



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

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Transmittal:

From: Mark McMillan
Date: February 20, 2015
Through: Mark W. Alexander
To: Daniel Forrest, Connecticut State Historic Preservation Officer

Project: State No.: 142-149
F.A.P. No.: H162(001) P.E.
Project Title: Intersection Improvements on Route 74 / Route 195
near Tolland Green
Town: Tolland

Subject: SHPO Consultation Documentation

Description of Activity

Using a combination of federal and state funds, the undertaking proposes to install vehicular capacity and pedestrian safety improvements on Route 74 and Route 195 in Tolland. The work is centered around the Tolland Green, and almost completely within the boundaries of the Tolland Green Historic District.¹

The project is currently at less than 30% preliminary design, with final design anticipated in early 2016. At present, the proposed improvements include a general widening of Route 195, partial and full-depth replacement of the existing pavement and the following alterations/improvements:

- Installing a splitter islands and at grade pavement treatments as traffic calming measures on Route 195 and Route 74.
- Minor reconfiguration of the intersection of Route 195 and Old Post Road to accommodate a northbound exclusive left-turn lane at Old Post Road.
- Reconfiguring the intersection of Route 195 and Route 74 to normalize the intersection and install a traffic signal. This work will require significant changes to portions of the town green.
- Converting a Y-intersection at Route 74 and Old Stafford Road to a stop controlled T-intersection.

¹ National Park Service, *Tolland Green Historic District*, NPS #970008632, listed August 1, 1997.

The undertaking anticipates rights of way acquisitions from two private properties to accommodate the installation / relocation of a sidewalk. Utility poles will need to be relocated to accommodate the current scope of work.

Background of Undertaking

The past and anticipated growth of the town has created a need for improvements to the roadways and pedestrian safety. The Town of Tolland has a history of stewardship of its historic resources as well as recognizing the needs of the growing community. This has resulted in two major actions by the town over three decades. The first was the appointment of the Tolland Historic District Committee by the Tolland Board of Selectmen in 1979. This entity produced a report that inventoried the properties surrounding the Tolland Green and documented the history of the town.

The second action was the formation of the Tolland Steering Committee in 2003. This committee was formed to address the preservation of the historic character of the town while accommodating growth and anticipated expansion of the town. It published a report that addressed the historic resources of the Tolland Green area and included an assessment of issues such as traffic patterns, public parking, lighting considerations, landscaping and curbing.² The town has enacted several of the guidelines presented in this report, including the reproduction of cast iron lampposts using a surviving original pair of posts as a prototype; a ban on parking on the Green and installation of 'No Parking' signs; and minor landscaping such as shrub removal, pruning and replanting trees lost to Dutch Elm disease.

Technical Review of Project

Tolland Green has been the center of its namesake town since 1722. The commonly-held land was laid out adjacent to the town Meeting House, which was originally located on a small hill near the present day intersection of Old Post Road and Route 195. Other important structures, including the county courthouse, churches, a school, and the county jail were subsequently built around, and occasionally on, the Green. Over its history, the Tolland Town Green has been the site of militia training, county fairs, horse races, stocks and pillory, tennis courts and croquet fields.

The Green is bounded on its east and west sides by Route 195 and Tolland Street, respectively. Both roads follow the oxen paths that became dirt roads that were eventually paved. The layout of the common land (the "Green") extends from Old Post Road to Dunn Hill Road. It is segmented by three major crossroads that form gateways (Image 1). The south gateway is located at the intersection of Old Post Road and Route 195; the mid gateway is at the corner of Routes 195 and 74 and the north gateway is at the intersection of Dunn Hill Road and Old Stafford Road. Between these gateways are two sections of lawn that are roughly rectangular in shape and aligned on a north-south axis.

² *Report of the Tolland Green Steering Committee* (September, 2003)

At 60 feet wide and 800 feet long Green #1 is the larger of the two.³ It is bounded by Route 195 to the west, Tolland Green (road) to the east, the south gateway (Old Post Road) to the south and the mid gateway (Route 74) to the north.

Green #2 is 590 feet long and ranges from 24 to 68 feet wide. Its western boundary bows westward, following the curve of Route 74/Tolland Green Road. The mid gateway and north gateways form its southern and northern borders, and at the east is an unnamed local road that serves the houses that face the green.

Because this undertaking will utilize federal funding, it is under the purview of Section 106 the National Historic Preservation Act of 1966. Under this review, staff from the Office of Environmental Planning (OEP) performed a field assessment of the Green, conducted background research, met with the Tolland Historical Society and interviewed property owners. In addition to the documented historic resources consulted, they noted elements throughout the district that are not included in the National Register Nomination form but that add to the character of the Green. These features include:

- Street lamps placed on the Green and along the street fronts. These are reproductions of the original street lamps that were installed on the Green in the 1920s. Although not as decorative as the originals, the reproduction fixtures used two extant original lamp posts as a prototype. The originals have been installed in front of the Town Library at 21 Tolland Green.
- Trees on the Green – most significantly the Charter Oak descendent tree, which was planted in 1965 on the Green in front of 64 Tolland Green
- Masonry pavers used for sidewalks and approaches to the town's buildings throughout the district
- Masonry hitching posts and mounting steps

These elements, as well as some areas that may contain intact archaeological resources are potentially eligible for the National Register of Historic Places as part of the listed historic district. This review will document the location of each of these elements, assess their historic significance and evaluate the foreseeable impacts to these resources that the undertaking poses.

The overall project entails minor widening of the roadways and installing traffic calming measures. Within the 4,000-foot long project area, there are five distinct locations where more involved work is proposed. For clarity, the undertaking scope will be examined proceeding northward along Route 195, and will reference Green #1 and #2 as described in the preceding paragraphs. Also refer to the map (*Image #1*) on the following page for an overview of the project area.

³ The designations "Green #1" and "Green #2" appear in this review to help distinguish the segments and describe the proposed impacts. It is not official nomenclature of the town land.

Area #1 - Southern Approach to Green #1

The following alterations are proposed for the segment of Route 195 between the southern terminus of the project and the south gateway at Old Post Road:

- Relocate existing Historic Green signage
- Widen Route 195
- Install traffic calming measures that include a splitter islands between the lanes.

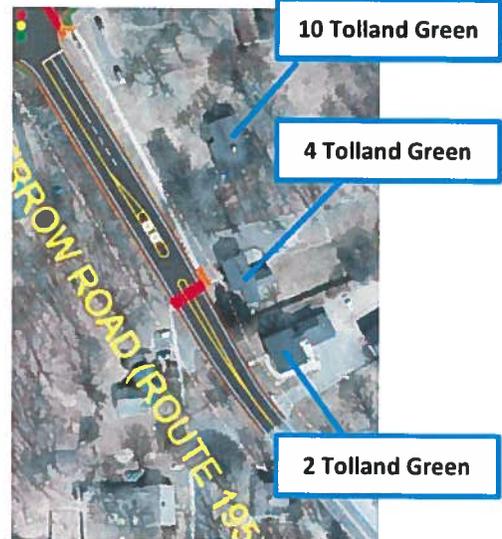
The existing gateway signage will be moved closer to the South Gateway. The signage, which welcomes visitors to the Historic Tolland Green and urges them to drive slowly, is currently located near the property at 39 Merrow Road.

This is south of Cider Mill Road's intersection with Route 74 and 500 feet south of the historic district boundary. The relocation of this sign is appropriate and will not impact the overall historic integrity of the district.

Splitter lanes will be installed in front of the properties located at #2, #4, and #10 Tolland Green. The lanes consist of a raised island bordered by granite curbing and an at-grade island created by texturing the pavement. These serve as a visual cue to calm traffic as vehicles enter the Town Green area. The widening of the road to accommodate the splitter lanes has the potential to impact these three properties, all of which are located on the east side of Route 195.

2 Tolland Green Road is a two-story Greek Revival style house was built circa 1830 and is a contributing element to the historic district. The proposed widening will require a sliver acquisition from this property. Included within the acquisition area are three bluestone steps at the base of a walkway composed of paver slabs. These masonry features provide a path from the road to main entrance to the house (Image 2). The widening of the road will cut into the slope and displace the steps. Also on this parcel is a granite hitching post set in the middle of the property's front lawn (Image 3).

The steps, pavers and hitching post are not specifically identified in the National Register Nomination form of the Tolland Green Historic District. It is the professional opinion of OEP staff that these features are both character-defining and contributing features of the house and the district as a whole. As such, the loss of the steps would alter the relationship between this house and the main road and would diminish the overall historic integrity of the district. To avoid this, the pavers and steps should be salvaged prior to the widening and then reinstalled in the new slope in front of the house.



Detail of Area #1 showing the proposed alterations to Route 195.

One or more of the pavers will likely be displaced by the shortening of the pathway. OEP suggests transferring this paver(s) to the property owner. Should the owner not want the masonry, it could be offered to the Town of Tolland or the Tolland Historical Society for use elsewhere within the historic district. The granite hitching post is outside of the area to be acquired. It should be protected in place during construction to avoid accidental displacement or damage.

4 Tolland Green Road: The 2-1/2 story Colonial style house was built in 1760 and is a contributing element to the historic district (Image 4). The house is set back 30 feet from Route 195 and features a bluestone paver walkway that connects the sidewalk to the centrally placed front door. Beyond its rectangular footprint, the house features a one-story extension on its south side.

The proposed widening will require a sliver acquisition from this property. Like the house at 2 Tolland Green, there is a bluestone paver walk spanning between the modern concrete sidewalk and the home's front door. This walkway is set into the grade and has no steps. However, approximately twenty feet south of the path are two deteriorated sandstone steps that are set into the slope just beyond the curb of the road (Image 5). The steps are isolated without an accompanying walkway or defined pathway into the residence. They align with the center of the house's extension, but there is no indication of a door visible in this portion of the house facade or in the above-grade portion of its masonry foundation. OEP staff spoke with the owner of this home during their field investigation. He verified that there was no remnant of a past entrance in either the basement or the first floor of his home. While the steps may be an extant element of the extension's past use as "the town's post office and later a general store", the house has been altered and no longer supports this connection.⁴

The proposed partial acquisition will cut into the existing slope and displace the steps. Given their deteriorated material condition and the lack of historical context, it is the opinion of the OEP that their removal will not constitute a significant impact to the overall historic character of this property or the district. If it is feasible to remove the steps intact, it is recommended that they be offered to the home owner prior to the road widening.

10 Tolland Green Road: This parcel features a one-story single family home that was constructed in 1950. The house is listed as a non-contributing element of the historic district. On the southwest corner of the parcel is a stone wall that is attributed to "the first settlers" of Tolland.⁵ (Image 6). According to the project drawings, the street right-of-way will come within a few feet of this wall. Construction work in the form of cutting and filling the slope of the verge will occur approximately 20 feet south of the wall. While the proposed work will not foreseeably impact this wall, OEP recommends that protective measures be incorporated into the project plans to ensure the preservation in place of this feature against construction-related damage.

⁴ *Report of Tolland Historic District Study Committee* (August, 1979).

⁵ *Ibid.*

Area #2 – South Gateway

The south gateway is located at the intersection of Route 195 and Old Post Road. As proposed, the undertaking will install the following changes:

- Install a northbound exclusive left turn lane from Route 195 onto Old Post Road
- Reconfigure the intersection of Route 195 and Old Post Road to align the additional turn lane and its receiving lane



Area #2, south gateway at intersection of Old Post Road and Route 195. The existing shape of the Green is highlighted in green.

- Shorten the crosswalk between Green #1 and 21 Tolland Green by narrowing the existing 10-foot wide shoulder to 4 feet
- Install a new traffic signal at this intersection

The realignment will include widening the road shoulder in front **21 Tolland Green**. Originally the Ratcliffe Hicks School, this is a 2-1/2 story brick Romanesque Revival style building now serves as the town library (Image 7). It was constructed in 1908 and is a contributing element to the historic district. The extension of the verge between 21 Tolland Green and the road will not reconfigure the existing sidewalk or impact features such as the flagpole or original lamp posts in front of the building.

The area of the proposed expansion is within the existing road right of way and has been subject to paving, widening and reconfiguring over time, as evidenced by archival and aerial photographs (Image 8). As such, there is little potential to impact undisturbed, intact archaeological resources. The expansion of the shoulder will not foreseeably impact the historic character of this property or the district as a whole.

A portion of the southwest corner of **Green #1** will be removed to accommodate the road widening (Image 9). On the southernmost portion of the green features concrete sidewalks, a flagpole and a granite war monument. The flagpole and monument were installed in 1968 and are not considered to be contributing elements of the historic district (Image 10). This portion of the Green shows evidence of past ground disturbance. In addition to the sidewalks, there is a crossing signal with subterranean wiring. Archival photographs document that the fire hydrants were in place along the west side of the Green until 1990, when they were removed and relocated off the Green. Given the history of soil disturbance, there is little potential of impacting intact archaeological properties at this location.

Cutting into the existing footprint of Green #1 will both change its basic geometry and reduce its overall size. This is one of three areas that will be taken from Green #1. Given the known reconfiguration of this intersection over the past century, this in itself does not appear to pose a significant impact to the Green. However, the cumulative reduction of Green #1, as discussed later in this review, does present a physical diminishment of the Green resource. As such, it constitutes an Adverse Effect to historic properties.

Area #3 –Mid Gateway

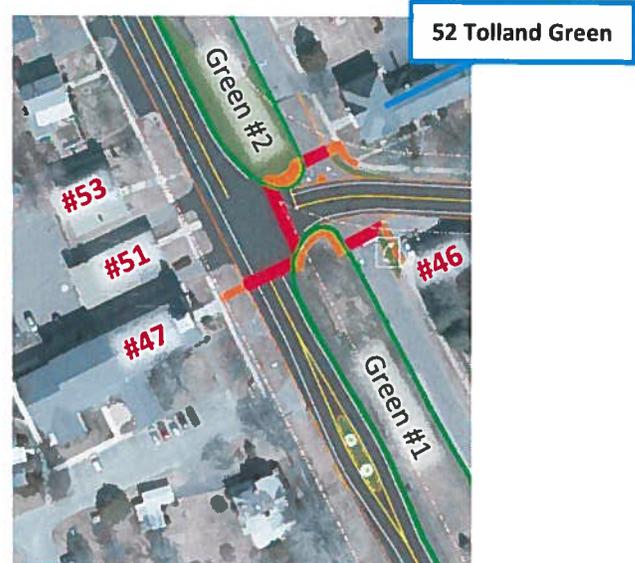
The intersection of Route 74 and Route 195 will be reconfigured to accommodate heavier traffic patterns. Currently, these roads converge in an inverted Y-intersection in front of the Old County Jail (Image 11).

Under the proposed scope of work, the following changes will be made to the roads and segments of the Green:

- Route 74 will be moved southward of its current location to form a stop-sign controlled T-intersection with Route 195.
- The southern portion of Green #2 will be extended approximately 100 feet south of its current border.
- The northern portion of Green #1 will be cut back approximately 80 feet from its current position.
- Utility poles impacted by the reconfiguring of the greens will be relocated.

The most significant direct impact will be the reconfiguration of Green #1 and Green #2. With the realignment of Route 74, a 3500 square foot portion of the northern end of Green #1 will be removed (Image 12). In addition, the western border of Green #1 will be moved slightly eastward to accommodate road widening and the installation of a traffic island.

As a counterpart to the realignment, Green #2 will be extended southward, adding 6500 square feet of greenspace. Aside from the relocation of a utility pole on Green #1, no major features of either green will be impacted by this change. However, it is a major alteration of the shape and size of the Greens and will have indirect impacts on traffic patterns, access to the adjacent buildings and the experience of how a driver enters the Green and views its buildings (Image 13).



Detail of Area #3. The Greens are outlined to highlight their proposed new shape and size. The dark green shading in Green #2 indicates the proposed extensions / new greenspace.

This intersection is located in the center of the historic district and is surrounded by several important buildings. At the northeast corner of the intersection is **52 Tolland Green Road**. This is the Old Jail Museum and features three buildings. The main structure is former Tolland County House and Jail (Image 14). It is a 2-1/2 story that was designed by James Clough and constructed in 1893. It is attached to the front of the two-story masonry jailhouse that was constructed in 1856. The current structure is the fourth iteration of jails built on this location since 1785. These buildings play an important role in Tolland's history as the county seat, and their placement on the Green reflects this. Route 74 curves northward around this parcel, highlighting the visibility of this structure to pedestrians and motorists alike.

The Old Jail is sited directly opposite the County Courthouse at **53 Tolland Green Road**. One of the most prominent buildings in the district, this 2-1/2 story Federal-style civic building was designed by Abner Davidson and Harry Cogswell. It was constructed in 1822 and is an anchor building to the historic district. The building served as the Superior Court of Tolland County until 1892. It is now owned by the Tolland Historical Society, and occupied by the Society and the French-Canadian Genealogical Society.

The two buildings are prominently sited opposite each other at the crossroads in the center of the Green. Their physical position and spatial relationship form an administrative core that reflects Tolland's position of importance as the county seat. Shifting the road away from being centered on the courthouse detracts from their prominence. Similarly, the introduction of Green #2 between the courthouse and jail buildings alters their relationship to each other and constitutes an overall diminishment of the integrity of Setting (Image 15).

The new T-intersection is centered not on the County Courthouse but in front of a one-story brick building at **51 Tolland Green Road**. This is the former Tolland County Bank, whose design is attributed to architect Ithiel Town. It is one of the more modest structures of the district. At **47 Tolland Green** is the United Congregational Church. The overall massing, white color and prominence of this two-story Federal-style building form a counterpart to the County Courthouse. The proposed changes in Area #3 will have a lesser effect on these buildings, but will shift the focus of the road terminus and traffic patterns.

Area #4 – North Gateway

Currently, this Y-profile intersection features a triangular island bordered by Route 74, Old Stafford Road and a two lane turning connector between the two aforementioned roads (Image 16). Under the proposed scope, the island will be eliminated. The two roads – Old Stafford Road and the unnamed connector – will be consolidated and run through the middle of the island’s footprint. The land on either side of the new road alignment will be incorporated into the adjacent parcels, thereby reinforcing the new intersection.



Detail of Area #4 - North Gateway. Green #2 is outlined in green while the dark green shading shows areas where the shoulder or greenspace will be expanded.

The north portion of the island will be merged with the parcel at **79 Tolland Green**. This parcel contains a two story Federal-style single family residence that was constructed c.1826. It is a contributing element to the historic district. On the same parcel to the south of the existing house is the site of the Baptist Church. The building stood on the site until 1908 when it was taken down and converted into a home on Torry Road.⁶ Archival maps show the location of the church as aligned between 704 Tolland Stage Road and 80 Tolland Green and north of the extant houses at 76 Tolland Green and 714 Tolland Stage Road (Image 17). Though not definitive, this would place the church in the vicinity of the lawn of 79 Tolland Green, within the fenced-in area of this property.

Because the proposed changes will extend the parcel away from this location, there is minimal potential to disturb archaeological resources associated with the church, should they exist. The southern portion of the island, which is estimated to be 2,500 square feet, will be incorporated into Green #2. This will change the overall geometry of Green #2 and increase its footprint from its current 26,500 to 35,590 square feet.⁷

In addition to this work, there will be a minor widening of Route 74 and a realignment of the horizontal curve of the road as it proceeds northward from its intersection with Old Stafford Road. The realignment will move the road eastward away from the front of the houses at **59 Tolland Road, 63 Tolland Road, 704 Tolland Stage Road and 714 Tolland Stage Road**. Unlike the majority of buildings and homes on the west side of the Green, these buildings are built close (within 12 feet) to the road.

⁶ Tolland Historical Society, *Around and About the Tolland Green*, (September 2002).

⁷ Square footage is estimated by OEP and reflects the total change in the size of Green #2, including the additional square footage at the southern portion of this green.

With the proposed realignment, the verge between these parcels and the road will be extended eastward away from the properties. While this will change the context of the parcels slightly, it will not foreseeably impact their historic nature. However, the existing narrow verge contains granite hitching posts and bluestone paver sidewalks (Image 18). These features contribute to the overall historic character of the district and should be protected in place.

At the north end of Area #4 is **704 Tolland Stage Road**. This two-story Swiss Chalet-styled residence is one of the more distinctive contributing elements to the district. The property marks the northwestern most parcel of the historic district, and it extends 300 feet beyond the house. North of the house is a sunken lawn that framed by masonry walls on its east and north sides (Image 19). These walls appear to be extant elements of a building foundation, but no record of this structure's history has been uncovered.

On the verge between the house and Route 74 are three granite hitching posts. Two of these align with the corners of the garden wall and the third is in front of the house and features a granite mounting step (Image 20). The sidewalk in front of the house is comprised of large pavers that extend both up the walk to the front door and down the street to the driveway of the Tolland Inn at 63 Tolland Road.

These features are not included in the National Register nomination form, but appear to be original to the district's period of significance. Their removal from the context of the houses they serve would diminish the overall historic integrity of the contributing properties and the district as a whole. To avoid this impact, these features will need to be protected in place. If this is not feasible, accommodations to remove, salvage and reinstall the pavers and hitching posts in or near their original location is required to avoid an adverse effect.

Area #5 –Route 74 to northern project terminus

North of the Old Stafford Road intersection, Route 74 has modern commercial buildings on its west side and residences on its east.

In keeping with this development, the border of the historic district ends at 704 Tolland Stage Road on the west, but continues up through 665 Tolland Stage Road on the east. The project will widen Route 74 slightly to accommodate



Detail of Area #5. The splitter island will be installed between 670 and 689 Tolland Stage Road.

a splitter island. A minor road realignment toward the west/south will be installed to accommodate the island. This portion of the roadway will undergo a full-depth reconstruction of its pavement. Drainage modifications will be installed in response to the new alignment. This segment of road potentially impacts two properties – one that is within the historic district and one outside it.

The parcel at **670 Tolland Stage Road** is outside the limits of the historic district and contains a one-story liquor and wine store that was built in 1973. The store is set back 200 feet from the road and separated from it by a parking lot and lawn. At the eastern edge of this lawn is a low stone wall that abuts the roadway (Image 21). The Tolland Historical Society has expressed interest in maintaining this wall as an important feature of the old road. The wall is outside the project area and will not be foreseeably impacted by this undertaking. However, staging or equipment layout activities should avoid this feature.

At **689 Tolland Stage Road** is a 2-1/2 story structure that is a contributing element to the historic district. It is set back approximately twenty feet from the road and has a dry-laid masonry retaining wall abutting its south façade (Image 22). Under the proposed work, the road will shift southward away from this house. A sliver of land will be added to the existing road shoulder/right of way. This will have no foreseeable impact on the property or the district.

Archaeological Potential

With regard to the soil conditions and archaeology of the project's area of potential effect, the majority of the soils are classified as Udorthent-Urban Land Complex and Canton and Charlton Soils. Predictive models find the Canton and Charlton soils to be of high archaeological sensitivity while the Urban Land is of low sensitivity.

The entire project area has been subjected recurring soil disturbances caused by the development, widening and realignment of roads. There are known disturbances caused by the installation and subsequent removal of water lines on the Green, and the overall shape and configuration of the areas roadways and green spaces has been slightly fluid over its history. These factors reduce the overall archaeological potential of the project area.

In light of the proposed ground disturbance(s), there are a few areas that appear to have the greatest potential for containing post-contact archaeological resources that would reveal information about the development of the town. Specifically, these are Area #3 and Area #5 and the parcels to be partially acquired at #4 and #10 Tolland Green Road. Respectively, these areas are the site core of the County Courthouse and Jail buildings; the vicinity of the Baptist Church site and the parcels that will be partially acquired under this project. Both of these locations will be subjected to full-depth roadway reconstruction and realignment into areas of the Tolland Green.

Additionally, the two private parcels at #4 and #10 Tolland Green that will be partially acquired have the potential of containing resources that will be impacted by the proposed cutting, regarding, and installation of a new sidewalk. While the OEP believes these areas have a lower potential for retaining intact significant archaeological resources, a Phase I archaeological survey appears to be warranted at these locations.

Recommendation

Overall, the proposed changes of the undertaking strike a fine balance between achieving the purpose of improving vehicle capacity and pedestrian safety while working within the constraints of preserving a National Register Historic District. With the exception of the reconfiguration of the Greens at the Mid Gateway (Area #3), the alterations are minor and have limited impact on the historic character of the properties they affect and the district as a whole.

As proposed, the reconfigured Tolland Green will realize a net increase of approximately 9000 square feet of additional green space. While this may ultimately be a positive impact, it is a major change to one of the centerpiece elements of the district (Image 23). Further, interviews with the Tolland Historic Society have discovered great public interest within the town regarding this project and its impacts on the historic green. It is the opinion of the Office of Environmental Planning that these factors, combined with several smaller impacts to resources throughout the district culminates in an Adverse Effect to the Tolland Green Historic District.

We respectfully submit our research and this recommendation to the Connecticut State Historic Preservation Officer (CTSHPO) for their determination of effect under the National Historic Preservation Act.



Mark McMillan
National Register Specialist
Office of Environmental Planning
Connecticut Department of Transportation



Image 1: Overview of project area. The five areas identified are the sites where potentially significant impacts to the historic Green occur. They will be discussed further in the body of this letter.



Image 2: Steps and paver pathway in front of 2 Tolland Green.



Image 3: House at 2 Tolland Green. The stairs and granite hitching post (outlined in red) complement this contributing element to the historic district.



Image 4: 4 Tolland Green. Bluestone pavers lead up to the front door of this house from the modern concrete sidewalk. The sandstone steps are just visible in the right corner of the frame (red arrow).



Image 5: Detail of eroded steps set into slope in front of the extension of 4 Tolland Street.



Image 6: Stone wall surrounding 10 Tolland Green. The house is a non-contributing element of the historic district, but the wall may be.



Image 7: The Ratcliffe Hicks School (now town library) at 21 Tolland Green. Under the proposed scope of work, the shoulder will be extended into the intersection (approximate size/shape highlighted in yellow) to narrow the crosswalk distance between the Green and the corner.



Image 8: Details of 1934 Fairchild and 2013 Google Earth aerial views of Tolland's south gateway. The Hicks Ratcliffe School and Old Town Hall are outlined as reference points. Note that the alignment and paths of the roads have changed over time. Notably, the triangular island (red arrow) present in 1934 has been removed and Tolland Green road truncated just south of Old Post Road.



Image 9: Southern end of Tolland Green at the south gateway. Under the proposed scope of work, a portion of the Green (highlighted in red) will be cut back to accommodate a left turn lane onto Old Post Road.



Image 10: War memorial and flagpole installed on the southern end of Green #1.



Image 11: Intersection of Route 74 and Route 195 (the Mid Gateway). The Old County Jail and "General Store" are visible in the background. Under the proposed scope of work, Route 74 will be realigned southward. This will cut back Green #1 to a point south (right) of the utility pole (red arrow). The southern border of Green #2 will be extended southward into the current roadway to frame this intersection as a stop sign controlled T-intersection.



Image 12: Tolland Green #1, viewed from Route 74. The proposed reconfiguration of the intersection will require the removal approximately 3500 square feet of Green #1 (highlighted in red). The realignment will shift the vista of approaching drivers southward toward the one-story brick building.



Image 13: View of Tolland Green as seen from the eastern approach of Route 74. The road curves around the Old Jail Museum (on right). The County Courthouse building is prominently sited as the focal point of entrance to the green.



Image 14: Old County Jail and Museum, located at 52 Tolland Green.



Image 15: Side by side comparison of existing Green #2 (left) and proposed Green (right). The Old Jail and County Courthouse are outlined to provide a reference point for the new intersection and relationship of Greens #1 and #2.



Image 16: Traffic island at the north gateway. The connector road is highlighted in red at the northern border of this island. Under the proposed changes, Old Stafford Road and the connector will be merged into a single two-lane road aligned through the middle of the island.

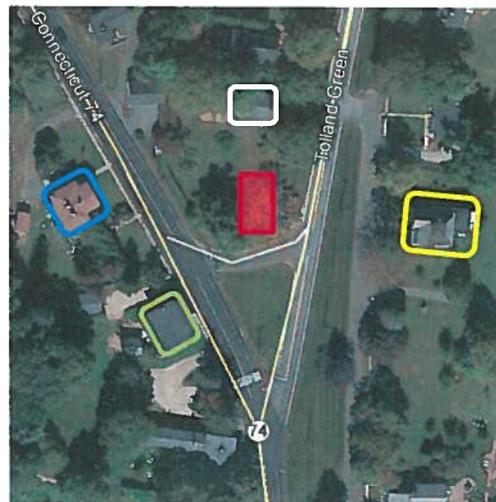
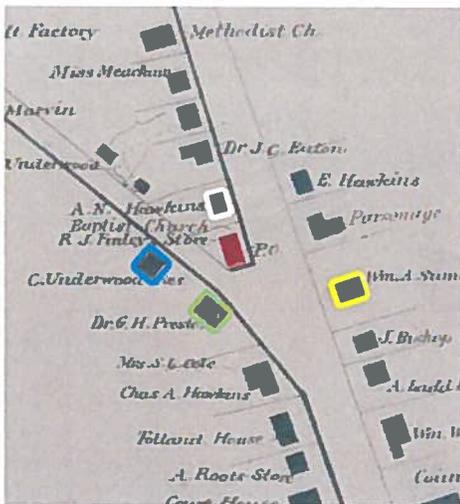


Image 17: Baptist Church (highlighted in red) as it appears in 1850 County Atlas map. Though the church was removed in 1908, it is surrounded by several residences that still stand today. Although there are discrepancies between the locations of these houses in the 1850 map and today, they do provide reference points for approximating the location of the church.



Image 18: Granite hitching post and bluestone pavers in front of 704 Tolland Stage Road. Beyond the masonry wall in the foreground is the sunken garden/foundation.



Image 19: Sunken garden / building foundation at north end of 704 Tolland Stage Road parcel. Although the historic significance of the masonry retaining wall has not been determined, this feature should be retained and preserved this feature in place during construction.



Image 20: Granite hitching post and mounting step in front of 704 Tolland Stage Road



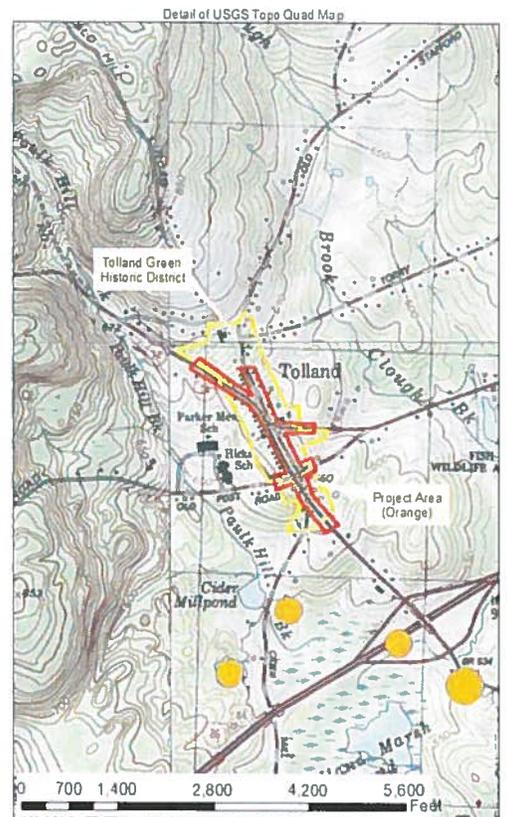
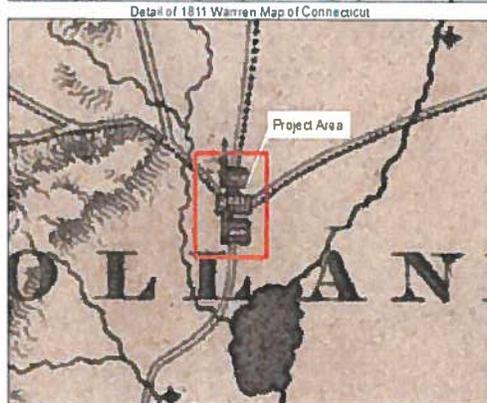
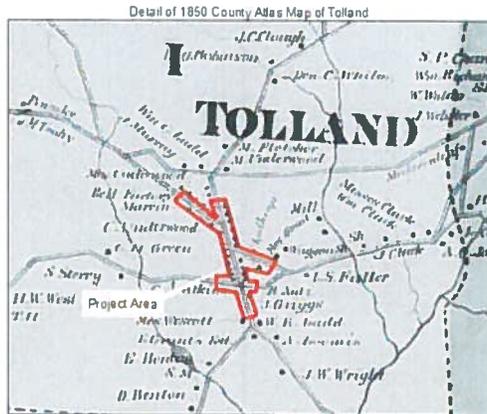
Image 21: Dry laid masonry wall in front of 670 Tolland Stage Road. This feature lies outside of the historic district, but is of interest to the Tolland Historic Society. Construction and layup activities should avoid this feature.



Image 22: House and retaining wall at 689 Tolland Stage Road. A minor road realignment and installation of a traffic island at this location will increase the width of the shoulder between the house and the current road bed.



Image 23: Side by side comparison of the Tolland Green as it exists today (left) and as it is proposed under this undertaking (right).

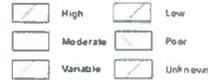


**Office of Environmental Planning
Environmental Review - Historical and
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State Project No. 142-149
F.I.D.# H162(001) PE
Intersection Improvements
Route 195 near The Tolland Green
Tolland

**Predicted Archaeological
Soil Sensitivity**



Historic District



**Approximate Location
of Archaeological Site**



October 8 2014



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April 8, 2015

Mr. Mark McMillan
Office of Environmental Planning
Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Subject: State Project No. 142-149
Intersection Improvements on Route 74/Route 195
Tolland, Connecticut

Dear Mr. McMillan,

The State Historic Preservation Office (SHPO) has reviewed the referenced project in response to your request for our comments regarding potential effects to historic properties, dated February 20, 2015. The Connecticut Department of Transportation (CTDOT) is considering vehicular and pedestrian improvements encompassing the National Register listed Tolland Green Historic District. SHPO understands that the undertaking currently is at less than a 30% preliminary design, but will include the installation of traffic calming measures and the reconfiguration of several intersections. This office recognizes the purpose and need of the proposed project and we appreciate the opportunity to comment on the proposed project at this early stage of planning.

The Office of Environmental Planning (OEP) at DOT has completed a review of the potential project effects to historic properties in accordance with Section 106 of the National Historic Preservation Act, as amended, and the Connecticut Environmental Policy Act. In their review, OEP noted that the proposed project area retains few areas of intact soils that would be amenable to subsurface testing. SHPO concurs that subsurface testing can be limited to those areas where significant intact deposits may be present. These areas were described by OEP in their review and designated as Areas #3, #4, #5, and #10. In addition, OEP recognized that the Tolland Green has remained a civic and religious center of the town since its founding. SHPO appreciates OEP's consideration of features that were not specified in the National Register nomination form, but that this office would consider to be contributing elements (i.e. street lamps, trees, masonry pavers, and masonry hitching posts or mounting steps). As noted in the National Register nomination form, the Tolland Green Historic District is significant not only for its historical associations and well-preserved architectural styles, but also for its landscape qualities. SHPO values the many measures outlined by OEP to minimize impacts to this historic district, such as preserving and re-setting pavers or protection in-place of masonry features during construction. However, SHPO concurs that the reconfiguration of the greens at the intersection

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of Route 74 and Route 195 will constitute an adverse effect to the character defining features of this historic property. SHPO further recommends that the proposed traffic calming measures do not include strong vertical elements, such as trees, that would further diminish the sense of open space. This office looks forward to additional consultation regarding this project as it moves forward.

These comments are provided in accordance with the Connecticut Environmental Policy Act and Section 106 of the National Historic Preservation Act, as amended. For additional information, please contact Catherine Labadia, Environmental Reviewer, at (860) 256-2764 or catherine.labadia@ct.gov.

Sincerely,

Daniel T. Forrest
State Historic Preservation Officer

State Historic Preservation Office

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