



Memorandum

Subject: November 22, 2016

To: Ana Janda, *Town of Shelburne, Director of Administration*
Paul Goodrich, *Town of Shelburne, Highway Superintendent*
Joe Colangelo, *Town of Shelburne, Town Manager*
Dean Pierce, *Town of Shelburne, Director of Planning and Zoning*
Kate Lalley, *Town of Shelburne, Resident/Planning Commission*
Peter Keating, *CCRPC, Senior Transportation Planner*
Sai Sarepalli, *CCRPC, Transportation Planning Engineer*
Katelin Brewer-Colie, *Local Motion, Community Technical Assistance Program Manager*
Marc Gamble, *Town of Shelburne, Bike and Pedestrian Paths Committee*
John Kerr, *Town of Shelburne, Selectboard*
Allen Fortin, *Town of Shelburne, Sergeant*

From: Jason DeGray, *New England Regional Director, Toole Design Group*
Pete Robie, *Planner, Toole Design Group*
John Dempsey, *Project Manager, Toole Design Group*

Project: Bay Road Pedestrian and Bicycle Mobility Study

The Town of Shelburne, with assistance from the Chittenden County Regional Planning Commission (CCRPC), is examining walking and bicycling conditions along the Bay Road corridor. This memorandum summarizes the existing conditions assessment completed for the *Bay Road Pedestrian and Bicycle Mobility Study*. The existing conditions were presented at a Local Concerns Meeting on October 25, 2016 to validate these findings and gather feedback from the public. This memorandum presents:

- A draft purpose and need statement
- Characteristics of the Bay Road corridor
- Existing natural, cultural, and other resources
- Next steps
- Archeological Resource and Historic Preservation Assessment

The next step in this process is to develop an understanding of a desired facility alignment for all users in the Bay Road corridor, and its potential impacts.

Purpose and Need

Bay Road is currently heavily used by pedestrians, bicyclists, motorists, and recreational boaters/anglers providing direct access to Shelburne Bay, Shelburne Bay Park, Shelburne Farms, and the popular Ti Haul Recreation Path. The **purpose** of the *Bay Road Pedestrian/Bicycle Mobility Study* is to evaluate the walking and bicycling alternatives for developing a safe route on Bay Road between Harbor Road and US Route 7 (Shelburne Road) that supports access to the destinations along the corridor.

Specifically, this study is **needed** to:

1. Create a preferred alternative for walking and bicycling on Bay Road that connects existing paths with destinations along the corridor;
2. Maximize safety for users walking and bicycling in this corridor;
3. Support future walking and bicycling connections in the Town of Shelburne; and
4. Provide an estimate of the probable construction costs of concept alternatives to serve as a basis for the Town to apply for grant applications/funding.

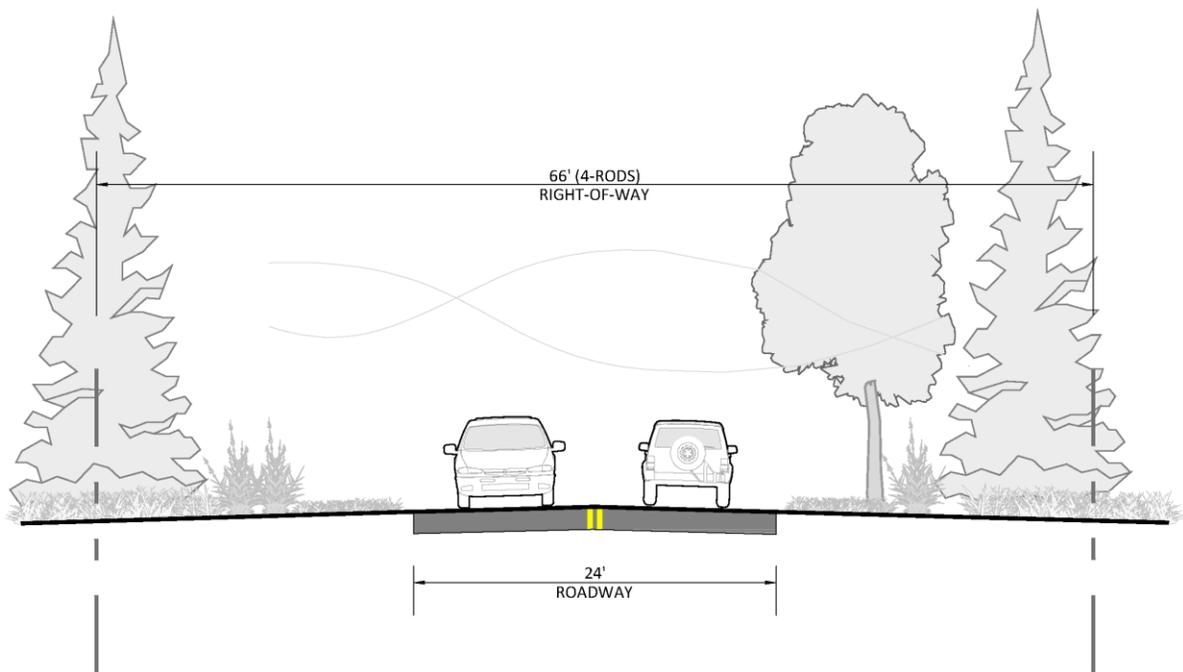


Figure 1: Bay Road existing conditions typical cross section

Study Area

The approximate 1.7 mile project study area includes rolling topography with a posted speed limit of 35 MPH. Bay Road generally runs in an east-west direction. Within the study area, Bay Road consists of two travel lanes with unmarked shoulders. As shown in **Figure 2**, the western terminus of Bay Road intersects at the Harbor Road/Northgate Road intersection allowing access to the primary entrance to

the welcome center at Shelburne Farms. This intersection is stop controlled for all approaches. To the east, Bay Road intersects with Shelburne Road (US Route 7). Shelburne Road has existing sidewalk and bicycle lane infrastructure providing access south to Shelburne Town Center and points north to South Burlington and Burlington. The intersection is signalized and is also equipped with pedestrian push button and countdown signals. A slip-lane from Shelburne Road (US Route 7) traveling south onto Bay Road is also provided. It was observed that motor vehicles do not slow down to negotiate the curve and continue onto Bay Road. The Bay Road corridor is a known walking and biking route in the Town of Shelburne despite the lack of pedestrian or bicycle facilities. Students have been observed walking along the south side, including local families and other visitors who routinely walk on the north side between Shelburne Farm and Shelburne Bay Park.

As described in the Town of Shelburne 2014 Comprehensive Plan, the Town actively pursues the creation of shared use paths for priority linkages to 1) connect Shelburne with surrounding towns, 2) connect key destinations within the Town, and 3) connect neighborhoods to main pathways. There are currently no formal walking or bicycling facilities along the Bay Road corridor, however the corridor provides direct access to the Ti Haul Recreation Path and Shelburne Bay Park trail network.

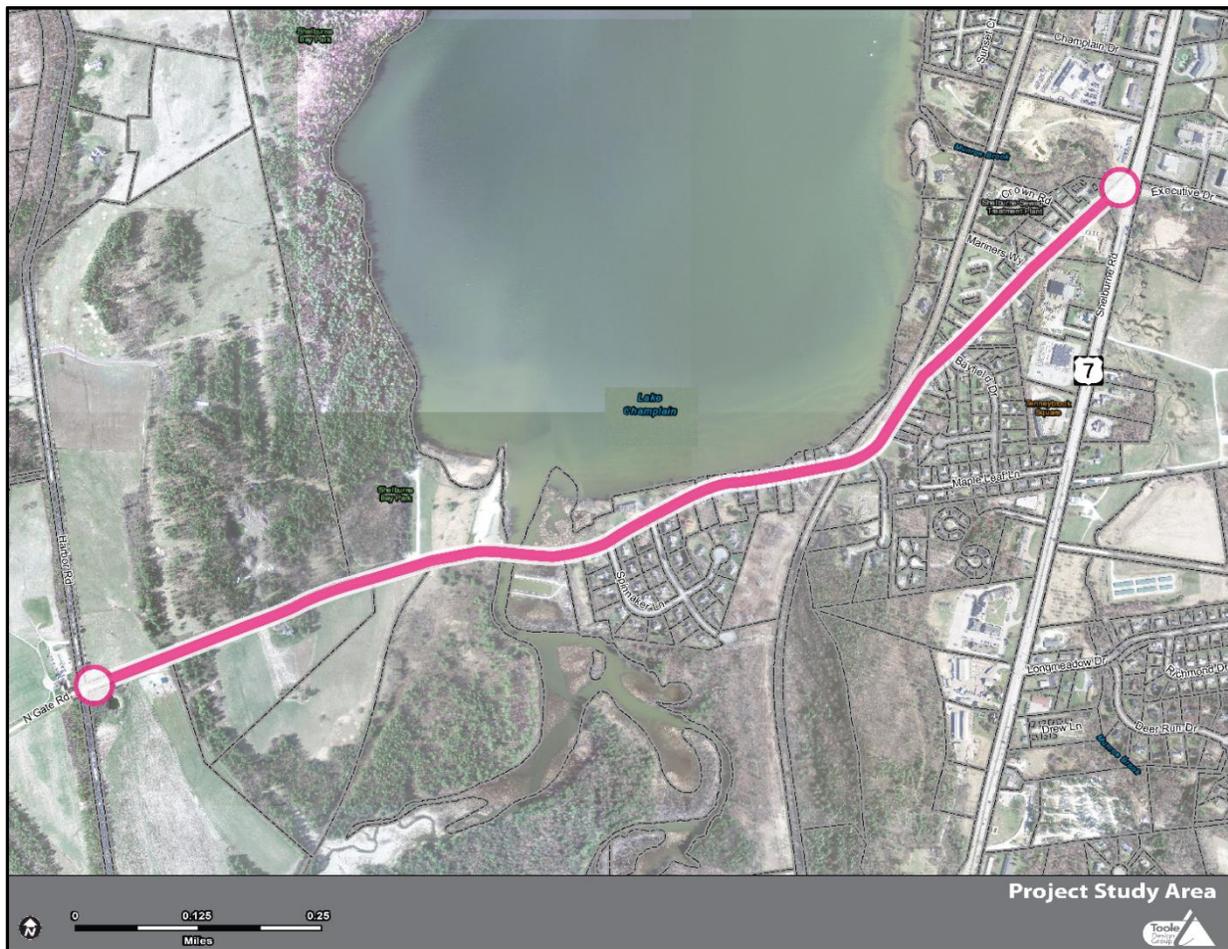


Figure 2: Project Study Area

The Bay Road corridor has two bridge structures within the project study area. Traveling west to east, the user will encounter the LaPlatte River Bridge first. This bridge is approximately 24 feet wide (curb to curb). The width does not meet current standards for vehicular use and does not currently permit designated sidewalk or bicycle facilities. The minimum width required by Vermont State Standards is 28 feet to accommodate two 10 foot travel lanes and two 4 foot shoulders. Horizontal and vertical geometry east of the LaPlatte River Bridge also creates limited sight lines for all users. In addition, the current width and varying pedestrian, bicycle, and motor vehicle use has created conflicts between these user groups.

The second bridge along the Bay Road corridor is the Vermont Railway Bridge. The roadway under the railroad bridge varies in width from 20-21 feet. The approaches on either side widen slightly to a more uniform 24 foot wide corridor. The horizontal and vertical geometry, combined with the Vermont Railway Bridge abutment wing walls, restrict sight distances and present constrained site conditions. The CCRPC is currently conducting a pilot project for the Vermont Railway Bridge underpass. The pilot project is evaluating a temporary 11 foot wide, one-lane installation for the underpass. Stop control has been installed on both approaches at the underpass, including supplemental warning signage indicating the modified traffic patterns. The one-lane configuration for the underpass has created 4.5 foot buffers with flexible bollards dedicated for pedestrian and bicycle users. The final report is anticipated to be completed during the fall of 2016.



Figure 3: LaPlatte River Bridge (left) and Vermont Railway Bridge showing temporary one-lane installation (right)

Bay Road general characteristics are shown in **Table 1**. The existing pavement and pavement markings are generally in good condition. During the time of the project team's site visit in early August 2016, Bay Road was being resurfaced from the intersection of Bay Road/Harbor Road/Northgate Road to the Vermont Railway Bridge underpass.

Table 1: Roadway Characteristics (source: Vermont Agency of Transportation Route Log Data)

Bay Road	
Functional classification	Urban Collector
Jurisdiction	Town
Right-of-way width (feet)	4-Rods (66')*
Roadway width (feet)	24' (12' travel lanes)
Widths recommended by VT State Design Standards	11' travel lanes, 3' paved shoulders (to accommodate bicycles)
2012 AADT**	2,500
Posted speed limit	35 MPH
*Town of Shelburne **AADT= Average Annual Daily Traffic	

The lack of a shoulder on Bay Road currently does not meet the *Vermont State Design Standards* for an urban collector. However, given the natural resources and utility constraints on either side of the corridor as shown in **Figure 4**, the potential for widening the road is likely costly and not feasible, so an off-road bicycle and walking route may be considered.



Figure 4: Bay Road looking west

Relevant Plans and Studies

The 2014 *Shelburne Comprehensive Plan*, the 2010 *Bay Road Bridge Replacement Scoping Report*, and the 2004 *Vermont Railway Over Bay Road Scoping Report* were consulted to ensure consistency with this study. There are a few noteworthy aspects in each of the previous plans specific to this project study area:

- *Shelburne Comprehensive Plan*
 - The *Shelburne Comprehensive Plan* identifies planning for transportation projects as an integral component to meet the needs of an ever evolving community and formally established a bike and pedestrian paths committee. The transportation section also recognizes the benefits to developing non-motorized forms of transportation.
- *Bay Road Bridge Replacement Scoping Report*
 - This scoping report specifically studied alternatives improving deficiencies for the LaPlatte River Bridge. The report studied five alternatives that ranged from a no-build to a total superstructure replacement. The bridge condition is assessed routinely on a

two-year frequency by the Vermont Agency of Transportation (VTrans), however the bridge is the responsibility of the Town of Shelburne. The report identified the LaPlatte River Bridge with an overall bridge rating of fair. A Federal Sufficiency Rating (FSR) is given to a bridge by the Federal Highway Administration (FHWA) to measure a bridge's sufficiency to remain in service and its eligibility for repair or replacement funding. The sufficiency rating of the LaPlatte River Bridge was 41.6 out of 100 during the 2008 evaluation. In order to qualify for federal funding, a bridge must have an FSR of 50 percent or less. The most recent bridge inspection, conducted in July 2016 documented a sufficiency rating of 40.6 for the bridge structure.

- *Vermont Railway Over Bay Road Scoping Report*
 - This scoping report specifically studied the alternatives for the Vermont Railway Bridge underpass on Bay Road. The report examined five alternatives that ranged from a no-build to realignment of the railroad tracks. The railroad bridge is the responsibility of the Vermont Railway. The most recent bridge inspection was conducted in November 2015 and was given a rating of 4 (serious deterioration) on a numerical rating scale from 1-9. At the conclusion of the study, the Town decided that the project lacked the necessary support to move forward with implementation.

Existing Resources

This section assesses existing resources to understand potential impacts of any alternatives. Each of the resource types specified in the *VTrans Project Scoping Manual* are addressed below. The data referenced in this section was obtained from the Vermont Center for Geographic Information and the Vermont Agency of Natural Resources, unless otherwise noted.

Parcel Data and Property Ownership

Bay Road has a mix of private residences throughout the corridor, conservation lands which include Shelburne Bay Park and LaPlatte River Conservation Land, and designated rural lands (primarily west of the LaPlatte River Bridge).

Natural Resources

Lakes/Ponds/Streams/Rivers

Shelburne Bay is located on the north side of the project study area. The LaPlatte River flows through the conservation lands on the south side of Bay Road and feeds into Shelburne Bay and Lake Champlain. Munroe Brook is located approximately at the intersection of Bay Road and Shelburne Road (US Route 7). The watershed associated with Munroe Brook has been identified as an impaired urban watershed. The impaired status attempts to limit and allocate discharge loads among various dischargers in order to assure water quality standards. Refer to **Figure 5**.

River Corridors

The lateral area around the LaPlatte River and Munroe Brook has been identified as a river corridor. This area is necessary to achieve and maintain a stable condition of the river and brook. Refer to **Figure 5**.



Figure 5: Lands/Ponds/Streams/Rivers

Wetlands

Class II wetlands are identified within the corridor in vicinity of the LaPlatte River Bridge and Shelburne Bay Park. Class II wetlands are greater than 0.5 acres and must generally remain in their natural vegetation, however may be crossed by roads, trails or utility lines where there is no feasible alternative alignment. Class II wetlands include a designated 50 foot buffer zone to protect those functions that make a wetland significant to an existing ecosystem. The wetland advisory layer is a non-regulatory and unprotected data source. Hydric soils are generally classified as natural poorly draining soils and may be prone to excessive wetness in association with minimal slopes, thus a limiting factor. **Figure 6** shows the Class II wetlands, wetland advisory areas, and hydric (poorly draining) soils.

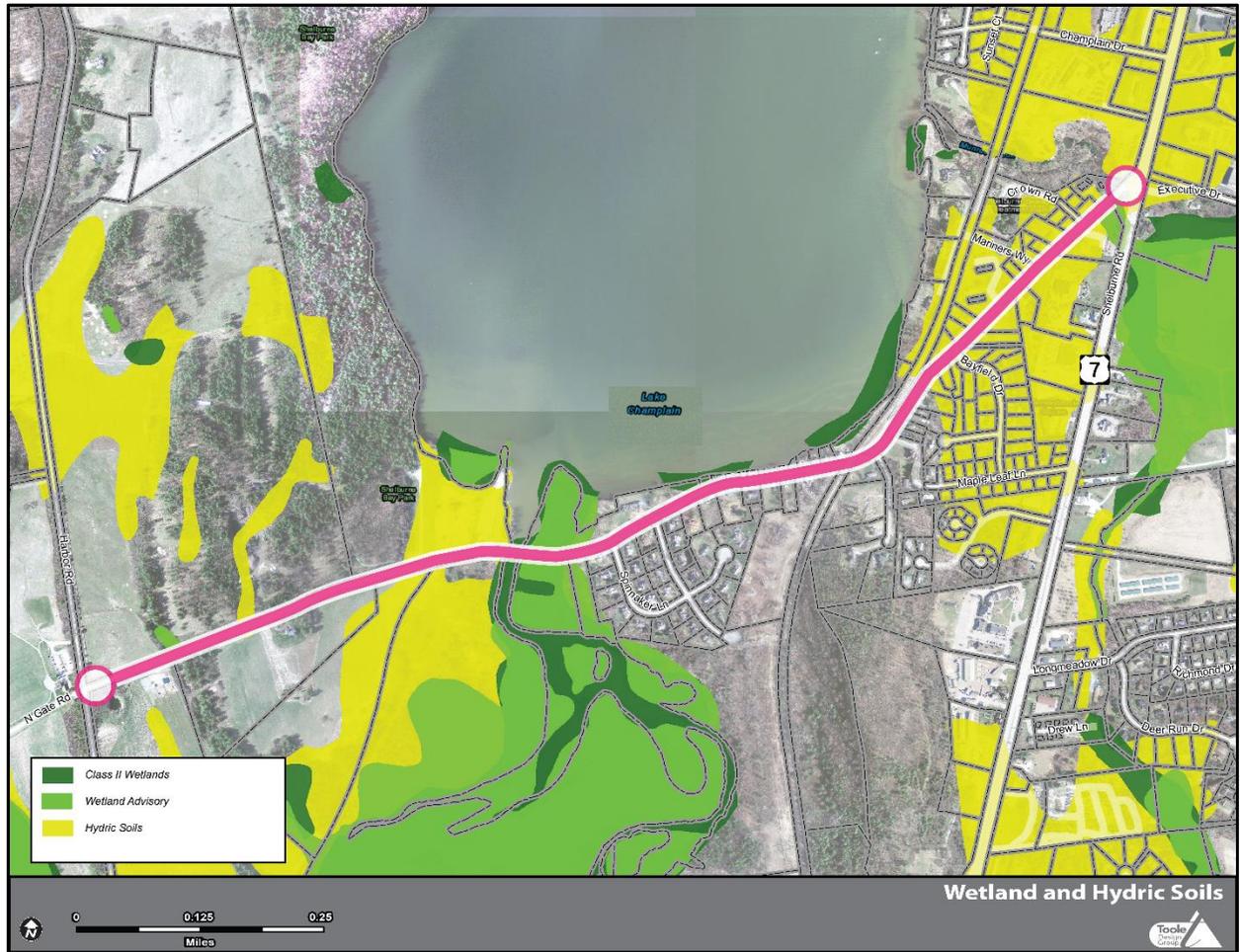


Figure 6: Wetland and Hydric Soils

Agricultural Lands

The majority of the soil types in the Bay Road corridor are designated as having statewide importance. Prime agricultural potential of soils within the Bay Road corridor are limited. Prime farmlands may have the best combination of physical and chemical characteristics for producing food and are also available for these uses. In addition to Prime agricultural lands, Statewide (a) and (b) are is important for the production of food, however not as highly sought as Prime. Much of the project study area has been previously disturbed and the likelihood of reverting back to active farmland is minimal. Refer to **Figure 7**.

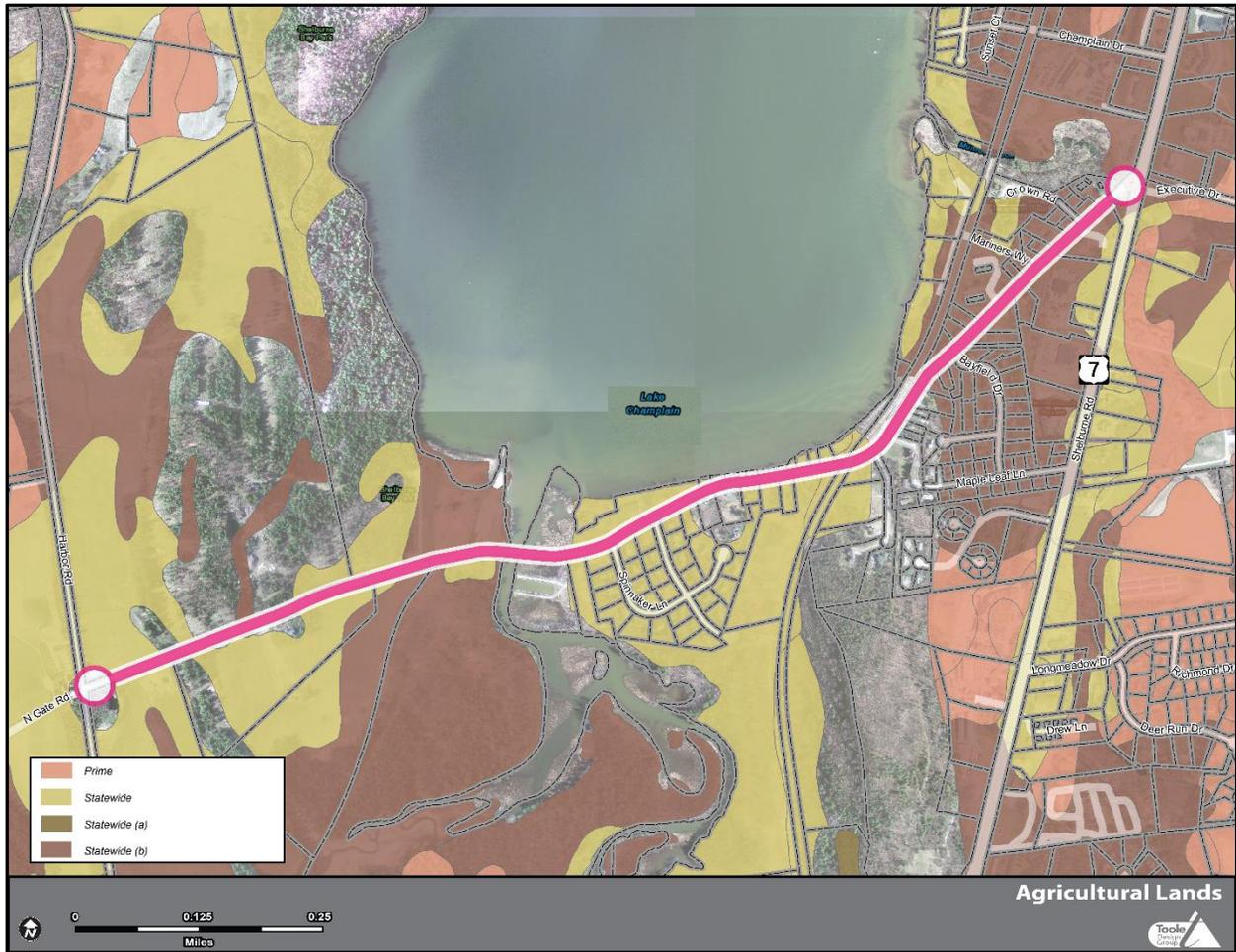


Figure 7: Agricultural Lands

Flood Hazard Areas

Flood hazard area mapping identifies the areas along the shoreline of Shelburne Bay and the LaPlatte River as an AE Zone, meaning that it is susceptible to a 1 percent annual chance of flooding. Refer to **Figure 8**.

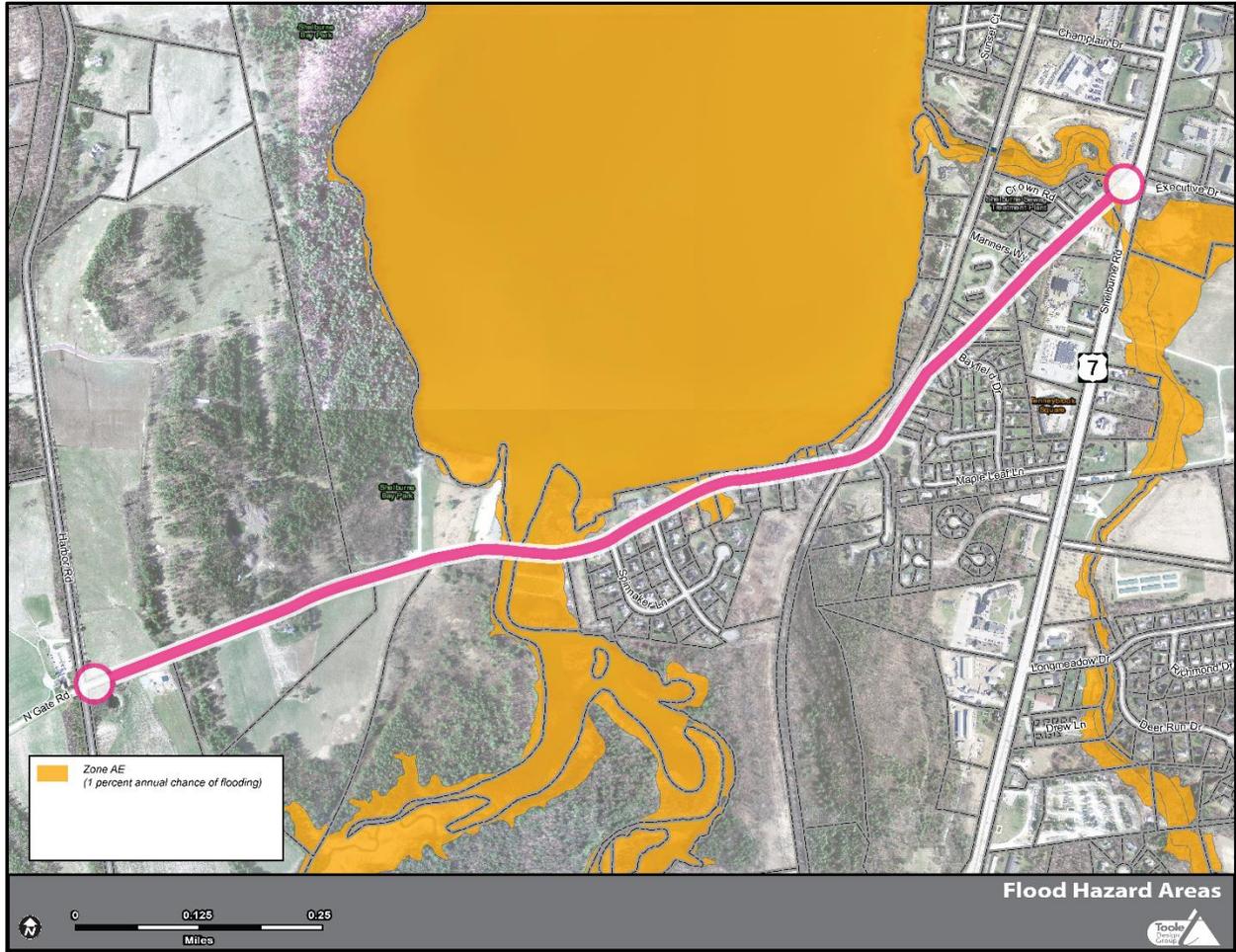


Figure 8: Flood Hazard Areas

Rare, Threatened, or Endangered Species

Rare, threatened, or endangered species have been identified within the Bay Road project study area and are primarily located in the vicinity of the LaPlatte River Bridge. The project corridor has been previously disturbed by general maintenance, clearing, filling, and construction activities. As noted in **Figure 9**, there are uncommon species found adjacent to the LaPlatte River Bridge area. Once a preferred alternative has been identified, a comprehensive survey should be considered to identify potential impacts on existing species.

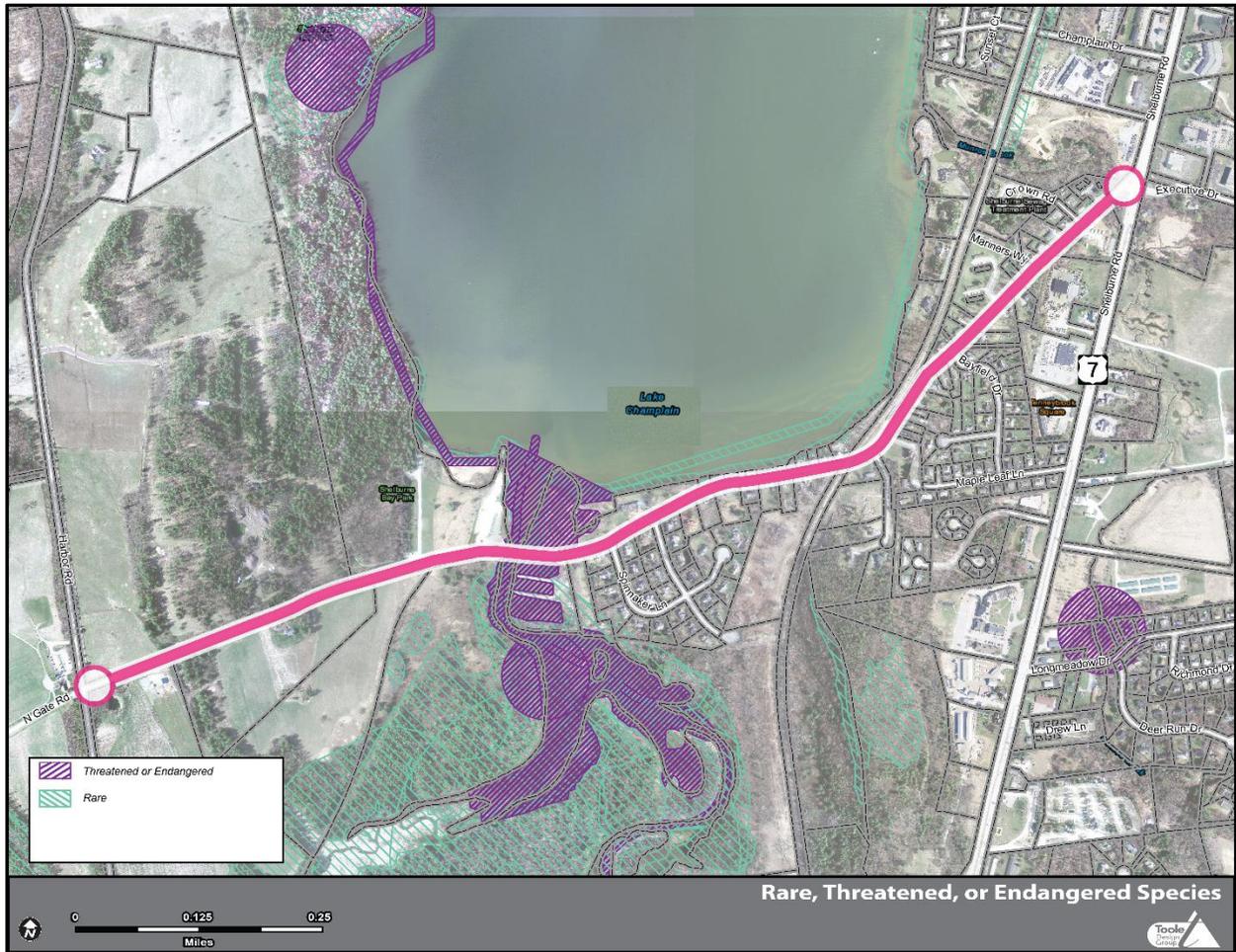


Figure 9: Rare, Threatened, or Endangered Species

Section 4(f) and 6(f) properties

Section 4(f) properties include publicly owned park and recreation areas that are open to the general public, publicly owned wildlife and waterfowl refuges, and public or privately owned historic sites. Section 6(f) properties are properties acquired with Land and Water Conservation Act funds and are coordinated with the US Department of the Interior. These lands cannot be taken from a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site unless there is no feasible or prudent alternative to the use of land and the action includes all possible planning to minimize harm to the property resulting from such use.

Shelburne Bay Park is situated on the north side of the Bay Road project study area, west of the LaPlatte River Bridge. This property includes a boating access area managed by the Vermont Fish and Game Department. The park has received Land and Water Conservation Fund (LWCF) funding in the past, and is therefore protected under Section 6(f) as described above. The LaPlatte River Marsh Natural Area, which is owned by The Nature Conservancy, is located within the project study area on the south side of the road, west of the LaPlatte River Bridge. The Shelburne Bay public park and the LaPlatte River Marsh Natural Area private conservation property are both likely subject to section 4(f) consideration. It is

anticipated that potential impacts to these areas would require a *de minimus* impact, which is one that will not adversely affect the activities, features, or attributes of the property. Refer to **Figure 10**.



Figure 10: Public and Conservation Lands

Built Environment

Hazardous Material Sites

The data mapped for hazard material sites documented several sites adjacent to the Bay Road project corridor. Refer to **Figure 11**.



Figure 11: Hazard Waste Sites

Utilities

The Town of Shelburne is served by Vermont Gas, local water, and sewer service. Refer to **Figure 12**. Any future construction projects for the corridor would be coordinated with the utility companies.

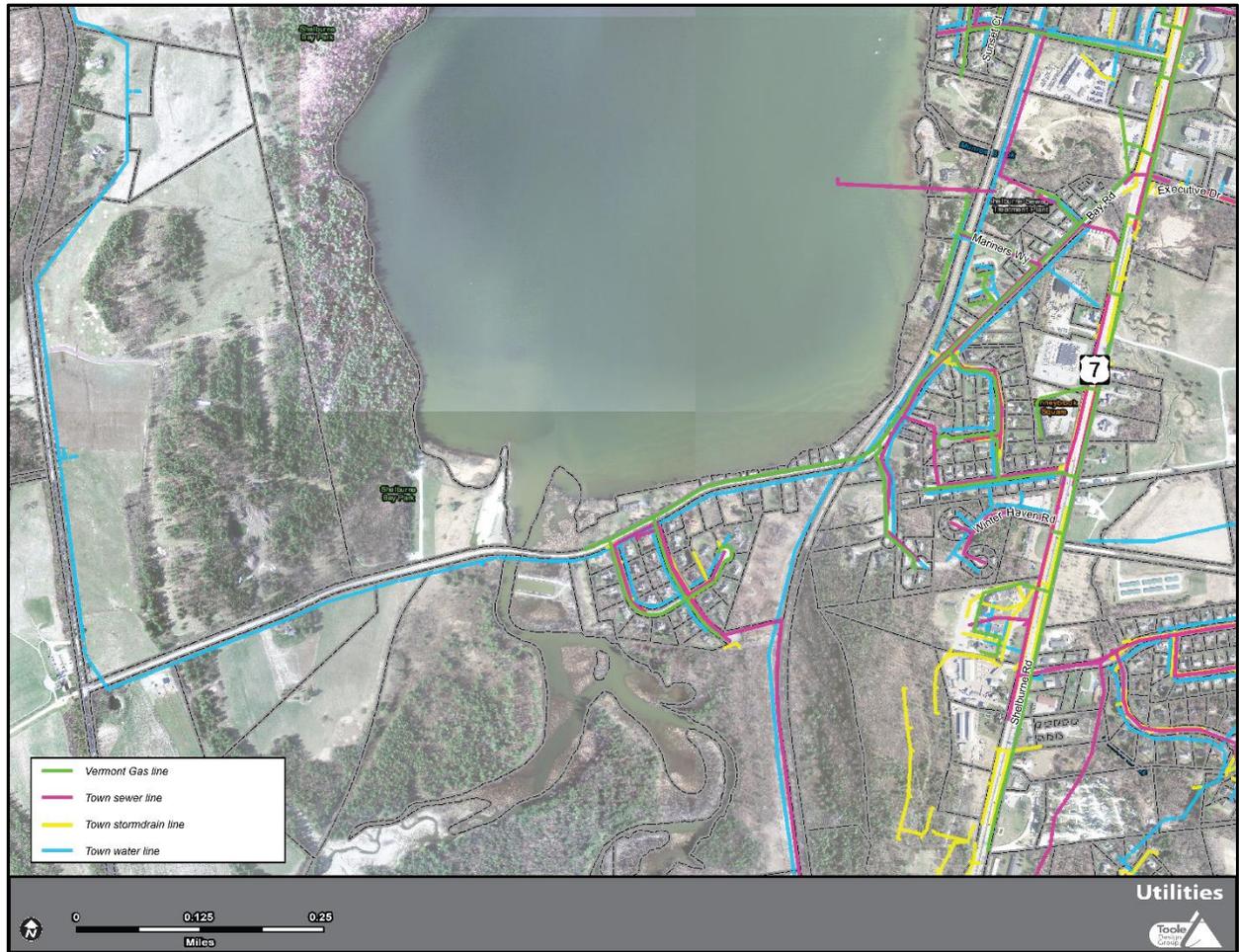


Figure 12: Existing Utilities

Cultural Resources

Hartgen Archeological Associates, Inc. conducted the Archeological Resource Assessment (ARA) and Historic Preservation Assessment to identify potential areas of archeological sensitivity based on environmental factors, known site information, and historic information for the project Area of Potential Effect (APE). The complete report can be found in **Attachment A**.

Public Input

Public comments and input was gathered during the Local Concerns Meeting. Residents unable to attend the meeting were encouraged to submit comments electronically. Overall, there was general support for a pedestrian and bicycle facility on Bay Road. Meeting attendees also recognized the challenges with the corridor and details of this study may have an impact within the community. The Local Concerns meeting summary can be found in **Attachment B**.

Next Steps

The findings from public input will be further reviewed and incorporated into concept alternatives. Potential connections for people walking and bicycling in the Bay Road corridor will be considered and analyzed in light of the resources noted in this memorandum to identify impacts.



HARTGEN

archeological associates inc

ARCHEOLOGICAL RESOURCE AND HISTORIC PRESERVATION ASSESSMENT

Bay Road Bicycle and Pedestrian Mobility Study

Bay Road
Town of Shelburne
Chittenden County, Vermont

HAA # 5047-11

Submitted to:

Toole Design Group
33 Broad Street, 4th Floor
Boston, Massachusetts 02109

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

www.hartgen.com

An ACRA Member Firm
www.acra-crm.org

November 2016

MANAGEMENT SUMMARY

SHPO Project Review Number:

Involved State and Federal Agencies: *Chittenden County Regional Planning Commission (CCRPC) and the Vermont Agency of Transportation (VTTrans)*

Phase of Survey: *Archeological Resource and Historic Preservation Assessment*

LOCATION INFORMATION

Municipality: *Town of Shelburne*

County: *Chittenden County, Vermont*

SURVEY AREA

Length: *1.74 miles (2.3 km)*

Width: *20 feet (6.1 m) on each side of the road*

Area: *8.43 acres (3.4 ha)*

RESULTS OF RESEARCH

Archeological sites within one mile: *24*

Surveys in or adjacent: *5*

NR/NRE sites in or adjacent: *2*

Precontact Sensitivity: *high*

Historic Sensitivity: *moderate*

RECOMMENDATIONS

The project APE should be restricted to disturbed soils adjacent to Bay Road as much as possible. Where the project cannot avoid undisturbed areas outside of road, utility and ditch disturbance, Phase IB survey is recommended. There are no historic preservation concerns for this project.

Report Authors: *Thomas R. Jamison and Walter R. Wheeler*

Date of Report: *November 2016*

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ARCHEOLOGICAL RESOURCE AND HISTORIC PRESERVATION ASSESSMENT

1 Introduction

Hartgen Archeological Associates, Inc. (Hartgen) conducted an Archeological Resource and Historic Preservation Assessment for the proposed Bay Road Bicycle and Pedestrian Mobility Study (Project) located in the Town of Shelburne, Chittenden County, Vermont (Map 1). The Project requires approvals by the Chittenden County Regional Planning Commission (CCRPC) and 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 the CCRPC and VTrans. This investigation adheres to the Vermont State Historic Preservation Office's (SHPO) *Guidelines for Conducting Archeology in Vermont* (2002).

2 Project Information

A site visit was conducted by Thomas R. Jamison on September 7, 2016 to observe and photograph existing conditions within the Project Area. 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 Bay Road, extending from Route 7 in the east to the intersection with Harbor Road on the west.

2.2 Description of the Project

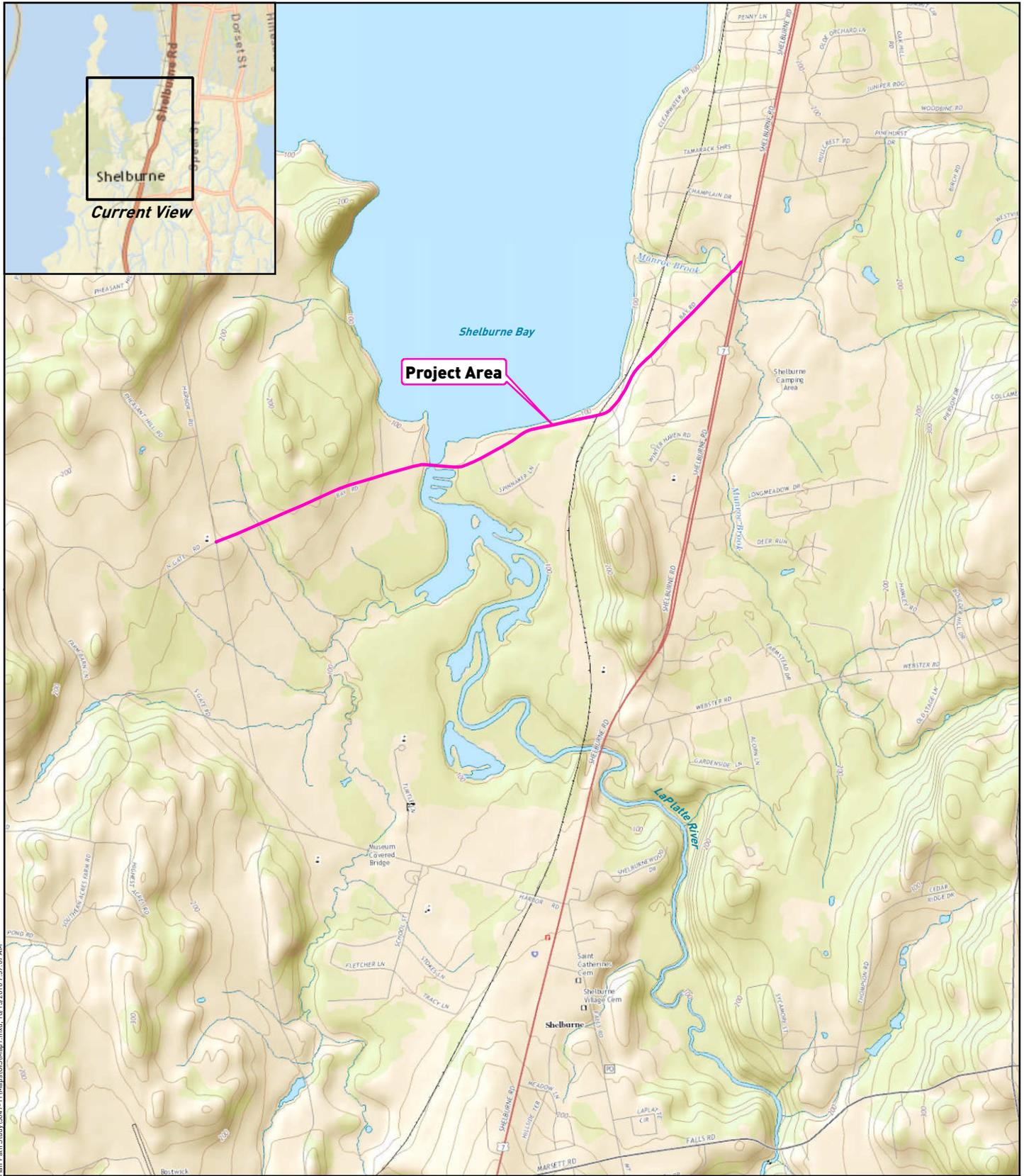
The project is a Scoping study to identify locally preferred short- and long-term alternatives to address bicycle and pedestrian safety and mobility issues on Bay Road.

2.3 Description of the Area of Potential Effects (APE)

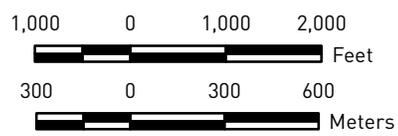
The area of potential effects (APE) includes all portions of the property that will be directly or indirectly altered by the proposed undertaking. The project alignment is approximately 1.74 miles (2.3 km) in length with an assumed width of 20 feet (6 m) from the edge of pavement on both sides of the road. Based on these dimensions, the APE includes approximately 8.43 acres (3.4 ha).

3 Environmental Background

The environment of an area is significant for determining the sensitivity of the Project Area 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 Area 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.



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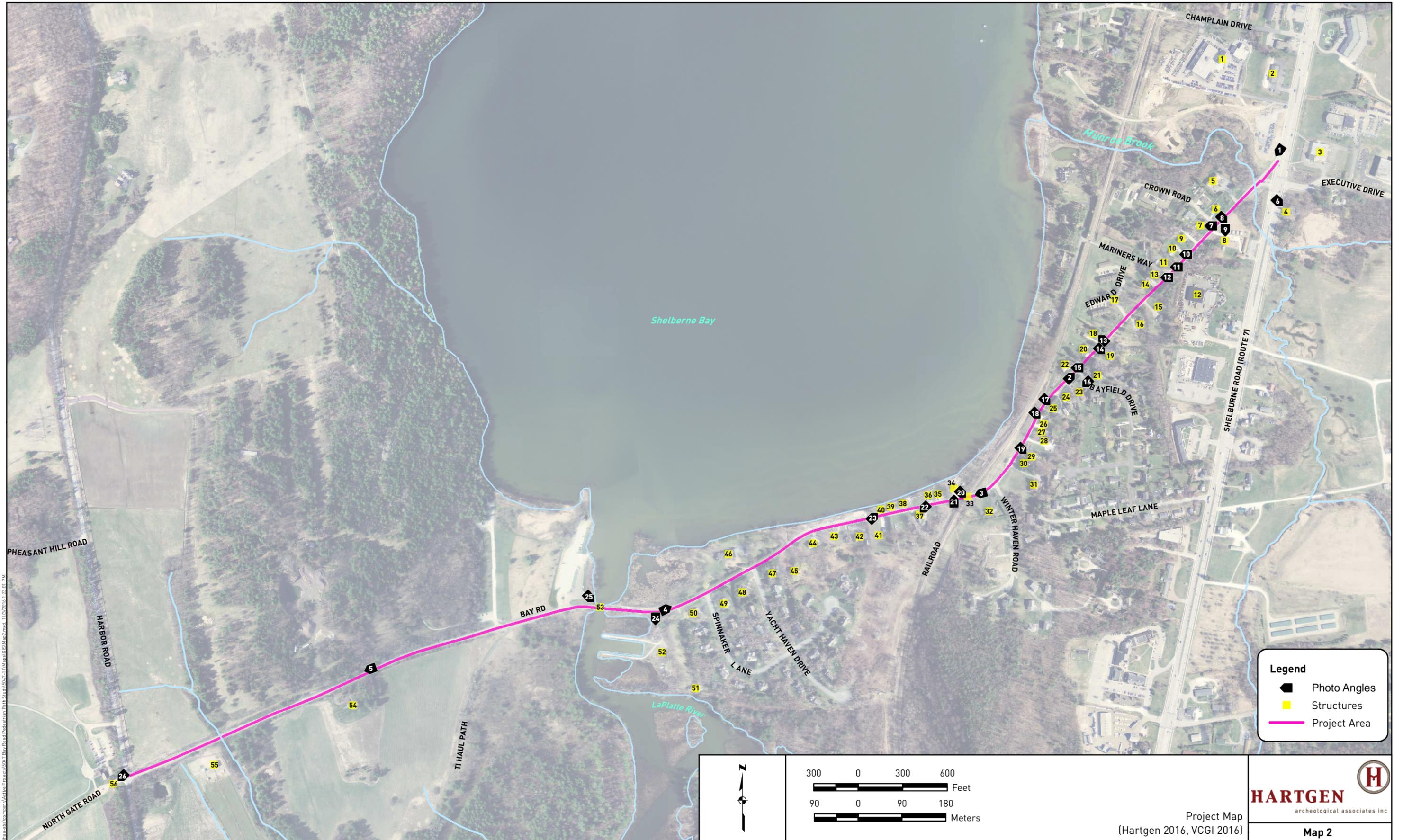


Note: Contour interval is 20 feet.

Project Location (USGS 2016)

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Map 1



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Legend

- Photo Angles
- Structures
- Project Area


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Map 2

Project Map
 (Hartgen 2016, VCGI 2016)

3.1 Present Land Use and Current Conditions

Bay Road is a heavily utilized route between Route 7 and Harbor Road, providing access to year round and a few seasonal homes. Several housing complexes are located along the route. In addition, it is a popular route for tourists, bicyclists, pedestrians and boaters accessing the state boat launch, a private marina, Shelburne Bay Park, Shelburne Farms and Shelburne Point. There is virtually no shoulder along the entire length of the APE. Lawn areas, driveways, overgrown roadside vegetation, woods and fields abut the roadside. Drainage ditches and buried utilities such as gas, water and sewer are present along much of the alignment.



Photo 1. Bay Road at Route 7. Note Bay Road branching off to the right of Route 7. View to the southwest.



Photo 2. Bay Road at Bayfield Drive. Note Bayfield Drive to the right and residences along the road. View to the northeast.



Photo 3. Bay Road at railroad crossing. Note Bay Road crossing under the railroad bridge. View to the west.



Photo 4. Bay Road at Spinnaker Lane. Note Bay Road passing by Spinnaker Lane on the right and property with long wooden fence along the APE on the left. View to the east/northeast.



Photo 5. Bay Road at less developed west end of the APE. This location is a high point where Bay Road drops down to the east and west. The Harbor Road intersection is in the distance. View to the west/southwest.

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 of the project alignment are primarily Adams and Windsor loamy sand, Covington silt clay and Vergennes clay (USDA 2016). These and the other soils listed below are a combination of glaciofluvial, glaciolacustrine and glacial till with no potential for deeply stratified archeological deposits.

Table 1. Soils in Project Area

Symbol	Name	Textures	Slope	Drainage	Landform
AdA	Adams and Windsor	Loamy sand	0-5%	Somewhat excessively drained	Glaciofluvial
Cv	Covington	Silt clay	0-2%	Poorly drained	Glaciolacustrine
EwA	Enosburg and Whately	Loamy sand	0-3%	Poorly drained	Glaciolacustrine
FaC	Farmington	Extremely rocky loam	5-20%	Somewhat excessively drained	Glacial till
Fw	Fresh water marsh	Organics	0%	Poorly drained	Marsh
GgC	Georgia	Extremely stony loam	0-15%	Moderately well drained	Glacial till
MoC	Massena	Extremely stony silt loam	0-15%	Somewhat poorly drained	Glacial till
Mp	Muck and peat	Organics	0-1%	Very poorly drained	Depression on glaciolacustrine sediments
SxC	Stockbridge-Nellis	Extremely stony loam	3-15%	Well drained	Glacial till
VeB	Vergennes	Clay	2-6%	Moderately well drained	Glaciolacustrine
VeE	Vergennes	Clay	25-60%	Moderately well drained	Glaciolacustrine

3.3 Bedrock Geology

The bedrock in the immediate Project Area is the Monkton quartzite (Ratcliffe 2011). To the east of the APE is the Winooski dolostone and to the west is the Iberville formation of shale with dolomitic siltstone. The Monkton quartzite has not been documented to have been utilized by Native American groups. However, being a low grade quartzite, it may have been exploited for the manufacture of stone tools to some extent. It was certainly not heavily exploited like the Cheshire quartzite that is found further to the east, east of Shelburne Pond. The other formations to the east and west of the APE were not suitable for flaked stone tools, but could have been utilized for making formal groundstone tools or on an expedient basis.

3.4 Physiography and Hydrology

The Project Area is located on a slightly undulating landscape centered on the mouth of the LaPlatte River where it empties into Shelburne Bay. The eastern end of the APE at Route 7 is at approximately 156 feet (48 m) amsl. At the crossing of the river, the elevation drops to about 100 feet (30 m) amsl and it gradually rises to the western end at about 170 feet (52 m) amsl.

The APE drains to either Shelburne Bay or the LaPlatte River or its tributaries. Aside from the river, one water course crosses the APE, a small tributary near the west end of the APE. That brook flows south and then east before it empties into McCabe's Brook and the marshy area around the lower reach of the river. In addition,

Munroe Brook crosses the eastern extreme of the APE a short distance east of where it empties into Shelburne Bay.

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 24 sites within one mile (1.6 km) of the Project Area (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.

All but one of the reported sites are associated with precontact Native American occupation. The one historic site is of unknown date or function.

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

VAI Site No.	Site Identifier	Description	Proximity to Project Area
VT-CH-0014	LaPlatte Delta Site	Late Archaic, Late Middle Woodland, projectile points, chert and quartzite debitage, SRL	0.06 mi/0.1 km to S
VT-CH-0157	Shelburne Farms Barn Site	Middle to Late Woodland, single triangular quartzite point	0.44 mi/0.71 km to W
VT-CH-0158	Shelburne Farms #2	Late Archaic, concentration of chert and quartzite lithics including Brewerton projectile points	0.58 mi/0.93 km to SW
VT-CH-0159		Unknown precontact, 4 chert flakes	0.76 mi/1.2 km to SW
VT-CH-0160	Shelburne Farms #3	Unknown precontact, 2 quartzite flakes	0.53 mi/0.85 km to NW
VT-CH-0286		Unknown precontact, chert and quartzite debitage, chert biface	0.12 mi/0.2 km to NW
VT-CH-0322	Arrowhead Industrial Park #1	Unknown precontact, chert and quartzite debitage	0.81 mi/1.3 km to S
VT-CH-0328	Shelburne Business Park	Unknown precontact, chert and quartzite flakes, quartz core	0.45 mi/0.72 km to NE
VT-CH-0366	Arrowhead Industrial Park #2	Unknown precontact, chert and quartzite debitage, FCR	0.71 mi/1.14 km to S
VT-CH-0371	LaPlatte River Marsh Site	Precontact, NRE	0.3 mi/0.48 km to S
VT-CH-0637	Shelburne Bay Site	Unknown precontact, chert side-scraper isolated find	0.39 mi/0.63 km to N
VT-CH-0969	Blodgett Site	Unknown precontact, lithic debitage and FCR	1.0 mi/1.6 km to S
VT-CH-1004	LaPlatte River Terrace 1	Unknown precontact	0.81 mi/1.3 km to S
VT-CH-1005	LaPlatte River Terrace 2 Site	Unknown precontact	0.68 mi/1.1 km to S
VT-CH-1006	Perrigo 2 Site	Unknown precontact	0.22 mi/0.35 km to S
VT-CH-1007	Perrigo 1 Site	precontact	0.05 mi/0.08 km to S
VT-CH-1008	Precourt Site	Unknown precontact	Adjacent to Bay Road
VT-CH-1009	Noyes-Merchant Site	Unknown precontact	0.03 mi/0.05 km to NW
VT-CH-1012	Tiballi Site	Unknown precontact	0.92 mi/1.5 km to S
VT-CH-1017	Limerick Road 3 Site	Historic	0.95 mi/1.5 km to S
VT-CH-1049	Clearwater Site	Unknown precontact, unknown isolated find	0.57 mi/0.92 km to N
VT-CH-1050	Penny Site	Unknown precontact	0.75 mi/1.2 km to N

VT-CH-1056	Bay Road Site	Unknown precontact, lithic debitage and FCR	Adjacent to S side of Bay Road
VT-CH-1068	LaPlatte River Site	Unknown precontact, unknown isolated find	0.98 mi/1.6 km to S

4.2 Historic Properties

An examination of the files at VDHP identified two NR properties, no NRE properties and no properties previously determined to be ineligible (Table 3).

One National Register listed property, that is also a National Historic Landmark, is Shelburne Farms, added to the National Register on August 11, 1980 (Dumville 1979) and as a NHL in 2001. The primary structures at Shelburne Farms were constructed from the 1880s to the early 20th century by William Seward Webb. Some earlier structures and later structures dating up to the 1970s are also located on the estate. Most of the structures are set back west of Harbor Road, the western terminus of the current APE. The closest structures contributing to the NR property are two stone gate posts that stand at the entrance to the farm directly across Harbor Road at the intersection with Bay Road.

The second National Register listed property is a multiple property listing entitled Prehistoric and Historic Resources of Shelburne, Vermont, listed on the National Register October 7, 2004 (Noble 2004). Although there are several known archeological sites adjacent to the APE, this listing does not specify individual properties.

Table 3. Inventoried properties within or adjacent to the APE

Structure	Photo	VHSSS No.	Property Name/Address	Description of Building
36 and 38		0413-11	638 and 670 Bay Road	Two 1920s summer cottages that have been recently replaced or modified
4		0413-16, #5	3455 Shelburne Road	c. 1940 house on east side of Shelburne Road, associated complex on opposite side of Shelburne Road has been replaced by an automobile dealership
11		0413-65	Fay Residence/204 Bay Road	c. 1870 vernacular cottage
25		0413-66	Atkin Residence/425 Bay Road	c. 1910 vernacular shingle residence
37		0413-67	Perrigo Residence/653 Bay Road	c. 1810 Federal residence
53		0413-68	LaPlatte Bridge/Bay Road over LaPlatte River	1947 I-beam bridge with concrete Art Deco stanchions
56		NHL	Shelburne Farms/1611 Harbor Road	19 th - and 20 th -century estate/farm

4.3 Previous Surveys

On file at VDHP are five previous surveys within the immediate vicinity of the Project (Table 4).

Phase I and II investigations at VT-CH-14 located south of Bay Road and directly east of the LaPlatte River identified precontact deposits in areas adjacent to Bay Road and extending to the south. These deposits proved to be somewhat circumscribed and low density. Early Archaic, Early Woodland and late Middle Woodland to Late Woodland diagnostic projectile points have been found at this site (Kochan and Thomas 1995).

An archeological resource assessment (ARA) for the proposed Champlain Path extending from Charlotte to Burlington was conducted by UVM Consulting Archaeology Program (Knight 2003). The ARA report identified five archeologically sensitive areas along a proposed bike trail that crosses the current project APE, running along the existing railroad right of way. None of the sensitivity areas were located within the current project APE. However, it is unclear how other areas were ruled out of recommended Phase IB survey.

Archeological survey, site evaluations and data recovery investigations were conducted for the Northwest Reliability Project that extends from New Haven to South Burlington, Vermont. University of Massachusetts Archaeological Services completed Phase II and III studies on a number of sites including the Precourt Site (VT-CH-1008) located directly adjacent to Bay Road immediately east of the railroad bridge (Donta, Barker and Medina 2009). At that site a partial chert Levanna projectile point was found along with a quartzite scraper and debitage. The site was determined to not be NRE due to lack of intact features or diversity of artifactual material.

Phase IB and II investigations were conducted at the Perrigo 1 site (VT-CH-1007), as part of the same VELCO Northwest Reliability project (Donta, Barker, Lynch, et al. 2009). Several loci of precontact and possible historic Native American occupation were identified that included primary loci of a lithic reduction workshop and a habitation area. A narrow stemmed point and a possible Meadowood preform indicate possible Late Archaic and Early Woodland occupation. Additional information suggests possible late Middle Woodland, early Late Woodland and Contact period contexts as well. Due to National Register eligibility of the site, the project was redesigned to avoid it and no further work was conducted.

A more recent archeological survey was conducted for a sewer line extension along the south side of Bay Road adjacent to Shelburne Bay (Fletcher and Crock 2011). This survey identified a small site, VT-CH-1056, adjacent to the south side of Bay Road directly east of #715 Bay Road. The site deposits were proposed to be avoided by placing the sewer line beneath the site by directional bore, so the site remains intact.

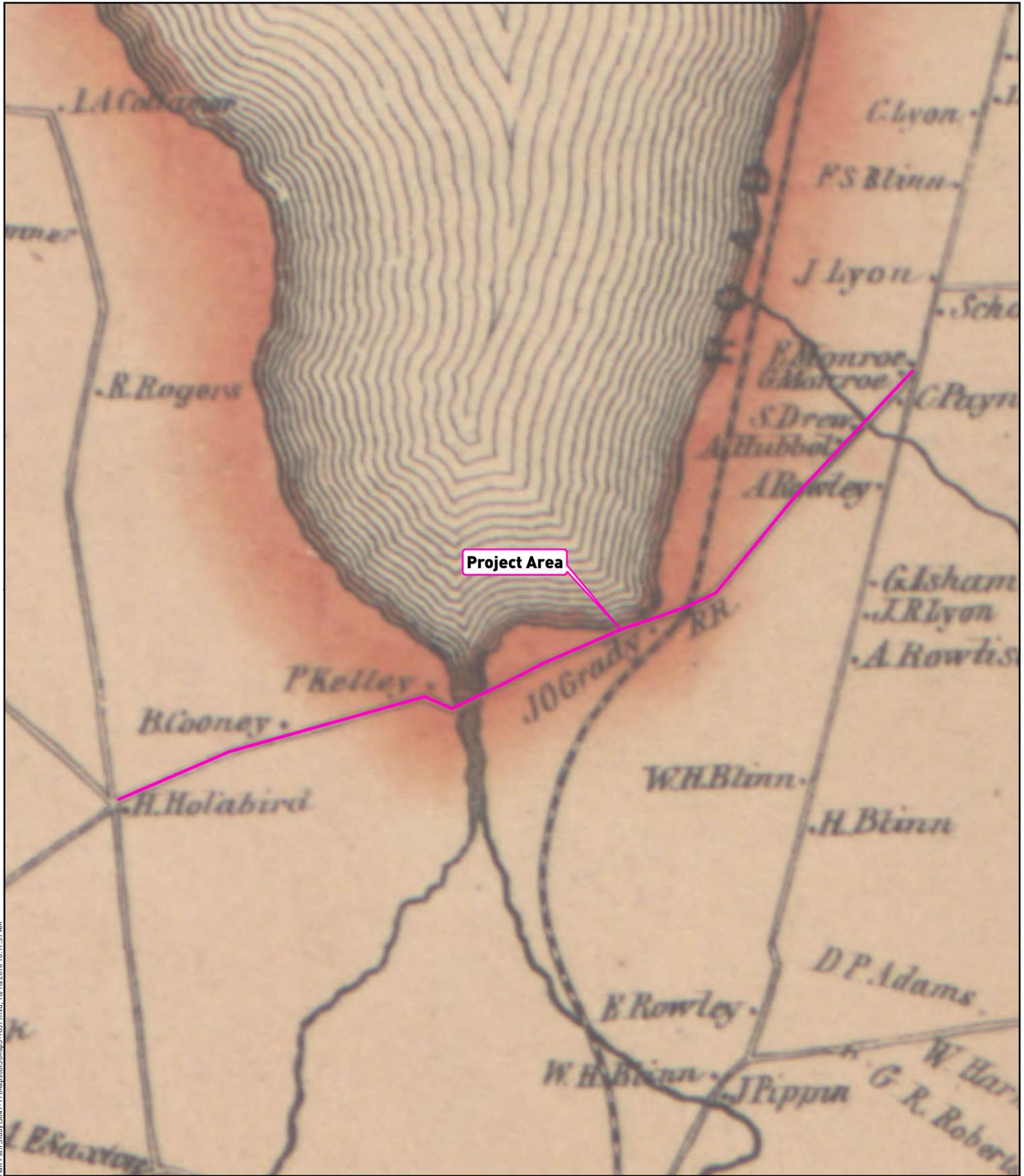
Table 4. Relevant previous surveys within or adjacent to the Project

Year	Investigator	Methodology	Results	Notes
1995	Kochan and Thomas	Surface collection, shovel testing, block excavations and stripping	Deposits and artifacts associated with site VT-CH-14 were encountered south of Bay Road and east of the LaPlatte River.	
2003	Knight	Video observation along railroad alignment	Archeological sensitivity areas identified outside of current APE.	
2009	Donta, Barker and Medina	Shovel testing and unit excavation	Site VT-CH-1008 was determined to not be NRE	
2009	Donta, Barker, Lynch and Mulholland	Shovel testing and unit excavation	Site VT-CH-1007 was determined to be NRE and was avoided by the project	The site remains intact.
2011	Fletcher and Crock	Shovel testing	Site VT-CH-1056 encountered and avoided through directional bore.	The site remains intact.

5 Historical Map Review

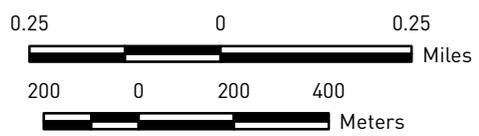
The historic mapping of the project area is somewhat limited, but provides a sense of the dispersed settlement along most of Bay Road with a slight concentration at the intersection with Route 7 and crossing of Monroe Brook. West of that intersection, four houses appear on the 1857 map (Map 3) and three on the 1869 map (Map 4) of the area. Of the structures depicted on the 19th-century maps, most are no longer standing. From east to west, the cluster of structures at Route 7 and Monroe Brook are no longer present. West of Monroe Brook extending to the railroad tracks there are no extant structures that appear on Maps 3 and 4. Immediately west of the railroad tracks, the NRE c. 1810 Perrigo residence (VHSS #0413-67) and labeled Structure #37 in this report, is still standing. Further to the west, the three additional structures depicted on Maps 3 and 4 are not standing. However, the map documented structures may be present as archeological deposits within or adjacent to the project APE.

The USGS quadrangles of the project area depict a slow increase in development that is mostly focused to the east of the railroad tracks that cross the APE. There seems to have been an increase in the number of buildings in the 1940s (Map 5). The 1987 quadrangle depicts a few added structures west of the railroad tracks, but the large 1990s development between the tracks and the LaPlatte River does not appear on the available USGS quads.



Project Area

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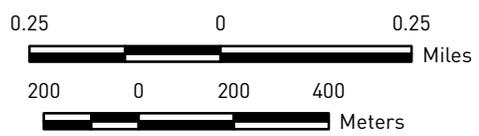
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Walling 1857

Map 3



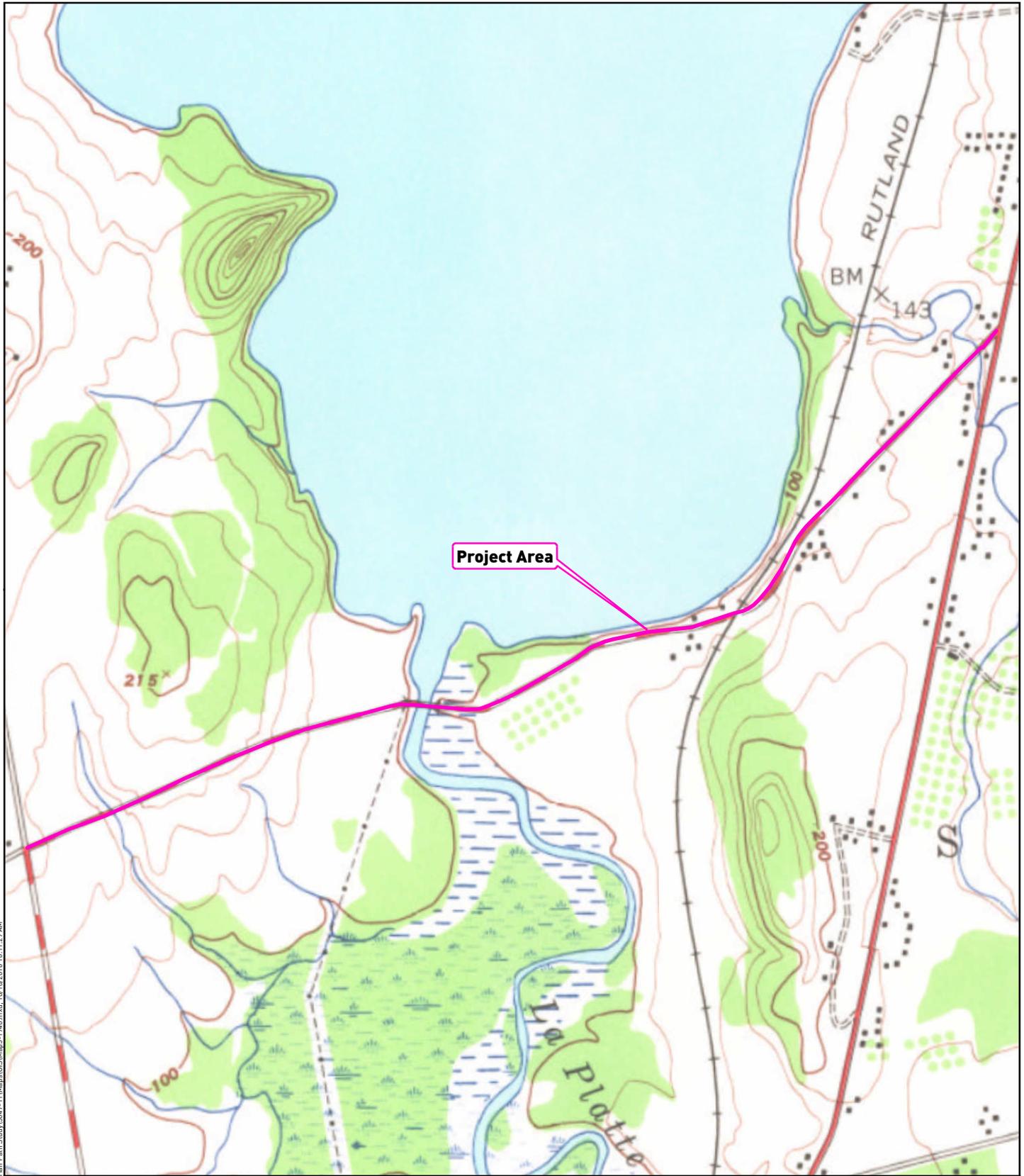
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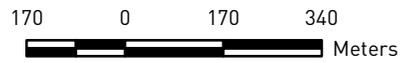
Beers 1869

Map 4



Project Area

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Note: Contour interval is 20 feet.

USGS 1948



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archeological associates inc

Map 5

6 Architectural Discussion

6.1 Historic Context

Although there are a few 19th-century dwellings along Bay Road (Structures 11, 37 and 56; Photos 11, 22 and 27), the majority of structures built within the project APE were constructed (at least initially) for seasonal enjoyment of Lake Champlain. The 19th-century dwellings were constructed between c. 1810 and 1890, and represent both vernacular and “high style” traditions in building. The recreational architecture of the early 20th century is represented by camps (Structures 22 and 40; Photos 15 and 23) and cabins formerly associated with a roadside motel (Structure 8; Photos 8 and 9). Post-World War II suburbanization is represented by ranches constructed in the 1950s and 1960s (Structures 7, 10, 12, 19, and 23; Photos 7, 10, 13, 14, and 16). This trend continued into the 1980s. More recently, large-scale dwellings and condominiums, built to take advantage of proximity to the lake, have typified development. The single-family houses, in particular, have made use of historical styles in their construction.

6.2 Survey

There are 56 individual and associated structures within or adjacent to the APE (Map 2). Six of these have previously been surveyed (Table 3). Fifty additional structures have not previously been surveyed; all structures are presented in tabular format, together with brief descriptions (Table 5). Twenty of these are in excess of 50 years in age. Captioned photographs of all structures located within or adjacent to the APE, and more than 50 years in age, are included in this report (Photos 16 through 27).

Table 5. Standing structures within or adjacent to the APE

Structure #	Photo #	Map #	Address	Description	Previous Survey Identification
1	-----		3328 Shelburne Road, Automaster	A one-story flat-roofed commercial structure, built c. 2000	
2	-----		3310 Shelburne Road, Danform Shoes	A one-story log-faced wood-frame commercial building with cross-gable roof, built c. 1995	
3	-----		84 Executive Drive, Kinney Drugs	A one-story brick-faced masonry building with flat and cross-gable roofs, built c. 2000	
4	6		3455 Shelburne Road	A one-and-one-half story wood-frame shingle-clad side-gable house with inset porch, gabled dormers, and flanking one-story gabled brick-faced wings. Roofs on the main portion of house and wings all have upturned eaves. Built c. 1940.	0413-16
5	-----		78-88 Bay Road	A two-and-one-half story wood-frame gable-roofed four-unit apartment building, built c. 1990.	
6	-----		20 Crown Road	A one-and one-half story wood-frame side-gable cape-style vernacular house sheathed with vinyl siding, built c. 1975.	
7	7		17 Crown Road	A one-story side-gable wood-frame ranch style dwelling, built c. 1960.	
8	8 - 9		3530 Shelburne Road, Red Apple Motel	A former roadside motel, consisting of several small gable-entry vernacular wood-frame cottages with inset porches, built c. 1930.	
9	-----		156 Bay Road	A wood-frame duplex raised-ranch style dwelling with hipped roof and gable-entry porch, built c. 1975.	
10	10		176 Bay Road	A one-story wood-frame ranch style dwelling with side-gable roof and attached two-car garage, built c. 1965.	

Structure #	Photo #	Map #	Address	Description	Previous Survey Identification
11	11		204 Bay Road	A one-story wood-frame gable-entry cottage with inset front porch and later one-story gable-roofed wing, initially constructed c. 1870.	0413-65
12	-----		3640 Shelburne Road, Green Mountain Kenworth	A one-story commercial structure, built c. 1980.	
13	12		216 Bay Road	A one-story side-gable ranch style wood-frame dwelling, built c. 1965.	
14	-----		230 Bay Road	A wood-frame contemporary style dwelling with shed roofs, built 2016.	
15	-----		253 Bay Road	A two-story wood-frame raised ranch with side-gable roof and detached two-bay garage, built c. 1975.	
16	-----		281 Bay Road	A two-story wood-frame dwelling of complex plan outline, with multiple gable roofs, built c. 1995.	
17	-----		Edward Drive, Small Meadow Condominiums	Two-story wood-frame vernacular condominiums with side-gable roofs, built c. 2000.	
18	13		322 Bay Road	A one-story vernacular wood-frame house with hipped-gable roof and detached two-car wood-frame garage, built c. 1960.	
19	14		341 Bay Road	A one-story wood-frame ranch style dwelling with attached two-bay garage, built c. 1965.	
20	-----		346 Bay Road	A one-story wood-frame ranch style dwelling, built c. 1980.	
21	-----		11 Bayfield Drive	Two-and-one-half story vernacular wood-frame house of H-shaped plan, with gable roofs, built c. 2000.	
22	15		376 Bay Road	A gable-entry bungalow style wood-frame house with clipped gable roof, built c. 1935. With substantial late-20 th century one-and-one-half story wood-frame additions.	
23	16		18 Bayfield Drive	A one-story wood-frame ranch style dwelling with attached garage, built c. 1965.	
24	-----		399 Bay Road	A two-story wood-frame vernacular gable-entry dwelling, built c. 1995.	
25	17		425 Bay Road	A two-story vernacular wood-frame dwelling, with intersecting gable roofs, built c. 1910, with later additions.	0413-66
26	18		451 Bay Road	A one-and-one-half story wood-frame gambrel-roofed Colonial Revival house with later vertical board siding, built c. 1935. Together with a detached hipped-roof garage.	
27	-----		465 Bay Road	A one-and-one-half story side-gable wood-frame vernacular house, built c. 2010.	
28	-----		485 Bay Road	A one-story wood-frame side-gable vernacular house, built c. 2000.	
29	19		499 Bay Road	A one-and-one-half story banked wood-frame side-gable vernacular house built in the mid-20 th century with late 20 th century alterations.	

Structure #	Photo #	Map #	Address	Description	Previous Survey Identification
30	-----		509 Bay Road	A one-and-a-half story wood-frame vernacular house with banked foundation, gable roof, basement garage. Built c. 2000.	
31	-----		215 Maple Leaf Drive	A two-story vernacular wood-frame house of U-shaped plan, with hipped roofs, built c. 2000.	
32	-----		567 Bay Road	A two-story wood-frame raised ranch style dwelling with one-story garage addition, built c. 1980.	
33	20		Bay Road	A single span through-truss railroad bridge on poured concrete abutments, built 1912.	
34	21		602 Bay Road	A one-and-one-half story gable-entry stuccoed house with steel windows, built c. 1935.	
35	-----		624 Bay Road	A one-story wood-frame gable-entry vernacular camp, built c. 2000.	
36	-----		638 Bay Road	A one-story wood-frame vernacular camp with hipped roof, built c. 2000.	
37	22		635 Bay Road	A two-story vernacular wood-frame side-gable dwelling with enclosed front porch and rear leanto addition, built c. 1810. With a one-story wood-frame hipped roof outbuilding, built c. 1910.	0413-67
38	-----		670 Bay Road	A one-and-a-half story vernacular wood-frame camp, built c. 1995.	
39	-----		686 Bay Road	One-and-a-half story wood-frame vernacular camp with gable entry and inset porch, built c. 2010.	
40	23		700 Bay Road	A two-story wood-frame camp with shed roof, built c. 1925, extensively altered with one-story wing c. 2010.	
41	-----		715 and 717 Bay Road	A three-story wood-frame vernacular multifamily dwelling with hipped roof, built c. 2000.	
42	-----		743 Bay Road	A two-and-one-half story contemporary multifamily wood-frame dwelling with intersecting gable and hipped gable roof, built c. 2010.	
43	-----		771 Bay Road	A one-story side-gable wood-frame ranch style house, built c. 1970.	
44	-----		805 Bay Road	A two-story wood-frame vernacular house with intersecting gable roofs and attached two-bay garage, built c. 2000.	
45	-----		837 Bay Road	A two-and-a-half story vernacular shingled wood-frame dwelling with hipped roof, built c. 1995.	
46	-----		886 Bay Road	A one-and-a-half story Shingle style wood-frame dwelling of U-shaped plan, with gable roofs, built c. 2000.	
47	-----		849 Bay Road	A two-story wood-frame side-passage dwelling with gable roof, with one-and-a-half story wing, built to appear like a c. 1840 dwelling, but constructed in c. 2000.	
48	-----		20 Yacht Haven Drive	A two-story wood-frame house with brick veneer, featuring complex plan and roof outline, built c. 2000.	

Structure #	Photo #	Map #	Address	Description	Previous Survey Identification
49	-----		13 Spinnaker Lane	A two-story wood-frame center-passage side-gable vernacular dwelling with one-story wood-frame gable-roofed wing, built c. 2000.	
50	-----		16 Spinnaker Lane	A two story wood-frame house featuring complex plan and roof outline, built c. 2000.	
51	-----		987 Bay Road	A one-story wood-frame vernacular dwelling with intersecting gable roofs and complex plan outline, built c. 1990.	
52	24		1019 Bay Road, Shelburne Bay Boat Club	A one-story low-slung wood-frame gable-roofed vernacular clubhouse building, constructed c. 1990.	
53	25		Bay Road, LaPlatte Bridge	A single-span steel bridge with cast concrete railings, built 1947.	0413-68
54	-----		1469 Bay Road	A one-and-one-half story wood-frame vernacular dwelling with hipped roofs, built c. 2000.	
55	-----		1631 Bay Road, One Mitten Farm	A group of one-story vernacular wood-frame structures with gable roofs, built c. 2010.	
56	26&27		1611 Harbor Road, Shelburne Farms	The c. 1890 Webb estate with Romanesque revival house and barns, and extensive landscape.	NHL

6.3 Associated Landscape Features

There are no sidewalks, curbs or retaining walls within the project APE. There are no private amenities, such as carriage blocks, hitching posts, stairs, mature plantings or landscape features associated with historic structures within the project APE.

6.4 Architectural Recommendations

There are no historic preservation concerns with respect to this proposed undertaking.



Photo 6. Structure 4, 3455 Shelburne Road, constructed c. 1940, facing southeast.



Photo 7. Structure 7, 17 Crown Road, facing west.



Photo 8. Structure 8, 3530 Shelburne Road, facing southeast.



Photo 9. Structure 8, 3530 Shelburne Road, facing south.



Photo 10. Structure 10, 176 Bay Road, facing west.



Photo 11. Structure 11, 204 Bay Road, constructed c. 1870, facing west.



Photo 12. Structure 13, 216 Bay Road, facing west.



Photo 13. Structure 18, 322 Bay Road, facing northwest.



Photo 14. Structure 19, 341 Bay Road, facing southeast.



Photo 15. Structure 22, 376 Bay Road, facing west.



Photo 16. Structure 23, 18 Bayfield Drive, facing southwest.



Photo 17. Structure 25, 425 Bay Road, constructed c. 1910, facing southeast.



Photo 18. Structure 26, 451 Bay Road, facing southeast.



Photo 19. Structure 29, 499 Bay Road, facing southeast.



Photo 20. Structure 33, Bay Road, facing southeast.



Photo 21. Structure 34, 602 Bay Road, facing north.



Photo 22. Structure 37, 635 Bay Road, constructed c. 1810, facing southwest.



Photo 23. Structure 40, 700 Bay Road, facing northeast.



Photo 24. Structure 52, 1019 Bay Road, facing south.



Photo 25. Structure 53, Bay Road, a single-span steel and concrete bridge constructed 1947, facing southeast.



Photo 26. Structure 56, 1611 Harbor Road, constructed c. 1890, facing southwest. The main entrance to Shelburne Farms.



Photo 27. Structure 56, 1611 Harbor Road, constructed c. 1890, facing west-northwest. The main house on the property known as Shelburne Farms.

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 area (Appendix 1). The Project Area is sensitive for a number of reasons including proximity to Shelburne Bay on Lake Champlain and the LaPlatte River, as well as proximity to their confluences, associated wetlands and proximity to Monroe Brook. Points were also added for the Project Area being in the travel corridor of the lake and river and proximity to known sites, three of which are directly adjacent to the APE. The score was reduced due to disturbance in the APE from road, building and utility construction, generally located in close proximity to the edge of Bay Road. The Project Area has a score of 60, with a score of 32 and above 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).

The historic archeological sensitivity of the APE is generally low. The historic mapping indicates there were only a few structures along Bay Road in the 19th century. Assuming the APE would stay close to the roadside, the historic archeological deposits would likely be restricted to front yard sheet middens (Borstel 2005). However, there is always the possibility that structures or other features were once located much closer to the road than at present, leaving historic archeological deposits within the APE, as has been encountered elsewhere (Hartgen 2008).

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.

As a scoping study, the precise location of the project APE has not been determined, although it is expected to stay within the town right of way on one or the other side of the road. Examination of utility mapping and indications in the field identify much of the project alignment on both sides of Bay Road as having some disturbance by utility construction. Gas, water, sanitary sewer and storm sewer lines are present along both sides of Bay Road from Route 7 to the LaPlatte River. West of the river, the waterline continues along the south side of Bay Road to the end of the APE at Harbor Road.

The width of these disturbances is unknown, although the disturbance from installation of any one line is likely to be around 3 to 5 feet (1 to 1.5 m). Areas outside of that or other significant disturbance (such as roadside ditching) have a moderate to high potential for precontact archeological deposits and a low to moderate potential for historic deposits.

7.4 Archeological Recommendations

The project alignment is moderately to highly sensitive for archeological deposits, particularly precontact sites. The project design should limit the project disturbance to within existing disturbance as much as possible. Undisturbed areas within the project APE should be subjected to Phase IB archeological reconnaissance survey if they are to be disturbed by the proposed project.

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Vermont Division for Historic Preservation

2002 *The Vermont State Historic Preservation Office's Guidelines for Conducting Archeology in Vermont*. Vermont Division for Historic Preservation, Montpelier, VT.

Walling, Henry Francis

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Appendix 1: VDHP Environmental Predictive Model

VERMONT DIVISION FOR HISTORIC PRESERVATION

Environmental Predictive Model for Locating Precontact Archeological Sites

Project Name Bay Road Path Scoping Study County Chittenden Town Shelburne
 DHP No. _____ Map No. _____ Staff Init. _____ Date _____
 Additional Information _____

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

17) Marine/Lake Delta Complex**		12	_____
18) Champlain Sea or Glacial Lake Shore Line**		32	_____
E. OTHER ENVIRONMENTAL FACTORS:			
19) Caves /Rockshelters		32	_____
20) [X] Natural Travel Corridor [] Sole or important access to another drainage [] Drainage divide		12	<u>12</u>
21) Existing or Relict Spring	0 – 90 m 90 – 180 m	8 4	_____
22) Potential or Apparent Prehistoric Quarry for stone procurement	0 – 180 m	32	_____
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	_____
F. OTHER HIGH SENSITIVITY FACTORS:			
24) High Likelihood of Burials		32	_____
25) High Recorded Site Density		32	<u>32</u>
26) High likelihood of containing significant site based on recorded or archival data or oral tradition		32	_____
G. NEGATIVE FACTORS:			
27) Excessive Slope (>15%) or Steep Erosional Slope (>20)		- 32	_____
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	<u>-32</u>
** refer to 1970 Surficial Geological Map of Vermont			
			Total Score: 60
Other Comments :			
0- 31 = Archeologically Non- Sensitive 32+ = Archeologically Sensitive			

Attachment B: Public Input Summary

Summary of meeting comments during the Local Concerns Meeting 10/25/16:

- There is not a safe shoulder to walk on Bay Road and the speed of cars are too fast.
- There is a lack of shoulder or space and motorists drive way too fast.
- Consider permanent speed/radar feedback signs on Bay Road.
- Consider making additional neighborhood connections including- Shelburne Road, Shelburne Farms, and down to Harbor.
- Consider measures to reduce vehicle speeds.
- Nothing- no improvements are needed.
- A comment from a resident on Bay Road indicated general support for the pilot project stop sign underpass project.
- A comment from a resident on Bay Road indicated the underpass is not safe for walking or biking.
- A comment from a resident on Bay Road who walks consistently on the corridor worries that potential road widening would allow cars to travel at higher speeds.
- A comment from a resident on Bay Road indicated the pilot project stop sign underpass project has created higher vehicle backups.
- A comment from a resident on Bay Road indicated to remove the painted hatch areas from beneath the underpass area to permit two vehicles to travel underneath.
- A comment from a resident on Bay Road indicated the desire for residents to be able to bike safely from the neighborhood to the town and from the neighborhood to Ti Haul Recreation Path.
- A comment from a resident on Bay Road suggested the Town not consider each road as a priority corridor for walking or biking.
- A comment from a resident on Bay Road suggested addressing the very poor condition in the Vermont Railway Bridge and LaPlatte River Bridge.
- A comment from a resident on Bay Road has given right-of-way to the Town in hopes of permitting adequate space for a shared use path on the Bay Road corridor.