

Merritt Parkway, Redding Road Bridge
Spanning the Merritt Parkway at the 24.81 mile mark
Fairfield
Fairfield County
Connecticut

HAER No. CT-107

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
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HISTORIC AMERICAN ENGINEERING RECORD

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HAER No. CT-107

Location: Spanning the Merritt Parkway at the 24.81 mile mark in Fairfield, Fairfield County, Connecticut

UTM: 18.641955.4560490
Quad: Westport, Connecticut

Construction Date: January 1939

Engineer: Connecticut Highway Department

Architect: George L. Dunkelberger, of the Connecticut Highway Department, acted as head architect for all Merritt Parkway bridges.

Contractor: Peter Mitchell Construction Company
Greenwich, Connecticut

Present Owner: Connecticut Department of Transportation
Wethersfield, Connecticut

Present Use: Used by traffic on Redding Road to cross the Merritt Parkway

Significance: The bridges of the Merritt Parkway were predominately inspired by the Art Deco and Art Moderne architectural styles of the 1930s. Experimental forming techniques were employed to create the ornamental characteristics of the bridges. This, combined with the philosophy of incorporating architecture into bridge design and the individuality of each structure, makes them distinctive.

Historians: Todd Thibodeau, HABS/HAER Historian
Corinne Smith, HAER Engineer
August 1992

For more detailed information on the Merritt Parkway, refer to the Merritt Parkway History Report, HAER No. CT-63.

LOCAL HISTORY

Fairfield was known as Uncoway or "looking forward to a valley" by the Indians that inhabited this region when Europeans first arrived. In 1637, Roger Ludlow landed at Uncoway and named it Fair Fields. Later that year Ludlow defeated the Pequot Indians in the Great Swamp Fight, ending the Pequot Wars.¹

With the Pequot's demise, Ludlow took immediate steps to obtain a commission from the General Court of Connecticut to begin a new settlement. In 1639, with commission in hand, Ludlow and four others journeyed back to Fair Fields, and acquired land from the local Indians. The original purchase consisted of the present-day communities of Fairfield, Black Rock, Easton, Redding, Weston, and Westport. Three years later, Ludlow convinced Governor Hayes to hold General Court in Fairfield twice a year. Thus, early in its history, Fairfield became a place of unusual importance in the Connecticut colony.²

During the first half of the eighteenth century, trade flourished among Fairfield and other communities on the Atlantic coast. By 1745 Fairfield was the third-largest town in the colony. As it expanded eleven neighborhoods developed: the Beach Area, Tunxis Hill, Stratfield, Grasmere, Greenfield Hill, Mill Plain, Holland Hill, the University area, Southport, Black Rock Turnpike, and the Center. Early Fairfield was primarily an agricultural and trading node, with properties along the original roads developing the quickest. Thus, the Boston Post Road played a prominent role early in town development.³

¹Rita Papazion, Fairfield Connecticut, 350 Years, (Fairfield: Fairfield House, Inc., 1989), 6.

²Papazion, 6.

³George O. Pratt, Fairfield in Connecticut, 1776-1976, (Fairfield: Fairfield Bicentennial Commission, 1976), 5.

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On the morning of July 7, 1779, the British set fire to a large section of Fairfield's downtown. It would be several years before the community rebounded from the loss. During the nineteenth century, the municipalities of Redding, Weston, Easton, Westport, and Black Rock split off from Fairfield. The industrialization of Bridgeport and the increased popularity of commuting brought further change to the town's demography. Improved transportation meant that factory workers could live in Fairfield and work in Bridgeport. Between 1900 and 1910, Fairfield's population increased by 50 percent to 6,134, heralding the start of the town's transformation into a suburban community. By 1920, the population almost doubled again to 11,000. Fairfield developed in a conservative manner, though, implementing its first zoning ordinance in the early 1920s.⁴

On to this backdrop the Merritt Parkway was built, and conflict quickly developed. Local residents sought the benefits of increased land values and reduced traffic congestion on the Boston Post Road, but worried about over-development and traffic choking residential areas. Their solution was to allow the parkway to follow a northerly route with few on and off ramps. This group promptly formed the Greenfield Hill Improvement Society. Local business leaders aimed to reduce congestion on the Boston Post Road without losing customers; they wanted the parkway to parallel the Post Road and have several exits throughout the community. Local entrepreneurs rallied around the Fairfield Lion's Club and the Fairfield Businessmen's Association. After several petitions and town meetings Commissioner Cox settled on a compromise; the road would have several interchanges, but exit 43 in Greenfield Hill

⁴Pratt, 21-25.

would not be built.⁵ After the parkway was completed, both groups appeared to be satisfied with the results.

BRIDGE CONSTRUCTION HISTORY

Redding Road starts at Hills Farm Road and proceeds north until it ends at the Black Rock Turnpike in Aspetuck. Conflict arose before this bridge was erected. Local residents from the Greenfield Hill district of Fairfield were opposed to having on and off ramps at this intersection. Businessmen from Fairfield and Westport wanted the exit and banded together under the Fairfield Lions Club, Fairfield Businessmen's Association, and the Westport Lions Club. Commissioner Cox was opposed to an exit at this intersection because Redding Road is not a state highway and required improvements that the communities were not willing to pay for. After several petitions and town meetings it was decided that this interchange would not receive ramps.⁶

The Peter Mitchell Construction Company of Greenwich, CT, received the contract to grade the Merritt Parkway from North Avenue, in Westport, to Congress Street, in Fairfield (ConnDot project

⁵"Greenfield Hill Residents Oppose New Highway Entrance," Fairfield News, 9 September 1938, p. 1.

"Cox to Visit Fairfield Over Entrance Controversy," Fairfield News, 16 September 1938, p. 1.

"Local Businessmen Want Entrance at Cross Highway or Redding Road," Fairfield News, 13 January 1939, p. 1.

"Lions Club Offering Petitions For Merritt Parkway Approach," Fairfield News, 27 January 1939, p. 1.

⁶"Greenfield Hill Residents Oppose New Highway Entrance," Fairfield News, 9 September 1938, p. 1.

"Cox to Visit Fairfield Over Entrance Controversy," Fairfield News, 16 September 1938, p. 1.

"Cox Makes No Decision About Merritt Entrances," Fairfield News, 11 November 1938, p. 1.

"Businessmen Want Entrance at Cross Highway of Redding Road," Fairfield News, 13 January 1939, p. 1.

"Ramp Decision Will Be Left to Town Meeting," Fairfield News, 3 February 1939, p. 1.

#180-56). The grade separation and bridge contract for the Redding Road Bridge also went to the Peter Mitchell Construction Company (ConnDot project #180-78).⁷ The bridge cost \$29,972 and was under construction from August 19, 1938, to January 3, 1940. The paving work for this region of the Merritt extended from Easton Road/Route 136, in Westport, to Congress Street, in Fairfield. This contract was awarded to the A. I. Savin Company of East Hartford, CT (ConnDot project# 180-135). The Redding Road Bridge has received little maintenance since it was built. Recently spalling concrete was removed and patched.⁸

BRIDGE DESCRIPTION

The Redding Road Bridge is a single-span, reinforced-concrete, barrel-type rigid-frame bridge with a clear roadway of 30' at a 6 percent grade. The Merritt Parkway travels under the 71'-10" long span at a skew of 28°-43'-30". Parallel wing walls, 39'-2" and 58'-2" long, form the approach for the underpass.

The rigid-frame design allows the engineer to decrease the structural material at the center of the span, thus forming an arched opening. (See the Merritt Parkway History Report, HAER No. CT-63, for a more detailed description of the rigid-frame.) The intrados of the span rises over 7'-3" from the springline to the crown. The frame leg thickness increases from 3'-6" at the base to over 4'-6" at the knee. The exposed face of the legs remains vertical, and the hidden face slopes away from

⁷Contract Card File, Map File and Engineering Records Department, Connecticut Department of Transportation, Wethersfield, CT.

⁸Redding Road Bridge, DOT #736; Bridge Maintenance File, Engineering Department, Connecticut Department of Transportation, Newington, CT.

the roadway. The minimum clearance provided is 10' at a distance 30' perpendicular to the center of the roadway.

The Redding Road Bridge is characterized by widely-spaced, deep, rectangular vertical grooves across the spandrels and wing walls. The grooves stop at a band around the arched opening. The wall surfaces batter slightly with a steep incline a few feet below the top of the parapet. At the top of the parapet, the wall is more steeply inclined also. The pylons at the lower end of the bridge are distinguished only because they are wider than the typical vertical panel and the flanking panels are narrower than the typical. The pylons at the higher end are the same width as the shorter pylons, but they have two vertical grooves in the top few feet of the pylon.

BIBLIOGRAPHY

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Papazion, Rita. Fairfield Connecticut, 350 Years. Fairfield: Fairfield House, Inc., 1989.

Pratt, George O. Fairfield in Connecticut, 1776-1976. Fairfield: Fairfield Bicentennial Commission, 1976.

Fairfield News. 1938-1939.

----- . Contract Card File. Map File and Engineering Records Department, Connecticut Department of Transportation: Wethersfield, CT. This includes construction drawings, copies of which are in the HAER field records.

----- . Bridge Maintenance File. Engineering Department, Connecticut Department of Transportation: Newington, CT.

PROJECT INFORMATION

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; Gabrielle M. Esperdy (City University of New York) and Todd Thibodeau (Arizona State University), historians; and Jet Lowe, HAER photographer.