

TA22(11)

May 6, 2024



# Table of Contents

|                                       |           |
|---------------------------------------|-----------|
| <b>INTRODUCTION</b>                   | <b>3</b>  |
| Project Overview                      | 4         |
| Preferred Design Concept              | 5         |
| <b>EXISTING CONDITIONS</b>            | <b>6</b>  |
| Land Use and Zoning                   | 7         |
| Roadway Characteristics               | 8         |
| Roadway Data                          | 10        |
| Existing Utilities                    | 12        |
| Additional Roadside Details           | 13        |
| Environmental Resources               | 14        |
| Cultural Resource Review              | 15        |
| Public Input                          | 16        |
| <b>PURPOSE &amp; NEED</b>             | <b>17</b> |
| <b>DESIGN CONCEPTS</b>                | <b>18</b> |
| Preliminary Designs                   | 19        |
| Design Concept 0: No-Build            | 20        |
| Concept 1: Curbed Sidewalk            | 21        |
| Concept 2: Separated Path             | 23        |
| Community Design Feedback             | 25        |
| Alternatives Comparison Matrix        | 26        |
| Preferred Design Concept              | 27        |
| <b>IMPLEMENTATION</b>                 | <b>29</b> |
| Beyond the Scoping Study              | 30        |
| Opinion of Probable Construction Cost | 33        |
| <b>APPENDICES</b>                     | <b>34</b> |
| Historical Resources Identification   |           |
| Archeological Resource Assessment     |           |
| Public Engagement Survey Comments     |           |

This project has been funded in part by the Federal Highway Administration and the Town of Moretown, through the Vermont Agency of Transportation (VTrans) Municipal Assistance Section (MAS).





# INTRODUCTION





# Project Overview

This project is a response to public desire for enhanced pedestrian and bike connections in the town of Moretown, VT. Specifically, this project explores enhanced connections in the north of Moretown, along US-2.

## Study Area

The study area for this project is along the US-2 corridor in the northwest corner of Moretown, stretching from the intersection of US-2 and VT-100 to the northwest, and the Gallagher Acres neighborhood to the southeast, approximately 1,600 feet of road. As a part of the study, the areas surrounding this stretch of US-2 are also considered to provide greater context.

## Prior Work

Prior work within the study area includes an intersection study at US-2 - VT-100 completed in 2012 which resulted in the addition of a traffic signal.

Continued improvements to this area are called out in the 2016 Town Plan:

- Policy D-5: “Encourage land use patterns and transportation infrastructure that support alternative modes of travel including transit, carpooling, bicycling and walking.”
- Policy D-10: “Support the intersection, pedestrian and access management improvements needed to accommodate future business growth and development in North Moretown at the VT-100 and US-2 intersection.”



**North Moretown  
Transportation Study:  
US 2 - VT 100 East Intersection Area  
Final Report**

*Submitted to:*  
Central Vermont Regional  
Planning Commission

*Submitted by:*  
Resource Systems Group, Inc.

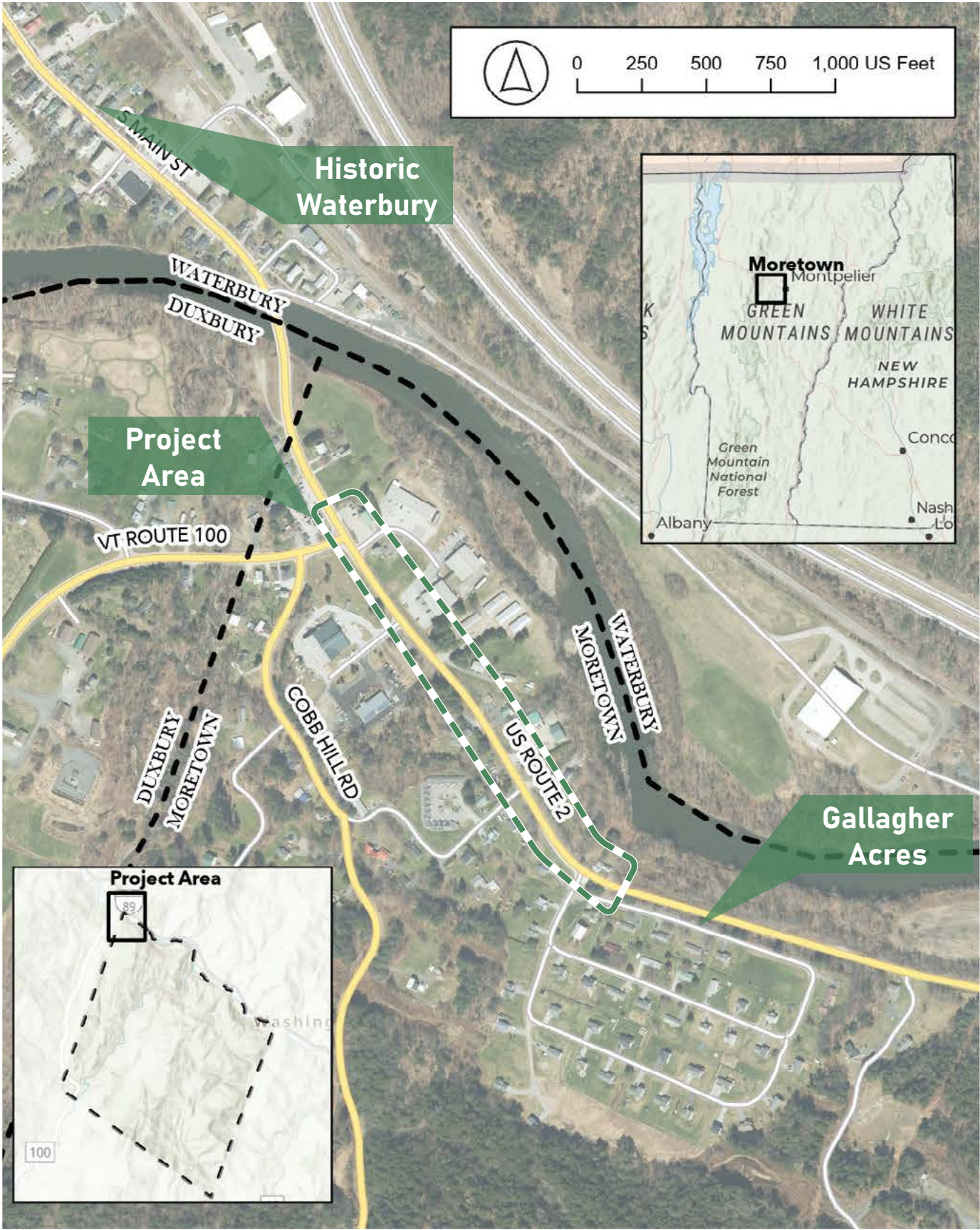
May 23, 2012

DATA ■ ANALYSIS ■ SOLUTIONS



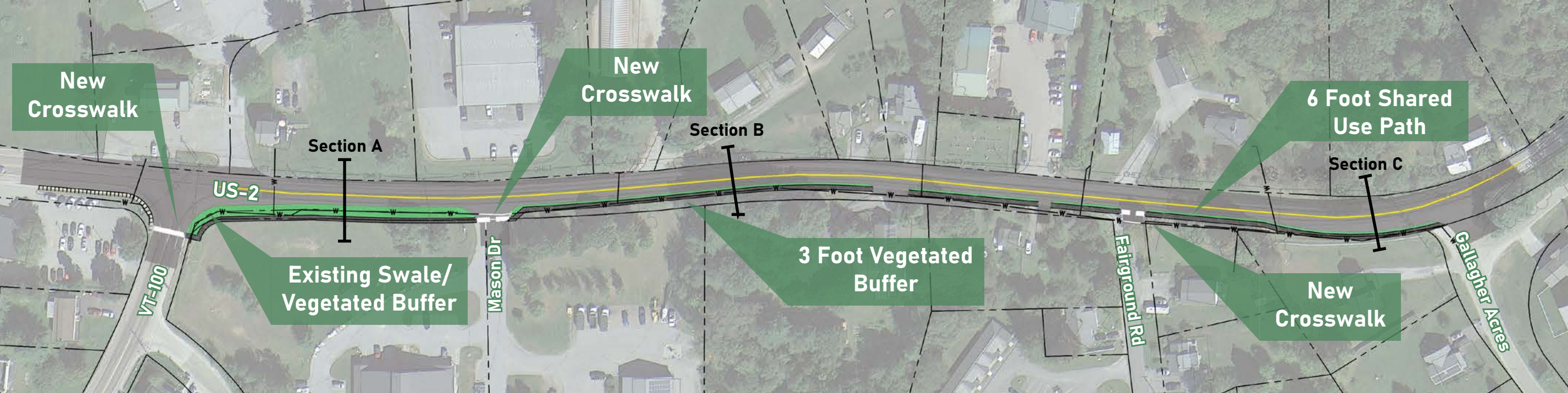
**MORETOWNPLAN**

Moretown Select Board Approval Date: 1/4/2016





# Preferred Design Concept



## Preferred Design Concept

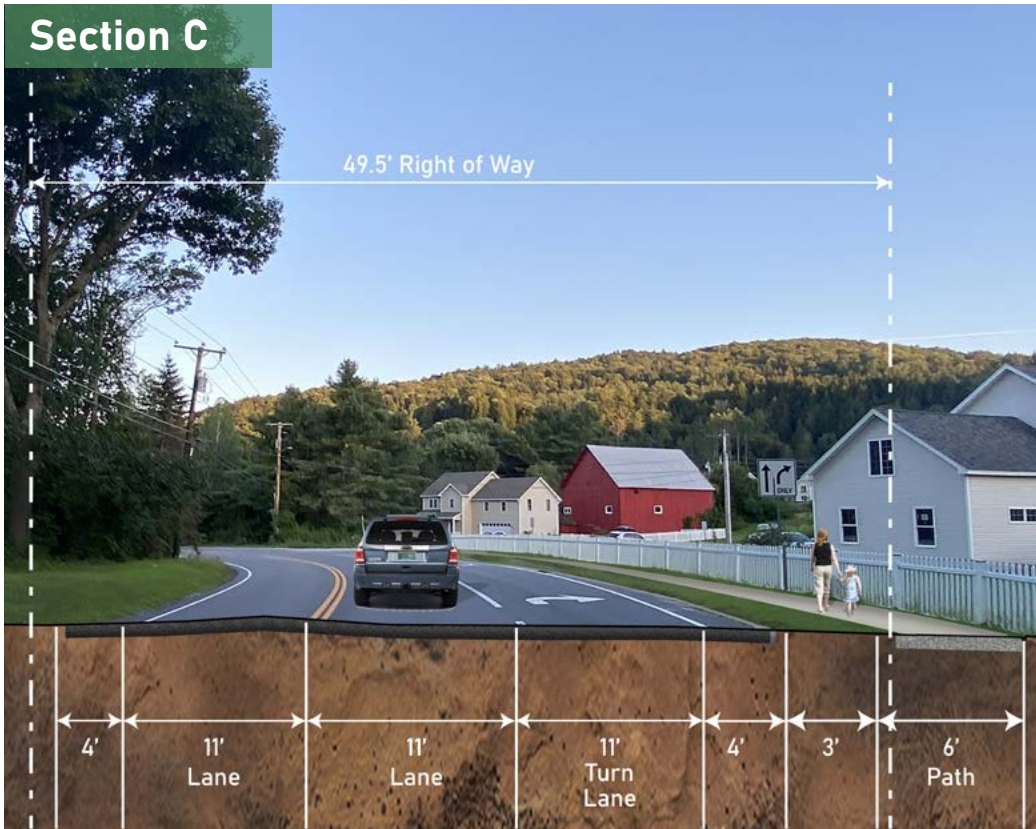
The preferred design concept adds a six foot wide, paved pedestrian path along the south side of US-2. This gives travelers more space than a traditional five foot sidewalk but is less costly than a full 10' shared use path. The path is separated from the road by a curb and three foot vegetated buffer. The exception is in front of Aubuchon Hardware, where the path has been moved further from the road to accommodate the existing swale. This buffer offers an added layer of distance from the road, and avoids the construction challenge of moving or replacing the existing swale. Finally, three crosswalks have been added to the area, one each across VT-100, Mason Drive, and Fairground Road.



Section view of the western section of the project area.



Section view of the central section of the project area.



Section view of the eastern section of the project area.



# EXISTING CONDITIONS





# Land Use and Zoning

## Current Land Uses

The land surrounding the project area is mixed commercial and residential, with forested and river areas nearby.

## Zoning

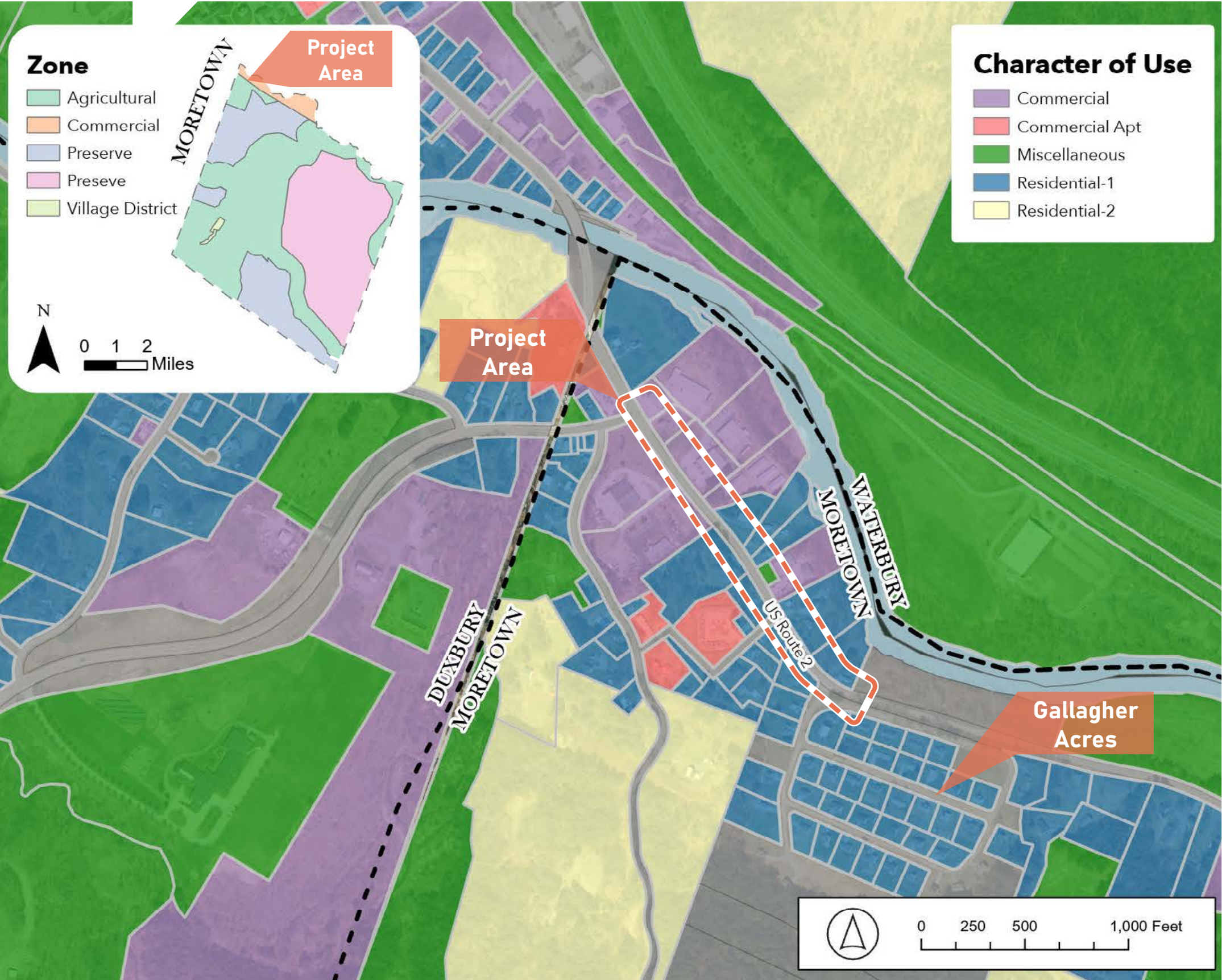
The project area is in Moretown's Commercial (Mixed Use) District. The town's zoning regulations state:

**"The purpose of the Commercial District is to allow for the location and expansion of commercial uses in appropriate locations in a manner that is compatible with residential uses and the Town's rural character."**

The Commercial District is one of five zoning districts in town, and after the Village District, it is the smallest one. There are several dimensional standards associated with the Commercial District. The eighty-foot minimum road frontage has specific relevance to the proposed project. Several land parcels along the project area have a current road frontage greater than 160 feet. This length allows the possibility of sub-division for these parcels.

## The Takeaway

Given that many parcels along the project area have road frontage more than double the minimum requirement, opportunities for subdivisions may exist at the discretion of individual property owners. Enhancing pedestrian infrastructure now will not only enhance existing residents' quality of life in the area as it is today, but will also enhance the area's connectivity for any future development.



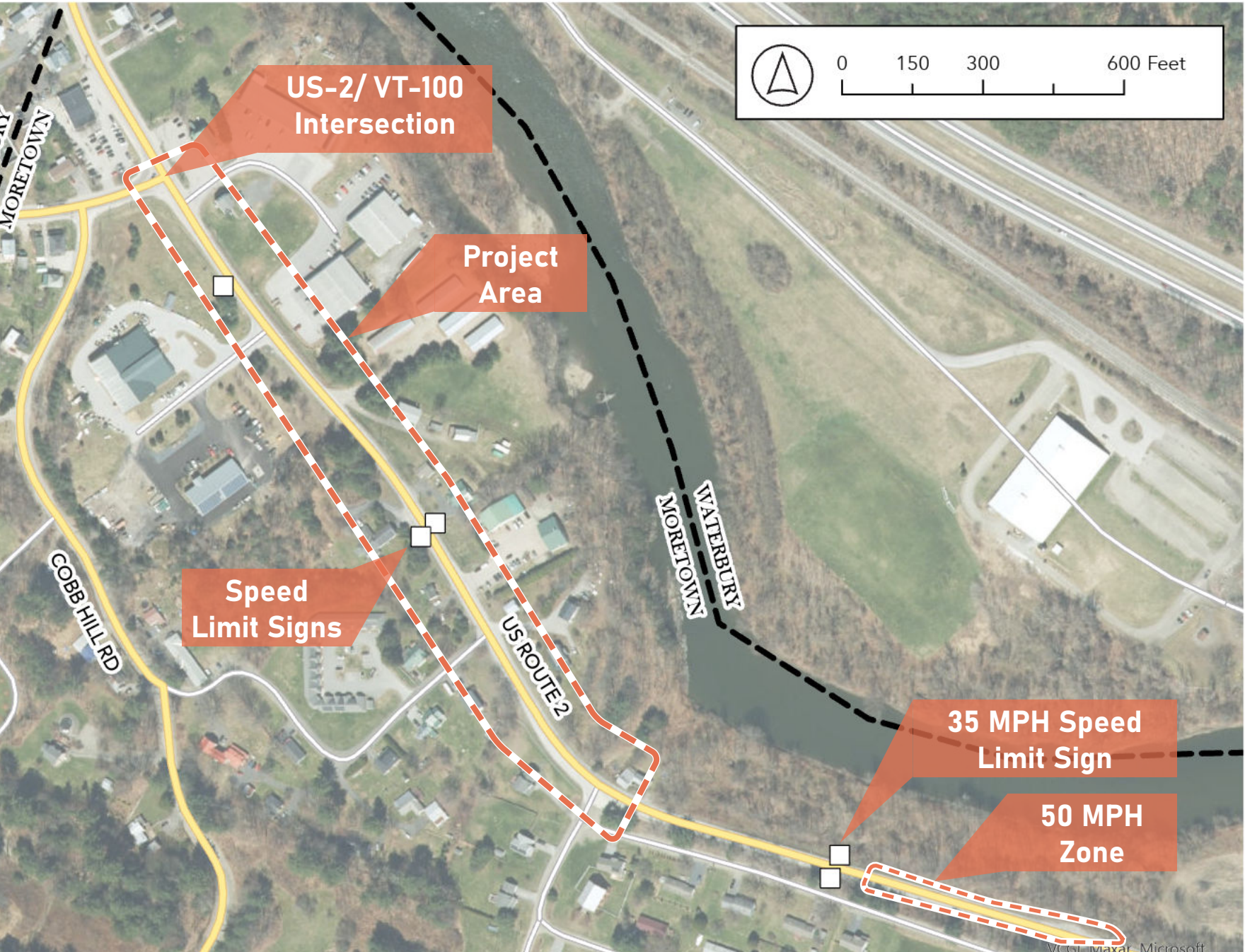


# Roadway Characteristics

## Roadway Condition

US-2 bisects the project area. It is an east/west highway spanning Vermont from Rouses Point, NY, to Lancaster, NH. The section of US-2 contained in the project area is a single-lane highway. The road surface is well-paved and smooth. The road's eastbound side is a mown grass edge expanding into the lawns of

neighboring properties. The westbound side edge is similar, with an additional guardrail along an extended road portion. Connecting driveways and roads are a mix of gravel, dirt, or pavement, in fair-to-poor condition.



Eastward view of US-2 in the project area. The straight road provides good sight-lines for drivers.

## Sight-lines

This section of US-2 is relatively straight, and sight-lines are clear. However, there are no streetlights, so vision from vehicles to the road shoulder is limited in low-light conditions.

## Street Activity

Recently, the Vermont Traffic Committee reduced the speed limit on this section of US-2 to 35 miles per hour at the request of the Town of Moretown. This section of US-2 had an average annual daily traffic (AADT) of 7,820 vehicles per day in 2022. This is according to the State of Vermont Agency of Transportation's 2022 AADT Report, the most recent year this data was available at the time of writing. This number is notable as it is more than four times the town's population, according to the 2020 US census. This suggests that much of this traffic is from vehicles either visiting the area, or passing through, as opposed to only locals who may be more likely to know (and follow) the speed limit. US-2 connects Waterbury and Burlington to the west with Montpelier to the east, and its high volume of daily use reflects this.



Pedestrians walk eastward on the road shoulder past a speed limit sign.



# Roadway Characteristics (continued)

## Vehicle Speeds

Vehicles traveling west to east along US-2 are coming from the Waterbury Village Historic District, a dense, mixed-use area with a speed limit of 25 miles per hour that transitions to 35 miles per hour just outside the project area. Vehicles traveling in this direction therefore may be more likely to be picking up speed as they move through the project area towards the 50 miles per hour zone to the east.



The project area’s only intersection marks its western entrance.

Conversely, vehicles traveling east to west along US-2 are approaching from a 50 miles per hour zone. They will see two speed limit signs signaling this change; one east of the entrance to Gallagher acres, approximately 500 feet outside the project area, and another approximately 500 feet inside the area.

side of the road. This unpaved corridor may potentially provide the room for new pedestrian infrastructure. Alternatively, temporary or permanent easements may be required.



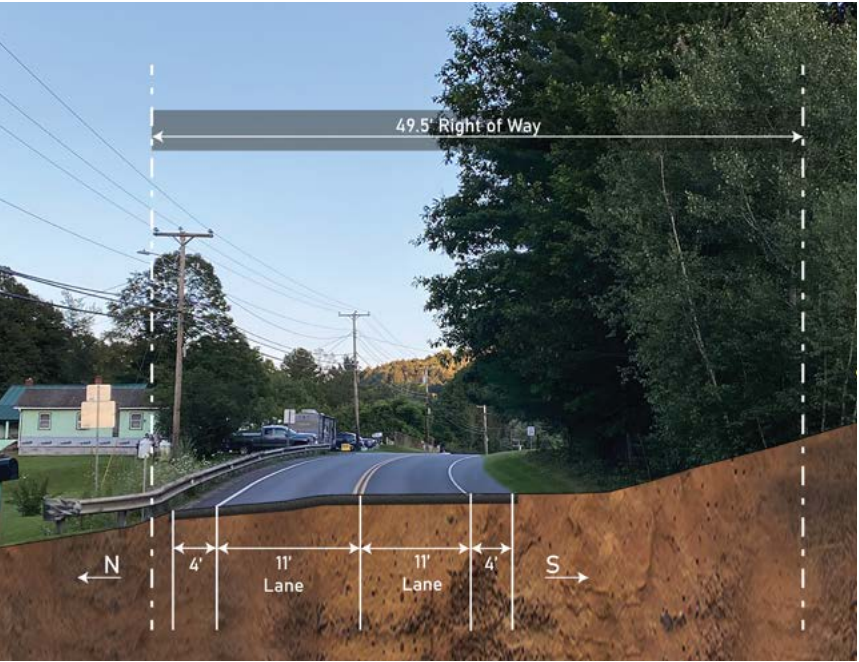
## Intersections and Access Management

The western edge of the project area is a T-shaped intersection of US-2 and VT-100. There is a set of traffic lights and no pedestrian crossings.

## The Takeaway

The adjacency of dwellings and businesses directly along the project area, as well as more shops, restaurants, and civic resources in Waterbury, makes this area a potentially walkable one. However, the high volume of vehicles using this section of US-2 exacerbates the danger for walkers and cyclists using the shoulder of the road. As found in the public outreach for this project, local residents feel uncomfortable moving along this stretch of roadway via foot, bike, or with a stroller. The smooth asphalt, clear line of sight for drivers, and adjacent fifty miles per hour stretch of US-2 to the east may also encourage drivers to exceed the project area’s thirty-five miles per hour speed limit. Vehicles being able to see pedestrians and cyclists on the road shoulder is particularly challenging in low light due to the lack of streetlamps in the project area.

A notable asset to the project area is the 49.5’ right of way, the southern edge of which is unpaved, potentially providing room for new pedestrian infrastructure.



Rendering of the right of way in the project area.

The eastern edge of the project area is accessed only by US-2. There is only one other access point to the project area, via Cobb Hill Rd from the south. All other road connections to the project area are local roads with no external connections.

## Right of Way (ROW)

US-2 is not a Class 1 Town Highway, so the State of Vermont has jurisdiction. Right of way in the project area is 49.5 feet, per the Vermont Right of Way Spatial Data Hub. The road appears to be aligned closer to the northern edge of the ROW, leaving a corridor of approximately 19 feet on the south



# Roadway Data

## Pedestrian and Bicycle Facilities

This stretch of US-2 lacks sidewalks or bicyclist facilities, forcing pedestrians and cyclists to use the road shoulder. Following US-2 west from the project area, an established sidewalk on the eastbound side connects the project area to the Waterbury, VT Historic District, with shops, restaurants, and municipal facilities. En route, this sidewalk crosses the Winooski River; the next river crossing is nearly 3 miles to the east on US-2, meaning this bridge is the only pedestrian or cyclist river crossing for at least 3 miles in any direction. Bicycle Express, a dedicated bike shop, is also across from the VT-100 intersection. This shop draws additional bike traffic to the area. Because the shop is directly across from the US-2 and VT-100 intersection, cyclists must navigate this challenging intersection before they arrive at the bike shop.



Bicycle Express sits in the northwest of the project area.

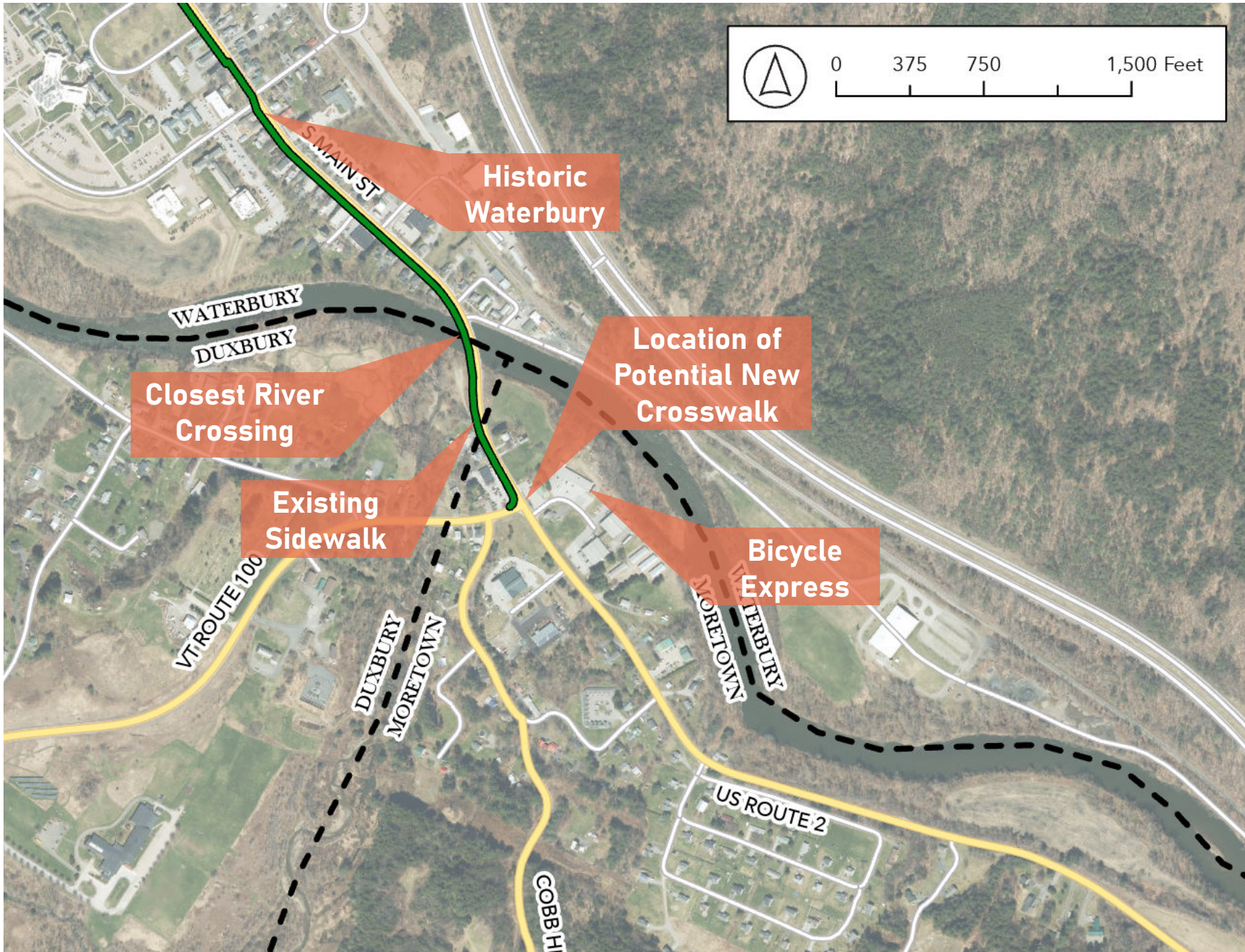


A view southeast into the project area showing the intersection of US-2 and VT-100. Note the existing sidewalk (bottom right) and its lack of crossing connections through the intersection.



The weekly path of Green Mountain Transit Route 83.

There are no crosswalks within the proposed project area. Crosswalk connections will be a key part of creating new pedestrian infrastructure. Potential locations for crosswalks to be explored later in this document include where US-2 meets VT-100, and connecting commercial drive along US-2 east of the intersection.





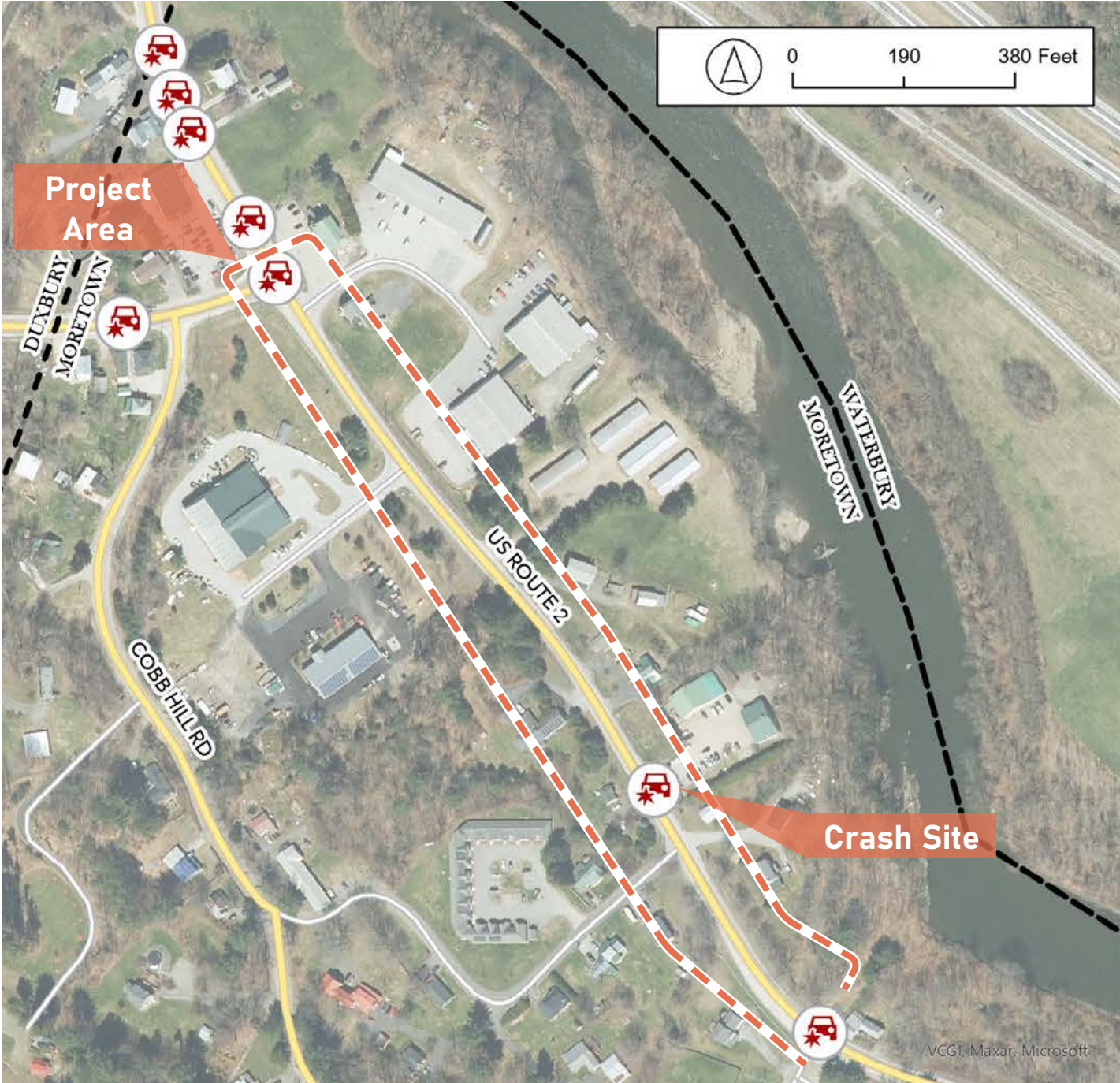
# Roadway Data (continued)

## Public Transit

Green Mountain Transit Route 83 uses this section of US-2 several times daily, Monday through Friday, making trips between Waterbury and Montpelier. There are several bus stops westbound on US-2 in Waterbury's Historic District, roughly a mile walk from the western edge of the proposed project area.

## Safety Data

Between September 2013 and September 2023, two reported vehicle accidents within the proposed project area occurred, one in 2017 and one in 2019. There were an additional eight accidents in the immediate area. None of these incidents had any reported injuries or reported impact with pedestrians.



## The Takeaway

Without designated pedestrian or bike infrastructure, traveling on the road shoulder, biking on the road, or driving to their destinations are the only options for the residents living along this stretch of US-2, including more than forty households in the Gallagher Acres development. The lack of pedestrian infrastructure may be particularly hard for those with special mobility needs, including wheelchair users, older adults, or those traveling with strollers or small children. Walking along the shoulder of US-2 in this area may be particularly dangerous due to the high amount of daily use and potential for speeding, as covered in the "Roadway Conditions" section of this document.

Additionally, pedestrians and cyclists living in the project area wishing to cross the Winooski River must access the area's closest crossing via US-2. Traveling via this crossing would make using the section of US-2 in the project area necessary.



# Existing Utilities

## Stormwater

As displayed on the map to the right, there is a mix of stormwater infrastructure in the project area, concentrated around buildings. These include a swale along US-2 by the Aubuchon Hardware (pictured right), and a stormwater basin at the intersection of Gallagher Acres and US-2.

There are two stormwater permits within the project area; one to Hannon Home Center (Abuchon) and one to Gallagher Acres. These are noted with a green cross on the map.

## Overhead Utilities

Green Mountain Power (GMP) overhead power lines and the poles that support them exist throughout the project area. Most notably, many of these poles are along the northeast edge of US-2. These lines and poles are marked in dark green on the map and pictured to the right.

## Water and Sewer

An 8" water line extends along the length of US-2 within the project area along the south side of the road. It is within the Right of Way from approximately VT-100 to the Vermont Tennis Courts, then runs outside of the Right of Way to Gallagher Acres

There are also three fire hydrants in the project area; two on the south side of the road, and one on the north. The hydrants are approximately 15' off the edge of pavement.

## Other

Site analysis revealed a sign indicating there are buried telephone cables on the south side of the road (pictured right). However, desktop analysis using data from the Vermont Center for Geographic Information (VCGI) did not contain records of buried telephone lines in this location.



The swale on the south side of US-2, in front of the Aubuchon Hardware



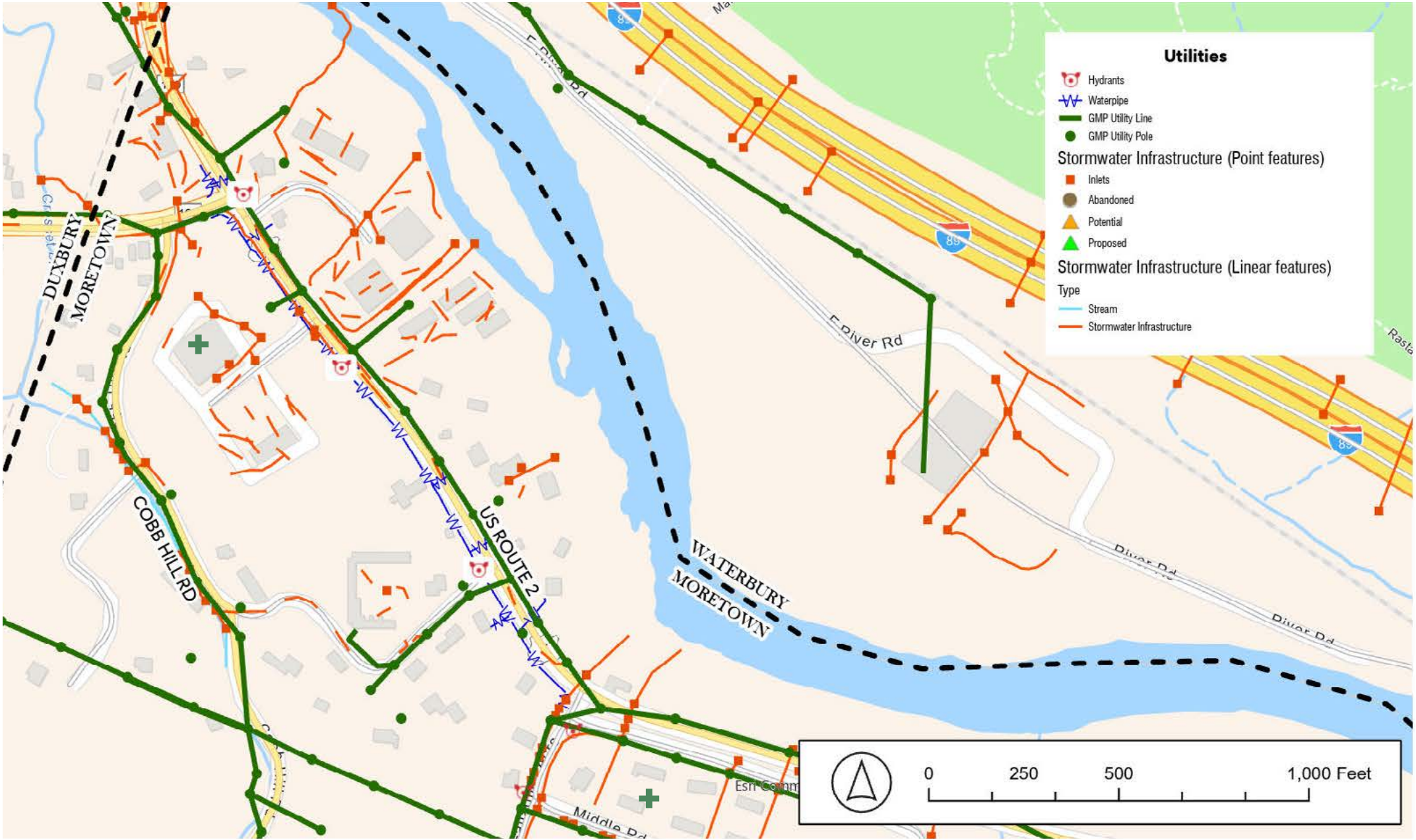
A fire hydrant on the south side of US-2



The line of telephone poles following the north side of US-2



A marker indicating the presence of buried telephone lines nearby





# Additional Roadside Details

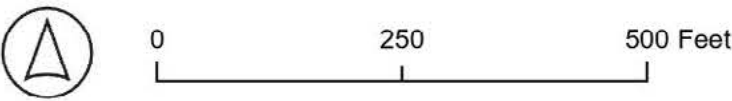
## Potential Obstacles

Represented on the map below is a summary of the potential obstacles not already covered in this document that may impede or complicate the establishment of a new sidewalk or multi-use path. Site measurements in the next phase of this project, if a build option is chosen, will dictate the extent to which these obstacles will affect construction, if at all.

These obstacles are divided into the following categories:

- Fences and guardrails
- Mailboxes
- Business signs
- Wayfinding markers
- Trees within or near the right-of-way

Locations of obstacles on the map are approximate, and site measurements will prevail.





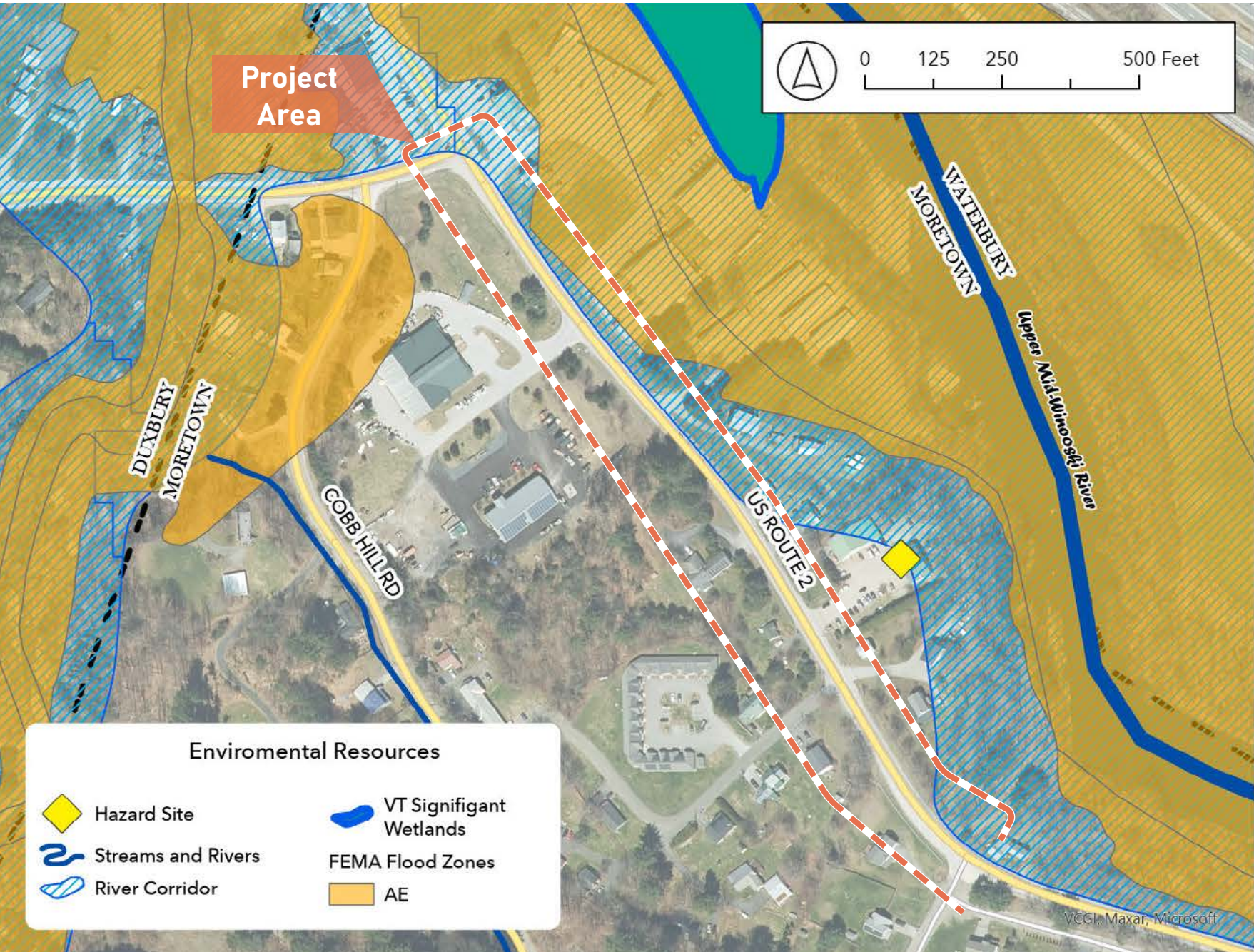
# Environmental Resources

## Overview

As part of the preparation for this scoping study, a desktop environmental analysis of the study area was done. The results of that study are summarized in the table to the right and on the map below. Topics covered include wetlands and water movement, protected and endangered species, and hazardous sites.

## The Takeaway

The northeast edge of the project area is close to or within the Winooski River Corridor and its associated flood zone. Alternatively, the southeast edge of the project area is situated away from environmental resources and hazards. Therefore, locating new pedestrian infrastructure on the south side of US-2, as opposed to on the north side, or both sides, may be the more structurally and ecologically sound design solution.



| Potential Resources        | Presence / Absence in Study Area                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Wetlands                   | A review of the Vermont Significant Wetlands Inventory reveals a wetland at the northern point of the project area. Wetlands in the VSWI are class I or II wetlands protected by Vermont Wetland Rules. Boundaries displayed by the VSWI are approximate. Only a qualified wetland scientist may delineate wetland boundaries.                                                                                                                            |
| Lakes/Ponds/Streams/Rivers | The Winooski River flows northeast of the proposed project area and marks the boundary between the communities of Moretown and Waterbury. A small stream flows along the south side of Cobb Hill Road, converging with another small stream just inside the Moretown/ Duxbury border, then flows north under VT-100 and converges with the Winooski River west of the US-2 bridge.                                                                        |
| River Corridor             | A River Corridor Designation identifies areas adjacent to a river that are required to accommodate the river's natural movement over time. The Winooski's River Corridor partially or fully encompasses many of the adjacent properties northeast of the project area, stopping at the edge of US-2 West.                                                                                                                                                 |
| FEMA Flood Zones           | The Winooski's FEMA-designated 100-year floodplain (also known as a Zone AE flood hazard area) encompasses much of the land in the northeastern part of the project area.                                                                                                                                                                                                                                                                                 |
| Flood Hazard Area          | In the areas across the street from Aubuchon Hardware and Vermont Tennis Courts, the Winooski Flood hazard area comes nearly to the edge of US-2 West.                                                                                                                                                                                                                                                                                                    |
| Endangered Species         | The Winooski River has hosted Element Occurrences (EO) of rare or threatened animals.                                                                                                                                                                                                                                                                                                                                                                     |
| Forest Land                | None identified in the study area.                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Hazardous Sites            | There is one hazardous site near the project area. Ray's Autobody on US-2 was the site of a spill of approximately seventy gallons of kerosene in 2012. Since that time, remediation actions were taken, the contamination priority has been deemed low, and, as of 2023, the site is in the process of receiving the Site Management Activities Completed (SMAC) designation. Therefore, this hazardous site is not a concern for this sidewalk project. |



# Cultural Resource Review

## Historic Resources Identification

Hartgen Archaeological Associates, Inc performed a Historic Resources Identification (HRI) assessment for the proposed project area. The project area has no National Register Listed (NRL) properties. Hartgen surveyed twenty-three resources for this assessment. Based on criteria including age and condition, Hartgen determined three resources are eligible for inclusion into the National Register of Historic Places, also known as National Register eligible (NRE). After analysis, Hartgen determined that

**“[n]o direct impacts on any of these structures or the proposed district are anticipated. While it is not anticipated that the proposed project will impact any mature plantings associated with NR-eligible or Vermont State Register Listed properties, care should be exercised in this regard.”**



Resource number 1, c. 1928. National Register Eligible.

## Archaeological Resources Assessment

Hartgen also performed an Archaeological Resource Assessment (ARA). Hartgen used the Vermont Division for Historic Preservation (VDHP) Environmental Predictive Model to measure the project area’s precontact archaeological sensitivity. Due to the area being within 180 meters of the Winooski River, within 180 meters of a confluence of a river/ stream, located on a major floodplain, located within the waters of Glacial Lake Winooski, and along natural travel corridors, Hartgen gave the project area a score of fifty-six. A score of thirty-two or higher indicates precontact sensitivity. Points were deducted because of disturbance caused by the road and adjacent developments. Ultimately, Hartgen determined precontact sensitivity to be high.

Hartgen determined the area has low overall historic archeology, owing to the area being largely unoccupied during the 19th and into the 20th century. The exception to this assessment are four areas within the project site Hartgen determined to be Archaeologically Sensitive Areas (ASA). After analysis, Hartgen recommended

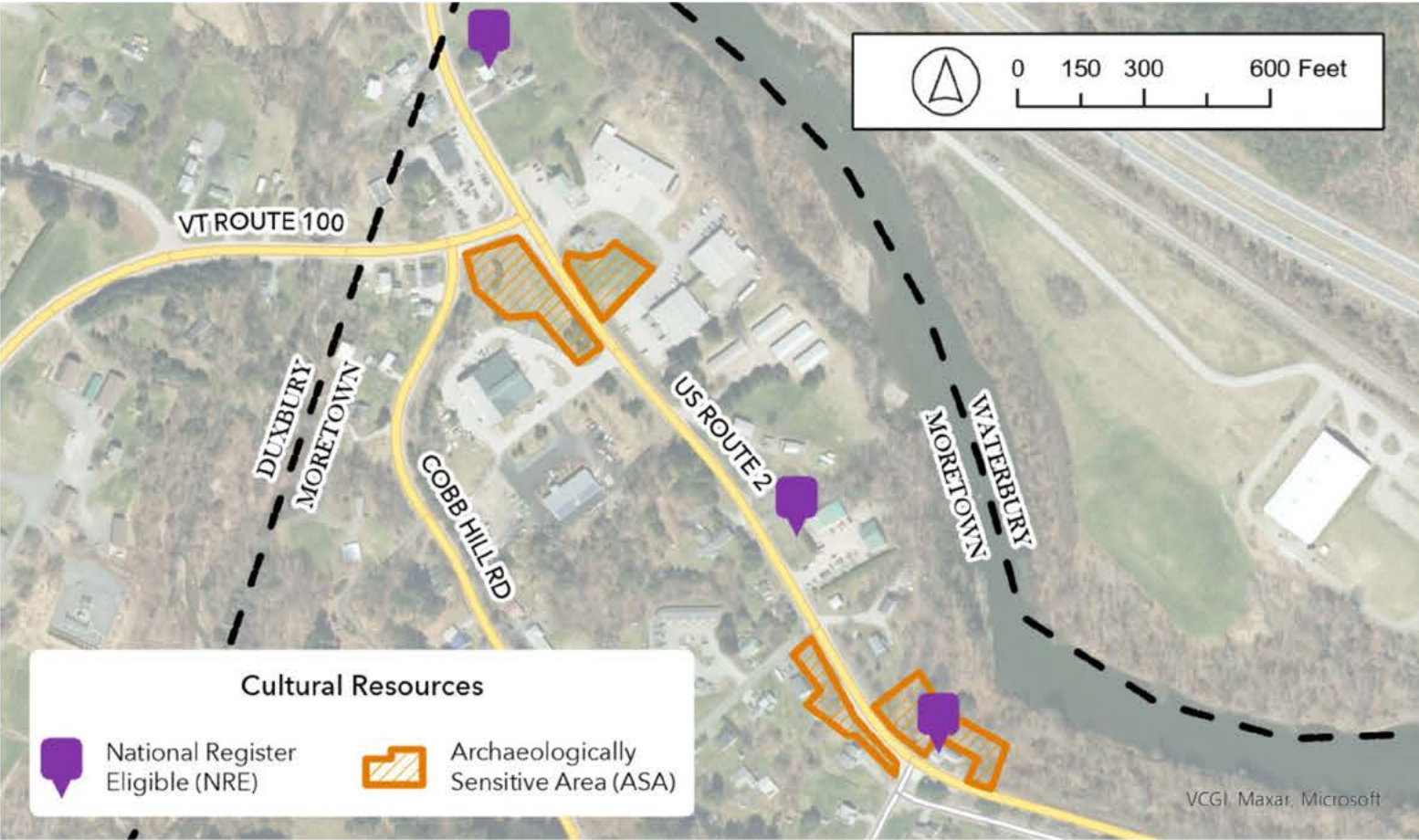
**“No further work is recommended for the majority of the [project area] due to extensive modern disturbances caused by recent development of the area. However, several Archaeologically Sensitive Areas (ASAs) have been identified [...] where there is the potential for finding intact precontact or historic period archaeological deposits. If subsurface disturbance of these areas cannot be avoided, further archaeological investigations are recommended.”**



Resource number 9, c. 1794. National Register Eligible.



Resource number 11, c. 1820. National Register Eligible. One of the oldest houses in North Moretown.





# Public Input

This scoping study had two public engagement phases – the Local Concerns phase, and the Alternatives, or Design Concepts, phase. For the Local Concerns phase, one public meeting was held on June 20, 2023, as part of the Selectboard meeting. Stakeholders attended both in-person and via zoom.

This section covers the first public meeting, the Local Concerns meeting. For a summary of the Alternative Concepts meeting, see the chapter of this document titled [DESIGN CONCEPTS](#).

## Public Meeting #1 Local Concerns; June 20th, 2023

This meeting was held at 6pm at the Moretown Town Office and via Zoom. Ten members of the public attended, as well as the Selectboard, the Selectboard assistant, a VTrans representative and a member of the consulting team.

Overall community reaction to the project was positive. Participants drew attention to the challenging conditions pedestrians face in this area, caused by the lack of sidewalks. The community noted that the Gallagher Neighborhood feels “cut off” from the surrounding area in poor weather, and that there is no safe way to leave the neighborhood on foot or bike – a challenge especially relevant to the families of the 20-30 children who call that neighborhood home.

Community proposed design solutions included desires for curbed sidewalks with ramps, signalized crosswalks, and an ADA accessible connection to Waterbury. There were also questions about the possibility of a vegetated buffer between any new paths and the road, as well as the possibility of adding a bike lane.



**MORETOWN  
SHARED USE PATH  
SCOPING STUDY**

VERMONT  
AGENCY OF TRANSPORTATION

DuBois  
& King  
INC.

**Local Concerns  
Meeting  
06.20.2023, 6:00pm**

Held during the Selectboard meeting at the  
Moretown Town Office: 79 School Street  
or via Zoom:  
<https://us02web.zoom.us/j/6201042716>  
Meeting ID 620 104 2716  
Or to call in: 929-205-6099

The Town of Moretown is exploring options for extending a 5' wide sidewalk or shared use path from the intersection of Rt 100S and Route 2, along Route 2, to Gallagher Acres.

If you'd like to have an opportunity to discuss this project, ask questions, and voice concerns, please come join the project team to learn more.





# PURPOSE & NEED

## Purpose

This project's Purpose is to improve pedestrian comfort and safety along US-2 between the Gallagher Acres neighborhood and the intersection with VT-100. Community outreach indicates strong need for enhanced, car-free connections in this area.

## Need

Heavy daily road use, narrow shoulders, and potential for high motorist speeds along a residential area has created hazardous conditions for those in the area wishing to travel without a vehicle. Over 50 residents live in the Gallagher Acres neighborhood which is located 1/3 of a mile from the nearest sidewalk connection, leading to Waterbury Village. The need to for this project is the result of site conditions being inadequate for the pedestrian comfort and safety desired by the community. Increasing pedestrian and cyclist safety in this area will create a more walkable community, help to decrease fossil fuel emissions by reducing vehicle use, and increase accessible opportunities for all who live in or near the project area.





# DESIGN CONCEPTS





# Preliminary Designs

## Three Design Concepts

These three Design Concepts illustrate approaches to address the safety and comfort of walking and bicycling on US-2 in Moretown. Each identifies a way to link residents near the project area with nearby destinations. However, the No-Build design (Concept 0) represents “no-change” to the current condition aside from typical maintenance of existing infrastructure. The No-Build option is a requirement of the VTrans Scoping process.

The following pages provide an overview of these proposed designs, their conceptual costs, and potential impacts. All are designed to comply with VTrans lane and shoulder width requirements for snow removal and maintenance.

**Design Concept 0: No-Build**



**Concept 1: Curbed Sidewalk**

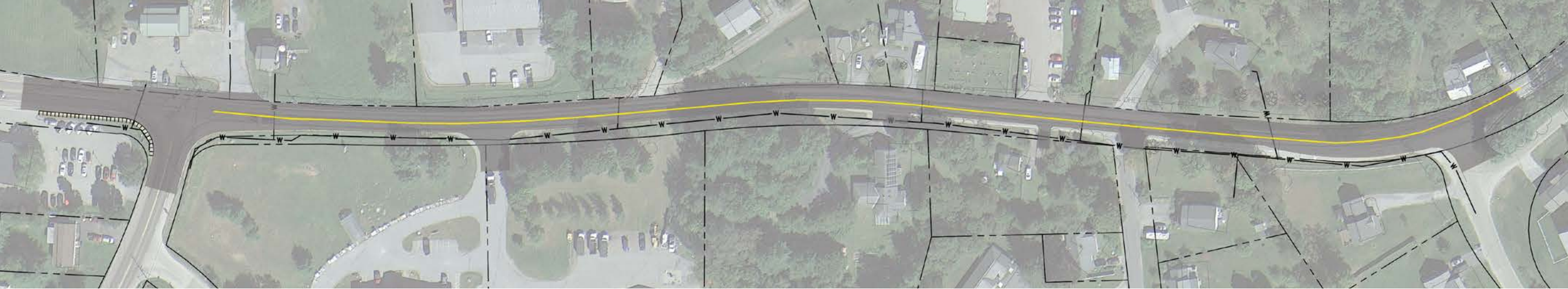


**Concept 2: Separated Path**





# Design Concept 0: No-Build



## Concept 0: No-Build

Although there are many homes along the project route whose residents would be served by a pedestrian connection to Waterbury and beyond, costs and site complications must still be considered.

The no-build option equates to no upfront capital costs, as nothing in the project area concerning pedestrian infrastructure will change. No upfront capital costs does not mean no costs, however. In a no-build scenario, residents in and near the project area will move about as they always have; walking, driving, or biking as each suits them. Future costs or impacts like the potential danger of walking along a busy road, residents without cars having limited access to the area around them, and the additional greenhouse gas emissions from residents using their cars to travel when they might otherwise have biked or walked, will all continue to exist.



*In Concept 0, pedestrians must walk exposed to US-2*



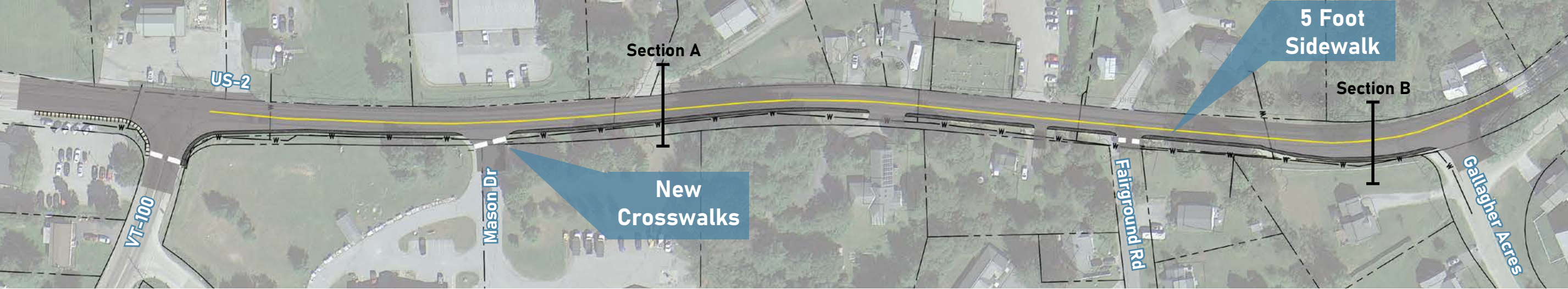
*Without a crosswalk, pedestrians are left with a “free for all” when crossing the wide intersection of US-2 and VT-100*



*Pinch points caused by trees and other obstacles – as pictured here – will continue to provide potentially hazardous walking conditions*



# Concept 1: Curbed Sidewalk

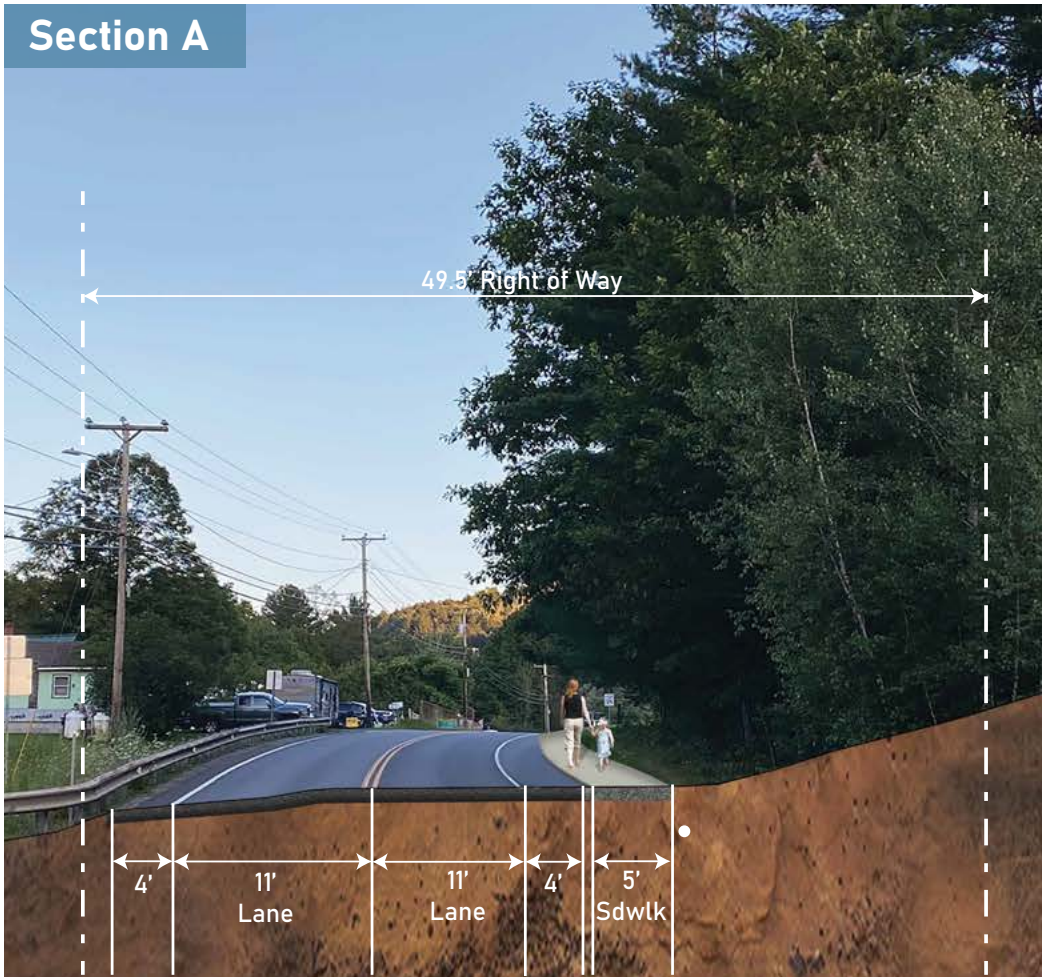


## Concept 1: Curbed Sidewalk

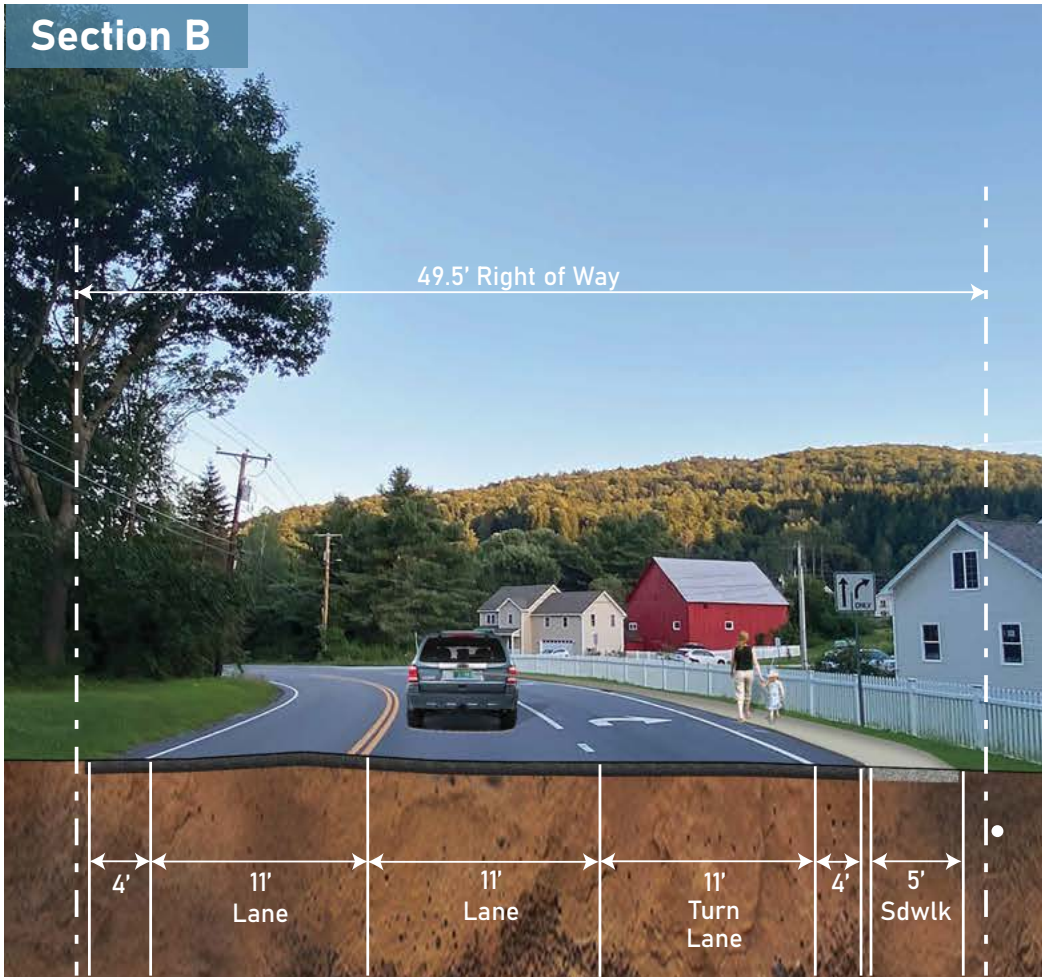
Concept 1 addresses community need for better pedestrian connection in a straightforward and direct way. A 5 foot curbed sidewalk along the roadway is proposed from Gallagher Acres to the VT-100 intersection along the US-2's southern edge. Three crosswalks have also been proposed, crossing VT-100, Mason Drive, and Fairground Road. This concept will require a Section 1111 permit for work within the state ROW.

## Design Strengths

After No-Build, this design is the least expensive concept. The 5 foot paved sidewalk in this design option also provides a viable path for pedestrians of many abilities, including wheelchair users and those traveling with small children. It also directly connects the project area to downtown Waterbury with a new crosswalk at the intersection of US-2 and VT-100. This crossing addresses sentiments expressed at the June 20th, 2023 Local Concerns meeting where residents noted that under existing conditions there is no “correct” way to cross here.



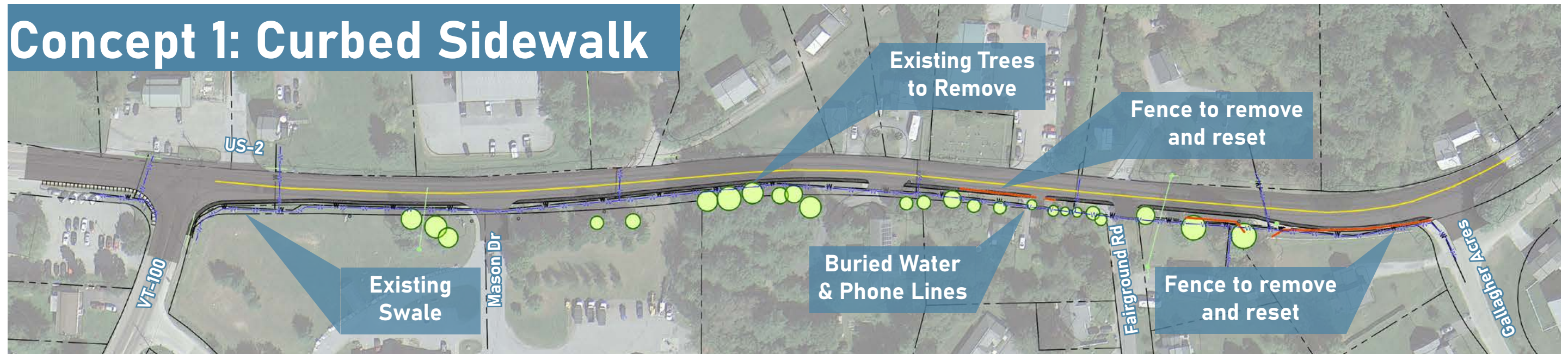
Section view of the western section of the project area.



Section view of the eastern section of the project area.



# Concept 1: Curbed Sidewalk



## Design Challenges

While the north side of US-2 has many constraints that make additional infrastructure on this side of the road a challenge, the south side of the road is not without concerns. Any design solution with improvements on this side of the road will face some or all of these concerns.

Concept 1 will be challenged by the existing stormwater swale and by potential property impacts in front of the Aubuchon Hardware. To make room for the sidewalk the swale in this area will need to be moved, which may have impacts for the Aubuchon Hardware property. Discussion with this property owner would be vital in the event the swale will be moved out of the Right of Way.

Several trees are growing close to the side of the road and will need removal to make way for the sidewalk. Two fences will need to be removed and reset during construction. Survey will be required to accurately locate the buried 8 inch water pipe along the road's edge, plus the potential buried telephone lines.

A final constraint of this design is the sidewalk width. While 5 feet is the minimum ADA required width for accessibility, users may find 5 feet to narrow to travel comfortably with multiple people in the sidewalk, particularly with the road close by.



*The swale in front of Aubuchon Hardware will have to be moved, potentially crossing property lines.*



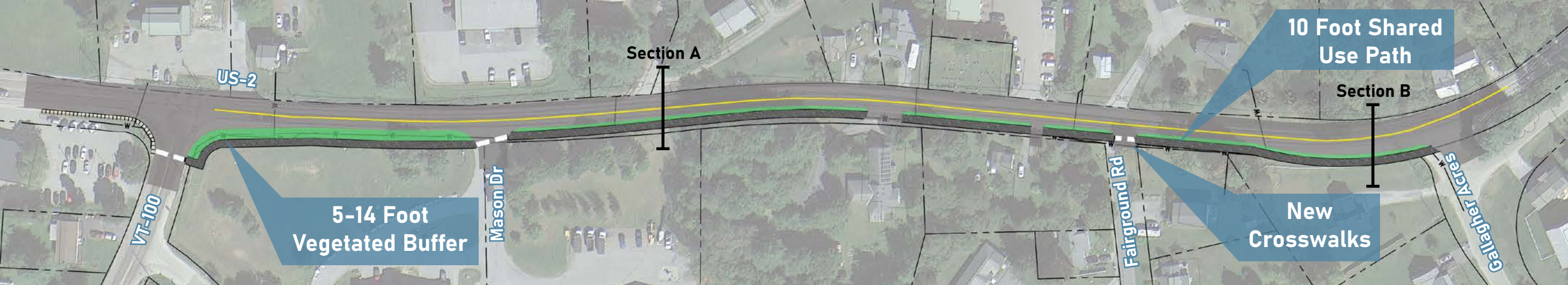
*A buried water pipe and potentially buried phone lines may affect construction.*



*This fence will have to be removed and reset during construction.*



# Concept 2: Separated Path



## Concept 2: Separated Path

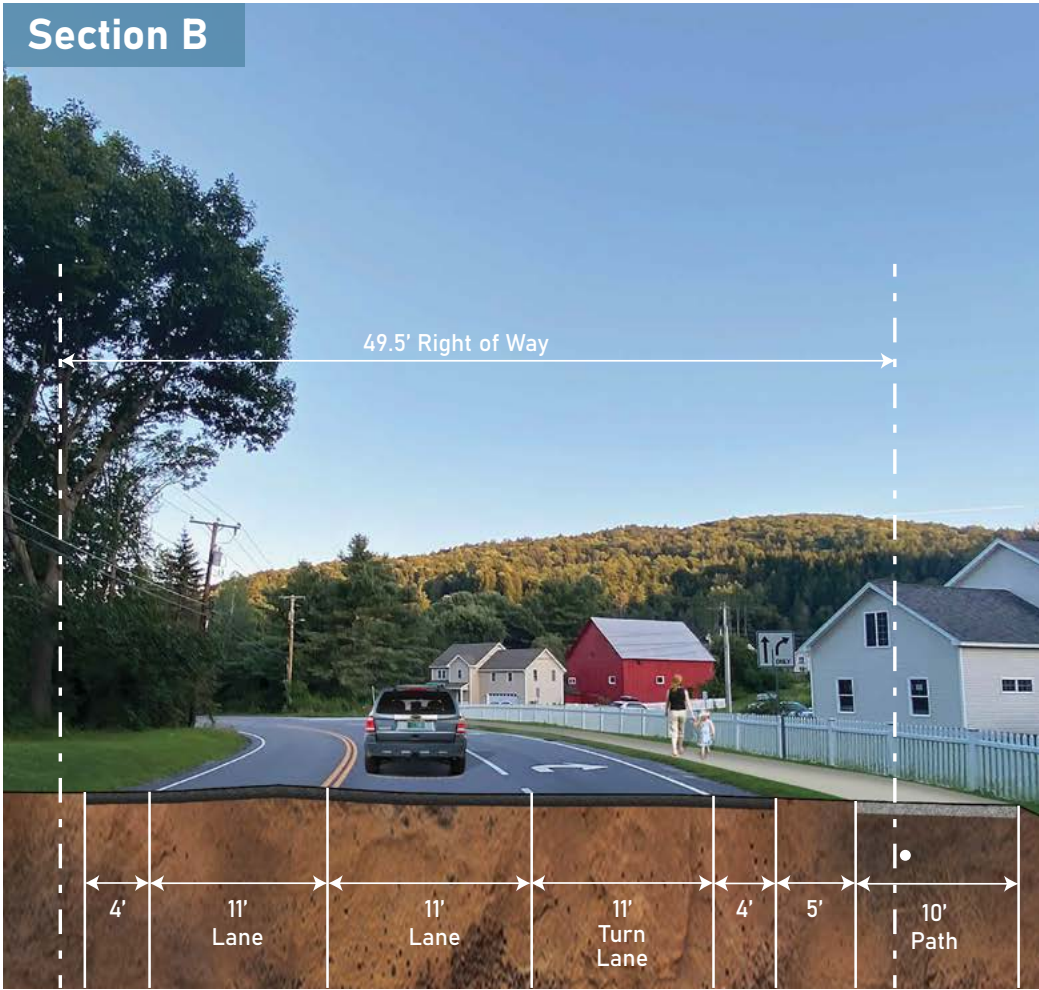
Concept 2 takes Concept 1's solution for pedestrian needs, and enhances the user experience. In Concept 2, a ten-foot wide shared use path follows US-2's southern edge. This path is separated from the road by a five-foot vegetated buffer, providing an extra layer of separation from the road. This buffer is increased to fourteen feet between VT-100 and Mason Drive to avoid disturbing the existing swale. As in Concept 1, this concept also adds three crosswalks, one each at VT-100, Mason Drive, and Fairground Road. This concept will require a Section 1111 permit for work within the state ROW.

## Design Strengths

This design provides an elevated user experience, while addressing community concerns. The ten foot wide path provides ample room for multiple users of various transportation methods, including cyclists and pedestrians. The vegetated setback from the road also provides an added layer of protection for path users, by separating them fully from the vehicles traveling on US-2. Without the green



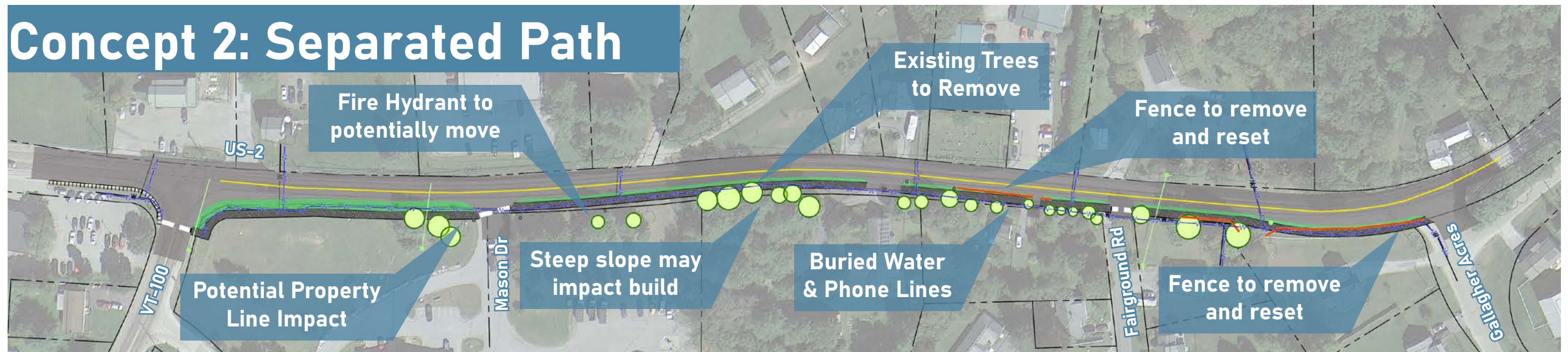
Section view of the western section of the project area.



Section view of the eastern section of the project area.



# Concept 2: Separated Path



space, cyclists would be required to use the roadway shoulder, not the sidewalk.

## Design Challenges

Many of the challenges facing Concept 1 also apply to Concept 2. There are potential property line impacts between VT-100 and Mason Drive, in front of the Aubuchon Hardware. Many trees are growing close to the side of the road and will need removal to make way for the path, more trees than in Concept 1. Due to the greater setback from the road, there are two fences which will need to be relocated and the buried 8 inch water pipe along the road's edge, plus the potential buried telephone lines may impede construction. There may also be impacts on a fire hydrant between Mason Drive and Fairground Road. Further surveying will need to be performed to evaluate this challenge before the drafting of construction documents.

Unique to Concept 2 are also potential slope impacts between Mason Drive and Fairground Road. The slope in this location is such that it may require a retaining wall or more extensive grading. Concept 2 is also the most expensive design of all three preliminary designs.



*This swale in front of Aubuchon Hardware is preserved in Concept 2. However, the path itself may cross property lines to make room.*



*Trees and steep slope near the road will likely impact the wider path and buffer area.*



*This hydrant may need to be moved in Concept 2.*



# Community Design Feedback

After the initial design concepts were developed, the concepts were presented to the public at a Selectboard meeting and distributed as part of an online survey.

## Public Meeting #2 Design Alternatives November 6, 2023, 6:00pm

In addition to the Selectboard, several members of the public attended in person and via Zoom. Overall response was positive to either concept, with preference to whichever could be completed more quickly and for less money. Attendees appreciated a buffer from the road and voiced concerns regarding winter maintenance, since this area of Moretown is not adjacent to other sidewalks within the town. It was noted that an option for maintenance could be to engage with the Town of Waterbury.

## Public Survey November 11th, 2023— December 6th, 2023

Community members responded to a brief survey to express their support or opposition for Concepts 1 and 2. Over the four weeks the survey was live 64 people responded.

The overall character of responses was positive, and most respondents expressed support for improved pedestrian infrastructure on this section of US-2. Respondents chose on a scale of 1-5 to rank each of the two concepts, with 1 meaning “do not support at all” and 5 meaning “strongly support. Between the two concepts, there was slightly more support for Concept 2: Separated Path.

For each concept, over half of respondents said they “strongly support” the design, the highest score possible. Less than five percent of respondents said they “do not support” either design.

Thirty-three respondents left comments. Nearly all comments were positive, and many emphasized the need for walking infrastructure in this area. Some respondents appreciated the heightened feeling of safety a buffer would provide, while others noted that cost and speed of installation are important factors. Overall, respondents expressed the sentiment that either of these concepts would be better than nothing at all.

### MORETOWN SHARED USE PATH SCOPING STUDY

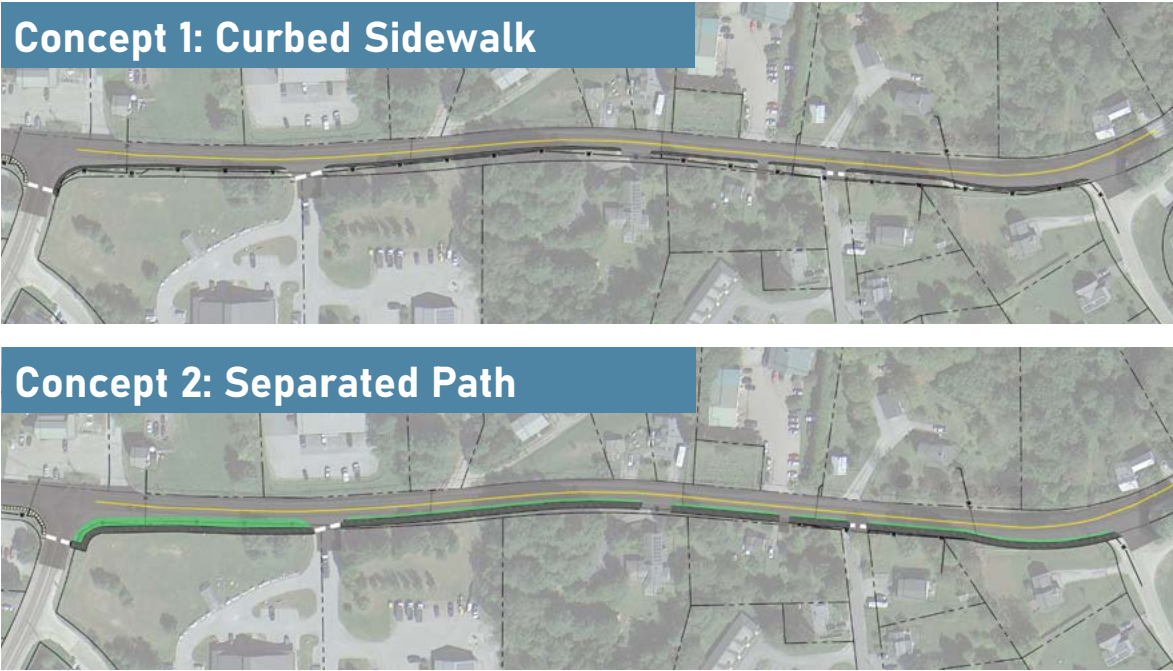


**Alternatives Meeting**  
11.6.2023, 6:00pm

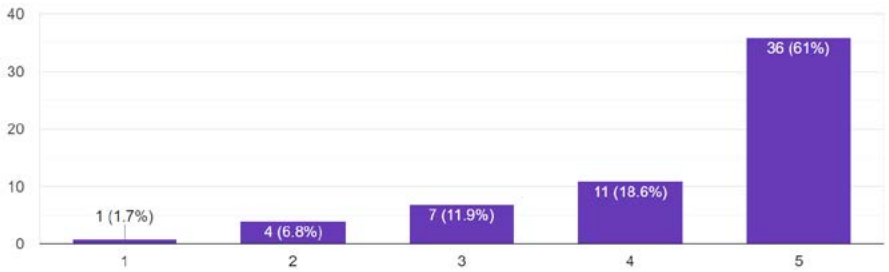
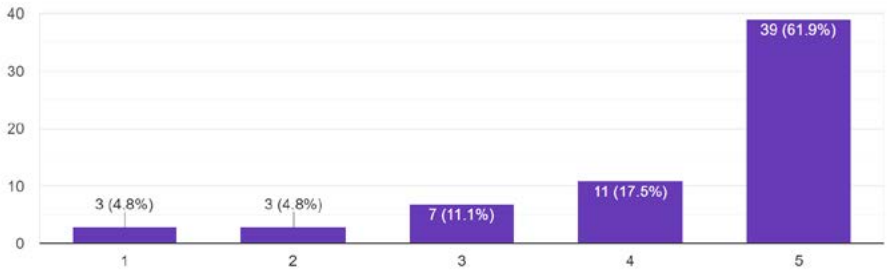
Held during the Selectboard meeting at the Moretown Town Office: 79 School Street or via Zoom:  
<https://us02web.zoom.us/j/6201042716>  
Meeting ID 620 104 2716  
Or to call in: 929-205-6099

The Town of Moretown is exploring options for extending a 5' wide sidewalk or shared use path from the intersection of Rt 100S and Route 2, along Route 2, to Gallagher Acres.

This meeting will review the alternatives developed for this corridor and seek public input.



After begin shown images of the Concepts 1 and 2 in plan and section view, survey respondents were asked to rank each on a scale of 1-5, with 1 meaning “do not support at all” and 5 meaning “strongly support. The below bar charts represent their answers.





# Alternatives Comparison Matrix

All alternatives were analyzed as to their ability to meet three goals:

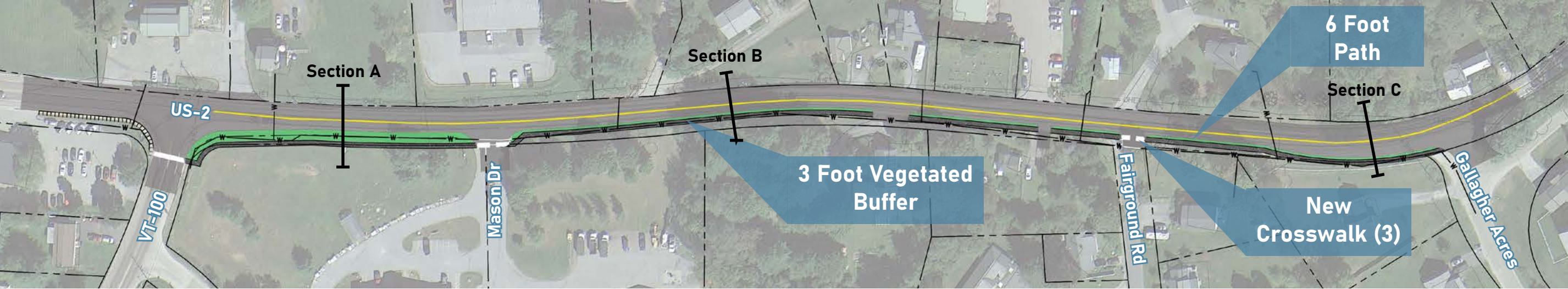
1. Improve the safety and comfort of pedestrians from Gallagher Acres to the sidewalk connection to Waterbury Village.
2. Identify a solution that is implementable and cost effective.
3. Move forward in a manner consistent with public support.

This Alternatives Comparison Matrix was developed to help evaluate multiple options based on a variety of criteria. When combined with further discussion based on need and opportunity, a matrix is an effective way to sort and analyze information. This method is highly useful, but not a conclusive statement of how to proceed. Each sub-category—Project Goals, Implementation & Cost, and Community Support— has an average score based on how each concept compares with the other two. The better the performance by sub-category, the higher the average score. The final score for each alternative is a sum of these three averages.

| Alternative                | Project Goals              |                         |                                 |                                    |                     | Implementation & Cost |                 |       |                     | Community Support                   |               | FINAL SCORE |
|----------------------------|----------------------------|-------------------------|---------------------------------|------------------------------------|---------------------|-----------------------|-----------------|-------|---------------------|-------------------------------------|---------------|-------------|
|                            | Improved Pedestrian Safety | Improved Cyclist Safety | Connects Homes with Other Areas | Identifies New Crosswalk Locations | AVERAGE GOALS SCORE | Property Line Impacts | Utility Impacts | Cost  | IMPACT & COST SCORE | % Positive Responses from Community | SUPPORT SCORE |             |
| Concept 0: No-Build        | 0                          | 0                       | 0                               | 0                                  | 0                   | 3                     | 3               | 03    | 3                   | 9%                                  | 0             | 1           |
| Concept 1: Curbed Sidewalk | 3                          | 1                       | 3                               | 3                                  | 2.5                 | 2                     | 2               | \$2   | 2                   | 79.6%                               | 3             | 7.5         |
| Concept 2: Separated Path  | 3                          | 1                       | 3                               | 3                                  | 2.5                 | 1                     | 1               | \$\$1 | 1                   | 79.4%                               | 3             | 6.5         |



# Preferred Design Concept



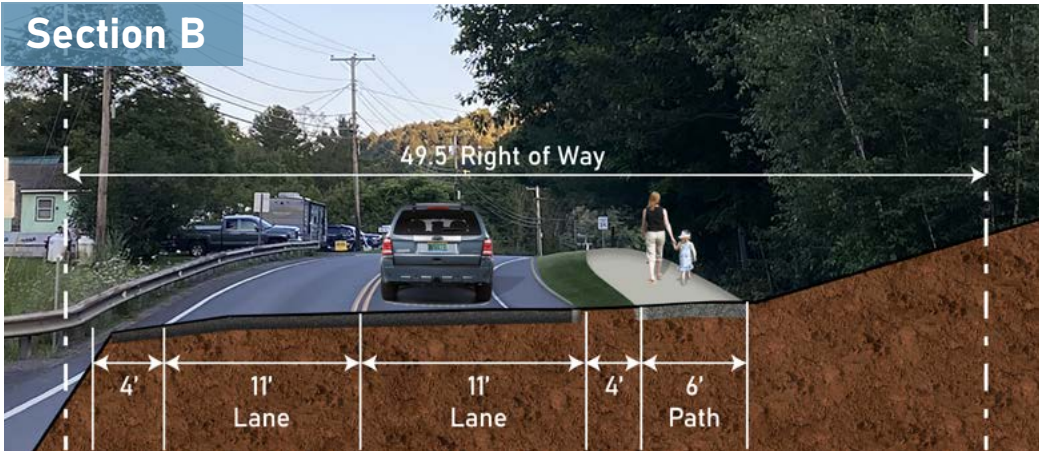
## Preferred Design Concept

The preferred design concept takes the strengths of Concepts 1 and 2, subverts as many of the design challenges as possible, and creates a movement path that fulfills the wants and needs expressed by the community.

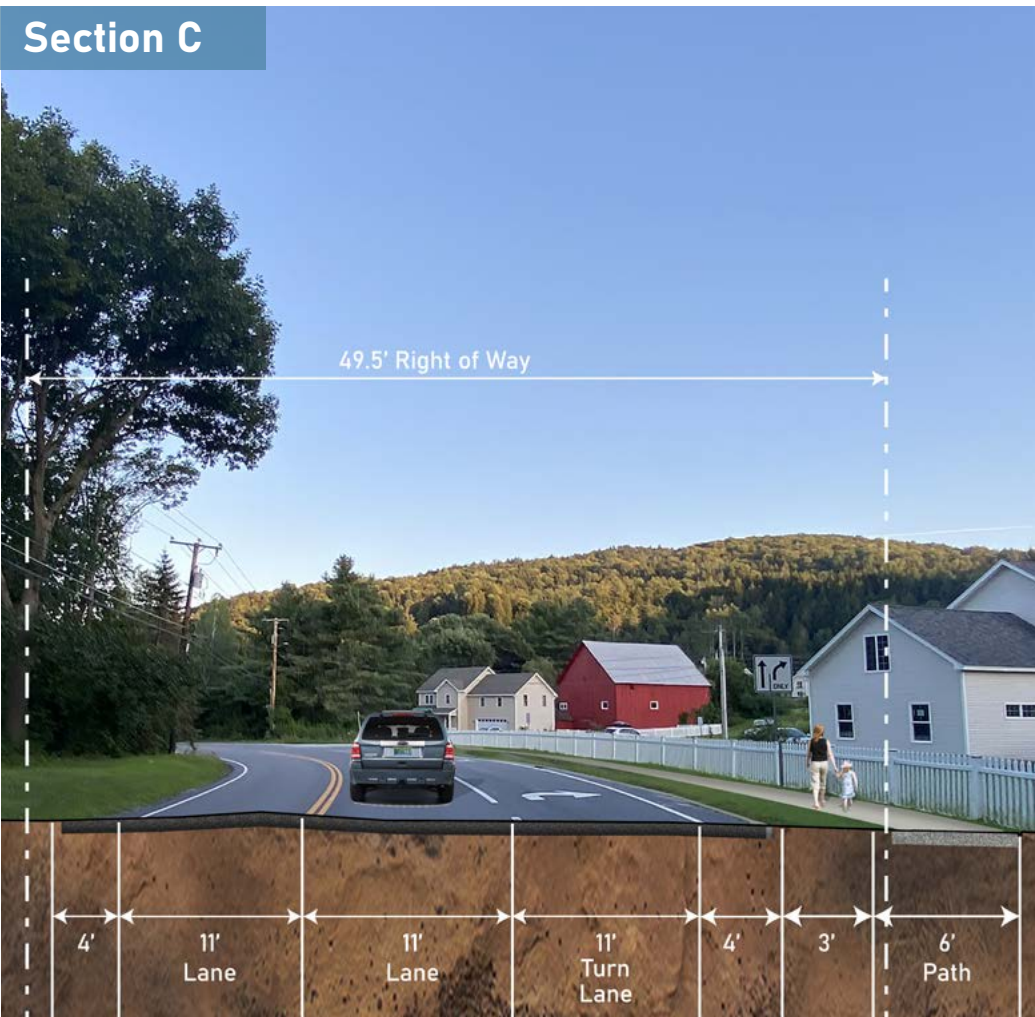
This design adds a six foot wide, paved pedestrian path along the south side of US-2. This gives travelers more space than Concept 1, but is less costly than Concept 2. The path is separated from the road by a vegetated buffer. The vegetated buffer is three feet wide in most places. The exception is in front of Aubuchon Hardware, where the path has been moved further from the road to accommodate the existing swale. This buffer offers an added layer of distance from the road, as in Concept 2, but avoids the construction challenge of moving or replacing the existing swale. Finally, three crosswalks have been added to the area, one each across VT-100, Mason Drive, and Fairground Road.



Section view of the western section of the project area.



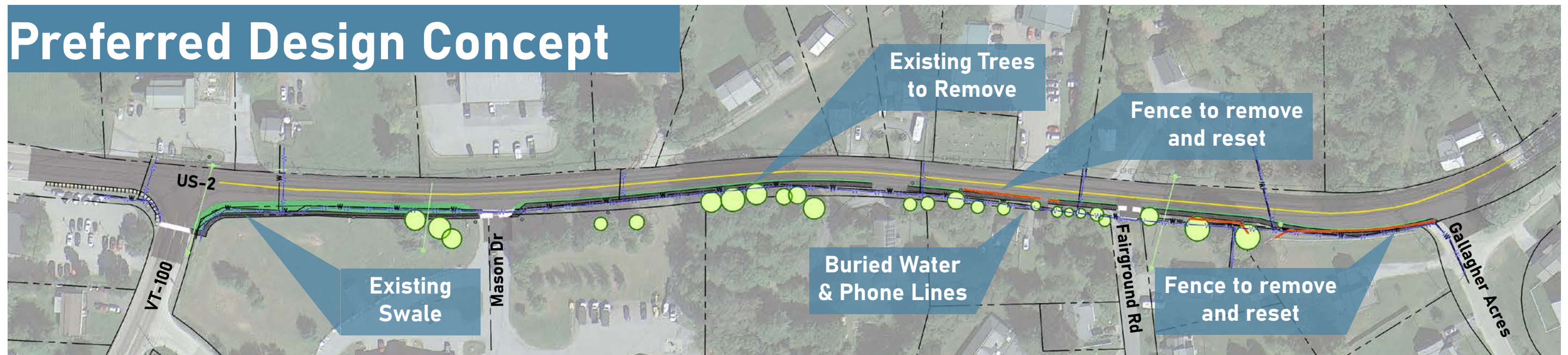
Section view of the central section of the project area.



Section view of the eastern section of the project area.



# Preferred Design Concept



## Design Challenges

In order to avoid impacts to the existing swale between VT-100 and Mason Dr, the path needs to be located partially on the Aubuchon Hardware property. Initial conversations with the Aubuchon owner indicated support of the project. After crossing Mason Dr, it will move back within the right-of-way.

Between Mason Dr and Fairground Rd there are several areas of trees that will need to be removed, most notably across from the Extra Room Storage facility where there is also a slight slope away from the roadway that will require grading and/or a small retaining wall.

Across from the cemetery is some additional vegetation that may need to be removed, as well as a fence that will need to be removed during construction and reset in place. For the trees that will need to be removed, or that may decline after installation, it is highly suggested that the community replace these trees near where they originally were.

Between Fairground Rd and Gallagher Acres are two white fences that will need to be removed

during construction and reset in place. Between these two fences is a small grove of trees whose root systems may be impacted as well as a telephone pole that will need to be relocated.

Survey will be required to accurately locate the buried 8 inch water pipe along the road's edge, plus the potential buried telephone lines.



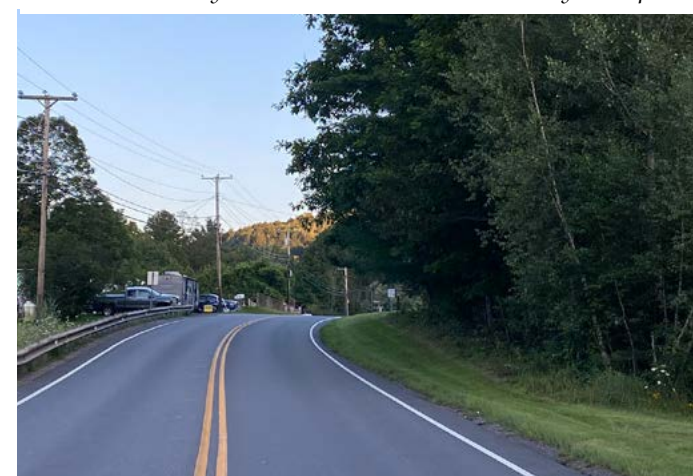
*Trees may need to be removed or roots may be impacted.*



*Fence to be removed and reset; telephone pole to be relocated.  
Tree roots may be impacted.*



*Existing swale to remain in front of Aubuchon Hardware.*



*Existing trees to be removed; slope to be graded.*



*Fence to be removed and reset.*





# IMPLEMENTATION





# Beyond the Scoping Study

This scoping study is intended to act as a springboard to support the Town of Moretown in designing, permitting, and funding the safety and connectivity features discussed in the previous chapter. The Preferred Design Concept represents the result of a focused effort to identify a clear, viable and successful path forward.

This chapter outlines steps needed to take the plans, cost estimates, diagrams and illustrations contained in this report towards an investment in the safety and comfort of users in the Village.

- Step 1 - Find a Champion
- Step 2 - Selectboard Approval
- Step 3 - VTrans Coordination
- Step 4 - Landowner Engagement
- Step 5 - Fundraising & Grant Writing
- Step 6 - Survey, Design & Permitting
- Step 7 - Construction

## Step 1 - Find a Champion

Town staff or engaged resident, every plan needs a champion. Human resources are needed to use this plan as a tool to communicate public sentiment, cost, and design intent of a future sidewalk and crossing project along and near US-2.

It was evident during the course of this planning work that Moretown has many engaged and committed residents who support the vitality and safety of the Town. There may be additional community members who can support the “doing” that happens after the “planning,” by staying informed and talking with neighbors and other landowners along and near the route.

Moretown can also look to the Central

Vermont Regional Planning Commission (CVRPC) for further planning guidance such as with permitting and funding, and expertise regarding next steps. The CVRPC would also be aware of potential synergies with any future roadway projects that state agencies may be planning. Coordinating sidewalk installation with subsurface utility work, for example, is a good way to achieve cost efficiencies while minimizing the duration of construction disruptions.

## Step 2 - Selectboard Approval

Before a sidewalk improvement is constructed, such a change to a public roadway must be approved by the Moretown Selectboard. This includes the physical change as well as the cost to the Town of providing potential matching funds for such a project. For projects of this scale, it is anticipated that the matching cost to Moretown could be approximately 20% of total project costs.

## Step 3 - VTrans Coordination

At, or just after, scoping is an excellent time to begin using the Transportation Management Plan (TMP) checklist to determine if any additional traffic control measures or work zone easements will be required, based in part on whether the project and potential effects would be “significant,” as appears to be the case based on preliminary consideration.

A TMP is the compilation of all necessary documentation related to the management of traffic within a work zone. This may include Traffic Control Plans, a Transportation Operations Plan, and a Public Information Plan as needed. Some projects require all of these components to be considered. The implementation of the Work Zone Safety and Mobility Policy and Guidance is required all federal-aid highway projects and is expected for all other construction and maintenance activities on Vermont highways.

Additional VTrans coordination will also

be required, including for Right-of-Way, stormwater, design, construction, and permitting.

## Step 4 - Landowner Engagement

Should this project, or components of this project, move forward with the support of the Selectboard, it will be important to circulate this study among affected landowners, particularly those who own property abutting the project right-of-way, and answer questions about the design intent, potential impacts, estimated timelines to construction, and right-of-way boundaries. These crucial conversations can reveal any modifications, such as easements or driveway access, that are best understood well before the construction process.

For example, the western-most portion of the sidewalk would require right-of-way from the owner of Aubuchon Hardware, other property owners may require coordination for temporary





# Beyond the Scoping Study (continued)

construction easements, and elements such as fences and landscaping may need to be removed during construction and reset or replanted.

Review VTrans Work Zone Safety and mobility checklist for additional importance items to consider before and during construction.

## Step 5 - Fundraising & Grant Writing

Funding the design and construction of a new community sidewalk is likely to center around public investment in the form of matching funds to grants. The Grant Resources Table on this page outlines some of the common funding resources for Vermont towns that are seeking to develop pedestrian facilities.

Projects of this nature and cost are sometimes funded through federal resources. Federal requirements shall therefore be followed throughout the project development and implementation process.

## Step 6 - Survey, Design & Permitting

With Selectboard approval is in place, local landowners consulted, and grant awards in hand, Moretown can then move towards contracting an engineering firm to conduct a survey, and develop construction documents. See the table on the next page for an overview of permits potentially needed for this project. Long term (25 year) maintenance and repair, as well as winter maintenance should also be considered, such as whether Moretown should purchase a sidewalk plow or contract with the town of Waterbury for plow services.

## Step 7 - Construction

During construction, the Town should communicate clearly to residents, the mail and trash services, etc., when service along US-2 in the project area may be challenging or delayed. Local emergency services personnel should be notified of the work as well.

| Grant Resources                                                              |                                                                                                         |                         |                      |                 |                                                                    |
|------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-------------------------|----------------------|-----------------|--------------------------------------------------------------------|
| Grant Title                                                                  | What does it fund?                                                                                      | Maximum Grant Amount    | Local Match Required | Federal Funding | Grant Contact                                                      |
| <a href="#">CDBG - Planning Grants</a>                                       | Feasibility studies, marketing plans, engineering and architectural plans, etc.                         | \$60,000                | 10 percent           | x               | Julia Connell<br><br>julia.connell@vermont.gov<br><br>802-828-5215 |
| <a href="#">VTrans - Transportation Alternatives Program (TAP)</a>           | Construction, planning and design of on and off roadway facilities for active transportation facilities | \$600,000               | 20 percent           | x               | Scott Robertson<br><br>scott.robertson@vermont.gov<br>802-793-2395 |
| <a href="#">VTrans - Bicycle and Pedestrian Program Grants</a>               | Construction, planning and design of on and off roadway facilities for active transportation facilities | No Cap                  | 20 percent           | x               | Peter Pochop<br><br>peter.pochop@vermont.gov<br>802-477-3123       |
| <a href="#">VTrans - Bicycle and Pedestrian Program Grants - Small Scale</a> | Distinguished from Bike/ Ped program by smaller maximum funding amount and lack of federal requirements | \$75,000                | 50 percent           |                 | Peter Pochop<br><br>peter.pochop@vermont.gov<br>802-477-3123       |
| <a href="#">AARP Community Challenge Grants</a>                              | Infrastructure supporting livable communities and smart growth objectives                               | \$20,000.00+ (variable) | None required        |                 | Kelly Stoddard Poor<br><br>kstoddardpoor@aarp.org<br>802-951-1313  |



# Permit Overview

The permits reviewed for the Preferred Design Concept, and their threshold requirements are as follows:.

- State Highway Access (1111). This permit is required when a project is within the state highway right-of-way.
- ACT 250. There are several jurisdiction categories that trigger the need for an Act 250 permit. They are listed by the [State of Vermont Natural Resources Board here](#).
- National Environmental Policy Act (NEPA). The NEPA process needs to be followed whenever Federal funding is involved. Based on this study’s review of natural resources in the project area, this project likely qualifies for a categorical exclusion.
- Construction Stormwater General. This permit is triggered when a project exceeds one (1) acre in disturbance.
- Stormwater Operational (Post Construction). As of July 2022, the threshold for this permit is a half (0.5) acres of newly constructed impervious material.
- Stream Alteration. The Stream Alteration Rule regulates activities that take place in or along streams. A permit is required for movement, excavation, or fills involving 10 or more cubic yards annually in any perennial stream.
- The United States Army Corps of Engineers (USACOE). USACOE regulates all wetlands and fill below the Ordinary High Water (OHW).
- VT Individual Wetland Permit. The Vermont Wetlands Office regulates only Class I and Class II wetlands, and their 50 foot buffer.

| Potential Permit Requirements              |              |                                                                                                                                                                                    |
|--------------------------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Permit                                     | Needed?      | Explanation                                                                                                                                                                        |
| State Highway Access (1111)                | Yes          | The project intersects with a State Highway ROW (VT-100). There will be a pedestrian crossing of VT-100, signal upgrades, and stormwater management upgrades.                      |
| ACT 250                                    | Yes          | The project area runs through or adjacent to four properties with existing Act 250 permits, therefore Act 250 permit amendments may be required.                                   |
| NEPA                                       | Yes (Cat Ex) | Based on a review of the project area, this project likely qualifies for a Categorical Exclusion.                                                                                  |
| Construction Stormwater General            | No           | The new sidewalk is approximately 0.3 miles and 6’ wide, totaling approximately 8,830 sf. This is well below the minimum earth disturbance area of one acre to trigger the permit. |
| Stormwater Operational (Post Construction) | No           | The sidewalk would add about 0.2 acres of new impervious surface, well below the 0.5 acre threshold.                                                                               |
| Stream Alteration                          | No           | This project does not impact any streams.                                                                                                                                          |
| USACOE General                             | No           | This project will not disturb any lands below the ordinary high water line.                                                                                                        |
| Individual Wetland Permit                  | No           | This project will not impact any wetlands.                                                                                                                                         |



# Opinion of Probable Construction Cost

A grand total of \$743,000 for construction and \$1,072,000 for all costs is based on the Vermont Agency of Transporation document “2 Year Averaged Price List, April 2021 – April 2023 Standard Specifications for Construction,” adjusted by D&K per current cost trends and current project information, plus contingency.



☐ Randolph, VT 05060

☒ S. Burl., VT 05403

☐ Bedford, NH 03110

☐ Springfield, VT 05156

☐ Laconia, NH 03246

(802) 728-3376

(802) 878-7661

(603) 637-1043

(802) 591-4326

(603) 524-1166

Engineering • Planning • Development • Management

JOB

MORETOWN SIDEWALK SCOPING STUDY

SHEET NO.

1

OF

1

CALCULATED BY:

CDL

DATE:

04/11/24

CHECKED BY:

DATE:

SCALE:

CONSTRUCTION COST ESTIMATE (Preferred Alternative)

| ITEM NO. | DESCRIPTION                                              | UNIT | QUANT. | UNIT PRICE  | AMOUNT     |
|----------|----------------------------------------------------------|------|--------|-------------|------------|
| 203.1500 | COMMON EXCAVATION                                        | CY   | 500    | \$20.00     | \$10,000   |
| 203.1600 | SOLID ROCK EXCAVATION                                    | CY   | 10     | \$110.00    | \$1,100    |
| 203.3000 | EARTH BORROW                                             | CY   | 325    | \$48.00     | \$15,600   |
| 204.2200 | TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)       | CY   | 1      | \$75.00     | \$75       |
| 210.1000 | COARSE-MILLING BITUMINOUS SIDEWALK                       | SY   | 500    | \$25.00     | \$12,500   |
| 301.2600 | SUBBASE OF CRUSHED GRAVEL, FINE GRADED                   | CY   | 650    | \$53.00     | \$34,450   |
| 404.1100 | TACK COAT, EMULSIFIED ASPHALT                            | CWT  | 4      | \$65.00     | \$228      |
| 406.0230 | BITUMINOUS CONCRETE PAVEMENT, TYPE IIS, QA TIER III      | TON  | 50     | \$300.00    | \$15,000   |
| 406.0430 | BITUMINOUS CONCRETE PAVEMENT, TYPE IVS, QA TIER III      | TON  | 80     | \$300.00    | \$24,000   |
| 406.3400 | BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS | SY   | 300    | \$33.00     | \$9,900    |
| 616.2100 | VERTICAL GRANITE CURB                                    | LF   | 1125   | \$65.00     | \$73,125   |
| 616.4000 | REMOVING AND RESETTING CURB                              | LF   | 20     | \$52.00     | \$1,040    |
| 618.1005 | PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH                | SY   | 990    | \$151.00    | \$149,490  |
| 618.3000 | DETECTABLE WARNING SURFACE                               | SF   | 60     | \$58.00     | \$3,480    |
| 630.1000 | UNIFORMED TRAFFIC OFFICER                                | HR   | 80     | \$75.00     | \$6,000    |
| 630.1500 | FLAGGERS                                                 | HR   | 1600   | \$50.00     | \$80,000   |
| 635.1100 | MOBILIZATION/DEMObILIZATION                              | LS   | 1      | \$46,000.00 | \$46,000   |
| 641.1100 | TRAFFIC CONTROL, ALL-INCLUSIVE                           | LS   | 1      | \$35,000.00 | \$35,000   |
| 646.2010 | 4 INCH WHITE LINE, WATERBORNE PAINT                      | LF   | 1650   | \$2.00      | \$3,300    |
| 646.3110 | CROSSWALK MARKING, WATERBORNE PAINT                      | LF   | 110    | \$23.00     | \$2,530    |
| 651.1500 | TURF ESTABLISHMENT, GENERAL SEED                         | SY   | 85     | \$10.00     | \$850      |
| 651.3500 | TOPSOIL                                                  | CY   | 80     | \$66.00     | \$5,280    |
| 653.0100 | EPSC PLAN                                                | LS   | 1      | \$2,000.00  | \$2,000    |
| 653.0200 | MONITORING EPSC PLAN                                     | HR   | 50     | \$35.00     | \$1,750    |
| 653.0300 | MAINTENANCE OF EPSC PLAN (N.A.B.I.)                      | DL   | 1      | \$3,500.00  | \$3,500    |
| 653.1000 | HAY MULCH                                                | TON  | 1      | \$1,100.00  | \$1,100    |
| 653.2001 | ROLLED EROSION CONTROL PRODUCT, TYPE I                   | SY   | 1430   | \$3.00      | \$4,290    |
| 653.5000 | BARRIER FENCE                                            | LF   | 1000   | \$2.50      | \$2,500    |
| 653.5500 | PROJECT DEMARCATION FENCE                                | LF   | 1000   | \$2.00      | \$2,000    |
| 656.8500 | TREE PROTECTION                                          | LS   | 1      | \$5,000.00  | \$5,000    |
| 675.3410 | SQUARE TUBE SIGN POSTS AND ANCHOR                        | LF   | 225    | \$21.00     | \$4,725    |
| 675.5000 | SIGN REMOVAL , FLAT SHEET ALUMINUM                       | EA   | 15     | \$27.00     | \$405      |
| 675.6000 | RESETTING SIGNS                                          | EA   | 15     | \$64.00     | \$960      |
| 678.2015 | PEDESTRIAN POST ASSEMBLY                                 | EA   | 2      | \$20,000.00 | \$40,000   |
| 678.2020 | PEDESTRIAN SIGNAL ASSEMBLY                               | EA   | 2      | \$10,000.00 | \$20,000   |
| 690.0300 | PRICE ADJUSTMENT, FUEL (N.A.B.I.)                        | LU   | 1      | \$1.00      | \$1.00     |
| 900.6200 | RELOCATE HYDRANT                                         | EA   | 1      | \$1,000.00  | \$1,000.00 |

SUBTOTAL

\$618,180.00

20% +/- Contingency'

\$124,000.00

ESTIMATE TOTAL

\$743,000.00

Note:

In providing opinions of probable construction cost, the Client understands that D&K has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that our Opinion of Probable Construction Costs are made on the basis of our professional judgment and experience. D&K makes no warranty, expressed or implied, that the bids or the negotiated cost of the Work will not vary from the Opinion of Probable Construction Cost provided herein.

Appoximate length of sidewalk =

1480

Cost per foot (No Contingency) =

\$418

Cost per foot (With Contingency)=

\$502







# APPENDICES:

HISTORICAL RESOURCES IDENTIFICATION

ARCHAEOLOGICAL RESOURCE ASSESSMENT

PUBLIC MEETING NOTES



## HISTORIC RESOURCES IDENTIFICATION

### Moretown TAP TA22(11)

Route 2 and Route 100N  
Moretown  
Washington County, Vermont

HAA # 5972-61

**Submitted to:**

DuBois & King Inc.  
28 N. Main Street  
Randolph, VT 05060

**Prepared by:**

Hartgen Archeological Associates, Inc.

P.O. Box 81  
Putney, VT 05346  
p +1 802 387 6020  
f +1 802 387 8524  
e [hartgen@hartgen.com](mailto:hartgen@hartgen.com)

[www.hartgen.com](http://www.hartgen.com)

An ACRA Member Firm  
[www.acra-crm.org](http://www.acra-crm.org)

July 2023



## **MANAGEMENT SUMMARY**

*Twenty-three resources were surveyed. Three were identified as National Register Eligible.*

Report Authors: *Brian Knight*

Date of Report: *3 July 2023*



## TABLE of CONTENTS

|      |                                                                  |    |
|------|------------------------------------------------------------------|----|
| 1    | Introduction.....                                                | 1  |
| 2    | Project Location and Description .....                           | 1  |
| 2.1  | Description of the Area of Potential Effect (APE) .....          | 1  |
| 3    | Historical Background.....                                       | 2  |
| 3.1  | Previously Surveyed Properties .....                             | 7  |
| 4    | Streetscape Views.....                                           | 8  |
| 5    | Architectural Descriptions.....                                  | 10 |
| 5.1  | Resource 1. 71 Route 2.....                                      | 10 |
| 5.2  | Resource 2. 23 Commercial Drive – Bicycle Express .....          | 12 |
| 5.3  | Resource 3. 16 Commercial Drive.....                             | 14 |
| 5.4  | Resource 4. 80 Commercial Drive – Super Thin Saws .....          | 15 |
| 5.5  | Resource 5. 251 Route 2 – Extra Room Storage.....                | 17 |
| 5.6  | Resource 6. 253 Route 2.....                                     | 18 |
| 5.7  | Resource 7. 313 Route 2.....                                     | 20 |
| 5.8  | Resource 8. 299 Route 2.....                                     | 22 |
| 5.9  | Resource 9. Route 2 - Fairmount Cemetery.....                    | 23 |
| 5.10 | Resource 10. 329 Route 2 – Ted’s Kar Kare .....                  | 25 |
| 5.11 | Resource 11. 367 Route 2.....                                    | 26 |
| 5.12 | Resource 12. 452 Route 2 – E. Taylor House .....                 | 29 |
| 5.13 | Resource 13. Culvert.....                                        | 31 |
| 5.14 | Resource 14. 575 Gallagher Acres .....                           | 32 |
| 5.15 | Resource 15. 18 Gallagher Acres .....                            | 34 |
| 5.16 | Resource 16. 21 Fairgrounds Road.....                            | 36 |
| 5.17 | Resource 17. 326 Route 2.....                                    | 37 |
| 5.18 | Resource 18. 312 Route 2.....                                    | 39 |
| 5.19 | Resource 19. Mason Drive – SS Paving /Vermont Tennis Courts..... | 39 |
| 5.20 | Resource 20. Mason Drive – Aubuchon Hardware .....               | 41 |
| 5.21 | Resource 21. 38 VT Route 100N.....                               | 42 |
| 5.22 | Resource 22. 100 Route 2 – Snowfire Auto .....                   | 44 |
| 5.23 | Resource 23. 78 Route 2.....                                     | 46 |
| 6    | Project Impact Assessment .....                                  | 47 |
| 7    | National Register Eligibility Summary .....                      | 47 |
| 8    | Bibliography.....                                                | 49 |

Maps

Qualifications

## Figure List

|           |                                                                                                                      |    |
|-----------|----------------------------------------------------------------------------------------------------------------------|----|
| Figure 1. | The APE outlined on current aerial photography.....                                                                  | 2  |
| Figure 2. | 1858 (Walling 1858).....                                                                                             | 3  |
| Figure 3. | 1873 (Beers 1873).....                                                                                               | 4  |
| Figure 4. | 1919 (USGS 1919).....                                                                                                | 5  |
| Figure 5. | 1919 Sanborn Fire Insurance Map (Sanborn 1920).....                                                                  | 6  |
| Figure 6. | 1927 Aerial View showing Flood Damage. Numbers show the approximate location of post-flood resources (UVM 2004)..... | 7  |
| Figure 7. | 1858 (Walling 1858).....                                                                                             | 30 |
| Figure 8. | 2013 Survey Map showing Resource 14 and Resource 15 (Bell 2013).....                                                 | 34 |
| Figure 9. | 1962 Survey showing Resource 21, 22, and 23 (Bigelow 1962).....                                                      | 44 |



## Photo List

|                                                                                                      |    |
|------------------------------------------------------------------------------------------------------|----|
| Photo 1. View of Route 100 and Route 2 intersection, looking northwest.....                          | 8  |
| Photo 2. View looking northwest towards Waterbury Village. ....                                      | 9  |
| Photo 3. View looking southeast from Resource 5. ....                                                | 9  |
| Photo 4. View looking east-southeast from the junction of Route 2 and Gallagher Acres.....           | 10 |
| Photo 5. View of Resource 1 at 71 Route 2, looking north.....                                        | 11 |
| Photo 6. View of Resource 1 at 71 Route 2, looking east. ....                                        | 11 |
| Photo 7. View of structure associated with Resource 1 at 71 Route 2, looking north-northeast. ....   | 12 |
| Photo 8. View of Resource 2 at 23 Commercial Drive, looking east. ....                               | 13 |
| Photo 9. View of Resource 2 at 23 Commercial Drive, looking north. ....                              | 13 |
| Photo 10. View of Resource 3 at 16 Commercial Drive, looking southeast. ....                         | 14 |
| Photo 11. View of Resource 3 at 16 Commercial Drive, looking north-northeast.....                    | 15 |
| Photo 12. View of Resource 4 at 80 Commercial Drive, looking east.....                               | 16 |
| Photo 13. View of Resource 4 at 80 Commercial Drive, looking southeast. ....                         | 16 |
| Photo 14. View of structures associated with Resource 5 at 251 Route 2, looking northeast. ....      | 17 |
| Photo 15. View of structures associated with Resource 5 at 251 Route 2, looking east-northeast. .... | 18 |
| Photo 16. View of Resource 6 at 253 Route 2, looking east.....                                       | 19 |
| Photo 17. View of Resource 6 at 253 Route 2, looking north-northeast. ....                           | 19 |
| Photo 18. View of Resource 7 at 313 Route 2, looking northeast. ....                                 | 20 |
| Photo 19. View of Resource 7 at 313 Route 2, looking east-southeast.....                             | 21 |
| Photo 20. View of structure associated with Resource 7 at 313 Route 2, looking east. ....            | 21 |
| Photo 21. View of Resource 8 at 299 Route 2, looking east.....                                       | 22 |
| Photo 22. View of Resource 8 at 299 Route 2, looking northeast. ....                                 | 23 |
| Photo 23. View of Resource 9, looking southeast.....                                                 | 24 |
| Photo 24. View of Resource 9, looking north-northwest. ....                                          | 24 |
| Photo 25. View of Resource 10 at 329 Route 2, looking northeast.....                                 | 25 |
| Photo 26. View of Resource 10 at 329 Route 2, looking north. ....                                    | 26 |
| Photo 27. View of Resource 11 at 367 Route 2, looking east.....                                      | 27 |
| Photo 28. View of Resource 11 at 367 Route 2, looking northeast.....                                 | 27 |
| Photo 29. View of structure associated with Resource 11 at 367 Route 2, looking northeast.....       | 28 |
| Photo 30. View of structure associated with Resource 11 at 367 Route 2, looking northeast.....       | 28 |
| Photo 31. View of Structure 12 at 452 Route 2, looking west-northwest. ....                          | 29 |
| Photo 32. View of Structure 12 at 452 Route 2, looking east.....                                     | 30 |
| Photo 33. View of Resource 13, looking north-northeast. ....                                         | 31 |
| Photo 34. View of Resource 13, looking south. ....                                                   | 32 |
| Photo 35. View of Resource 14 at 575 Gallagher Acres, looking south-southeast.....                   | 33 |
| Photo 36. View of Resource 14 at 575 Gallagher Acres, looking south-southwest.....                   | 33 |
| Photo 37. View of Resource 15 at 18 Gallagher Acres, looking west. ....                              | 35 |
| Photo 38. View of Resource 15 at 18 Gallagher Acres, looking south. ....                             | 35 |
| Photo 39. View of Resource 16 at 21 Fairground Road, looking south-southwest.....                    | 36 |
| Photo 40. View of Resource 16 at 21 Fairground Road, looking west-southwest.....                     | 37 |
| Photo 41. View of Resource 17 at 326 Route 2, looking northwest. ....                                | 38 |
| Photo 42. View of Resource 17 at 326 Route 2, looking southwest. ....                                | 38 |
| Photo 43. View of Resource 18 at 312 Route 2, looking southwest. ....                                | 39 |
| Photo 44. View of Resource 19 at Mason Drive, looking south-southwest. ....                          | 40 |
| Photo 45. View of Resource 19 at Mason Drive, looking southwest.....                                 | 40 |



|                                                                             |    |
|-----------------------------------------------------------------------------|----|
| Photo 46. View of Resource 20 at Mason Drive, looking southwest.....        | 41 |
| Photo 47. View of Resource 20 at Mason Drive, looking south-southwest. .... | 42 |
| Photo 48. View of Resource 21 at 38 VT Route 100N, looking northwest.....   | 43 |
| Photo 49. View of Resource 21 at 38 VT Route 100N, looking northeast. ....  | 43 |
| Photo 50. View of Resource 22 at 100 Route 2, looking northwest. ....       | 45 |
| Photo 51. View of Resource 22 at 100 Route 2, looking southwest. ....       | 45 |
| Photo 52. View of Resource 23 at 78 Route 2, looking south-southwest. ....  | 46 |
| Photo 53. View of Resource 23 at 78 Route 2, looking west. ....             | 47 |

## **Table List**

|                                                                                      |    |
|--------------------------------------------------------------------------------------|----|
| Table 1. Summary of Resources Surveyed for the Moretown TAP TA22(1) Study Area ..... | 48 |
|--------------------------------------------------------------------------------------|----|



## **1 Introduction**

Hartgen Archeological Associates, Inc. (Hartgen) conducted a Historic Resources Identification Assessment for the proposed Moretown TAP TA22 (1)(Project) located in Moretown, Washington County, Vermont (Map 1). The Project requires approvals by the Vermont Agency of Transportation (VTrans). This investigation was conducted to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and will be reviewed by VTrans.

Background research was conducted at the Vermont Division for Historic Preservation (VDHP) ORC (Online Resource Center) site, where archeological site files, National Register (NR), State Register (SR), and town information were reviewed. Brian Knight visited in May 2023 to observe and photograph existing conditions within the Project Area.

## **2 Project Location and Description**

The project is located in Moretown, Vermont. The project is a scoping/feasibility study for a 3168 ft. of 5' wide bituminous shared-use path on the north side of Moretown, starting at the intersection of 100S and Route 2 leading up to Gallagher Acres. Two crosswalks would be installed. One leads into Commercial Drive and the other from North Moretown into Waterbury Village (both at the intersection of 100S & Rte 2). A pedestrian crosswalk signal would also be installed.

### **2.1 Description of the Area of Potential Effect (APE)**

The area of potential effects (APE) includes all portions of the property that will be directly or indirectly altered by the proposed undertaking. The APE encompasses approximately 12.3 acres.



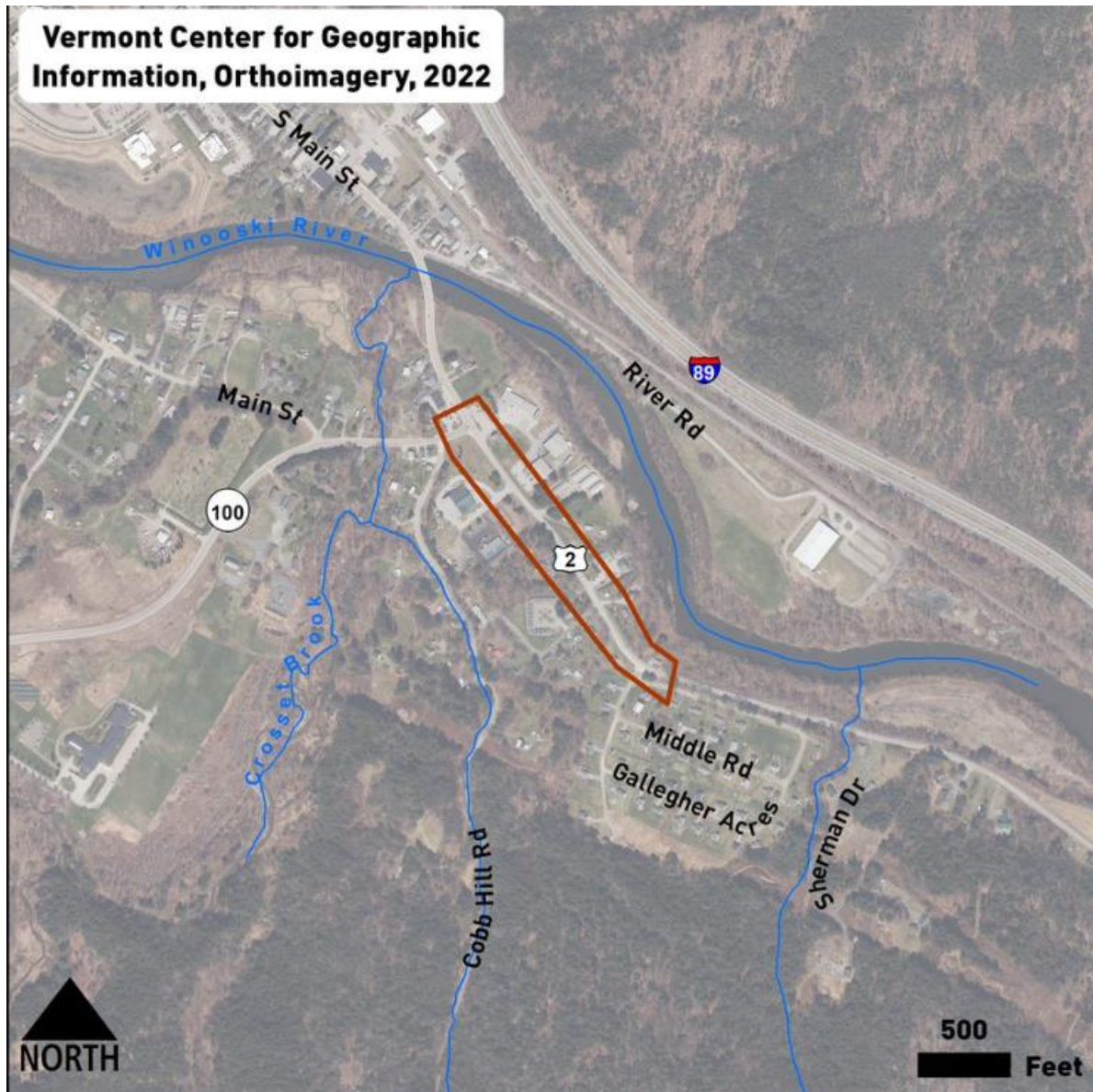


Figure 1. The APE outlined on current aerial photography.

### 3 Historical Background

Moretown is bordered on the north by the Winooski River, separating Moretown from Middlesex and Waterbury. On the eastern border lies Berlin, on the south are Northfield and Waitsfield, while on the western border is Duxbury. The APE is North Moretown, located on the Winooski River's southern bank. The first Native Americans likely settled along the Winooski River. They would have traveled primarily by water and lived near rivers and streams.

Governor Benning Wentworth of New Hampshire chartered the town on June 7, 1763, and it contained approximately 23,040 acres of land divided into about 65 shares. As the village bordered the Winooski River, some of the first settlements occurred in North Moretown. The hand-written record dated 1763 granting township to Moretown describes the APE: "Beginning at the Northeasterly corner of Duxbury on the South Side of Onion or French River" (Teleconm 2000). Seth Munson and Ebenezer Haseltine settled near North Moretown and Duxbury about 1790 (VDHP 1978). The Town of Moretown has no central town, and "owing to it mountainous condition of the township, it is divided into several separate neighborhoods, which prevents building up any large village within its borders" (Child 1889).



The town's first school district was formed in the North Moretown area, and the first town meeting was held in 1792 at the home of Peter Haseltine. Many of the Haseltine (Haselton/Hazeltine) descendants are buried in the Fairmount Cemetery (Resource 9). By the first few decades of the 19<sup>th</sup> century,

Moretown grew from a small group of settlers to a town of more than 400 residents. Throughout the first half of the 19<sup>th</sup> century, Moretown's population grew by 20 to 30 people each year, reaching a peak of 1,410 residents in 1860. By the mid-1800s, Moretown had multiple small settlements dispersed around town – Moretown Village, Moretown Common, North Moretown near the Duxbury/ Waterbury town lines, Cox Brook over Moretown Mountain near Berlin/Northfield town lines, and Jones Brook bordering on Berlin and Middlesex (Moretown 2016).

Despite being one of the first areas settled in Moretown, there was little early industrial activity in North Moretown, and the village was characterized by subsistence farming throughout the 19<sup>th</sup> century. During this period, there were approximately five homesteads in the APE, with the E. Taylor House (Resource 12) being the only surviving farmstead (Figure 2).



Figure 2. 1858 (Walling 1858).



With its proximity to Waterbury Center, which was immediately to the northwest over the Winooski River, the village of Moretown was focused more on the social and economic activity of Waterbury than Moretown Village to the south. By 1873, a core village began to take shape at the junction of 100n and Route 2 (Figure 3).

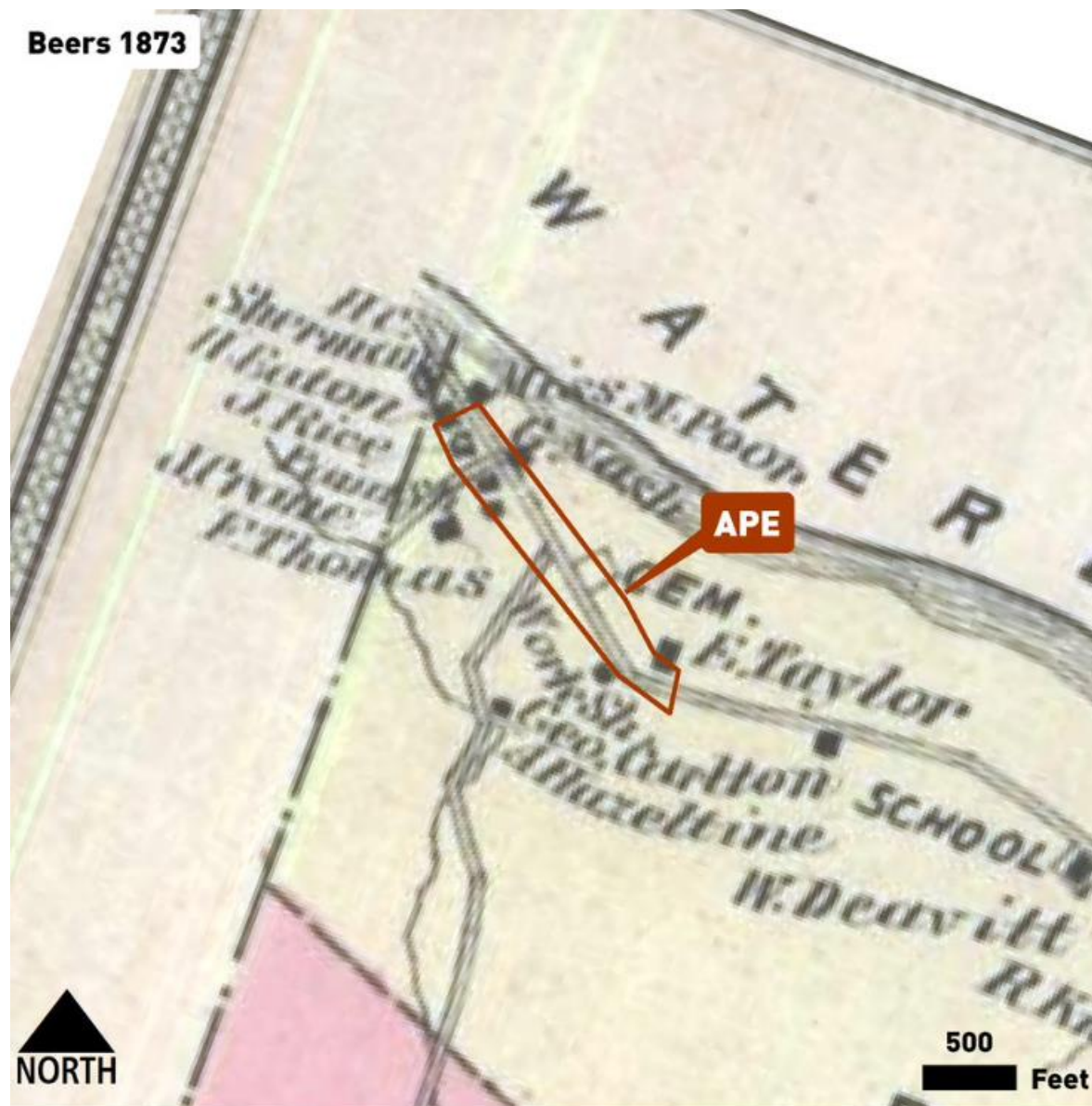


Figure 3. 1873 [Beers 1873].

In 1913, the Eastern Magnesia Talc Company purchased 125 acres in the Rock Bridge area of North Moretown and employed 20-50 people in the mine and mill. Following the establishment of this company, there was increased building activity in the APE. By 1919 (Figure 4), the APE had six buildings. The company continued operations through both World Wars and into the 1950s. In 1960, the Eastern Magnesia Talc Company was the fourth largest taxpayer in Moretown. Still, it closed a year later as “new materials replaced talc powder in various manufactured products, resulting in a substantial loss of jobs and revenue for the town” (Moretown 2016).



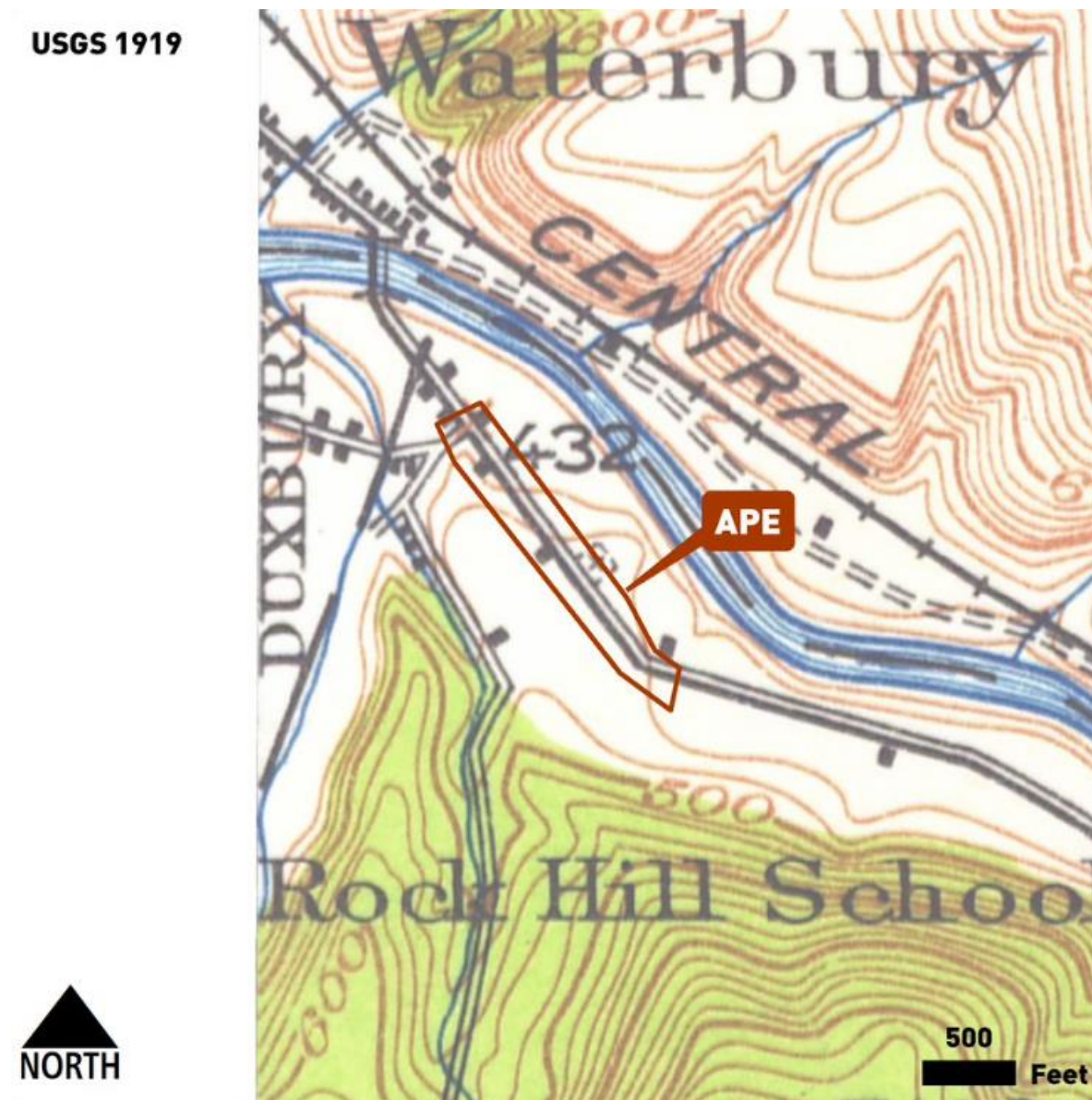


Figure 4. 1919 (USGS 1919).

The Flood of 1927 caused severe damage to North Moretown as the Winooski River spilled over the low river banks that bordered the hamlet. The Mad River and the Winooski River

Rose to unheard-of heights in a matter of twenty-four hours, flooding everything in their paths. Damage in Moretown was extensive. Five lives were lost, as well as many farm animals and livestock. In addition, thirty-eight bridges were swept away, and many roads were completely destroyed. Houses, barns, and other buildings were washed downstream, and nearly all remaining structures were flooded with several feet of water. One dam was carried away, and thousands of feet of lumber and acres of meadow land were lost (Reagan 1982).

The flood most likely destroyed most of the homes of North Moretown, explaining the high concentration of post-1930 homes within the APE. The 1919 Sanborn Map depicts the corner of Routes 100N and 2, where none of the buildings remain in 2023 (Figure 5).



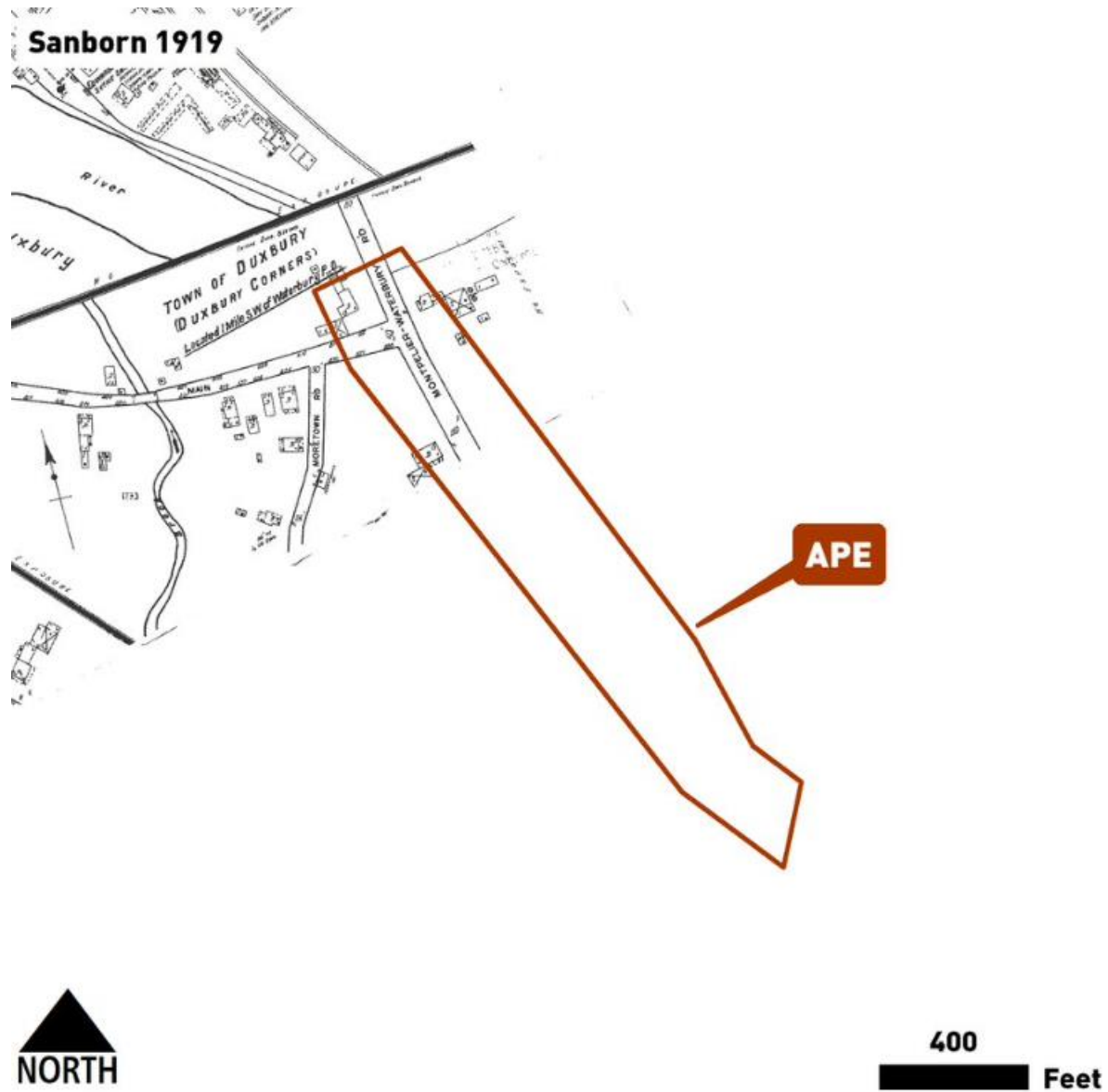


Figure 5. 1919 Sanborn Fire Insurance Map (Sanborn 1920).



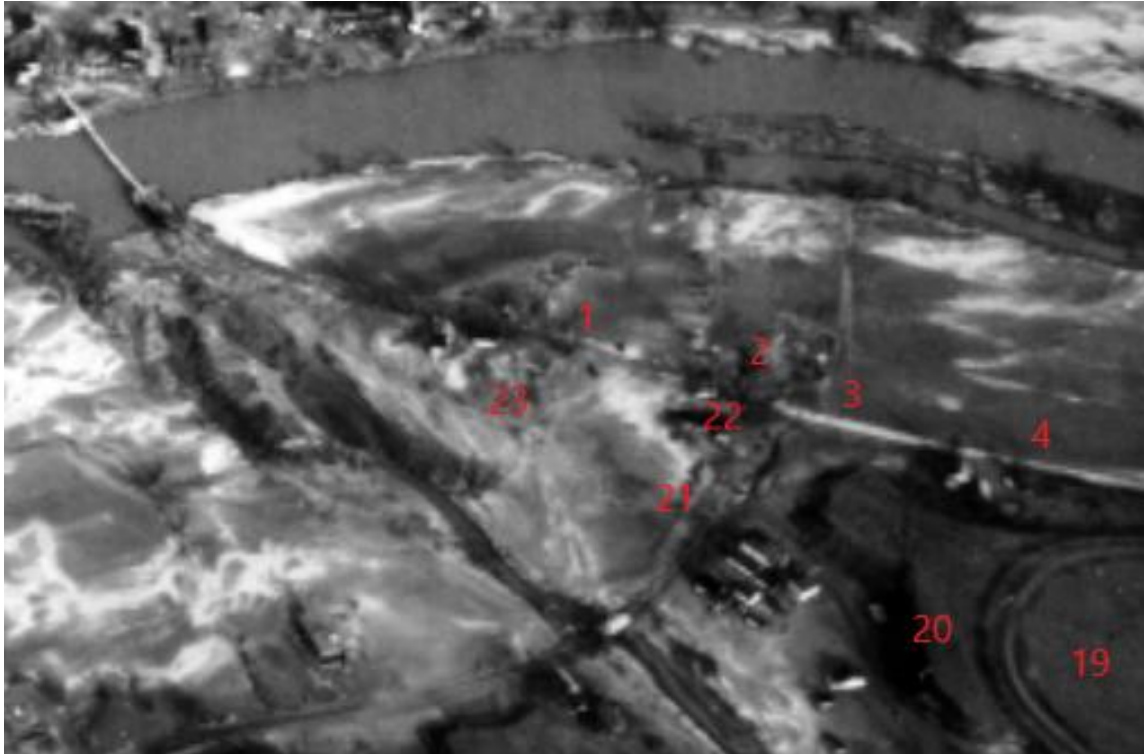


Figure 6. 1927 Aerial View showing Flood Damage. Numbers show the approximate location of post-flood resources (UVM 2004).

Resource 1, Resource 2, Resource 3, Resource 8, and Resource 11 were all built between World War I and World War II. Following World War II, there continued to be sporadic infill development within the APE, with owners working for regional industries. Resource 6, Resource 16, Resource 17, Resource 18, and Resource 23 were all built during the early post-war period. In 1976, the Town of Moretown adopted zoning regulations, and North Moretown was designated one of two commercial and industrial in the town (the other being Moretown Village). The new zoning regulation introduced commercial buildings such as Resource 4, Resource 5, Resource 10, Resource 19, and Resource 20. The area's commercial development took several decades as the earliest commercial entity arrived in c.1990 (Resource 4 and Resource 5), and the most recent development was c.2009 (Resource 20).

Since the completion of Interstate 89 in 1965, Moretown has redefined itself and

Similar to rural communities around Vermont, new people moved into Moretown in significant numbers during the 1960s and 1970s, something that hadn't occurred for more than a century. Vermont promoted itself as a recreation destination and rural haven, and many people – primarily young baby boomers – moved to the state. Moretown, because of our proximity to both Interstate 89 and the ski areas in the Mad River Valley, was strongly affected by these trends. [Moretown's] location near the interstate between Montpelier and Burlington remains one of the major reasons people choose to live [there](Moretown 2016)

This transition saw an increase in single-family dwellings between 1965 and now. Resources 6, 14, 15, 16, and 21 were built within the APE between 1965 and 2009.

### 3.1 Previously Surveyed Properties

An examination of the files at VDHP identified no National Register listed (NRL) properties, no National Register eligible (NRE) properties, no properties previously determined to be ineligible, and no properties of undetermined status within the APE. These properties are indicated in A total of 23 resources were surveyed for this project. None of the properties were previously surveyed for National Register eligibility. Three



resources (Resource 1, Resource 9, and Resource 12) have been determined to be eligible for inclusion in the National Register of Historic Places. Several properties (Resources 2, 3, 6- 8, 11, 16-18, and 21-23) are in excess of 50 years in age, but do not retain sufficient design integrity to qualify for listing on the National Register. Resources 4-5, 14-15, and 19-20 are not eligible for inclusion in the National Register of Historic Places due to insufficient age. The survey area also includes a culvert which is not eligible for inclusion in the National Register of Historic Places due to a lack of distinguishing features.

Resources 1, 2 and 3 were all built following the Flood of 1927. They share common architectural characteristics of gambrel roofs and shed-roof dormers. The same builder likely built all three structures. Resource 2 and Resource 3 do not, however, retain sufficient integrity to qualify for listing on the NR either individually or as a district.

Table 1 on Page 48.

## **4 Streetscape Views**



Photo 1. View of Route 100 and Route 2 intersection, looking northwest.





Photo 2. View looking northwest towards Waterbury Village.



Photo 3. View looking southeast from Resource 5.





Photo 4. View looking east-southeast from the junction of Route 2 and Gallagher Acres.

## **5 Architectural Descriptions**

### **5.1 Resource 1. 71 Route 2**

Resource 1 (Photo 5, Photo 6, and Photo 7) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1928, it is a two-story, side-gabled, wood-frame, single-family-dwelling (USGS 1919). Resting on a concrete foundation, it is sheathed with wood clapboards and wood shingles. It has a corrugated metal roof. Fenestration consists of six-over-one replacement double-hung sash. Extending along the street-facing (west) elevation is a full shed-roofed dormer. Centered on the west elevation is the entry protected by a pedimented roof supported by brackets. An interior chimney rises from the south and north ends of the east roofline. A one-and-a-half-story, gable-front, gambrel-roofed, two-bay garage is associated with the house.

The dwelling at 71 Route 2 is eligible for inclusion in the National Register of Historic Places under Criterion C. Distinctive features include a shed-roofed full-width dormer, multiple siding materials, and bracket-supported entrance roof.





Photo 5. View of Resource 1 at 71 Route 2, looking north.



Photo 6. View of Resource 1 at 71 Route 2, looking east.





Photo 7. View of structure associated with Resource 1 at 71 Route 2, looking north-northeast.

## 5.2 Resource 2. 23 Commercial Drive – Bicycle Express

Resource 2 (Photo 8 and Photo 9) is known as Bicycle Express. It has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1928, it is a two-story, gambrel-roofed commercial structure (USGS 1919). Resting on a concrete foundation, it is sheathed with metal siding, and it has a corrugated metal roof. Fenestration consists of replacement one-over-one double-hung sash and single-pane casement windows. A shed dormer extends along the entirety of the street-facing (west) elevation. A one-story, shed-roofed addition abuts the north gable end. The street-facing (west) elevation has two large, fixed glass storefront windows and a replacement glass entry door protected by a pedimented porch.

Bicycle Express is not eligible for inclusion in the National Register of Historic Places due to loss of integrity resulting from alterations in the form of replacement siding, replacement windows, and changes in the fenestration pattern.





Photo 8. View of Resource 2 at 23 Commercial Drive, looking east.



Photo 9. View of Resource 2 at 23 Commercial Drive, looking north.



### 5.3 Resource 3. 16 Commercial Drive

Resource 3 (Photo 10 and Photo 11) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1928, it is a two-story, side-gabled, wood-frame, gambrel-roofed, single-family-dwelling (USGS 1919). Resting on a concrete foundation, it is sheathed with vinyl siding, and it has an asphalt shingle roof. Fenestration consists of one-over-one replacement double-hung sash. A full wall dormer with cornice returns extends along the east and west elevations. Centered on the west elevation is the entry protected by a pedimented roof supported by brackets. A brick chimney abuts the south gable end. A one-story, hip-roofed enclosed porch abuts the south gable end.

The building at 16 Commercial Drive is not eligible for inclusion in the National Register of Historic Places due to loss of integrity resulting from alterations in the form of replacement siding and windows.



Photo 10. View of Resource 3 at 16 Commercial Drive, looking southeast.





Photo 11. View of Resource 3 at 16 Commercial Drive, looking north-northeast.

#### 5.4 Resource 4. 80 Commercial Drive – Super Thin Saws

Resource 4 (Photo 12 and Photo 13) is known as the Super Thin Saws building. It has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1990, the resource consists of two large, one-story manufacturing facilities and a one-story connector. The buildings are sheathed with metal siding and have membrane roofs. Fenestration consists of single-pane casement windows.

The resource at 80 Commercial Drive is not eligible for inclusion in the National Register of Historic Places due to insufficient age.





Photo 12. View of Resource 4 at 80 Commercial Drive, looking east.



Photo 13. View of Resource 4 at 80 Commercial Drive, looking southeast.



## 5.5 Resource 5. 251 Route 2 – Extra Room Storage

Resource 5 (Photo 14 and Photo 15) is known as Extra Room Storage. It has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1990, the Extra Room Storage complex consists of four one-story, rectangular storage buildings. They are sheathed in metal siding and have a corrugated metal roof. Steel overhead corrugated metal doors line the eaves' sides, and a combination of overhead or pedestrian doors on the gable ends.

The structures associated with the Extra Room Storage complex are not eligible for inclusion in the National Register of Historic Places due to insufficient age.



Photo 14. View of structures associated with Resource 5 at 251 Route 2, looking northeast.





Photo 15. View of structures associated with Resource 5 at 251 Route 2, looking east-northeast.

## 5.6 Resource 6. 253 Route 2

Resource 6 (Photo 16 and Photo 17) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1970, it is a one-story, side-gabled, wood-frame single-family dwelling. Resting on a concrete foundation, it is sheathed with wide wood clapboards and T-111 siding. It has an asphalt shingle roof. Fenestration consists of replacement one-over-one double-hung sash and fixed pane windows. The asymmetrical street facing (west) elevation has an off-center entrance protected by a wide eaves overhang, a fixed window flanked by one-over-one double-hung sash, and a bay window. A brick chimney abuts the north gable end. The associated structure is a one-story, gable-roofed shed.

The dwelling at 253 Route 2 is not eligible for inclusion in the National Register of Historic Places due to loss of integrity resulting from alterations in the form of replacement siding and windows.





Photo 16. View of Resource 6 at 253 Route 2, looking east.



Photo 17. View of Resource 6 at 253 Route 2, looking north-northeast.



## 5.7 Resource 7. 313 Route 2

Resource 7 (Photo 18, Photo 19, and Photo 20) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1950, this is a one-story, gable-front, wood-frame single-family-dwelling. Resting on a concrete foundation, it is sheathed with wood clapboards, and it has an asphalt shingle roof. Fenestration consists of replacement one-over-one double-hung sash. Projecting from the south eaves side is a one-bay, shed-roofed addition. A concrete block abuts the south elevation. The associated structure is a one-and-a-half-story, gable-roofed barn with flush board siding and a corrugated metal roof.

The dwelling at 313 Route 2 is not eligible for inclusion in the National Register of Historic Places due to a lack of distinguishing features.



Photo 18. View of Resource 7 at 313 Route 2, looking northeast.





Photo 19. View of Resource 7 at 313 Route 2, looking east-southeast.



Photo 20. View of structure associated with Resource 7 at 313 Route 2, looking east.



## 5.8 Resource 8. 299 Route 2

Resource 8 (Photo 21 and Photo 22) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1925, this is a one-and-a-half-story, gable-front, wood-frame single-family-dwelling (USGS 1919). Resting on a concrete foundation, it is sheathed with wood clapboards, and it has a standing seam metal roof. Fenestration consists of replacement one-over-one double-hung sash. Extending across the street-facing (south) elevation is a one-story, shed-roofed porch with a wood clapboard knee wall. Rising from the east roofline is a brick chimney. Projecting from the west elevation is a one-story, gable-roofed entry porch and a one-story, shed-roofed addition.

The dwelling at 299 Route 2 is not eligible for inclusion in the National Register of Historic Places due to loss of integrity resulting from alterations in the form of replacement windows and additions.



Photo 21. View of Resource 8 at 299 Route 2, looking east.





Photo 22. View of Resource 8 at 299 Route 2, looking northeast.

## 5.9 Resource 9. Route 2 - Fairmount Cemetery

Resource 9 (Photo 23 and Photo 24) is known as Fairmount Cemetery. It is also known as Hazelton/Haseltine/Hazeltine Cemetery. It has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. This small cemetery has a chain link fence surrounding the entire parcel. The cemetery consists of approximately 100 plots. The oldest stone dates from 1794 and the latest stone is from 1984. The stones are arranged in a linear fashion. There are 36 identified Haselton/Haseltine family members interred in the cemetery. Ebenezer Haseltine was one of Moretown's initial settlers, and the first town meeting was held in the home of Peter Haseltine. Other families include Stockwell, Deavitt, and Smalley.

As the site of burials of important New Haven community citizens dating from the town's founding to the present, the Fairmount Cemetery is eligible for inclusion in the National Register of Historic Places under Criterion A.





Photo 23. View of Resource 9, looking southeast.



Photo 24. View of Resource 9, looking north-northwest.



#### 5.10 Resource 10. 329 Route 2 – Ted’s Kar Kare

Resource 10 (Photo 25 and Photo 26) is known as Ted’s Kar Kare. It has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.2000, Ted’s Kar Kare consists of two one-and-a-half-story, metal-sided commercial garages with standing seam metal roofs. Fenestration consists of single-pane casement windows. Each building has two overhead doors on the gable ends.

The two structures associated with Ted’s Kar Kare are not eligible for inclusion in the National Register of Historic Places due to insufficient age.



Photo 25. View of Resource 10 at 329 Route 2, looking northeast.





Photo 26. View of Resource 10 at 329 Route 2, looking north.

#### 5.11 Resource 11. 367 Route 2

Resource 11 (Photo 27, Photo 28, Photo 29, and Photo 30) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1930, this is a two-story, side-gabled, wood-frame single-family dwelling (USGS 1921). Resting on a concrete foundation, it is sheathed with vinyl siding, and it has an asphalt shingle roof. Fenestration consists of replacement one-over-one double-hung sash. A one-story, hipped roof porch with a standing seam metal roof is wrapped around the south and west elevation. A brick chimney abuts the north gable end, and an interior brick chimney rises from the south end. The associated structures are a two-story, two-bay, gabled-roofed garage and a one-story, two-bay, gable-roofed garage.

The dwelling at 367 Route 2 is not eligible for inclusion in the National Register of Historic Places due to loss of integrity resulting from alterations in the form or replacement siding and replacement windows.





Photo 27. View of Resource 11 at 367 Route 2, looking east.



Photo 28. View of Resource 11 at 367 Route 2, looking northeast.





Photo 29. View of structure associated with Resource 11 at 367 Route 2, looking northeast.



Photo 30. View of structure associated with Resource 11 at 367 Route 2, looking northeast.



## 5.12 Resource 12. 452 Route 2 – E. Taylor House

Resource 12 (Photo 31 and Photo 32) is the E Taylor House. It has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1820, this is a one-and-a-half-story, side-gable, wood-frame single-family dwelling. Resting on a stone foundation, it is sheathed with wood clapboards, and it has a corrugated metal roof. Fenestration consists of six-over-six double-hung sash. Projecting from the east elevation is a one-story, gable-roofed wing that connects to a one-and-a-half-story, side-gabled barn.

The E. Taylor house is eligible for inclusion in the National Register of Historic Places under Criterion C. It is one of the oldest remaining houses in North Moretown. Distinctive features include a Cape-style form and an attached shop/barn.



Photo 31. View of Structure 12 at 452 Route 2, looking west-northwest.





Photo 32. View of Structure 12 at 452 Route 2, looking east.



Figure 7. 1858 (Walling 1858).



### 5.13 Resource 13. Culvert

Resource 13 (Photo 33 and Photo 34) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. The culvert spanning Route 2 is a c.1920 concrete culvert. The culvert to the south is a c.1970 metal pipe with a stone headwall.

Resource 13 is not eligible for inclusion in the National Register of Historic Places due to a lack of distinguishing features.



Photo 33. View of Resource 13, looking north-northeast.





Photo 34. View of Resource 13, looking south.

#### 5.14 Resource 14. 575 Gallagher Acres

Resource 14 (Photo 35, Photo 36, and Figure 8) has not been previously surveyed for its potential for inclusion in the Vermont State Register or the National Register of Historic Places. Built c.2016, it is a two-story, side-gabled, wood-frame single-family-dwelling. Resting on a concrete foundation, it is sheathed with vinyl siding, and it has an asphalt shingle roof. Fenestration consists of two-over-one double-hung sash. Projecting from the north elevation is a two-story, one-bay-by-one-bay, gable-roofed projection. Extending across the projection and the remainder of the street-facing elevation is a one-story, shed-roofed porch. Projecting from the west elevation is a two-story, eaves-front garage. The associated structure is a c.1850 barn with flush board siding and a corrugated metal roof.

The dwelling at 575 Gallagher Acres is not eligible for inclusion in the National Register of Historic Places due to insufficient age of the principal structure on the property.





Photo 35. View of Resource 14 at 575 Gallagher Acres, looking south-southeast.



Photo 36. View of Resource 14 at 575 Gallagher Acres, looking south-southwest.



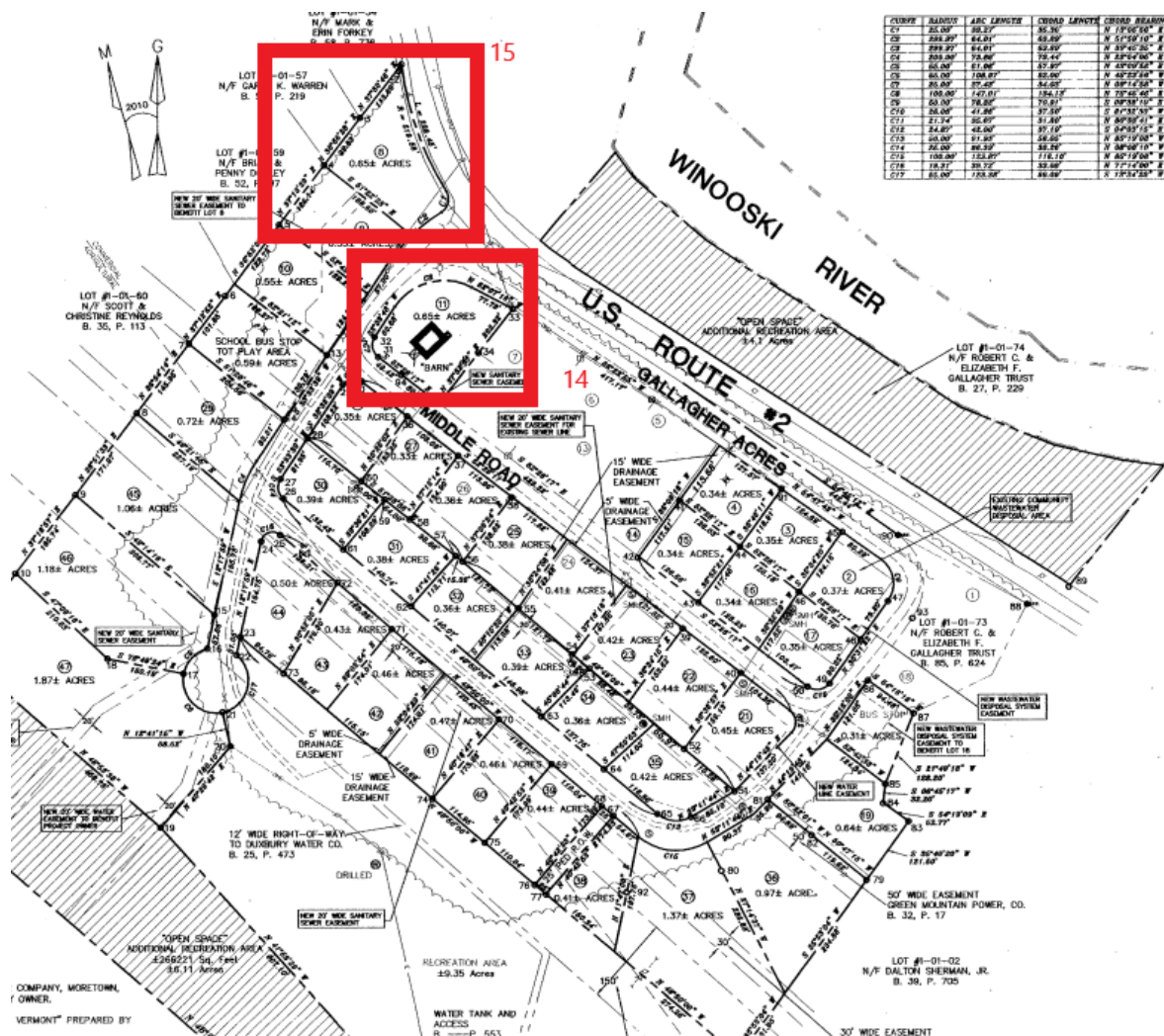


Figure 8. 2013 Survey Map showing Resource 14 and Resource 15 (Bell 2013).

## 5.15 Resource 15. 18 Gallagher Acres

Resource 15 (Photo 37, Photo 38, and Figure 8) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.2016, it is a two-story, side-gabled, wood-frame single-family-dwelling. Resting on a concrete foundation, it is sheathed with vinyl siding, and it has an asphalt shingle roof. Fenestration consists of multi-pane casement windows. Projecting from the east elevation is a two-story, one-bay-by-one-bay, gable-roofed projection. Extending across the projection and the remainder of the street-facing elevation is a one-story, shed-roofed porch. Projected from the north elevation is a one-and-a-half-story, eaves-front garage.

The dwelling at 575 Gallagher Acres is not eligible for inclusion in the National Register of Historic Places due to insufficient age.





Photo 37. View of Resource 15 at 18 Gallagher Acres, looking west.



Photo 38. View of Resource 15 at 18 Gallagher Acres, looking south.



#### 5.16 Resource 156. 21 Fairgrounds Road

Resource 16 (Photo 39 and Photo 40) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1970, it is a two-story, side-gabled, wood-frame, Garrison-style, single-family-dwelling. Resting on a concrete foundation, it is sheathed with vinyl siding, and it has an asphalt-shingled roof. Fenestration consists of one-over-one replacement double-hung sash.

The dwelling at 21 Fairgrounds Road is not eligible for inclusion in the National Register of Historic Places due to loss of integrity resulting from alterations in the form of replacement siding and windows.



Photo 39. View of Resource 16 at 21 Fairground Road, looking south-southwest.





Photo 40. View of Resource 16 at 21 Fairground Road, looking west-southwest.

#### 5.17      **Resource 17. 326 Route 2**

Resource 17 (Photo 41 and Photo 42) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1950, it is a one-story, side-gabled, wood-frame single-family dwelling. Resting on a concrete foundation, it is sheathed with T-111 siding, and it has an asphalt shingle roof. Fenestration consists of replacement one-over-one double-hung sash. Sheltering the off-center, street-facing (north) entrance is a projecting pediment supported by brackets.

The dwelling at 326 Route 2 is not eligible for inclusion in the National Register of Historic Places due to loss of integrity resulting from alterations in the form of replacement of siding and windows.





Photo 41. View of Resource 17 at 326 Route 2, looking northwest.



Photo 42. View of Resource 17 at 326 Route 2, looking southwest.



#### 5.18 Resource 18. 312 Route 2

Resource 18 (Photo 43) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. This building was barely visible from the public right-of-way. Built c.1950, Resource 18 is a one-story, side-gabled, wood-frame single-family dwelling. Resting on a concrete and concrete block foundation, it is sheathed with vinyl siding, and it has an asphalt shingle roof. Fenestration consists of replacement six-over-six double hung sash. Projecting from the street-facing (northeast) gable end is a two-story, gable-roofed wing with a built-in, two-bay garage. An interior brick chimney rises from the northeast gable end.

The dwelling at 312 Route 2 is not eligible for inclusion in the National Register of Historic Places due to loss of integrity resulting from alterations in the form of replacement windows and siding.



Photo 43. View of Resource 18 at 312 Route 2, looking southwest.

#### 5.19 Resource 19. Mason Drive – SS Paving /Vermont Tennis Courts

Resource 19 (Photo 44 and Photo 45) is known as SS Paving/Vermont Tennis Courts. It has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.2005, it is a one-story, gable-roofed commercial building. Resting on a concrete slab, it is sheathed with wood clapboards, and it has a standing seam metal roof. Fenestration consists of paired casement windows. The northeast gable end has three overhead doors.

The SS Paving/Vermont Tennis Courts building is not eligible for inclusion in the National Register of Historic Places due to insufficient age.





Photo 44. View of Resource 19 at Mason Drive, looking south-southwest.



Photo 45. View of Resource 19 at Mason Drive, looking southwest.



## 5.20 Resource 20. Mason Drive – Aubuchon Hardware

Resource 20 (Photo 46 and Photo 47) is Aubuchon Hardware. It has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.2009, it is a two-story, gable-roofed, wood-frame commercial building (U. S. Geological Survey 2008). Extending along the ridgeline is a monitor-style roof. Extending along the street-facing (northeast) elevation is a shed-roofed porch sheltering a colonnade and outdoor retail area. Fenestration consists of sliding windows, casement windows, and fixed pane windows.

The Aubuchon hardware building is not eligible for inclusion in the National Register of Historic Places due to insufficient age.



Photo 46. View of Resource 20 at Mason Drive, looking southwest.





Photo 47. View of Resource 20 at Mason Drive, looking south-southwest.

#### 5.21 Resource 21. 38 VT Route 100N

Resource 21 (Photo 48, Photo 49, and Figure 9) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1968, this is a one-story, side-gabled, wood-frame single-family-dwelling (Bigelow 1962). Resting on a concrete foundation and wood posts, it is sheathed with vinyl siding, and it has an asphalt shingle roof. Fenestration consists of replacement one-over-one double-hung sash and a multi-paned bay window. A concrete block chimney abuts the west gable end. A one-story, eaves-front, one-bay garage is attached to the east gable end.

The dwelling at 38 VT Route 100 N is not eligible for inclusion in the National Register of Historic Places due to loss of integrity resulting from alterations in the form or replacement siding and windows.





Photo 48. View of Resource 21 at 38 VT Route 100N, looking northwest.



Photo 49. View of Resource 21 at 38 VT Route 100N, looking northeast.



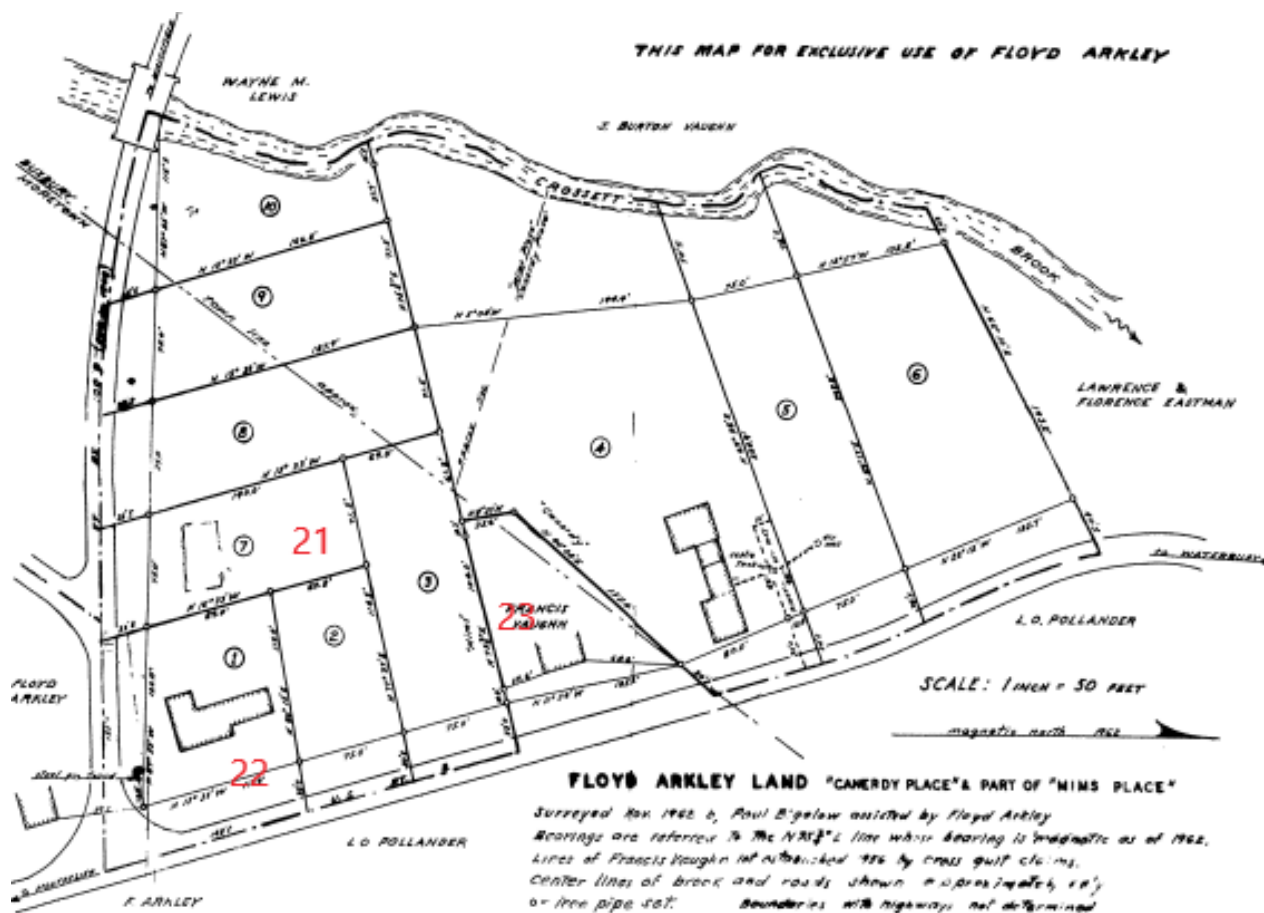


Figure 9. 1962 Survey showing Resource 21, 22, and 23 [Bigelow 1962].

## 5.22 Resource 22. 100 Route 2 – Snowfire Auto

Resource 22 (Photo 50, Photo 51, Figure 9 and Figure 9) is known as Snowfire Auto. It has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1950, this is a one-story, wood-frame, gambrel-roofed commercial building. Resting on a concrete slab, it is sheathed with vinyl siding, and it has an asphalt shingle roof. Fenestration is varied with replacement casement windows and fixed pane glass. There are two overhead doors on the street-facing (northeast) elevation.

Snowfire Auto is not eligible for inclusion in the National Register of Historic Places due to loss of integrity resulting from alterations in the form of replacement windows and siding.





Photo 50. View of Resource 22 at 100 Route 2, looking northwest.



Photo 51. View of Resource 22 at 100 Route 2, looking southwest.



### 5.23 Resource 23. 78 Route 2

Resource 23 (Photo 52, Photo 53, Figure 9 and Figure 9) has not been previously surveyed for the potential inclusion in the Vermont State Register or the National Register of Historic Places. Built c.1950, this is a one-story, side-gabled, wood-frame, single-family-dwelling. Resting on a concrete foundation, it is sheathed with aluminum siding, and it has a corrugated metal roof. Fenestration is varied with replacement one-over-one double-hung sash and casement windows. Attached to the rear (southwest) elevation is a similar one-story, side-gabled building connected by a one-story, one-bay section. A brick chimney rises from the roofline of both blocks. Abutting the north elevation of the primary block is an enclosed porch with replacement one-over-one double-hung sash and an aluminum siding knee wall.

The dwelling at 78 Route 2 is not eligible for inclusion in the National Register of Historic Places due to loss of integrity resulting from alterations in the form of replacement windows and an unsympathetic addition.



Photo 52. View of Resource 23 at 78 Route 2, looking south-southwest.





Photo 53. View of Resource 23 at 78 Route 2, looking west.

## **6 Project Impact Assessment**

No direct impacts on any of these structures or the proposed district are anticipated. While it is not anticipated that the proposed project will impact any mature plantings associated with NR-eligible or Vermont State Register Listed properties, care should be exercised in this regard.

## **7 National Register Eligibility Summary**

A total of 23 resources were surveyed for this project. None of the properties were previously surveyed for National Register eligibility. Three resources (Resource 1, Resource 9, and Resource 12) have been determined to be eligible for inclusion in the National Register of Historic Places. Several properties (Resources 2, 3, 6- 8, 11, 16-18, and 21-23) are in excess of 50 years in age, but do not retain sufficient design integrity to qualify for listing on the National Register. Resources 4-5, 14-15, and 19-20 are not eligible for inclusion in the National Register of Historic Places due to insufficient age. The survey area also includes a culvert which is not eligible for inclusion in the National Register of Historic Places due to a lack of distinguishing features.

Resources 1, 2 and 3 were all built following the Flood of 1927. They share common architectural characteristics of gambrel roofs and shed-roof dormers. The same builder likely built all three structures. Resource 2 and Resource 3 do not, however, retain sufficient integrity to qualify for listing on the NR either individually or as a district.



Table 1. Summary of Resources Surveyed for the Moretown TAP TA22(1) Study Area

| Building No.<br>(see Map 2) | Resource<br>Address    | Construction<br>Date | Historic Use or Name                | Previous Survey<br>and/or NR status | Recommended National<br>Register Status |
|-----------------------------|------------------------|----------------------|-------------------------------------|-------------------------------------|-----------------------------------------|
| 1                           | 72 Route 2             | c.1928               |                                     | None                                | NRE                                     |
| 2                           | 23 Commercial<br>Drive | c.1928               | Bicycle Express                     | None                                | Not NRE                                 |
| 3                           | 16 Commercial<br>Drive | c.1928               |                                     | None                                | Not NRE                                 |
| 4                           | 80 Commercial<br>Drive | c.1990               | Super Thin Saws                     | None                                | Not NRE                                 |
| 5                           | 251 Route 2            | c.1990               |                                     | None                                | Not NRE                                 |
| 6                           | 253 Route 2            | c.1970               |                                     | None                                | Not NRE                                 |
| 7                           | 313 Route 2            | c.1950               |                                     | None                                | Not NRE                                 |
| 8                           | 299 Route 2            | c.1925               |                                     | None                                | Not NRE                                 |
| 9                           | Route 2                | c.1794               | Fairmount Cemetery                  | None                                | NRE                                     |
| 10                          | 329 Route 2            | c.2000               | Ted's Kar Kare                      | None                                | Not NRE                                 |
| 11                          | 367 Route 2            | c.1930               |                                     | None                                | Not NRE                                 |
| 12                          | 452 Route 2            | c.1820               | E. Taylor House                     | None                                | NRE                                     |
| 13                          | Route 2                | c.1927/c.1970        |                                     | None                                | Not NRE                                 |
| 14                          | 575 Gallagher<br>Acres | c.2016/c.1850        |                                     | None                                | Not NRE                                 |
| 15                          | 18 Gallagher<br>Acres  | c.2016               |                                     | None                                | Not NRE                                 |
| 16                          | 21 Fairground<br>Road  | c.1970               |                                     | None                                | Not NRE                                 |
| 17                          | 326 Route 2            | c.1950               |                                     | None                                | Not NRE                                 |
| 18                          | 312 Route 2            | c.1950               |                                     | None                                | Not NRE                                 |
| 19                          | Mason Drive            | c.2005               | SS Paving/ Vermont<br>Tennis Courts | None                                | Not NRE                                 |
| 20                          | Mason Drive            | c.2009               | Aubuchon Hardware                   | None                                | Not NRE                                 |
| 21                          | 38 Route 100N          | c.1968               |                                     | None                                | Not NRE                                 |
| 22                          | 100 Route 2            | c.1950               | Snowfire Auto                       | None                                | Not NRE                                 |
| 23                          | 78 Route 2             | c.1950               |                                     | None                                | Not NRE                                 |



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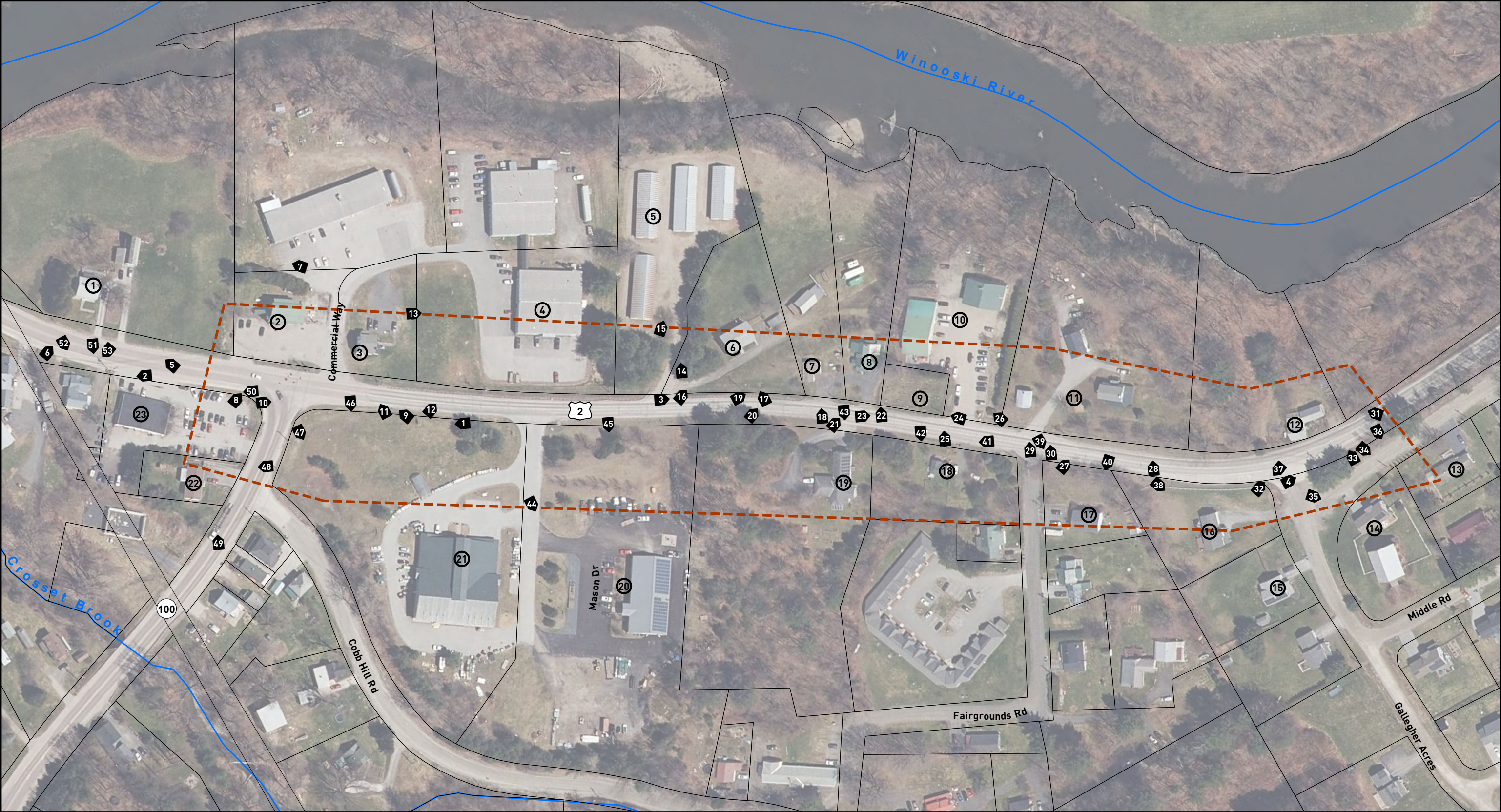


## Maps

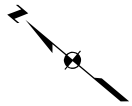








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- Legend**
- Resource Number
  - ◄ Photo Angle
  - ▭ Parcel Boundary
  - ▭ Area of Potential Effects (APE)

Project Map

Vermont Center for Geographic Information, Orthoimagery, 2022

**HARTGEN**  
archeological associates inc

**Map 2**



## **Qualifications**





**EDUCATION:**

*The University of Vermont*  
*Master of Arts, Historic Preservation, May 1997*

*The University of Vermont*  
*Bachelor of Arts, Political Science May 1993*

**EXPERIENCE:**

*Hartgen Archaeological Associates, Rensselaer, NY*  
*Architectural Historian, 2022-Present*

*Brian Knight Research*  
*Historic Preservation Consultant, 1997-Present*

**PROJECTS:**

- 2022 *Newfane STP BP21 (18) Scoping Study, Newfane, VT*  
*Conducted an Historic Resources Identification Assessment*  
*Project Sponsor: DuBois & King, Inc*
- 2022 *Pittsford Tap TA 20 (19)*  
*Conducted an Historic Resources Identification Assessment*  
*Project Sponsor: DuBois & King, Inc*
- 2022 *Castleton TAP TA 20(2) Scoping Study, Castleton, VT*  
*Conducted an Historic Resources Identification Assessment*  
*Project Sponsor: Fuss & O'Neill, Inc*
- 2022 *Bennington High School Tax Credit, Bennington, VT*  
*Assisted in preparation of Parts 1-3 of Rehabilitation Investment Tax Credit Application*  
*Project sponsor: Hale Resources*
- 2022 *Shelburne Shipyard, Shelburne, VT*  
*Researched and prepared National Register nomination*  
*Project sponsor: Town of Shelburne*
- 2022 *Maple Corner, Calais, VT*  
*Researched and prepared National Register nomination*  
*Project sponsor: Town of Calais*
- 2022 *Vermont Sanitarium/Vermont Police Academy, Pittsford, VT*  
*Prepared a Historic Structures Report*  
*Project sponsor: State of Vermont*
- 2022 *Wallace Dam/Reynolds Dams, Dorset, VT*  
*Prepared a Historic Resources Documentation Package for two dams*  
*Project sponsor: Poultney Mettonwee Natural Resources Conservation District*
- 2021 *Arlington Common, Arlington, VT*  
*Conducted a Section 106 Review and prepared a VARI Form*  
*Project sponsor: Arlington Arts Enrichment Program*
- 2021 *Roxbury Fish Hatchery, Roxbury, VT*  
*Researched and prepared National Register nomination*  
*Project sponsor: Vermont Department of Fish and Wildlife*

**PUBLICATIONS:**

*Snowboarding in Southern Vermont: From Burton to the US Open (2018): Documents the birth of east coast snowboarding in southern Vermont and the evolution of the sport from the fringe to the mainstream; No Braver Deeds: The Northshire in the Civil War (2004): Documents the soldiers of the Equinox Guards during the Civil War.*



## ARCHEOLOGICAL RESOURCE ASSESSMENT

### Moretown TAP TA22

Town of Moretown  
Washington County, Vermont

HAA # 5972-11

**Submitted to:**

DuBois & King Inc.  
28 N. Main Street  
Randolph, VT 05060

**Prepared by:**

Hartgen Archeological Associates, Inc.

P.O. Box 81  
Putney, VT 05346  
p +1 802 387 6020  
f +1 802 387 8524  
e [hartgen@hartgen.com](mailto:hartgen@hartgen.com)

[www.hartgen.com](http://www.hartgen.com)

An ACRA Member Firm  
[www.acra-crm.org](http://www.acra-crm.org)

August 2023



## MANAGEMENT SUMMARY

Involved State and Federal Agencies: *Vermont Division for Historic Preservation (VDHP)*  
*Vermont Agency of Transportation (VTrans)*

Phase of Survey: *Archeological Resource Assessment (ARA)*

## LOCATION INFORMATION

Municipality: *Moretown*

County: *Washington*

## SURVEY AREA

Length: *586 meters (1,922 feet)*

Width: *88 meters (287 feet)*

Area: *11.8 acres (4.8 ha)*

## RESULTS OF RESEARCH

Archeological sites within one mile: *7*

Surveys in or adjacent: *1*

NR/NRE sites in or adjacent: *0*

Precontact Sensitivity: *High*

Historic Sensitivity: *Moderate*

## RECOMMENDATIONS

The Project entails the installation of new sidewalks or shared-use path along US Route 2, funded in part by the Transportation Alternatives Program (TAP 2023) through the Federal Highway Administration for various pedestrian and bicycle, and shared-use projects throughout the state as administered by the Vermont Agency of Transportation (Vtrans). The current Project in the town of Moretown will utilize a combination of local, state and federal funds which were appropriated in 2022 and will be expended and implemented in State Fiscal Year (SFY) 2023.

No further work is recommended for the majority of the APE. However, several Archeologically Sensitive Areas (ASAs) have been identified (see Map 2) where there is the potential for finding intact Indigenous (precontact) or historic period archeological deposits. If subsurface disturbance of these areas cannot be avoided, further archeological investigations are recommended.

Report Authors: *Brant W. Venable, PhD, RPA*

Date of Report: *August 2023*



## TABLE of CONTENTS

|                                                             |    |
|-------------------------------------------------------------|----|
| ARCHEOLOGICAL RESOURCE ASSESSMENT.....                      | 1  |
| 1 Introduction.....                                         | 1  |
| 2 Project Information.....                                  | 1  |
| 2.1 Project Location.....                                   | 1  |
| 2.2 Description of the Project.....                         | 1  |
| 2.3 Description of the Area of Potential Effects (APE)..... | 1  |
| 3 Environmental Background.....                             | 1  |
| 3.1 Present Land Use and Current Conditions .....           | 4  |
| 3.2 Soils.....                                              | 9  |
| 3.3 Bedrock Geology.....                                    | 9  |
| 3.4 Physiography and Hydrology.....                         | 9  |
| 4 Documentary Research.....                                 | 9  |
| 4.1 Archeological Sites .....                               | 9  |
| 4.2 Historic Properties .....                               | 10 |
| 4.3 Previous Surveys.....                                   | 10 |
| 5 Historical Background.....                                | 11 |
| 6 Historical Map Review.....                                | 12 |
| 7 Archeological Discussion .....                            | 14 |
| 7.1 Precontact Archeological Sensitivity Assessment .....   | 14 |
| 7.2 Historic Archeological Sensitivity Assessment.....      | 14 |
| 7.3 Archeological Potential.....                            | 14 |
| 8 Recommendations .....                                     | 14 |
| 9 Bibliography.....                                         | 15 |

### Appendix 1: VDHP Environmental Predictive Model

#### Map List

|                               |    |
|-------------------------------|----|
| Map 1. Project Location ..... | 2  |
| Map 2. Project Map.....       | 3  |
| Map 3. Historic Maps.....     | 13 |

#### Photograph List

|                                                                                                                                                                                                                                         |   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Photo 1. The northern intersection between US Route 2 and Vt Route 100. Note the drainage ditch that runs along the perimeter of the area on the west side of US Route 2 (bottom left of photo). View facing northwest. ....            | 4 |
| Photo 2. View of the field adjacent to the US Route 2 and Vt Route 100 intersection. View facing southeast. ....                                                                                                                        | 5 |
| Photo 3. View along US Route 2. Note the sharp slope down on the east shoulder of the road and fire hydrant on the west side indicating buried utilities in that area. View facing northwest. ....                                      | 5 |
| Photo 4. View of the east side of US Route 2. Note the sharp slope down from the highway to the dirt road below. View facing southeast. ....                                                                                            | 6 |
| Photo 5. View of the small wooded area on the west side of US Route 2. Note the entrance on the east (right side of photo) for the dirt road shown in the previous photo. View facing northwest. ....                                   | 6 |
| Photo 6. View of the historic cemetery located adjacent to the east of US Route 2 (left side of photo). View facing southeast. ....                                                                                                     | 7 |
| Photo 7. View of the US Route 2 and Fairground Road intersection. Note the slight elevation of the land on the east (right) side of the road and perimeter of decorative bushes along the property boundary. View facing northwest..... | 7 |



Photo 8. View of the dirt residential road that runs parallel to US Route 2 in the southern APE area. Note the row of trees that create a visual barrier between the residential area and highway. View facing..... 8

Photo 9. View of the US Route 2 and Gallagher Acres intersection. Note the 19<sup>th</sup>-century house (top right of photo) and decorative bushes that indicate the yard area is below the grade of the road. View facing north-northeast..... 8

## Table List

Table 1. Soils in Project. .... 9

Table 2. Vermont Archeological Inventory (VAI) sites within one mile (1.6 km) of the APE. .... 10

Table 3. Relevant previous surveys within or adjacent to the Project..... 10

DRAFT



## ARCHEOLOGICAL RESOURCE ASSESSMENT

### 1 Introduction

Hartgen Archeological Associates, Inc. (Hartgen) conducted an Archeological Resource Assessment for the proposed Moretown TAP TA22 (Project) located in the Town of Moretown, Washington County, Vermont (Map 1). The Project requires approvals by Vermont Division for Historic Preservation (VDHP) and Vermont Agency of Transportation (VTrans). This investigation was conducted to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and/or Act 250, Vermont's Land Use Law will be reviewed by the Vermont Division for Historic Preservation (VDHP). This investigation adheres to the Vermont State Historic Preservation Office's (SHPO) *Guidelines for Conducting Archeology in Vermont* (2002).

### 2 Project Information

The Project entails the installation of new sidewalks or shared-use path along US Route 2, funded in part by the Transportation Alternatives Program (TAP 2023) through the Federal Highway Administration for various pedestrian and bicycle, and shared-use projects throughout the state as administered by the Vermont Agency of Transportation (Vtrans). The current Project in the town of Moretown will utilize a combination of local, state and federal funds which were appropriated in 2022 and will be expended and implemented in State Fiscal Year (SFY) 2023.

A site visit was conducted by Brian Knight on May 24, 2023 to observe and photograph existing conditions within the Project. The information gathered during the site visit is included in the relevant sections of the report.

#### 2.1 Project Location

The Project is located along Route 2 on the south side of the Winooski River and is approximately 1.5 kilometers (0.9 miles) southeast of the Waterbury Village Historic District.

#### 2.2 Description of the Project

The project is located in Moretown, Vermont. The project is a scoping/feasibility study for a 3168 ft. of 5' wide bituminous shared-use path on the north side of Moretown, starting at the intersection of Vt Route 100S and US Route 2 leading up to Gallagher Acres. Two crosswalks would be installed. One leads into Commercial Drive and the other from North Moretown into Waterbury Village (both at the intersection of Vt Route 100S and US Route 2). A pedestrian crosswalk signal would also be installed.

#### 2.3 Description of the Area of Potential Effects (APE)

The area of potential effects (APE) includes all portions of the property that will be directly or indirectly altered by the proposed undertaking. The APE encompasses 11.8 acres (4.8 ha).

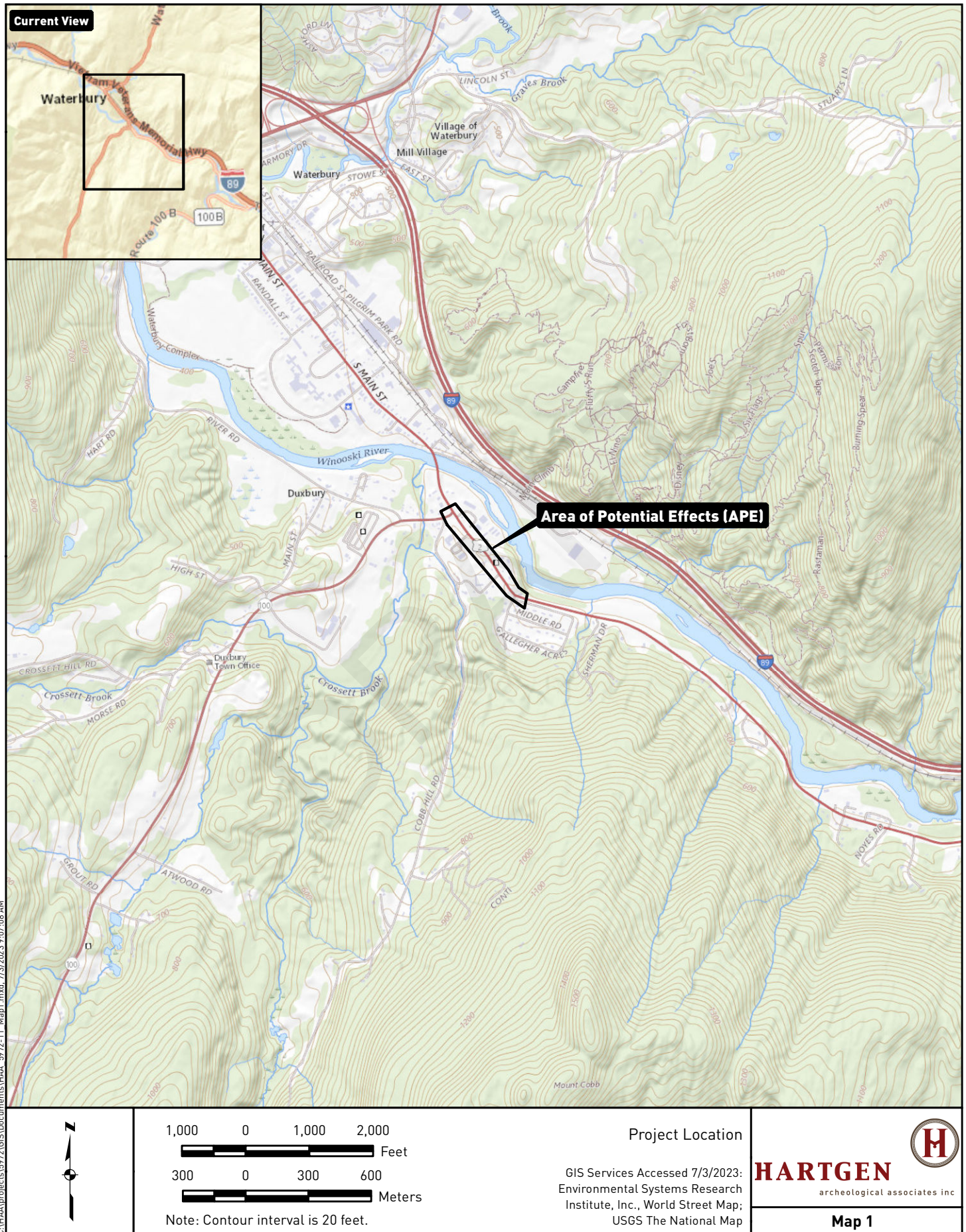
For the purpose of this study, the Project and APE are considered to be synonymous, and the terms are used interchangeably.

### 3 Environmental Background

The environment of an area is significant for determining the sensitivity of the Project for archeological resources. Precontact and historic groups often favored level, well-drained areas near wetlands and waterways. Therefore, topography, proximity to wetlands, and soils are examined to determine if there are landforms in the Project that are more likely to contain archeological resources. In addition, bedrock formations may contain chert or other resources that may have been quarried by precontact groups. Soil conditions can provide a clue to past climatic conditions, as well as changes in local hydrology.



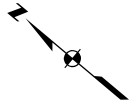
Moretown TAP TA22(1), Town of Moretown, Washington County, Vermont  
 Archeological Resource Assessment



C:\HAA\projects\5972\GIS\Documents\HAA\_5972-11\_Map1.mxd, 7/3/2023 9:07:08 AM







100 0 100 200 Feet

30 0 30 60 Meters

**Note: Contour interval is 1 foot.**

**Legend**

-  Photo Angle
-  Archeologically Sensitive Area (ASA)
-  Area of Potential Effects (APE)
-  Cemetery

Project Map

Vermont Center for Geographic Information, Orthoimagery, 2022



**HARTGEN**  
archeological associates inc

**Map 2**



### 3.1 Present Land Use and Current Conditions

The northern end of the APE is located at the intersection of US Route 2 and Vt Route 100. The APE on the east side of US Route 2 is a parking lot; the northern side of Vt Route 100 is also a parking lot and APE section abutting VT Route 100 on the south is an open field with a drainage ditch perimeter (Photos 1 and 2). The northeast side of US Route 2 in this area steeply slopes down to a paved parking lot area and complex of facility buildings (Photos 3 and 4). On the western side of US Route 2 in this area is a small, wooded area comprised of small saplings and young trees indicating new growth woods (Photo 5). Moving further south along US Route 2 there is a historic cemetery on the east side of the road and modern fenced in housing on the west side (Photo 6).

At the intersection of US Route 2 and Fairground Road modern houses are located on both sides of US Route 2. The east side of the ground gently slopes up from the road to a row of bushes planted along the perimeter of a residential property and on the west side a white picket fence runs along the perimeter of the property (Photo 7).

At the southern end of the APE US Route 2 intersects with Gallagher Acres. A hedgerow separates US Route 2 from a residential road that runs parallel to the highway (Photo 8). East of this intersection is the 19<sup>th</sup> century house identified on the Walling 1858 map as the E. Taylor House (Walling 1858). This historic building is in close proximity to the edge of the road and the yard area lies below the grade of the road (Photo 9).



Photo 1. The northern intersection between US Route 2 and Vt Route 100. Note the drainage ditch that runs along the perimeter of the area on the west side of US Route 2 (bottom left of photo). View facing northwest.





Photo 2. View of the field adjacent to the US Route 2 and Vt Route 100 intersection. View facing southeast.



Photo 3. View along US Route 2. Note the sharp slope down on the east shoulder of the road and fire hydrant on the west side indicating buried utilities in that area. View facing northwest.





Photo 4. View of the east side of US Route 2. Note the sharp slope down from the highway to the dirt road below. View facing southeast.



Photo 5. View of the small wooded area on the west side of US Route 2. Note the entrance on the east (right side of photo) for the dirt road shown in the previous photo. View facing northwest.





Photo 6. View of the historic cemetery located adjacent to the east of US Route 2 (left side of photo). View facing southeast.



Photo 7. View of the US Route 2 and Fairground Road intersection. Note the slight elevation of the land on the east (right) side of the road and perimeter of decorative bushes along the property boundary. View facing northwest.





Photo 8. View of the dirt residential road that runs parallel to US Route 2 in the southern APE area. Note the row of trees that create a visual barrier between the residential area and highway. View facing



Photo 9. View of the US Route 2 and Gallagher Acres intersection. Note the 19<sup>th</sup>-century house (top right of photo) and decorative bushes that indicate the yard area is below the grade of the road. View facing north-northeast.



### 3.2 Soils

Soil surveys provide a general characterization of the types and depths of soils that are found in an area. This information is an important factor in determining the appropriate methodology if and when a field study is recommended. The soil type also informs the degree of artifact visibility and likely recovery rates. For example, artifacts are more visible and more easily recovered in sand than in stiff glacial clay, which will not pass through a screen easily. The soils in this area reflect sediment formation primarily underneath the waters of Glacial Lake Winooski which drained at the end of the Pleistocene. Other soils include recent Holocene flood deposit, some may have been from as recently as the Great Flood of 1927 that devastated the Winooski Valley. The flood was precipitated by the remnants of a tropical storm in confluence with a particularly wet autumn

Table 1. Soils in Project.

| Symbol | Name       | Depth                     | Textures             | Slope   | Drainage                | Landform      |
|--------|------------|---------------------------|----------------------|---------|-------------------------|---------------|
| 21A    | Sunday     | 0 – 152 cm<br>(0 – 60 in) | Fine sand            | 0 – 3%  | Excessively drained     | Flood plains  |
| 43B    | Salmon     | 0 – 178 cm<br>(0 – 70 in) | Very fine sandy loam | 3 – 8%  | Well drained            | Lake plains   |
| 44B    | Lamoine    | 0 – 165 cm<br>(0 – 65 in) | Silt loam            | 3 – 8%  | Somewhat poorly drained | Lake plains   |
| 59A    | Waitsfield | 0 – 165 cm<br>(0 – 65 in) | Silt loam            | 0 – 3%  | Well drained            | Flood plains  |
| 100    | Pits       | 0 – 100 cm<br>(0 – 39 in) | Dry sand             | unknown | Unranked                | Glaciofluvial |

### 3.3 Bedrock Geology

The bedrock in the Project is primarily comprised of the Stowe Formation - schist and phyllite member with the middle third of the APE comprised of the Stowe Formation - feldspathic quartzite (Ratcliffe 2011). These rocks were formed during the Cambrian Neoproterozoic Periods and are metaphoric in nature.

The schist and phyllite formation are predominantly fine-grained, quartz-ribbed and -knotted, magnetite-chlorite (biotite)-albite (plagioclase)-sericite (muscovite)-quartz phyllite and schist. The feldspathic quartzite formation is comprised of interbedded with other rock formations. These rock formations were not typically used by Native American groups for stone tool manufacture. However, it could have been utilized on an expedient basis.

### 3.4 Physiography and Hydrology

The Project is located approximately 150 meters (492 feet) from the south bank of the Winooski River. The APE is in a low lying area not significantly elevated above the river and soil data indicates it is within the floodplains area of the river. To the west and east of the APE are creek tributaries of the river.

## 4 Documentary Research

Hartgen conducted research at the Vermont Division for Historic Preservation (VDHP) to identify previously reported archeological sites, State and National Register (NR) properties, properties determined eligible for the NR (NRE), and previous cultural resource surveys.

### 4.1 Archeological Sites

The archeological site files at VDHP contained seven sites within one mile (1.6 km) of the APE (Table 2). Previously reported archeological sites provide an overview of both the types of sites that may be present in the APE and the relationship of sites throughout the surrounding region. The presence of few reported sites, however, may result from a lack of previous systematic survey and does not necessarily indicate a decreased archeological sensitivity within the APE.



Three of the seven sites are precontact although only two have information available and only one could be dated. Nevertheless, the presence of these sites alongside the Winooski River demonstrates the importance of this area to Native American peoples and centuries of use prior to the arrival of European colonists. The multiple residential sites and small historic cemetery demonstrate how this use and importance of the area continued into the centuries after the start of European colonization.

Table 2. Vermont Archeological Inventory (VAI) sites within one mile (1.6 km) of the APE.

| VAI Site No. | Site Identifier                          | Description                                                                                                                                                                                                                                           | Proximity to APE     |
|--------------|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| VT-WA-0035   | Waterbury-Duxbury-Moretown BRF 013-4(10) | Precontact site consisting of one hearth containing burned bone, carbon-dated to approximately 500 CE.                                                                                                                                                | 600 feet north       |
| VT-WA-0038   | Ozias Atherton Site                      | Site of a historic farmstead, likely occupied between 1810 and 1830. Artifacts include ceramics (redware, pearlware, creamware), vessel glass, faunal bone, brick fragments, window glass, and nails recovered in the vicinity of a stone foundation. | 600 feet northwest   |
| VT-WA-0117   | Beaver                                   | Precontact site; no further information available.                                                                                                                                                                                                    | 4,700 southwest      |
| VT-WA-0131   | Lamson/Bachelor Site                     | Site of a middle-late 19 <sup>th</sup> century residence with associated deposits, including nails, ceramics, brick, stone, window glass, bottle glass, and buttons. No features were encountered.                                                    | 800 feet north       |
| VT-WA-0132   | Sargent House Site                       | Site of house constructed in the late-19 <sup>th</sup> century and destroyed in the flood of 1927. A brick foundation was encountered, and a collection of late-19 <sup>th</sup> to early 20 <sup>th</sup> century artifacts was recovered.           | 800 feet north       |
| VT-WA-0173   | Unnamed Site                             | Precontact site consisting of 20 lithic artifacts, including two quartzite flakes recovered from historic plowzone and one chert core, two chert wedges, and 15 quartzite and chert flakes recovered from a buried plowzone on an elevated terrace.   | 1,900 feet northwest |
| VT-WA-0196   | Vermont State Hospital Cemetery          | Archival evidence suggests a small, unmarked cemetery used by the Vermont State Hospital; the area is marked by a small monument.                                                                                                                     | 2,000 feet northeast |

#### 4.2 Historic Properties

An examination of the files at VDHP identified no NR properties, no NRE properties, no properties previously determined to be ineligible, and no properties of undetermined status within the APE.

#### 4.3 Previous Surveys

On file at VDHP is one previous survey within the immediate vicinity of the Project (Table 3).

Table 3. Relevant previous surveys within or adjacent to the Project

| Project, Phase                                             | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Citation                           |
|------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| Waterbury-Duxbury-Moretown BRF 013-4(10), Phase I, II, III | <p>This survey examined the alluvial environment surrounding the disturbance associated with construction of the bridge carrying Route 2 over the Winooski River in Moretown, just north of the current APE. Based on prior field inspection, investigation was recommended on three alluvial terraces in the project, bounded to the north and south due to disturbance along Route 2.</p> <p>Phase IB field work encountered no precontact material, while substantial historic deposits on one alluvial terrace were identified. Over the course of Phase II and III investigation, the Ozias Atherton Site was identified and investigated using</p> | (Carder, et al. 1998; Thomas 1989) |



| Project, Phase | Summary                                                                                                                                                             | Citation |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
|                | subsurface testing, mechanical stripping, and ground-penetrating radar. Mitigation was conducted for the site due to the unchangeable nature of construction plans. |          |

## 5 Historical Background

Moretown is bordered on the north by the Winooski River, separating Moretown from Middlesex and Waterbury. On the eastern border lies Berlin, on the south are Northfield and Waitsfield, while on the western border is Duxbury. The APE is North Moretown, located on the Winooski River's southern bank. The first Indigenous people likely settled along the Winooski River.

Governor Benning Wentworth of New Hampshire chartered the town on June 7, 1763, and it contained approximately 23,040 acres of land divided into about 65 shares. As the village bordered the Winooski River, some of the first settlements occurred in North Moretown. The hand-written record dated 1763 granting township to Moretown describes the APE: "Beginning at the Northeasterly corner of Duxbury on the South Side of Onion or French River" (Teleconm 2000).

Seth Munson and Ebenezer Haseltine settled near North Moretown and Duxbury about 1790 (VDHP 1978). Ironically, the Town of Moretown has no central town, and "owing to it mountainous condition of the township, it is divided into several separate neighborhoods, which prevents building up any large village within its borders" (Child 1889).

The town's first school district was formed in the North Moretown area, and the first town meeting was held in 1792 at the home of Peter Haseltine. Many of the Haseltine (Haselton/Hazeltine) descendants are buried in the Fairmount Cemetery. By the first few decades of the 19<sup>th</sup> century,

Moretown grew from a small group of settlers to a town of more than 400 residents. Throughout the first half of the 19<sup>th</sup> century, Moretown's population grew by 20 to 30 people each year, reaching a peak of 1,410 residents in 1860. By the mid-1800s, Moretown had multiple small settlements dispersed around town – Moretown Village, Moretown Common, North Moretown near the Duxbury/ Waterbury town lines, Cox Brook over Moretown Mountain near Berlin/Northfield town lines, and Jones Brook bordering on Berlin and Middlesex (Moretown 2016).

Despite being one of the first areas settled in Moretown, there was little early industrial activity in North Moretown, and the village was characterized by subsistence farming throughout the 19<sup>th</sup> century. During this period, there were approximately five homesteads in the APE, with the E. Taylor House being the only surviving farmstead (Map 3).

With its proximity to Waterbury Center, which was immediately to the northwest on the opposite bank of the Winooski River, the village of Moretown was focused more on the social and economic activity of Waterbury than Moretown Village to the south. By 1873, a core village began to take shape at the junction of Vt Route 100n and US Route 2 (Map 3).

In 1913, the Eastern Magnesia Talc Company purchased 125 acres in the Rock Bridge area of North Moretown and employed 20-50 people in the mine and mill. Following the establishment of this company, there was increased building activity in the APE. By 1919, the APE had six buildings (Map 3). The company continued operations through both World Wars and into the 1950s. In 1960, the Eastern Magnesia Talc Company was the fourth largest taxpayer in Moretown. Still, it closed a year later as "new materials replaced talc powder in various manufactured products, resulting in a substantial loss of jobs and revenue for the town" (Moretown 2016).

The Great Flood of 1927 caused severe damage to North Moretown as the Winooski River spilled over the low riverbanks that bordered the hamlet. The Mad River and the Winooski River



Rose to unheard-of heights in a matter of twenty-four hours, flooding everything in their paths. Damage in Moretown was extensive. Five lives were lost, as well as many farm animals and livestock. In addition, thirty-eight bridges were swept away, and many roads were completely destroyed. Houses, barns, and other buildings were washed downstream, and nearly all remaining structures were flooded with several feet of water. One dam was carried away, and thousands of feet of lumber and acres of meadow land were lost (Reagan 1982).

The flood most likely destroyed most of the homes of North Moretown, explaining the high concentration of post-1930 homes within the APE. The 1919 Sanborn Map depicts the corner of Vt Route 100N and US Route 2, where none of the buildings remain in 2023 (Map 3).

Most of the buildings in the Project were built between World War I and World War II. In 1976, the Town of Moretown adopted zoning regulations, and North Moretown was designated one of two commercial and industrial zones in the town (the other being Moretown Village). The new zoning regulation introduced commercial buildings. The area's commercial development took several decades as the earliest commercial entity arrived in c. 1990, and the most recent development was c. 2009.

This transition saw an increase in single-family dwellings between 1965 and now. Since the completion of Interstate 89 in 1965, Moretown has redefined itself and

Similar to rural communities around Vermont, new people moved into Moretown in significant numbers during the 1960s and 1970s, something that hadn't occurred for more than a century. Vermont promoted itself as a recreation destination and rural haven, and many people – primarily young baby boomers – moved to the state. Moretown, because of our proximity to both Interstate 89 and the ski areas in the Mad River Valley, was strongly affected by these trends. [Moretown's] location near the interstate between Montpelier and Burlington remains one of the major reasons people choose to live [there] (Moretown 2016).

## **6 Historical Map Review**

Historic maps from 1856 to the present were reviewed. Select historic maps are reproduced on Map 3. Throughout the 19<sup>th</sup> century the majority of urban development was focused in Waterbury which is located slightly further west from the APE. As a result, the majority of buildings depicted on historic maps are clustered at the western quarter of the APE which is closest to Waterbury. Maps that depict the eastern three quarters of the APE indicate that no more than three structures and a small cemetery were located there through at least 1919.

The Beers 1873 map indicates the residence of an E. Taylor and a "Work Sh" (believed to indicate work shop) were located at the easternmost end of the APE (Beers 1873). On the 1858 Walling Map only the residence of E. Taylor is identified and the placement of the "r" in "Taylor" makes it unclear whether the "Work Sh" structure was present in 1858 (Walling 1858). Regardless, by 1919 the "Work Sh" appears to have been demolished and a new structure erected across from the 19<sup>th</sup>-century cemetery (USGS 1919). This cemetery is known as Fairmont Cemetery and records indicate that it has been in use since the late 18<sup>th</sup> century (Find a Grave 2023).



**Walling 1858**

1,000 Feet

Cemetery

J. Poor

M. Munson

A. N. Atkins

E. Taylor

S. Carlton

Beers 1873

1,000 Feet

USGS 1919

1,000 Feet

The map shows a section of a topographic map from 1919. A brown polygon highlights a specific area. The map features contour lines, a river, and labels for 'DUXBURY', 'CENTRAL', and 'Rock Hill School'. The number '432' is also visible on the map.

**Sanborn 1919**

**TOWN OF DUXBURY**  
 DUXBURY CORNERS  
 Located 1 mile S.W. of Nahant, N.H.

**1,000 Feet**

The map shows the town of Duxbury, Massachusetts, with a highlighted area in the center. The highlighted area is a large, irregular polygon. The map includes labels for 'Duxbury River', 'Duxbury Corners', and 'Duxbury'. A scale bar indicates 1,000 feet. The map is a Sanborn 1919 map.



Area of Potential Effects (APE)

1858-1919

Map 3



## **7 Archeological Discussion**

### **7.1 Precontact Archeological Sensitivity Assessment**

Completion of the VDHP Environmental Predictive Model provides a measure of the precontact archeological sensitivity of the Project (Appendix 1). Points were added for the Project being within 180 meters of the Winooski River, within 180 meters of a confluence of a river/stream, location on major flood plains as evidenced by the soil data, location within the waters of Glacial Lake Winooski, and location along natural travel corridors. The score was reduced due to disturbance caused by the modern road alignment and adjacent developments. The Project has a score of 56. A score of 32 and above is considered to indicate precontact sensitivity.

### **7.2 Historic Archeological Sensitivity Assessment**

The historic sensitivity of an area is based primarily on proximity to previously documented historic archeological sites, map-documented structures, or other documented historical activities (e.g. battlefields).

Moretown was chartered on June 7, 1763 and was first settled in 1790 (Town of Moretown 2013). The majority of burials at the Fairmont Cemetery date to the 1830s or later (Find a Grave 2023). Despite this long history of settlement in the general area, historic maps indicate that the area of the APE itself was largely unoccupied throughout the 19<sup>th</sup> century and into the 20<sup>th</sup> century. The exceptions to this are at the western and eastern ends of the APE where historic maps depict structures. Therefore, the majority of the APE has low overall historic archeology sensitivity with moderate to high sensitivity in the western and eastern ends of the APE.

### **7.3 Archeological Potential**

Archeological potential is the likelihood of locating intact archeological remains within an area. The consideration of archeological potential takes into account subsequent uses of an area and the impact those uses would likely have on archeological remains.

Although the Environmental Predictive Model indicates a high sensitivity for the APE, extensive urban development which includes the construction of multiple apartment or building complexes on both the north and south side of the road along with associated driveways or access roads have significantly disturbed much of the APE. Therefore, there is overall low potential for finding intact precontact archeological deposits.

Due to the lack of development of the area during the 19<sup>th</sup> century there is overall a low potential for finding historic period archeological deposits in the majority of the APE. However, there are several Archeologically Sensitive Areas (ASAs) based on reviews of historic maps and the extant E Taylor House at the southern end of the APE (see ASAs Map 2). ASA 1 encompasses the extant E Taylor House, ASA 2 encompasses the possible location of the structure identified as “Work Sh” on the Beers 1873 map, ASAs 3 and 4 encompass the possible areas of historic structures identified on the Beers 1873 map (Beers 1873). These areas have moderate to high potential for historic archeological remains.

## **8 Recommendations**

No further work is recommended for the majority of the APE due to extensive modern disturbances caused by recent development of the area. However, several Archeologically Sensitive Areas (ASAs) have been identified (see Map 2) where there is the potential for finding intact precontact or historic period archeological deposits. If subsurface disturbance of these areas cannot be avoided, further archeological investigations are recommended.



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## **Appendix 1: VDHP Environmental Predictive Model**



**VERMONT DIVISION FOR HISTORIC PRESERVATION**

**Environmental Predictive Model for Locating Pre-contact Archaeological Sites**

**Project Name** Moretown TAP TA22  
**DHP No.**

**County** Washington  
**Map No.**  
**Staff Init.**

**Town** Moretown  
**Date** July 2023

**Additional Information**

| <b>Environmental Variable</b>                                        | <b>Proximity</b>       | <b>Value</b> | <b>Assigned Score</b> |
|----------------------------------------------------------------------|------------------------|--------------|-----------------------|
| <b>A. RIVERS and STREAMS (EXISTING or RELICT):</b>                   |                        |              |                       |
| 1) Distance to River or Permanent Stream (measured from top of bank) | 0- 90 m<br>90- 180 m   | 12<br>6      | 6                     |
| 2) Distance to Intermittent Stream                                   | 0- 90 m<br>90-180 m    | 8<br>4       | 0                     |
| 3) Confluence of River/River or River/Stream                         | 0-90 m<br>90 –180 m    | 12<br>6      | 6                     |
| 4) Confluence of Intermittent Streams                                | 0 – 90 m<br>90 – 180 m | 8<br>4       | 0                     |
| 5) Falls or Rapids                                                   | 0 – 90 m<br>90 – 180 m | 8<br>4       | 0                     |
| 6) Head of Draw                                                      | 0 – 90 m<br>90 – 180 m | 8<br>4       | 0                     |
| 7) Major Floodplain/Alluvial Terrace                                 |                        | 32           | 32                    |
| 8) Knoll or swamp island                                             |                        | 32           | 0                     |
| 9) Stable Riverine Island                                            |                        | 32           | 0                     |
| <b>B. LAKES and PONDS (EXISTING or RELICT):</b>                      |                        |              |                       |
| 10) Distance to Pond or Lake                                         | 0- 90 m<br>90 -180 m   | 12<br>6      | 0                     |
| 11) Confluence of River or Stream                                    | 0-90 m<br>90 –180 m    | 12<br>6      | 0                     |
| 12) Lake Cove/Peninsula/Head of Bay                                  |                        | 12           | 0                     |
| <b>C. WETLANDS:</b>                                                  |                        |              |                       |
| 13) Distance to Wetland (wetland > one acre in size)                 | 0- 90 m<br>90 -180 m   | 12<br>6      | 0                     |
| 14) Knoll or swamp island                                            |                        | 32           |                       |
| <b>D. VALLEY EDGE and GLACIAL LAND FORMS:</b>                        |                        |              |                       |
| 15) High elevated landform such as Knoll Top/Ridge Crest/ Promontory |                        | 12           | 0                     |
| 16) Valley edge features such as Kame/Outwash Terrace**              |                        | 12           | 0                     |



|                                                                                                                                                                                                        |                        |        |     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------|-----|
| 17) Marine/Lake Delta Complex**                                                                                                                                                                        |                        | 12     | 0   |
| 18) Champlain Sea or Glacial Lake Shore Line**                                                                                                                                                         |                        | 32     | 32  |
| <b>E. OTHER ENVIRONMENTAL FACTORS:</b>                                                                                                                                                                 |                        |        |     |
| 19) Caves /Rockshelters                                                                                                                                                                                |                        | 32     | 0   |
| 20) <input checked="" type="checkbox"/> Natural Travel Corridor<br><input type="checkbox"/> Sole or important access to another drainage<br><input type="checkbox"/> Drainage divide                   |                        | 12     | 12  |
| 21) Existing or Relict Spring                                                                                                                                                                          | 0 – 90 m<br>90 – 180 m | 8<br>4 | 0   |
| 22) Potential or Apparent Prehistoric Quarry for stone procurement                                                                                                                                     | 0 – 180 m              | 32     | 0   |
| 23) ) Special Environmental or Natural Area, such as Milton aquifer, mountain top, etc. (these may be historic or prehistoric sacred or traditional site locations and prehistoric site types as well) |                        | 32     | 0   |
| <b>F. OTHER HIGH SENSITIVITY FACTORS:</b>                                                                                                                                                              |                        |        |     |
| 24) High Likelihood of Burials                                                                                                                                                                         |                        | 32     | 0   |
| 25) High Recorded Site Density                                                                                                                                                                         |                        | 32     | 0   |
| 26) High likelihood of containing significant site based on recorded or archival data or oral tradition                                                                                                |                        | 32     | 0   |
| <b>G. NEGATIVE FACTORS:</b>                                                                                                                                                                            |                        |        |     |
| 27) Excessive Slope (>15%) or Steep Erosional Slope (>20)                                                                                                                                              |                        | - 32   | 0   |
| 28) Previously disturbed land as evaluated by a qualified archeological professional or engineer based on coring, earlier as-built plans, or obvious surface evidence (such as a gravel pit)           |                        | - 32   | -32 |
| <b>** refer to 1970 Surficial Geological Map of Vermont</b>                                                                                                                                            |                        |        |     |
|                                                                                                                                                                                                        |                        |        | 56  |
| <b>Total Score:</b>                                                                                                                                                                                    |                        |        |     |
| <b>Other Comments :</b>                                                                                                                                                                                |                        |        |     |
| <b>0- 31 = Archeologically Non- Sensitive</b><br><b>32+ = Archeologically Sensitive</b>                                                                                                                |                        |        |     |



| Timestamp           | Alternative 1 | Do you have any questions, concerns, or suggestions about the above alternatives? (300 characters max)                                                                                                                                                                                        |
|---------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11/8/2023 13:24:27  | 3             | Planning Commission is exploring application for Neighborhood Development Area status. Alternative 2 is more in sync with that idea.                                                                                                                                                          |
| 11/9/2023 12:35:44  | 5             |                                                                                                                                                                                                                                                                                               |
| 11/9/2023 22:23:32  | 4             | Given the volume of traffic on Rt. 2 and the mix of pedestrians, cyclists, small children, and pets, I feel the shared use path with separation from the highway is the safer and more appropriate choice. Thank you!                                                                         |
| 11/10/2023 8:20:31  | 4             | What are the existing sidewalk widths in Waterbury? How many residences would this connect? How many residences in 50 years? Is 10' overkill? I fully support 10' to enable pure recreation but these details would influence me. Who will plow / maintain? How do you get to Crossett Brook? |
| 11/10/2023 19:52:05 | 5             | I think alternative 1 is sufficient for our neighborhood. Whatever can happen faster is my household's preferred option. Thank you!                                                                                                                                                           |
| 11/10/2023 19:55:22 | 5             |                                                                                                                                                                                                                                                                                               |
| 11/10/2023 20:46:50 | 5             |                                                                                                                                                                                                                                                                                               |
| 11/10/2023 21:18:32 | 5             | Really hope option 1 happens! This would be great for the community                                                                                                                                                                                                                           |
| 11/11/2023 9:36:13  | 1             |                                                                                                                                                                                                                                                                                               |
| 11/11/2023 12:21:06 | 5             |                                                                                                                                                                                                                                                                                               |
| 11/11/2023 13:12:47 | 3             |                                                                                                                                                                                                                                                                                               |
| 11/11/2023 15:06:43 | 5             | I'm concerned about property impacts for homeowners along route 2 with the shared use path. Also, concerned about maintenance, particularly in the winter. I want to make sure that both options would be maintained during winter months, since that is when it is most dangerous to travel. |
| 11/11/2023 20:15:14 | 2             | Maintenance/upkeep during the winter. Will it be maintained like the Waterbury sidewalks or possibly by Waterbury?                                                                                                                                                                            |
| 11/11/2023 20:19:58 | 5             |                                                                                                                                                                                                                                                                                               |
| 11/12/2023 16:38:27 | 2             |                                                                                                                                                                                                                                                                                               |
| 11/12/2023 16:51:24 | 5             | Is it possible to combine the 2 ideas? 5ft green space with 6ft sidewalk? The green space makes me feel safer walking to town with a toddler. 10 feet shared path would be nice, but not necessary considering all the additional impacts to utilities and property, etc.                     |
| 11/13/2023 11:59:19 |               | As a resident of this area with kids, we would love to have an option to walk downtown safely and we know our neights feel the same. Whatever option is a reasonable improvement to safety and mobility, and is reasonable cost, is great progress.                                           |
| 11/13/2023 21:05:09 | 5             | I prefer the simplest option and am thrilled at either possibility.                                                                                                                                                                                                                           |
| 11/17/2023 18:33:35 | 4             | I like Alternate 2 bc it's not directly next to the roadway. It seems a bit safer, however, either choice is better than none. Thank-you.                                                                                                                                                     |
| 11/17/2023 21:22:59 | 5             | Either option would ultimately be amazing. Walking that section to get to the sidewalks by Snowfire is very dangerous and there are lots of children that would benefit. Thank you!                                                                                                           |
| 11/18/2023 6:04:41  | 5             |                                                                                                                                                                                                                                                                                               |
| 11/18/2023 6:34:05  |               |                                                                                                                                                                                                                                                                                               |
| 11/18/2023 9:27:14  | 2             |                                                                                                                                                                                                                                                                                               |
| 11/19/2023 21:43:13 | 5             | This is truly 100% needed! Whatever the outcome as long as there is a side walk for the kids and adults to use instead of walking on rt 2!                                                                                                                                                    |
| 11/20/2023 8:05:17  | 5             |                                                                                                                                                                                                                                                                                               |
| 11/25/2023 23:39:08 | 5             | Pleas put a side walk there! It will help with older folks and powered chairs                                                                                                                                                                                                                 |
| 11/29/2023 12:10:28 | 5             | Thinking a combination of both- just perhaps a larger buffer between road and sidewalk.                                                                                                                                                                                                       |
| 11/29/2023 12:33:04 | 4             | Relatively short sidewalk: Keep it simple! Turning lane provides nice buffer fro pedestrians from main traffic.                                                                                                                                                                               |
| 11/29/2023 12:37:23 | 5             | Would like cost estimates for alternatives. Hard to make an informed decision without financial data.                                                                                                                                                                                         |
| 11/29/2023 13:01:54 | 2             | I would support Alternative 2 to the extent Moretown could secure grant dollars to fund the significant difference in cost from Alternative 1.                                                                                                                                                |
| 11/29/2023 13:24:04 | 5             | Either option sounds great to improve that area for residents. Assuming the 5' path is lower cost, I may support that more.                                                                                                                                                                   |
| 11/29/2023 13:27:07 | 4             |                                                                                                                                                                                                                                                                                               |
| 11/29/2023 14:41:35 | 5             | Thank you for this important work                                                                                                                                                                                                                                                             |
| 11/29/2023 14:51:06 |               |                                                                                                                                                                                                                                                                                               |
| 11/29/2023 15:31:13 | 5             |                                                                                                                                                                                                                                                                                               |
| 11/29/2023 17:09:42 | 5             | Since Aternative 2 is at least 23% more costly than Alternative 1, the town should use Aternative 1..                                                                                                                                                                                         |
| 11/29/2023 18:14:28 | 4             |                                                                                                                                                                                                                                                                                               |
| 11/29/2023 18:26:08 | 4             |                                                                                                                                                                                                                                                                                               |
| 11/29/2023 19:43:52 | 4             |                                                                                                                                                                                                                                                                                               |
| 11/29/2023 19:55:49 | 5             | Option 2 is a great idea!                                                                                                                                                                                                                                                                     |



| Timestamp           | Alternative 1 | Do you have any questions, concerns, or suggestions about the above alternatives? (300 characters max)                                                                                                                                  |
|---------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11/30/2023 6:25:06  | 5             |                                                                                                                                                                                                                                         |
| 11/30/2023 6:51:23  | 5             | What is the difference in cost? This is a tiny sidewalk that is just to get people into waterbury. Why would we spend more to make it a fancy bike path?                                                                                |
| 11/30/2023 7:57:35  | 3             |                                                                                                                                                                                                                                         |
| 11/30/2023 8:35:46  | 5             |                                                                                                                                                                                                                                         |
| 11/30/2023 9:12:55  | 3             |                                                                                                                                                                                                                                         |
| 11/30/2023 10:46:50 | 3             |                                                                                                                                                                                                                                         |
| 11/30/2023 15:59:39 | 4             | It would be useful to know the relative cost of each.                                                                                                                                                                                   |
| 11/30/2023 20:00:06 | 3             | I have walked this area and agree that there needs to be walking access!                                                                                                                                                                |
| 12/2/2023 10:13:37  |               |                                                                                                                                                                                                                                         |
| 12/4/2023 16:29:13  | 5             | Could we do Sewer too under the sidewalk? This would help for future housing.                                                                                                                                                           |
| 12/4/2023 16:45:50  | 5             | I support both. Whichever is less impact overall.                                                                                                                                                                                       |
| 12/4/2023 17:18:57  | 5             | I'm excited to see this happening either way and don't have a huge preference between the two options - they both seem great for the communities impacted!                                                                              |
| 12/4/2023 17:27:28  | 5             | Please put a side walk in it will make accessing the downtown area with kids so much easier.                                                                                                                                            |
| 12/4/2023 17:36:52  | 5             |                                                                                                                                                                                                                                         |
| 12/4/2023 18:13:29  | 5             |                                                                                                                                                                                                                                         |
| 12/4/2023 18:21:25  | 5             |                                                                                                                                                                                                                                         |
| 12/4/2023 19:50:29  | 5             |                                                                                                                                                                                                                                         |
| 12/4/2023 20:51:16  | 5             | Strongly support either option as it is much needed for the safety of all pedestrians. I see people walking all the time along the road and it's super dangerous. It would be wonderful to have a safe path for pedestrians to walk on! |
| 12/4/2023 21:22:24  | 4             |                                                                                                                                                                                                                                         |
| 12/5/2023 5:14:47   |               | I would support either of these alternatives and try to work on linking it to a mixed use path that goes to cross a brook                                                                                                               |
| 12/5/2023 18:37:01  | 4             |                                                                                                                                                                                                                                         |
| 12/5/2023 21:17:58  | 3             | My main motivation is to stop people walking on the road as they currently do, very dangerous, especially at night.                                                                                                                     |
| 12/5/2023 22:07:08  | 5             |                                                                                                                                                                                                                                         |
| 12/5/2023 22:13:06  | 5             | I hope this project happens, and happens quickly! It's absolutely needed! And change the speed limit on fairground road!                                                                                                                |