

Draft Final Scoping Study Report

# CHURCH STREET SIDEWALK CHESTER BP18(6)

CHESTER, VERMONT

September 4, 2020



Submitted to:  
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# 1 SUMMARY

The objective of this study is to create a safe and accessible route for pedestrians to travel between Chester Village, the Stone Village, and Chester Depot. These areas are the more densely developed areas in Chester, providing commercial and community services. These three areas are separated by relatively densely developed residential neighborhoods. The study area extends from the existing sidewalk on the south end of Church Street to the existing sidewalk on the east side of North Street.

The goal of this project is to provide a safe and connected route to accommodate existing pedestrian traffic flow between Chester Village, the Stone Village, and Chester Depot. The existing conditions are dangerous for pedestrians as there are no dedicated pedestrian facilities and pedestrians often travel on the road due to existing drainage swales and topography. This project is necessary to increase safety and accessibility for all users and provide connectivity from the residential areas to the village areas for access to commercial businesses, schools, churches, and other community and municipal services, with the Town Hall located in Chester Depot.

Characteristics of the project area were reviewed including right-of-way width, roadway features, traffic data, historic/archeological features, natural resources, and other environmental characteristics. There were only minor environmental impacts identified for some of the alternative routes in the study area.

An Archeological Resource and Historic Preservation Assessment was completed, which indicated that the project area has low potential for precontact and historic archeological deposits in the study area. No further investigation was recommended. Additionally, a Historic Resources Identification was completed, which indicated that nine structures adjacent to the study area have historic importance and that impacts to these properties should be avoided.

After the Local Concerns meeting, alternatives were developed based on design criteria and local input. The alternatives focused on minimizing impacts to adjacent properties, which resulted in the evaluation of multiple sidewalk alternatives, instead of walking paths or shared use facilities further away from the road. The alternatives were compared on the basis of cost, impacts to environmental and cultural resources, permitting requirements, and locally identified critical elements.

The alternatives were discussed at an Alternatives Presentation. The alternatives included three different alignments along Church Street. The discussions focused on improving safety for pedestrians and minimizing impacts to adjacent properties. The preferred alternative, which was selected and endorsed by the Selectboard, includes 4,410 feet of new 5-foot wide concrete sidewalk with granite curb and storm drainage improvements. In addition, the crossing at the Williams River will include a new pedestrian bridge adjacent to the existing bridge.

The estimated total project cost for these improvements is \$2,190,000 based on a 2024 construction cost estimate of \$1,510,000. Phasing of sections of the proposed alignment is not recommended as the purpose of this facility is to connect two existing sidewalk termination points and multiple village

and residential areas. There would be no logical stopping point in between phases. Pedestrians would need to be directed back into the road at the end of a phase to continue to their destination. The Town Highway crew may be able to perform some of the work internally to minimize project costs. Additionally, the pedestrian bridge could be constructed as a separate project to provide some phasing.

The Town should apply to the VTrans Bicycle and Pedestrian Program for design and construction funds to implement the project after local endorsement of this study and public consensus at a Town Meeting.

## 2 EXISTING CONDITIONS

### 2.1 PROJECT STUDY AREA

The study area for the project was defined by the Town and is shown in Figure 2.1. The study area extends north along Church Street from the end of the existing sidewalk on the south end of Church Street. The study area turns east at the intersection of Church Street and Dalrymple Street and continues to North Street (Route 103). From the intersection of Dalrymple Street and North Street, the study area continues south to the existing sidewalk on the east side of North Street. The study area encompasses an existing well-traveled pedestrian route connecting three village areas including Chester Village, the Stone Village, and Chester Depot.

### 2.2 LAND USES

The study area includes “Residential”, “Stone Village”, and “Village” zoning uses, as shown in Figure 2.2. The southern end of the study area is Village Center, the middle section is Residential, and the northern section is Stone Village. These zoning districts are characterized as follows:

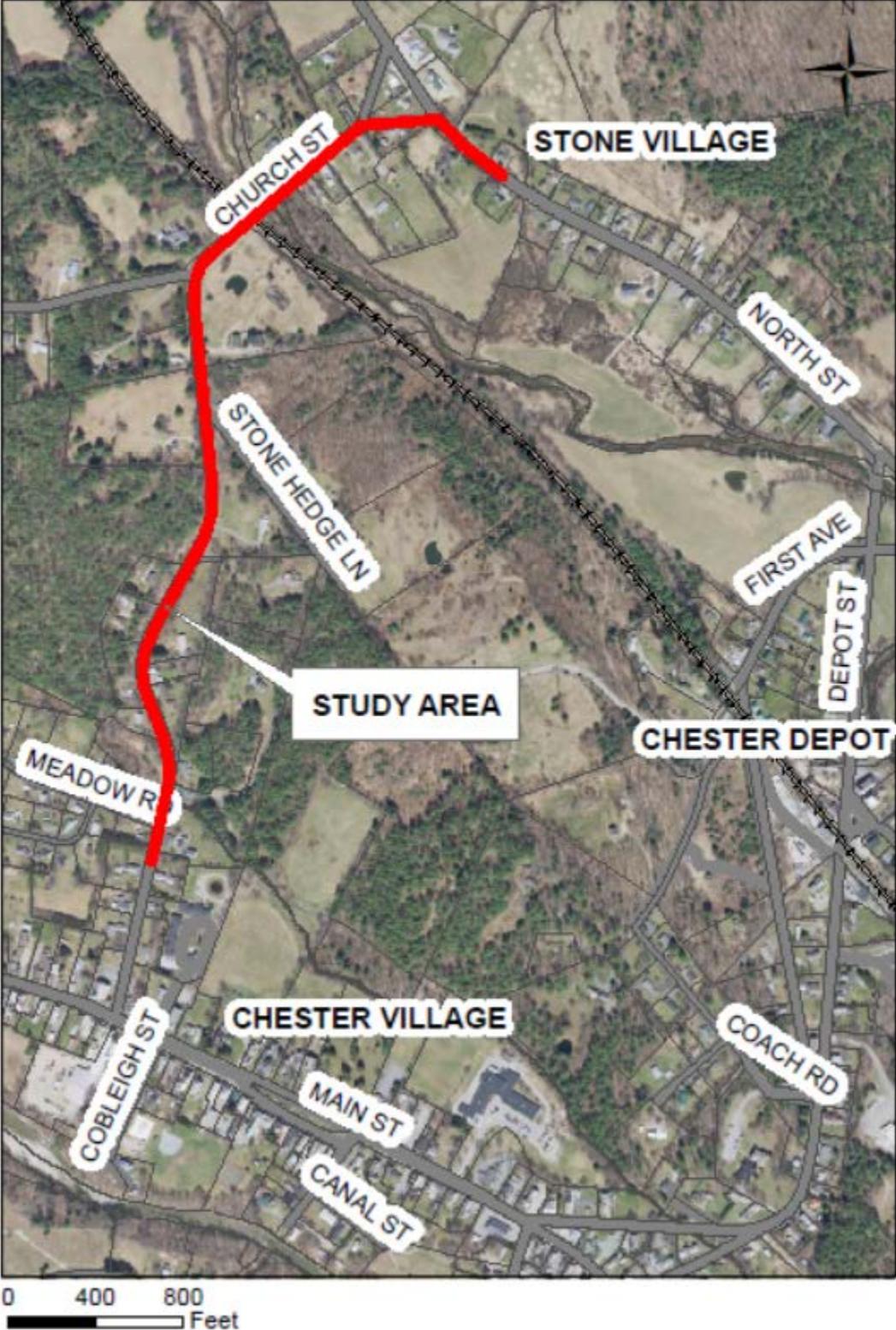
- Village Center: This district aims to provide a mix of commercial, residential, and civic uses. Development in this district shall be of the highest density in the Town, preserve historic character, and provide a pedestrian-friendly streetscape that accommodates public transportation.
- Residential (40,000 sq.ft.): This district aims to provide moderate-density residential neighborhoods with compatible commercial and civic uses that are consistent with the Chester Town Plan.
- Stone Village: This district aims to preserve the unique historic character of the Stone Village while providing higher-density residential neighborhoods with compatible commercial and civic uses that are consistent with the Chester Town Plan.

### 2.3 EXISTING TRANSPORTATION FACILITIES

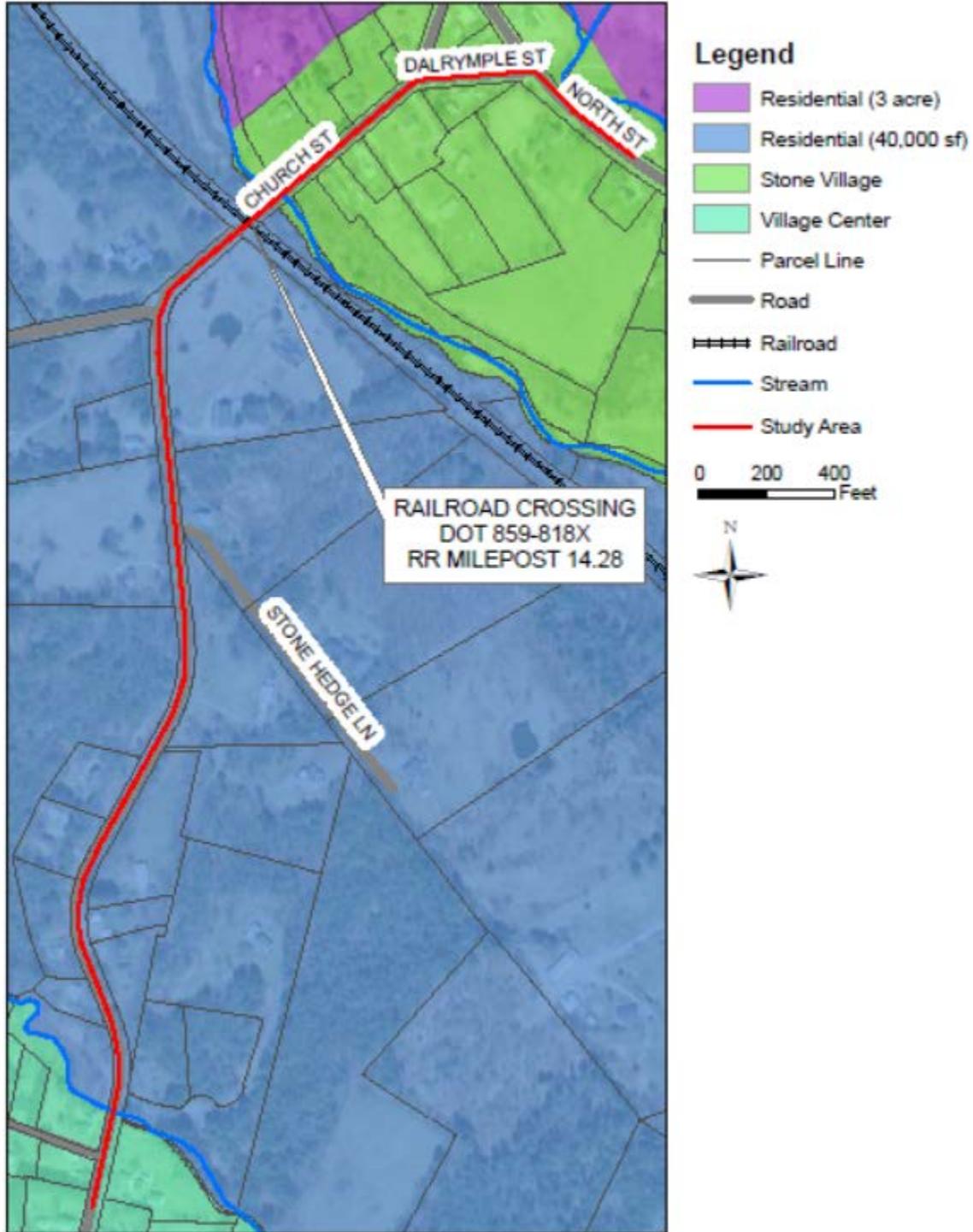
There are three roads in the study area: Church Street, Dalrymple Street, and North Street (Route 103). Church Street has an existing sidewalk extending along the east side of the road approximately 530 feet north from the intersection with Main Street (Route 11). North Street has an existing sidewalk extending along the west side of the road approximately 150 feet south from the intersection with Dalrymple Street. There is also an existing sidewalk on the east side of North Street connecting south to Chester Depot. This sidewalk ends approximately 360 feet south of the intersection with Dalrymple. The characteristics of these roads and sidewalks are described in Table 2.1.

There is a railroad that crosses the study area on the north end of Church Street. The railroad is owned and operated by Green Mountain Railroad Corporation. The DOT crossing number is 859-818X. The railroad crossing has signals, but no gates.

Figure 2.1: Study Area



**Figure 2.2: Existing Land Uses**



**Table 2.1: Existing Road and Sidewalk Characteristics**

Characteristic	Church Street (TH-5)	Dalrymple Street (TH-51)	North Street (VT-103)
Road Classification	Class 2 (Town)	Class 3 (Town)	Class 1 (Town)
Function Classification	Local	Local	Principal Arterial
Speed Limit (mph)	25	25	30
Travel Lane Width (ft)	11	11	11
Shoulder Width (ft)	0	0	2
Center Line	Yes	No	Yes
Edge Lines	No	No	Yes
On-Street Parking	No	No	No
Sidewalk Material	Bituminous Concrete (530')	None	Bituminous Concrete
Sidewalk Width (ft)	4	N/A	4.5 (W) / 5 (E)
Edge Zone	Grass	N/A	Grass
Curb	None	None	None
Sidewalk Condition	Fair	N/A	Fair/Good
Bicycle Facilities	None	None	None

## 2.4 TRAFFIC DATA

The Annual Average Daily Traffic (AADT) counts, as published by the Vermont Agency of Transportation (VTrans), are shown in Table 2-2 below. Data was obtained from VTrans for high crash locations compiled for the 2015-2019 period. There are no high crash locations within the project area.

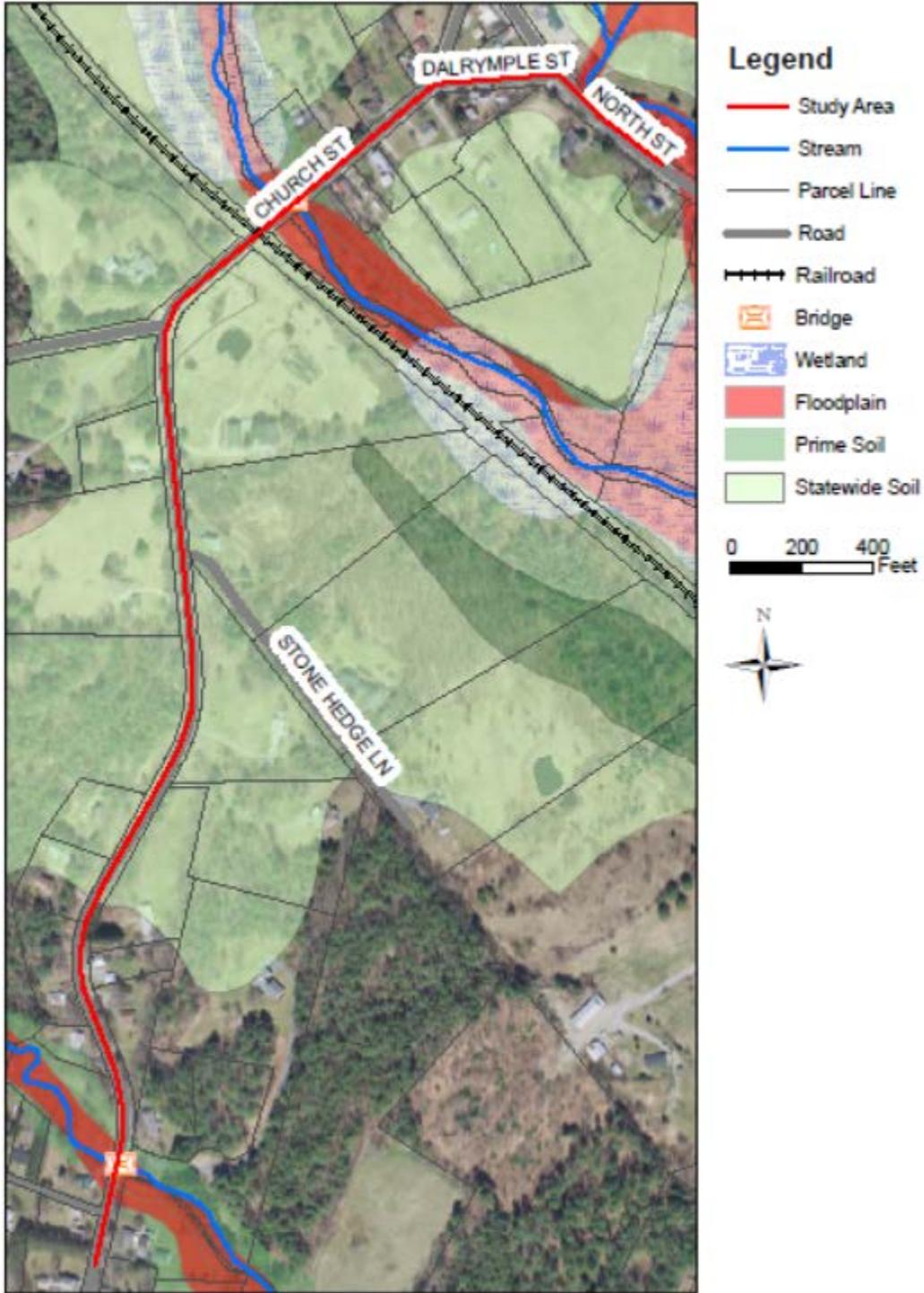
**Table 2.2: Annual Average Daily Traffic Counts**

Street Name	Beginning Reference	Ending Reference	2018 AADT
Church Street	Main Street	North Street	1,000
North Street	Green Mountain Turnpike	Church Street	4,400
Dalrymple Street	No Data Available		

## 2.5 NATURAL AND CULTURAL RESOURCES

The Vermont Natural Resource Atlas was used to identify natural resources within and adjacent to the study area. These natural resources are presented in Figure 2.3. The Atlas does not provide accurate locations for all natural resources; however, it does provide a guide as to what natural resources will require further review during final design. A summary of the natural resources present in the study area is provided below.

**Figure 2.3: Natural Resources and Environmental Features**



### 2.5.1 WETLANDS

There are two mapped Class 2 wetlands located along Williams River to the north and south of Church Street. The northern wetland appears to be located approximately 100 feet north of Church Street and the southern wetland appears to be located approximately 500 feet south of Church St. Based on these measurements, it is unlikely that potential sidewalk improvements along Church Street would impact the wetlands or their buffers.

### 2.5.2 SURFACE WATERS

There are two streams/ivers within the study area. The first is Lovers Lane Brook. This stream crossing is located on the southern end of the study area. There is an existing bridge over the stream. The bridge deck is approximately 22 feet wide. Additionally, there is a 4' wide raised sidewalk on the west side of the bridge.



The second is the Williams River, which flows north to south through the project area. There is an existing bridge over the Williams River. The bridge deck is approximately 23.5 feet wide and does not include a sidewalk. This bridge was replaced in 2004.

### 2.5.3 FLOODPLAINS

There are two areas of floodplain within the study area. One is the flood plain for the Williams River and the second is the floodplain for Lovers Lane Brook. Potential impacts from alternatives for the floodplains will be discussed in Section 4.

### 2.5.4 STORMWATER

There are no impaired rivers, streams, lakes, or ponds within the study area. Stormwater permit requirements will be discussed in Section 4.

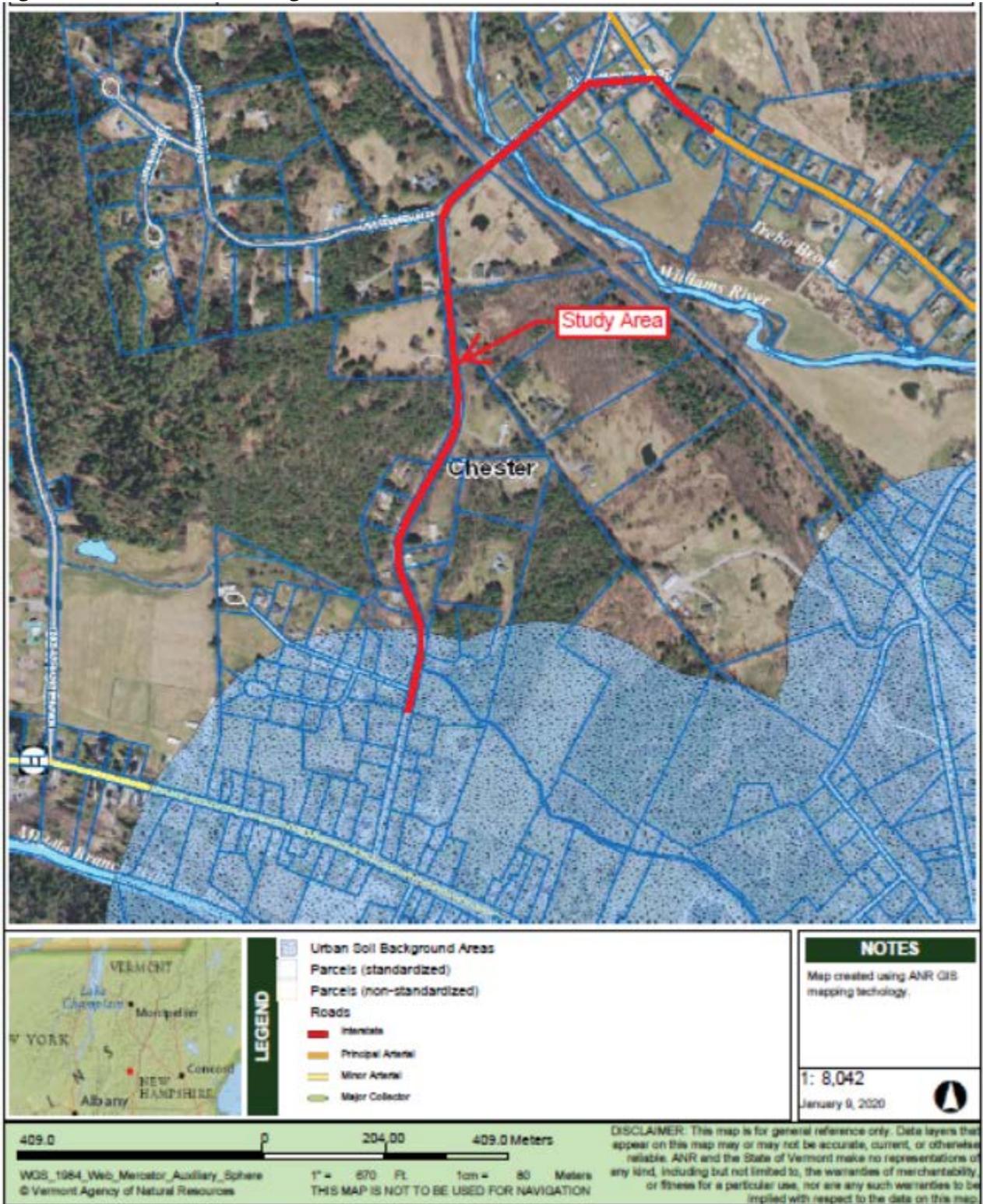
### 2.5.5 RARE, THREATENED AND ENDANGERED SPECIES

There are no rare, threatened, or endangered species located within or adjacent to the study area. The study area does fall within the known ranges of the federally threatened northern long-eared bat. The study area is also not within an Emerald Ash Borer infested or high-risk area. The project will need to be reviewed further for impacts to this species during the final design phase.

### 2.5.6 HAZARDOUS MATERIAL SITES

There are no hazardous waste sites or brownfields within or adjacent to the study area. A portion of the study area is designated as an Urban Soil Background area, as shown in Figure 2.4.

Figure 2.4: Urban Soil Background Areas



### 2.5.7 AGRICULTURAL LAND

There are several areas of Prime and Statewide agricultural soil. As pedestrian improvements would mostly be located within proximity to the edge of the road and within the Town right-of-way, the soils impacted would likely be previously disturbed soils. Based on previous discussions with the Vermont Agency of Agriculture, there is typically no impact to the agricultural soils if the project is located directly adjacent to an existing road.

### 2.5.8 HISTORIC, ARCHEOLOGICAL AND ARCHITECTURAL RESOURCES

An Archeological Resource and Historic Preservation Assessment was completed in November 2019 by Hartgen Archeological Associates, Inc. The report indicates there is low sensitivity in the study area for the presence of precontact and historic cultural resources. The report indicates that no further archeological investigation is recommended for this project area. The complete report is included as Appendix A.

A Historic Resources Identification was completed in October 2019 by Hartgen Archeological Associates, Inc. The report indicates that there are nine structures within the study area that are historically significant. The report recommends that impacts to these nine properties be avoided if possible. The complete report is included as Appendix B.

## 2.6 RIGHT-OF-WAY

The public road right-of-way (ROW) was determined by a licensed land surveyor reviewing this project. The right-of-way width is 3 rods, or 49.5 feet, for Church Street, which was recorded as a Town road in 1786, Dalrymple Street, and North Street. The railroad ROW appears to be 4 rods, or 66 feet, at the crossing with Church Street. The right-of-way impacts will be further discussed in Section 4.

## 2.7 UTILITIES

There are multiple utilities within the study area including overhead electric and phone, and underground water and sewer. The utility poles are owned and maintained by Green Mountain Power. The water and sewer utilities are owned and maintained by the Town of Chester. Typically, the underground utilities will not be impacted by the proposed improvements due to the limited depth of sidewalk facilities. Valve boxes and sewer manholes may require height adjustment if they are located within a proposed sidewalk alignment. Hydrants may require relocation if they are located within a proposed sidewalk alignment.

Most of the above ground features, such as utility poles and fire hydrants, appear to be set back far enough from the roads to allow for the new sidewalk width. There may be some utility pole relocations and potentially hydrant relocations, which will be further discussed in Section 4.

Existing drainage swales may require replacement with storm drain collection systems. Impacts to stormwater drainage will be further discussed in Section 4.

## **3 PUBLIC INVOLVEMENT**

Developing a Purpose and Need Statement requires obtaining input from multiple sources, reviewing the existing characteristics of the area, and reviewing local and regional plans to identify the relationship of the planned improvements to these plans.

A Project Kick-off Meeting was held with the Town to discuss the project, identify goals, and brainstorm possible alternatives. The information obtained at this meeting was used to prepare for the public meetings. The discussions focused on improving pedestrian safety along Church Street, while minimizing impacts to adjacent properties.

### **3.1 LOCAL CONCERNS MEETING**

A special meeting for property owners within the study area was conducted on July 9, 2019 to discuss the project and obtain input from the adjacent property owners regarding the purpose and need for the project. The participants discussed the following major topics:

- Truck traffic and reduction of vehicle speeds;
- Impacts to adjacent properties (feasibility);
- Need (or possible lack thereof).

Most of the discussions centered around vehicle traffic, including speeding and trucks (as the road is posted “no trucks”), which is not part of this study. There were also several comments and questions regarding impacts to adjacent properties, such as drainage, right-of-way, stone walls, and trees.

A Local Concerns Meeting was conducted July 24, 2019 to discuss the project and obtain input from the public regarding the purpose and need for the project. A copy of the meeting minutes is included as Appendix C. The participants discussed the following major topics:

- Truck traffic and reduction of vehicle speeds;
- Increasing pedestrian safety;
- Maintaining the character of the “country setting” on Church Street.

The majority of the discussions centered again around reducing vehicle speeds and eliminating truck traffic on Church Street, which is not part of this study. There were several participants who strongly supported the idea of a sidewalk, noting a need for increased pedestrian safety, as Church Street is a well-traveled pedestrian route. Participants also requested that the study consider the existing character of the area when evaluating alternatives for a potential pedestrian facility.

The Selectboard addressed public concern regarding traffic and vehicle speeds by noting that for this study, pedestrian safety is the primary concern. The board added that vehicular traffic and speed is a separate issue that can be considered in the immediate future separate from this study.

## 3.2 PURPOSE AND NEED

After the Local Concerns Meeting, the following Purpose and Need Statement was developed based on input from the Steering Committee and the public:

*Purpose: To provide a safe and connected route to accommodate existing pedestrian traffic flow between Chester Village, the Stone Village, and Chester Depot, which are the more densely developed areas in Chester, providing commercial and community services. These three areas are separated by relatively densely developed residential neighborhoods.*

*Need: The existing conditions are dangerous for pedestrians as there are no dedicated pedestrian facilities and pedestrians often travel on the road due to existing drainage swales and topography.*

*This project is necessary to improve and expand existing pedestrian facilities to increase safety and accessibility for all users and provide connectivity from the residential areas to the village areas for access to commercial businesses, schools, churches, and other community and municipal services.*

## 3.3 PUBLIC SURVEY

A public survey was conducted after the Local Concerns meeting. The survey included three questions, as summarized below. There were 43 respondents.

1. Do you support the idea of a sidewalk or walking path along Church Street?
  - Yes: 81%
  - No: 12%
  - Not Sure: 7%
2. Are there any specific features you would like to see in a sidewalk facility?
  - Lighting: 12
  - Drainage Improvements: 10
  - Curb: 7
  - Landscaping: 6
  - Streetscaping (i.e. benches): 5
  - ADA Accessibility: 2
  - Garbage Cans: 1
  - More Speed Signs: 1
3. Other comments, concerns or questions.
  - Increase Safety: 13
  - Not Needed/Prioritize Other Needs: 3
  - Walking Path (vs Sidewalk): 2
  - Maintain Character: 2
  - Recreation/Health: 2
  - Traffic Modifications: 2

The two Local Concerns Meetings did not clearly indicate support from the community; however, the survey results showed overwhelming support for a pedestrian facility. There were several suggestions for additional features, as well as suggestions for traffic modifications, including the addition of a stop sign and modifying Dalrymple Street to one-way traffic.

### **3.4 ALTERNATIVES PRESENTATION**

The alternatives were presented to adjacent property owners in a special meeting on October 1, 2019. While the main topic of discussion was vehicle speeds, there were a few comments on the alternatives presented. Attendees asked questions regarding how close the proposed sidewalk facilities would be to adjacent houses, proposed crosswalk locations, and how the facility would be maintained.

An Alternatives Presentation was conducted on October 16, 2019 to present the alternatives, obtain input from the public regarding the proposed alternatives, and select an alternative. A copy of the meeting minutes is included as Appendix D.

The meeting participants generally supported the proposed alternatives. There was again discussion on vehicle speeds, along with suggestions for speed reduction methods. The Selectboard noted again that truck traffic and speed is a separate issue, and they will consider these suggestions independently from this study. While Alternatives 1 and 2 required fewer road crossings, Alternative 3 offered the lowest estimated construction cost and the least amount of impacts and was generally supported as the preferred alternative. The Selectboard voted unanimously for Alternative 3 as the preferred alternative.

### **3.5 PUBLIC INFORMATIONAL MEETING**

A Public Informational Meeting was held on October 7, 2020. A copy of the meeting minutes is included as Appendix E.

### **ADD SUMMARY AFTER MEETING**

### **3.6 RELATIONSHIP TO LOCAL AND REGIONAL PLANS**

The Chester Town Plan and the Southern Windsor County (SWC) Regional Plan contain goals, policies, and recommendations in support of the proposed improvements. The Chester Town Plan identifies the following goals:

- *General Goal #4: To encourage and maintain a safe, convenient, economic, and energy efficient transportation network.*
  - *Alternative forms of transportation such as walking, bicycling, and public transportation should be encouraged.*
- *General Goal #8: To maintain and enhance recreational opportunities for residents and visitors.*
  - *Develop and maintain good recreational plans and infrastructure to provide recreation opportunities for all residents and visitors.*

- *Transportation Goal #6: Encourage bicycle and pedestrian transportation through maintenance and expansion of existing facilities.*
  - *Policy #4: Continue to expand the sidewalk network while at the same time maintaining those segments that are in “good” and “fair” shape.*
- *Energy Goal #5: To encourage the development of a transportation system that encourages the use of public transportation and ride-sharing and enables increased non-motorized vehicle and pedestrian traffic. Emphasize links between schools, stores, work, and home.*

The SWC Regional Plan contains the following goals:

- *Recreation Goal #6: To promote recreation and a healthy natural environment as regional assets and to plan development in a way that will ensure that those assets are not degraded.*
- *Transportation Goal #3: Provide for the safe, secure, convenient, economic, and energy efficient movement of people, goods, and services.*
  - *Policy #4: Ensure the safety and security of users of highway, transit, bicycle, pedestrian, aviation, rail, and freight systems. Safety shall be a priority criterion for the regional and state project development and prioritization processes.*
- *Transportation Goal #5: Offer diverse travel choices throughout the Region with an integrated multi-modal transportation system that encourages less travel by single-occupant vehicles and a reduction in the consumption of fossil fuels.*
  - *Policy #21: The transportation system shall promote energy efficiency and driving less through the following initiatives:*
    - *Invest in bicycling and walking facilities within villages and downtowns and invest in bicycle and walking facilities that connect neighborhoods and commercial growth centers.*
  - *Policy #24: Prioritize bicycle and pedestrian projects that:*
    - *Further the bicycle and pedestrian implementation strategies in this Plan;*
    - *Make connections between neighborhoods and destinations, such as schools, recreation facilities and villages.*

## 4 EVALUATION OF ALTERNATIVES

There are several factors that influence the development of alternatives, including public input, current and future uses, and existing conditions. The critical design elements defined by the review of existing conditions, uses, and local input are as follows:

- Minimize the impact to adjacent properties.
- Avoid adverse effects on existing drainage issues and preferably improve drainage conditions.
- Maintain the existing character of the study area.

### 4.1 ALTERNATIVES DEVELOPMENT

The alternatives include multiple alignments and a “no build” alternative. The alternative alignments considered are shown in Figures 4.1 and 4.2. These alignments are generally described as follows:

- Alternative 1: East and south side of the road
- Alternative 2: West and north side of the road
- Alternative 3: Combination of alternatives 1 and 2

These alternatives include a 5-foot wide sidewalk with curb. Cross sections with a grass edge zone were considered for Church Street and Dalrymple Street; however, based on the available right-of-way and existing topography, a grass edge zone would increase impacts to adjacent properties.

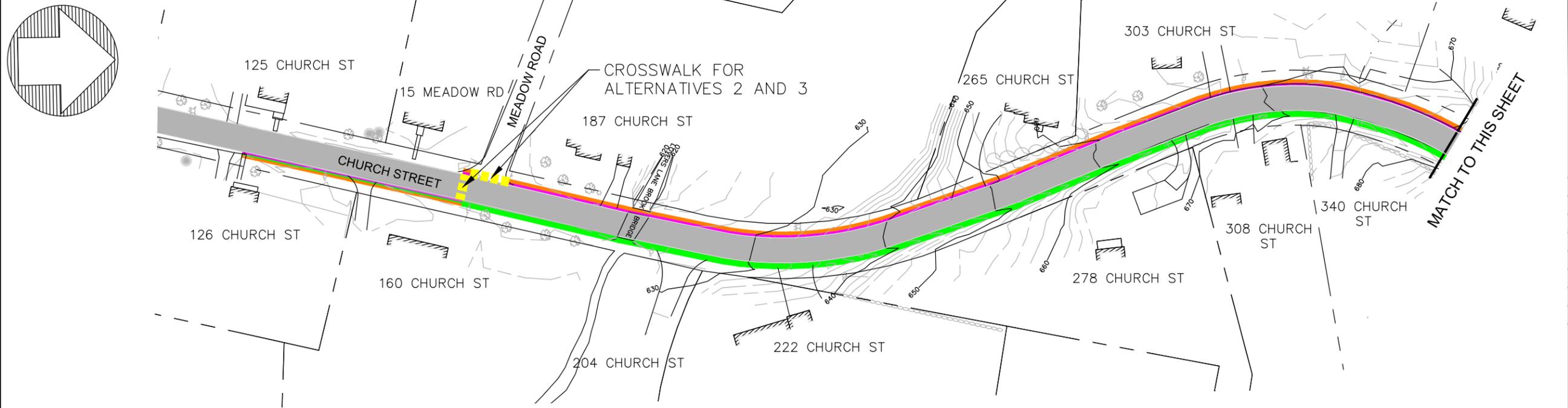
The options for sidewalk material include Portland cement concrete (concrete) and bituminous concrete (asphalt). Concrete sidewalks tend to be more durable than asphalt sidewalks; however, the concrete should be treated with a sealant to protect it from salt. Asphalt sidewalks will likely need to be replaced more frequently than concrete. Concrete also provides a strong visual delineation of pedestrian areas at driveway crossings, whereas asphalt sidewalks do not. In regard to cost, concrete is typically more expensive than asphalt.

The options for curb materials include granite and concrete (cast-in-place, precast or bituminous). Granite is more durable and requires little to no maintenance. Concrete curbs can be easily damaged by vehicles and plows and will require more frequent replacement than granite. In regard to cost, granite is more expensive.

Based on local input, the preferred materials are concrete sidewalk and granite curb.

### 4.2 CHURCH STREET ALIGNMENTS

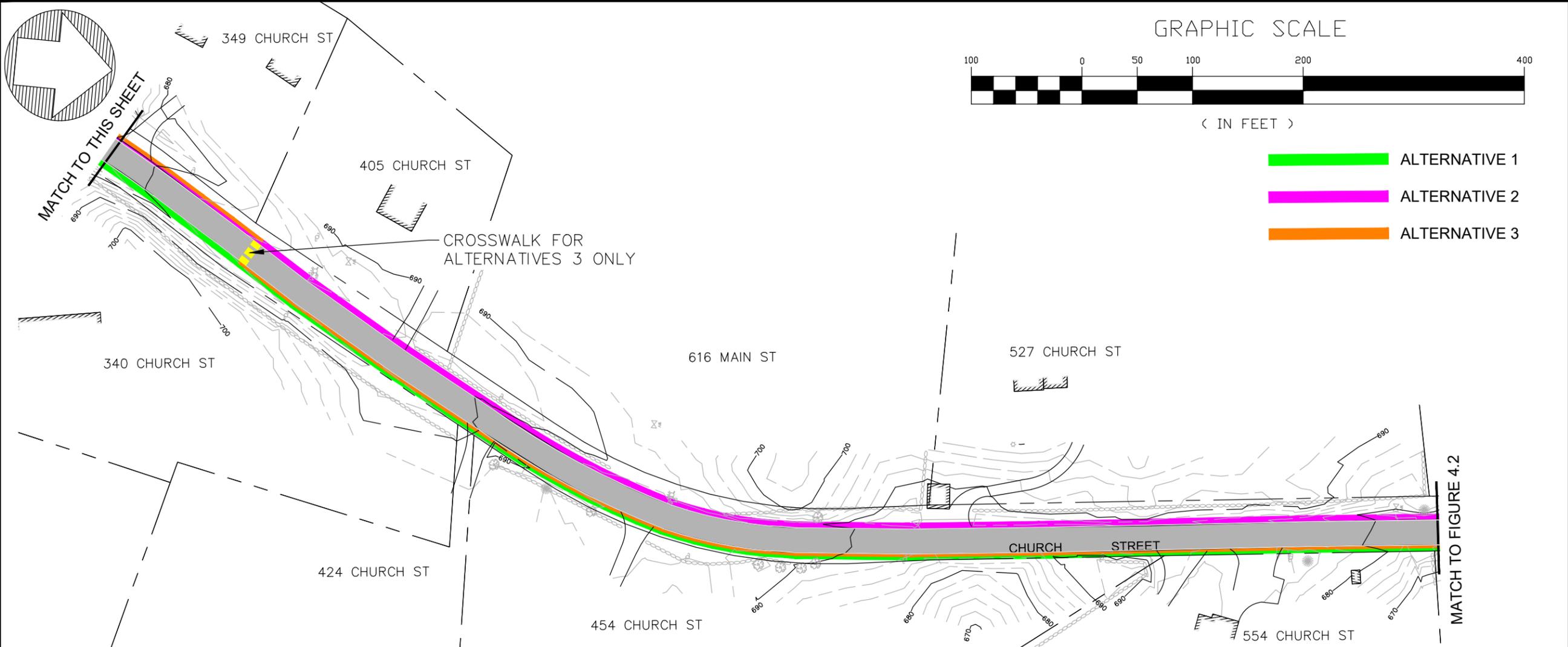
As previously described, there are three alternatives along the Church Street segment of the study area. There are some impacts and characteristics that are common among all three alternatives. These are summarized as follows:



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GRAPHIC SCALE



( IN FEET )

- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

CHURCH STREET SIDEWALK SCOPING STUDY

**SIDEWALK ALIGNMENT ALTERNATIVES**

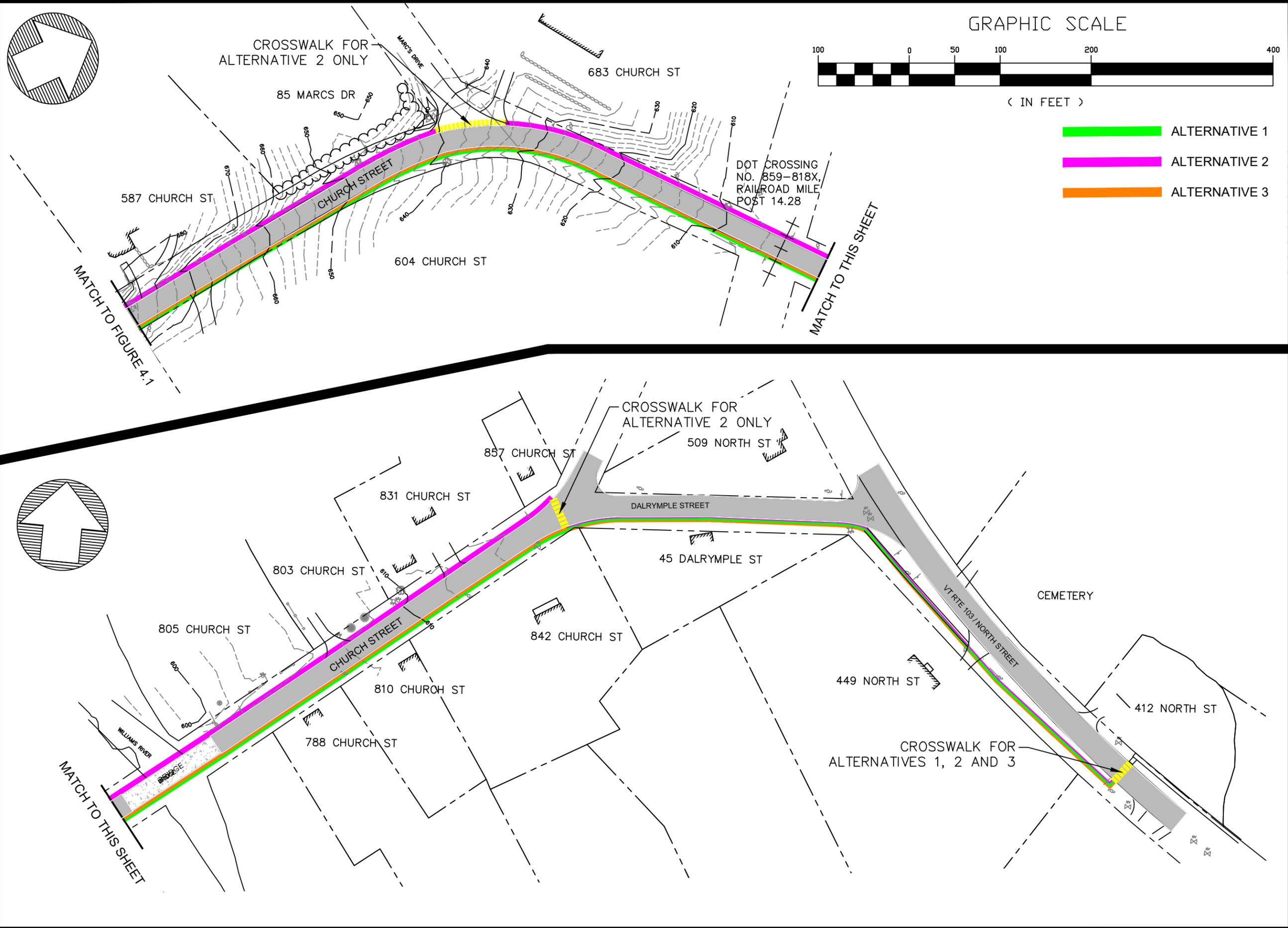
CHESTER, VERMONT

**4.1**

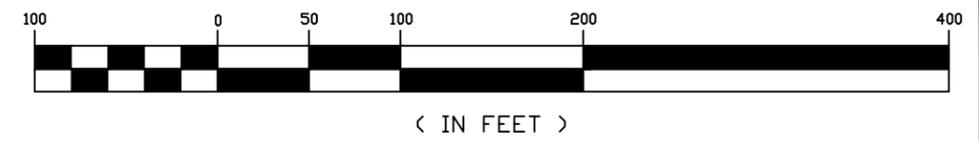
DWG. NO. Alternatives.dwg  
SHEET 1 OF 1

FILE: M:\CADD Files\Chester VT\Church Street\Alternatives.dwg Jan 15, 2020 - 3:03pm

FILE: P:\Chester VT\7190003 Church St Pedes\CAD\Alternatives.dwg Aug 26, 2020 - 1:21pm



GRAPHIC SCALE



- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3



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Date	JANUARY 2020
Scale	AS SHOWN
Approved by	C.M. HASKINS

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CHURCH STREET SIDEWALK SCOPING STUDY

**SIDEWALK ALIGNMENT ALTERNATIVES**

CHESTER, VERMONT

**4.2**

- The railroad crossing will require coordination with the railroad and a Construction and Maintenance Agreement. Additionally, railroad flaggers will be required for all work within the railroad right-of-way.
- The northern bridge does not have an existing sidewalk. The existing bridge is 23.5 feet wide, which does not provide sufficient space to safely accommodate a sidewalk or wide shoulder across the bridge while maintaining two-way vehicular traffic. Therefore, a pedestrian crossing would require either replacement or widening of the existing bridge or a new pedestrian bridge. There are currently no Town or State plans to replace this bridge.
- Stormwater drainage will need to be considered along the entire length of the sidewalk as the existing sheet flow drainage will be disrupted by the curb and the removal of drainage swales. Drainage along the east and south side of the road could be accomplished via drop inlets daylighting behind the sidewalk, trench drains under the sidewalk, a storm drain collection system, or a combination of methods.

#### 4.2.1 ALTERNATIVE 1

Alternative 1 begins at the end of the existing sidewalk on the east side of Church Street at the southern end. The alignment continues along the east side and south side of Church Street to Dalrymple Street. This includes crossing the southern bridge on the east side and the northern bridge on the south side.

The following is a summary of potential impacts and characteristics for Alternative 1 on Church Street:

- The southern bridge has an existing sidewalk on the west side, therefore, a crossing on the east side would require either replacement of the existing bridge or a new pedestrian bridge. There are currently no Town or State plans to replace this bridge.
- There is a landscaped area on a steep slope at 222 Church Street that would be partially impacted.
- There is an existing stone wall along the east side of the road in the area between 424 and 454 Church Street. The stone wall appears to be set back far enough from the edge of the road that most of it would not be impacted by a sidewalk. It is likely that a small section at the northern end may need to be reset further away from the road.
- There is a ledge outcrop south of 554 Church Street that would require removal for the sidewalk installation.
- There are five utility poles that may require relocation.
- There are three water and sewer system impacts for potential adjustment of a valve box and two sewer manholes. There may be other water service valve box adjustments required.
- There are four houses that are in close proximity to the sidewalk. This may create an impact related to aesthetics or privacy at these private residences.
- There are no crosswalks needed on Church Street with this alignment, although one may be desired by the Town to allow for pedestrian crossings to and from Meadow Road.
- The anticipated right-of-way needs include five temporary easements and two permanent easements.

## 4.2.2 ALTERNATIVE 2

Alternative 2 begins in the same location as Alternative 1 and follows the same alignment up to the intersection of Church Street and Meadow Road. On the south side of Meadow Road, the sidewalk crosses to the west side of Church Street to a level landing and then cross Meadow Road. From Meadow Road, the sidewalk extends along the west side and north side of Church Street to the intersection with Dalrymple Street. At this point, the sidewalk crosses back to the south side of Church Street.

The following is a summary of potential impacts and characteristics for Alternative 2 on Church Street. Refer to Section 4.2 for impacts that are common to all Church Street alternatives.

- The southern bridge has an existing sidewalk on the west side, which would be utilized in this alternative.
- The area around the hydrant in front of 405 Church Street is a wet area. This appears to be a shallow drainage swale, but this location should be further evaluated for potential wetland impacts during final design.
- Along the 405 Church Street and 616 Main Street parcels, the existing stone wall would need to be reconstructed further away from the road. In this same area, there is a slope that will need to be excavated and regraded or modified with a retaining wall.
- Starting at 527 Church Street to Marcs Drive, there is a significant slope that will need to be modified with a retaining wall.
- There are three utility poles that may require relocation.
- There are five water system impacts requiring potential relocation of two hydrant and adjustment of three valve boxes. There may be other water service valve box adjustments required.
- There are six houses that are in close proximity to the sidewalk. This may create an impact related to aesthetics or privacy at these private residences.
- This alternative requires two crosswalks across Church Street and two crosswalks across side roads, Meadow Road and Marcs Drive.
- The anticipated right-of-way needs include five temporary easements and two permanent easements.

## 4.2.3 ALTERNATIVE 3

Alternative 3 begins in the same location as Alternatives 1 and 2 and follows the same alignment up to the intersection of Church Street and Meadow Road. At this point, Alternative 3 follows the Alternative 2 alignment to the west side of Church Street. In the vicinity of the parcel boundary between 349 and 405 Church Street, Alternative 3 crosses back over to the east side of Church Street and continues north following the Alternative 1 alignment to the intersection with Dalrymple Street.

The following is a summary of potential impacts and characteristics for Alternative 3 on Church Street. Refer to Section 4.2 for impacts that are common to all Church Street alternatives.

- The southern bridge has an existing sidewalk on the west side, which would be utilized in this alternative.
- There is an existing stone wall along the east side of the road in the area between 424 and 454 Church Street. The stone wall appears to be set back far enough from the edge of the road that most of it would not be impacted by a sidewalk. It is likely that a small section at the northern end may need to be reset further away from the road.
- There is a ledge outcrop south of 554 Church Street that would require removal for the sidewalk installation, which also results in a stone wall being reset.
- There are five utility poles that may require relocation.
- There is one water system impact requiring potential adjustment of a valve box. There may be other water service valve box adjustments required.
- There are five houses that are in close proximity to the sidewalk. This may create an impact related to aesthetics or privacy at these private residences.
- This alternative requires two crosswalks across Church Street and one crosswalk across Meadow Road.
- The anticipated right-of-way needs include five temporary easements and two permanent easements.

### **4.3 DALRYMPLE STREET ALIGNMENTS**

In considering potential sidewalk alignments on Dalrymple Street, it is necessary to consider the alignments on Church Street and North Street. Church Street Alternatives 1 and 3 would best be served by a sidewalk on the south side of Dalrymple Street, while Church Street Alternative 2 would best be served by a sidewalk on the north side of Dalrymple Street. This layout would minimize the number of road crossings in each scenario. An alignment along the north side of the street would require a crosswalk to connect to North Street, either across the east end of Dalrymple Street or across North Street.

Based on the need for additional crossings for the northern alignment alternative, it is recommended that the sidewalk facility be located on the south side of Dalrymple Street. All Church Street alternatives have been combined with the alternative on the south side of Dalrymple Street.

There are trees along the south side of Dalrymple that would be impacted by a potential sidewalk, as well as brush and vegetation that would require removal. There is a utility pole on the corner of Church Street and Dalrymple Street that will likely require relocation. Additionally, there is a hydrant near the intersection of Dalrymple Street and North Street that may require relocation.

### **4.4 NORTH STREET ALIGNMENTS**

The existing sidewalk extending north towards Dalrymple Street from the Stone Village is located on the east side of North Street. A sidewalk alignment on the east side of North Street from Dalrymple Street to the existing sidewalk would require a crossing at the intersection with Dalrymple Street, whereas a sidewalk alignment on the west side of North Street allows for a crossing further south. The speed limit on North Street increases north of Dalrymple Street. Vehicles often increase speed prior to the speed limit transition (in this case northbound) and also often do not decrease speeds

until well past the speed limit transition (in this case southbound). Based on this typical driver behavior, it can be assumed that vehicle speeds would be higher on North Street at Dalrymple Street than they would be further south. This would make a southern location a safer place for pedestrian crossings. Based on this crossing evaluation, it is recommended that the sidewalk facility be located on the west side of North Street. All Church Street alternatives have been combined with the alternative on the west side of North Street.

There is an existing sidewalk along the west side of North Street from Dalrymple Street part of the way to the existing sidewalk on the east side. This bituminous concrete sidewalk is in fair condition and should be replaced as part of the potential sidewalk extension. The existing sidewalks are separated from the road by a grass edge zone. This cross section should be maintained on North Street to avoid a short section of curbing and to maintain existing sheet flow drainage off the road. One valve box may require adjustment.

#### **4.5 “NO BUILD” ALTERNATIVE**

The “no build” alternative must be considered for all projects funded by the Federal Highway Administrative Act to comply with the National Environmental Policy Act (NEPA). The “no build” alternative would consist of doing nothing. There would be no construction, no signage installed, and no pavement markings installed. The “no build” alternative would not increase safety for pedestrians as there would be no improvement to the existing condition. As the “no build” alternative does not satisfy the Purpose and Need Statement, this alternative is not recommended.

#### **4.6 EVALUATION MATRIX**

An evaluation matrix was prepared to compare the alternatives and is presented in Table 4-1. The evaluation matrix includes factors such as impacts, local issues, permitting, and cost.

#### **4.7 PREFERRED ALTERNATIVE**

Based on input from the public and the Town, the preferred alternative includes the following components and is shown in Figures 4.3 and 4.4:

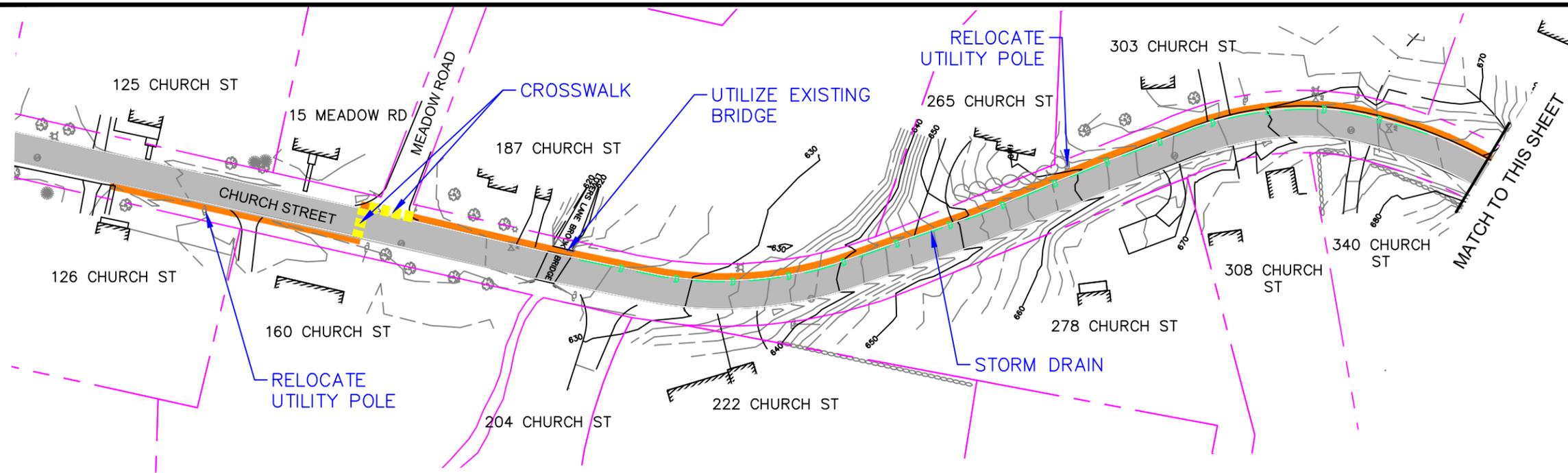
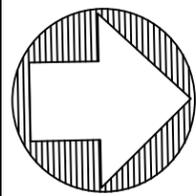
- 4,410 feet of new 5-foot wide concrete sidewalk
- 3,670 feet of new granite curb
- 120-foot long steel girder pedestrian bridge with concrete footings
- 700 feet of 18-inch storm drain with precast concrete catch basins
- Approximately 15 drainage structures (drop inlets with pipe or trench drains) daylighting behind the sidewalk

**Table 4.1: Evaluation Matrix**

Criteria	No Build	Alternative 1	Alternative 2	Alternative 3
		East/South Side	West/North Side	Combination
<b>Impacts</b>				
Private Property	None	Minimal (5)	Moderate (7)	Minimal (6)
ROW Acquisition	None	Minimal (10)	Minimal (10)	Minimal (10)
Stormwater/Drainage	None	Moderate	Moderate	Moderate
Elevations/Grading	None	Minimal (1)	Moderate (4)	Minimal (1)
Utility Relocation	None	Moderate (9)	Moderate (9)	Moderate (7)
Archeological & Historic	None	Minimal	Minimal	Minimal
Prime Agriculture Soils	None	Minimal	Minimal	Minimal
Hazardous Materials	None	Minimal	Minimal	Minimal
Floodplains	None	Minimal	Minimal	Minimal
T&E Species	None	None	None	None
Wetlands	None	None	Potential	None
<b>Local &amp; Regional Issues</b>				
Maintenance	No Change	Minimal	Moderate	Minimal
Character	No Change	Minimal	Moderate	Minimal
Conformance to Town/Regional Plan	No	Yes	Yes	Yes
Satisfies Purpose & Need	No	Yes	Yes	Yes
<b>Permits/Approvals</b>				
19 V.S.A. 1111 Access Permit	No	No	No	No
Railroad	No	Yes	Yes	Yes
Act 250	No	No	No	No
Floodplain	No	Yes (2)	Yes (1)	Yes (1)
Stream Alteration	No	Yes (2)	Yes (1)	Yes (1)
Stormwater Discharge	No	No	No	No
Stormwater Construction	No	Yes	Yes	Yes
Shoreline	No	No	No	No
Wetlands	No	No	No	No
<b>Miscellaneous</b>				
New Bridges	None	2	1	1
Road Crossings	None	2	5	4
<b>Cost</b>				
Preliminary Estimated Construction Cost	\$0	\$1,490,000	\$1,470,000	\$1,340,000

Notes:

- The numbers in parenthesis are the count of anticipated impacts under each criterion.



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Project #	7190003
Project Mgr.	N.R.JOHNSON
Design	C.M.HASKINS
Drawn	K.S.MENEES
Checked by	N.R.JOHNSON
Date	JANUARY 2020
Scale	AS SHOWN
Approved by	C.M.HASKINS

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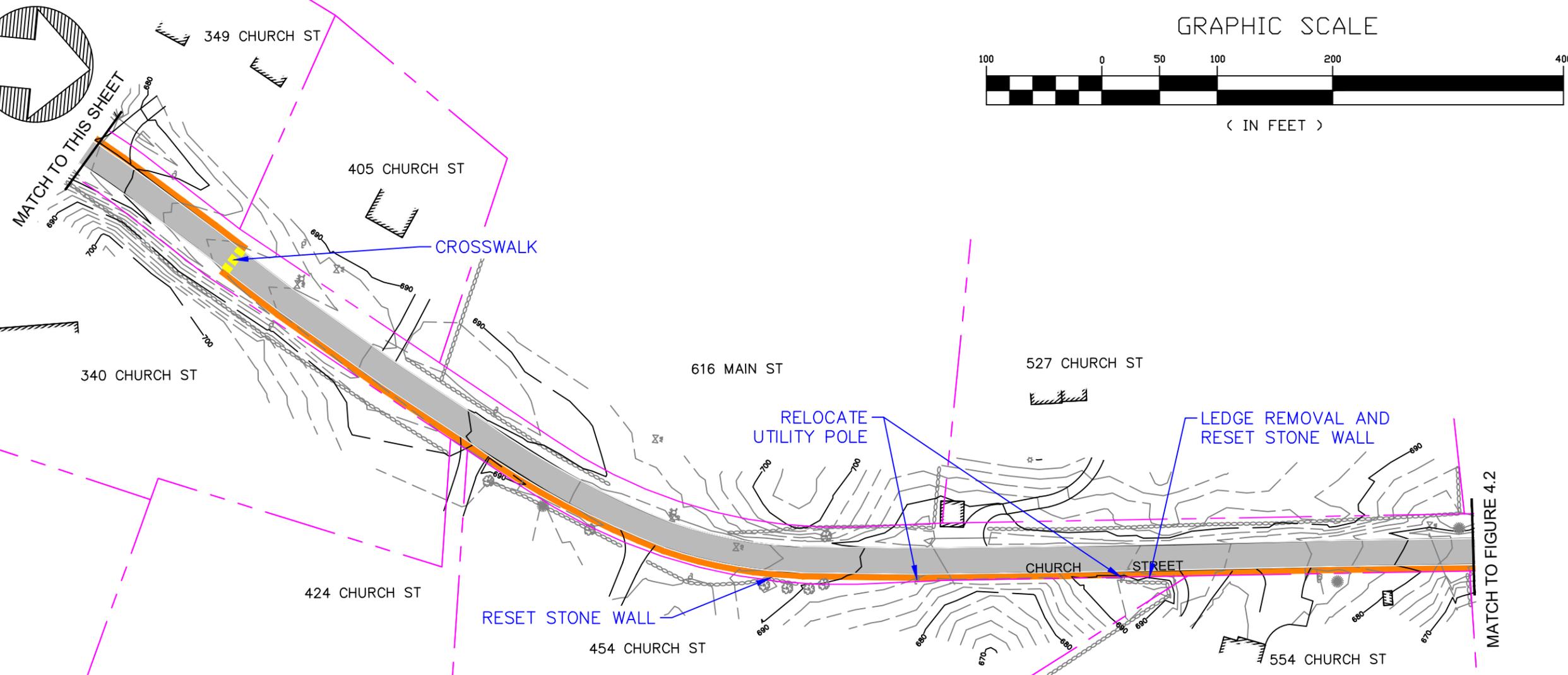
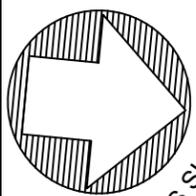
CHURCH STREET SIDEWALK SCOPING STUDY

PREFERRED ALTERNATIVE IMPACTS

CHESTER, VERMONT

4.3

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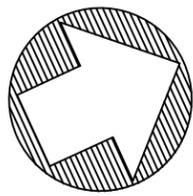


GRAPHIC SCALE

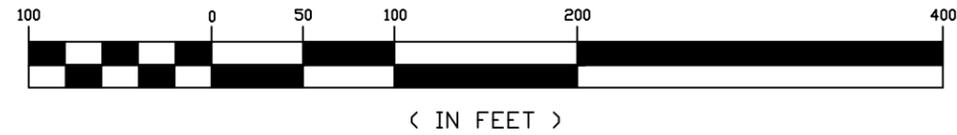


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GRAPHIC SCALE



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Project #	7190003
Project Mgr.	N.R. JOHNSON
Design	C.M. HASKINS
Drawn	K.S. MENEES
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CHURCH STREET SIDEWALK SCOPING STUDY

# PREFERRED SIDEWALK DESIGN CONSIDERATIONS

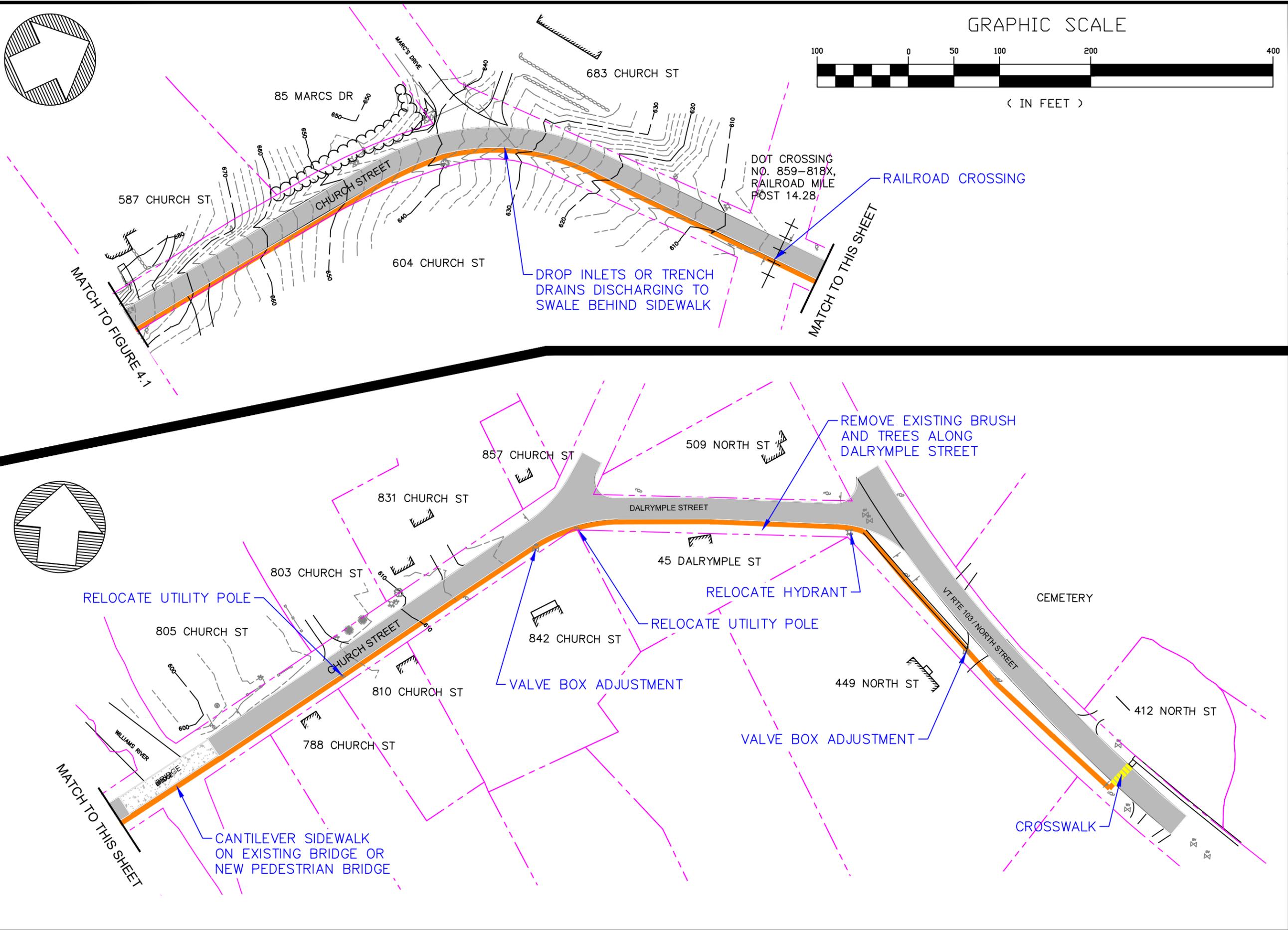
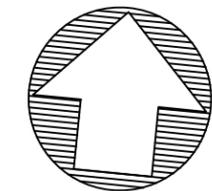
CHESTER, VERMONT

## 4.4

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SHEET 1 OF 1

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MATCH TO THIS SHEET

## 4.8 DESIGN CONSIDERATIONS

The anticipated impacts of the preferred alternative are summarized in Figures 4.3 and 4.4 and further discussed below.

### 4.8.1 NATURAL RESOURCE IMPACTS

There are several areas of Prime and Statewide agricultural soil within the preferred alternative. As the improvements are located within proximity to the edge of the road, the soils impacted are previously disturbed soils. As noted in Section 2, there is typically no impact to the agricultural soils if the project is located directly adjacent to an existing road.

The preferred alternative utilizes the existing sidewalk on the bridge over Lovers Lane Brook. Therefore, there are no anticipated impacts to the stream or stream banks. There would be sidewalk construction within the floodplain, which will require coordination with the local and State floodplain coordinators. The sidewalk construction would not significantly change existing elevations and, therefore, is not anticipated to affect the flood elevation in this area.

The crossing at the Williams River will require a new pedestrian bridge. The bridge would not impact the Williams River but would impact the stream banks for the installation of footings and abutments. The new bridge would be constructed within the floodplain; however, it is not anticipated to modify existing elevations and, therefore, would not impact the flood elevation.

There are no anticipated impacts to the two mapped Class 2 wetlands or wetland buffers along the Williams River. If a new pedestrian bridge is constructed, it would be located south of the existing bridge, but would be well outside the buffer of the mapped wetland to the south. There may be other unmapped wetlands along the Williams River. Additional investigations are recommended during final design to identify potential unmapped wetlands.

### 4.8.2 TOPOGRAPHY IMPACTS

There are no major topography impacts associated with the preferred alternative. There is one area near 554 Church Street where ledge removal is anticipated to lower the elevation to accommodate the proposed sidewalk.

### 4.8.3 HAZARDOUS SITE REMEDIATION

Approximately 480 feet of proposed sidewalk in the southern end of the project area is located in an Urban Soil Background Area, which means that excess soil removed from this portion of the project area must be utilized as fill within the same Urban Soil Background Area or disposed of as hazardous waste. If the material is utilized outside of the project area(s), the site(s) must be reviewed under the VTrans Off-Site Exemption Record. If a site does not qualify for an exemption, an Off-Site Activity Form must be submitted for review to the VTrans Environmental Section.

Based on preliminary calculations, the material to be removed from the project area would be approximately 90 cubic yards. It is possible that some of this material can be utilized on-site as fill behind the sidewalk. Any remaining material would need to be utilized within the Urban Soil Background Area (partially shown in Figure 2.4) or disposed of as hazardous waste.

#### 4.8.4 UTILITY IMPACTS

The preferred alternative may require the relocation of approximately 5 utility poles. The anticipated impact to the water system includes adjusting elevations on a few valve boxes and relocating one hydrant. There is no anticipated impact to the sewer system.

The largest utility impact is expected to be stormwater drainage. The preferred alternative will impact multiple drainage swales and sheet flow off the road. In order to address these impacts, multiple storm drain modifications will be necessary. It is anticipated that the hill north of Meadow Road will require a storm drain collection system with precast concrete catch basins and storm drain piping to replace the drainage swale along the road. In other locations, it is anticipated that drop inlets could be installed to collect stormwater with a pipe daylighting behind the sidewalk. Trench drains under the sidewalk are another alternative in areas with limited elevation difference.

There should be consideration to sloping the sidewalk away from the roadway where possible to drain runoff away from the road and storm drain collection systems. This would allow the sidewalk to be “disconnected” from the road in terms of stormwater runoff. This may not be possible in all areas due to topography and impacts to private property.

#### 4.8.5 ARCHEOLOGICAL IMPACTS

As previously noted in Section 2, there is low sensitivity in the study area for the presence of precontact and historic cultural resources and no further archeological investigation is recommended.

It is anticipated that small portions of the existing stone walls will need to be reset further away from the road to accommodate the sidewalk. These walls will be reset using the existing stones and match the existing walls with dry-laid methods.

There are a few identified historically important structures along the project area. Efforts should be made to minimize impacts to these properties.

#### 4.8.6 RIGHT-OF-WAY IMPACTS

The proposed sidewalk would require both permanent and temporary easements from multiple parcels along the project area. The anticipated right-of-way impacts are summarized in Table 4.2. All of the anticipated permanent easements would be for minimal areas of property.

**Table 4.2: Anticipated Right-of-Way Impacts**

Property Address	Anticipated Temporary Easement	Anticipated Permanent Easement
340 Church Street	Yes	No
424 Church Street	Yes	No
454 Church Street	Yes	Yes
554 Church Street	Yes	No
604 Church Street	Yes	Yes
842 Church Street	Yes	Yes
45 Dalrymple Street	Yes	No

#### 4.8.7 PERMITTING

The permitting requirements for the proposed pedestrian facilities were previously presented in Table 4.1 and are further described below.

A stormwater discharge permit would not be required as the proposed improvements will increase impervious area by approximately 0.55 acres throughout the entire project area, which is well under the 1-acre threshold.

A stormwater construction general permit will be required if the total earth disturbance is 1 acre or more. The preliminary estimate for earth disturbance is just under 1 acre. The need for this permit will require further evaluation in the final design phase.

A stream alteration permit will be required for a new pedestrian bridge over the Williams River.

As the preferred alternative includes a railroad crossing and work within the railroad right-of-way, approval will be required from the railroad, including a Construction and Maintenance Agreement. Railroad flaggers will be required for all work within the railroad right-of-way. Preliminary comments from the Vermont Rail System indicate that there do not appear to be any significant concerns with the proposed sidewalk crossing. A diagnostic meeting with the Vermont Rail System and Green Mountain Railroad Corporation will be required early in the final design phase to discuss safety concerns and any necessary upgrades to the crossing.

If Federal funding is utilized, an environmental analysis will be required in accordance with the National Environmental Policy Act (NEPA). It is likely that the project would qualify for a Categorical Exclusion as it is not anticipated to have a significant effect upon natural and cultural resources, nor a significant environmental impact.

#### 4.8.8 TRAFFIC CONTROL

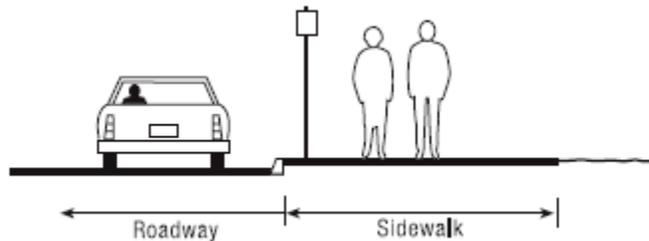
The construction of the proposed improvements will require work within the travel way and along the shoulder of the road. A site-specific traffic plan should be developed during the design phase of

the project to address any potential lane closures or road closures, as well as typical construction signage.

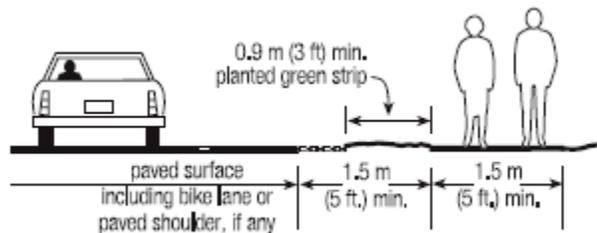
## 4.9 TYPICAL CROSS SECTIONS

The road cross sections will not change based on the preferred alternative. The travel lanes will remain the same width and any existing shoulder widths will be maintained. The majority of the preferred alternative alignment will have a cross section consisting of a 5-foot wide sidewalk directly adjacent to the road with granite curb, as shown in Figure 4.5. The section along North Street will match the existing conditions with a 5-foot wide sidewalk separated from the road by a grass edge zone, as shown in Figure 4.6. The grass edge zone should be a minimum of 3 feet wide.

**Figure 4.5: Church Street & Dalrymple Street Sidewalk Cross Section**



**Figure 4.6: North Street Sidewalk Cross Section**



## 4.10 TOTAL PROJECT COST ESTIMATE

The preliminary cost estimate presented in Table 4.3 has been prepared for the preferred alternative as described previously in this section. As shown, the preliminary construction cost estimate for the preferred alternative is \$1,340,000 in 2020 dollars, which includes a 25% contingency.

Table 4.4 presents the total project costs for the preferred alternative. The construction cost is estimated at \$1,340,000 based on construction in 2020. However, if design is started in 2020, the project will not likely reach construction until 2024. As such, the construction cost estimate has been inflated at 3% per year. Therefore, for planning purposes the total project cost is estimated at \$2,180,000 based on construction costs of \$1,510,000 in 2024.

**Table 4.3: Preliminary Construction Cost Estimate**

Item Description	Quantity	Unit	Unit Price	Total Price
Clearing and Grubbing	1	LS	\$ 10,000.00	\$ 10,000.00
Removing Medium Trees	5	EA	\$ 1,252.00	\$ 6,260.00
Solid Rock Excavation	60	CY	\$ 125.00	\$ 7,500.00
Bituminous Concrete Pavement	225	TON	\$ 160.00	\$ 36,000.00
18" HDPE Storm Drain	1000	LF	\$ 80.00	\$ 80,000.00
Precast Concrete Drop Inlet	15	EA	\$ 3,500.00	\$ 52,500.00
Precast Concrete Catch Basin	4	EA	\$ 3,800.00	\$ 15,200.00
Detectable Warning Surface	90	SF	\$ 50.00	\$ 4,500.00
Adjust Elevation of Valve Box	2	EA	\$ 215.00	\$ 430.00
Relocate Hydrant	1	EA	\$ 3,900.00	\$ 3,900.00
Durable Crosswalk	105	LF	\$ 35.00	\$ 3,675.00
Signs	6	EA	\$ 300.00	\$ 1,800.00
Sign Post (12 ft high)	6	EA	\$ 300.00	\$ 1,800.00
Remove and Reset Sign	4	EA	\$ 325.00	\$ 1,300.00
Concrete Sidewalk	2570	SY	\$ 90.00	\$ 231,300.00
Granite Curb	3690	LF	\$ 45.00	\$ 166,050.00
Repair Stone Retaining Walls	150	LF	\$ 130.00	\$ 19,500.00
Pedestrian Bridge	1	LS	\$ 170,000.00	\$ 170,000.00
Flaggers	2200	MHRS	\$ 35.00	\$ 77,000.00
Railroad Flaggers	1	LS	\$ 5,000.00	\$ 5,000.00
Traffic Control	1	LS	\$ 20,000.00	\$ 20,000.00
Restoration	1	LS	\$ 15,000.00	\$ 15,000.00
Mobilization/Demobilization	1	LS	\$ 141,000.00	\$ 141,000.00
SubTotal Construction Cost				\$ 1,070,000.00
Contingencies (25%)				\$ 270,000.00
<b>Total Construction Cost (2020)</b>				<b>\$ 1,340,000.00</b>

## Notes:

1. Construction costs are preliminary and are not based on detailed plans and specifications. Actual cost may vary substantially from these estimates. Contingencies are based on approximately 25% of the construction cost at the preliminary planning stage.
2. The Engineering News Record Construction Cost Index was 11392 when the cost estimate was completed in January 2020.

**Table 4.4: Preliminary Total Project Cost**

DESCRIPTION	TOTAL COST
Construction Cost (2020) with 25% Contingency	\$1,340,000
Construction Cost (2024) with 25% Contingency	\$1,510,000
Engineering:	
Design Phase Engineering	\$230,000
Construction Phase Engineering	\$230,000
Local Project Management	\$200,000
Right-of-Way	\$10,000
<b>Total Project Cost (2024)</b>	<b>\$2,180,000</b>

Notes:

1. Construction costs are shown in Table 4-3. The construction cost includes 25% contingency.
2. Engineering costs are estimated at 15% of the construction cost for both the design and construction phases.
3. Local Project Management costs are estimated at 10% of the construction, engineering and right-of-way costs.
4. Right-of-way costs are estimated based on similar sized projects.

## 5 FISCAL IMPLEMENTATION

As presented in Section 4, the proposed project consists of the following improvements:

- 4,410 feet of new 5-foot wide concrete sidewalk
- 3,670 feet of new granite curb
- 120-foot long steel girder pedestrian bridge with concrete footings
- 700 feet of 18-inch storm drain with precast concrete catch basins
- Approximately 15 drainage structures (drop inlets with pipe or trench drains) daylighting behind the sidewalk

The estimated total project cost for these improvements is \$2,180,000 based on a 2024 construction cost estimate of \$1,510,000. The construction costs were inflated by 3% per year to estimate construction costs in the future, with non-construction costs increased accordingly.

### 5.1 FUNDING ALTERNATIVES

The Town of Chester does not have the funds to finance the entire improvement project locally as a single project. The options for funding include grants, long-term debt, or phasing. The VTrans Bicycle and Pedestrian Program, administered by the VTrans Municipal Assistance Bureau, provided funding for this report and is the most likely funding source for design and construction, if the Town chooses to pursue grant funding.

The proposed project is an eligible project under the Bicycle and Pedestrian Program. The funding shares are 80% Federal/State and 20% local. However, if a project funded under this program does not proceed to construction, any funds provided for the preliminary and design phases are subject to being paid back by the municipality. Grant applications are accepted annually and are generally due in June.

The Transportation Alternatives Program, also administered by the Municipal Assistance Bureau, is an option for funding design. As the maximum Federal award under the Transportation Alternatives Program is limited to \$300,000, this is not an option for funding the construction phase for the entire route. The Transportation Alternatives Program has an award range of \$20,000 to \$300,000 and the local match is 20%. A minimum of 50% of the local match must be a cash expenditure, with the remainder of the local match as “in-kind” services; however, an in-kind match is not required, and the entire local match may be a cash expenditure. The use of “in-kind” services requires approval from VTrans and is not guaranteed. Grant applications are accepted annually and are generally due in November.

### 5.2 PHASING CONSIDERATIONS

A project of this size would typically be constructed in phases in order to take advantage of multiple rounds of funding. The purpose of this project is to provide connectivity between multiple village areas and the residential neighborhoods in between. Since there are no existing pedestrian facilities to tie into, there are no logical stopping points for phasing that would allow pedestrians to continue

to their destination. If the project were phased, pedestrians would be directed back into the road at the end of a phase. As such, phasing of different areas of the proposed alignment is not recommended for this project.

There are some possible phasing options. These include the following:

- Install drainage improvements and other miscellaneous work using the Town’s Highway Department.
- Prepare the sidewalk alignment and install a gravel subbase as a temporary pedestrian facility, possibly using the Town’s Highway Department. This idea may not be feasible on the steeper sections of the proposed alignment due to increased maintenance requirements to repair erosion on the gravel surface.
- Install the pedestrian bridge as an individual project.

### 5.3 PROJECT SCHEDULE

The proposed project schedule for Phase 1 is shown in Table 5.1. This schedule is achievable if grant funding is obtained in 2020.

**Table 5.1: Proposed Phase 1 Project Schedule**

<b>Project Task</b>	<b>Date</b>
Receive Approval of Scoping Study	September 2020
Town Approval of Grant Application	May 2021
Submit Grant Application	June 2021
Receive Notice of Grant Award	September 2021
Grant Agreement Executed	December 2021
Procurement for Design Services	January 2022
Design Phase	2022-2026
Construction	2026

**APPENDIX A**  
**ARCHEOLOGICAL RESOURCE ASSESSMENT**

## **ARCHEOLOGICAL RESOURCE ASSESSMENT**

### **Church Street Sidewalk Project**

Town of Chester  
Windsor County, Vermont

5413.11

**Submitted to:**

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November 2019

## **MANAGEMENT SUMMARY**

Involved State and Federal Agencies: *Vermont Agency of Transportation (VTTrans)*  
Phase of Survey: *Archeological Resource Assessment*

## **LOCATION INFORMATION**

Municipality: *Town of Chester*  
County: *Windsor*

## **SURVEY AREA**

Length: *Approximately 4,800 feet (1463 m)*  
Width: *50 feet (15 m)*  
Area: *The Study Area measures approximately 0.52 Acres (0.21 ha) in area*

## **RESULTS OF RESEARCH**

Precontact Archeological sites within one mile: *None*  
Historic Archeological sites within one mile: *Two*  
Precontact Sensitivity: *Low Sensitivity*  
Historic Sensitivity: *Low Sensitivity*

## **RECOMMENDATIONS**

The Area of Potential Effect (APE) is considered to have low sensitivity for the presence of precontact and historic cultural resources. This assessment is based on the presence of sloping terrain and previous disturbance, most notably the presence of existing sidewalk along sections of the proposed alignment, as well as drainage trenches, driveways, utilities and utility poles. No further archeological investigation is recommended for the Church Street Bicycle and Pedestrian project area as presently proposed. This report and recommendations should be submitted to VTTrans for review and concurrence.

Date of Report: *October 2019*

## **ARCHEOLOGICAL RESOURCE ASSESSMENT**

### **Introduction**

Hartgen Archeological Associates, Inc. (Hartgen) was retained by Dufresne Group to conduct an Archeological Resource Assessment (ARA) for the proposed construction of a sidewalk/multi-use path along Church Street, located in Chester, Windsor County, Vermont (Map 1). The Town of Chester has received funding from the State of Vermont, Bicycle and Pedestrian Program to identify issues with construction of a sidewalk/walking path to connect the Main Street sidewalk in the Village Center with the North Street Sidewalk in the Stone Village (Map 2). The proposed cultural resources investigation is required according to Section 106 of the National Historic Preservation Act. The report will be reviewed by the Vermont Agency of Transportation (VTrans).

VTrans requires that all projects under archeological review have a clearly defined area of potential effects (APE) that includes all areas where ground disturbance is proposed and areas that may be affected temporarily or unintentionally, such as staging areas and rights-of-way. Based on the proposed effects listed above, the present study area measures approximately 4,800 feet (1463 m) in length and 50 feet (15 m) in width, resulting in an APE of approximately 0.55 acres (0.22 ha). Hartgen undertook an archeological site file search and background research, and conducted a site reconnaissance of the project area in order to complete the ARA.

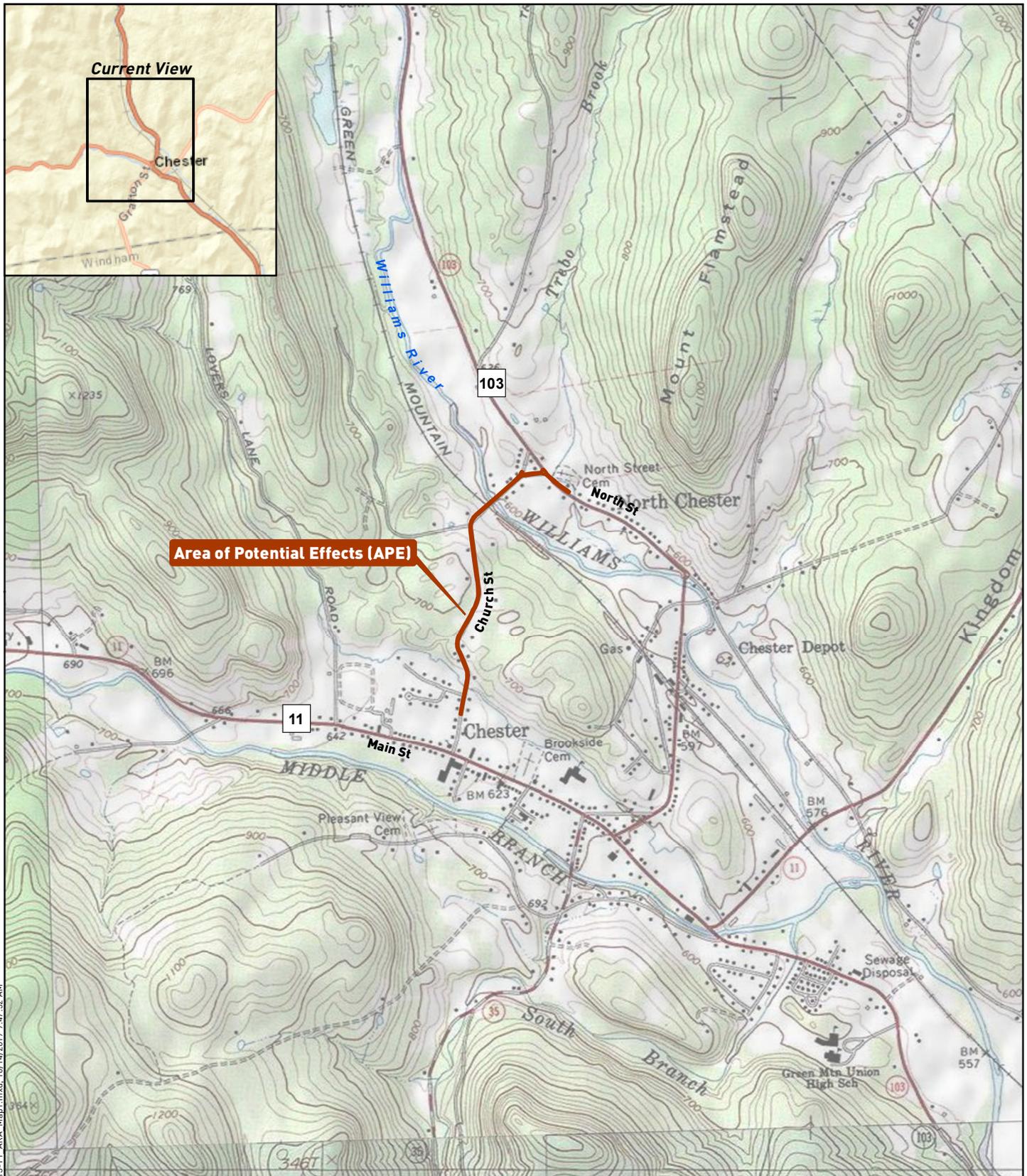
### **Environmental Background**

The ARA objectives are to examine areas of archeological sensitivity based on environmental factors, known site information and historical information for the project APE and the general vicinity as appropriate. A site visit was conducted to observe present land use, photograph existing conditions within the project area, and identify areas of disturbance and areas of archeological sensitivity.

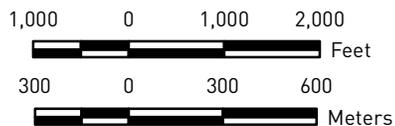
The environment of an area is significant for determining the sensitivity of the project area for archeological resources. Precontact and historic groups often favored level, well-drained areas near wetlands and waterways. Therefore, topography, proximity to wetlands, and soils are examined to determine if there are landforms in the project area that are likely to contain archeological resources. 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 effort is required. Soil conditions can provide a clue to past climatic conditions, as well as changes in local hydrology.

The project area is located on the eastern edge of the Green Mountain physiographic region, and ranges in elevation from approximately 600 feet (183 m) above mean sea level (amsl) at the north and south ends of the project alignment to a height of 680 feet (207 m) in the central section of Church Street. Chester, situated within a triangular river valley of sorts, bordered by the North Branch of the Williams River to the north and east and the Middle Branch of the Williams River to the south and west, is surrounded by steep sided hills and mountains. To the south, east and north are mountains that tower over the town, including Mt. Flamstead which rises to a height of over 1,100 feet (335 m) amsl directly north of North Chester. Even larger mountains are present northwest of town, including Butternut Hill and Ingraham Hill which rise to heights of 1,715 feet (523 m) and 1,948 feet (594 m) amsl, respectively.

The project alignment is directly adjacent to, or crosses over, three separate waterways – Trebb Brook, the Williams River and Lovers Lane Brook. At the northern end of the project alignment, Trebb Brook is located directly adjacent to North Street Cemetery on Route 103 (North Street). A bridge on Church Street spans the Williams River only a few hundred feet south of the Route 103 intersection. A tributary of the Middle Branch, Lovers Lane Brook, flows under the bridge near the southern end of the project APE.



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Note: Contour interval is 20 feet.

Project Location

GIS Services Accessed 10/14/2019:  
 Environmental Systems Research  
 Institute, Inc., World Street Map; National  
 Geographic Society USA Topo Maps Layer

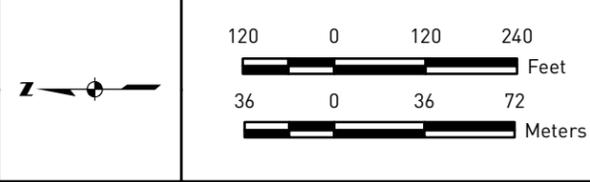


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**Map 1**



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**Legend**

- Area of Potential Effects (APE)
- Alternative 1
- Alternative 2
- Alternative 3

Project Map

Environmental Systems Research Institute, Inc.,  
World Imagery Accessed 10/14/2019

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**Map 2**

The project area contains eight soil types which are related to slope and distance to waterways. The soils at the northern end of the project area, extending from North Street southward on Church Street to the Williams River, are characterized as – Urban land – Colton-Croghan complex, 0-8 per cent slopes (NRCS 2019). This soil type is derived from glaciofluvial deposits located on outwash terraces. Urban land complexes are soils that are extensively influenced by human activity, and are often disturbed through construction and landscaping. The southern side of the Williams River is defined as Croghan and Sheepscot fine sand loam. Four different soil types are found on the slopes in the central and southern portions of the project area, including: Adams loam sand, Peru-Skerry and Colonal soils, and Monadnock and Berkshire soils all at 8-15% slopes and Colton gravelly sand loam 15-25% slopes.

## **DOCUMENTARY RESEARCH**

### **Precontact Research and Sensitivity**

There are no known precontact archeological sites listed in the Vermont Archeological Inventory located within six miles of the project area. The paucity of known precontact sites in the project vicinity is quite likely a result of limited amount of archeological testing rather than the absence of sites, as the Williams River and its many tributaries provide many areas that would have been attractive for precontact occupation.

Completion of the Vermont Division for Historic Preservation (VDHP) predictive model form yields an overall score of 28 for the project area, with a score of 32 or above indicating archeological sensitivity for precontact sites (Appendix 1). The project area received points based on its location within a travel corridor, situated directly adjacent to the Williams River, and Trebb Brook and Lovers Lane Brook, near their confluence with the Williams River. Intact level terraces adjacent to the waterway would be considered to have precontact sensitivity.

There is one level terrace adjacent to Trebb Brook just south of the North Street Cemetery, which, if undisturbed, would have a high sensitivity for precontact resources. However, as noted below in the discussion of historic context, the area has been the site of several historic structures which have been razed or removed, and the area leveled and landscaped. Therefore, this terrace is considered to be disturbed and therefore have a low precontact sensitivity.

The total project also received negative points (-32) for the presence of steep slope and disturbance. The remainder of the areas directly adjacent to the proposed sidewalk alignment are considered to have very low sensitivity for the presence of precontact cultural material. This is based on the presence of sloping terrain, and previously disturbed soils from sidewalk, driveway and road construction, as well as the presence of man-made drainage ditches, utility poles and utilities.

### **Historic Research**

A site file search and review of historic maps of the project area was conducted to attain an overview of the changing historical and environmental landscape within the project area.

### **Archeological Sites, Cemeteries and National Register Sites**

There are two documented historic archeological sites listed on the Vermont Archeological Inventory (VAI) located approximately 3,000 feet to the southeast, in Chester Depot. The Dawson Grist Mill (VT-WN-190) site contains a standing grist mill structure, stone and wood crib-work and dam remnants, and stone mill pond retaining walls. Although portions of this large industrial site, which measures 722 by 197 ft (220 m by 60 m) in area, have been altered, it preserves intact construction features and a large standing structure. The Ippolito Site (VT-WN-191) contains a standing historic domestic structure. Both of these sites may retain intact historic archeological deposits.

The North Street Cemetery is located adjacent to Trebb Brook at the northern end of the project area near the intersection of Route 103 and Church Street. The cemetery, which is still in use, was established in 1816. Over 450 graves are present within the cemetery, which is described as being in excellent condition (Hyde and Hyde 1991). Directly adjacent to Route 103, the cemetery parcel contains a manicured and landscaped lawn which slopes down to Trebb Brook. The main portion of the cemetery is located north of Trebb Brook.

### **Historic Maps**

The study of historic maps included identifying historic structures that may or may no longer be extant, alterations to road and rail systems, and changes in stream and river courses in the project vicinity, and the names of the residents who lived there in those years. The 1856 Doton maps and the 1869 Beers map offer a glimpse of the development of this portion of Chester and North Chester in the second and third quarters of the 19<sup>th</sup> century (Maps 3a, 3b and 4).

The 1856 Doton close-up map of North Chester shows great detail at the northern end of the project alignment, including the location of the North Street Cemetery on the north side of Trebb Brook. South of the brook and cemetery, a blacksmith shop is shown on the north side of the road, which was identified at that time as Main Street (Map 3a).

The 1856 Doton map of the Town of Chester shows the entire Church Road project alignment in detail (Map 3b). Only one structure, the residence of D.H. Hilton is located on the southern or central portion of Church Street. The map shows Church Street traversed by the Rutland and Burlington Railroad just south of the Williams River. Structures shown at the northern end of the alignment include the home of P.O. Sargeant on the west side of the railroad, and a grist mill located between the railroad and the river. Several houses, owned by various members of the Smith family, are shown located between the river and the triangular roadway alignment near the North Street intersection.

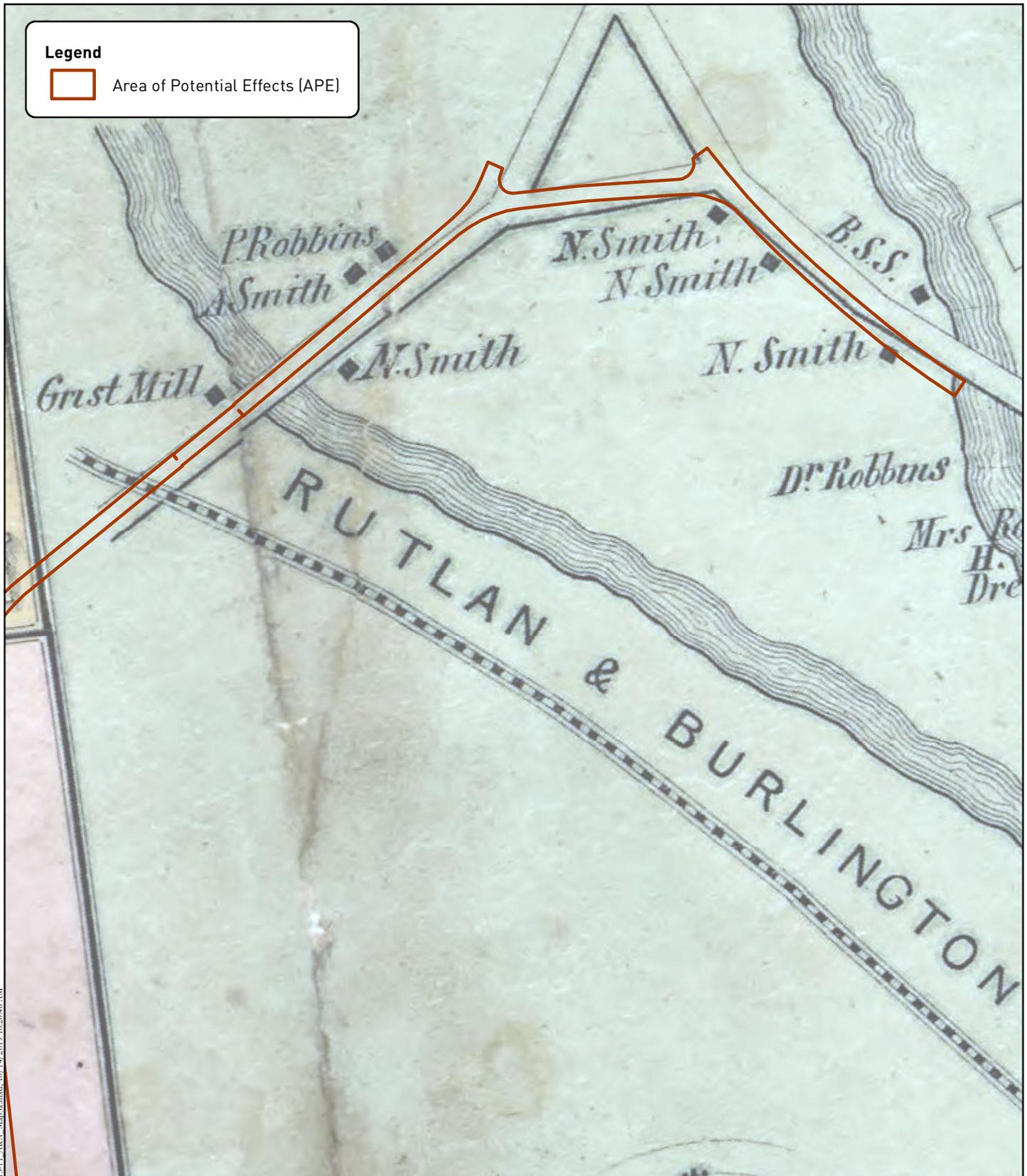
The 1869 Beers map depicts even more detail about house size and alignment of the structures located in North Chester (Map 4). This map shows some changes from the 1856 map, including the name of North Street, and the construction of the large residence of E. Collins in the approximate location of the blacksmith shop that was previously located south of Trebb Brook. The grist mill that was located south of the North Branch of the Williams River is not shown. The greatest difference between the 1856 and 1869 maps is the depiction of a rectangular Common where a triangular set of roads had been shown on the 1856 map. It is unclear whether in 1869 a town common had been planned at this locale, and was depicted on this map. However, it is unlikely that this common existed in this rectangular configuration, as the triangular road configuration shown on the 1856 map is the same as the modern day configuration of roads.

### **CONCLUSIONS AND RECOMMENDATIONS**

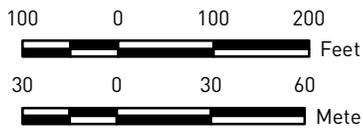
A site visit was made to study existing conditions within the project area including present land use and evidence of prior disturbance. Photographs were taken which characterize the project alignment. Photographs illustrate the typical streetscapes along the project alignment, presented from the south end of the APE to the north (Photos 1-12).

#### *Historic Sensitivity*

The Church Street project area is somewhat varied in character, with a rural residential street with widely spaced 19<sup>th</sup> and early-20<sup>th</sup> century houses, bordered to the south and north by small mid-20<sup>th</sup> century neighborhoods. The 20<sup>th</sup> century neighborhoods exhibit man-made gullies and manicured lawns, likely created through landscaping during the establishment of roads and house lots (Photos 1 and 2). On the south side of Lovers Lane Brook, the terrain is characterized as sloping and/or disturbed (Photo 3). The central portion of the project area exhibits slope along the Church Street roadway, slope leading up to higher



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Historical Map

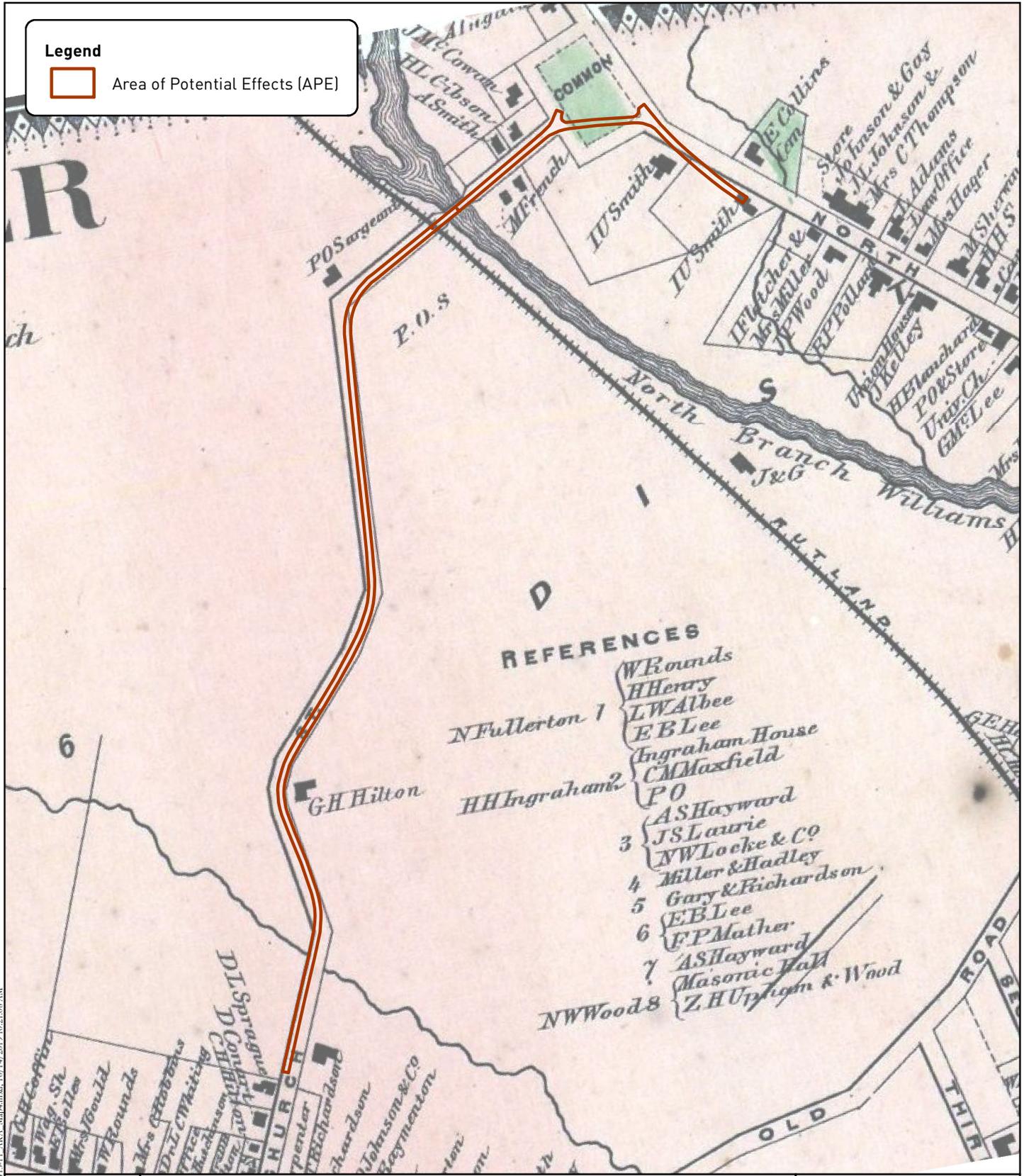
Doton (Village of North Chester) 1856



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**Map 3a**





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Historical Map

Beers 1869

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**Map 4**



**Photo 1.** Photo shows the landscaped lawns and drainage ditch on the west side of Church Street at the southern end of the project alignment. View is to the south.



**Photo 2.** Photo shows the landscaped lawns, driveways and utility poles on the east side of Church Street at the southern end of the project alignment. View is to the south.



**Photo 3.** Photo shows the drainage ditch and fill on the east side of Church Street directly south of the Lovers Lane bridge. The bridge railings are visible on the left. The upward slope of Church Street is visible in the background. View is to the north.

ground where domestic structures are located, and which contains man-made gullies and drainages (Photo 4 and 5). Several sections of historic stone walls were noted along the east side of Church Street (Photo 6). Further to the north, Church Street slopes down to the railroad and the Williams River valley (Photo 7). Areas directly adjacent to the Williams River and the bridge spanning it exhibit moderate to steep slope (Photo 8). On the north side of the Williams River, the Church Street project area is characterized as containing grass lawns with drainage gullies, driveways and utilities (Photo 9).

The North Street portion of the project area contains an imposing 19<sup>th</sup> century structure on the south side of the street, in front of which is an existing sidewalk, as well as a grass lawn with granite boundary markers (Photos 10 and 11). On the north side of North Street is a manicured/landscaped parcel located directly adjacent to Trebb Brook and the North Street Cemetery (Photo 12). This small terrace had been the site of a blacksmith shop and a larger residence in the mid to late 19<sup>th</sup> century, as indicated by historic maps

The historic sensitivity of an area is based primarily on proximity to previously documented historic archeological sites and map-documented structures. While the project alignment is situated near many historic structures, predominantly dating to the mid to late 19<sup>th</sup> century, the proposed sidewalk will be located in the front yards of these structures. Historic features associated with 19<sup>th</sup>-century domestic structures, such as outbuildings, wells and privies were traditionally located in back yards, not in the front yard, within public view. Therefore, the historic sensitivity of the project area is considered to be low.



**Photo 4.** Photo shows Church Street at the top of the rise. Note the grass slope on the lawns leading up to the residences. View is to the north.



**Photo 5.** Photo shows stone drainage feature and gully on the upper portion of Church Street. View is to the north.



**Photo 6.** Photo shows historic stone wall located on the top of the hill on the east side of Church Street. View is to the east.



**Photo 7.** Photo shows the slope leading down to the railroad and Williams River valley. The railing of the bridge over the Williams River is visible in the foreground. View is to the southwest.



**Photo 8.** Photo shows the road fill and sloping ground on the northwest quadrant of the bridge over the Williams River. A train traversing the Rutland and Burlington Railroad is visible in the background. View is to the southwest.



**Photo 9.** Photo shows the streetscape on the east side of Church Street directly north of the bridge crossing the Williams River. View is to the southwest.



**Photo 10.** Photo shows the intersection of Church and North Streets. Note the existing sidewalk on the south side of North Street. View is to the west.



**Photo 11.** Photo shows the south side of North Street in front of a 19<sup>th</sup> century structure. Note the leveled ground surface adjacent to the roadway and the granite markers on the sloping lawn leading up to the historic house. View is to the east.



**Photo 12.** Photo shows lawn on the north side of North Street, directly adjacent to Trebb Brook and the North Street Cemetery. The grass parcel had been the location of a blacksmith shop in the mid-19<sup>th</sup> century, which was replaced by a later 19<sup>th</sup>-century residence, no longer extant. View is to the northeast.

### *Precontact Sensitivity*

The ground surface/terrain directly adjacent to two of the three waterways in the project area— Lovers Lane Brook and the North Branch of the Williams River - exhibits slope or disturbance. Therefore, the precontact sensitivity is considered to be low.

The North Street portion of the project area contains the cemetery on the north side of the road and a 19<sup>th</sup> century structure on the south side. The area directly adjacent to Trebb Brook, the third waterway in the APE, is a relatively level grass lawn area which had been the previous location of a blacksmith shop, and later, a large 19<sup>th</sup> century residence (Photo 12). It is likely that this area has been impacted by historic development, and exhibits a low precontact sensitivity.

The remaining areas directly adjacent to the proposed sidewalk are considered to have low sensitivity for the presence of precontact cultural resources. This is based on the presence of sloping terrain, and previous disturbance, most notably, the presence of some existing sidewalks, driveways, utilities and utility poles.

### *Recommendations*

No further archeological investigation is recommended for the Church Street sidewalk project as presently proposed.

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Church Street Bicycle and Pedestrian Scoping Study  
Town of Chester, Windsor County, Vermont  
Archeological Resource Assessment HAA 5413.11

## **APPENDIX I: VDHP Predictive Model**

**VERMONT DIVISION FOR HISTORIC PRESERVATION**  
**Environmental Predictive Model for Locating Pre-contact Archaeological Sites**

**Project Name**  
**DHP No.**

**County**  
**Map No.**

**Staff Init.**

**Town**  
**Date**

**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	12	
	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>B. LAKES and PONDS (EXISTING or RELICT):</b>			
10) Distance to Pond or Lake	0- 90 m	12	
	90 -180 m	6	
11) Confluence of River or Stream	0-90 m	12	
	90 –180 m	6	
12) Lake Cove/Peninsula/Head of Bay		12	
<b>C. WETLANDS:</b>			
13) Distance to Wetland (wetland > one acre in size)	0- 90 m	12	
	90 -180 m	6	
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	
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	
<b>E. OTHER ENVIRONMENTAL FACTORS:</b>			
19) Caves /Rockshelters		32	
20) <input type="checkbox"/> Natural Travel Corridor <input type="checkbox"/> Sole or important access to another drainage <input type="checkbox"/> Drainage divide		12	
21) Existing or Relict Spring	0 – 90 m	8	
	90 – 180 m	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	
<b>F. OTHER HIGH SENSITIVITY FACTORS:</b>			
24) High Likelihood of Burials		32	
25) High Recorded Site Density		32	
26) High likelihood of containing significant site based on recorded or archival data or oral tradition		32	
<b>G. NEGATIVE FACTORS:</b>			
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	
<b>** refer to 1970 Surficial Geological Map of Vermont</b>			
			<b>Total Score:</b>
<b>Other Comments :</b>			
<b>0- 31 = Archeologically Non- Sensitive</b> <b>32+ = Archeologically Sensitive</b>			

**APPENDIX B**  
**HISTORIC RESOURCES IDENTIFICATION**



c. 1915 photograph view of Church Street, facing northeast (Chester Historical Society).

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HISTORIC RESOURCES IDENTIFICATION  
CHURCH STREET BICYCLE AND PEDESTRIAN SCOPING STUDY  
TOWN OF CHESTER, WINDSOR COUNTY, VERMONT

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## **HISTORIC RESOURCES IDENTIFICATION**

### **Church Street Bicycle and Pedestrian Scoping Study**

Church Street  
Town of Chester  
Windsor County, Vermont

HAA # 5413-11

**Submitted to:**

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October 2019

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## **1 Introduction**

Hartgen Archeological Associates, Inc. (Hartgen) conducted an Historic Resources Identification Assessment for the proposed Church Street Bicycle and Pedestrian Scoping Study located in the Town of Chester, Windsor 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. A site visit was conducted by John Ham on August 7, 2019, to observe and photograph existing conditions within the Project Area.

## **2 Project Location and Description**

The project is for the proposed construction of a sidewalk/multi-use path along Church Street, Dalrymple, and North streets located in Chester, Windsor County, VT.

### **2.1 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 approximately 2.6 acres.

## **3 Historical Background**

Church and Dalrymple streets run in between the village of Chester and North Street (Route 103) in the Town of Chester in the southernmost part of Windsor County. Church Street begins in the Village of Chester, just north of the Williams Middle Branch River and crosses Lovers Lane Brook and then the Williams River before it reaches Dalrymple Street.

A detailed description of the village of Chester was written for the National Register Nomination form for the Chester Village Historic District, also known as the South Village Historic District. Just the south end of Church Street is within the district and is situated in the northern-central most section of this district.

Situated in the narrow valley of the Williams River's Middle Branch, the Chester Village Historic District corresponds to the village center focused on the Green together with related historic development along the dominant east-west axis of Main Street and seven tributary streets. The historic district contains 156 principal buildings, among which only 17 buildings do not contribute to the district's historic character. The architectural styles represented include the Federal, Greek Revival, Italianate Revival, Gothic Revival, Queen Anne/Eastlake, Colonial Revival, and Georgian Revival. Detached houses predominate among the building types with commercial, religious, educational, and agricultural buildings present in limited numbers. Overwhelmingly of wood-framed construction, the buildings generally share temple form and domestic scale with gable facades oriented toward the street; three examples exist of the "snecked ashlar" construction prevalent in the nearby North Village (See Stone Village Historic District, entered in the National Register of Historic Places on May 17, 1974). Although a few intrusions have appeared in recent decades (along with an increasing quantity of synthetic siding), Chester Village retains to an extraordinary extent the integrity of its nineteenth and early twentieth century architectural environment.

The Chester Village Historic District occupies the flat bottomland along the north side of the Middle Branch of the Williams River. The river flows along the base of a ridge whose abrupt slope provides a south backdrop for the village. A similar juxtaposition defines the valley bottom on its north side where a small brook flows essentially parallel to the Middle Branch,

also following the foot of a low ridge (known as Depot Hill, toward its east end). Beyond the village to the west, the valley narrows amid low hills. In the opposite direction, the Middle Branch soon joins the North Branch of the Williams River, and their respective valleys merge into a somewhat broader plain.

The village exhibits a markedly linear plan following the dominant axis of Main Street (Vermont Route 11). That street traces a shallow arc between the southeast and the west/northwest; somewhat inaccurately, its outer reaches have become known as South Main and North Main Streets. Less commonly applied (but less confusing of direction) are the terms “lower Main” (southeast) and “upper Main” (west/northwest); these are used in the National Register nomination to avoid conflict with the geographical orientation of buildings in the historic district.

About one mile of Main Street lies within the boundaries of Chester Village Historic District, and a mixture of building uses occurs along that length. Most of the village's commercial enterprises (and one light industry) are concentrated in the stretch between Maple and Church Streets, with a core of storefronts located along the central Green. Even there, however, residential buildings are interspersed among the commercial properties, a characteristic of the entire street. West of Church Street, Main Street becomes predominantly residential.

Seven subordinate and almost exclusively residential streets intersect Main Street within the historic district: (from east to west) Maple, Depot, Grafton, School, Cobleigh, and Church streets, and Lovers Lane. The intersections occur at irregular intervals, and only the acute angle of Depot Street intersection differs from the perpendicular. Both School and Cobleigh Streets now reach dead-ends at the river, although a foot-bridge enables pedestrians to continue from the former to the hillside neighborhood south of the river. Another short stub street, Canal, intersects School Street; it is the only side street in the historic district that parallels Main Street.

Chester lacks the large central common found in many Vermont villages. Instead, a short central section of Main Street westward from School Street possesses an expanded right-of-way that provides space for a narrow linear Green flanked by parallel travel-ways. The informally landscaped Green has lost its mature shade trees in recent years; young trees of varying heights are now scattered along its length, intermingled with assorted shrubs, signs advertising businesses along the street, and two recent granite war monuments.

The through street passes along the north side of the Green; flanking that street, the landscaped foreground of Brookside Cemetery extends the public green space to the stone Public Tomb and mortared wall that define the cemetery's south edge. Two prominent brick buildings, the Baptist Church and the original Chester Central High School, stand next to the east and west sides of the cemetery, contributing a rather formal dignity to the Green environment. In contrast, a row of closely spaced commercial and residential buildings dominated by the Chester Inn flanks the south side of the Green, standing directly at the edge of the interior street.

Architectural styles ranging from late eighteenth-century Federal to early twentieth-century Georgian Revival are represented in the Chester Village Historic District. Within that spectrum, there exist multiple examples also of the Greek Revival, Italianate Revival, Queen Anne/Eastlake and Colonial Revival styles. Singular examples of the Gothic Revival, French Second Empire, and Romanesque enhance the architectural diversity of the village. Generally the buildings display vernacular interpretations of the styles, often blending together characteristics from different stylistic sources. Only a few examples exist of fully developed high style.

The Federal style buildings account only for a small portion of the total but they assert a visible presence. They usually have a five-bay eaves facade parallel to the street and they happen to

occupy four street corners in the historic district. They dominate the dozen historic brick buildings, holding the highest proportion among the styles expressed in brick. While the Federal style houses are simplified examples, the Congregational Church from 1828-29 demonstrates a more sophisticated interpretation.

The Greek Revival style appears most frequently in the historic district but only in vernacular versions. The basic temple form - oriented toward the street with usually a three bay gable front (several five-bay versions also exist, reflecting the lingering Federal influence) occurs repeatedly along village streets, but usually displays only a sparse sample of typical classical details. The four historic stone buildings (dating from 1841 to 1850) in the historic district share that rather austere form.

The middle nineteenth century Italianate Revival seems to have aroused Chester's fancy for the decorative. As the Greek Revival provided the basic form, the Italianate contributed the decoration. Cornice bracket bay windows, and porches with paneled pillars mark the numerous buildings from that period, although most have lost the polychromatic paint schemes that accentuated the ornament. Frederick Fullerton's imposing Italianate Revival villa exhibits the most highly developed expression of any style in the historic district. The Hilton House was remodeled from an earlier dwelling into the district's only example of French Second Empire design.

However exuberant the Italianate Revival, it was only the prelude to the outburst of ornament that the Queen Anne precipitated in Chester during the late nineteenth century. The William Pollard House constitutes the superlative example, displaying a veritable builder's catalogue of turned and molded components applied to porches, balconies, and polygonal tower. That decorative treatment affected numerous other houses to a lesser degree.

Classical sobriety was restored in Chester village after the turn of the century, taking the forms of the Colonial and Georgian Revivals. Several buildings that had previously carried Italianate decoration were transformed with columned "porticoes" and related classically derived features. The gambrel roof was revived for certain new buildings, including the Chester Inn in 1921.

The scale of buildings in the Chester Village Historic District approaches uniformity, being overwhelmingly of one or two-and-one-half stories; the three-story inn is the largest exception. A similar preponderance exists among the principal materials of those buildings. Wood framing and sheathing accounts for a very high proportion; brick ranks a distant second (twelve historic buildings); and stone a token third (only four historic buildings). Brick and stone contribute not only diversity of materials but also of color to a village now awash in white. The polychromatic paint schemes common in the latter half of the nineteenth century have been mostly overpainted during the present century.

Among the various types of buildings in the historic district, those of residential nature comprise the overwhelming majority. Detached single-family houses continue to predominate; however, in recent years, many of the larger houses have been adapted to contain apartments. Also, several houses near the village center have been converted partly or wholly to commercial uses. These include an architecturally important group east of the Green: the James Pollard, William Pollard, Henry Crocker, and Hugh Henry Houses. In most such cases, the houses have not yet been subjected to serious exterior alteration.

The other building types in the historic district are represented by many fewer examples. The nineteenth century commercial buildings largely emulate residential counterparts in scale and form, and, in several cases, combine commercial and residential uses on the lower and upper stories, respectively. Four churches, three former schools (now converted to other uses) three

service stations/garages, two industrial buildings, and a hotel contribute diversity if not always architectural distinction to village streetscapes.

The general condition of buildings in the historic district ranges from fair to excellent, with -a large majority being maintained in good condition.

Facade lines and building setbacks vary somewhat along the streets in the historic district. Generally the oldest houses are situated closest to the streets, reflecting the narrow travel-ways used by early 19th century horse-drawn traffic. The religious and public buildings, together with the more pretentious later 19th century houses, are set farther back from the streets to provide more impressive grounds.

The village streets are partially shaded by dwindling numbers of mature deciduous trees, principally maple and elm. Once dominant at least in physical stature, the latter species has nearly disappeared in recent decades to the Dutch elm disease. The maples have also suffered heavy mortality for several reasons, old age and stresses inflicted by highway salt and encroaching pavement being paramount. Generally the dead trees have not been replaced; instead, the utility poles and wires that were largely concealed by the foliage have emerged to dominate the streetside environment.

Increasing traffic along Main and other through streets – especially heavy trucks following Vermont Routes 11 and 103 - exerts a variety of deleterious effects on the historic district. The associated noise, fumes, and dirt have rendered virtually uninhabitable porches fronting the streets, a principal factor in the trend toward deferred maintenance and removal of those significant architectural features. Random parking of vehicles along the edges of streets has caused marked erosion of the landscaped medians that delineate the pedestrian space of sidewalks and the front grounds of buildings. The barren ragged margins detract noticeably from the overall appearance of the streetscape; during the summer of 1984, the Town of Chester began to install granite curbing along central Main Street to overcome the problem.



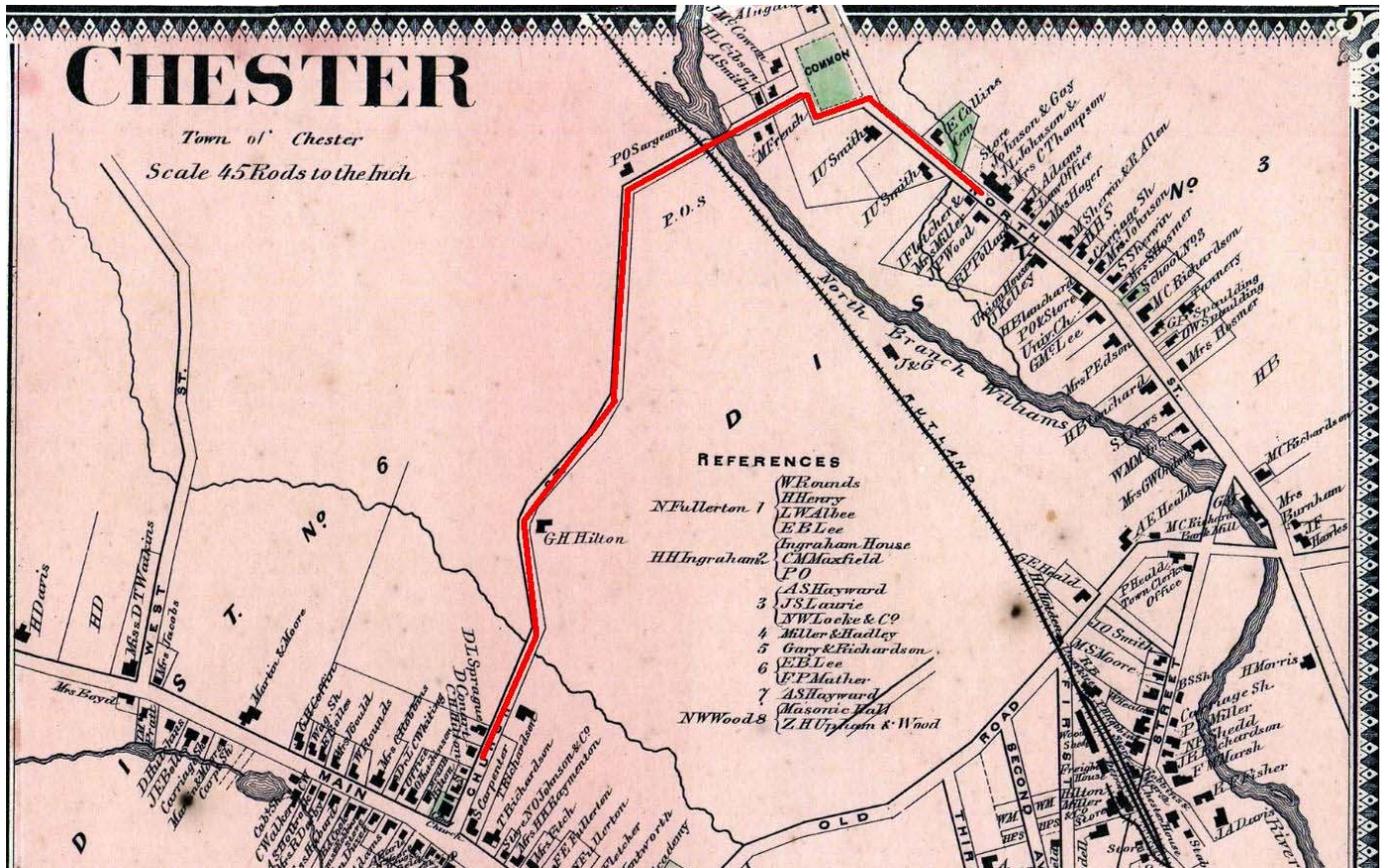


Figure 3. The approximate project APE outlined on the 1869 Beers Atlas of Windsor County, Vermont (Beers 1869).

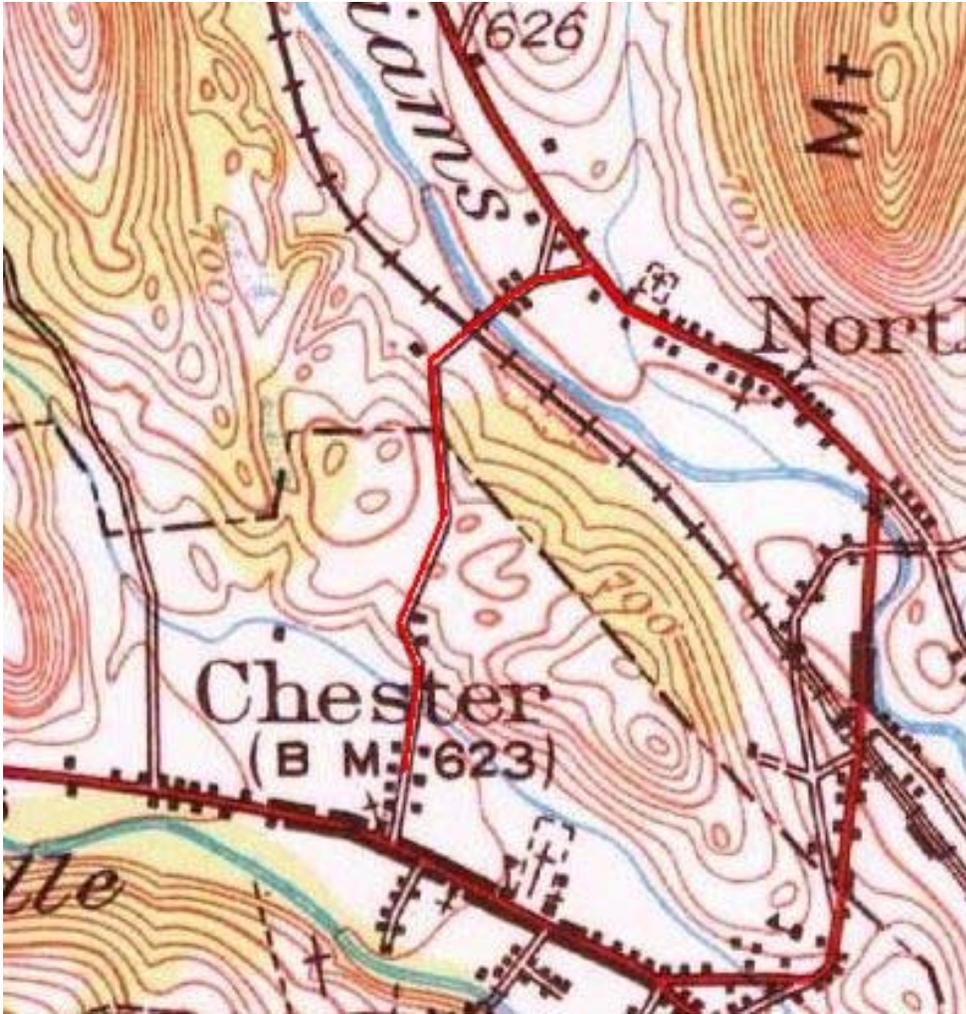


Figure 4. The approximate project APE outlined on the 1929 *Ludlow* 15 minute topographic quadrangle (USGS 1929).

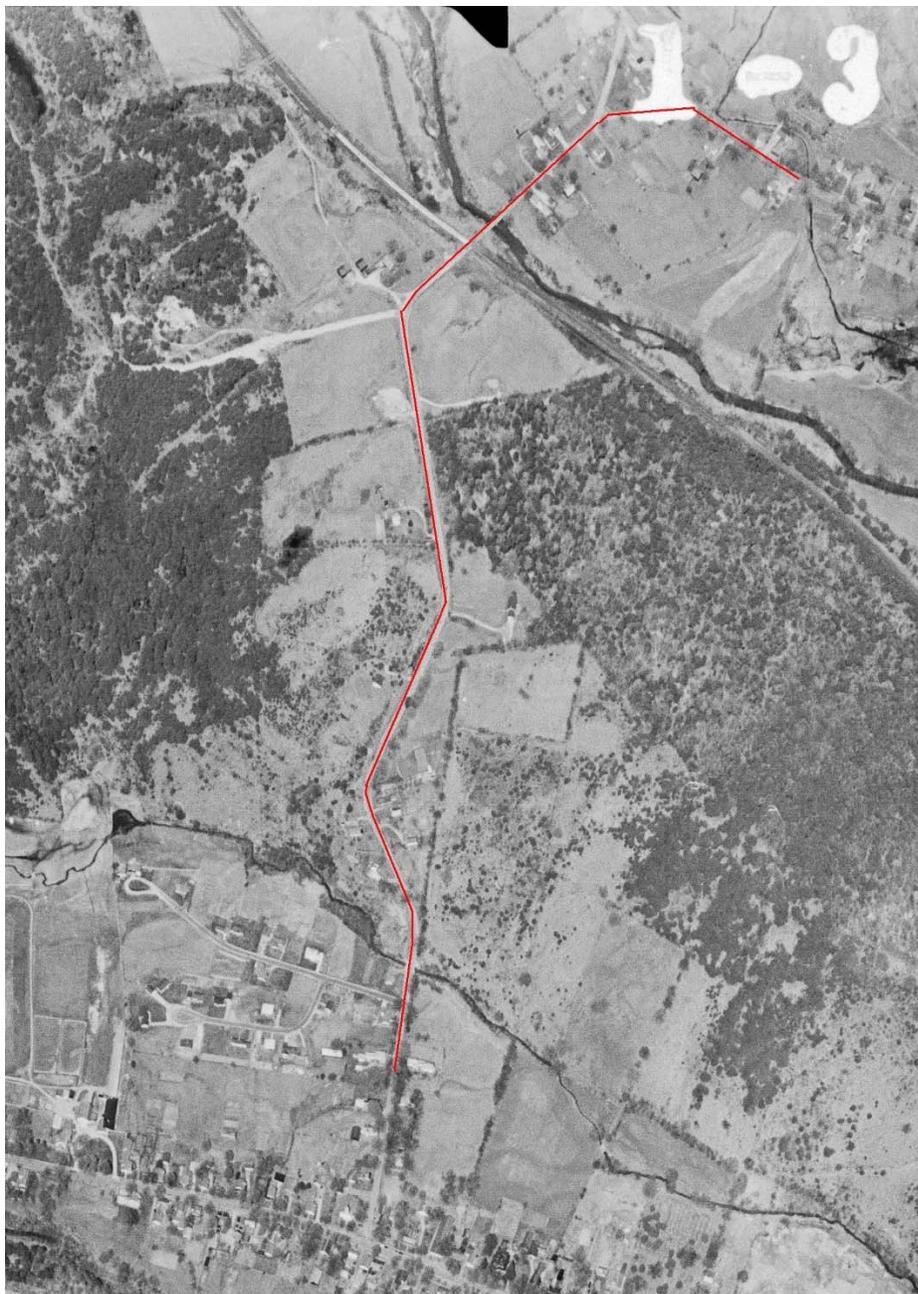


Figure 5. The approximate project APE outlined on a 1956 aerial photograph (USGS 1956).

### 3.1 Historical Map Review

Approximately seven out of the thirty six resources involved in this study were constructed prior to 1856 (Figure 2). Structure 12 at 683 Church Street was illustrated on the 1856 Doton map as the home of “P. O. Sargeant” (Doton 1856). Farmer, Phineas Osgood Sargeant (1793-1876) and his wife Mary Duncan Sargent (1809-1908) occupied this home with their children for several decades (Ancestry.com). Both Structures 16 and 17 (831 and 857 Church Street) were also constructed before 1856. Both structures were depicted on the 1856 Doton map. Structure 16 was the home of “A. Smith” while Structure 17 was owned by “P. Robbins.” Philemon Robbins was listed in the population census as a harness maker. He lived in this home with his wife, Martha until his death in 1862 (Ancestry.com). Structure 19 (North Street Cemetery) was created in 1816 (Vermont Old Cemetery Association 2019). According to the 1856 Doton landowner map, “N. Smith” was the owner

of Structure 21 situated at 401 North Street and also the owner of Structure 22 located at 449 North Street. Nathaniel Smith was a farmer in this area at this time (Ancestry.com). Structure 32 at 308 Church Street was labeled as that of the house of “D. H. Hilton.” Dearborn H. Hilton was a merchant in the town of Chester at this time as well as a distinguished citizen (Aldrich and Homes 1891:690; Doton 1856).

Roughly 5 resources were constructed between 1856 and 1929. These are the buildings at 125 Church Street (Structure 1), 810 Church Street (Structure 25), 788 Church Street (Structure 26), 278 Church Street (Structure 33), and 126 Church Street (Structure 36). They all can be seen on the 1929 *Ludlow* 15 minute topographic quadrangle (USGS 1929) (Figure 4).

Eleven of the resources involved in this study were built between 1929 and 1956. 15 Meadow Road (Structure 2), 187 Church Street (Structure 3), Lovers Lane Brook Bridge (Structure 4), 265 Church Street (Structure 5), 303 Church Street (Structure 6), 527 Church Street (Structure 9), 579 Church Street (Structure 10), 509 North Street (Structure 18), 842 Church Street (Structure 24), 454 Church Street (Structure 29) and 340 Church Street (Structure 31) can all be viewed on a 1956 aerial image (USGS 1956) (Figure 5).

Thirteen resources were built after 1956. These are: 349 Church Street (Structure 7), 405 Church Street (Structure 8), 85 Marcs Drive (Structure 11), the Williams River Bridge (Structure 13), 805 Church Street (Structure 14), 803 Church Street (Structure 15), 412 North Street (Structure 20), 45 Dalrymple Street (Structure 23), 604 Church Street (Structure 27), 554 Church Street (Structure 28), 424 Church Street (Structure 30), 222 Church Street (Structure 34), and 160 Church Street (Structure 35).

### **3.2 Previously Surveyed Properties**

A total of 36 resources, located within or adjacent to the project APE, were surveyed for this study (Table 1). An examination of the files at VDHP identified one NR listed (NRL) property and two SR listed (SRL) structures within or adjacent to the APE. According to the Chester Village Historic District NRL form, both Structure 1 and Structure 36 were found to be contributing structures within this district (Henry 1984). Two resources (Structures 21 and 22) are listed as part of the Vermont State Listed Stone Village Historic District (Fisher 1977). One resource, Structure 12 at 683 Church Street, has been individually listed on the State Register (Fisher 1977). Thirty one buildings have not previously been surveyed.

**4 Streetscape Views**



Photo 1. Church Street, Structure 1 in view, facing northeast.



Photo 2. Church Street, Structure 4 in view, facing north.



Photo 3. Church Street, Structure 13 in middle background, facing northeast.



Photo 4. Looking west down Dalrymple Street from the intersection with North Street (Route 103).

## **5 Architectural Descriptions**

### **5.1 Structure 1. 125 Church Street— Former Congregational Parsonage - Reverend Henry Ballou House**

Structure 1 (Photo 5 and Photo 6) was built c. 1872 according to the NRL form for the Chester Village Historic District (Henry 1984). This building is a contributing property within the NRL Chester Village Historic District. According to the 1984 NRL Form, this building was originally the Congregational Church Parsonage, also known as the Reverend Henry Ballou House. It was described in the nomination form

The Congregational parsonage until purchased (after a long occupancy and pastorate) by the Reverend Henry Ballou in 1918, this substantial 2½ -story, wood-framed and clapboarded house has its slate-shingled gable roof oriented perpendicular to the street. The 3-bay main (east) gable facade possesses a right sidehall entrance with 2/3-length sidelights and a segmental-arched fanlight, the other fenestration consists of 2/2 sash. A Colonial Revival veranda with columns and dimension balustrade extends four bays across the east facade and continues half-way along the 3-bay south eaves elevation; it was rebuilt or extended c.1920 from an earlier porch limited to the east front. A 2-story curved bay window illuminates the north eaves elevation.

An 1 ½ story rear (west) wing carries steeply pitched twin wall dormers on the south slope of its roof and a small entrance pavilion on the south elevation. The wing links to a clapboarded carriage barn offset southward with a double-leaf entrance on its east gable front.

The garage was constructed c. 1920 and was also described in the NRL form as

A wood-framed and novelty-sided garage with a slated gable roof stands southwest of the house; six-leaf paneled doors enter its east gable front.

The house has undergone no changes since the above description and accompanying photograph were generated (Figure 6). It sits on a stone foundation and retains its slate roof and wood clapboard exterior. Mature plantings surround the house.

This structure is listed on the National Register as part of the Chester Village Historic District. It continues to retain a high level of integrity and to contribute to that district.



Photo 5. Structure 1, 125 Church Street, facing northeast.



Photo 6. Structure 1, 125 Church Street, facing southwest.



Figure 6. 1984 picture of Structure 1 (Henry 1984).

## 5.2 Structure 2. 15 Meadow Road

Maps document the construction of Structure 2 (Photo 7, Photo 8) as having occurred between 1929 and 1956 (USGS 1929, 1956). This building was not depicted on the 1929 *Ludlow* 15 minute topographic quadrangle, but it was photographed on a 1956 aerial image (Figure 7). According to the Grand List for the town of Chester, this house was built in 1952.

Structure 2 is situated at the southwest corner of the intersection of Church Street and Meadow Road. Meadow Road was constructed between 1929 and 1950. The first mention of Meadow Road is located in a 1950 directory street listing (H. A. Manning Co. 1950).

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed for its potential for eligibility to the National Register of Historic Places.

The house is a one-story wood-frame dwelling, rectangular in plan and it sits on a concrete block foundation. It has a standing-seam metal roof and is covered with vinyl siding. It is presently undergoing alterations. (Photo 8). A one-bay gable-roofed garage is attached via breezeway. Mature trees and plantings are located on the property.

Structure 2 is not considered to be eligible for listing on the National Register. A building of simple form such as this would need to retain a high level of integrity; the loss of the original exterior sheathing and ongoing alterations have compromised its integrity to the period of its initial construction.



Photo 7. Structure 2. 15 Meadow Drive, facing northwest.



Photo 8. Structure 2. 15 Meadow Drive, facing southwest.



Figure 7. 1956 aerial showing the location of Structure 2 and Meadow Road (USGS 1956).

### 5.3 Structure 3. 187 Church Street

Maps document the construction of Structure 3 (Photo 9 and Photo 10) as having occurred between 1929 and 1956 (USGS 1929, 1956). This building was not depicted on the 1929 *Ludlow* 15 minute topographic quadrangle, but it was photographed on a 1956 aerial image. According to the Grand List for the town of Chester, this house was built in 1941.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

A one-story wood-framed house of L-shaped plan with intersecting gable roofs, this house occupies a concrete block foundation. While it retains its original 8-over-8 double-hung wood sash, its sheathing has been replaced with vinyl siding and it has a recent standing-seam metal roof. A one-bay wood-frame gable-entry garage with hinged carriage doors is attached to the house via a gable-roofed open breezeway.

Alterations to the exterior finishes, including the replacement of original sheathing and roofing materials, and replacement of the original breezeway posts, have significantly altered the appearance of this structure. It is not eligible for listing on the National Register due to loss of integrity to its period of construction.



Photo 9. Structure 3, 187 Church Street, facing northeast.



Photo 10. Structure 3, 187 Church Street, facing southwest.

#### 5.4 Structure 4. Lovers Lane Brook Bridge, Church Street

Structure 4 (Photo 2, Photo 11 and Photo 12). This bridge was constructed in 1938 after the previous bridge was lost in a hurricane in that year (Patch 2019).

This bridge has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 4 is a single-span cast-in-place concrete bridge with combination cast-in-place concrete and iron tube railings, all of which appear to be original. The bridge plaque was not located. The bridge retains a high level of integrity to its period of construction.

As an example of WPA-era bridge construction associated with the 1938 hurricane, this bridge is eligible for listing on the National Register, with State significance.



Photo 11. Structure 4, Lovers Lane Brook Bridge, facing southwest.



Photo 12. Structure 4, Lovers Lane Brook Bridge, facing north.

### 5.5 Structure 5. 265 Church Street

Maps document the construction of Structure 5 (Photo 13) as having occurred between 1929 and 1956 (USGS 1929, 1956). This building was not depicted on the 1929 *Ludlow* 15 minute topographic quadrangle, but it was photographed on a 1956 aerial image (Figure 8). According to the Grand List for the town of Chester, this house was built in 1940.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 5 is a one-story wood-framed ranch style house, of rectangular plan on a banked concrete foundation, with a two-story wood-frame addition that has a one-bay garage at the lower level. Both the main block and addition have side-gable roofs, and are sheathed with vinyl siding. The roof is covered with standing seam metal, and the windows have been replaced with recent vinyl sash. Mature trees and plantings are located on the property.

Structure 5 is not eligible for listing on the National Register due to alterations to its sheathing, doors, and windows.



Photo 13. Structure 5, 265 Church Street, facing northwest.



Figure 8. 1956 aerial showing the location of Structure 5 on Church Street (USGS 1956).

### 5.6 Structure 6. 303 Church Street

Maps document the construction of Structure 6 (Photo 14) as having occurred between 1929 and 1956 (USGS 1929, 1956). This building was not depicted on the 1929 *Ludlow* 15 minute topographic quadrangle, but it appears in an aerial photograph taken in 1956. Visual inspection suggests a construction date of c. 1930.

This building has not been included in any previous survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

The house is one story in height, of wood frame construction and has a side-gable roof. Entrance is via a small gable-roofed porch centrally located on the principal elevation. The roof of the house is covered with corrugated

metal sheeting; that of the porch is covered with asphalt shingles. The house is sheathed with clapboards and occupies a pargeted concrete foundation. Changes to Structure 6 include the partial enclosure and rebuilding of the entrance porch and replacement of the original sash with vinyl windows. A porch on the east elevation was enclosed at an early date.

A granite hitching post is situated at the southeast corner of the house and mature trees and plantings are located on the property.

Structure 6 is not eligible for listing on the National Register due to alterations to its porch and replacement of its original sash, both of which compromise its integrity to the period of its construction.



Photo 14. Structure 6, 303 Church Street, facing southwest.

#### 5.7 Structure 7. 349 Church Street

Maps document the construction of Structure 7 (Photo 15 and Photo 16) as having occurred between 1972 and 1992. It was not shown on the 1972 *Chester* 7.5 minute topographic map, but was photographed on a 1992 aerial image (USGS 1972, 1992). According to the Grand List for the town of Chester, this house was built in 1986.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 7 is a two-story wood-framed dwelling with side-gable roof, with a poured concrete foundation. The house is sheathed with clapboards and has an asphalt shingle roof. Windows are of various sizes, but are typically double-hung sash. A wood-frame garage is associated with the house on the property.

Constructed in 1986, Structure 7 is not eligible for listing on the National Register due to insufficient age.



Photo 15. Structure 7, 349 Church Street, facing northwest.



Photo 16. Associated garage for Structure 7, 349 Church Street, facing northwest.

#### 5.8 Structure 8. 405 Church Street

Aerial photography document the construction of Structure 8 (Photo 17 and Photo 18) as having occurred between 1992 and 2003 (USGS 1992, 2003). After visual inspection of this building, it could be determined that this building was built c. 1995.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 8 is a one-story wood-frame cape-style single-family dwelling. It is rectangular in plan and has a side-gable roof covered with asphalt shingles. The house is sheathed with clapboards and sits on a concrete foundation. A wood-frame wood storage shed with shed roof is associated with the house.

Structure 8 was constructed c. 1995 and is thus ineligible for listing on the National Register due to insufficient age.



Photo 17. Structure 8, 405 Church Street, facing southwest.



Photo 18. Wood shed associated with Structure 8, facing northwest.

## 5.9 Structure 9. 527 Church Street

Maps document the construction of Structure 9 (Photo 19 and Photo 20) as having occurred between 1929 and 1956 (USGS 1929, 1956). This building was not depicted on the 1929 *Ludlow* 15 minute topographic quadrangle, but it was photographed on a 1956 aerial image (Figure 8). According to the Grand List for the town of Chester, this house was built in 1950.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 9 is a one-and-one-half story wood frame single-family gable entry dwelling with a substantial leanto addition. The street elevation (east end) of the house has a large expressed brick chimney. Wall dormers are centered on the north and south elevations. Windows are single or paired double-hung sash, and are divided into six-over-six or eight-over-eight lights. The house sits on a concrete foundation, is sheathed with aluminum siding and has an asphalt shingle roof. A two-bay gable-entry wood-frame garage, sheathed with clapboards on front and with German or novelty siding on the secondary elevations, is associated with the house. It sits on a concrete foundation and has an asphalt shingle roof. Mature trees and plantings are located on the property.

Installation of the aluminum siding has removed most of the exterior window and door architraves, and has resulted in the covering or removal of roof-edge mouldings as well. This structure is not eligible for listing on the National Register due to these losses in integrity to its period of construction.



Photo 19. Structure 9, 527 Church Street, facing west.



Photo 20. Garage associated with Structure 9, facing northwest.



Figure 9. 1956 aerial showing the location of Structure 9 (USGS 1956).

#### 5.10 Structure 10. 579 Church Street

Aerial photography document the construction of Structure 10 (Photo 21) as having occurred between 1956 and 1971 (USGS 1956, 1971). According to the Grand List for the town of Chester, this house was built in 1956.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 10 is a one-story ranch-style dwelling with side-gable roof, of wood frame construction and is covered with wood shingles. It sits on a banked concrete block foundation; an addition contains a one-bay garage at

the basement level. The house is roofed with asphalt shingles. Alterations to the original form of the house include a large enclosed sun room, and replacement of the original sash and changes to their location and form.

Structure 10 is not eligible for listing on the National Register due to significant alterations, which have compromised its integrity to its period of construction.



Photo 21. Structure 10, 579 Church Street, facing west.

#### 5.11 Structure 11. 85 Marcs Drive

Aerial photography documents the construction of Structure 11 (Photo 22) as having occurred between 1971 and 1992 (USGS 1971, 1992). According to the Grand List for the town of Chester, this house was built in 1981.

This building has not been included in any survey previously conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

The house consists of a rectangular one-story log dwelling with inset porch extending across its front (north) elevation. The side-gable roof is covered with metal. Mature plantings are associated with the house, together with a detached garage.

This structure is not eligible for listing on the National Register due to insufficient age.



Photo 22. Structure 11, 85 Marcs Drive, facing south.

#### 5.12 Structure 12. 683 Church Street

According to the 1973 state register from for this property, Structure 12 was constructed in 1803 for Samuel Sargent (Fisher 1973). Reverend Samuel Sargeant, originally from Woburn, Massachusetts, relocated to Chester, Vermont and lived in this house before it was transferred to his son, P. O. Sargent (Figure 10) (Doton 1856; Hurd 1890:420). Farmer, Phineas Osgood Sargeant (1793-1876) and his wife Mary Duncan Sargent (1809-1908) occupied this home with their children for several decades (Ancestry.com).

This building has not previously been surveyed as part of a nomination to the National Register of Historic Places.

This building was previously surveyed in 1973 by Courtney Fisher and was individually listed on the Vermont State register. It was named the Thomas Clark House for the owner of the building at that time. The building was described in the nominating documentation as

An example of a 2½ story, wood frame, Georgian style house with, originally, two symmetrically positioned interior chimney stacks and with a Georgian first floor plan. The house is in a good state of original preservation but has been extensively restored and remodeled.

The house was erected by Samuel Sargent, the son of Jabez Sargent, who was the first permanent settler in the town of New Flamstead, and the brother of Jabez Sargent, Jr., who erected the Jeffrey Mouse in 1797 (see Chester Survey No. 1407-18).

Since last surveyed in 1973, additional substantial alterations have occurred to the building. These include the removal of the original entrance and its replacement with a window, and the construction of two substantial additions, which together nearly triple the size of the original structure. The additions do not use the same window type or detailing as the original portion of the structure, which is now relegated to a secondary status. While retaining importance for its association with the family of the first settlers in the town, the Sargent house no longer retains sufficient integrity to be considered eligible for listing on the National Register.



Photo 23. Structure 12, 683 Church Street, facing northwest.

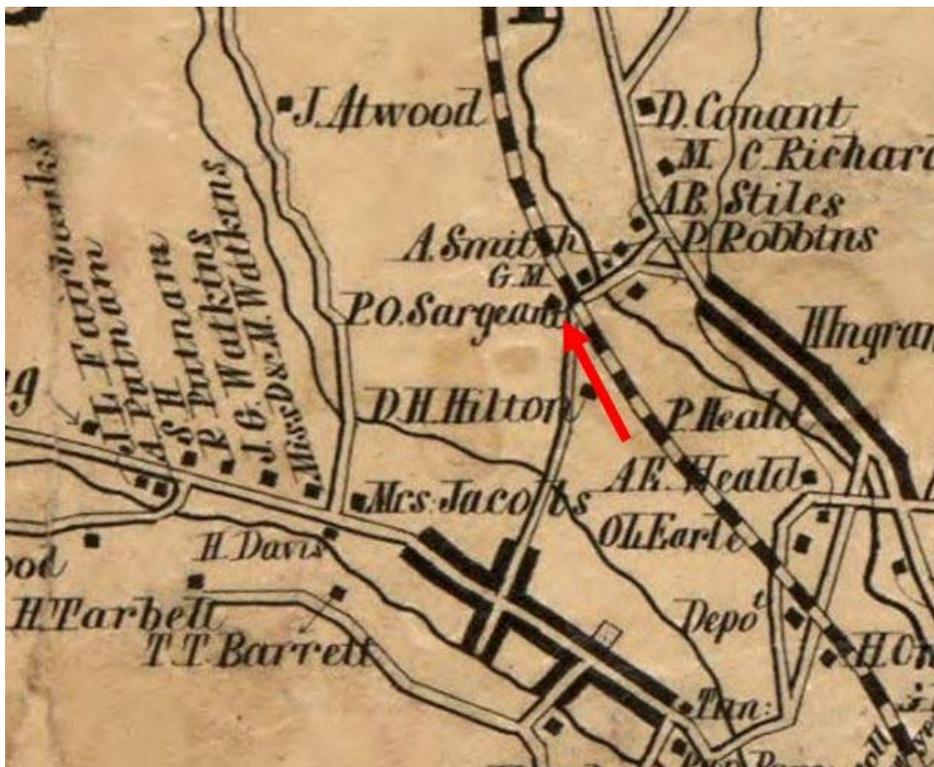


Figure 10. 1856 map of Windsor County, Vermont showing the location of Structure 12 [Doton 1856].

**5.13 Structure 13. Williams River Bridge, Church Street**

Structure 13 (Photo 24 and Photo 25) was constructed between 2004 and 2005 according to the Chester Town Clerk (Aldrich 2019).

This structure has not been included in any previous survey conducted for the Vermont State Register or the National Register.

A two-span steel truss bridge with concrete deck and central support, this bridge was constructed in 2004-2005. It is not eligible for listing on the National Register due to insufficient age.



Photo 24. Structure 13, Williams River Bridge, facing southwest.



Photo 25. Structure 13, Williams River Bridge, facing northwest.

#### 5.14 Structure 14. 805 Church Street

Aerial photography document that construction of Structure 14 (Photo 26) as having occurred between 1956 and 1971 (USGS 1956, 1971). According to the Grand List for the town of Chester, this house was built in 1958.

This building has not been included in any previous surveys conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Initially constructed as a one-story side-gable wood-frame ranch style single-family dwelling, a substantial two-story frame addition with cross-gable roof, incorporating two garage bays at its first floor level, was constructed c. 2000. The remodeled house is sheathed with vinyl siding, sits on a concrete foundation and has an asphalt shingle roof.

Extensive alterations and additions that have substantially changed the form of the building. It is not eligible for listing on the National Register due to loss of integrity to its period of construction.



Photo 26. Structure 14, 805 Church Street, facing northwest.

#### 5.15 Structure 15. 803 Church Street

Aerial photography document that the construction of Structure 14 (Photo 27) as having occurred between 1956 and 1971 (USGS 1956, 1971). According to the Grand List for the town of Chester, this house was built in 1959.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 15 is a one-story wood-frame ranch style house with attached single-bay garage. It has clapboard siding and an asphalt shingle roof, and sits on a concrete block foundation. Although it retains most of its original features, the house lacks sufficient distinguishing characteristics for eligibility on the National Register.



Photo 27. Structure 15, 803 Church Street, facing southwest.

#### 5.16 Structure 16. 831 Church Street

Maps document the construction of Structure 16, (Photo 28 and Photo 29) as having occurred prior to 1856 (Doton 1856). Although the Grand List for the town of Chester indicated that this house was built in 1820, visual inspection of Structure 16 suggests a date closer to c. 1840 for its construction. According to the 1856 Doton and 1869 Beers landowner maps, “A. Smith” resided in this house during these years (Doton 1856, Beers 1869).

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 16 is a wood-frame one-story gable entry single family dwelling with side passage. It is three bays in width and has a slightly jettied gable end wall. A one-and-one-half story frame addition appears to date to the late 19<sup>th</sup> or early 20<sup>th</sup> century. The house is rectangular in plan, is sheathed with clapboards, and sits on a pargeted stone foundation. Its roof is covered with asphalt shingles. A brick chimney is located at the roof ridge, near the center of the oldest part of the structure. A second, concrete block, chimney is attached to the west face of the house. A gable-roofed dormer is located on the west face of the roof. An enclosed porch is located on the east face of the house. A detached carriage barn, one story with gable entry and sheathed with clapboards, is associated with the house. Windows on both structures are 2-over-2 double hung sash, and probably date to the late 19<sup>th</sup> or early 20<sup>th</sup> century. The house and its outbuilding are sited among mature plantings.

Structure 16 is eligible for listing on the National Register, having significance at the state level. It is a largely intact and representative example of a vernacular village cottage, constructed in the second quarter of the 19<sup>th</sup> century.



Photo 28. Structure 16, 831 Church Street, facing northeast.



Photo 29. Structure 16, 831 Church Street, facing northwest.

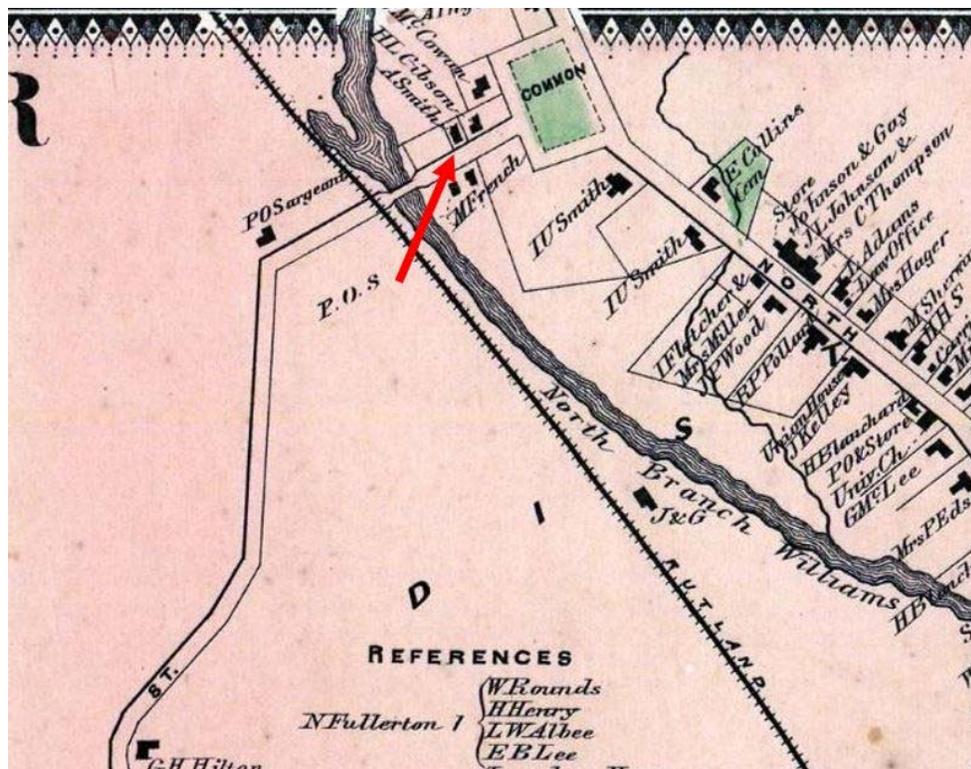


Figure 11. 1869 Beers atlas showing the location of Structure 16 [Beers 1869].

#### 5.17 Structure 17. 857 Church Street

Maps document the construction of Structure 17 (Photo 30 and Photo 31) as having occurred prior to 1856. According to the Grand List for the town of Chester, this house was built in 1940 which is most likely the date that this house was greatly altered from its original appearance. Visual inspection of the structure suggests a c. 1855 initial construction date.

According to the 1856 Doton landowner map, “P. Robbins” resided in this house at that time. Philemon Robbins was listed in the population census as a harness maker. He lived in this home with his wife, Martha until his death in 1862 (Ancestry.com). By 1869, H. L. Gibson had taken over the ownership of Structure 17 (Doton 1856, Beers 1869).

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 17 is a one-story wood-frame single-family dwelling with inset porch, and has a stone foundation. It is sheathed with clapboard and has an asphalt shingle roof. It has replacement 6-over-6 double-hung sash and many of its windows have been altered in size and location. If this structure dates to the 19<sup>th</sup> century, it has been substantially altered. Similarly, if it represents a dwelling built on the same site or same foundation in 1940, it has also been altered significantly, since the window replacements and reconfiguring occurred within the past 20 years. The house is sited among mature plantings. Two granite posts are situated on either side of the entrance.

Structure 17 is not eligible for listing on the National Register due to substantial alterations that have changed its form, and window sizes, and types.



Photo 30. Structure 17, 857 Church Street, facing northwest.



Photo 31. Structure 17, 857 Church Street, facing northeast.

#### 5.18 Structure 18. 509 North Street

Maps document the construction of Structure 9 (Photo 32) as having occurred between 1929 and 1956. This building was not depicted on the 1929 *Ludlow* 15 minute topographic quadrangle, but it was photographed on a 1956 aerial image (USGS 1929, 1956). According to the Grand List for the town of Chester, this house was built in 1955.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 18 is a one-story wood-frame dwelling, rectangular in plan with a hipped roof, and a gable-roofed enclosed entrance porch. A one-bay hipped roof garage (the door of which has recently been covered over) is attached to the house via a gable-roofed breezeway, now enclosed. All sit on a concrete foundation. The house has a brick chimney located on the west slope of its asphalt-shingled roof. It is presently covered with vinyl siding and the original windows have been replaced with vinyl sash. A number of the original window placements have been altered in the process.

Structure 18 is not eligible for listing on the National Register due to its having undergone substantial replacement of its character-defining features, including changes to its fenestration, entrance porch, breezeway, and exterior sheathing.



Photo 32. Structure 18, 509 North Street, facing southwest.

#### 5.19 Structure 19. North Street Cemetery

Maps document the construction of Structure 19 (Photo 33 and Photo 34) as having occurred prior to 1856 (Doton 1856). According to the Vermont Old Cemetery Association, this cemetery was first used in 1816 and contains 450 graves (Vermont Old Cemetery Association 2019).

The cemetery has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Graves in the cemetery are generally arranged in rows. A curved drive that passes through the site is not paved. There are no amenities, such as gates, fences, caretaker's cottage, chapel, or receiving vault. The landscape is largely undifferentiated, being marked only by the graves and scattered mature trees.

Although the cemetery contains a collection of memorial monuments spanning 200 years, the site lacks significant characteristics such as pathways or standing structures, and does not evidence intentional planning with respect to its landscape. It is not considered eligible for listing on the National Register due to a lack of character-defining features.



Photo 33. Structure 19, North Street Cemetery, facing northeast.



Photo 34. Structure 19, North Street Cemetery, facing northeast.

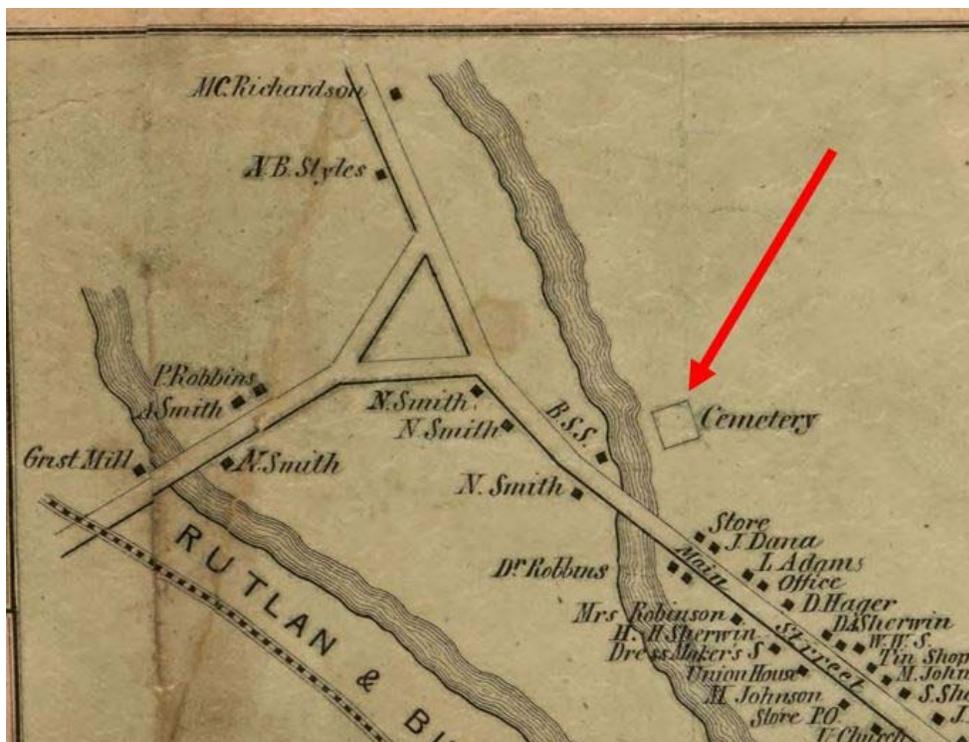


Figure 12. 1856 Doton map showing the location of Structure 19 (Doton 1856).

#### 5.20 Structure 20. 412 North Street

Structure 20 (Photo 35) is a garage situated at this address. No house stands on this parcel. After visual inspection of this building, it could be determined that it was built c. 1970.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 20 is a one-bay gable-entry garage. It is wood-framed and is sheathed with builder's fabric (it appears to be in the middle of a renovation). It has a metal roof and occupies a concrete foundation. This structure may be related in use to the adjacent North Street Cemetery (Structure 19).

Structure 20 is not eligible for listing on the National Register due to lack of sufficient age and integrity to its period of construction.



Photo 35. Structure 20, 412 North Street, facing northeast.

#### 5.21 Structure 21. 401 North Street

According to the 1973 state register form for the Stone Village Historic District, Structure 21 (Photo 36) was constructed c. 1830 (Fisher 1973). According to the 1856 Doton landowner map, “N. Smith” was the owner of this house during that year. Nathaniel Smith was a farmer living in this area with his wife, Lydia (Ancestry.com). By 1869, “I. U. Smith” had taken over the ownership of Structure 21 (Doton 1856, Beers 1869). Ira U. Smith, son of Nathaniel and Lydia Smith, was a carpenter in the town of Chester at this time (Ancestry.com).

This building has never been surveyed as part of a nomination to the National Register of Historic Places. A survey conducted in 1973 by Courtney Fisher determined it to contribute to the Stone Village Historic District. It was described by that survey as a “1½ -story, wood frame, Greek Revival style house” at that time (Figure 14). Since that survey was undertaken the house has been subjected to a number of alterations. These include changes to its fenestration (the present windows are vinyl), changes to the size and location of windows and doors, replacement of its porches and their decks, and resheathing of the house with vinyl siding. The house has a metal roof and sits on a stone foundation. Mature plantings are associated with the house.

While the house retains enough integrity to continue to contribute to the Vermont State Register Listed Stone Village Historic District, it does not retain sufficient integrity to be individually eligible for listing on the National Register.



Photo 36. Structure 21, 401 North Street, facing southwest.

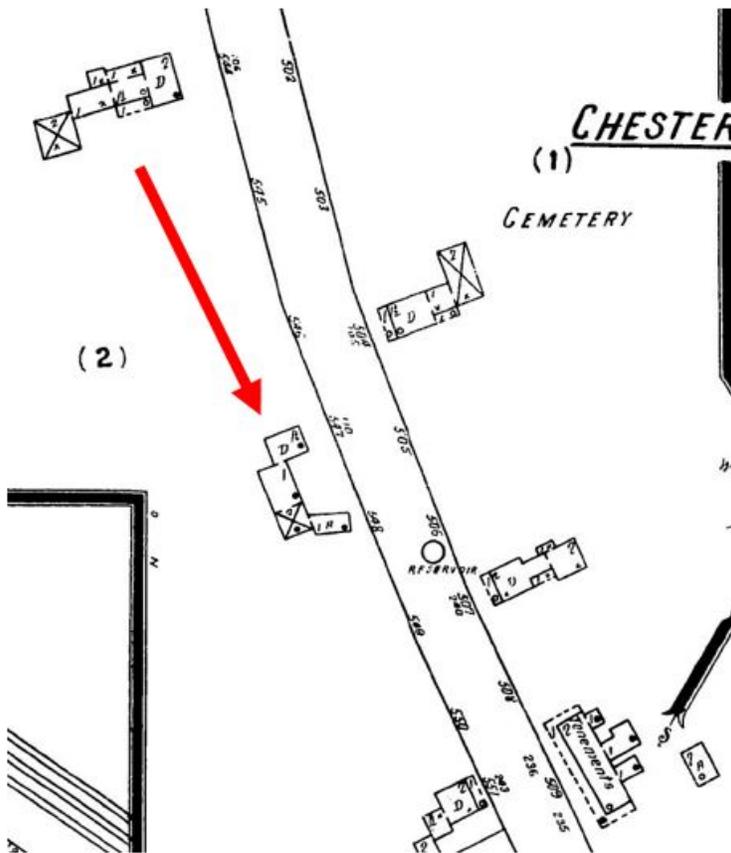


Figure 13. View of Structure 21 on a 1925 Sanborn map (Sanborn Map Company 1925).



Figure 14. 1973 photograph of Structure 21 (Fisher 1973).

#### 5.22 Structure 22. 449 North Street

According to the 1973 state register form for the Stone Village Historic District, Structure 22 (Photo 37) was constructed c. 1820 (Fisher 1973). According to the 1856 Doton landowner map, “N. Smith” was the owner of this house during that year. Nathaniel Smith was listed as a farmer in the population censuses living with his wife, Lydia (Ancestry.com). By 1869, “I. U. Smith” had taken over the ownership of Structure 21 (Doton 1856, Beers 1869). Ira U. Smith, son of Nathaniel and Lydia Smith, was a carpenter in the town of Chester at this time (Ancestry.com).

This building has not been previously surveyed as part of a nomination to the National Register of Historic Places. It was surveyed as part of the Stone Village Historic District in 1973, when it was identified as a contributing structure in that district. At that time it was described as a “2 ½ story, wood frame, Federal style I-house with a hip roof.”

Comparison between a photograph taken as part of that survey and one taken for the present survey demonstrates that Structure 22 has retained the high level of integrity documented in 1973, and remains essentially as recorded at that time. It is a two-story, five-bay wide center passage dwelling with hipped roof, with a small crossgable above the center bay. The entrance with flanking sidelights is sheltered by a gable-roofed porch supported on corner posts. The house sits on a stone foundation, is sheathed with clapboards and has an asphalt shingle roof. Mature plantings are associated with the house.

Structure 22 retains a high level of integrity to its period of construction and is an excellent example of its type. It is eligible for listing on the National Register under Criterion C.



Photo 37. Structure 22, 449 North Street, facing southwest.

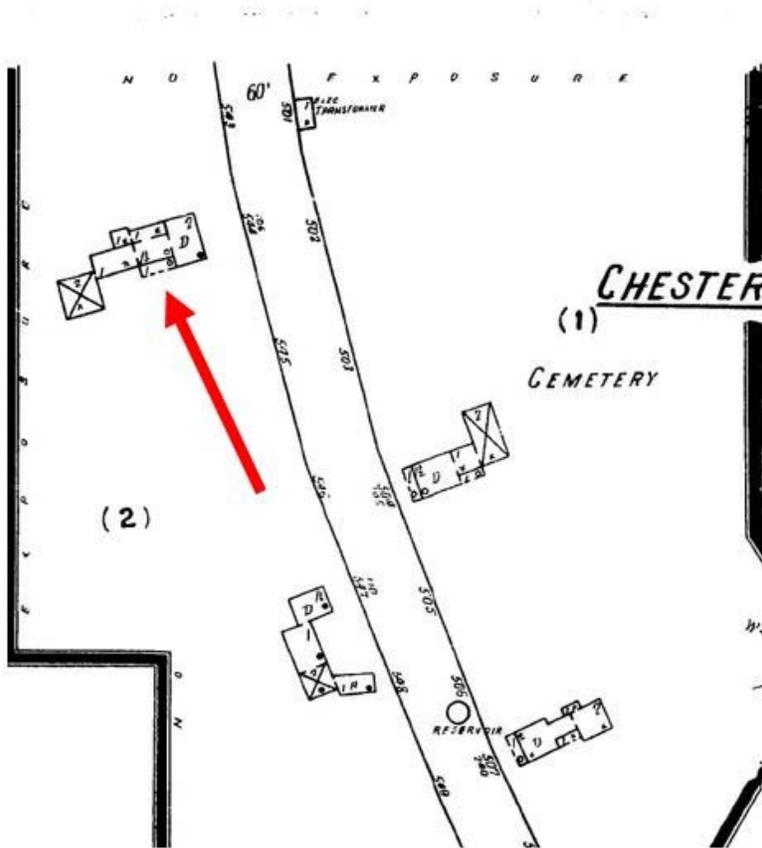


Figure 15. View of Structure 22 on a 1925 Sanborn map [Sanborn Map Company 1925].



Figure 16. 1973 photograph of Structure 22 (Fisher 1973).

### 5.23 Structure 23. 45 Dalrymple Street

Aerial photography documents the construction of Structure 23 (Photo 38 and Photo 39) as having occurred between 1971 and 1992 (USGS 1971, 1992). According to the Grand List for the town of Chester, this house was built in 1986.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

The house consists of a wood-frame gambrel-roofed structure, rectangular in plan and resting on a concrete block foundation. The roof is of metal, and the house is covered with clapboards. An associated one-story wood-frame gable-entry garage is also located on the property.

Structure 23 is not eligible for listing on the National Register due to insufficient age.



Photo 38. Structure 23, 45 Dalrymple, facing south.



Photo 39. Garage associated with Structure 23, 45 Dalrymple, facing southeast.

#### 5.24 Structure 24. 842 Church Street

Maps document the construction of Structure 24 (Photo 40) as having occurred between 1929 and 1956 (USGS 1929, 1956). This building was not depicted on the 1929 *Ludlow* 15 minute topographic quadrangle, but it was photographed on a 1956 aerial image. According to the Grand List for the town of Chester, this house was built in 1900, but that date is not supported by mapping. Visual inspection conducted for this survey suggests a construction date of c. 1930 for Structure 24.

This building has not been included in any previous survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 24 is a two-story wood-frame side-gable dwelling, sheathed in vinyl or aluminum siding and sitting on a parged concrete foundation. It has an asphalt shingle roof with a central brick chimney. A one-story enclosed porch with hipped roof extends across the north (street) elevation, and a latticed covered entrance is located on the side (west) face of the building. Windows throughout are undivided double-hung sash and are recent vinyl replacements.

Structure 24 does not retain sufficient integrity to its period of construction to be considered eligible for listing on the National Register. Late-20<sup>th</sup> or early 21<sup>st</sup> century alterations have removed or covered its exterior details, altering its character.



Photo 40. Structure 24, 842 Church Street, facing southeast.

#### 5.25 Structure 25. 810 Church Street

Maps document the construction of Structure 25 (Photo 41 and Photo 42) as having occurred between 1869 and 1929 (Beers 1869; USGS 1929). This building was not depicted on the 1869 Beers atlas, but it was pictured on the 1929 *Ludlow* 15 minute topographic quadrangle (Figure 17). According to the Grand List for the town of Chester, this house was built in 1870; this accords with the results of a visual inspection undertaken for this survey..

This building has not been included in any previous survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 25 is a one-and-one-half gable-entry wood-frame building, three bays in width with a side-passage entrance. Windows and doors have board architraves with pedimented lintels. The entrance is flanked by sidelights; the original sidelights are present but partially obscured by fixed storm sash. The original windows have been recently replaced with six-over-six double-hung vinyl sash, but these do not detract from the overall appearance of the house, and fill the original sash openings. A small octagonal window has been added to the south elevation. A one story wing appears to date to the 19<sup>th</sup> century and has a gable-roofed entrance porch on its south face. The house sits on a stone foundation and has a galvanized metal roof. A small brick chimney

is located near the top of the north slope of the roof, near the center of the dwelling. A two-bay wood-frame, gable-entry garage of late-20<sup>th</sup> century construction date is associated with the house on its site.

Structure 25 is eligible for listing on the National Register under Criterion C. Loss of its original sash has not significantly altered the appearance of this dwelling, which remains an excellent example of a cottage from the third quarter of the 19<sup>th</sup> century.



Photo 41. Structure 25, 810 Church Street, facing southeast.



Photo 42. Structure 25, 810 Church Street, facing southwest.

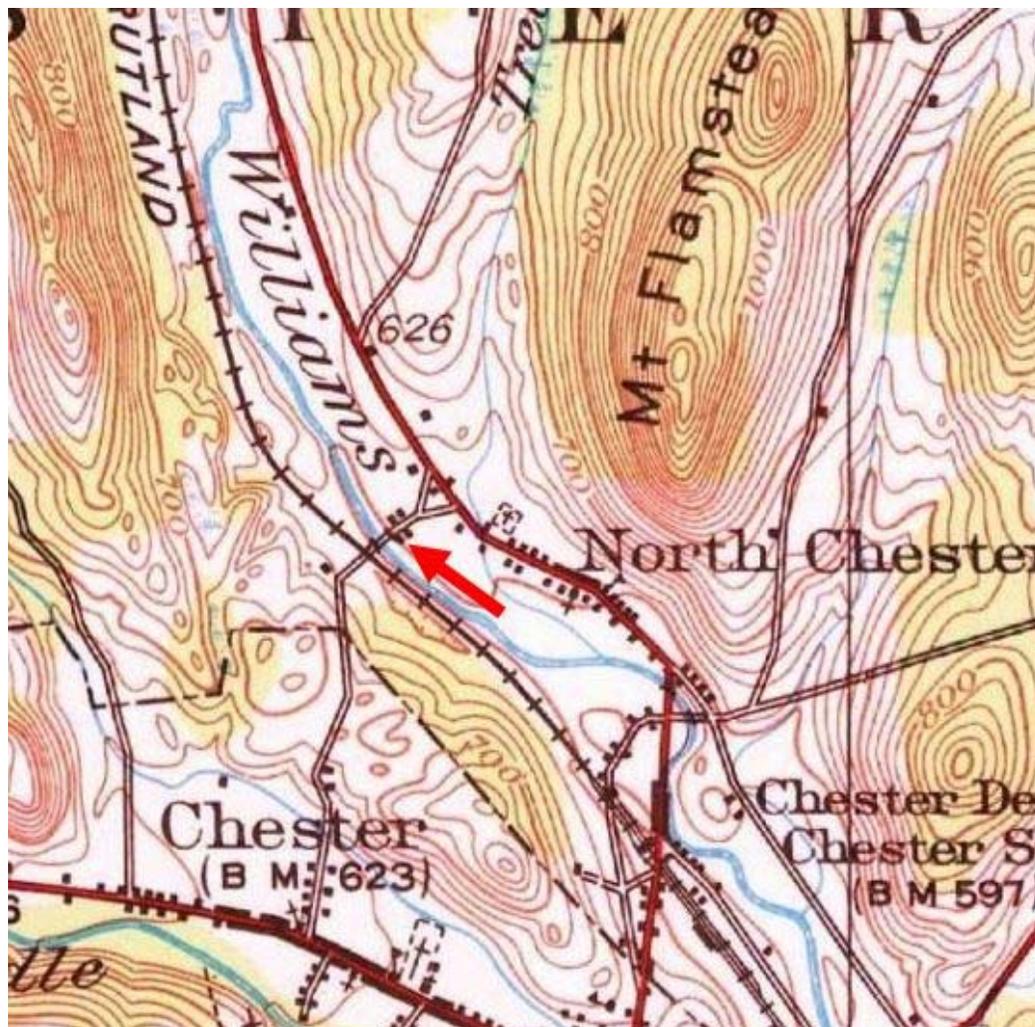


Figure 17. View of Structures 25 and 26 on the 1929 Ludlow 15 minute topographic quadrangle (USGS 1929).

#### 5.26 Structure 26. 788 Church Street

Maps document the construction of Structure 26 (Photo 43) as having occurred between 1869 and 1929 (Beers 1869; USGS 1929). This building was not depicted on the 1869 Beers atlas, but it was pictured on the 1929 *Ludlow* 15 minute topographic quadrangle (Figure 17). The Grand List for the town of Chester assigns an 1890 construction date to this house; visual inspection suggests a build date of c. 1900.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 26 is a one-and-one-half story wood-frame gable-entry cottage with hipped roof enclosed porch extending the width of its street (north) elevation. The porch and sheathing appear to be additions made to the house c. 1935. The house is sheathed in cement-asbestos shingles and has double-hung sash with two-over-two and six-over-one divisions. Recent work has removed much of the west slope of the roof together with its fascia and cornice. The roof is now covered with asphalt shingles on one face (east) and with metal on the other and has a membrane roof on its porch. Dense foundation plantings made determination of the foundation type impossible.

This structure is not considered to be eligible for listing on the National Register. Removal of portions of its original roof and associated details, together with the poor state of preservation of remaining elements, have compromised the integrity of this cottage.



Photo 43. Structure 26, 788 Church Street, facing southwest.

#### 5.27            **Structure 27. 604 Church Street**

Structure 27 (Photo 44 and Photo 45) consists of two separate buildings. The first building was built between 1956 and 1971. This date was determined after examining aerial photographs of the area between these years (USGS 1956, 1971). According to the Grand List for the town of Chester, this house was built in 1958. The second structure was constructed between 2006 and 2008. This date was also determined by analyzing aerial photography.

These structures have not been included in any previous survey conducted for the Vermont State Register. Neither have they been surveyed as part of a nomination to the National Register of Historic Places.

The smaller, and earlier-built of the two buildings on this site is a one-story wood-frame ranch dwelling, constructed in 1958. It has a low-slung side-gable roof and is sheathed with board and batten siding. It has an asphalt shingle roof. The second structure (built between 2006 and 2008), which may be a barn, a studio, or a second dwelling, is one-and-one-half stories in height and has a steep gable roof. It is wood-framed and has a standing seam metal roof.

The ranch dwelling has been extensively altered, probably when the secondary structure was built, since its exterior detailing now matches that structure. Windows, doors and exterior sheathing were all replaced, so that today it bears little resemblance to a typical house of its type and period. Because of these alterations it is not considered to be eligible for listing on the National Register.



Photo 44. Structure 27, 604 Church Street, facing northeast.



Photo 45. Structure 27, 604 Church Street, facing southeast.

#### 5.28 Structure 28. 554 Church Street

Aerial photography document the construction of Structure 28 (Photo 46 and Photo 47) as having occurred between 1992 and 2003 (USGS 1992, 2003). According to the Grand List for the town of Chester, this house was built in 1996.

This building has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

A split-level wood-frame single-family house of T-shaped plan, with intersecting gable roofs, this dwelling has an asphalt shingle roof, is sheathed with vinyl siding and rests on a concrete foundation.

Structure 28 is ineligible for listing on the National Register due to insufficient age.



Photo 46. Structure 28, 554 Church Street, facing southeast.



Photo 47. Structure 28, 554 Church Street, facing northeast.

### 5.29            **Structure 29. 454 Church Street**

Maps document the construction of Structure 29 (Photo 48) as having occurred between 1929 and 1956 (USGS 1929, 1956). This building was not depicted on the 1929 *Ludlow* 15 minute topographic quadrangle, but it was photographed on a 1956 aerial image (USGS 1956). According to the Grand List for the town of Chester, this house was built in 1951.

This building has not been included in previous surveys conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 29 is a one-story side-gable center-passage house with flanking wings, one of which contains a garage. Three-sided bay windows with casement sash flank the entrance bay, which is slightly recessed. The house has an asphalt shingle roof with brick chimneys straddling the ridge at both ends. The house is covered with vinyl siding and the original windows have been replaced with vinyl sash. The house sits on a concrete foundation.

Structure 29 has lost significant aspects of its integrity, and does not now retain any original exterior finishes. It is not considered to be eligible for listing on the National Register.



Photo 48. Structure 29, 454 Church Street, facing southeast.

### 5.30            **Structure 30. 424 Church Street**

Aerial photographs document the construction of Structure 30 (Photo 49) as having occurred between 2003 and 2008 (USGS 2003, 2008). According to the Grand List for the Town of Chester, this house was built in 2005.

This building has not been included in any previous survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

A one-story wood-frame house with irregular massing and plan form, Structure 30 incorporates a two-bay garage within its gable and hipped roof mass. A large monitor is a distinctive feature of this dwelling.

This structure is not eligible for listing on the National Register due to insufficient age.



Photo 49. Structure 30, 424 Church Street, facing northeast.

### 5.31 Structure 31. 340 Church Street

Maps document the construction of Structure 31 (Photo 50) as having occurred between 1929 and 1956 (USGS 1929, 1956). This building was not depicted on the 1929 *Ludlow* 15 minute topographic quadrangle, but it was photographed on a 1956 aerial image (USGS 1956). According to the Grand List for the town of Chester, this house was built in 1953.

This house has not been included in any survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 31 is a one-story side-gable ranch style house with attached one-bay garage. It is of wood frame construction, sits on a concrete foundation and has a metal roof. A central chimney is located on the roof ridge. The house is sheathed with a combination of vertical siding, wood shingles and stone veneer. Alterations to the house since its initial construction include replacement of some of its windows, replacement of the garage door, and changes to the exterior sheathing and roofing materials.

Structure 31 is not considered to be eligible for listing on the National Register due to alterations in its windows, exterior sheathing and roofing materials.



Photo 50. Structure 31, 340 Church Street, facing northeast.

### 5.32 Structure 32. 308 Church Street

Historical maps document the construction of Structure 32 (Photo 51, Photo 52, and Photo 53) as having occurred prior to 1856, although according to the Grand List for the town of Chester, this house was built in 1900. After visual inspection of Structure 32, a build date in the mid-19<sup>th</sup> century appears likely.

According to the 1856 Doton landowner map, “D. H. Hilton” and his family resided in this house during that time. Dearborn H. Hilton was a merchant in the town of Chester at this time as well as a distinguished citizen (Aldrich and Homes 1891:690). By 1869, the ownership of Structure 32 was transferred over to his son “G. H. Hilton” (Figure 18) (Doton 1856, Beers 1869). George H. Hilton was a merchant like his father (Ancestry.com).

This building has not been included in any previous survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 32 is a one-and-one-half story wood-frame cottage with side-gable roof and attached wing and carriage barn. The house sits on a stone foundation and is sheathed with wood shingles. The principal elevation is three bays in width, with the central door being offset. The door is sheltered by a flat roof supported on Italianate scrolled brackets. The wing has an inset porch, now enclosed. All components of the complex have asphalt shingle roofs. A brick chimney is located near the center of the roof just below the ridge. A large five-window shed-roofed dormer lights the upper floor of the carriage barn. Windows are of several forms and types although most are double-hung sash in either six-over-six, two-over-two or undivided light configurations. A two-bay gable-entry garage of wood frame construction is associated with the house.

Alterations to the house during the 20<sup>th</sup> century include the introduction of paired sash on the west elevation, enclosing of the porch and expansion of the wing to the north, and introduction of the shed-roofed dormer on the carriage barn. Structure 32 is situated among mature trees.

Structure 32 does not retain sufficient integrity to be eligible for listing on the National Register. However, it may be eligible for listing on the Vermont State Register.



Photo 51. Structure 32, 308 Church Street, facing northeast.



Photo 52. Structure 32, 308 Church Street, facing southeast.



Photo 53. Structure 32, 308 Church Street, facing east.

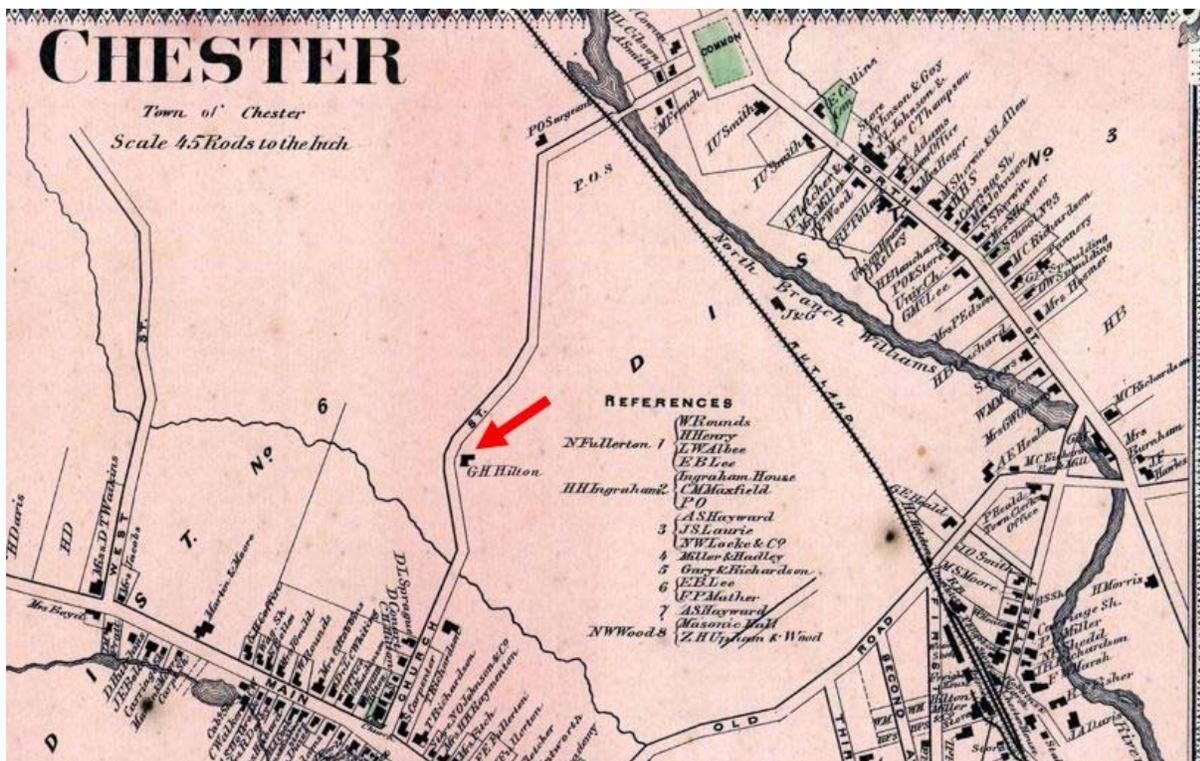


Figure 18. View of Structure 32 on the 1869 Beers atlas (Beers 1869).

### 5.33 Structure 33. 278 Church Street

Historical maps document the construction of Structure 33 (Photo 54) as having occurred between 1869 and 1929 (Beers 1869; USGS 1929). This building was not depicted on the 1869 Beers atlas, but it was pictured on the 1929 Ludlow 15 minute topographic quadrangle (Figure 19). According to the Grand List for the town of

Chester, this house was built in 1920. Visual inspection of this house suggests a slightly later construction date, c. 1925 or later.

This house has not been included in any previous survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 33 is a one-story wood-frame gable entry bungalow with one-story hipped roof porch extending across its street (southwest) elevation. Paired double-hung sash flank the central entry. The porch has a shingled kneewall and its open-tailed rafter roof is supported on four tapered wood columns. The house is also sheathed with shingle and has a metal roof and sits on a concrete block foundation. A brick chimney is attached to the south elevation. Mature trees and plantings are located on the property.

Structure 33 has been altered by the introduction of new vinyl sash windows, new sheathing (the shingles do not appear to be original), and changes to the fenestration pattern on its secondary elevations. It is not eligible for listing on the National Register due to loss of integrity.



Photo 54. Structure 33, 278 Church Street, facing northeast.

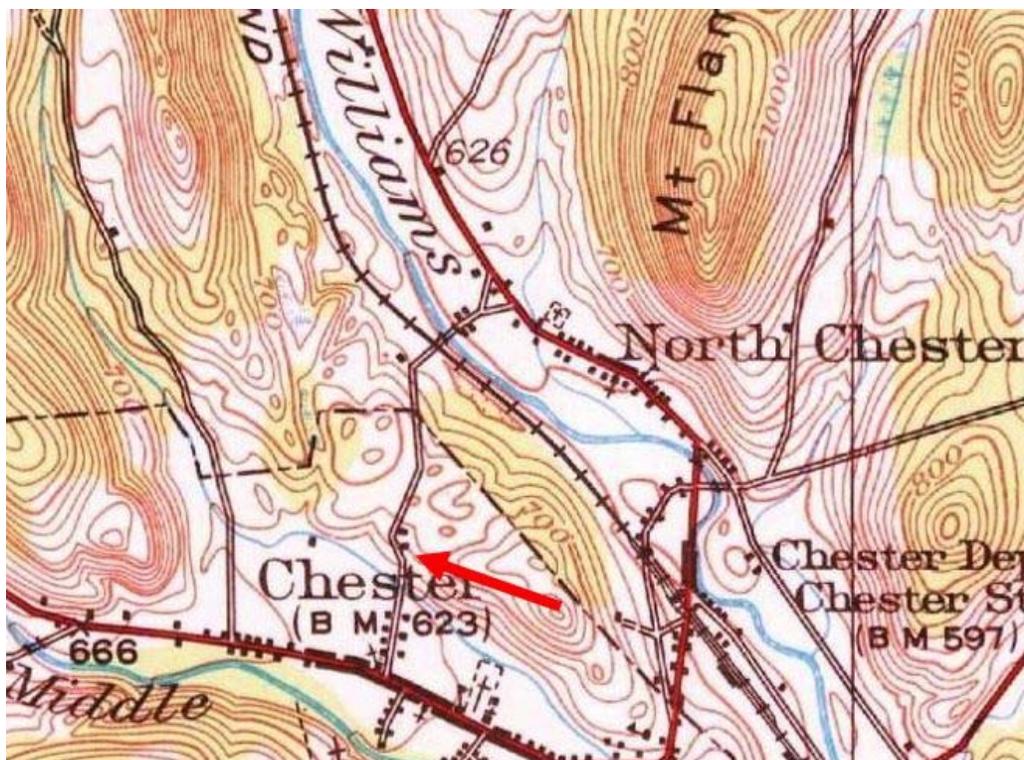


Figure 19. View of Structure 33 on the 1929 Ludlow 15 minute topographic quadrangle (USGS 1929).

#### 5.34 Structure 34. 222 Church Street

Aerial photography document the construction of Structure 34 (Photo 55) as having occurred between 1956 and 1971 (USGS 1956, 1971). According to the Grand List for the town of Chester, this house was built in 1961.

This house has not been included in any previous survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 34 is a one-story ranch style single family dwelling. It has a side-gable roof that is covered with asphalt shingles, is of wood-frame construction and sits on a concrete block foundation. It is sheathed with wood siding. Its windows have been replaced with vinyl sash and have been altered in size and type. The garage door has also been replaced. Mature trees and plantings are located on the property.

Structure 34 lacks sufficient integrity to its period of construction to qualify for listing on the National Register.



Photo 55. Structure 34, 222 Church Street, facing southeast.

### 5.35 Structure 35. 160 Church Street

Aerial photography document the construction of Structure 35 (Photo 56) as having occurred between 1956 and 1971 (USGS 1956, 1971). According to the Grand List for the town of Chester, this house was built in 1965.

This house has not been included in any previous survey conducted for the Vermont State Register. Neither has it ever been surveyed as part of a nomination to the National Register of Historic Places.

Structure 35 is a wood-frame single-family ranch style dwelling. It is one story in height and has a side-gable roof that is covered with standing seam metal. The house is sheathed with vinyl siding and sits on a concrete foundation. The original windows have been replaced with vinyl sash, and a bay window has been introduced to the principal elevation. A one-story gable-roofed wing has been added to the back of the house. A two bay garage with gable entry roof, a two bay gambrel-roofed garage and a gambrel-roofed wood shed, all of wood-frame construction, are associated with the house.

Structure 35 is not eligible for listing on the National Register due to loss of integrity to its period of construction.



Photo 56. Structure 35, 160 Church Street, facing east.

### 5.36 Structure 36. 126 Church Street- Congregational Parsonage - Reverend William Ballou House

Structure 36 (Photo 57) was built in c. 1860 according to the NRL form for the Chester Village Historic District (Henry 1984). This building is a contributing property within the NRL Chester Village Historic District. According to the 1984 NRL Form, this building was originally the Congregational Parsonage—Reverend William Ballou House. It was described in the nomination form

The present Congregational parsonage (long occupied by the Reverend William Ballou) stands across the street from the former parsonage (#39) acquired by William Ballou's brother. Also a 2 ½ -story, wood framed house with its slate-shingled gable roof oriented perpendicular to the street, the parsonage has recently been sheathed with synthetic siding over its original clapboards. The 3-bay main (west) gable facade has a right entrance sheltered by a 3-bay porch with Gothic Revival slotted, pedestaled posts. A 2-story bay window illuminates the south eaves elevation while the other windows contain mostly 2/2 sash.

A 1 ½ story rear (east) wing carries two gabled dormers on the south slope of its roof above a recessed entrance porch. The wing connects to a 2 ½ -story, clapboarded carriage barn offset southward with a double-leaf entrance on its west gable front.

Structure 36 remains essentially as described in the 1984 survey form. Repairs to its porch are currently being made, and replicate the original details. Structure 36 continues to contribute to the NRL Chester Village Historic District.



Photo 57. Structure 36, 126 Church Street, facing east.



Figure 20. 1984 picture of Structure 1 (Henry 1984).

## 6 National Register Eligibility Summary

A total of 36 resources, located within or adjacent to the project APE, were surveyed for this study (Table 1). Two of these are already listed on the National Register as part of the Chester Village Historic District (1984). According to the Chester Village Historic District NRL form, both Structure 1 and Structure 36 were found to be contributing structures within this district (Henry 1984). Two resources (Structures 21 and 22) are listed as part of the Vermont State Listed Stone Village Historic District (Fisher 1977). One resource, Structure 12 at 683 Church Street has been individually listed on the State Register (Fisher 1977). Since being listed on the State Register, substantial alterations have been made to structures 12 and 21, making them ineligible for individual listing on the National Register. Thirty one buildings have not previously been surveyed (Table 1).

An additional 28 structures (Structures 2, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 17, 18, 19, 20, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, and 35) are not eligible for listing because of either insufficient age, substantial alterations, or lack of distinguishing features. Structures 4 and 25 retain sufficient integrity and distinguishing features to be potentially eligible for listing on the National Register. Structures 16 and 32 may be eligible for listing on the Vermont State Register. No potential historic districts or expansions to existing historic districts were identified by this survey.

Project impacts will be limited to areas within and adjacent to the current roadbed. Project alternatives under examination are unlikely to impact mature plantings, street furniture, retaining walls, private sidewalks or fences associated with any identified historic resources. Any such unforeseen impacts should be avoided specifically to the properties associated with structures 1, 4, 12, 16, 21, 22, 25, 32, and 36 to avoid adversely impacting listed or eligible structures. In particular, impacts to the bluestone private sidewalk associated with Structure 36 should be avoided.

Table 1. Summary of Resources Surveyed for the Church Street Bicycle and Pedestrian Scoping Study Area

Building No. (see Map 2)	Resource Address	Construction Date	Historic Use or Name	Previous Survey and/or NR status	Recommended National Register Status
1	125 Church Street	c. 1872	Former Congregational Parsonage - Reverend Henry Ballou House	1984 NRL contributing structure in Chester Village Historic District (39) -house (39A) - garage	National Register Listed
2	15 Meadow Road	1952			Not NRE
3	187 Church Street	1941			Not NRE
4	Lovers Lane Brook Bridge, Church Street	1938			National Register Eligible
5	265 Church Street	1940			Not NRE
6	303 Church Street	c. 1930			Not NRE
7	349 Church Street	1986			Not NRE
8	405 Church Street	c. 1995			Not NRE
9	527 Church Street	1950			Not NRE

Church Street Bicycle and Pedestrian Scoping Study, Town of Chester, Windsor County, Vermont  
 Historic Resources Identification

Building No. (see Map 2)	Resource Address	Construction Date	Historic Use or Name	Previous Survey and/or NR status	Recommended National Register Status
10	579 Church Street	1956			Not NRE
11	85 Marcs Drive	1981			Not NRE
12	683 Church Street	1803		1977 SRL Individually listed (1407-11)	Not NRE
13	Williams River Bridge, Church Street	2004-2005	Williams River Bridge		Not NRE
14	805 Church Street	1958			Not NRE
15	803 Church Street	1959			Not NRE
16	831 Church Street	c. 1840			Vermont State Register Eligible
17	857 Church Street	c. 1855			Not NRE
18	509 North Street	1955			Not NRE
19	North Street Cemetery	1816	North Street Cemetery		Not NRE
20	412 North Street	c. 1970			Not NRE
21	401 North Street	c. 1830		1977 SRL contributing structure in Stone Village HD (1407- 16 #10)	Not NRE
22	449 North Street	c. 1820		1977 SRL contributing structure in Stone Village HD (1407- 16 #11)	National Register Eligible
23	45 Dalrymple Street	1986			Not NRE
24	842 Church Street	c. 1930			Not NRE
25	810 Church Street	c. 1870			National Register Eligible
26	788 Church Street	c. 1900			Not NRE
27	604 Church Street	1958			Not NRE
28	554 Church Street	1996			Not NRE
29	454 Church Street	1951			Not NRE
30	424 Church Street	2005			Not NRE
31	340 Church Street	1953			Not NRE
32	308 Church Street	c. 1850			Vermont State Register Eligible

Church Street Bicycle and Pedestrian Scoping Study, Town of Chester, Windsor County, Vermont  
 Historic Resources Identification

<b>Building No. (see Map 2)</b>	<b>Resource Address</b>	<b>Construction Date</b>	<b>Historic Use or Name</b>	<b>Previous Survey and/or NR status</b>	<b>Recommended National Register Status</b>
33	278 Church Street	c. 1925			Not NRE
34	222 Church Street	1961			Not NRE
35	160 Church Street	1965			Not NRE
36	126 Church Street	c. 1860	Congregational Parsonage - Reverend William Ballou House	1984 NRL contributing structure in Chester Village Historic District (40)	National Register Listed

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1912 Chester, Windsor County, Vermont, Vermont, Sanborn Map Company, New York.  
1925 Chester, Windsor County, Vermont, Vermont, Sanborn Map Company, New York.  
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1972 Chester, Vermont 7.5' Topographic Quadrangle, USGS, Reston, VA.

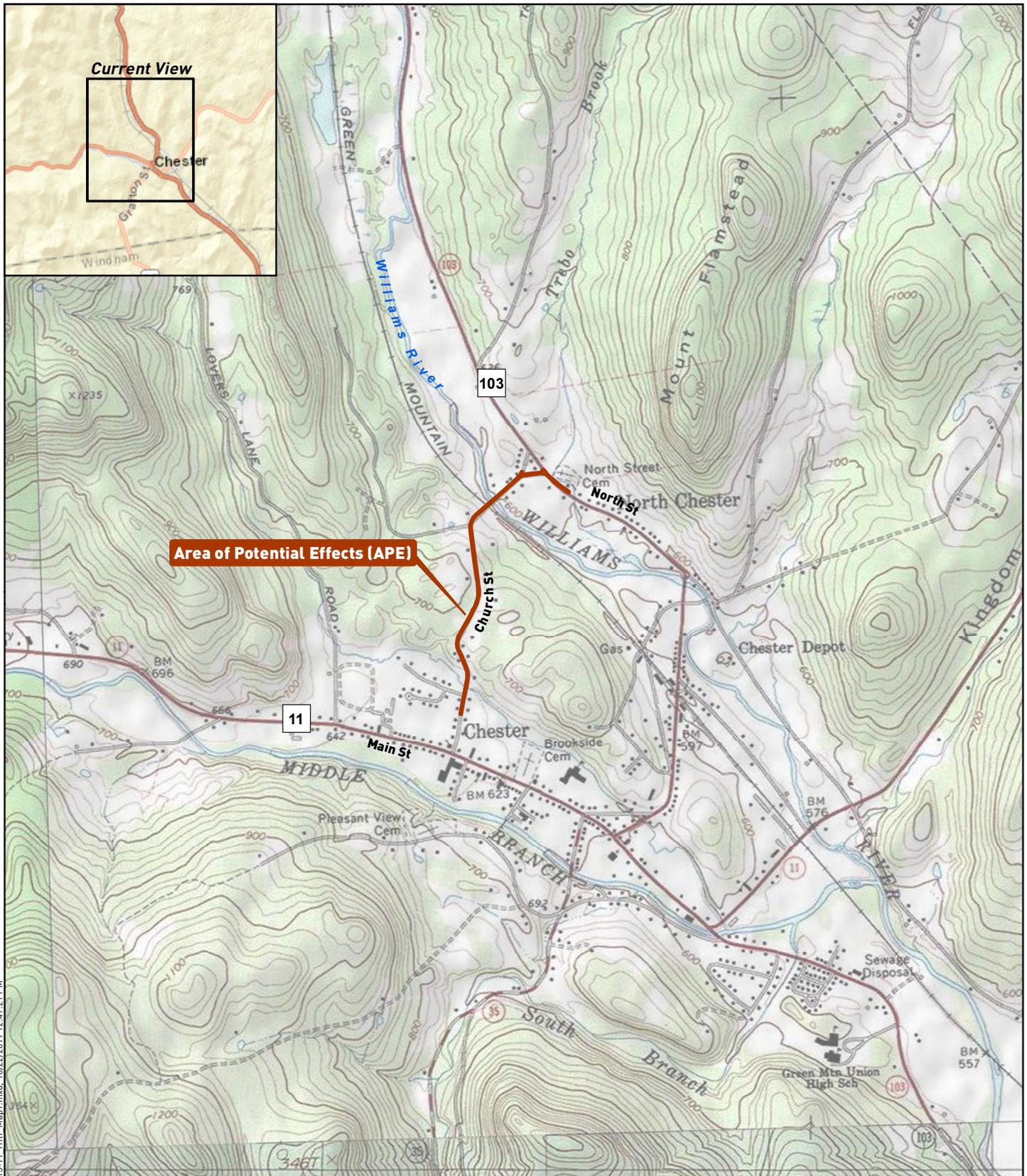
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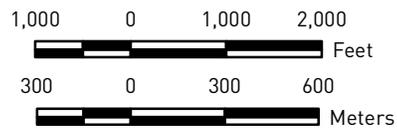
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**Maps**



G:\5413\GIS\Documents\HAA\_5413-11\_HRI\_Map1.mxd, 10/22/2019 12:47:21 PM



Note: Contour interval is 20 feet.

Project Location

GIS Services Accessed 10/22/2019:  
 Environmental Systems Research  
 Institute, Inc., World Street Map; National  
 Geographic Society USA Topo Maps Layer

**HARTGEN**

archaeological associates inc



Map 1



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	<p>120 0 120 240                  Feet</p> <p>36 0 36 72                  Meters</p>	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li> Photo Angle</li> <li> Structure Number</li> <li> Area of Potential Effects (APE)</li> </ul>	<p>Project Map <b>HARTGEN</b>                  archeological associates inc</p> <p>Environmental Systems Research Institute, Inc.,                  World Imagery Accessed 10/22/2019</p> <p><b>Map 2</b></p>
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**Qualifications**



..... archeological associates inc .....

**EDUCATION:** Rensselaer Polytechnic Institute  
Bachelor of Architecture May 1987  
Bachelor of Science, Building Science, May 1986

**QUALIFICATIONS:** 36 CFR Part 61 Qualified Architectural Historian

**SPECIAL TRAINING:** Architectural History Consultant Training  
VDHP, Montpelier, VT, April 2019.  
Vermont Community Development Program Qualified Professionals Training  
VDHP, Montpelier, VT, September 2016.  
Evaluating Significance of Historic and Archeological Resources Workshop  
Vermont College, Montpelier, VT, May 2001  
Historic Preservation Consultant training and Section 106 training

## PROFESSIONAL EXPERIENCE:

June 1999 – Present Senior Architectural Historian  
Hartgen Archeological Associates, Inc.  
Oversee and prepare architectural resource surveys, including pre-assessments, literature reviews and historical documentation; field reconnaissance; report and proposal preparation. Responsible for preparing documents to be reviewed by VAOT, VDHP, and USACOE, for SEQR, Section 106 and NEPA. Preparation of reports generated under ACT 250 and the FCCs Nationwide Programmatic Agreement, including preparation of forms 620 and 621.

November 1992 – June 1999 Architectural History Consultant  
Identified, analyzed, and assessed historic structures; researched and wrote for exhibitions and publications including Historic Structures Reports; executed drawings in connection with restoration projects. Clients included Rensselaer County Historical Society; Robert Pierpont, both in Troy, NY; towns of Durham and Oak Hill, NY; Albany Institute of History and Art; Metropolitan Museum of Art; the New York Public Library, and John G. Waite Associates, Albany, NY.

May 1984—November 1992 Junior Architect  
Worked for the Office of the New York State Architect, Wagoner & Reynolds, and in the office of Robert N. Pierpont as a Junior Architect. Responsible for restoration projects including the Governor's Mansion, the New York State Capitol, and Wilborn Temple (all in Albany, NY), and the Knickerbocker Mansion, in Schaghticoke, NY.

## PRINCIPAL PUBLICATIONS:

In preparation *Building Albany: Studies in the Vernacular Architecture of the Upper Hudson and Lower Mohawk Valleys*. Albany, NY: SUNY Press.

2016 “Magical Dwelling: Apotropaic Building Practices in the New World Dutch Cultural Hearth,” in Christiane Bis-Worch and Claudia Theune, eds., *Ruralia XI: Religion, Cults & Rituals in the Medieval Rural Environment*. Leiden, Netherlands: Sidestone Press, 373-396.

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2009 *Architects in Albany*. Diana S. Waite, editor. Albany, NY: Mt Ida Press/ Historic Albany Foundation. Contributed two biographical essays.

2005 *The Encyclopedia of New York State*, Peter Eisenstadt, editor. Syracuse, NY: Syracuse University Press, 2005. Author of entries “Philip Hooker,” “Archimedes Russell,” “Upright and Wing Houses,” “Cobblestone Architecture,” “Empire State Plaza,” and “Architects and Architecture of Syracuse and Central New York.”

2000 *The Marble House in Second Street: Biography of a Town House and its Occupants, 1825-2000*. Troy, NY: Rensselaer County Historical Society.

1993 *A Neat Plain Modern Style: Philip Hooker and His Contemporaries, 1796-1836*. University of Mass. Press, Amherst, Mass.

**APPENDIX C**  
**LOCAL CONCERNS MEETING MINUTES**

TOWN OF CHESTER  
BOARD OF SELECTMEN  
SPECIAL MEETING

July 24, 2019  
Minutes

PRESENT: Arne Jonynas; Heather Chase; Lee Gustafson; Leigh Dakin; David Pisha

VISITORS: Julie Hance; Shawn Cunningham; Karen Conway; Chris Conway; Rick Cloud; Ruth Stanton; Lee Whiting; Doug Morrison; Tom Elgan; Victoria Elgan; Naomi Johnson; Christina Haskins; Frank Esposito; Christine Esposito; Kathryn Frizzell-DeRosia; Mark Derosia; Evan Parks; Jim Houghton; Bill Dakin; Tory Spater; Tom Bock; Randall Wiggin; Sharon Sinclair; John Henry; Lillian Willis; David Willis; Sharon Huntley; Eva Ryan; Diane Ulbrich; Bob Ulbrich

The meeting was called to order at 6:30 p.m. by Arne Jonynas. There were no additions or deletions to the agenda.

1. PERMISSION TO USE TOWN PROPERTY:

Lee Whiting and Doug Morrison were present to request use of town property for the Wheels in the Field event. They indicated that the event will be the weekend prior to Columbus Day weekend. They are requesting to use the Pinnacle for the Scottish Trials and the portion near the information booth and Green for the Porsche event. They would like use for Friday and Saturday. They are hoping to park their bikes in a similar way to that of the Iron Ride this past weekend. Food will be cooked at the Green by the snowmobile club. Lee Whiting stated that there will be a cap of 120 people which was sold out last year.

A motion was made by Lee Gustafson to authorize use of the town property for the Wheels in the Field event on October 4-6. Seconded by Leigh Dakin. The motion passed.

It was noted that the cones will need to be set up on Saturday morning. They are hoping that the traffic cones and police contribution could be the same as for the Iron event.

2. LOCAL CONCERNS MEETING; CHURCH STREET SIDEWALK:

Naomi Johnson and Christina Haskins were present from Dufresne Group to discuss the scoping study for a sidewalk on Church Street. The power point is attached to these minutes.

Christina indicated that the scoping study for Church Street is a project that has come from the Master Plan process. The project begins at Main Street, continues up Church Street and down North Street for a small distance.

Diane Ulbrich stated that the primary concern on Church Street is traffic control. There are also tractor trailer trucks going over church street. Ruth Stanton mentioned that a stop sign is needed on Church Street near Dalrymple Street. Tom Elgan indicated that there is a lot of traffic that drives very fast over Church Street.

Arne Jonynas indicated that pedestrian safety is a primary concern in this project. He agrees that “no truck traffic” signage could be enforced as well as speed limits. He further stated that a sidewalk over Church Street has been discussed many times over the years. The construction of the sidewalk would be several years in the future. However, the traffic and speed could be looked at now.

It was suggested to review speed limit sign locations. Leigh Dakin stated that she would like to know how we can address the weight limit on Church Street for tractor trailer trucks.

A suggestion was made to install speed bumps on Church Street. Jim Houghton stated that Lebanon has speed tables which are part of the street itself that are permanent and easier to plow. Evan Parks asked if benches could be incorporated into this plan so that people can have a place to sit as they walk.

A question was asked if data could be gathered from the radar sign that could be used. Chief Cloud indicated that it does. The average speed is 26 miles per hour. It was indicated that perhaps the radar sign could be moved to the Route 11 end of Church Street. Chief Cloud stated that he can spin the sign to catch the speeds as people are coming down the hill.

A request was made to establish a planned enforcement for the speed on Church Street. Heather Chase suggested that David Pisha and Chief Cloud get together to come up with a plan and report back to the Board. Leigh Dakin would like this plan to include enforcement of trucks, weight limits and no thru truck traffic.

Tory Spater stated that the concept of connecting the existing sidewalks would be a tremendous asset for the community. A request was made to maintain the integrity of the country setting of Church Street if a sidewalk is constructed.

3. APPROVE MINUTES:

A motion was made by Heather Chase to approve the minutes of the July 2, 2019 Special Selectboard meeting. Seconded by Lee Gustafson. The motion passed.

4. CITIZEN'S COMMENTS:

There were no citizen's comments.

5. OLD BUSINESS:

Gravel Extraction Project: David Pisha noted that the Noise Study has been completed. The Traffic Study is expected soon. Once these have been received, he will send the application to the Board for review.

EMS Building; David Pisha stated that the architect is reviewing multiple site plans for the project. They believe that site plan 2 would be the best option. The committee is still hoping for a fall vote.

David Pisha stated that the State came to do an inspection of the sewer plant today. He feels that the meeting and inspection went well. The state did indicate that treatment plants should be reviewed every 20 years.

6. YOSEMITE FEASIBILITY STUDY:

Lillian Willis was present on behalf of the Historic Preservation Committee. She presented a history of what has been taking place with Yosemite since the town took over the building. She also discussed the importance of the building to the community. Lillian Willis stated that the grant in 2018 was denied primarily due to the lack of a plan for a year round use and no plan for parking. Since then, she has spent a significant amount of time researching renovations that need to be done, spoken with experts and permitting authorities and met with Mark Wesner. When meeting with Mark Wesner, he indicated the steps that need to take place to create a true Feasibility Study for the building. She has also met with a structural engineer from out of state who will be sending a report of what he has found.

The Feasibility Study will go a long way toward moving the renovations and this project forward. The study will need to be done soon so that a parking solution can be determined prior to submitting a grant on October 1. Lillian Willis requested that the Board approve \$12,000 as soon as possible so that the Feasibility Study can be obtained sooner rather than later.

Arne Jonynas indicated that the \$12,000 has not been budgeted. He would prefer that this become a budgeted item in December. Arne Jonynas also stated that if the town proceeds with the Feasibility Study and the land is not given for parking, then the money is lost. Lillian Willis noted that there is interest in a land donation if the building is used for a fire museum. People want to see the Selectboard commit first.

Lee Gustafson suggested that the money would be better spent on the exterior of the building for preservation. Lillian Willis stated that she believes that it all goes together. Before the town can apply for the grant, a Feasibility Study needs to be done.

Heather Chase questioned the balance of the Revitalization budget to determine how much would be available. She also questioned the status of fund raising. Lillian Willis stated that she does not want to head up a capital campaign until the town puts forth more effort on preserving the building. Heather Chase indicated that she is proud of the efforts that the town has made towards this building. She also asked David Pisha to find out how much money the Historic Society has in their restoration fund to contribute towards this project.

Julie Hance will contact Mark Wesner to see if there are any areas in the estimate for the Feasibility Study that can be reduced in order to create a study that will help the grant application.

7. HIGHWAY SAFETY AUDIT:

Arne Jonynas stated that efforts have been made to review the speed at the high school. The Highway Safety Audit has been

A motion was made by Heather Chase to authorize Arne Jonynas to sign a letter to the Vermont Traffic Committee requesting a speed limit review. Seconded by Lee Gustafson. The motion passed.

The Board asked David Pisha to add this to the Old Business list so that we can keep track of accomplishing the other recommendations.

8. SIGN LOAN DOCUMENTS; LOADER:

A motion was made by Lee Gustafson to approve the loan documents in the amount of \$129,500 to purchase the loader. Seconded by Lee Gustafson. The motion passed.

9. APPOINTMENT TO EMS BUILDING COMMITTEE:

A motion was made by Heather Chase to appoint Chief Rick Cloud and Kirby Putnam to the EMS Building Committee. Seconded by Leigh Dakin. The motion passed.

10. FINANCIAL UPDATES:

General Fund: David Pisha stated that General Fund is operating similarly to last year. Revenue is up 7,000 over last year at this time. Expenses are up 98,000, due to public works and mud season. Lee Gustafson questioned the recreation line being up \$11,000. David will look into this.

In comparison to budget, the town is \$3,600 ahead of expectation. Expenses are up \$18,000. There are some internal factors such as timing which are affecting these numbers.

Lee Gustafson questioned the county taxes line. David Pisha responded that these are paid twice per year so often it is a timing issue in payment that distorts the percentages.

Water: David Pisha indicated that water is ahead due to rate increases. Contractual services is for the water project which is due for reimbursement. Overall the department is running on track. Heather questioned the status of increasing water rates. David Pisha believes that the rates are at the required 1%. This money will be used to pay the bond payment each year.

Sewer: David Pisha indicated that when comparing actual vs actual the sewer department is up slightly in revenue. Expenses are down slightly. Budget vs actual is down slightly in revenue.

David Pisha presented a graph on the solar farm earnings which goes back 2 years. It appears that the profitability is increasing slightly over time. After transferring to the Solar Farm, the town is still ahead in earnings. These earnings are being generated by 37.3% of the field's output. If the town owned the field, there is another 43% to be gained.

The board reviewed the smaller funds. The Chester Development Fund balance is up to a balance of \$380,000.

11. NEW BUSINESS/NEXT AGENDA:

It was agreed that Yosemite will be on the next agenda.

David Pisha stated that there will be a special meeting on August 29 for discussion scoping studies for State bridges.

Heather Chase would like to review the Health Officer role at a future meeting when Arne Jonynas is present.

Lee Gustafson stated that he would like to discuss Solar Field purchase, the Information booth and the Marijuana legislation at a future meeting.

12. ADJOURN:

A motion was made by Lee Gustafson to adjourn. Seconded by Heather Chase. The motion passed. The meeting adjourned at 8:35 p.m.

Julie Hance  
Secretary of the Select Board

Ben Whalen  
Clerk of the Selectboard

**APPENDIX D**  
**ALTERNATIVES PRESENTATION MINUTES**

TOWN OF CHESTER  
BOARD OF SELECTMEN

October 16, 2019  
Minutes

PRESENT: Arne Jonynas; Ben Whalen; Lee Gustafson; Leigh Dakin; David Pisha

VISITORS: Shawn Cunningham; Sharon Huntley; Julie Hance; Frank Bidwell; Christina Haskins; Phyllis Savage; Tom Elgan; Victoria Elgan; Tory Spater; Doug Houk; Michael Normyle; Robert Neid; Barre Pinske; Kevin Paquet; Bob Ulbrich; Diane Ulbrich

There were no additions or deletions to this agenda.

1. APPROVE MINUTES:

A motion was made by Lee Gustafson to approve the minutes of the October 2, 2019 Selectboard meeting and Executive Session as amended. Seconded by Leigh Dakin. The motion passed.

Leigh Dakin noted that on page 3, Number 8, Health Officer discussion, add the word "has"

2. CITIZEN'S COMMENTS:

Frank Bidwell passed out a chart that discusses the zoning bylaws. He noted that the zoning violations are not reported. Mr. Bidwell read the rules relating to the Zoning Administrator's responsibility relative to violations. Arne Jonynas stated that this may be a discussion for a future meeting after the Board has reviewed the information.

Shawn Cunningham asked that New Business be moved before the Executive Session.

3. OLD BUSINESS:

EMS Building: David Pisha stated that the next public meeting is on October 23 at 6:30. In addition, there is the November 4 public informational meeting with a vote on November 5. David Pisha stated that he has been reviewing financing options for the EMS Building in the Bond Plan. He intends to present these details at the Board's meeting on October 24.

Gravel Project: David Pisha confirmed that the Board received his numbers relative to the gravel project. David added additional costs which he received from Kirby Putnam today. The DRB is reopening the hearing for a site visit because the stake showing the junction point of the pit was misplaced. He indicated that the first year may not show a

positive financial outcome but will not show a negative as savings will begin immediately.

The milling of Route 35 is completed. Paving is anticipated to begin on Monday.

Ben Whalen questioned the progress of repairs of Palmer Bridge. David Pisha stated that the loan has been received but will need to be revoted to extend repayment. Julie Hance stated that Cold River Bridges will be installing this year. They are working on fabrication of the bridge at the moment.

#### 4. CHURCH STREET ALTERNATIVE DISCUSSION:

Christine Haskins was present from Dufresne Group to present the alternatives for Church Street. A copy of the Power Point is attached to these minutes.

Christine Haskins noted that there is a historic property that has been identified. Therefore, there will need to be an historic review for this project during any future design phase. There are also areas where there will be a stormwater impact that will need to be addressed as well as a pedestrian component added to the bridge near the rail.

Christine Haskins clarified that when reviewing the cost matrix, the numbers in parenthesis is the number of impacts. Dufresne Group rated the alternatives based upon these identified impacts. Alternative 2 is higher in price due to the number of retaining walls that will be needed for this alternative. Alternative 1 will require 2 bridges, while alternatives 2 and 3 only require 1 bridge.

Dufresne Group stated that their recommendation would be alternative 3 because there is less impact to property owners.

Arne Jonynas stated that the Church Street loop has been a discussion for many years. He expressed his opinion that this sidewalk is necessary as Church Street is heavily used by the community for walking. Leigh Dakin stated that she would like to see the sidewalk installed but has concerns about the safety on this road. She stated that there are still tractor trailer trucks using Church Street and she would like to see that addressed. Ben Whalen stated that he is supportive of providing a safe space for pedestrians. Lee Gustafson questioned if most of the project is within the town's right of way. Christine Haskins noted that there will be mostly temporary easements needed but there are four permanent easements and the railroad easement that will be needed.

Tom Elgan invited anybody interested to come view speeds on the road at his property. He indicated that the speed limit is not under control. A request was made to gather data on Church Street relative to speeds. Also, the location of the radar sign is not properly placed. Tom Elgan indicated that there could be the installation of speed tables along Church Street, primarily at the Meadow Street location.

Ben Whalen asked that this be an agenda item at a future meeting to discuss sign options for Church Street.

Tom Elgan offered his driveway as a location for officers to sit and run radar. Ben Whalen suggested that the CORE program be instituted to enforce speeds on Church Street.

Sandra Henry questioned who has the authority to select the alternative. Arne Jonynas responded that the Selectboard makes the decision relative to the alternative selected. Lee Gustafson questioned the next steps. Christine Haskins stated that the Board needs to select an alternative. Once the alternative has been selected, the engineer will evaluate further and provide a scoping study based on that alternative. Lee Gustafson provided his opinion to proceed with alternative 3. Arne Jonynas provided his opinion that adding sidewalks may help to slow down traffic as the road will be narrower. He also supported alternative 3. Leigh Dakin stated that she wants "no thru trucks" on Church Street.

Barre Pinske asked if a traffic study has been done on Church Street. Shawn Cunningham asked the width of the sidewalk. Christine Haskins stated that the sidewalk is 5 feet in width. The right of way has also been confirmed at 3 rods.

A motion was made by Ben Whalen to move forward with Alternative 3. Seconded by Lee Gustafson. The motion passed.

5. TEMPORARY SIGN DISCUSSION:

Michael Normyle was present to discuss an issue regarding temporary signs. He indicated his frustration that there are many who follow the rules and get their permits. However, there are a few that do not, even though they know that they are in violation. Michael Normyle stated that several weeks ago he removed several signs and put them in the back of town hall. This did cause an issue with the business owners. The signs are now back up.

Michael Normyle stated that he does not want to spend the town's money on enforcing these smaller, temporary signs but would like the Selectboard's support. He is also going to be working with the Planning Commission on this issue.

Michael Normyle suggested that the town use the Police Department or Highway Department to remove signs that are in violation. This process would be started with a phone call to the sign owner then followed by a letter. If the signs are not removed by the owner, then the town could remove the signs.

Ben Whalen questioned what the bylaws say regarding signage. He also questioned if there is an enforcement of these violations. He indicated that he would like to make sure whatever is decided is enforced equally across town. Michael Normyle stated that he will also be speaking with the Planning Commission about areas where the bylaws need to be amended. Lee Gustafson stated that he would like to see the bylaws reflect what is

allowed and not allowed and what process would be used for enforcing violations. The Board agreed.

Barre Pinsky offered that some of these signs are cultural things that are not really harming anything. He suggested that some of these things be written into the laws.

6. FINANCIAL UPDATE:

David Pisha stated that revenues are up \$100,000. Tax collections are up as well as collection of delinquent taxes. Town rent is higher as well as the refund from the school. Expenses are slightly higher this year. This is due to public works sand/salt purchases due to mud season and the change in computer management. Expenses grew faster than revenue during the first 9 months. Ben Whalen noted that the Police Department is over \$68,000 and revenue is down \$11,000 and questioned if this is correct. David Pisha stated that this revenue shortage is due to tickets. The department is over budget primarily due to medical premiums, computer services and consulting services. These are all one-time expenses with the exception of premiums. David Pisha indicated that he has spoken with Suzanne Swanson who will be reviewing the plans for next year.

Arne Jonyas questioned the \$12,000 under ACT 250 in public works. Julie Hance will speak with Cil Mathews about these expenses and if they should be reallocated to the Hurricane Irene Fund.

David Pisha stated that the water department is operating in the positive. The water crossing repairs have been completed. The water department will also be reimbursed for the new pipe at the Highway Garage once the bond has been approved.

David Pisha reviewed the solar farm production. He noted that this year, the town has saved \$4,000 compared to last years negative \$1,500, producing a \$6,000 swing. These numbers are the net savings back to the town.

David Pisha stated that delinquent taxes are lower in the first 9 months compared to last year. The transfers are being made and he is hopeful to have numbers completed prior to the town vote.

Arne Jonyas questioned if the town has achieved the water rate required to receive the negative interest rate on the water project. David Pisha noted that it has.

7. SPEED LIMIT DISCUSSION:

David Pisha provided a summary of the traffic information gathered from the radar sign. There are a few high speeds, but the average speed is 23 mph. It was suggested that police presence would help the situation. The Board asked David Pisha to speak with the Police Chief.

Discussion ensued regarding the statutes and what is required. Julie Hance is waiting to hear from Jason Rasmussen regarding the process. The Board asked that a Dead End sign be installed at the beginning of High Street.

Frank Bidwell mentioned that the concave speed bumps could be helpful on some of these roads.

8. TOWN MANAGER SEARCH:

The Board reviewed the job descriptions for the Town Manager and Asst. Town Manager positions.

A motion was made by Ben Whalen to approve the job descriptions are dated October 11, 2019. Seconded by Lee Gustafson. The motion passed.

The Board reviewed the potential salary range of comparable Town Managers.

A motion was made by Ben Whalen to set the salary range from \$60,000 to \$75,000. Seconded by Lee Gustafson. The motion passed.

The Board discussed the letters that were received. Julie Hance will create a ranking sheet and email to Board members tomorrow. The Board will then make the appointments at their October 24 meeting.

Julie Hance will put together a ranking system for Town Manager attributes.

9. EXECUTIVE SESSION; AT&T CONTRACT NEGOTIATION:

A motion was made by Lee Gustafson to find that the public disclosure of contract negotiations AT&T will necessarily involve communications of and relating to the specific terms of said contract, disclosure of which could place the Town of Chester at a substantial disadvantage in any further negotiations. Seconded by Ben Whalen. The motion passed.

A motion was made by Leigh Dakin to enter executive session, pursuant to 1 V.S.A. §313(a)(1)(A) for the purposes of negotiating and reviewing the terms of contracts with AT&T. I further move that the Selectboard finds that the public disclosure of the negotiations could place the town at a disadvantage. Seconded by Lee Gustafson. The motion passed.

A motion was made by Ben Whalen to exit Executive Session at 9:06 pm. Seconded by Lee Gustafson. The motion passed.

10. NEW BUSINESS/NEXT AGENDA:

The auditor, Ron Smith will be at the October 24 meeting to lead a training on reading a Balance Sheet. The next agenda will also include appoint manager search committee and review financing for EMS project.

The Board agreed that the November agenda should include discussion relative to the Academy Building and marijuana legislation. November will also begin the budget discussions.

The Board signed a Cemetery Deed.

11. ADJOURN:

A motion was made by Lee Gustafson to adjourn. Seconded by Leigh Dakin. The motion passed. The meeting adjourned at 9:07 p.m.

Julie Hance  
Secretary of the Select Board

Ben Whalen  
Clerk of the Selectboard

**APPENDIX E**  
**FINAL PRESENTATION MINUTES**