

DANBURY BRANCH IMPROVEMENT PROGRAM TASK 5

ENVIRONMENTAL TECHNICAL MEMORANDUM IMPACTS ANALYSIS

STATE PROJECT 302-008



SECTION 18: VISUAL RESOURCES

JULY 2011

SECTION 18. VISUAL RESOURCES

METHODOLOGY

Existing conditions relative to visual resources were described in *Section 18: Visual Resources* (May 2009) of the Environmental Technical Memorandum. The visual impact assessment generally followed the methodology published by the Federal Highway Administration (FHWA), *Visual Impact Assessment for Highway Projects* (FHWA 1988). This method provides design concepts and analysis techniques applicable to all landscapes and project types. As defined by this method, visual impacts are assessed by identifying the project-related changes in the visual landscape and the viewer responses to those changes. Where changes are assessed as unfavorable for viewers, adverse visual impacts are predicted. Where visual changes blend into the existing landscape or are located such that no viewers see them, no impacts would occur. Positive impacts are also possible, where changes may be looked upon favorably by viewers.

IMPACTS

Each improvement was assessed for its visual impact. The types and locations of specific improvements with potential impacts are discussed in more detail below. Appendix A includes representative photo-simulations of various landscapes along the rail corridor, to compare existing views (“before”) with views after construction of some of the proposed improvements (“after”).

Alternative A - No Build

The No Build alternative would not result in changes to the visual setting of the study corridor. Therefore it would not cause direct or indirect visual impacts.

Alternative B - Transportation System Management (TSM)

The No Build alternative would not result in changes to the visual setting of the study corridor. Therefore it would not cause direct or indirect visual impacts.

Alternative C - South Norwalk to Danbury Improvements

Passenger Stations (Existing Stations)

Under this alternative, improvements are planned at five of the existing stations located along the Danbury Branch rail corridor: Merritt 7 (Norwalk); Cannondale (Wilton); Branchville (Ridgefield); Redding; and Bethel.

- **Merritt 7:** The platform improvements would occur in the same location as the current passenger platform and thus be visually similar. The proposed overpasses, one at the current platform area and one next to the new parking lot, would be tall vertical elements but would blend visually with the large tall office complexes and commercial buildings around the site. The proposed new parking lot to the northwest

- of the current station would be located on a previously developed site with two large blocky industrial-type buildings and broad areas of pavement. The newly designed parking lot with landscaping and pedestrian walkways would be consistent with surrounding parking lots and may be visually more attractive than the current site to the commercial/residential viewers on Oakwood Avenue to the west and office workers in the tall buildings to the east.
- **Cannondale:** Improvements to the existing Cannondale passenger station would include an extension of the high level platform and expansion of the existing parking lot. While the platform would lie along the track and blend in visually with the existing platform and rails, the parking lot would require clearing of land with thick deciduous trees. These trees would help maintain a rural backdrop for the residents and visitors of the small historic Cannondale Village, which is clustered in all directions around the existing station building. The extension of the parking lot would approximately double the length of the existing parking lot and be visible to most of the village, which has few obstructions of views to the north and northwest along the tracks (the direction of the parking lot). The scale of the parking lot, already large compared to the intimate scale of the Cannondale Village, would be disproportionately large compared to the small-scale houses, yards, and other parking areas of the surrounds. The proposed parking lot expansion at this station is thus evaluated to have adverse visual impacts.
 - **Branchville:** Proposed improvements to the existing Branchville passenger station include: relocating access drives, constructing two new bridges over the Norwalk River, expanding the parking lot to the south, adding additional parking west of the Norwalk River, and constructing a pedestrian bridge over the Norwalk River. The new parking areas would require clearing of forested vegetation which currently provides visual screening of the current station parking lot and creates a semi-rural character for this historic village. Forest patches would be replaced by broader views of roadway and paved parking. While there are other similarly cleared and urbanized parcels located intermittently along Route 7 and Branchville Road near the station, the conversion of trees to hard pavement directly at the heart of the Branchville Village would likely be perceived as an adverse visual impact by residential viewers on the elevated West Branchville Road (east of the tracks) and to shoppers/visitors along Route 7. Additional adverse visual impacts may occur from the removal of the historic commercial building at 30 Ethan Allen Highway (Route 7), which currently adds to the historic context of the Branchville village.
 - **Redding Station:** The proposed parking lot expansion at this station would occur around the existing parking lot, which is screened by trees from adjacent lands. The expansion would require clearing of trees around the existing lot but concept plans indicate that existing trees would remain between the new lot and adjacent houses. As such, no visual impacts are anticipated from these proposed station improvements.
 - **Bethel Station:** The existing parking lot would be expanded to the north at this station. Screening vegetation would remain between the only potential viewers on Durant Avenue and the parking area, so no visual impacts are anticipated from this station.

Structures and Bridges

There are improvements involving undergrade and overhead bridges included with Alternative C.

Undergrade (UG) bridges (railroad goes over a road or stream): Replacement of 17 UG bridges with modern ballast deck type bridges and construction of one new UG bridge are included in Alternative C. Most of the bridge replacements would involve a new bridge deck with the same or similar span as the existing bridge; the setting and terrain around the bridge and in many cases the foundations and abutments – the most visible elements -- would not be altered. In the event that the foundation and abutment elements would need repair or modification, adverse visual impacts would not always result. Situations where foundation/abutment modifications may result in visual impacts would be: 1) Where the bridge structure itself is architecturally detailed and/or unique (e.g., historic) and is within sight of sensitive viewer groups; 2) where a new bridge is proposed off alignment and the construction would negatively change the visual landscape for viewer groups.

Twelve of the UG bridge replacements were assessed to cause no visual effects because they are already of modern utilitarian design (not architecturally/visually significant), are not visible to any surrounding viewers, or are only visible to industrial, commercial, or transportation lands where a more modern bridge deck would be compatible. Construction of the new bridge and replacement of five of the existing bridges have potential to cause adverse visual effects, as listed below by town.

- Norwalk
 - New Bridge MP 0.0 over Washington & South Main Streets - new single track truss bridge parallel to the existing historic rail bridge over Washington and South Main Streets. The bridge structure itself would blend with the highly urbanized setting but its construction would block views from the west of the existing historic Washington and South Main Street rail bridge; it is thus assessed as an adverse visual impact.
 - Bridge MP 0.1 over Marshall Street – historic structure in densely developed downtown, highly visible to community; potential adverse effects
 - Bridge MP 0.2 over Ann Street - historic structure in densely developed downtown, highly visible to community; potential adverse effects
 - Bridge MP 6.43 over small stream – historic structure potentially visible to condo complex to west; potential adverse effects
- Wilton
 - Bridge MP 11.0 over Old Mill Road - historic structure visible to homeowners driving to/from home; potential adverse effects
- Redding
 - Bridge MP 14.16 over Old Redding Road - historic structure visible to homeowners driving to/from home; potential adverse effects

Overhead (OH) bridges (railroad goes under a road or in a tunnel): There is one OH bridge replacement in Alternative C, which is the Route 7 roadway bridge in Wilton at MP 7.87. The span of the existing structure will be lengthened but its modern materials, basic shape and form will be similar to existing conditions. No adverse visual impacts would occur.

Traction Power System - Electrification

Facilities associated with the proposed Traction Power System (facilities for electrification) extend from approximately MP 1.1 in Norwalk to MP 23.9 in Danbury. Facilities include electrical substations, the smaller remote terminal units (RTUs), and catenary and support structures.

Substations and remote terminal units (RTUs): Substations and RTUs proposed by this alternative would occupy relatively small trackside areas along the project study corridor. The substations proposed at Norwalk, Wilton, Ridgefield, and Danbury and the RTUs proposed in Norwalk and Bethel would be located in developed areas with substantial railroad infrastructure, industrial scale land uses, and/or utility-related boxes, poles, and wires. These facilities would visually blend into their settings and thus not result in adverse visual impacts. The substation in Redding has potential for adverse visual impacts, which are described below.

- **Redding Substation (SUB-RED)** - This substation would be constructed on a partially cleared lot that is visible to surrounding residential and commercial viewers within the rural village of West Redding. The metal box-like structure within a concrete and gravel bed would be a small but conflicting element with the older historic properties across Long Ridge Road to the north and Side Cut Road to the east. Due to its small size, this project element could likely be effectively screened from adjacent viewers by a well-designed landscaping plan.

Catenary and support structures: Electrification would require the construction of a catenary system, consisting of poles and overhead wires. Visually, the catenary poles and wires would be similar in form to electrical poles already present along the line, as this line was previously electrified until the 1960s and poles were left in place. It should be noted that existing catenary poles along the rail line would be removed as part of the project, so the total number of poles would be relatively similar to existing conditions. In most urban and dense suburban locations along the line, the catenary would blend in with other manmade vertical features. However, in rural areas where the rail line is surrounded by naturalistic vegetation or rural landscapes without modern pole structures, the new, light-colored catenary structures could stand out and be visually disruptive.

Rural settings with clusters of historic resources close to the rail corridor were considered to be the most sensitive visual landscapes. Several occur within the Wilton and Redding/Ridgefield portions of the Alternative C corridor. These, listed below, were assessed for visual impacts from the installation of the catenary system. To help illustrate visual effects, representative photo-simulations were prepared which compare the same view under existing and proposed built conditions (see Appendix A). As illustrated,

effects tend to vary with the form and diversity of existing manmade elements, the presence of other vertical elements, and the height and mass of screening vegetation. Note that the photo-simulations include removal of the existing catenary poles along the rail line.

- Wilton
 - Cannondale Village – installation of catenary “replaces” old poles to be removed; there are existing large powerline structures through village; slight visual changes would result in minimal adverse visual impacts
 - Mill Road (see photo-simulation in Appendix A) – open view of the roadway exaggerates the prominence of the new catenary structures; new modern elements contrast with historic village character with potentially adverse visual impacts

- Redding
 - Topstone Road (see photo-simulation in Appendix A) – installation of catenary “replaces” old poles to be removed; presence of roadway and crossing signals creates existing visual diversity; tall trees provide backdrop for the poles; there would be slight visual changes with minimal adverse visual impacts
 - Old Redding Road – proposed as-built condition is similar to existing, which includes poles and wires; view is across the track (short) rather than along it (long); no adverse visual impacts
 - Simpaug Turnpike – residences occur from driveways off of Turnpike and are surrounded by forest vegetation; residents shielded from view of the rail line during growing season; some exposure after leaf drop; potential slight adverse visual impact

Track Reconfigurations, Sidings and Connections

There are many track reconfigurations proposed under Alternative C to improve rail operations and/or speed. There are approximately 23 curve reconfigurations plus a reconfiguration to improve the branch connection with the New Haven mainline in South Norwalk, designated as CP241. Note that a single reconfiguration sometimes consists of several curve shifts. In cases where two or more curves are lumped together as one improvement, it means that the curves are interdependent in their construction (one curve would not be constructed without the others in the group). There are no passing or storage sidings proposed by Alternative C.

Track curve reconfigurations: Most of the track curve reconfigurations would occur within the existing rail bed or involve slight extensions of ballast and slope on one side of the tracks. The overall shape, materials, and scale of the existing rail bed would not substantially change. As a result, most of the reconfigurations were assessed to cause no adverse visual impacts. However, adverse visual impacts could arise from proposed track realignments that require tree clearing outside the existing maintained rail bed and that are within view of sensitive viewer groups. The locations assessed to be adversely affected are the following:

- **Curves 14B, 14C, 14D & 15A** - The proposed Curves 14C and 14D of this reconfiguration in Redding would require shifting the track 36 feet west then 16 feet east of the existing track, respectively. The reconfigurations would bring the track closer to residences on both sides of the tracks (one closer than 100 feet) and would additionally require the removal of trees which currently screen the tracks from view of the residences. This reconfiguration would thus cause adverse visual impacts to approximately six residences.
- **Curves 15B & 15C** - Curve 15C of this reconfiguration in Redding would require shifting the track 23 feet east of the existing track along the water and wetlands of Umpawaug Pond. The construction of a new embankment along the pond's edge and wetlands, within view of a cluster of residences on the east side of the pond, may create a more engineered or "built" appearance than the currently naturalized edge between the track and the pond. This adverse impact could affect approximately five residences.

Additional branch connection at CP241: Construction of CP241 in Norwalk would include construction of a parallel second track and extension of the existing passing siding. The track alignment, height, and general characteristics are similar to the existing setting. The connection would require acquisition of properties that currently have close direct views of the existing rail infrastructure. The properties that would have views of the proposed connection, west of the tracks, are set back far enough that the new elements would blend into the existing track infrastructure which is already a backdrop to their views. Aside from the new bridge (Norwalk Bridge MP 0.0) associated with this connection, which is discussed in the section on undergrade (UG) bridges, this improvement is not anticipated to result in adverse visual impacts.

Storage and Maintenance Yards

The proposed work at the Danbury Yard would be within the level, urban-industrialized existing rail yard. The proposed removal and installation of track would occur within the existing area of parallel storage tracks at the Yard; the visual environment would be very similar to existing conditions. No adverse visual impacts would occur.

Alternative D - Extension from Danbury to New Milford

Rail Reconstruction

Alternative D calls for reconstruction of the entire 14.7 miles of track from Danbury to New Milford. This work would provide a higher quality of rail on new ties in order to accommodate train speeds up to 60 miles per hour. This work would essentially replace the existing rail in place and therefore would not change track profiles or ground elevations. The track in most locations is centered within level ground stabilized by ballast and gravel. The replacement work would be done in short segments by rail-mounted equipment, would take place in level areas of gravel and ballast fill, and would be stabilized as soon as the replacement section is in place. Therefore, this work would not in itself change the visual character, and no visual impacts would result.

Passenger Stations (New)

Improvements from Danbury to New Milford under Alternative D would involve the construction of two new passenger stations: Brookfield and New Milford. Both new stations would involve the construction of passing sidings, high-level platforms with canopies, new passenger waiting shelters and new surface parking lots. Potential visual impacts were assessed as described below.

Brookfield Station and Siding: The proposed site of the Brookfield passenger station has a handful of closely-spaced small historic buildings and central paved parking areas within a backdrop of tall trees. The site is most visible to passers-by on Whisconier Road and visitors to the small businesses and the Brookfield Craft Center which occupy the buildings surrounding the site. The grouping of historic buildings provides a visual reminder of a former, more rural time. Although there are two major parallel powerlines with poles visible from the site – one with tall metal structures crossing Whisconier Road and the tracks from the southwest to the northeast and another running south-north along Tucks Road – the tall trees around the site (intermittently taller than the powerlines) and the interesting architecture at ground level draw the eye away from those linear features.

The new Brookfield Station concept would construct a passenger platform, parking lots, bus stop and passenger drop-off areas, and access/egress drives. A green area proposed in front of the historic station building would soften some of the visual changes to the site, but the long paved areas behind the station site (to the north) would require the removal of many tall trees which partially screen the powerlines and provide a rural backdrop. The site would thus become much more urban in nature and the powerlines would become more visually dominant. While the station platform would be of compatible scale and materials with the existing setting, the scale of the parking lot is assessed to result in adverse visual impacts.

Construction of the siding would occur on the east side of the tracks opposite the station development and require cutting into an existing embankment covered by shrubs and trees. While the addition of the track would be visually compatible with the existing rail bed, the removal of vegetation would further diminish the screening of the powerlines east of the tracks for viewers at the station site, and thus contribute to the adverse visual impacts at the site.

New Milford Station and Siding: This proposed new station would include a passenger platform, bus stop and passenger drop-off areas on the west side of Railroad Street, and a large parking lot on the east side of Railroad Street. The passenger platform and drop-off areas would be long linear features along the tracks within an urbanized industrial-office setting and would blend in with the scale and forms of development along the tracks, including the existing station several hundred feet to the south. No adverse effects are anticipated from these elements. The removal of several buildings along the tracks – of utilitarian warehouse/garage design and of mixed materials, scales and ages – would open views to the west and potentially provide open scenic views of the Housatonic River to the west for passengers.

The new parking lot on the east side of Railroad Street would be a very large paved area with landscaping. A commercial building of non-distinct architecture would be removed. The scale of the open pavement would be larger than what exists immediately around the site but would be similar to some of the paved and cleared lots downtown and at nearby public works/industrial yards. Depending on the landscaping plan, this broad area of pavement could result in an adverse visual impact for residences to the north.

The proposed siding associated with this station would be located within the disturbed rail ROW and will blend with the existing tracks. As such, it would not cause adverse visual effects.

Structures and Bridges

None of the six UG bridge replacements (on existing track alignments) proposed by Alternative D would substantially change the visual environment. The proposed deck replacements would result in bridges that are very similar in shape and size to their existing forms. These bridges were observed to be modern utilitarian structures without historic/architectural significance. No adverse visual impacts would occur from the minor changes proposed. All of the overhead bridge replacements are triggered by the electrification option and are reported as Bridge Raisings in the section *Traction Power System – Electrification* below.

Traction Power System - Electrification

Electrification is an option under Alternative D, extending from approximately MP 23.9 in Danbury to MP 39 in New Milford. Facilities required for electrification would include catenary and support structures and two electrical substations, one in Brookfield and one in New Milford. There are no RTUs in this alternative. Seven overhead (OH) bridges would need to be raised to provide enough clearance for the catenary wires to pass under them.

Catenary and Support Structures: Electrification would require the construction of a catenary system, consisting of poles and overhead wires. There are no adjacent sensitive (residential, recreational) viewers in north Danbury close to the rail line to observe the changes. In downtown New Milford, the proposed structures would blend in with the complex urban environment which includes similar visual features such as power poles, wires, signage, rail elements, and large/tall buildings. In Brookfield and much of the rest of New Milford, much of the rail line is cloaked by dense woods that obstruct views to and from adjacent lands or the rail line is separated from viewers by undeveloped properties. Locations where the changes would be visible to viewers and could be incompatible with the existing setting are the following:

- Brookfield
 - Suburban residential areas north of Silvermine Road, along Pocono Road west of the track and off of Oak Grove Road east of the track; many back yards are close to the track with minimal vegetative screening; very exposed after leaf fall. Potential adverse impacts to some viewers could occur depending on the angle of

- view, location of screening vegetation, and existing exposure to other power poles and lines.
- Suburban residential area off Prospect Drive; a row of residences has a short wooded screen between back yards and the track, with more visual exposure after leaf fall. This could create potential adverse impacts to some viewers; new catenary may blend with the major powerline corridor west of the track that may be in visual backdrop after leaf fall.
- New Milford
 - Bridge over the Housatonic River (at approximately MP 36). This historic bridge structure is visible to the community from the north and northwest; there are potential adverse visual impacts from the addition of modern poles and catenary wires to the bridge.
 - Suburban residential area off Erickson Road east of tracks; a row of residences has a short wooded screen between back yards and the track; more visual exposure after leaf fall. Potential adverse impacts to some viewers, depending on extent of screening vegetation.

Substations and RTUs: The substation proposed at New Milford would be located within the proposed New Milford Yard and would not be visible to adjacent viewers. The Brookfield Substation would be located along the tracks near the junction of two major roadways, out of direct view of the industrial-office uses to the west and the residences tucked in vegetation on the east side of the tracks. No adverse visual effects are anticipated from these substations. There are no RTUs proposed by this alternative.

Bridge Raisings: None of the seven bridge raisings would substantially change the visual environment, because the form of the raised bridges would be very similar in shape, size and materials to the existing modern utilitarian bridges, and they would not cause additional obstruction of scenic views for viewer groups. No adverse visual impacts are anticipated.

Track Reconfigurations, Sidings and Connections

There are five track curve reconfigurations proposed under Alternative D to improve rail operations and/or speed. Crossover connections at the Danbury Yard and at MP 26.96, approximately 2.6 miles north of Danbury Yard, are planned for operational improvements. One storage siding spanning Danbury and Brookfield at MP 27.24 - 27.58 is proposed.

Track curve reconfigurations: Five of the six track curve reconfigurations in Alternative D would occur within the existing rail bed or involve extremely slight extensions of ballast and slope on one side of the tracks. The shape, materials, and scale of the existing rail bed would not noticeably change and no screening vegetation would be removed. One of the track curve realignments shifts up to 16 feet west, but there are broad undeveloped lands and forests around it so there would be no affected viewers. As such, no adverse visual impacts would result from these improvements.

Storage siding at MP 27.24 to 27.58: This storage siding would be located parallel to the existing tracks in a stretch of tracks that is largely surrounded by undeveloped forested land and not visible to any viewer groups. No adverse visual impacts would result from its construction.

Storage and Maintenance Yards

The storage and maintenance yard in New Milford is located on a previously developed industrial use site that is not visible to surrounding lands. The physical changes are consistent with the large-scale clearing and industrial use of the site, and are out of sight of viewers. No adverse visual impacts would occur.

Alternative E - Improvements from South Norwalk to Wilton

Alternative E, extending from South Norwalk to Wilton, would involve improvements to the Merritt 7 Station, track curve reconfigurations, bridge improvements from MP 0 to MP 7.5, and partial electrification of the Danbury Branch from approximately MP 1.1 to MP 7.5. Impacts from this alternative are therefore a subset of the impacts of Alternative C. The results of the visual impact analysis are described below.

Passenger Stations (Existing Station Upgrades)

The Merritt 7 Station in Norwalk is the only proposed improved station included in this alternative. As described under Alternative C, there would be no adverse visual effects from any of the improvements. The proposed new parking lot with landscaping and pedestrian walkways may be visually more attractive than the current site.

Structures and Bridges

There are six undergrade (UG) bridge replacements, one new UG bridge, and no overhead bridge replacements proposed by Alternative E. Three of the UG bridge replacements were assessed to cause no visual effects because they are already of modern utilitarian design (not architecturally or visually significant), are not visible to any surrounding viewers, or are only visible to industrial, commercial or transportation lands where a more modern bridge deck would be compatible. Construction of the one new bridge and replacement of three of the existing UG bridges could cause adverse visual effects in Norwalk, as listed below. These impacts would occur if foundation/abutment modifications were needed and: 1) Where the bridge structure itself is architecturally detailed and/or unique (e.g., historic) and is within sight of sensitive viewer groups; or 2) where a new bridge is proposed off alignment and the construction would negatively change the visual landscape for viewer groups.

- Norwalk
 - New Bridge MP 0.0 over Washington & South Main Streets - new single track truss bridge parallel to the existing historic rail bridge over Washington and South Main Streets. The bridge structure itself would blend with the highly urbanized setting but its construction would block views from the west of the existing historic Washington

- and South Main Street rail bridge; it is thus assessed as a potential adverse visual impact.
- Bridge MP 0.1 over Marshall Street – historic structure in densely developed downtown would be highly visible to community and therefore would have potentially adverse visual effects
 - Bridge MP 0.2 over Ann Street - historic structure in densely developed downtown, highly visible to community; potential adverse effects
 - Bridge MP 6.43 over small stream – historic structure potentially visible to condo complex to west with potentially adverse visual effects

Traction Power System - Electrification

For Alternative E, electrification facilities would extend from approximately MP 1.1 in Norwalk to MP 7.5 in Wilton. Facilities would include one electrical substation (Wilton), one RTU (Norwalk), and the catenary and support structures. The substation and RTU would be located in developed areas with substantial railroad infrastructure, industrial scale land uses, and/or utility-related boxes, poles, and wires. These facilities would visually blend into their settings and would not cause adverse visual impacts

Catenary and support structures: Given the highly urban setting of the Alternative E corridor, the catenary is assessed to blend in with the existing power poles, wires, traffic signal poles, large-scaled buildings, fences, and other large and tall elements of the visual environment. Furthermore, existing catenary poles along the rail line would be removed as part of the project, so the total number of poles would be similar to existing conditions. As such, there are no areas where the catenary system has been assessed to have adverse visual impacts under Alternative E.

Track Reconfigurations, Sidings and Connections

For Alternative E, there are approximately seven curve reconfigurations plus a reconfiguration proposed to improve the branch connection with the New Haven mainline in South Norwalk (CP241). There are no passing or storage sidings proposed by Alternative E.

The track curve reconfigurations in this alternative would be within or adjacent to rail infrastructure and within heavily urbanized developed lands along the tracks. The configurations would modify the shape of a few curves but the overall shape, materials, and scale of the existing rail bed would not substantially change. The slight visual changes would not expose any viewer groups to visual conditions that are very different than existing conditions. As a result, the reconfigurations were assessed to cause no adverse visual impacts.

Aside from the new bridge (Norwalk Bridge MP 0.0) associated with this connection, discussed in the section on undergrade (UG) bridges, this branch connection is not anticipated to result in adverse visual impacts, for the same reasons that the track curve reconfigurations would not cause impacts.

MITIGATION

Mitigation for sites where physical changes could adversely affect the visual experience would be implemented during design and construction. The most effective mitigation measures include:

- establishing ground cover and landscaping in such a way to soften or mask the views of new facilities from adjacent residences and other sensitive viewers
- using building construction materials, colors, and architectural styles consistent with the impacted site's surroundings, to the extent possible

Adverse visual impacts affecting the integrity of historic properties would be mitigated through consultation and coordination with the Connecticut State Historic Preservation Office (SHPO) and would comply with Section 106 of the National Historic Preservation Act.

APPENDIX A

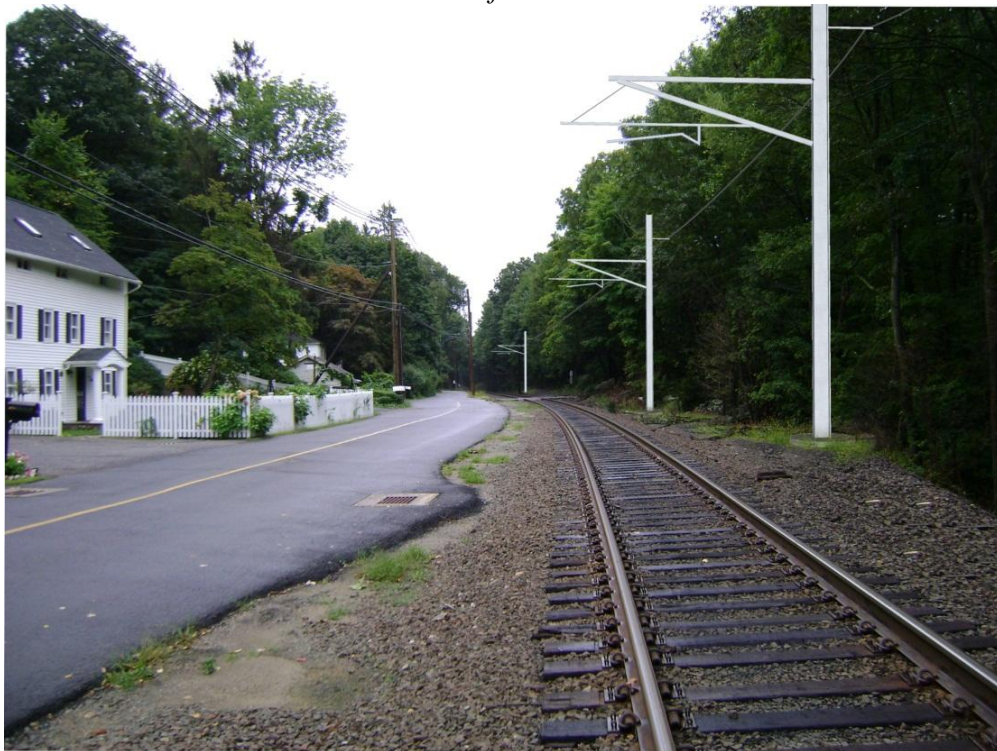
**REPRESENTATIVE PHOTO-SIMULATIONS OF
EXISTING VS. PROPOSED CONDITIONS**

Alternative C – Looking north along Mill Road, Wilton

Before



After



Alternative C - Looking north at Topstone Road, Redding

Before



After



Alternative C – Looking south in Downtown Bethel

Before



After

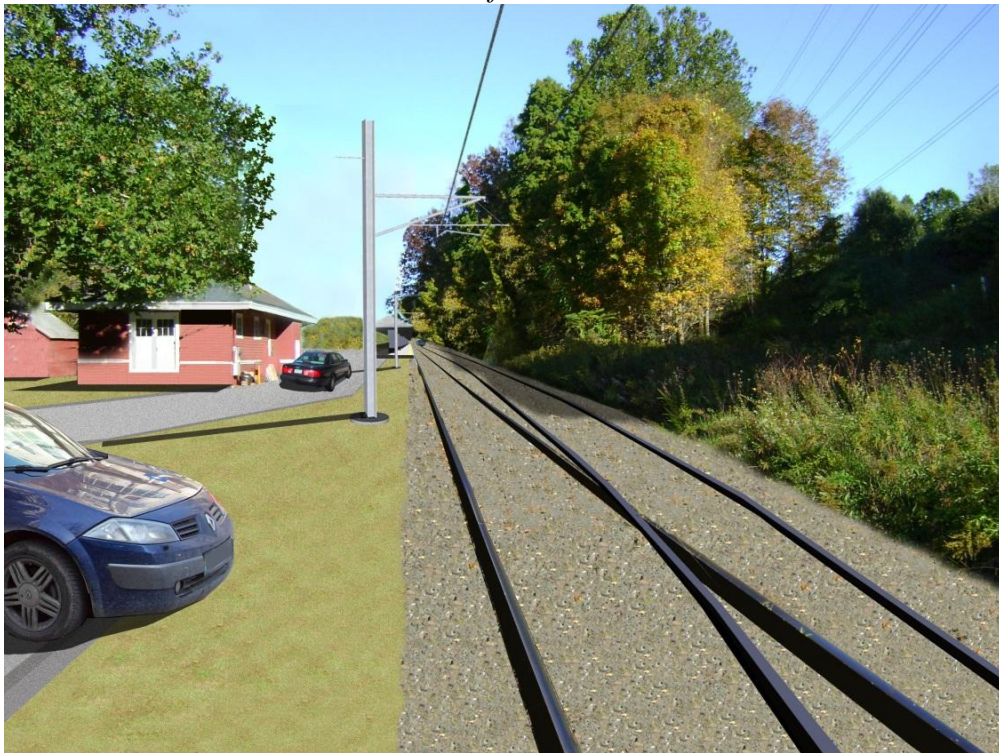


Alternative D – Looking north at New Brookfield Station Site

Before



After



Alternative D – Looking south from Old Pumpkin Hill Road Bridge, New Milford

Before



After

