



THE MERRITT PARKWAY FAIRFIELD COUNTY CONNECTICUT



DETAILS FROM GRUMMAN
AVENUE BRIDGE, 1938.

THE MERRITT PARKWAY WAS THE FIRST DIVIDED-LANE, LIMITED-ACCESS HIGHWAY IN CONNECTICUT. LOCATED IN FAIRFIELD COUNTY, IT EXTENDS THIRTY-EIGHT MILES FROM THE NEW YORK STATE LINE IN GREENWICH TO THE WESTERN EMBANKMENT OF THE HOUSATONIC RIVER IN STRATFORD. CONCEIVED IN THE 1920s AS AN INLAND ROUTE TO RELIEVE TRAFFIC CONGESTION ON U.S. ROUTE 1 IN THE SOUTHWESTERN PART OF THE STATE, CONSTRUCTION OF THE MERRITT PARKWAY BEGAN IN 1934 AND WAS COMPLETED IN 1940.

AS AN EXTENSION OF THE WELL-DEVELOPED WESTCHESTER COUNTY PARKWAY SYSTEM, THE MERRITT WAS AN IMPORTANT LINK WITH THE METROPOLITAN NEW YORK CITY AREA TO THE SOUTH. AS AN "EXPRESS THROUGH-ROUTE," THE HIGHWAY WAS CONNECTICUT'S SELF-PROCLAIMED "GATEWAY TO NEW ENGLAND," PROVIDING MOTORISTS WITH A SPEEDY, MODERN ALTERNATIVE TO THE OLD BOSTON POST ROAD.

DESIGNED IN-HOUSE BY THE CONNECTICUT STATE HIGHWAY DEPARTMENT, THE MERRITT PARKWAY WAS A COLLABORATION BETWEEN STAFF ENGINEERS, ARCHITECTS, AND LANDSCAPE ARCHITECTS. THE ROAD THEY CREATED REPRESENTS A TRANSITIONAL PHASE IN AMERICAN ROAD DESIGN. BY COMBINING THE AESTHETICS OF RECREATIONAL AND SCENIC PARKWAYS WITH THE EFFICIENCY OF HIGH-SPEED MOTORWAYS, THE MERRITT'S DESIGNERS INTEGRATED THE DIVERGENT CHARACTERISTICS, THAT DISTINGUISHED AMERICAN HIGHWAYS BUILT BEFORE AND AFTER WORLD WAR II.

FOLLOWING THE TREND BEGUN ON PARKWAYS IN NEW YORK CITY AND WESTCHESTER COUNTY, THE MAJORITY OF THE 71 BRIDGES ON THE MERRITT PARKWAY WERE DESIGNED AS CONCRETE RIGID FRAMES. THIS REDUCED THE MATERIAL REQUIRED, ADAPTED WELL TO ARCHITECTURAL DESIGNS, AND COULD SUPPORT A GREATER LOAD THAN A TRADITIONAL BRIDGE OF EQUAL SPAN. ALTHOUGH THE PARKWAY WAS RESTRICTED TO PASSENGER-CAR TRAFFIC ONLY, THE BRIDGES WERE DESIGNED TO CARRY TRUCKS AND FUNCTIONED WELL IN THAT CAPACITY DURING WORLD WAR II. THE STEEL RIGID FRAME WAS USED FOR SEVERAL BRIDGES, WHILE CONCRETE ARCHES, CONCRETE T-BEAMS, AND STEEL ARCHES REPLACED THE CONCRETE RIGID FRAME IN A FEW LOCATIONS.

THE MERRITT PARKWAY BRIDGE DESIGNERS EXPLORED THE DECORATIVE CAPACITIES OF CONCRETE RATHER THAN FOLLOWING THE MORE EXPENSIVE RUSTIC-STONE TREATMENT POPULAR AT THE TIME. CAST STONE WAS FORMED TO IMITATE A CUT-STONE FACADE AND THEN APPLIED IN LARGE SHEETS TO REDUCE CONSTRUCTION COSTS. PRECAST SGRAFFITO PANELS AND REVERSE PLASTER MOLDS WERE USED TO



BASED ON ORIGINAL DRAWING BY GEORGE L. DUNKELBERGER, 1944.
TAKEN FROM PUBLIC DOCUMENT NO. 36, BIENNIAL REPORT OF THE HIGHWAY COMMISSIONER, STATE OF CONNECTICUT, FOR THE FISCAL YEARS ENDED JUNE 30, 1943, AND JUNE 30, 1944.

THIS RECORDING PROJECT WAS UNDERTAKEN BY THE HISTORIC AMERICAN BUILDINGS SURVEY AND THE HISTORIC AMERICAN ENGINEERING RECORD (HABS/HAER) DIVISION OF THE NATIONAL PARK SERVICE, ROBERT J. KAPSCH, CHIEF. THE MERRITT PARKWAY RECORDING PROJECT WAS SPONSORED AND FUNDED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION (CONNDOT) AND THE FEDERAL HIGHWAY ADMINISTRATION.

THE FIELDWORK, MEASURED DRAWINGS, HISTORICAL REPORTS AND PHOTOGRAPHS WERE PREPARED UNDER THE GENERAL DIRECTION OF ERIC N. DELONY, HAER CHIEF, AND SARA AMY LEACH, HABS HISTORIAN. THE RECORDING TEAM CONSISTED OF JACQUELINE A. SALAME (COLUMBIA UNIVERSITY), ARCHITECT AND FIELD SUPERVISOR; MARY ELIZABETH CLARK (PRATT INSTITUTE) AND B. DEVON PERKINS (YALE UNIVERSITY), ARCHITECTURAL TECHNICIANS; JOANNE McALLISTER-HEWLINGS (US/ICOMOS-GREAT BRITAIN, UNIVERSITY OF SHEFFIELD), LANDSCAPE ARCHITECT; CORINNE SMITH (CORNELL UNIVERSITY), ENGINEER; TODD THIBODEAU (ARIZONA STATE UNIVERSITY) AND GABRIELLE M. ESPERDY (CITY UNIVERSITY OF NEW YORK), HISTORIANS; AND JET LOWE, HAER PHOTOGRAPHER.

DECORATE PYLONS, RAILS, SPANDRELS, AND WING WALLS. IN THE SGRAFFITO PROCESS, LAYERS OF COLORED CONCRETE ARE SCRAPPED AWAY IN DIFFERENT PATTERNS AND DEPTHS TO EXPOSE THE COLORS BENEATH. REVERSE PLASTER MOLDS, ALSO CALLED WASTE MOLDS, WERE INTEGRATED INTO THE FORMWORK TO CAST THE ORNAMENTAL RELIEF. METAL RAILINGS AND PANELS FEATURING FLORAL, ANIMAL, AND GEOMETRIC THEMES EMBELLISH THE STEEL AND CONCRETE BRIDGE FRAMES. THE MERRITT'S BRIDGES WERE INSPIRED BY STYLES PREVALENT IN THE COMMERCIAL ARCHITECTURE OF THE 1930s, BUT HERE THEY INTRODUCED ART DECO AND ART MODERNE INTO A NEW PARKWAY CONTEXT.

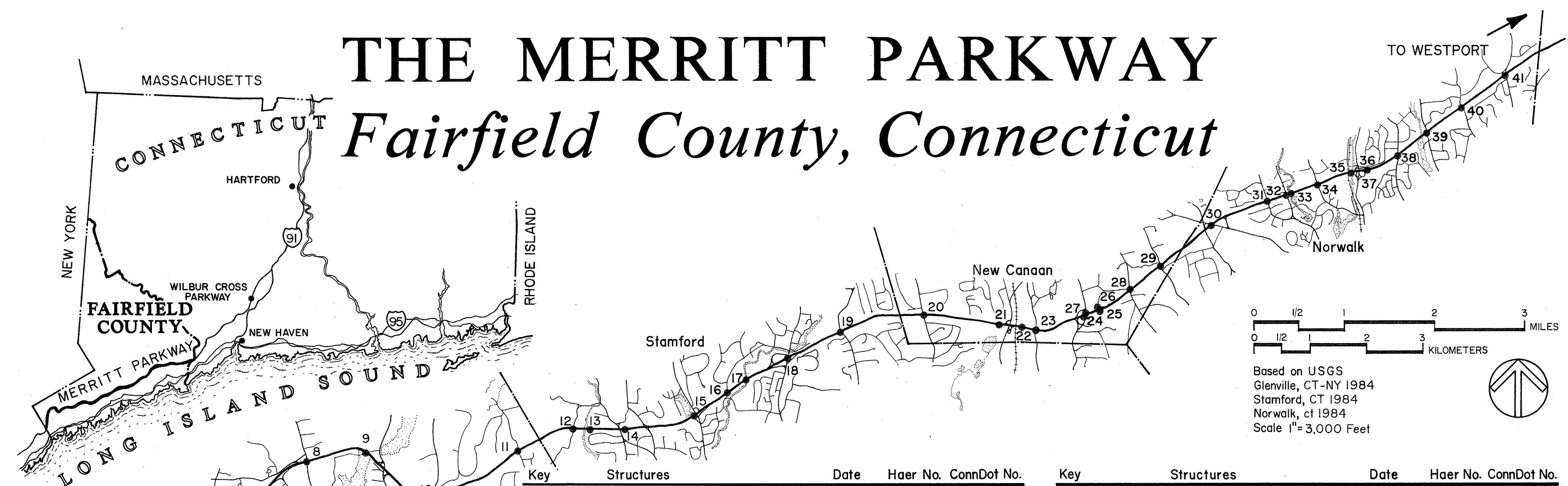
IN DESIGNING THE LANDSCAPE, THE MERRITT'S ARCHITECTS TURNED TO ESTABLISHED PARKWAY PRECEDENTS, SUCH AS INTEGRATING THE ROADWAY INTO THE EXISTING LANDSCAPE AND CREATING A PROGRESSION OF INDIVIDUAL AND CHANGING VISTAS. INSPIRED BY WESTCHESTER COUNTY PARKWAYS SUCH AS THE HUTCHINSON RIVER AND THE SAW MILL RIVER, THE MERRITT'S LANDSCAPE DESIGNERS PLANTED IN A NATURALISTIC MANNER, RELYING LARGELY ON NATIVE TREES, SHRUBS, AND GROUND COVERINGS IN THE RIGHT-OF-WAY, BUFFER, AND MEDIAN. THE EFFECTS THEY CREATED WERE AN IMPORTANT PART OF THE DRIVERS' EXPERIENCE ON THE MERRITT PARKWAY. AS THE ROADWAY ORIGINALLY WOUND THROUGH THE FAIRFIELD COUNTY COUNTRYSIDE, EACH SUCCESSIVE GRADE OR CURVE PROVIDED A NEW VIEW OF ROLLING FARMLANDS OR WOODED AREAS. MOTORISTS TRAVELING AT 45 MPH, THE PRESCRIBED SPEED LIMIT, COULD EASILY PERCEIVE THE ROADSIDE VISTAS OF LAKES, ROCKY OUTCROPPINGS, OR BRIDGES DESIGNED TO VISUALLY ENHANCE THEIR JOURNEY.

THE AESTHETIC GOALS OF THE MERRITT'S DESIGNERS WERE TEMPERED SOMEWHAT BY THE PRINCIPLES OF ROADSIDE DEVELOPMENT, A NATIONAL MOVEMENT THAT FAVORED THE CREATION OF PLEASING VIEWS, BUT NOT AT THE EXPENSE OF SAFETY, UTILITY, OR ECONOMY. THE DESIGNERS WERE MINDFUL OF PRACTICAL CONSIDERATIONS SUCH AS SIGHT LINES, PLANT REMOVAL AND REUSE, AND OVERALL MAINTENANCE.

FOLLOWING ITS OPENING, THE PARKWAY PLAYED A CRUCIAL PART IN THE RAPID COMMERCIAL AND RESIDENTIAL DEVELOPMENT OF FAIRFIELD COUNTY. IT SERVED THEN, AND CONTINUES TO SERVE, AS AN IMPORTANT THOROUGHFARE FOR COMMUTERS BETWEEN CONNECTICUT AND NEW YORK. DESPITE HIGHER SPEED LIMITS AND ESCALATING COMMUTER TRAFFIC, THE MERRITT RETAINS MUCH OF ITS ORIGINAL CHARACTER.

THE MERRITT PARKWAY

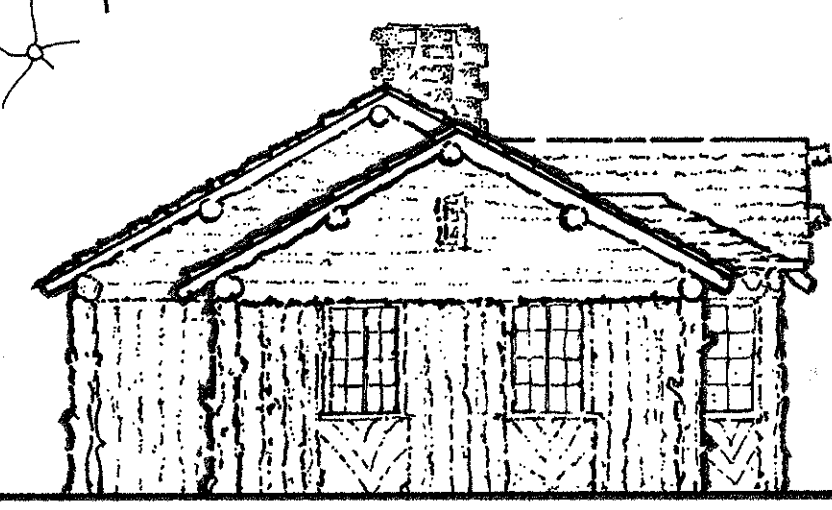
Fairfield County, Connecticut



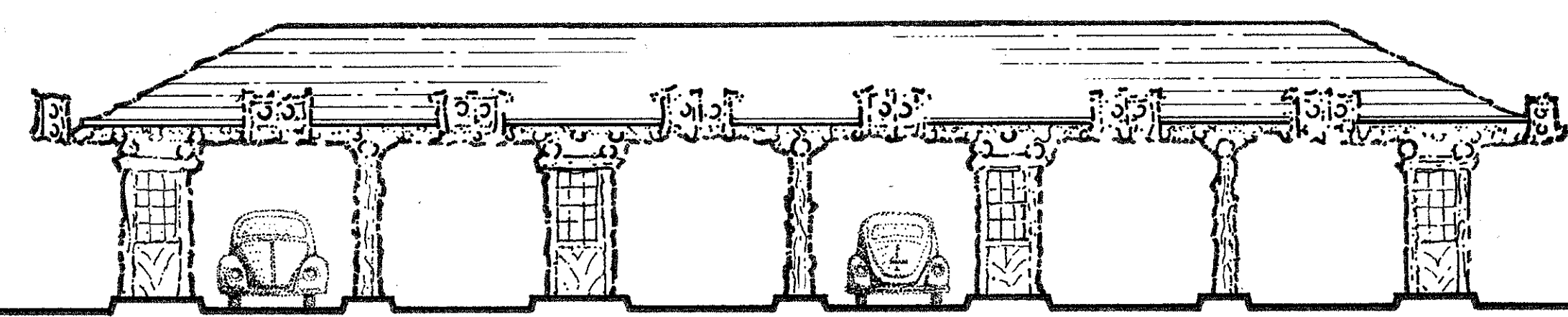
- Legend
- State Boundary
 - County Boundary
 - Town Boundary
 - Major Road
 - Secondary Road
 - Railroad Line
 - Lake, River and Brook

Key	Structures	Date	Haer No.	ConnDot No.
1.	Greenwich Service Station, northbound	1940	CT-131	N/A
2.	Greenwich Service Station, southbound	1940	CT-132	N/A
3.	West Branch Byram River Bridge	1934	CT- 64	691
4.	Riversville Road Bridge	1935	CT- 65	692
5.	Glenville Water Co. and Brook	1935	CT- 66	693
6.	East Branch Byram River Bridge	1935	CT- 67	694
7.	Round Hill Road Bridge	1935	CT- 68	695
8.	Lake Avenue Bridge	1940	CT- 69	696
9.	North Street Bridge	1937	CT- 70	697
10.	Taconic Road Bridge	1937	CT- 71	698
11.	Stanwich Road Bridge	1937	CT- 72	699
12.	Guinea Road Bridge	1937	CT- 73	700
13.	Mianus River Culvert	1937	CT- 74	701
14.	Riverbank Road Bridge	1937	CT- 75	702
15.	Long Ridge Bridge	1936	CT- 76	703
16.	Wire Mill Road Bridge	1938	CT- 77	704
17.	Rippowam River Bridge	1936	CT- 78	705
18.	High Ridge Road Bridge	1937	CT- 79	706
19.	Newfield Avenue Bridge	1937	CT- 80	707
20.	Ponus Ridge Road Bridge	1937	CT- 81	708

Key	Structures	Date	Haer No.	ConnDot No.
21.	Old Stamford Road Bridge	1939	CT- 82	709
22.	Metro North Railroad Bridge	1937	CT- 83	710
23.	Lapham Avenue Bridge	1937	CT- 38	711
24.	South Avenue Bridge	1937	CT- 84	712
25.	New Canaan Service Station, northbound	1940	CT-133	N/A
26.	New Canaan Service Station, southbound	1940	CT-134	N/A
27.	New Canaan Maintenance Garage, south	1940	CT-135	N/A
28.	White Oak Shade Road Bridge	1938	CT- 85	713
29.	Marvin Ridge Road Bridge	1937	CT- 86	714
30.	New Canaan Avenue Bridge	1937	CT- 87	715
31.	Comstock Hill Road Bridge	1938	CT- 88	716
32.	Silvermine Avenue Bridge	1938	CT- 89	717
33.	Silvermine River Bridge	1938	CT-121	718
34.	Perry Avenue Bridge	1936	CT- 90	719
35.	Metro North Railroad Bridge	1937	CT- 91	720
36.	Norwalk River Bridge	1937	CT- 92	721
37.	Main Avenue Bridge	1937	CT- 93	530
38.	West Rocks Road Bridge	1938	CT- 94	722
39.	East Rocks Road Bridge	1938	CT- 95	723
40.	Grumman Avenue Bridge	1938	CT- 96	724
41.	Chestnut Hill Road Bridge	1938	CT- 97	725



TOLL PLAZA
Based on Original Design Drawing for the Merritt Parkway/Connecticut State Highway Department

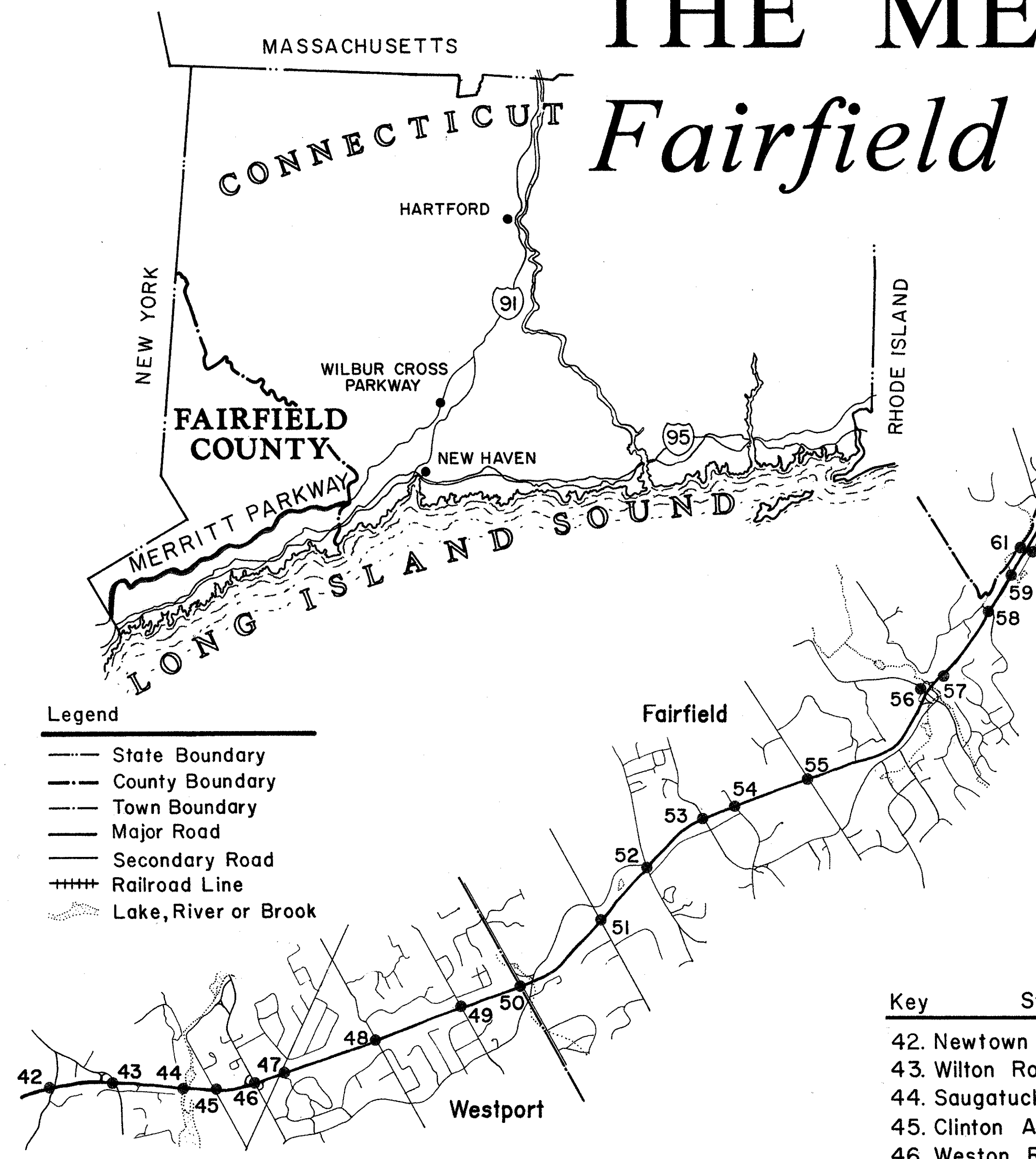


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FEET 1/8"=1'-0" 1:96 METERS

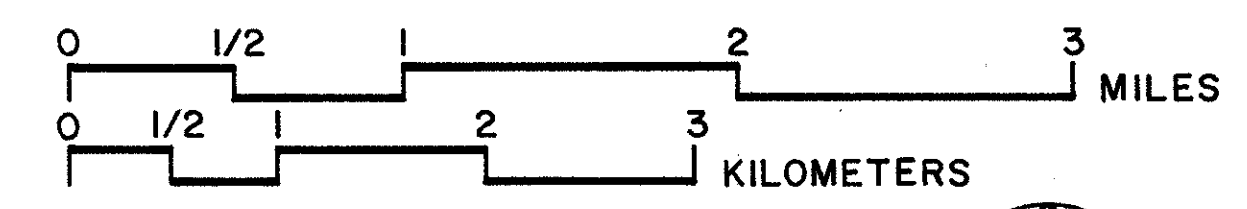
- Sources
- State Highway Department Plans for Construction and Grading of the Merritt Parkway, 1935
 - Connecticut Department of Transportation Photographic Collection
 - Connecticut State Archive Photographic Collection
 - HABS/HAER FIELD SURVEY, 1992
 - Private Merritt Parkway Collection

THE MERRITT PARKWAY

Fairfield County, Connecticut

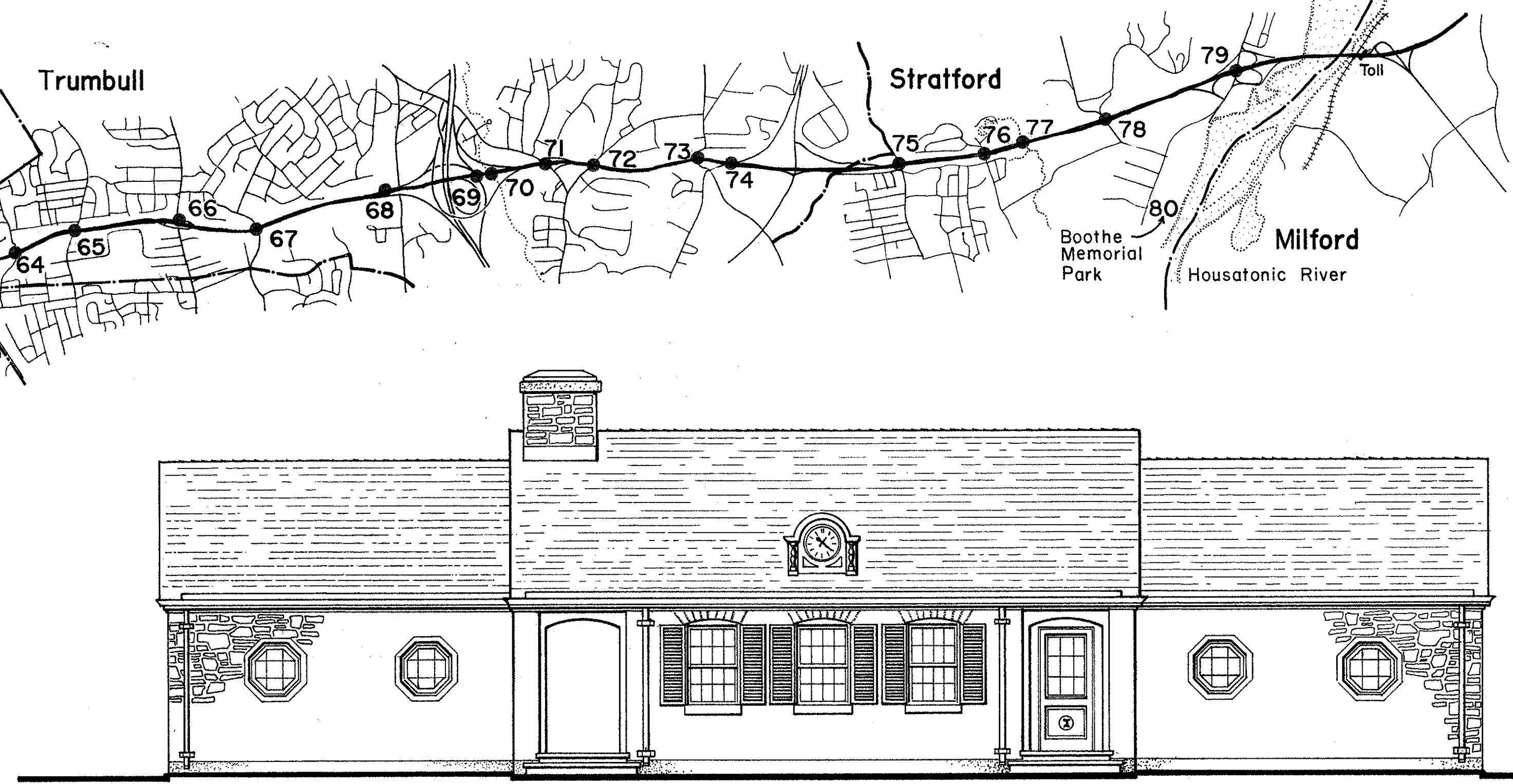


- Legend**
- State Boundary
 - County Boundary
 - Town Boundary
 - Major Road
 - Secondary Road
 - Railroad Line
 - Lake, River or Brook



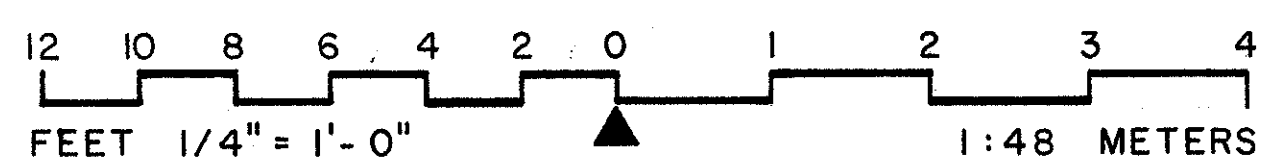
Based on USGS
Westport, CT 1984
Bridgeport, CT 1984
Milford, CT 1984
Scale 1" = 3,000 Feet

- Sources**
- State Highway Department Plans for Construction and Grading of the Merritt Parkway, 1935
 - Connecticut Department of Transportation Photographic Collection
 - Connecticut State Archive Photographic Collection
 - HABS/HAER Field Survey, 1992
 - Private Merritt Parkway Collection



GREENWICH SERVICE STATION - 1941

Based on original construction documents for the Merritt Parkway



Key	Structures	Date	Haer No.	ConnDot No.	Key	Structures	Date	Haer No.	ConnDot No.
42.	Newtown Turnpike Bridge	1939	CT- 98	726	62.	Sport Hill Road Bridge	1937	CT- 55	744
43.	Wilton Road Bridge	1938	CT- 39	727	63.	Park Avenue Bridge	1940	CT-115	745
44.	Saugatuck River Bridge	1938	CT- 99	728	64.	Plattsville Road Bridge	1939	CT-116	746
45.	Clinton Avenue Bridge	1940	CT-100	729	65.	Madison Avenue Bridge	1939	CT-117	747
46.	Weston Road Bridge	1938	CT-101	730	66.	Main Street Bridge	1936	CT-118	748
47.	Easton Road Bridge	1938	CT-102	731	67.	Frenchtown Road Bridge	1942	CT-119	749
48.	North Avenue Bridge	1939	CT-103	732	68.	Reservoir Road Bridge	1939	CT-120	750
49.	Bayberry Lane Bridge	1939	CT-104	733	69.	Rocky Hill Road Bridge	1935	CT- 56	751
50.	Cross Highway Bridge	1938	CT-105	734	70.	Pequonock River Bridge	1935	CT- 57	752
51.	Merwins Lane Bridge	1940	CT-106	735	71.	White Plains Road Bridge	1934	CT-122	753
52.	Redding Road Bridge	1939	CT-107	736	72.	Unity Road Bridge	1940	CT-123	754
53.	Congress Street Bridge	1938	CT-108	737	73.	Huntington Turnpike Bridge	1940	CT-124	N/A
54.	Hillside Road Bridge	1940	CT-109	738	74.	Nichols-Shelton Road Bridge	1940	CT-125	N/A
55.	Burr Street Bridge	1939	CT-110	739	75.	Huntington Road Bridge	1940	CT-126	756
56.	Black Rock Turnpike Bridge	1938	CT-111	740	76.	Cutspring Road Bridge	1940	CT-127	757
57.	Cricker Brook Culvert	1940	CT-112	741	77.	Pumpkin Brook Culvert	1941	CT-128	758
58.	Morehouse Highway Bridge	1939	CT-113	742	78.	James Farm Road Bridge	1940	CT-129	759
59.	Mill River Bridge	1940	CT-114	743	79.	Main Street Bridge	1940	CT-130	760
60.	Fairfield Service Station, northbound	1941	CT-136	N/A	80.	Toll Booth (at Boothe Memorial Park)	1940	CT-138	N/A
61.	Fairfield Service Station, southbound	1941	CT-137	N/A					

DELINEATED BY: B. DEVON PERKINS, MARY ELIZABETH CLARK, SANFORD E. GARNER, 1992
MERRITT PARKWAY
RECORDING PROJECT
UNITED STATES DEPARTMENT OF THE INTERIOR

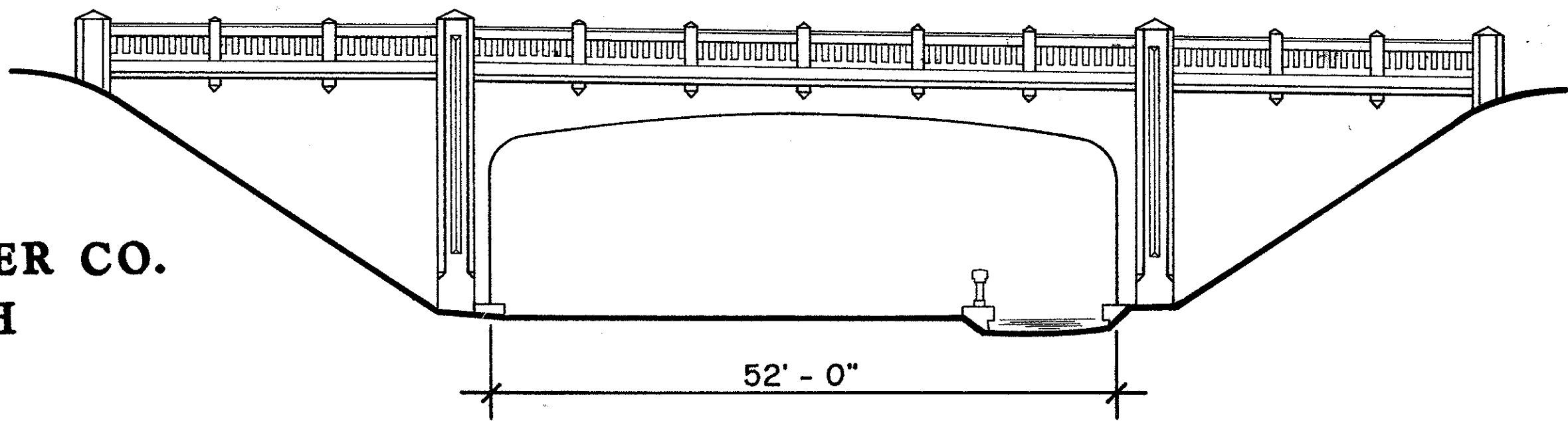
MERRITT PARKWAY
CONNECTICUT ROUTE 15
FAIRFIELD COUNTY

HISTORIC AMERICAN
ENGINEERING RECORD
CT- 63

SHEET
3 OF 21

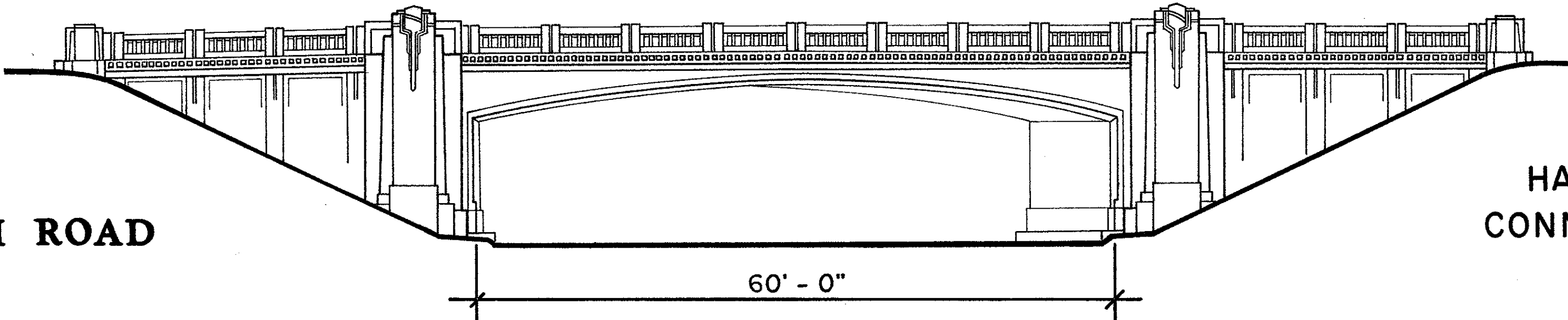
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1935
GLENVILLE WATER CO.
STREAM & PATH



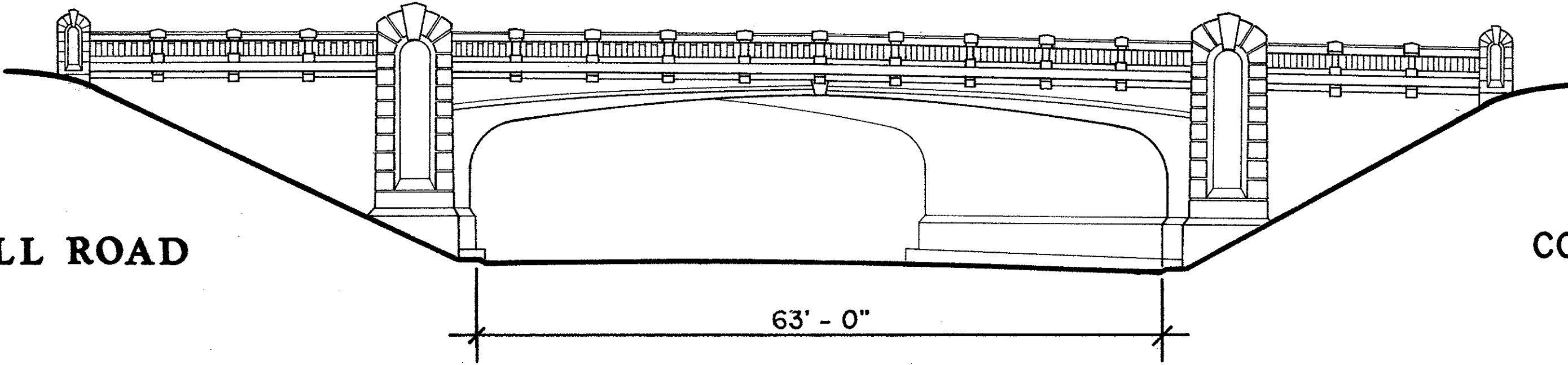
overpass
HAER No. CT-66
CONNDOT No. 693

1937
STANWICH ROAD



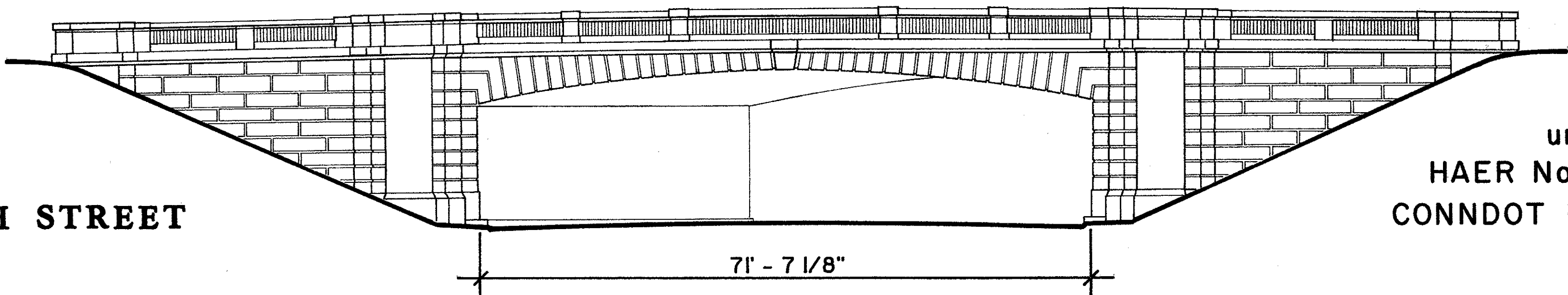
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HAER No. CT-72
CONNDOT No. 699

1935
ROUND HILL ROAD



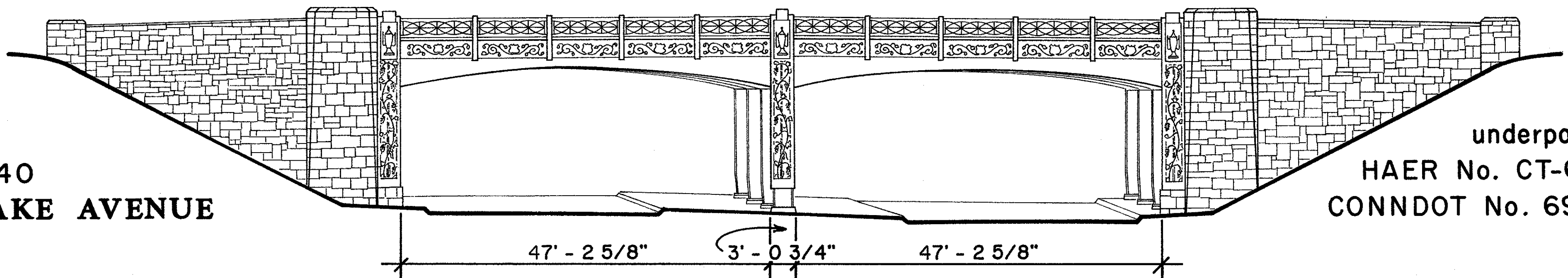
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1937
NORTH STREET



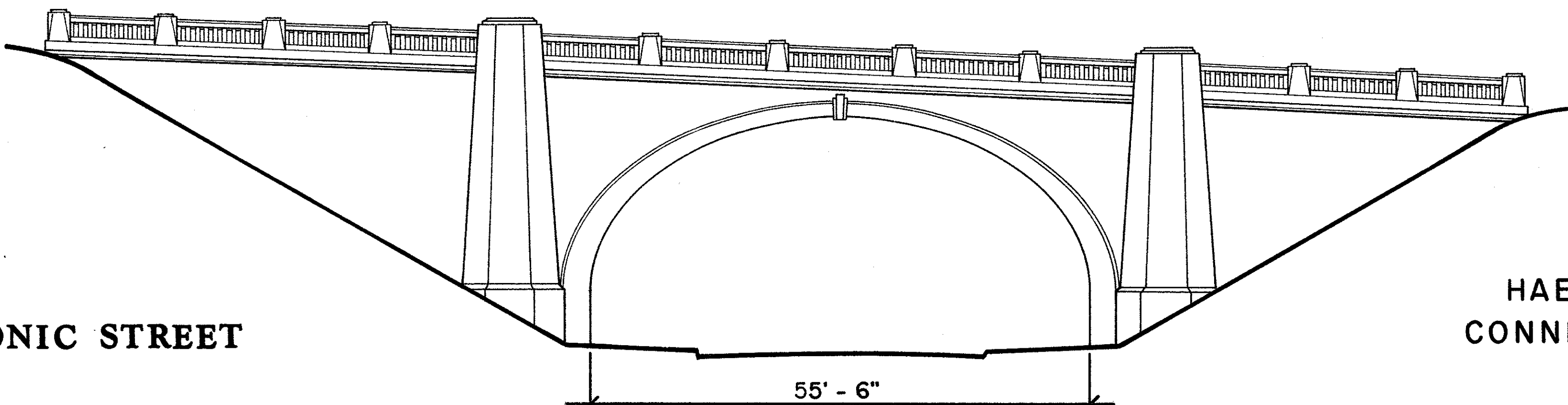
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CONNDOT No. 724

1940
LAKE AVENUE

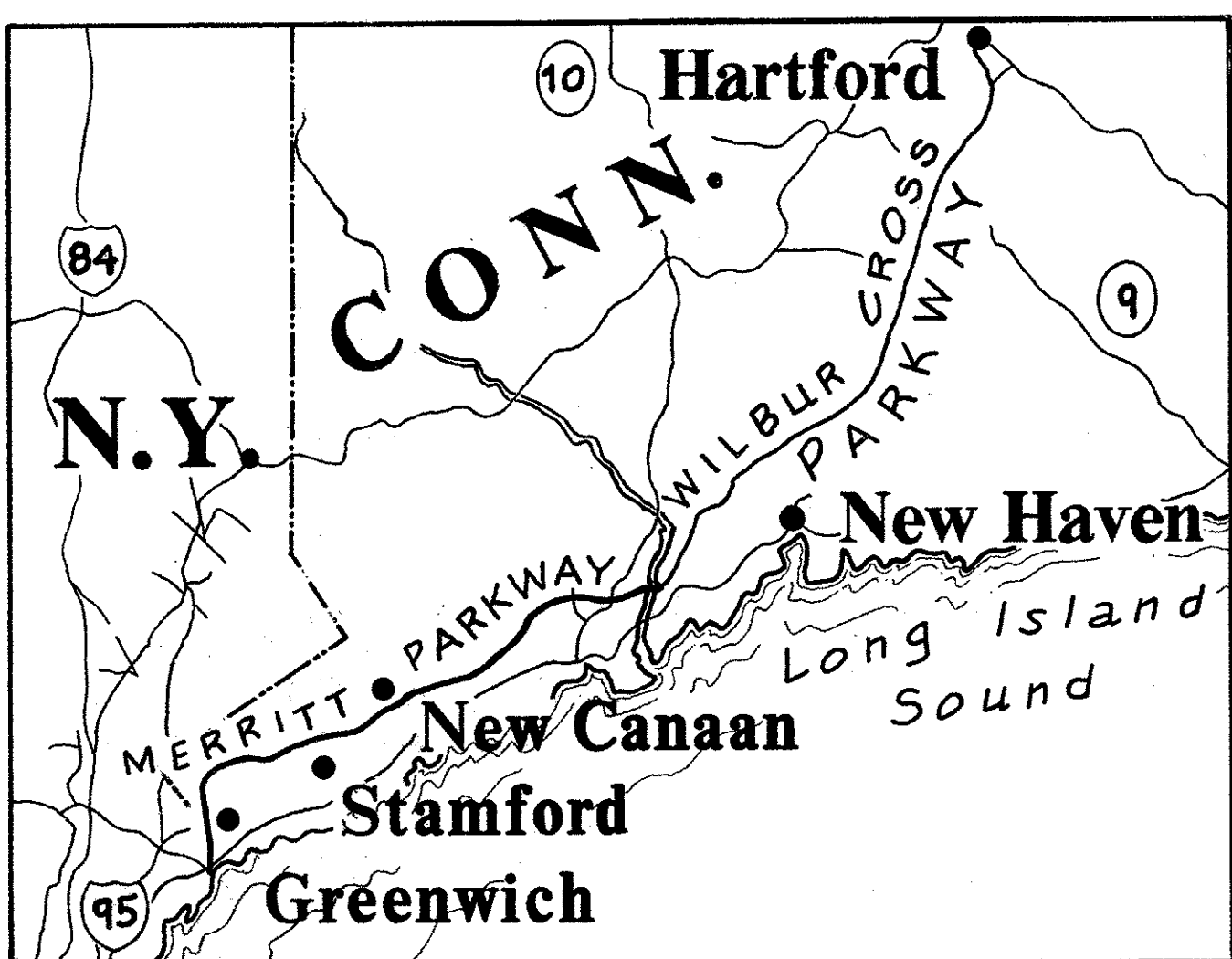
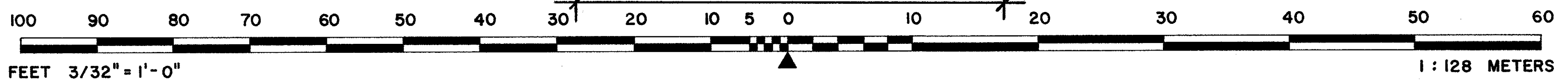


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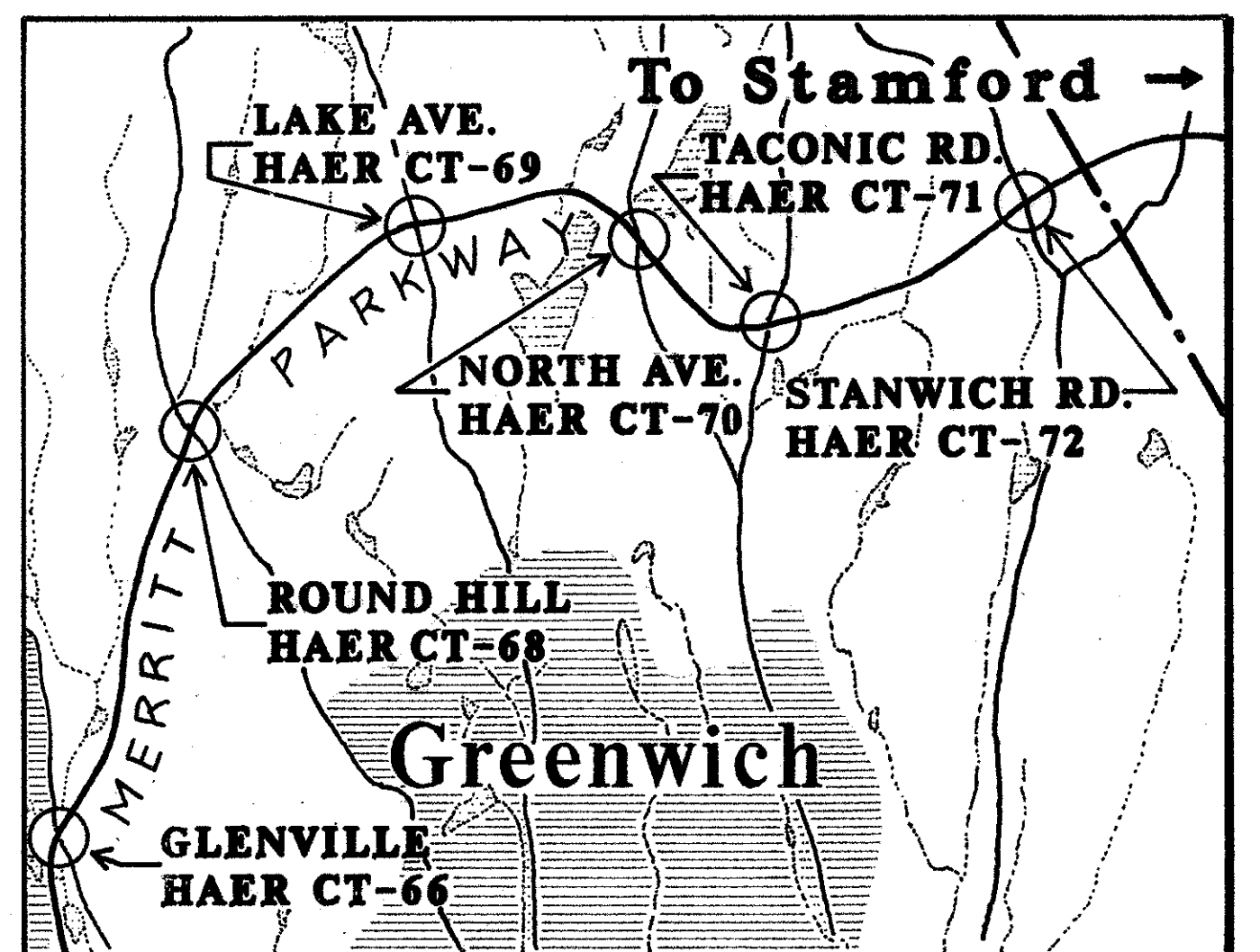
1937
TACONIC STREET



overpass
HAER No. CT-71
CONNDOT No. 698



BRIDGES of the MERRITT PARKWAY GREENWICH, CONNECTICUT



DELINEATED BY: B. DEVON PERKINS, MARY ELIZABETH CLARK, JACQUELINE A. SALAME, 1992, SANFORD E. GARNER, 1993

MERRITT PARKWAY
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

GREENWICH

MERRITT PARKWAY
CONNECTICUT ROUTE 15
FAIRFIELD COUNTY

CONNECTICUT

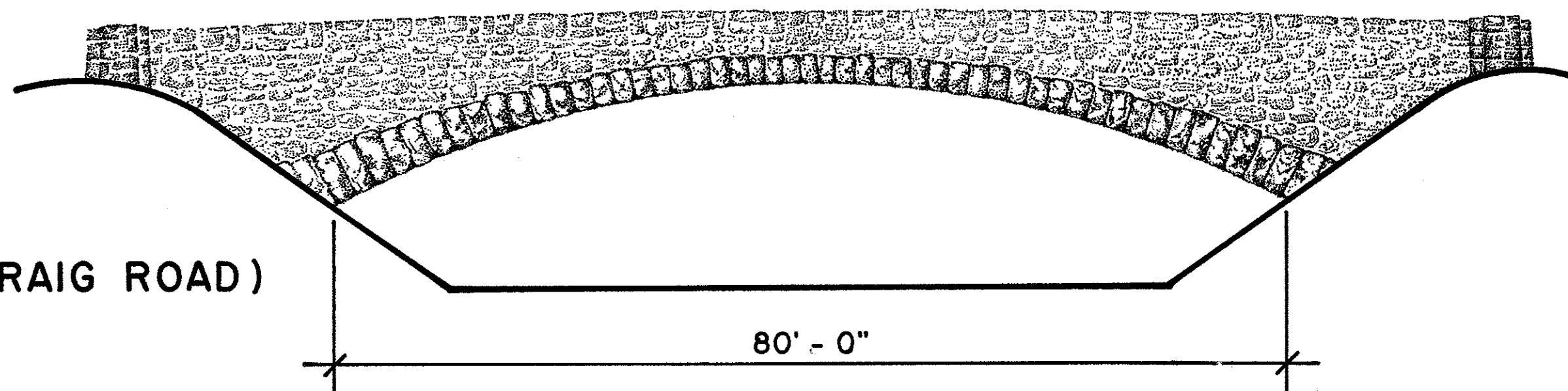
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HISTORIC AMERICAN
ENGINEERING RECORD
CT-63

LIBRARY OF CONGRESS
TEXT NUMBER

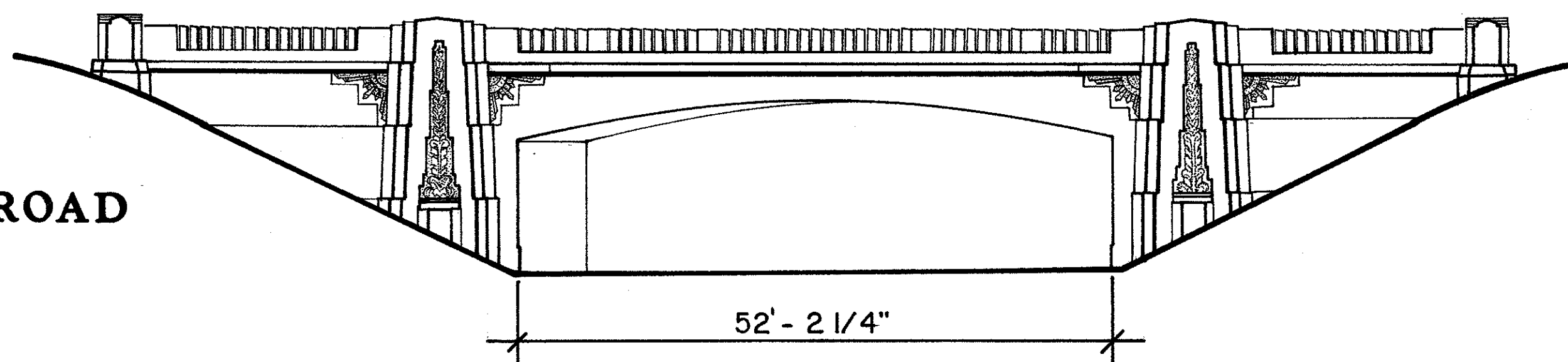
IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING

1937
GUINEA ROAD
(Formerly ROCKY CRAIG ROAD)



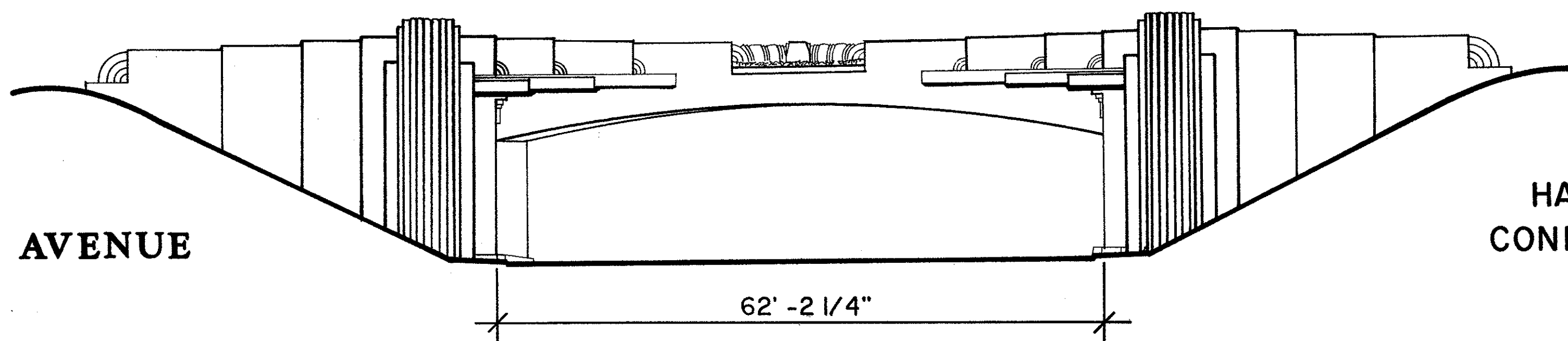
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CONNDOT No. 700

1936
LONG RIDGE ROAD
ROUTE 104



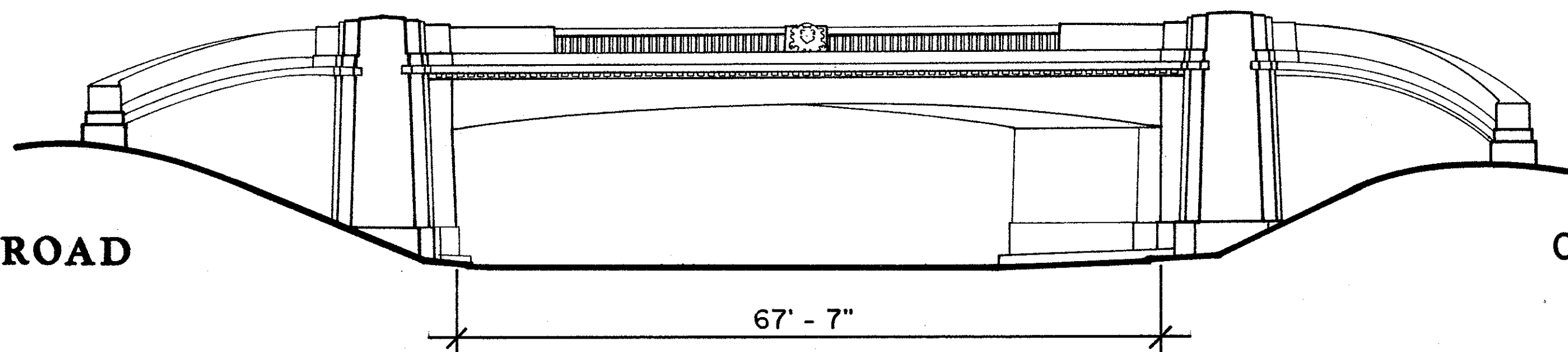
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1937
NEWFIELD AVENUE



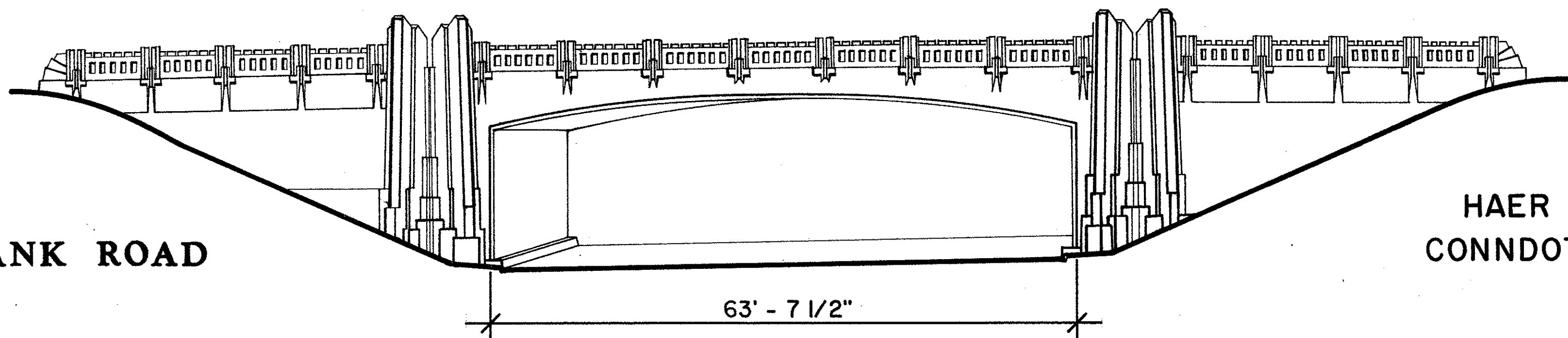
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CONNDOT No. 707

1938
WIRE MILL ROAD



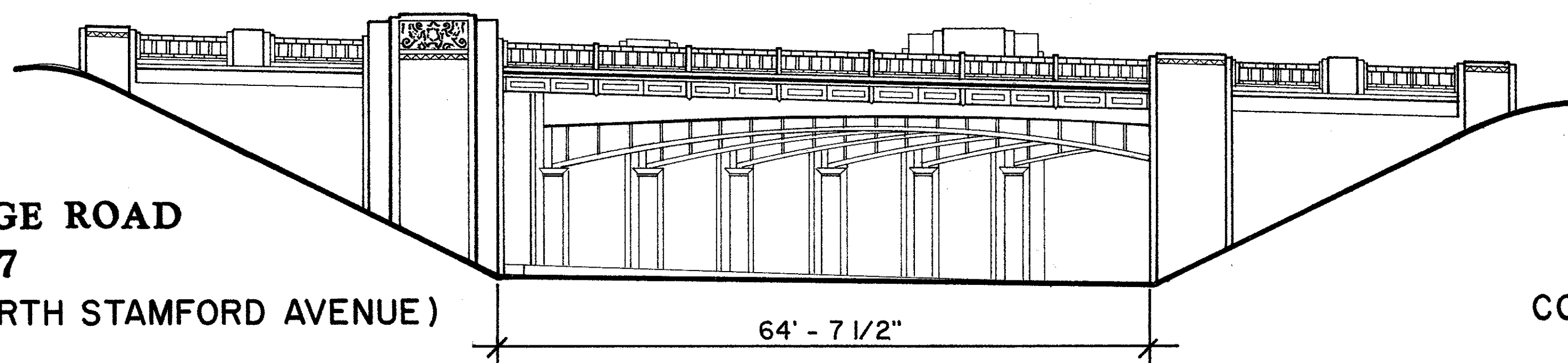
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CONNDOT No. 704

1937
RIVERBANK ROAD

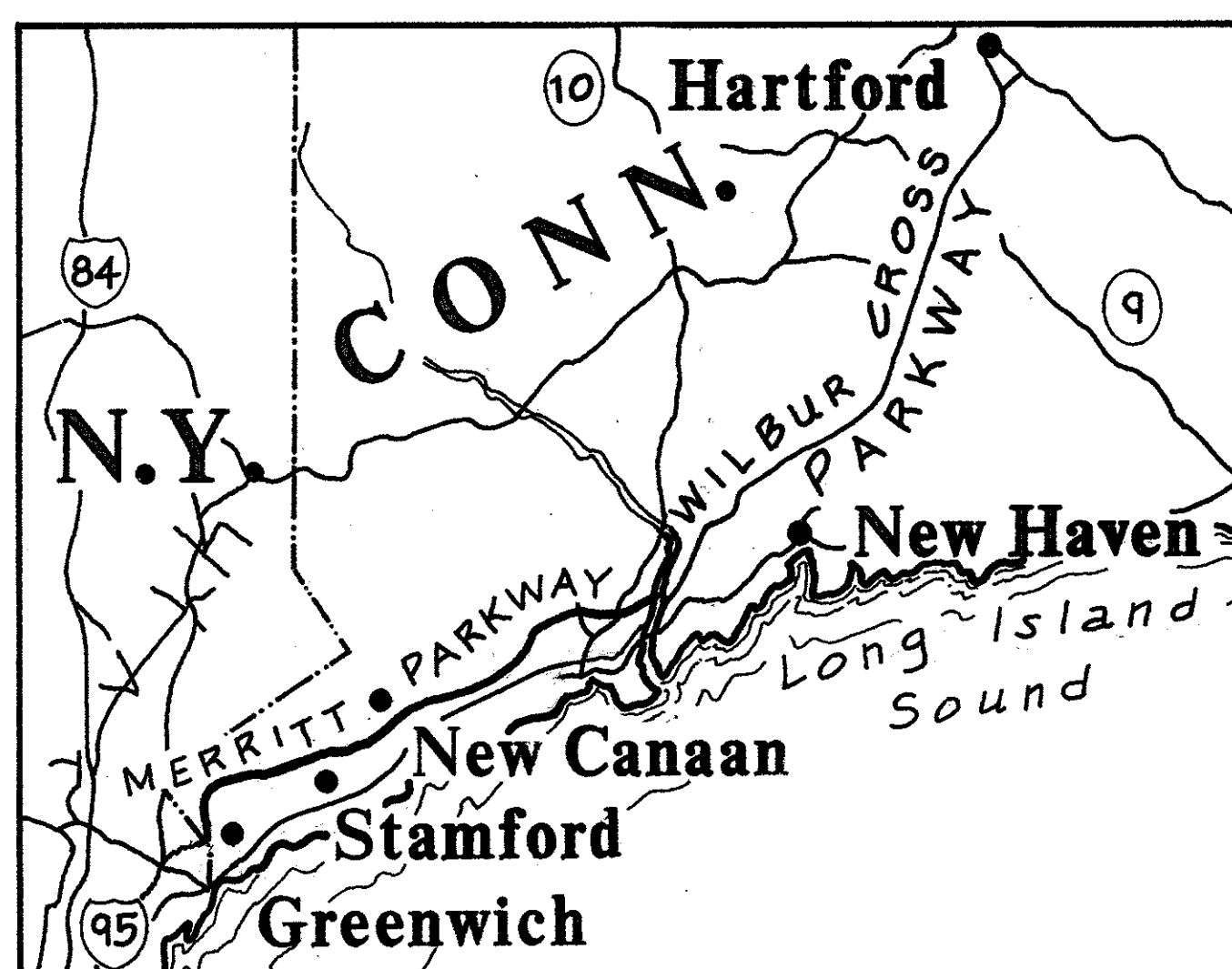
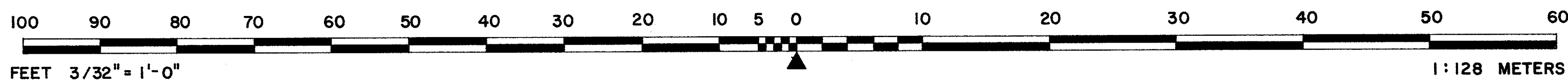


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HAER No. CT-75
CONNDOT No. 702

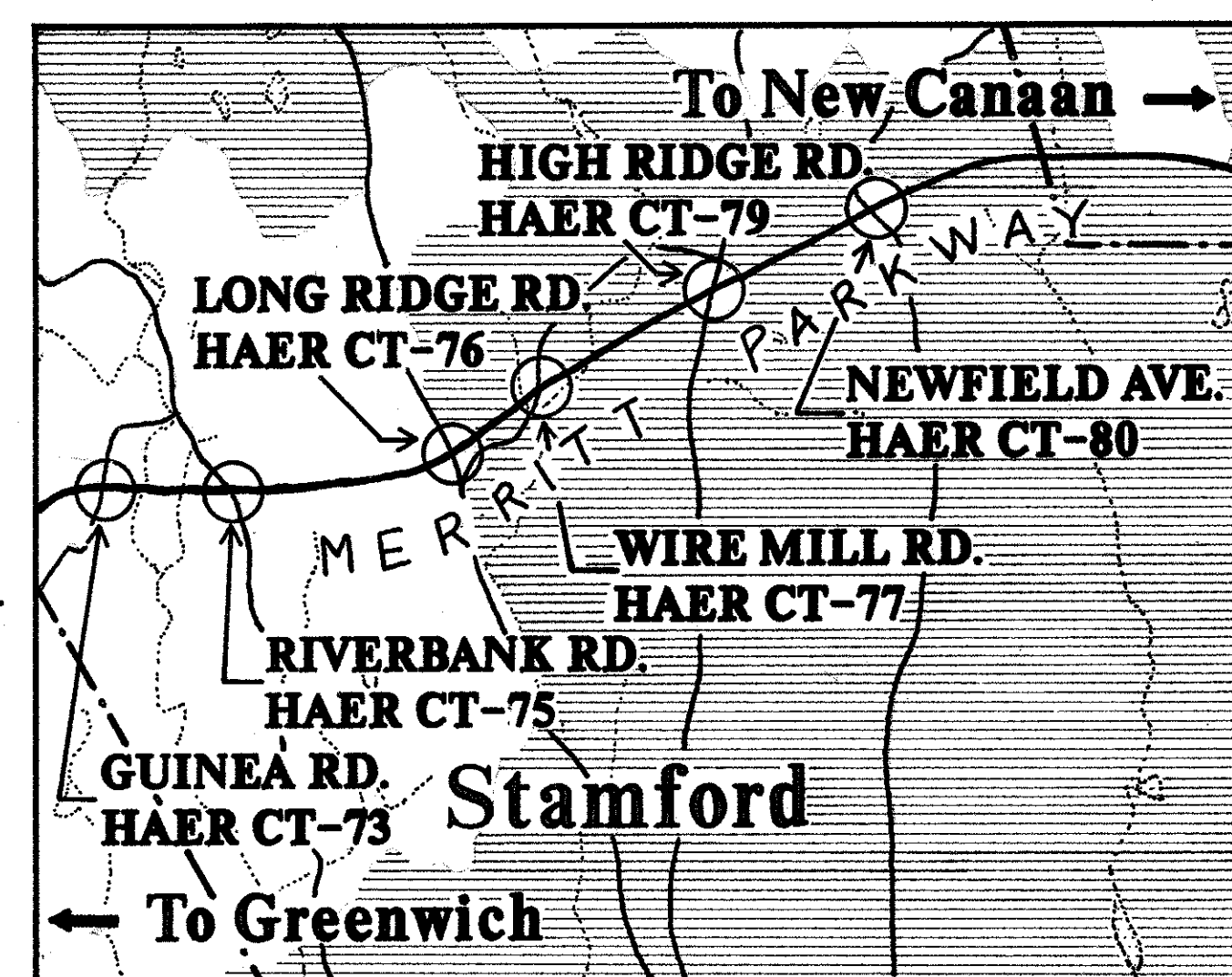
1937
HIGH RIDGE ROAD
ROUTE 137
(Formerly NORTH STAMFORD AVENUE)



overpass
HAER No. CT-79
CONNDOT No. 706



BRIDGES of the MERRITT PARKWAY STAMFORD, CONNECTICUT



DELINEATED BY: MARY ELIZABETH CLARK, B. DEVON PERKINS, JACQUELINE A. SALAME, 1992, SANFORD E. GARNER, 1993

MERRITT PARKWAY
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

STAMFORD

MERRITT PARKWAY
CONNECTICUT ROUTE 15
FAIRFIELD COUNTY

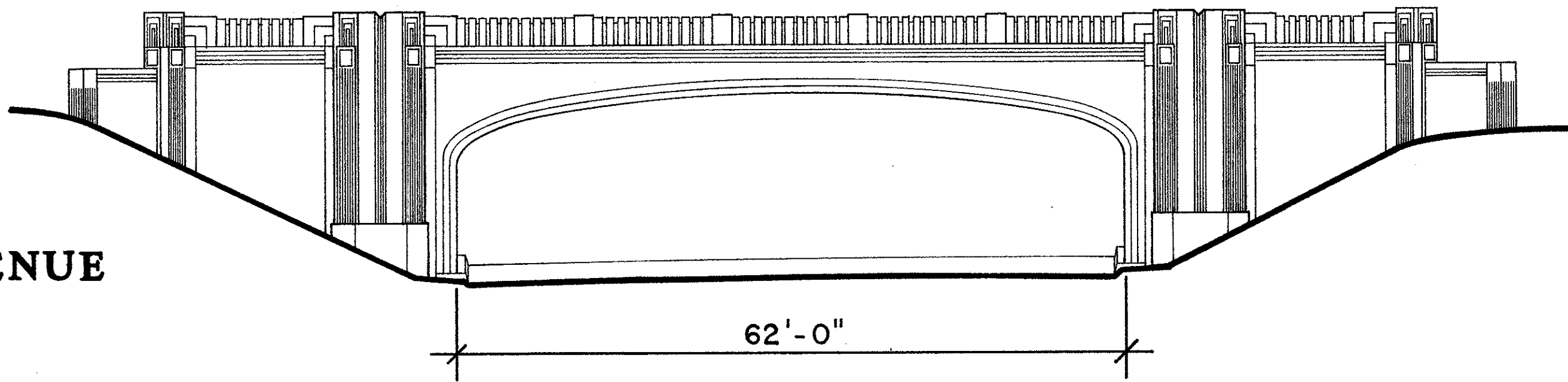
CONNECTICUT

SHEET
5 OF 21

HISTORIC AMERICAN
ENGINEERING RECORD
CT-63

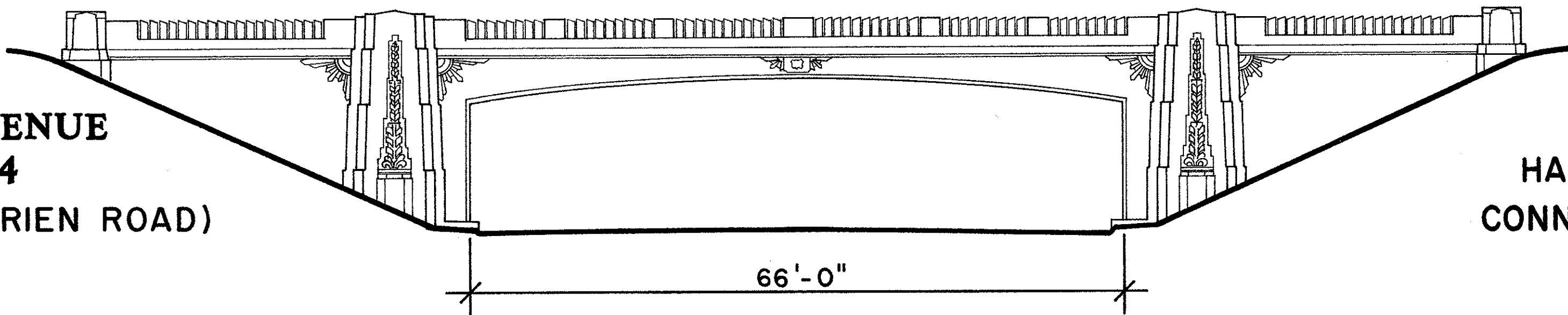
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INDEX NUMBER

1937
LAPHAM AVENUE



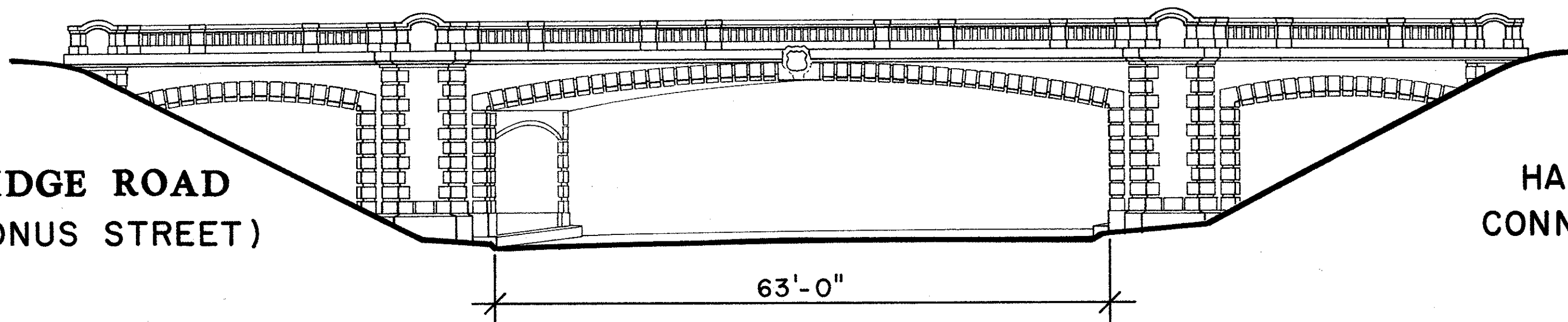
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SOUTH AVENUE
ROUTE 124
(Formerly DARIEN ROAD)



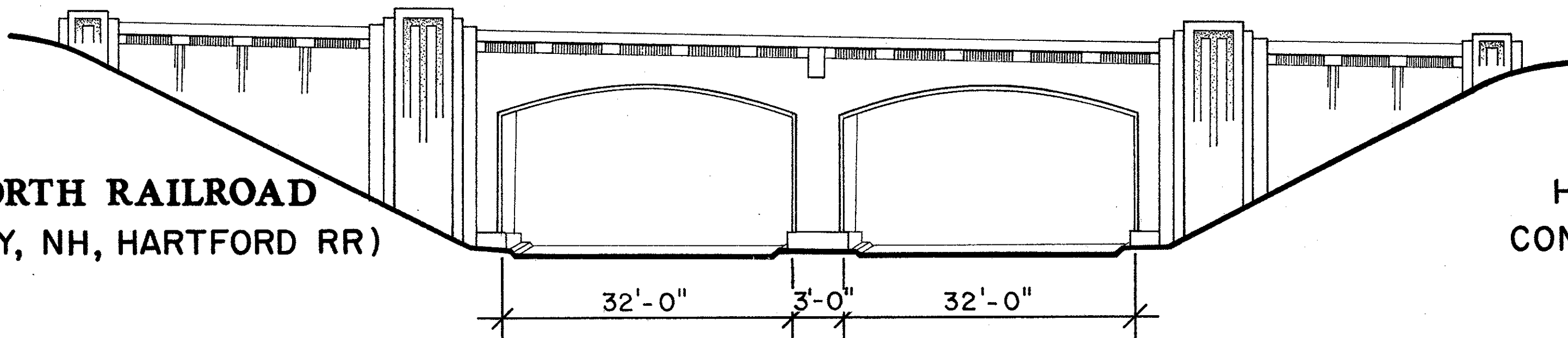
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1937
PONUS RIDGE ROAD
(Formerly PONUS STREET)



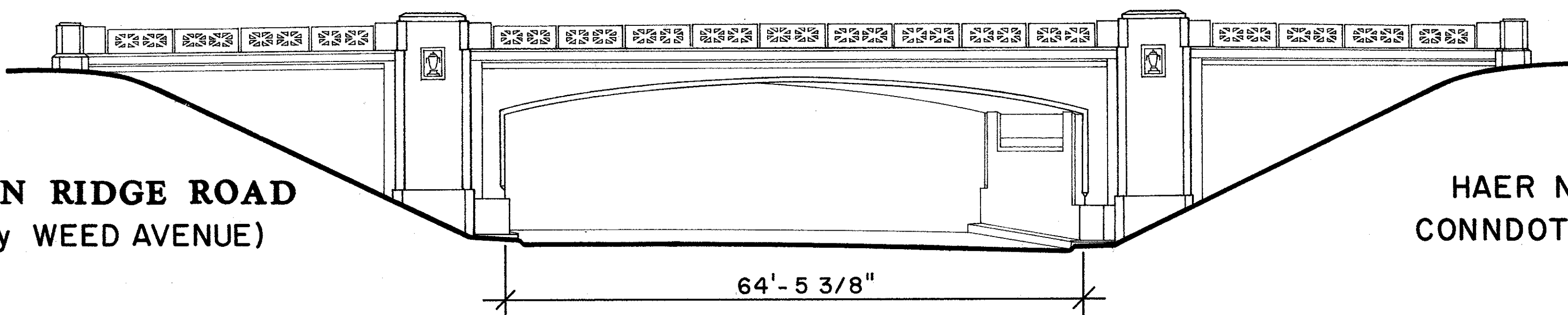
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1937
METRO NORTH RAILROAD
(Formerly NY, NH, HARTFORD RR)



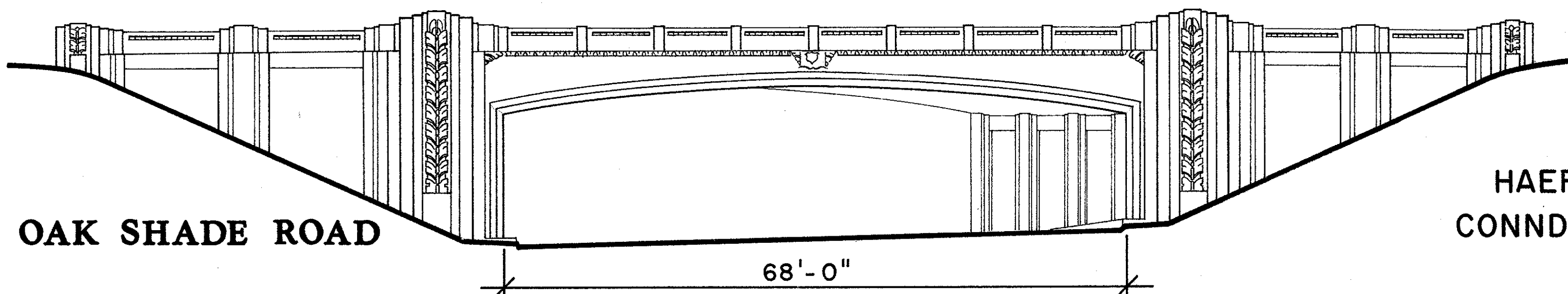
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HAER No. CT-83
CONNDOT No. 710

1937
MARVIN RIDGE ROAD
(Formerly WEED AVENUE)

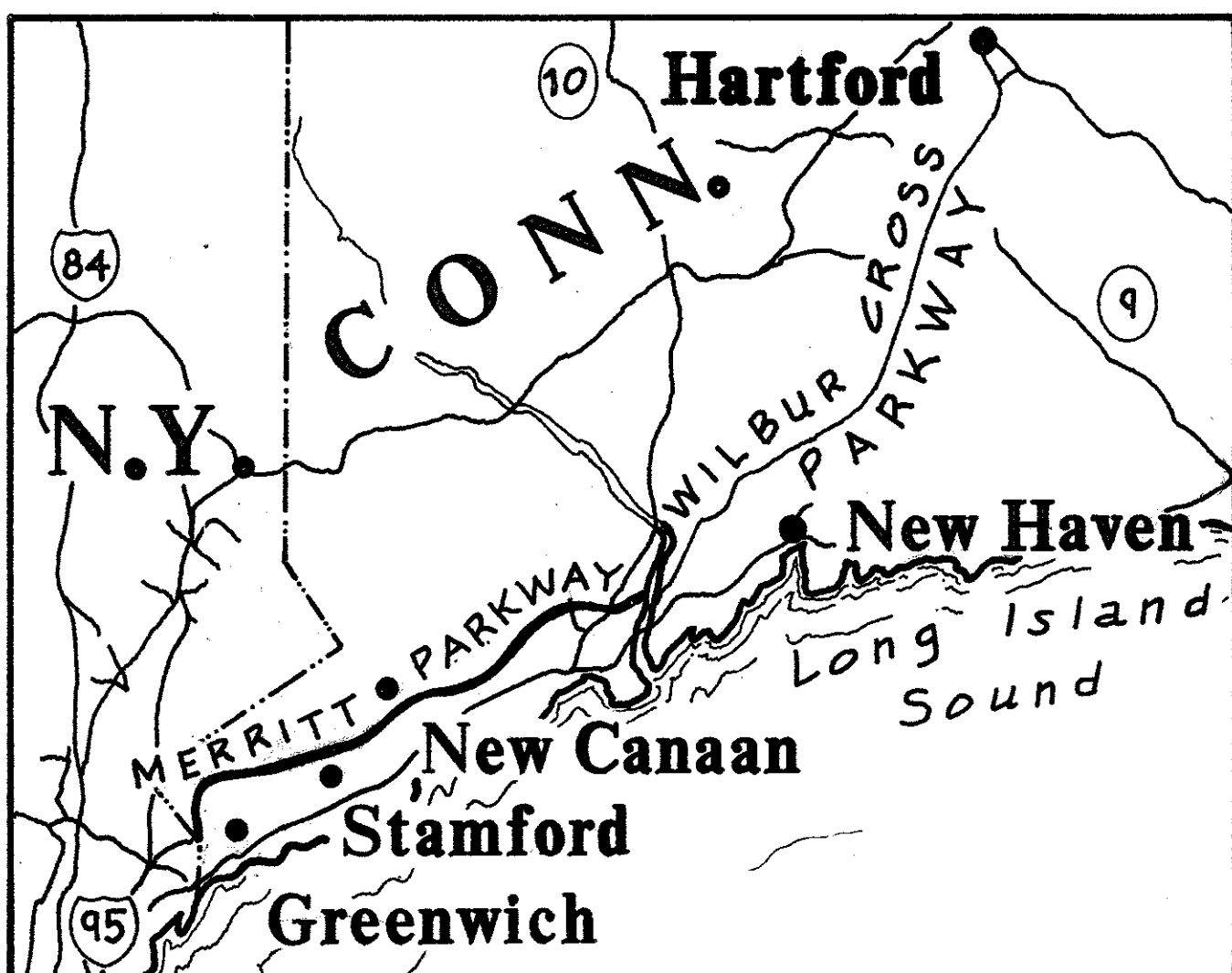
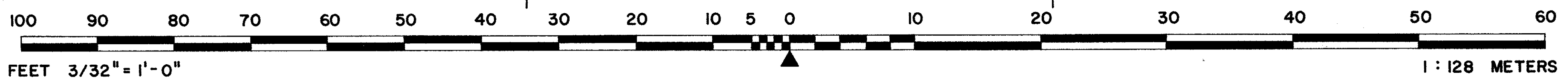


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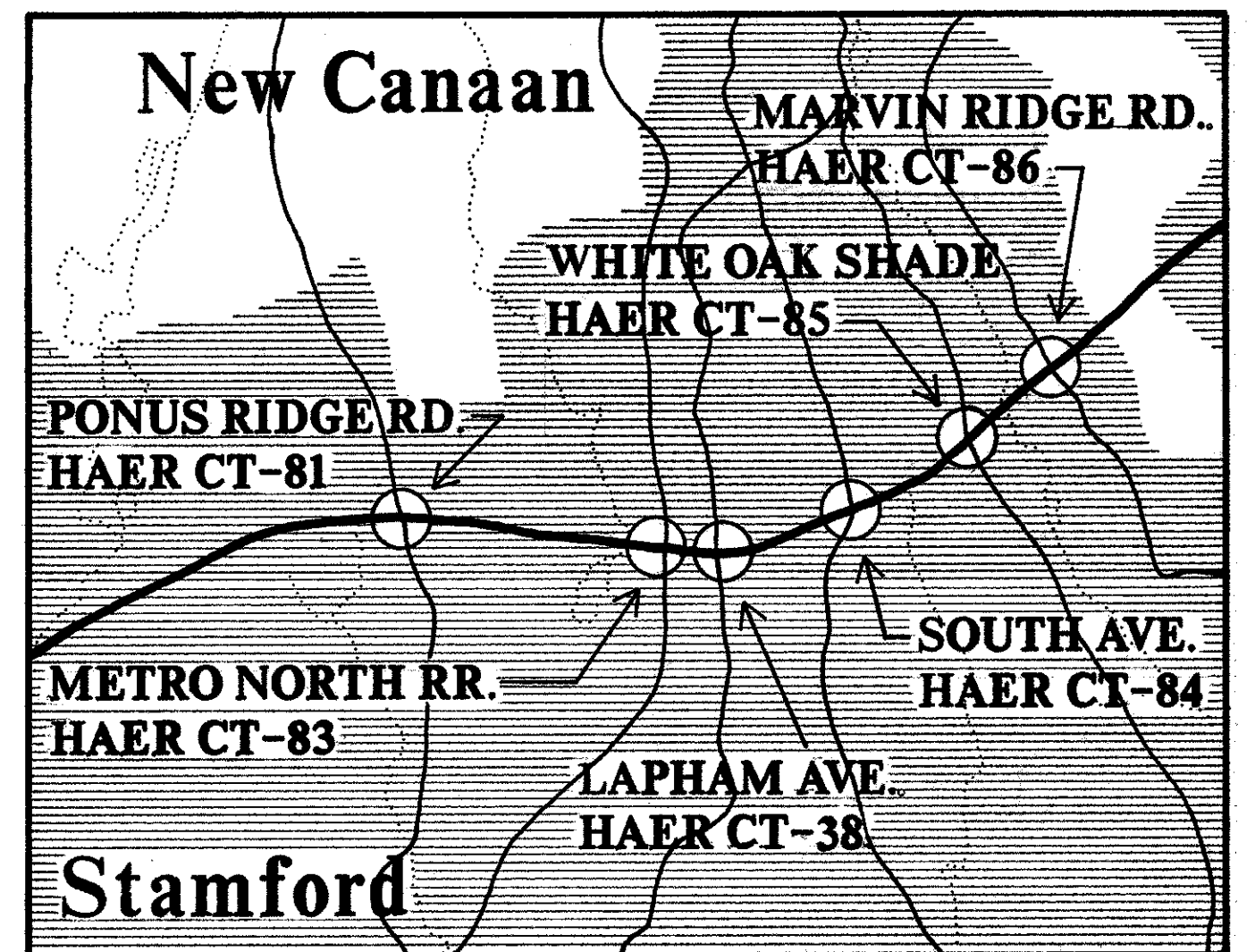
1938
WHITE OAK SHADE ROAD



underpass
HAER No. CT-85
CONNDOT No. 713



BRIDGES of the MERRITT PARKWAY NEW CANAAN, CONNECTICUT



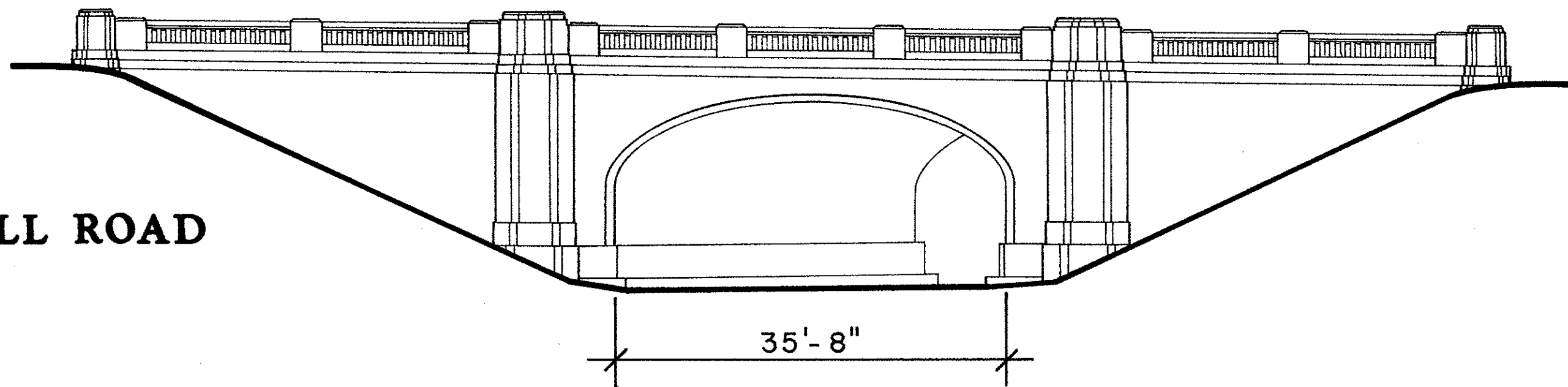
DELINEATED BY: B. DEVON PERKINS, MARY ELIZABETH CLARK, JACQUELINE A. SALAME, 1992, & DAVID R. FLEMING, 1993

MERRITT PARKWAY RECORDING PROJECT NATIONAL PARK SERVICE UNITED STATES DEPARTMENT OF THE INTERIOR	NEW CANAAN	MERRITT PARKWAY CONNECTICUT ROUTE 15 FAIRFIELD COUNTY	CONNECTICUT	SHEET 6 OF 21	HISTORIC AMERICAN ENGINEERING RECORD CT- 63	LIBRARY OF CONGRESS INDEX NUMBER
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IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING

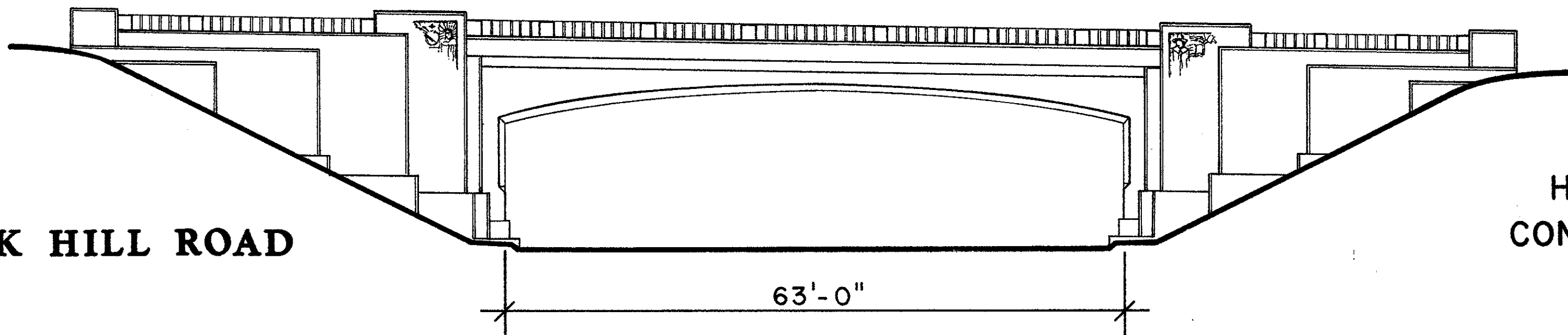
157491

1938
CHESTNUT HILL ROAD
ROUTE 53



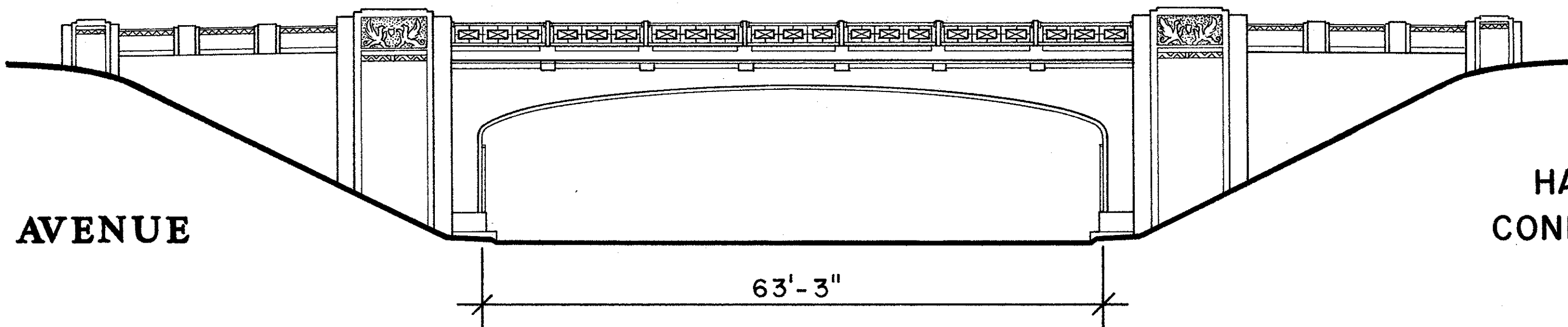
overpass
HAER No. CT-97
CONNDOT No. 725

1938
COMSTOCK HILL ROAD



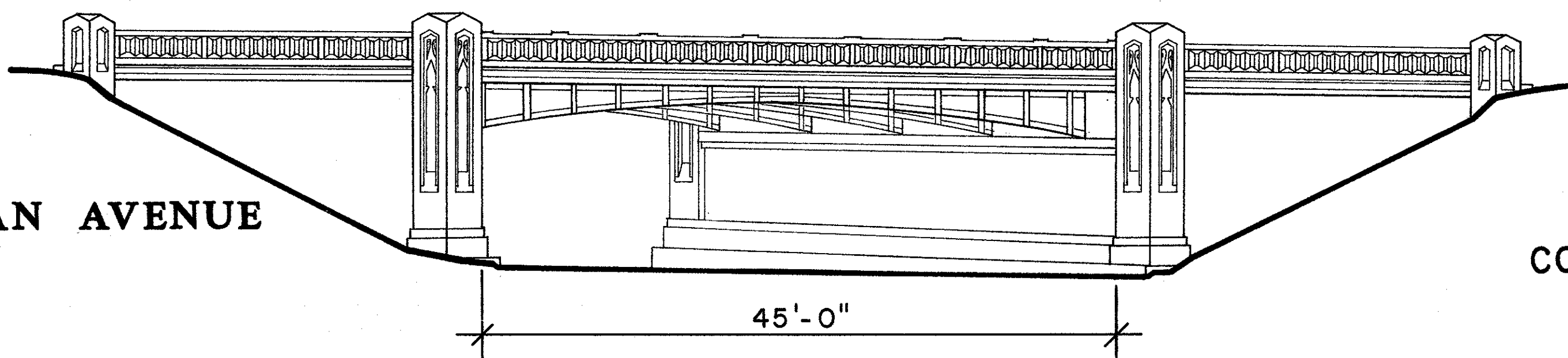
underpass
HAER No. CT-88
CONNDOT No. 716

1938
GRUMMAN AVENUE



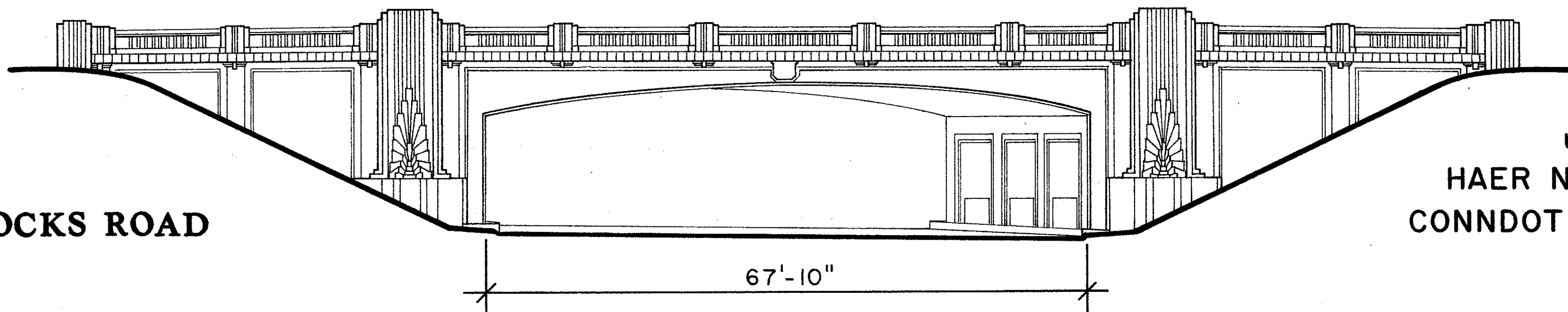
underpass
HAER No. CT-96
CONNDOT No. 724

1937
NEW CANAAN AVENUE
ROUTE 123



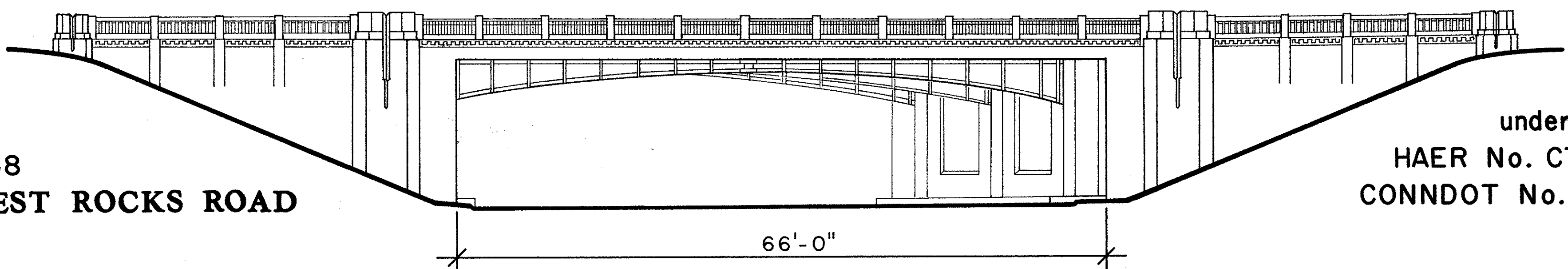
overpass
HAER No. CT-87
CONNDOT No. 715

1938
EAST ROCKS ROAD

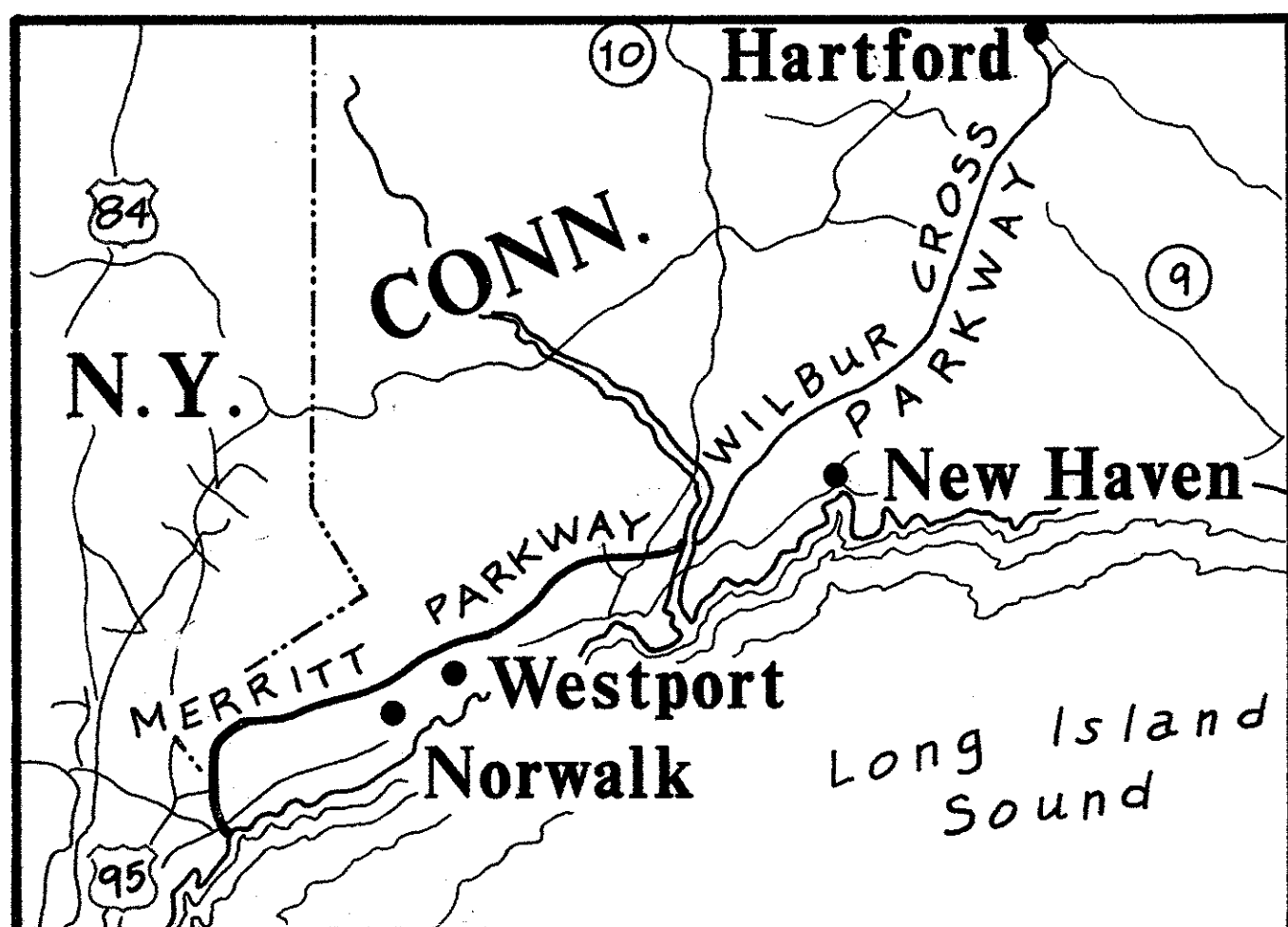
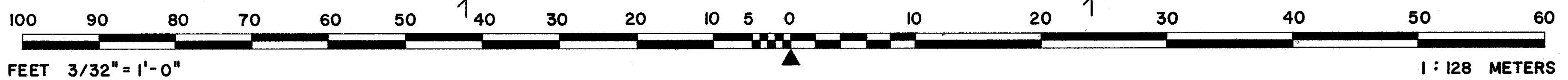


underpass
HAER No. CT-95
CONNDOT No. 723

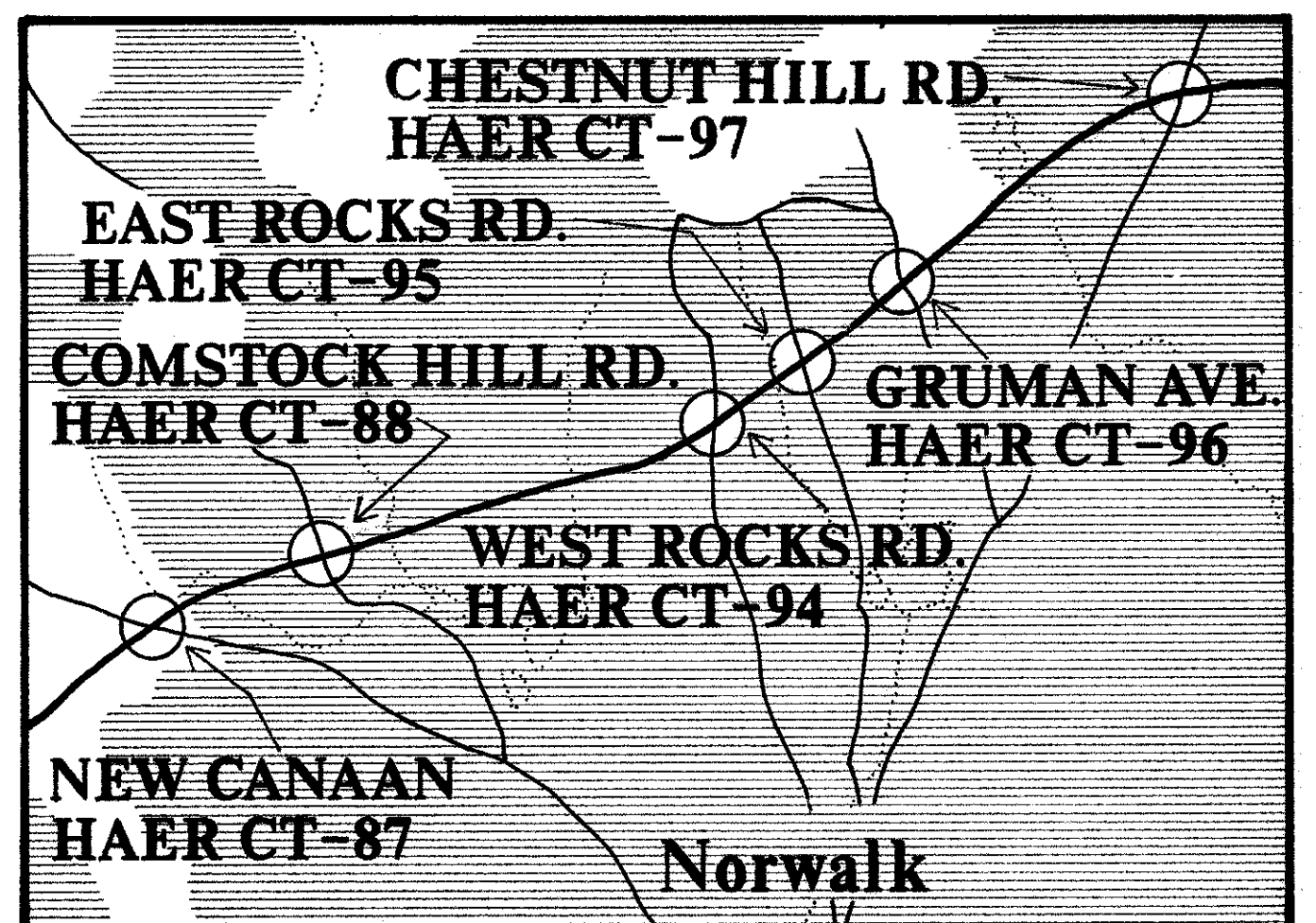
1938
WEST ROCKS ROAD



underpass
HAER No. CT-94
CONNDOT No. 722



BRIDGES of the MERRITT PARKWAY NORWALK, CONNECTICUT



DELINEATED BY: B. DEVON PERKINS, MARY ELIZABETH CLARK, JACQUELINE A. SALAME, 1992, & DAVID R. FLEMING, 1993

MERRITT PARKWAY
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

NORWALK

MERRITT PARKWAY
CONNECTICUT ROUTE 15
FAIRFIELD COUNTY

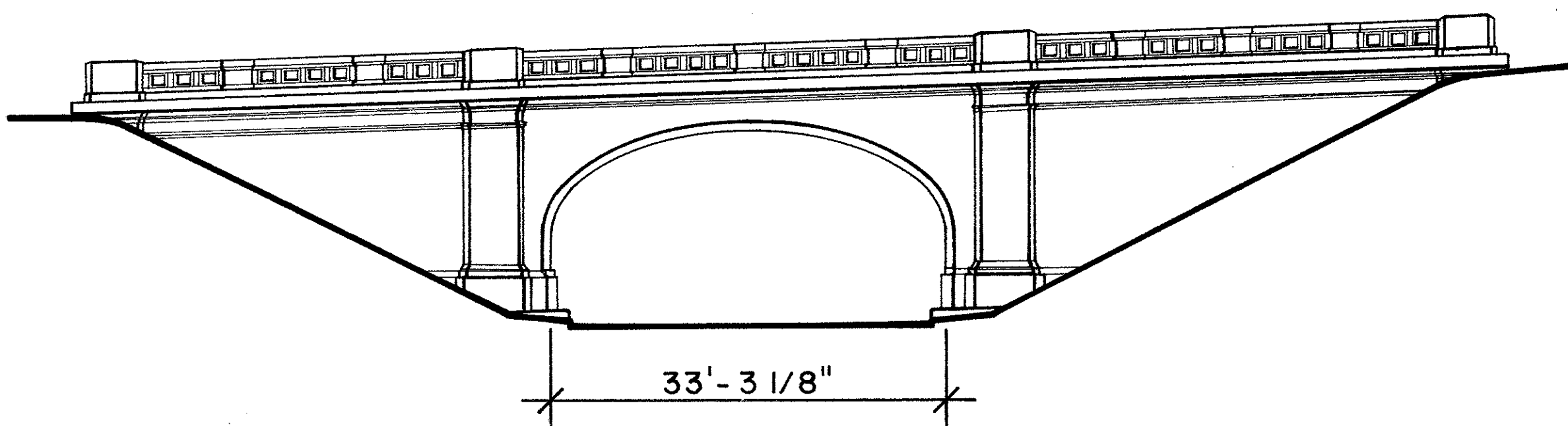
CONNECTICUT

SHEET
7 OF 21

HISTORIC AMERICAN
ENGINEERING RECORD
CT-63

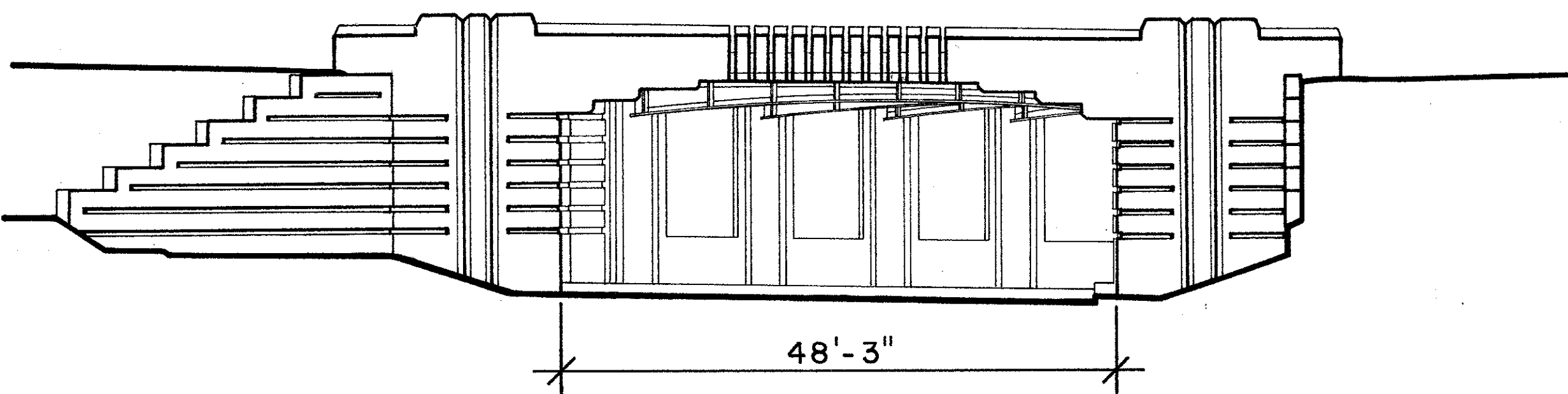
IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING

1939
BAYBERRY LANE



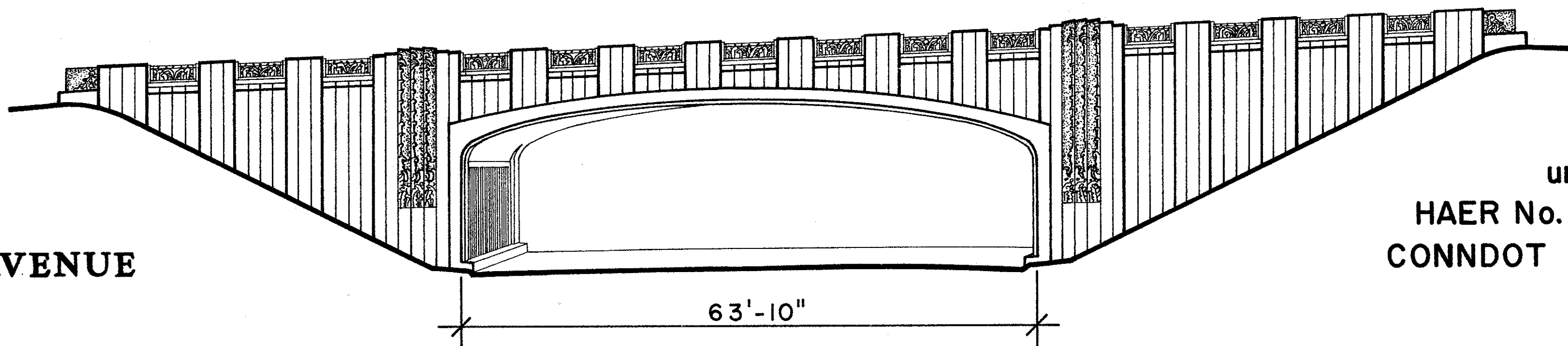
overpass
HAER No. CT-104
CONNDOT No. 733

1938
EASTON ROAD
ROUTE 136



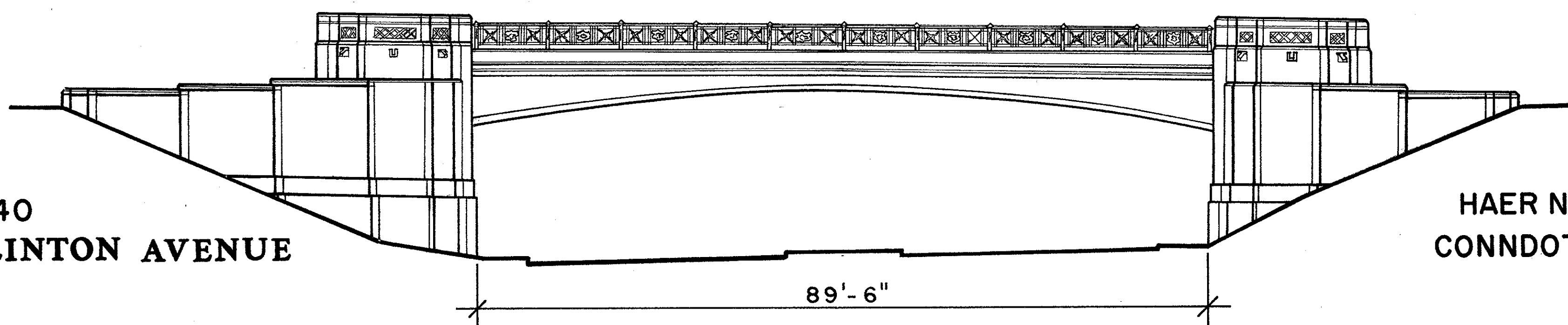
overpass
HAER No. CT-102
CONNDOT No. 731

1939
NORTH AVENUE



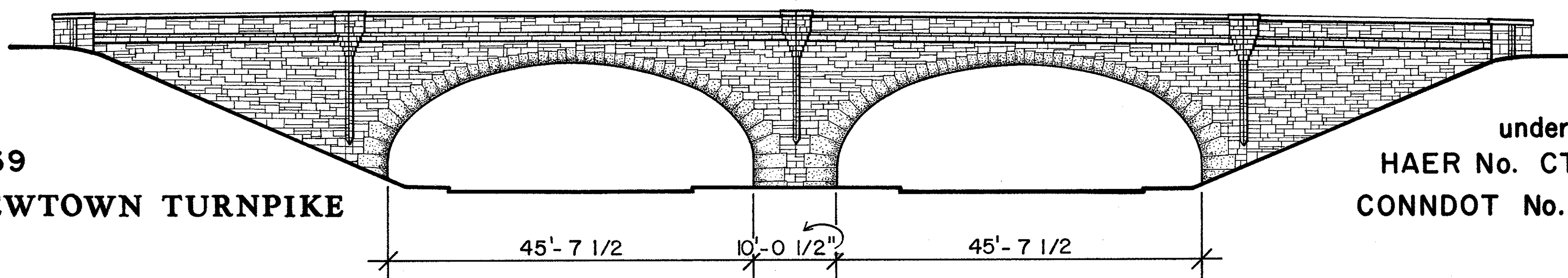
underpass
HAER No. CT-103
CONNDOT No. 732

1940
CLINTON AVENUE



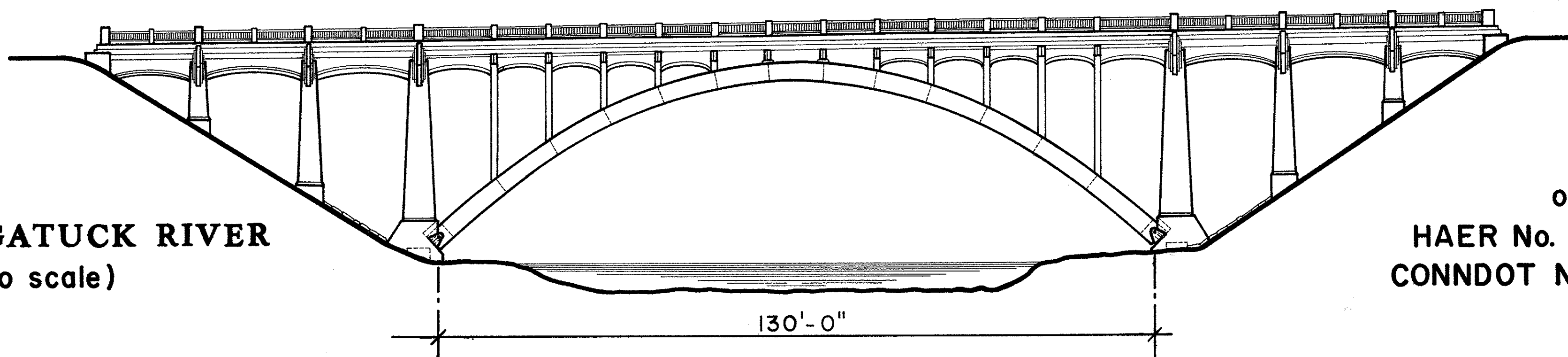
underpass
HAER No. CT-100
CONNDOT No. 729

1939
NEWTOWN TURNPIKE

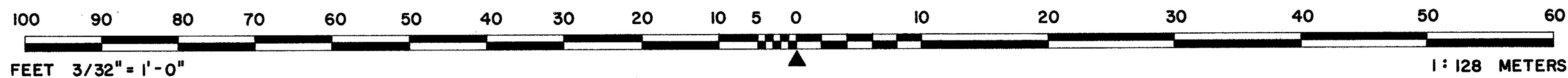


underpass
HAER No. CT-98
CONNDOT No. 726

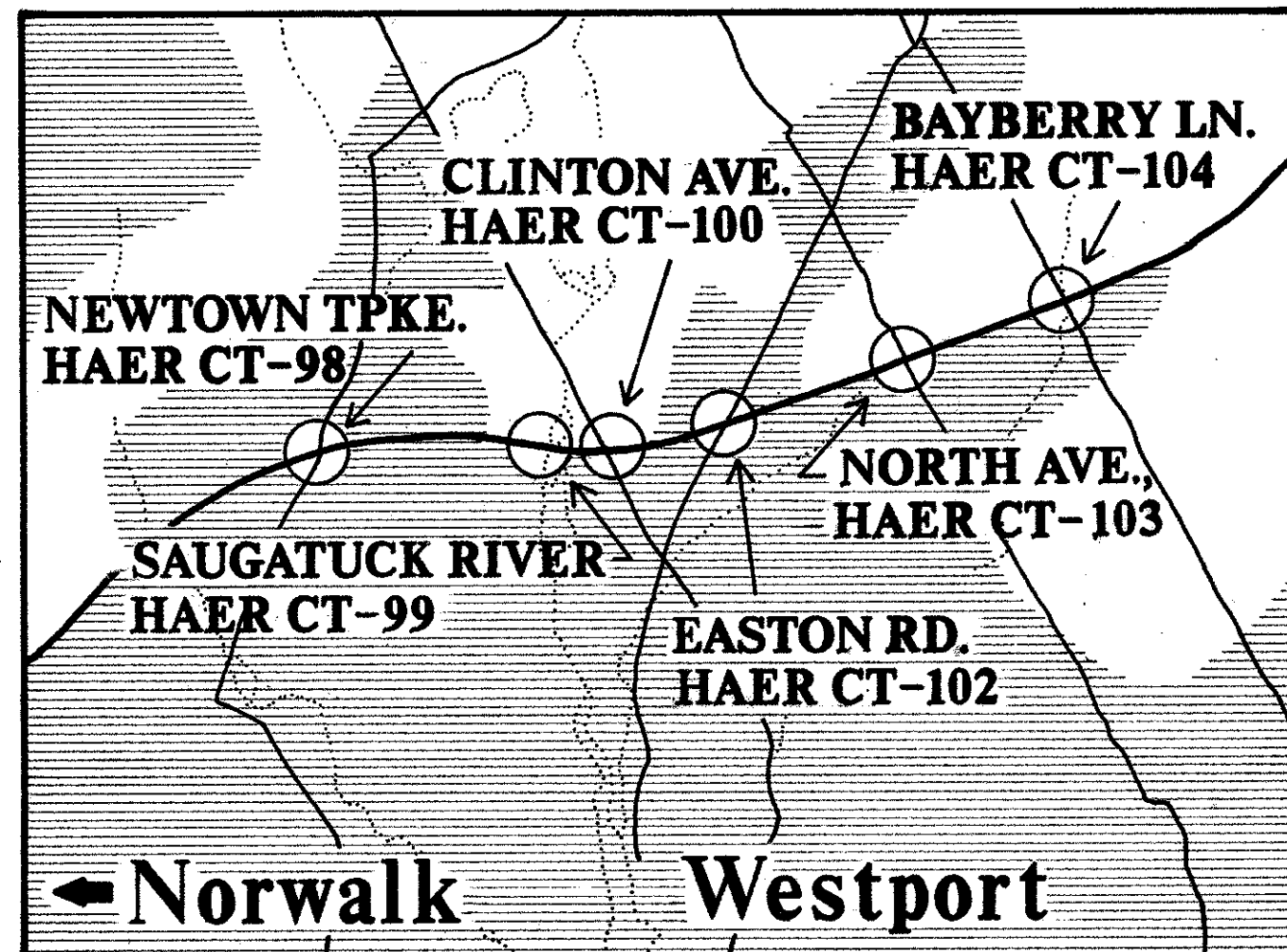
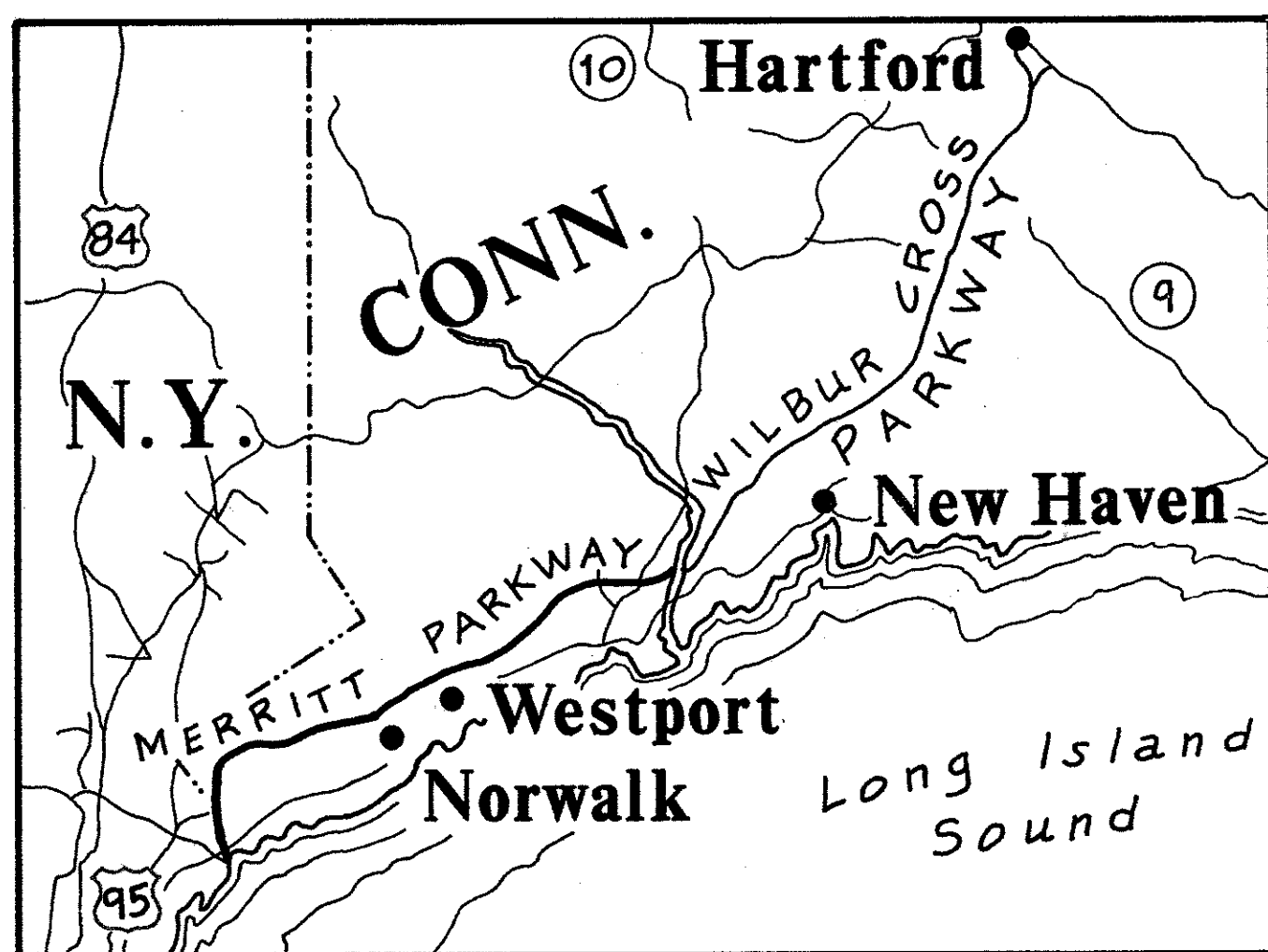
1938
SAUGATUCK RIVER
(not to scale)



overpass
HAER No. CT-99
CONNDOT No. 728



BRIDGES of the MERRITT PARKWAY WESTPORT, CONNECTICUT



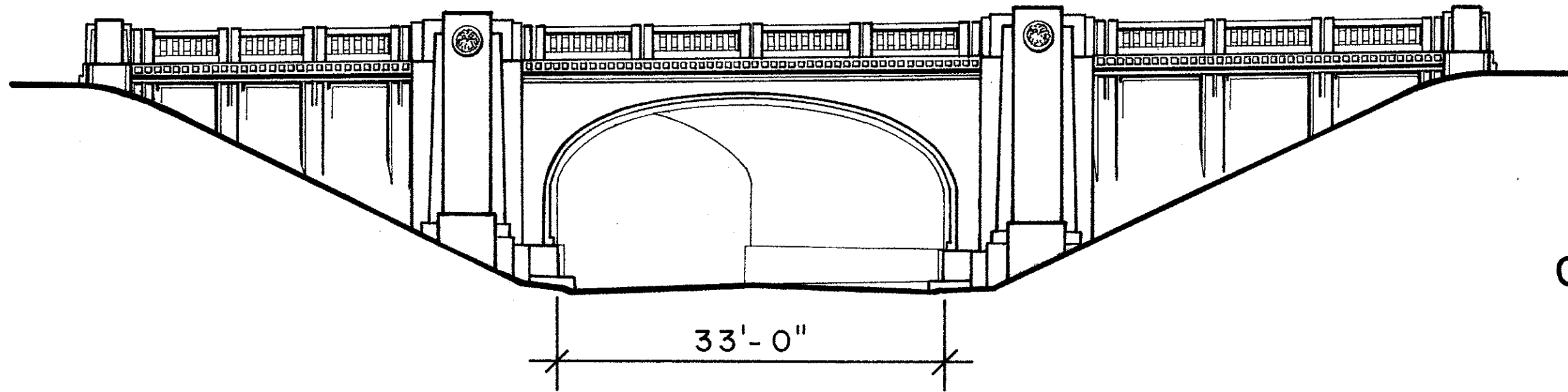
DELINEATED BY: JACQUELINE A. SALAME, MARY ELIZABETH CLARK, B. DEVON PERKINS, 1992, & DAVID R. FLEMING, 1993

MERRITT PARKWAY RECORDING PROJECT NATIONAL PARK SERVICE UNITED STATES DEPARTMENT OF THE INTERIOR	WESTPORT	MERRITT PARKWAY CONNECTICUT ROUTE 15 FAIRFIELD COUNTY	CONNECTICUT	SHEET 8 OF 21	HISTORIC AMERICAN ENGINEERING RECORD CT-63	LIBRARY OF CONGRESS PHOTODUPLICATION SERVICE
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IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING

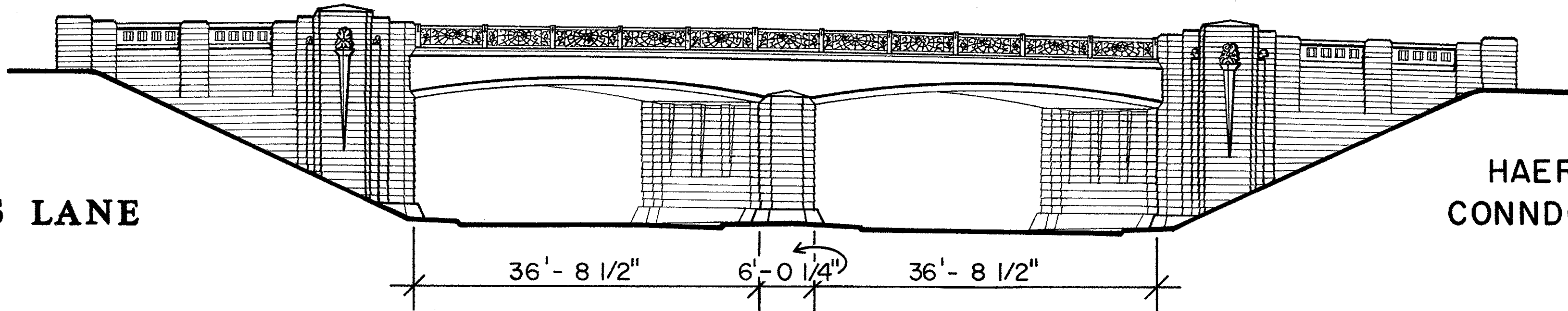
157481

1940
HILLSIDE ROAD



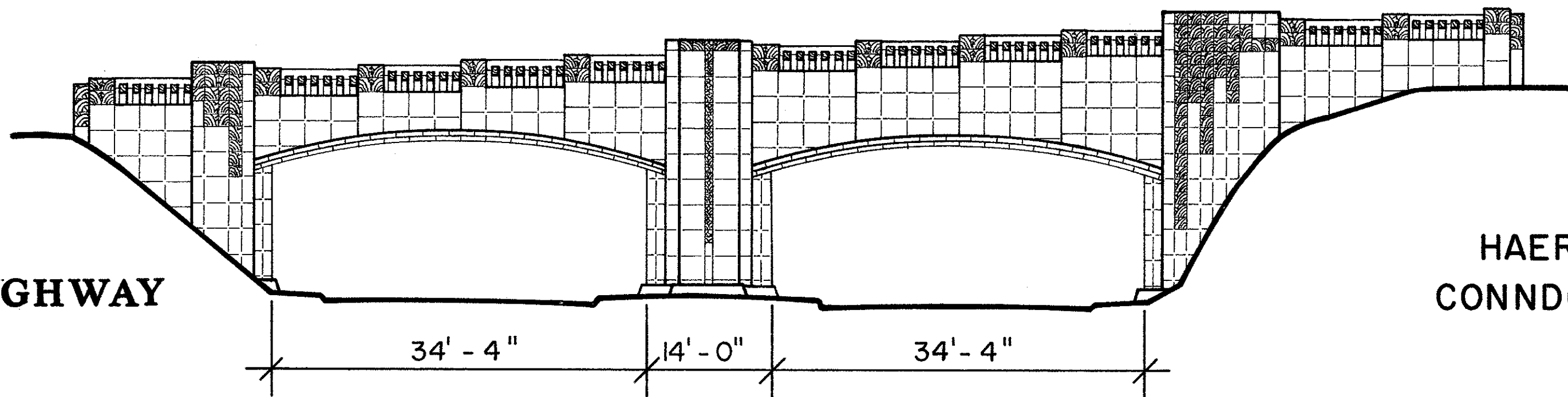
overpass
HAER No. CT-109
CONNDOT No. 738

1940
MERWINS LANE



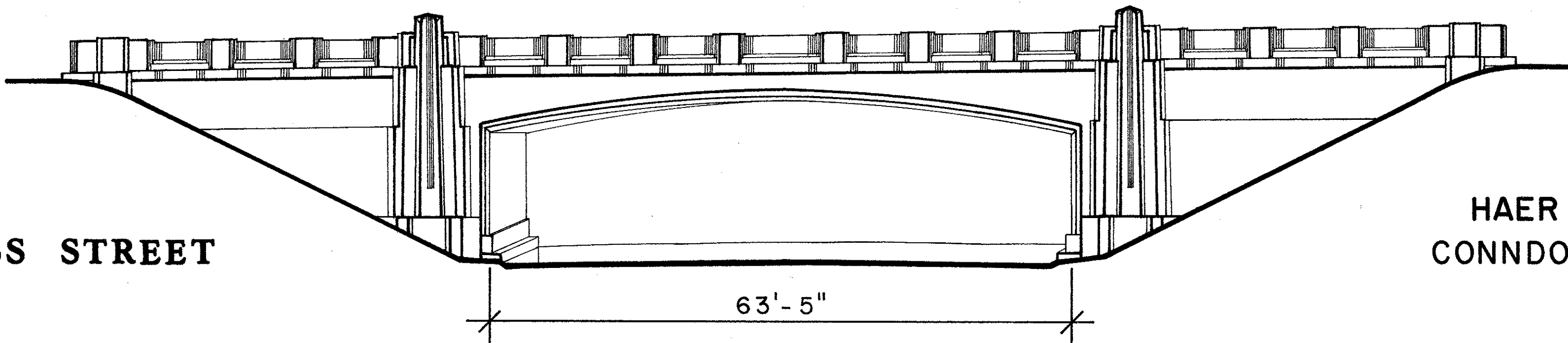
underpass
HAER No. CT-106
CONNDOT No. 735

1939
MOREHOUSE HIGHWAY



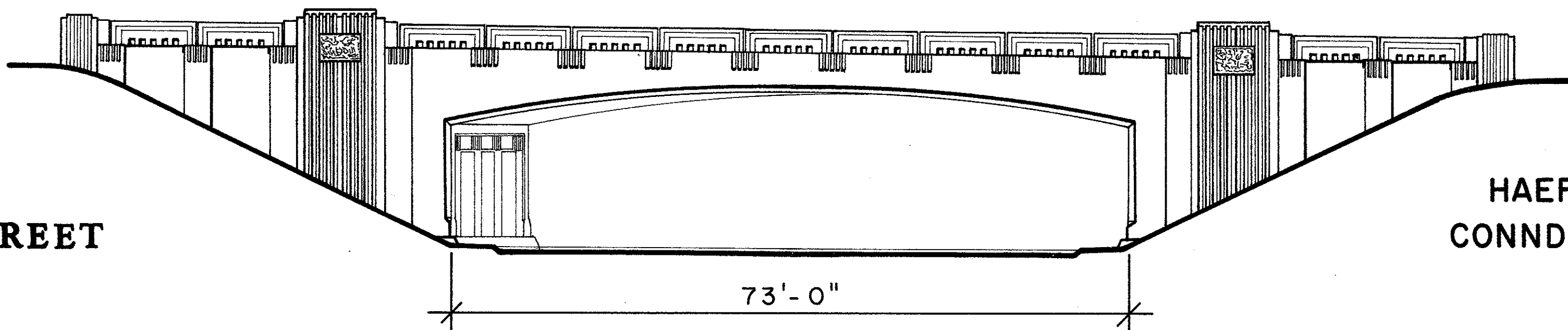
underpass
HAER No. CT-113
CONNDOT No. 742

1938
CONGRESS STREET



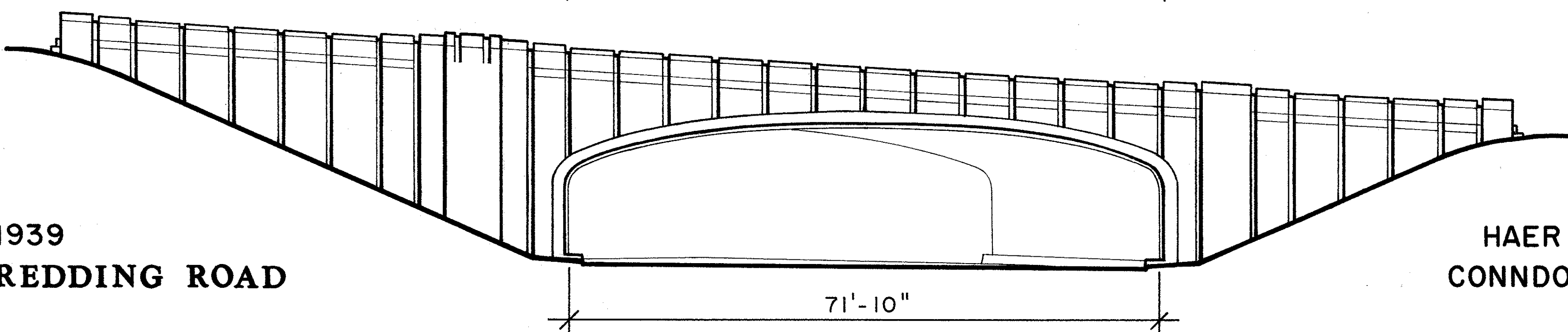
underpass
HAER No. CT-108
CONNDOT No. 737

1939
BURR STREET

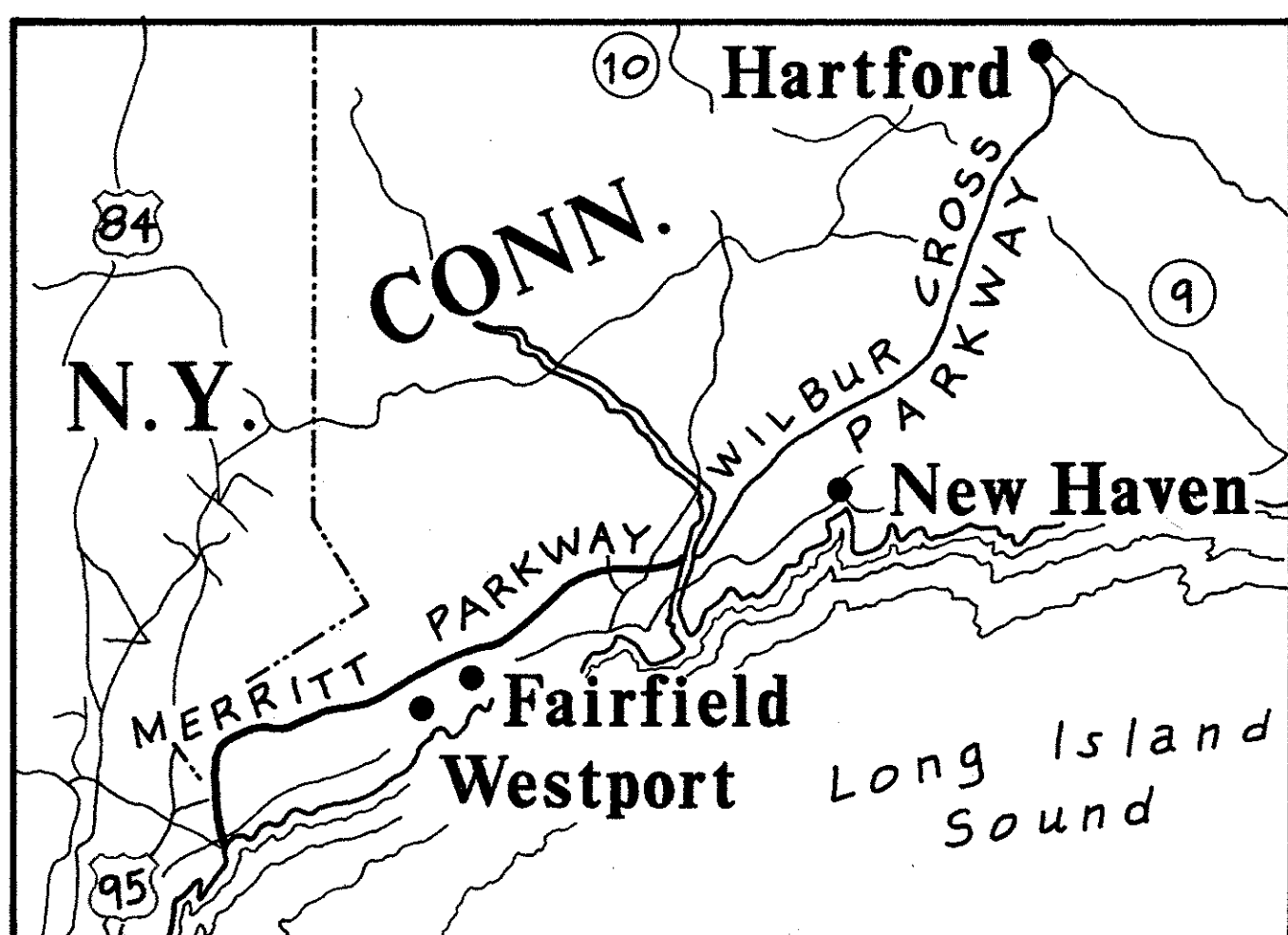
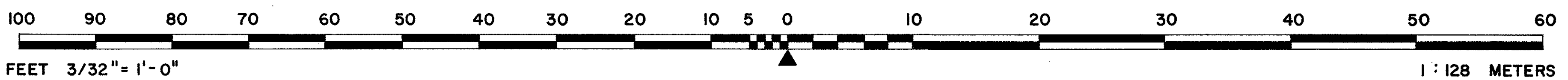


underpass
HAER No. CT-110
CONNDOT No. 739

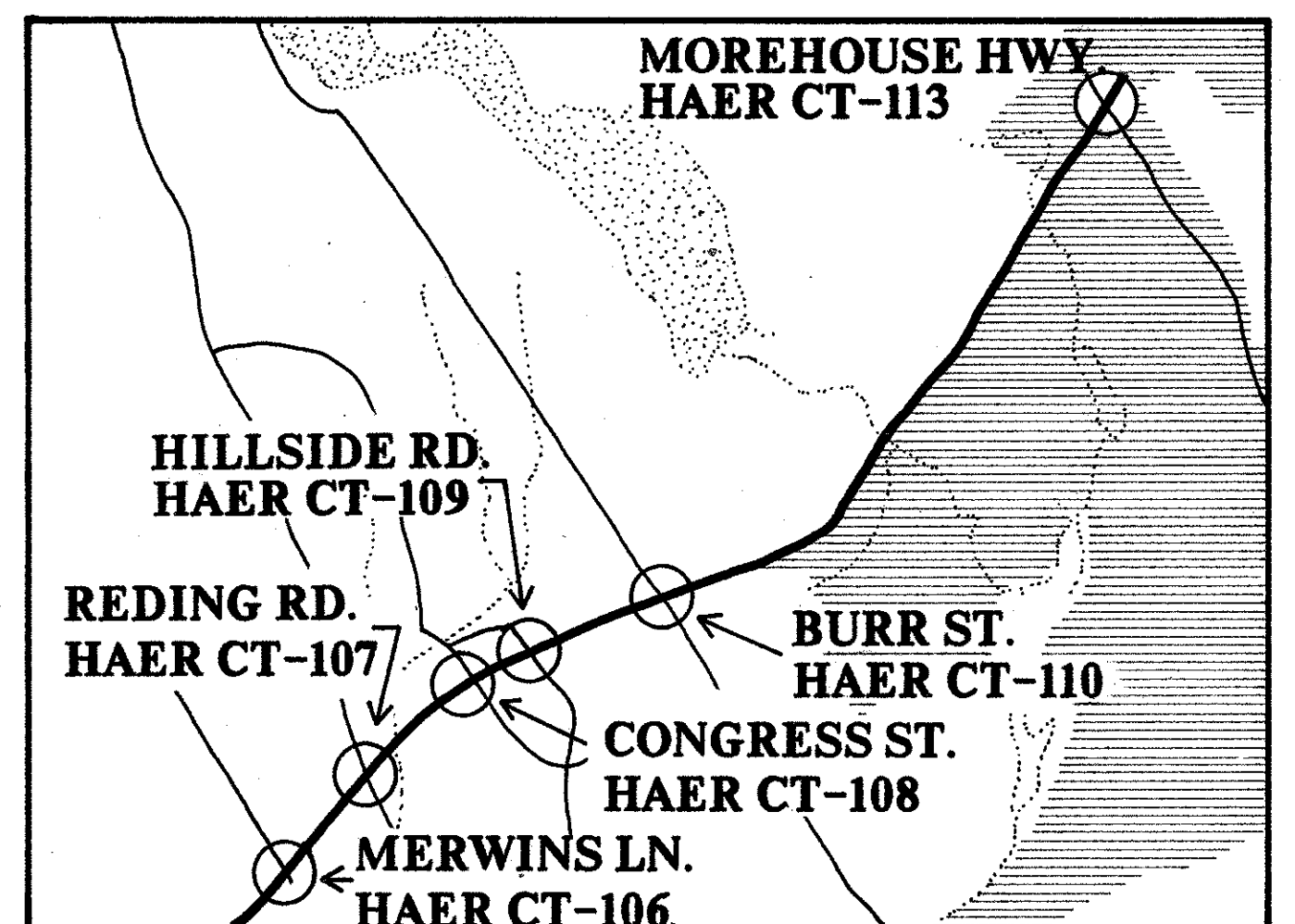
1939
REDDING ROAD



underpass
HAER No. CT-107
CONNDOT No. 736



BRIDGES of the MERRITT PARKWAY FAIRFIELD, CONNECTICUT



DELINEATED BY: JACQUELINE A. SALAME, MARY ELIZABETH CLARK, B. DEVON PERKINS, 1992, & DAVID R. FLEMING, 1993

MERRITT PARKWAY
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

FAIRFIELD

MERRITT PARKWAY
CONNECTICUT ROUTE 15
FAIRFIELD COUNTY

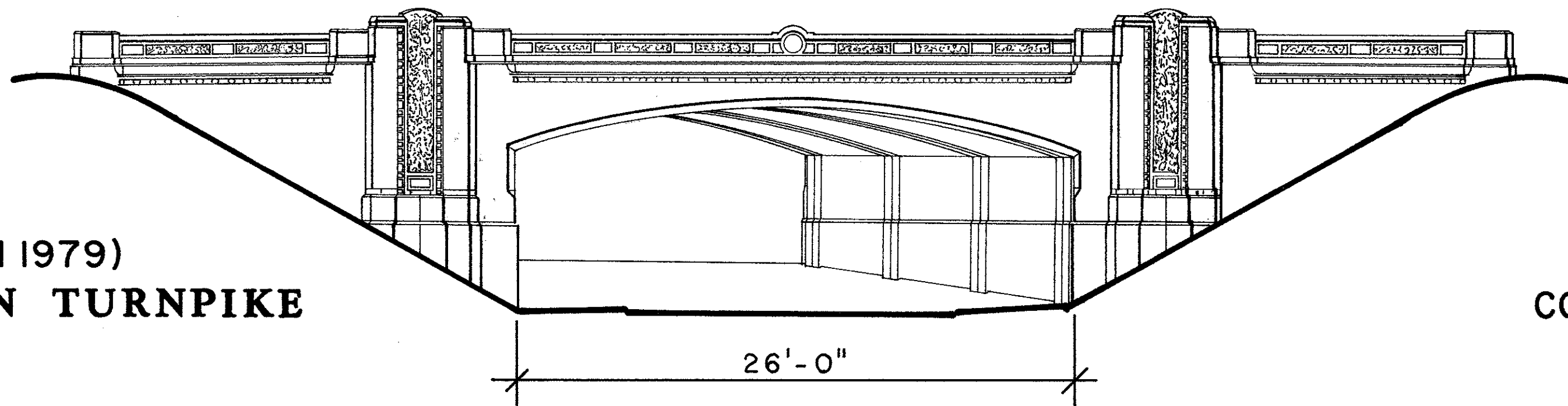
CONNECTICUT

SHEET
9 OF 21

HISTORIC AMERICAN
ENGINEERING RECORD
CT-63

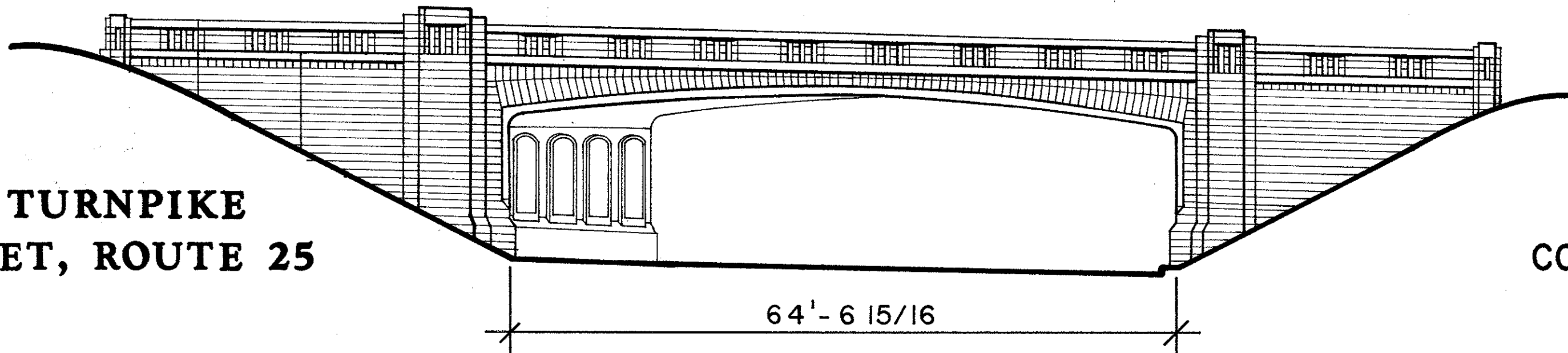
IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING

1940 (Demolished 1979)
HUNTINGTON TURNPIKE



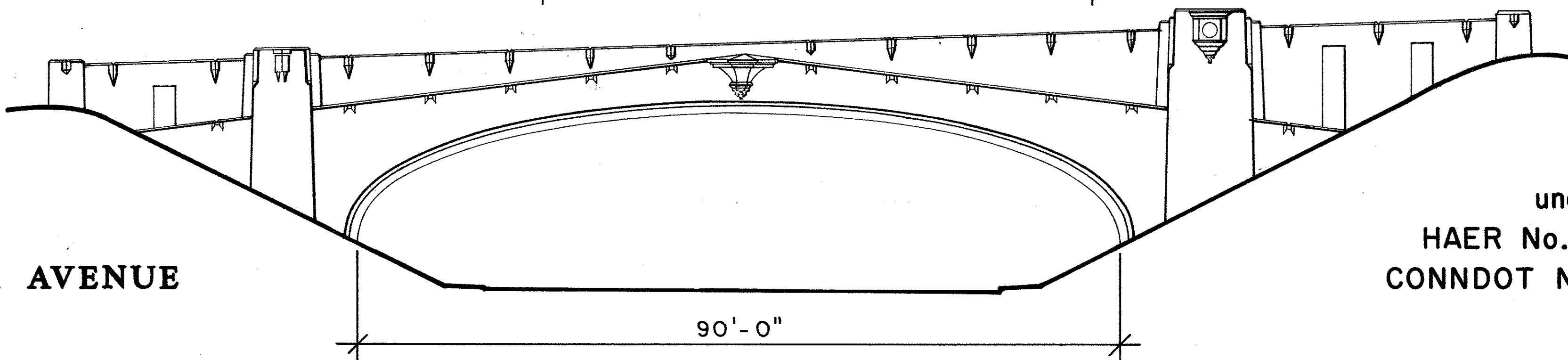
overpass
HAER No. CT-124
CONNDOT No. N/A

1936
NEWTOWN TURNPIKE
MAIN STREET, ROUTE 25



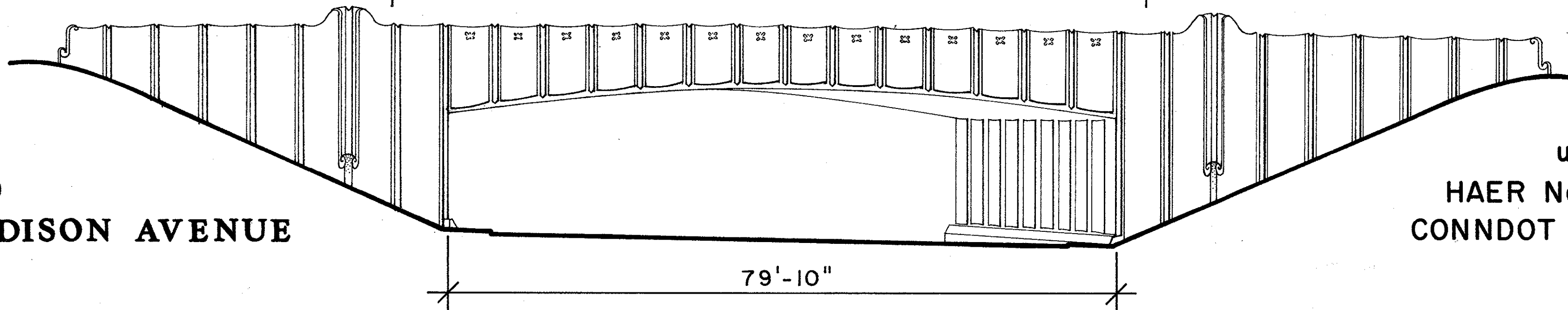
overpass
HAER No. CT-118
CONNDOT No. 748

1940
PARK AVENUE



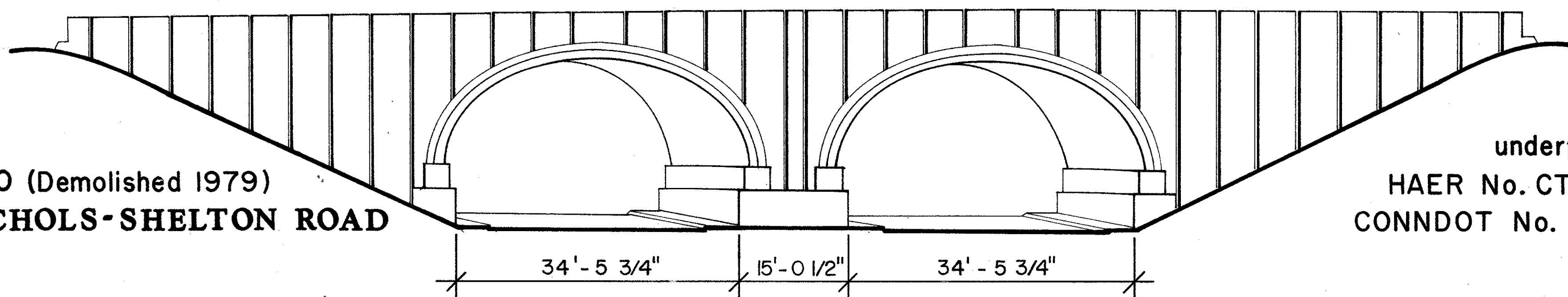
underpass
HAER No. CT-115
CONNDOT No. 745

1939
MADISON AVENUE



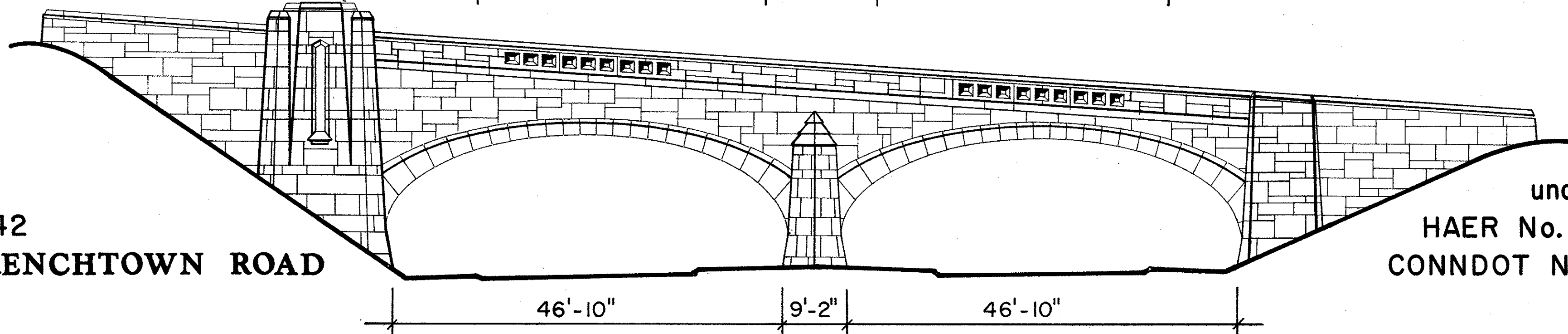
underpass
HAER No. CT-117
CONNDOT No. 747

1940 (Demolished 1979)
NICHOLS-SHELTON ROAD

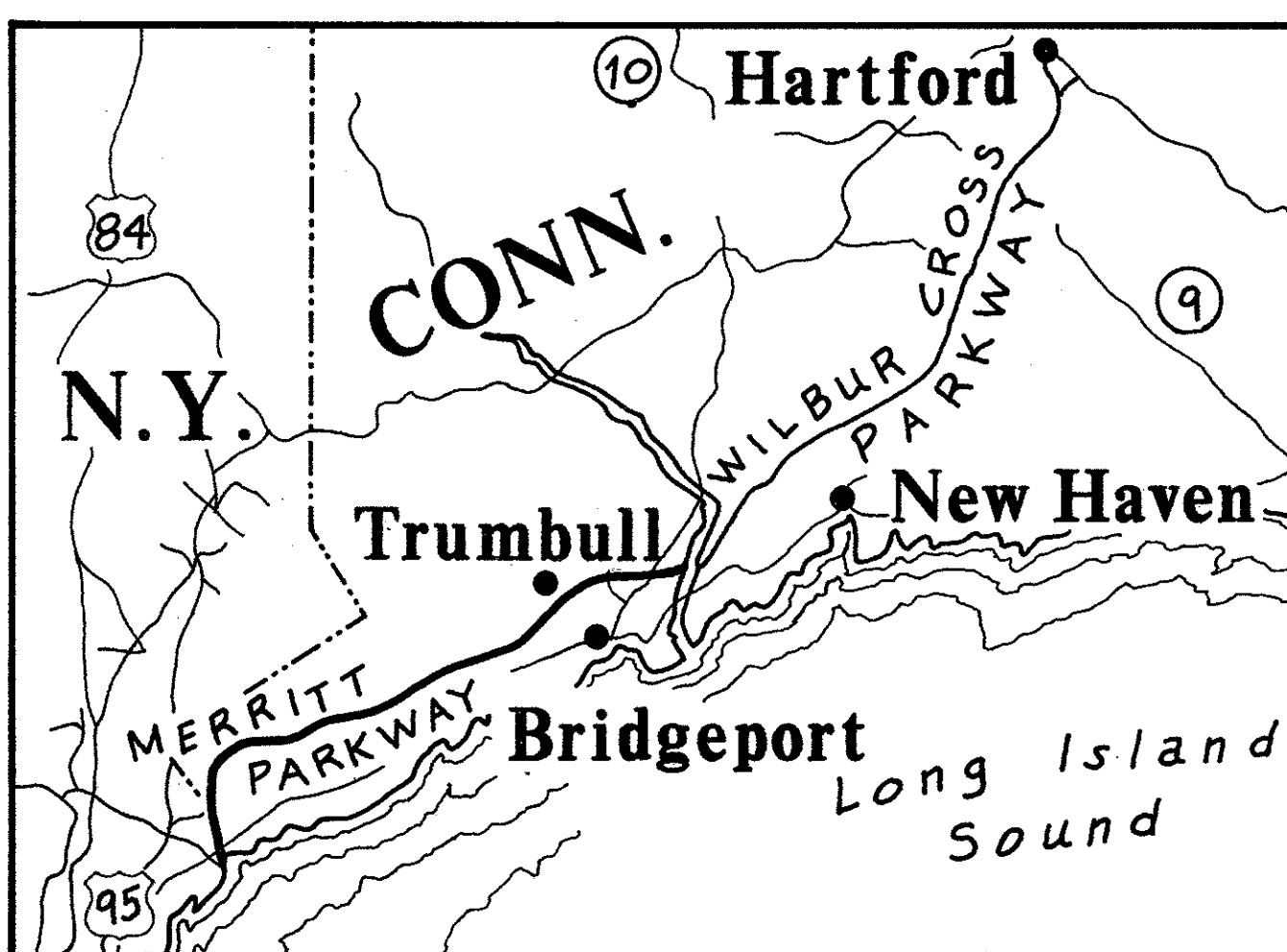
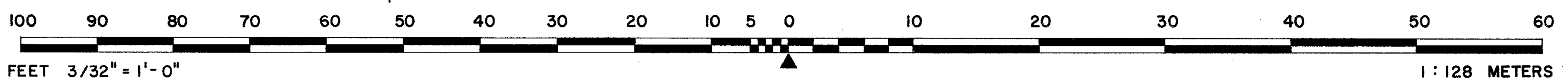


underpass
HAER No. CT-125
CONNDOT No. N/A

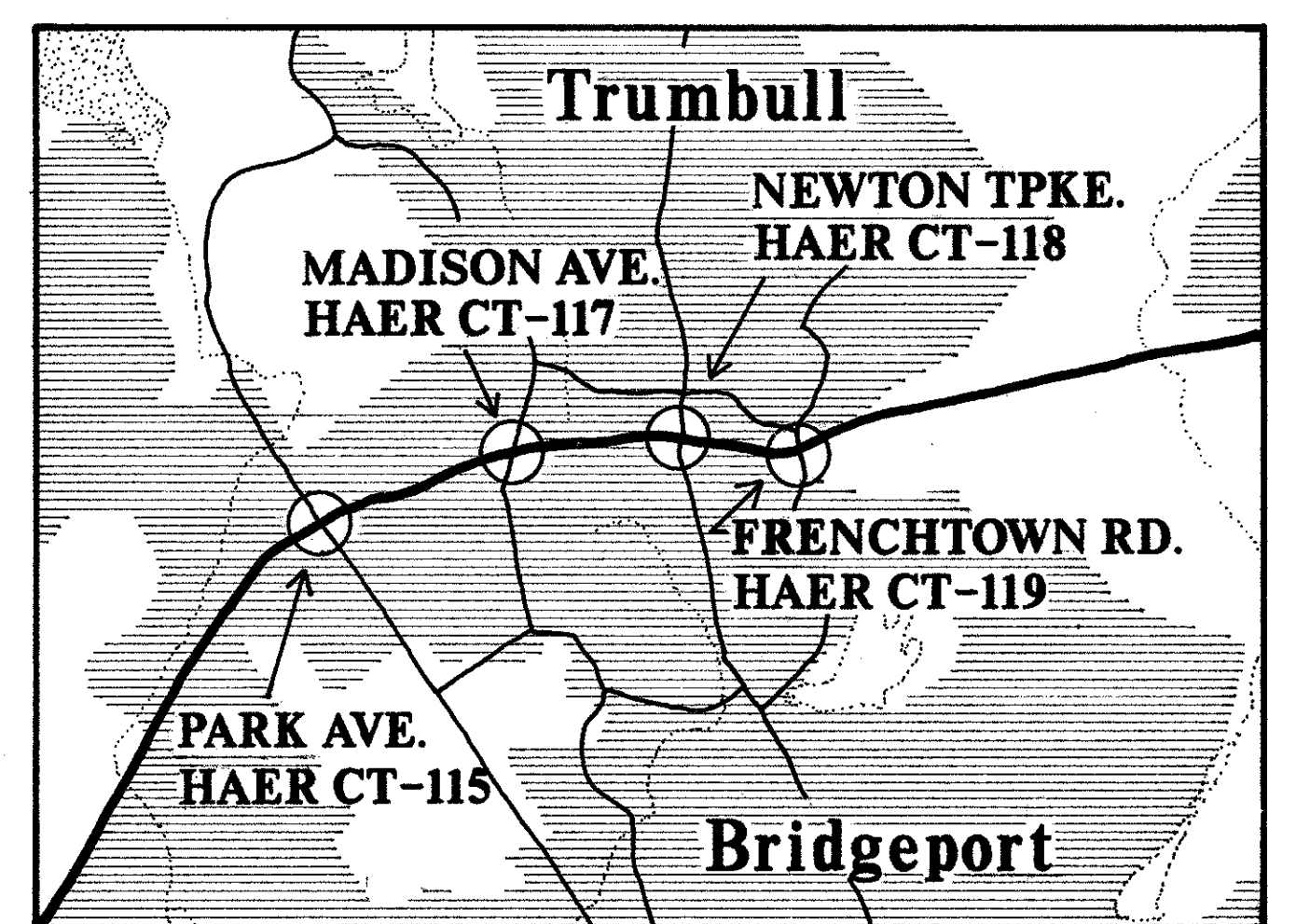
1942
FRENCHTOWN ROAD



underpass
HAER No. CT-119
CONNDOT No. 749



BRIDGES of the MERRITT PARKWAY TRUMBULL, CONNECTICUT



NOTE: CT-124 & CT-125 HAVE BEEN OMITTED FOR CLARITY.

DELINEATED BY: MARY ELIZABETH CLARK, B. DEVON PERKINS, JACQUELINE A. SALAME, 1992, & DAVID R. FLEMING, 1993

MERRITT PARKWAY
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

TRUMBULL

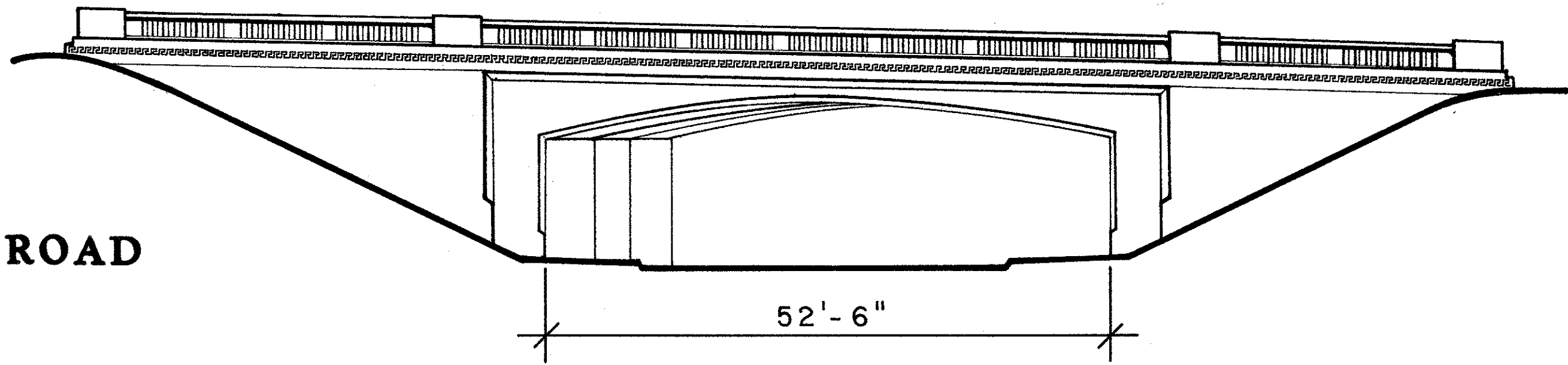
MERRITT PARKWAY
CONNECTICUT ROUTE 15
FAIRFIELD COUNTY

CONNECTICUT

SHEET
10 OF 21

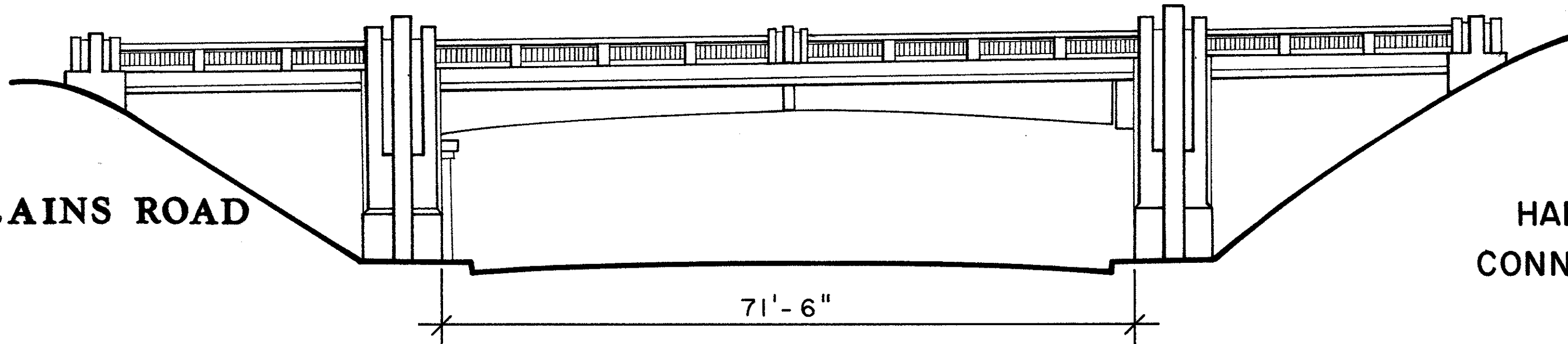
HISTORIC AMERICAN
ENGINEERING RECORD
CT- 63

1939
RESERVOIR ROAD



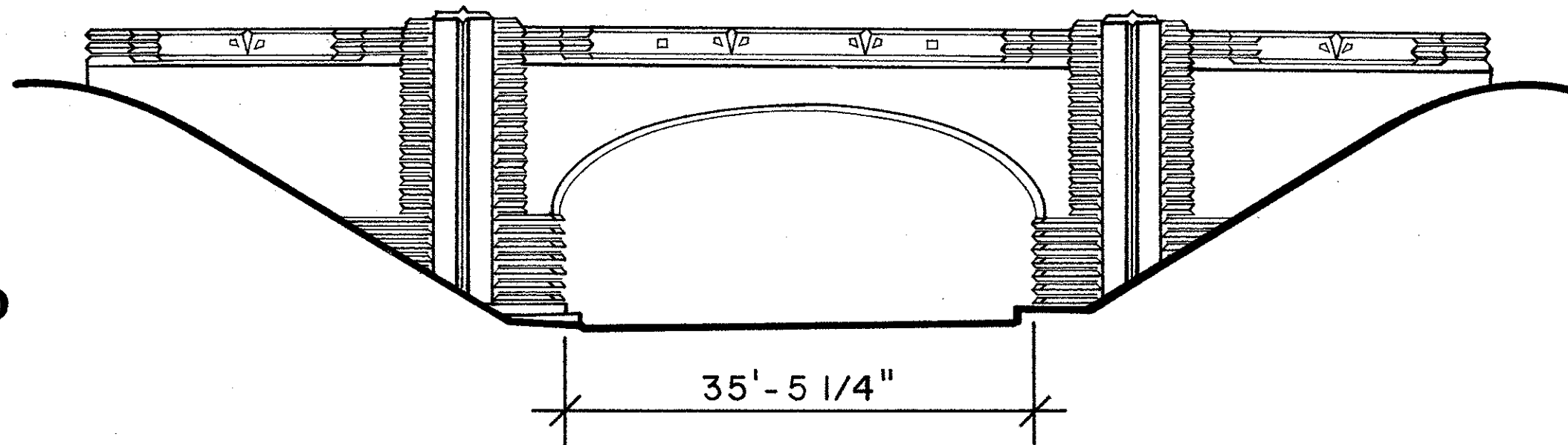
overpass
HAER No. CT-120
CONNDOT No. 750

1934
WHITE PLAINS ROAD
ROUTE 127



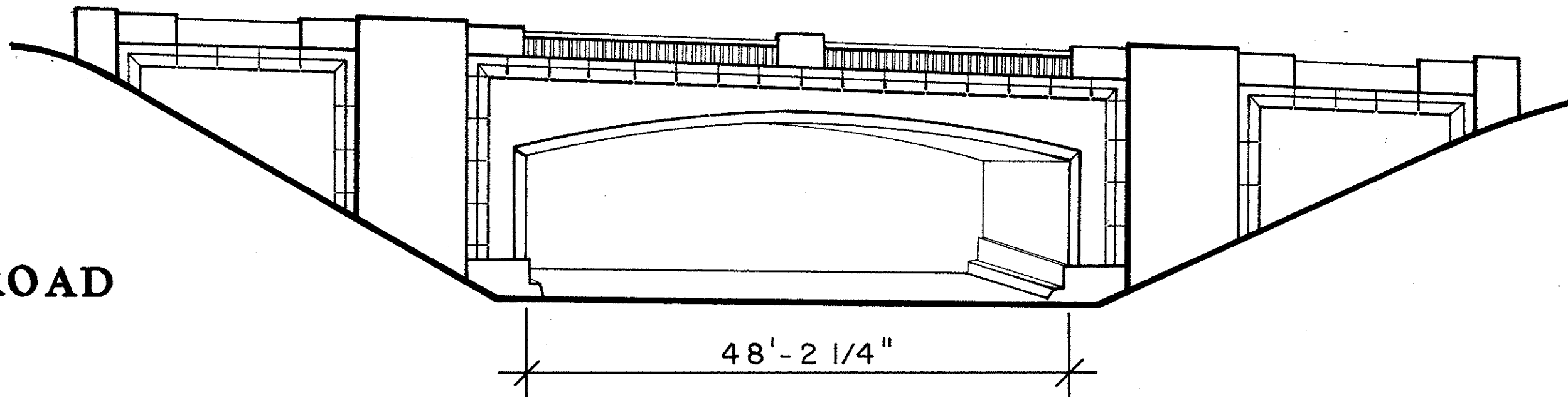
overpass
HAER No. CT-122
CONNDOT No. 753

1940
HUNTINGTON ROAD



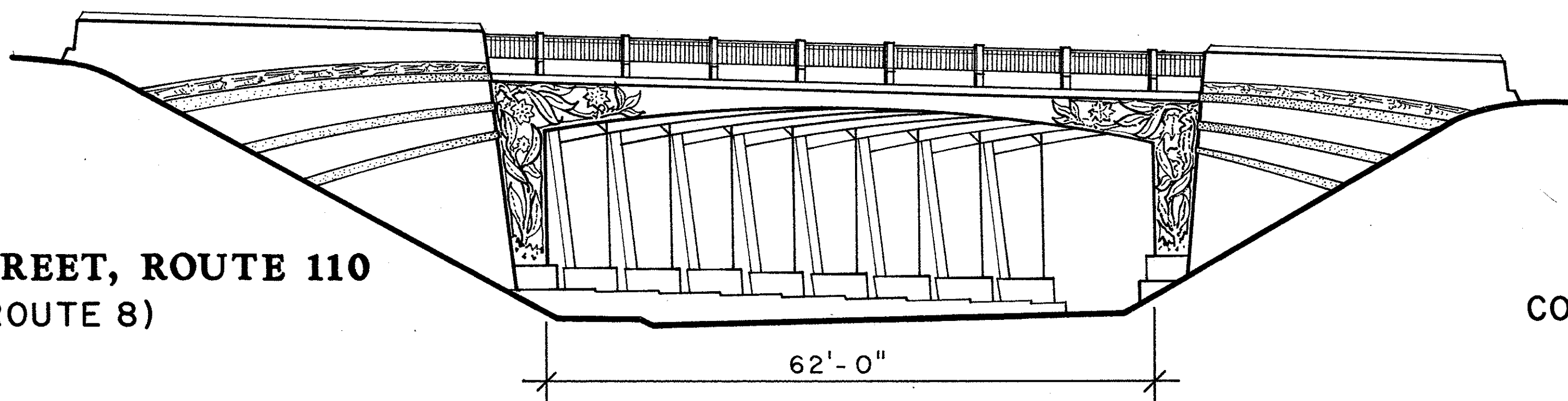
overpass
HAER No. CT-126
CONNDOT No. 756

1940
CUT SPRING ROAD



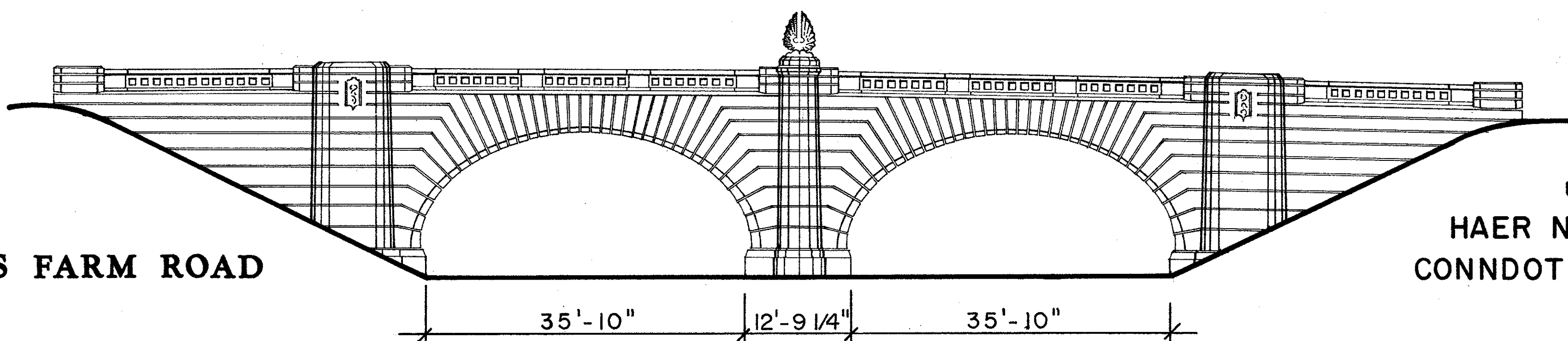
overpass
HAER No. CT-127
CONNDOT No. 757

1940
MAIN STREET, ROUTE 110
(Formerly ROUTE 8)

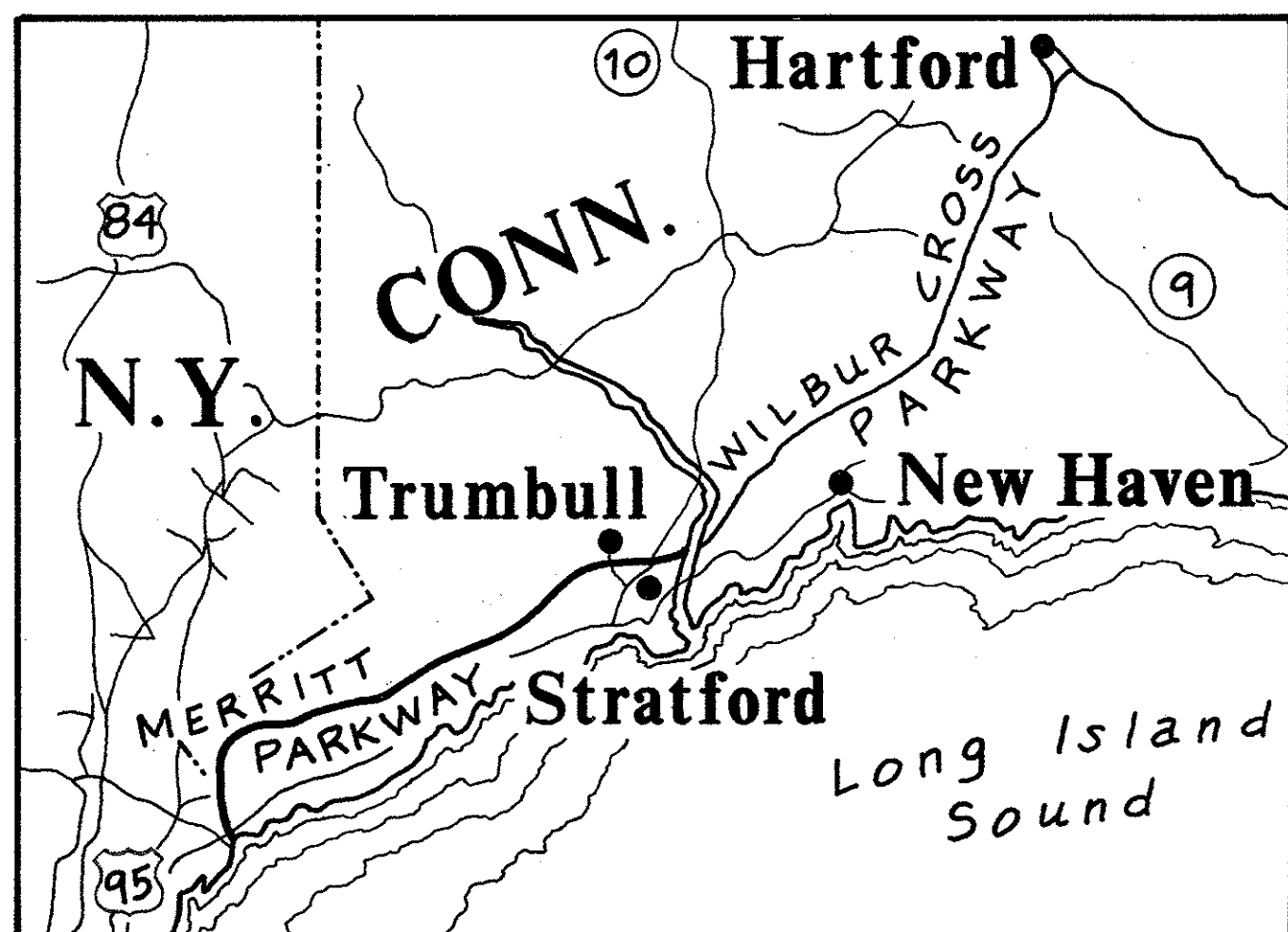
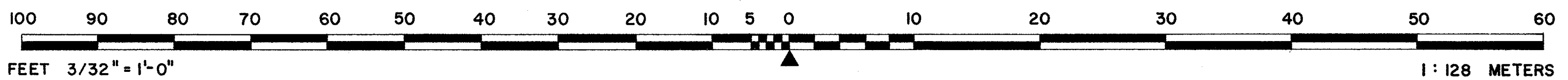


overpass
HAER No. CT-130
CONNDOT No. 760

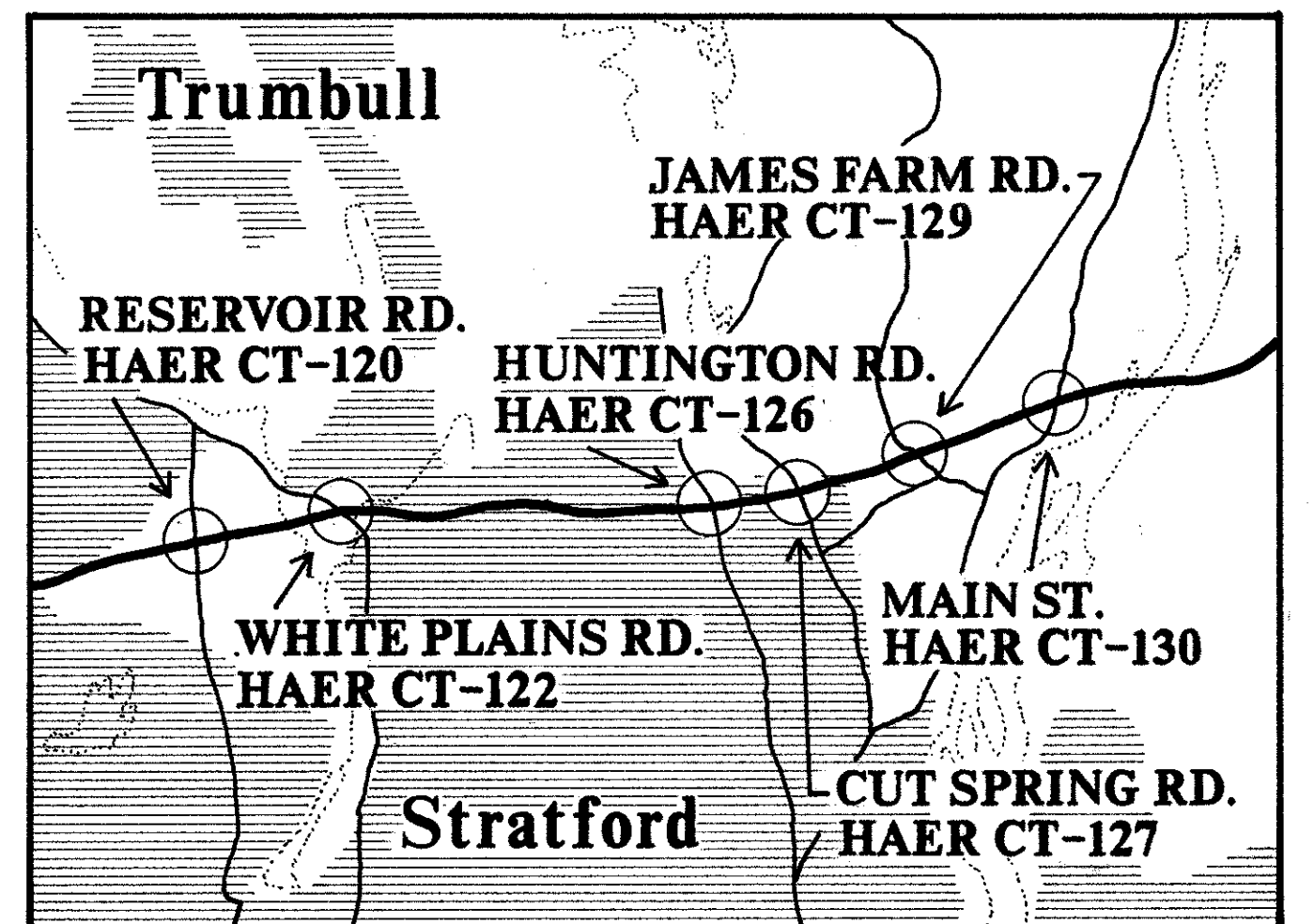
1940
JAMES FARM ROAD



underpass
HAER No. CT-129
CONNDOT No. 759



BRIDGES of the MERRITT PARKWAY TRUMBULL & STRATFORD, CT



DELINEATED BY: MARY ELIZABETH CLARK, B. DEVIN PERKINS, JACQUELINE A. SALAME, 1992, & DAVID R. FLEMING

MERRITT PARKWAY
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

MERRITT PARKWAY
CONNECTICUT ROUTE 15
FAIRFIELD COUNTY

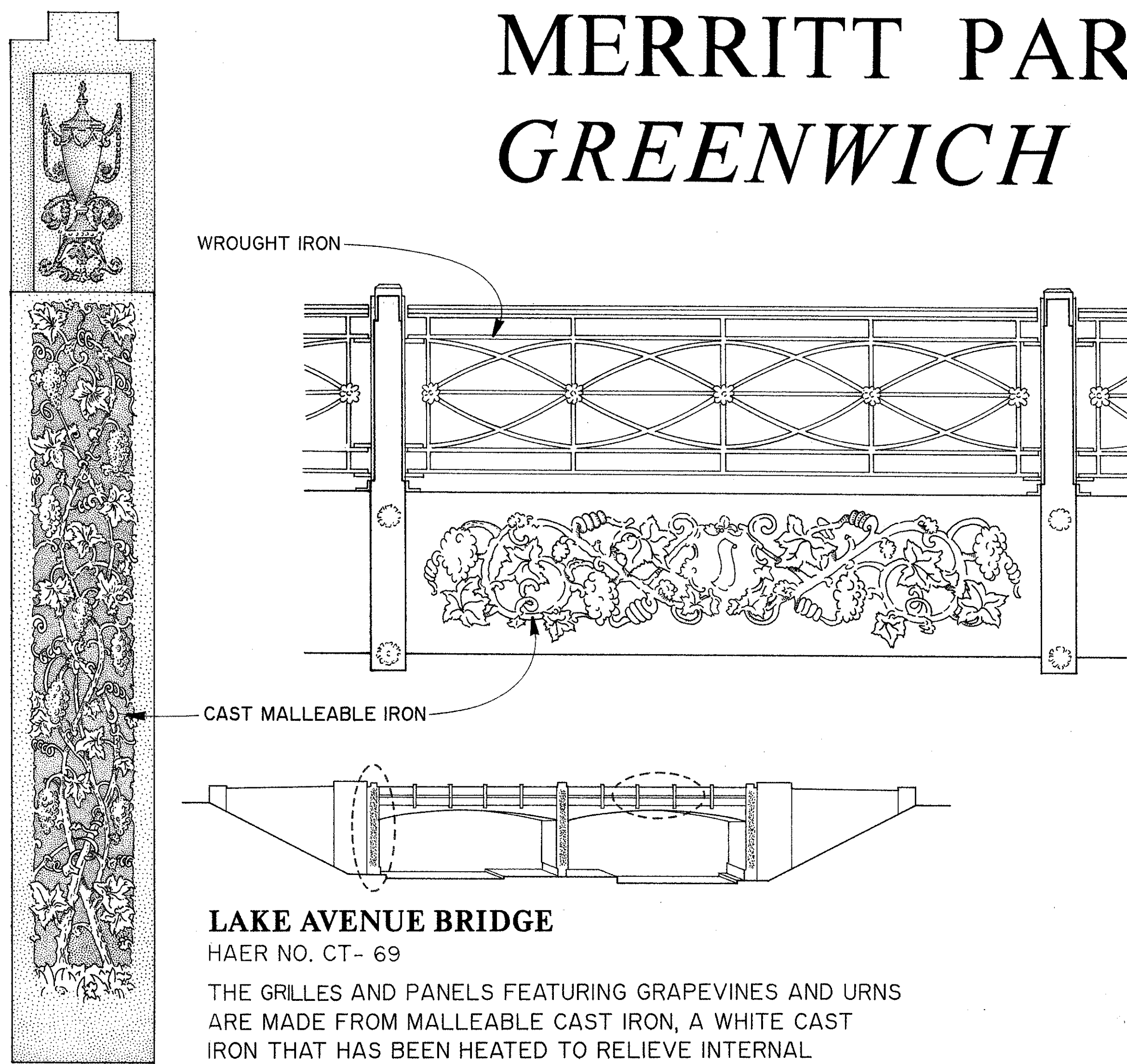
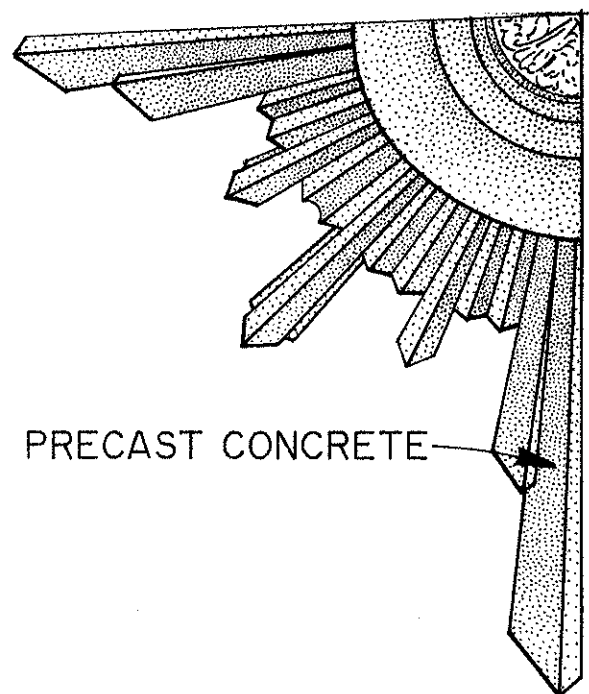
CONNECTICUT

SHEET
11 OF 21

HISTORIC AMERICAN
ENGINEERING RECORD
CT-63

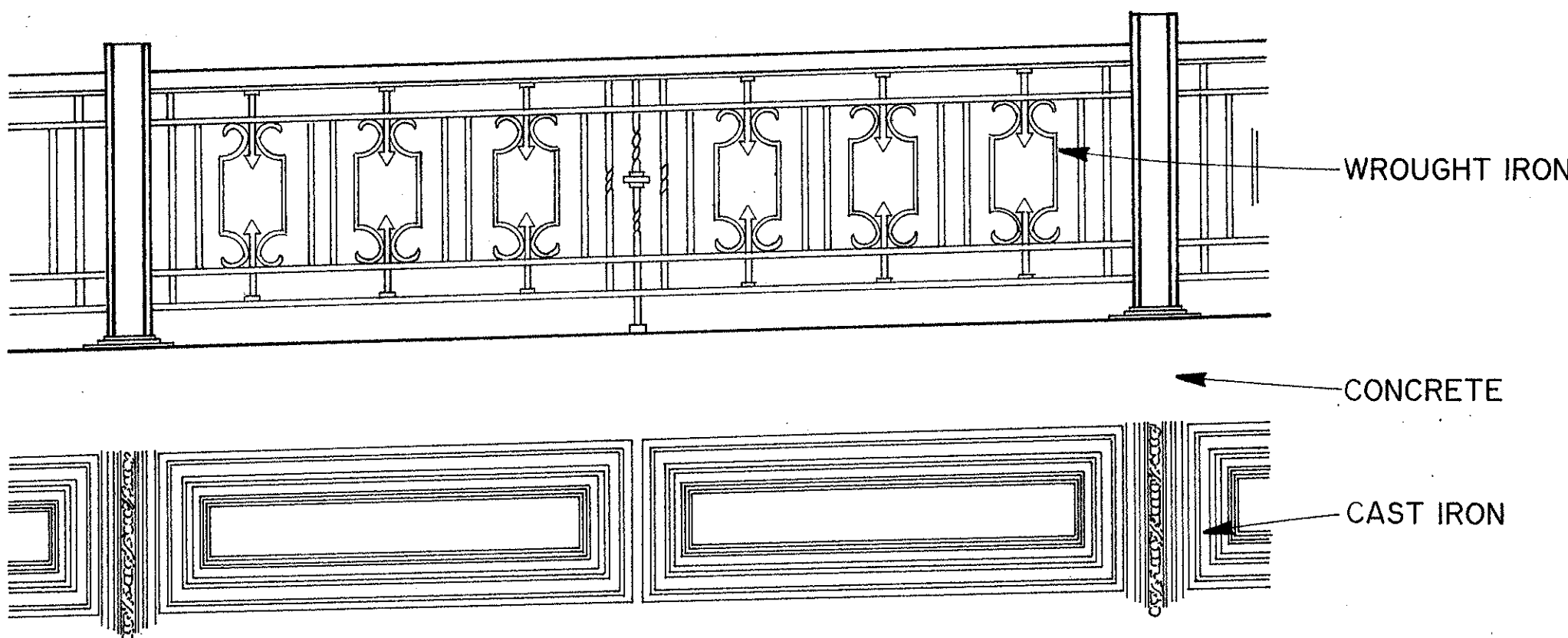
MERRITT PARKWAY BRIDGE DETAILS

GREENWICH & STAMFORD, Connecticut



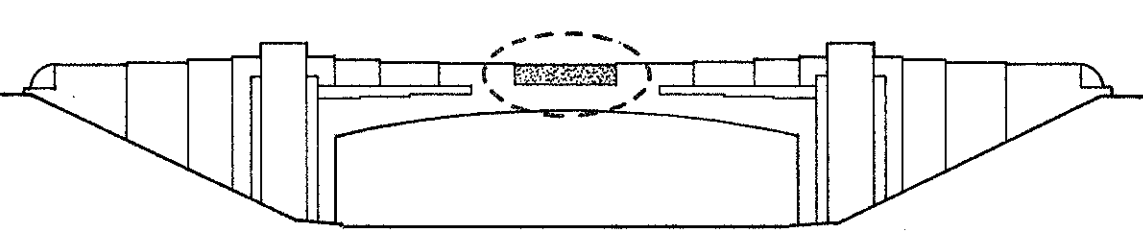
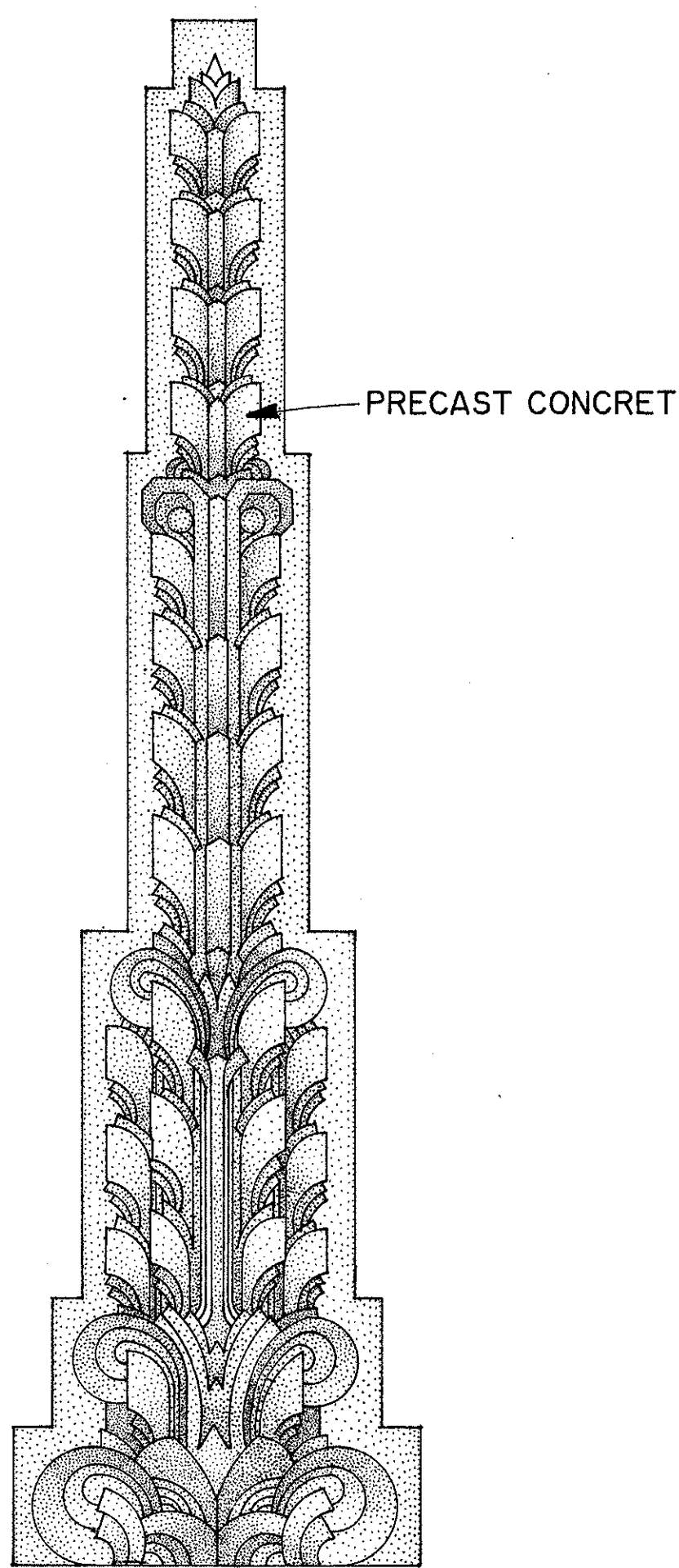
LAKE AVENUE BRIDGE
HAER NO. CT-69

THE GRILLES AND PANELS FEATURING GRAPEVINES AND URNS ARE MADE FROM MALLEABLE CAST IRON, A WHITE CAST IRON THAT HAS BEEN HEATED TO RELIEVE INTERNAL STRESSES PRODUCED DURING SHAPING. THE WROUGHT-IRON RAILING IS DECORATED WITH ROSETTES AS WASHERS.



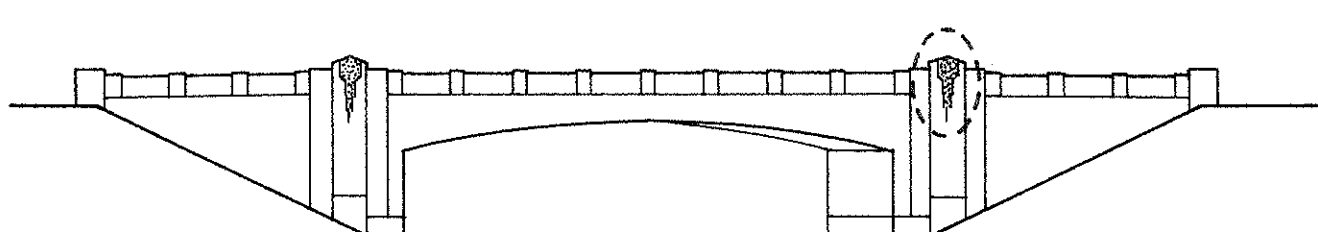
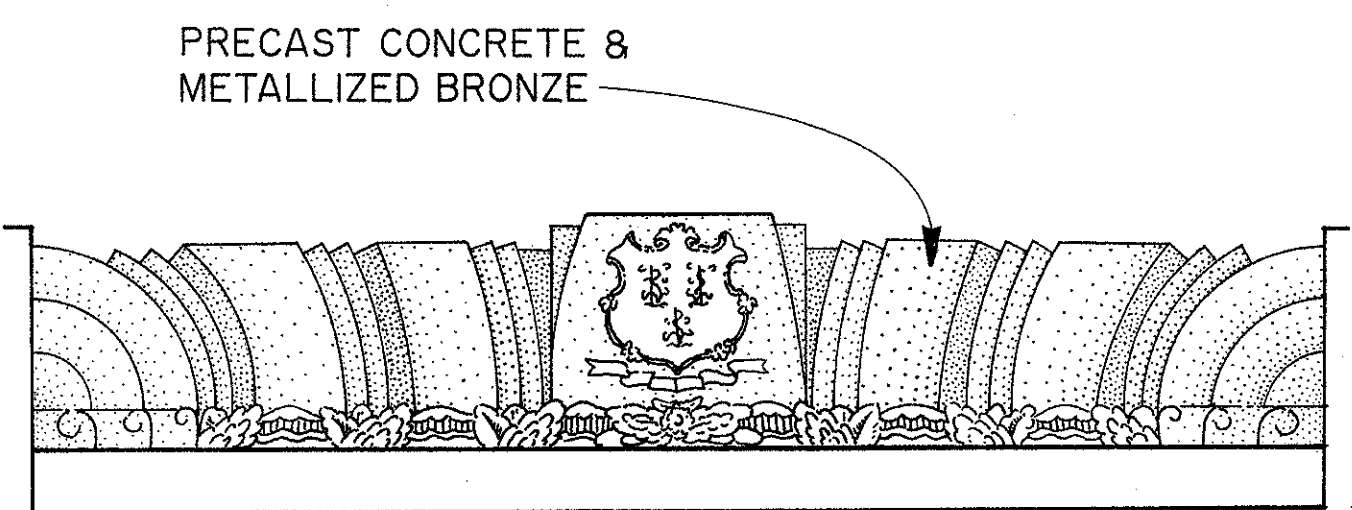
HIGH RIDGE ROAD BRIDGE
HAER NO. CT-79

THE FRIEZE, COMPOSED OF MOLDINGS PURCHASED FROM A CATALOG, WAS INCORPORATED INTO THE FORMWORK FOR THE CONCRETE BRIDGE DECK. THE METAL RAIL POSTS WERE THEN BOLTED TO THE CONCRETE, AND THE RAILINGS WERE BUILT FROM STOCK RAILS AND WROUGHT-IRON ORNAMENT.



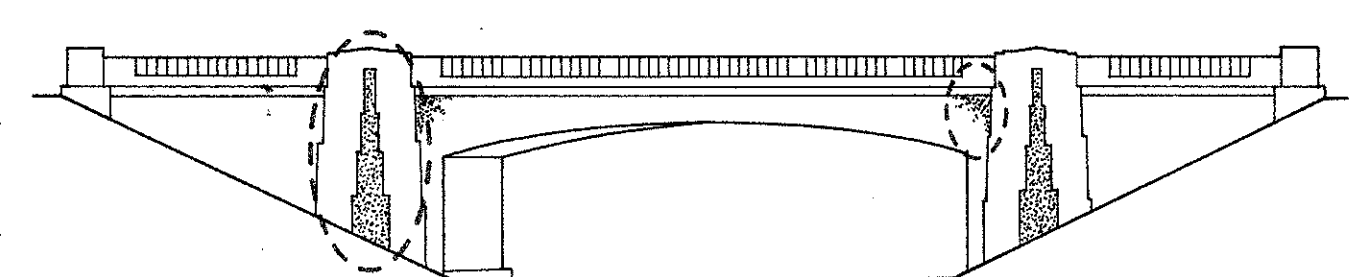
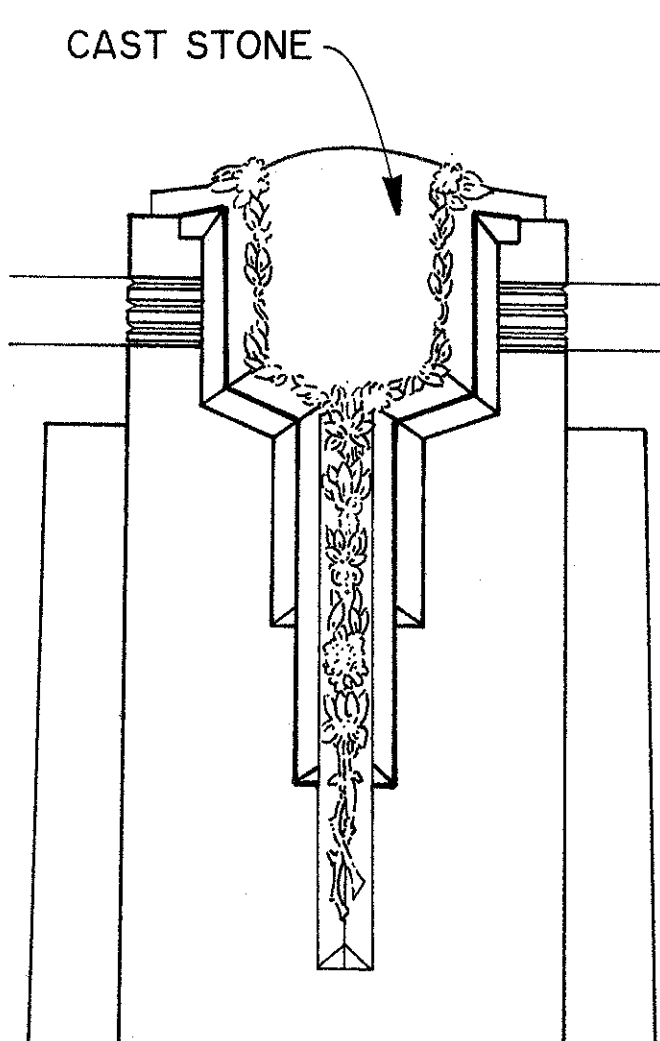
NEWFIELD AVENUE BRIDGE
HAER NO. CT-80

THIS RAILING ORNAMENT, MADE OF PRECAST CONCRETE, IS UNIQUE ON THE MERRITT PARKWAY BECAUSE IT WAS ORIGINALLY METALLIZED WITH A LAYER OF BRONZE TO EMPHASIZE THE CONNECTICUT COAT OF ARMS.



STANWICH ROAD BRIDGE
HAER NO. CT-72

THIS WINGED-WHEEL PANEL IS MADE OF WHITE PRECAST CONCRETE. THE SHIELD IS FRAMED BY TWO PRECAST SECTIONS OF FLORIATED VINES WITH A PINKISH TINT.

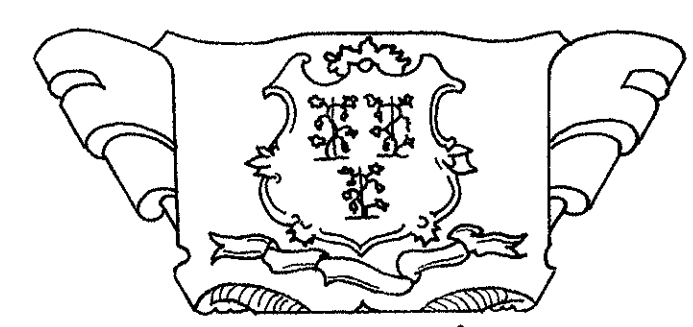
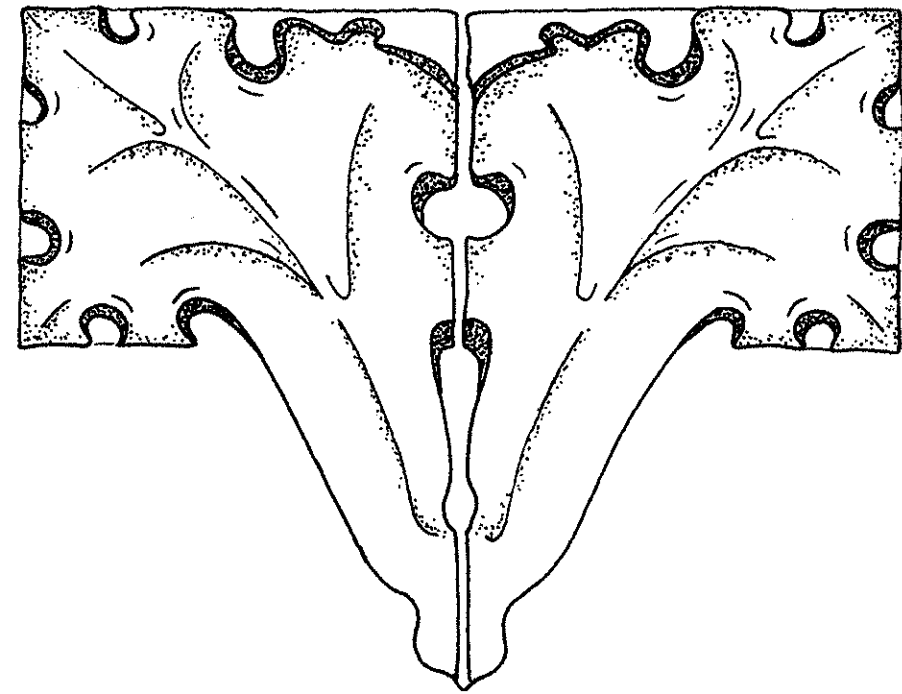


LONG RIDGE ROAD BRIDGE
HAER NO. CT-76

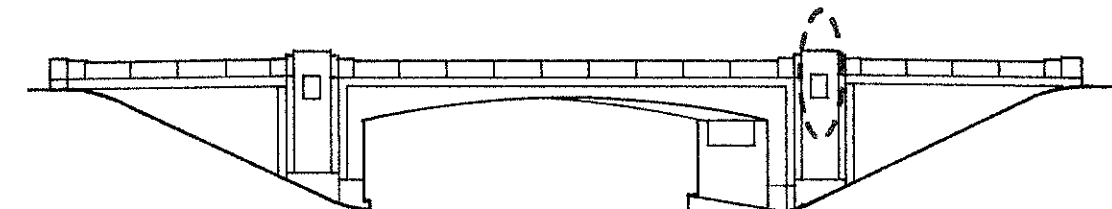
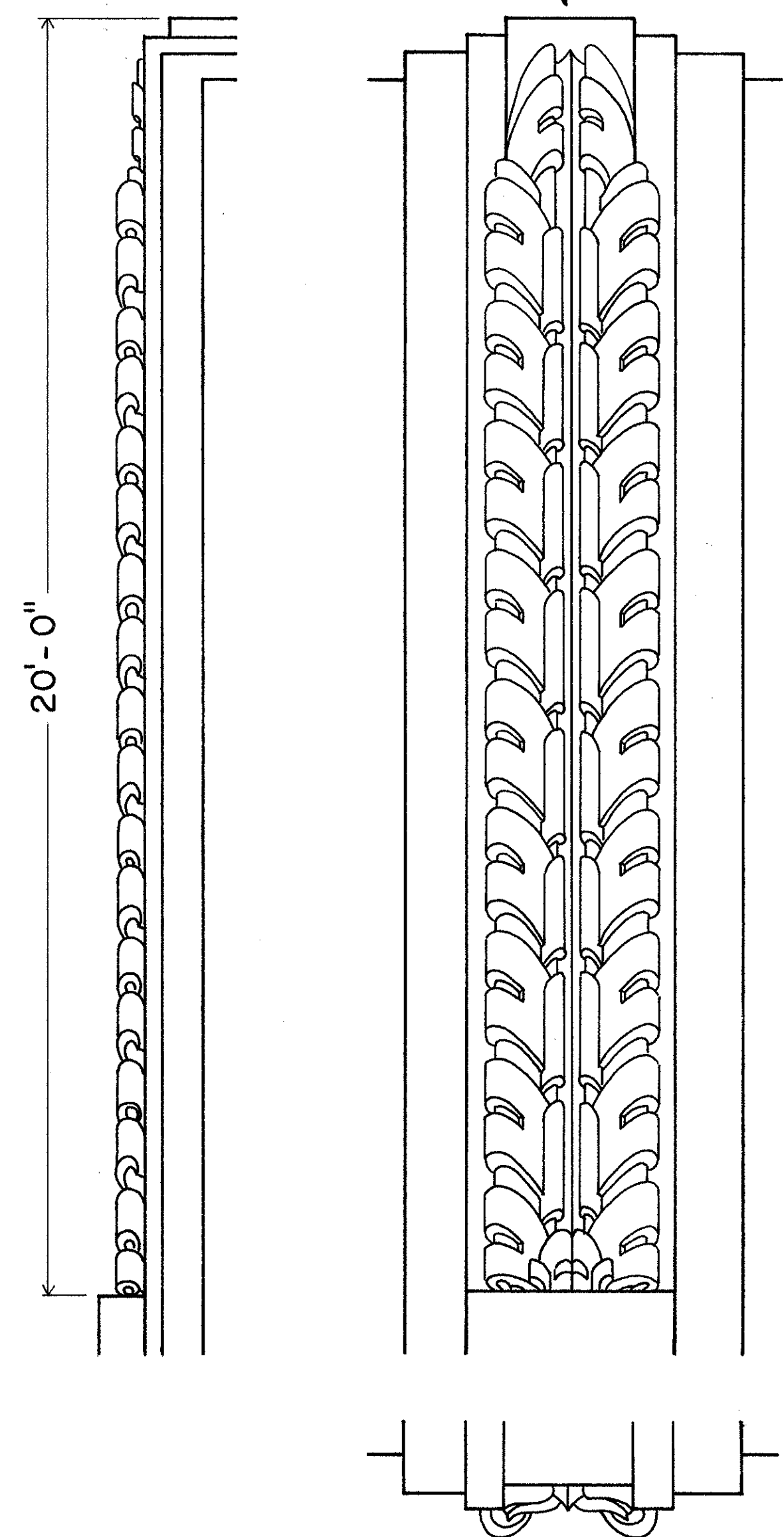
EACH SUNBURST WAS CAST IN THREE BLOCKS AND EACH PYLON ORNAMENT WAS CAST IN FOUR BLOCKS OF VARYING THICKNESS. THE PRECAST BLOCKS WERE HUNG FROM THE BRIDGE FORMWORK AND ANCHORED TO THE STRUCTURAL CONCRETE.

MERRITT PARKWAY BRIDGE DETAILS

NEW CANAAN & NORWALK, Connecticut

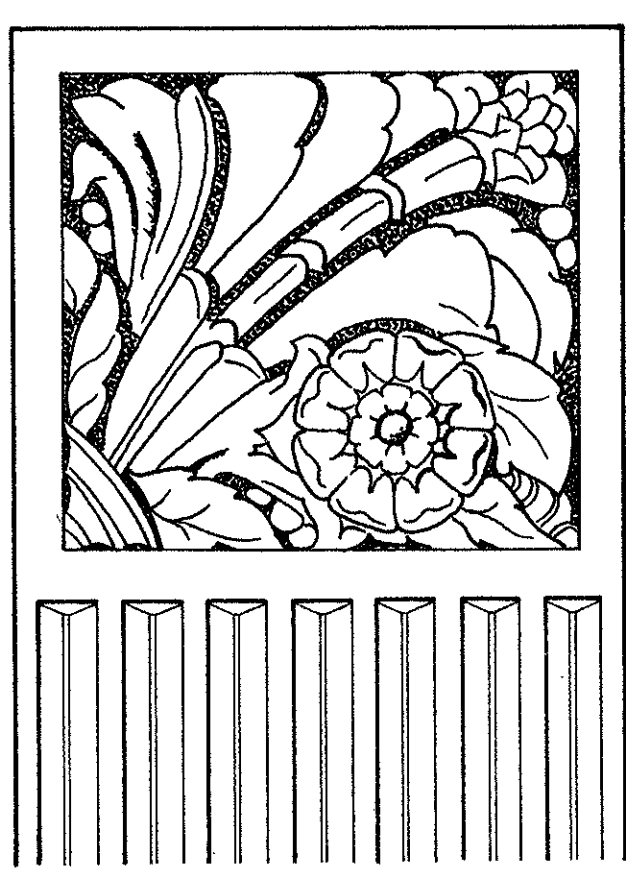
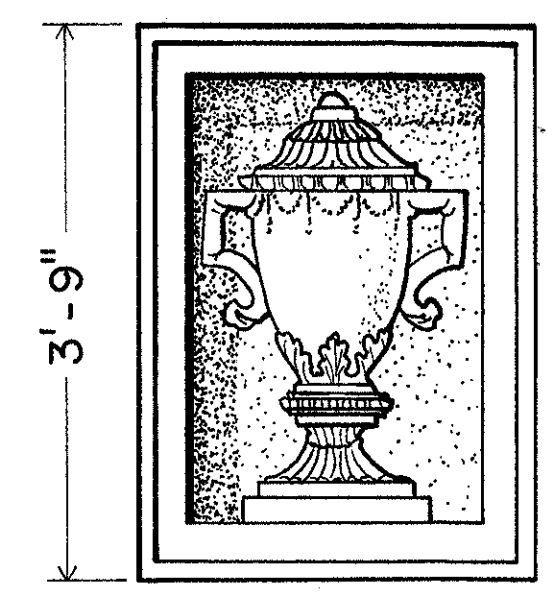


PRECAST CONCRETE



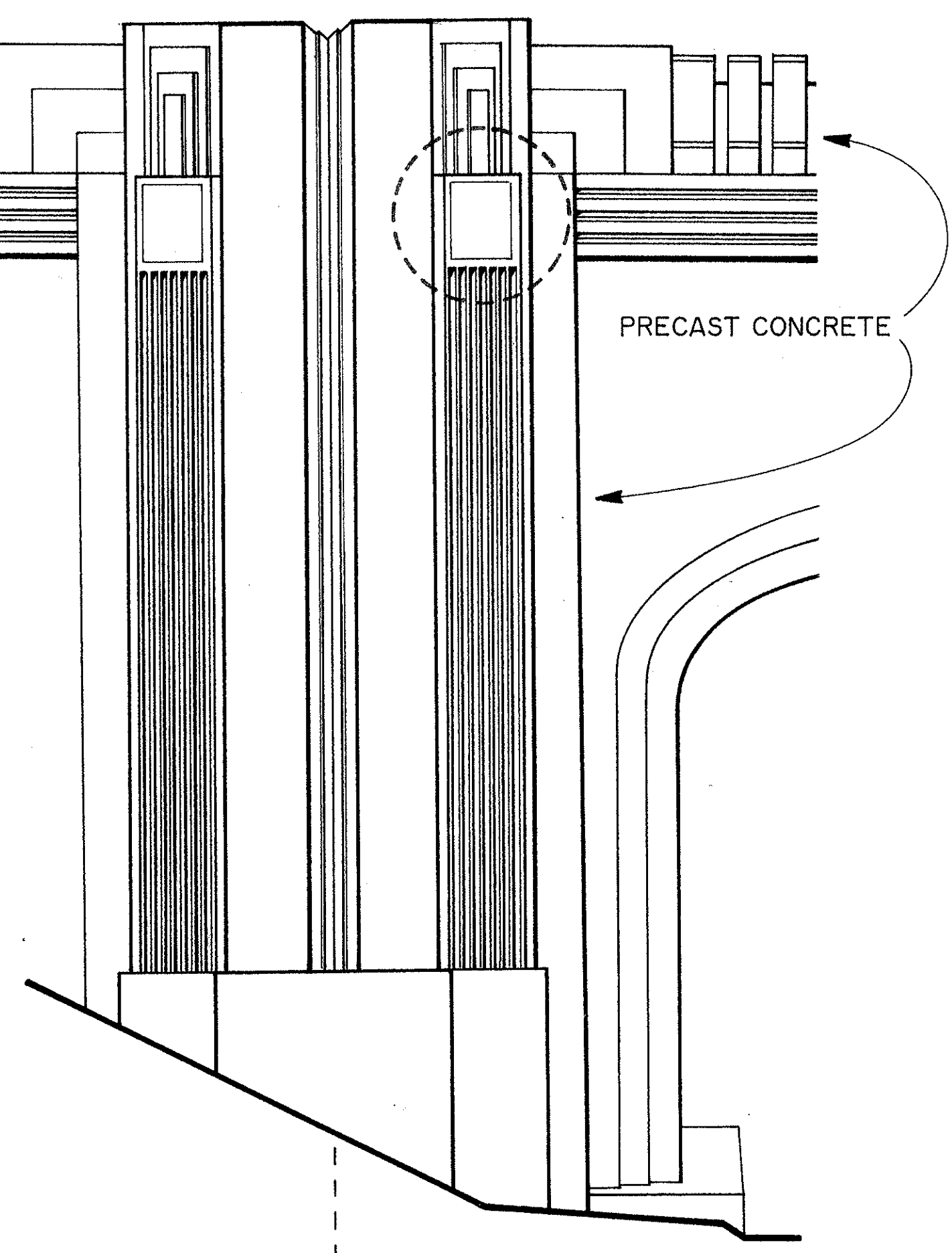
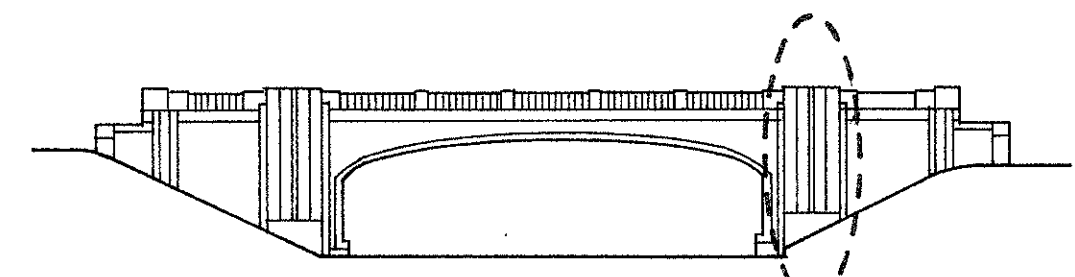
MARVIN RIVER ROAD BRIDGE
HAER NO. CT-86

BLUE VITREOUS AGGREGATE IS USED TO SHAPE A PRECAST-CONCRETE NICHE FOR AN URN CAST IN WHITE MARBLE AGGREGATE. THE NICHE IS INSET NEAR THE TOP OF THE PYLONS.

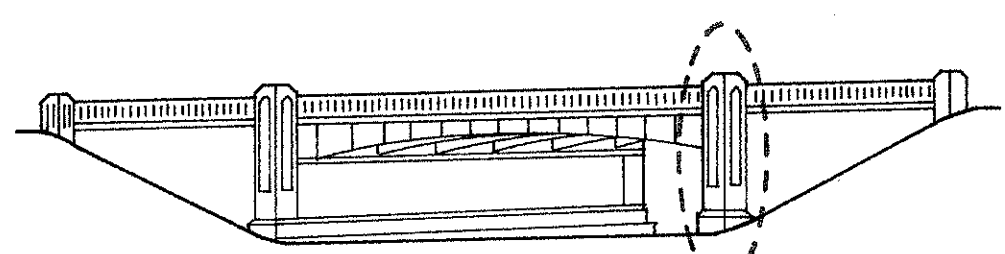


LAPHAM AVENUE BRIDGE
HAER NO. CT-38

THE FLUTED PILASTERS, SCULPTED PILASTER CAPS, AND HORIZONTAL GROOVES WERE EXECUTED WITH REVERSE MOLDS IN THE CONCRETE FORMWORK. FOR THE PILASTER CAPS, PLASTER MOLDS REINFORCED WITH WIRE MESH WERE SET IN WOOD BACKING AND INTEGRATED INTO THE FORMWORK.

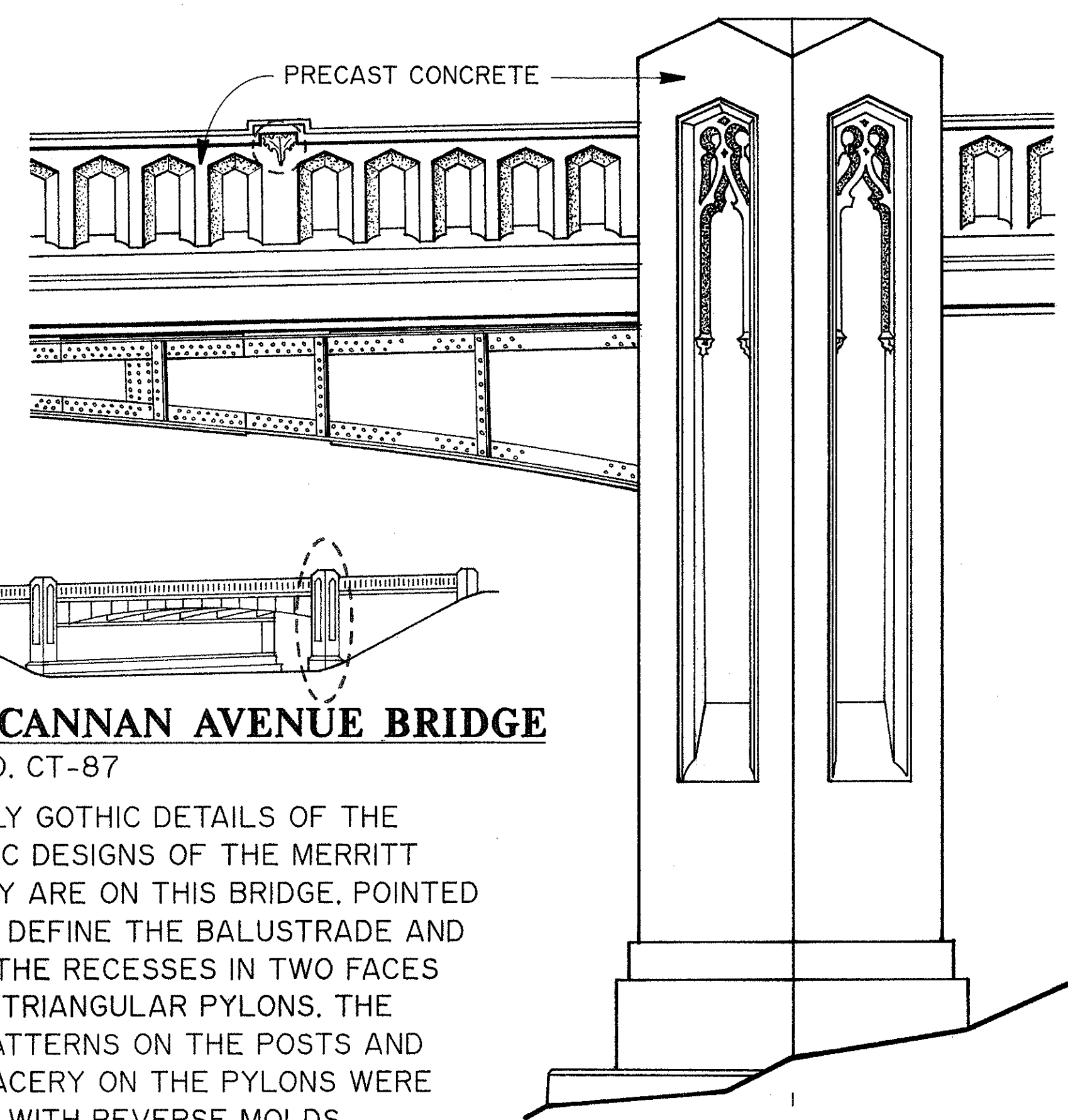


PRECAST CONCRETE

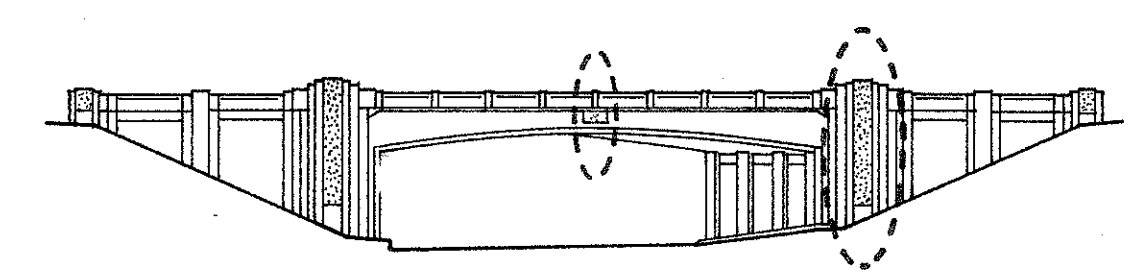


NEW CANNAAN AVENUE BRIDGE
HAER NO. CT-87

THE ONLY GOTHIC DETAILS OF THE ECLECTIC DESIGNS OF THE MERRITT PARKWAY ARE ON THIS BRIDGE. POINTED ARCHES DEFINE THE BALUSTRADE AND FRAME THE RECESSES IN TWO FACES OF THE TRIANGULAR PYLONS. THE LEAF PATTERNS ON THE POSTS AND THE TRACERY ON THE PYLONS WERE FORMED WITH REVERSE MOLDS.

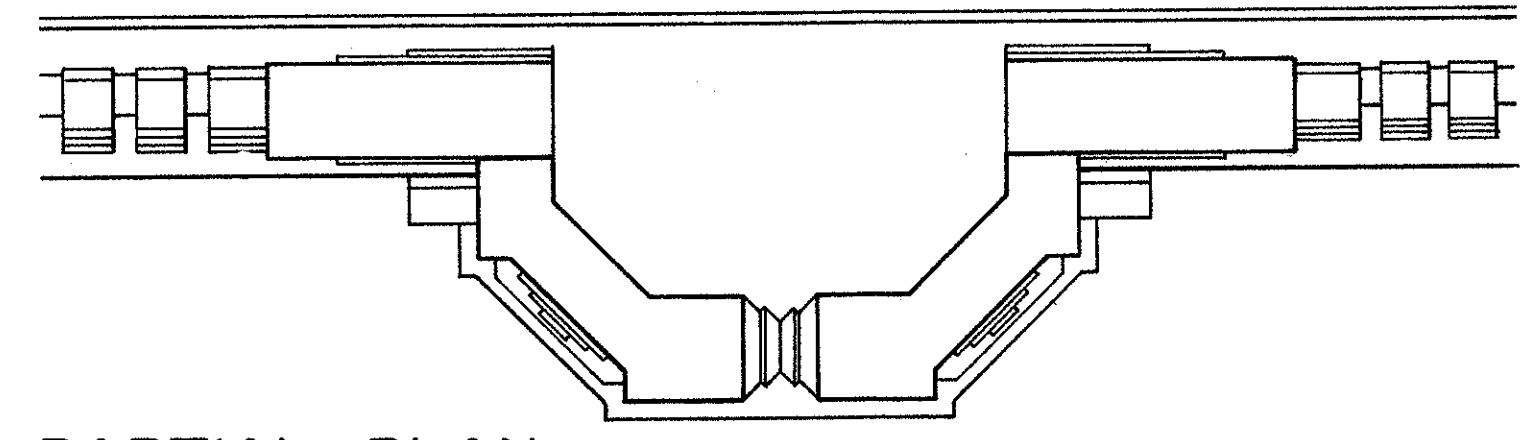


PRECAST CONCRETE

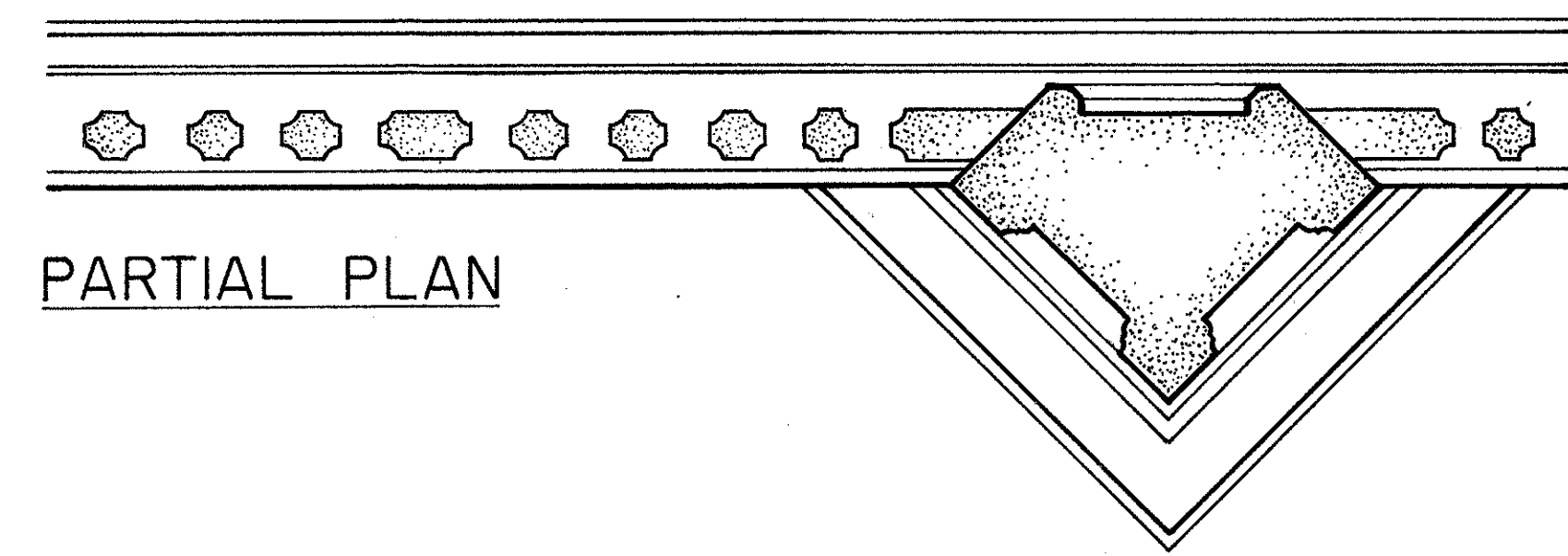


WHITE OAK SHADE BRIDGE
HAER NO. CT-85

THE EGG-AND-DART MOLDINGS AND PYLON ORNAMENTS ARE PRODUCTIONS OF REVERSE MOLDS IN THE CONCRETE FRAMEWORK. THE CONNECTICUT COAT OF ARMS IS CAST IN PLACE AT THE CROWN OF THE ARCH.



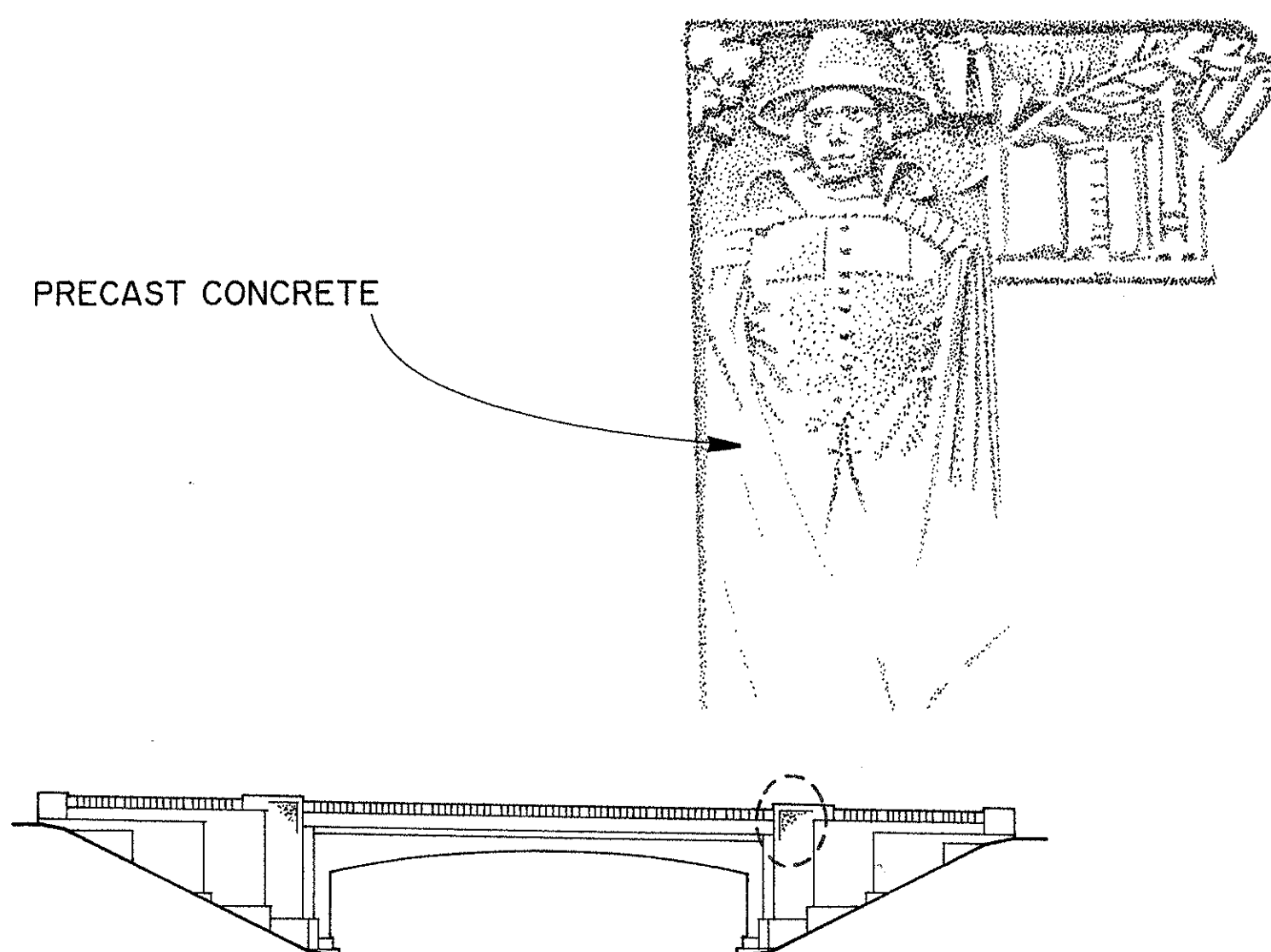
PARTIAL PLAN



PARTIAL PLAN

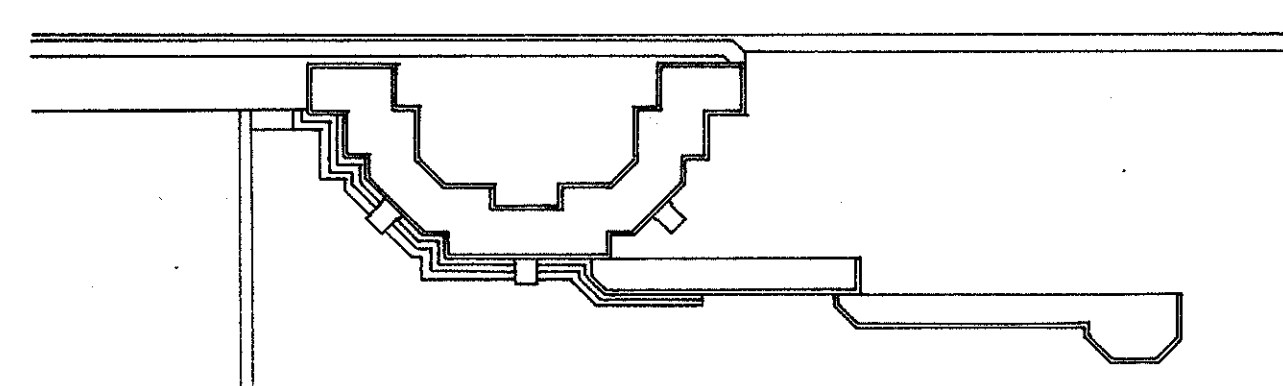
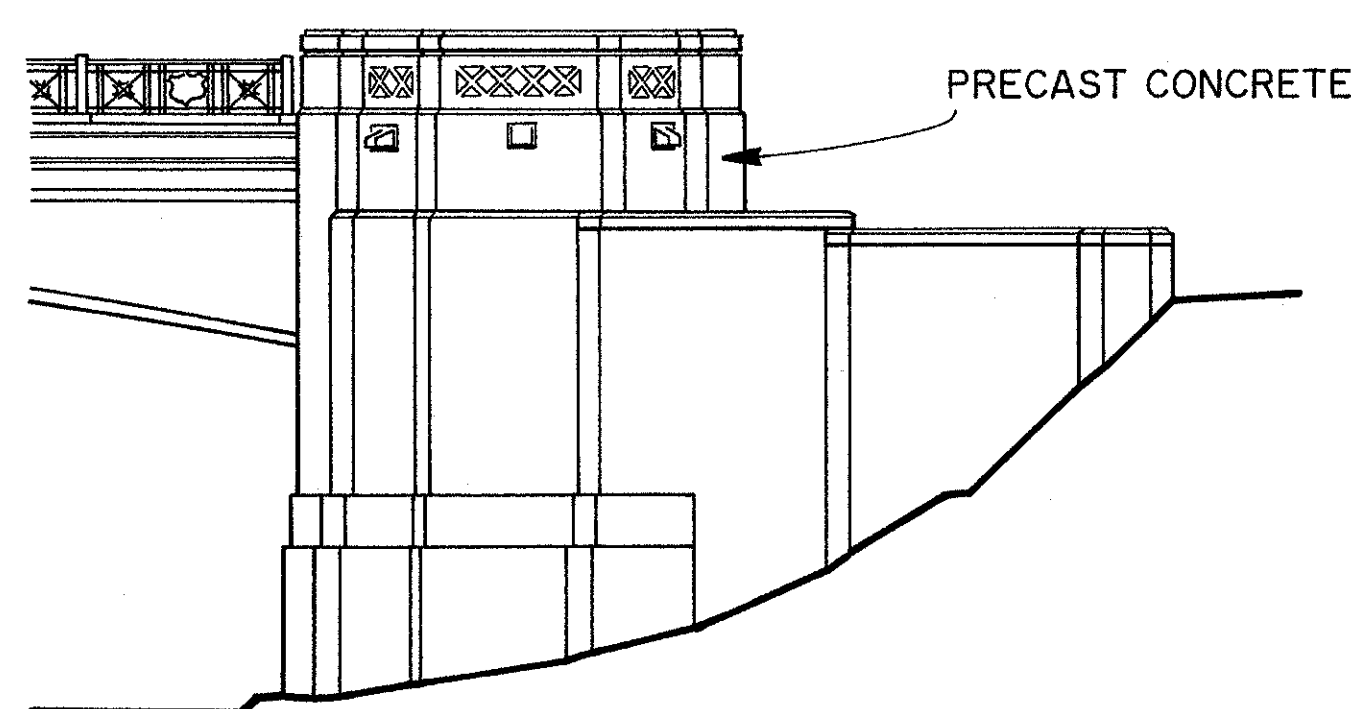
MERRITT PARKWAY BRIDGE DETAILS

NORWALK & WESTPORT, Connecticut

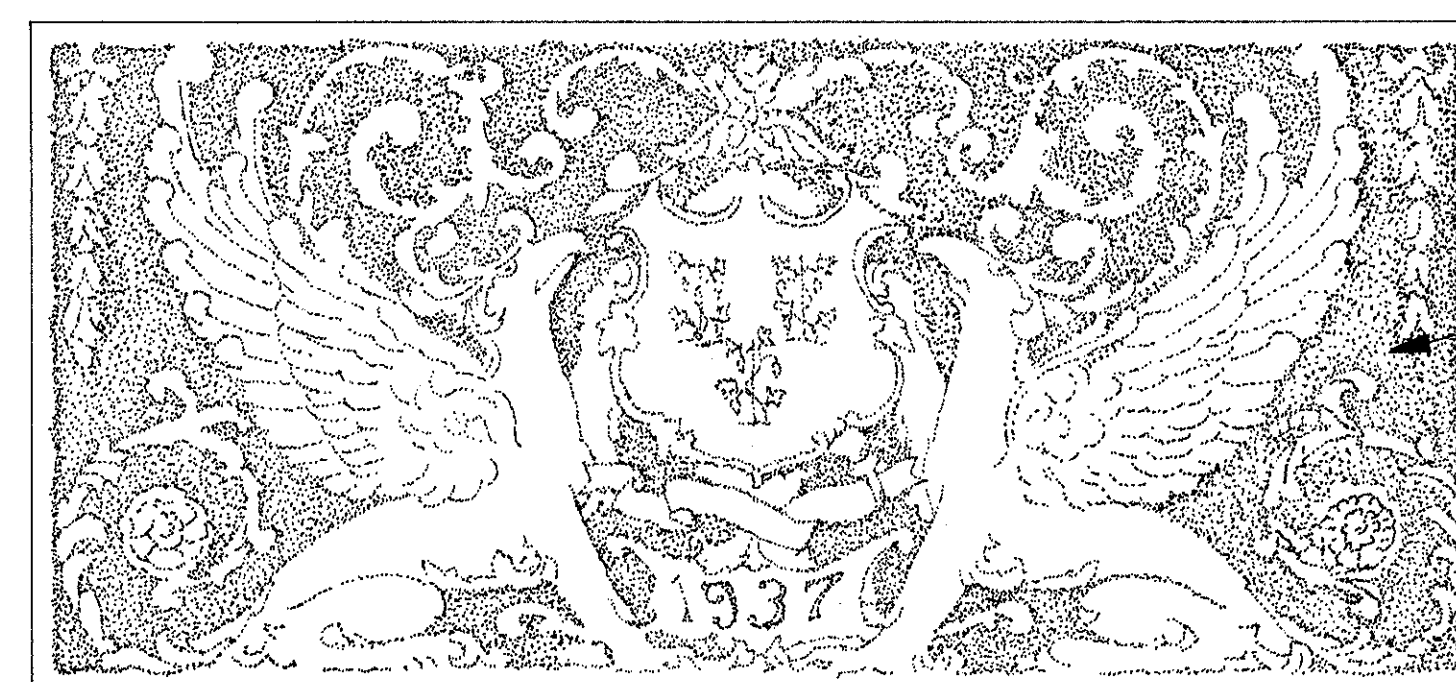


COMSTOCK HILL ROAD BRIDGE
HAER NO. CT-88

RECESSED PANELS FEATURING A PILGRIM (ABOVE) AND AN AMERICAN INDIAN ARE PRODUCTS OF REVERSE MOLDS MOUNTED IN THE CONCRETE FORMWORK FOR THE PYLONS

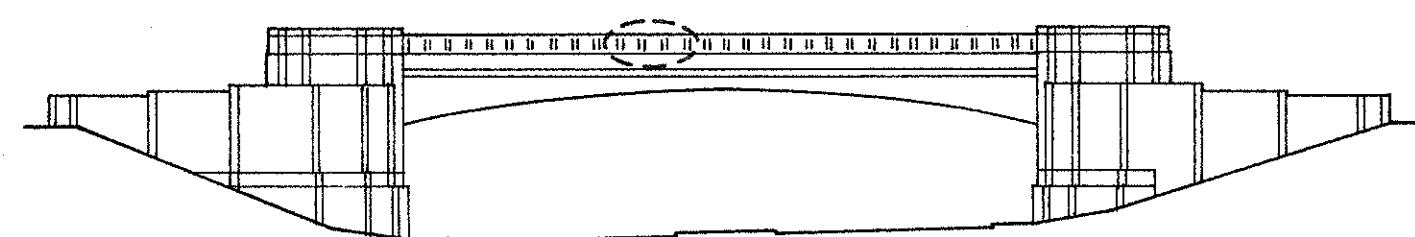
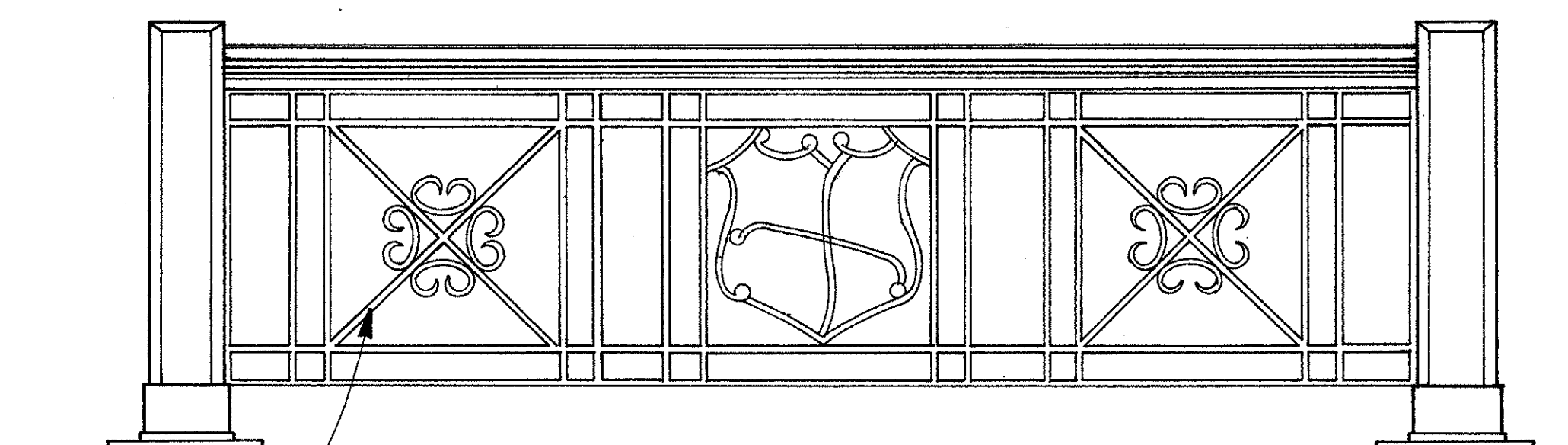


PARTIAL PLAN



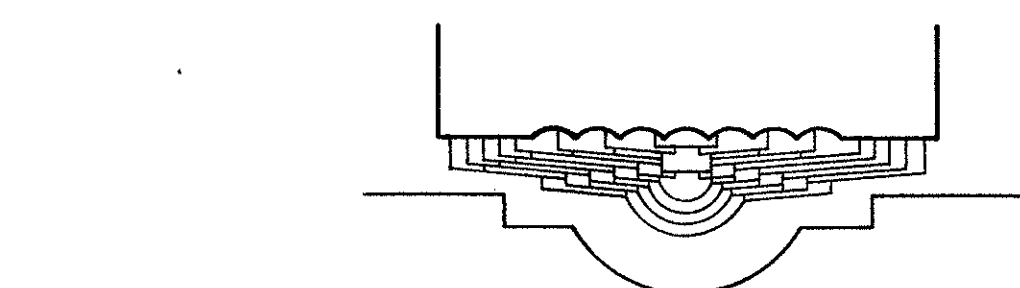
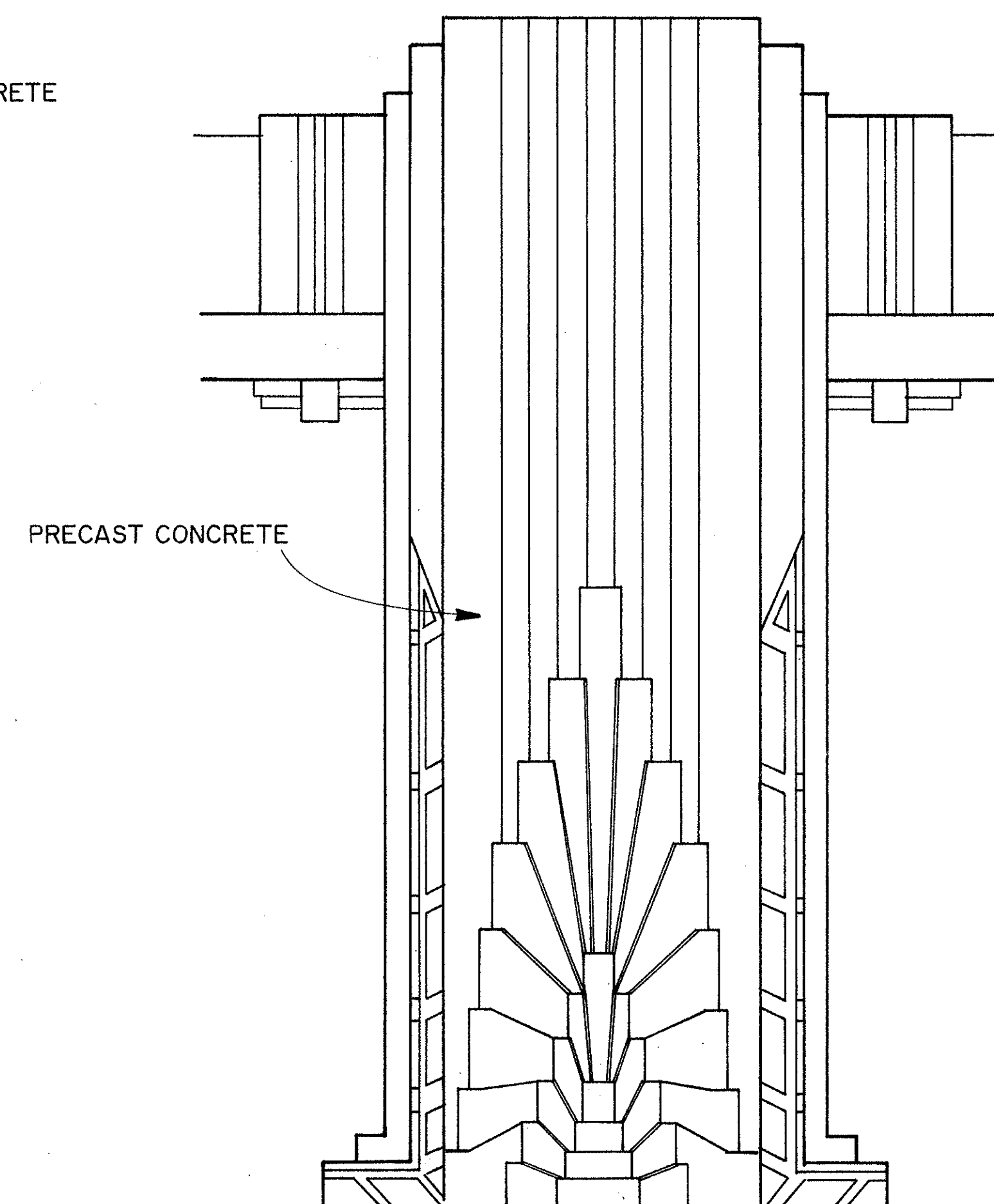
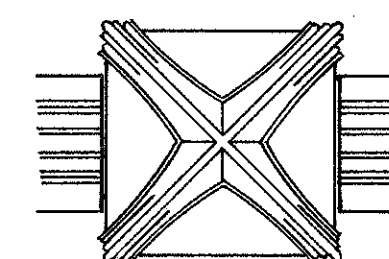
GRUMMAN AVENUE BRIDGE
HAER NO. CT-96

THIS SGRAFFITO PANEL SHOWING TWO GRIFFINS HOLDING A PLAQUE WITH A TREE IS ON TWO PYLONS, AND THE CONNECTICUT COAT OF ARMS IS ON THE OTHER TWO PYLONS. SGRAFFITO, THE PROCESS OF LAYERING DIFFERENT COLORS OF CONCRETE AND REMOVING THE TOP LAYER TO EXPOSE A PATTERN, IS ALSO THE MEDIUM USED ON THE TRIANGULAR MOLDING ACROSS THE BRIDGE.



CLINTON AVENUE BRIDGE
HAER NO. CT-100

EACH FORTRESS-LIKE PYLON HAS THREE CAST-IN PLACE DRAINS, ONLY ONE FUNCTIONAL. THE DIAMOND PATTERN ABOVE EACH DRAIN IS FORMED WITH RED VITREOUS AGGREGATE. THE WROUGHT-IRON RAILING IS COMPOSED OF STOCK ORNAMENTS TAKEN FROM CATALOGS.



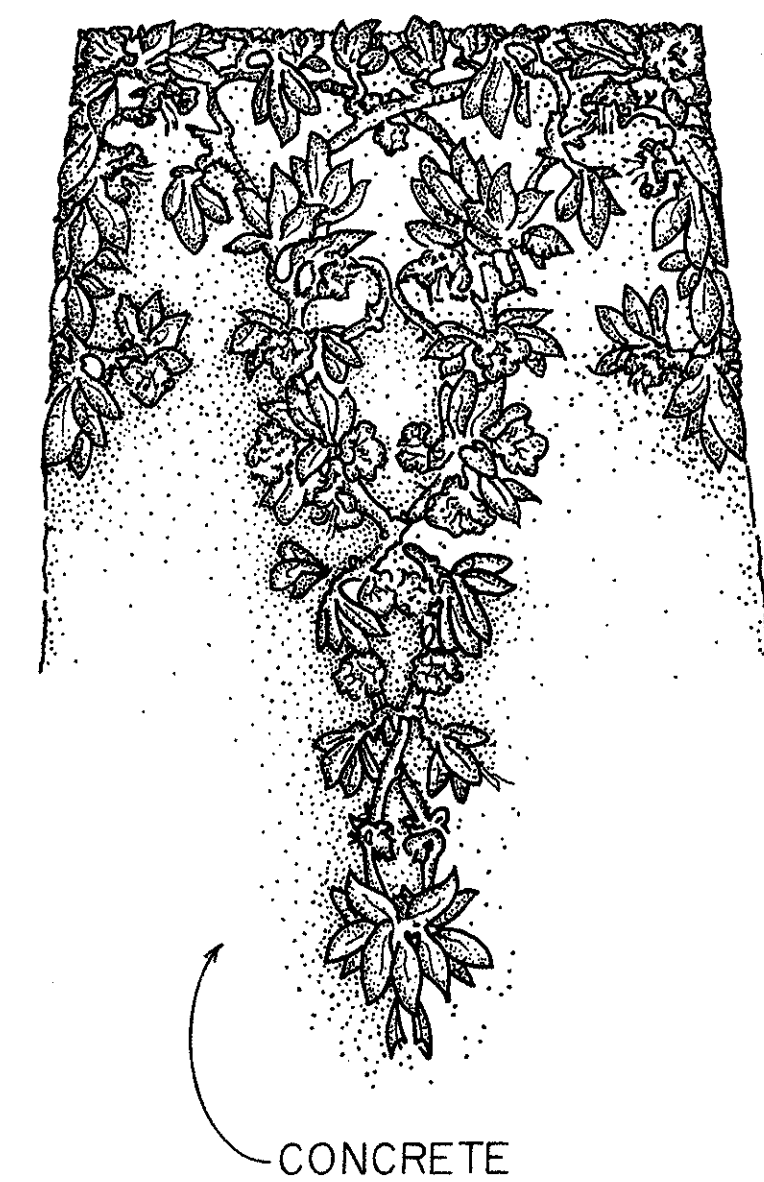
PARTIAL PLAN

EAST ROCKS ROAD BRIDGE
HAER NO. CT-95

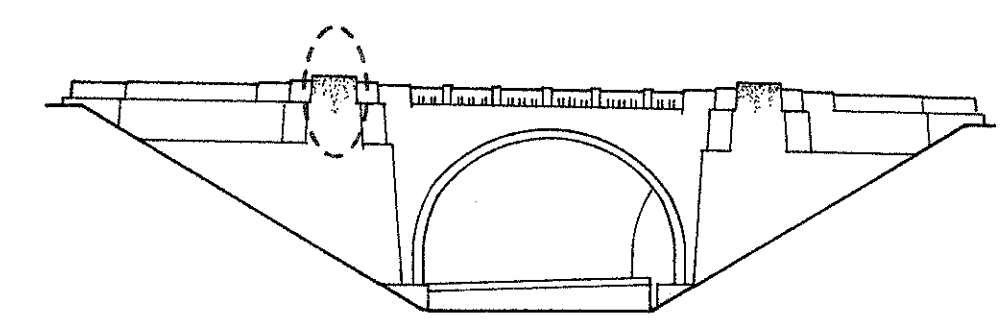
THE ZIGGURAT-SHAPED SCULPTURE, THE CHEVRONS, AND FLUTES OF THIS ART DECO-INFLUENCED PYLON ARE ALL FORMED WITH REVERSE MOLDS.

MERRITT PARKWAY BRIDGE DETAILS

WESTPORT & FAIRFIELD, Connecticut

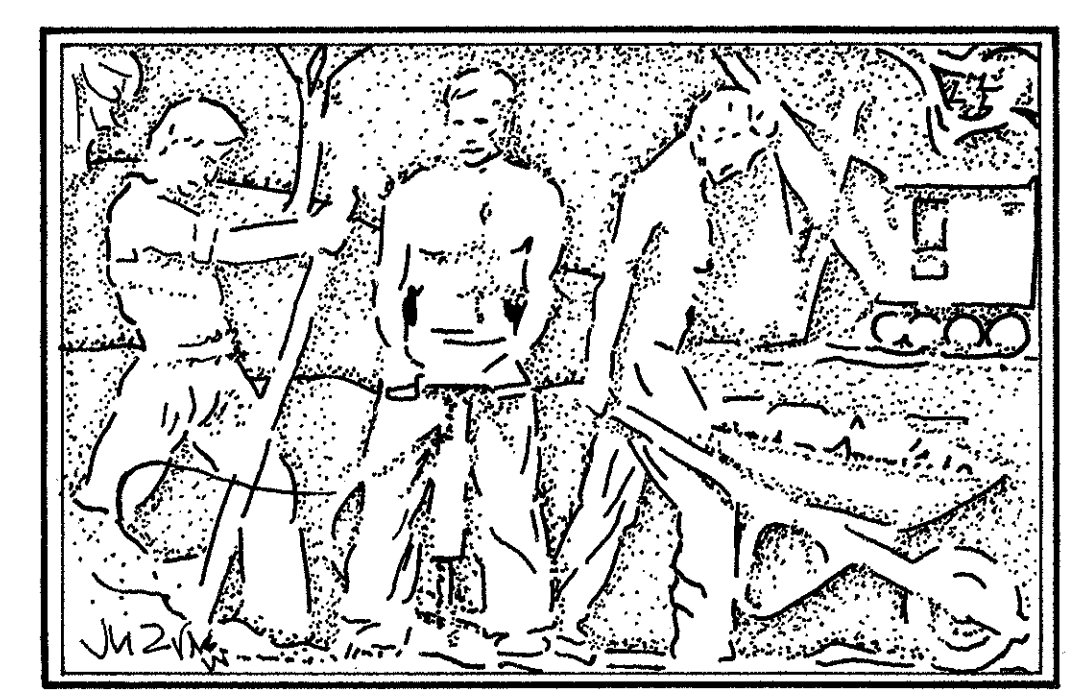
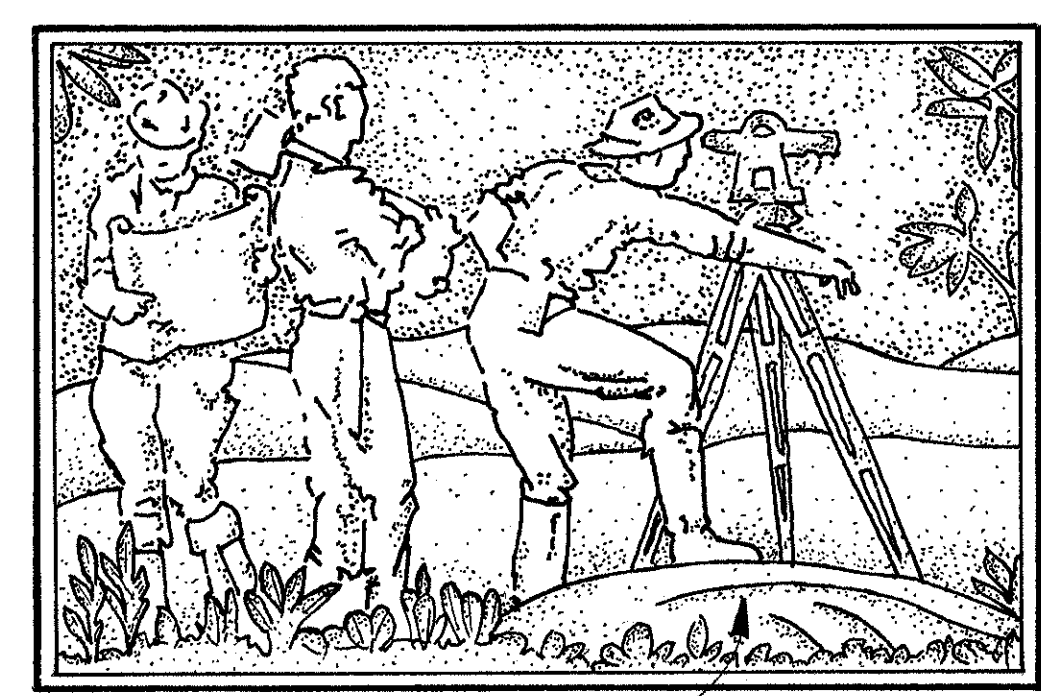


CONCRETE

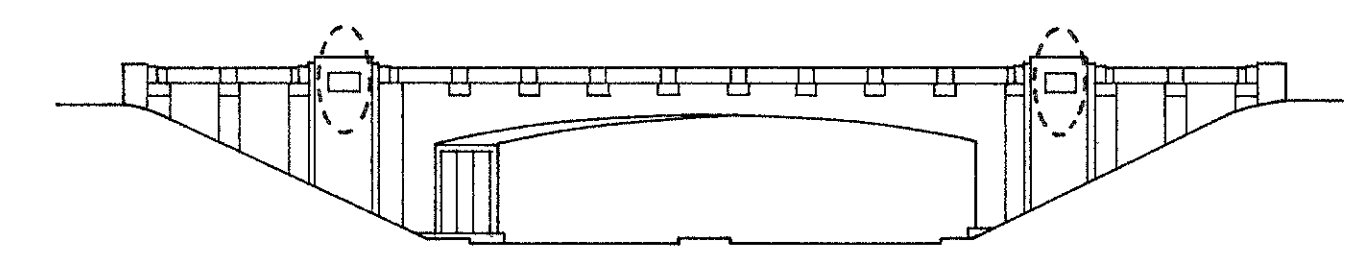


CROSS HIGHWAY BRIDGE
HAER NO. CT-105

THIS FLORAL BAS-RELIEF IS A PRODUCT OF REVERSE MOLDS PLACED WITHIN THE CONCRETE FORMWORK.

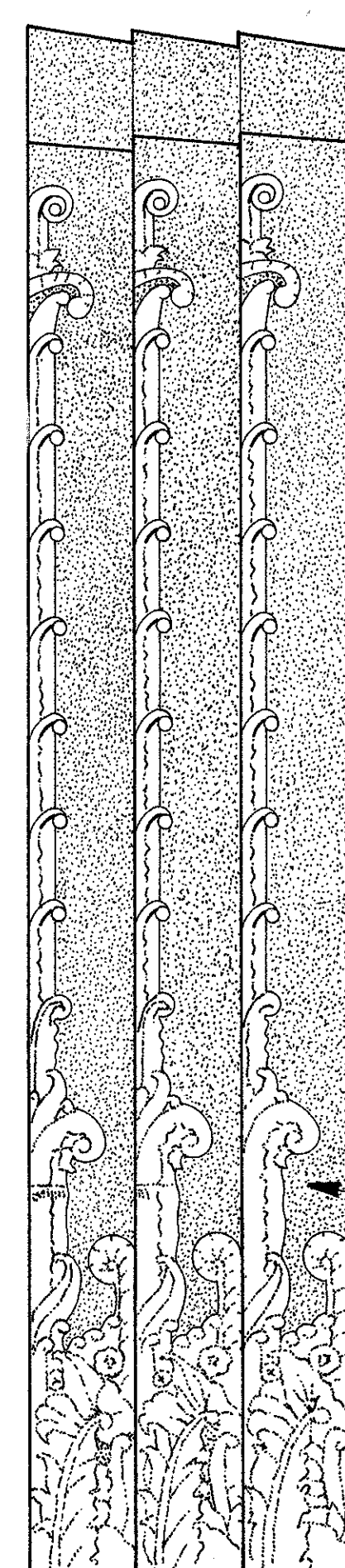


CONCRETE BAS-RELIEF

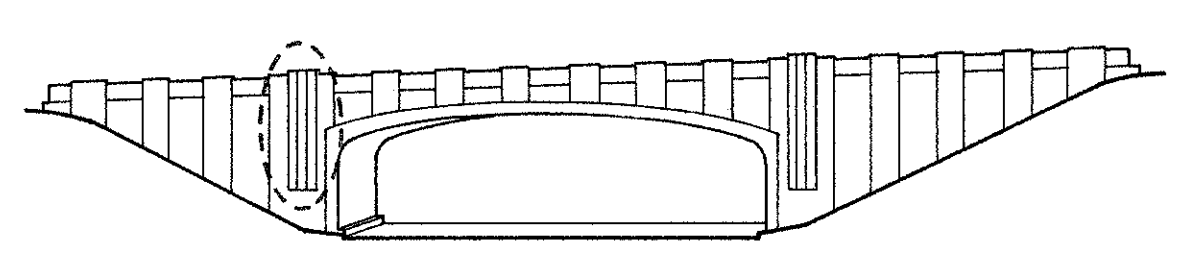


BURR STREET BRIDGE
HAER NO. CT-110

THE BAS-RELIEF PANELS DEPICTING A SURVEY CREW AND A CONSTRUCTION CREW PAY HOMAGE TO THE MEN WHO BUILT THE MERRITT PARKWAY, LABELLING THIS A "CELEBRATION BRIDGE."

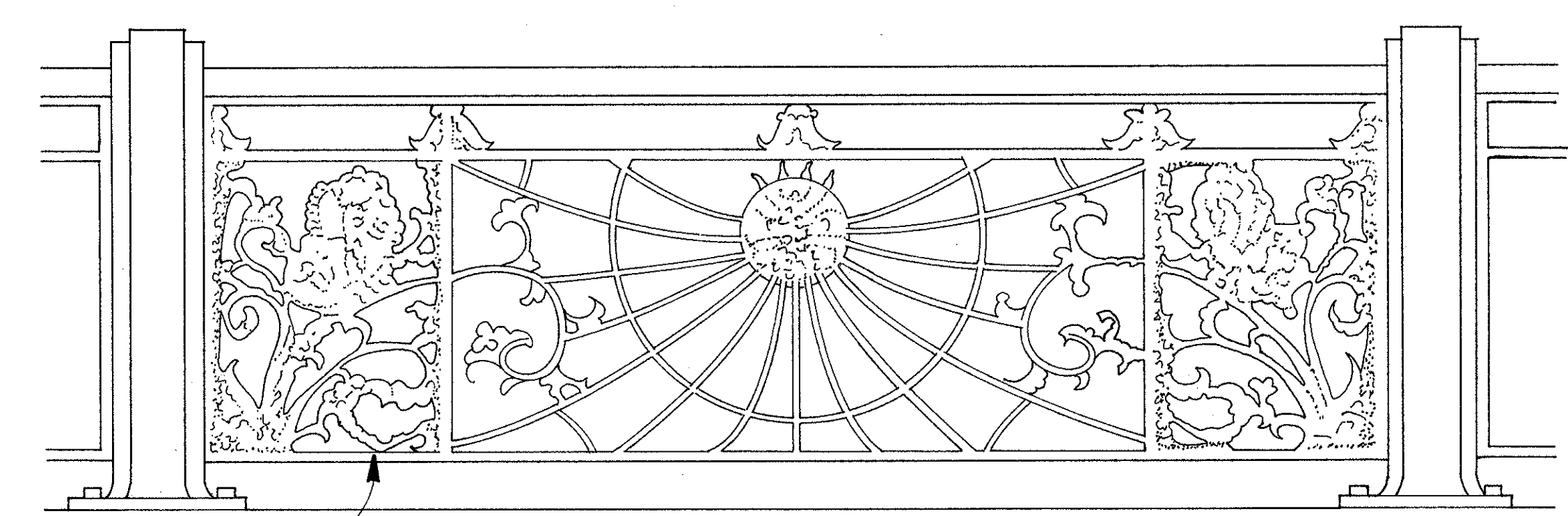


PRECAST CONCRETE

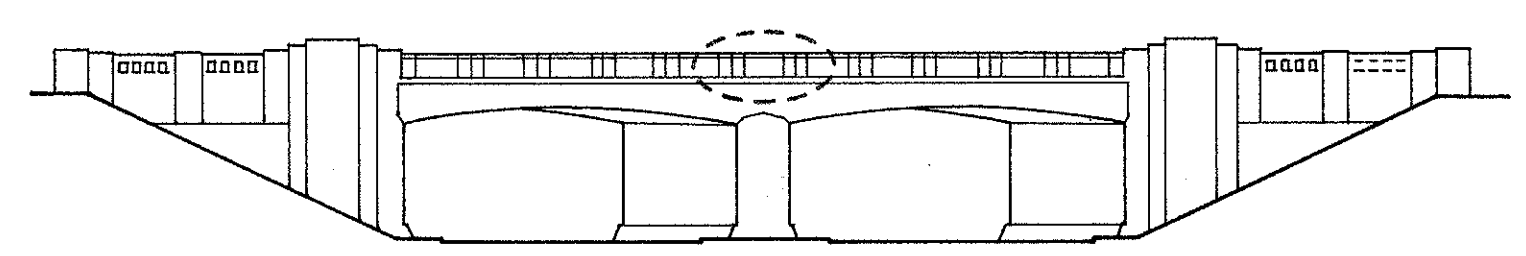


NORTH AVENUE BRIDGE
HAER NO. CT-103

THESE PANELS ARE MADE USING THE SGRAFFITO PROCESS OF LAYERING DIFFERENT COLORS OF CONCRETE AND REMOVING THE TOP LAYERS TO CREATE A PATTERN. THEY FEATURE WHITE FLORA AND SCROLLS MADE OF WHITE VITREOUS AGGREGATE PLACED ON A BACKGROUND OF SWEDISH EMERALD PEARL AND WISCONSIN BLACK AGGREGATE. THE SCROLL MOTIF IS REPEATED IN THE WROUGHT-IRON RAILING.

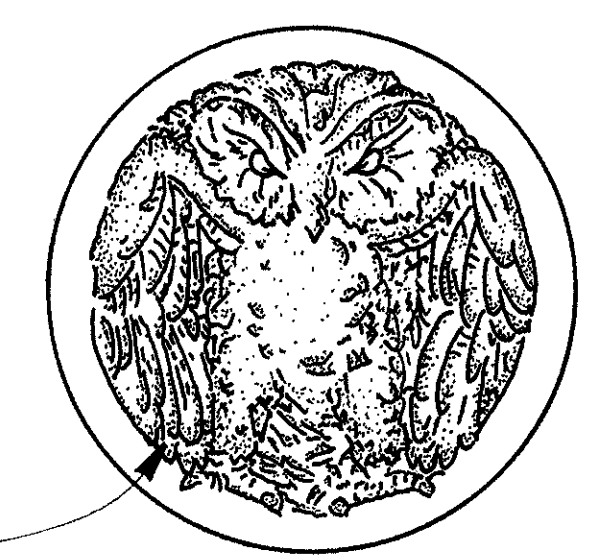


CAST IRON

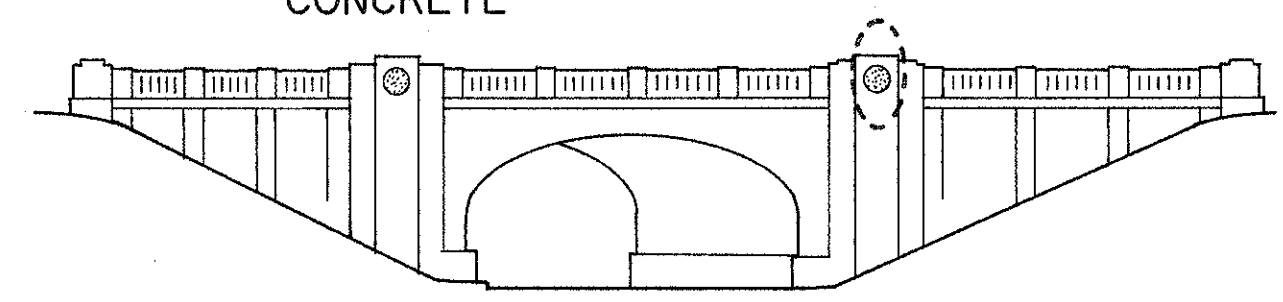


MERWINS LANE BRIDGE
HAER NO. CT-106

THESE INSECTS ARE SOME OF THE MOST WHIMSICAL OF THE DETAILS ON THE MERRITT PARKWAY. THE BUTTERFLIES ARE PRECAST CONCRETE ON THE PYLONS AND CAST IRON ON THE RAILINGS. THE SPIDERS ARE IN DIFFERENT LOCATIONS ON THE COBWEBS OF EACH RAILING PANEL. THE BACKDROP FOR ALL OF THIS IS AN OVERLAPPING CLAPBOARD PATTERN ON THE STRUCTURAL CONCRETE.

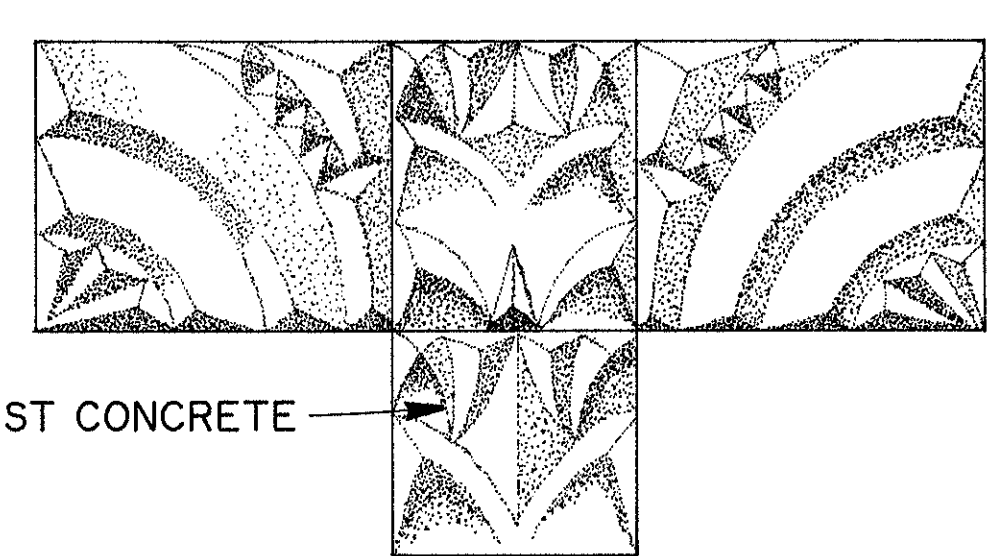


CONCRETE

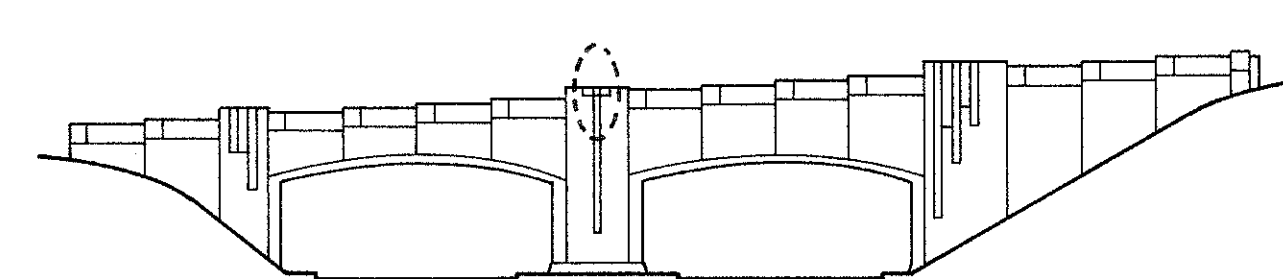


HILLSIDE ROAD BRIDGE
HAER NO. CT-109

THIS OWL, READY TO SWOOP DOWN OUT OF ITS PORTHOLE PERCH, IS A PRODUCT OF REVERSE MOLDS IN THE CONCRETE FORMWORK.



PRECAST CONCRETE

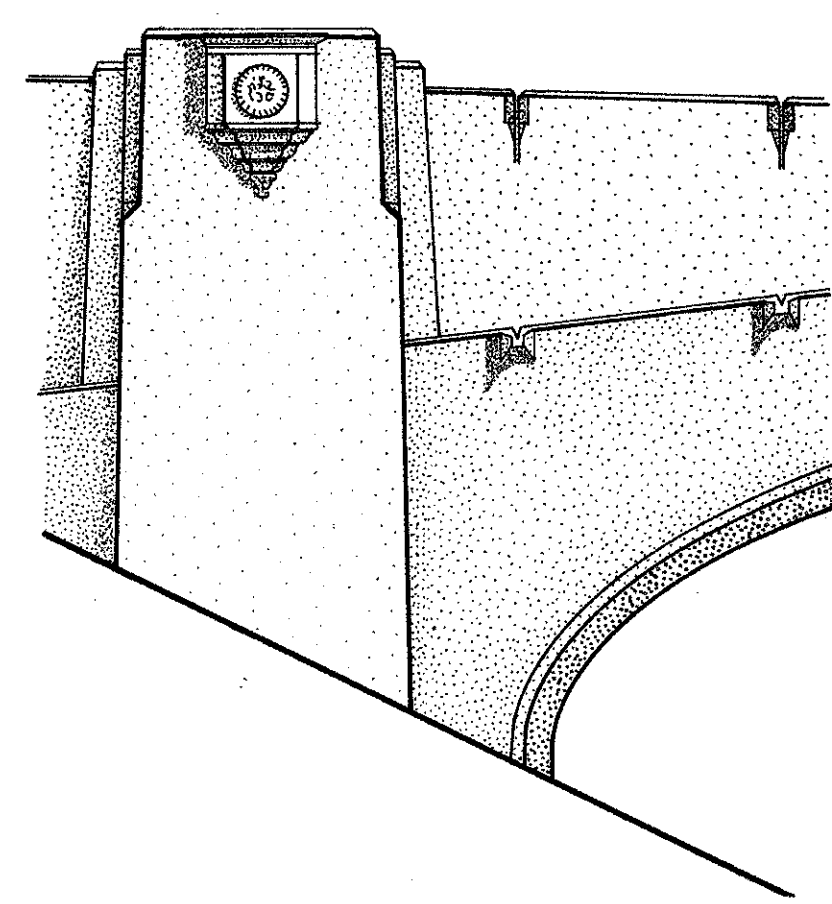


MOREHOUSE HIGHWAY BRIDGE
HAER NO. CT-113

CLOSELY SPACED GROOVES IN THE CONCRETE CREATE A TILED APPEARANCE. TWO GEOMETRIC PATTERNS, ONE RESEMBLING A QUARTER BULL'S-EYE, ACCENT THE PYLONS AND THE RAILING.

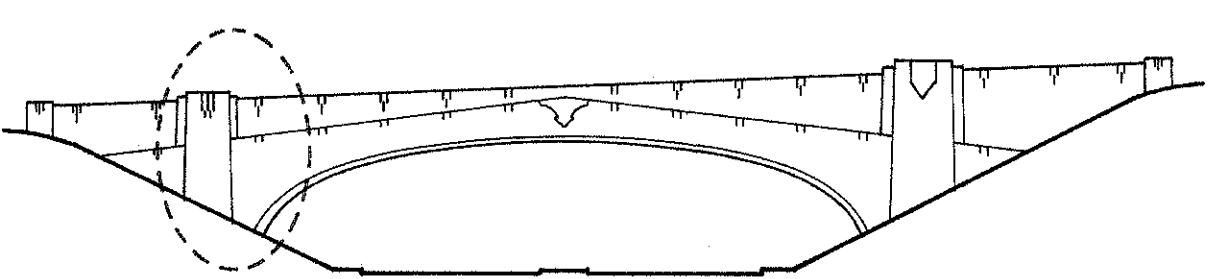
MERRITT PARKWAY BRIDGE DETAILS

TRUMBULL & STRATFORD, Connecticut



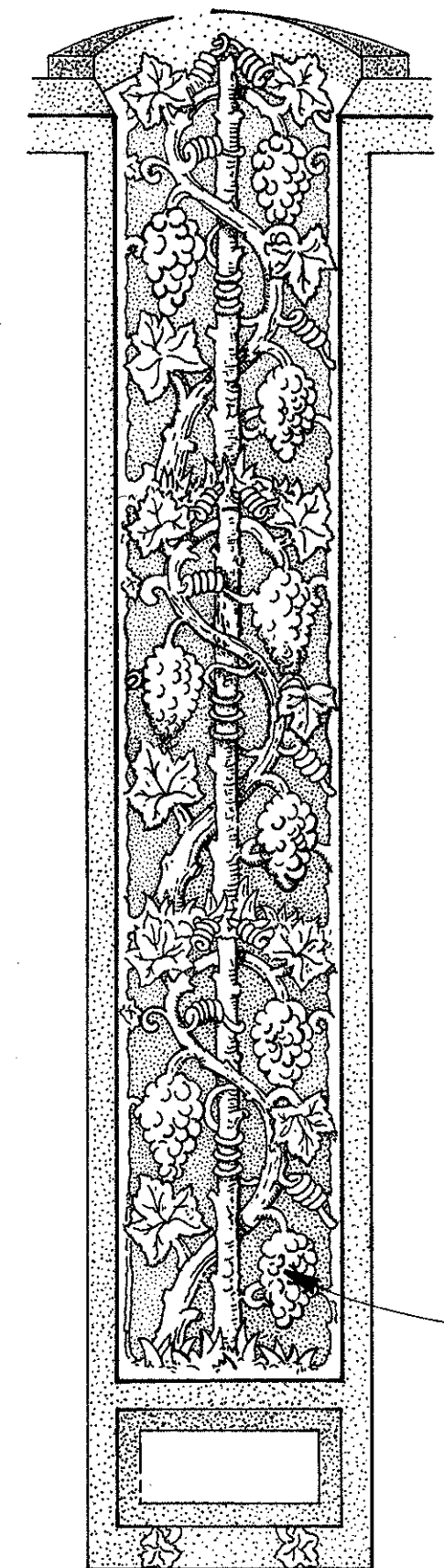
PARK AVENUE BRIDGE
HAER NO. CT-115

THE CAST-IN-PLACE CARTOUCHE ON THE PYLON FEATURES A SEAL OF THE TOWN OF TRUMBULL. THE SEAL DEPICTS A COLONIAL MINUTEMAN FIGURE AND THE YEAR OF THE TOWN'S FOUNDING, 1797.

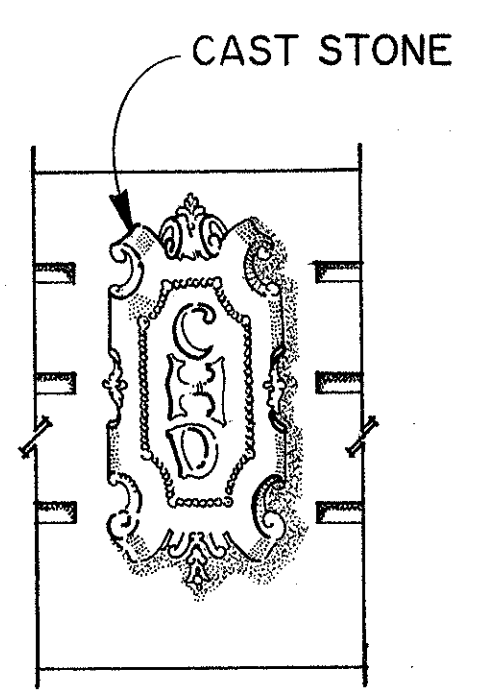
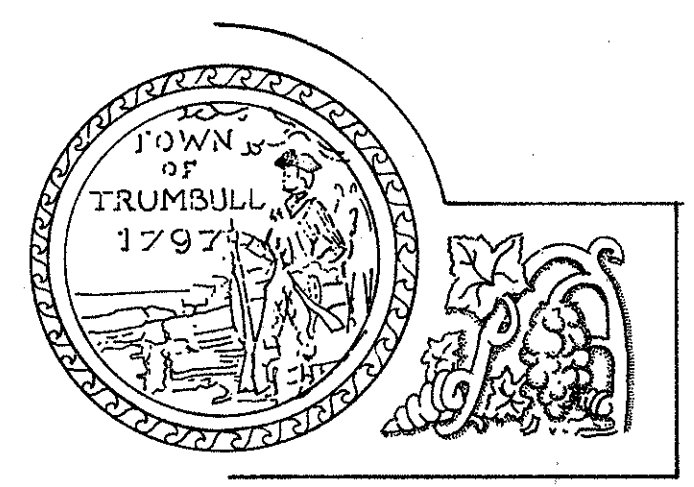
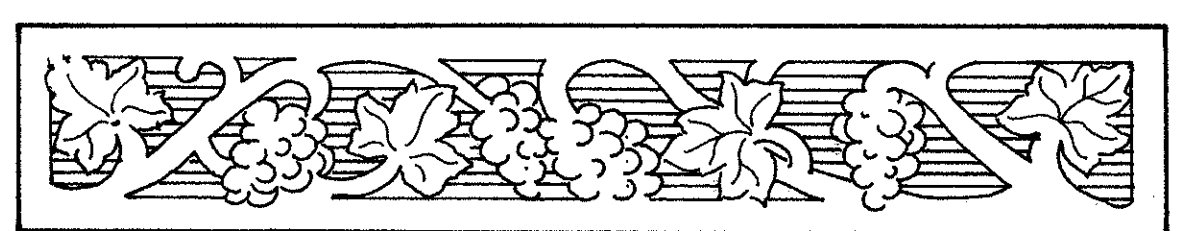


HUNTINGTON TURNPIKE BRIDGE
HAER NO. CT-124

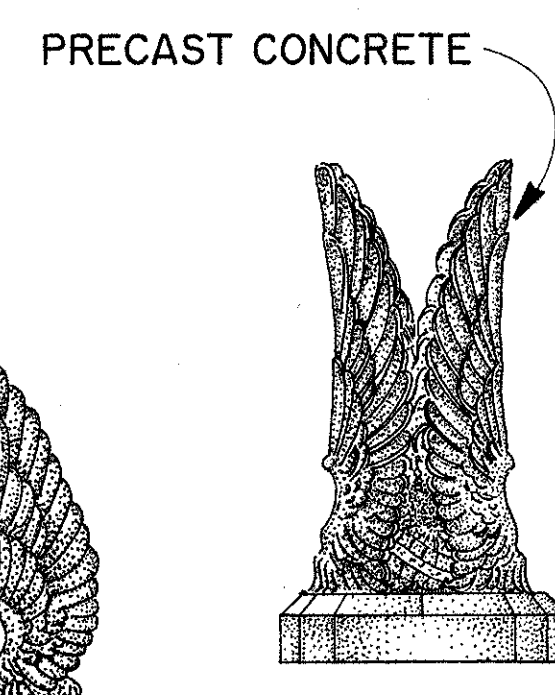
GRAPEVINE PATTERNS ARE EXECUTED WITH PRECAST CONCRETE, MOLDED-IN-PLACE CONCRETE, AND METAL DETAILS. PRECAST PANELS WITH A FLORIATED BAS-RELIEF OCCUPY NICHES IN THE RAILING. THE TOWN SEAL AND ITS FRAMING VINES WERE CAST WITH REVERSE MOLDS IN THE FORMWORK. THE PYLONS SUPPORT MALLEABLE CAST-IRON GRILLES. A MINIMUM THICKNESS OF 1 1/4" RESULTED IN THREE SECTIONS, EACH WEIGHING 1000 POUNDS, FOR EACH GRILLE OF GRAPEVINES.



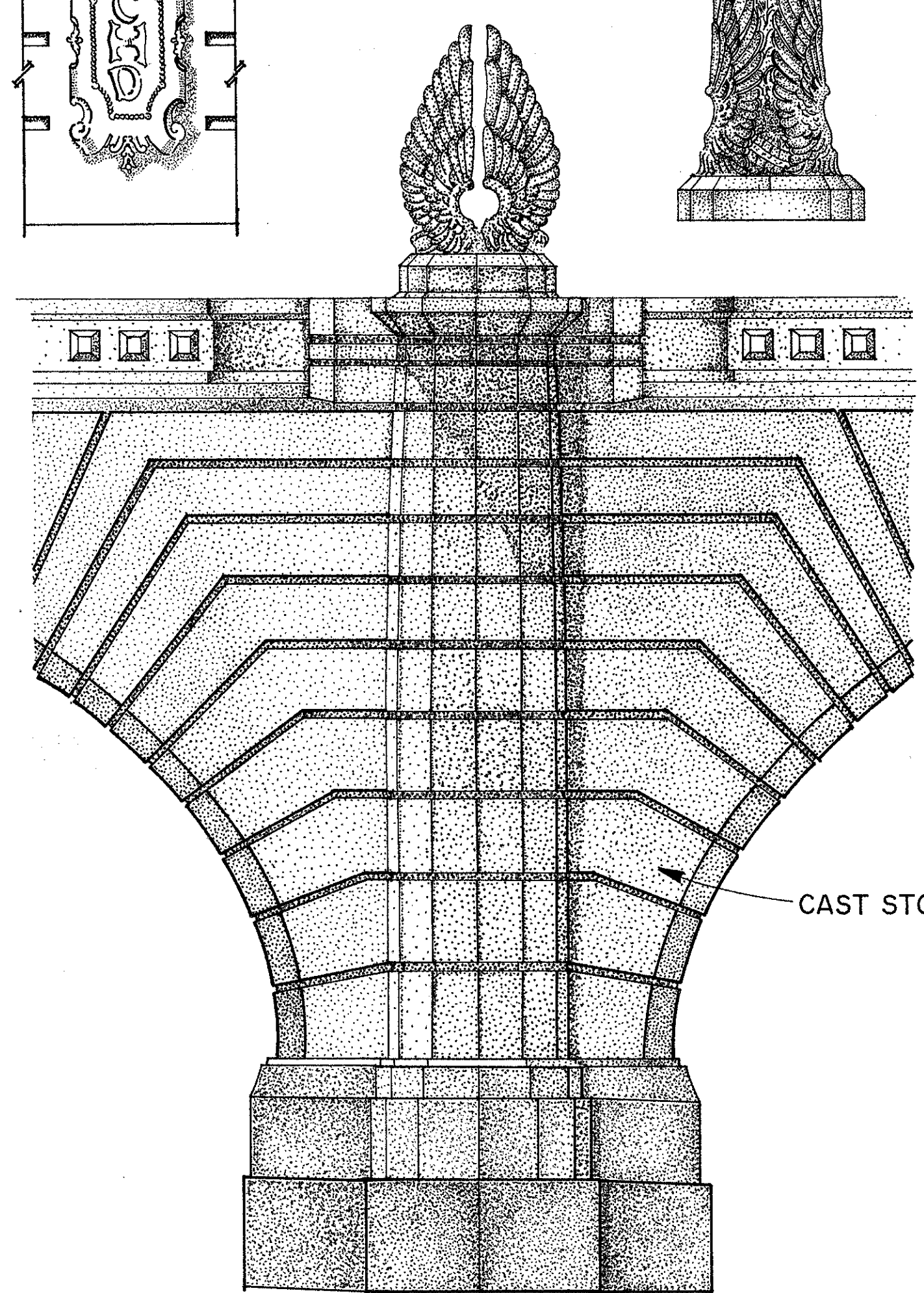
CAST MALLEABLE IRON



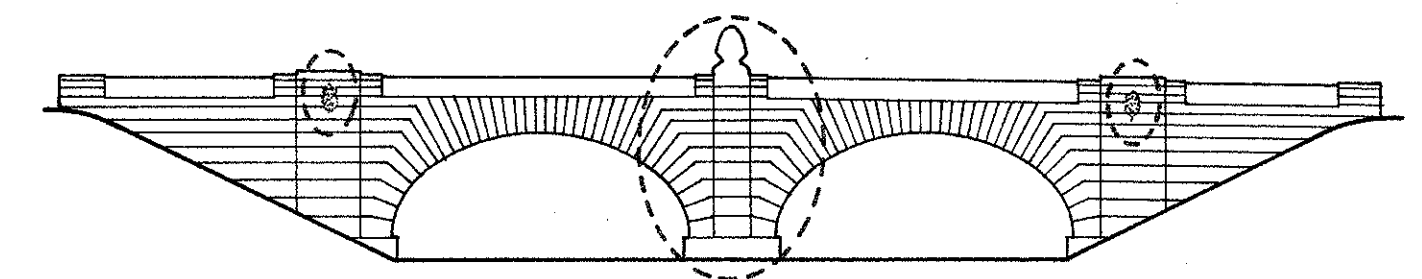
CAST STONE



PRECAST CONCRETE

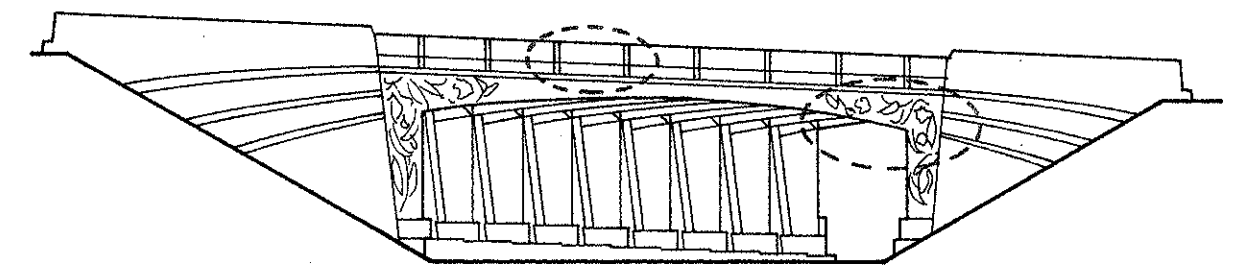


CAST STONE



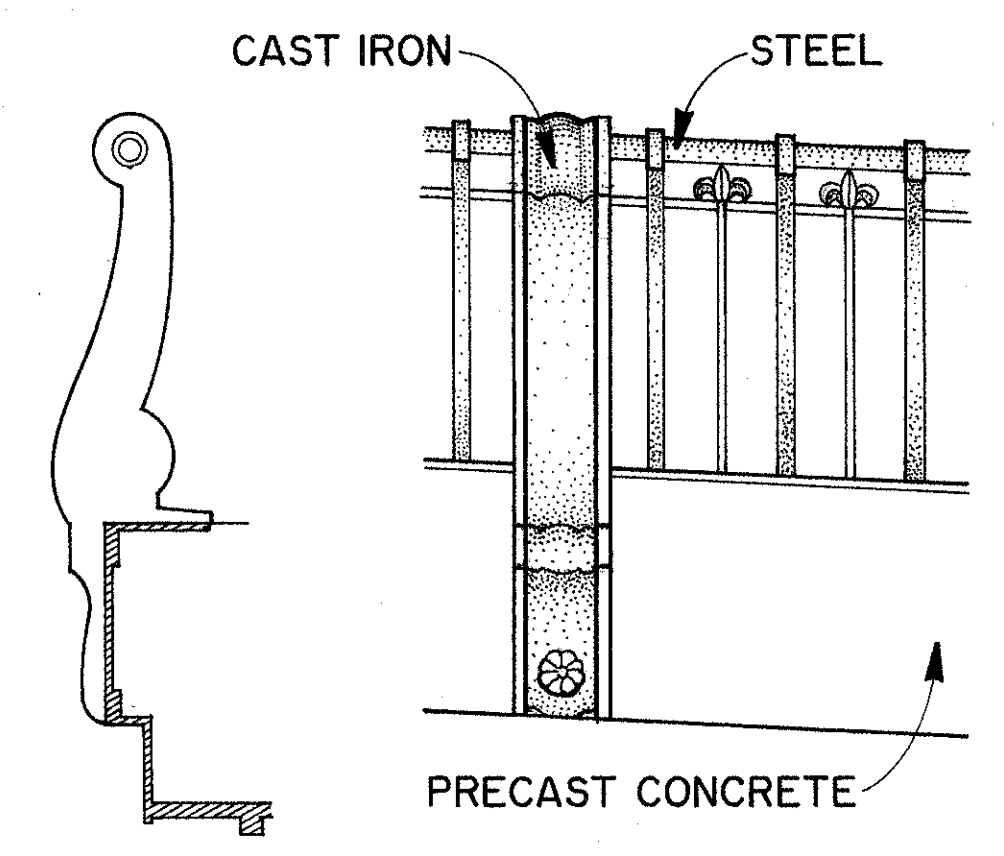
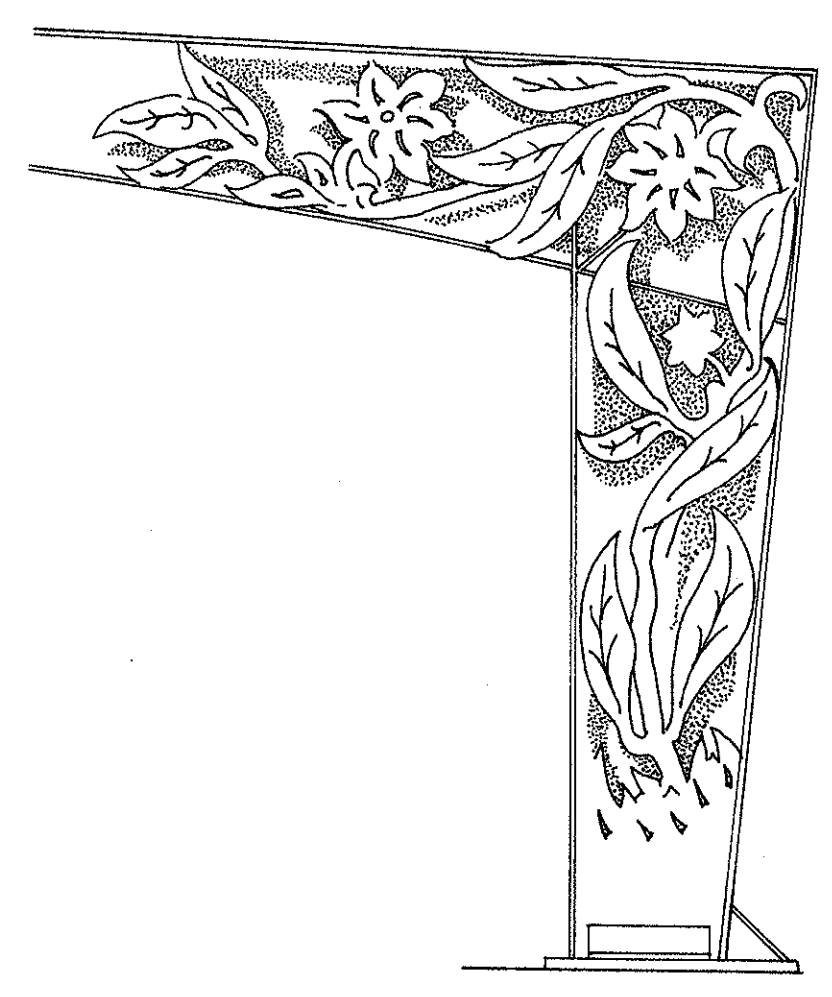
JAMES FARM ROAD BRIDGE
HAER NO. CT-129

TWO PAIRS OF 16-FOOT TALL WINGS, COMPOSED OF WHITE QUARTZ, ARE MOUNTED ON A CONCRETE PEDESTAL THAT WAS CAST, LIKE THE REST OF THE BRIDGE, TO IMITATE MASONRY. CARTOUCHEs PAYING TRIBUTE TO THE CONNECTICUT HIGHWAY DEPARTMENT WITH THE INITIALS 'CHD' WERE CAST AT THE TOP OF EACH PYLON WITH REVERSE MOLDS.



MAIN STREET BRIDGE
HAER NO. CT-130

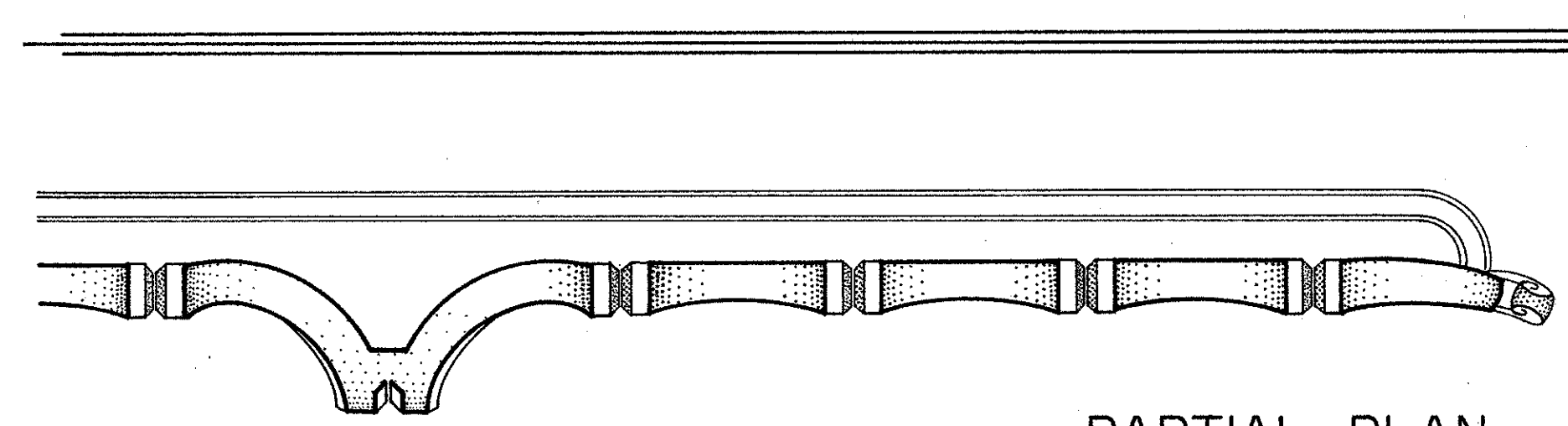
ORNATE FLORAL THEMES ARE EXPRESSED ON THIS BRIDGE THROUGH THE USE OF SEVERAL TYPES OF STEEL FLOWERS, AND LEAVES ARE MOUNTED ON THE STRUCTURAL STEEL FRAME. CAST-IRON ACANTHUS AND FLEUR-DE-LIS ARE APPLIED TO THE MALLEABLE CAST-IRON RAILING POSTS. MALLEABLE CAST-IRON IS A WHITE CAST-IRON THAT HAS BEEN HEATED FOR A PERIOD OF TIME TO RELIEVE INTERNAL STRESSES PRODUCED DURING SHAPING.



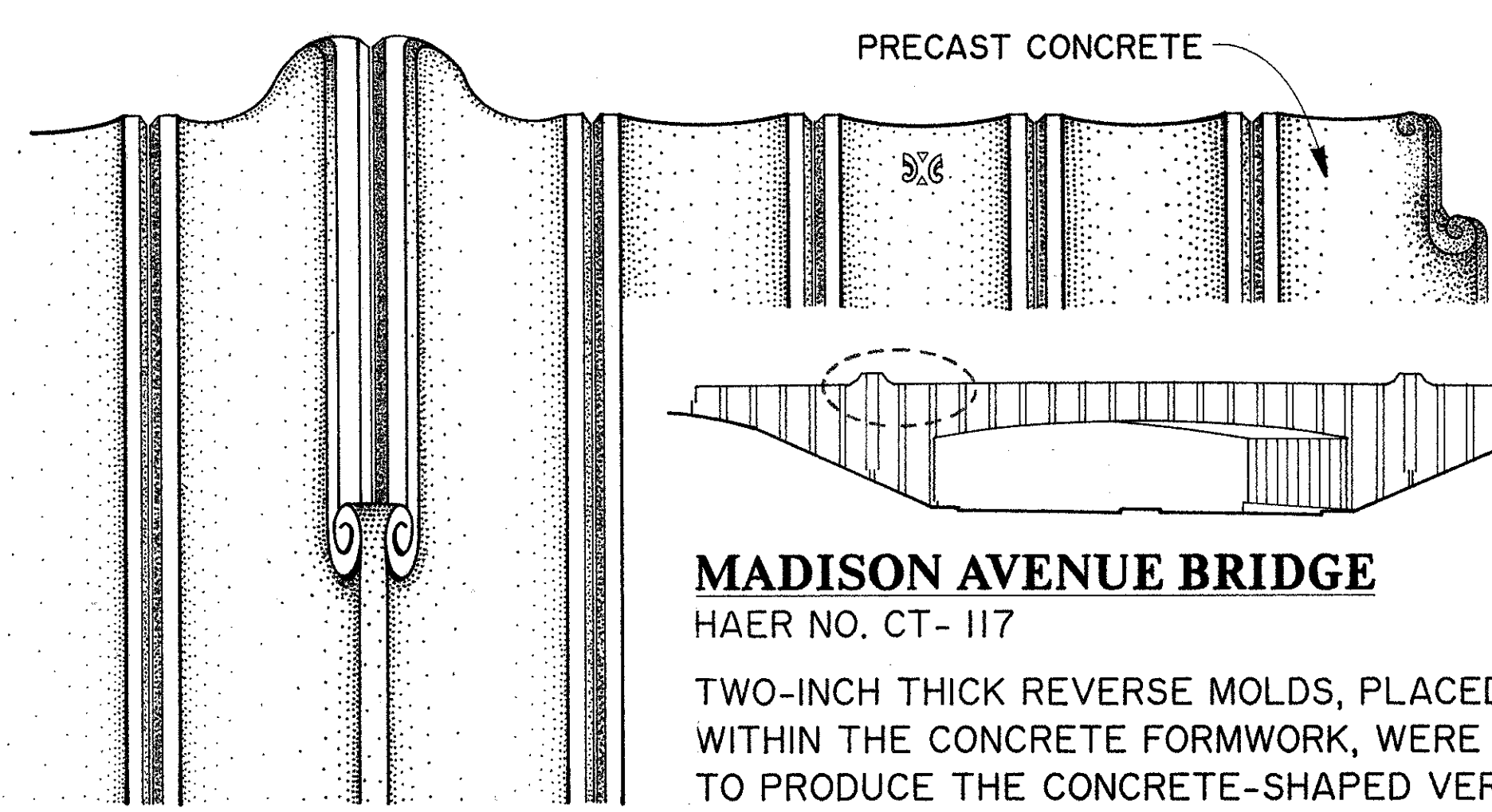
CAST IRON

STEEL

PRECAST CONCRETE



PARTIAL PLAN



PRECAST CONCRETE

MADISON AVENUE BRIDGE
HAER NO. CT-117

TWO-INCH THICK REVERSE MOLDS, PLACED WITHIN THE CONCRETE FORMWORK, WERE USED TO PRODUCE THE CONCRETE-SHAPED VERTICAL PANELS WHICH ARE CONTINUOUS FROM THE SPANDREL TO THE TOP OF THE PARAPET RAILING.



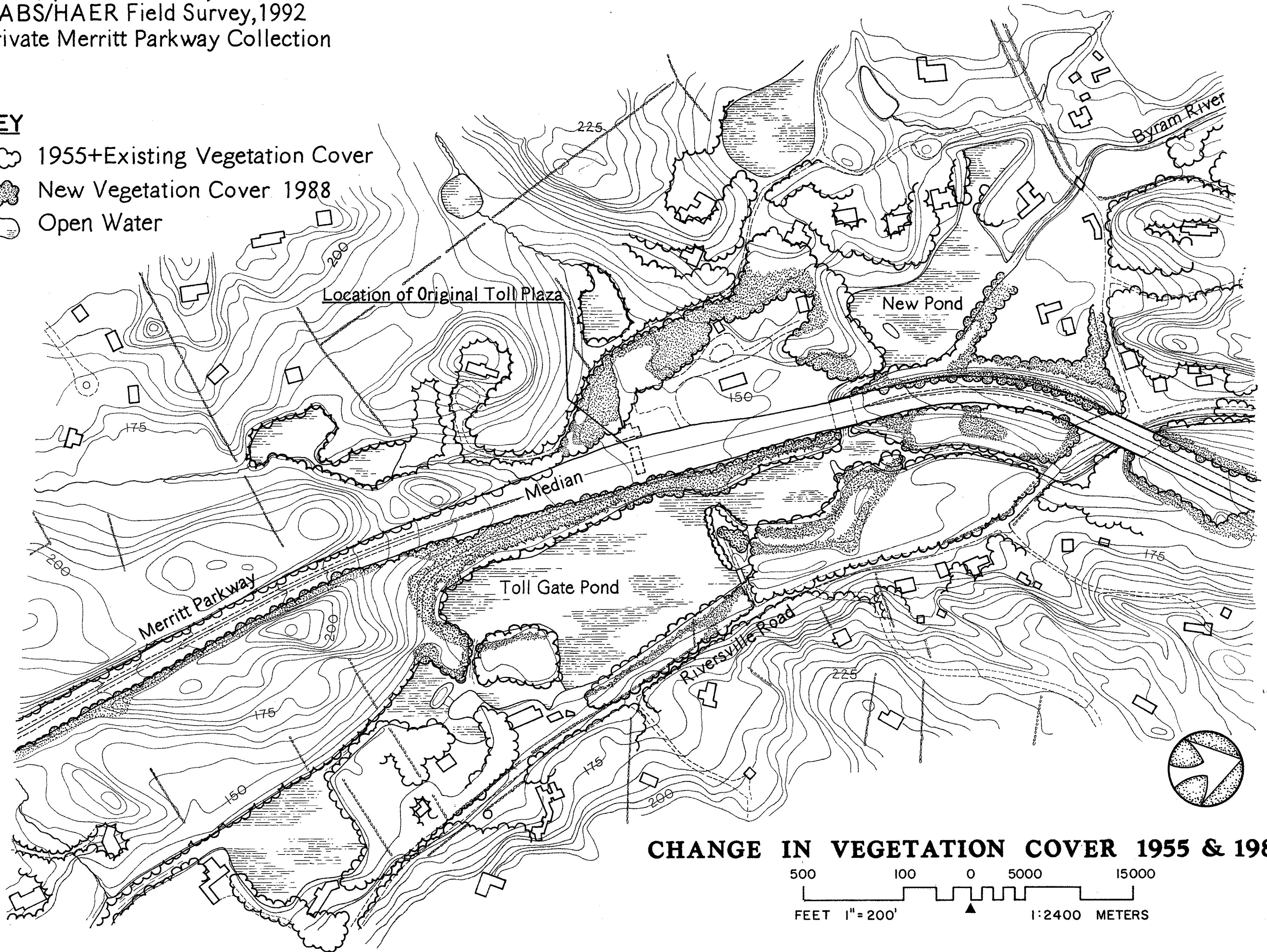
Sources

- Topographic Survey Map Connecticut Department of Transportation 1955, 1988
- HABS/HAER Field Survey, 1992
- Private Merritt Parkway Collection

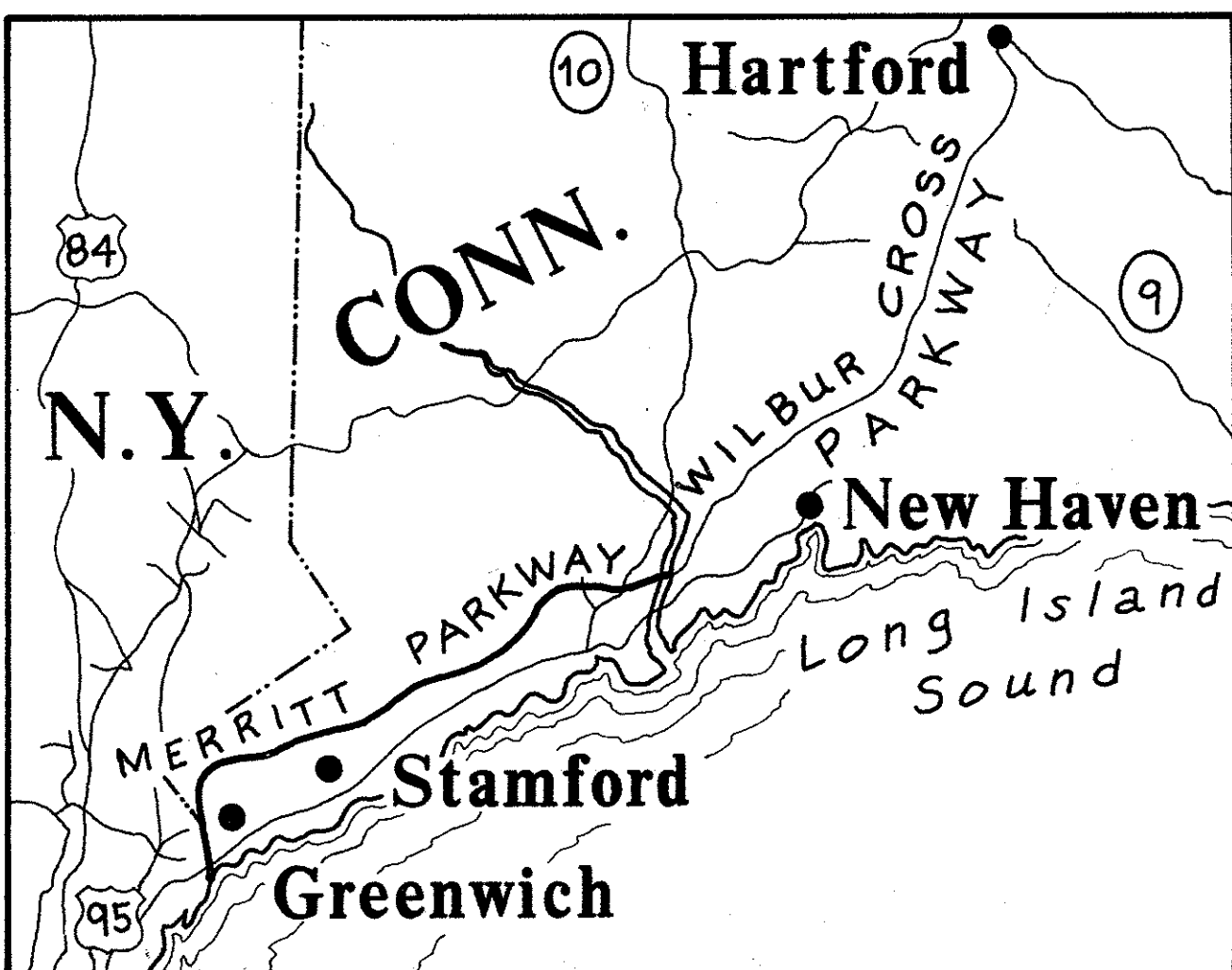
VIEW LOOKING EAST TOWARD TOLL GATE POND
No Scale 1938

KEY

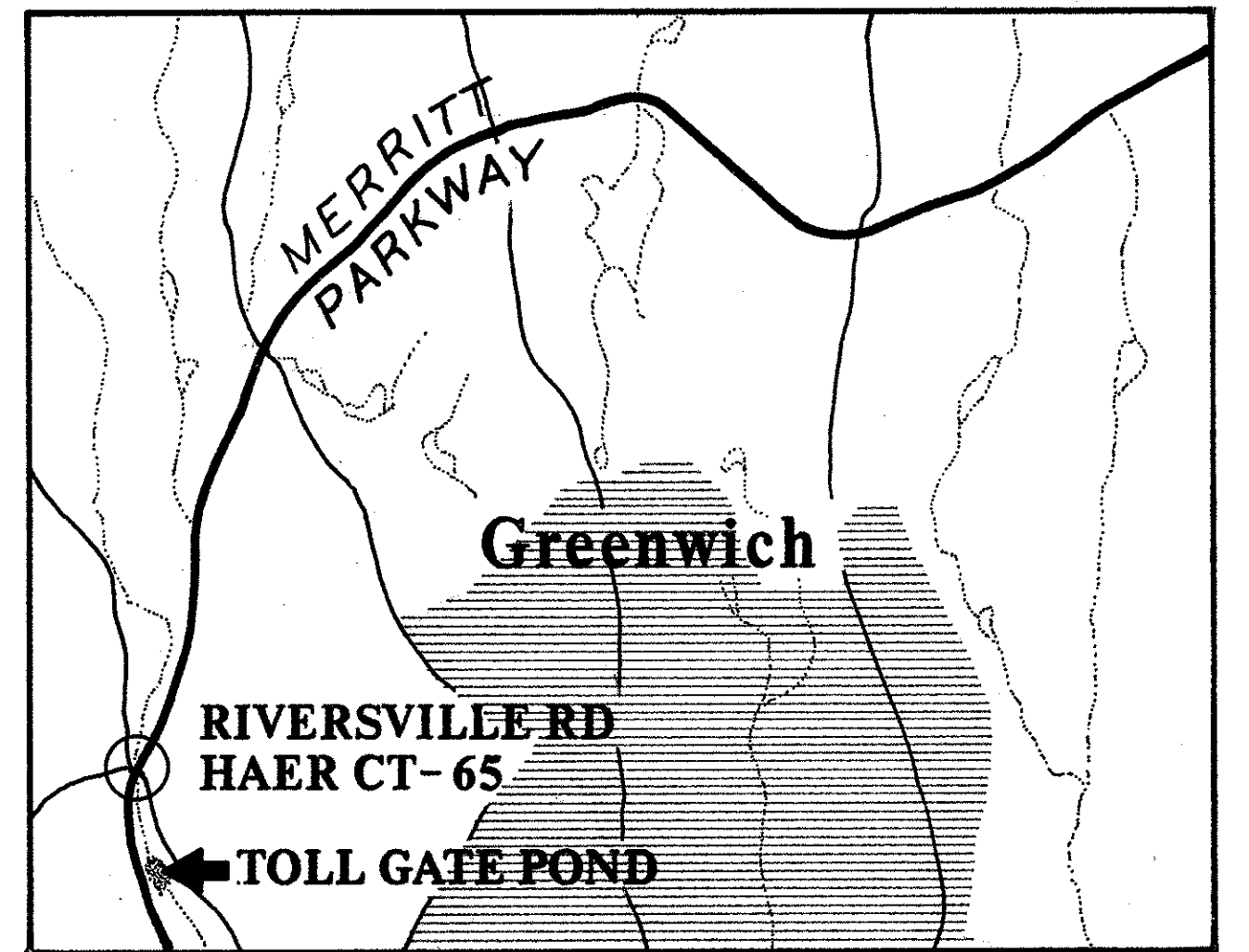
- ☁ 1955+Existing Vegetation Cover
- ☁ New Vegetation Cover 1988
- Open Water



CHANGE IN VEGETATION COVER 1955 & 1988



MERRITT PARKWAY LANDSCAPE TOLL GATE POND GREENWICH, CONNECTICUT



DELINEATED BY: JOANNE MCALLISTER-HEWLINGS, 1992

MERRITT PARKWAY
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

TOLL GATE POND

MERRITT PARKWAY
CONNECTICUT ROUTE 15
FAIRFIELD COUNTY

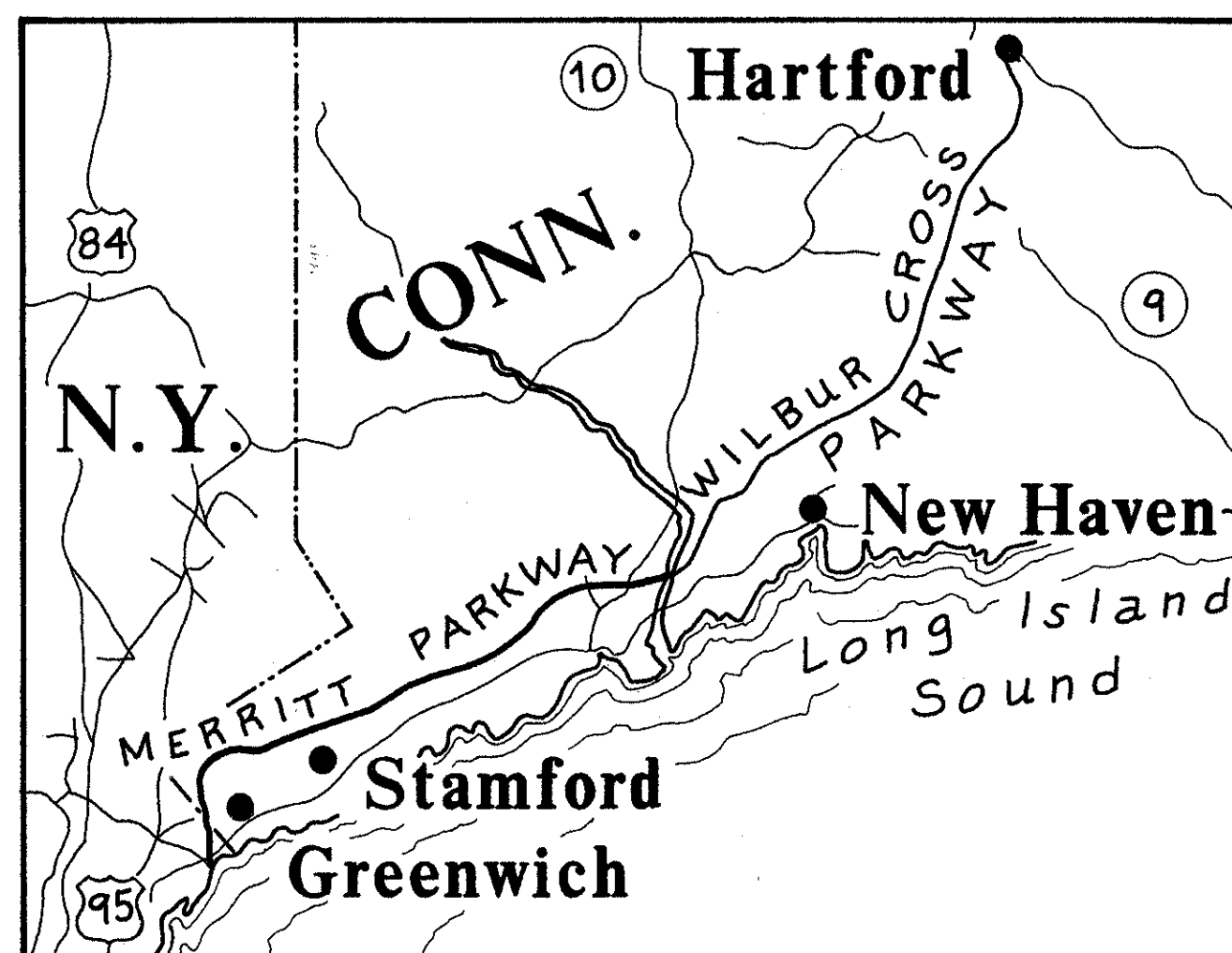
GREENWICH, CONNECTICUT

SHEET
17 OF 21

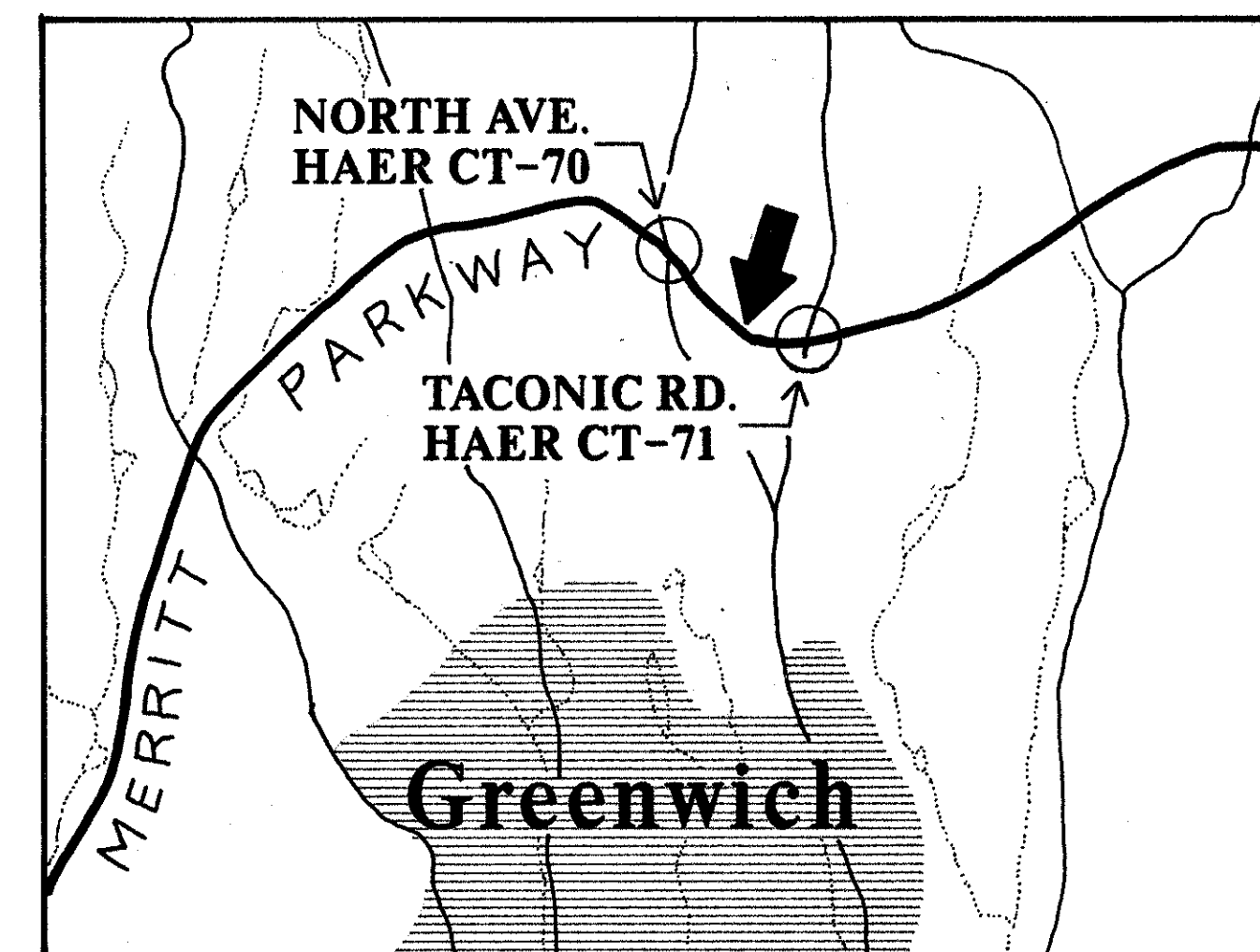
HISTORIC AMERICAN
ENGINEERING RECORD
CT-63

LIBRARY OF CONGRESS
INDEX NUMBER

IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING

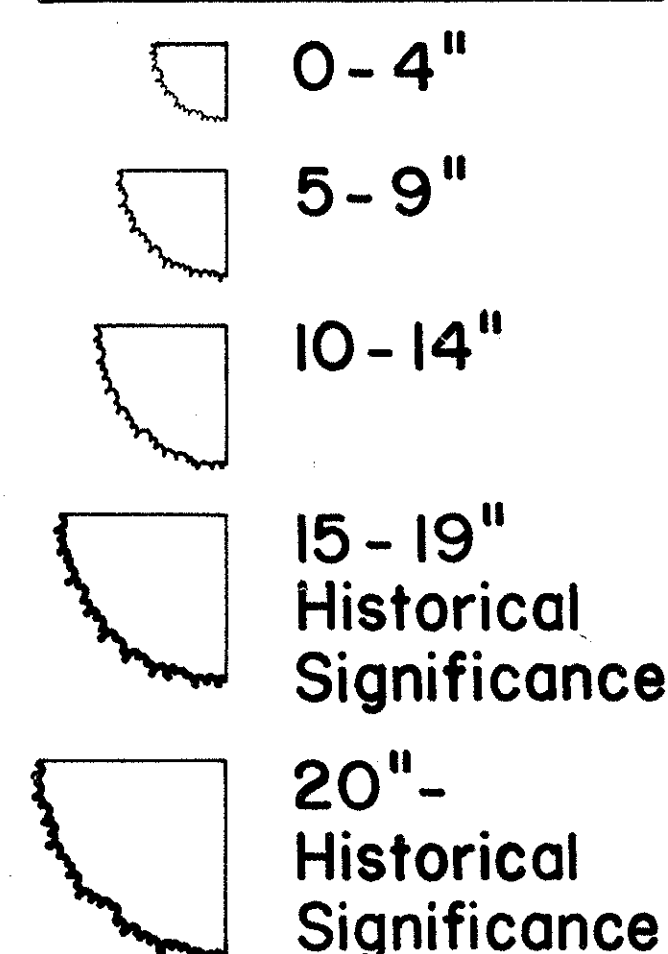


MERRITT PARKWAY LANDSCAPE NORTH STREET - TACONIC ROAD *GREENWICH, Connecticut*



SURVEY OF EXISTING PLANTING - 1992

KEY Tree Diameter



PLANT LIST

Key Botanical Name

Trees

As	Acer saccharum
Fa	Fraxinus americana
Fg	Fagus americana
Jv	Juniperus virginiana
Lt	Liriodendron tulipifera
Ps	Pinus strobus
Qp	Quercus palustris
Gs	Gleditsia
Ua	Ulmus americana
Cg	Carya glabra

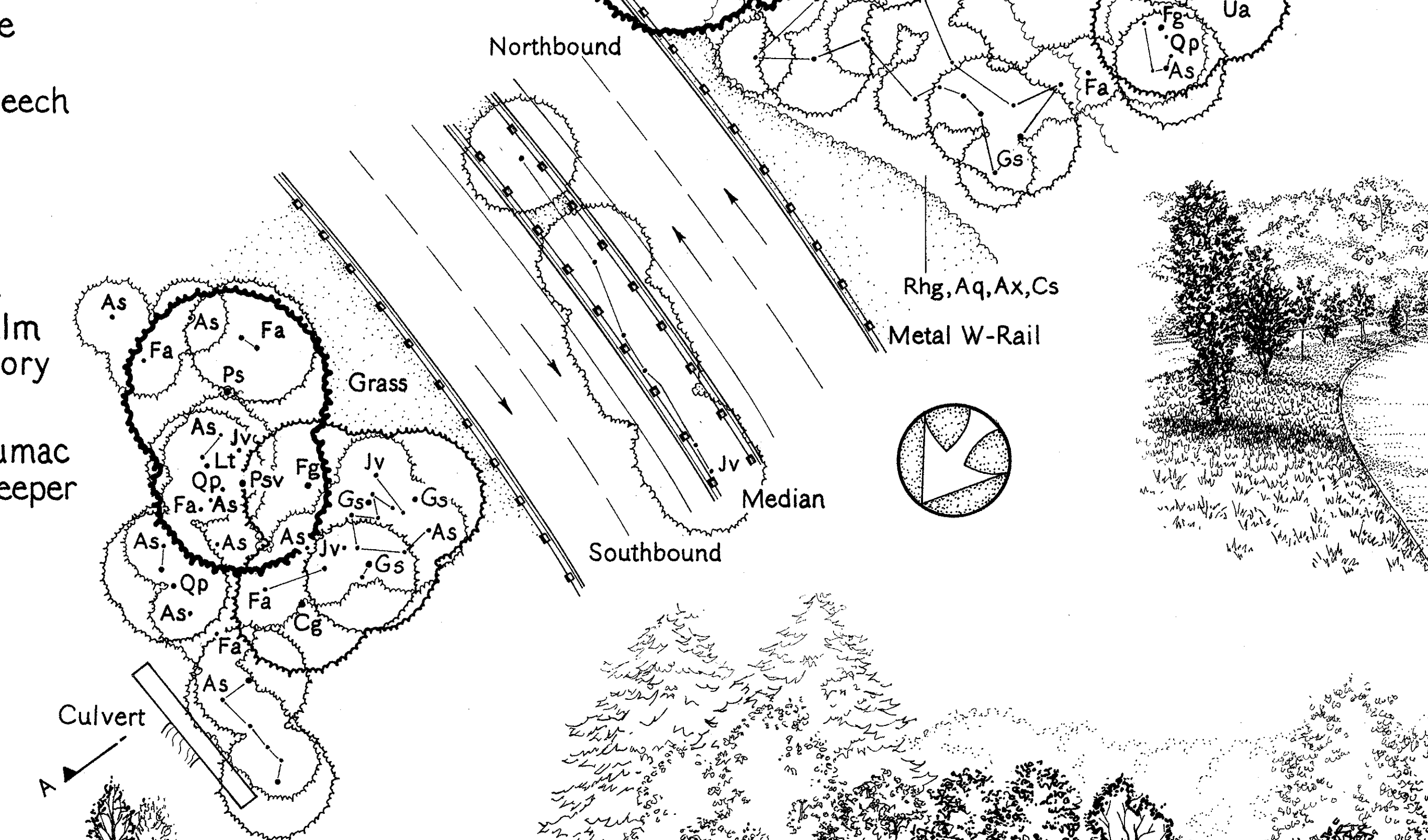
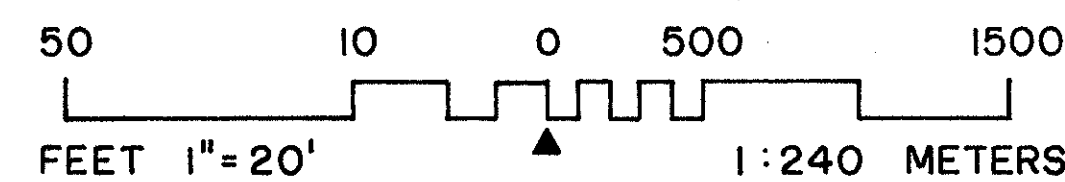
Shrubs and Vines

Rhg	Rhus glabra
Aq	Ampelopsis quinquefolia
Ax	Ampelopsis tricuspidata
Cs	Celastrus scandens

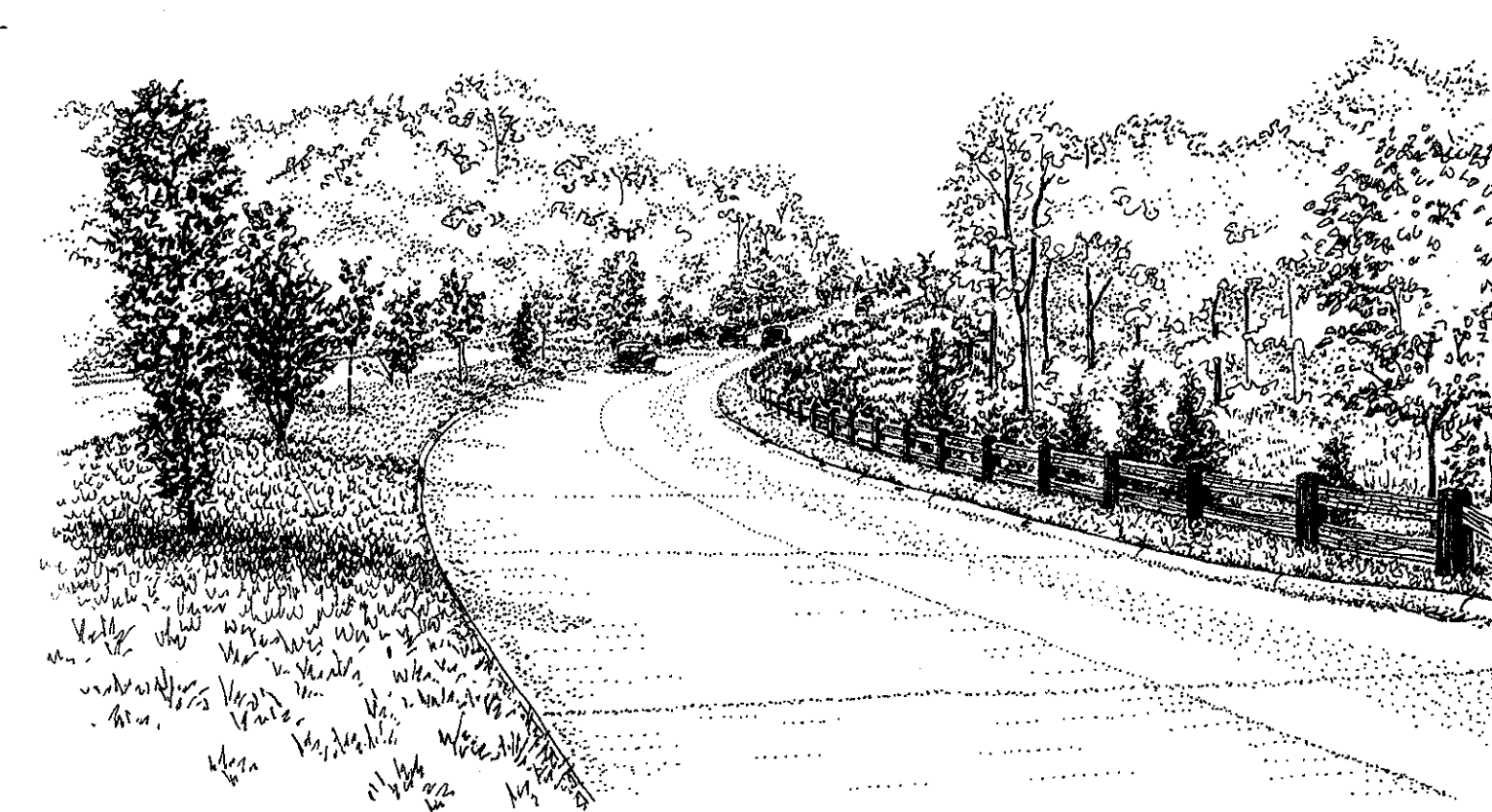
Sugar Maple
White Ash
American Beech
Red Cedar
Tulip Tree
White Pine
Pin Oak
Honey Tree
American Elm
Pignut Hickory

Common Sumac
Virginia Creeper
Boston Ivy
American Bittersweet

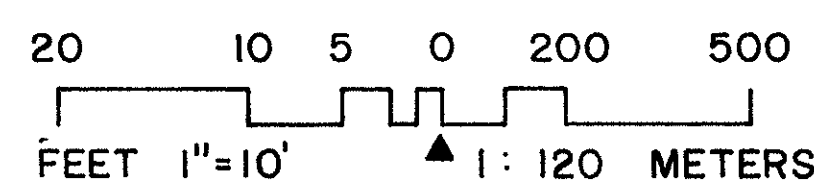
PLAN OF EXISTING PLANTING - 1992



VIEW LOOKING WEST 1938 No Scale

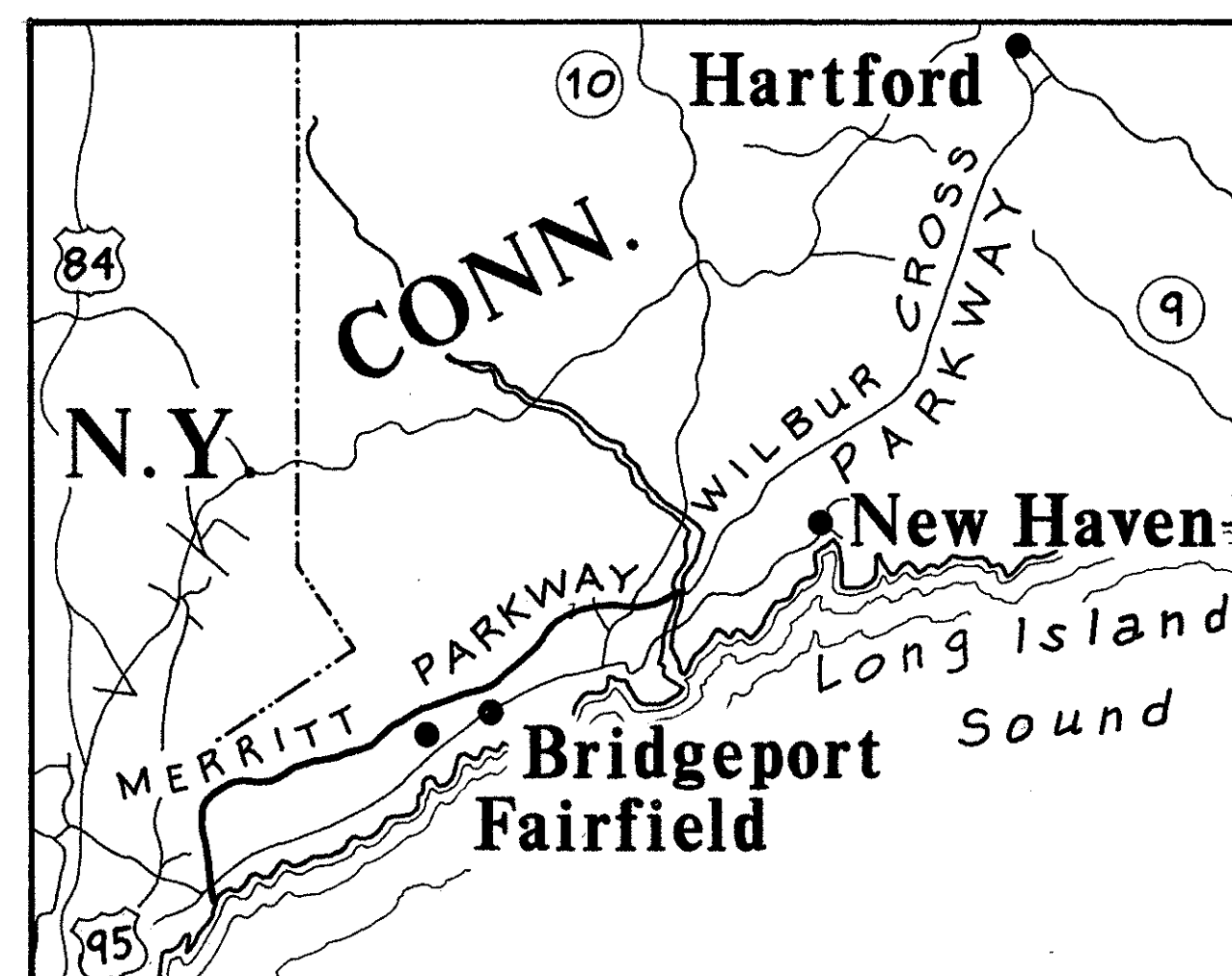


CROSS SECTION LOOKING EAST - 1992

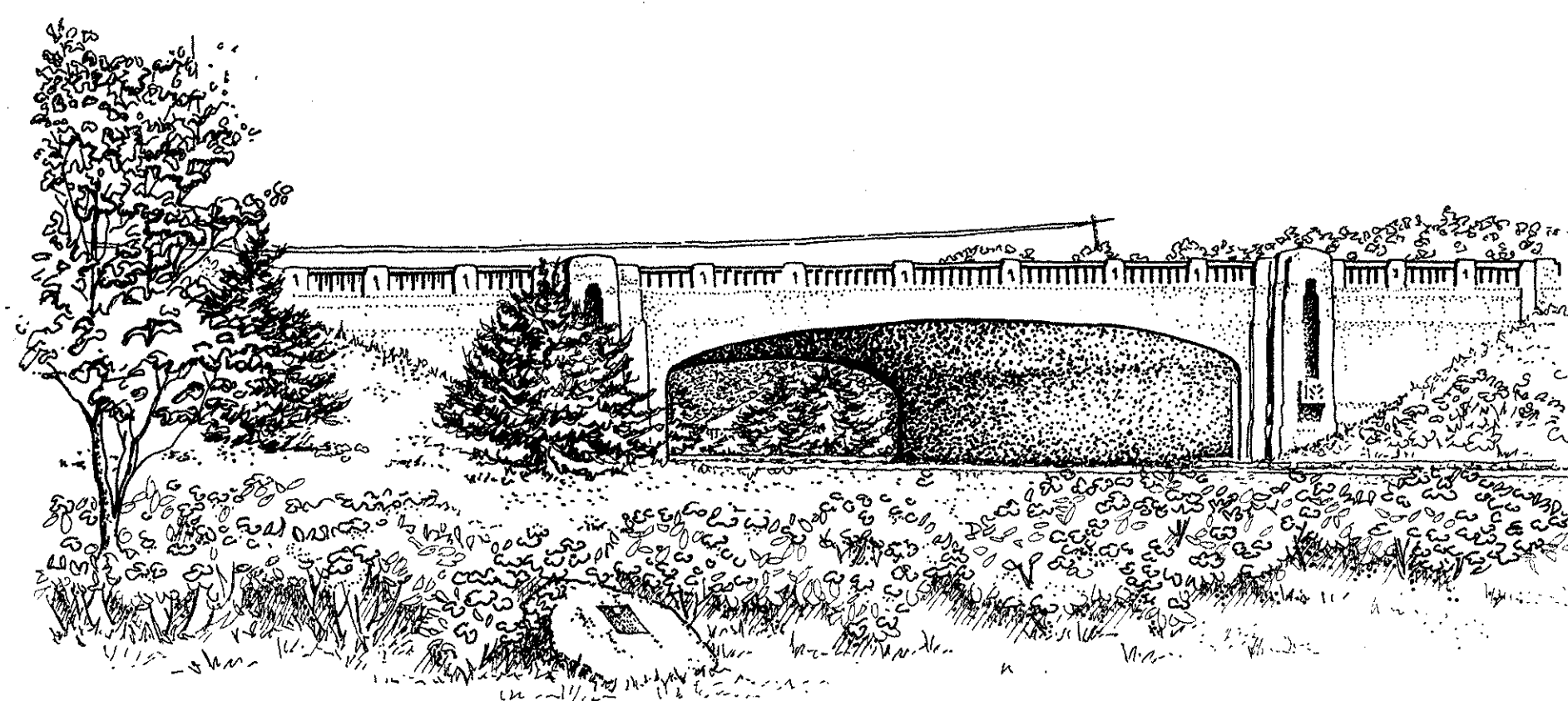
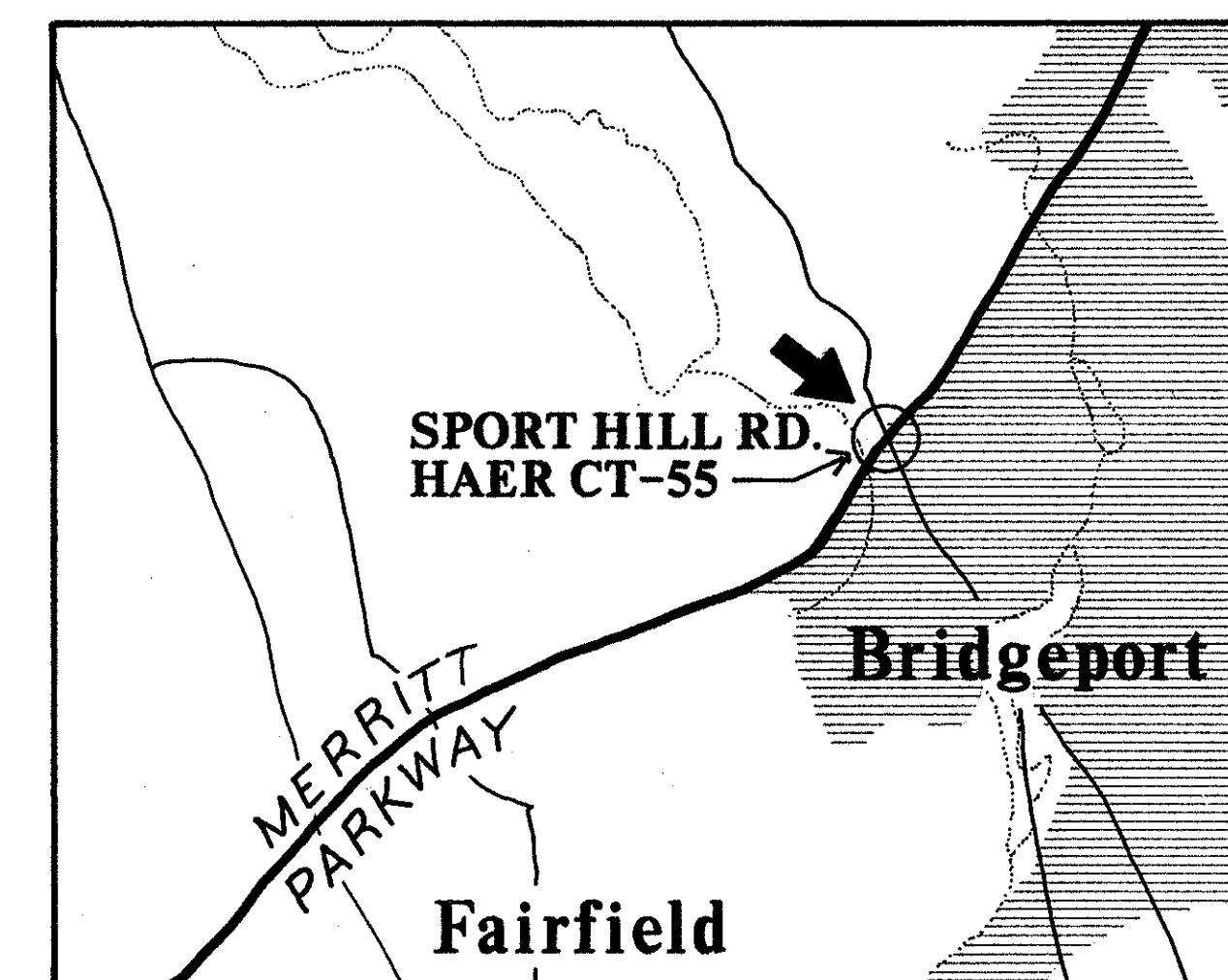


Sources

- State Highway Department Plans for Construction and Grading of the Merritt Parkway, 1935
- HABS/HAER Field Survey, 1992
- Connecticut D.O.T. Photographic Collection



MERRITT PARKWAY LANDSCAPE SPORT HILL ROAD INTERCHANGE *FAIRFIELD, Connecticut*



VIEW LOOKING EAST — 1940 No Scale

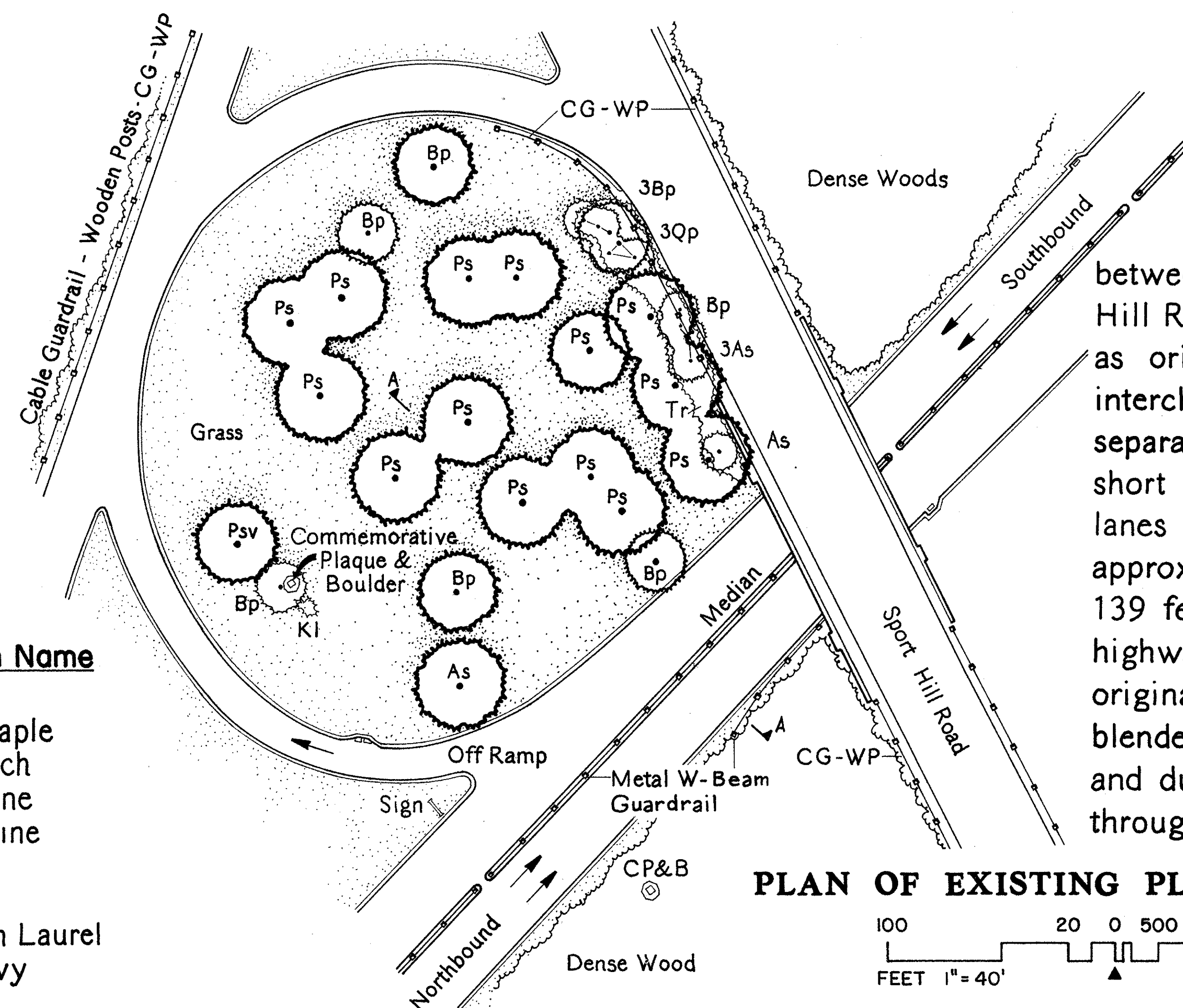
SURVEY OF EXISTING PLANTING — 1992

KEY Tree Diameter

- 0-4"
- 5-9"
- 10-14"
- 15-19" Historical Significance
- 20"- Historical Significance

PLANT LIST

Key	Botanical Name	Common Name
Trees		
As	Acer saccharum	Sugar Maple
Bp	Betula populifolia	Gray Birch
Ps	Pinus strobus	White Pine
Psv	Pinus sylvestris	Scotch Pine
Qp	Quercus palustris	Pin Oak
Shrubs and Vines		
Kl	Kalmia latifolia	Mountain Laurel
Tr	Toxicodendron radican	Poison Ivy



PLAN OF EXISTING PLANTING — 1992

100 20 0 500 2500
FEET 1" = 40' 1:480 METERS

This interchange allows the smooth flow of traffic between the Merritt Parkway and Sport Hill Road. While not a full cloverleaf, as originally designed in 1937, the interchange consisted of one grade separation and three traffic loops, with short acceleration and deceleration lanes for entrance and egress. The approximate radius of the traffic loop is 139 feet, the length recommended by highway engineers in the 1930s. The original landscaping of the interchange blended the bridge into the countryside and duplicated pre-existing conditions through open planting.

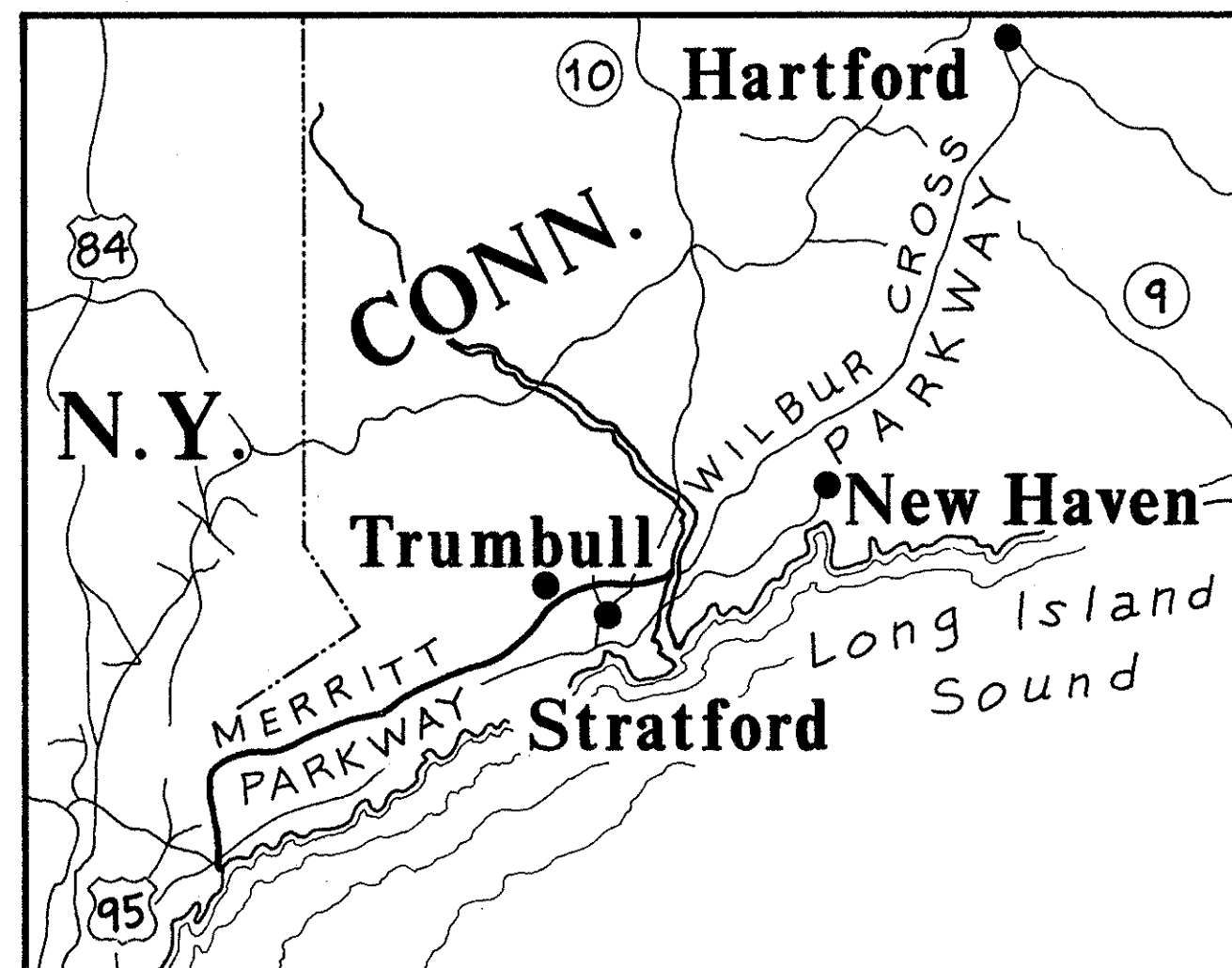


CROSS SECTION LOOKING EAST — 1992

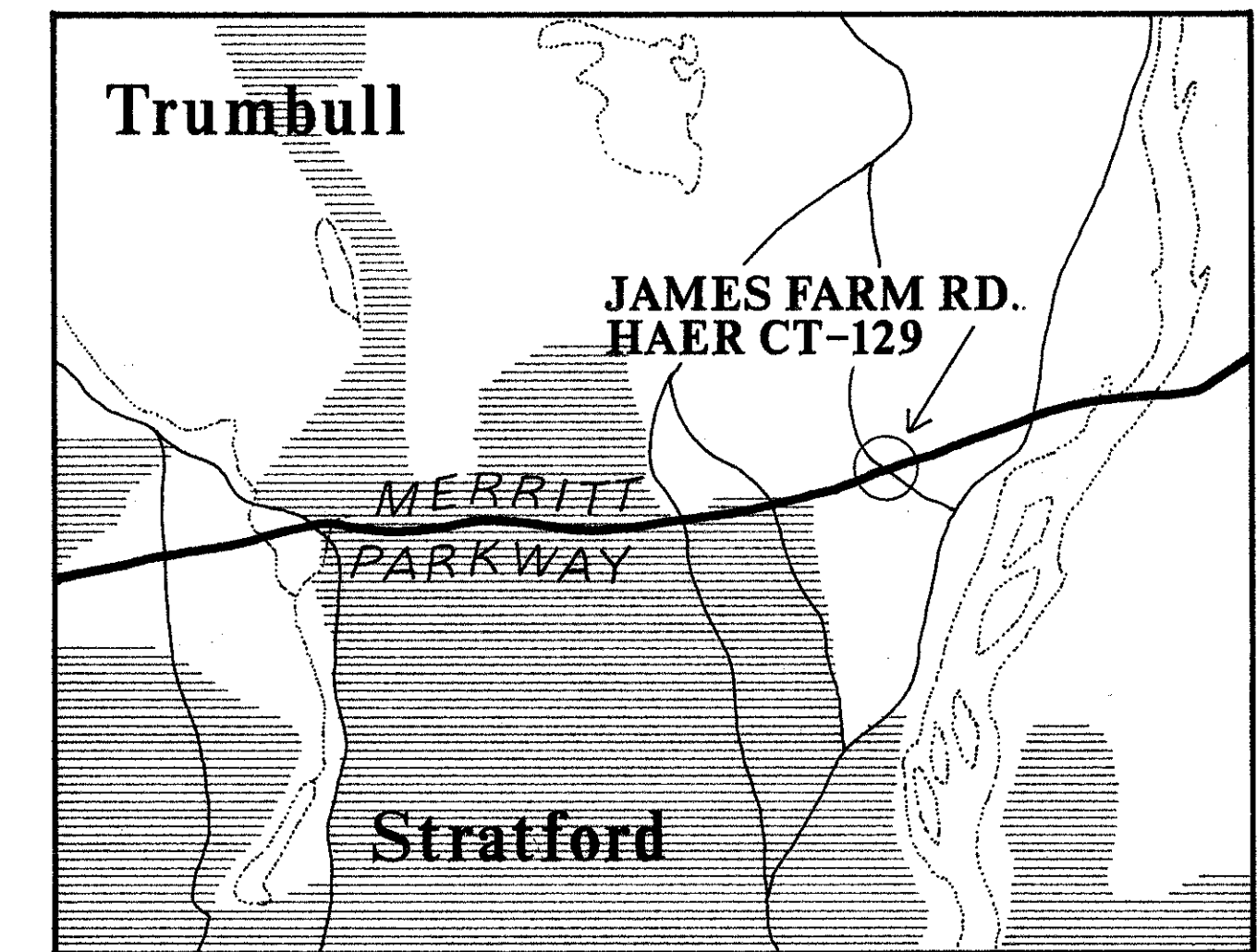
20 10 5 0 200 500
FEET 1" = 10' 1:120 METERS

Sources

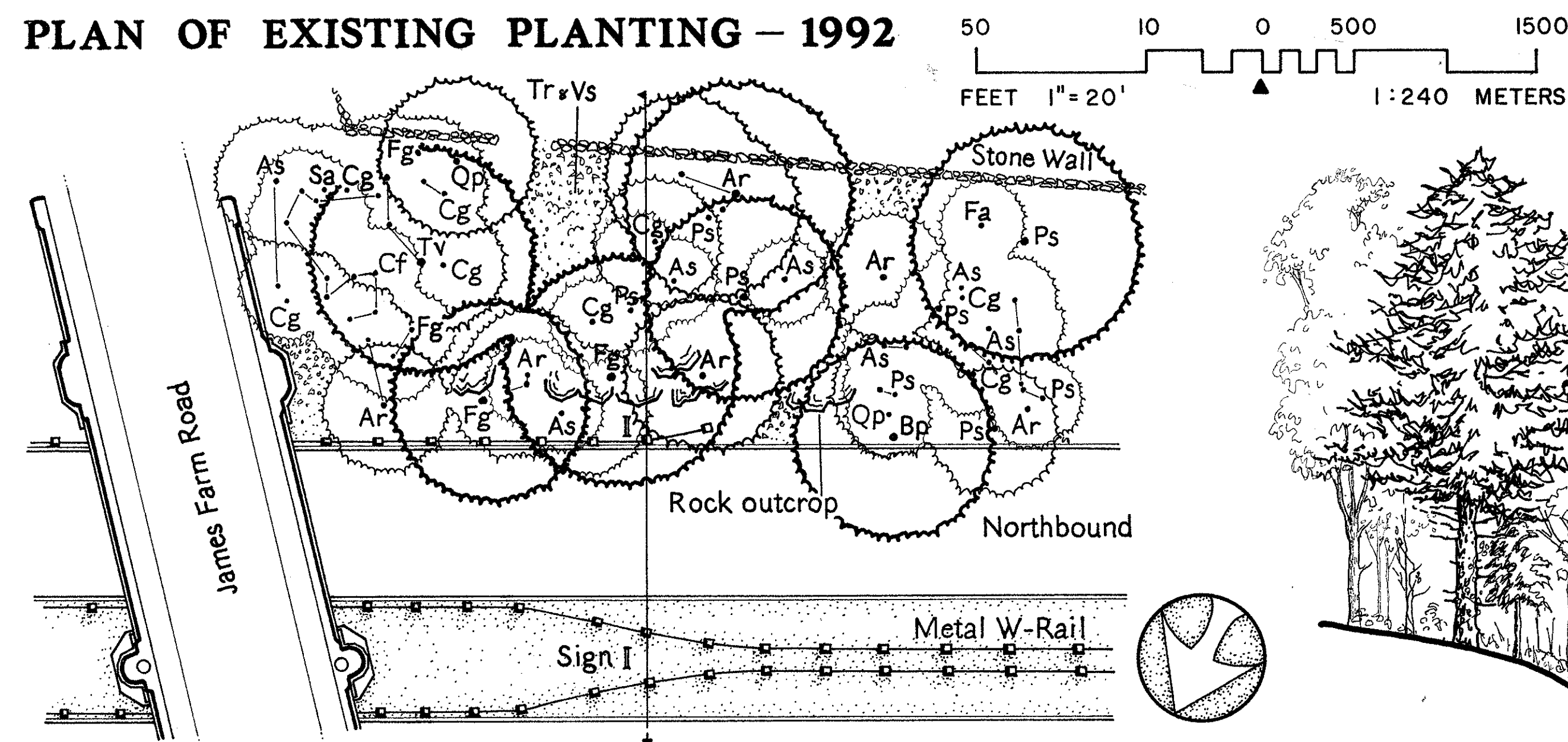
- State Highway Department Plans for Construction and Grading of the Merritt Parkway 1935
- HABS/HAER Field Survey, 1992
- Connecticut D.O.T. Photographic Collection



MERRITT PARKWAY LANDSCAPE JAMES FARM ROAD *STRATFORD, Connecticut*



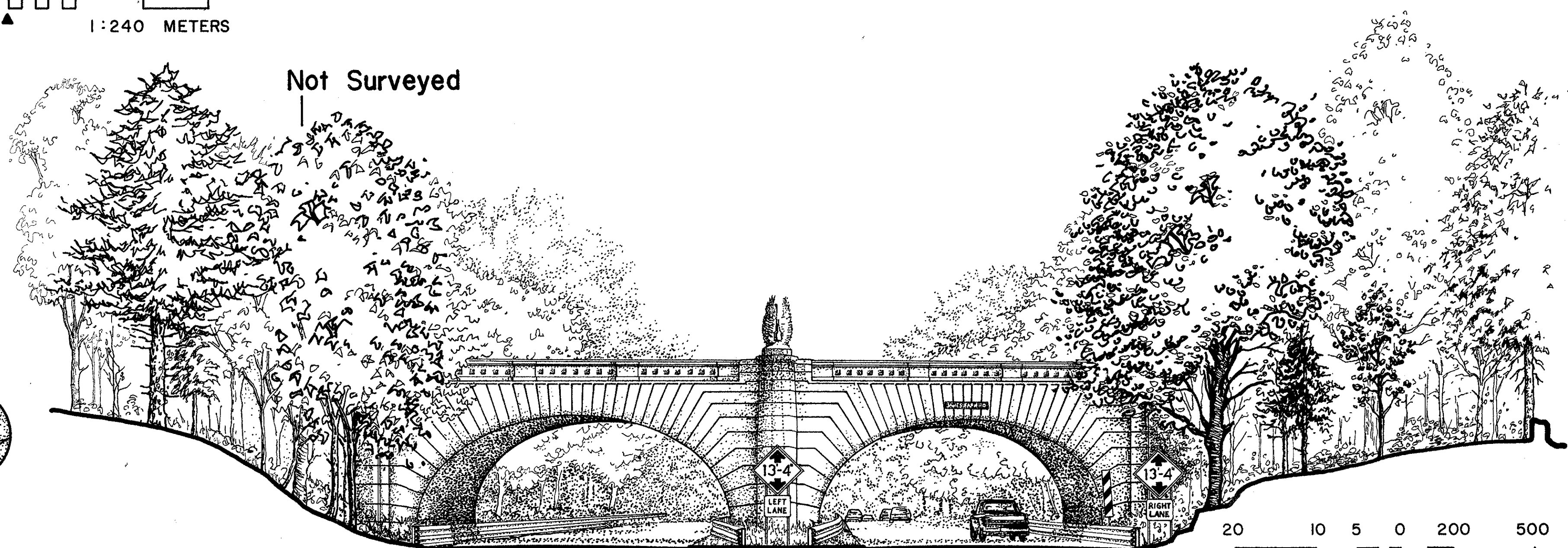
PLAN OF EXISTING PLANTING - 1992



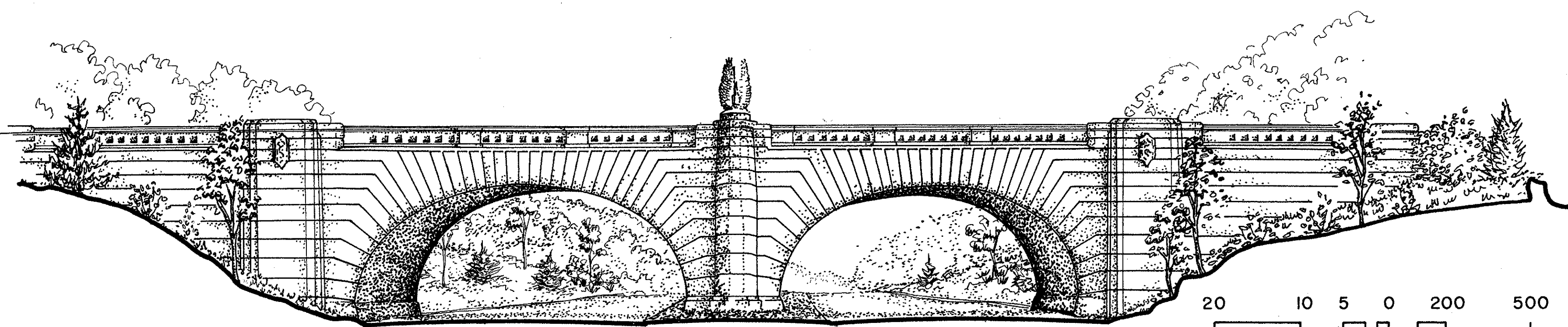
SURVEY OF EXISTING PLANTING - 1992

KEY	Tree Diameter	PLANT LIST	
	0 - 4"	Key	Botanical Name
	5 - 9"	Trees	Common Name
	10 - 14"	Ar	Acer rubrum
	15 - 19"	As	Acer saccharum
Historical		Bp	Betula populifolia
Significance		Cf	Cornus florida
		Cg	Carya glabra
		Fa	Fraxinus americana
		Fg	Fagus americana
		Ps	Pinus strobus
20"-		Qp	Quercus palustris
Historical		Sa	Sassafras albidum
Significance		Tv	Tilia vulgaris
		Vines	
		Tr	Toxicodendron radican
		Vs	Vitis species

CROSS SECTION LOOKING EAST - 1992



CROSS SECTION LOOKING EAST - 1938
HYPOTHETICAL



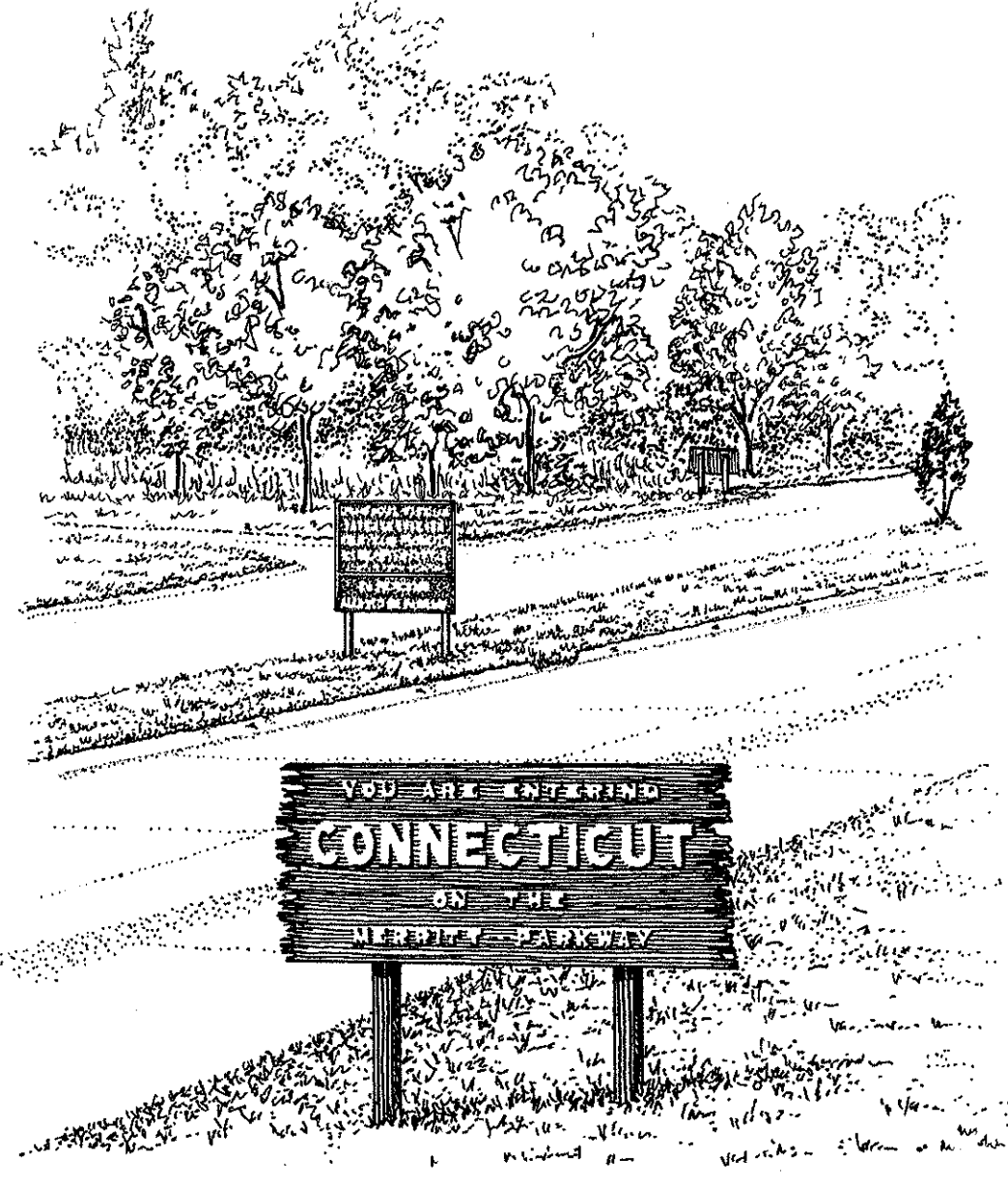
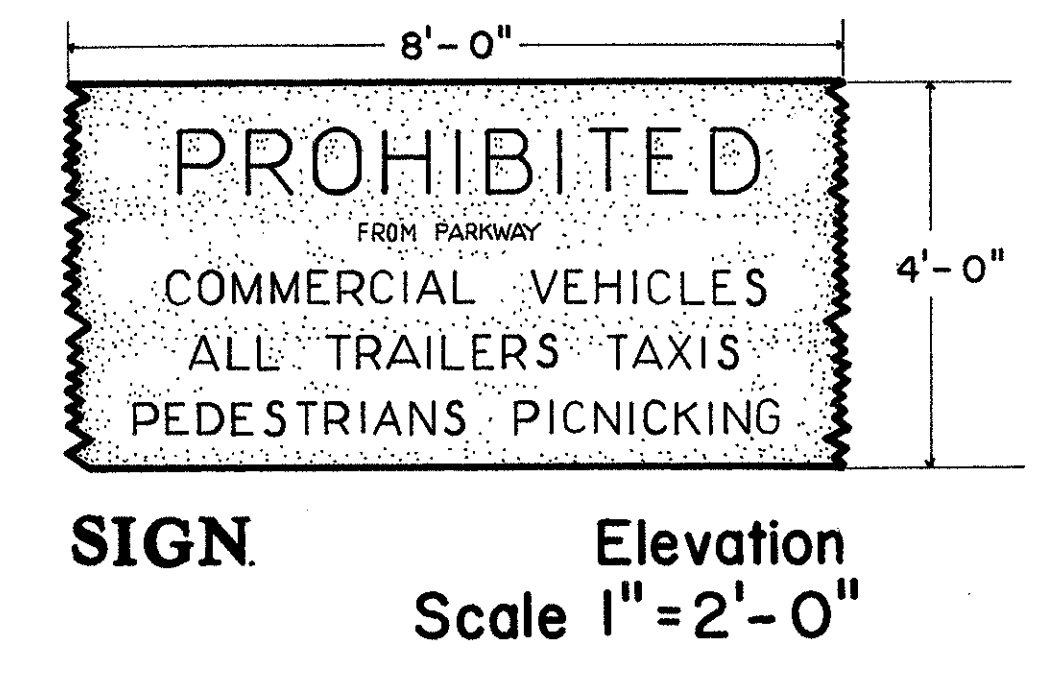
Sources

- State Highway Department Plans for Construction and Grading of the Merritt Parkway, 1935
- HABS/HAER Field Survey, 1992

DETAILS in the LANDSCAPE

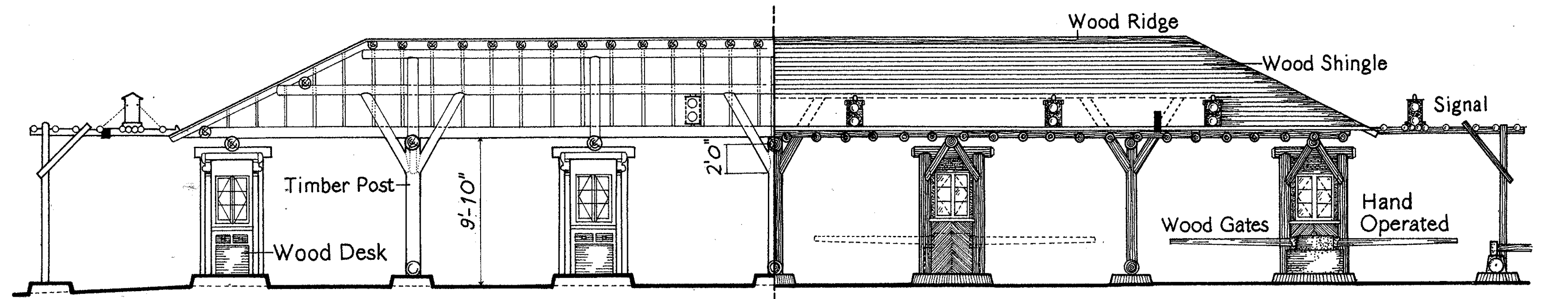
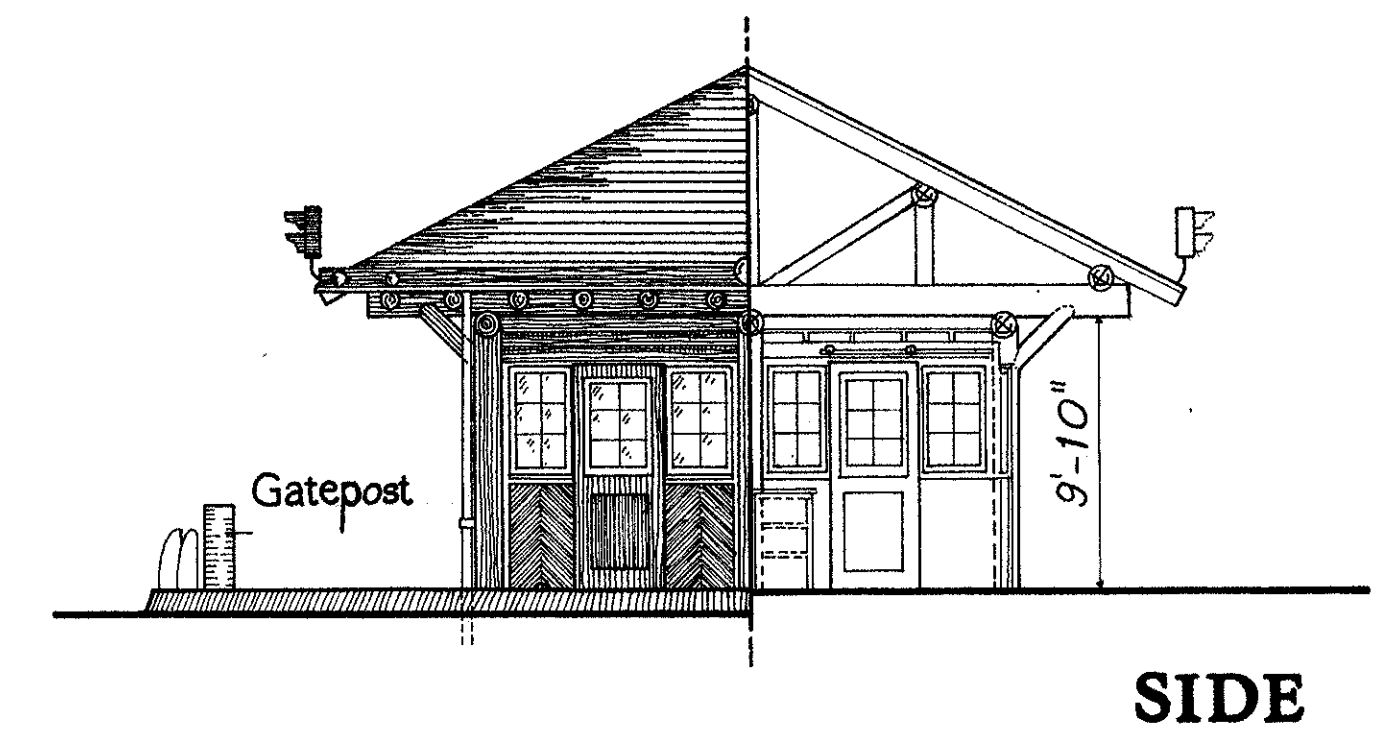
MERRITT PARKWAY

FAIRFIELD COUNTY, CT

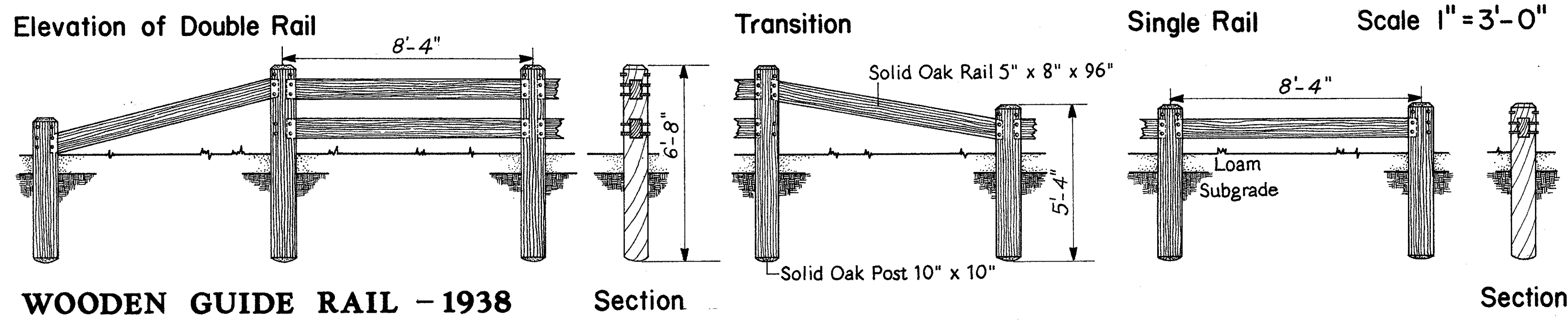


ORIGINAL TIMBER SIGNING AT THE STATE LINE - 1940

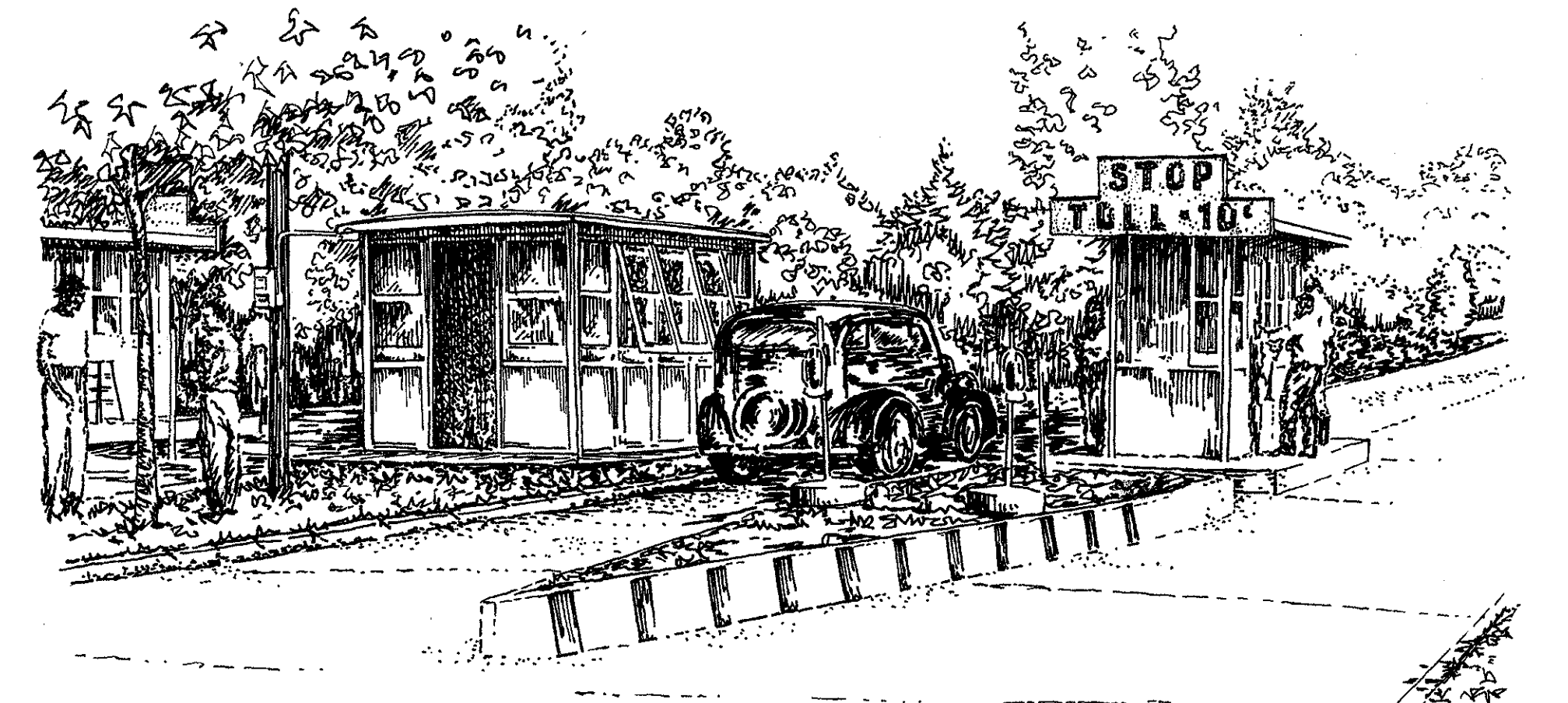
- Sources**
- State Highway Department Plans for Construction and Grading of the Merritt Parkway, 1935
 - HABS/HAER Field Survey, 1992
 - Private Merritt Parkway Collection



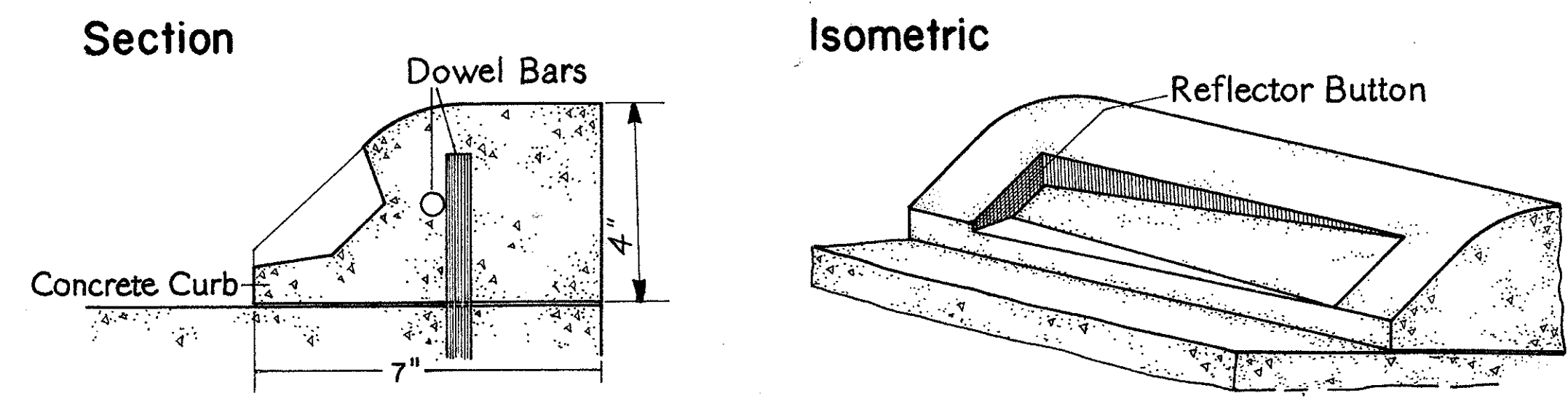
SECTION/ELEVATION OF PERMANENT TOLL PLAZA - 1940
No Scale



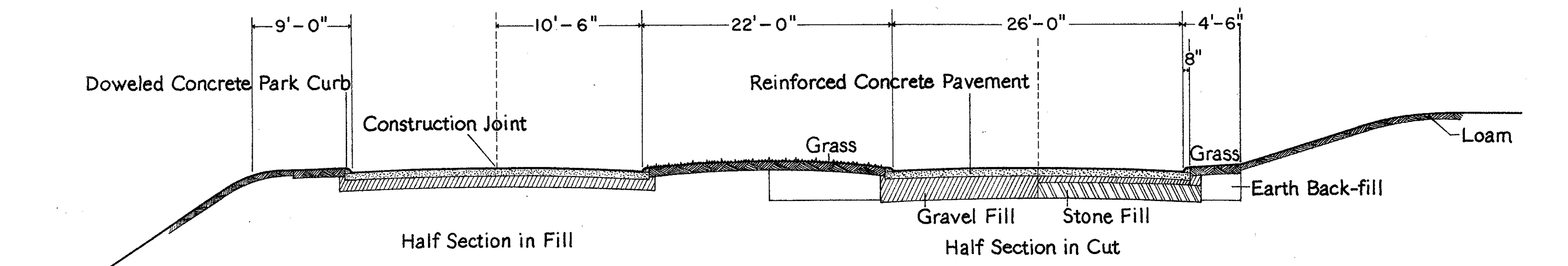
WOODEN GUIDE RAIL - 1938



TEMPORARY TOLL PLAZA - 1939 GREENWICH
No Scale



CURB EYE REFLECTOR - 1937



CROSS SECTION SHOWING PAVING CONSTRUCTION - 1938 to 1940

Scale 1" = 8'-0"