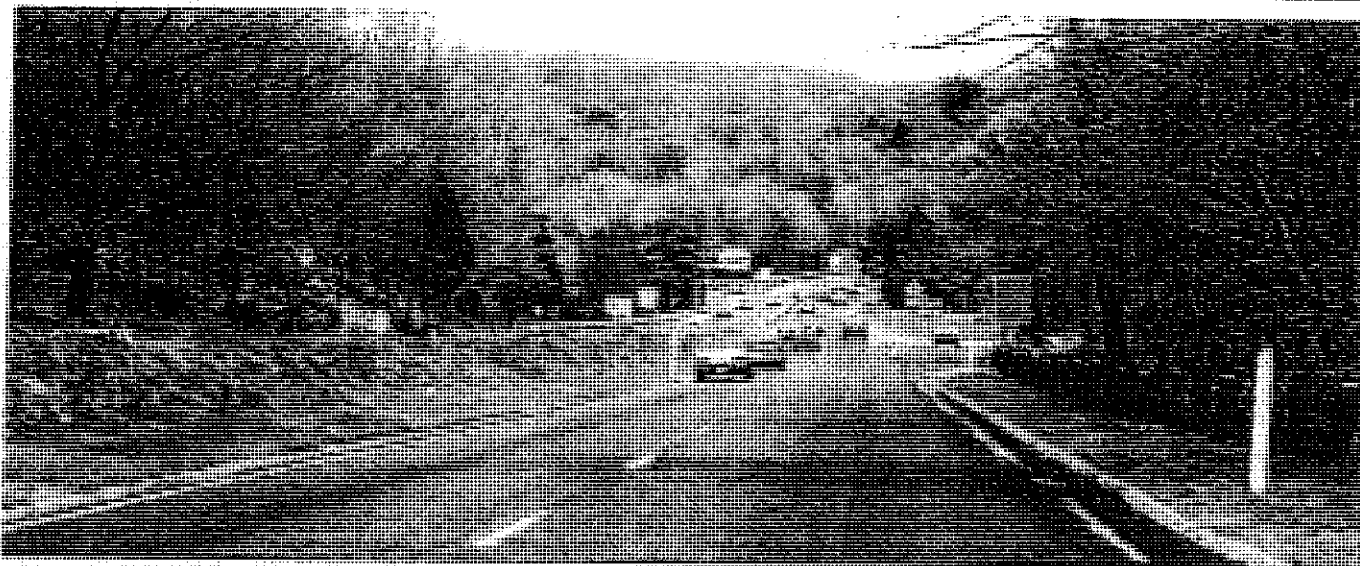
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

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MANUAL**

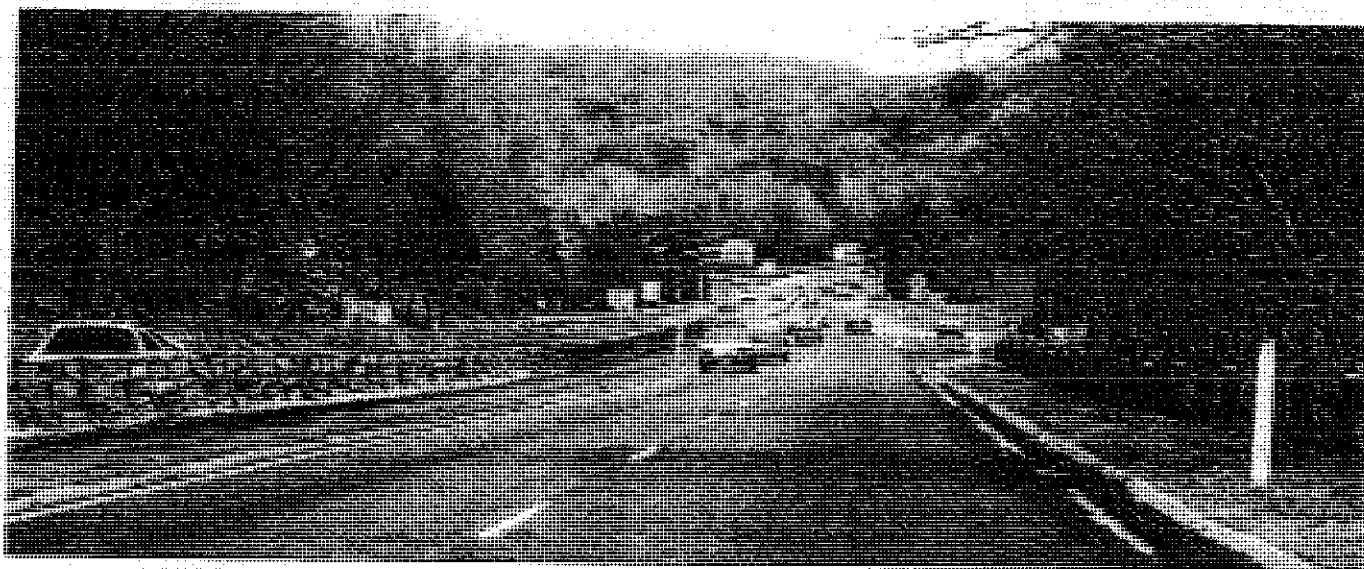
**4.7.2
16**

Median Treatments
Barriers and Guiderrails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



EXISTING



OPPORTUNITY:

Replace mound with "faux" Connecticut stone wall.

RATIONALE:

More "park-like" and visually consistent than mound; more unified barrier system with rest of parkway; barrier addresses safety concerns.

CONCERNS:

Solution must be part of the overall guiderail design treatment for Parkway and not a "stand alone" application; possible increase in maintenance with lawn either side of berm.

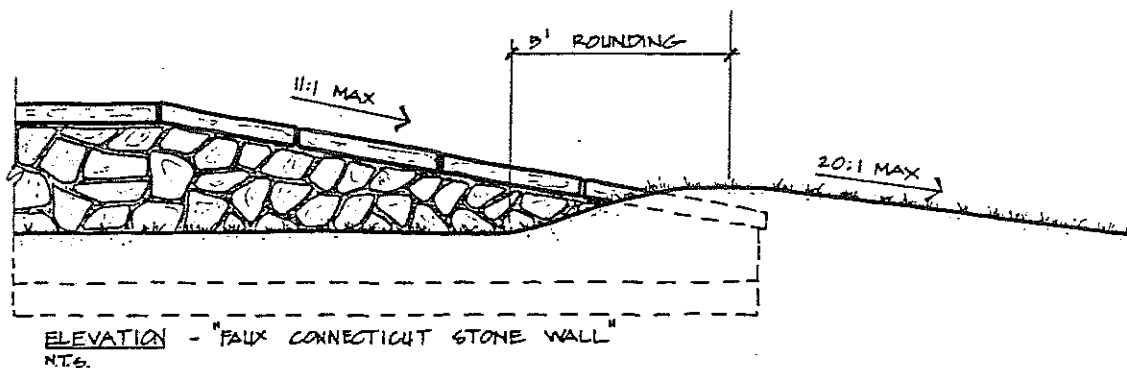
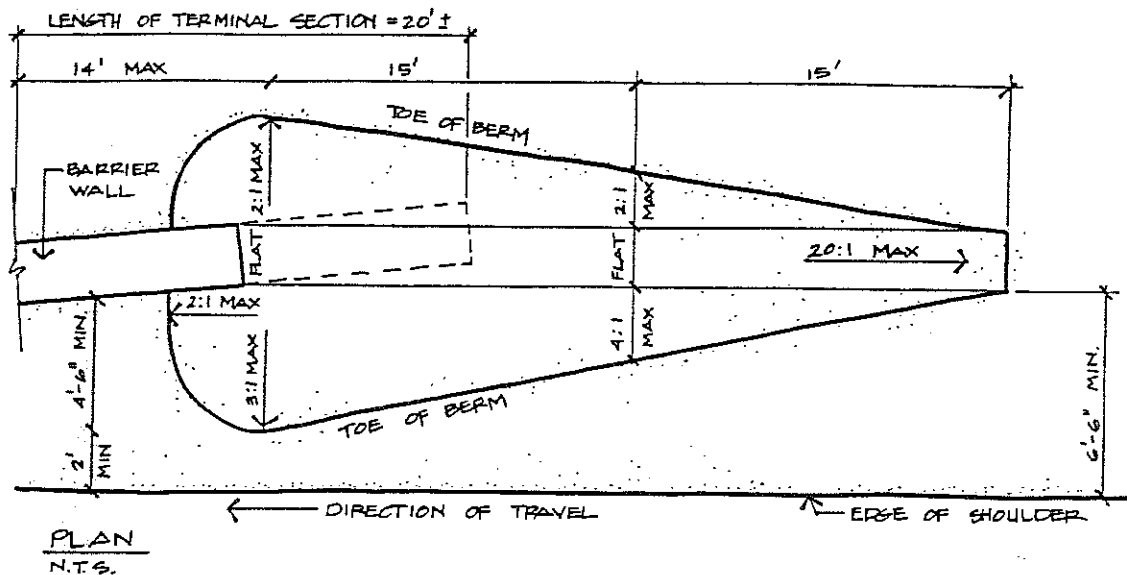
Merritt Parkway Landscape Master Plan
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**CONCEPT
MANUAL**

4.7.2
17

Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



STANDARD EARTH BERM FOR ROADSIDE BARRIER TERMINAL SECTIONS

OPPORTUNITY:

"Faux" Connecticut stone wall median barrier.

RATIONALE:

Provide opportunity to reflect the varying character of bridges and topography. Provide zero deflection, meeting engineering safety standards in narrow medians.

CONCERNS:

If unable to tie into a cut slope, must provide earth berm at terminus for safe transition in direction of travel meeting Federal Highway Administration Standards. Sufficient width necessary to accommodate earth berm.

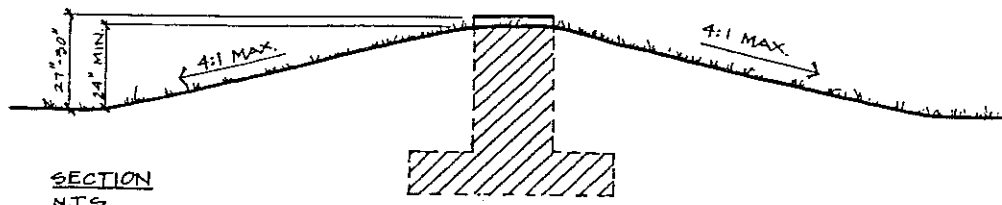
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

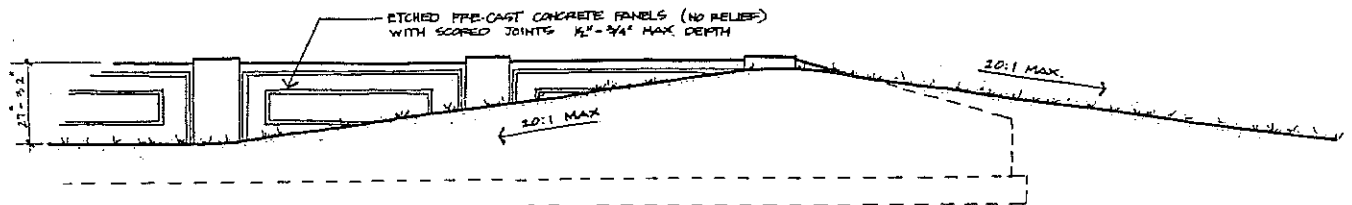
4.7.2
18

Median Treatments
Barrier and Guiderail Details

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



SECTION
N.T.S.



ELEVATION
N.T.S.

STANDARD EARTH BERM FOR MEDIAN BARRIER TERMINAL SECTIONS

OPPORTUNITY:

Concrete median barrier.

RATIONALE:

Variety of surface treatments available to reflect the varying character of bridges and topography. Provides zero deflection, meeting engineering safety standards in narrow medians.

CONCERNS:

Provide earth berm at terminus for safe transition in direction of travel meeting Federal Highway Administration Standards. Barrier must be extended to location in median with sufficient width to accommodate earth berm.

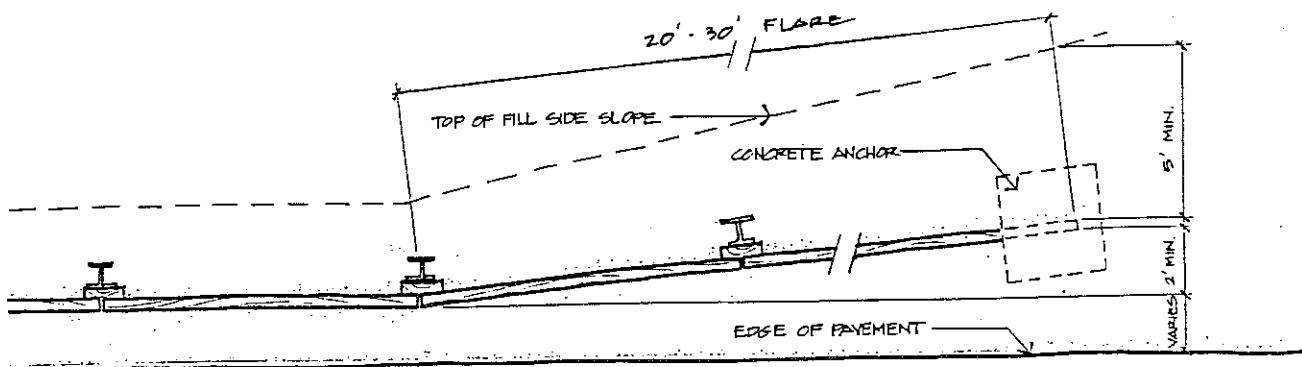
Merritt Parkway Landscape Master Plan
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CONCEPT
MANUAL

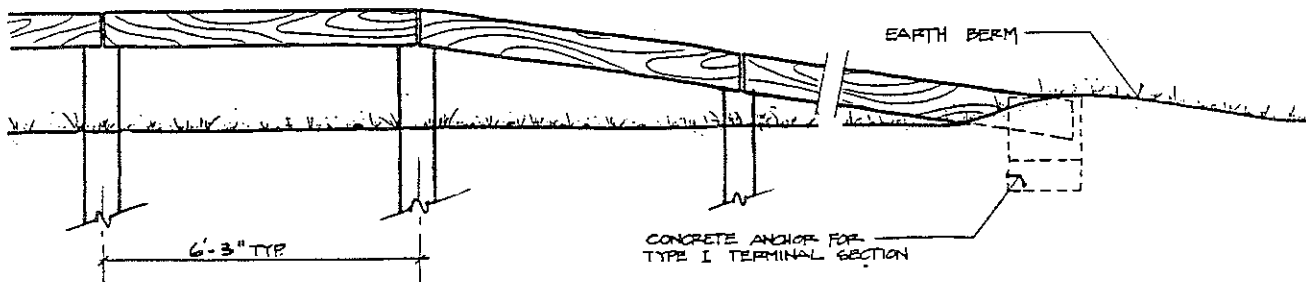
4.7.2
19

Median Treatments
Barrier and Guiderail Details

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



PLAN
N.T.S.



SECTION
N.T.S.

STEEL-BACKED TIMBER GUIDERAIL - TERMINAL SECTION

OPPORTUNITY:

Steel-backed wood beam guiderail along road shoulders.

RATIONALE:

More consistent with original Merritt Parkway design; overall more consistent with Parkway character and image; less visually obtrusive.

CONCERNS:

If unable to tie into a cut slope, must provide earth berm at terminus for safe transition in direction of travel meeting Federal Highway Administration Standards. Sufficient shoulder width necessary to accommodate earth berm.

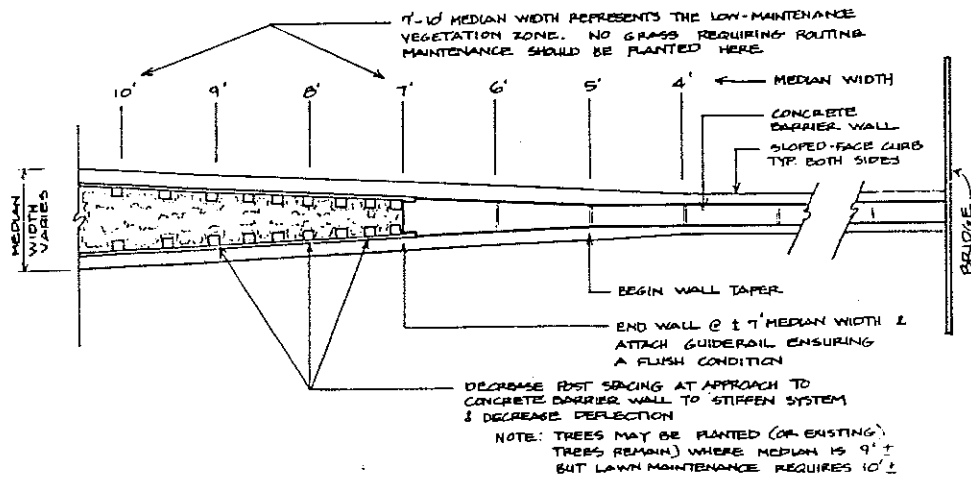
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.7.2
20

Median Treatments
Barrier and Guiderail Details

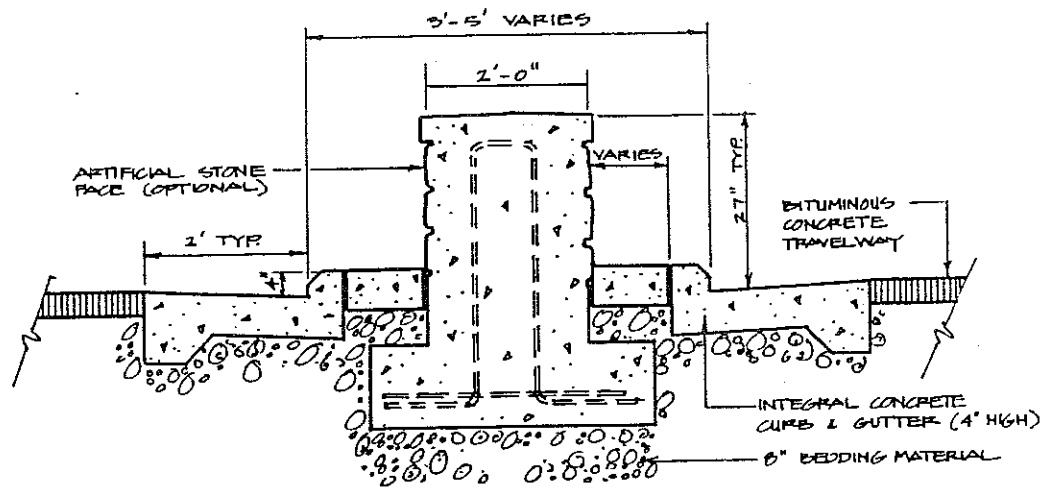
Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



PLAN VIEW

BARRIER WALL TO GUIDERAIL TRANSITION

N.T.S.



NOTE: WALL WILL CONTINUE UNTIL SUFFICIENT MEDIAN WIDTH PERMITS TRANSITION TO A GUIDERAIL SYSTEM. THIS WIDTH IS ESTIMATED AT 6'-8' FOR STEEL BACKED TIMBER GUIDERAIL

CONCRETE MEDIAN BARRIER

MEDIAN SECTION (0'-5' WIDTH)

N.T.S.

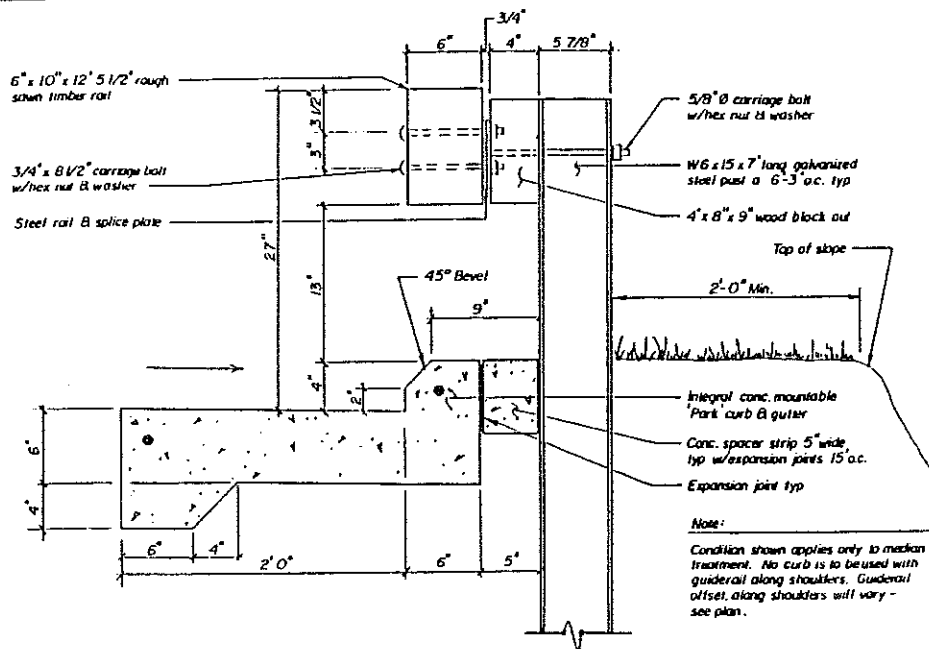
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State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.7.2
21

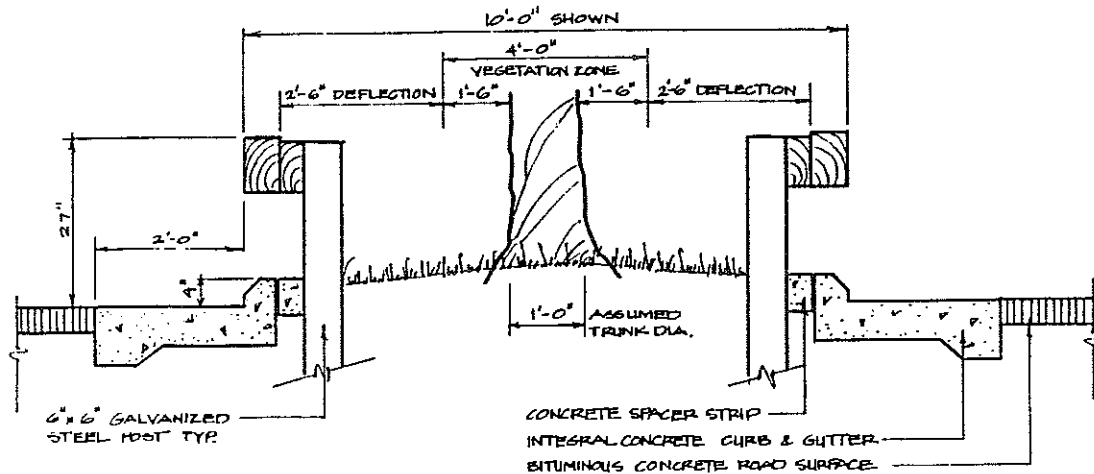
Median Treatments
Barriers and Guiderails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



MOUNTABLE CURB/GUTTER & GUIDERAIL AT MEDIAN N.T.S.

NOTE: TYPICALLY A MEDIAN WIDTH OF 5'-10' REPRESENTS A TRANSITION ZONE, WHERE IT IS CHANGING TO OR FROM A WIDE CONDITION (15' +). IN THE LOWER END OF THIS RANGE (5'-6') NO TREES SHOULD BE PLANTED AND MEDIAN TREATMENT WOULD TYPICALLY BE A CONCRETE BARRIER WALL TRANSITIONING TO A RAIL SYSTEM.



NOTE: MIN. MEDIAN WIDTH NECESSARY TO SAFELY USE STEEL-BACKED TIMBER GUIDERAIL

6'-0" NO TREES PRESENT
7'-0" TREES PRESENT ON E

NOTE: MIN. MEDIAN WIDTH REQUIRED TO ACCOMMODATE 50' MOWING DECK IS 7' (NO TREES PRESENT)

NOTE: POST SPACING - 6'-3" o.c.
DEFLECTION - 2'-6" ±

MEDIAN SECTION (5'-10' WIDTH) N.T.S.

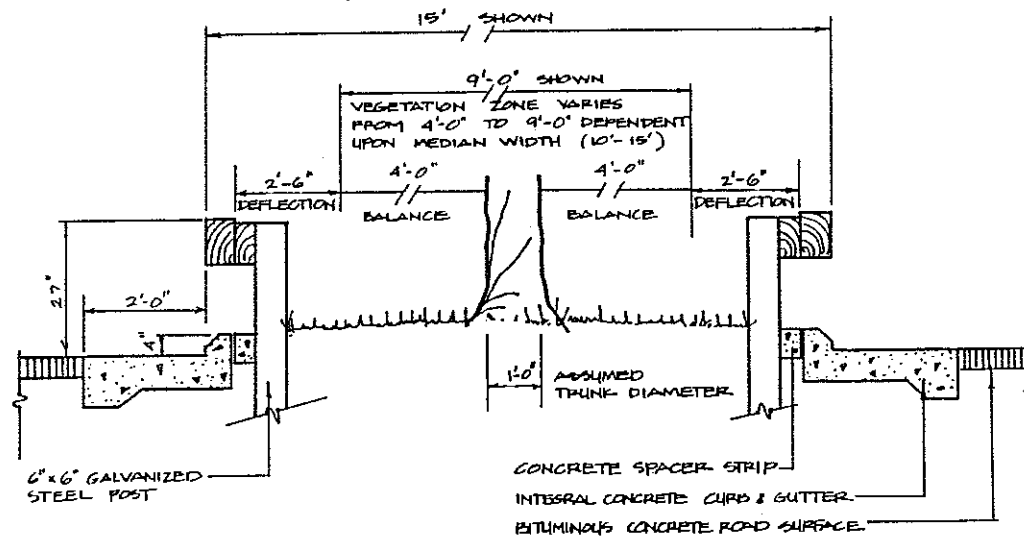
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.7.2
22

Median Treatments
Barriers and Guiderails

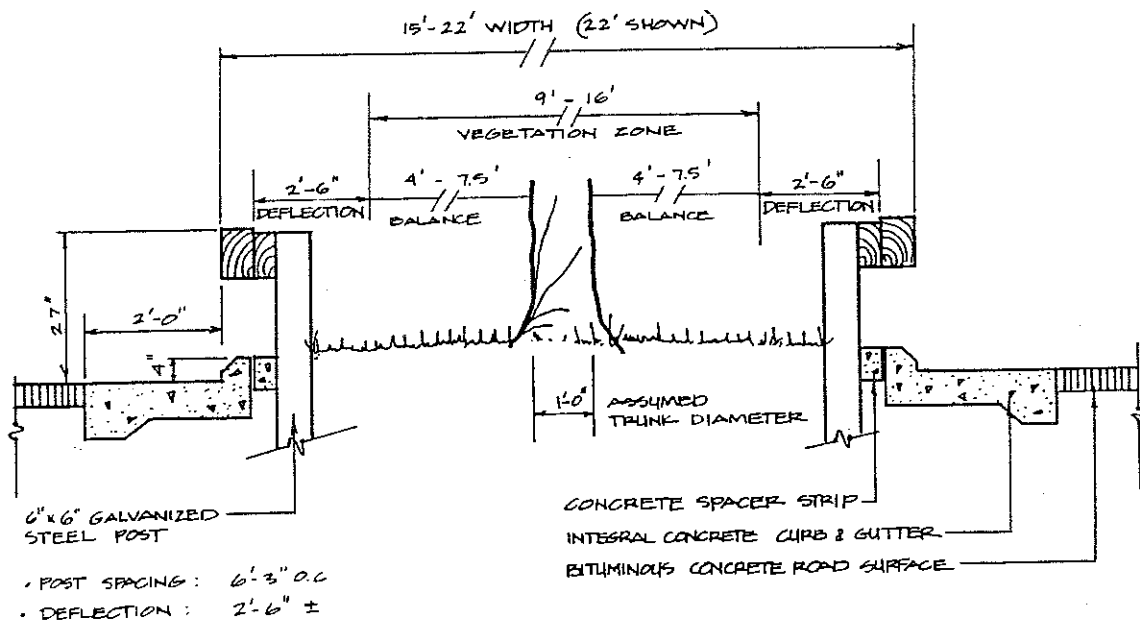
Wilone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



- POST SPACING: 6'-3" O.C.
- DEFLECTION: 2'-6" ±

MEDIAN SECTION (10'-15' WIDTH)
N.T.S.

NOTE: MINIMUM MEDIAN WIDTH TO ACCOMMODATE
30" MOWING DECK ... 7' - NO TREES
15' - TREES ON E



- POST SPACING: 6'-3" O.C.
- DEFLECTION: 2'-6" ±

MEDIAN SECTION (15'-22' WIDTH)
N.T.S.

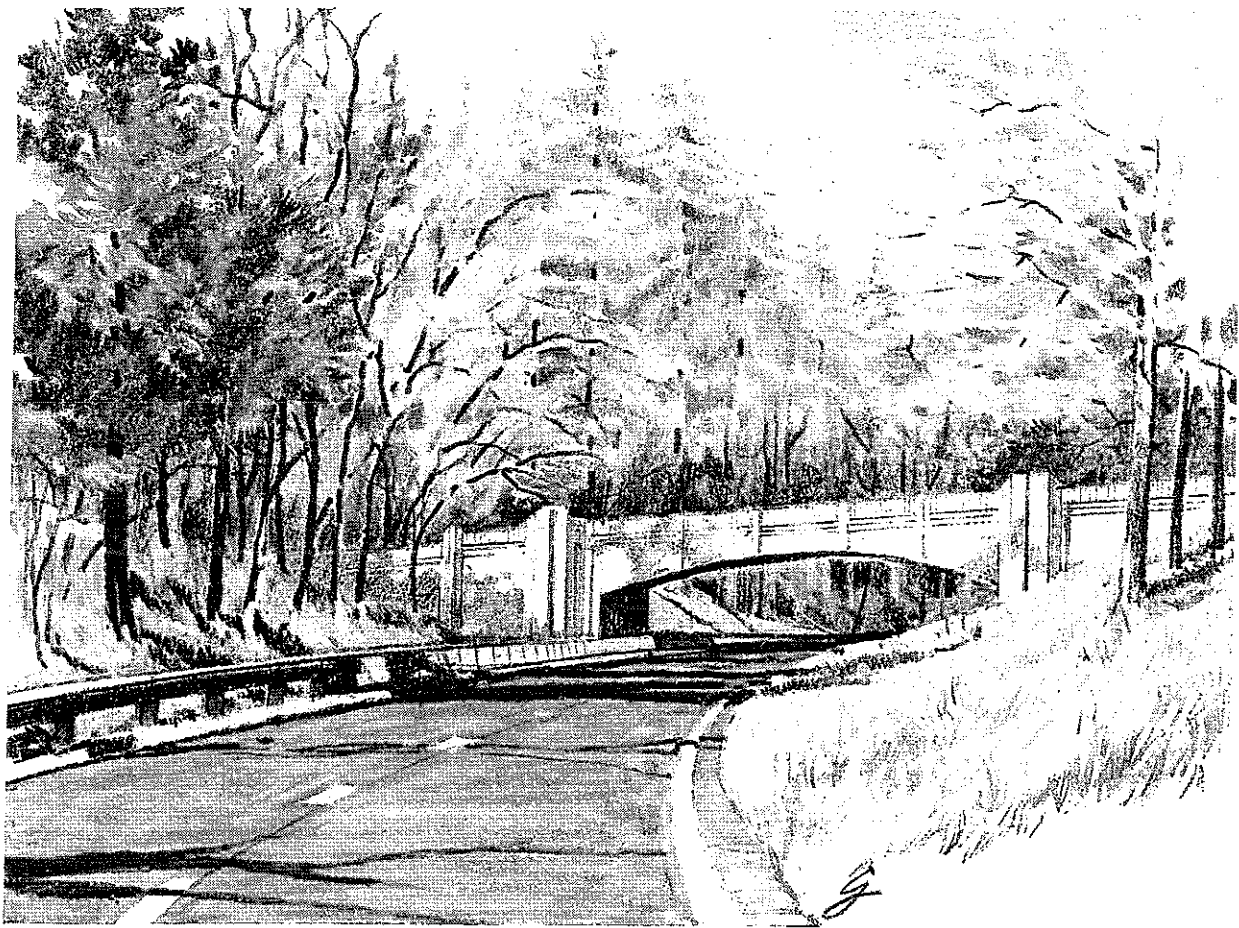
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State of Connecticut Department of Transportation

CONCEPT
MANUAL

4.7.2
23

Median Treatments
Barriers and Guidrails

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday, Inc.



Section 5

Master Plan Recommendations

5. MASTER PLAN RECOMMENDATIONS

5.1 INTRODUCTION

The recommendations for improving the Merritt Parkway identified below articulate the graphic design treatments which were developed during the preparation of this document (see Section 4) and refined through discussions with the Department of Transportation staff and several public participation sessions. Given the length of the Parkway and the variety of field conditions, it is impractical to prepare detailed site-specific recommendations for improvements based on the gross level of base data available at this time.

It is expected that these recommendations will serve as a blueprint for Department action. When a specific project is scheduled for implementation, the guidelines would be interpreted by the project designer and the design principles contained in the Plan would be applied to the specific site conditions.

5.2 APPLICATION OF DESIGN TREATMENTS

The typical design treatments illustrated in the previous section of this report have been applied where appropriate to the entire length of the Parkway and shown on the accompanying sheets. (Full size sheets at 200 scale have also been provided to the Department.) To assist in the interpretation of the master plan, a graphic legend has been created consisting of icons and plan symbols. This technique was selected because a project of this magnitude necessitates a quite generalized level of detail at the master plan stage. The interpretive aids used on the plan are described in detail below.

5.2.1 Bridge Abutments



The typical existing condition at bridge abutments consists of mature overstory (both coniferous and deciduous) being crowded by such weed species as Ailanthus, sumac, and black locust. The ground plane vegetation, originally grass or shrub masses, has been replaced by a tangle of undesirable shrubs and vines.

To reestablish the original landscape character, trees flanking these areas, typically mature conifers, should be selectively limbed up sufficiently to reveal the bridge facade. In instances where volunteering deciduous trees compete with the conifers, the deciduous should be removed. Where appropriate, new tree masses should be added to complete the bridge enframing, or, where there are existing evergreen, to reestablish maturing stands of existing conifers. The ground plane may be mowed turf or meadow grass where slopes are gentle; a ground cover may be used when slopes are steep. Informal ornamental shrub massing may be introduced at the tops of slopes (at the ends of the bridge abutments) for added color and interest. Accent lighting should be introduced on several bridges on an experimental basis.

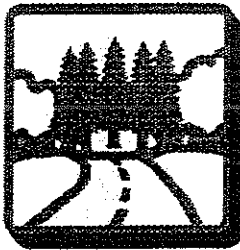
5.2.2 Park-Like



The term "park-like" was used by Thayer Chase to describe the landscape that he tried to achieve throughout the Parkway. The original planting compositions typically included shade trees or conifers, often with flowering trees in a field of mowed lawn.

To reestablish areas of park-like character, new planting compositions should be created. This should be done by pulling back the woodland edge adjacent to the roadway by removing invasive vegetation and selective thinning and/or clearing back to the new treeline as shown on the plan. Desirable mature specimen trees may be retained in the foreground to complement the additional proposed plantings of deciduous, coniferous, and flowering trees. Lawn should be planted to the edge of the treeline or just beyond (5' to 10' inside dripline). In some instances where existing groves of large shade trees are located in an open lawn setting, undesirable understory or invasive vegetation should be removed so that the desirable species becomes more prominent. Cleared areas should be reseeded where continued maintenance is desirable. Care should be exercised when selecting the trees to be retained to assure that mowing equipment fits between the trees.

5.2.3 Terminating Views



Thayer Chase often used evergreen trees to lead the driver around curves and to terminate a vista. The trees were planted both in the median and along the roadside. Over time, many trees have been lost. To recapture this effect, evergreen trees should be introduced in the locations shown on the plan. Typically, this will occur on the outside of curves, on the far side of exit ramps, and in locations where the driver's attention needs to be directed toward the road. Mass planting of evergreens, approximately 30' to 50' in depth and over 100' long, are most desirable to achieve this purpose.

Evergreen trees within these zones should be planted randomly, 15' to 25' apart for larger evergreens, 8' to 15' apart for smaller evergreens such as cedar. Planting size should be mixed, ranging from 6' to 12' in height.

5.2.4 Open Views



As the Parkway has aged, many views of ponds, watercourses, and other roadside features have become obscured by invasive vegetation. Where noted, the vegetation should be selectively removed to establish these significant views. The limits of the view should be enframed by existing large trees, supplemented where necessary with evergreen and flowering trees as accents and planted sparingly, so as not to further obscure views.

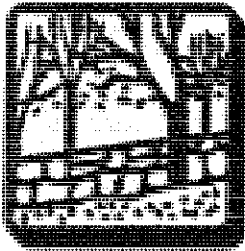
5.2.5 Enhance Rock Cuts



In the original planting scheme, rock cuts were exposed for the most part and were highlighted by evergreen trees. Over time, invasive vegetation has masked the beauty of the rock.

As part of the rehabilitation effort, the invasive species should be removed. Where there is sufficient soil on top of the rock, new evergreen trees or shrubs would be desirable accents to the rock. In the vicinity of sheer, vertical rock face (usually along on/off ramps) and in nonwooded areas, introduction of cedars and/or pines along the base will lessen the visual impact of the construction scars.

5.2.6 Reveal Stone Walls



Much of the Parkway was built through farmland and remnants of the agricultural heritage of Fairfield County can be seen in the stone walls along the right-of-way edge.

Where the stone walls can be made visible to the motorist, the understory vegetation should be thinned retaining only the higher quality understory trees. Where the walls are close to adjacent residences, existing vegetative buffers should be retained.

5.2.7 Limb Up Conifers



An abundance of conifers were planted at the time of Parkway construction. Since then, even more evergreen trees have grown as part of the natural plant succession process. The general condition of conifer stands, which are typically pine, eastern red cedar, and hemlock, is best described as being mature but unmaintained. Lower branches are often dead.

In the locations noted, the evergreen trees should be pruned exposing lower trunks. Where the trees now serve as a buffer or screen for adjacent residential land uses, the existing trees should be supplemented or underplanted to assure the longevity of the buffer. When it is part of the forest edge the ground plane can be planted as lawn, or needle litter can remain as the woodland floor. Where the conifer stands are isolated in what is now, or could become, open meadow, lawn should be planted when there is sufficient spacing to permit mowing.

5.2.8 Bring Grass to Road Edge



In many instances throughout the length of the Parkway, the original pavement has been widened to varying widths generally along the roadside. Where new interchanges have been built, the pavement width has been increased so that the desired park-like character is nonexistent.

Under the plan for improving the Parkway, the pavement section should have a uniform width throughout. Lawn should be planted to the edge of pavement. Where pavement has been widened at the edge to provide a pull-off area, it should be replaced with lawn back to the original pavement width. The reestablished lawn areas should then be graded and kept free of obstacles in order to maintain safe pull-off areas.

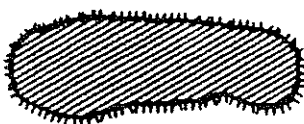
In areas of widened pavement at new interchanges, planting overstory vegetation as close as possible to the pavement edge will help enclose these expansive voids.

5.2.9 New Treeline



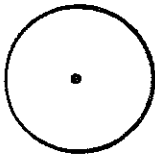
Where the existing vegetation is to be altered, the extent is illustrated by a new treeline (typically proposed in the areas indicated by the "park-like" icon). When removal is indicated, clearing the edge must be tempered with the retention of selected specimen trees which will complement the finished park-like appearance of the corridor. Where a wooded edge is expanded, plantings should include deciduous overstory trees at finished landscape sizes as indicated under the Deciduous Trees category below. New trees should be randomly spaced 15' to 30' apart. Species should reflect the composition of adjoining forest.

5.2.10 Conifer Stands



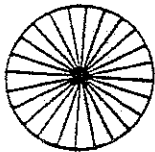
Concentrated plantings of conifers are designated along the Parkway where expansion of existing stands are needed or where introduction of conifers will provide screening, terminating views, or visual accents in the landscape. When associated with existing conifers, the new plantings should reflect the species already present. Where new stands are not associated with existing trees, species selection should be based on site factors at the planting location. Planting sizes in conifer stands should be a mix ranging between 6' to 12' in height. Tree spacing should range between 15' to 25' for larger conifers (e.g. pines) and 8' to 15' for smaller species (e.g. cedar groves) throughout the designated areas. Depth and length of planted areas are as indicated on the master plan.

5.2.11 Deciduous Trees



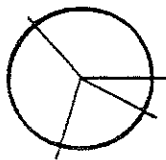
In addition to the forested edges, singular and small groupings of deciduous trees are key design elements throughout the Parkway, both in the medians and along the roadside edges. Opportunities for new plantings are indicated by the Deciduous Tree symbol and should be consistent with surrounding existing trees species. Typically, deciduous trees are added as single specimens or groupings in the open, park-like pockets shown on the plan. These trees should be specimen quality landscape grade stock ranging in size from 2½" to 4" caliper, spaced as indicated on the plan. (Symbol represents one tree.)

5.2.12 Coniferous Trees



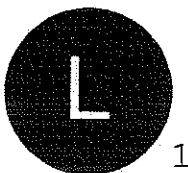
The Coniferous Tree symbol identifies the location of new coniferous trees. Generally, evergreens should be planted in masses either at the edge of the woodland or for screening unsightly views. When used as accents in park-like areas, a single symbol or small group of symbols is shown. It is intended that these plantings will be installed as finished landscape stock 6' to 12' in height, with spacing as indicated on the plan. For large species (e.g. pines), the symbol represents one tree. For smaller species (e.g. cedars), the symbol can represent one to three trees, spaced 8' to 12' apart.

5.2.13 Flowering Trees



Flowering trees are shown on the plan to provide seasonal color. Typically, they are used in masses or drifts along existing woodland edges or with other new installations of shade trees or conifers in park-like areas. Each symbol represents three to five actual trees spaced from 12' to 20' apart, which are installed as finished stock 2" to 2½" caliper or as 6' to 8' in height multistemmed trees.

5.2.14 Laurel Treatment



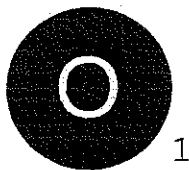
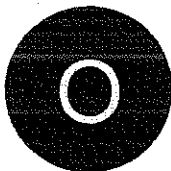
Existing:

Much of the original mountain laurel has become "leggy" where the stems are more obvious than the leaves. Such mature plantings should be reinforced by new installations along the roadway perimeter to "face down" the mass. Where limited planting space is available, selective removal of existing plants may be required to provide room for new material. Mountain laurel should be installed to 2' to 3' in height and 4' to 5' apart.

Proposed:

New laurel plantings are also recommended. In keeping with the extensive use of mountain laurel in the original landscape, new plantings should be selectively reintroduced along the Parkway at the locations indicated (typically at the wooded edge, in drifts along rock cuts and tops of slopes) and massed to the depths and lengths shown on the Master Plan.

5.2.15 Ornamental Shrub Mass



Existing:

In addition to the mountain laurel, originally the primary shrub along the Parkway, other shrub masses of other species need to be supplemented or replaced to reestablish their planting design intent. The condition of each mass should be evaluated before implementing any improvements. Some plants can be rejuvenated by heavy pruning; others may be overmature, diseased, or unsuitable to the site, and should be completely removed. Replacements, unless unsuited for the site condition, should reflect the species or character of the original planting. Installation sizes should be 2' to 3' in height and spaced to provide uniform massing for the species used.

Proposed:

At selected locations along the Parkway, new shrub mass plantings are proposed to complete particular landscape settings. In some instances, the shrubs are used as an underplanting for existing trees; in others, the shrubs may be used as part of an overall bridge abutment planting. Species selections should complement and be well suited to the growing niche being planted. Sizes and spacing should be consistent with the criteria identified above.

5.2.16 Reforestation



Large areas of tree planting typically associated with new interchanges utilize two planting procedures to more efficiently provide broad coverage with relatively quick impact to the landscape. The species mix should reflect the composition of surrounding plant associations. Thirty foot to 50' wide perimeter zones lining the roadway edges are to be planted with finished landscape material in the sizes described under the various tree types, randomly spaced 15' to 30' for canopy trees. The remainder of the area inside the perimeter zone is to be planted with bare root liner stock randomly installed on 5' to 10' centers. Shade tree liners may range between 3' to 5' whips, ornamentals in 2' to 3' clumps, and conifers at 15" to 24" in height. Weed growth is to be controlled around the trees until they are well established.

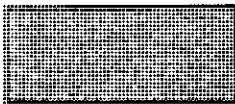
5.2.17 Woodland Management ("Release Desirable" Vegetation)



Beyond the edge of lawns or meadows, the woodland along the Parkway has not been maintained. Consequently, either natural forest succession has occurred or invasive vegetation has become more prevalent, choking out original plantings of specimen conifers and/or deciduous trees placed at the wooded edge.

Where this has occurred, surrounding invasive species should be removed and additional thinning of the successive forest edge may also be required next to the original specimen plantings. This practice should allow regenerative growth to then occur on the original deciduous and/or coniferous specimens.

5.2.18 Removal of Invasive Vegetation/New Surface Treatment



Throughout the Parkway corridor, reduced maintenance has permitted scrubby, invasive vegetation to invade and threaten the mature, more desirable stands of trees.

A major component of the overall rehabilitation effort will be removal of these invasive species. Replanting techniques once invasive species have been removed will depend on site-specific conditions. For example, in park-like or open meadow areas, lawn and/or low maintenance meadow grasses may be introduced. In areas of mature tree stands, woodland succession of more desirable species (as found in the ecoregion) should be allowed. In areas of existing wooded enclosure, this woodland succession should be allowed up to the roadway edge (up to 4' to 5' from pavement where there is existing guiderail), otherwise maintaining a 15' clear zone adjacent to travel lanes. Continued control of invasive species growth needs to be maintained through appropriate mechanical/chemical controls.

5.2.19 Slope Stabilization



When invasive vegetation is removed, particularly in the vicinity of bridge abutments, the steeper slopes may become unstable. Where this condition has been anticipated, special measures should be implemented to stabilize the ground plane with ground cover consisting of stolonizing shrubs or meadow grasses. Periodic brush control will be needed to eradicate any volunteering invasive plants.

5.2.20 Remove Existing Guiderail



While it is recommended that all required guiderail be replaced with steel-backed wood beam rails, there are instances where existing guiderail is not required. Most often, this will occur where the obstruction which necessitated the placement of the guiderail in the first place is proposed for removal under the Master Plan. The plan identifies the "span" of guiderail to be removed. Minimal regrading of shoulders (5% maximum) may be required in some areas where guiderail is to be removed.

5.2.21 Guiderail Relocation



1

Through the rehabilitation process of woodland management techniques and selective clearing, it will be possible to relocate or "pull back" the guiderail along the shoulders. This technique will improve overall safety and visual qualities of the Parkway. The plan identifies the "span" of existing guiderail to be relocated.

5.2.22 Pull-Off Areas



Due to the narrow pavement width and the proximity of rock faces on vegetation to the edge of pavement (all of which contribute to the park-like quality of the Parkway), there are few places for vehicles to pull off the road in case of emergency. The plan identifies additional places where pull-offs can be constructed through regrading and/or the removal of vegetation. These areas must be maintained barrier free.

5.2.23 Regrading



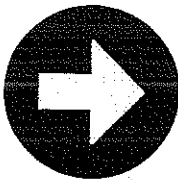
Where the existing slopes along the edge of the Parkway exceed 4:1, a guiderail has been installed. In some cases, there is sufficient area to add fill to create a more gentle slope and eliminate or permit relocation of the guiderail further from the travel lanes. Where appropriate, this condition has been identified on the plan.

5.2.24 Low Maintenance Zone



The median width varies from approximately 3' to 22', with most of the narrow conditions found at the approaches to the many bridges. A concrete barrier wall has been proposed in these lengths of narrow median. As the median begins to widen, a guiderail system should be reintroduced, however, maintenance equipment cannot be safely used until the median width has increased to 10'. Within this transition zone no maintenance dependent vegetation should be introduced. More appropriate plantings may consist of ornamental grasses, ground covers, or perennials.

5.2.25 Sign Relocation



Many existing signs block views of the bridge architecture. In some locations they are redundant, causing visual clutter and confusion. Consideration should be given to relocating signs away from the bridge abutments and out of the median. Redundant signs should be eliminated wherever possible.

5.3 PLANT MATERIAL

5.3.1 Proposed Plant Material

The following plant material is proposed for future planting on the Merritt Parkway. It should be noted that this plant list contains most of the same plants (genus only) as originally specified for use on the Parkway at the time of construction. However, new species and varieties have been included where there have been genetic improvements to the original plant or the original species is no longer readily available. To provide the link to the original planting concepts, Thayer Chase graciously reviewed the modifications to the recommended plant list.

The "initial specified height range" is also similar to the original plant list where it was desirable to select different plant sizes in order to obtain variation in a group planting which is reflective of the plant composition found in nature.

- * Asterisked items are species that have been modified from the original plant list.
- ** Double asterisked items are new genus introduced.

Evergreen Trees

<u>Botanical Name</u>	<u>Common Name</u>	<u>Initial Specified Height Range</u>	<u>Mature Height (under normal conditions)</u>
Juniperus virginiana	Red Cedar	3'-6'	20'-25'
Picea abies	Norway Spruce	6'-10'	80'-100'
Pinus nigra	Austrian Pine	6'-10'	50'-60'
Pinus strobus	White Pine	6'-10'	65'-75'
* Thuja occidentalis 'Nigra'	Dark Green American Arborvitae	3'-6'	20'-30'

Deciduous Trees

<u>Botanical Name</u>	<u>Common Name</u>	<u>Initial Specified Size (Cal.)</u>	<u>Mature Height (under normal conditions)</u>
Acer rubrum	Red Maple	2.5"-6"	55'-60'
Acer saccharum	Sugar Maple	2.5"-6"	60'-65'
Carpinus caroliniana	American Hornbeam	2.5"-4"	30'-40'
Fagus americana	American Beech	1.5"-3.5"	60'-70'
* Fraxinus americana 'Autumn Purple'	White Ash	1.5"-4"	55'-60'
* Fraxinus pennsylvanica 'Summit'	Summit Ash	1.5"-4"	55'-60'
* Gleditsia triacanthos inermis	Thornless Honey Locust varieties	1.5"-5"	50'-60'
Liquidambar styraciflua	Sweetgum	1.5"-4"	55'-60'
Liriodendron tulipifera	Tulip Tree	1.5"-3.5"	80'-90'
** Nyssa sylvatica	Black Gum	2"-3"	30'-50'
* Platanus acerifolia	London Planetree	1.5"-4"	90'-100'
Quercus alba	White Oak	1.5"-4"	55'-60'
Quercus coccinea	Scarlet Oak	1.5"-4"	70'-75'
Quercus palustris	Pin Oak	1.5"-4"	75'-80'
Quercus rubra	Red Oak	1.5"-4"	60'-75'
* Tilia species	Linden varieties	1.5"-5"	45'-50'
Ulmus americana 'Pioneer'	Pioneer Elm	2"-4"	40'-60'
Ulmus americana 'Princeton'	Princeton Elm	2"-4"	40'-60'
* Ulmus carpinifolia 'Homestead'	Homestead Elm	2"-4"	40'-60'

Ornamental Trees

<u>Botanical Name</u>	<u>Common Name</u>	<u>Initial Specified Height Range</u>	<u>Mature Height (under normal conditions)</u>
** Amelanchier canadensis	Shadblow	3'-10' (clump or tree form)	20'-25'
** Amelanchier laevis	Allegheny Serviceberry	3'-8'	15'-25'
* Betula nigra	River Birch	6'-14'	40'-50'
* Betula papyrifera	Paper Birch	6'-12' (clump or tree form)	35'-40'
Betula populifolia	Gray Birch	6'-10'	35'-40'
* Cornus alternifolia	Pagoda Dogwood	3'-8'	20'-25'
* Cornus kousa	Kousa Dogwood	3'-12'	20'-25'
** Crataegus crusgalli	Cockspur Hawthorn	6'-10'	20'-30'
** Hamamelis virginiana	Common Witch Hazel	3'-8'	12'-15'
** Prunus serotina	Black Cherry	6'-10'	50'-60'

Narrow Leaf and Broadleaf Evergreens

<u>Botanical Name</u>	<u>Common Name</u>	<u>Initial Specified Height Range</u>	<u>Mature Height (under normal conditions)</u>
* Euonymus fortunei 'Green Lane'	Green Lane Wintercreeper	12"-24"	ground cover
Juniperus communis depressa	Oldfield Common Juniper	18"-24" Spr.	5'-6' Spr.
Juniperus communis 'Hornibrookii'	Hornbrook Juniper	12"-18" Spr.	6'-8' Spr.
* Juniperus pfitzeriana 'Compacta'	Compact Pfitzer Juniper	12"-24" Spr.	5'-8' Spr.
Kalmia latifolia	Mountain Laurel	1.5'-4'	8'-10'
* Rhododendron catawbiense	Catawba Rhododendron	1.5'-3.5'	5'-6'
* Rhododendron l. 'Wilsoni'	Wilson Rhododendron	1.5'-3.5'	3'-6'
Rhododendron maximum	Rosebay Rhododendron	2'-4'	10'-15'
* Rhododendron periclymenoides	Pinxterbloom Azalea	1.5'-3'	4'-6'
* Rhododendron vaseyi	Pinkshell Azalea	1.5'-3'	5'-10'
* Rhododendron viscosum	Swamp Azalea	1.5'-3'	4'-8'

Deciduous Shrubs

<u>Botanical Name</u>	<u>Common Name</u>	<u>Initial Specified Height Range</u>	<u>Mature Height (under normal conditions)</u>
Comptonia peregrina	Sweetfern	15"-24"	2'-4'
* Cornus racemosa	Gray Dogwood	2'-4'	10'-15'
Ilex verticillata	Winterberry	1'-3'	6'-8'
Myrica pensylvanica	Bayberry	1.5'-3'	6'-8'
* Rhus aromatica 'Gro-Low'	Fragrant Sumac	12"-24"	2'-3'
* Rosa rugosa	Beach Rose	12"-24"	4'-6'
* Rosa 'Sea Foam'	Sea Foam Rose	12"-24"	2'-3'
Sambucus canadensis	American Elder	2'-3'	4'-6'
Vaccinium corymbosum	Highbush Blueberry	1.5'-3'	6'-8'
* Viburnum cassinoides	Whiterod Viburnum	18"-30"	4'-6'
* Viburnum dentatum	Arrowwood	2'-3'	6'-8'
* Viburnum tomentosum 'Mariesii'	Mariesii Doublefile Viburnum	2'-4'	6'-8'
* Viburnum trilobum	American Highbush Cranberry	2'-4'	8'-12'

Climbing Vines and Ground Covers

<u>Botanical Name</u>	<u>Common Name</u>	<u>Initial Specified Height Range</u>	<u>Mature Spread (under normal conditions)</u>
Hedera helix 'Baltica'	Baltic Ivy	3"-1 gal.	10"-18"
Lonicera japonica 'Halliana'	Hall's Honeysuckle	3" pot-2 gal.	20"-30'
Pachysandra terminalis	Pachysandra	2 1/4"-4" pot	8"-12"
Parthenocissus quinquefolia	Virginia Creeper	1-2 gal.	50'
* Parthenocissus tricuspidata 'Veitchii'	Boston Ivy	1-2 gal.	8"-18"
* Vinca minor 'Bowles'	Bowles myrtle	3"-1 gal.	10"-18"

**** Lawn and Meadow Grasses**

<u>Plant Type</u>	<u>Specific Variety</u>	<u>Mature Height (without seed heads)</u>
Alkaligrass	variety: Salty	1'-1½'
Fine Fescue	variety: Reliant	10"-12"
	Jamestown II	
Kentucky Bluegrass	variety: Baron	2'-2½'
	Ram I	
	Sydsport	
Perennial Ryegrass	variety: Repell II	2'-3'
	Palmer II	
* Poa trivialis	variety: Laser	1½'-2'
* Tall Fescue	variety: Rebel 3D	2'-2½'
	Tribute	2½'-3'

**** Wild Flowers**

<u>Botanical Name</u>	<u>Common Name</u>	<u>Mature Height</u>
Achillea millefolium	White Yarrow	2'-3'
Chrysanthemum leucanthemum	Ox-Eye Daisy	2'-3'
Coreopsis lanceolata	Lance-leaf coreopsis	2'-3'
Eupatorium purpureum	Joe Pye Weed	5'-6'
Hemerocallis species	Daylily	1'-2'
Myosotis sylvatica	Forget-Me-Not	12"-18"
Rudbeckia hirta	Black-eyed Susan	2'-3'
Vernonia noveboracensis	Ironweed	4'-5'
Viola cornuta	Johnny Jump-Up	6"-12"

5.4 IMPLEMENTATION AND COST ESTIMATES

From the beginning of this study, the term "Landscape" as it has been applied to the Merritt Parkway has been interpreted to include the entire visual experience perceived by the travelling motorist. The landscape includes not only the vegetation or planting compositions, but also such other roadway elements as topography, guiderail, curbing, barriers, and bridges.

It would be somewhat idealistic and unrealistic to expect that the landscape improvements proposed in this plan could be implemented in toto and in a short period of time, even though the Parkway has been perceived as a single entity composed of many structural and nonstructural elements. It is more likely that the traditional landscape features - plantings, lawn, forest - will be treated as roadside enhancements while the support elements - the guiderail/barrier, curbs, regrading - will be treated as safety improvements. In the latter case, the planned improvements would be incorporated into ongoing Parkway improvements. For example, guiderail would be replaced on an as-needed basis and new curbing would be installed as part of pavement reconstruction. In contrast, some landscape improvements such as pruning could be undertaken as either maintenance or as a capital project. Basically, structural elements would be completed as capital improvements while many landscape treatments can be accomplished under an expanded maintenance operation.

In short, the return to the desired park-like quality will be gradual, perhaps taking as long as 15 to 20 years before the full effect of the plan's recommendations will be realized. However, the design principles espoused in this plan can be achieved if the plan and design treatments are adopted by the Department and become accepted practice applied to all Parkway projects.

5.4.1 Near-Term Implementation

There are several actions or projects related to the landscape which could be undertaken in the immediate future since they can be fairly well defined and would not be dependent on the progress of related construction projects. Generally, such projects are located along the roadside or at the recently completed and about-to-be completed interchange.

a. ***Landscape Improvements at Route 8 Interchange***

Activity: Remove invasive species
Selective pruning
Install additional landscape plant material
Selective reforest open areas

Concept Manual Reference: Sections 4.4.2, 4.4.3, 4.5.4, 4.5.5, and 4.5.6

b. ***Landscape Improvements at Route 25 Interchange***

Activity: Remove Invasive Species
Selective pruning
Install additional landscape plant material
Selective reforest open areas

Concept Manual Reference: Sections 4.4.2, 4.4.3, 4.4.4, 4.5.4, and 4.5.5

c. ***Landscape Improvements at Smaller Interchanges***

Activity: Install additional landscape plant material
Install guiderail

Concept Manual Reference: Section 4.4.1

d. ***Landscape Improvements at Bridges***

Activity: Remove invasive species
Selective pruning of mature trees
Install additional landscape plant material

Concept Manual Reference: Sections 4.5.1 and 4.5.2

e. ***Landscape Improvements to Roadside***

Activity: Remove invasive species
Selective pruning
Install additional landscape plant material

Concept Manual Reference: Sections 4.2.1, 4.2.2, 4.6.1, 4.6.2, 4.6.3, 4.6.4, 4.6.5, 4.6.6, 4.6.7, and 4.6.8

f. ***Shoulder Improvements***

Activity: Eliminate unneeded guiderail by regrading shoulders to ease back slopes

Concept Manual Reference: Sections 4.6.7 and 4.6.8

5.4.2 Long-Range Projects

The more significant and highly visible improvements to the Parkway can only be implemented in stages coincidental with other roadway and safety improvements. The installation of guiderail/barrier system for the median, together with related landscape improvements and curb/gutter systems, will clearly impact the appearance of the Parkway but the mere construction of the median improvements will affect the daily operations of the Parkway during the construction process. Moreover, due to the level of engineering, design, and the significant capital cost of the median improvements, a phased project is justified.

Such other Parkway improvements as the replacement of roadside guiderail or the regrading around bridges should also be implemented over a longer period of time. It would not be fiscally prudent at this time to remove metal beam guiderail which is in good condition solely for aesthetic reasons. However, as replacement is justified for safety sake, then the new steel-backed wood system could be installed.

5.4.3 Service Areas

Improvements to the service areas will be highly visible Parkway improvements. The recent policy is to have the vendor undertake required improvements as part of the lease. It is expected that this policy will continue in the future and the recommendations illustrated in the Master Plan will be considered at the time of lease renewal.

5.4.4 Capital Improvement Costs

Estimating the costs of construction on any project is always somewhat risky since the costs must be based on recent construction bids and other published data. Preparing estimates of probable construction costs from a master plan of the Merritt Parkway having a length of 37.5 miles is even more risky since material quantities can only be determined with a limited degree of accuracy, particularly when the plan is drawn at 200 scale. Consequently, the budgetary estimates of implementation costs presented here should only be utilized to aid in long range planning and budgeting and must be refined as both long- and short-term projects are undertaken.

In Table 5-1, the budgetary estimates for the recommended improvements are presented for the entire Parkway. The estimates are separated into two categories: landscape improvements; and related safety improvements. Tables 5-2 and 5-3 separate the costs further by breaking out the improvements into the major Parkway features on systems (i.e. median, roadside, bridges, and major interchanges).

Briefly, it is estimated that the proposed landscape improvements for the Parkway will cost in the range of \$9.2 million and the related safety improvements will cost in the range of \$62.4 million. The largest single system cost can be attributed to the median where the structural elements are likely to cost in the range of \$46 million with an additional \$1.5 million for landscaping.

However, not all recommended improvements are as costly as the median. Such modest projects as the landscaping at bridge facades are likely to cost less than \$100,000 per bridge to implement all the desired improvements. Similarly, the roadside landscaping can be achieved at a cost of approximately \$72,000 per mile (\$36,000 each side).

TABLE 5-1

Budgetary Estimates for Selected Improvements for Merritt Parkway

LANDSCAPE IMPROVEMENTS

Initial Removal of Invasive Vegetation (177 acres at \$3,000/Ac.)	\$ 531,000
Initial Selective Pruning and Thinning (37.5 Miles at ±\$20,000/Mile)	\$ 765,000
Landscape Materials	\$ 6,965,000
Deciduous Trees (3,975 at \$400/Ea.)	\$1,590,000
Coniferous Trees (18,475 at \$105/Ea.)	\$1,940,000
Ornamental Trees (4,000 at \$350/Ea.)	\$1,400,000
Shrubbery (20,000 at \$50/Ea.)	\$1,000,000
Ground Cover/Low Maintenance (267,500 SF at \$2/SF)	\$535,000
Reforestation (71 acres at \$7,500/Ac.)	\$535,000
Subtotal	\$ 8,261,000
Contingency	\$ 939,000
TOTAL	\$ 9,200,000

RELATED SAFETY IMPROVEMENTS

Eliminate Guiderail (16,000 LF at \$6/LF)	\$ 100,000
Regrade Shoulders (100,000 sy at \$7/sy)	\$ 700,000
Remove and Replace Guiderail	\$31,850,000
Medians and Interchanges (350,000 LF at \$65/LF)	\$22,750,000
Shoulders (140,000 LF at \$65/LF)	\$9,100,000
Concrete Curb and Gutter at median only (400,000 LF at \$35/LF)	\$14,000,000
Concrete Barrier (40,000 LF at \$250/LF)	\$10,000,000
Subtotal	\$56,650,000
Contingency	\$ 5,750,000
TOTAL	\$62,400,000

TABLE 5-2

Budgetary Estimates for Landscape Improvements for Individual Parkway Features
(in dollars)

FEATURE	MEDIAN	ROADSIDE	BRIDGES	ROUTE 7	ROUTE 8	ROUTE 25	TOTAL
Initial Removal of Invasive Vegetation	—	450,000	60,000	6,000	9,000	6,000	531,000
Selective Pruning	225,000	265,000	230,000	15,000	15,000	15,000	765,000
Landscape Plants (includes reforestation)	1,050,000	1,715,000	2,546,000	563,000	543,000	548,000	6,965,000
Subtotal	1,275,000	2,430,000	2,836,000	584,000	567,000	569,000	8,261,000
±10% Contingency	145,000	275,000	325,000	66,000	64,000	64,000	939,000
TOTAL	1,420,000 (38,000/Mile)	2,705,000 (72,000/Mile)	3,161,000 (83,000/Mile)	650,000	631,000	633,000	9,200,000

TABLE 5-3

Budgetary Estimates of Related Safety Improvements for Individual Parkway Features
(in dollars)

FEATURE	MEDIAN	ROADSIDE	BRIDGES	ROUTE 7	ROUTE 8	ROUTE 25	TOTAL
Eliminate Guidrail	—	100,000	—	—	—	—	100,000
Regrade Shoulder	—	400,000	—	100,000	100,000	100,000	700,000
Remove and Replace Guidrail	19,279,000	9,100,000	—	676,000	1,300,000	1,495,000	31,850,000
Concrete Curb/Gutter	12,950,000	—	—	350,000	350,000	350,000	14,000,000
Concrete Barrier	9,400,000	—	—	175,000	—	425,000	10,000,000
Subtotal	41,629,000	9,600,000	—	1,301,000	1,750,000	2,370,000	56,650,000
±10% Contingency	4,206,000	975,000	—	138,000	184,000	247,000	5,750,000
TOTAL	45,835,000 (1,222,000/Mile)	10,575,000 (282,000/Mile)	—	1,439,000	1,934,000	2,617,000	62,400,000

TABLE 5-4

Budgetary Estimates for Landscape/Safety Improvements for Service Areas

(in dollars)

*Estimates do not include pump relocation, sign relocation, or other building improvements.

LANDSCAPE IMPROVEMENTS		Greenwich, CT Northbound	Greenwich, CT Southbound	New Canaan, CT Northbound	New Canaan, CT Southbound	Fairfield, CT Northbound	Fairfield, CT Southbound
Initial Removal of Invasive Vegetation		1,000	1,000	1,000	1,000	1,000	1,000
Selective Pruning, Thinning		6,000	6,000	6,000	6,000	6,000	6,000
Landscape Plants		55,000	40,000	50,000	60,000	66,000	76,800
Subtotal (Rounded)		62,000	47,000	57,000	67,000	73,000	83,800
±10% Contingency (Rounded)		6,200	4,700	5,700	6,700	7,300	8,380
TOTAL (Rounded)		69,000	52,000	63,000	74,000	80,000	92,000
SAFETY IMPROVEMENTS							
Pavement Removal		22,000	18,000	19,500	19,500	16,500	20,000
New Pavement		80,000	56,000	85,000	84,000	70,000	90,000
Drainage Improvements		10,000	10,000	10,000	10,000	10,000	10,000
New Bituminous Curb		20,400	17,000	20,000	18,000	15,600	24,000
Remove Existing Guiderail		12,000	12,000	10,000	10,000	10,000	10,000
New Steel-backed Wood Guiderail		136,000	117,000	130,000	130,000	97,500	104,000
Concrete Curb/Gutter		70,000	70,000	56,000	56,000	52,500	56,000
Concrete Barrier Wall		80,000	80,000	100,000	87,500	150,000	175,000
Subtotal (Rounded)		430,000	380,000	430,500	415,000	422,000	489,000
±10% Contingency (Rounded)		43,000	38,000	43,000	41,000	42,000	48,900
TOTAL (Rounded)		473,000	418,000	473,500	456,000	464,000	538,000

5.5 MAINTAINING PARKWAY AESTHETICS

As noted previously in this report, the Parkway maintenance has been progressively reduced starting sometime in the early 1960's when the specialized landscape crews assumed non-Parkway duties. It is believed that this change occurred gradually so that the impact was not readily discernible. Today, the impact is observable in the amount of invasive plant growth, the reduction in open lawns and meadows, and the extent of weeds and vines along the roadside.

Significant emphasis has been placed throughout this report on reestablishing the Parkway's park-like character. The capital improvements contemplated by the Master Plan will be quickly lost if the level of roadside landscape maintenance, as distinguished from other roadway maintenance such as pavement repair, snow plowing, and litter control, is not increased.

5.5.1 Lawn Maintenance

At present, the Department now maintains approximately 250 acres of lawn along the roadside and an additional 70 acres of lawn in the median. Mowing typically is performed throughout the growing season so that there are two to three cuttings annually.

By far, on a per unit basis, the mowing of the median is a time consuming and labor intensive effort which adversely affects traffic operations. Due to the present placement of the guiderail, mowing of the strip between the edge of pavement and the guiderail can only be performed by closing the left lane and utilizing crash trucks.

The proposed plan calls for increasing the roadside lawn area by approximately 25 percent to 325 acres. To partially offset the increase in mowing while still achieving a "park-like" quality, it is suggested that a "tiered" mowing system be adopted.

a. Meadow Areas

For the meadow areas, which can be less manicured due to the distance from the travelway, the grass should be cut once a year. Using a flail mower or a rotary mower, the mowing height should be set at approximately six inches. Mowing should take place in late summer after seed heads become mature. Mowing on slopes greater than 2:1 should be eliminated except at critical areas adjacent to bridges. Fertilization is not required for meadow areas.

b. Roadside and Median

The "middle ground" should be mowed two to three times per year and the roadside edge should receive three to four cuttings. Using either a flail or rotary mower, the mowing height should be set at approximately four inches.

In the median, a "walk-behind" mower having a width of 48 inches can be used. A special accessory or mowing unit may be utilized for trimming around the guiderail posts

The curb/gutter system and the location of the guiderail proposed in the Master Plan eliminates the need for mowing between the curb and guiderail. In addition, the introduction of newer grass species listed on the plant list which require less frequent mowing and low maintenance vegetation planted where the median becomes narrow will further reduce the maintenance effort. Selective application of growth retardants along guiderails, sign standards, and other fixed objects is recommended.

Lane closure during mowing operations will be reduced but not eliminated through the proposed median improvements where the grass strip along the edge is to be eliminated. There will still be the need for some crash truck protection when maintenance personnel need to move from one median to another.

5.5.2 Brush and Invasive Vegetation Control

It is recommended that the removal of brush and invasive vegetation be undertaken as a capital improvement project. Thereafter, brush and invasive species such as bittersweet, multiflora rose, grape, sumac, and other similarly aggressive species not consistent with the landscape scheme should be removed at least annually within the mowing zones and along the woodland edges.

a. Primary Control

Mowing of brush should occur at least once a year using a rotary brush cutter. Areas not accessible to such mowers should be trimmed with hand-held power brush cutters. Areas adjacent to bridges where slopes are steep (greater than 2:1) are best maintained with brush cutters.

b. Secondary Control

Herbicides may be required in areas where brush is persistent and aggressive. In such instances, herbicides should be applied at least biennially. However, care is required in areas in close proximity to wetlands or watercourses and in water supply watersheds.

5.5.3 Pruning

For the past few years, the Department has undertaken a tree pruning and thinning program, including removal of invasive species at the facades of the bridges. Trees have been limbed to a height sufficient to expose the facade and underbrush has been eliminated.

In the Master Plan, it is recommended that the work at the bridges be continued not as a routine maintenance but as a capital program where all the remaining work can be accomplished at once and the visual impact will be more dramatic. At the same time, the recommended improvement of the forest edge along the roadside can also be completed. By undertaking the tree removal, pruning, and thinning as a capital project, maintenance personnel can be made available for other tasks. It is anticipated that the tree maintenance effort will actually be reduced to the periodic removal of invasive sprouts, most of which can be performed with mowing along the reestablished treeline.

Tree maintenance within the median will remain essentially as it is today. The existing larger specimens will continue to need periodic pruning of dead limbs and will eventually be removed. The new plants will need minimal care once established until their spread begins to interfere with traffic safety about 10 to 15 years after planting, at which time routine pruning will be required.

a. *Pruning Methods*

All pruning should be done in accordance with practices adopted by the National Arborist Association, and limited to the selective removal of hazardous or obstructing limbs along travel lanes, bridge facades, and in view corridors. Additional tree limbs may have to be removed to achieve a balanced appearance in the tree canopy. Cuts having a diameter in excess of three inches and facing the travelway should be painted for appearance purposes only.

In the case of required pruning of conifers, weathered branch stubs which do not otherwise cause a hazardous condition could remain in an attempt to maintain a more naturalistic appearance.

All pruning debris should be chipped and blown into the surrounding woodland.

5.5.4 Selective Thinning

The Master Plan calls for the thinning of woodland in selected areas as a means of releasing desired dominant species. Depending on where the thinning is called for, care should be exercised so as not to cause a "clean-cut" appearance exposing nearby residences to a view from the travelway. Generally, the selective thinning should be performed as a capital improvement and should not be required again for another 20 to 25 years.

a. *Thinning Methods*

Undesirable trees, dead trees, windfalls, etc. should be removed from the visible forest edge. Debris should be chipped and blown into the woodland. The removals should be cut flush with the ground and done in such a manner as to avoid damage to desirable vegetation.

In order to control regrowth of sprouts from stumps, herbicides may be selectively applied. Care should be taken in areas close to wetlands, watercourses, and in water supply watersheds.

5.5.5 Selective Tree Removal

From time to time, trees in close proximity to the travelway become a hazard and must be removed. Under the Master Plan, trees that are within the deflection zone of guiderail or are unprotected within the roadside clear zone may have to be removed as well, in order to avoid risk to the motorist. In addition, it may be desirable to remove some mature trees in certain locations in order to achieve the desired landscape character and enhance the health of adjacent trees.

a. *Tree Removal Methods*

Where required, trees having an 8 to 10 inch D.B.H. which have died, pose a risk to traffic, or need to be eliminated should be cut flush to the ground. In lawn areas, stumps should be ground eight inches below ground, backfilled, and seeded. Large limbs should be removed from the area. Chips should be blown into nearby woodland wherever possible.

5.5.6 Replacement Planting

The plant material recommended for use on the Parkway has been selected for hardiness and low maintenance. Aside from routine care performed by the landscape contractor during the normal warranty period, only minimal annual maintenance by the Department should be expected. However, it is recommended that the plant material at the time of planting be larger than what the Department normally specifies in order to promote healthy growth and reduce maintenance.

Despite best efforts and horticultural practices, some plants may not thrive or spread and do not reach the desired shape or maturity. Consequently, plants may need replacement to assure that the park-like quality of the Parkway is perpetuated.

a. Replacement Practices

At least every five years, all missing, damaged, or dead plants in a shrub composition should be replaced with new plant stock equal in size to what had been originally planted.

At least once every 10 years, or as trees are lost, underplant designated planting units, i.e. conifer masses and ornamental compositions with new material. Replacement plants should be finished landscape grade with calipers of three inches or more for deciduous trees and six feet in height for conifers.

Mulch (wood chips or shredded bark) should be maintained around both individual trees and planting masses for at least five years. However, care should be taken so as not to mound it around the trunks of the tree.

b. Reforestation Zones

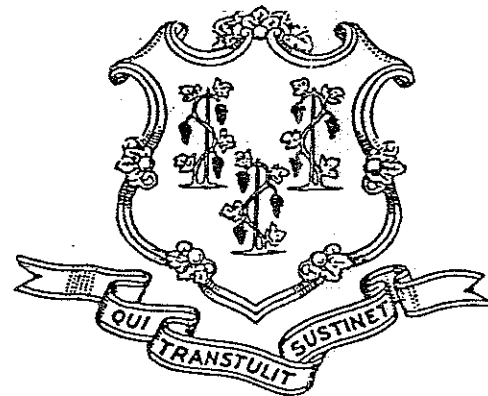
There are many areas throughout the Parkway where the Master Plan calls for reforestation. In such large, unwooded areas so designated, planting should be performed either mechanically or by hand using two year transplants at a 6' x 6' spacing. For the first five years, weeds should be controlled by mowing or the use of selective herbicides.

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MERRITT PARKWAY LANDSCAPE MASTER PLAN

CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Lowell P. Weicker Jr.
Governor



Emil H. Frankel, Commissioner
Department of Transportation

List of Drawings

Sheet	Title	Scale
SV1-SV3	Spatial/Visual Analysis	1"=2000'
OV1-OV8	Overview of Features	1"=800'
P1	Points of Interest (South to North)	
G1	Graphic Legend	
I-40	Landscape Master Plan	1"=200'
SA1-SA3	Service Areas	1"=50'
PM1	Plant Materials List	

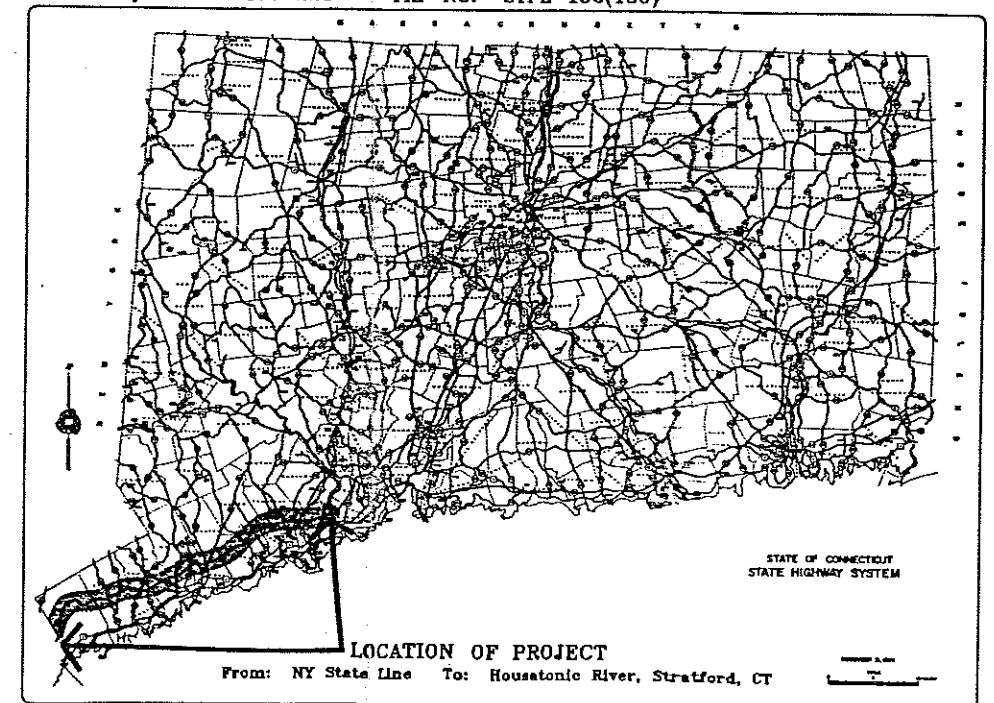
Milone & MacBroom Inc.
Civil, Water Resource and Transportation
Engineering • Landscape Architecture and Planning
Cheshire, CT

Johnson, Johnson & Roy/inc
Planning • Landscape Architecture •
Urban Design • Environmental Services
Ann Arbor, MI

Johnson Land Design
Landscape Architecture
Hartford, CT

Fitzgerald & Halliday
Transportation Planning
Hartford, CT

Site Location Map
State Project No. 173-228 FAP No. STPE-150(136)





BRIDGE ABUTMENTS

- Remove invasive species at abutments.
- Reestablish previous tree mass, as necessary.
- Limb up existing conifers to reveal abutments.
- Ornamental shrub mass at top of slope.
- Lawn or meadow grasses on gradual slopes and ground cover on steep slopes.
- New concrete barrier at abutment, with simplified detailing of specific bridge.



ENHANCE PARK-LIKE

- Remove invasive species.
- Selectively thin/clear wooded edge to depth noted on the plan (retaining any desirable specimen trees).
- Install new plantings of deciduous, coniferous, and/or flowering trees as noted on plan (spacing and representative quantities as specified).
- Maintain lawn around plantings.



TERMINATING VIEWS

- For outside of curves and along exit ramps as noted on plan.
- Mass conifers to depths of 30'-50', length variable, see plan.
- Plant larger evergreen species, 15'-25' apart, random spacing.
- Plant smaller species (e.g. cedar), 8'-15' apart, random spacing.
- Mixed planting size, 6'-12' height at time of planting.



OPEN VIEWS

- Remove invasive vegetation.
- Selectively thin for major views to water bodies, wetlands.
- Selectively limb up overstory as necessary to open views.
- Leave specimen deciduous and coniferous at key locations to frame, filter views.
- Use flowering trees sparingly as accent plants.



ENHANCE ROCK CUTS

- Remove vines and invasive species.
- Plant new conifers and/or shrub masses where there is sufficient soil on top of rock face.
- Plant cedar, pine in small groups intermittent at rock base where space permits.



REVEAL STONE WALLS

- Remove invasive vegetation.
- Clear understorey along view angle to wall.
- Selectively thin and/or limb up overstory to reveal wall, unless there is close proximity to residential area.



LIMB UP PINES

- Clear understorey of invasive growth.
- Prune dead or damaged lower branches in existing stands where noted on plan.
- Reestablish lawn underneath in meadow areas, where space will allow mowing - otherwise maintain pine needle surface.
- Do not limb up conifers where it will expose views to adjacent residential area.



BRING GRASS TO ROAD EDGE

- Reestablish lawn to original road edge where pavement has been widened (as noted on the plan).
- Keep area free of obstacles to maintain safe pull-off area on grass.



NEW TREELINE

- Symbol indicates proposed deciduous treeline (edge of drip line) for areas noted on the plan.
- In cleared areas, retain selected specimen trees from cleared edge.
- In expanded areas, plant new deciduous trees 15'-30' apart, randomly spaced.
- New species reflective of existing forest composition.
- Size at time of planting to be 2 1/2"-4" caliper.



CONIFER STANDS

- Plant new coniferous masses to depths and lengths noted on plan.
- New plantings similar to existing species present, or related to specific site conditions.
- Large species (e.g. pine) should be randomly spaced 15'-25' apart.
- Smaller species (e.g. cedar) should be randomly spaced 8'-15' apart.
- Mix sizes at time of planting, 6'-12' height range.



DECIDUOUS TREES

- Symbol represents one new deciduous tree.
- New tree type consistent with associated woodland/forest composition.
- Size at time of planting to be 2 1/2" to 4" caliper.
- Spacing and location as indicated on plans.



CONIFEROUS TREES

- Symbol represents one tree for all median plantings and for large evergreen species (e.g. pine).
- Symbol can represent one to three trees for smaller species (cedar), spaced 8'-12' apart when grouped.
- Tree type should reflect existing coniferous species, or site specific conditions.
- Location and spacing as indicated on plan.
- Mix heights at time of planting, (6'-12' in height).



ORNAMENTAL TREES

- Symbol represents three to five flowering trees randomly spaced at 12'-20' apart.
- Location and extent as indicated on the plan.
- Planting size 2"-2 1/2" caliper or 6'-8' height multistemmed tree.
- Tree type should be reflective of specific site conditions.



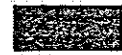
LAUREL TREATMENT

- ENHANCEMENT:** Remove dead or excessively leggy plants. Supplement existing masses as noted on plan; spaced 4'-5' apart, planting size 2'-3' in height.
- PROPOSED:** Plant to depths and lengths as indicated on plan; spaced 4'-5' apart, planting size 2'-3' in height.



ORNAMENTAL SHRUB MASS

- ENHANCEMENT:** Remove dead or excessively leggy plants. Supplement or replace existing overgrown masses, matching original species. Planting size 2'-3' in height.
- PROPOSED:** Plant to depth and length in locations noted on plan. For tops of slopes at bridge abutments, space approximately 4'-5' apart, planting size 2'-3' in height (see plant list for species).



REMOVE INVASIVE/NEW SURFACE TREATMENT:

- Remove invasive, aggressive, and undesirable vegetation.
- Selectively prune and thin.
- Reestablish lawn or meadow grasses in open or park-like areas.
- Allow woodland succession in areas of mature tree stands to within 15' of roadway (or to within 4'-5' of roadway where there is existing guiderail).



RELEASE DESIRABLE VEGETATION

- Remove invasive vegetation.
- Selectively thin immediately adjacent to existing coniferous groves or specimen deciduous, in locations as noted on plan.
- Supplement existing coniferous with new, same species planting, where noted on plan.



REFORESTATION

- Introduce new stands of woods in locations, and to depths and lengths as noted on the plan.
- Plant a "perimeter zone" of 30'-50' adjacent to the roadway with larger landscape stock (2 1/2"-4" caliper deciduous, 6'-8' height coniferous) 15'-30' apart, random spacing.
- Plant the remaining interior zone with bare root linear stock, 5'-10' apart, randomly spaced (shade trees as 3'-5' whips, coniferous at 15"-24" height, ornamentals at 2'-3' clumps).



GUIDERAIL

- Proposed steel-backed wood beam on steel post where shown on plan.
- Median installation should occur in conjunction with installation of new integral concrete curb and gutter.



CONCRETE BARRIER

- Proposed median treatment in areas of narrow median width (0'-3') where zero deflection distance is necessary.
- Generally occurs at the approaches to bridges/overpasses, as shown on plan.



GUIDERAIL REMOVAL

- Remove existing guiderail in the locations and for the span indicated on the plan (from arrow to arrow).
- Some regrading and/or selective tree removal may be required as noted on the plan.
- Spans indicated not to be replaced with new guiderail.



GUIDERAIL RELOCATION

- Remove span of existing guiderail as indicated.
- Relocate and install new guiderail (using steel-backed wood beam on steel posts) where indicated on the plan.
- May require selective tree removal and/or regrading as indicated.



SIGN RELOCATION

- Symbol indicates existing sign to be relocated.
- Typically relocate signs away from the immediate approach side of bridge abutments and out of median.



SLOPE STABILIZATION

- Install ground cover, stabilizing shrubs, and/or low maintenance grasses depending on site specific conditions for areas indicated on the plan.



REGRADING

- Regrade edge as indicated on plan to a 5% maximum grade, to allow for guiderail removal or relocation, or to enhance/create pull-off areas.



PULL-OFF AREAS

- Regrade and/or selectively remove vegetation in specific areas as indicated on the plan for barrier-free pull-off areas.



LOW MAINTENANCE ZONE

- Symbol indicates those areas of the median where the guiderail transitions and attaches to the proposed median barrier.
- To eliminate the need for hand mowing in this narrow median condition, plant with a low maintenance, low growing plant material, as indicated on the plant list.

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

Graphic Legend

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday

G1

Merritt Parkway Plant List

Evergreen Trees

Botanical Name	Common Name	Initial Specified Height Range	Mature Height (under normal conditions)
Juniperus virginiana	Red Cedar	3'-6'	20'-25'
Picea abies	Norway Spruce	6'-10'	80'-100'
Pinus nigra	Austrian Pine	6'-10'	50'-60'
Pinus strobus	White Pine	6'-10'	65'-75'
Thuja occidentalis 'Nigra'	Dark Green American Arborvitae	3'-6'	20'-30'

Deciduous Trees

Botanical Name	Common Name	Initial Specified Size (Cal.)	Mature Height (under normal conditions)
Acer rubrum	Red Maple	2.5"-6"	55'-60'
Acer saccharum	Sugar Maple	2.5"-6"	60'-65'
Carpinus caroliniana	American Hornbeam	2.5"-4"	30'-40'
Fagus americana	American Beech	1.5"-3.5"	60'-70'
Fraxinus americana 'Autumn Purple'	White Ash	1.5"-4"	55'-60'
Fraxinus pennsylvanica 'Summit'	Summit Ash	1.5"-4"	55'-60'
Gleditsia triacanthos inermis	Thornless Honey Locust varieties	1.5"-5"	50'-60'
Liquidambar styraciflua	Sweetgum	1.5"-4"	55'-60'
Liriodendron tulipifera	Tulip Tree	1.5"-3.5"	80'-90'
Nyssa sylvatica	Black Gum	2"-3"	30'-50'
Platanus acerifolia	London Planetree	1.5"-4"	90'-100'
Quercus alba	White Oak	1.5"-4"	55'-60'
Quercus coccinea	Scarlet Oak	1.5"-4"	70'-75'
Quercus palustris	Pin Oak	1.5"-4"	75'-80'
Quercus rubra	Red Oak	1.5"-4"	60'-75'
Tilia species	Linden varieties	1.5"-5"	45'-50'
Ulmus americana 'Pioneer'	Pioneer Elm	2"-4"	40'-60'
Ulmus americana 'Princeton'	Princeton Elm	2"-4"	40'-60'
Ulmus carpinifolia 'Holmstead'	Holmstead Elm	2"-4"	40'-60'

Ornamental Trees

Botanical Name	Common Name	Initial Specified Height Range	Mature Height (under normal conditions)
Amelanchier canadensis	Shadblow	3'-10' (clump or tree form)	20'-25'
Amelanchier laevis	Allegheny Serviceberry	3'-8'	15'-25'
Betula nigra	River Birch	6'-14'	40'-50'
Betula papyrifera	Paper Birch	6'-12' (clump or tree form)	35'-40'
Betula populifolia	Gray Birch	6'-10'	35'-40'
Cornus alternifolia	Pagoda Dogwood	3'-8'	20'-25'
Cornus kousa	Kousa Dogwood	3'-12'	20'-25'
Crataegus crusgalli	Cockspur Hawthorn	6'-10'	20'-30'
Hamelis virginiana	Common Witch Hazel	3'-8'	12'-15'
Prunus serotina	Black Cherry	6'-10'	50'-60'

Narrow Leaf and Broadleaf Evergreens

Botanical Name	Common Name	Initial Specified Height Range	Mature Height (under normal conditions)
Euonymus fortunei 'Green Lane'	Green Lane Wintercreeper	12"-24"	ground cover
Juniperus communis depressa	Oldfield Common Juniper	18"-24" Spr.	5'-6" Spr.
Juniperus communis 'Hornbrookii'	Hornbrook Juniper	12"-18" Spr.	6'-8" Spr.
Juniperus pfitzeriana 'Compacta'	Compact Pfitzer Juniper	12"-24" Spr.	5'-8" Spr.
Kalmia latifolia	Mountain Laurel	1.5'-4'	8'-10'
Rhododendron catawbiense	Catawba Rhododendron	1.5'-3.5'	5'-6'
Rhododendron l. 'Wilsoni'	Wilson Rhododendron	1.5'-3.5'	3'-6'
Rhododendron maximum	Rosebay Rhododendron	2'-4'	10'-15'
Rhododendron periclymenoides	Pinxterbloom Azalea	1.5'-3'	4'-6'
Rhododendron vaseyi	Pinkshell Azalea	1.5'-3'	5'-10'
Rhododendron viscosum	Swamp Azalea	1.5'-3'	4'-8'

Deciduous Shrubs

Botanical Name	Common Name	Initial Specified Height Range	Mature Height (under normal conditions)
Comptonia peregrina	Sweetfern	15"-24"	2'-4'
Cornus racemosa	Gray Dogwood	2'-4'	10'-15'
Ilex verticillata	Winterberry	1'-3'	6'-8'
Myrica pensylvanica	Bayberry	1.5'-3'	6'-8'
Rhus aromatica 'Uro-Low'	Fragrant Sumac	12"-24"	2'-3'
Rosa rugosa	Beach Rose	12"-24"	4'-6'
Rosa 'Sea Foam'	Sea Foam Rose	12"-24"	2'-3'
Sambucus canadensis	American Elder	2'-3'	4'-6'
Vaccinium corymbosum	Highbush Blueberry	1.5'-3'	6'-8'
Viburnum cassinoides	Whiterod Viburnum	18"-30"	4'-6'
Viburnum dentatum	Arrowwood	2'-3'	6'-8'
Viburnum tomentosum 'Mariesii'	Mariesii Doublefile Viburnum	2'-4'	6'-8'
Viburnum trilobum	American Highbush Cranberry	2'-4'	8'-12'

Climbing Vines and Ground Covers

Botanical Name	Common Name	Initial Specified Height Range	Mature Spread (under normal conditions)
Hedera helix 'Baltica'	Baltic Ivy	3"-1 gal.	10"-18"
Lonicera japonica 'Halliana'	Hall's Honeysuckle	3" pot-2 gal.	20'-30'
Pachysandra terminalis	Pachysandra	2 1/4"-4" pot	8"-12"
Parthenocissus quinquefolia	Virginia Creeper	1-2 gal.	50'
Parthenocissus tricuspidata 'Veitchii'	Boston Ivy	1-2 gal.	8"-18"
Vinca minor 'Bowles'	Bowles myrtle	3"-1 gal.	10"-18"

Lawn and Meadow Grasses

Plant Type	Specific Variety	Mature Height (without seed heads)
Alkaligrass	variety: Salty	1'-1 1/2'
Fine Fescue	variety: Reliant	10"-12"
Kentucky Bluegrass	variety: Jamestown II	2'-2 1/2'
	variety: Baron	
	variety: Ram I	
	variety: Sydsport	
Perennial Ryegrass	variety: Repell II	2'-3'
	variety: Palmer II	
Poa trivialis	variety: Laser	1 1/4'-2'
Tall Fescue	variety: Rebel 3D	2'-2 1/2'
	variety: Tribute	2 1/2'-3'

Wild Flowers

Botanical Name	Common Name	Mature Height
Achillea millefolium	White Yarrow	2'-3'
Chrysanthemum leucanthemum	Ox-Eye Daisy	2'-3'
Coreopsis lanceolata	Lance-leaf coreopsis	2'-3'
Eupatorium purpureum	Joe Pye Weed	5'-6'
Hemerocallis species	Daylily	1'-2'
Myosotis sylvatica	Forget-Me-Not	12"-18"
Rudbeckia hirta	Black-eyed Susan	2'-3'
Vernonia noveboracensis	Ironweed	4'-5'
Viola cornuta	Johnny Jump-Up	6"-12"

* Asterisked items are species that have been modified from the original plant list.
** Double asterisked items are new genus introduced.

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

PM1

Plant Materials List

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**MERRITT PARKWAY LANDSCAPE MASTER PLAN
POINTS OF INTEREST (SOUTH TO NORTH)**

Sheet
No.

- T ☐ Harrison, NY - Greenwich, CT Town Line
1 ☐ Exit 27 King Street/King Street Bridge
1 ☐ Service Area #1 - Greenwich
2/3 ☐ Former Tollgate Plaza - Greenwich
5 ☐ Exit 28 Round Hill Road/Round Hill Road Bridge
-6 ☐ Exit 29 Old Mill Road (N)
Lake Avenue/Lake Avenue Bridge(S)
7/8 ☐ Exit 31 North Street/North Street Bridge
10 ☐ Stanwich Road Bridge
10 ☐ Greenwich-Stamford Town Line
10 ☐ Guinea Road Bridge (formerly "Rocky
Craig" Bridge)
11 ☐ Riverbank Road Bridge
12 ☐ Exit 33 Den Road
12 ☐ Exit 34 Long Ridge Road (Rt. 104)/Long
Ridge Road Bridge
13 ☐ Wire Mill Road Bridge
13 ☐ Exit 35 High Ridge Road (Rt. 137)/High
Ridge Road Bridge
14 ☐ Newfield Avenue Bridge
14 ☐ Stamford-New Canaan Town Line
15 ☐ Ponus Ridge Bridge
16 ☐ Old Stamford Road (Rt. 106)/Rt. 106
Bridge

- 17 ☐ Lapham Road Bridge
17 ☐ Exit 37 South Avenue (Rt. 124)/South
Avenue Bridge
17 ☐ Service Area #2 - New Canaan
18 ☐ White Oak Shade Road Bridge
18 ☐ Marvin Ridge Road Bridge
18 ☐ New Canaan - Norwalk Town Line
19 ☐ Exit 38 New Canaan Avenue (Rt. 123)
19 ☐ Comstock Hill Road Bridge
19 ☐ Exit 39A Route 7 South
20 ☐ Exit 39B Route 7 North
20 ☐ Exit 40A Main Avenue (old Rt. 7)
20 ☐ Exit 40B Main Avenue
20 ☐ West Rocks Road Bridge
21 ☐ East Rocks Road Bridge
21 ☐ Gruman Avenue Bridge
22 ☐ Norwalk-Westport Town Line
22 ☐ Newtown Turnpike Bridge (Rt. 53)
22/23 ☐ Exit 41 Wilton Road (Rt. 33)
23 ☐ Clinton Avenue Bridge
23/24 ☐ Exit 42 Weston Road
24 ☐ North Avenue Bridge
25 ☐ Westport-Fairfield Town Line
26 ☐ Merwins Lane Bridge
27 ☐ Redding Road Bridge

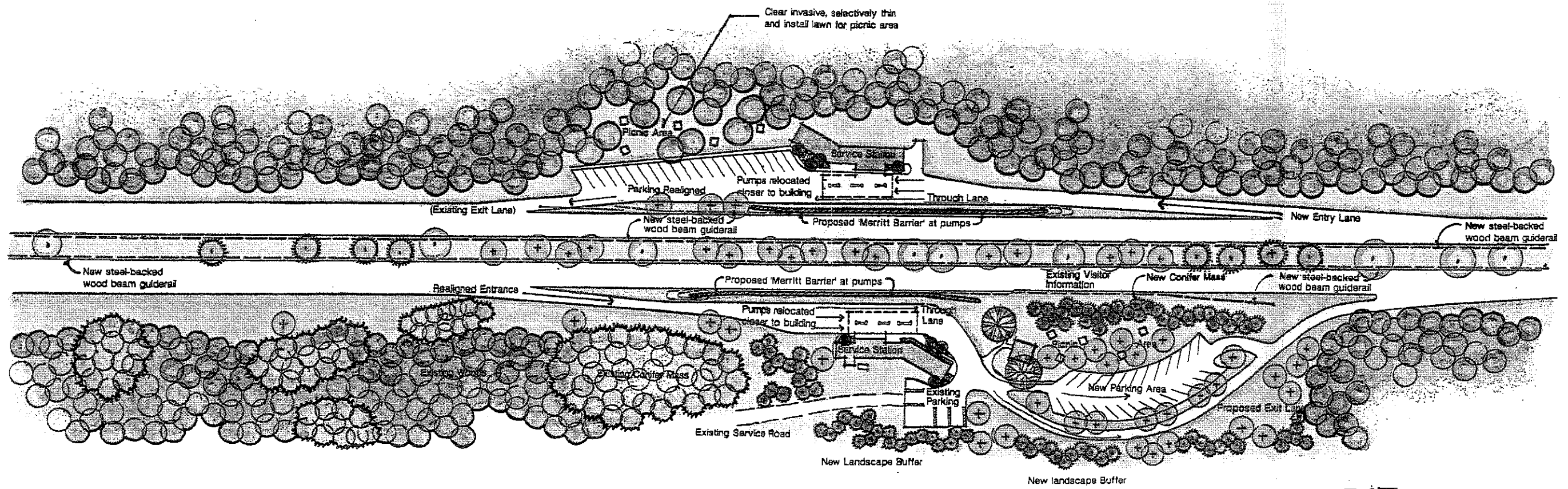
- 27 ☐ Congress Street Bridge
28 ☐ Burr Street Bridge
29 ☐ Exit 44 Black Rock Turnpike (Rt. 58)
29 ☐ Exit 45 Black Rock Turnpike (Rt. 58)
30 ☐ Morehouse Drive Bridge
30 ☐ Service Area #3 - Fairfield
31 ☐ Exit 46 Easton Turnpike (Rt. 59)/Easton
Turnpike Bridge (formerly "Sport Hill
Road" Bridge)
31 ☐ Fairfield-Trumbull Town Line
32 ☐ Exit 47 Park Avenue/Park Avenue Bridge
32 ☐ Plattsville Road Bridge
32 ☐ Madison Avenue Bridge
33 ☐ Exit 48 Main Street (Rt. 111)/Main Street
Bridge
34 ☐ Frenchtown Road Bridge
34/35 ☐ Exit 49 Route 25 Interchange
35 ☐ Exit 50 White Plains Road (Rt. 127)
36 ☐ Exit 51 Nichols Avenue (Rt. 108
Huntington Turnpike)/Nichols Avenue
Bridge
37 ☐ Exit 52 Route 8 Interchange
38 ☐ Trumbull-Stratford Town Line
39 ☐ James Farm Road Bridge
39/40 ☐ Exit 53 River Road (Rt. 110)
40 ☐ Stratford-Milford Town Line at Housatonic
River/Bridge

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State of Connecticut Department of Transportation

Points of Interest
(South to North)

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P1



Greenwich, CT

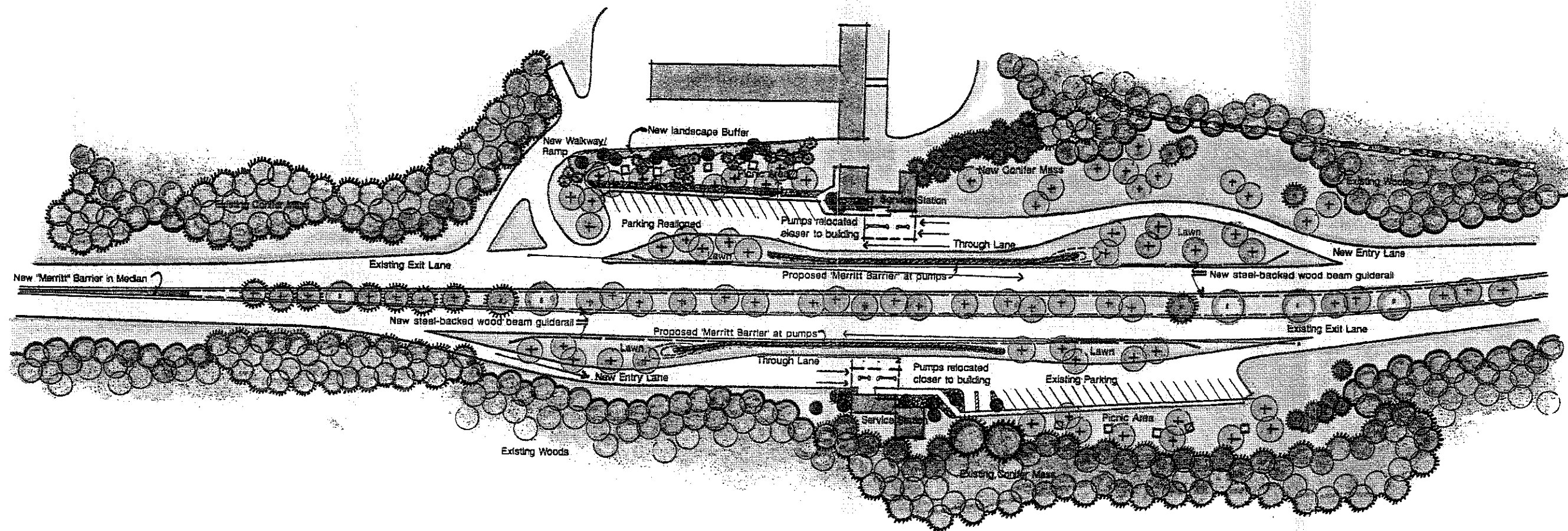
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation



SA1

Service Areas

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New Canaan, CT

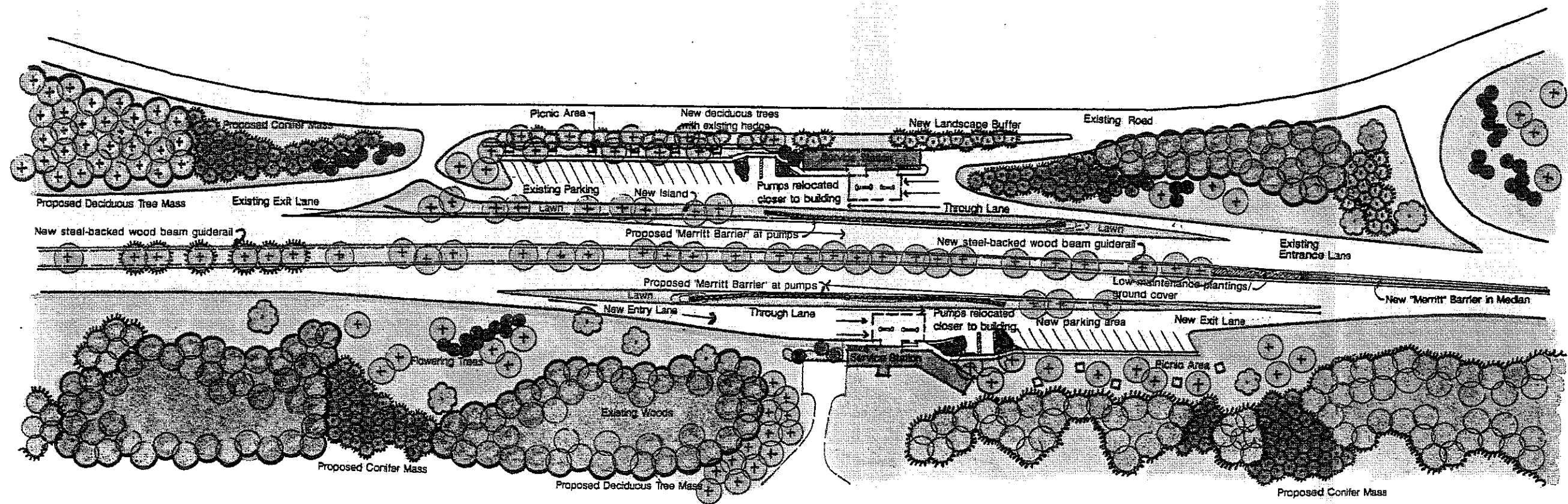
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation



SA2

Service Areas

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday



Fairfield, CT

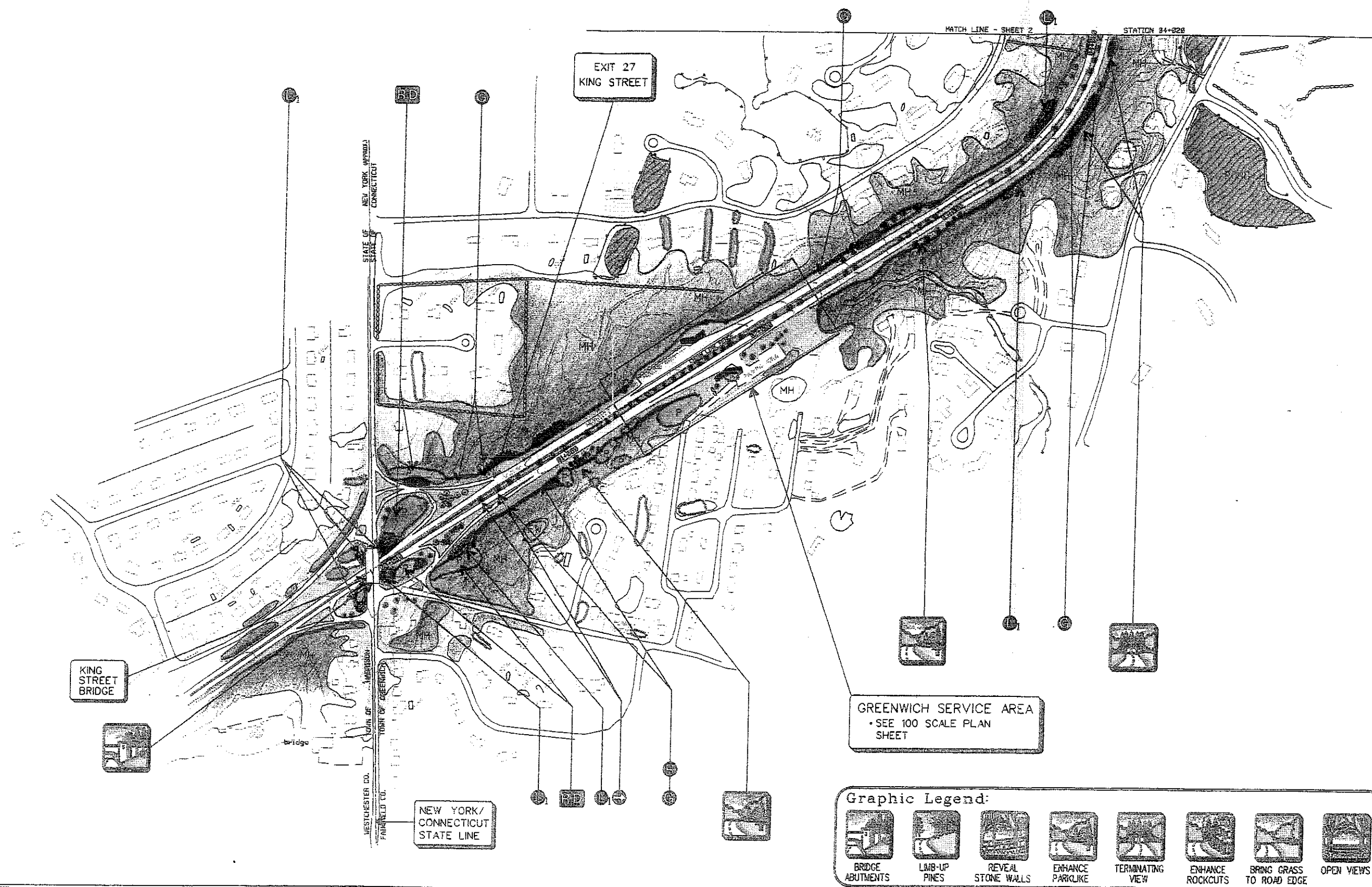
Merritt Parkway Landscape Master Plan
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SA3

Service Areas

Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday



Graphic Legend:

- BRIDGE ABUTMENTS
- LMB-UP PINES
- REVEAL STONE WALLS
- ENHANCE PARKLIKE
- TERMINATING VIEW
- ENHANCE ROCKCUTS
- BRING GRASS TO ROAD EDGE
- OPEN VIEWS

Legend: Contours Spot Elevation Buildings Right-of-Way Townline Stationing Easements Catenary Towers Poles Rock Outcropping Stone Wall Fence Wetland/Water Course Body of Water Stream or Water Boundary Visually Intrusive Sign		Existing: Mixed Hardwoods Conifer Stand C-Cedar P-Pine H-Hemlock Deciduous Tree Significant Tree Coniferous Tree Pine/Cedar Laurel	Proposed: Tree Line Conifer Stand Deciduous Tree Coniferous Tree Ornamental Tree	Existing: Forested Wetland Scrub Wetland Turf/Lawn Meadow Ornamental Shrub Mass Laurel Enhancement Removed Invasive/ New Surface Treatment	Proposed: Guidrail Concrete Barrier/Curb Sign Relocation Guidrail Removal Guidrail Relocation	Proposed Treatments: Slope Stabilization Low Maintenance Vegetation Zone Release Desirable Vegetation Regrading Pull-off Area Reforestation
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Merritt Parkway Landscape Master Plan
 State of Connecticut Department of Transportation

Landscape Master Plan
 Station 00+00 to Station 04+020

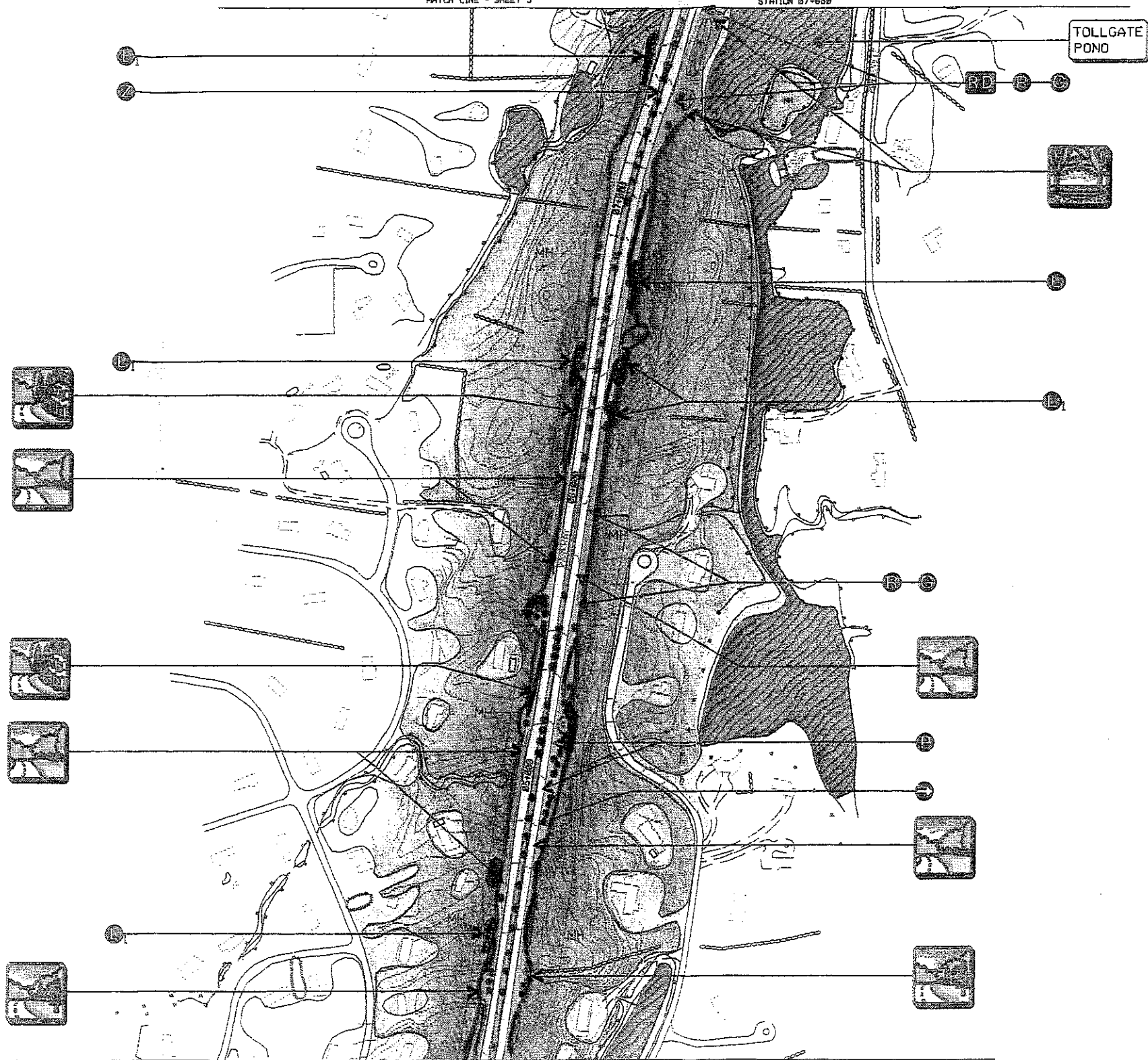
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 Johnson, Johnson & Roy, Inc.
 Johnson Land Design
 Fitzgerald & Halliday

1 of 40

MATCH LINE - SHEET 3

STATION 07+680

TOLLGATE POND



MATCH LINE - SHEET 1

STATION 04+020

Graphic Legend:



Legend:

	Contours		Poles
	Spot Elevation		Rock Outcropping
	Buildings		Stone Wall
	Right-of-Way		Fence
	Townline		Wetland/Water Course
	Stationing		Body of Water
	Easements		Stream or Water Boundary
	Catenary Towers		Visually Intrusive Sign

Existing:

	Mixed Hardwoods
	Conifer Stand
	C-Cedar P-Pine H-Hemlock
	Deciduous Tree
	Significant Tree
	Coniferous Tree
	Pine/Cedar
	Laurel

Proposed:

	Tree Line
	Conifer Stand
	Deciduous Tree
	Coniferous Tree
	Ornamental Tree

Existing:

	Forested Wetland
	Scrub Wetland
	Turf/Lawn
	Meadow
	Ornamental Shrub Moss
	Laurel
	Enhancement
	Removed Invasive/New Surface Treatment

Proposed:

	Ornamental Shrub Moss
	Laurel Mass

Proposed Treatments

	Guidesail		Slope Stabilization
	Concrete Barrier/Curb		Low Maintenance Vegetation Zone
	Sign Relocation		Release Desirable Vegetation
	Guidesail Removal		Regrading
	Guidesail Relocation		Pull-off Area
			Reforestation

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

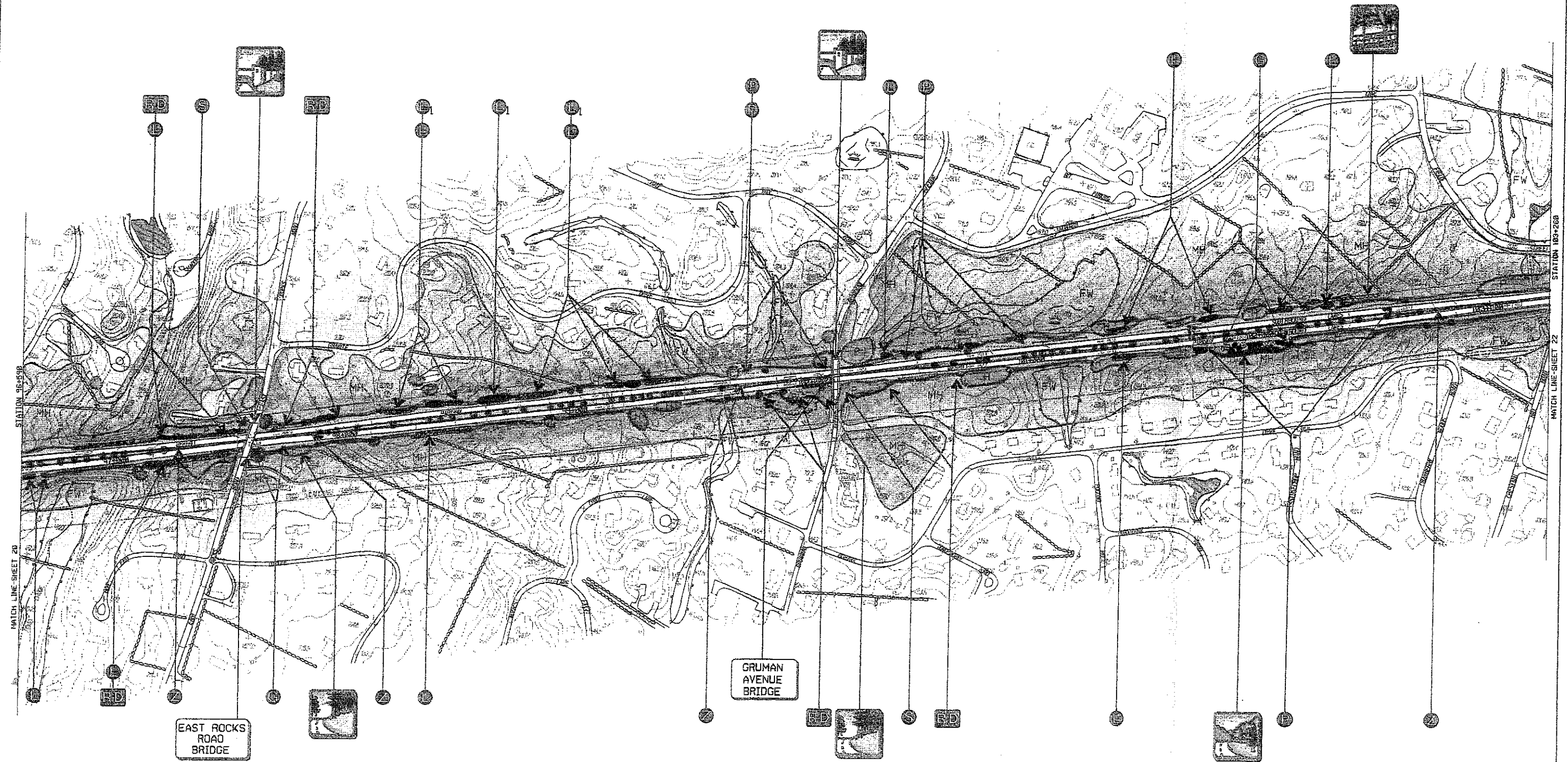
Landscape Master Plan

Station 04+020 to Station 07+680

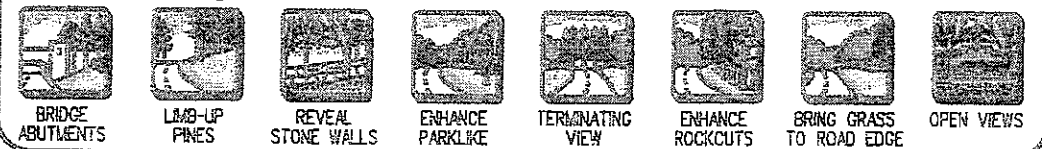


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Graphic Legend:



Legend:

- Contours
- Spot Elevation
- Buildings
- Right-of-Way
- Townline
- Stationing
- Easements
- Catenary Towers
- Poles
- Rock Outcropping
- Stone Wall
- Fence
- Wetland/Water Course
- Body of Water
- Stream or Water Boundary
- Visually Intrusive Sign

Existing:

- MH Mixed Hardwoods
- Conifer Stand: C-Cedar P-Pine H-Hemlock
- Deciduous Tree
- Significant Tree
- Coniferous Tree
- Pine/Cedar
- Laurel

Proposed:

- Tree Line
- Conifer Stand
- Deciduous Tree
- Coniferous Tree
- Ornamental Tree

Existing:

- FW Forested Wetland
- SW Scrub Wetland
- Turf/Lawn
- Meadow
- Ornamental Shrub Mass
- Laurel
- Enhancement
- Removed Invasive/ New Surface Treatment

Proposed:

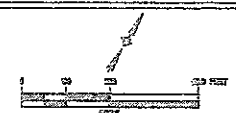
- Ornamental Shrub Mass
- Laurel Mass

Proposed Treatments

- Guidrail
- Concrete Barrier/Curb
- Sign Relocation
- Guidrail Removal
- Guidrail Relocation
- Slope Stabilization
- Low Maintenance Vegetation Zone
- Release Desirable Vegetation
- Regrading
- Pull-off Area
- Reforestation

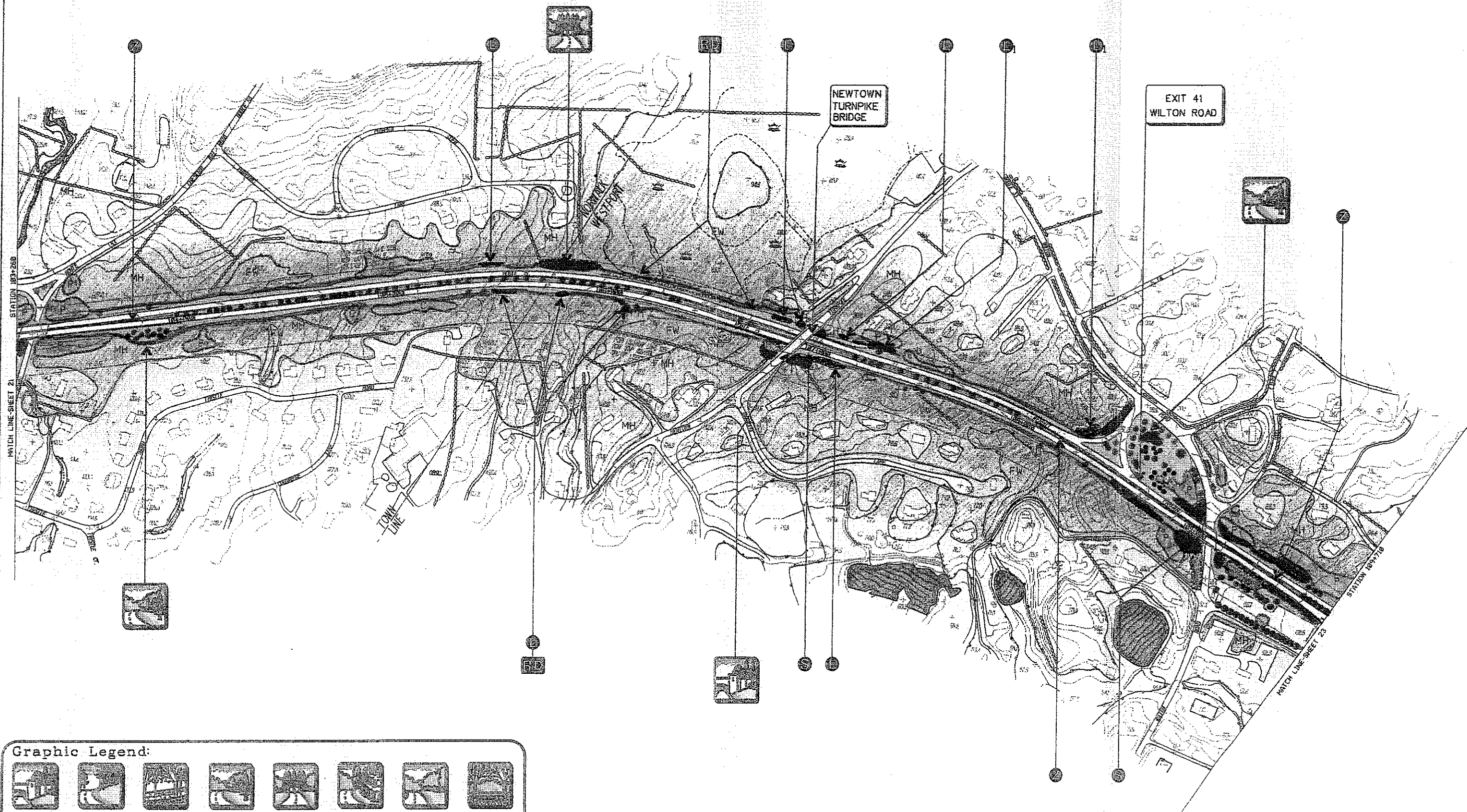
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

Landscape Master Plan
Station 96+590 to Station 103+260



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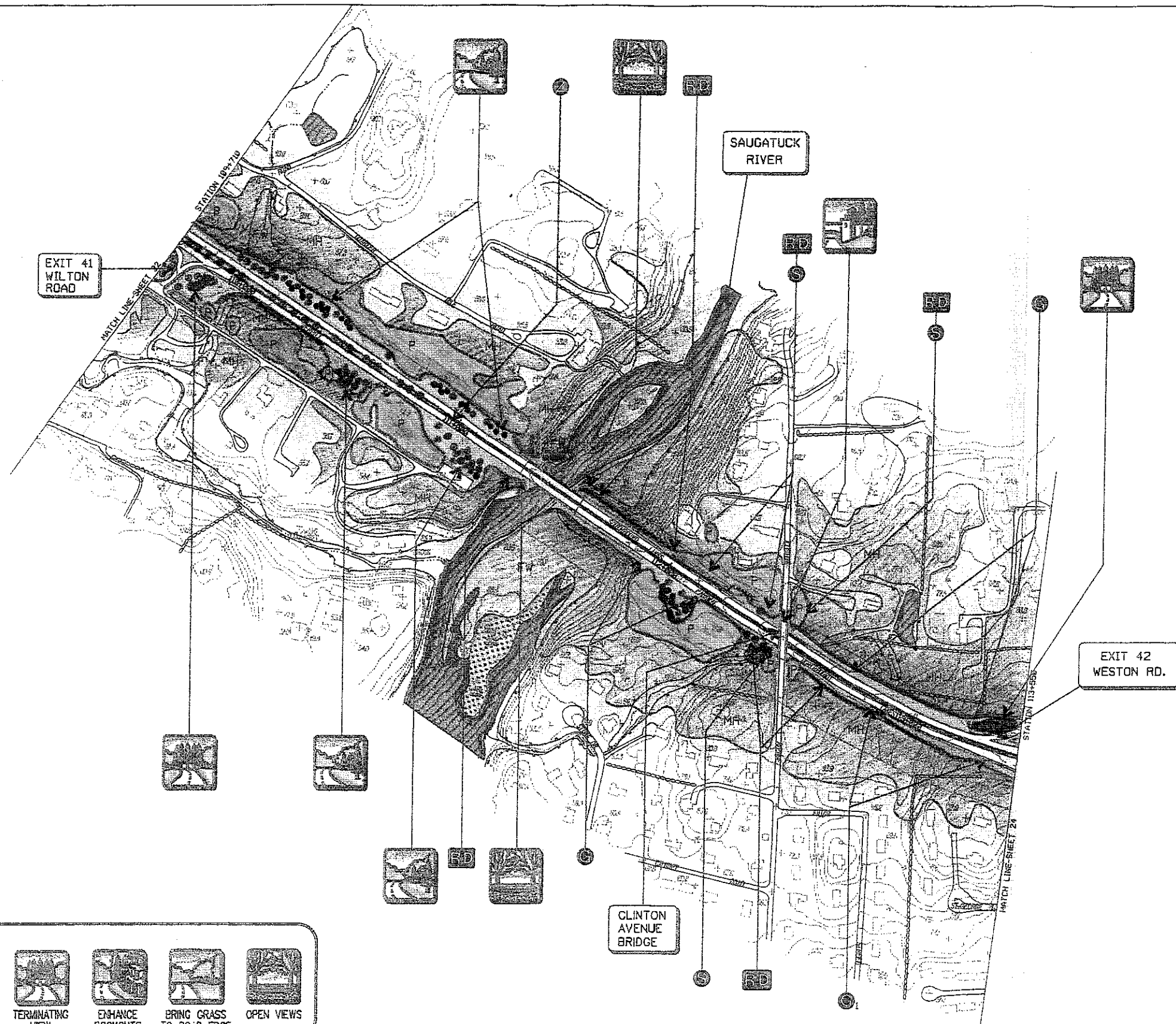
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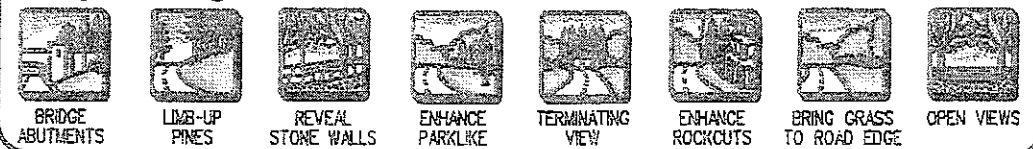
Graphic Legend:

BRIDGE ABUTMENTS	LIMB-UP PINES	REVEAL STONE WALLS	ENHANCE PARKLIKE	TERMINATING VIEW	ENHANCE ROCKCUTS	BRING GRASS TO ROAD EDGE	OPEN VIEWS

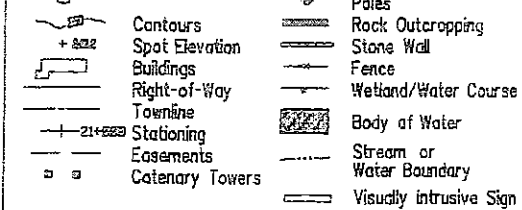
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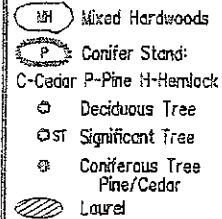
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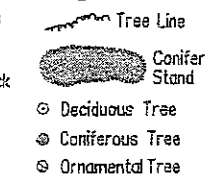
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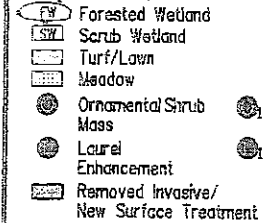
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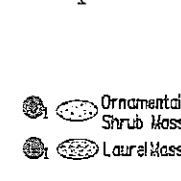
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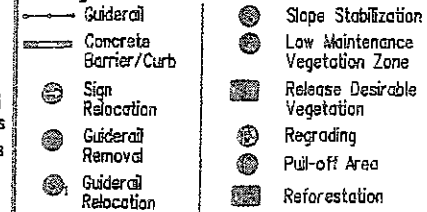
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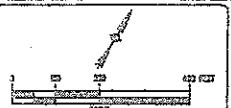


Proposed Treatments



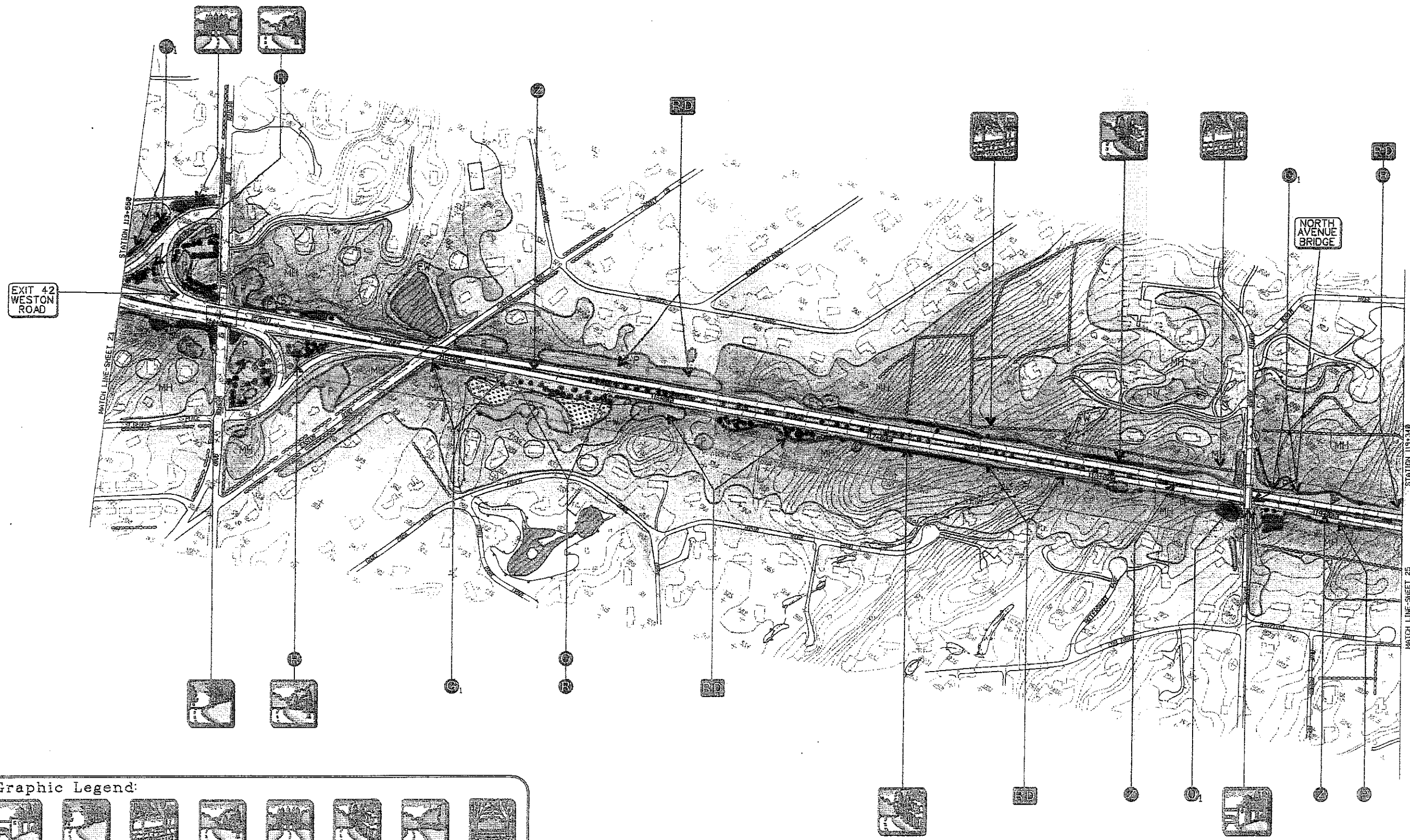
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

Landscape Master Plan
Station 109+710 to Station 113+550



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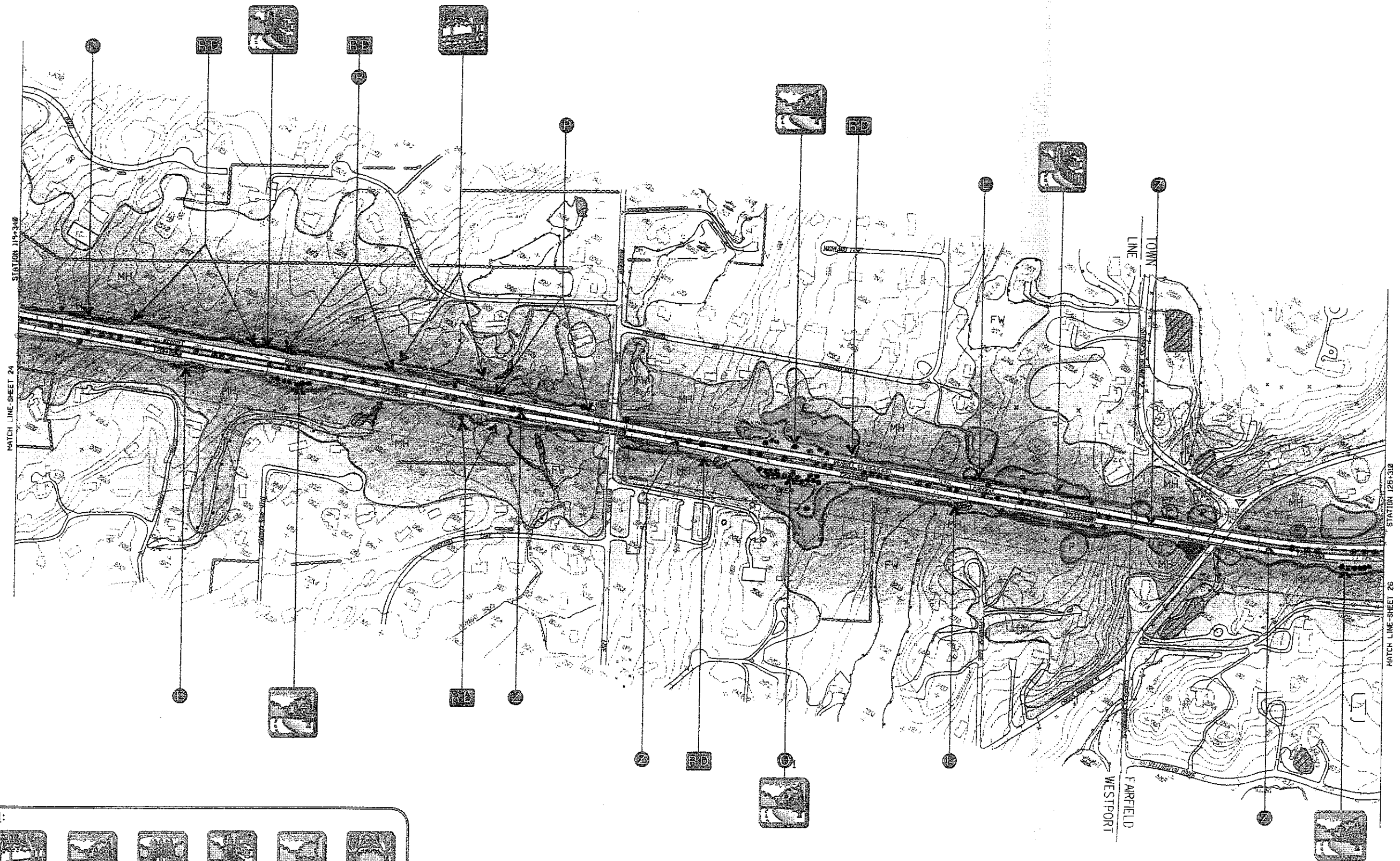
23 of
40



Graphic Legend:

BRIDGE	ABUTMENTS	LIMB-UP PINES	REVEAL STONE WALLS	ENHANCE PARKLIKE	TERMINATING VIEW	ENHANCE ROCKCUTS	BRING GRASS TO ROAD EDGE

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<p>Merritt Parkway Landscape Master Plan State of Connecticut Department of Transportation</p>				<p>24 of 40</p>																																																																																															
<p>Landscape Master Plan Station 113+550 to Station 119+340</p>				<p>Milone & MacBroom, Inc. Johnson, Johnson & Roy, Inc. Johnson Land Design Fitzgerald & Halliday</p>																																																																																															

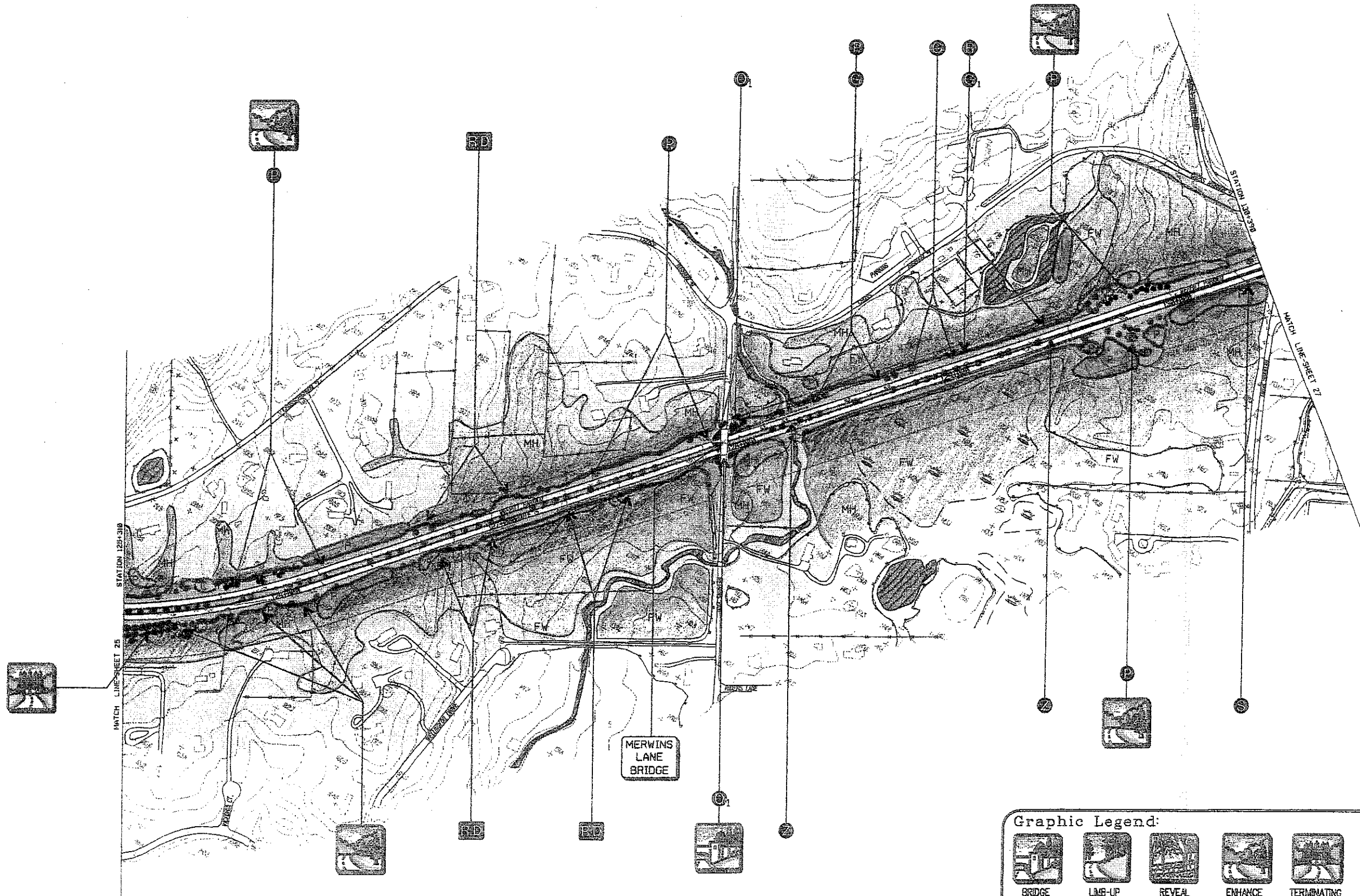


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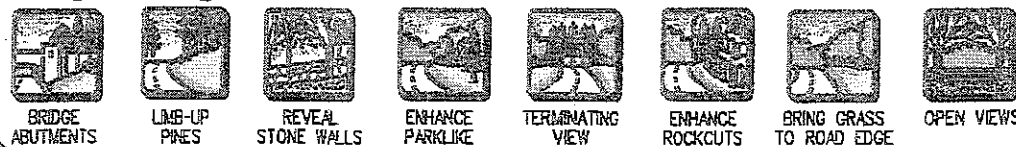
BRIDGE ABUTMENTS	LIMB-UP PINES	REVEAL STONE WALLS	ENHANCE PARKLIKE	TERMINATING VIEW	ENHANCE ROCKCUTS	BRING GRASS TO ROAD EDGE	OPEN VIEWS

<p>Legend:</p> <div> Contours Spot Elevation Buildings Right-of-Way Townline Stationing Easements Catenary Towers Poles Rock Outcropping Stone Wall Fence Wetland/Water Course Body of Water Stream or Water Boundary Visually Intrusive Sign </div>		<p>Existing:</p> <div> Mixed Hardwoods C-Cedar P-Pine H-Hemlock Deciduous Tree Significant Tree Coniferous Tree Pine/Cedar Laurel </div> <p>Proposed:</p> <div> Tree Line Conifer Stand Deciduous Tree Coniferous Tree Ornamental Tree </div>	<p>Existing:</p> <div> Forested Wetland Scrub Wetland Turf/Lawn Meadow Ornamental Shrub Mass Laurel Enhancement Removed Invasive/New Surface Treatment </div> <p>Proposed:</p> <div> Ornamental Shrub Mass Laurel Mass </div>	<p>Proposed Treatments</p> <div> Guideline Concrete Barrier/Curb Sign Relocation Guideline Removal Guideline Relocation Slope Stabilization Low Maintenance Vegetation Zone Release Desirable Vegetation Regrading Pull-off Area Reforestation </div>
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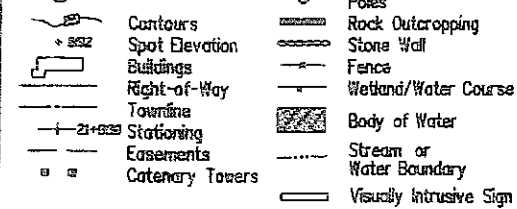
<p>Merritt Parkway Landscape Master Plan State of Connecticut Department of Transportation</p>		 25 of 40
<p>Landscape Master Plan Station 119+340 to Station 125+310</p>		
<p>Milone & MacBroom, Inc. Johnson, Johnson & Roy, Inc. Johnson Land Design Fitzgerald & Halliday</p>		



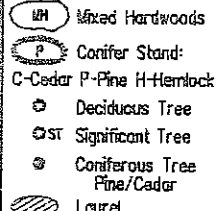
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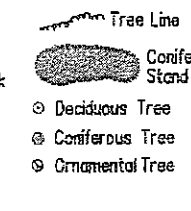
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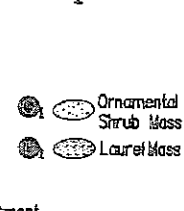
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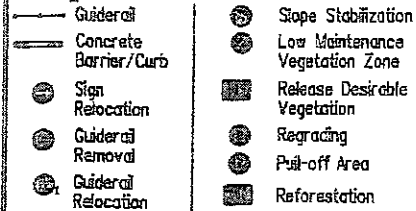
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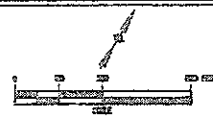


Proposed Treatments



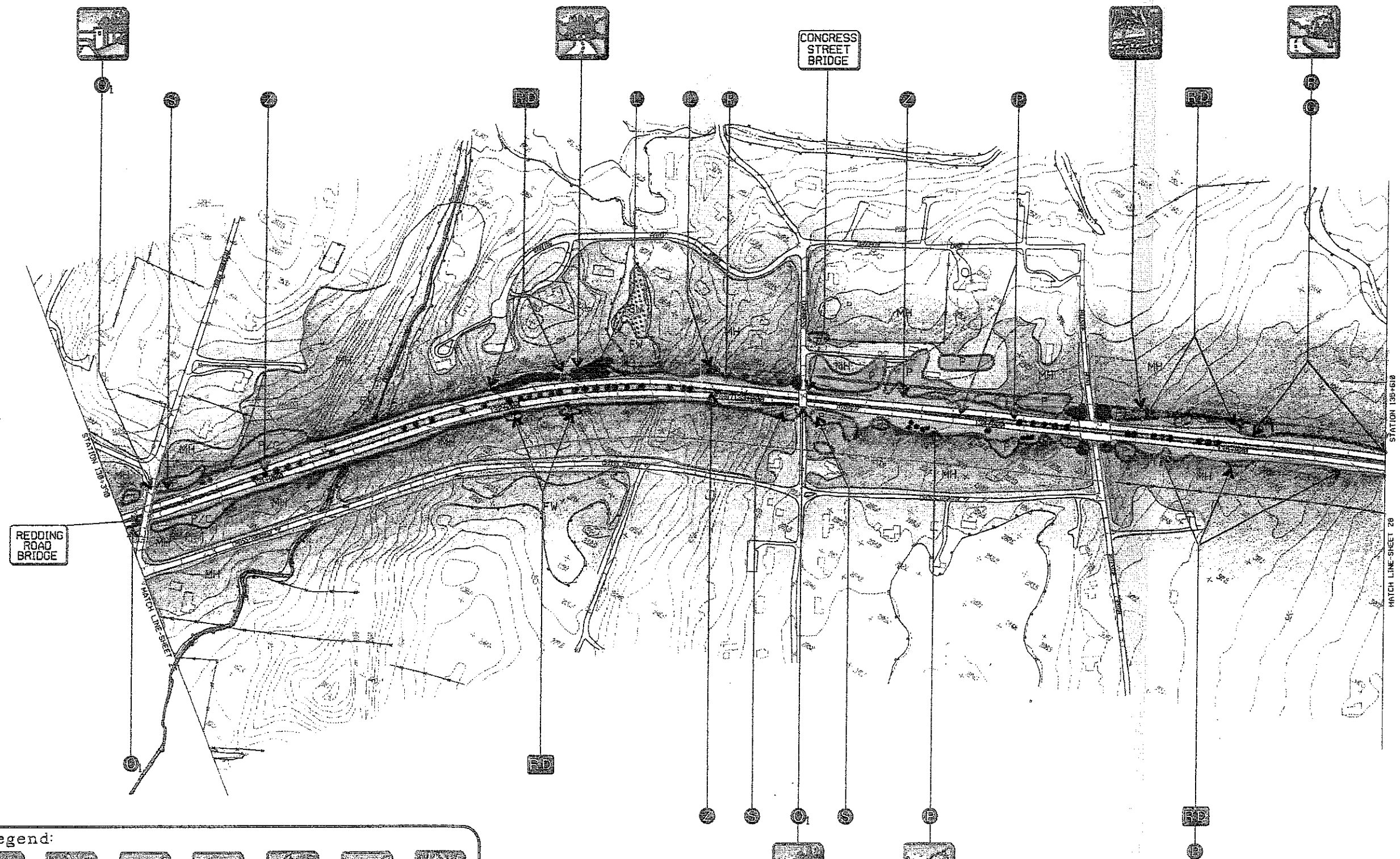
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

Landscape Master Plan
Station 125+310 to Station 130+390



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40

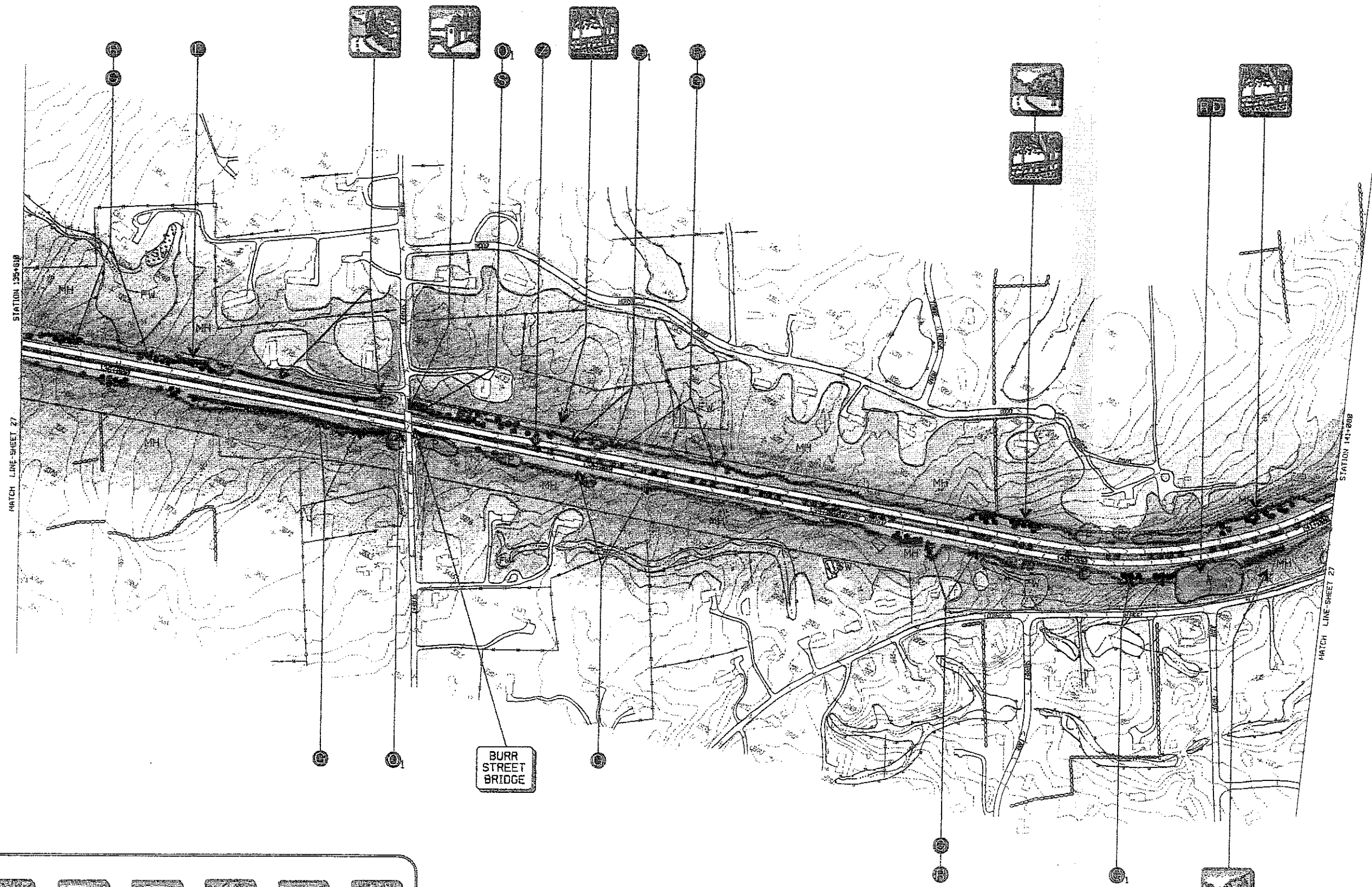
Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday



Graphic Legend:

BRIDGE ABUTMENTS	LOG-UP PINES	REVEAL STONE WALLS	ENHANCE PARKLIKE	TERMINATING VIEW	ENHANCE ROCKCUTS	BRING GRASS TO ROAD EDGE	OPEN VIEWS

<p>Legend:</p> <ul style="list-style-type: none"> Contours Spot Elevation Buildings Right-of-Way Townline Stationing Easements Catenary Towers Poles Rock Outcropping Stone Wall Fence Wetland/Water Course Body of Water Stream or Water Boundary Visually Intrusive Sign 		<p>Existing:</p> <ul style="list-style-type: none"> LM Mixed Hardwoods P Conifer Stand: C-Cedar P-Pine H-Hemlock DT Deciduous Tree ST Significant Tree CT Coniferous Tree Pine/Cedar Laurel <p>Proposed:</p> <ul style="list-style-type: none"> Tree Line Conifer Stand Deciduous Tree Coniferous Tree Ornamental Tree 		<p>Existing:</p> <ul style="list-style-type: none"> FW Forested Wetland SW Scrub Wetland T/L Turf/Lawn M Meadow OS Ornamental Shrub Mass Laurel Enhancement Removed Invasive/New Surface Treatment <p>Proposed:</p> <ul style="list-style-type: none"> Ornamental Shrub Mass Laurel Mass 		<p>Proposed Treatments</p> <ul style="list-style-type: none"> Guidrail Concrete Barrier/Curb Sign Relocation Guidrail Removal Guidrail Relocation Slope Stabilization Low Maintenance Vegetation Zone Release Desirable Vegetation Regrading Pull-off Area Reforestation 		<p>Merritt Parkway Landscape Master Plan State of Connecticut Department of Transportation</p> <p>Landscape Master Plan Station 130+390 to Station 135+610</p>		<p>27 of 40</p>		<p>Milone & MacBroom, Inc. Johnson, Johnson & Roy, Inc. Johnson Land Design Fitzgerald & Halliday</p>	
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Graphic Legend:

BRIDGE ABUTMENTS	L&A-UP PINES	REVEAL STONE WALLS	ENHANCE PARKLIKE	TERMINATING VIEW	ENHANCE ROCKCUTS	BRING GRASS TO ROAD EDGE	OPEN VIEWS

<p>Legend:</p> <ul style="list-style-type: none"> Contours Spot Elevation Buildings Right-of-Way Townline Stationing Easements Catenary Towers Poles Rock Outcropping Stone Wall Fence Wetland/Water Course Body of Water Stream or Water Boundary Visually Intrusive Sign 	<p>Existing:</p> <ul style="list-style-type: none"> LN Mixed Hardwoods Conifer Stand: C-Cedar P-Pine H-Hemlock Deciduous Tree Significant Tree Coniferous Tree Pine/Cedar Laurel <p>Proposed:</p> <ul style="list-style-type: none"> Tree Line Conifer Stand Deciduous Tree Coniferous Tree Ornamental Tree 	<p>Existing:</p> <ul style="list-style-type: none"> FW Forested Wetland SW Scrub Wetland T/L Turf/Lawn M Meadow MS Ornamental Shrub Mass La Laurel Laurel Enhancement RI Removed Invasive/ New Surface Treatment <p>Proposed:</p> <ul style="list-style-type: none"> Ornamental Shrub Mass Laurel Mass 	<p>Proposed Treatments</p> <ul style="list-style-type: none"> Guidesail Concrete Barrier/Curb Sign Relocation Guidesail Removal Guidesail Relocation Slope Stabilization Low Maintenance Vegetation Zone Release Desirable Vegetation Regrading Pull-off Area Reforestation
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<p>Merritt Parkway Landscape Master Plan State of Connecticut Department of Transportation</p>			<p>28 of 40</p>
<p>Landscape Master Plan Station 135+610 to Station 141+080</p>			
<p>Milone & MacBroom, Inc. Johnson, Johnson & Roy, Inc. Johnson Land Design Fitzgerald & Halliday</p>			

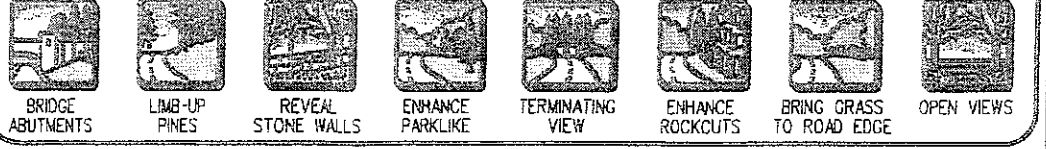
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BLACK ROCK
TURNPIKE

MATCH LINE SHEET 28
STATION 141+080

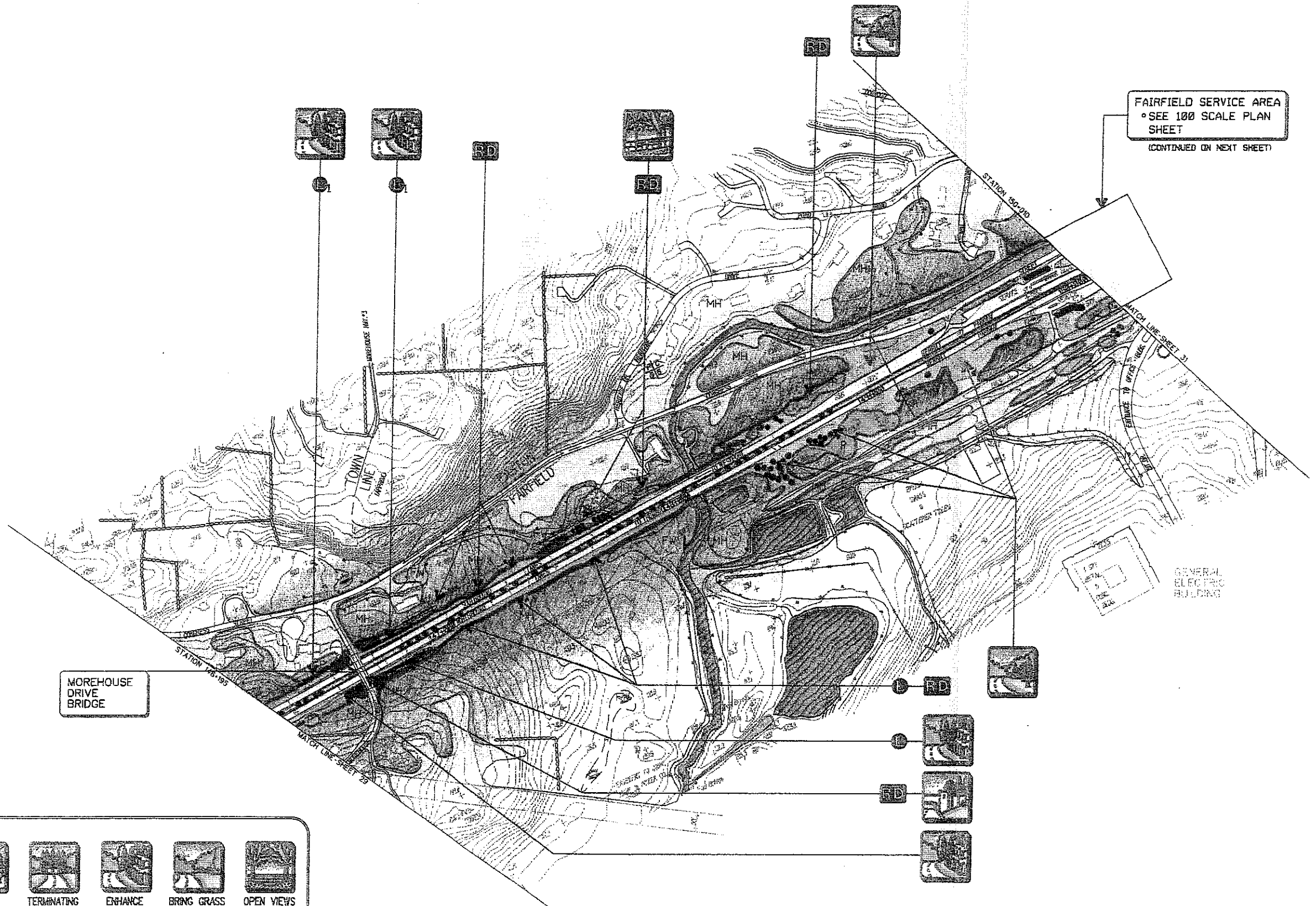
STATION 142+195

MATCH LINE SHEET 30

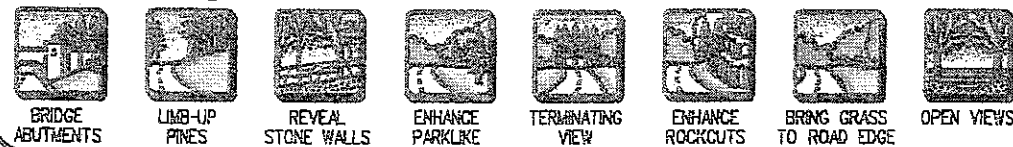
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Legend: Contours Spot Elevation Buildings Right-of-Way Townline Stationing Easements Catenary Towers Poles Rock Outcropping Stone Wall Fence Wetland/Water Course Body of Water Stream or Water Boundary Visually Intrusive Sign		Existing: MH Mixed Hardwoods P Conifer Stand C-Cedar P-Pine H-Hemlock Deciduous Tree Significant Tree Coniferous Tree Pine/Cedar Laurel Proposed: Tree Line Conifer Stand Deciduous Tree Coniferous Tree Ornamental Tree		Existing: FW Forested Wetland SW Scrub Wetland Turf/Lawn Meadow Ornamental Shrub Mass Laurel Enhancement Removed Invasive/New Surface Treatment Proposed: Ornamental Shrub Mass Laurel Mass Proposed Treatments: Guiderail Concrete Barrier/Curb Sign Relocation Guiderail Removal Guiderail Relocation Slope Stabilization Low Maintenance Vegetation Zone Release Desirable Vegetation Regrading Pull-off Area Reforestation		Merritt Parkway Landscape Master Plan State of Connecticut Department of Transportation <h2>Landscape Master Plan</h2> Station 141+080 to Station 146+195		 29 of 40 Milone & MacBroom, Inc. Johnson, Johnson & Roy, Inc. Johnson Land Design Fitzgerald & Halliday
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Graphic Legend:



Legend:

- | | | | |
|--|-----------------|--|--------------------------|
| | Contours | | Poles |
| | Spot Elevation | | Rock Outcropping |
| | Buildings | | Stone Wall |
| | Right-of-Way | | Fence |
| | Townline | | Wetland/Water Course |
| | Stationing | | Body of Water |
| | Easements | | Stream or Water Boundary |
| | Catenary Towers | | Visually Intrusive Sign |

Existing:

- | | |
|--|--------------------------|
| | Mixed Hardwoods |
| | Conifer Stand: |
| | C-Cedar P-Pine H-Hemlock |
| | Deciduous Tree |
| | Significant Tree |
| | Coniferous Tree |
| | Pine/Cedar |
| | Laurel |

Proposed:

- | | |
|--|-----------------|
| | Tree Line |
| | Conifer Stand |
| | Deciduous Tree |
| | Coniferous Tree |
| | Ornamental Tree |

Existing:

- | | |
|--|--|
| | Forested Wetland |
| | Scrub Wetland |
| | Turf/Lawn |
| | Meadow |
| | Ornamental Shrub Mass |
| | Laurel |
| | Enhancement |
| | Removed Invasive/
New Surface Treatment |

Proposed:

- | | |
|--|-----------------------|
| | Ornamental Shrub Mass |
| | Laurel Mass |

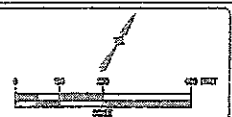
Proposed Treatments

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| | Guidedail | | Slope Stabilization |
| | Concrete Barrier/Curb | | Low Maintenance Vegetation Zone |
| | Sign Relocation | | Release Desirable Vegetation |
| | Guidedail Removal | | Regrading |
| | Guidedail Relocation | | Pull-off Area |
| | | | Reforestation |

Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

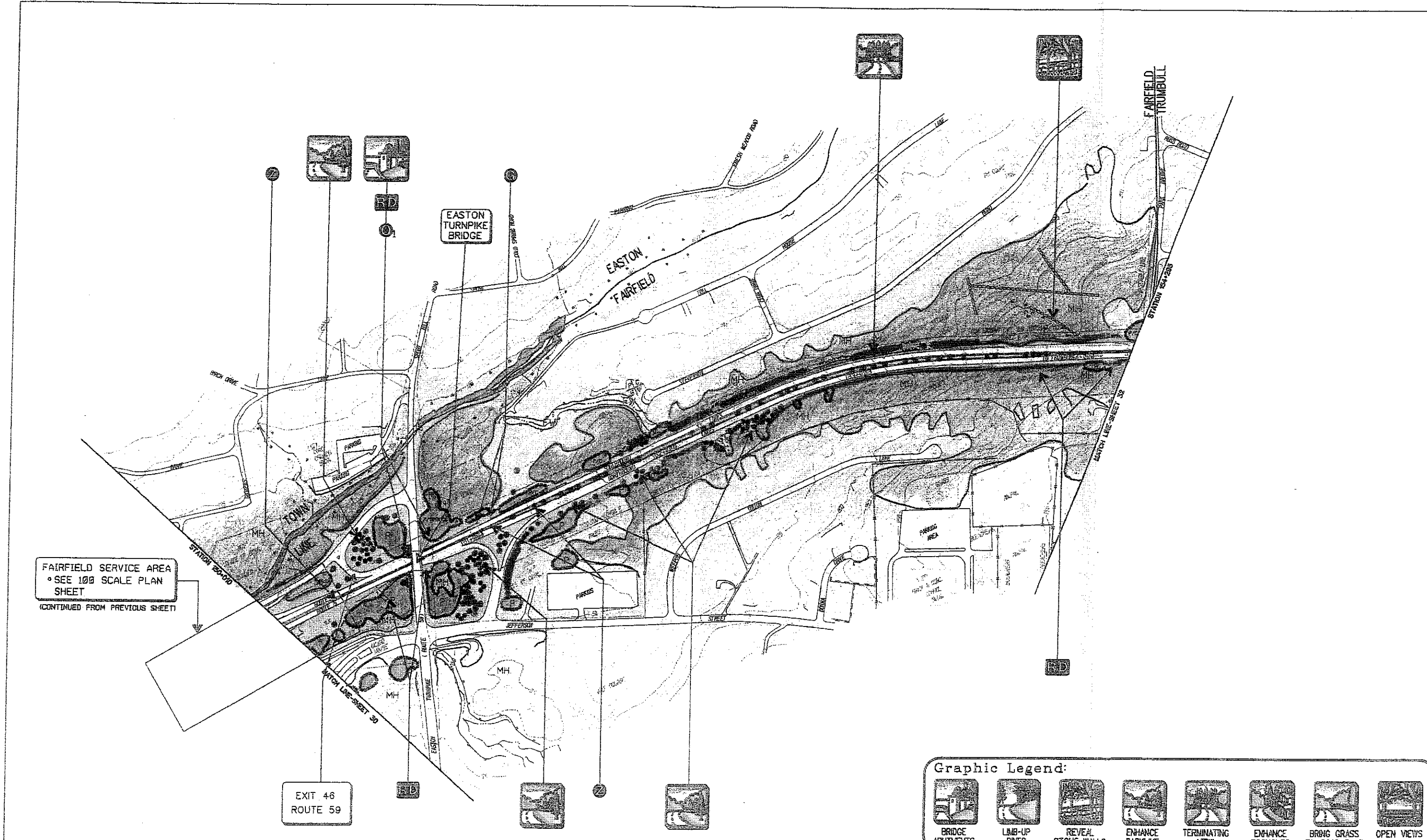
Landscape Master Plan

Station 146+195 to Station 150+010



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40

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Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday



Graphic Legend:

BRIDGE ABUTMENTS	LIMBS-UP PINES	REVEAL STONE WALLS	ENHANCE PARKLIKE	TERMINATING VIEW	ENHANCE ROCKCUTS	BRING GRASS TO ROAD EDGE	OPEN VIEWS

Legend:		Existing:		Proposed:		Existing:		Proposed:		Proposed Treatments	
	Contours		Spot Elevation		Buildings		Right-of-Way		Townline		Stationing
	Easements		Catenary Towers		Poles		Rock Outcropping		Stone Wall		Fence
	Wetland/Water Course		Body of Water		Stream or Water Boundary		Visually Intrusive Sign		Mixed Hardwoods		Conifer Stand
	Deciduous Tree		Significant Tree		Coniferous Tree		Ornamental Tree		Forested Wetland		Scrub Wetland
	Turf/Lawn		Meadow		Ornamental Shrub Mass		Laurel		Laurel Enhancement		Removed Invasive/New Surface Treatment
	Guidedail		Concrete Barrier/Curb		Sign Relocation		Guidedail Removal		Guidedail Relocation		Slope Stabilization
	Low Maintenance Vegetation Zone		Release Desirable Vegetation		Regrading		Pull-off Area		Reforestation		

Merritt Parkway Landscape Master Plan

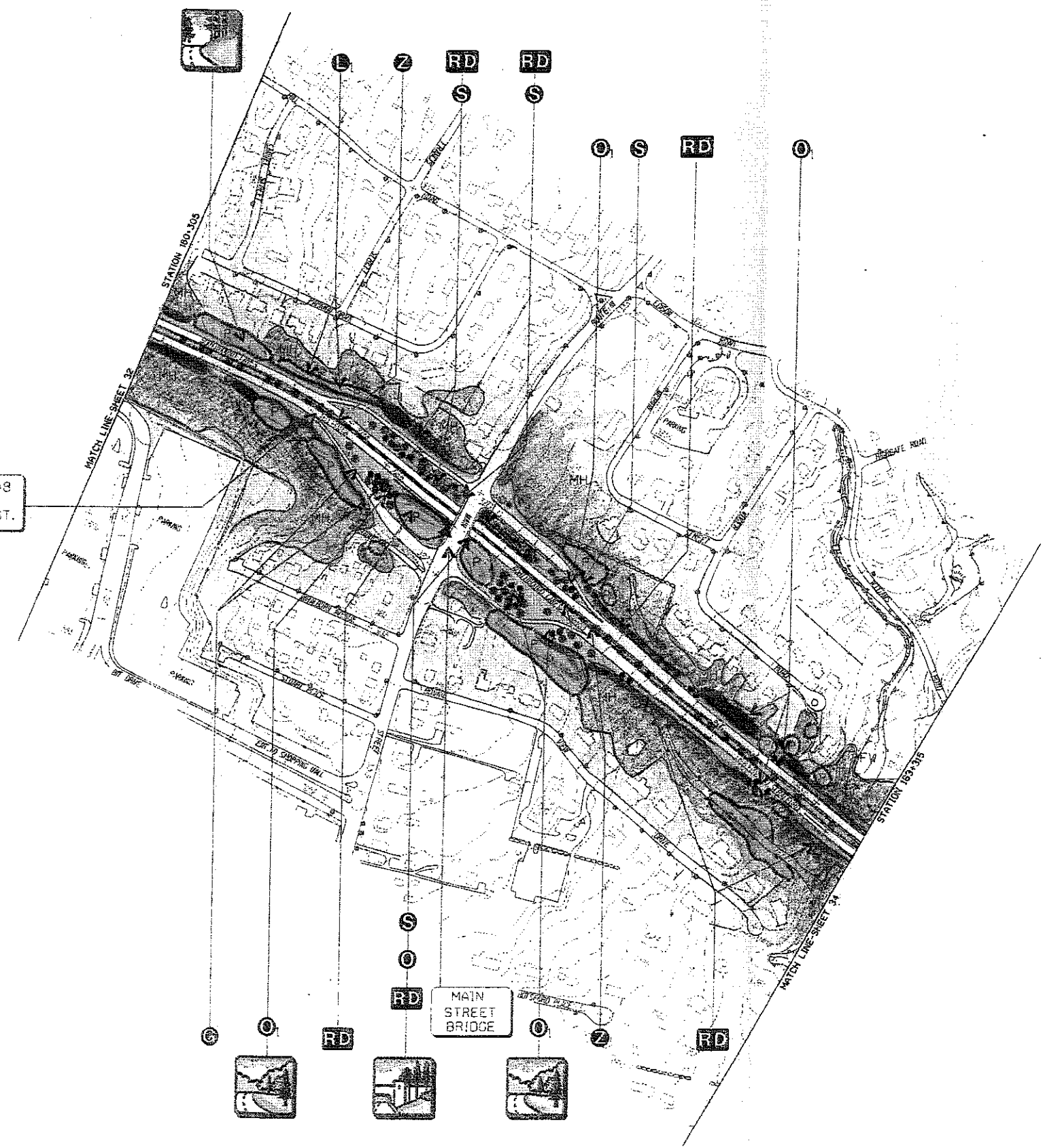
State of Connecticut Department of Transportation

Landscape Master Plan

Station 150+010 to Station 154+295

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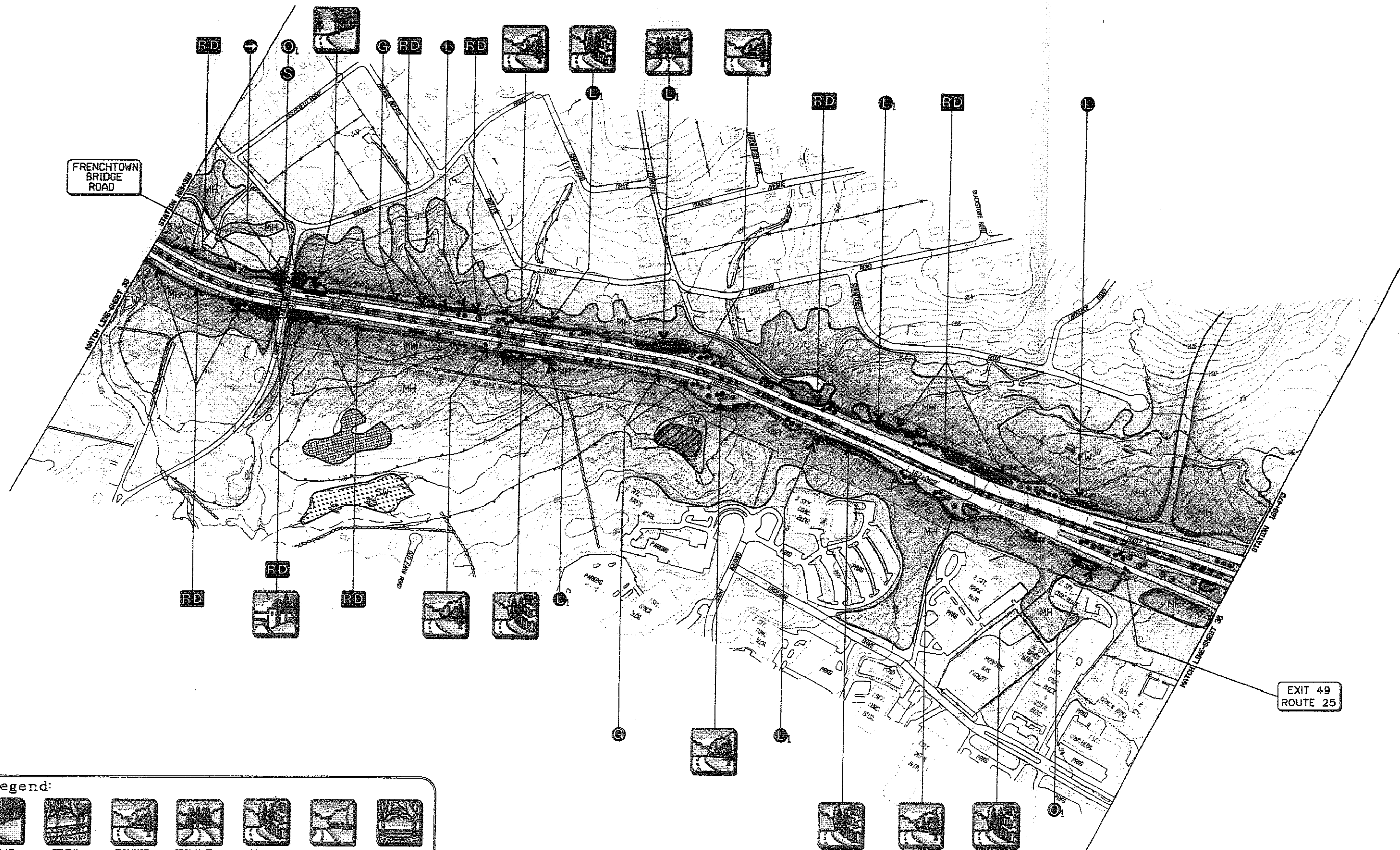
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Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday



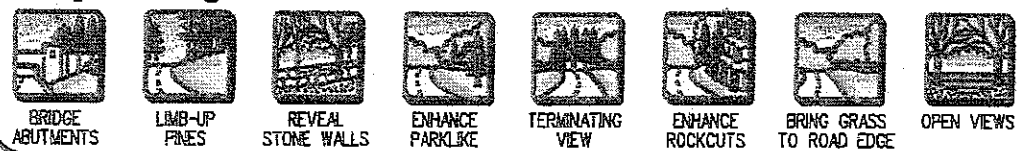
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BRIDGE ABUTMENTS	LIMB-UP PINES	REVEAL STONE WALLS	ENHANCE PARKLIKE	TERMINATING VIEW	ENHANCE ROCKCUTS	BRING GRASS TO ROAD EDGE	OPEN VIEWS

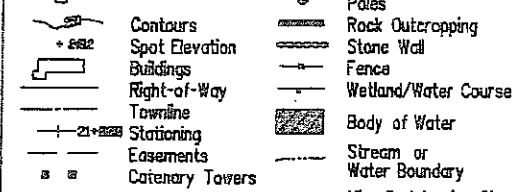
Legend: Contours Spot Elevation Buildings Right-of-Way Townline Stationing Easements Catenary Towers Poles Rock Outcropping Stone Wall Fence Wetland/Water Course Body of Water Stream or Water Boundary Visually Intrusive Sign		Existing: Mixed Hardwoods Conifer Stand C-Cedar P-Pine H-Hemlock Deciduous Tree Significant Tree Coniferous Tree Pine/Cedar Laurel Proposed: Tree Line Conifer Stand Deciduous Tree Coniferous Tree Ornamental Tree	Existing: Forested Wetland Scrub Wetland Turf/Lawn Meadow Ornamental Shrub Mass Laurel Enhancement Removed Invasive/New Surface Treatment Proposed: Ornamental Shrub Mass Laurel Mass	Proposed Treatments Guidrail Concrete Barrier/Curb Sign Relocation Guidrail Removal Guidrail Relocation Slope Stabilization Low Maintenance Vegetation Zone Release Desirable Vegetation Regrading Pull-off Area Reforestation	<p>Merritt Parkway Landscape Master Plan State of Connecticut Department of Transportation</p> <p>Landscape Master Plan Station 160+305 to Station 163+315</p>	 <p>Milone & MacBroom, Inc. Johnson, Johnson & Roy, Inc. Johnson Land Design Fitzgerald & Halliday</p>	<p>33 of 40</p>
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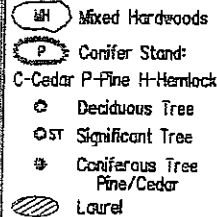
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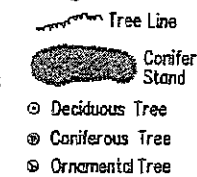
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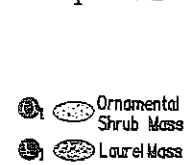
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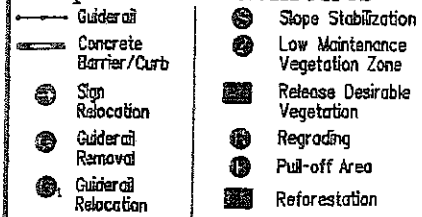
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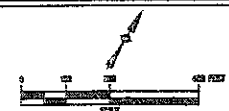
Proposed Treatments



Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

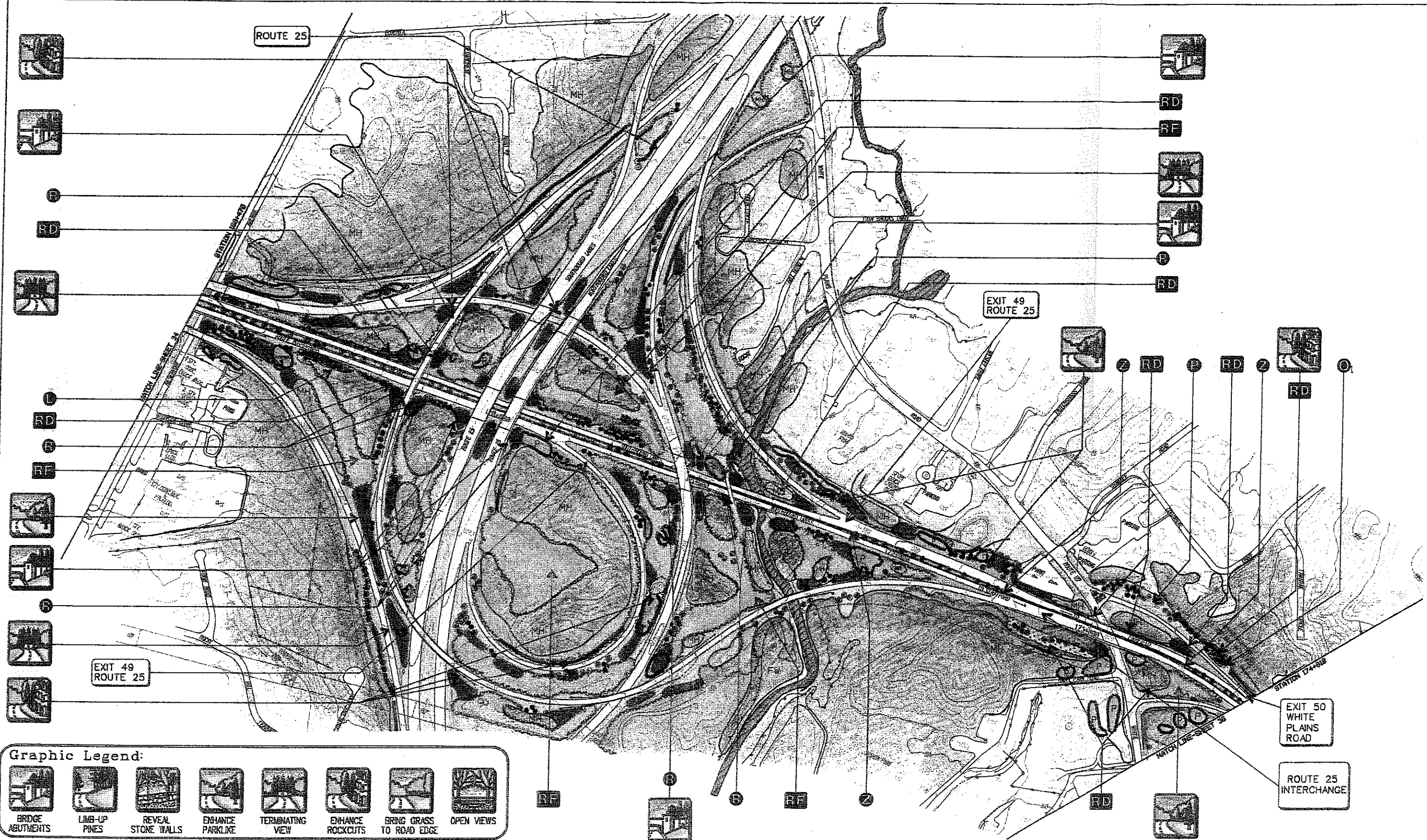
Landscape Master Plan

Station 163+315 to Station 168+470



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Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday

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Graphic Legend:

BRIDGE ABUTMENTS	LINED-UP PINES	REVEAL STONE WALLS	ENHANCE PARKLIKE	TERMINATING VIEW	ENHANCE ROCKCUTS	BRING GRASS TO ROAD EDGE	OPEN VIEWS

<p>Legend:</p> <ul style="list-style-type: none"> Contours Spot Elevation Buildings Right-of-Way Townline Stationing Easements Catenary Towers 		<p>Existing:</p> <ul style="list-style-type: none"> MH Mixed Hardwoods CS Conifer Stand C Cedar P-Pine H-Hemlock DT Deciduous Tree ST Significant Tree CT Coniferous Tree PC Pine/Cedar LA Laurel 		<p>Proposed:</p> <ul style="list-style-type: none"> TL Tree Line CS Conifer Stand DT Deciduous Tree CT Coniferous Tree OT Ornamental Tree 		<p>Existing:</p> <ul style="list-style-type: none"> FW Forested Wetland SW Scrub Wetland T/L Turf/Lawn M Meadow OS Ornamental Shrub Mass LS Laurel Mass LA Laurel RE Removed Invasive/ New Surface Treatment 		<p>Proposed:</p> <ul style="list-style-type: none"> OS Ornamental Shrub Mass LS Laurel Mass LA Laurel RE Removed Invasive/ New Surface Treatment 		<p>Proposed Treatments</p> <ul style="list-style-type: none"> GD Guideline CB Concrete Barrier/Curb SR Sign Relocation GR Guideline Removal GR Guideline Relocation SS Slope Stabilization LM Low Maintenance Vegetation Zone RD Release Desirable Vegetation RG Regroding PA Pull-off Area RF Reforestation 	
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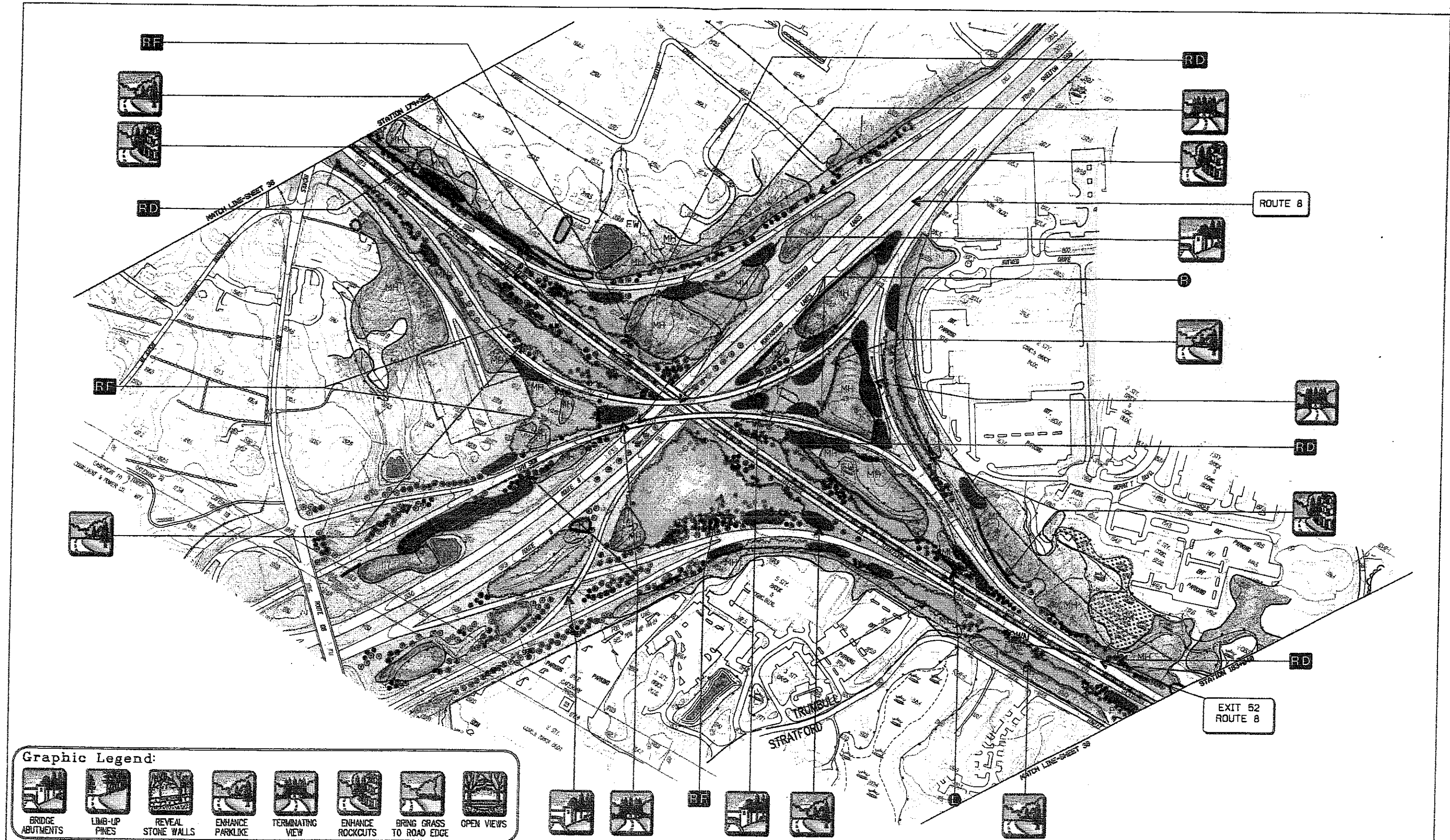
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

Landscape Master Plan
Station 168+470 to Station 174+810

Scale: 1" = 100'

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Johnson Land Design
Fitzgerald & Halliday

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Graphic Legend:

BRIDGE ABUTMENTS	LIMBO-UP PINES	REVEAL STONE WALLS	ENHANCE PARKLIKE	TERMINATING VIEW	ENHANCE ROCKCUTS	BRING GRASS TO ROAD EDGE	OPEN VIEWS

Legend:

	Contours		Poles
	Spot Elevation		Rock Outcropping
	Buildings		Stone Wall
	Right-of-Way		Fence
	Townline		Wetland/Water Course
	Stationing		Body of Water
	Easements		Stream or Water Boundary
	Catenary Towers		Visually Intrusive Sign

Existing:

	Mixed Hardwoods
	Canifer Stand
	C-Cedar P-Pine H-Hemlock
	Deciduous Tree
	Significant Tree
	Coniferous Tree
	Pine/Cedar
	Laurel

Proposed:

	Tree Line
	Canifer Stand
	Deciduous Tree
	Coniferous Tree
	Ornamental Tree

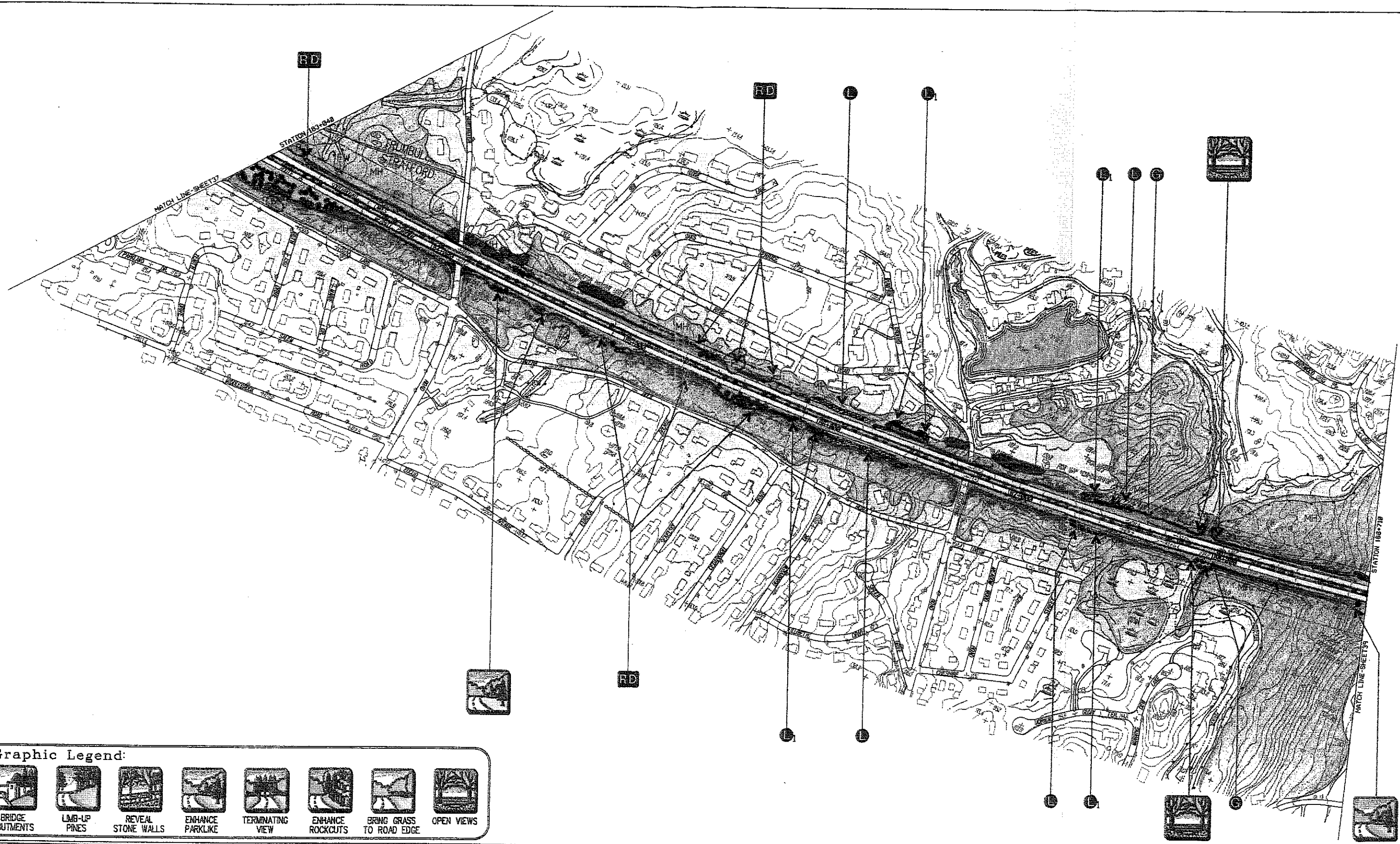
Existing:

	Forested Wetland
	Scrub Wetland
	Turf/Lawn
	Meadow
	Ornamental Shrub Mass
	Laurel Enhancement
	Removed Invasive/New Surface Treatment

Proposed Treatments

	Guidarail
	Concrete Barrier/Curb
	Sign Relocation
	Guidarail Removal
	Guidarail Relocation
	Slope Stabilization
	Low Maintenance Vegetation Zone
	Release Desirable Vegetation
	Regrading
	Pull-off Area
	Reforestation

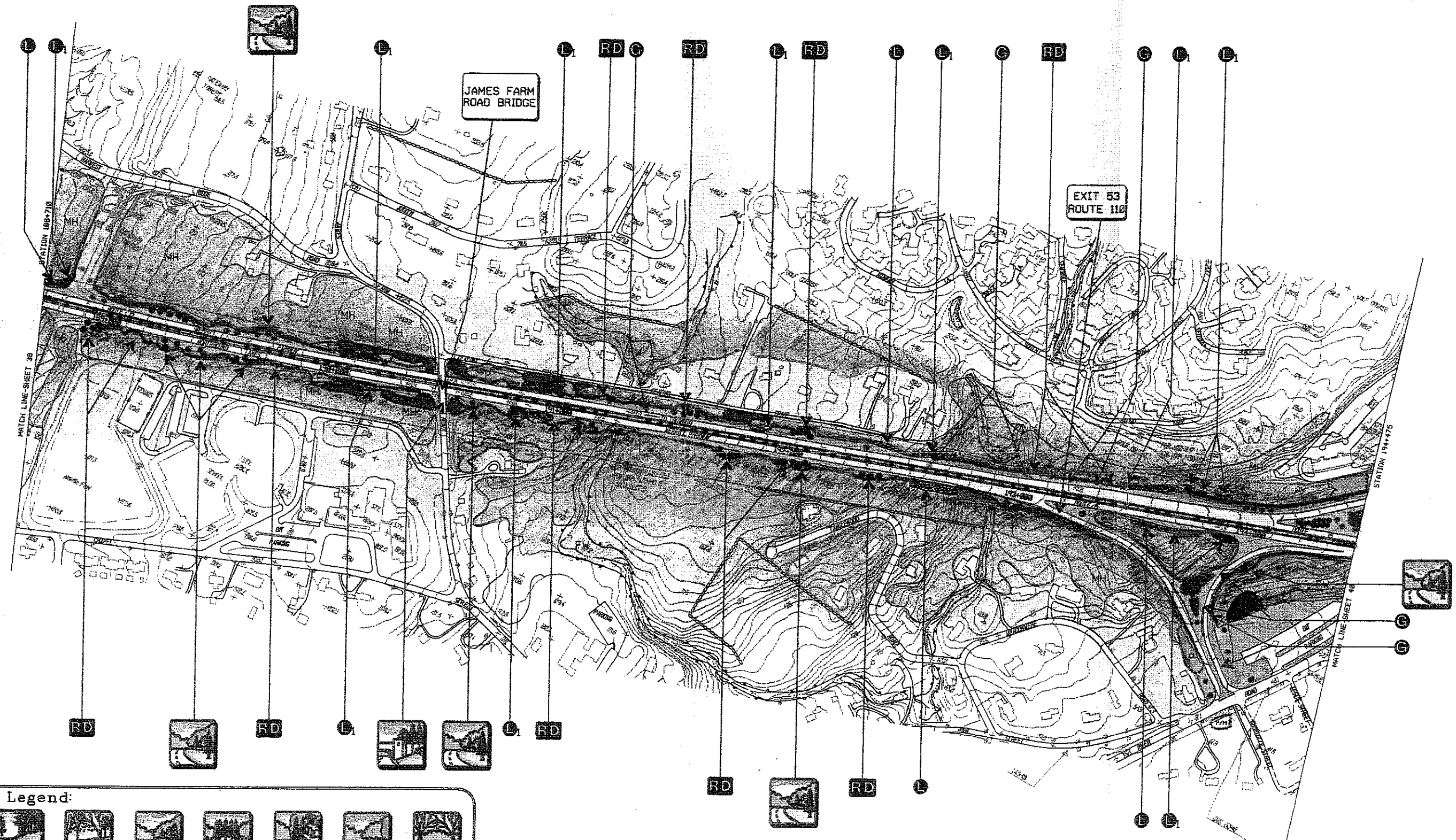
<p>Merritt Parkway Landscape Master Plan State of Connecticut Department of Transportation</p>			<p>37 of 40</p>
<p>Landscape Master Plan Station 179+325 to Station 183+040</p>			
<p>Milone & MacBroom, Inc. Johnson, Johnson & Roy, Inc. Johnson Land Design Fitzgerald & Halliday</p>			



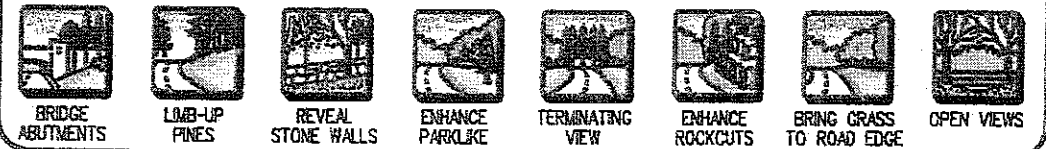
Graphic Legend:

BRIDGE ABUTMENTS	LIMB-UP PINES	REVEAL STONE WALLS	ENHANCE PARKLIKE	TERMINATING VIEW	ENHANCE ROCKCUTS	BRING GRASS TO ROAD EDGE	OPEN VIEWS

<p>Legend:</p> <table border="0"> <tr> <td></td> <td>Contours</td> <td></td> <td>Poles</td> </tr> <tr> <td></td> <td>Spot Elevation</td> <td></td> <td>Rock Outcropping</td> </tr> <tr> <td></td> <td>Buildings</td> <td></td> <td>Stone Wall</td> </tr> <tr> <td></td> <td>Right-of-Way</td> <td></td> <td>Fence</td> </tr> <tr> <td></td> <td>Townline</td> <td></td> <td>Wetland/Water Course</td> </tr> <tr> <td></td> <td>Stationing</td> <td></td> <td>Body of Water</td> </tr> <tr> <td></td> <td>Easements</td> <td></td> <td>Stream or Water Boundary</td> </tr> <tr> <td></td> <td>Catenary Towers</td> <td></td> <td>Visually Intrusive Sign</td> </tr> </table>			Contours		Poles		Spot Elevation		Rock Outcropping		Buildings		Stone Wall		Right-of-Way		Fence		Townline		Wetland/Water Course		Stationing		Body of Water		Easements		Stream or Water Boundary		Catenary Towers		Visually Intrusive Sign	<p>Existing:</p> <table border="0"> <tr> <td></td> <td>Mixed Hardwoods</td> <td></td> <td>Tree Line</td> </tr> <tr> <td></td> <td>C-Cedar P-Pine H-Hemlock</td> <td></td> <td>Conifer Stand</td> </tr> <tr> <td></td> <td>Deciduous Tree</td> <td></td> <td>Deciduous Tree</td> </tr> <tr> <td></td> <td>Significant Tree</td> <td></td> <td>Coniferous Tree</td> </tr> <tr> <td></td> <td>Coniferous Tree Pine/Cedar</td> <td></td> <td>Ornamental Tree</td> </tr> <tr> <td></td> <td>Laurel</td> <td></td> <td></td> </tr> </table>			Mixed Hardwoods		Tree Line		C-Cedar P-Pine H-Hemlock		Conifer Stand		Deciduous Tree		Deciduous Tree		Significant Tree		Coniferous Tree		Coniferous Tree Pine/Cedar		Ornamental Tree		Laurel			<p>Proposed:</p> <table border="0"> <tr> <td></td> <td>Forest Wetland</td> <td></td> <td>Ornamental Shrub Mass</td> </tr> <tr> <td></td> <td>Scrub Wetland</td> <td></td> <td>Laurel Mass</td> </tr> <tr> <td></td> <td>Turf/Lawn</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Meadow</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Ornamental Shrub Mass</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Laurel Enhancement</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Removed Invasive/New Surface Treatment</td> <td></td> <td></td> </tr> </table>			Forest Wetland		Ornamental Shrub Mass		Scrub Wetland		Laurel Mass		Turf/Lawn				Meadow				Ornamental Shrub Mass				Laurel Enhancement				Removed Invasive/New Surface Treatment			<p>Proposed Treatments</p> <table border="0"> <tr> <td></td> <td>Guidrail</td> <td></td> <td>Slope Stabilization</td> </tr> <tr> <td></td> <td>Concrete Barrier/Curb</td> <td></td> <td>Low Maintenance Vegetation Zone</td> </tr> <tr> <td></td> <td>Sign Relocation</td> <td></td> <td>Release Desirable Vegetation</td> </tr> <tr> <td></td> <td>Guidrail Removal</td> <td></td> <td>Regrading</td> </tr> <tr> <td></td> <td>Guidrail Relocation</td> <td></td> <td>Pull-off Area</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Reforestation</td> </tr> </table>			Guidrail		Slope Stabilization		Concrete Barrier/Curb		Low Maintenance Vegetation Zone		Sign Relocation		Release Desirable Vegetation		Guidrail Removal		Regrading		Guidrail Relocation		Pull-off Area				Reforestation
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Graphic Legend:



Legend:

- Contours
- Spot Elevation
- Buildings
- Right-of-Way
- Townline
- Stationing
- Easements
- Catenary Towers
- Poles
- Rock Outcropping
- Stone Wall
- Fence
- Wetland/Water Course
- Body of Water
- Stream or Water Boundary
- Visually Intrusive Sign

Existing:

- Mixed Hardwoods
- Conifer Stand
- C-Cedar P-Pine H-Hemlock
- Deciduous Tree
- Significant Tree
- Coniferous Tree
- Pine/Cedar
- Laurel

Proposed:

- Tree Line
- Conifer Stand
- Deciduous Tree
- Coniferous Tree
- Ornamental Tree

Existing:

- Forested Wetland
- Scrub Wetland
- Turf/Lawn
- Meadow
- Ornamental Shrub Mass
- Laurel
- Laurel Enhancement
- Removed Invasive/New Surface Treatment

Proposed:

- Ornamental Shrub Mass
- Laurel Mass

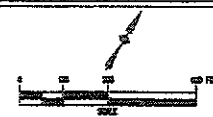
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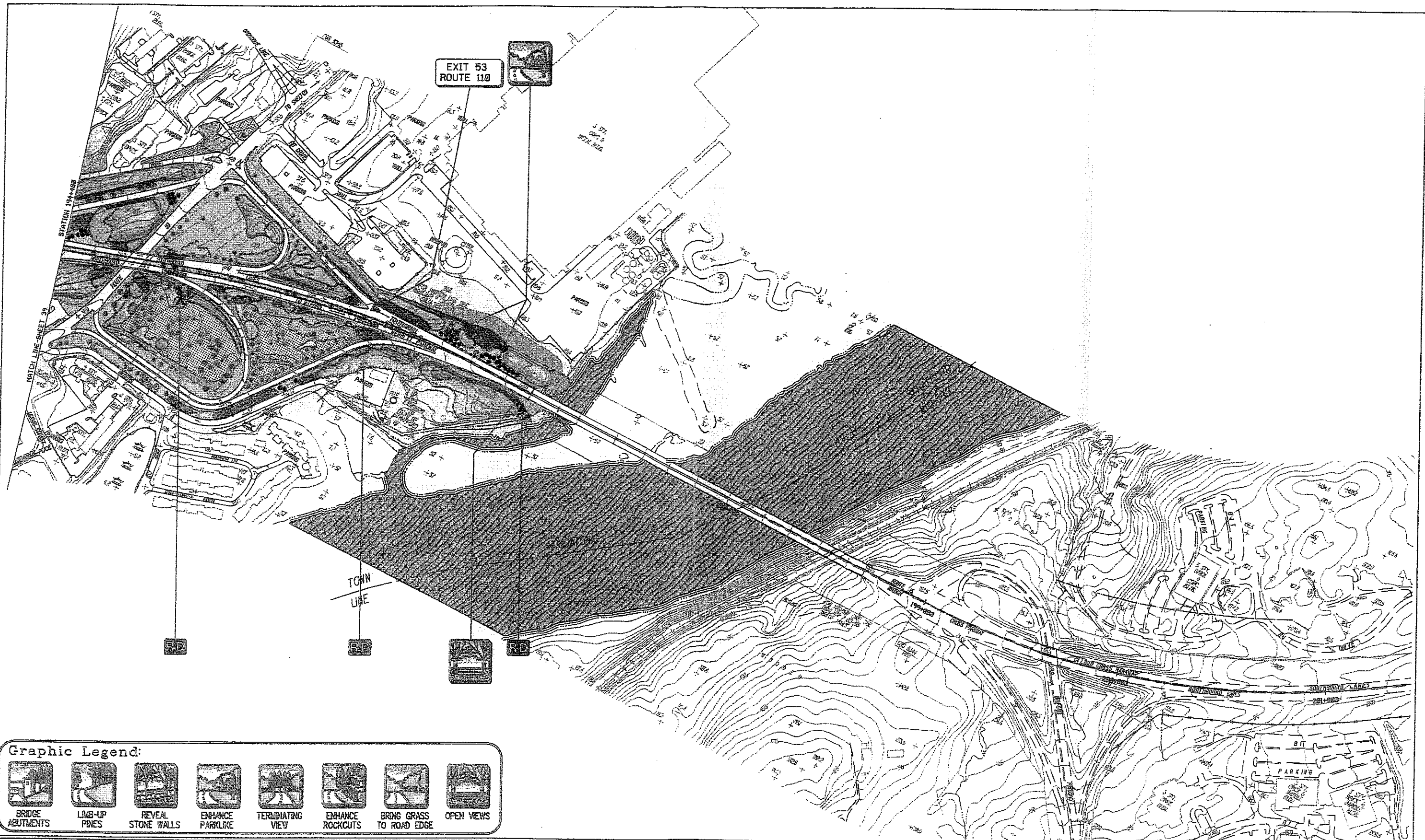
Merritt Parkway Landscape Master Plan
State of Connecticut Department of Transportation

Landscape Master Plan

Station 188+710 to Station 194+475



Milone & MacBroom, Inc.
Johnson, Johnson & Roy, Inc.
Johnson Land Design
Fitzgerald & Halliday



Graphic Legend:

BRIDGE ABUTMENTS	LINE-UP PINES	REVEAL STONE WALLS	ENHANCE PARKLIKE	TERMINATING VIEW	ENHANCE ROCKCUTS	BRING GRASS TO ROAD EDGE	OPEN VIEWS

<p>Legend:</p> <ul style="list-style-type: none"> Contours Spot Elevation Buildings Right-of-Way Townline Stationing Easements Catenary Towers Poles Rock Outcropping Stone Wall Fence Wetland/Water Course Body of Water Stream or Water Boundary Visually Intrusive Sign 		<p>Existing:</p> <ul style="list-style-type: none"> MH Mixed Hardwoods P Conifer Stand C-Cedar P-Pine H-Hemlock Deciduous Tree Significant Tree Coniferous Tree Pine/Cedar Laurel 		<p>Proposed:</p> <ul style="list-style-type: none"> Tree Line Conifer Stand Deciduous Tree Coniferous Tree Ornamental Tree 		<p>Existing:</p> <ul style="list-style-type: none"> FD Forested Wetland SW Scrub Wetland Turf/Lawn Meadow Ornamental Shrub Laurel Laurel Enhancement Removed Invasive/ New Surface Treatment 		<p>Proposed:</p> <ul style="list-style-type: none"> Ornamental Shrub Laurel Laurel Moss 		<p>Proposed Treatments</p> <ul style="list-style-type: none"> Guided Concrete Barrier/Curb Sign Relocation Guided Relocation Slope Stabilization Low Maintenance Vegetation Zone Release Desirable Vegetation Regrading Pull-off Area Reforestation 	
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<p>Merritt Parkway Landscape Master Plan State of Connecticut Department of Transportation</p>			<p>40 of 40</p>
<p>Landscape Master Plan Station 194+460 to Station 197+000</p>			
<p>Milone & MacBroom, Inc. Johnson, Johnson & Roy, Inc. Johnson Land Design Fitzgerald & Halliday</p>			



APPENDIX A

APPENDIX A: ORIGINAL PLANT MATERIAL

The following plant material was specified for the planting of the Merritt Parkway by landscape architect, W. Thayer Chase. This information was obtained from the planting contracts and discussions with Mr. Chase.

<u>Botanical Name</u>		<u>Specified Height</u>
<i>Evergreen Trees</i>		
Pinus strobus	White Pine	4'-18'
Pinus sylvestris	Scotch Pine	6'-16'
Pinus nigra	Austrian Pine	6'-16'
Juniperus Virginiana	Red Cedar	8'-26'
Tsuga canadensis	Canada Hemlock	5'-16'
Thuja occidentalis	American Arborvitae	6'-20'
Picea abies	Norway Spruce	10'-12'
<i>Deciduous Trees</i>		
Quercus palustris	Pin Oak	6'-8'; 2.5"-5"
Quercus rubra	Red Oak	1.5"-2"
Quercus alba	White Oak	1.5"-2"
Quercus coccinea	Scarlet Oak	1.25"-4"
Liriodendron tulipifera	Tulip Tree	1.5"-4"
Betula lenta	Sweet Birch	10'-12'
Betula populifolia	Gray Birch	10'-12'
Cornus florida	Flowering Dogwood	2.5"-3" (occasionally specifying either bushy or tree form)
Acer saccharum	Sugar Maple	2.5"-6"
Acer rubrum	Red Maple	2.5"-4" (occasionally specifying "low branched preferred")
Fraxinus americana	White Ash	2.5"-4"
Carpinus caroliniana	American Hornbeam	8'-14'
Platanus occidentalis	American Sycamore	2.5"-3.5"
Ulmus americana	American Elm	3.5"-7"
Liquidambar styraciflua	Sweetgum	3"-4.5"
Gleditsia triacanthos	Honey Locust	2.5"-3.5"
Robinia pseudoacacia	Black Locust	8'-14'
Fagus americana	American Beech	2.5"-3"
Tilia europaea	European Linden	2"-2.5"
Salix babylonica	Babylon Weeping Willow	4"-7"

Narrow Leaf and Broadleaf Evergreens

<i>Kalmia latifolia</i>	Mountain Laurel	18"-36"
<i>Juniperus pfitzeriana</i>	Pfitzer Juniper	2'-8'
<i>Juniperus horizontalis plumosa</i>	Andorra Juniper	24"-26"
<i>Rhodendrom maximum</i>	Rosebay Rhodendron	3'-6'
<i>Euonymus radicans vegetus</i>	Big Leaf Wintercreeper	12"-18"
<i>Euonymus radicans carrierei</i>	Glossy Wintercreeper	12"-18"

Deciduous Shrubs

<i>Myrica pensylvanica</i>	Bayberry	sods
<i>Comptonia peregrina</i>	Sweetfern	sods
<i>Rhus aromatica</i>	Fragrant Sumac	2'-2.5'
<i>Rosa palustris</i>	Swamp Rose	18"-24"
<i>Rosa setigera</i>	Prairie Rose	18"-24"
<i>Vaccinium corymbosum</i>	Highbush Blueberry	3'-4'
<i>Cornus paniculata</i>	Gray Dogwood	3'-4'
<i>Ilex verticillata</i>	Winterberry	3'-4'
<i>Ligustrum regelianum</i>	Regel Privet	3'-4'
<i>Symphoricarpos racemosus</i>	Snowberry	2.5"-3"
<i>Viburnum prunifolium</i>	Blackhaw	6'-8'
<i>Lycium chinense</i>	Chinese Matrimony Vine	

Climbing Vines and Ground Covers

<i>Ampelopsis tricuspidata</i>	Boston Ivy	(also listed as <i>Ampelopsis tricuspidata veitchi</i>)
<i>Parthenocissus tricuspidata</i>	Japanese Creeper	
<i>Parthenocissus quinquefolia</i>	Virginia Creeper	
<i>Parthenocissus engelmanni</i>	Engelmann Creeper	
<i>Lonicera halliana</i>	Hall's Honeysuckle	(also listed as <i>Lonicera jap. halliana</i> , Hall's Japanese Honeysuckle)
<i>Celastrus scandens</i>	American Bittersweet	
<i>Clematis virginiana</i>	Virginsbower	
<i>Pachysandra terminalis</i>	Pachysandra	
<i>Vitis labrusca</i>	Fox Grape	
<i>Vitis aestivalis</i>	Summer Grape	
<i>Vitis vulpina</i>	Frost Grape	
<i>Vitis riparia</i>	Riverbank Grape	
<i>Vinca minor</i>	Periwinkle or myrtle	
<i>Hedera helix baltica</i>	Baltic Ivy	

* Information edited from the Nomination Application for the National Register for Historic Places as prepared by the Connecticut Trust for Historic Preservation and submitted in February 1991 and the HABS/HAER report prepared by the National Park Service in the summer of 1992.

APPENDIX B

APPENDIX B: MERRITT PARKWAY CHRONOLOGY*

- 1907 • Connecticut Automobile Parkway Corporation received a charter to build and operate an "automobile boulevard" between New York City and Boston.

- 1923 • Highway Commissioner Charles Bennett recommended that a shoreline truck route be built parallel to Post Road so it could carry passenger traffic only.

- 1925 • Governor John Trumbull endorses proposal for planning on the "Parallel Post Road".

- 1926 • Connecticut Highway Department begins reconnaissance for new route.

- 1927 • General Assembly authorizes construction of new road across Fairfield County.
 • Legislation passed later that same year named the road "Merritt Highway", after the U.S. Congressman from Fairfield County, Schuyler Merritt and appropriated \$1,000,000 toward the project.

- 1928-1930 • Complaints of slow progress occur regularly in local press.

- 1931 • Legislation passed which created nine-member commission to supervise construction with Merritt as chairman.
 • First parcel of land was acquired in April, but layout of route is complicated by difficulties in purchasing land.
 • Up to eight route layouts were tried, investigated, and discarded.
 • Several large estate owners intervened and had the proposed road moved to the north in Greenwich creating what became known as the "Greenwich Loop".
 • General statutes stated that if a property owner refused to sell land needed for the layout of any state highway, the state had the authority to "appropriate" that land for public use.

- 1932 • The difficulty of finding a route was acute as state law at the time did not allow land to be condemned for a parkway so it would have to be purchased outright.

- 1907 • A real estate agent (Kemp) was hired by the state to approach landowners quietly to avoid driving up prices. Instead, he enlisted other real estate agents to help raise prices and received kickbacks on their commissions. He was jailed for this and the scandal ultimately led to the end of Governor Wilbur Cross' administration. (This National Register statement differs from the HAER report above.)

- Mar. 1934 • The first construction contract was awarded.

- 1935 • Construction began in Westchester County to link the Hutchinson River Parkway with the Merritt Parkway.
 • Congressman Merritt and the Fairfield County Planning Association campaigned vigorously for building a parkway for the highway.

- June 1935 • Merritt Highway Bill signed which authorized Fairfield County to issue \$15,000,000 in bonds for completion of the highway and officially designating it a "Parkway".

- 1935 • Project was roundly criticized by Gilmore Clarke, a New York civil engineer who had done the Hutchinson Parkway and who apparently, dearly wanted to do the Merritt.
 - Construction began at the same time in both Greenwich and Trumbull.
 - It was also proposed that the parkway continue eastward, crossing the Housatonic River on a new bridge, rather than turning southward to join the Post Road in Stratford. This proposal was not accepted until 1938.

- 1936 • Out of the Merritt Parkway land purchase scandals, "Condemnation" became a legal process of acquiring property for highway purposes.
 - A proposal for a system of bridle paths to parallel the Merritt received wide support from the parkway advocates.

- June 1938 • First section of the parkway, from the New York state line to Route 7 in Norwalk, was opened.
 - New York Times praised the Merritt's "lavish decorative scheme" of trees, shrubs, and flowers used to beautify the roadsides and median.
 - By the end of the summer, the parkway was averaging 25,000 cars per day.

- Nov. 1938 • Second section from Route 7 to Route 57 in Westport was opened.

- June 1939 • General Assembly authorized a ten cent toll to finance the construction of the Wilbur Cross Parkway. Public outcry was immediate.

- Nov. 1939 • The third section from Route 57 to the Huntington Turnpike in Trumbull was opened.
 - Ten cent toll was instituted to help pay for the Wilbur Cross Highway.
 - DMV reported 172 mishaps, but not a single one was ascribed the faulty highway design.

- Sept. 1940 • The final section from Huntington Turnpike to the Housatonic Bridge was opened.
 - 54,163 vehicles passed through the Greenwich toll booths.
 - The original speed limit was 45 mph. In its second year this was raised to 50 mph. During WWII it was reduced to 35 mph. In 1947 it was raised to 55 mph; and today it is posted as such, though 65 is probably the norm.

- Early 1942 • Frenchtown Road bridge in Trumbull was completed.

- 1939-1940 • The average daily traffic was 13,600 vehicles.

- 1945 • A divided highway was proposed much closer to Route 1 and in 1958 I-95 was opened to meet that need.

- 1973 • A bill was introduced to study the modernization of the Merritt Parkway.
 - Save the Merritt Association was formed to monitor any proposals.

- 1980 • The interchange at Routes 8 and 25 were rebuilt.

- 1988 • All tolls were removed.
- 1990 • The interchange at Route 7 was rebuilt.
- April 1991 • The parkway was officially listed on the National Register for Historic Places as a "Designed Historic Landscape".

* Dates and information edited from the nomination Application for the National Register for Historic Places prepared by the Connecticut Trust for Historic Preservation and the HABS/HAER report prepared by the National Park Service in the summer of 1992.

APPENDIX C

APPENDIX C: RECENT AND CURRENT CONSTRUCTION PROJECTS

STAMFORD

PROJECT NUMBER	DESCRIPTION	YEAR CONSTRUCTION STARTED	COMMENTS
135-203	Rehabilitate Overpass Bridge 00706 (Route 137 - High Ridge Rd)	1992	Rehab similar to original in configuration and detail

NEW CANAAN

PROJECT NUMBER	DESCRIPTION	YEAR CONSTRUCTION STARTED	COMMENTS
89-95	Reconstruct Interchange 36 and widen Bridge 00709 over Route 106	1992	Widening similar to original in configuration and detail; construction in progress

NORWALK

PROJECT NUMBER	DESCRIPTION	YEAR CONSTRUCTION STARTED	COMMENTS
102-239	Reconstruct Interchange 38 (Rte 123) and Widen Overpass Bridge 00715 (Rte 123 - New Canaan Ave)	1992	Widening similar to original in configuration and detail; construction in progress
170-1101/1102	Install Message Signs on NB west of Silvermine Ave and SB east of Route 53 (Grumman Ave)	1992	

WESTPORT

PROJECT NUMBER	DESCRIPTION	YEAR CONSTRUCTION STARTED	COMMENTS
158-143	Reconstruct Interchanges 41 (Rte 33 - Wilton Rd) and 42 (Rte 157 - Weston Rd) and Widen Overpass Bridges 05763 (Rte 33), 00730 (Rte 57) and 00731 (Rte 136 -North Clinton Ave)	1993	Widenings similar to originals in configuration and detail; construction in progress

FAIRFIELD

PROJECT NUMBER	DESCRIPTION	YEAR CONSTRUCTION STARTED	COMMENTS
50-180	Rehabilitate Underpass Bridge 00739 (Burr St)	1992	Concrete rigid frame. Rehab similar to original in configuration and detail
50-182	Replace Overpass Bridge 00744 (Route 59) at Interchange 46	1992	Replacement similar to original in configuration and detail
144-156	Reconstruct Interchange 47 (Park Avenue) on Fairfield-Trumbull line	1992	To provide improved geometry and accel/decel lanes; construction in progress

TRUMBULL

PROJECT NUMBER	DESCRIPTION	YEAR CONSTRUCTION STARTED	COMMENTS
144-162	Rehabilitate Bridge over Poquonock River	1992	Construction in progress
144-156	Reconstruct Interchange 47 (Park Avenue) on Fairfield-Trumbull line	1992	To provide improved geometry and accel/decel lanes; construction in progress
170-1101/1102	Install Message Sign NB west of Frenchtown Rd	1992	

STRATFORD

PROJECT NUMBER	DESCRIPTION	YEAR CONSTRUCTION STARTED	COMMENTS
170-1101/1102	Install Message Signs NB east of Huntington Rd and SB west of Cutspring Rd	1992	

APPENDIX C: PROPOSED PROJECTS

GREENWICH

PROJECT NUMBER	DESCRIPTION	ESTIMATED START YEAR	COMMENTS
56-250	Acceleration Lane NB from North Street On-Ramp (Interchange 31)	1994	
56-252	10-Bay Salt Storage Shed in vicinity of Route 20	1994	Design in progress

STAMFORD

PROJECT NUMBER	DESCRIPTION	ESTIMATED START YEAR	COMMENTS
135-211	Rehabilitation of Underpass Bridge 00707 (Newfield Ave)	1994	

FAIRFIELD

PROJECT NUMBER	DESCRIPTION	ESTIMATED START YEAR	COMMENTS
50-167	16 Bay Maintenance Facility	Project on hold pending site selection	3 potential sites under consideration
50-H009	Salt Storage Shed	(same as above)	likely to be sited with maintenance facility
50-192	Resurfacing & Safety Improvements	1995	Morehouse Hwy to Housatonic River
50-193	Resurfacing & Safety Improvements	1995	Congress Street to Morehouse Hwy
50-177	Reconstruct Interchange 45 (Black Rock Turnpike)	1994	

TRUMBULL

PROJECT NUMBER	DESCRIPTION	ESTIMATED START YEAR	COMMENTS
173-239	Rehabilitate Overpass Bridge 00754 (Unity Rd) and Underpass Bridge 01614 (SR 476)	1994	
144-166	Deceleration Lane NB to Newtown Tpke Off-Ramp (Interchange 48)	1995	
144-167	Acceleration Lane NB from Newtown Tpke On-Ramp (Interchange 48)	1995	
144-168	Acceleration Lane SB from Newtown Tpke On-Ramp (Interchange 48)	1995	

STRATFORD

PROJECT NUMBER	DESCRIPTION	ESTIMATED START YEAR	COMMENTS
138-197	Rehabilitation of Overpass Bridge 00760 (Route 110)	1994	

Source:

- ConnDOT State Design Listing Database 12/02/93
- ConnDOT Pamphlet: *1993-1994 Construction Activity on Route 15, Merritt Parkway*
- Personal Communication With Department of Transportation Engineering Staff

O31MPa.2

APPENDIX D

APPENDIX D: ACCIDENT SUMMARY

ROUTE 15 MERRITT PARKWAY 1990 & 1991 & 1992

Mileage (Location)	Total Accs.	Collision Type	Weather (% Clear)	Road Condition (% Dry)	Percent Autos in Accidents	Number of Trucks In Accs.	Contributing Factor	Offending Vehicle Direction	Fatal Accs.	Percent Property Damage Only	Object Involved
0.0 Mi to 0.26 Mi (Int. 27 vicinity)	26	38% Fixed obj 27% Sideswipe	62%	58%	80%	3	31% driving too fast for conditions 15% following too close	69% NB 31% SB	0	69%	8 hit beam/guide rail
.27 Mi to 3.23 Mi (Bet. Int. 27 and 28)	116	76% - Fixed obj 11% Sideswipe	71%	47%	77%	7	40% driving too fast for conditions 24% unable to cope w/ conditions	40% NB 60% SB	1	67%	58 hit beam/guide rail 13 hit trees 9 hit jersey barrier
3.24 Mi to 3.72 Mi (Int. 28 vicinity)	42	50% - Fixed obj 26% Rear end 14% Sideswipe	69%	57%	80%	1	24% following too close 24% unable to cope with conditions	24% NB 74% SB	0	64%	19 hit beam/guide rail
3.73 Mi to 4.06 Mi (Bet. Int. 28 and 29)	4	100% Fixed obj	25%	25%	100%	0	50% foreign object in road	25% NB 75% SB	0	50%	2 hit trees
4.07 Mi to 4.75 Mi (Int. 29 vicinity)	30	53% Fixed obj 20% Rear end	73%	47%	79%	2	30% Slippery surface 23% driving too fast for conditions	53% NB 43% SB	0	83%	14 hit beam/guide rail
4.76 Mi to 5.37 Mi (Bet. Int. 29 and 31)	22	73% - Fixed obj 18% Sideswipe	64%	50%	75%	3	45% driving too fast for conditions 18% slippery surface	55% NB 45% SB	0	82%	15 hit beam/guide rail
5.38 Mi to 5.90 Mi (Int. 31 vicinity)	90	53% Rear end 32% Fixed obj.	76%	68%	77%	10	46% following too close	59% NB 38% SB	0	63%	25 hit beam/guide rail
5.91 Mi to 8.72 Mi (Bet. Int. 31 and 33)	91	64% Fixed Obj 14% Rear end	63%	47%	83%	2	35% driving too fast for conditions 18% unable to cope with conditions	66% NB 33% SB	2	70%	59 hit beam/guide rail 7 hit trees