

# Burlington/Farmington Scenic Roads

Routes 179 & 4

Route 69

Prepared by the Central Connecticut Regional Planning  
Agency for the Town of Burlington, Connecticut



## Acknowledgements

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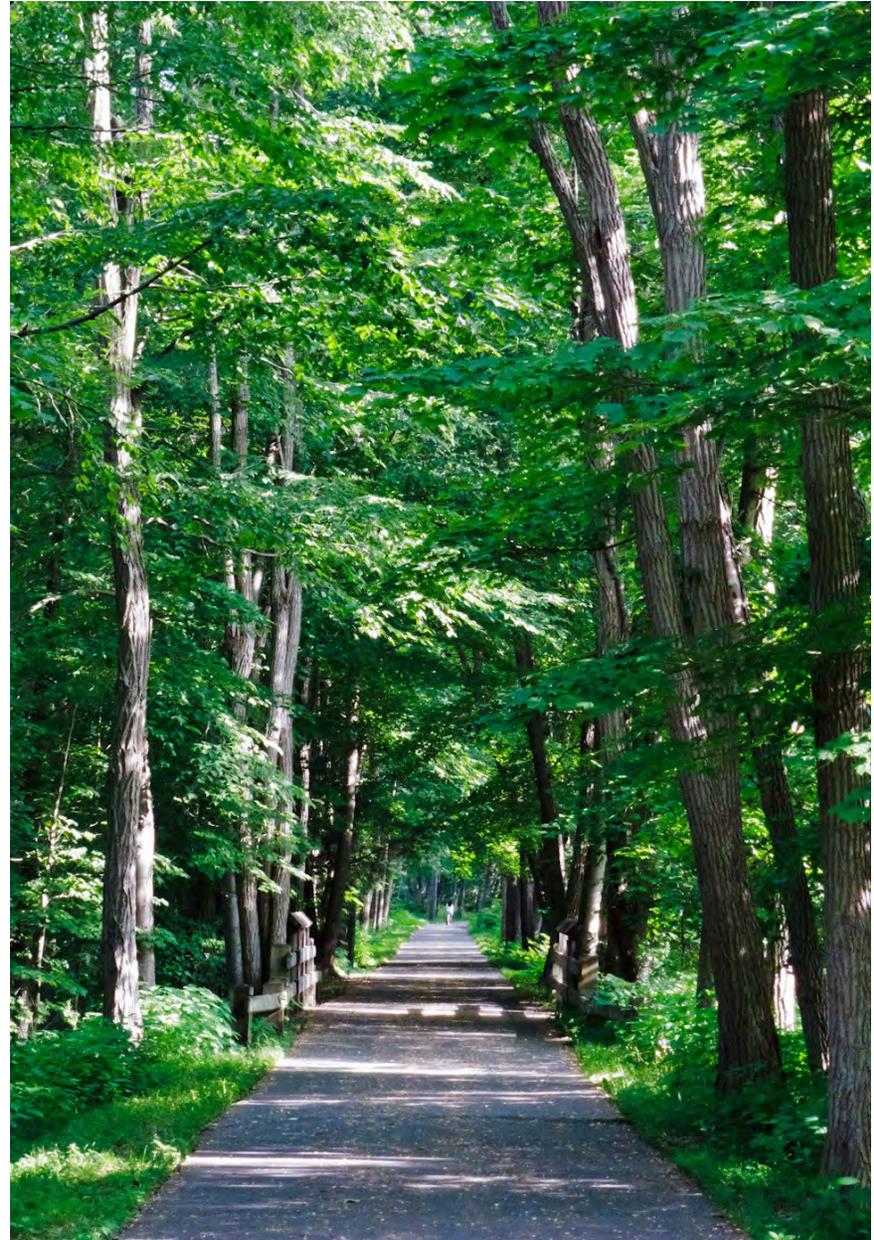
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*This plan was prepared in cooperation with the U.S. Department of Transportation (including its participating agencies) and the Connecticut Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the Central Connecticut Regional Planning Agency, and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and/or the U.S. Department of Transportation.*

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**T**his application proposes two state scenic road designations in the towns of Burlington and Farmington. The first proposed scenic road, referred to as the *River Road*, comprises the entire length of State Routes 179 in Burlington and stretches of Route 4 in Burlington and Farmington. The second proposed scenic road, the *Forest Road*, consists of a segment of Route 69 in Burlington. These would be the first two officially-designated scenic roads in the Central Connecticut Region and will complement existing State-designated scenic roads in surrounding towns.

### The River Road (Routes I79 and 4)

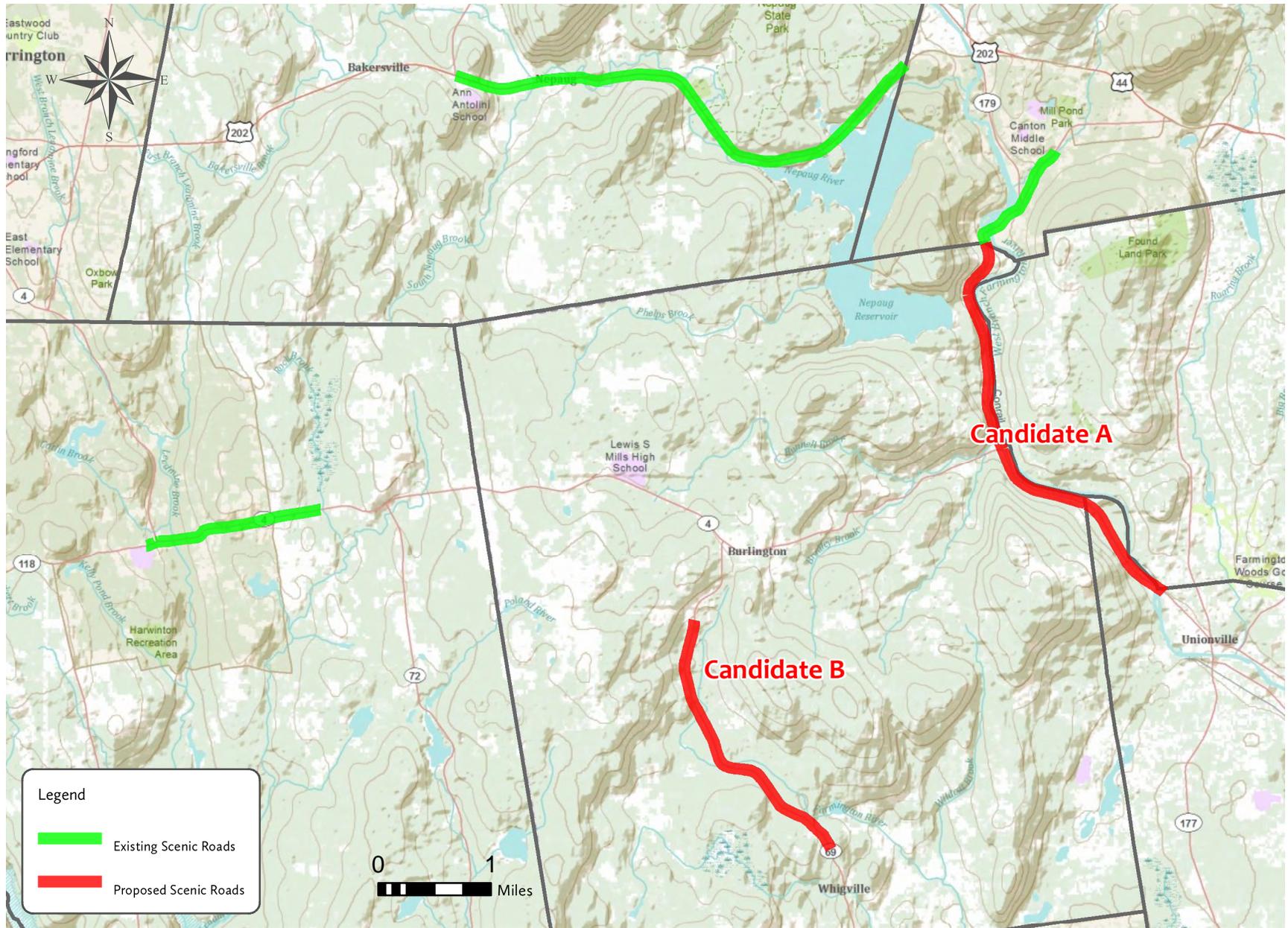
Nearly four (3.98) miles in length, the River Road runs from the Burlington-Canton town line southeast along Routes 179 and 4 into Farmington, where it ends at the intersection of Route 4 with Huckleberry Hill Road and Perry Street. The road would extend an existing scenic corridor from Maple Avenue (SR 565) and Route 179 in Collinsville, which have already received State Scenic Road designation, along the Farmington River and over the Route 4 Bridge into that town. Traveling southeast, the mileage of the route breaks down as follows:

Point	Mi. from point above	Cumulative mi.
Canton-Burlington TL	0.00	0.00
Intersection of Route 179 and 4	1.95	1.95
Burlington-Farmington TL	0.96	2.91
Intersection of Route 4 with Huckleberry Hill and Perry Street	1.07	3.98

*Mileage for the four segments of the proposed "River Road" scenic road.*

### The Forest Road (Route 69)

The second proposed State Scenic Road includes 2.64 miles of Route 69. The designated portion would begin one mile south of Burlington's town center, just south of the E. R. Hinman & Sons sawmill. The designated portion would end at the curve south of the entrance to the Department of Energy and Environmental





*The Collins axe factory in the village of Collinsville. This prominent building is the site of a proposed condominium and mixed-use development.*

Protections' (DEEP) Sessions Woods Wildlife Management Area, one mile north of the Burlington–Bristol border.

## Surrounding Existing Scenic Roads

While there are no State- or locally-designated scenic roads in Burlington, there are five corridors with designated State Scenic Roads in surrounding towns. Designation of State scenic roads in Burlington would be appropriate to this context and could complement, and in one case directly extend, these existing scenic corridors.

Route 179 begins at the Burlington–Canton town line and extends

0.3 miles northeast into the bustling, historic village of Collinsville at the junction of Route 179 and State Route 565. The State Scenic Road continues another 0.7 miles along State Route 565 before it ends at Allen Place. Approaching Collinsville from the north, travelers pass by forests, tree-lined streets, and the Farmington River. Collinsville possesses numerous historic structures, including an intact main street with well-preserved brick facades, Victorian homes, mills, and a former railroad station, as well as boutiques, markets, restaurants, artists' studios, and a museum. Recreational amenities include the Farmington River Trail, a multi-use trail popular with pedestrian, cyclists, and in-line skaters, and kayak rentals.

To the north of Burlington, another scenic road stretches through the beautiful countryside of New Hartford. Starting at the Canton–New Hartford border, travelers head west along the designated 5.1 miles of U.S. Route 202 (the Litchfield Turnpike) pass by the Nepaug State Forest on the right and the Nepaug Reservoir on the left. Route 202 continues through dense forest, crosses the Tunxis Trail (part of the Connecticut “Blue-blazed” trail system), passes some working farms, and finally ends at Town Hill Road.

The third designated scenic road lies in the town of Harwinton, to the west of Burlington. It begins 1.4 miles from the Burlington–Harwinton town line, and extends 1.6 miles along Route 4 and 0.1 miles on Route 118 before ending at the junction of Routes 118 and Cemetery Road. The scenery along the route is primarily forest, with scattered fields and houses. A small village center with a limited number of historic sites—including churches, cemeteries, and commercial structures—lies near the western terminus of the scenic road.

Route 10 in Farmington is a designated scenic road for one-mile, beginning at its intersection with Route 4 and ending at Tunxis Road. Unlike the three above mentioned scenic roads, the Route 10 corridor is predominately residential. The historic homes that dot this neighborhood are excellent examples of a variety of architectural styles, including colonial, four-square, and queen-annes. In contrast to the majority of contemporary residential development, the neighborhood is relatively dense, lot sizes are compact, and set-backs are modest. Other features of the corridor include historic churches, a cemetery, and Miss Porter's School, a well-known and prestigious preparatory school for girls. This scenic road also connects to the Farmington Canal Heritage Trail and the Farmington River Trail.

The final scenic road in an adjacent town is a portion of Route 219 in New Hartford. This 0.7 mile segment begins at the Lake McDonough Dam, treating travellers with a view of the placid waters. It then travels southerly, curving through dense forests before crossing the "green bridge". Trees continue to shade the road for another 0.2 miles before a cemetery appears on the southern side of the road. The scenic road ends just before the beginning of a shopping center.



*A historic home on the tree-lined Route 10 scenic road in Farmington.*

# Natural and Cultural Resources of Interest

**B**oth of the proposed scenic roads have long histories of use. They can both be found on county and town maps dating back to the mid-nineteenth century. These roads, designed and in use prior to the modern age of highway construction, were built to conform to the natural landscape, bending around hills and following curving streams and rivers, providing numerous scenic vistas. During their long periods of use, a rich inventory of cultural, historic, and recreational features, in addition to the natural beauty of their surroundings, has developed around them. The following is a detailed description of the most significant features found along each proposed scenic road.

## Features of the River Road

The proposed Route 179 and 4 scenic road begins at the Burlington–Canton border, just south of the historic village of Collinsville. The first significant feature is Saint Patrick’s Church, located at 301 Canton Road. While the current church building, a beautiful stone structure, was only built in the early 1930s (it was officially dedicated in 1936), the congregation dates to the early 1840s.

Proceeding south from Saint Patrick’s Church, travellers leave the

quaint village of Collinsville and enter the scenic beauty of the Farmington River Valley. Dramatic cliffs and rock formation begin to appear on the west side of the proposed route. While the land surrounding this area is sparsely dotted with residential struc-



*St. Patrick's Church just south of the Burlington–Canton town line. It was constructed in the 1903s.*

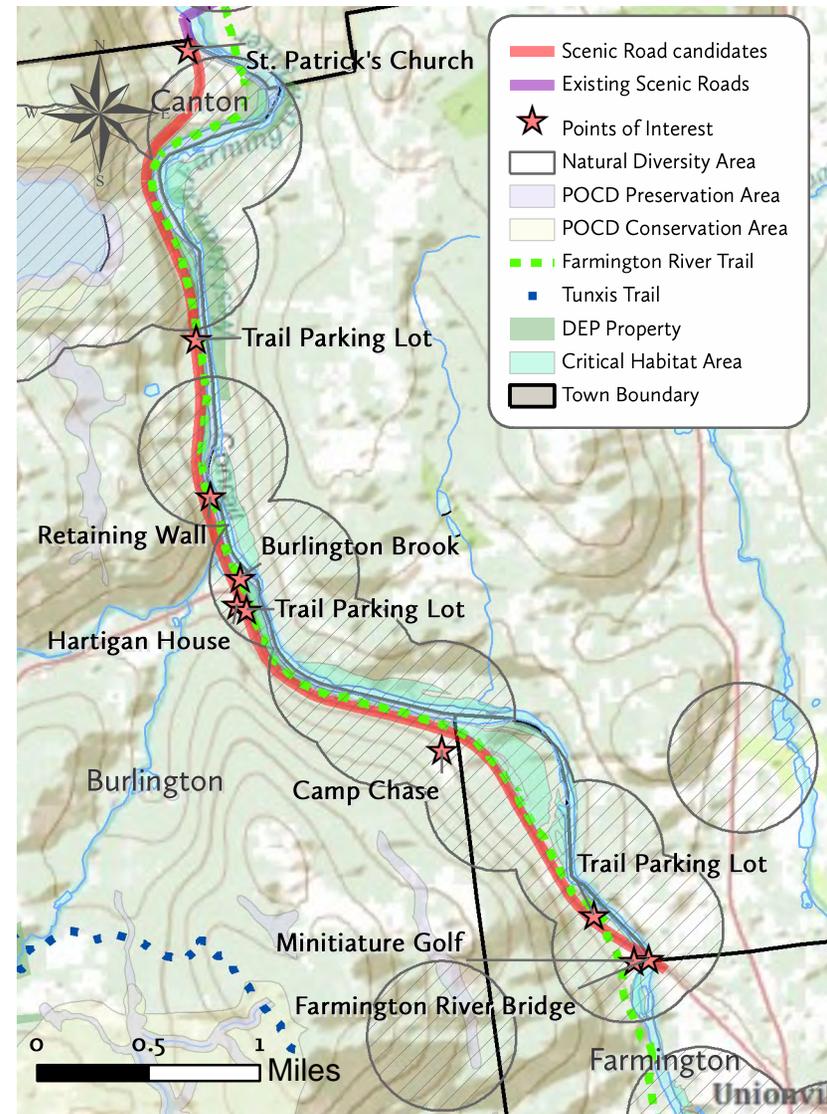


Close-up of a rock wall just south of the Burlington-Canton town line.

tures, they are, for the most part, screened by the foliage and rock formations. Many of these houses date to the mid- and late-1800s.

The sections of Routes 179 and 4 proposed for scenic designation follow and gently wind along the Farmington River, which has long been the dominant feature of the corridor. People have been drawn to the Farmington River Valley since before recorded history. The Tunxis tribe hunted and fished along its banks in what is now Burlington and established settlements in Farmington. Early European settlers were drawn to the area by the rich, fertile soil of the river's banks, and the strong flow of the river, which provided power for industrial and agricultural machinery throughout the Farmington Valley.

As the economy has changed, the river has evolved from an agri-



Significant features of the proposed "River Road" scenic road.



*The “River Road” follows the Farmington River for its entire length. In the background are the remnants of a dam.*

cultural and industrial resource into an environmental and recreational asset. In recognition of the river’s exceptional beauty and environmental value, the Upper Farmington River was added to the National Wild and Scenic Rivers system in 1994; in 2006, strong local support from all ten towns along the River resulted in a study (nearing completion) to evaluate adding the reaches along the River Road to this system. The management plan produced by



*Between the proposed scenic road and the river is the Farmington River Trail. This multi-use trail is popular with cyclists, joggers, and walkers.*

this team notes the high water quality, biological diversity, and cultural significance. The river supports a wide variety of species of mussels, including many that are considered rare or endangered. The Burlington portion of the river is also a popular fishing destination (there are access points for anglers located along the proposed scenic road), attracting tourists from well outside of the region, and is a designated Connecticut Department Energy and

Environmental Protection Trout Management Area. (A DEEP fish hatchery is located south of the river in Burlington.)

The Farmington River Trail is located between, and runs parallel to, Routes 179 and 4 and the Farmington River. This multi-use trail is popular with runners, walkers, bicyclists, and skaters. The trail extends from the junction of Lovely Street and Route 44 in Canton through Collinsville, Burlington, and into Farmington. (Total mileage of the trail is 18 miles.) In Farmington it connects with the Farmington Canal Heritage Trail, which is slated to extend from New Haven to Northampton, Massachusetts in the coming years, as well as a multi-use trail through the Farmington Meadows and community gardens into the historic Farmington center and Route 10, a designated state scenic road. Three parking lots for the trail are located along the proposed scenic road: along Route 179, one mile south of the Burlington–Canton border;



*Built in 1854, the home of W.R. Hartigan still stands at the intersection of Routes 179 and 4.*



*This retaining wall is a remnant of the original road that followed the New Hartford Branch of the New York, New Haven, and Hartford Railroad.*

along Route 4, just south of the junction with Route 179; and along Route 4 in Farmington, near the Route 4 Bridge over the Farmington River.

The Farmington River Trail occupies the right-of-way formerly used by the Canal Line (later known as the New Hartford Branch) of the New York, New Haven, and Hartford Railroad. Passenger service was provided until 1928; the tracks were removed in 1968. While the tracks are no longer there and both the freight house and station buildings were removed in 1938, some evidence of the railroad does remain, such as culvert pipes that diverted water beneath the railroad tracks. Evidence of the original road that followed the railroad is also still present; a stone retaining wall is visible in the hillside next to the trail. Most of the land between the



*On the west side of the Farmington River, just before the Farmington River Bridge, stands a historic barn that is adjacent to a miniature golf course.*

River Road and the river is owned and has been preserved by the State.

The intersection of Routes 179 and 4 was a center of commerce and activity during the 19<sup>th</sup> century. The Burlington Station was located nearby, as were a depot, a fruit stand, a wood turning shop, and the Burlington Inn (formerly the Woodland Inn). None of these structures are still standing (they were either torn down or destroyed in the flood of 1955), but the house of W.R. Hartigan (the owner of the wood turning shop), built in 1854, still stands on the southwest corner of the intersection.

Directly north of the Route 4 and Route 179 intersection is Burlington Brook. This small brook travels beneath the road and under a foot bridge on the Farmington River Trail, before joining the Farmington River itself. Access to the brook (and the river) is pro-



*The Burlington Station once stood at the junction of Routes 179 and 4. Image courtesy of the Burlington Public Library.*

vided along the trail. Visitors can take a short hike down from the trail to get a closer look at the confluence and wade in its waters.

Located on the Burlington–Farmington border—one mile south of the Route 179 and Route 4 junction—is Camp Chase, a day camp and family swimming facility operated by the Farmington YMCA. This facility, encompassing over thirty acres of land, has a pool, tennis courts, and multiple hiking trails that visitors can enjoy. Camp Chase lies in the shadow of Taine Mountain, much of which has been protected by The Nature Conservancy; the Burlington Land Trust has been entrusted with stewardship of this preserve.

Further southeast along Route 4, just before the end of this proposed scenic road, is a bridge over the Farmington River. A sidewalk runs along the south side of the bridge, giving walkers a



*A bridge at the end of the proposed scenic road provides travellers with a beautiful view of the Farmington River.*

sweeping view of the river. On the west side of the bridge there is also a miniature golf facility adjacent to a well-maintained historic red barn.

The proposed scenic road ends in the village of Unionville. This historic village is home to quiet residential neighborhoods, a village center with shops and restaurants, and a museum of local history. In recent years the village center has undergone a considerable amount of development that, through citizen participation, has occurred in a tasteful and historically-compatible manner.

## Features of the Forest Road (Route 69)

Beginning just south of the historic town center of Burlington (see the map on page 6), this proposed segment of Route 69 fea-

tures many unique historic and natural features. The proposed scenic road begins at the junction of Route 69 and Sawmill Road, just south of the E. R. Hinman & Sons sawmill. This reminder of Burlington's past as a center of agriculture and timber production is still owned by the Hinman family and operated as a functioning sawmill.

Route 69 quickly transitions from signs of industry to the serene beauty of nature. Lush foliage lines the narrow road and a dense canopy of trees shades it from above. The curvilinear flow of the route provides interesting views that emerge around each bend.

While the land along this route was once agricultural, it has now



*The agricultural past of Route 69 is still evidenced by traditional New England stone walls.*

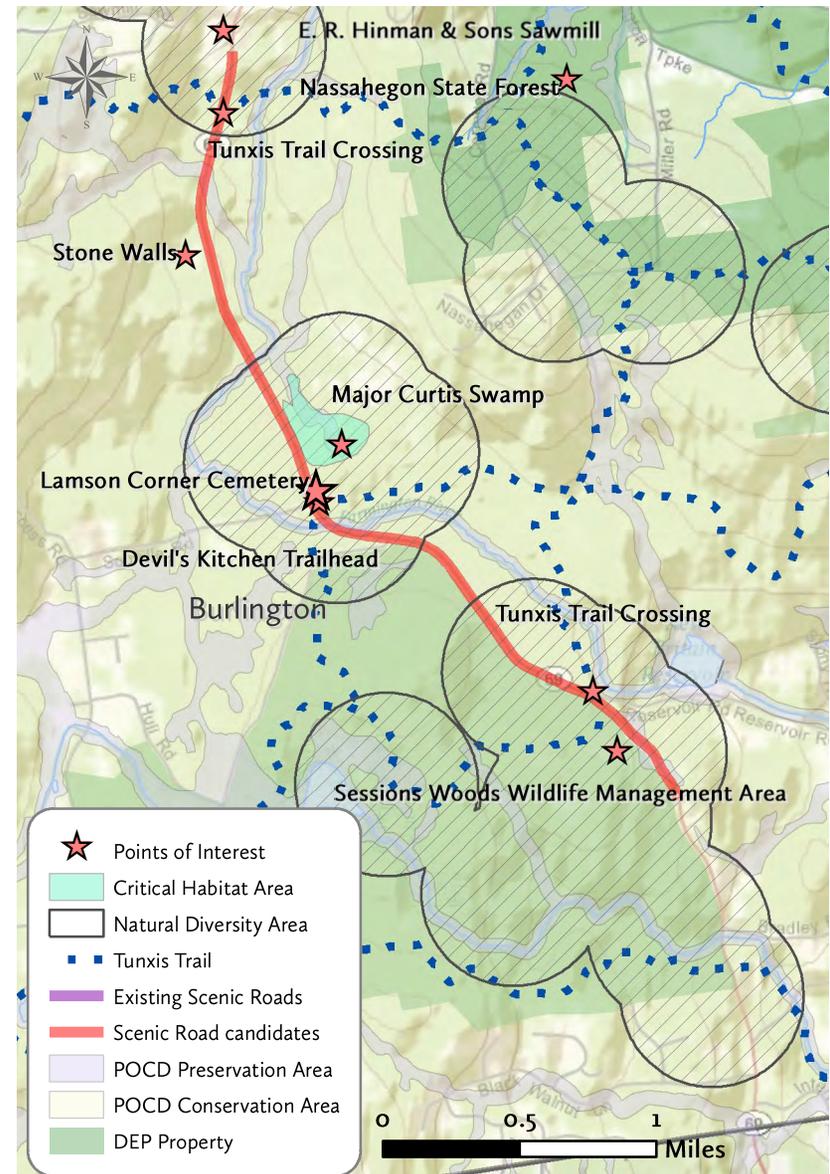


*This stream runs beneath Route 69.*

become an excellent example of a mid-succession forest, a relatively unique landscape in the region. Through the dense line of trees that borders the road you can still catch glimpses of stone walls that once demarcated agricultural plots. These walls, somewhat obscured in summer, are clearly visible in winter and fall.

One mile from the beginning of the proposed scenic road is the Major Curtis Swamp (also known as the Lamson Corner Bog). This 18-acre wetland provides valuable and unique (for the area) habitat for wildlife and plant life. It is listed as a “critical habitat area” by the Department of Energy and Environmental Protection. It also serves important ecological functions such as flood control and water filtration.

Just beyond the Major Curtis Swamp, as Route 69 enters another curve and splits off into Scoville Road, the historic Lamson Corner



*Significant features of the proposed “Forest Road” scenic road.*

Cemetery appears at the top of a hill. A beautiful old stone wall surrounds this cemetery which dates from the late 18<sup>th</sup> century. The headstones are in various states of repair and, mixed-in with flowers, bushes, and large trees, create a charmingly rural and historic atmosphere.

Adjacent to the cemetery is a spur of the Tunxis Trail, part of Connecticut's "Blue-blazed" trail system. The *Devil's Kitchen* orange-dot trail begins on the south side of the cemetery and proceeds for approximately three miles to a long box canyon from which the trail gets its name. Hikers can also connect with the main Tunxis Trail from this spur, eventually reaching the Nasahogon State Forest. In addition to this spur, the Tunxis Trail crosses Route 69 in three places.



*The White Oak School once stood near the current site of the Lamson Corner Cemetery. Photo courtesy of the Burlington Room, Burlington Public Library.*



*The Lamson Corner Cemetery.*



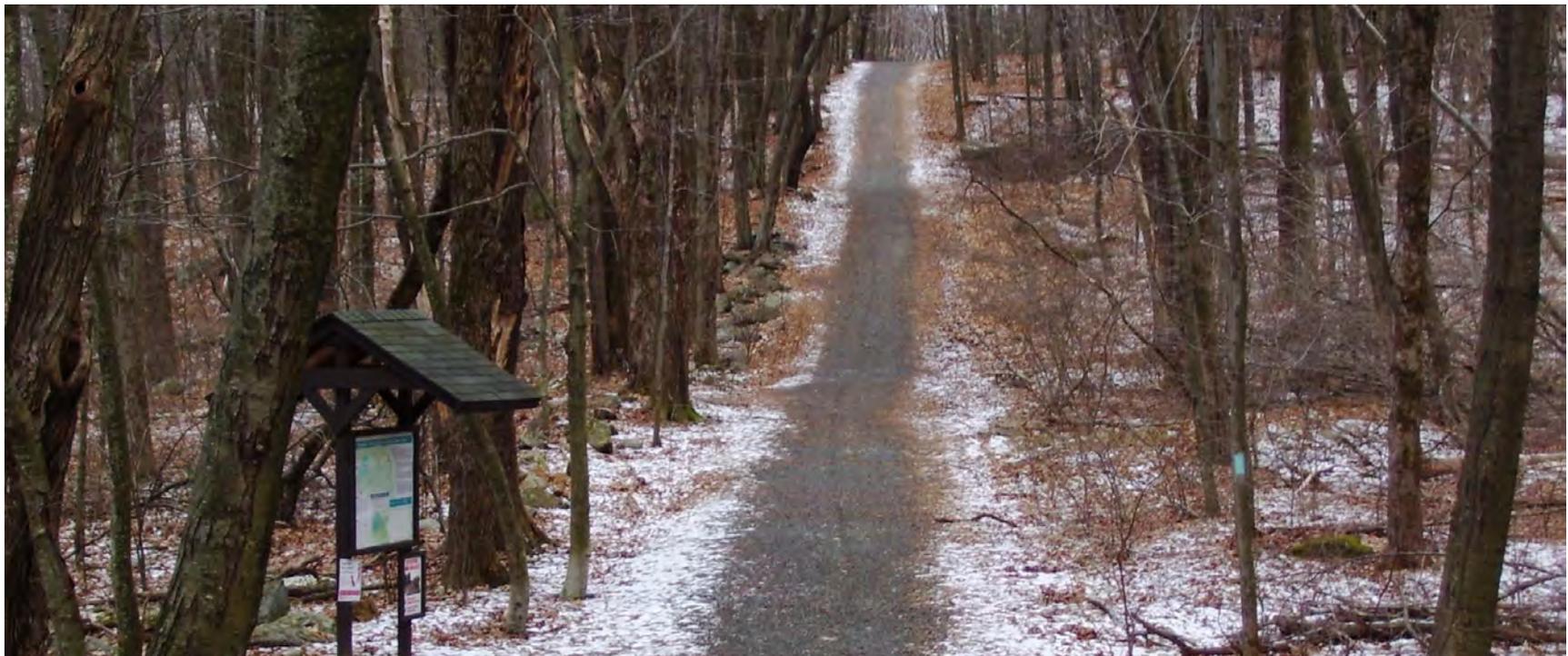
*A "blue-blaze" on the Devil's Kitchen Trail.*

Travelling southeast from the intersection of Route 69 and Scoville Road, the route continues for another mile through densely forested land. The gentle curvature of the road and lush tree canopy above create a serene and natural atmosphere.

Route 69 crosses the terminus of Reservoir Road approximately one mile south of the Lamson Corner Cemetery. This road leads to the New Britain Reservoir a short distance away. Travellers can stop to take in views of the reservoir and its historic stone buildings. A small creek flows down a rocky hill-side on its eastern end.

Travelling further along this road leads to the historic village of Whigville, where British sympathizers were said to be hiding out during the Revolutionary War.

The proposed scenic road segment continues from the intersection with Reservoir Road for another 0.4 miles, just past the entrance to the Sessions Woods Wildlife Management Area. Sessions Woods is 766 acres of open-space owned and operated by the Connecticut Department of Energy and Environmental Protection (DEEP). It provides three miles of hiking trails, a 38-acre wet-



*A trailhead along Route 69. This is one of the many “blue-blazed” trails that are accessible from this route (even in the winter).*



*The New Britain Reservoir, owned and operated by the City of New Britain, is a short drive off of Route 69.*

land, brooks and waterfalls, and wildlife viewing opportunities. Visitors to this site can learn about numerous bird species in the preserve (such as great horned owls, Louisiana water thrushes, sparrows, pine warblers, and many others), wildlife (such as beavers and deer), and the more than twenty native species of trees that are scattered throughout (such as white pine, hemlock, red maple, and others). The proposed route ends just past the entrance to the Sessions Woods Wildlife Management Area, roughly one mile from the Burlington–Bristol border.

In addition to the specific hiking trails mentioned earlier, the land surrounding the corridor is a popular recreation destination. Nu-



*The Sessions Woods Wildlife Management Area provides miles of recreational and educational trails.*

merous mountain biking trails traverse the hills surrounding the Route 69 corridor. The serene natural landscape along Route 69 itself also makes it a popular destination for bicyclists and motorcyclists; Route 69 in Burlington has, accordingly been specifically identified as part of a cross-state bicycle route (CTB7) in the 2009 Connecticut Statewide Bicycle and Pedestrian Transportation Plan.

# Existing Land Uses

A scenic road is not merely a road with a particularly pleasing orientation, but instead includes the features and scenery that comprise the corridor surrounding it. An understanding of the land uses that exist within that corridor is essential to effectively protecting and conserving the scenic, historic, cultural, and recreational features of the route. The following is a brief description of the existing land uses surrounding the two proposed scenic roads.

## The River Road

The dominant land use along the proposed segments of Routes 4 and 179 is recreation. The route begins at the bridge crossing over the Farmington River and follows the path of the Farmington River Trail the segments entire length. A parking lot for the trail is located at the beginning of the segment, just off Route 4. Other access points are located just south of the Route 4 and Route 179 junction, 0.6 miles north of the junction, and 0.3 miles south of the segment's terminus. The land that encompasses this trail is owned by the Connecticut Department of Energy and Environmental Preservation.

One mile north of the start of the proposed segment is Camp

Chase. This camp is owned by the Farmington Valley YMCA. It occupies 88 acres of land on the Burlington–Farmington border and serves as both a summer day camp for children and a swimming center for families. As noted earlier, Mount Taine, located south of the camp, is owned by the Nature Conservancy.

Some residential uses exist along the corridor, primarily along the northern third of the proposed route. Most of the homes that dot



*Camp Chase, operated by the YMCA, occupies 88-acres of land in the shadow of Mount Taine.*

this route are neither visible nor accessible, from the Route 179 itself. Those that are visible are modest, well-maintained historic homes; one of them was built as far back as 1840.

## The Forest Road

Land along Route 69 is almost entirely devoid of development. The dominant uses are recreational (in the form of hiking and biking trails), water utility, and preserved open space. The Session Woods Wildlife Management Area at the southern end of the segment occupies a large chunk of the segment. Much of the land to the north of Session Woods is owned by the New Britain Water Department and the Metropolitan District Commission and is kept undeveloped to preserve water quality. Also easily accessible from the proposed segment, but not located directly on it, is the



*E.R. Hinman & Sons lumbermill is still owned and operated by the same family that founded it in the 1830s.*



*Dense forests that are home to many species of flora and fauna surround both proposed scenic roads.*

Nassahegon State Forest. This is a 1,352 acre forest preserve owned by the DEP which provides many miles of hiking, mountain biking, and equestrian trails.

In former times, the areas along Route 69 were sites of family farms. Traditional New England stone walls are still visible from the route, attesting to this heritage and indicating the boundaries of former agricultural holdings. The E. R. Hinman & Sons sawmill, at the proposed segment's northern terminus, is the only significant development in the area.

## Conservation

Both of the proposed scenic road segments proposed in this document have been called out for conservation in multiple plans. The



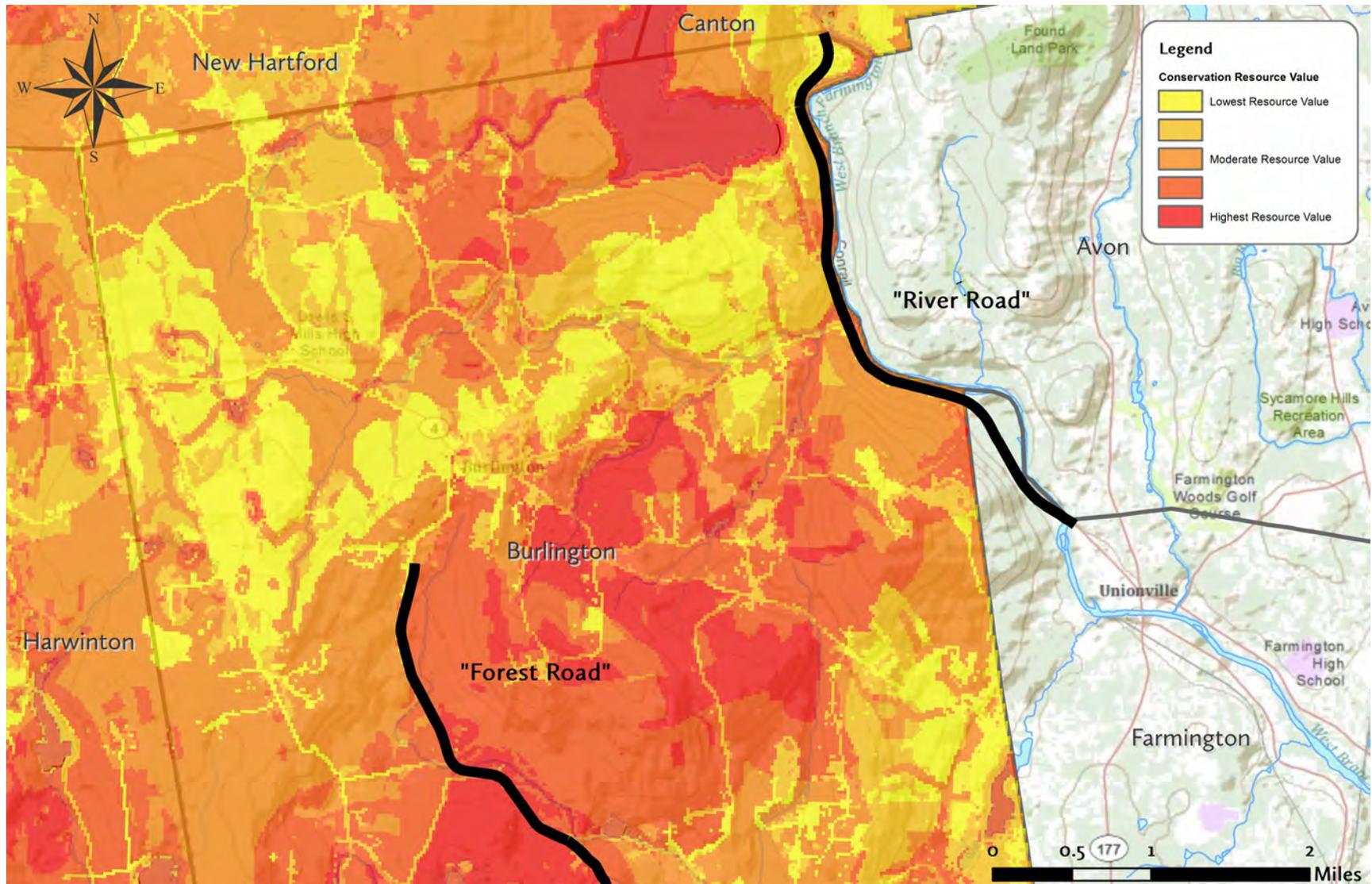
*Much of the land surrounding both of the proposed routes is owned and protected by the state of Connecticut.*

area around Route 69 (the Forest Road) is designated as a conservation area in the State's Plan of Conservation and Development (2004-2009). Such lands should be managed so that they "contribute to the state's need for food, water and other resources and environmental quality". The area surrounding Routes 4 and 179 is, with the exception of one small area along the northern section, designated as existing rural land that should be preserved as such, and that any development should not exceed on-site carrying capacity for water supply and sewage disposal, greatly constraining the intensity of potential development. The small non-rural area on the northern tip of the proposed segment is desig-

nated as a neighborhood conservation area, where infill development should be promoted.

The Burlington Plan of Conservation and Development also identifies these corridors as preservation priorities. The plan includes designation of scenic roads as a key transportation issue. It also cites scenic road designation is also cited as a strategy for protecting the rural character of the town and for maintaining the town's transportation system. Both of the proposed routes are specifically mentioned as roads for which scenic road designation should be sought.

The area along the "Forest Road" has also been identified as a high-priority conservation area by the U.S. Forest Service. In 2010, the Forest Service conducted an update of the Highlands Study, which originally encompassed the highlands region of New Jersey and New York, to include parts of Connecticut and Pennsylvania. That update identified the area surrounding Route 69 in Burlington (along with a majority of the town's land area) as a being of the "highest conservation value". This designation calls attention to the need to preserve these lands and also allows the state to submit conservation project proposals in this area.



Most of the area surrounding the proposed "Forest Road" scenic road has been identified by the Highland Regional Study as having moderate to high conservation value. Source: United States Department of Agriculture Forest Service. Northeastern Area State and Private Forestry. May 2010. Highlands Regional Study: Connecticut and Pennsylvania 2010 Update PUBLIC REVIEW DRAFT NA-TP-01-10. Newtown Square, PA



# Conclusion

The two scenic roads proposed in this application (Routes 179 and 4, and Route 69) travel through some of Central Connecticut's most significant and important scenic, cultural, historic, and recreational assets. The lands surrounding both of these proposed scenic roads have been recognized by numerous agencies, organizations, and individuals as important preservation and conservation targets. The combination of these roads' designs, with their gentle curves and narrow shoulders, and the amenities they pass by, make them attractive, leisurely drives.

Failing to protect these assets would diminish their utility for travelers, tourists, and residents. Scenic road designation would help preserve these assets for the current and future generations and reflect the wishes of the community. As the attached letters of support (see below) demonstrate, designation enjoys strong support from a broad spectrum of stakeholders in Burlington, Farmington, and the entire Central Connecticut Region.

## Letters of Support

This application has received support from a large number of organizations, institutions, and individuals. Many of them have sent letters of support that are included on the following pages. A list of the organizations providing such letters can be found below.

- ⊗ The Farmington Valley Trails Council
- ⊗ The Burlington Public Library
- ⊗ The Farmington Land Trust
- ⊗ The Burlington Land Trust
- ⊗ The Town of Burlington
- ⊗ The Town of Farmington
- ⊗ The Burlington Chamber of Commerce
- ⊗ The Burlington Historical Society
- ⊗ The Burlington Conservation Commission
- ⊗ The Farmington River Wild and Scenic Study



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7.29.11

Dear Mr. Malone,

On behalf of our Board of Directors and our over 1,400 members, a number of whom are Burlington residents, I would like to affirm our support for Scenic Road Designation for both Routes 179 and 4 between the Canton and Farmington town lines and Route 69 between the sawmill and Sessions Woods.

Route 4 runs adjacent to one of the best multi-use trails in New England. No less of a source than the national Rails to Trails Conservancy ranks the Farmington River Trail (FRT) as one of the most beautiful trails in the country. It links to the soon to be completed 80-mile Farmington Canal Heritage Trail (FCHT) from New Haven to Northampton MA, which is also part of the East Coast Greenway system, running from Florida to Maine.

Adjoining pieces of the FRT both north and south have either just been, or are being finished and the completion of this valuable point-to-point resource for Collinsville, Burlington and Farmington has long been anticipated. The paved sections are already heavily traveled to its north and south by bicyclists, pedestrians, commuters and tourists, and will become a destination for even more new users (particularly tourists) when it is completed, becoming an important part of the continued economic revitalization of downtown Unionville, Burlington and Collinsville.

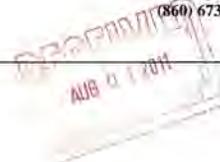
Promoting access to the trail system, which really is a system of linear parks or "greenways" is on the top of our list for the nine towns our organization serves. It is our pleasure to support this initiative.

Sincerely,

R. Bruce Donald  
 President



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August 3, 2012

Commissioner  
 Department of Transportation  
 2800 Berlin Turnpike  
 PO Box 317546  
 Newington, CT 06111

Dear Commissioner:

It has been brought to my attention that an application to have two state roads in Burlington, CT designated as Scenic Roads. Routes 4 and 179 are close to the Farmington Trails and the historical site of Wilkensonville where a factory flourished on the Farmington River during the late 19th and early 20th century. In addition, this is the area where the Burlington Train Station and the Burlington Inn used to be. That area needs to be preserved so that the memories of Burlington are conserved. When it becomes a Scenic Road markers should be put up describing the history of the area. The future generations need to know how life was "back in the day."

The scenic section on Route 69 would preserve the area around the water company land, the old and beautiful stones walls from former farms, as well as the land around Sessions Woods. It is extremely important to preserve the past before it all disappears.

A few years ago, I had the privilege of sitting in on the Plan of Conservation and Development Advisory Committee (POCDAC), a ten year plan for Burlington, organized by Central CT Regional Planning Agency. During that time two of the issues were discussed that were important to that committee. The first was to create a Town Center where people could walk from place to place. The second issue was to slow the traffic down so that Burlington, CT wasn't just a place to pass through but to stop, walk the Town Center and buy goods here.

One of the best ways to begin to make this happen would be to declare part of Route 4 a Scenic Road. In the center of town we have the Elton Tavern and the Little Red School House, two historic spots. There is also a Sears Craft house on Route 4. This is close to becoming an historic site. Please consider adding that section of Route 4 to your Scenic Road request.

Sincerely,

Marie Spratlin Hasskarl  
 Library Director



**Board of Directors**

The Commissioner of the Department of Transportation  
2800 Berlin Turnpike  
Newington, CT 06131

**Angham Zakko**  
President

Dear Commissioner,

**Doug Pelham**  
Vice President

I am writing this letter on behalf of the Farmington Land Trust board of directors in support of the application to designate a portion of Route 4 in Farmington as a Scenic Road.

**Deborah Klene**  
Secretary

**Doug Pelham**  
Treasurer

The application being submitted by the Central CT Regional Planning Agency proposes two state scenic road designations in the towns of Burlington and Farmington. Those roads will complement existing State-designated scenic roads in surrounding areas. The portion of Route 4 in Farmington is adjacent to the Farmington River Trail and the Farmington River. We would be pleased to have this part of rout 4 be designated as a Scenic Road for the significance of this area esthetically and historically.  
Thank you for your consideration.

**Richard Bertantly**  
**Michael Delaney**  
**David DeNuccio**  
**Karen Fallo**  
**Bruce Fernandez**  
**Charles Leach**  
**Michael Lecours**  
**Heidi Maresch**

Best regards,

**Suzan Scott**  
Office Manager

Angham Zakko  
President  
Farmington Land Trust