Architectural Reconnaissance Survey
Franklin County Line Upgrade Project

Franklin County, Vermont

Prepared for:

Vermont Electric Power Company
366 Pinnacle Ridge Road
Rutland, Vermont 05701

Prepared by:

WSP USA Inc.
433 River Street, 7th Floor
Troy, New York 12180

December 22, 2023

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Amber Courselle and Austin White

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Abstract

On behalf of Vermont Electric Power Company (VELCO), WSP USA Inc. (WSP), of Troy, New York, completed an Architectural Reconnaissance Survey for project planning and design purposes for the proposed Franklin County Line Upgrade Project. The Franklin County Line Upgrade Project (Project) is a replacement of VELCO's existing 16.6-mile 115kV transmission line from 1958 that runs through Georgia, St. Albans, Swanton, and Highgate. VELCO conducted a condition assessment of the line and identified the need to replace the majority of the structures because of their condition and age. To replace these deficient structures, and keep the existing line energized during this work to minimize the risk of widespread customer outages, VELCO proposes to build a replacement line adjacent to the existing line. Once the replacement transmission line is completed during 2024 through 2026, the existing line will be removed, leaving only the new line within the boundary of the existing 150-foot-wide easement.

To stay within the existing 150-foot right-of-way (ROW) easement boundaries, the new structures will need to be 30 feet taller on average because the three phases of conductors shift from a horizontal to a vertical configuration. The majority of the 215 replacement structures will consist of a single pole instead of the existing two-pole structures.

Along with replacing aged and deteriorated structures, the Project is being upgraded to add a second electrical conductor to save Vermont and New England power costs and to increase the existing limit of generation that may be sited and/or allowed to operate in northern Vermont within the Sheffield Highgate Export Interface limit.

The purpose of the architectural survey was to identify historic architectural resources (historic properties) (defined as those eligible for or listed in the State Register/National Register of Historic Places [SRHP or SR/NRHP]) in the historic architectural area of potential effect (APE). The APE was defined as the GIS-based viewshed within 1 mile of the Project transmission line, i.e., the areas from which there is potentially a view of the proposed replacement transmission towers within the 1-mile buffer. This APE covers 1,253.07 hectares (3,096.41 acres). The architectural survey included background research and a windshield reconnaissance of the APE, which was conducted November 30-December 1, 2022.

Background research identified previously surveyed resources in the APE, and during the windshield survey WSP characterized the landscape and surveyed other properties within the 50-year threshold whose characteristics appear similar to those previously determined eligible for or listed in the SR/NRHP. Any potential historic properties were evaluated according to the National Register Criteria to assess eligibility for listing in the SRHP for the Public Utilities Commission and for listing in the NRHP under Section 106 of the National Historic Preservation Act pursuant to the involvement of the Army Corps of Engineers.

Twenty-eight previously surveyed historic properties are located in the APE. Of these, 23 had been previously listed in the SRHP (two of these were recently determined not eligible during unrelated project reviews), three had been previously listed in the SR/NRHP, and two had been determined eligible for listing in the SR/NRHP but had not been listed. Nine of these historic properties have lost their integrity to varying degrees since their original evaluations, and future projects may therefore warrant further evaluation of their respective eligibility for the SR/NRHP. The transmission line was constructed circa 1958 and is also considered an above-ground resource 50 years of age or older. In WSP's opinion this resource is not eligible for listing in the SR/NRHP because the transmission line lacks significance; furthermore, many poles have been replaced, along with components such as crossbars and insulators or other original structures, resulting in a loss of historic integrity.

The Project will constitute no adverse effect on historic properties. The Project will not directly impact any historic property in such a way that any significant architectural features will be altered. The Project ROW crosses the parcels of six historic properties; however, these will not be adversely affected as the work will occur within the existing transmission easement laid out in 1958, and the height and type of the replacement towers may change slightly but will not be significantly taller than the extant structures and will not alter the landscape's historic use or characteristics. One historic property (Old Pelkey Farm) close to the existing transmission line has the potential to be indirectly affected by the Project, which could result in the minimal diminishment of its integrity of setting. The remaining historic properties identified along the transmission line and close to the substations will be obscured by vegetation and modern structures.

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I. Project Introduction and Description

On behalf of Vermont Electric Power Company (VELCO), WSP USA Inc. (WSP), of Troy, New York, completed an Architectural Reconnaissance Survey for project planning and design purposes for the proposed Franklin County Line Upgrade Project. The Project consists of the replacement of VELCO's 16.6-mile 115kV transmission line from 1958 that runs through Georgia, St. Albans, Swanton, and Highgate in Franklin County, Vermont (Figure 1). The Project will require earth disturbance and tree removal for the in-kind structure replacement, anchor replacement, and associated grounding for poles and anchors. To stay within the existing 150-foot right-of-way (ROW) easement boundaries, the new structures will need to be 30 feet taller on average because the three phases of conductors shift from a horizontal to a vertical configuration. The majority of the 215 replacement structures will consist of a single pole instead of the existing two-pole structures.

This document addresses the historic architectural resources (properties) within the viewshed of the existing VELCO K42 transmission line. The architectural area of potential effect (APE) was defined as that viewshed, i.e., the areas from which there is potentially a view of the Project transmission lines, within 1 mile of the Project transmission line. The APE covers 1,253.07 hectares (3,096.41 acres). The purpose of the architectural survey was to identify historic properties (defined as those eligible for or listed in the State Register/National Register of Historic Places [SRHP or SR/NRHP]) in the APE.

WSP's work was performed in accordance with the National Historic Preservation Act of 1966, as amended; NRHP Bulletin 24: *Technical Information on Comprehensive Planning, Survey of Cultural Resources*, *and Registration in the National Register of Historic Places*, and NRHP Bulletin 15: *How to Apply the National Register Criteria for Evaluation*; Procedures for the Protection of Historic and Cultural Properties (36 CFR § 800); Procedures for Determining Site Eligibility for the National Register of Historic Places (36 CFR §§ 60, 63); and the Secretary of the Interior's Standards for Archaeology and Historic Preservation (United States Department of the Interior 1983). The architectural historians who performed the investigation meet or exceed the standards specified in 36 CFR § 66.3(b) (2) and 36 § CFR 61.

Following the introduction (Chapter I) and discussion of survey methodology (Chapter II), Chapter III summarizes the historical background of the Project vicinity based on research conducted for the study. Chapter IV discusses the results of the architectural reconnaissance survey. Chapter V presents conclusions. The report ends with a list of the references cited (Chapter VI).

WSP personnel conducted these surveys under the direction of WSP Manager of Historic Preservation Camilla McDonald. Architectural Historians Amber Courselle and Austin White conducted the field surveys. Principal Cartographer/GIS Analyst Jacqueline Horsford prepared the GIS-based viewshed analyses. Ms. Courselle and Mr. White wrote the report. Principal Editor Anne Moiseev supervised the editing and production of this report, and Ms. Horsford prepared the graphics with assistance from GIS Analyst Rose Micke.

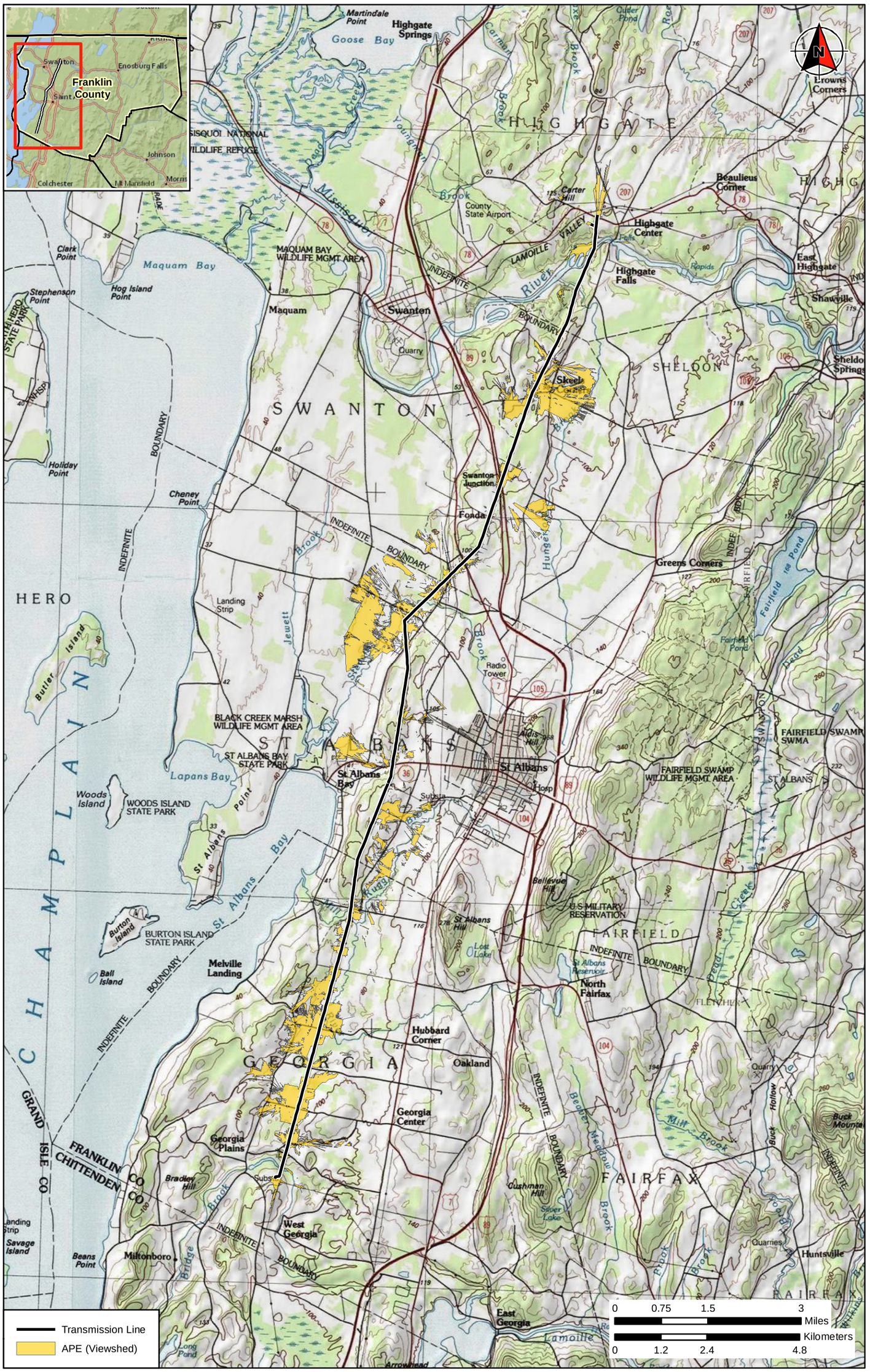


FIGURE 1: Project Location (ESRI USA Topo Maps 2019)

II. Methodology

WSP developed the architectural APE to encompass the full extent of any indirect or visual impacts and/or direct physical changes to nearby historic properties caused by the Project. The first step in defining the APE was to generate a viewshed analysis to identify areas around and adjacent to each of the identified resources from which there is potentially a view of the Project. The viewshed was developed using a United States Geological Survey (USGS) 10-meter digital elevation model, which provides an estimate of the ground surface elevation for every 10x10-square-meter area. Using this information, the effects of terrain on line-of-sight visibility of an area can be modeled, allowing the identification of those areas that can and cannot be seen because of intervening topography. Vegetation was modeled by overlaying forest cover data on top of the elevation data layer, assuming an average canopy height of 75 feet. The extent of forest cover was determined by digitizing forested areas based on the most recent accessible imagery. The viewshed model was developed using the proposed structure locations and heights in relation to the terrain visible from an average viewer height. Other intervening buildings and their positions and heights were not taken into consideration as part of the calculations for the viewshed analysis.

The architectural APE was defined as consisting of the GIS-based viewshed model as described above within 1 mile of the Project transmission line, i.e., the areas from which there is potentially a view of the proposed replacement transmission towers visible within the 1-mile buffer. This APE covers 1,253.07 hectares (3,096.41 acres) (see Chapter IV).

The architectural survey included background research and a windshield reconnaissance of the APE, which was conducted November 30-December 1, 2022.

Prior to beginning fieldwork, WSP conducted a file search in online databases to gather information about known and previously surveyed historic properties in the APE. Staff reviewed the National Historic Landmark (NHL) online database, and the town-wide data in the Vermont Online Resource Center (ORC). Any inventory forms and designation forms for previously documented properties near or in the APE were collected. All previously listed or eligible properties were located on USGS maps and aerial photographs. Staff also reviewed local survey reports, histories, and historical maps available online to gain an understanding of historical development patterns in the APE and provide a context for evaluating resources.

Following the background research, WSP conducted fieldwork and identified all known buildings over 50 years of age in the defined APE are listed in or previously determined eligible for the SR/NRHP, and other properties within the 50-year age threshold whose characteristics appear similar to previously recorded properties. Each property was located on aerial base maps, and the surrounding landscape was noted. The background research completed prior to the field survey provided data for evaluating each resource using the National Register Criteria for Evaluation of historical significance and integrity (36 CFR § 60.4).

According to the National Register Criteria, properties may be eligible for the NRHP if:

A. They are associated with events that have made a significant contribution to the broad patterns of history; or
B. They are associated with the lives of significant persons in our past; or
C. They embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. They have yielded or may be likely to yield, information important in history or prehistory [National Park Service 1991:7].

III. Historical Background, Northern Vermont

The first Euro-Americans to venture into present-day Vermont were trappers and hunters. Reaching much of this area was at first impeded by mountains, and colonization was slow because the political situation was unsettled. Recurring hostilities between the British and French authorities initially inhibited settlers from making Vermont their home; however, even before the final surrender of the French to the British at Montreal in September 1760, applications for land grants were being made by many parties.

The colony of Connecticut made the first land grants within what is now Vermont in the early eighteenth century, after Massachusetts, which had erroneously granted its own citizens 436 square kilometers (172 square miles) within the borders of Connecticut, transferred these land grants (the "equivalent lands") to Connecticut. Connecticut immediately sold these lands to people from both Connecticut and Massachusetts, who in turn sold the land to prospective settlers at a profit. After the final resolution of the Massachusetts-New Hampshire territorial disputes in 1740, these lands became New Hampshire territory. Nevertheless, most of the region's settlers continued to come from Connecticut and Massachusetts (Tosi 1948:48-49). European settlement was slow in all parts of today's Vermont until 1761, when Benning Wentworth, governor of New Hampshire, claimed the lands for New Hampshire and began establishing illegal land grants. Allegiance to the new provincial authorities by the settlers weakened, however, with attempts to annul all land charters issued by the New Hampshire governor and to collect compensation for the granting of new charters. This was the situation, roughly paralleling the grievances of the 13 colonies against the British Crown, that precipitated the struggle of Ethan Allen's Green Mountain Boys against the New York authorities and that resulted in the 1777 declaration of Vermont's sovereignty and independence. These territories became the State of Vermont in 1791.

Land use in northern Vermont conformed to practices common in other parts of New England. These practices included fairly contiguous areas organized into towns, with villages spaced relatively evenly within the towns wherever topography and soil conditions permitted (Meeks 1986:14).

Prior to 1830, subsistence farming was the predominant form of household economic activity. The earliest economic activity outside the household was the sale of potash and lumber obtained from land clearing. Potash, owing to its high market value and use in the production of glass, became the only inspected product in Vermont at that time (Elliott 1977:18). Small manufacturers, including gristmills and sawmills, sprang up throughout the region to process locally grown materials. In addition, distilleries (using rye and corn), and starch factories (using potatoes) also developed. Taverns and general stores opened to cater to the local populace in nearly every town. By 1830 the region's agricultural economy was concentrated on the cultivation of potatoes and grains, some of which was shipped to Eastern and Southern markets. Wheat was initially an important crop, so much so that it was used as money by the earliest settlers. As transportation increased to wider markets, farmers focused more on a smaller number of specialized products.

Apple growing in particular became an important part of the Vermont economy. John McIntosh, born in 1776, eventually began selling his apple seedlings to settlers, and the McIntosh apple became the dominant apple in Vermont because of its acclimation to cool nights and warm, sunny days. In 1899 Vermont boasted 1,675,131 apple trees and produced 1,176,822 bushels of apples. Commercial apple production in Vermont continued into the twentieth century but declined owing to the lack of modernized facilities. The introduction of the automobile boosted apple production again; in 1955 Vermont produced over 1,100,000 bushels, and in the 1980s roughly 79 commercial growers on 3,500 bearing acres of land produced roughly 1.25 million bushels annually (VDHP 1990, "Apple Orchards":6).

By the late eighteenth century some industry had begun to develop in Vermont. Lumbering in the oak forests brought much-needed money into the state and also cleared land for farming (Stratton 1980:250).

Large fallen trees were ideal for making masts for ships and were usually shipped to Quebec. Production of hats was also an early trade, which used local wool and beaver hides from trappers. Other early businesses included blacksmithing, brick making, and dyeing.

The developing livestock industry rapidly took over in Vermont, however, as both cattle and horses thrived on the local grasslands and climate (Bearse 1968; Tosi 1948:58-59; VDHP 1990). During the early nineteenth century the Spanish Merino sheep, an outstanding wool producer, easily adapted to rugged terrain and climate, arrived in Vermont. The self-sufficiency of the Vermont farmers diminished considerably as many turned to sheep farming for an alternative source of income, almost to the complete exclusion of other agricultural products. The improved machinery and larger wool mills that were introduced around 1830 permitted Vermont farmers to produce more wool, and 33 wool factories were built in Vermont during that period. In addition to wool, raw cotton was imported into Vermont mills for processing (Meeks 1986; Tosi 1948:62).

Although some textile production occurred in fulling and cleansing mills, and later also carding mills, the production of textiles remained a household activity until about 1820. After about 1820 factories took over the production of textiles, and the number of fulling and carding mills increased by 200 percent (from 136 to 273) and 275 percent (from 87 to 234), respectively. By 1830 the home manufacture of textiles was almost non-existent. In many cases the wool factories were an outgrowth of earlier textile mills as the mills became suppliers for developing wool factories (Meeks 1986; Steponaitis 1975:43-50).

The breeding of wool sheep reached its peak in Vermont in the early 1840s, but by the end of the decade, the industry had begun to decline, partly the result of lower protective tariffs on imported wool and partly the result of competition from the West with its larger pastures, less costly grain, and better transportation following the opening of the Ohio and Pennsylvania canal systems (Tosi 1948:59-60; VDHP 1989b). The number of wool factories in Vermont decreased from 97 in the mid-1840s to 89 a decade later. In addition, the number of textile concerns in Vermont began to drop as the industry consolidated into fewer, larger firms using more efficient machinery and located along more traveled transportation routes. The number of mills fell from a peak of over 400 in the 1820s to only 75 in the early 1850s. The sheep industry revived briefly in the 1860s and immediately afterward, as the Civil War prompted a greater demand and higher prices for wool products because of the low availability of Southern cotton as well as the imposition of higher tariffs (Steponaitis 1975:60-67).

With the initial decline of the sheep and wool industry in the late 1840s, many farmers returned to breeding cattle, although not before mutton sheep slowly infiltrated many farms formerly devoted to wool-bearing sheep (VDHP 1989a:2). Dairy farming in Vermont and elsewhere in New England had been introduced by the 1840s (Barron 1980; Russell 1982). Dairying proved to be a protection against the fluctuating price of wool and allowed farmers to take advantage of expanding urban markets to the south. The introduction of dairy breeds to replace beef cattle was a slow and intermittent process. Barron (1980) believes that one reason farmers in Vermont were slow to switch from wool to dairy was problems with labor. The young of Vermont were moving out West and to the big cities, depopulating the countryside during the second half of the nineteenth century (discussed further below). Because sheep farming was far less labor-intensive, it remained a more efficient use of resources during this period even as prices for wool dropped. Dairy farming, on the other hand, was more labor-intensive, and Barron (1980:333) estimates that because of technological changes, the labor demand for dairy cows grew by 68 percent per cow between 1850 and 1910. As a result, because the available pool of labor declined after the mid-nineteenth century, farmers were hesitant to make the switch from wool to dairying even though the wool market was unstable. It was not until the market for wool completely collapsed at the end of the century that the switch from sheep to dairy cows became complete.

Up until the 1850s, only private dairying took place. As the industry became more widespread, cheese factories, and later creameries, were built to service entire dairying communities. The three staple products for the mid-nineteenth-century Vermont farmers became wool, butter, and maple sugar, and after the Civil War dairy farming dominated the agriculture of eastern Vermont (Bremer 1929:587; Tosi 1948:63). Butter and cheese were manufactured in centrally located factories, although up until 1900 almost 40 percent of manufactured dairy products were produced privately in the home for sale to a private clientele. The number of dairy cows in some Vermont counties reached a peak in 1900. By the close of the nineteenth century, however, the Vermont dairy farmer faced direct competition from the dairy industries of Ohio and Wisconsin, for whom the transport of perishable goods did not pose as great an obstacle after development of the railroads connected these states with the East. Dairying declined slowly until 1920, then rose sharply until 1930 (Tosi 1948:62-64). By the end of the twentieth century, however, the need for expensive equipment had put many small hill country farmers out of business (VDHP 1989a).

The wool industry in Vermont changed in the late nineteenth century with the emergence of large town-based manufacturing firms (employing more than 100 employees) in places such as Bennington, Winooski, Rutland, Johnson, and Fair Haven. Vermont still enjoyed prominence in the manufacture of wool and knit goods during the 1880s; however, the state's industry declined steadily through the first half of the twentieth century despite a brief rise during the World War II years (Steponaitis 1975:118; VDHP 1991:10-11). Mills gradually closed after the end of the nineteenth century as they became unable to compete with mills and factories in the South (Barron 1980:326).

The population decline during the second half of the nineteenth century had perhaps one of the greatest historical effects on the Vermont landscape. As the United States expanded, new opportunities arose and young people moved out West. The hill farms of Vermont could not compete with Western agriculture. In addition, many of Vermont's rural youth left for jobs in the growing big cities. Barron (1980), however, describes contemporary writing of abandoned farms as "hyperbole," writing that agriculture in New England did not collapse after the Civil War but only experienced stagnation. He points out that throughout Vermont two-thirds of male household heads remained farmers/farm laborers throughout the second half of the nineteenth century, 90 percent of farms were family-owned, and that two-thirds of the land remained agricultural land. In short, the number, size, and location of farms throughout Vermont remained stable. In addition, the output of wool, butter, and maple sugar from these farms remained constant into the late 1890s. The number of tradesmen also remained constant, although a number of mills and factories were replaced because they could not compete with those in the South (Barron 1980:326). Vermont farmers may have been able to survive the slow attrition of labor throughout the second half of the nineteenth century, but the lack of available labor ultimately prevented them from adapting to more economically advantageous forms of farming.

Mining and the processing of stone and mineral deposits were significant Vermont industries dating to the time of the early settlement. The first reported lime kiln in Vermont was at Isle la Motte, where the French burned lime to make mortar circa 1665. Lime kilns started appearing in large numbers with the opening of farms and the discovery of good quality limestone deposits. Eventually lime kilns were present in the vicinity of nearly all outcrops of limestone. The earliest type of kiln in Vermont, the farm kiln, was constructed to fulfill local demand for agricultural lime and building mortar, although the surplus was sold to tanneries, paper mills, and chemical factories. These kilns were operated up to the 1840s. Larger and more complex kilns were constructed in association with multiple quarry operations and later near railroad lines for easier transportation to external markets (Rolando 1992:216-217).

Transportation evolved rapidly in the first half of the nineteenth century, and the railroad played an important role in the development of Vermont. One of the most important railroads to provide access to central and northern Vermont was the Vermont Central Railroad Company. The company was chartered on October 31, 1843, with the construction of the line beginning in the fall of the same year. The line was

opened from White River Village to Bethel (25 miles) on June 26, 1848; to Northfield (53 miles) on October 10, 1848; to Montpelier (63 miles) on June 20, 1849; to Middlesex (69.5 miles) on August 30; to Waterbury (75 miles) on September 29; and finally to Burlington (105 miles) on December 31, 1849 (Poor 1860:78).

The Vermont and Canada Railroad was chartered October 31, 1845, as a continuation of the Vermont Central north and west to Rouses Point, New York, splitting at Essex Junction (east of Burlington) and running north via St. Albans and Swanton. A branch split at Swanton and ran north to the border with Canada. On August 24, 1849, the Vermont Central Railroad Company took a lease of the Vermont and Canada Railroad, then under construction, at an annual rent of 8 percent of its cost (amounting at that time to $1,348,500) with the privilege of purchasing the road at cost after 20 years. The provisions of the lease created a mortgage on the Vermont Central Railroad as security for the payment of the rent. The Vermont Central defaulted on the rent payment, however, and on June 28, 1852, surrendered the railroad to its original owners (Poor 1860:79).

The Rutland Railroad linked the Vermont Central Railroad and the Boston and Montreal Railroad via Vermont, and traveled westward to Ogdensburg, New York, on the Hudson River. For residents of central and northern Vermont, this expansion of the railroad represented an opportunity to sell produce outside the community. The railroad was used to transport goods and was also instrumental in bringing tourism to Vermont. Today, the Vermont Central Railroad line is used by Amtrak for its service through Vermont to Canada.

IV. Historic Architectural Survey Results

WSP's architectural reconnaissance survey of the APE for the Project identified 28 historic architectural properties in the APE listed in or eligible for listing in the SR/NRHP. Historic properties are defined as those historic resources that are designated as NHLs or that are listed in, determined eligible for, or are potentially eligible for listing in the SR/NRHP.

Table 1 summarizes the numbers of historic resources that WSP identified in the APE along with their SR/NRHP status. WSP identified no new typology of historic architectural resources in the APE.

TABLE 1: SUMMARY OF IDENTIFIED HISTORIC RESOURCES IN APE AND NRHP STATUS

PREVIOUSLY RECORDED RESOURCES	
SR/NRHP Status	*No. of Resources*
SRHP Listed (Only)	23
NRHP Listed	3
Eligible	2
Total	*28*

A. Evaluation of Previously Surveyed Historic Resources

WSP identified 28 previously surveyed historic architectural resources in the APE, categorized below (Figure 2, Sheets 1-17; Table 2).

Three properties listed in the NRHP, including one National Engineering Landmark (Douglas & Jarvis Bridge).

Twenty-three properties recorded in town surveys, which were subsequently listed in the SRHP. Two of these properties (Highgate Falls Power Plant and Georgia Poor Farm) were recently determined not eligible for SR/NRHP during unrelated project reviews.

Two properties (St. Johnsbury and Lake Champlain Railroad and Machia Silo and Barn) determined eligible for SR/NRHP through previous Section 106 consultation.

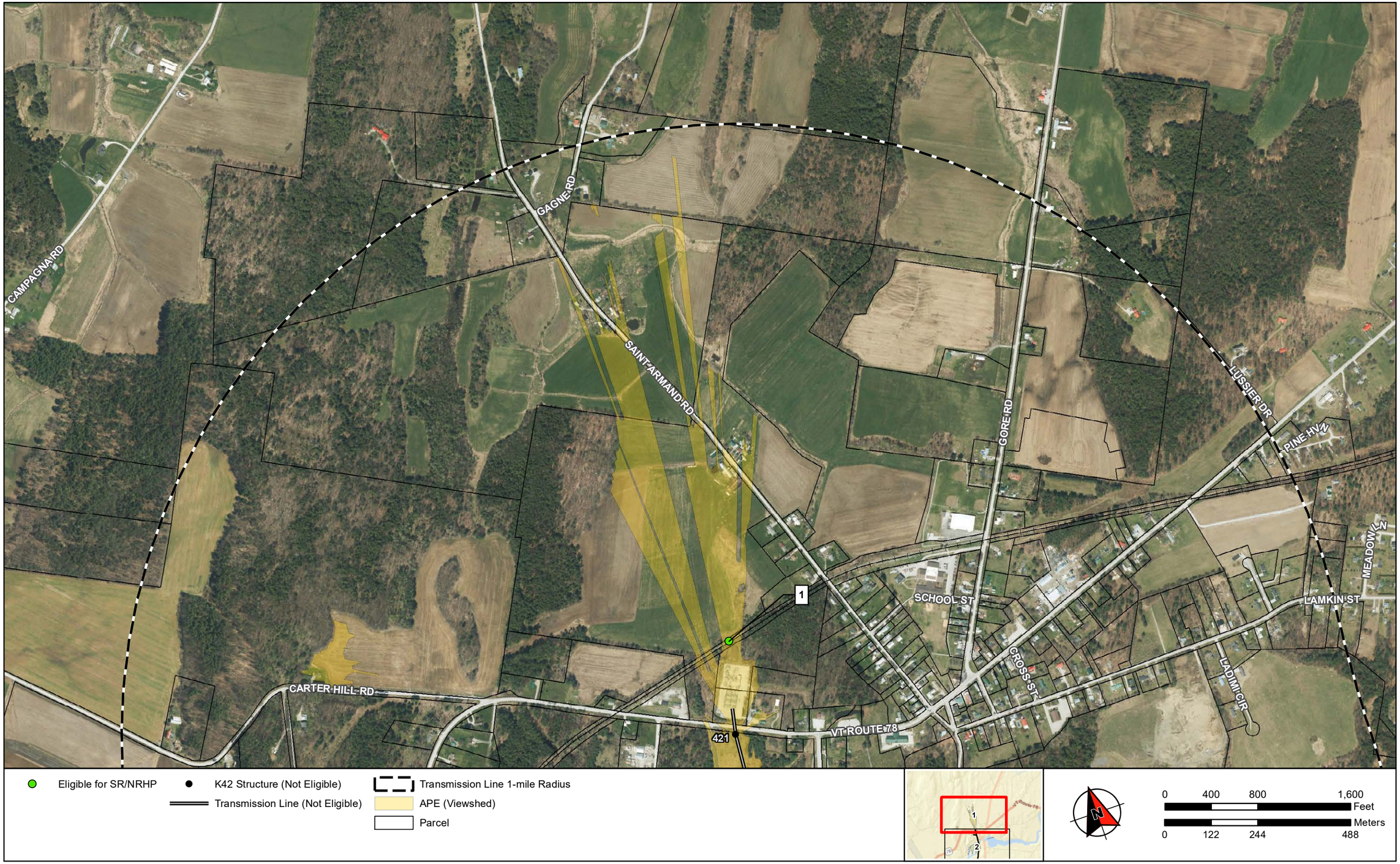


FIGURE 2 (Sheet 1 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

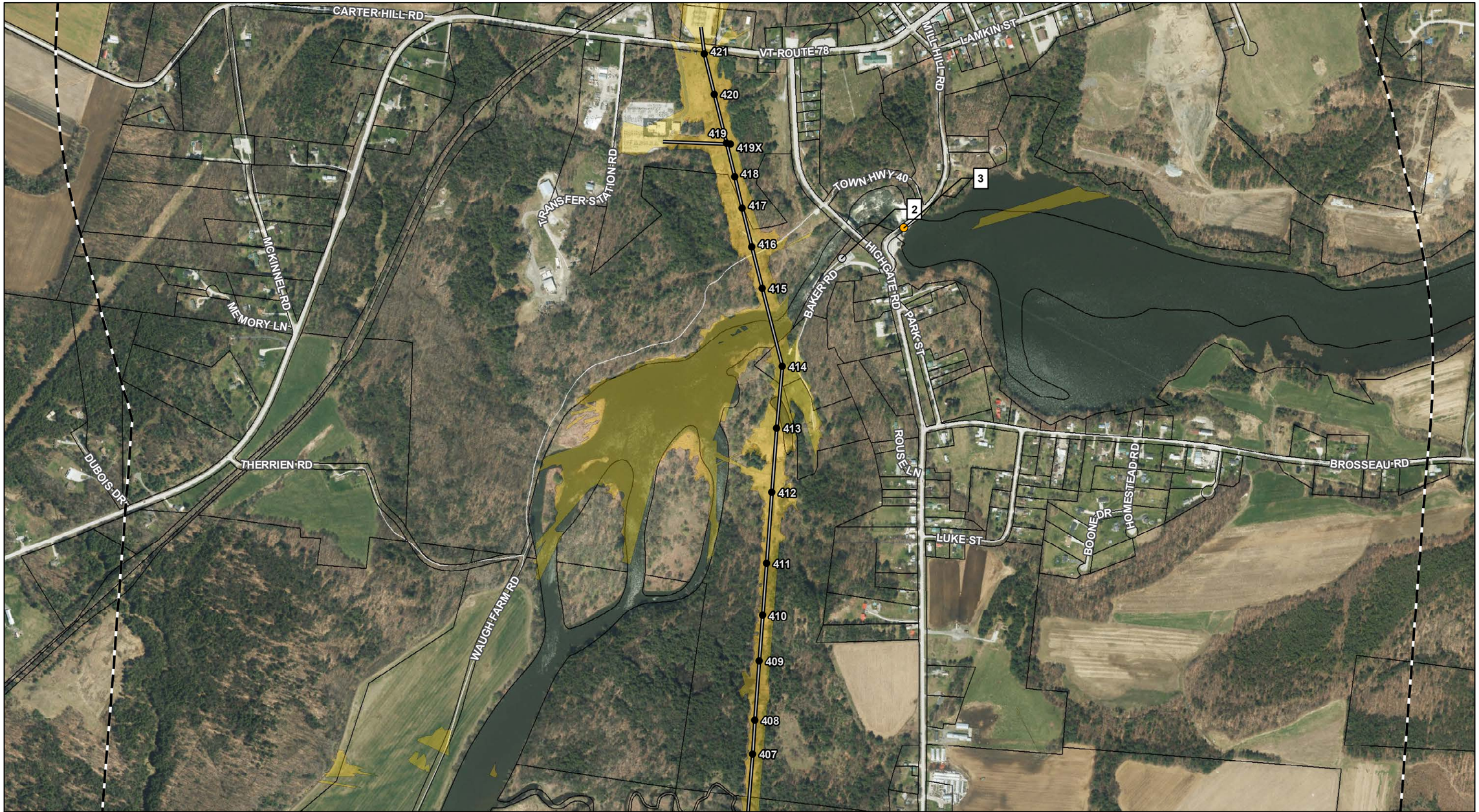


FIGURE 2 (Sheet 2 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

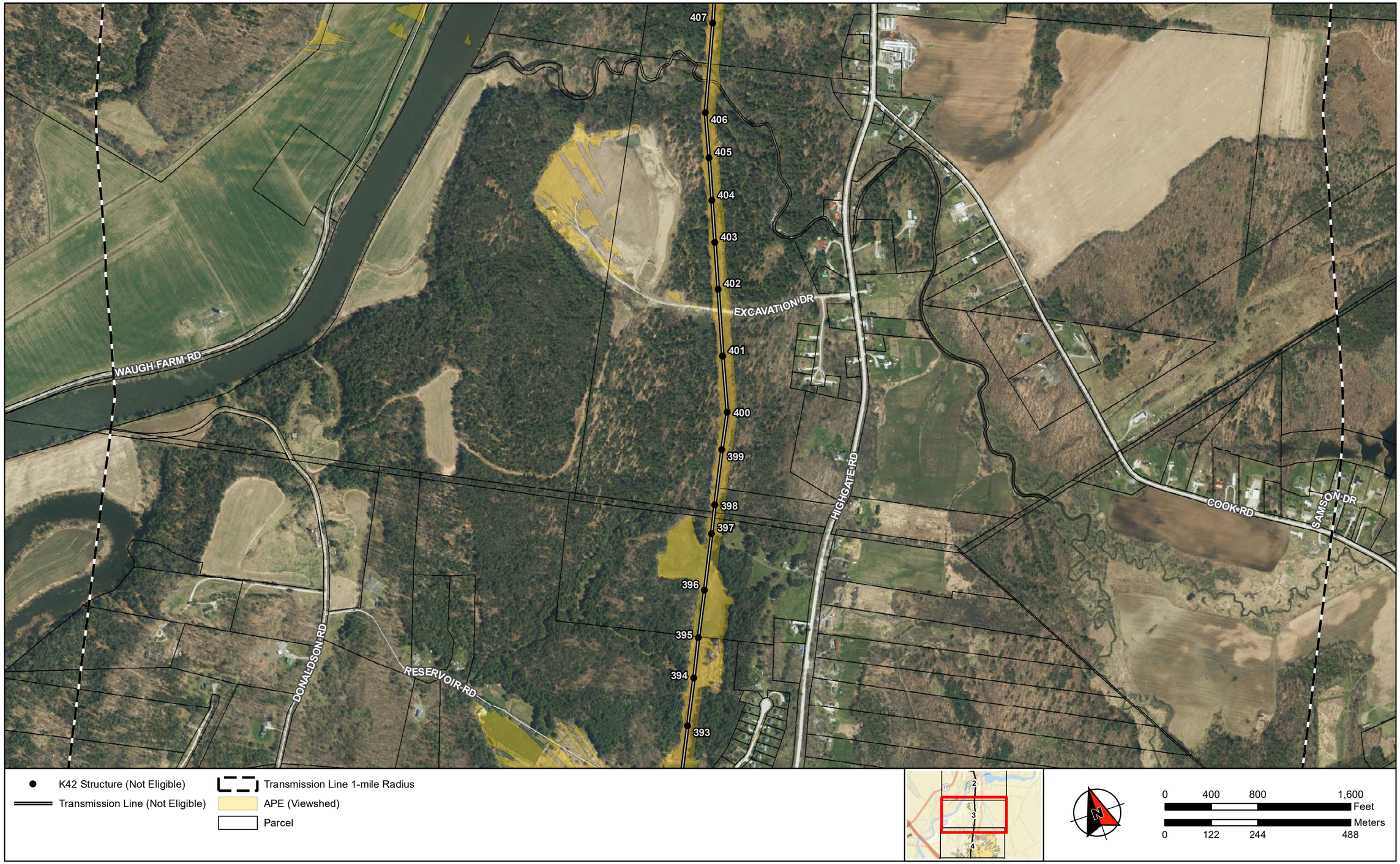
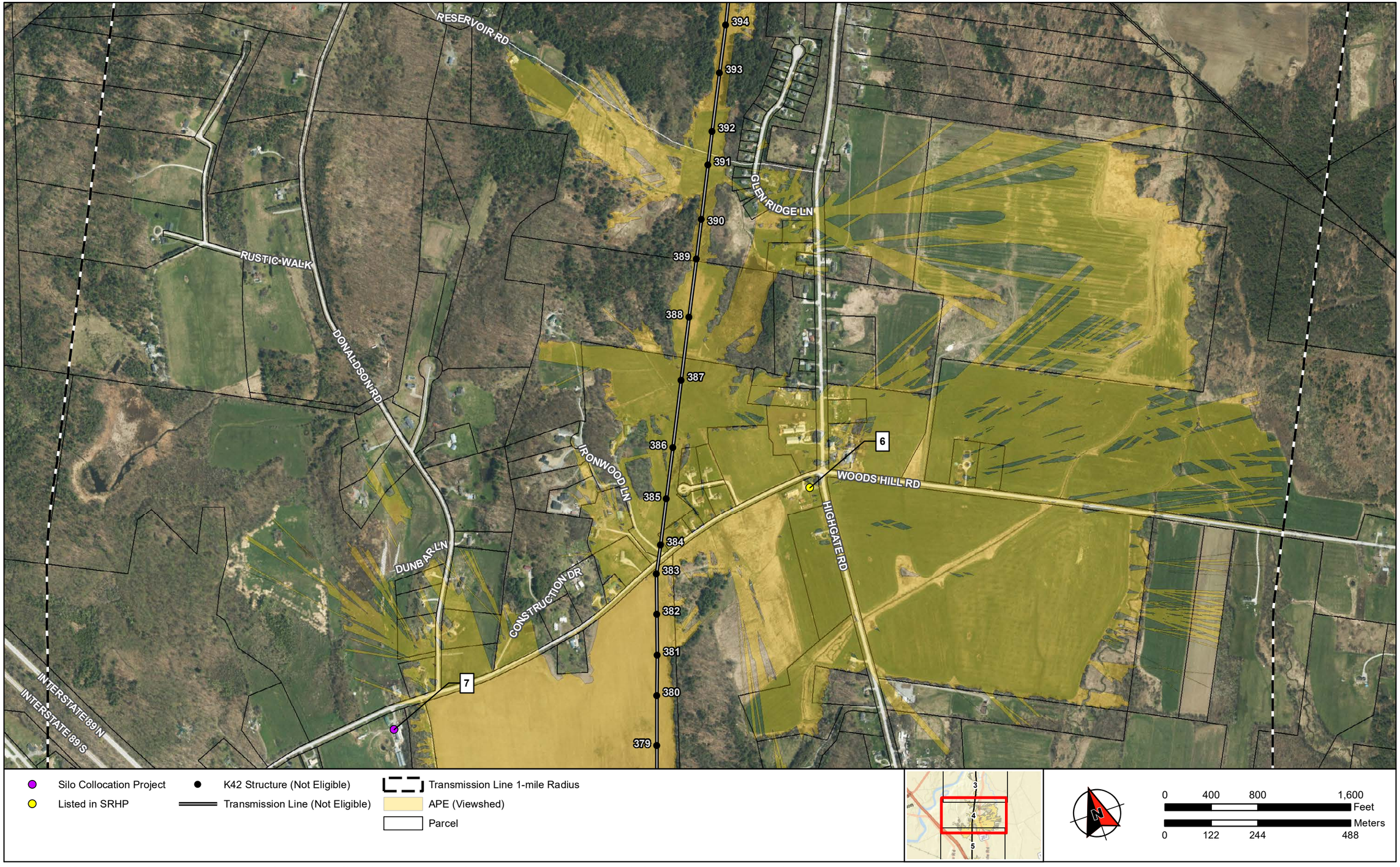


FIGURE 2 (Sheet 3 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)



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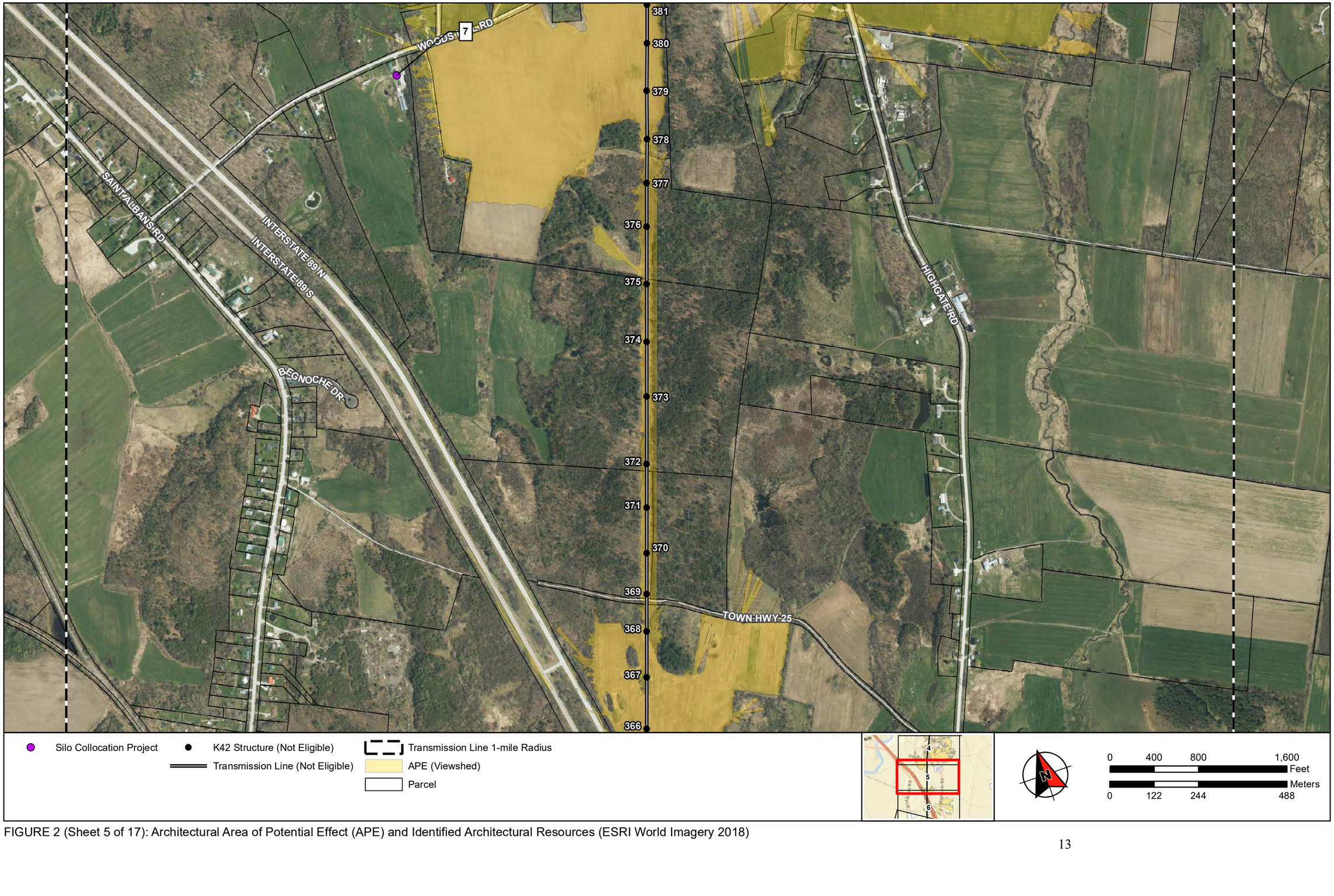

FIGURE 2 (Sheet 5 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

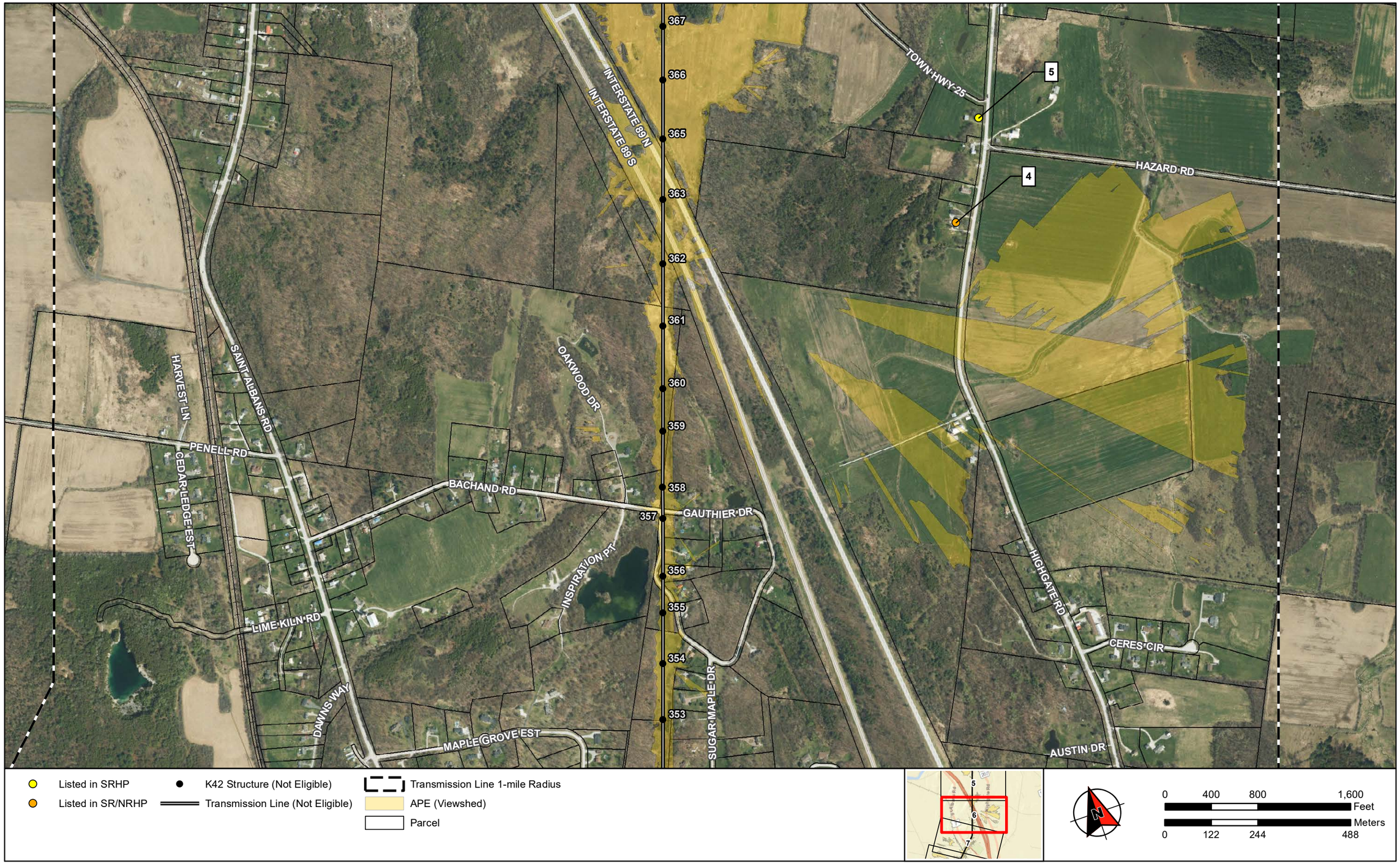

FIGURE 2 (Sheet 6 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

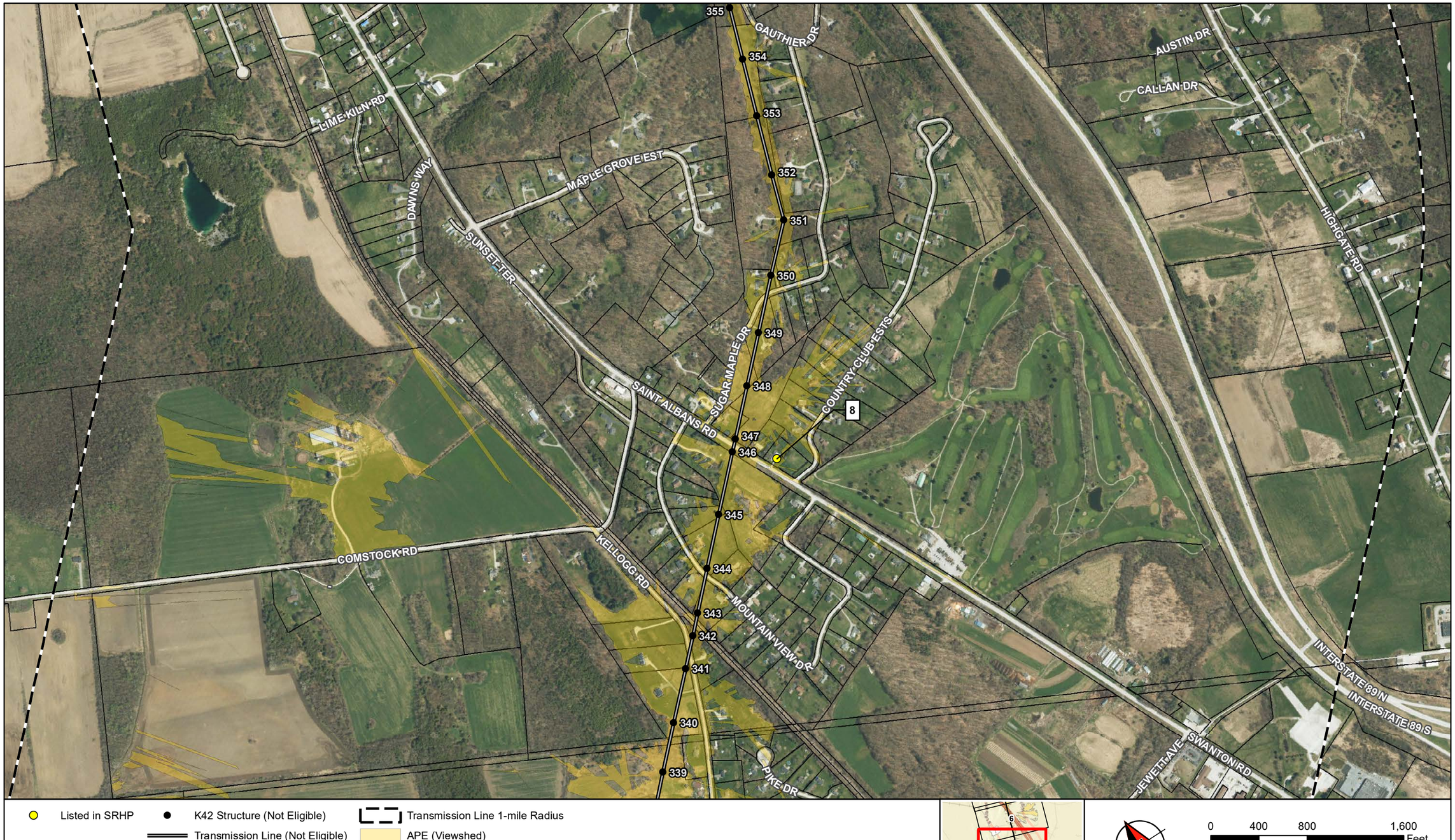

FIGURE 2 (Sheet 7 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

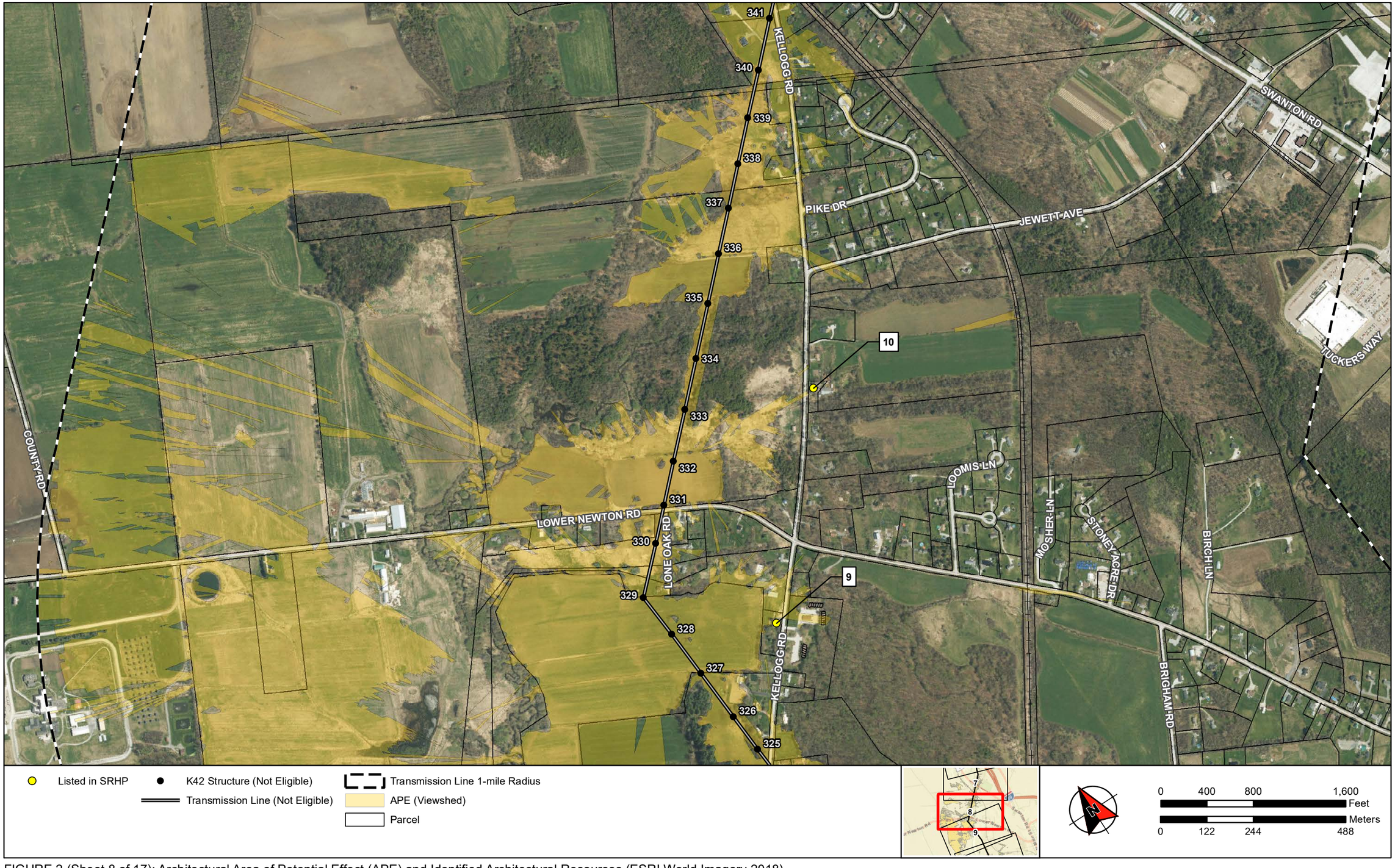

FIGURE 2 (Sheet 8 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

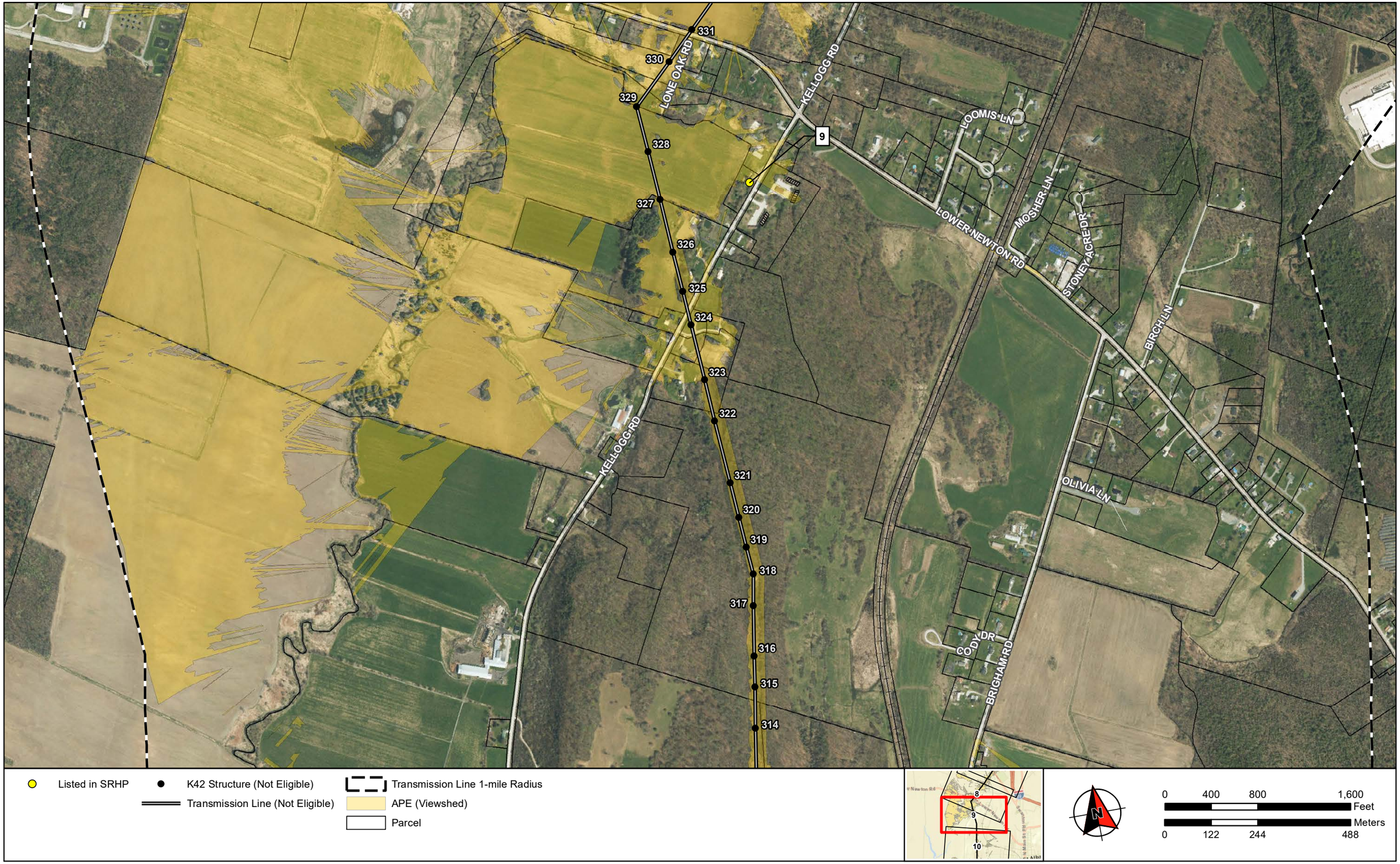

FIGURE 2 (Sheet 9 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

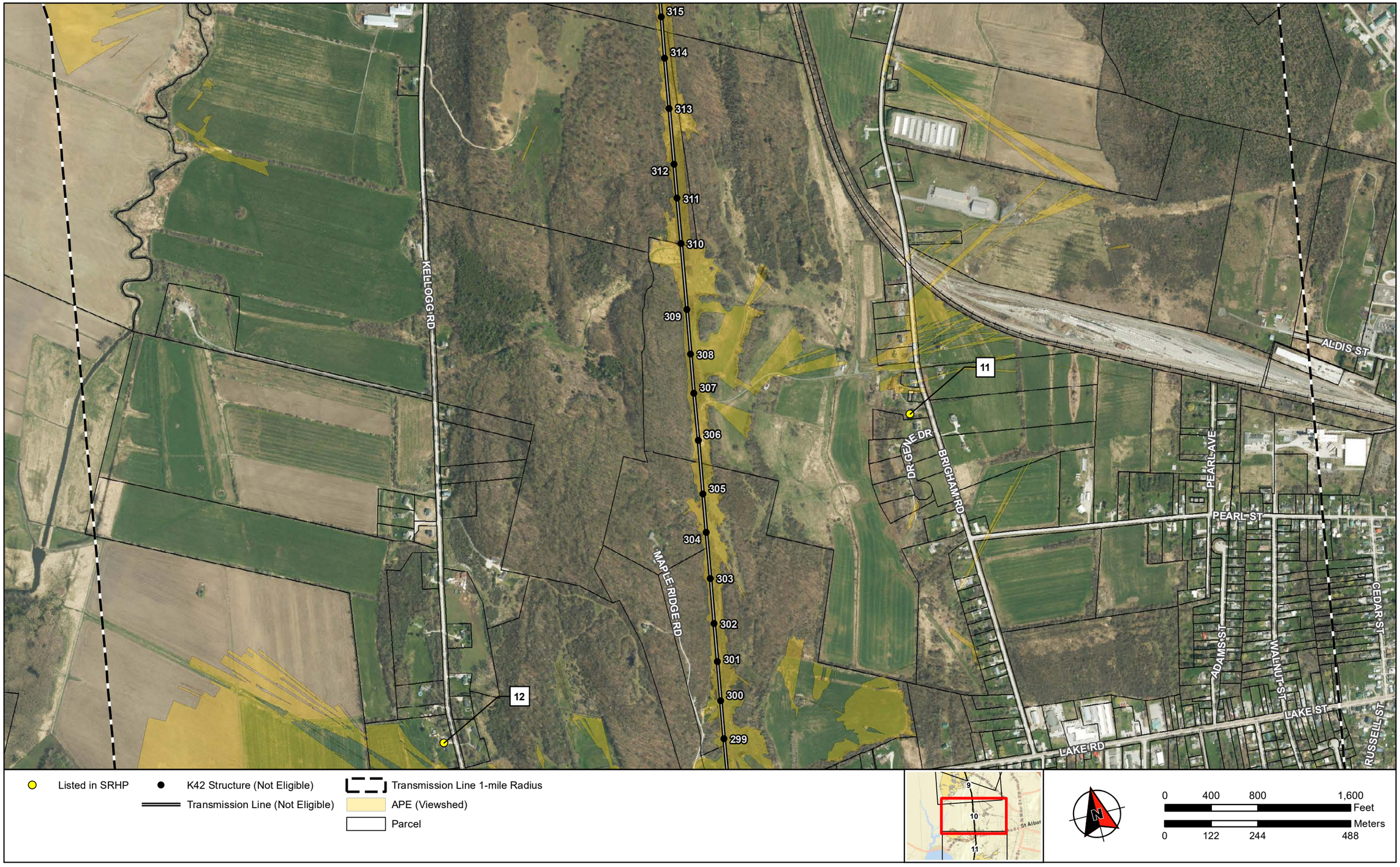

FIGURE 2 (Sheet 10 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

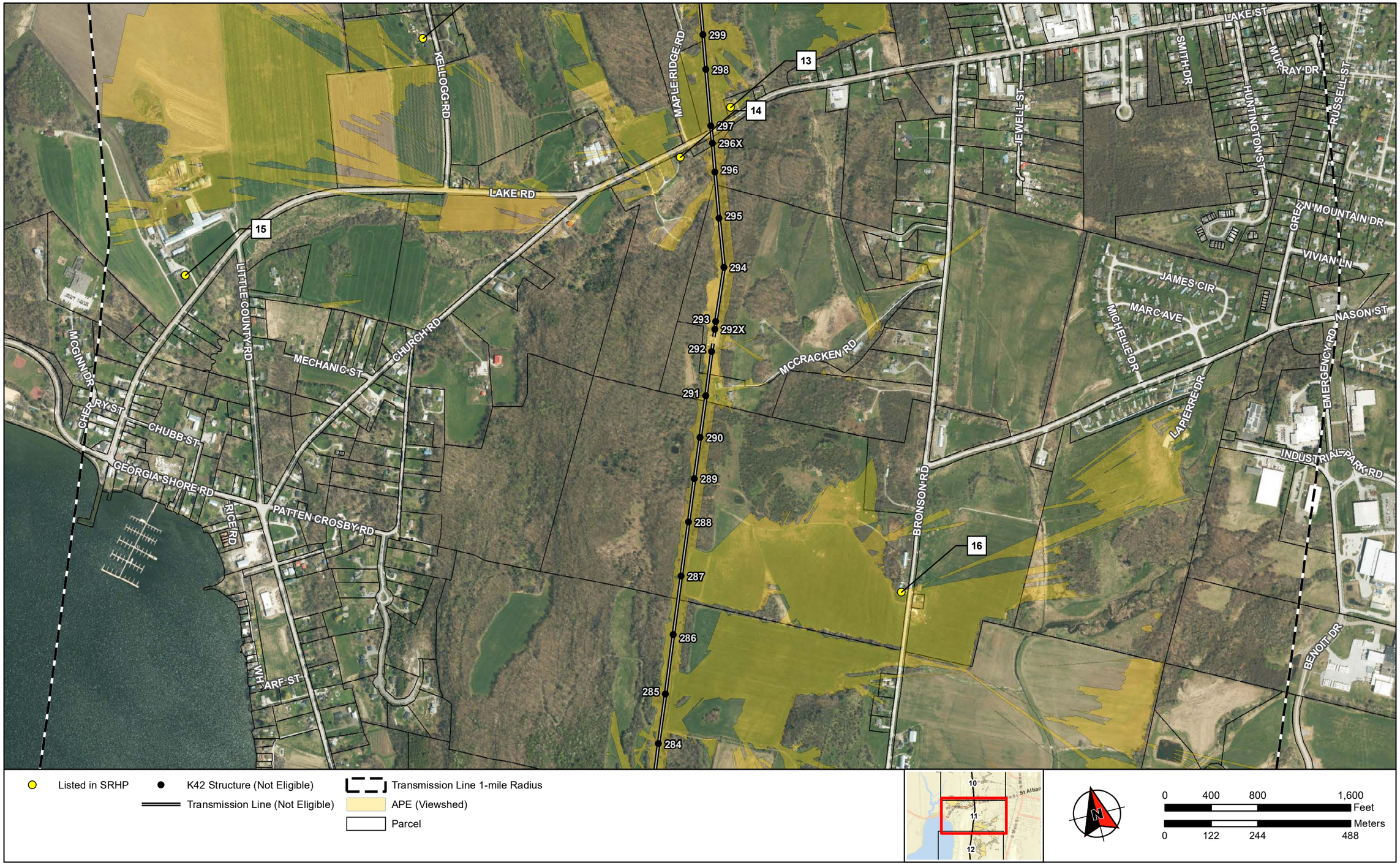

FIGURE 2 (Sheet 11 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

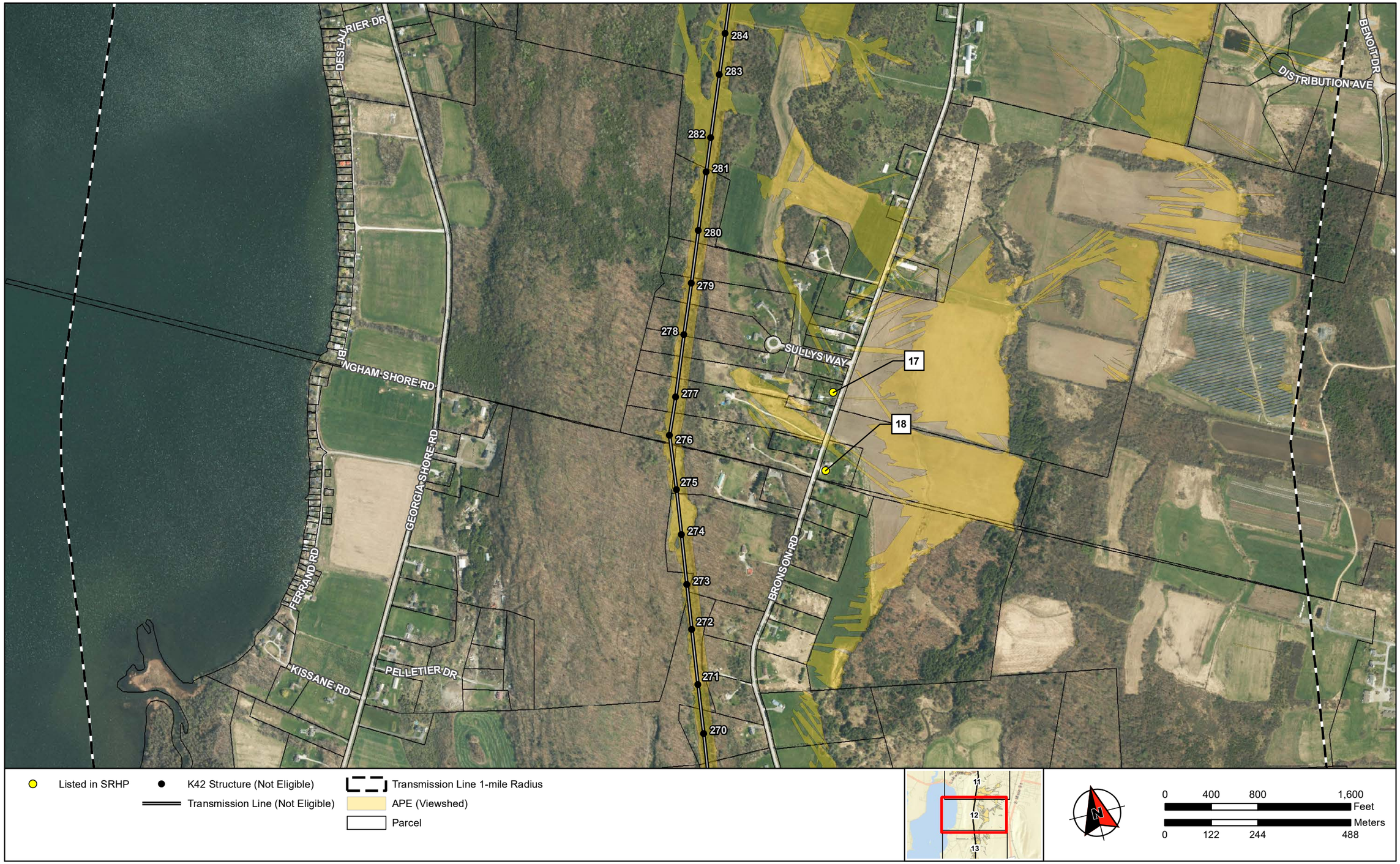

FIGURE 2 (Sheet 12 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

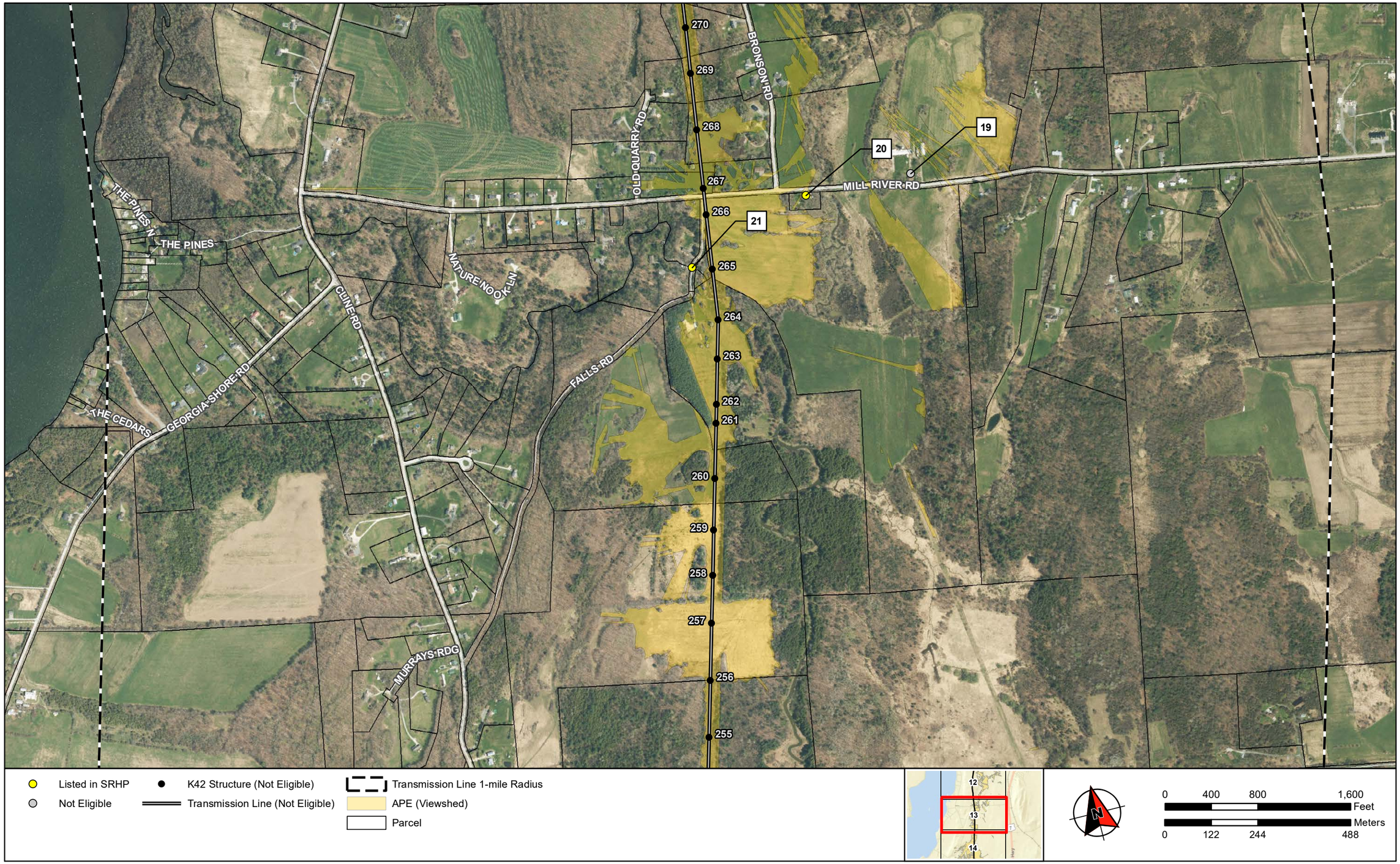

FIGURE 2 (Sheet 13 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

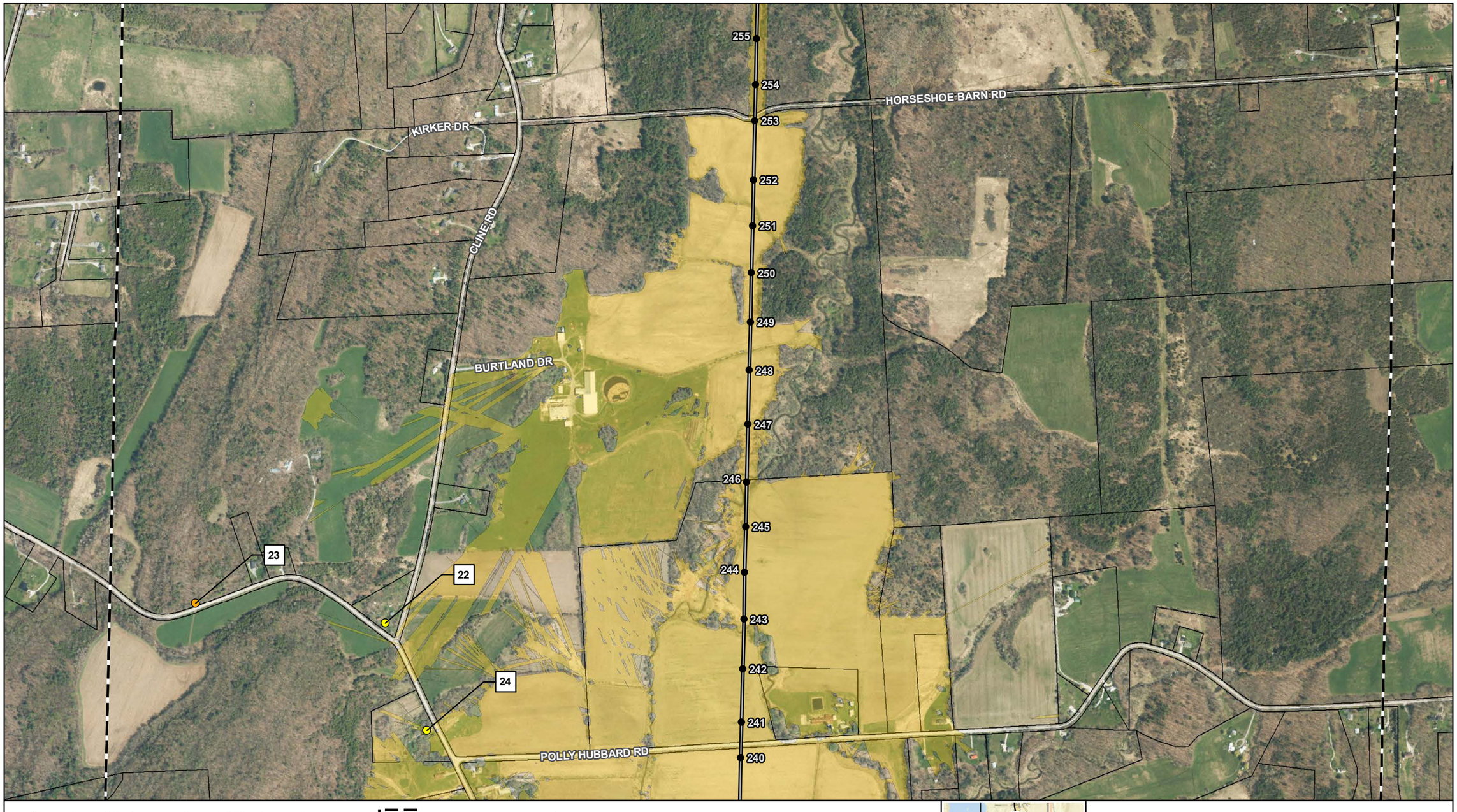

FIGURE 2 (Sheet 14 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

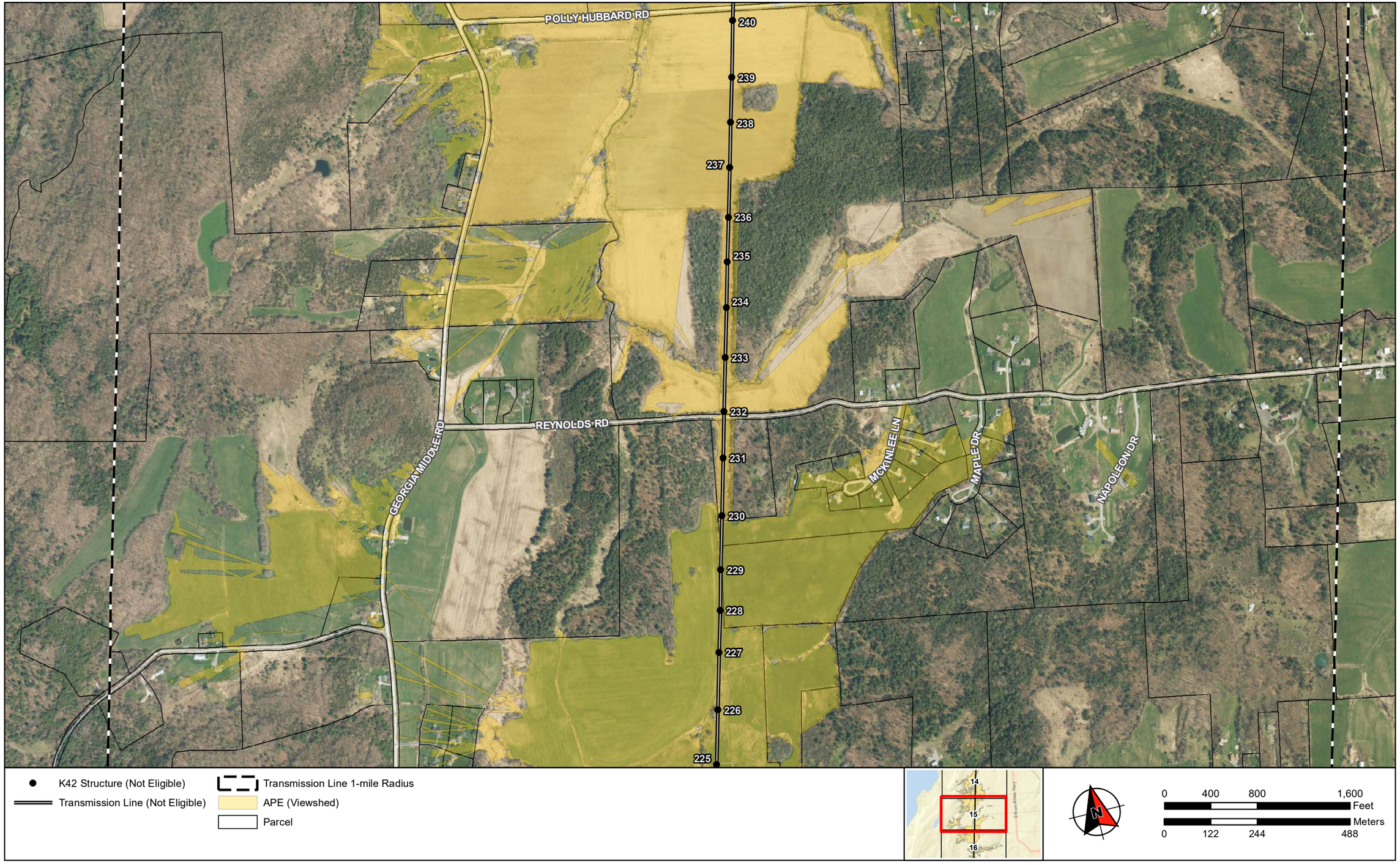

FIGURE 2 (Sheet 15 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

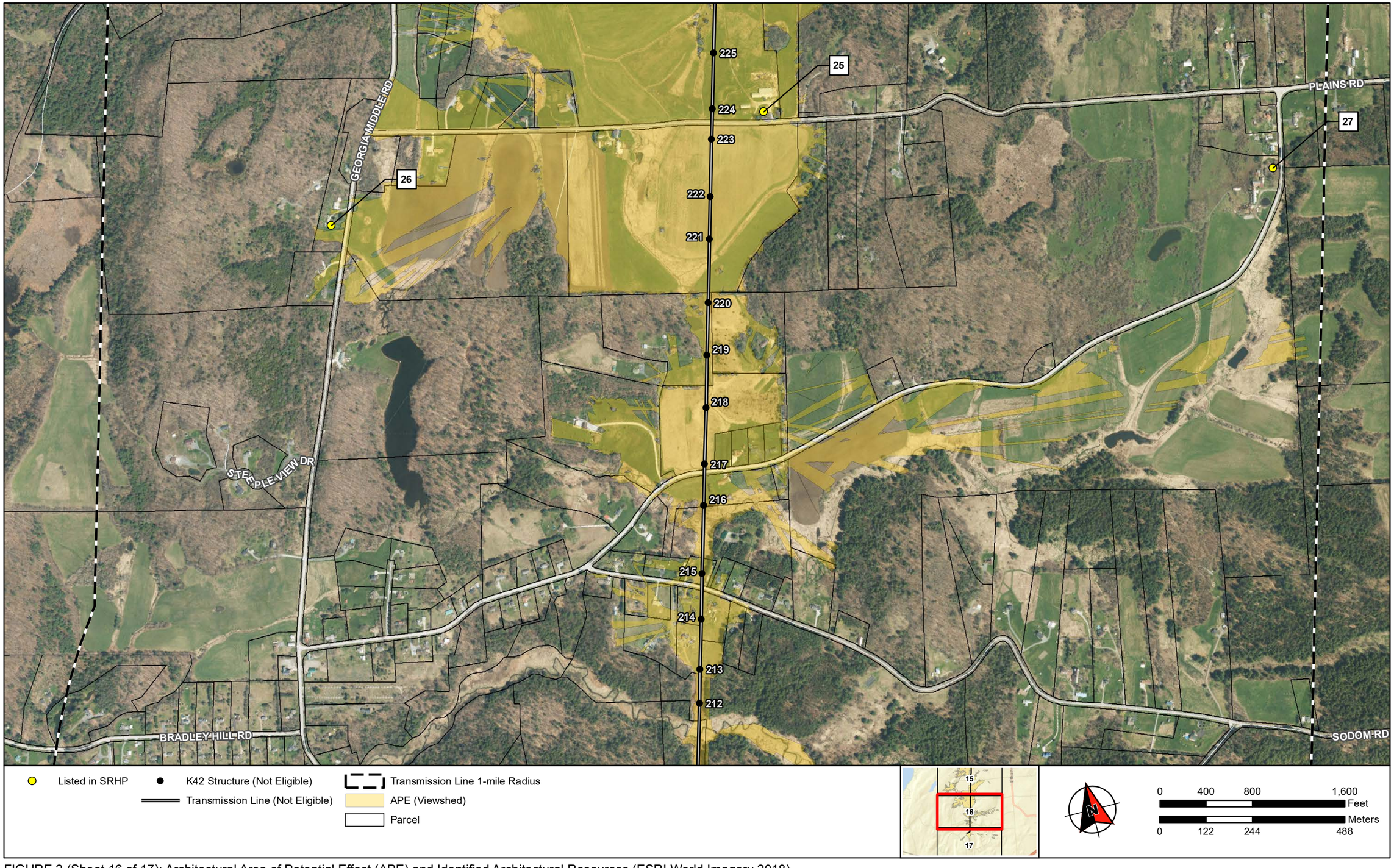

FIGURE 2 (Sheet 16 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

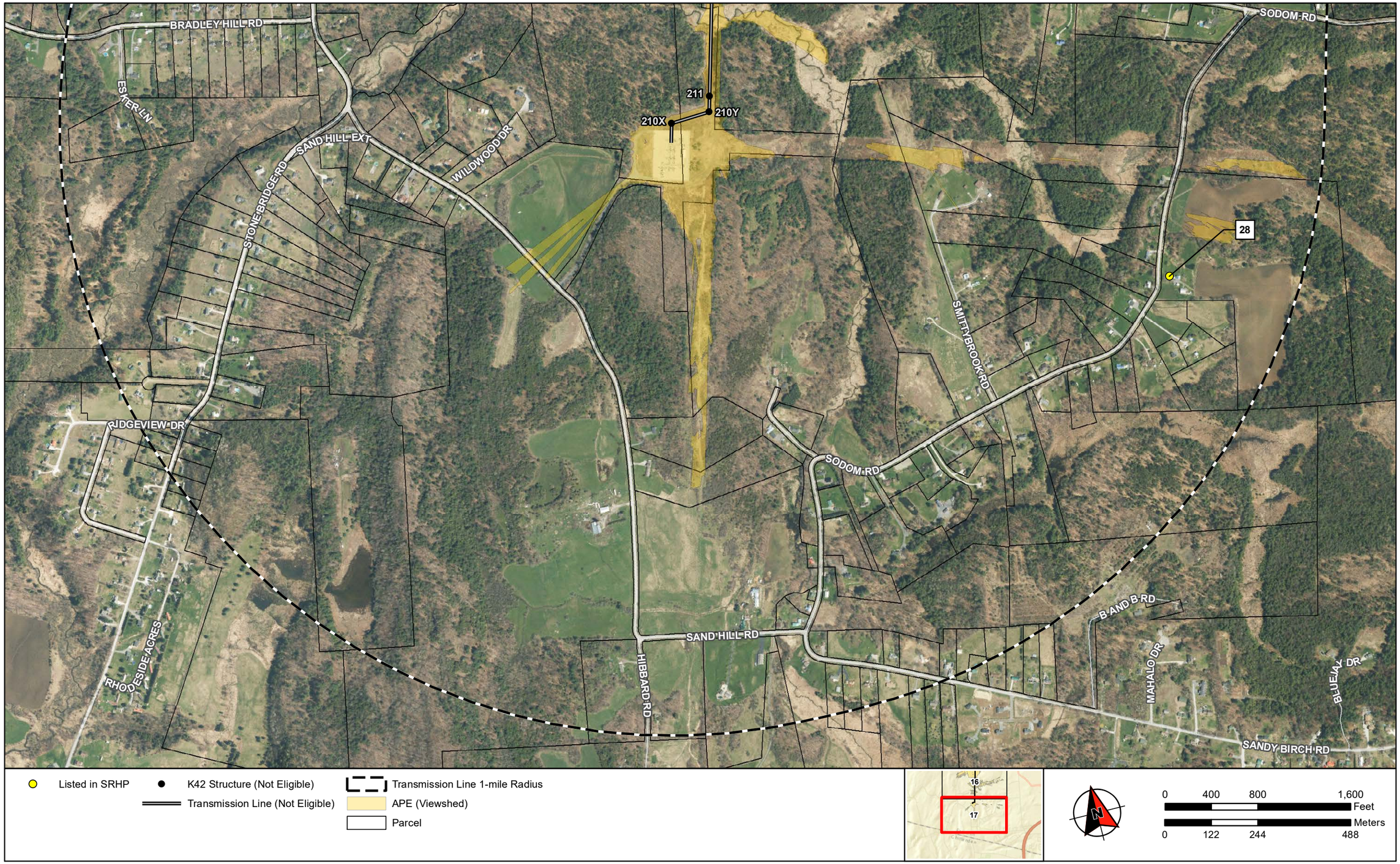

FIGURE 2 (Sheet 17 of 17): Architectural Area of Potential Effect (APE) and Identified Architectural Resources (ESRI World Imagery 2018)

TABLE 2: ELIGIBILITY SUMMARY FOR HISTORIC ARCHITECTURAL RESOURCES IDENTIFIED IN APE

SR/NRHP MAP NO.	PREVIOUS ELIGIBILITY	NAME	ADDRESS	INTEGRITY EVALUATION	MAP ID
N/A	Determined Eligible NRHP	St. Johnsbury and Lake Champlain Railroad	Multiple	Retains historic integrity	1
Highgate-35	Listed SRHP	Highgate Falls Power Plant	North Side of Baker Road along the Missisquoi River	DOE completed, Not Eligible	2
NR 74000213	Listed SR/NRHP; National Engineering Landmark	Douglas & Jarvis Patent Parabolic Truss Iron Bridge	Carrying Mill Hill Road over Highgate Falls/ Missisquoi River	Retains historic integrity	3
Swanton-15/ NR 94000474	Listed SR/NRHP	Rockledge Farm	2396 Highgate Road, St Albans City	Retains historic integrity	4
Swanton-13	Listed SRHP	Tarte House	2384 Highgate Road, St. Albans	Retains historic integrity	5
Swanton-11	Listed SRHP	Jennison-Hubbard Farm	2162 Highgate Road, Swanton	Retains historic integrity	6
4BV-0382-C	Determined Eligible NRHP	Machia Silo and Barn	54 Woods Hill Road, Swanton	Diminished historic integrity since previous evaluation	7
Swanton-19	Listed SRHP	McMahon House	543 St. Albans Road, Swanton	Retains historic integrity	8
St. Albans-19	Listed SRHP	Brooks-Larson Farm	2331 Kellogg Road, St. Albans	Diminished historic integrity since previous evaluation	9
St. Albans-33	Listed SRHP	Tullar-Dunsmore Farm	2764 Kellogg Road, St. Albans	Retains historic integrity	10
St. Albans-38	Listed SRHP	Brigham-Lareau Farm	129 Brigham Road, Saint Albans	Diminished historic integrity since previous evaluation	11
St. Albans-6	Listed SRHP	Old Wright House	255 Kellogg Road, St. Albans	Diminished historic integrity since previous evaluation	12
St. Albans-28	Listed SRHP	Old Pelkey Farm	447 Lake Road, St. Albans	Retains historic integrity	13
St. Albans-29	Listed SRHP	Bascom House	460 Lake Road, St. Albans	Retains historic integrity	14
St. Albans-67	Listed SRHP	Burton-Guay-Boissoneault Farm	549 Lake Road, St. Albans	Retains moderate historic integrity	15
St. Albans-27	Listed SRHP	Connors-Cameron House	1715 Bronson Road, St. Albans	Retains historic integrity	16
St. Albans-7	Listed SRHP	Bronson-Wakefield House	847 Bronson Road, St. Albans City	Diminished historic integrity since previous evaluation	17
St. Albans-26	Listed SRHP	Smith-Stevens House	742 Bronson Road, St. Albans City	Diminished historic integrity since previous evaluation	18
Georgia-50	Listed SRHP	Georgia Poor Farm	846 Mill River Road, Georgia	DOE completed, Not Eligible	19
Georgia-51	Listed SRHP	Meigs-Armstrong House	1039 Mill River Road, Georgia	Diminished historic integrity since previous evaluation	20
Georgia-77	Listed SRHP	Pony Truss Bridge / AOT BCN 06080030	Falls Road Over Mill River, Georgia	Diminished historic integrity since previous evaluation	21

SR/NRHP MAP NO.	PREVIOUS ELIGIBILITY	NAME	ADDRESS	INTEGRITY EVALUATION	MAP ID
Georgia-63	Listed SRHP	Reuben Evarts House	2143 Polly Hubbard Road, Georgia	Retains historic integrity	22
Georgia-62/ NR 00000047	Listed SR/NRHP	District No. 2 School	2442 Polly Hubbard Road, Georgia	Retains historic integrity	23
Georgia-64	Listed SRHP	Hurlburt-Buchdahl	1973 Polly Hubbard Road, Georgia	Retains historic integrity	24
Georgia-66	Listed SRHP	Parent Farm	854 Pattee Hill Road, Georgia	Diminished historic integrity since previous evaluation	25
Georgia-67	Listed SRHP	Cota House /Dinsmore Homestead	717 Georgia Middle Road, Georgia	Retains historic integrity	26
Georgia-34	Listed SRHP	Sabin-Nye House	586 Plains Rd, Georgia	Retains historic integrity	27
Georgia-75	Listed SRHP	Dutton-Wimble House	976 Sodom Road, Georgia	Retains historic integrity	28

1. St. Johnsbury and Lake Champlain / Lamoille Valley Railroad

Map ID 1 (see Figure 2, Sheet 1; Plate 1)
Multiple

The railroad corridor between Swanton and St. Johnsbury was constructed between 1869 and 1877 as a segment of the Portland and Ogdensburg Railroad–Vermont Division. In 1880 it was renamed the St. Johnsbury and Lake Champlain Railroad. The line served as the main transportation corridor through northern Vermont, and as a northern link to the rest of New England. A spur line called the Granite Branch opened in 1892 between Hardwick and Woodbury to serve the granite industry in that area. The new railroad was also important to the tourism industry, serving camps and hotels in northern Vermont.

In addition to providing local passenger service, the St. Johnsbury and Lake Champlain Railroad was vital for providing freight service for local industry, including talc, asbestos, limestone, gravel, dairy products, and lumber. With the rise of automobile ownership in the early twentieth century, passenger service greatly declined in the 1930s, but freight shipping remained profitable for several more years. The railroad filed for bankruptcy in 1944.

In 1948 the railroad was reorganized as the St. Johnsbury and Lamoille County Railroad. In 1956 passenger service was discontinued and the company lost a lucrative contract with the U.S. Postal Service. The State of Vermont purchased the collapsing railroad in 1973, and in 1978 leased it to the Lamoille Valley Railroad Company and financed the extensive track rehabilitation. The Lamoille Valley Railroad resumed providing freight service to northern Vermont industry, and once again served as a bridge line between the Maine Central and points west. Ultimately the company did not succeed, and the Lamoille Valley Railroad ceased operations and filed for abandonment in 1994. The railroad reverted to State of Vermont management, and in 2002 the state began the process to convert the 96-mile corridor to the Lamoille Valley Rail Trail (McNamara 2010; VTrans 2022).

The 11.6-mile portion of the trail from Swanton to Sheldon, passing through the APE in Highgate, was completed between 2018 and 2021. The plan to adaptively reuse the entire railroad corridor for recreation, including interpretive signage and funding for rehabilitation and maintenance. The St. Johnsbury and Lake Champlain/Lamoille Valley Railroad retains its overall historic integrity, and therefore an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

2. Highgate Falls Power Plant

Map ID 2; SRHP Map No. Highgate-35 (see Figure 2, Sheet 2; Plates 2 and 3)
North Side of Baker Road along the Missisquoi River

The circa 1920 Highgate Falls Power Plant is a three-story rectangular-plan reinforced-concrete hydroelectric power plant along the south bank of the Missisquoi River downstream from the Douglas & Jarvis Patent Parabolic Truss Iron Bridge and Highgate Falls. The main block of the structure has a shallow iron and concrete gable roof. Fenestration consists of recessed 19-light semi-circular windows atop 12-over-12 sashes, infilled on the north elevation along the river. Centered on this elevation is a cantilevered shed room sheathed in corrugated metal and two louvered widows. The plant is flanked on the west and east by flat-roofed wings, with the east end at a lower height. A bulkhead sits atop the west wing. The plant is powered by a 4,070-horsepower turbine driving a 2800kw generator in the west wing and two 1,340-horsepower vertical turbines powering two 900kw generators in the east. Located in the east wing are the control room and switching gear.

PLATE 1: St. Johnsbury and Lake Champlain/Lamoille Valley Railroad, Looking Southwest

PLATE 2: Highgate Falls Power Plant, Baker Road Along the Missisquoi River, Looking Southwest

PLATE 3: Highgate Falls Power Plant, Baker Road Along the Missisquoi River, Looking Southwest

The parcel contains a circa 1915 cylindrical metal surge tank on a poured concrete foundation, a circa 1930 three-bay shed-roof garage, and a concrete dam 240 feet long and 25 feet high connected to a 200-foot-long gravity dam linking a 12-foot-diameter conduit penstock to the surge tank.

The power plant has remained in use since the VDHP (1982a) survey. A recent VDHP environmental review of the property found that the resource has lost much of its historic integrity as a result of twentieth-century alterations and that it is no longer eligible for SR/NRHP listing.

3. Douglas & Jarvis Patent Parabolic Truss Iron Bridge

Map ID 3; NRHP No. 74000213 (See Figure 2, Sheet 2; Plates 4-7)
North Side of Baker Road along the Missisquoi River

Built in 1887, the Douglas & Jarvis Patent Parabolic Truss Iron Bridge is a National Engineering Landmark listed in the NRHP spanning the Missisquoi River above Highgate Falls. Constructed by the Berlin Iron Bridge Company, the iron superstructure consists of a 215-foot main through truss span and an 80-foot south end approach pony truss span, both flanked by lense-shaped (parabolic) trusses between heavy vertical I-beam end posts capped by ornamental finials. Filleted segmental arches connect the tops of the main span portals, and both feature plaques reading "1887 Built By The Berlin Iron Bridge Company East Berlin, Conn." The top chords consist of a series of riveted box beam girders, and eye bars form the bottom chords. Both chords are joined by a series of corresponding vertical pin-connected iron lattice compression posts. A series of lattice bracing connects opposing joints between the top chords and alternating pairs of compression posts amid the vertical trusses. Lattice bracing connected to the vertical eye joint and deck rods extends across both spans, terminating at the end posts.

The substructure includes a wood-plank deck anchored by random ashlar and concrete abutments, and a rusticated stone pier with a concrete cap supporting the deck joint. The diagonal floorbeams are pin connected to correlative vertical trusses by rods. The deck is flanked by slotted guard rails reinforced by bolted tapered wood posts.

The 80-foot five-panel secondary pony truss span features tapered lattice chords bolted to vertical end posts. Like the larger main span, pin-connected rods join diagonal floorbeams to corresponding vertical eye joints.

The structure carried vehicular traffic until 1976, when it was bypassed by the current Vermont Route 207 (VT 207) bridge. Slated for demolition, the bridge reopened in 2000 for exclusively pedestrian use following a rehabilitation project (Andres and Johnson 2013). The tapered wood posts and the paint job appear to be relatively recent alterations; however, these modifications do not detract from the bridge's character, and it remains an excellent example of a rare lenticular truss bridge. Recent modifications to the Douglas & Jarvis Patent Parabolic Truss Iron Bridge have not substantially altered its character defining features and it retains good historic integrity.

4. Rockledge Farm

Map ID 4; SRHP No. Swanton-15/ NRHP No. 94000474 (See Figure 2, Sheet 6; Plates 8-11)
2396 Highgate Rd, St Albans City

Built in 1799, the Rockledge Farm is anchored by a two-and-one-half-story Federal farmhouse that rests on a cut-stone foundation. The side-gable roof is covered in standing-seam metal and is pierced by paired interior brick chimneys. The symmetrical clapboarded five-bay main block has 12-over-12 double-hung sash windows. The top floor fenestration engages a denticulated cornice carried by corner pilasters with

PLATE 4: Douglas & Jarvis Patent Parabolic Truss Iron Bridge, Crossing the Missisquoi River, Looking Northeast

PLATE 5: Douglas & Jarvis Patent Parabolic Truss Iron Bridge, Crossing the Missisquoi River, Looking East

PLATE 6: Douglas & Jarvis Patent Parabolic Truss Iron Bridge, Crossing the Missisquoi River, Looking West

PLATE 7: Douglas & Jarvis Patent Parabolic Truss Iron Bridge, Crossing the Missisquoi River, Looking East-Northeast

PLATE 8: Rockledge Farm, 2396 Highgate Road, Swanton, Looking Northwest

PLATE 9: Rockledge Farm, 2396 Highgate Road, Swanton, Looking Southwest

PLATE 10: Barn at Rockledge Farm, 2396 Highgate Road, Swanton, Looking Northwest

PLATE 11: Garage and Caretaker's Cottage at Rockledge Farm, 2396 Highgate Road, Swanton, Looking Northwest

molded capitals. The entrance is contained within fluted pilasters and six-by-six sidelights surmounted by a full entablature. A pedimented portico on full entablature supported by two pairs of square columns carried by fluted pilasters shelters the entrance. The quarter-round attic windows, likely added during circa 1918 renovations, sit within pedimented gables (Visser 1994). The rear elevation features a one-story clapboarded shed-roof addition.

Located on the north and south elevations of the main block are two-story four-bay wings with largely matching materials and stylistic details. The side-gable roofs are pierced by interior chimneys on the west slopes. The first story is demarcated by a running band of full entablature atop paired and single pilasters between the bays. The first and fourth bays have 14-light casement windows topped by coffered semi-circular transoms, and French doors surmounted by recessed rectangular panels occupy the two middle bays. The second-story fenestration, cornice, and pilasters echo the arrangement of the main unit.

The mostly wooded 57-acre property contains manicured lawns replete with a variety of mature and ornamental vegetation along Highgate Road. A line of maple trees extends immediately behind a frontage dry-laid stone wall. The south, west, and north boundaries are demarcated by post-and-board fences.

Several outbuildings are located throughout the property. The north area contains a longitudinally oriented horse barn built in 1981. The barn has a corrugated-metal gambrel roof pierced by a ridge cupola and horizontal pane windows and X-brace doors among a clapboarded exterior. A circa 1918 poured concrete pump house stands immediately behind the house. Located to the northwest are a circa 1955 two-bay garage and a small one-story mid-nineteenth-century caretaker cottage. A modern wood gazebo and a small artificial pond are located at the woodland edge.

The farmstead remains relatively unchanged since its nomination (Visser 1994). The property retains good overall integrity, and the complex conveys its historic character; however, the Rockledge Farm may be re-evaluated during future undertakings.

5. Tarte House

Map ID 5; SRHP No. Swanton-13 (See Figure 2, Sheet 6; Plates 12-16)
2384 Highgate Road, Swanton

The circa 1835 Tarte House is a restrained Greek Revival farmhouse that stands two and one-half stories tall on a stone foundation. The temple-front residence with flanking wings is sheathed in clapboards and corner pilasters. The pedimented front-gable roof is covered in standing-seam metal and is pierced by a central ridgeline brick chimney. The pediment rests on plain entablature and has a flush weatherboard tympanum with a triangular attic vent. The symmetrical three-bay façade is lit by six-over-six double-hung sash windows in plain surrounds. The central entrance is a 12-light door flanked by sidelights contained in a simple trabeated frame. Four square columns with recessed paneling support the second-story overhang. The appearance of the wings largely mirrors the main unit. Both wings have cinderblock chimneys. The northeast wing has a second-story addition with paired one-over-one modern windows on the top floor. The first bay on the shorter southwest wing is occupied by a modern six-over-six window, and the second bay is opened by a multi-light door. The door is sheltered by a shed-roof extension on square posts. The shed-roof additions extend from the rear of the main unit and wings.

The outbuildings include two wood-frame structures: a front-gable barn with a northeast elevation shed addition and a small two-bay shed.

The Tarte House retains its overall historic integrity despite minor alterations. It may be re-evaluated during later projects. An updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

PLATE 12: Tarte House, 2384 Highgate Road, Swanton, Looking North

PLATE 13: Tarte House, 2384 Highgate Road, Swanton, Looking West-Northwest

PLATE 14: Tarte House and Shed, 2384 Highgate Road, Swanton, Looking West

PLATE 15: Barn at Tarte House, 2384 Highgate Road, Swanton, Looking Northwest

PLATE 16: Shed at Tarte House, 2384 Highgate Road, Swanton, Looking West

6. Jennison-Hubbard Farm

Map ID 6; SRHP No. Swanton-11 (See Figure 2, Sheet 4; Plates 17-23)
2162 Highgate Road, Swanton

The circa 1835 dwelling on the Jennison-Hubbard Farm is a gable-front-and-wing farmhouse that stands one and one-half stories tall on a stone foundation. The residence has a roof covered in standing-seam metal with internal gable-end brick chimneys and molded cornice with returns. The exterior (including the wing) is clad in asbestos shingles. The fenestration consists of six-over-six double-hung sash windows primarily on the irregular three-bay façade. The first and third bays on the façade are lit by a modern one-over-one and five-over-five windows, respectively, and the first bay on the south elevation has by a modern one-over-one window. A row of three three-over-three attic windows extend just below the south eaves. The off-center entrance is flanked by sidelights and headed by an entablature surmounted on pilasters. A wing extending from the north elevation is pierced by two ridgeline brick chimneys. The gable-end bay configuration, fenestration, cornice returns, and cladding reflect those of the main unit. A full-width shed-roof enclosed porch sheathed in clapboards extends across the wing. An ell extends from the northwest corner of the wing.

The parcel contains three outbuildings: a large saltbox dairy barn with concrete tile and wood frame silos, and two tractor sheds.

Alterations to the property since the original survey (VDHP 1982b) are limited to some windows and the front door. The asbestos siding obscures much of the original material; however, the siding falls within the 50-year historic threshold. The Jennison-Hubbard Farm retains its overall historic integrity, and an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

PLATE 17: Jennison-Hubbard Farm, 2162 Highgate Road, Swanton, Looking Northwest

PLATE 18: Jennison-Hubbard Farm, 2162 Highgate Road, Swanton, Looking West

PLATE 19: Jennison-Hubbard Farm and Barn, 2162 Highgate Road, Swanton, Looking Southwest

PLATE 20: Barn and Silos, Jennison-Hubbard Farm, 2162 Highgate Road, Swanton, Looking Southeast

PLATE 21: Tractor Sheds and Barn, Jennison-Hubbard Farm, 2162 Highgate Road, Swanton, Looking South

PLATE 22: Outbuildings at Jennison-Hubbard Farm, 2162 Highgate Road, Swanton, Looking West

PLATE 23: Jennison-Hubbard Farm, 2162 Highgate Road, Swanton, Looking North

7. Machia Silo and Barn

Map ID 7; FR No. 09-015 (See Figure 2, Sheet 5; Plates 24-26)
54 Woods Hill Road, Swanton

The circa 1950 Machia Silo and Barn are active outbuildings on a 141.1-acre working farm on the south side of Woods Hill Road. The silo is a concrete-stave subtype topped by a standing-seam metal dome. The exterior retains its chute and ladder and has been fitted with a telecommunications array. Adjacent to the silo is a ground-level stable barn with a curved corrugated-metal arch roof. The exterior has vertical metal panels imitating boards, a north gable hay loft, and a series of eave-side windows. A single-bay gabled milk house extends from the façade. Shed-roof additions are found on the east elevation and southwest corner. A short steel granary stands next to the barn and milk house.

The farm contains a modern farmhouse, two mobile homes, and small sheds amid agricultural fields and an artificial pond.

The property has remained relatively unmodified since the original survey (VDHP 2009). In addition to the telecommunications antennas, which precipitated the survey, the cladding on the residence and the milk house cladding appear to have been replaced. As the historic integrity of the resource has been diminished since the 2009 environmental review, an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

8. McMahon House

Map ID 8; SRHP No. Swanton-19 (See Figure 2, Sheet 7; Plates 27 and 28)
543 St. Albans Road, Swanton

The circa 1840 front-gable McMahon House stands one-and-one-half stories tall on a stone foundation. The vernacular Greek Revival residence has a painted brick exterior and a corrugated-metal roof with a molded cornice and returns. An internal chimney rises from the south slope. The four-bay façade contains replacement six-over-six double-hung sash windows set within recessed wood surrounds and flat lintels. Small nine-light attic windows are located on the north and south elevations. The full-width façade porch has a hipped roof with exposed rafters surmounted on paired square columns. A smaller version of the front porch shelters the secondary south elevation entrance. The one-story rear ell has been converted into a two-bay garage. The house is partially obscured by evergreens and ornamental shrubs.

The house has been altered since the original survey (VDHP 1982b), notably the windows and porch railings. The replacement windows do not detract from the overall character as they adhere to Greek Revival light configurations with unaltered openings. The McMahon House retains its overall historic integrity, and an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

9. Brooks-Larson Farm

Map ID 9; SRHP No. St. Albans-19 (See Figure 2, Sheet 8; Plates 29 and 30)
2331 Kellogg Road, St. Albans

The Brooks-Larson Farm is anchored by a circa 1850 gable-front-and-wing vernacular Greek Revival house. Faced in common bond, the one-and-one-half-story house stands on a stone foundation. The corrugated-metal roof has a corbeled cornice with returns and is pierced by a corbeled internal chimney. The three-bay façade features two-over-two double-hung sash windows with plain lintels and lug sills. The slightly recessed side-hall entry is flanked by sidelights and topped by a lintel. The original three-bay wing on the

PLATE 24: Machia Silo and Barn, 54 Woods Hill Road, Swanton, Looking South

PLATE 25: Machia Silo and Barn and Residence, 54 Woods Hill Road, Swanton, Looking Southwest

PLATE 26: Machia Silo and Barn, Residence, and Outbuldings, 54 Woods Hill Road, Swanton, Looking Southeast

PLATE 27: McMahon House, 543 St. Albans Road, Swanton, Looking North

PLATE 28: McMahon House, 543 St. Albans Road, Swanton, Looking Northeast

PLATE 29: Brooks-Larson Farm, 2331 Kellogg Road, St. Albans, Looking North

PLATE 30: Brooks-Larson Farm, 2331 Kellogg Road, St. Albans, Looking Southwest

north elevation has a corbeled end chimney and a shed-roof porch supported by king posts with simple railings and lattice skirting. A long two-bay garage extends from the wing.

The property's sole outbuilding is a longitudinally oriented barn. Small horizontal sliding windows open on the board-and-batten exterior. Two sets of sliding doors are located on the north and south elevations with a shed-roof lean-to on the latter.

The property's primary alterations since the original survey (VDHP 1985) involve the demolition of all the outbuildings. The extant outbuilding was constructed circa 1980 according to aerial imagery (Nationwide Environmental Title Research, LLC [NETR]). As the historic integrity of the farmstead has been diminished since the 1985 survey, an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

10. Tullar-Dunsmore Farm

Map ID 10; SRHP No. St. Albans-33 (See Figure 2, Sheet 8; Plates 31-33)
2764 Kellogg Road, St. Albans

The Tullar-Dunsmore Farm is anchored by a circa 1815 Federal farmhouse. This massed side-gable residence stands two and one-half stories on a stone foundation. The roof is covered in slate and has two interior end chimneys. The gently molded cornice has returns and runs atop the second-story windows. The brick exterior is faced in Flemish bond on the façade and American bond on the gable ends. The symmetrical five-bay façade contains two-over-two double-hung sash windows topped by flat brick splayed lintels. Additional fenestration includes two-light semi-elliptical attic windows at both gables. The central entrance is a recessed paneled door surmounted by a segmental arch fanlight with radiating muntins; the stone steps were added circa 1950 (VDHP 1985). The one-story rear ell with an integrated garage is slightly offset from the northeast corner.

The farmstead consists of several outbuildings, which include a circa 1815 front-gable barn with an attached lean-to, a small circa 1870 front-gable shed (also with a lean-to), a small side-gable barn, and three small modern sheds. The latter are located along the parcel's northeast boundary.

The only changes to the property since the VDHP (1985) survey are the modern sheds mentioned above. The stone steps fall within the 50-year historic threshold and have a negligible presence. The Tullar-Dunsmore Farm retains its overall historic integrity, and an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

11. Brigham-Lareau Farm

Map ID 11; SRHP No. St. Albans-38 (See Figure 2, Sheet 10; Plates 34-36)
129 Brigham Road, St. Albans

The Brigham-Lareau Farm is anchored by a circa 1870 gable-front-and-wing house set back from Brigham Road. The one-and-one-half-story house has a corrugated-metal roof, replacement one-over-one windows, an aluminum siding exterior, and a rear ell. A hipped-roof porch on turned posts extends across the wing. Shed-roof additions are located on the rear elevation and the ell's south elevation.

The outbuildings could not be evaluated from the public ROW as they are set back from the road at the bottom of a slope and largely obscured by vegetation and buildings, leaving only the roof of the largest barn visible. According to the survey form, the outbuildings consist of a circa 1920 L-plan barn, a circa 1920 granary, a circa 1900 bank barn, and a modified circa 1920 front-gable house (VDHP 1985).

PLATE 31: Tullar-Dunsmore Farm, 2764 Kellogg Road, St. Albans, Looking Northeast

PLATE 32: Tullar-Dunsmore Farm, 2764 Kellogg Road, St. Albans, Looking Southeast

PLATE 33: Barns at Tullar-Dunsmore Farm, 2764 Kellogg Road, St. Albans, Looking East-Southeast

PLATE 34: Brigham-Lareau Farm, 129 Brigham Road, St. Albans, Looking West

PLATE 35: Brigham-Lareau Farm Barn, 129 Brigham Road, St. Albans, Looking West

PLATE 36: Brigham-Lareau Farm Barn, 129 Brigham Road, St. Albans, Looking Southwest

The property has been extensively altered since the VDHP (1985) survey. The house's fabric and stylistic elements have been replaced by modern materials and no longer convey any association as a mid-nineteenth-century rural farmhouse. Furthermore, the outbuildings are obscured from the Public ROW by buildings and vegetation. As the historic integrity of the farmstead has been diminished since the 1985 survey, an updated Determination of Eligibility may be considered for any future projects that may affect the historic resource.

12. Old Wright House

Map ID 12; SRHP No. St. Albans-6 (See Figure 2, Sheet 10; Plates 37 and 38)
255 Kellogg Road, Saint Albans

The circa 1835 Old Wright House stands one and one-half stories tall on a stone foundation. The residence has an asymmetrical side-gable roof covered in asphalt shingles, an internal brick chimney, modern six-over-six windows, and aluminum siding. A hipped-roof porch on turned spindles protects the three-bay main unit façade. A two-story cross-gable wing on the north elevation features the same exterior materials and fenestration of the main block, albeit with window openings with slightly different dimensions. The front-gable portion includes a two-bay garage. A hipped hood shelters the garage doors and the central recessed entry.

The outbuildings include small modern sheds. A circa 1980 gambrel-roof shed with a small lean-to is the only outbuilding.

The house has been drastically modified since the initial evaluation (VDHP 1985). These changes consist of an altered roof; replacement windows, doors, and siding; a façade porch; and second-floor and garage additions on the wing. As the historic integrity of the property has been diminished since the 1985 survey, an updated Determination of Eligibility may be considered for any future projects that may affect the historic resource.

13. Old Pelkey Farm

Map ID 13; SRHP No. St. Albans-28 (See Figure 2, Sheet 11; Plates 39 and 40)
447 Lake Road, Saint Albans

The Old Pelkey Farm is anchored by a circa 1845 two-story square-plan tempered Greek Revival house faced in common bond on a stone foundation. The parapeted roof has two internal brick chimneys, on the east and west elevations. A corbeled frieze partitions brick plasters on the corners and the three-bay façade. The pilaster grouping creates unequal bays opened by modern six-over-six double-hung sash windows with flat lintels and lug sills. The cellar windows are boarded and align with each bay. The central entrance is sheltered by a clapboarded gabled vestibule with a large 28-light window. A hipped-roof porch with short tapered columns and a clapboarded apron protects the east elevation entrance. The one-story rear addition has a shed roof, shingled exterior, sliding glass doors, and a wood deck.

The only outbuilding is a modern two-bay front-gable garage immediately behind the house. The garage is sheathed in weatherboard and has a corrugated-metal roof.

The alterations since the original evaluation (VDHP 1985) consist of replacement windows and cladding on both porches. The windows honor Greek Revival light configurations, and the modern cladding does not detract from the house's peculiar composition. The Old Pelkey Farm retains its overall historic integrity, and an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

PLATE 37: Old Wright House, 255 Kellogg Road, St. Albans, Looking Northwest

PLATE 38: Old Wright House, 255 Kellogg Road, St. Albans, Looking Southwest

PLATE 39: Old Pelkey Farm, 447 Lake Road, St. Albans, Looking Southwest

PLATE 40: Old Pelkey Farm, 447 Lake Road, St. Albans, Looking East-Northeast

14. Bascom House

Map ID 14; SRHP No. St. Albans-29 (See Figure 2, Sheet 11; Plates 41 and 42)
460 Lake Road, Saint Albans

The Bascom House is a circa 1870 one-and-one-half-story side-gable Classic Cottage faced in running bond that rests on a stone foundation. The asphalt-shingle roof is pierced by a central ridgeline brick chimney and has a molded cornice with returns. The corbeled frieze and pilasters, which unevenly divide the three-bay façade, mirror those of the neighboring Old Pelkey Farm house. The Italianate details are intimated by flat brick drip molds with terminating corbels heading four-over-four double-hung sash windows and the central entrance. The east elevation has an enclosed shed-roof porch with large fixed four-light windows and a clapboarded apron. Wood stairs lead to the primary and porch entrances.

The property does not contain any outbuildings.

The house has not been altered since the original survey (VDHP 1985). The house is a unique example of Classic Cottage type with Italianate details. The Bascom House retains its overall historic integrity, and an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

15. Burton-Guay-Boissoneault Farm

Map ID 15 ; SRHP No. St. Albans-67 (See Figure 2, Sheet 11; Plates 43-45)
549 Lake Road, St. Albans

The Burton-Guay-Boissoneault Farm is anchored by a circa 1850 tempered Greek Revival farmhouse on a stone foundation. The two-and-one-half-story house has a side-gable roof covered in standing-seam metal and is pierced by two interior corbelled brick chimneys. The pedimented gable ends contain triangular attic vents within a molded cornice. The aluminum siding-clad exterior features modern six-over-six double-hung sash windows, all within simple surrounds with molded crowns on the first floor and plain lintels on the second story. The front entry consists of a door flanked by sidelights, all replacements, within a simple trabeated frame. A full-width shed-roof porch supported by Doric columns in entasis. The roofline is interrupted by a gabled portico that leads to the entry. The irregularly grouped and spaced fenestration indicates that the west portion was originally an I-House. The slight raising of the second story occurred circa 1880 when the east portion was added. Per owner testimony, the west end had an attached log house (VDHP 1985). A two-story rear ell extends from the west portion. Attached to the ell is a one-story wing with a shed-roof bay at the junction with the main unit. Added circa 1979, the wing serves as labor housing. The exterior is clad in aluminum siding and has modern six-over-six (paired) and eight-over-eight windows.

The large parcel contains several outbuildings. The largest is a circa 1965 ground-stable barn sheathed in vertical boards and capped by a metal gambrel roof. The barn has been extended by a gabled T-plan cattle stall and a rear ell with a rounded metal roof. Behind this addition are five metal grain bins of graduating heights. Additional outbuildings include a circa 1920 wood-frame barn and various circa 1960 barns and sheds sheathed in novelty siding. A cattle pond is behind the cattle stalls and flanked by the rear additions.

The farmstead is associated with the Burton family, a prominent, prosperous agricultural and commercial shipping family in the St. Albans region throughout the nineteenth century. However, the house has been further modified since the original survey (VDHP 1985). These changes include the façade porch, front entry, and sidelights, although the replacement windows adhere to the six-over-six Greek Revival sash configurations and the lintels are intact. Furthermore, the outbuildings are not associated with nineteenth-century agricultural practices and have been recently altered or constricted, specifically the grain bins. The Burton-Guay-Boissoneault Farm only retains a moderate amount of historic integrity, and an updated

PLATE 41: Bascom House, 460 Lake Road, St. Albans, Looking Southeast

PLATE 42: Bascom House and Garage, 460 Lake Road, St. Albans, Looking South-Southwest

PLATE 43: Burton-Guay-Boissoneault Farm, 549 Lake Road, St. Albans, Looking Northwest

PLATE 44: Burton-Guay-Boissoneault Farm, 549 Lake Road, St. Albans, Looking North

PLATE 45: Outbuildings at Burton-Guay-Boissoneault Farm, 549 Lake Road, St. Albans, Looking Northwest

Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

16. Connors-Cameron House

Map ID 16; SRHP No. St. Albans-27 (See Figure 2, Sheet 11; Plates 46-49)
1715 Bronson Road, St. Albans

The circa 1815 Connors-Cameron House stands one and one-half stories tall on a stone foundation The front-gable house has a standing-seam metal roof with boxed eaves and cornice returns. The off-center entrance is flanked on either side with two windows. Above, two full-size gable-end windows are flanked by smaller windows, all of which have been updated with modern six-over-six and four-over-four replacements, respectively, since the time of the property's listing in the SRHP. The dwelling is clad in wood siding. A twentieth-century porch with lattice railing wraps around the front (east) elevation to the north side. The porch then turns again to the north to connect to the attached carriage barn. The side-gable carriage barn has cornice returns like the main house, with a sliding wood barn door, which was not apparent at the time of the VDHP (1985) survey.

A circa 1880 eaves-front hay barn is located across the street from the dwelling. A large circa 1950 gambrel-roof dairy barn with attached milk house stands north of the dwelling on the west side of Bronson Road. Although the VDHP (1985) survey considered the large dairy barn non-contributing, the barn represents the changing nature of agriculture in Vermont in the mid-twentieth century.

Changes to the house since the VDHP (1985) survey include replacement windows, and a new lattice porch railing. These changes do not seriously compromise the dwelling's historic integrity, nor do they diminish the property's significance as one of the earliest surviving farmsteads in the area. The Connors-Cameron House retains its overall historic integrity, and an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

17. Bronson-Wakefield House

Map ID 17; SRHP No. St. Albans-7 (See Figure 2, Sheet 12; Plates 50 and 51)
847 Bronson Road, Saint Albans

The circa 1840 Bronson-Wakefield House stands one and one-half stories tall on a poured concrete foundation. The side-gable brick house has an asphalt-shingle roof with a potted gable-end chimney clad in siding. Aluminum siding covers the irregularly spaced five-bay façade except for the returning brick cornice and frieze corbeling. The modern one-over-one windows have lug sills and are slightly recessed within simple casing. The materials and fenestration of the one-story wing mirror the main block. The door at the wall junction opens to a porch with railings and lattice skirting. Located immediately west of the house is a front-gable Early Barn with a corrugated-metal roof and vertical-board sheathing. The road-facing eaves end has a shed-roof addition and vestibuled entrance.

Changes to the house since the VDHP (1985) survey include replacement windows, aluminum siding, and wing porch. These drastic alterations have compromised the house's integrity, and it no longer no represents a rural Classic Cottage with restrained vernacular Greek Revival details. As the historic integrity of the property has been diminished since the 1985 survey, an updated Determination of Eligibility may be considered for any future projects that may affect the historic resource.

PLATE 46: Connors-Cameron House, 1715 Bronson Road, St. Albans, Looking Southwest

PLATE 47: Connors-Cameron House and Barn, 1715 Bronson Road, St. Albans, Looking Southwest

PLATE 48: Barn at Connors-Cameron House, 1715 Bronson Road, St. Albans, Looking Southeast

PLATE 49: Barn at Connors-Cameron House, 1715 Bronson Road, St. Albans, Looking Southwest

PLATE 50: Bronson-Wakefield House, 847 Bronson Road, St. Albans, Looking Northwest

PLATE 51: Barn at Bronson-Wakefield House, 847 Bronson Road, St. Albans, Looking West

18. Smith-Stevens House

Map ID 18; SRHP No. St. Albans-26 (See Figure 2, Sheet 12; Plates 52-54)
742 Bronson Road, Saint Albans

The circa 1850 Smith-Stevens House is a broad front-gable residence standing one and one-half stories tall on a stone foundation. The symmetrical three-bay façade retains most of the historic four-over-four double-hung sash windows. The asphalt-shingle roof has a shallow boxed cornice. The circa 1975 rear cross-gable two-story ell has modern one-over-one windows and an octagonal window near the wall junction. The south gable end has an external truncated chimney topped by steel pipes. A shed-roof enclosed porch extends across the wing and joins a large modern two-bay garage. The house is entirely clad in vinyl siding. The sole outbuilding is a small shed southeast of the house.

Major alterations to the house since the VDHP (1985) survey include modern exterior fabric, windows, and garage. The replacement siding obscures the brick exterior and Greek Revival traits such as the corbelled eaves, cornice returns, and rectangular lintels. As the historic integrity of the property has been diminished since the 1985 survey, an updated Determination of Eligibility may be considered for any future projects that may affect the historic resource.

19. Georgia Poor Farm

Map ID 19; SRHP No. Georgia-50 (See Figure 2, Sheet 13; Plates 55-58)
846 Mill River Road, Georgia

The Georgia Poor Farm is anchored by a circa 1828 two-story double-pile residence resting on a stone foundation. The load-bearing masonry Georgian-plan house has an asphalt-shingle side-gable roof with a molded cornice and brick gable end chimneys. The exterior is clad in locally quarried coursed rough-cut stones sized to distinguish structural elements: large (foundation); medium (wall planes); medium rectangular (lintels); and narrow (stringcourse). The symmetrical five-bay façade is opened by modern six-over-six double-hung sash windows in simple casing with lug sills. Both gables have small paired four-light windows. A Connecticut River Valley doorway surmounts fluted pilasters flanking the central recessed entrance. The two-story hipped-roof rear ell has a garage addition.

The farmstead contains six outbuildings: a long circa 1975 gabled cow barn, a Quonset hut constructed in 1972, a tool shop and hen house (both early twentieth century), and two mid-twentieth-century concrete-tile silos.

The alterations since the VDHP (1985) survey involve the replacement windows and the faux doorway surround. The latter component is historically, architecturally, and geographically incompatible. The style of doorway is unique to the region for which it is named, nearly 150 miles to the southeast, and is a Georgian feature, a style that predates the house by 70 years, both of which are only extant in southern Vermont. Additional changes to property include modern windows and outbuildings, notably the Quonset hut. A recent VDHP environmental review of the property found that the resource has lost much of its historic integrity owing to twentieth-century alterations and that it is no longer eligible for SR/NRHP listing.

PLATE 52: Smith-Stevens House, 742 Bronson Road, St. Albans, Looking East-Northeast

PLATE 53: Smith-Stevens House, 742 Bronson Road, St. Albans, Looking Southeast

PLATE 54: Shed at Smith-Stevens House, 742 Bronson Road, St. Albans, Looking Southeast

PLATE 55: Georgia Poor Farm, 846 Mill River Road, Georgia, Looking Northeast

PLATE 56: Georgia Poor Farm, 846 Mill River Road, Georgia, Looking Northwest

PLATE 57: Outbuildings at Georgia Poor Farm, 846 Mill River Road, Georgia, Looking Northwest

PLATE 58: Outbuildings at Georgia Poor Farm, 846 Mill River Road, Georgia, Looking Northeast

20. Meigs-Armstrong House

Map ID 20; SRHP No. Georgia-51 (See Figure 2, Sheet 13; Plates 59 and 60)
1039 Mill River Road, Georgia

The circa 1865 Meigs-Armstrong House is a front-gable residence that stands one and one-half stories tall on a stone foundation. The dwelling's Statement of Significance in the VDHP (1980) survey notes its curved L-shaped metal-tiled roof porch with spindle work valance and railing: "This sound vernacular building has a very unusual and beautiful curve porch exhibiting masterful carpentry work. There are none like it in Georgia and probably very few in the region." Since then the valance has been removed and the railing replaced, and like the house's main roof, the porch roof is now covered with asphalt shingles. The house's central entrance has been removed, and an enclosed foyer built under the porch. Originally clapboarded, the house is now clad in novelty wood-shingle siding. All of the windows have also been replaced, and the cornice return eaves have been altered. The interior end brick chimney at the rear of the house remains, but the others have been removed.

A large side-gable attached carriage barn is located at the southeast corner of the dwelling. The barn is five bays wide with clapboard siding and metal roofing. Part of the sliding barn door entrance has been replaced with a modern steel garage door, but the rest of the fenestration appears to remain intact with two-over-two double-hung wood windows on the main level and three-light kneewall windows.

Major alterations to the house since the VDHP (1980) include modern exterior fabric, windows, porch railings, and the removal of three out of four brick chimneys. These changes have undermined the house's integrity. As the historic integrity of the property has been diminished since the 1980 survey, an updated Determination of Eligibility may be considered for any future projects that may affect the historic resource.

21. Pony Truss Bridge / AOT BCN 06080030

Map ID 21; SRHP No. Georgia-77 (See Figure 2, Sheet 13; Plates 61-63)
Falls Road over Mill River, Georgia

The 1906 pony truss bridge is located on Falls Road, spanning the Mill River. The steel guardrails have a top chord with vertical posts and a center rail. The rolled I-section floorbeams are covered with a wood-plank deck surface. The stacked rubble abutments appear to have been recently repaired with concrete patching and a poured concrete base on the south abutment.

Changes to the bridge since the VDHP (1985) evaluation include the removal of the diagonal eye bars and inclined end posts and replacement with modern steel guardrails, as well as concrete patching of the abutments. The bridge is significant as a transitional type, using the standard Pratt truss type but also pinned connections, which by that date had fallen out of use in favor of welded connections. As the historic integrity of the structure has been diminished since the 1980 survey, an updated Determination of Eligibility may be considered for any future projects that may affect the historic resource.

22. Reuben Evarts House

Map ID 22; SRHP No. Georgia-63 (See Figure 2, Sheet 14; Plates 64-67)
2143 Polly Hubbard Road, Georgia

The circa 1788 Reuben Evarts House is a massed side-gable residence that stands one and one-half stories high on a stone foundation. The utilitarian house has an asphalt-shingle gable roof with opposing gable end corbelled brick and cinderblock chimneys. The clapboarded asymmetrical five-bay façade has 12-over-eight double-hung sash windows. Thin cornerboards carry a molded cornice. Each window has a

PLATE 59: Meigs-Armstrong House, 1039 Mill River Road, Georgia, Looking Southwest

PLATE 60: Meigs-Armstrong House, 1039 Mill River Road, Georgia, Looking South

PLATE 61: Pony Truss Bridge, Falls Road over Mill River, Georgia, Looking North

PLATE 62: Pony Truss Bridge, Falls Road over Mill River, Georgia, Looking West-Southwest

PLATE 63: South Abutment of Pony Truss Bridge, Falls Road over Mill River, Georgia, Looking Southwest

PLATE 64: Reuben Evarts House, 2143 Polly Hubbard Road, Georgia, Looking North

PLATE 65: Reuben Evarts House, 2143 Polly Hubbard Road, Georgia, Looking East

PLATE 66: Barn at Reuben Evarts House, 2143 Polly Hubbard Road, Georgia, Looking Northwest

PLATE 67: Garage and Shed at Reuben Evarts House, 2143 Polly Hubbard Road, Georgia, Looking East

corresponding six-light attic awning. The first-floor gable end windows are modern replacements with light configurations mirroring the façade fenestration. On the second story, the first and third bay windows are nine-over-six double-hung sashes. The windows and off-center primary entrance are framed in plain wood surrounds. A shed-roof addition is located on the rear façade.

The outbuildings include a tractor barn sheathed in vertical boards, a large two-bay garage, an open front shed, a greenhouse, and a well house.

Changes to the property since the VDHP (1980) survey are consist of a replacement front door and second-story windows on the west gable end. The Reuben Evarts House retains its overall historic integrity, and an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

23. District No. 2 School

Map ID 23 ; SRHP No. Georgia-62/NRHP No. 00000047 (See Figure 2, Sheet 14; Plate 68)
2442 Polly Hubbard Road, Georgia

Built in 1843, the District No. 2 School is a vernacular Greek Revival one-room schoolhouse, currently operating as a repository for the school's historical documents and as an interpretive nature center (VDHP 1980). The one-story building is built with locally quarried dolomite limestone of alternating sizes and courses, including small gap-filling chips and stones known as galleting. The foundation consists of large stones. The front-gable roof is covered in asphalt shingles and has a molded cornice with returns. The symmetrical three-bay façade has two-over-two double-hung sash windows in painted wood surrounds flanking a divided six-light paneled door. The windows are headed by large elongated rectangular cut-stone lintels. The door is sheltered by a gabled hood supported by triangular braces. A clapboarded one-story ell added in 1931 extends from the east elevation. The exterior is framed by corner and edge boards. This section rests on a concrete foundation and is covered by a hipped roof covered in asphalt shingles with a brick chimney rising from where the slope descends from the ridgeline. The east and north elevations are lit by ribbons of eight-over-eight and two-over-two double-hung sash windows, respectively.

The parcel has no outbuildings and is fronted by a post and rail fence and stone edging.

At the time of the VDHP (1980) evaluation, the window openings were boarded, and the wood trimmings have since been painted, but otherwise the building has been untouched. The field fence has been replaced by the post and rail fence and stone edging. The 1931 addition is well within the 50-year historic threshold and is sympathetic to the main unit. The schoolhouse is an excellent example of a rural one-room schoolhouse with good integrity; however, an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

24. Hurlburt-Buchdahl House

Map ID 24; SRHP No. Georgia-64 (See Figure 2, Sheet 14; Plates 69-71)
1973 Polly Hubbard Road, Georgia

The original one-and-one-half-story dwelling was constructed circa 1830, and the large two-story front-gable east addition was constructed circa 1870 (VDHP 1980). The original dwelling was incorporated into a wing-and ell, and the portion that is now an attached garage was originally a cow barn. The main block of the house rests on a stone foundation and is clad with clapboard siding. The windows appear to be mostly two-over-two double-hung wood sash, with a three-part bay window in the north bay of the main block. The roof is covered with standing-seam metal and features cornice returns. The bay window and the hipped-roof portico have bracketed eaves and dentil moldings. The front entrance consists of a double-leaf paneled

PLATE 68: District No. 2 School, 2442 Polly Hubbard Road, Georgia, Looking Northwest

PLATE 69: Hurlburt-Buchdahl, 1973 Polly Hubbard Road, Georgia, Looking Northwest

PLATE 70: Hurlburt-Buchdahl, 1973 Polly Hubbard Road, Georgia, Looking Southwest

PLATE 71: Hurlburt-Buchdahl, 1973 Polly Hubbard Road, Georgia, Looking Northwest

door with arched lights under a pedimented surround. An enclosed porch with modern vinyl windows spans the main block's south elevation. The large hay barn was located across the street but recently burned down.

The house maintains good historic and architectural integrity; the alterations are limited to replacement sunporch windows and garage doors on the carriage barn. Its Italianate embellishments are intact, and the house continues to function agriculturally. The Hurlburt-Buchdahl House retains its overall historic integrity, and an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

25. Parent Farm

Map ID 25; SRHP No. Georgia-66 (See Figure 2, Sheet 16; Plates 72-76)
854 Pattee Hill Road, Georgia

The property at 854 Pattee Hill Road consists of a 108.8-acre parcel with a residence, a carriage house, a machine shed, and a barn. Constructed circa 1840, the brick one-and-one-half story Greek Revival house is five bays wide with a central entrance under a modern semi-circular portico. The house rests on a coursed cut-stone foundation. Most of the window openings have flat stone sills and lintels and have been infilled with modern vinyl double-hung sash with faux muntins. The east window on the first level, which was made into a large picture window in the mid-twentieth century, was recently replaced with paired double-hung window units. Four bullseye kneewall windows are located on the front (south) elevation under the side-gable roof with boxed eaves and cornice returns. An interior end brick chimney is located on the west side of the roof, which is clad in standing-seam metal. At the northeast corner of the house is a one-story addition that was originally a summer kitchen, but it has been altered with vinyl siding, a modern front-gable porch, and a sloping front window wall.

A one-and-one-half-story wood-frame carriage house/stable stands northeast of the dwelling. The side-gable roof is interrupted by a large central dormer. The building is clad in vertical board siding, and the fenestration is modern. The two garage doors on the west elevation are each surmounted by two three-part transom windows.

The large gambrel-roof barn, constructed circa 1950, is north of the dwelling, with a large gambrel-roof 1970 addition on the west side. The original barn is clad in wood clapboards with paired six-light casement wood windows; the addition has vertical-board siding and plate glass windows. The two roofs are covered with standing-seam metal, and the original barn has two large ventilators at the ridgeline.

A Quonset hut-style machine shed, built in 1974, stands west of the residence.

The property's historic and architectural integrity have been severely compromised by replacement windows, including an altered opening on the southeast corner, a modern portico, a recent, large, incompatible addition on the north elevation, replacement windows on the carriage house, and the Quonset shed. The property has been further altered since the initial evaluation, including smaller replacement windows, a newer portico, and extensive alterations to the summer kitchen. The carriage house has also been altered with modern windows and doors. As the historic integrity of the structure has been diminished since the 1980 survey, an updated Determination of Eligibility may be considered for any future projects that may affect the historic resource.

26. Cota House / Dinsmore Homestead

Map ID 26; SRHP No. Georgia-67 (See Figure 2, Sheet 16; Plates 77 and 78)
717 Georgia Middle Road, Georgia

The Cota House / Dinsmore Homestead consists of a one-and-one-half-story side-gable Classic Cottage on a parged stone foundation, originally constructed in the early nineteenth century. The brick-veneered plank

PLATE 72: Parent Farm, 854 Pattee Hill Road, Georgia, Looking Northeast

PLATE 73: Parent Farm, 854 Pattee Hill Road, Georgia, Looking North-Northeast

PLATE 74: Parent Farm, 854 Pattee Hill Road, Georgia, Looking Northwest

PLATE 75: Carriage House, Parent Farm, 854 Pattee Hill Road, Georgia, Looking Northeast

PLATE 76: Barn and Carriage House at Parent Farm, 854 Pattee Hill Road, Georgia, Looking North

PLATE 77: Cota House/Dinsmore Homestead, 717 Georgia Middle Road, Georgia, Looking Northwest

PLATE 78: Barn at Cota House/Dinsmore Homestead, 717 Georgia Middle Road, Georgia, Looking West

building has a central entrance with sidelights and a replacement door under a stone lintel. The entrance is flanked by two main-level windows (modern replacements) under flat arch brick lintels. Two kneewall windows are tucked under the open eaves. The standing-seam metal roof sheathing is damaged in several places, revealing wood shingles beneath. An interior brick chimney pierces the roof ridgeline. A vinyl-sided rear ell projects from the southwest corner of the dwelling.

A gable-roof barn is located north of the house, moved from the south side of the property in 1920. A millhouse is located on the east side.

The house does not appear to have been significantly altered since the VDHP (1980) survey. The Cota/Dinsmore Homestead retains its overall historic integrity, and an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

27. Sabin-Nye House

Map ID 27; SRHP No. Georgia-34 (See Figure 2, Sheet 16; Plates 79-83)
586 Plains Rd, Georgia

The property at 586 Plains Road consists of a 344-acre parcel with a residence, two barns, and several agricultural buildings. The original one-story dwelling was constructed circa 1820, and the large two-story cross-gable south addition was constructed circa 1890 (VDHP 1980). The original dwelling was incorporated into a wing and ell, and a Queen Anne-style porch with turned posts and spindles was added to the front. The house rests on a stone foundation and is clad with clapboard siding with imbricated wood shingles on the upper level. The windows appear to be mostly two-over-two double-hung wood sash, with a three-part bay window in the north bay of the main block. The roof is covered with standing-seam metal. Central interior corbeled cap brick chimneys are located in the two-story block, the wing, and the rear ell. An exterior brick chimney was added to the east elevation in the 1970s.

The circa 1890 hay and storage large barns stand south of the dwelling and were likely constructed in the same period as the house enlargement. The hay barn has had numerous additions, including a large circa 1930 gambrel-roof dairy barn with shed lean-tos on the south and east elevations, a circa 1930 garage, and circa 1940 workshop. A mid-twentieth-century concrete stave silo, a dilapidated circa 1940 shed, and a modern concrete cattle pen are located immediately west of the hay barn.

The house does not appear to have been altered since the VDHP (1980) survey. Queen Anne features remain, along with the associated agricultural outbuildings, which represent its historic function as a farmstead. The Sabin-Nye House retains its overall historic integrity, and an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

28. Dutton-Wimble House

Map ID 28; SRHP No. Georgia-75 (See Figure 2, Sheet 17; Plates 84-86)
976 Sodom Road, Georgia

The Dutton-Wimble House consists of a one-and-one-half-story side-gable Classic Cottage on a stone and concrete foundation, constructed circa 1870. The clapboard-sided building has a central entrance with a replacement door under a hipped-roof one-bay porch with square posts and inch boards with brackets. The entrance is flanked by two main-level windows (modern replacements) under pitched lintel boards. A hipped side porch shelters a separate entrance into the rear ell, which appears to be original. The roof is clad in corrugated metal, with two twentieth-century exterior end concrete-block chimneys interrupting either side of the gable end eaves.

PLATE 79: Sabin-Nye House, 586 Plains Road, Georgia, Looking West

PLATE 80: Sabin-Nye House, 586 Plains Road, Georgia, Looking North-Northwest

PLATE 81: Barns at Sabin-Nye House, 586 Plains Road, Georgia, Looking West

PLATE 82: Barns at Sabin-Nye House, 586 Plains Road, Georgia, Looking Northwest

PLATE 83: Cattle Pen and Barn at Sabin-Nye House, 586 Plains Road, Georgia, Looking Northwest

PLATE 84: Dutton-Wimble House, 976 Sodom Road, Georgia, Looking Southeast

PLATE 85: Dutton-Wimble House, 976 Sodom Road, Georgia, Looking Northeast

PLATE 86: Barn at Dutton-Wimble House, 976 Sodom Road, Georgia, Looking East-Southeast

A late nineteenth-century gable roof barn is located southeast of the house, with a cow stall added in 1964. A large modern one-and-one-half-story garage with a poured concrete foundation has been recently constructed behind (east of) the dwelling.

The house does not appear to have been significantly altered since the VDHP (1980) survey. It continues to function as a small farm, and its restrained Greek Revival stylings are intact. The Dutton-Wimble House retains its overall historic integrity, and an updated Determination of Eligibility for the NRHP may be considered for any future projects that may affect the historic resource.

B. Evaluation of Newly Surveyed Historic Resources

Based on background research and a review of previously conducted surveys, the APE appears to have been well documented. The architectural reconnaissance survey did not identify any previously unrecorded properties that appear to be eligible for listing in the SR/NRHP. As previously noted, the K42 Transmission Line does not appear to be eligible for listing in the SR/NRHP because it lacks historic significance and exhibits compromised historic integrity through numerous replacement poles and components.

V. Conclusions

On behalf of VELCO, WSP of Troy, New York, completed an Architectural Reconnaissance Survey for project planning and design purposes for the proposed Franklin County Line Upgrade Project. The Project is a replacement of VELCO's existing 16.6-mile 115kV transmission line from 1958 that runs through Georgia, St. Albans, Swanton, and Highgate. VELCO conducted a condition assessment of the line and identified the need to replace the majority of the structures because of their condition and age. To replace these deficient structures, and keep the existing line energized during this work to minimize the risk of widespread customer outages, VELCO proposes to build a replacement line adjacent to the existing line. Once the replacement transmission line is completed during 2024 through 2026, the existing line will be removed, leaving only the new line within the boundary of the existing 150-foot wide easement.

To stay within the existing 150-foot ROW easement boundaries, the new structures will need to be 30 feet taller on average because the three phases of conductors shift from a horizontal to a vertical configuration. The majority of the 215 replacement structures will consist of a single pole instead of the existing two-pole structures.

Along with replacing aged and deteriorated structures, the Project is being upgraded to add a second electrical conductor to save Vermont and New England power costs and to increase the existing limit of generation that may be sited and/or allowed to operate in northern Vermont within the Sheffield Highgate Export Interface limit.

The purpose of the architectural survey was to identify historic architectural resources (historic properties) (defined as those eligible for or listed in the SR/NRHP) in the APE. The APE was defined as the GIS-based viewshed within 1 mile of the Project transmission line, i.e., the areas from which there is potentially a view of the proposed replacement transmission towers within the 1-mile buffer. This APE covers 1,253.07 hectares (3,096.41 acres).

The architectural survey included background research and a windshield reconnaissance of the APE, which was conducted November 30-December 1, 2022. The APE was defined as the GIS-based viewshed within 1 mile of the Project transmission line, i.e., the areas from which there is potentially a view of the proposed replacement transmission towers within the 1-mile buffer. This APE covers 1,253.07 hectares (3,096.41 acres).

Background research identified previously surveyed resources in the APE, and during the windshield survey WSP characterized the landscape and surveyed other properties within the 50-year threshold whose characteristics appear similar to those previously determined eligible for or listed in the SR/NRHP. Any potential historic properties were evaluated according to the National Register Criteria to assess eligibility for listing in the SRHP for the Public Utilities Commission and for listing in the NRHP under Section 106 of the National Historic Preservation Act pursuant to the involvement of the Army Corps of Engineers.

Twenty-eight previously surveyed historic properties are located in the APE. Of these, 23 had been previously listed in the SRHP (two of these properties were recently determined not eligible during unrelated project reviews), three had been previously listed in the SR/NRHP, and two had been determined eligible for listing in the SR/NRHP but had not been listed. Nine of these historic properties have lost their integrity to varying degrees since their original evaluations, and future projects may therefore warrant further evaluation of their respective eligibility for the SR/NRHP. The transmission line was constructed circa 1958 and is also considered an above-ground resource 50 years of age or older. In WSP's opinion this resource is not eligible for listing in the SR/NRHP because the transmission line lacks significance;

furthermore, many poles have been replaced, along with components such as crossbars and insulators on existing structures, resulting in a loss of historic integrity.

The Project will constitute no adverse effect on historic properties. The Project will not directly impact any historic property in such a way that any significant architectural features will be altered. The Project ROW crosses the parcels of six historic properties; however, these will not be adversely affected as the work will occur within the existing transmission easement laid out in 1958, and the height and type of the replacement towers may change slightly but will not alter the landscape's historic use or characteristics. One historic property (Old Pelkey Farm) close to the existing transmission line has the potential to be indirectly affected by the Project, which could result in the minimal diminishment of its integrity of setting. The remaining historic properties identified along the transmission line and close to the substations will be obscured by vegetation and modern structures.

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Appendix A: Distance and Potential Visibility of Proposed Replacement Structures from Identified Resources

DISTANCE AND POTENTIAL VISIBILITY OF PROPOSED REPLACEMENT STRUCTURES FROM IDENTIFIED RESOURCES

MAP ID	STATE/NATIONAL REGISTER MAP NO. / NAME	INTEGRITY EVALUATION	ROW CROSSES PARCEL	VISIBILITY FROM BUILDINGS/ STRUCTURES OR PARCEL	MAIN BUILDING DISTANCE TO PROPOSED POLE (APPROX.)	ADDRESS
1	N/A St. Johnsbury and Lake Champlain Railroad	Retains historic integrity	No	Structures	670 ft.	Multiple
2	Highgate-35 Highgate Falls Power Plant	Diminished historic integrity, Not Eligible DOE	No	Parcel	330 ft.	North Side of Baker Road along the Missisquoi River
3	NR 74000213 Douglas & Jarvis Patent Parabolic Truss Iron Bridge	Retains historic integrity	No	Parcel	0.2 mi.	Carrying Mill Hill Road over Highgate Falls/ Missisquoi River
4	Swanton-15/ NR 94000474 Rockledge Farm	Retains historic integrity	No	Parcel	0.45 mi.	2396 Highgate Road, St Albans City
5	Swanton-13 Tarte House	Retains historic integrity	No	Parcel	0.5 mi.	2384 Highgate Road, Saint Albans
6	Swanton-11 Jennison-Hubbard Farm	Retains historic integrity	No	Buildings	0.2 mi.	2162 Highgate Road, Swanton
7	4BV-0382-C Machia Silo and Barn	Diminished historic integrity since previous evaluation	Yes	Parcel	0.45 mi.	54 Woods Hill Road, Swanton
8	Swanton-19 McMahon House	Retains historic integrity	No	Buildings	280 ft.	543 St. Albans Road, Swanton
9	St. Albans-19 Brooks-Larson Farm	Diminished historic integrity since previous evaluation	No	Buildings	750 ft.	2331 Kellogg Road, Saint Albans
10	St. Albans-33 Tullar-Dunsmore Farm	Retains historic integrity	Yes	Buildings	0.2 mi.	2764Kellogg Road, Saint Albans
11	St. Albans-38 Brigham-Lareau Farm	Diminished historic integrity since previous evaluation	Yes	Buildings	0.3 mi.	129 Brigham Road, Saint Albans
12	St. Albans-6 Old Wright House	Diminished historic integrity since previous evaluation	No	Parcel	0.45 mi.	255 Kellogg Road, Saint Albans
13	St. Albans-28 Old Pelkey Farm	Retains historic integrity	No	Buildings	200 ft	447 Lake Road, Saint Albans
14	St. Albans-29 Bascom House	Retains historic integrity	Yes	Buildings	300 ft.	460 Lake Road, Saint Albans
15	St. Albans-67 Burton-Guay-Boissoneault Farm	Retains moderate historic integrity	No	Buildings	0.8 mi.	549 Lake Road, St. Albans
16	St. Albans-27 Connors-Cameron House	Retains historic integrity	Yes	Buildings	0.35 mi.	1715 Bronson Road, St. Albans
17	St. Albans-7 Bronson-Wakefield House	Diminished historic integrity since previous evaluation	No	Buildings	0.25 mi.	847 Bronson Road, Saint Albans City
18	St. Albans-26 Smith-Stevens House	Diminished historic integrity since previous evaluation	No	Parcel	0.25 mi.	742 Bronson Road, Saint Albans City

DISTANCE AND POTENTIAL VISIBILITY OF PROPOSED REPLACEMENT STRUCTURES FROM IDENTIFIED RESOURCES

MAP ID	STATE/NATIONAL REGISTER MAP NO. / NAME	INTEGRITY EVALUATION	ROW CROSSES PARCEL	VISIBILITY FROM BUILDINGS/ STRUCTURES OR PARCEL	MAIN BUILDING DISTANCE TO PROPOSED POLE (APPROX.)	ADDRESS
19	Georgia-50 Georgia Poor Farm	Diminished historic integrity, Not Eligible DOE	No	Buildings	0.3 mi.	846 Mill River Road, Georgia
20	Georgia-51 Meigs-Armstrong House	Diminished historic integrity since previous evaluation	No	Buildings	850 ft.	1039 Mill River Road, Georgia
21	Georgia-77 Pony Truss Bridge / AOT BCN 06080030	Diminished historic integrity since previous evaluation	No	Parcel	190 ft.	Falls Road Over Mill River, Georgia
22	Georgia-63 Reuben Evarts House	Retains historic integrity	No	Parcel	0.55 mi.	2143 Polly Hubbard Road, Georgia
23	Georgia-62/ NR 00000047 District No. 2 School	Retains historic integrity	No	Parcel	0.85 mi.	2442 Polly Hubbard Road, Georgia
24	Georgia-64 Hurlburt-Buchdahl	Retains historic integrity	No	Buildings	0.5 mi.	1973 Polly Hubbard Road, Georgia
25	Georgia-66 Parent Farm	Diminished historic integrity since previous evaluation	Yes	Buildings	400 ft.	854 Pattee Hill Road, Georgia
26	Georgia-67 Cota House /Dinsmore Homestead	Retains historic integrity	No	Buildings	0.62 mi.	717 Georgia Middle Road, Georgia
27	Georgia-34 Sabin-Nye House	Retains historic integrity	No	Parcel	0.9 mi.	586 Plains Rd, Georgia
28	Georgia-75 Dutton-Wimble House	Retains historic integrity	No	Parcel	0.8 mi.	976 Sodom Road, Georgia