VTrans Vermont Agency of Transportation

REQUEST FOR PROJECT REVIEW

RFPR version 4.0.a.

PROJECT INFORMATION

Proj. Name and Number: HYDE PARK STP BP23(19)

EA No.: BP23019 PPMS: 23F826

Project Manager: Jon Lemieux

Program: Municipal Assistance Phase: Scoping Report

District: District 8 If Multiple Districts Specify

Traffic Signal: No Precast Elements: No

DOCUMENTS FOR REVIEW AND FILES LOCATION

PLANS FILE LOCATION : Z:\Highways\MUN\LCL\LTF Projects\HYDE PARK STP BP23(19) - 23F826\8. Scoping Report

ESTIMATE FILE LOCATION :

Other FILE LOCATION :

FILE LOCATION :

FILE LOCATION :

TIME LINES

SUBMITTED: 11/24/2025

DEADLINE: 12-23-2025

COMPLETED:

INVITEES FOR REVIEW

- [x] MOB Districts — REVIEWED
- [ ] Operations and Safety Bureau — Included in all projects — REVIEWED — REVIEWED
- [x] Support Services Bureau — REVIEWED
- [x] MAB Bicycle and Pedestrian Program Unit
- [x] PDB Right-of-Way — REVIEWED
- [ ] PDB Structural Section
- [ ] PDB Survey Section
- [ ] PDB Utility Section
- [x] PDB Highway Safety & Design
- [x] PDB Environmental Section — REVIEWED — REVIEWED — REVIEWED
- [ ] PDB Hydraulics Section
- [ ] CMB Construction Section — REVIEWED — Reviewed — REVIEWED
- [ ] CMB Materials Testing and Certification Section
- [ ] CMB Geotechnical Engineering Section
- [ ] AMP Budget and Programming — Include on all reviews that include bridges within the Project Limits
- [ ] AMP NBIS Inspections and Budget — Include on all reviews that include bridges within the Project Limits
- [ ] AMP Rumble Stripes — See Notes at the bottom of this sheet.
- [ ] FHWA — Include on all PoDI and WCRS Projects
- [ ] Rail Bureau
- [ ] VRS
- [ ] Aviation
- [ ] Civil Rights
- [x] Policy and Planning Bureau
- [ ] PPAID Permitting Services
- [ ] Regional Planners
- [ ] Others: — Nydia Lugo — REVIEWED — Ande Deforge — REVIEWED

Review Focus Notes:

Print Form

Clear Form

Submit by Email

Online Shared Review

Please incorporate the project number somewhere.

DRAFT 2025

NORTH

HYDE PARK

RIVERSHORE PATH & VILLAGE WALKWAYS

CONTENTS

General comment on the report organization. I don't believe it's the norm to include the Preferred Alternative in the Intro before describing existing conditions, etc. However, I can appreciate that having it here allows the Intro to be more of an Exec Summary. That being said, I would still recommend moving the details (like the OPCC table) to the Alternatives section and just providing a high level overview of the Preferred Alternative here in the Intro.

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In accordance with the contract, all abutting property ownership information along the proposed alignment should be complied. Has this been provided?

In accordance with the contract, the study should include a section on traffic management that discusses possible impacts, what stakeholders may be impacted, and what measures are likely to be needed to address work zone impacts during construction. This should be accompanied by an intial determination of the project significance level in accordance with the Work Zone Safety & Mobility Guidance Document. Has this been included?

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05

06

Please include a list and page numbers for the items within the appendix.

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01. Introduction

The Gihon River, west of VT-100, as seen from the intersection of VT-100 and VT-100C.

PROJECT OUTLINE

This document is the result of a scoping study conducted within the North Hyde Park Village Center Area (hereafter called "North Hyde Park"), located within the Town of Hyde Park, VT.

The goal of this scoping study was to explore the possibility of creating a Rivershore Path or Village Walkway facility along the Vermont Route 100 corridor within North Hyde Park (hereafter called VT-100). This exploration included identifying design alternatives, issues and costs, evaluating the area's existing conditions, and engaging the North Hyde Park community for feedback and guidance.

How long is this?

Project Area

The Hyde Park Rivershore Path & Village Walkways scoping study is centered around VT-100 and Ferry Street in North Hyde Park, VT. The project area extends from the intersection of VT-100 and VT-100C to the North Hyde Park/ Eden Fire Station. The project area includes Gihon Valley Hall (the location of the Village's former Grange and current multi-purpose gathering space), the North Hyde Park Post Office, and the Gihon River, which passes under VT-100 within the Village.

Please include the project number.

Purpose & Needs Statement

Purpose

The purpose of this project is to identify alternatives for a pedestrian connection through North Hyde Park Village. This includes feasibility, issues, costs, and implementation steps.

Need

There is currently no pedestrian infrastructure in North Hyde Park and its location along VT-100 makes pedestrain travel uncomfortable or unsafe. There are multiple homes along VT-100 in the Village as well as several civic and recreational assets. Additionally, the Hyde Park Municipal Plan and Land Use and Development Reculation bylaws identifies North Hyde Park as a targeted location for growth and pedestrian improvements.

Regulation?

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Past Work

This scoping study expanded upon, and resulted from, several prior streetscape improvement (or related) efforts within North Hyde Park. These efforts include:

The North Hyde Park Streetscape Scoping Report (2016)

This report identified several potential streetscape and stormwater improvements the Town could consider for the Village of North Hyde Park. This report was prepared by DuBois & King, in partnership with the Town of Hyde Park, with supervision and guidance from the Vermont Agency of Transportation.

The North Hyde Park and Waterville Main Street Initiative (2021)

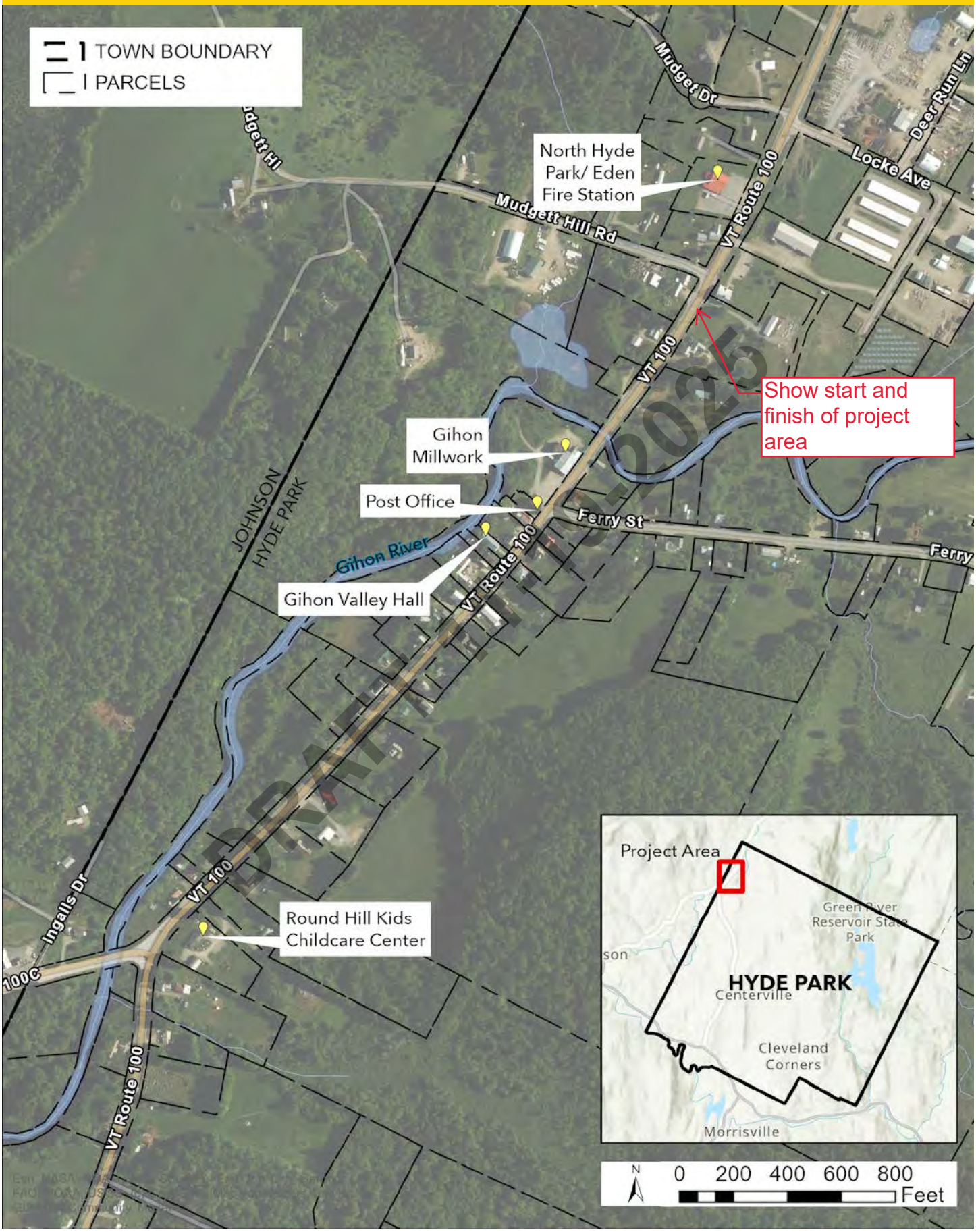
Was this with AARP? Add if so.

This initiative explored the proposed improvements for the North Hyde Park Village core and developed an implementation timeline that started by proposing a demonstration project. This report was prepared by the Lamoille County Planning Commission, in partnership with the villages of North Hyde Park and Waterville.

Crosswalk Demonstration Project (2022)

This demonstration project set up temporary pedestrian facilities on VT-100 in North Hyde Park, near the Post Office. Although the project was not as expansive as envisioned in the 2021 Initiative, the Town collected valuable data about what may or may not work in this location.

Map 01: Project Area



Draft Hyde Park Municipal Plan (2025)

At time of writing, the Hyde Park Municipal Plan for 2026 is currently underway. However, the draft document includes a chapter on Health and Wellness within the town. The goal of this chapter is to emphasize:

> *"…the role that the Hyde Park community can play in promoting the health and well-being of its residents."*

To that end, this chapter recommends several strategies the Town may undertake, including the recommendation that the Town promote Active Transportation. The draft document recommends:

> *"All development designs or re-designs and construction of roads or highways in Hyde Park will support the feasibility of accommodating all users to ensure safe and easy places for people to walk, bike, wheelchair roll and be physically active."*

Why "however"? Maybe "and" would work better here?

Intersection of VT-100 and Ferry Street, looking north.

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A view from inside Gihon Valley Hall.

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PREFERRED ALTERNATIVE

When was this bridge built?

West Side Sidewalk with Green Buffer Design Summary

The following is a summary of the Preferred Alternative for the Hyde Park Rivershore Path & Village Walkways scoping study. *For the full Preferred Alternative plan set, please see the appendices.*

was concrete considered?

The Preferred Alternative proposes adding a five foot wide asphalt sidewalk along the west side of VT-100, from the intersection of VT-100 and VT-100 C north to the North Hyde Park/ Eden Fire Station. Because this area includes many driveways, the sidewalk design incorporates breaks where it crosses them.

For most of this area, the sidewalk is separated from the road with a five foot green buffer, at grade with the road (see section illustration below). This buffer is interrupted in front of the Gihon Millwork parking lot. This is partially due to the narrower right-of-way in this location, and partially to allow for consulting with the property owner of this parcel regarding how vehicles enter and exit the parking lot. In this location, an at-grade, 5 foot wide sidewalk adjacent to the shoulder with breaks for vehicular access is recommended.

7 inch curb height is standard. Is there a reason to deviate? Im also not sure if this means you are taking away the space in front of the building. Seems like you are but its unclear

The sidewalk is also adjacent to the road shoulder near the Post Office. In this location, the road right-of-way is likely too narrow to accommodate a 5 foot buffer, and Postal Service vehicles often utilize the space in front on the building when picking up and dropping off packages. In this location, the sidewalk is separated from the road by a 6 inch curb. See the Design Overview graphic on the following pages for location details.

7 is standard. Is the 4' section less than 200 ft long? Make sure the bridge rail is high enough

On the section of road on the VT-100 bridge the sidewalk is four feet wide with a 6 inch curb, adjacent to the road. The width of the bridge likely does not leave room for a full five foot sidewalk.

This buffer is also interrupted in three locations to allow for the addition of approximately 19 new on-road parking spaces (see the preferred alternative on-street parking section illustration on the following pages).

Additionally, the Preferred Alternative includes four proposed off-road public parking lots ~~proposed~~: one at the Gihon Millwork building, one across the street from Gihon Millwork by the bridge, one behind the church at 5400 VT-100, and one at the former Hyde Park Fire District building at 5212 VT-100. All together, these four new parking lots could provide

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sidewalk should be designed to pass through driveways to ensure accessibility

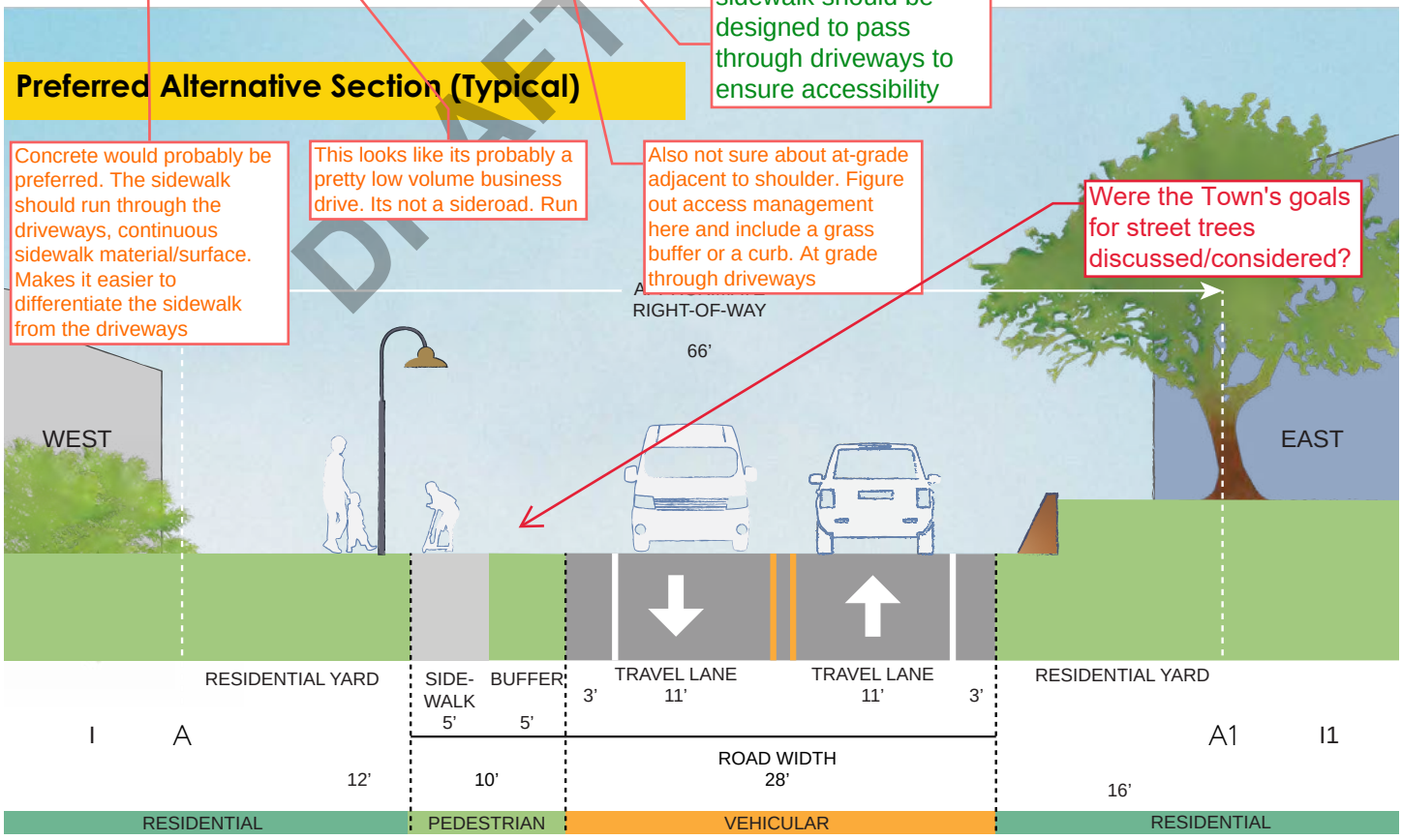
Preferred Alternative Section (Typical)

Concrete would probably be preferred. The sidewalk should run through the driveways, continuous sidewalk material/surface. Makes it easier to differentiate the sidewalk from the driveways

This looks like its probably a pretty low volume business drive. Its not a sideroad. Run

Also not sure about at-grade adjacent to shoulder. Figure out access management here and include a grass buffer or a curb. At grade through driveways

Were the Town's goals for street trees discussed/considered?



Unless the property owners are willing to give up this real estate for parking lots, this is not a viable alternative for parking and on-street parking will need to be considered for businesses in the area.

approximately 139-153 off-road parking spaces in the village. All four locations will need landowner approval and coordination. In the on-road parking locations, this design recommends a six inch wide curb to separate the sidewalk from the parking spaces.

curb height? Not flush or people will park on the sidewalk

The Preferred Alternative also includes pedestrian-scale lighting at regular intervals, to allow for better visibility when traveling in this area after dark.

This would be installed and maintained by the town. I think we almost never do streetlighting

Phasing

It is anticipated that the entirety of this Preferred Alternative may not be built at once. Instead, this document recommends the Preferred Alternative be built in two phases:

Phase 1: South from the VT-100/ VT-100C intersection to the Gihon River bridge crossing.

Phase 2: From (and including) the Gihon River bridge crossing to the southern edge of the North Hyde Park/ Eden Fire Station.

Design Impacts

The Preferred Alternative provides a direct, pedestrian-orientated path along VT-100 in North Hyde Park. It is on the same side of the road as Gihon Valley Hall, the Gihon River swim hole, and the Post Office, three popular village destinations. This design is also physically separated from the road by a five foot wide buffer or parallel parking, which may feel more comfortable for pedestrians, compared to walking closer to traffic lanes on a sidewalk without a buffer. Public feedback indicated that a buffered sidewalk would feel (to residents) more in line with the historic layout of the village.

The Preferred Alternative also provides multiple public parking locations within the project area, each accessible by the new sidewalk. When events happen in the village, visitors will be able to use these parking areas and then access the new sidewalk to arrive at their village destination.

Additionally, the Preferred Alternative provides better

Historic photograph of North Hyde Park showing a sidewalk with a green buffer, adjacent to what is now VT-100. Photograph courtesy of Linda Jones

North

How much nighttime walking do you anticipate in the bustling metropolis of North Hyde Park? Seems like a significant extra expense for a limited benefit.

The same location in North Hyde Park today. Note the lack of pedestrian infrastructure and wider lane widths.

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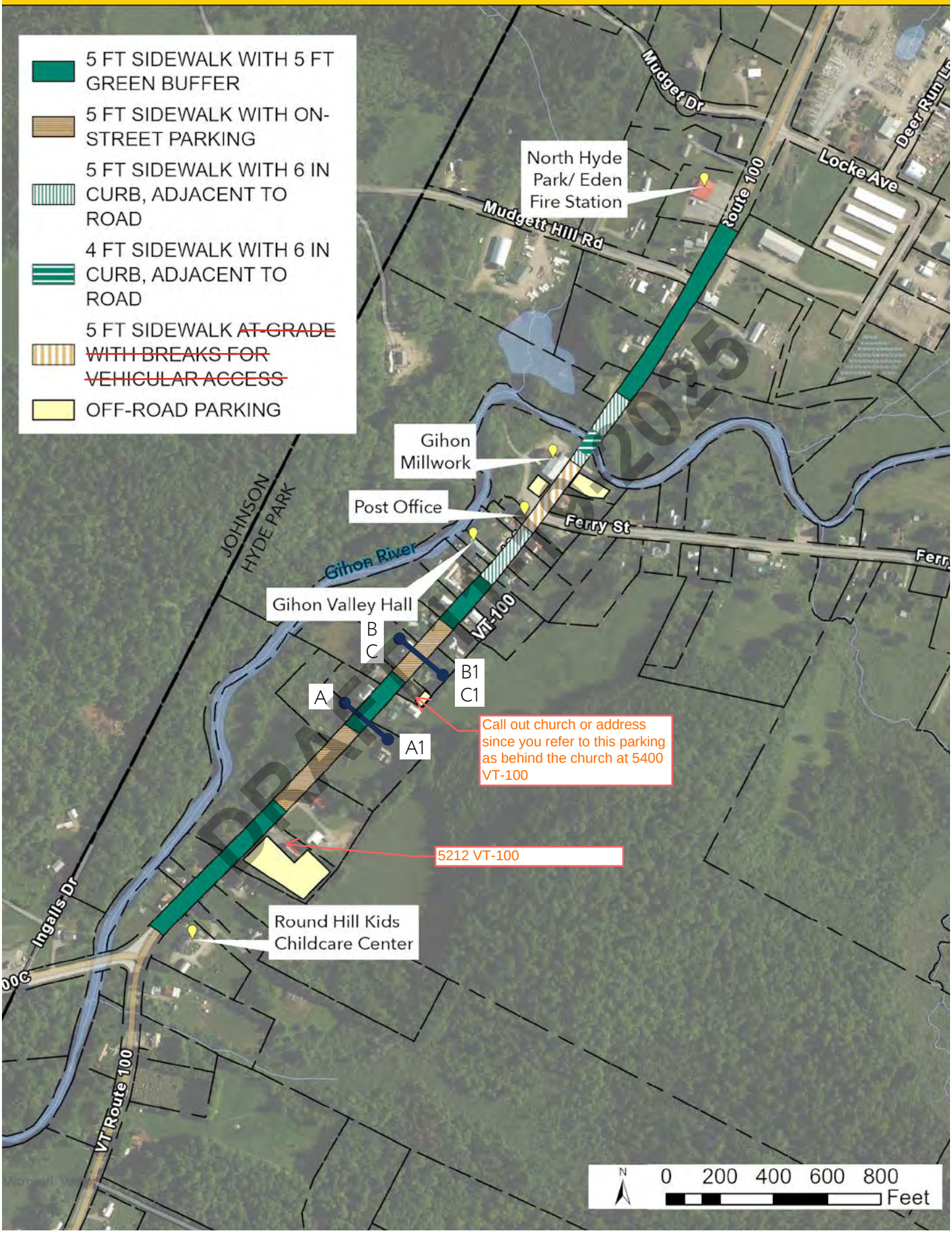
5 FT SIDEWALK WITH 5 FT GREEN BUFFER
5 FT SIDEWALK WITH ON-STREET PARKING
5 FT SIDEWALK WITH 6 IN CURB, ADJACENT TO ROAD
4 FT SIDEWALK WITH 6 IN CURB, ADJACENT TO ROAD
5 FT SIDEWALK ~~AT-GRADE WITH BREAKS FOR VEHICULAR ACCESS~~
OFF-ROAD PARKING
Mudget Dr
Deer Run Ln
Locke Ave
North Hyde Park/ Eden Fire Station
Mudgett Hill Rd
Route 100
Gihon Millwork
Post Office
Ferry St
JOHNSON
HYDE PARK
Gihon River
Gihon Valley Hall
VT-100
B
C
B1
C1
A
A1
Call out church or address since you refer to this parking as behind the church at 5400 VT-100
5212 VT-100
Round Hill Kids Childcare Center
Ingalls Dr
VT Route 100
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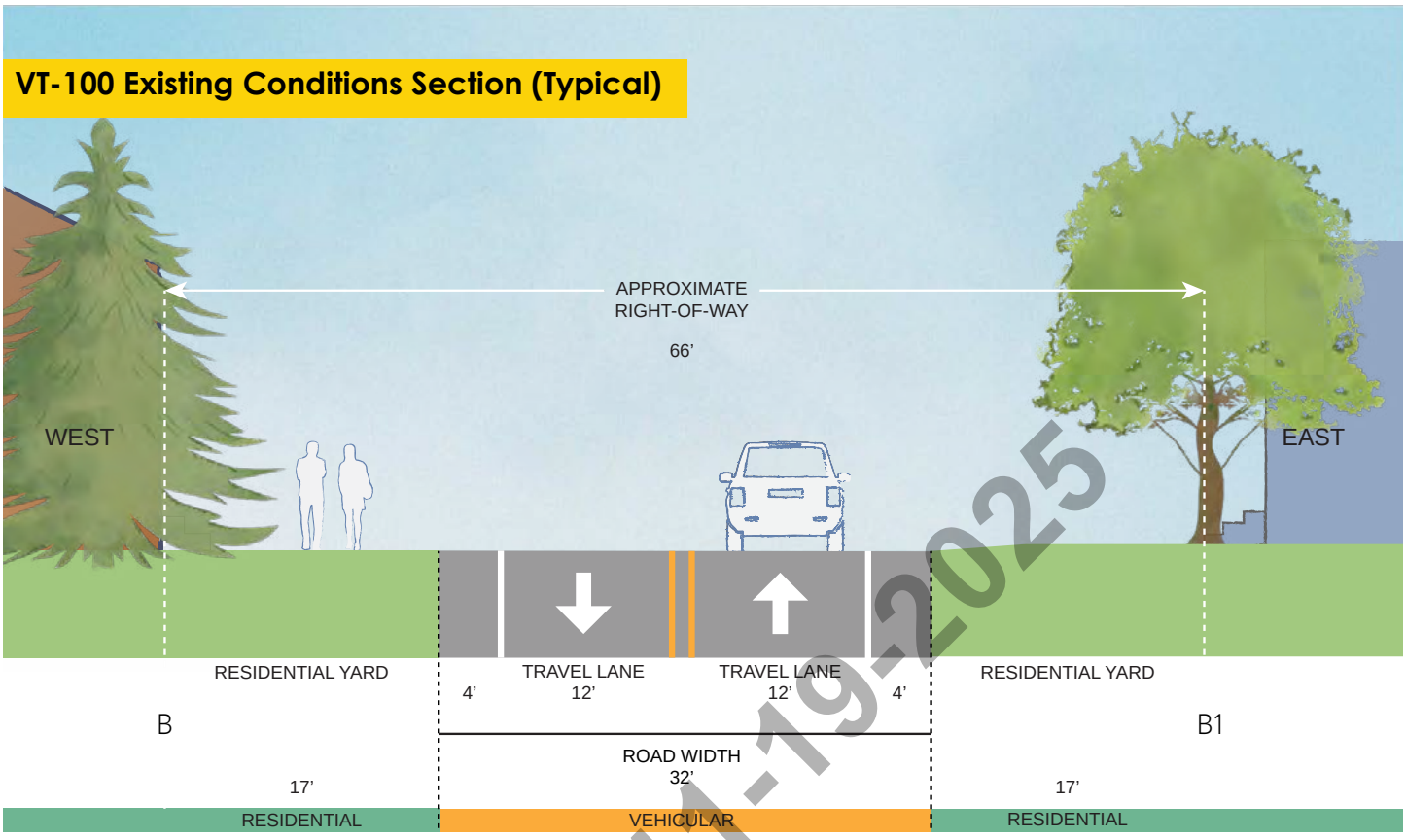
N
0 200 400 600 800
Feet

VT-100 Existing Conditions Section (Typical)



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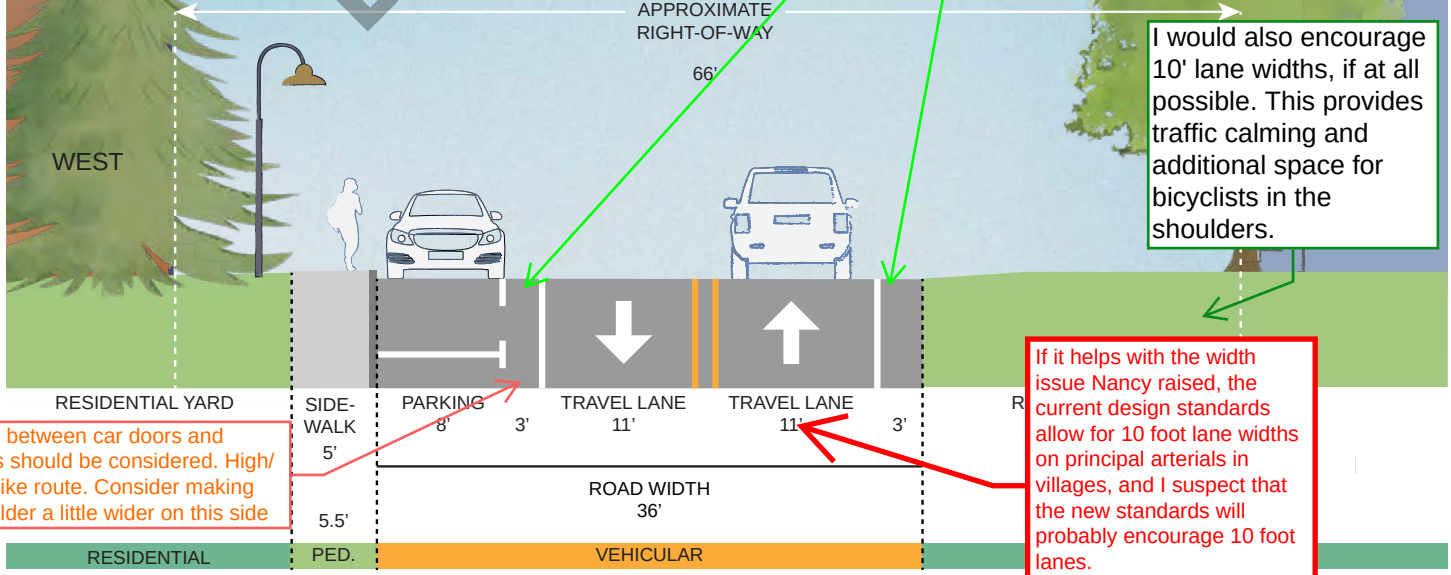
Per the VTrans Bicycle Corridor Priority Map, VT 100 and VT 100C in North Hyde park are considered a high use/priority route.

Preferred Alternative On-Street Parking Section (Typical)

c-c1

A paved shoulder area should have a minimum width of 4 feet, exclusive of any buffer or rumble strips, to be considered functional for bicycle use.



I would also encourage 10' lane widths, if at all possible. This provides traffic calming and additional space for bicyclists in the shoulders.

Conflicts between car doors and bicyclists should be considered. High/ priority bike route. Consider making the shoulder a little wider on this side

If it helps with the width issue Nancy raised, the current design standards allow for 10 foot lane widths on principal arterials in villages, and I suspect that the new standards will probably encourage 10 foot lanes. https://vtrans.vermont.gov/highway/VSDSUP

PREFERRED ALTERNATIVE OPCC

update to 2024 item numbers

just curious why paved sidewalk instead of concrete

Are these descriptions supposed to be the same?

Note: Costs included in this table are meant to give a ball-park figure for overall projects costs for the various alternatives. There was no topographic survey completed for this project, therefore quantities are included for the purposes of estimating ball-park opinions of probable construction costs. It is assumed that VTrans unit costs for curbed sidewalks include costs, as needed, for catch basins and storm drains. However, additional drainage costs have been incorporated in the table below to be conservative.

				Preferred Alternative-South		Preferred Alternative-North	
				Western Sidewalk with Green Buffer		Western Sidewalk with Green Buffer	
				100C to NHP Fire Sta.		100C to NHP Fire Sta.	
Item	Description	Unit	Unit Cost	Qty	Cost	Qty	Cost
				length:	2374	length:	905
*	5' Concrete Walk, No Curb	lf	$258				
*	5' Concrete Walk, Concrete Curb	lf	$388				
*	5' Bituminous Walk, No Curb	lf	$132	1274	$167,658	769	$101,200
*	5' Bituminous Walk, Concrete Curb	lf	$262	1100	$287,980	136	$35,605
203.15	Common Excavation	cy	$29	80	$2,320		
203.30	Earth Borrow	cy	$11	60	$660		
301.35	Subbase of Dense Graded Crushed Stone	cy	$67	230	$15,410		
406	Bituminous Concrete Pavement	ton	$160	165	$26,400		
604.4000	Changing Elevation of Dis, CBs, or MHs	ea	$1,200	3	$3,600		
621.021	Remove and Reset Guardrail	lf	$15	60	$900		
629.36	Relocate Hydrant	ea	$9,600				
635.11	Mobilization / Demobilization (10% of beyond typical items)			1	$42,933	1	$14,226
646.403	Durable 4" White Line, Epoxy Paint	lf	$1.00	300	$300		
651.15	Turf Establishment, General Seed	SY	$2	35	$70		
651.35	Topsoil	cy	$70	4	$280		
653.10	Hay Mulch	ton	$1,450	0	$145		
679.46	Street Light Assembly	ea	$13,500	24	$324,000	9	$121,500
679.50	Luminaire	ea	$2,000	24	$48,000	9	$18,000
SP	and Replace Landscape Items and Trees	LS		1	$3,620	1	$1,380
SP	Remove and Replace Wood Retaining	SF	$1,000				
SP	Retaining Wall	sf	$750				
SP	Drainage Improvements	LS	varies	1	$3,620	1	$1,380
SP	Retaining Wall	sf	$750				
Subtotal Construction					$927,896		$293,291
Approx. 20% Contingency on Alternative Specific Items					$94,452		$31,297
OPCC, Conceptual					**$1,022,348**		**$324,588**
Engineering and Administration Costs (22%) plus Construction Engineering (14%), adjusted for rounding**					**$368,045**		**$116,852**
Total Project Cost, Estimated					**$1,390,393**		**$441,440**
Rounded Total Project Costs (Excluding ROW costs)					**$1,400,000**		**$400,000**

Traffic control cost should be included in the estimate.

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* Average base sidewalk construction cost value from the VTrans Report on Shared-Use Path and Sidewalk Costs, January 2020 and projected to 2030 using ENR Index Value projections.

** Percentages based on VTrans Report on Shared-Use Path and Sidewalk Costs, January 2020, rounded.
Assumption: Utility company will pay for costs associated with required relocation of utility poles.

suggest that this be confirmed with the utility company

02. Existing Conditions

VT-100 in the project area, looking south. Note the lack of pedestrian infrastructure.

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VT-100 in the project area, looking north. Photo credit: Polly Seddon Allen.

Which way does it flow? South?

LAND USE CONTEXT

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Current Land Use

The land surrounding the project area is generally residential in nature, with homes close to the road, and parcel sizes varying from a quarter acre to two acres. The surrounding area is mostly forested, or otherwise rural in nature. The Gihon River is immediately adjacent to the project area, flowing parallel to VT-100 from the bridge north of Ferry Street to VT-100.

As the village currently exists, there are already many homes, destinations for community events, and vital services (such as childcare and postal services). However (as will be discussed in the Roadway Data & Characteristics section of this chapter) there is a lack of pedestrian infrastructure in this area.

Zoning

The project area is within the North Hyde Park Village District, which is divided into three areas: The Core Area, the Village Area, and Rural Neighborhood Area. The project area is primarily within the Core and Village areas of the North Hyde Park Village District.

The Hyde Park zoning bylaws state the following about the village district:

> *"The purpose of this District is to provide for a compact mix of residential, retail, commercial, and industrial enterprises."*

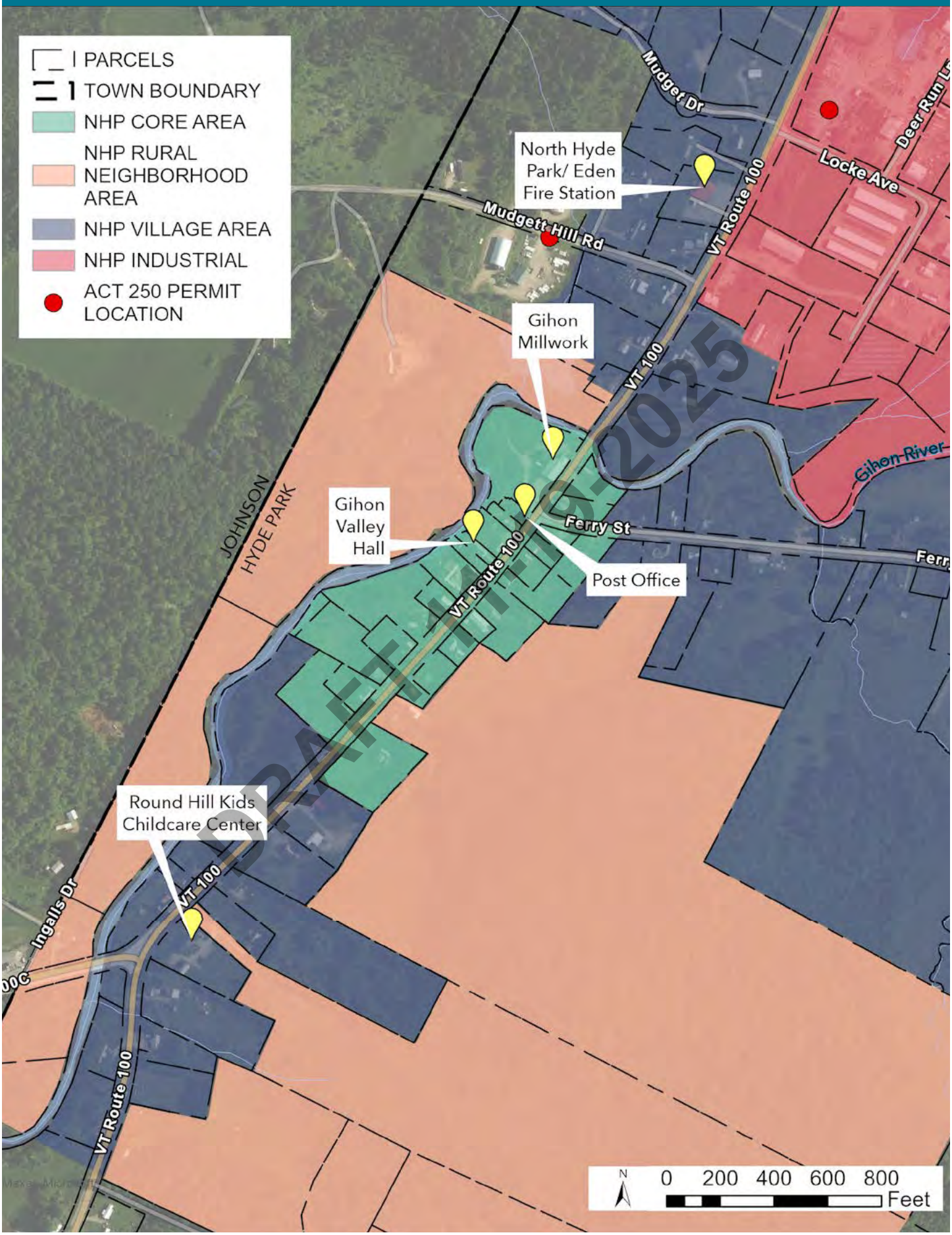
Regarding the Core Area the zoning bylaws state:

> *"…. A variety of uses are permitted with a goal of providing a consistent Village Main Street streetscape scaled to pedestrians and providing services to benefit residents. Smaller setbacks create a denser frontage along the street which could feature a sidewalk on one or both sides and street trees, as it did historically."*

As the village currently exists, there are already many homes, destinations for community events, and vital services (such as childcare and postal services). However (as will be discussed in the Roadway Data & Characteristics section of this chapter) there is a lack of pedestrian infrastructure in this area.

duplicate paragraphs

Map 02: Land Use Context



Destinations

The village has a Post Office, an industrial park, and a lumber yard (Gihon Millwork). The former grange, known as Gihon Valley Hall, is centered within the project area and is in the process of revitalization. The Hall is the village's multi-use space, hosting several events throughout the year. There are no stores in the village, though there is a convenience store (the River Valley Convenience Store) at the Sunoco gas station south of the study area on VT-100C. There is not a school in the village, but the Round Hill Kids Childcare Center is at the southern end of the project area. The Vermont Army National Guard also has a vehicle maintenance facility north of the study area. Additionally, the Gihon Millwork property contains a popular river access point that is utilized by many in the community.

Act 250 Permits

While there are some Act 250 permits near the project area, there are none directly along VT-100. Therefore, it is unlikely that these permits will impact a future addition of pedestrian infrastructure in this location.

While the places highlighted above are in the area they dont seem like the biggest pedestrian destinations. Im also not sure they are pedestrian generators if there are no stores?

The new village welcome sign. Photo credit: Dale Porter.

ROADWAY DATA & CHARACTERISTICS

Road Types

There are three roads of note within or near the project area: VT-100, VT-100C, and Ferry Street. According to VTrans centerline data, VT-100 and VT-100C are both undivided state highways. Ferry Street is a Class 2 undivided town highway.

Road Width & ROW

Along VT-100, the road right of way (ROW) ranges from approximately 50 feet to approximately 70 feet, as shown on the map on the following page. Within the project area, the lane widths of VT-100 are 12 feet, with shoulder widths ranging from 3 feet wide to 6 feet wide. At time of writing, VTrans has already given approval to reduce lane widths in this area down to 11 feet, with 3 foot shoulders, to help reduce vehicle speed and increase pedestrian and cyclists safety.

preferred minimum shoulder widths is 4 ft

What type of enforcement is provided for this area?

Lighting

Currently, there are no pedestrian or vehicular lights along this section of VT-100. During after-dark events at Gihon Valley Hall, nearby homes will turn on their porch lights to provide illumination for those walking to and from the hall. During this scoping study, several residents noted that the lack of lighting makes walking in the project area at night feel unsafe.

Intersections

VT-100 intersects with five other streets within the project area. At the northern end of the project area, Mudget Drive, Locke Avenue, and Mudgett Hill Road each terminate onto VT-100. Mudget Drive and Locke Avenue are both short, dead-end streets, and Mudgett Hill Road is a partly unpaved Class 3 town highway that connects to Ober Hill Road, another Class 3 town highway in nearby Johnson. All three of these roads connect to either homes or industrial buildings.

Ferry Street terminates onto VT-100 in the heart of the project area. Ferry Street hosts many residences, at least one small business (Custom Metal Fabricators of Vermont LLC) and connects to a network of streets within a more dispersed section of Hyde Park.

At the southern end of the project area, VT-100C terminates onto VT-100. VT-100C is the project area's most direct connection to Johnson, VT, and connects many residences and the River Valley Convenience Store.

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The VT-100/ Ferry Street intersection, as viewed from VT-100.

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Pedestrian And Cyclist Infrastructure

Presently, there are no pedestrian or cyclist infrastructure elements within the project area. Pedestrians and cyclists traveling along VT-100 must either stay on the road or in the shoulder, or otherwise walk within the ROW on the grass in front of the nearby buildings. This latter method may be difficult or impossible in the winter when snow piles may block the way, and may be altogether impossible for users of various mobility devices, including wheelchairs, walkers, or strollers.

Public Transit

There are no bus or train stops in or near the project area. Hyde Park residents may be able to access public transportation through other options, such as the Rural Community Transportation (RCT) on-demand micro transit options.

Signage

As shown in the picture on the preceding page and, there is a village welcome sign north of the project area on VT-100, installed in summer 2025. This sign lets visitors know they are entering a village area, and may be a cue to drivers that they need to slow down. A second sign is currently planned to be added on VT-100 south of the village.

Sight Lines

This stretch of VT-100 is generally straight or gently curving, providing a clear, unobstructed view to drivers.

Road Condition

According to the VTrans Pavement Condition Portal, the pavement for this section of VT-100 is considered poor, with the last year of work being recorded as 2017. The portal considers a small section of road directly in front of the North Hyde Park/ Eden Fire Station to be in fair condition.

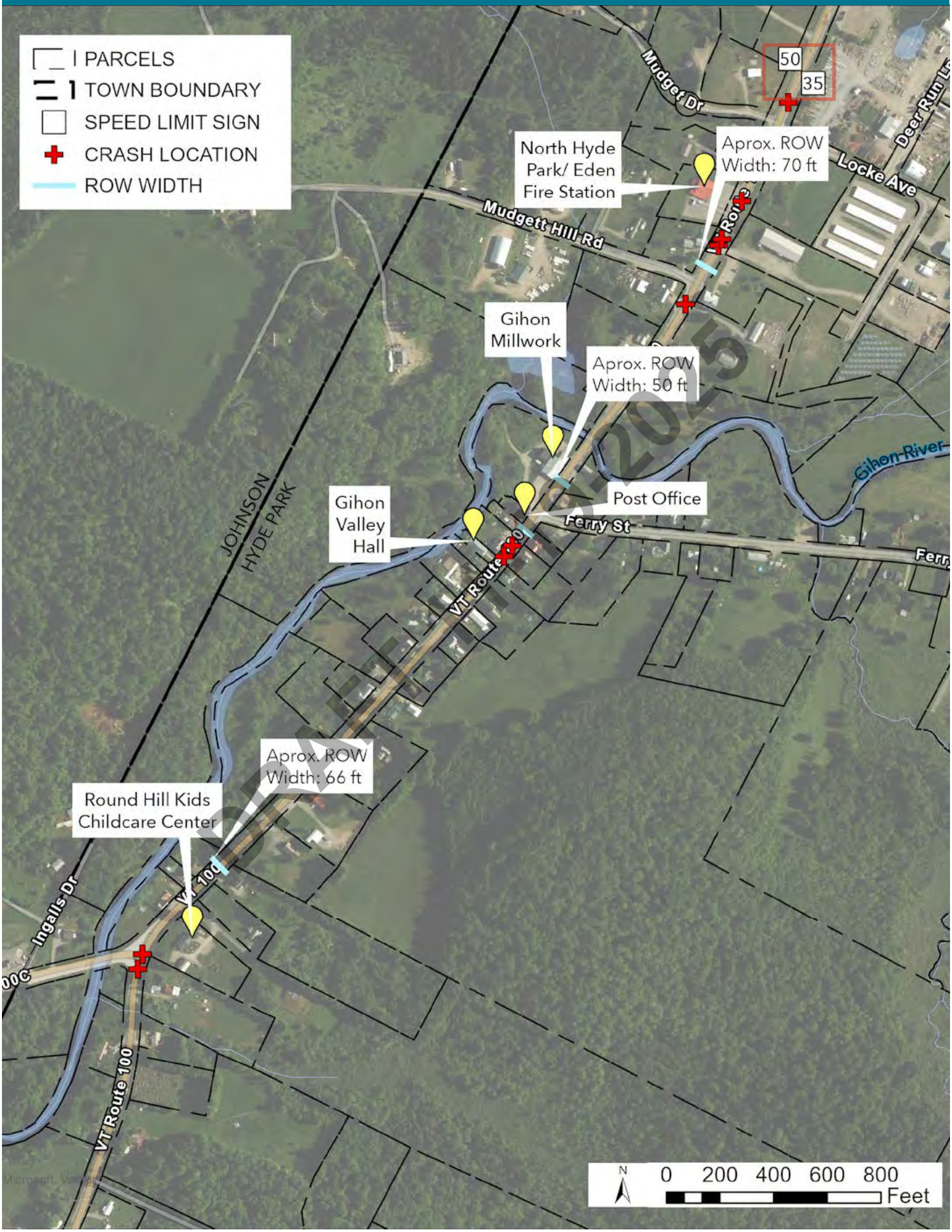
AADT

The most recent AADT numbers available for the project area are shown in the following table.

Table 1: AADT Data

Street Name	AADT (year)
VT-100 (north of VT-100C)	5,260 (2024)
VT-100 (south of VT-100C)	3,592 (2024)
VT-100C	3,074 (2024)
Ferry Street	764 (2024)

Map 03: Roadway Data & Characteristics



Speed Limit

The posted speed limit for the entirety of VT-100 in the project are is 35 miles per hour. The areas on VT-100 north and south of the project area have a speed limit of 50 miles per hour.

Crashes

According to the VTrans Crash Data Query Tool, there have been 9 crashes within the project area over the last five years, none of which involved a pedestrian. These crashes are shown on the map on the previous page.

The new village welcome sign as seen from VT-100. Photo credit: Dale Porter.

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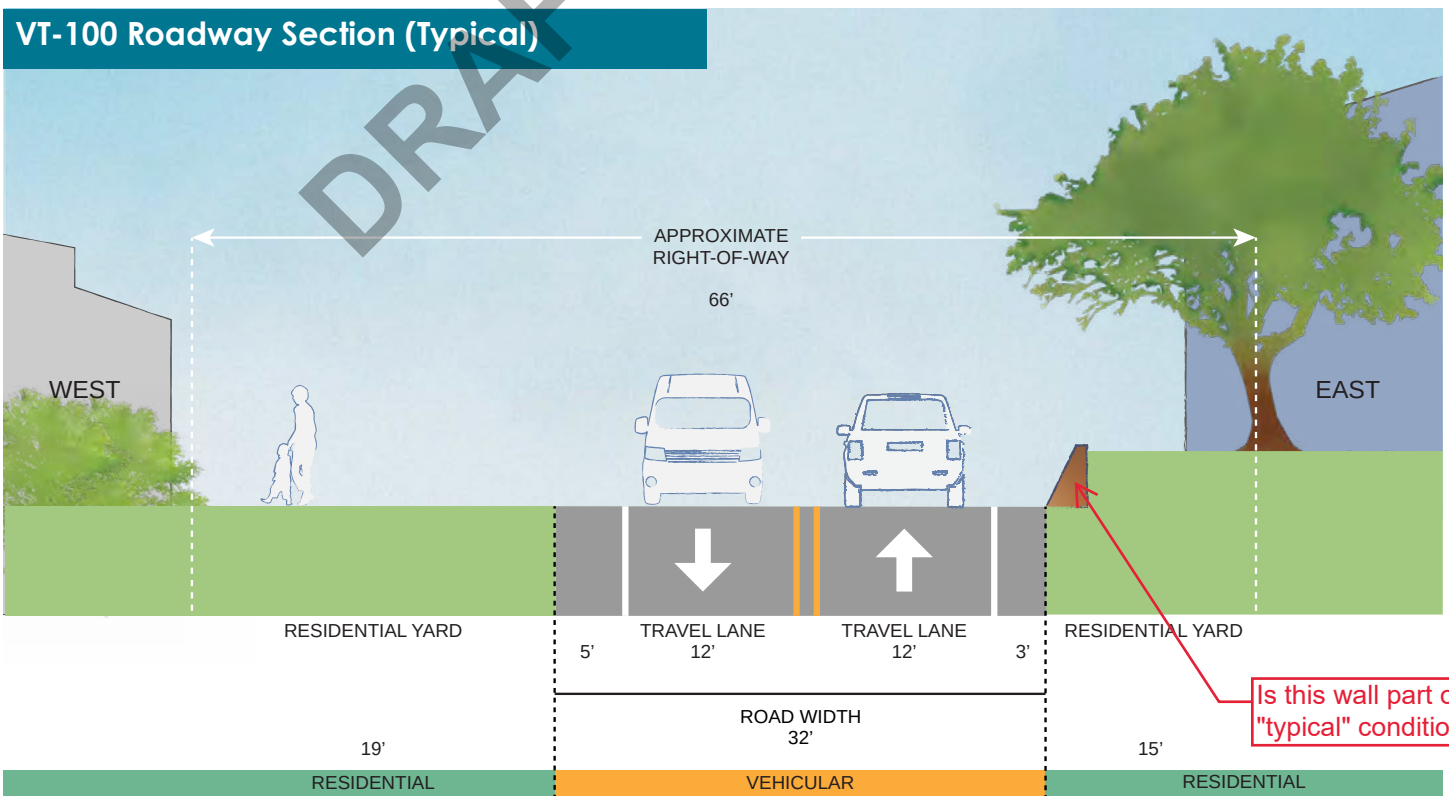
VT-100 Roadway Section (Typical)



Overhead utility lines, as viewed from VT-100, looking south.

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EXISTING UTILITIES

The public utilities serving North Hyde Park village include overhead electric, water supply, and culverts, and are considerations in the design of pedestrian facilities.

Overhead Electric

Overhead electric lines owned by the Village of Hyde Park Electric Department are located throughout the length of the study area at varying offsets. Most of the utility poles and overhead lines are on the east side of VT–100 from the NHP/ Eden Fire Station to the church at 5428 VT-100, and then run on the west side of VT–100 south of the church, before crossing back to the east side of VT–100 at the Round Hill Kids Child Care Center.

Water Supply

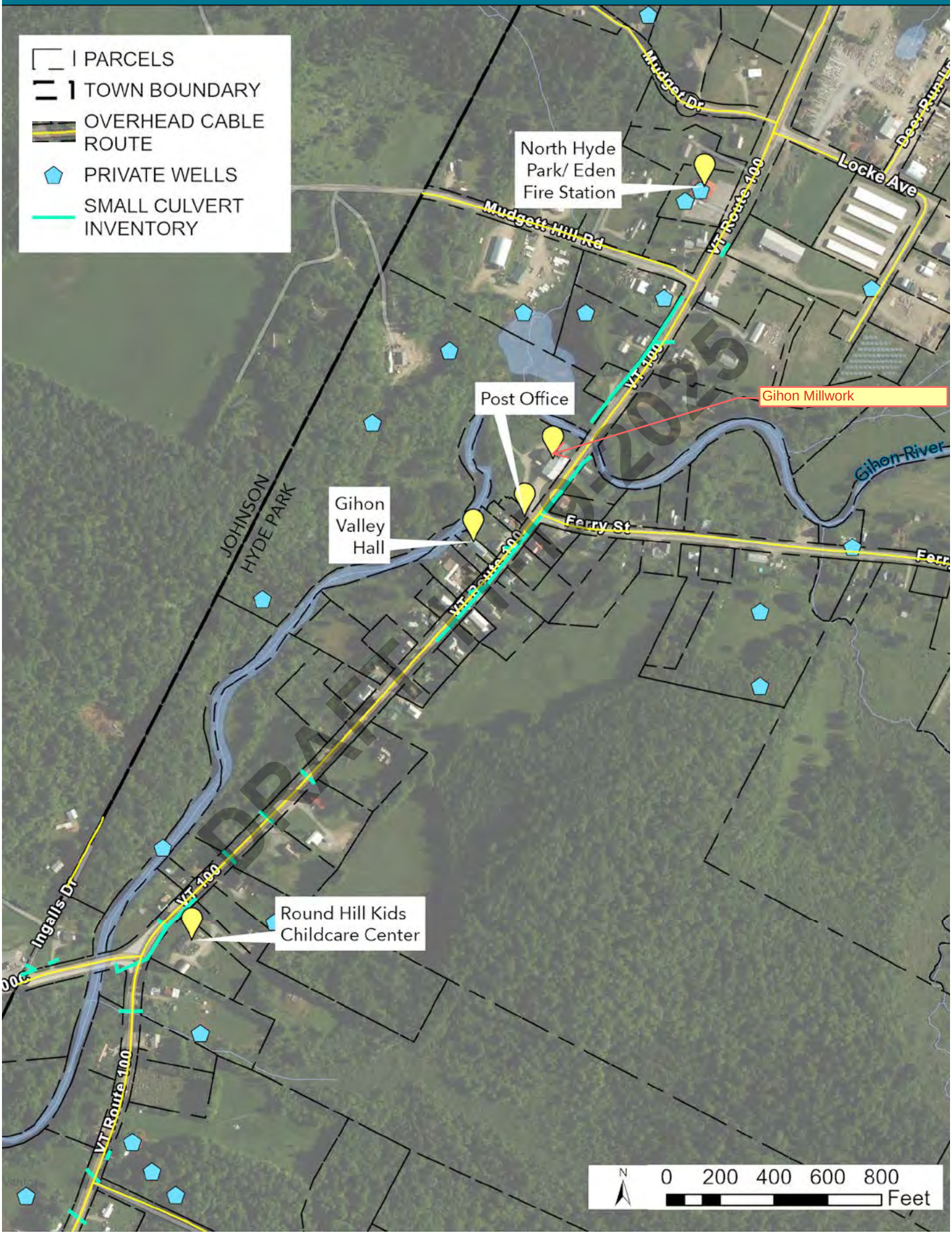
The water supply system for North Hyde Park village was constructed in 1985, and the water lines have at least six feet of cover, indicating that the construction of a sidewalk along VT-100 should not impact this part of the water system.

Culverts

There are numerous stormwater culverts within the project area. These culverts are both perpendicular and parallel to VT-100, and will need to be accounted for if/when constructing and designing a sidewalk system in this area.

Are there any catch basins or other closed drainage infrastructure? Or is it all open culverts?

Map 04: Utilities



The Gihon River.

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NATURAL RESOURCES

The Gihon River and its associated resources define much of the project area's natural setting. The river flows west parallel to VT-100 between Ferry Street and VT-100C. Several small tributary streams feed into the river, and a small pond lies northwest of the VT-100 bridge. The surrounding river corridor and adjacent wetlands form an interconnected system of natural features that influence drainage, flood resilience, and habitat quality. Multiple Vermont Significant Wetlands and Wetlands Advisory areas occur within the project area, including one that crosses VT-100 north of the bridge.

FEMA flood hazard mapping identifies Flood Zone A along the Gihon River—representing the 100-year floodplain—with a narrower band of Flood Zone B beyond it. These flood zones intersect the road at both the VT-100 and VT-100C bridges over the river.

Habitat mapping from the Vermont Fish and Wildlife Department shows three habitat blocks within the project area, two of which have weighted diversity ranks above 4, indicating relatively high-quality habitat.

Four hazardous sites also fall within the project area, including two along VT-100 with recorded closure dates of 1999 and 2006.

For further details on natural resources in and around the project area, please see the map and Table 2 (Natural Resources) on the following pages.

Map 05: Natural Resources

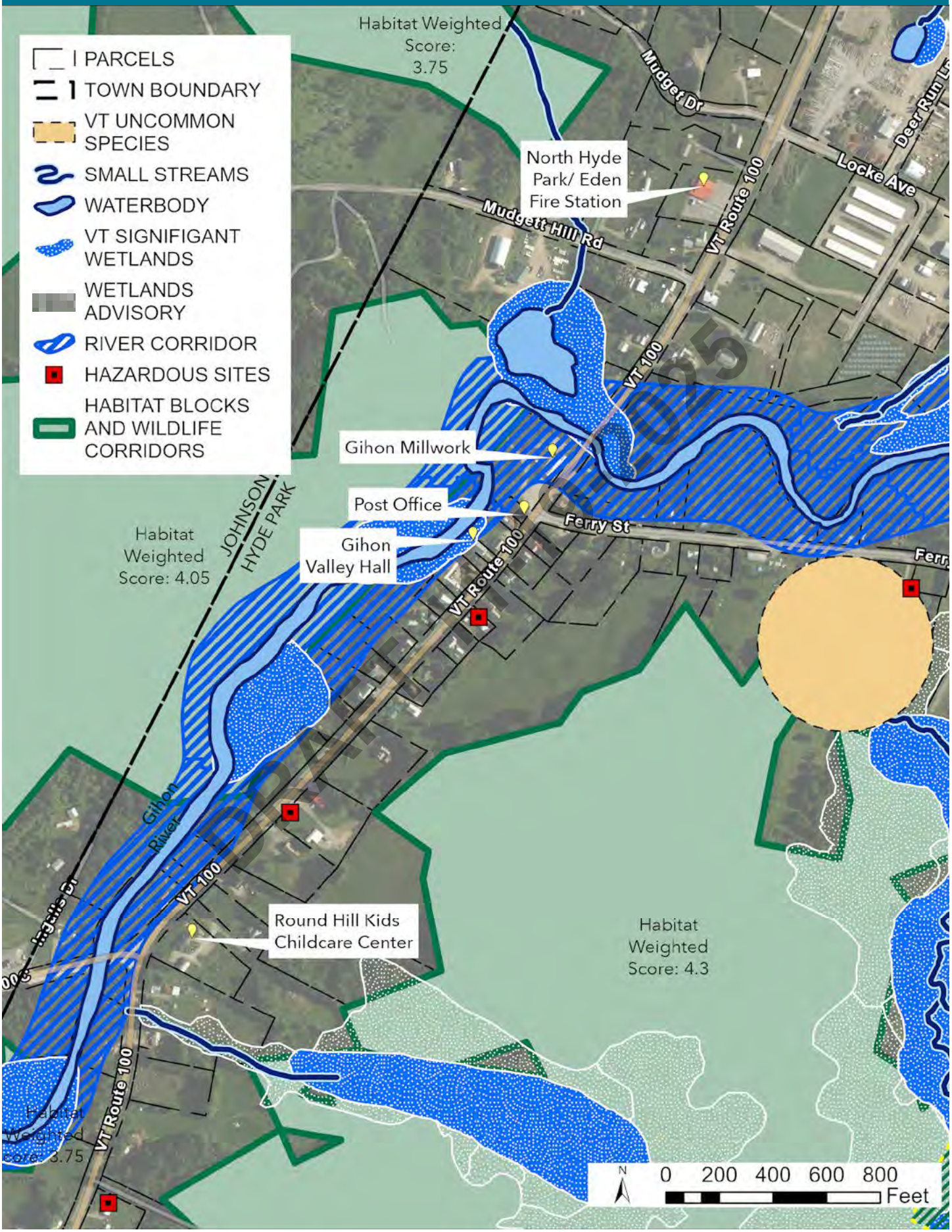

Table 2: Natural Resources	
Shown on Preceding Map	
Streams & Waterbodies	The most notable water body in the project area is the Gihon River, which is fed by several nearby small streams. There is also a small pond northwest of the bridge over the Gihon River.
River Corridor	The Gihon River's corridor runs through the heart of the project area, and crosses VT-100 north and south of the bridge.
Wetlands	There are multiple instances of Vermont Significant Wetlands or areas of Wetlands Advisory in the project area. Some of these are close to VT-100, and in one instance (north of the bridge) crosses the road.
Hazardous Sites & Hazardous Waste Generators	There are four hazardous sites within the project area, two of which are along VT-100. These two sites have recored closure dates in 2006 and 1999. There are also Hazardous Waste Generators nearby, but not within the project area.
Rare, Threatened, and Endangered Species	There have been no recorded element occurrences of Rare, Threatened, or Endangered Species in the project area.
Habitat Blocks and Wildlife Corridors	The VT Fish and Wildlife Service ranks areas of contiguous forest and other natural habitats based on 11 biological and physical diversity factors; a higher number equals a higher quality habitat. Values range from a low of 0.8 to a high of 8.3, with an average of 3.49. There are three such area within the project area, two with a weighted rank greater than 4.
Not Shown on Preceding Map	
FEMA Flood Hazard Areas	There are currently no digitized Flood Insurance Rate Maps (FIRM) from FEMA for Hyde Park. The current FIRM maps for Hyde Park are dated 1981, and are due to be updated at time of writing. The data on these maps may therefore be out of date once these updates happen. There is a FEMA Flood Zone A aligned with the Gihon River, bordered by a narrower band of Flood Zone B. Flood Zone A represents a 100-year flood zone, and are considered high risk flood areas. Flood Zone B represents 500-year flood zones, and are considered moderate flood risk. In the project area, these flood zones most notably intersect with the road at the VT-100 bridge over the Gihon River, and at the VT-100C bridge over the Gihon River.
Underground Storage Tanks	There are no recored underground storage tanks within the project area.
VT Protected Lands	There are several parcels of protected lands within Hyde Park, but none are in the project area.
Deer Wintering Areas	There is a deer wintering area north of the project area.

recorded?

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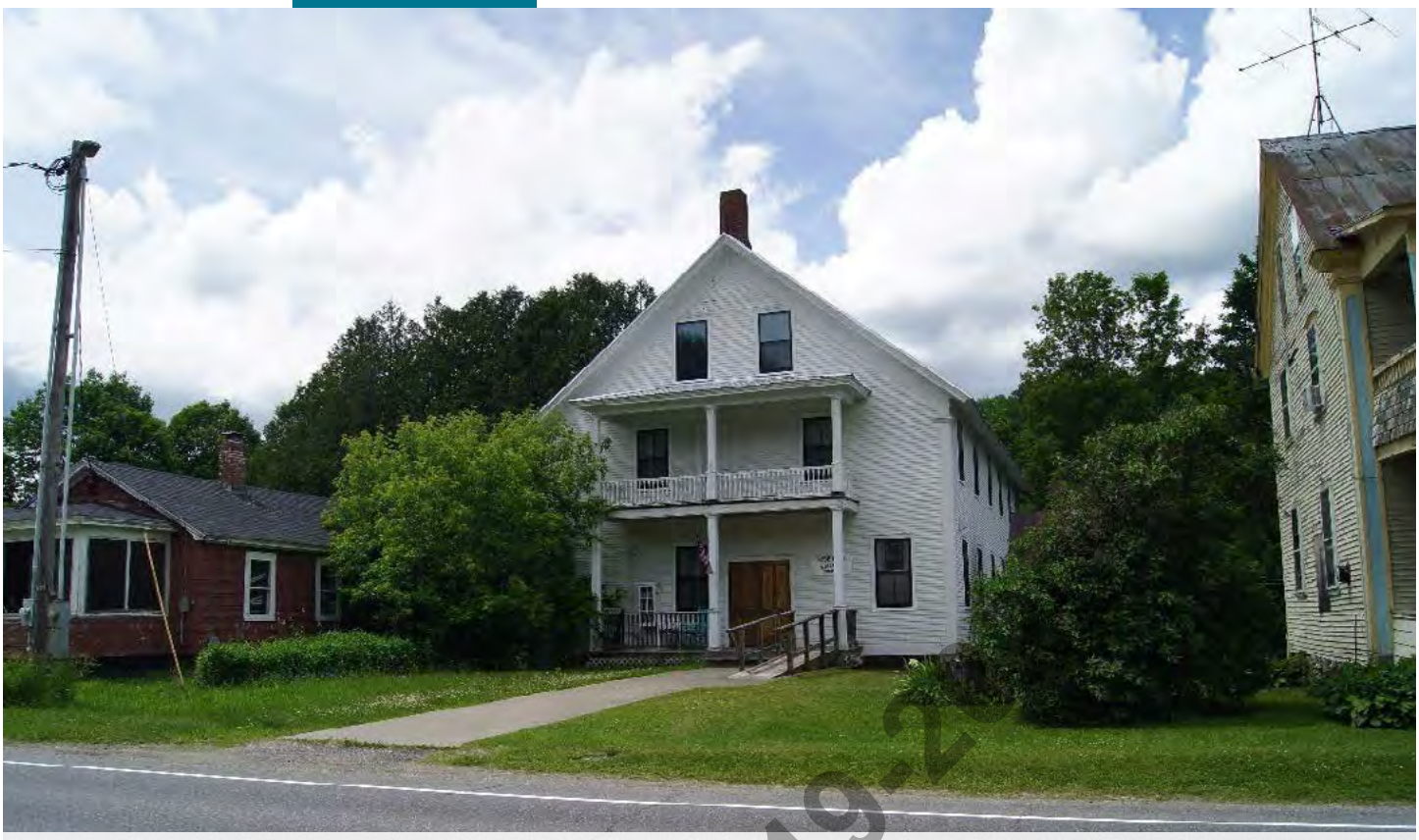

NRHP property: Gihon Valley Hall. Photo Credit: Polly Seddon Allen.

HISTORIC RESOURCES INVENTORY (HRI)

As part of this feasibility study process, Senior Architectural Historian Polly Seddon Allen conducted a Historic Resources Inventory (HRI) of the study area. For a summary of the report's findings and conclusions, continue reading.

Within the project area, there was a single previously documented National Register of Historic Places (NRHP)-listed property— Gihon Valley Hall. Additionally, the HRI identified four individually listed Vermont State Register (VSR) properties: 5106 VT-100, 5734 VT-100, 5731 VT-100, and 5773 VT-100. These five properties are shown on the page to the right.

As noted in the HRI:

> *"The remainder of the built environment properties documented in this report are either not historic period in age or have not been formally evaluated under the criteria of the NRHP to assess potential significance and integrity under the criteria of the NRHP."*

The full text of this report is included in the appendices of this document.

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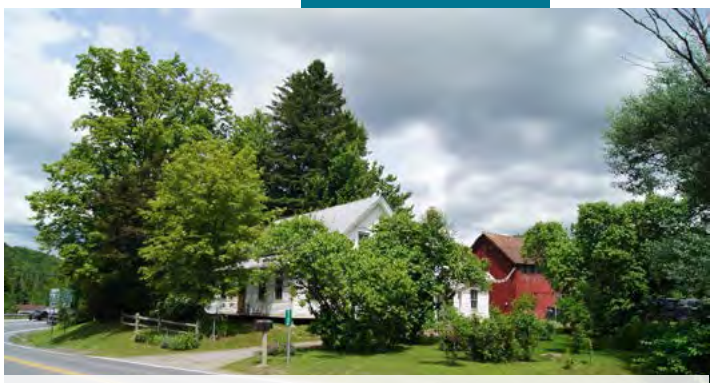

VSR property: 5106 VT—100. Photo Credit: Polly Seddon Allen.

VSR property: 5106 VT-100.
Photo Credit: Polly Seddon Allen.

VSR property: 5734 VT-100.
Photo Credit: Polly Seddon Allen.

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VSR property: 5773 VT-100. Photo Credit: Polly Seddon Allen.

The dry-laid field stone wall as noted in Image 4.2.4 of the ARA. Photo Credit: Lindsay Chozinska.

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ARCHAEOLOGICAL RESOURCE ASSESSMENT (ARA)

As part of this scoping study, Lindsay Chozinska, RPA, Archaeologist performed an Archaeological Resource Assessment (ARA). For a summary of the report's findings and conclusions, continue reading.

The ARA notes several factors that may increase the study area's archaeological find potential, including the nearby river. However, the ARA ultimately noted that the parts of the project area most likely to be affected by new pedestrian infrastructure (i.e, the areas directly adjacent to VT—100) are disturbed to such an extent that they are unlikely to yield new archaeological sites.

The ARA states:

"To maintain a finding of no adverse effect, this ARA recommends:

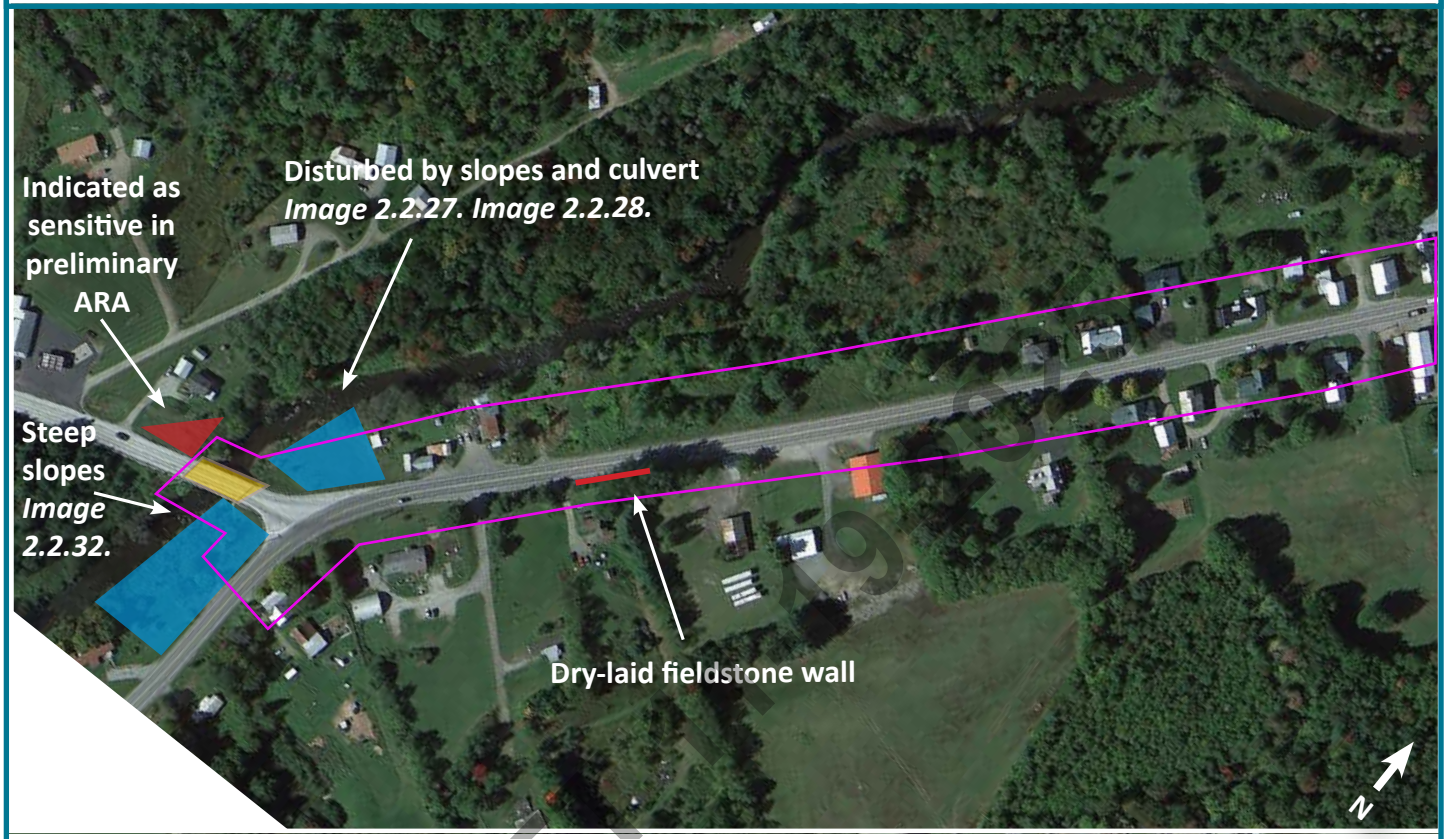
- *The installation of pedestrian infrastructure remains within the right-of-ways of the road and utilities (~6m of the road);*
- *Avoidance of the dry-laid stone wall on VT—100 and the areas marked in red in Image 4.2.4.;*
- *Avoidance of the accessibility ramp at the First Congregational Church (close to road); and*
- *Avoidance of or mitigation of damage to structures close to the road."*

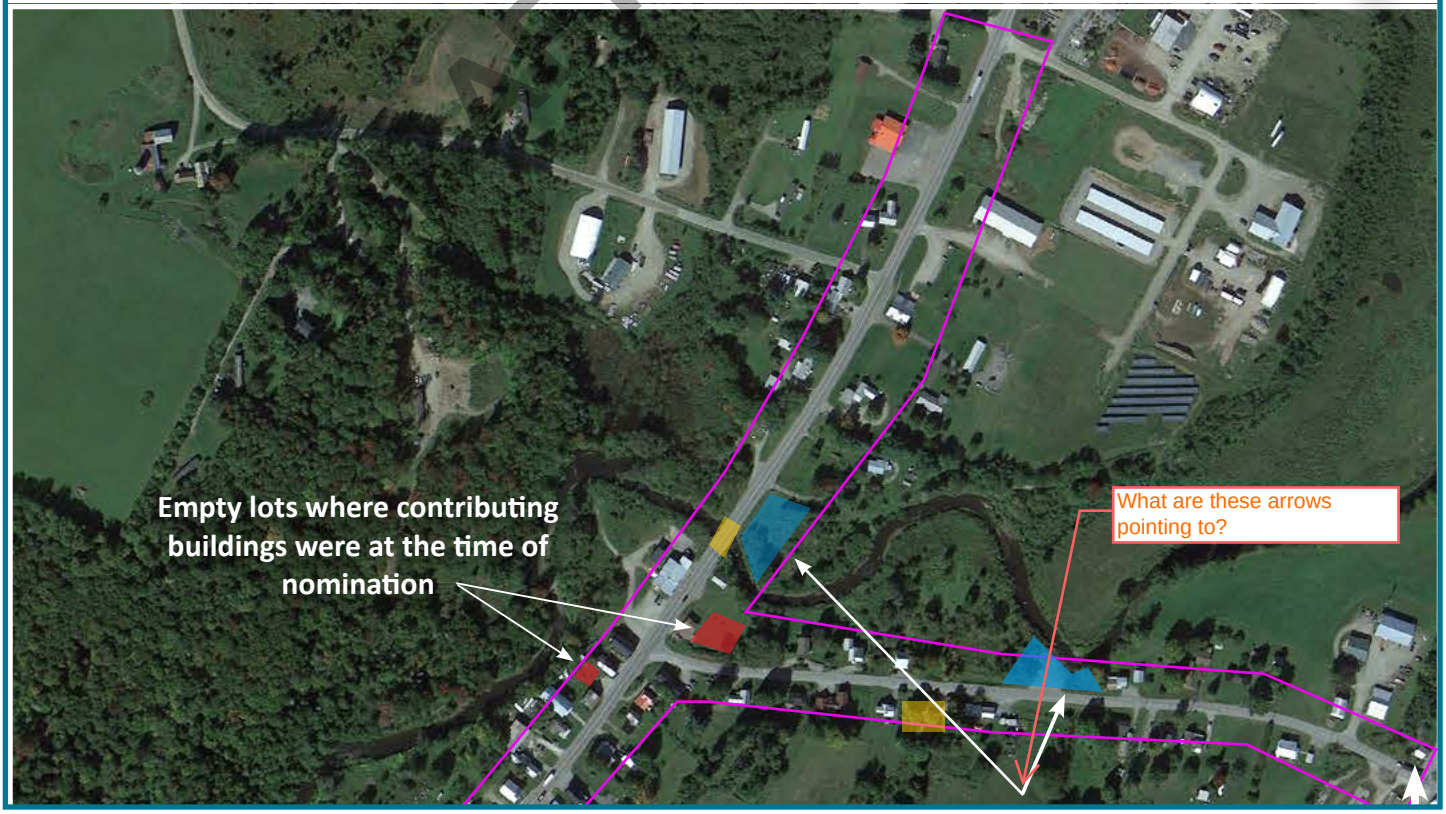
The full text of this report is included in the appendices of this document.

Excerpt from page 44 of the ARA

Why preliminary ARA? Should it refer to ARA from previous scoping project/ year?

Image 4.2.4. Notable features in the area.
Includes notes from the preliminary ARA. Blue indicates areas that appear to be sensitive on the predictive map, but are heavily disturbed. Red indicates areas to avoid. Yellow indicates once-historic structure locations that have been replaced and are no longer of concern.





03. Alternatives

After the existing conditions analysis and Local Concerns meeting, the project team drafted several design alternatives. Each of these design alternatives (except for Alternative 0) is a conceptual configuration of pedestrian infrastructure and street crossings, which serve the project goal of improving safe pedestrian connectivity in North Hyde Park. All alternatives have strengths and weaknesses, highlighting the specific challenges and opportunities this project area contains. The following pages provide an overview of each alternative, their potential construction costs, and their strengths and challenges.

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VT-100 looking north.

The east side of VT-100.

ALTERNATIVE 0: NO-BUILD

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

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Crosswalk studies should be done for each location to verify that marked crosswalk warrants are met. Please remember that marked crosswalks are not traffic calming devices.

VT-100 looking north.

Alternatives 1-4: Off-Street Parking

Alternatives 1- 4 all propose four off-road public parking lots:

There is no guarantee that these sites are available unless they are owned by the town.

- The Gihon Millwork building;
- Across the street from Gihon Millwork for event parking,;
- Behind the church at 5400 VT-100;
- The former Hyde Park Fire District building at 5212 VT-100.

All together, these four new parking lots could provide up to 139-153 off-road parking spaces in the village. It is likely the relevant land owners would retain ownership of these areas. Coordination with and approval from these landowners would be necessary before any development could take place.

Each of these off-road parking lots would be accessible to the proposed sidewalk either directly or via crosswalk. When events happen in the village, visitors will be able to use these parking areas and then access the new sidewalk to arrive at their village destination.

These off-road parking lots are shown on the overview for each alternative, illustrated in yellow as noted on the Design Overview legend.

Why is so much parking desired? What will generate the need for this parking?

ALTERNATIVE 1: EASTERN SIDEWALK WITH GREEN BUFFER

This alternative proposes adding a five foot wide sidewalk along the east side of VT-100, from the intersection of VT-100 and VT-100 C to the south, to Locke Avenue to the north. For most of this area, the sidewalk is separated from the road with a five foot green buffer, at grade with the road (see section illustration on the following page).

This buffer is interrupted in front of the properties from 5354 VT-100 to 5408 VT-100. In this location, this alternative proposes the sidewalk be adjacent to the road, separated by a six inch wide raised curb. This arrangement is recommended in this location due to an existing retaining wall closely situated next to the road, which may not leave an appropriate amount of space for both a five foot sidewalk and five foot green buffer.

This buffer is also interrupted in two locations to allow for the addition of 8-9 new on-street parking spaces. In the on-road parking locations, a six inch wide curb to separate the sidewalk from the parking spaces is recommended, as shown on the section illustration on the following pages.

Design Impacts

Strengths

Alternative 1 provides a direct, pedestrian-orientated path along VT-100 in North Hyde Park. It is on the same side of the road as many private residences and a childcare center. It also provides access to Ferry Street and the neighborhoods beyond, without requiring a road crossing. It is on the opposite side of the street from the North Hyde Park/ Eden Fire Station (unlike Alternatives 2 and 4), and may therefore be less likely to impact or be impacted by Fire Station operations

Challenges

Alternative 1, while providing a direct connection to some homes and the childcare center, is on the opposite side of the road from Gihon Valley Hall, the Gihon River swim hole, and the Post Office. This means sidewalk users will need to cross the street to access these amenities.

The addition of a grass buffer between the sidewalk and the road will create a need for mowing to maintain this area. This may be alleviated if the green buffer is planted with herbaceous species other than turf grass, such as low growing carexes or sedges, which will not grow as tall as conventional turf grass.

Unfortunately weeds will still grow in, and it will need to be mowed. It would be unrealistic to weed this, so we should expect mowing.

The previously mentioned retaining wall may also be an additional complication during construction, potentially making the final construction costs for this alternative higher than they would be otherwise.

Construction on the east side of the road is expected to be more difficult and potentially more costly than on the west side, due to the steeper topography along the eastern edge. The combination of this steep terrain and the limited space created by the existing retaining wall would also make snow removal more challenging, as there would be less room for snow banks compared to an option on the west side of the road.

Maybe you mention it somewhere but the sidewalks will also need to be plowed in the winter by the town. Which is a challenge for every alternative but it should be mentioned

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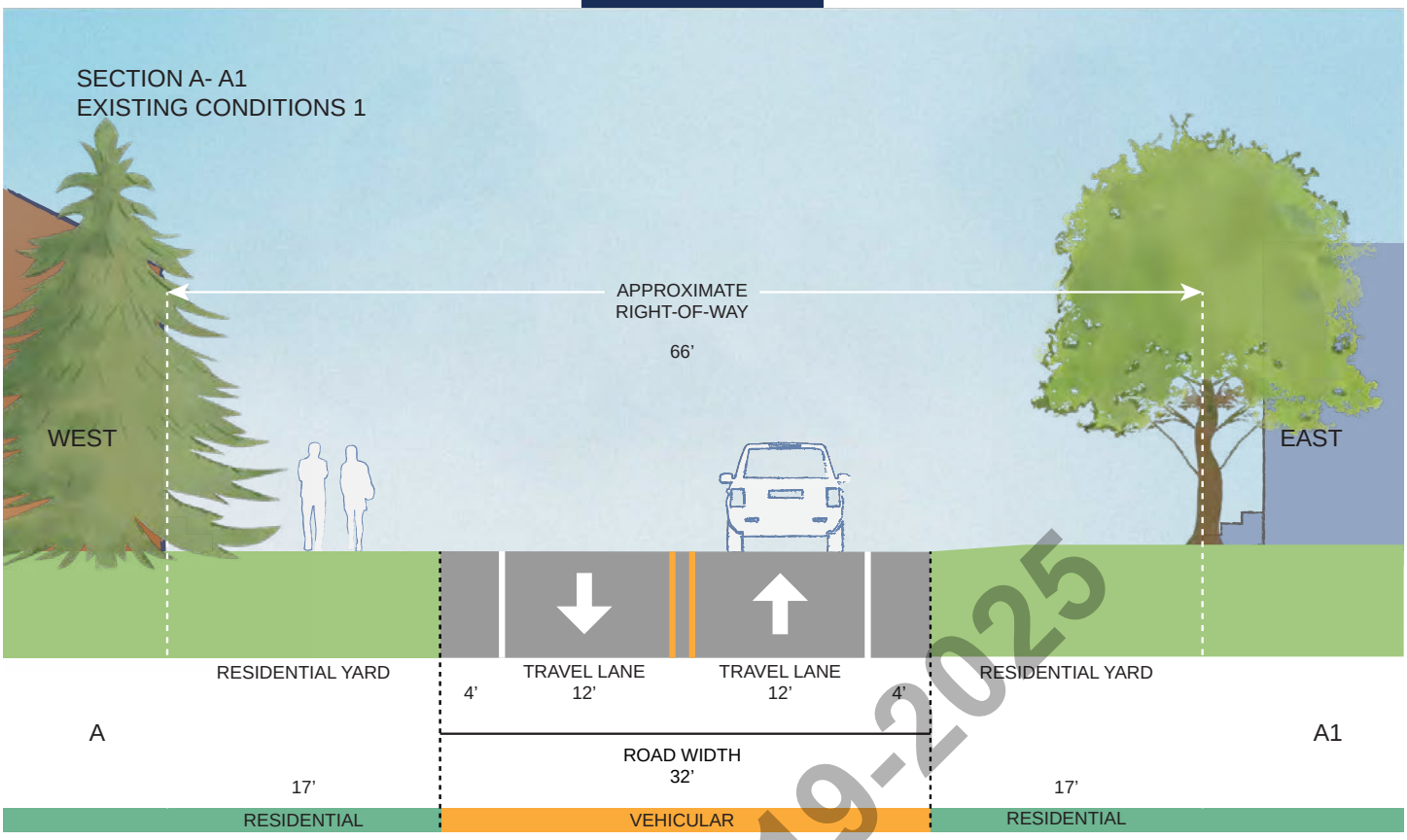

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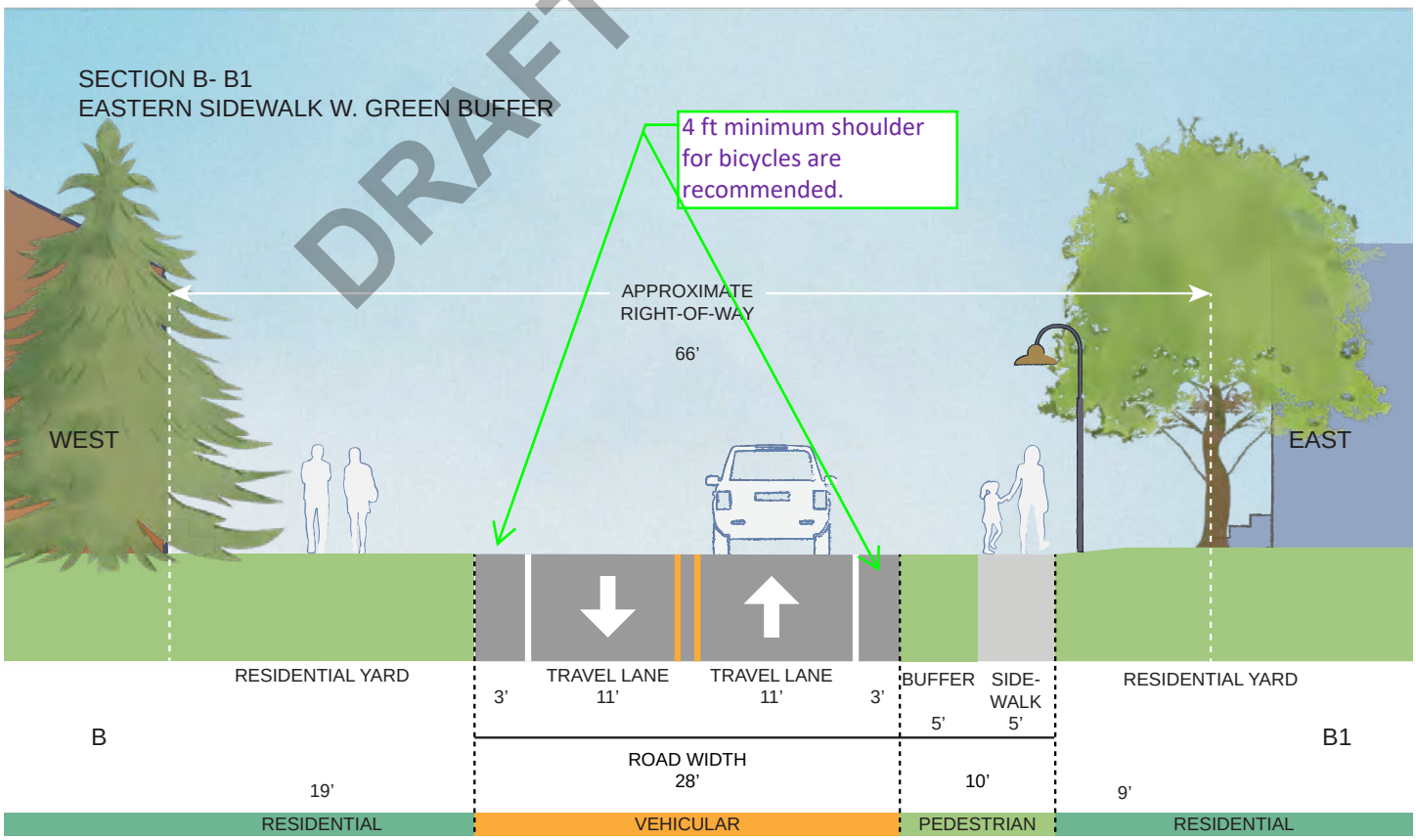
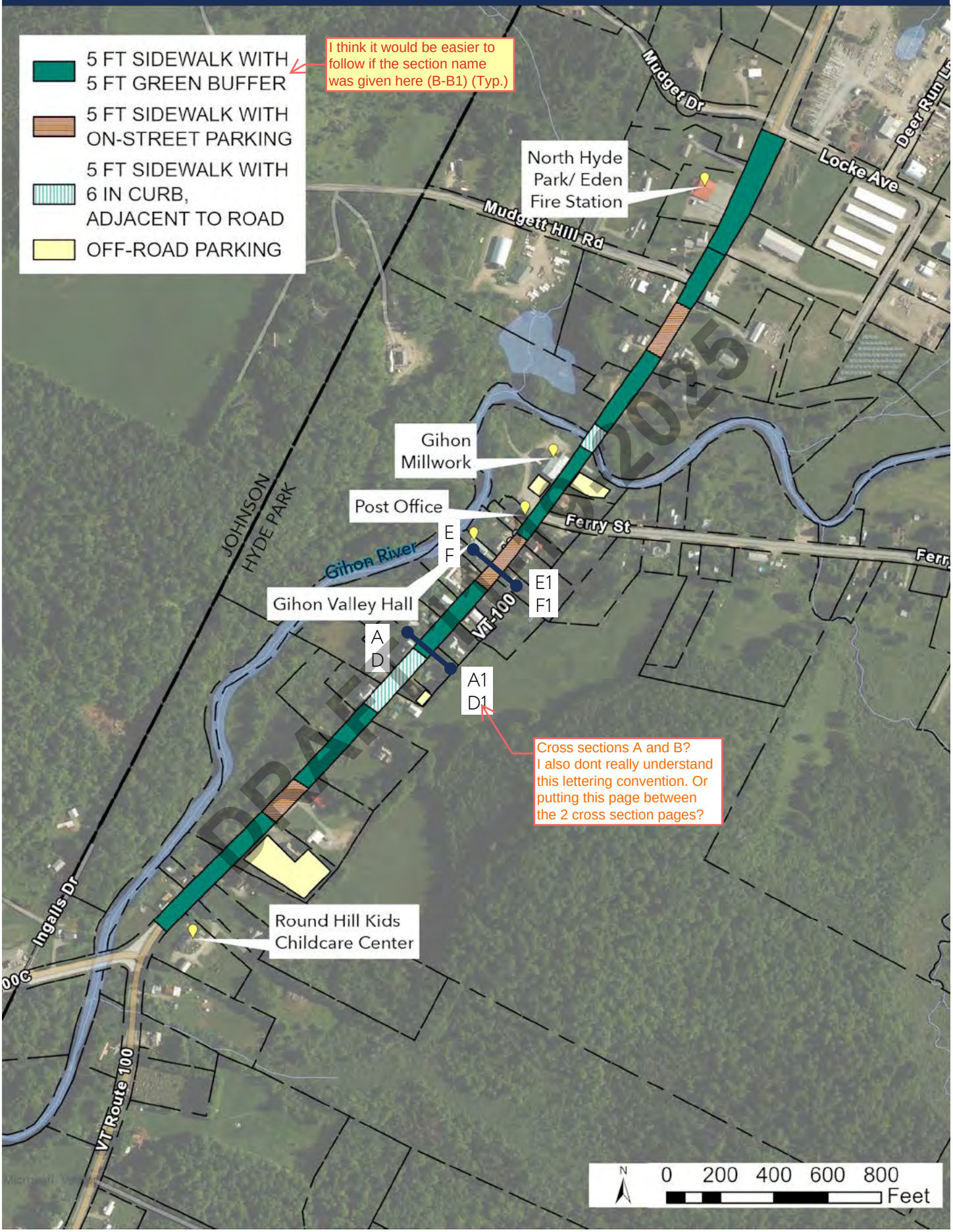
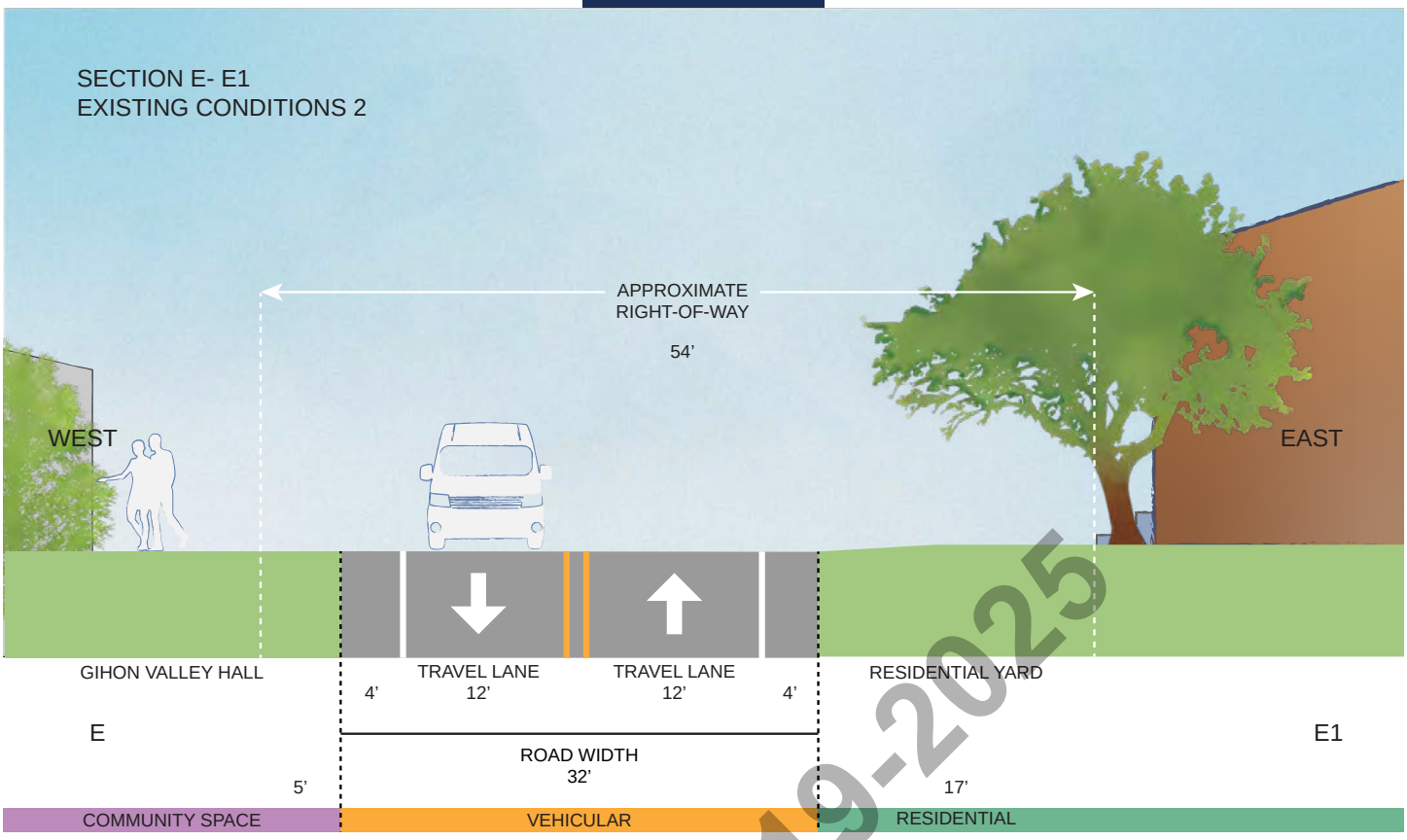


Alternative 1: Eastern Sidewalk with Green Buffer—Design Overview





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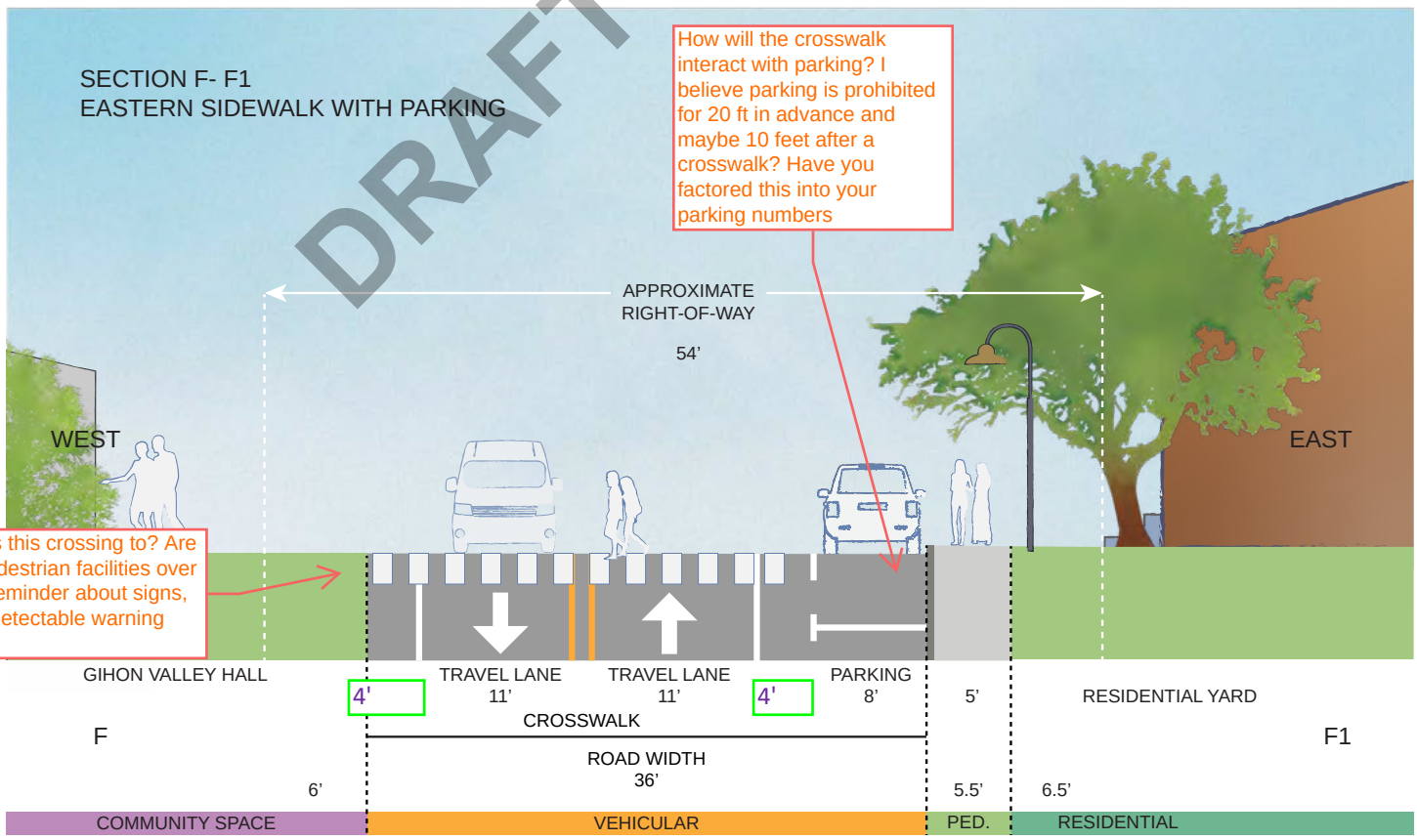

ALTERNATIVE 2: WESTERN SIDEWALK WITH GREEN BUFFER

This alternative proposes adding a five foot wide sidewalk along the west side of VT-100, from the intersection of VT-100 and VT-100C to the south, to the North Hyde Park/ Eden Fire Station to the north. For most of this area, the sidewalk is separated from the road with a five foot green buffer, at grade with the road (see section illustration to the right). This buffer is interrupted in front of the Gihon Millwork parking lot. This is partially due to the narrower right-of-way in this location, and partially to allow for consulting with the property owner of this parcel regarding how vehicles enter and exit the parking lot. In this location, an at-grade, five foot wide sidewalk with breaks for vehicular access is recommended.

This buffer is also interrupted in three locations to allow for the addition of 19-24 new on-road parking spaces. In the on-road parking locations, a six inch wide curb to separate the sidewalk from the parking spaces is recommended, as shown on the section illustration on the following pages.

recommend that the new sidewalk be designed to pass through driveways

Absolutely. And work on access management to reduce the ped/vehicle conflicts. The whole thing probably shouldnt be at grade just the accesses

Design Impacts

Strengths

Alternative 2 provides a direct, pedestrian-orientated path along VT-100 in North Hyde Park. It is on the same side of the road as Gihon Valley Hall, the Gihon River swim hole, and the Post Office, three popular village destinations. This alternative is also physically separated from the road by a five foot wide buffer, which may feel more comfortable for pedestrians, compared to walking closer to traffic lanes on a sidewalk without a buffer. Public feedback on the alternatives indicated that a buffered sidewalk would feel (to residents) more in line with the historic layout of the village.

This alternative also provides multiple public parking locations within the project area, each accessible by the new sidewalk. When events happen in the village, visitors and residents alike will be able to use these parking areas and then access the new sidewalk to arrive at their village destination.

Unfortunately weeds will still grow in, and it will need to be mowed. It would be unrealistic to weed this, so we should expect mowing.

Challenges

The addition of a grass buffer between the sidewalk and the road will create a need for mowing to maintain this area. This may be alleviated if the green buffer is planted with herbaceous species other than turf grass, such as low growing carexes or sedges, which will not grow as tall as conventional turf grass.

This alternative crosses in front of the Gihon Millwork parking lot entrance, which is currently wide and unblocked. Adding pedestrian infrastructure here will require coordination with the property owner to allow for improved access management, including access by large trucks.

Additionally, as this option is on the same side of the road as the Post Office, there may be occasional access management conflicts in this area. The 2022 Crosswalk Demonstration Project (noted in the introduction to this document) found that Post Office vehicles temporarily stop in front of the Post Office when dropping off or picking up packages. As such, pedestrian infrastructure in this area may occasionally conflict with this use.

Not on the same side as childcare, residences, ferry st etc.

Again what exactly does this mean. Will the vehicles still stop there on the sidewalk or does it just mean there will be a conflict that needs to be remedied?

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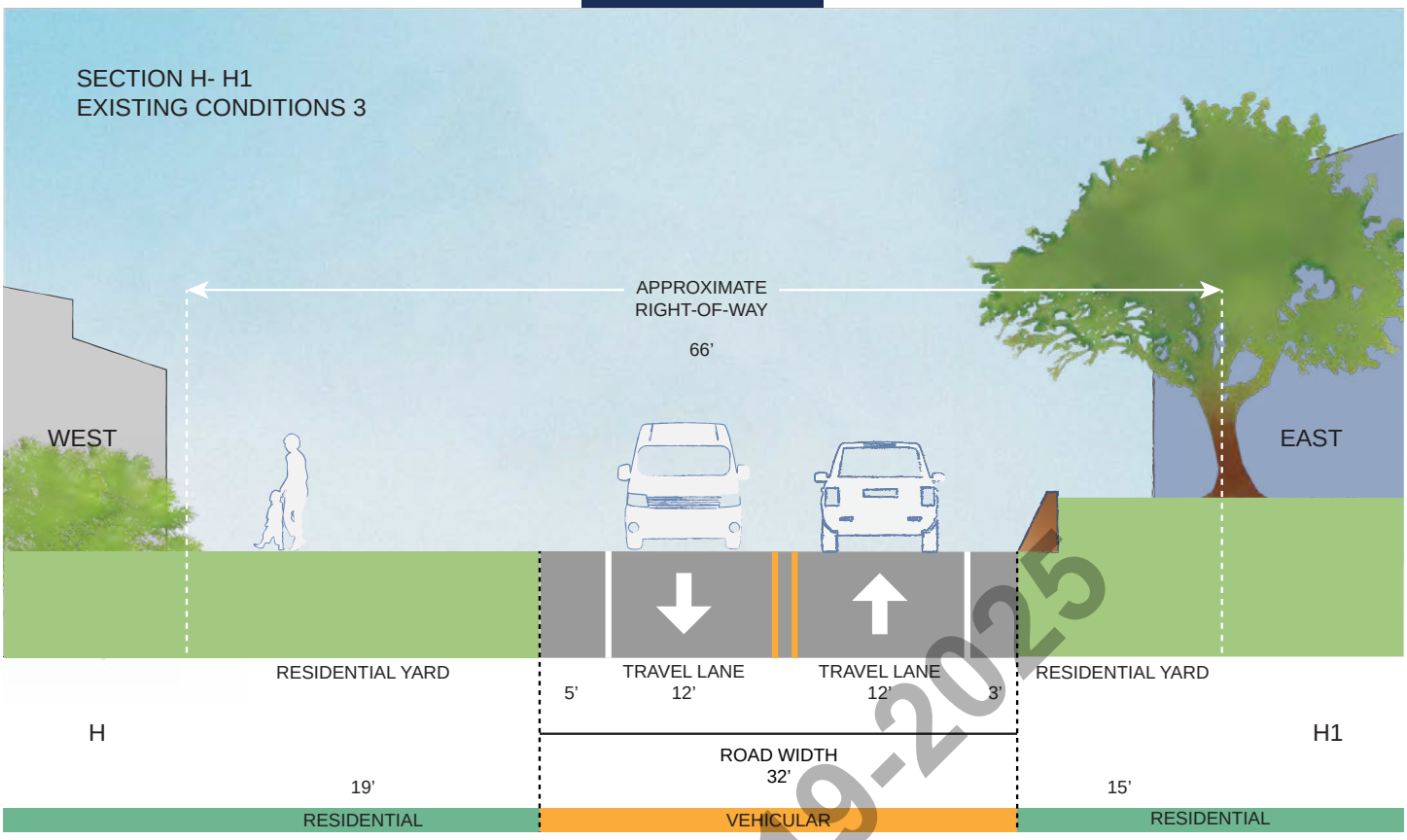

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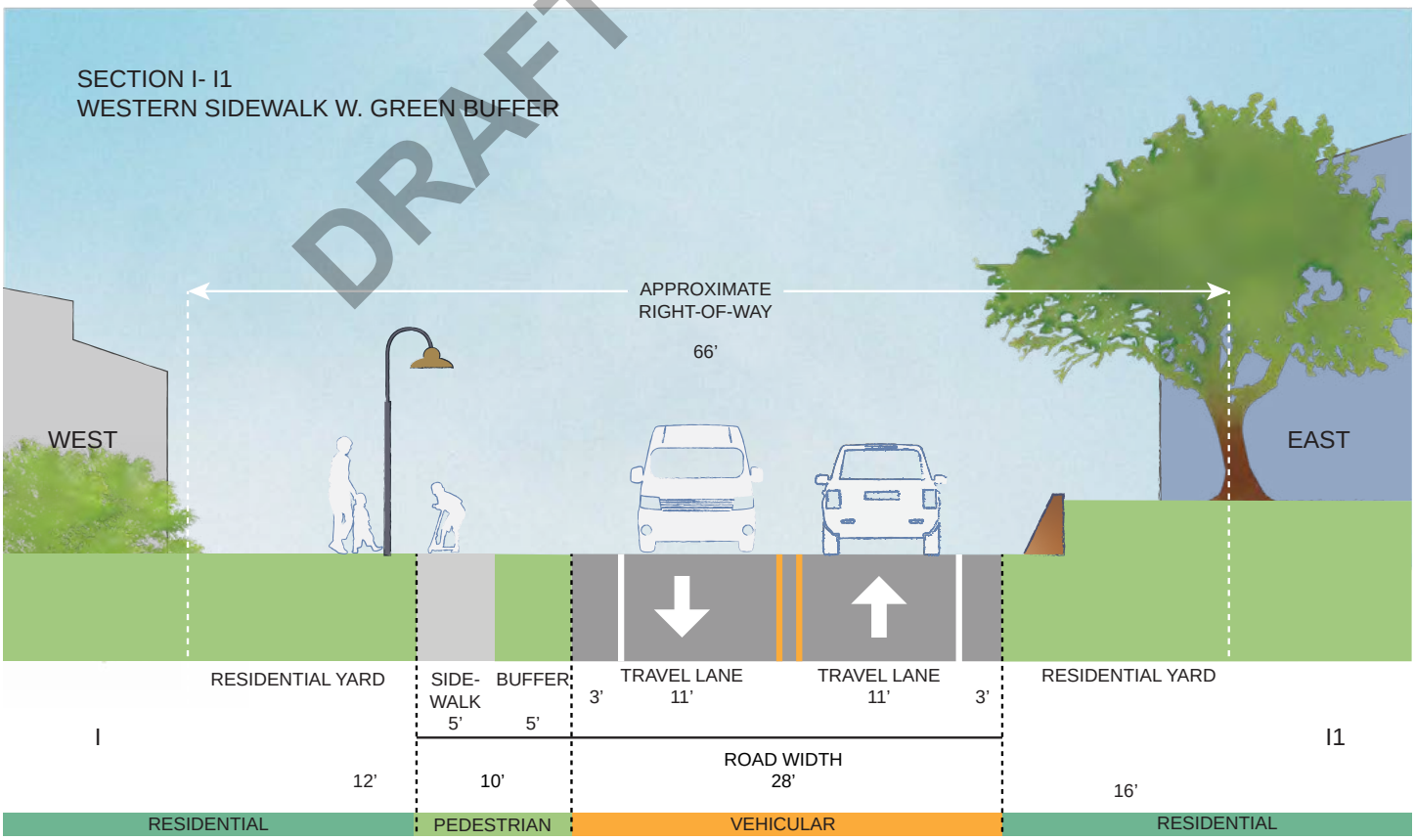
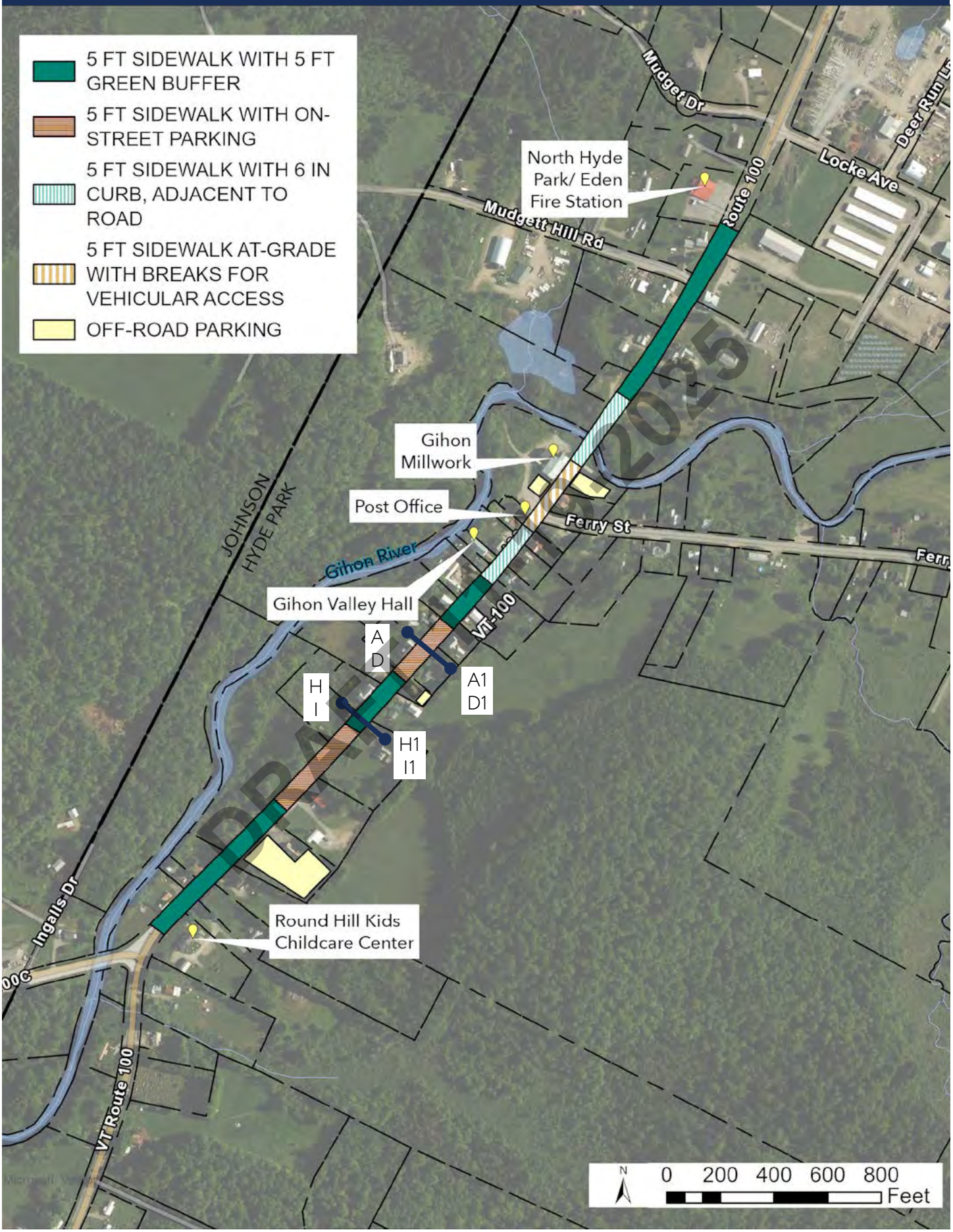
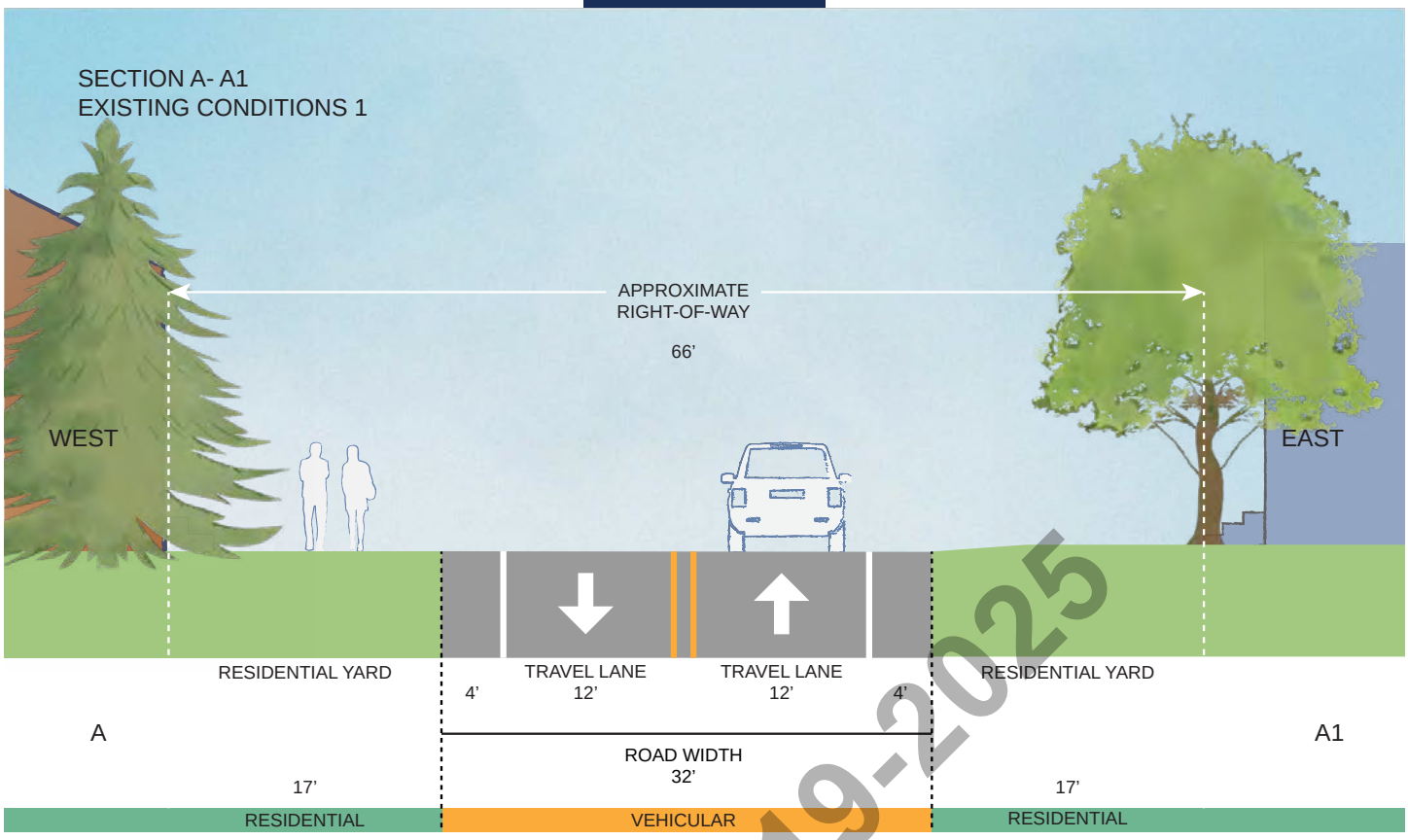


Alternative 2: Western Sidewalk with Green Buffer—Design Overview





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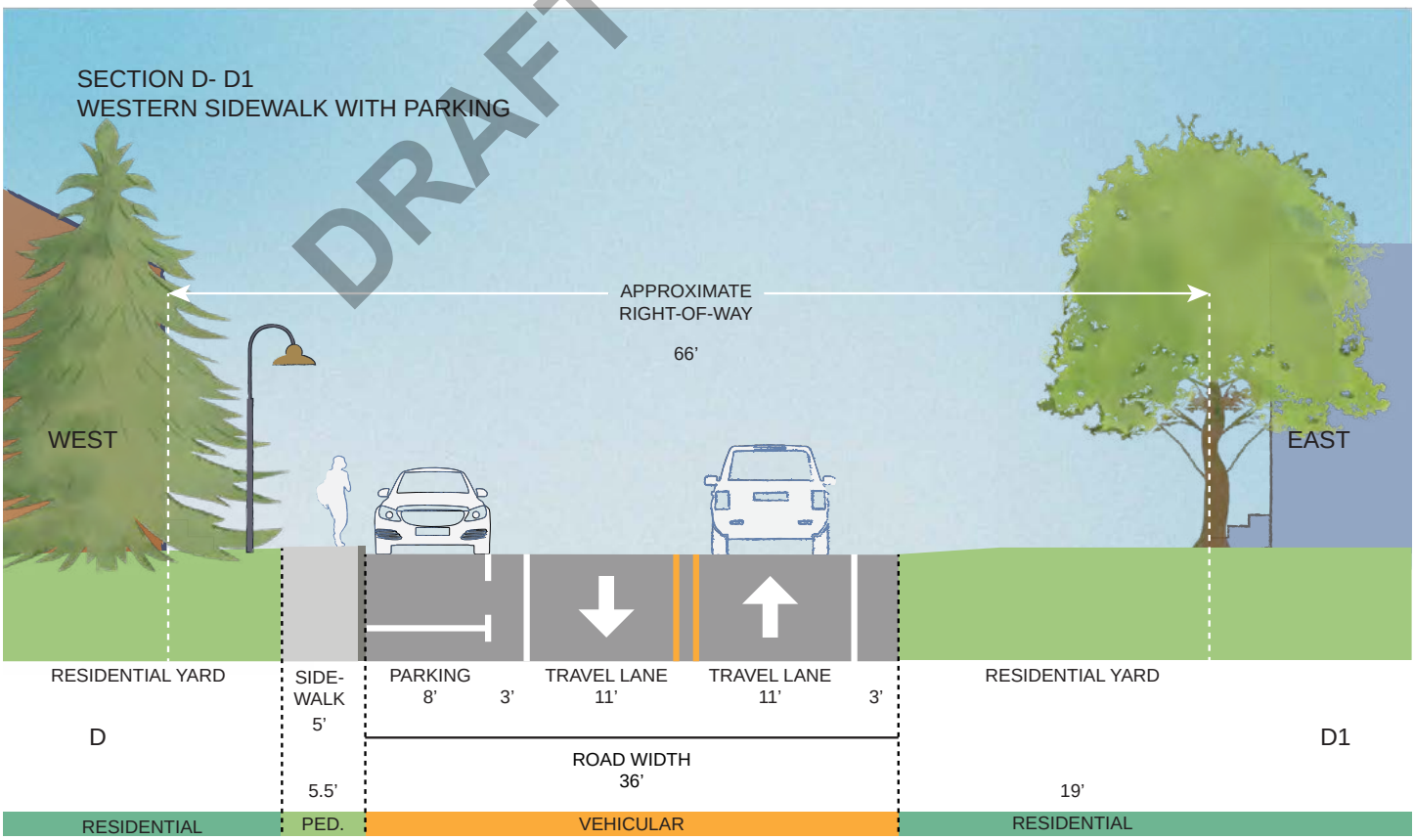

ALTERNATIVE 3: EASTERN SIDEWALK ADJACENT TO ROAD

This alternative proposes adding a five foot wide sidewalk along the east side of VT-100, from the intersection of VT-100 and VT-100C to the south, to Locke Avenue to the north. For the entire area, the sidewalk is separated from the road with a 6 inch wide curb (see section illustration on the following page).

This alternative proposes the addition of 8-9 new on-road parking spaces, divided across three locations on VT-100.

Design Impacts

Strengths

Alternative 3 provides a direct, pedestrian-orientated path along VT-100 in North Hyde Park. It is on the same side of the road as many private residences and a childcare center. It also provides access to Ferry Street and the neighborhoods beyond, without requiring a road crossing. It is also not on the same side of the street as the North Hyde Park/ Eden Fire Station (unlike Alternatives 2 and 4), and may therefore be less likely to impact or be impacted by Fire Station operations

Challenges

Due to the costs of adding a curbed sidewalk—which includes the cost of the curbing itself and associated stormwater considerations— a curbed sidewalk in this location would likely cost more to construct than a non-curbed option.

Alternative 3, while providing a direct connection to some homes and the childcare center, is on the opposite side of the road from Gihon Valley Hall, the Gihon River swim hole, and the Post Office. This means sidewalk users will need to cross the street to access these amenities.

historic issue?

Additionally, in front of the properties from 5354 VT-100 to 5408 VT-100, there is an existing retaining wall. This wall, which is close to the road shoulder, may create additional complication during construction, potentially making the final construction costs for this alternative higher than they would be otherwise.

Construction on the east side of the road is expected to be more difficult and potentially more costly than on the west side, due to the steeper topography along the eastern edge. The combination of this steep terrain and the limited space created by the existing retaining wall would also make snow removal more challenging, as there would be less room for snow banks compared to an option on the west side of the road.

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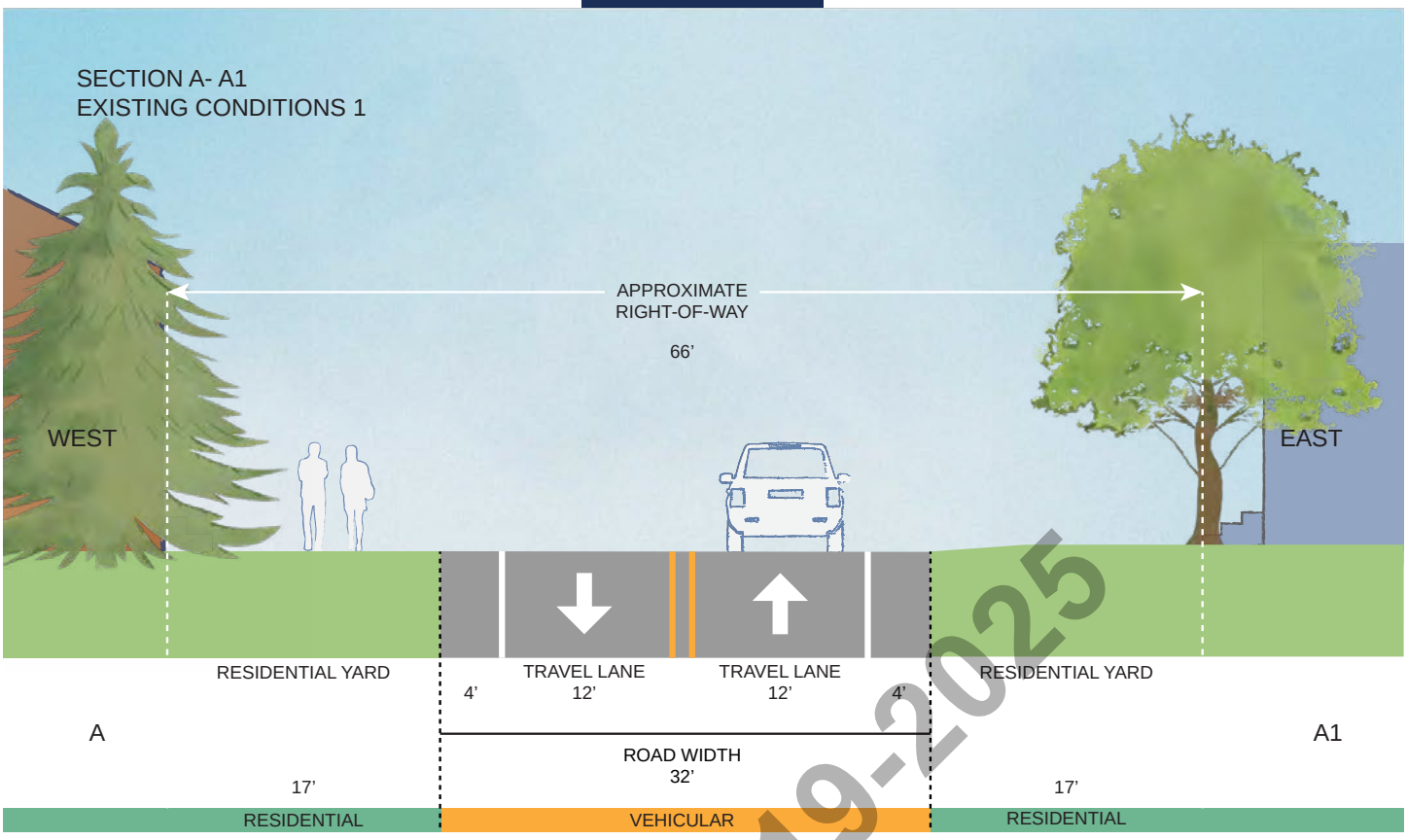

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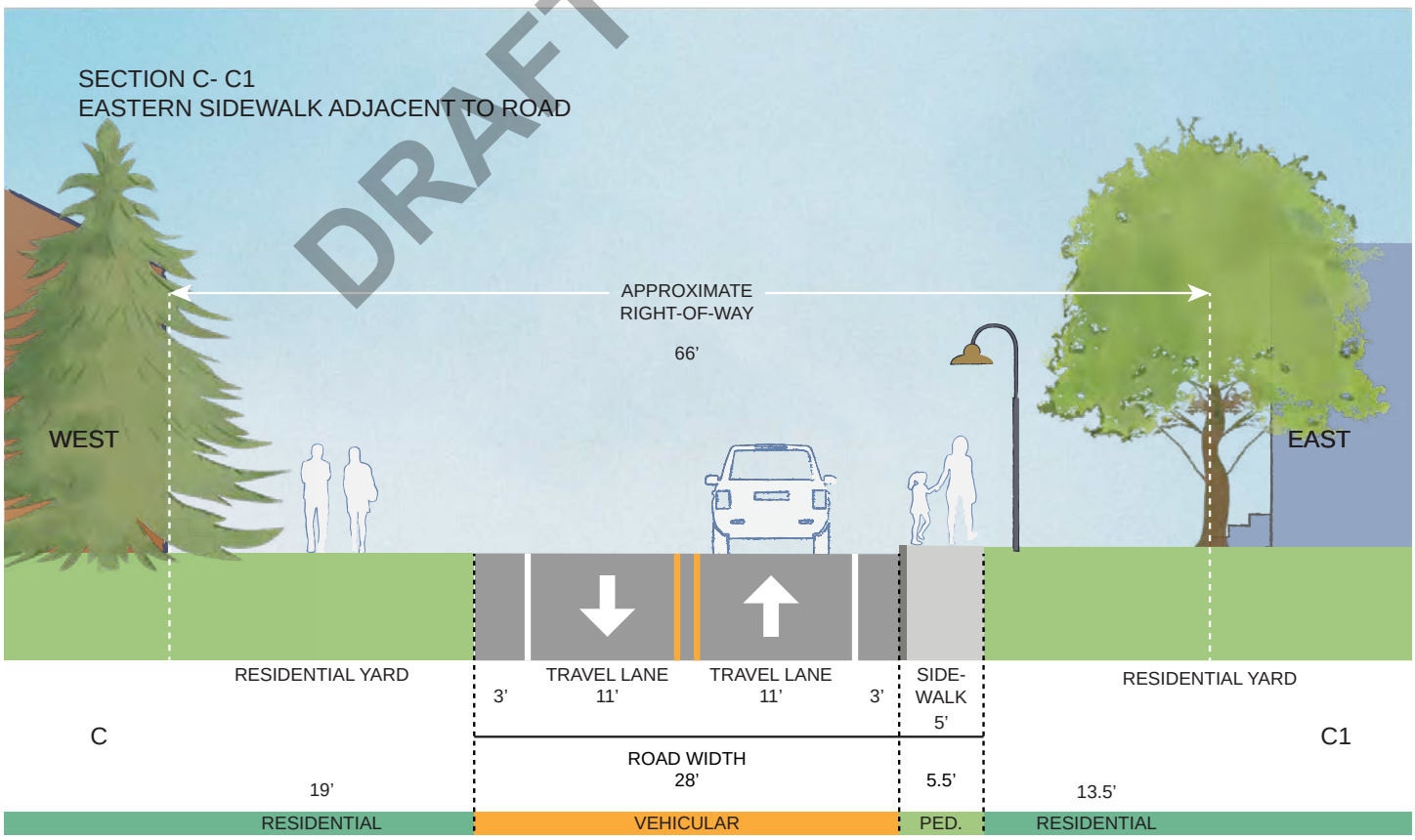
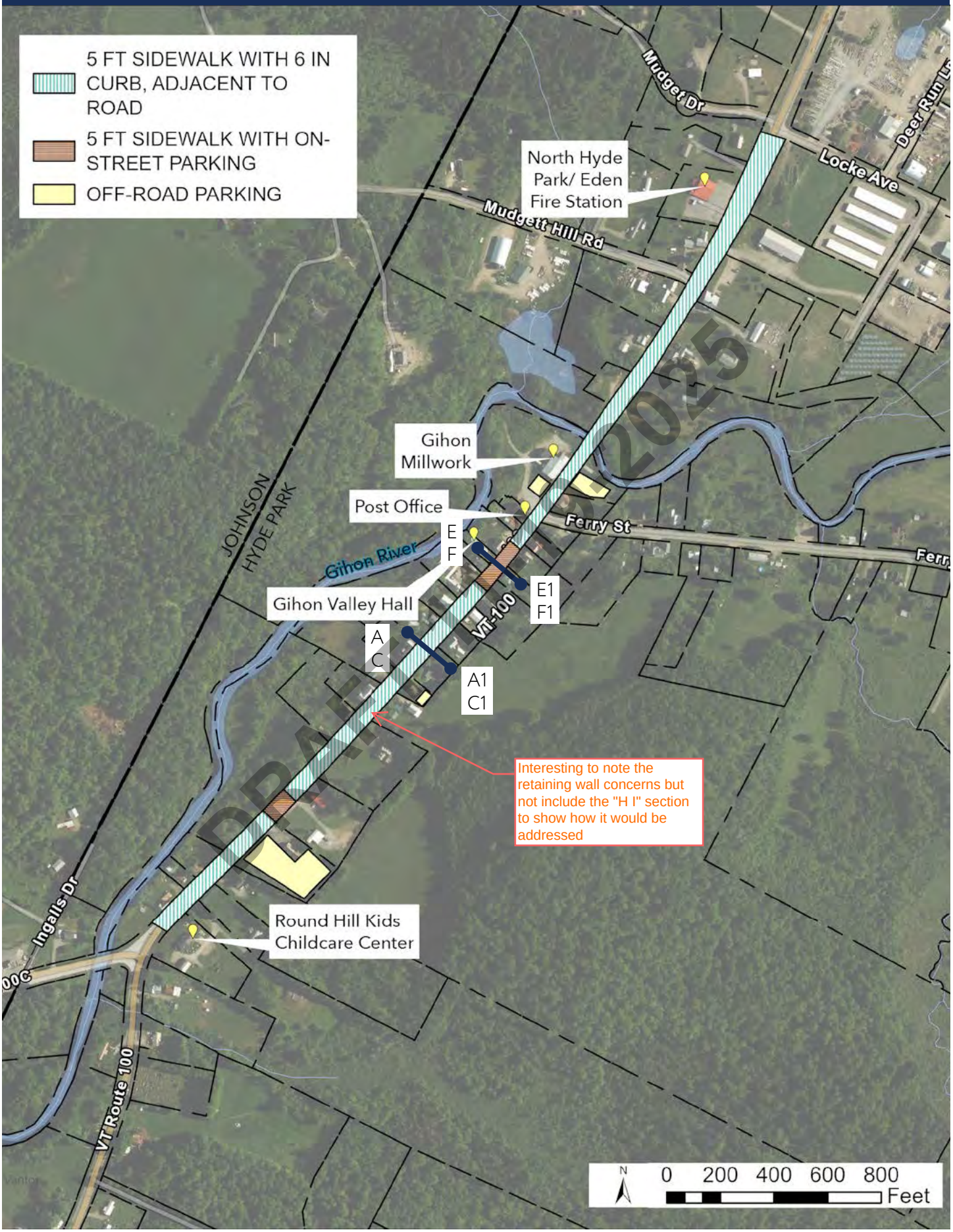
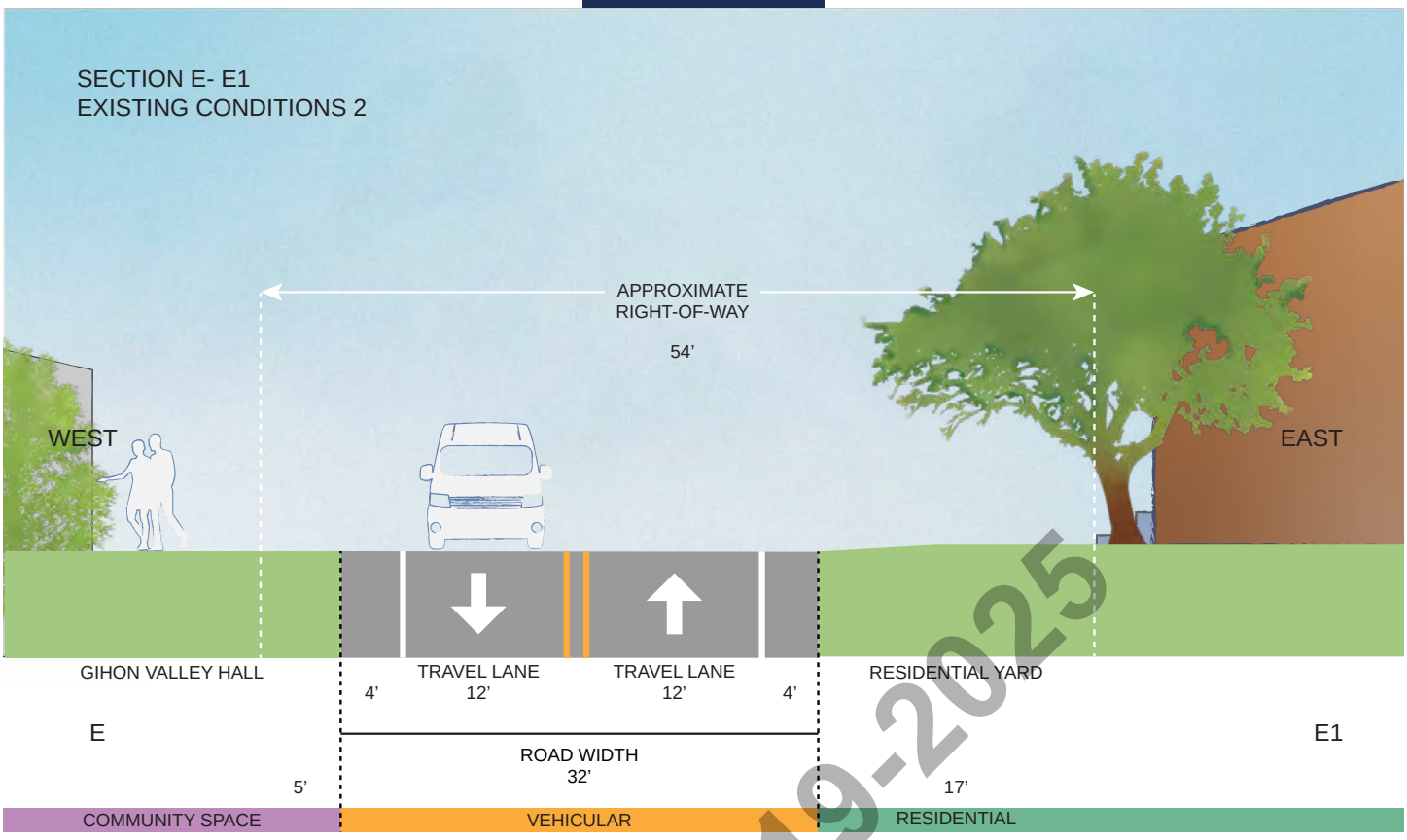
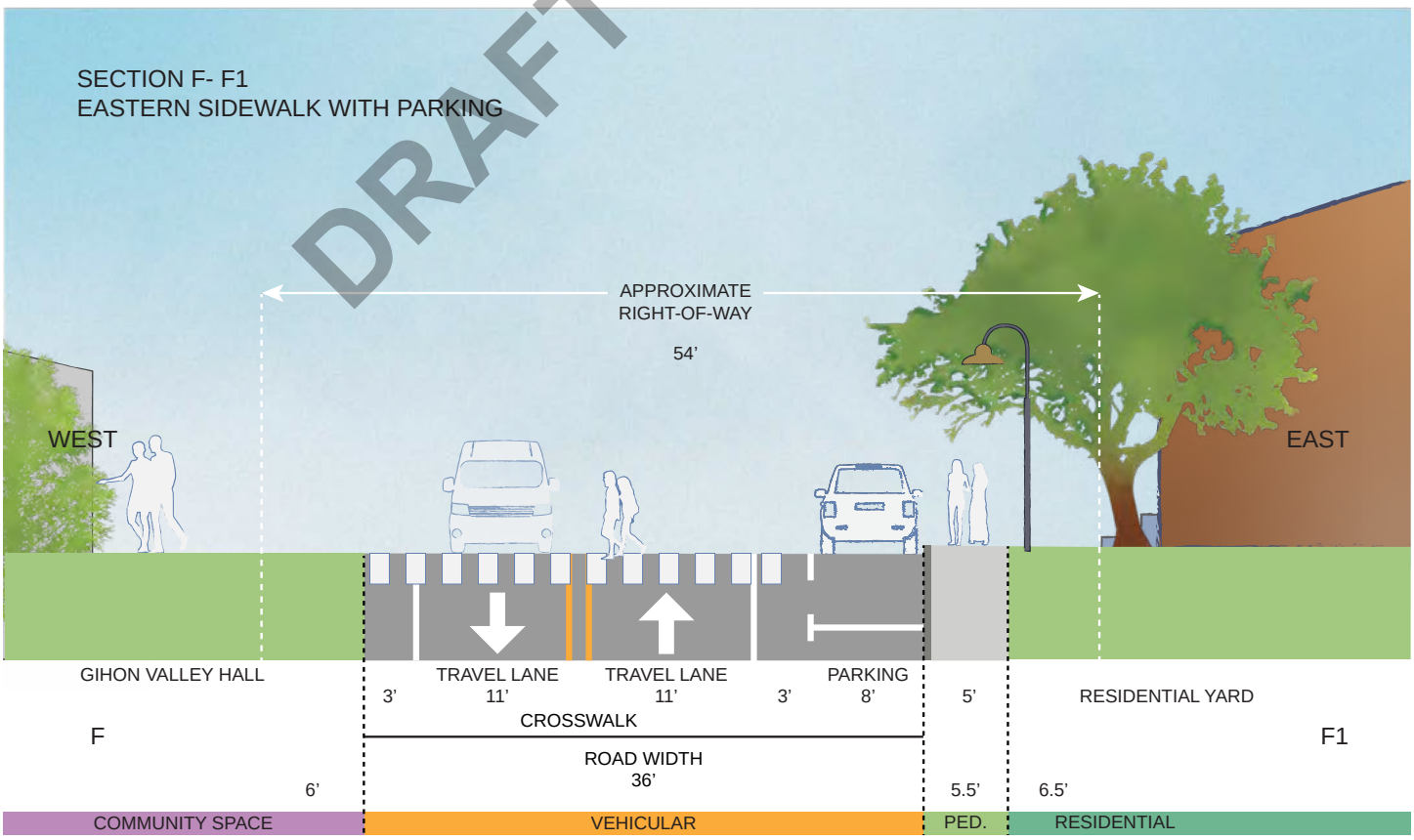


Alternative 3: Eastern Sidewalk Adjacent to Road—Design Overview







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ALTERNATIVE 4: WESTERN SIDEWALK ADJACENT TO ROAD

This alternative proposes adding a five foot wide sidewalk along the west side of VT-100, from the intersection of VT-100 and VT-100 C to the south, to the North Hyde Park/ Eden Fire Station to the north. For the entire area, the sidewalk is separated from the road with a 6 inch wide curb (see section illustration on the following page). This curb is interrupted in front of the Gihon Millwork parking lot. This is to allow for consulting with the property owner of this parcel regarding how vehicles enter and exit the parking lot. In this location, an at-grade, 5 foot wide sidewalk with breaks for vehicular access is recommended.

This alternative proposes the addition of 19-24 new on-road parking spaces, divided across three locations on VT-100.

Design Impacts

Strengths

Alternative 4 provides a direct, pedestrian-orientated path along VT-100 in North Hyde Park. It is on the same side of the road as Gihon Valley Hall, the Gihon River swim hole, and the Post Office, three popular village destinations.

Challenges

Due to the costs of adding a curbed sidewalk—which includes the cost of the curbing itself and associated stormwater considerations— a curbed sidewalk in this location would likely cost more to construct than a non-curbed option.

This alternative crosses in front of the Gihon Millwork parking lot entrance, which is currently wide and unblocked. Adding pedestrian infrastructure here will require coordination with the property owner to allow for improved access management, including access by large trucks. This option is also on the same side of the road as the Post Office, there may be occasional access management conflicts in this area. The 2022 Crosswalk Demonstration Project (noted in the introduction to this document) found that Post Office vehicles temporarily stop in front of the Post Office when dropping off or picking up packages. As such, pedestrian infrastructure in this area may occasionally conflict with this use.

Additionally, some members of the public expressed the opinion that a curbed sidewalk would feel closer to passing vehicles, compared to a sidewalk with a green buffer. There was concern that this closeness would not feel as comfortable as a buffered option. Some also worried that a curb would trap cyclists between traffic and the sidewalk, whereas an at-grade green buffer would feel safer and more open.

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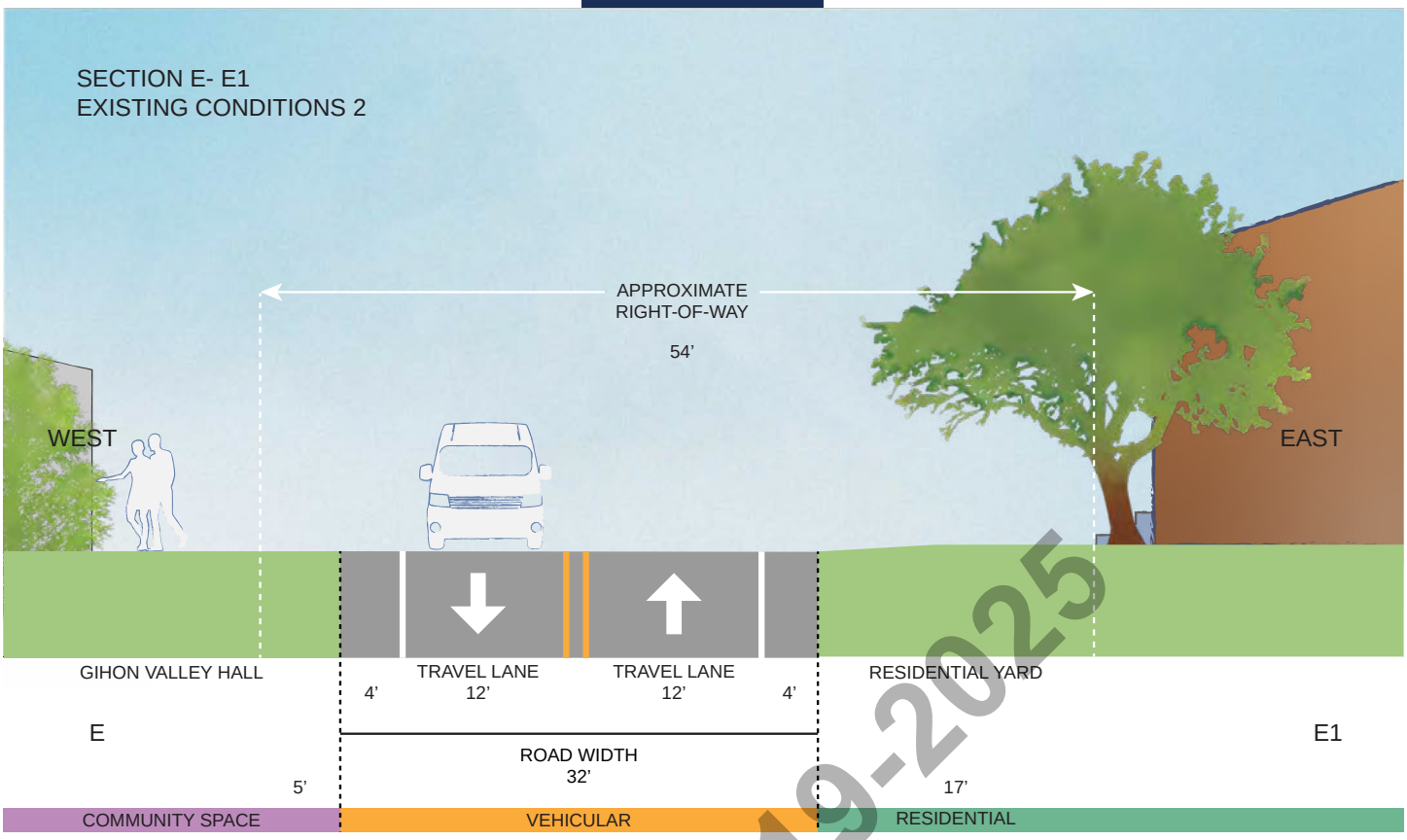

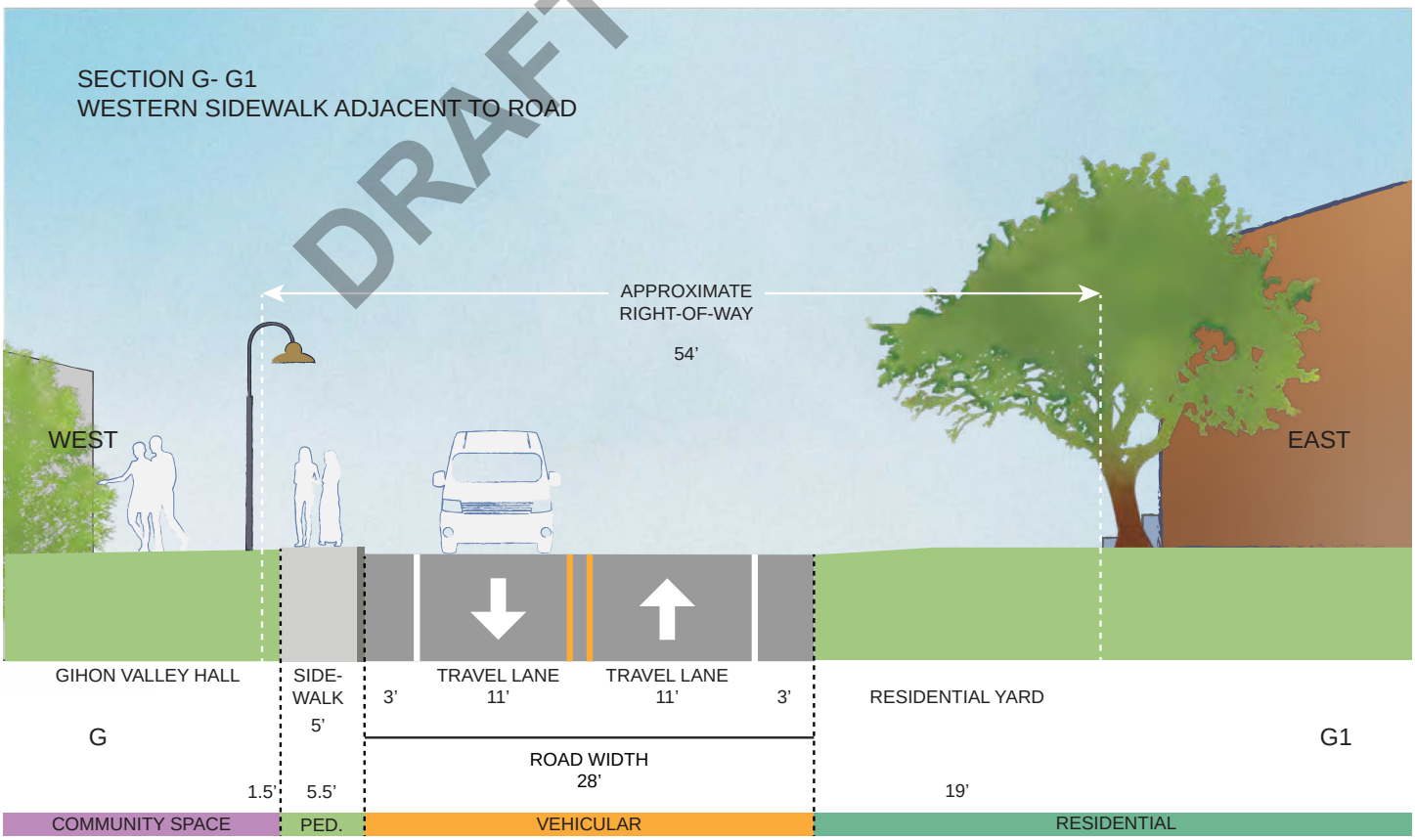

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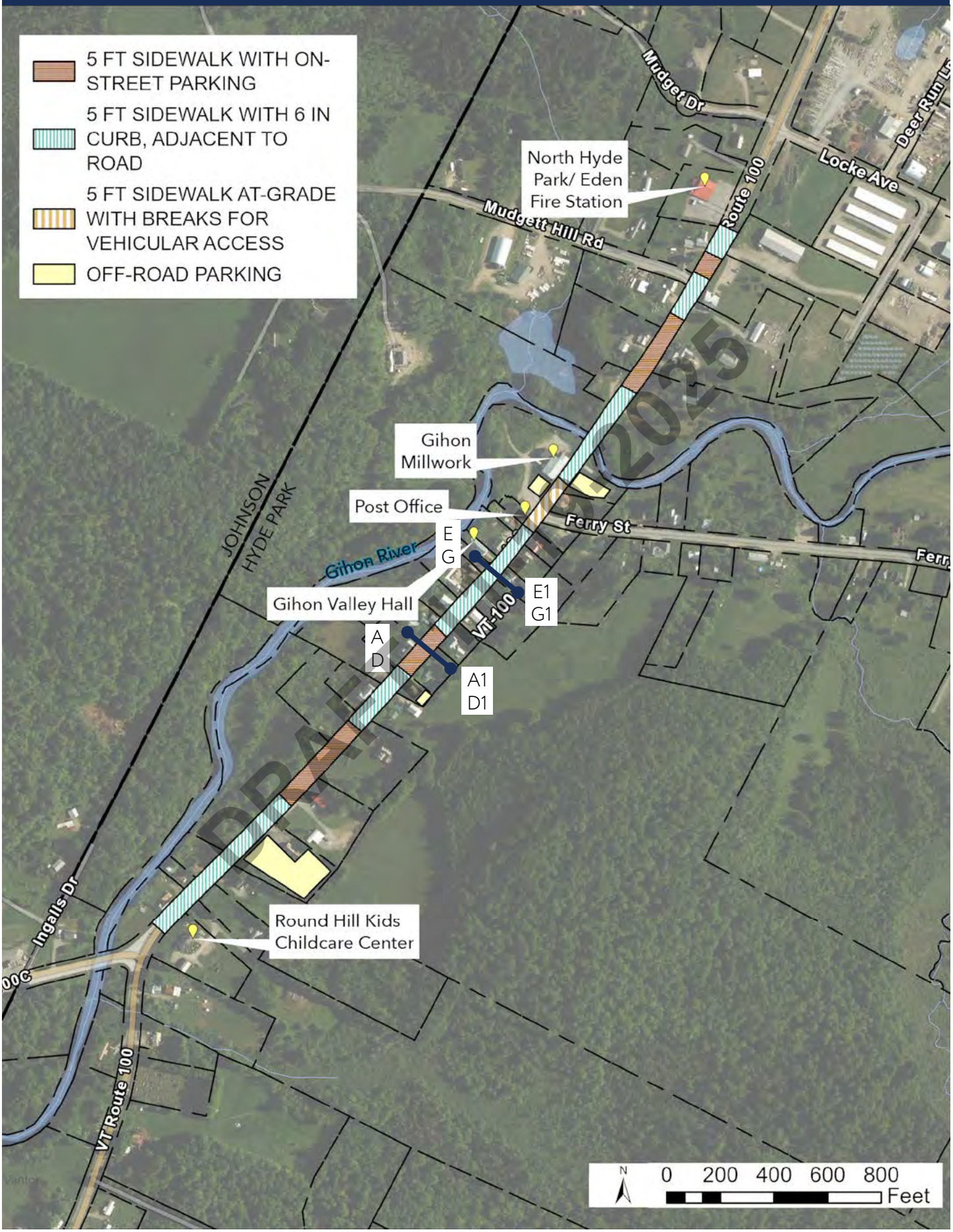
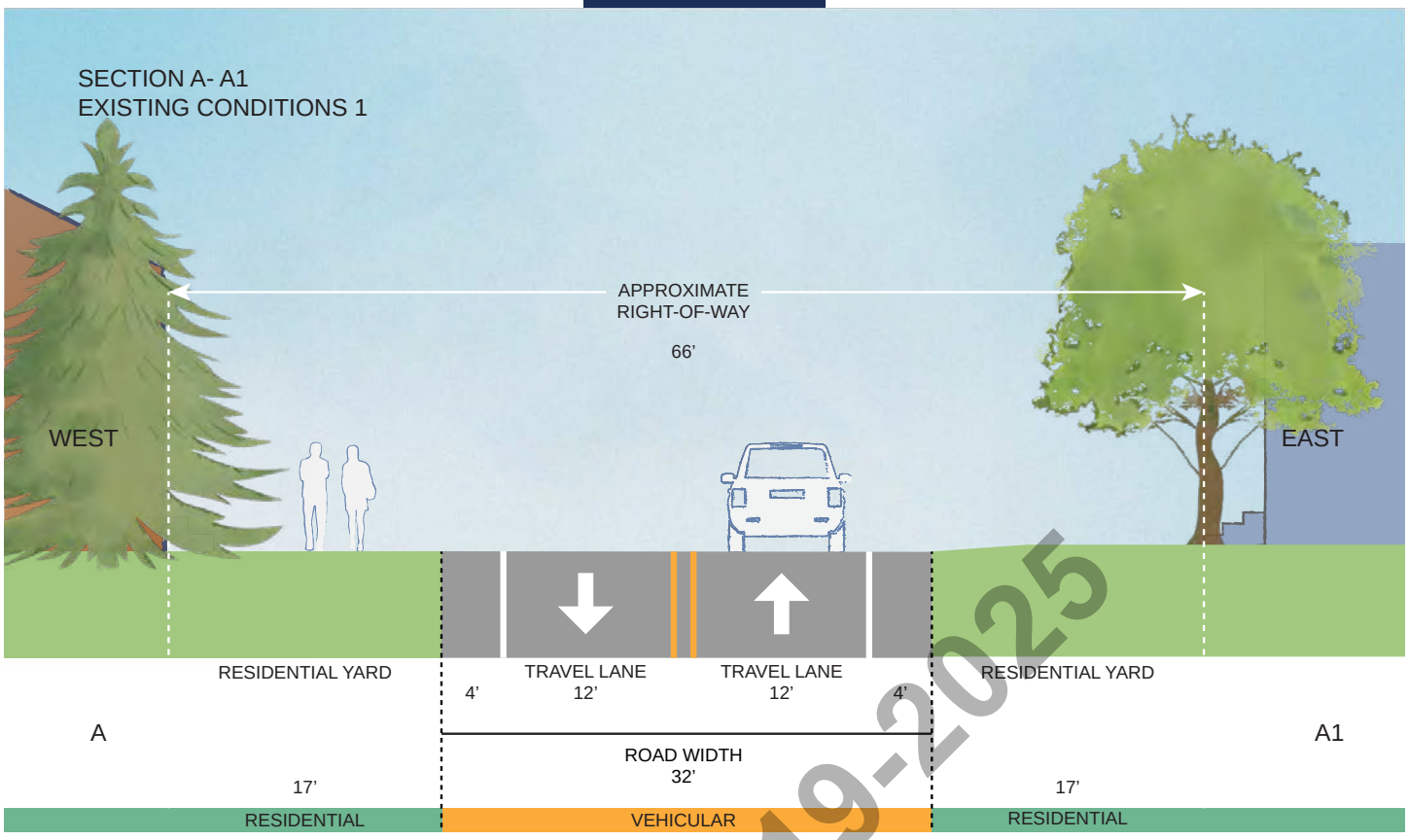
Alternative 4: Western Sidewalk Adjacent to Road—Design Overview





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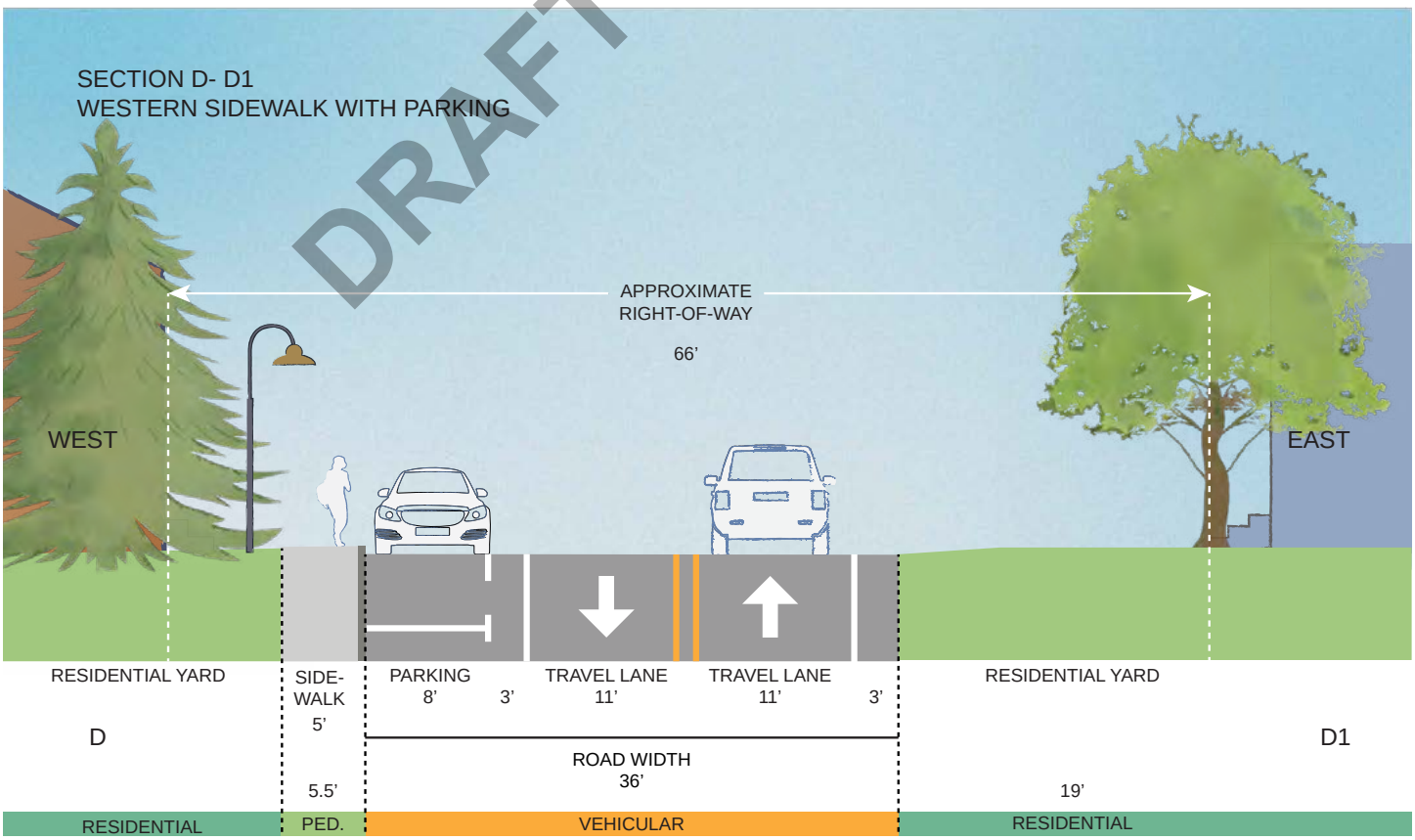

ALTERNATIVES OPCC

Note: Costs included in this table are meant to give a ball-park figure for overall projects costs for the various alternatives. There was no topographic survey completed for this project, therefore quantities are included for the purposes of estimating ball-park opinions of probable construction costs. It is assumed that VTrans unit costs for curbed sidewalks include costs, as needed, for catch basins and storm drains. However, additonal drainage costs have been incorporated in the table below to be conservative.				**Alt. 1** **Eastern Sidewalk with Green Buffer**		**Alt. 2** **Western Sidewalk with Green Buffer**	
				100C to Locke Ave		**100C to NHP Fire Sta.**	
Item	**Description**	**Unit**	**Unit Cost**	**Qty**	**Cost**	**Qty**	**Cost**
				length:	3724	length:	3087
*	5' Concrete Walk, No Curb	lf	$258	734	$189,078	1843	$474,757
*	5' Concrete Walk, Concrete Curb	lf	$388	2990	$1,159,522	1244	$482,423
*	5' Bituminous Walk, No Curb	lf	$132				
*	5' Bituminous Walk, Concrete Curb	lf	$262				
203.15	Common Excavation	cy	$29	490	$14,210	345	$10,005
203.30	Earth Borrow	cy	$11			60	$660
301.35	Subbase of Dense Graded Crushed	cy	$67	130	$8,710	260	$17,420
406	Bituminous Concrete Pavement	ton	$160	90	$14,400	180	$28,800
604.4000	Changing Elevation of Dis, CBs, or MHs	ea	$1,200	8	$9,600	3	$3,600
621.021	Remove and Reset Guardrail	lf	$15			60	$900
629.36	Relocate Hydrant	ea	$9,600				
635.11	Mobilization / Demobilization (10% of beyond typical items)			1	$74,512	1	$58,370
646.403	Durable 4" White Line, Epoxy Paint	lf	$1.00	200	$200	320	$320
651.15	Turf Establishment, General Seed	SY	$2			35	$70
651.35	Topsoil	cy	$70			4	$280
653.10	Hay Mulch	ton	$1,450			0.10	$145
679.46	Street Light Assembly	ea	$13,500	36	$486,000	33	$445,500
679.50	Luminaire	ea	$2,000	36	$72,000	33	$66,000
SP	and Replace Landscape Items and Trees	LS		1	$5,000	1	$5,000
SP	Remove and Replace Wood Retaining	SF	$1,000				
SP	Retaining Wall	sf	$750	160	$120,000		
SP	Drainage Improvements	LS	varies	1	$15,000	1	$5,000
SP	Retaining Wall	sf	$750				
Subtotal Construction					$2,168,232		$1,599,250
Approx. 20% Contingency on Alternative Specific Items					$163,926		$128,414
OPCC, Conceptual					**$2,332,159**		**$1,727,664**
Engineering and Administration Costs (22%) plus Construction Engineering (14%), adjusted for rounding**					**$839,577**		**$621,959**
Total Project Cost, Estimated					**$3,171,736**		**$2,349,623**
Rounded Total Project Costs (Excluding ROW costs)				**$3,200,000**		**$2,300,000**	

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* Average base sidewalk construction cost value from the VTrans Report on Shared-Use Path and Sidewalk Costs, January 2020 and projected to 2030 using ENR Index Value projections.

** Percentages based on VTrans Report on Shared-Use Path and Sidewalk Costs, January 2020, rounded.
Assumption: Utility company will pay for costs associated with required relocation of utility poles.

Is this discussed somewhere? Ideally add a section (a paragraph?) about the existing landscape elements that would be impacted by this project (ie. street trees, intentionally planted trees, trees on private property, gardens, etc).

Note: Costs included in this table are meant to give a ball-park figure for overall projects costs for the various alternatives. There was no topographic survey completed for this project, therefore quantities are included for the purposes of estimating ball-park opinions of probable construction costs. It is assumed that VTrans unit costs for curbed sidewalks include costs, as needed, for catch basins and storm drains. However, additonal drainage costs have been incorporated in the table below to be conservative.				**Alt. 3** **Eastern Sidewalk Adjacent to Road**		**Alt. 4** **Western Sidewalk Adjacent to Road**	
				100C to Locke Ave		**100C to NHP Fire Sta.**	
Item	**Description**	**Unit**	**Unit Cost**	**Qty**	**Cost**	**Qty**	**Cost**
				length:	3780	length:	3390
*	5' Concrete Walk, No Curb	lf	$0				
*	5' Concrete Walk, Concrete Curb	lf	$0	3780	$1,465,884	3390	$1,314,642
*	5' Bituminous Walk, No Curb	lf	$0				
*	5' Bituminous Walk, Concrete Curb	lf	$0				
203.15	Common Excavation	cy	$29	320	$9,280	345	$10,005
203.30	Earth Borrow	cy	$11			50	$550
301.35	Subbase of Dense Graded Crushed	cy	$67	130	$8,710	260	$17,420
406	Bituminous Concrete Pavement	ton	$160	90	$14,400	180	$28,800
604.4000	Changing Elevation of Dis, CBs, or MHs	ea	$1,200	8	$9,600	3	$3,600
621.021	Remove and Reset Guardrail	lf	$15			60	$900
629.36	Relocate Hydrant	ea	$9,600				
635.11	Mobilization / Demobilization (10% of beyond typical items)			1	$74,219	1	$58,559
646.403	Durable 4" White Line, Epoxy Paint	lf	$1.00	200	$200	320	$320
651.15	Turf Establishment, General Seed	SY	$2			35	$70
651.35	Topsoil	cy	$70			4	$280
653.10	Hay Mulch	ton	$1,450			0.10	$145
679.46	Street Light Assembly	ea	$13,500	36	$486,000	33	$445,500
679.50	Luminaire	ea	$2,000	36	$72,000	33	$66,000
SP	and Replace Landscape Items and Trees	LS		1	$2,000	1	$2,000
SP	Remove and Replace Wood Retaining	SF	$1,000	50	$50,000		
SP	Retaining Wall	sf	$750	100	$75,000		
SP	Drainage Improvements	LS	varies	1	$15,000	1	$10,000
SP	Retaining Wall	sf	$750				
Subtotal Construction					$2,282,293		$1,958,791
Approx. 20% Contingency on Alternative Specific Items					$163,282		$128,830
OPCC, Conceptual					**$2,445,575**		**$2,087,621**
Engineering and Administration Costs (22%) plus Construction Engineering (14%), adjusted for rounding**					**$880,407**		**$751,543**
Total Project Cost, Estimated					**$3,325,982**		**$2,839,164**
Rounded Total Project Costs (Excluding ROW costs)				**$3,300,000**		**$2,800,000**	

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* Average base sidewalk construction cost value from the VTrans Report on Shared-Use Path and Sidewalk Costs, January 2020 and projected to 2030 using ENR Index Value projections.

** Percentages based on VTrans Report on Shared-Use Path and Sidewalk Costs, January 2020, rounded.
Assumption: Utility company will pay for costs associated with required relocation of utility poles.

ALTERNATIVES COMPARISON MATRIX

		Alternative 0 No-Build	Alternative 1 Eastern Sidewalk with Green Buffer	Alternative 2 Western Sidewalk with Green Buffer	Alternative 3 Eastern Sidewalk Adjacent to Road	Alternative 4 Western Sidewalk Adjacent to Road
Meets Purpose and Need Statement **1 (highly meets) - 10 (does not meet)**		10	1	1	1	1
Public Support 1 (high support) - 10 (no support)		10	5	1	5	5
Land and Environmental Impacts **1 (no impacts)- 10 (high impacts)**	ROW Expansion	1	3	3	3	3
	Tree and Vegetation Impacts	1	3	2	3	1
	Potential Historic or Archaeological Impacts	1	7	5	5	3
	Property Impacts (mailbox, fences, etc)	1	6	3	7	2
	Adjacent Properties	1	7	6	7	6
Utility and Infrastructure Impacts **1 (no impacts)- 10 (high impacts)**	Existing Overhead Utility Poles Impacted	1	7	5	7	5
	Driveway & Road Crossings	1	9	8	9	8
	Existing Catch Basins Impacted	1	8	3	8	3
	Existing Hydrants Impacted	1	1	1	1	1
Average Impact Score (lower= fewer impacts)		2	5.2	3.7	5.1	3.3
Opinion of Probable Construction Cost		$0	$3.2 m	$2.3 m	$3.3 m	$2.8 m

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It might be worth separating out the impact scores from the first two categories (purpose/need and public support). Without those first two, I'm not sure why the project should move forward. By way of example - the No Build has the lowest cost and lowest impact score.

PREFERRED ALTERNATIVE

The Preferred Alternative selected by the project committee and project team is Alternative 2: Western Sidewalk with Green Buffer. This Alternative will be split into two phases. Phase 1 begins on the south end of the project area and extends from the VT-100/ VT-100C intersection to the Gihon River bridge crossing. Phase 2 extends from (and including) the Gihon River bridge crossing to the southern edge of the North Hyde Park/ Eden Fire Station. See full description on Page 6 of this report and full drawings in the appendices.

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04. Public Involvement

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The North Hyde Park/ Eden Fire Station, seen from the shoulder of VT-100.

This Scoping Study had two public engagement events: the Local Concerns Meeting held at the North Hyde Park/ Eden Fire Station on May 8th, 2025, and the Alternatives Meeting held on September 16th, 2025, also at the North Hyde Park/ Eden Fire Station.

Takeaways from these two meetings are summarized on this and the following pages.

LOCAL CONCERNS MEETING

May 8th, 2025

6:00 - 7:00 pm

In-Person & Online

How many people attended? Please add.

Overall Takeaways:

Attendees noted that there is a need for improved pedestrian facilities along VT-100 in North Hyde Park. There was also support and interest to add a public green space to the project area, although some attendees questioned how many people would come to visit it. Attendees acknowledged that this project may be a multi-step process, and that traffic calming and pedestrian improvements won't happen overnight.

Topics of Feedback:

Current Area Uses:

Some of the activities done by residents in the project area include dog walking and walking in general. One participant noted that Ferry Street has a "culture of walking." Most attendees agreed that being able to safely move around in the project area without a car would be nice. People in the project area currently use the Gihon River for swimming, boating, and fishing.

Traffic Calming and Safety:

Several attendees voiced support for flashing speed signs that thank people for driving the speed limit, noting that these signs could be a temporary or easy first step. This idea came from an agreement that the speed of vehicles on VT-100 can make pedestrians and cyclists feel unsafe.

Others noted that there is also a need for lighting at night, particularly on nights when there are events at Gihon Valley Hall and more people than usual are walking in the area.

VT100/ VT-100C Intersection:

The intersection of VT-100/ VT-100C is challenging for pedestrians trying to cross the road because of the road curve. Vehicles traveling north on VT-100 come fast, and there is little warning that the speed limit drops from 50 mph to 35 mph, or that there is a village area ahead. The child care center on the east side of VT-100 in this location could be interested in a future green space at the FEMA buyout property across the street, but this curve makes this a difficult location to cross the street at, particularly with small children.

Participants suggested adding traffic calming measures south of the intersection to slow cars down beforehand. There was also a proposal to add a crosswalk with flashing lights, or to add a crosswalk further from the intersection to the north.

Parking:

Parking in the project area is a challenge for people who do not live on VT-100 or Ferry Street. Gihon Valley Hall would like to host more events and become an intergenerational center in the Village. However, a lack of parking makes this difficult.

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ADA-compliant sidewalks in winter require maintaining clear, firm, stable, and slip-resistant surfaces that are at least 36 inches wide. This means clearing snow and ice promptly, especially from accessible routes like those to building entrances, and addressing potential hazards like cracks or uneven surfaces that can be worsened by freeze-thaw cycles. Prioritizing accessible routes and developing a comprehensive winter plan is essential to prevent accessibility issues and reduce liability risks.

Maintenance:

There was concern about snow removal for any new sidewalks or pedestrian facilities. In the winter, the VT-100 corridor can get very tall snowbanks. These snowbanks make walking or biking on the VT-100 shoulder a challenge. One participant did note that the Village of Hyde Park (in the southern part of Town) does have a sidewalk plow.

Nice!

Green Space in North Hyde Park:

The project team heard from a representative of Knot in Hyde Park, a local organization doing knotweed (aka *Fallopia japonica* aka *Polygonum cuspidatum*) remediation at a property on the west side of VT-100 along the Gihon River. This person noted that the property, which is on VT-100, can be quite loud because of road noise. If a green space were to be added in this location, this noise would need to be taken into account as part of the green space's design.

Another participant stated they appreciated the Wolcott Family Natural Area in Colchester, VT, and that something like that might fit Hyde Park.

There was a suggestion that the new green space be kept simple, as it is possible that it won't get a large number of visitors.

Some participants noted that the best Gihon River access is at the current access point, behind the Mill. There is a small beach, and the water is swimmable.

VT-100 vs Ferry Street

Participants noted that it is quieter and feels safer walking on Ferry Street, and that more people seem to do so there than on VT-100. However, participants did note that it might be harder to build infrastructure on Ferry Street because the houses are so close to the road. While Ferry Street is a commuter road, people do tend to drive slower on it.

VT-100 goes from 50 mph to 35 mph at the curve by the VT-100/ VT-100C intersection, and (as noted above) the change is very sudden for drivers not familiar with the area.

Other important stakeholders:

The Post Office and child care center, both of which are on VT-100 in the project area, could be consulted, as this project will impact them directly.

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A parcel of land on the west side of VT-100 currently undergoing knotweed remediation.

Ferry Street, looking east.

ALTERNATIVES MEETING

September 16th, 2025

6:00 - 7:00 pm

In-Person & Online

How many people attended? Please add.

Overall Takeaways:

Attendees expressed general support for adding a sidewalk in the village and noted that a green strip between the sidewalk and the road would feel more in character than a curb. Some residents remembered when there was once a sidewalk in the village and said that cars drove slower then. Participants appreciated the new village sign and the village's overall direction toward becoming more walkable. There was recognition that any new sidewalk would require ongoing maintenance, including winter plowing.

Topics of Feedback:

Sidewalk Design and Character:

A buffer between the sidewalk and the road is preferred, regardless of which side of the road it is on. There was in-room support for a western sidewalk with a green buffer. Attendees noted that this configuration resembles historic photographs of the area.

Community Support:

Some attendees noted that other village residents have stated they are in favor of a new sidewalk in the village, regardless of the side of the road.

Cyclist and Pedestrian Safety:

There were concerns about the safety of biking in the village if a sidewalk were added, since all alternatives propose narrowing the road and the proposed sidewalks are not wide enough to accommodate cyclists. It was noted that narrower roads with sidewalks tend to encourage drivers to drive slower, as it signals that there are people around. One participant suggested that if there is a green buffer at grade between the road and the sidewalk, cyclists may feel less "trapped" next to cars than if there were a curb.

Traffic Calming:

Other suggestions for ways to slow down traffic included seasonal displays, flags, or planters, though these would need to align with any State right-of-way restrictions

Section 1111 Permit?

Likely outside the right of way?

Parking:

Participants suggested being intentional about where to add parking rather than focusing solely on the number of potential spaces created. For example, the "Goat Property" (aka the property undergoing knotweed remediation) is relatively far from Gihon Hall, and people may be less willing to park there and walk to the hall even if ample spaces are created.

Utilities and Funding:

Attendees requested information about where underground utilities are located and how they might be affected by the addition of a new sidewalk. They also asked whether the town's portion of the typical 80/20 funding match could be covered by grants, and whether any applicable Transportation Alternatives Program (TAP) grants or lighting grants are available.

East Side Alternatives:

Under current conditions, walking next to the existing retaining wall near 5390 VT-100 feels very tight, especially with fast-moving traffic. Attendees asked whether this claustrophobic feeling would be alleviated with the addition of a sidewalk.

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The newly installed village sign on VT-100.

STEERING COMMITTEE OUTREACH

How many people were reached? Please add.

September 13 & 17, 2025

In-Person

As part of outreach efforts prior to the public Alternatives Meeting, members of the Steering Committee gathered feedback from residents during Hyde Park Old Home Day on September 13, 2025, and after the Alternatives Meeting through door-to-door visits within the village on September 17, 2025. The following summary includes comments and observations collected during both outreach activities.

Overall Takeaways:

Alternative 2—locating the sidewalk on the west side of VT-100 with a buffer—was the preferred option among nearly all participants. Conversations during both outreach efforts largely focused on pedestrian safety, access to Gihon Valley Hall and the Post Office, and the potential for new sidewalks to improve community connectivity.

Overall, the outreach revealed strong community support for pedestrian improvements, especially those that enhance safety and walkability, while highlighting important considerations related to maintenance, traffic enforcement, and available space along the corridor.

Topics of Feedback:

Safety and Connectivity:

Residents felt that a sidewalk would greatly improve safety and encourage more people to walk in the neighborhood, meet neighbors, and attend events at Gihon Valley Hall, the Post Office, and the store at the VT-100C intersection. A new mother shared that she would consider walking her baby in a stroller locally instead of driving to the LVRT. An in-home childcare provider noted that a sidewalk would make them feel more comfortable allowing children to play outside. All residents who participated expressed general support for adding sidewalks.

Concerns:

Residents raised several concerns about maintenance and winter conditions, particularly regarding snow removal for any new sidewalks. Some residents mentioned existing erosion issues on the east side of the road, where runoff flows toward Ferry Street.

A former resident and retired VTrans road crew employee also provided historical context, noting that there was once a state-maintained walkway on the east side of the road, which was managed until the state garage relocated from North Hyde Park to Eden.

Community Suggestions:

Consider installing a solar-powered speed limit sign.

Add a “No Jake Brake” sign.

Improve street lighting, especially near Gihon Valley Hall.

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While some towns do install such signs on roads under their jurisdiction, on the advice of our Assistant Attorney General, we do not install engine brake prohibition signs on state highways. Engine brakes are a legal and necessary safety device.

Diesel engine powered trucks are not able to simply release the accelerator to slow down on hills in the same way that gas powered cars can, because the diesel engine turns freely similar to a car with its clutch engaged; the engine brake is what allows the truck to use engine compression to slow the vehicle. The Vermont Commercial Drivers License Manual, in section 2.6.6 (Speed on Down Grades) states, "you must use the braking effect of the engine as the principle way of controlling your speed on downgrades." It goes on to explain that use of the friction brakes alone on long hills can cause the brakes to overheat and fatigue, causing reduction in braking power.. I realize that this portion of VT 100 is not on a long downgrade; I simply include this as information about the interplay between the engine brakes and friction brakes on large trucks.

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05. Implementation

BEYOND THE FEASIBILITY STUDY

This Feasibility Study is a springboard to support the Town of Hyde Park, in designing, permitting, and funding the safety and connectivity features discussed in the previous chapters. The Preferred Alternative represents the result of a focused effort to identify a clear, viable and successful path forward.

This Implementation chapter outlines steps needed to take the plans, cost estimates, and illustrations contained in this report towards an investment in the safety and comfort of users along the new Pedestrian Path Connection.

Step 1 - Find a Champion

Step 2 - City Council Approval

Step 3 - VTrans Coordination

Step 4 - Landowner Engagement

Step 5 - Project Prioritization

Step 6 - Fundraising & Grant Writing

Step 7 - Survey, Design & Permitting

Step 8 - Construction

Is this the first use of LCPC in this document? Define Lamoille County Planning Commission. You wont have to repeat it on page 62.

North Hyde Park historic image

Step 1 - Find a Champion

Municipal staff or engaged resident, every plan needs a champion. Human resources are needed to use this plan as a tool to communicate public sentiment, cost, and design of Pedestrian Path improvements.

It was evident during the course of this planning work that North Hyde Park has many engaged and committed residents who wish to support the vitality and safety in and around the Village, including the Gihon Valley Hall and neighbors. There may be additional community members who can support the "doing" that happens after the "planning," by staying informed and talking with neighbors and other landowners and business owners along the Path, and the other destinations in the Village.

The LCPC is likewise engaged in promoting active transportation throughout the region. Hyde Park can therefore also look to the LCPC for further guidance such as with permitting and funding, and expertise regarding next steps, including what the Town can do right now to test ideas and implement improvements with limited funds or state agency approval, such as reducing lane width.

The LCPC would also be aware of potential synergies with any future local projects that state agencies may be planning. Coordinating Path installation, including recommended crossing and parking improvements with such work is a good way to achieve cost efficiencies while minimizing the duration of potential construction disruptions.

Step 2 - Selectboard Approval

Before Path Connection improvements are constructed, the project, whether phased or as a whole, should be approved by the Hyde Park Selectboard. This includes the physical changes as well as the cost to the Town of providing potential matching funds for such a project. For projects of this scale, it is anticipated that the matching cost to Hyde Park could be approximately 20% of total project costs.

In addition, some of the recommendations in this Feasibility Study will require seasonal maintenance costs, outlined in an MOU with VTrans. This should be coordinated with the Highway Department and others.

Agency of Transportation, Agency, AOT, VTrans, etc. We haven't been a highway department for a long time.

Maintenance responsibilities are now provided in the State Higwhay Access & Work Permits in lieu of an MOU.

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Step 3 - VTrans Coordination

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

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

mention VTrans District coordination?

Step 4 - Landowner Engagement

It will be important to engage via this study with landowners whose properties are adjacent to the Pedestrian Path. Information in this document about design intent, potential impacts, and right-of-way boundaries will could also reveal information useful during the engineering phase of the work.

Step 5 - Project Prioritization

The Pedestrian Path will provide a safer route along VT-100 from VT-100C to the Fire Station with stronger links to local residential streets. This Study recommends installing the Path in two phases, with the break point at the bridge north of Ferry Street. It also includes lighting improvements, crossing improvements and parking improvements. Funding resources, political will, timing of sub-projects, or public/private partnership opportunities may help direct the approach and the timing of phasing.

Step 6 - Fundraising & Grant Writing

Funding the design and construction of a new Pedestrian Path is likely to center around public investment in the form of matching funds to grants. The Grant Resources Table on the following page lists some of the common funding resources for Vermont municipalities that are seeking to develop community assets like paths and sidewalks.

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

Step 7 - Survey, Design & Permitting

With local landowners consulted, Hyde Park would contract with an engineering firm to conduct a topographic survey and develop construction documents. See the table on the next page for an overview of permits potentially needed for construction of the Preferred Alternative.

Step 8 - Construction

Prior to and during construction, the Town should keep residents and visitors up to date about the great things happening along the Pedestrian Path!

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

Capital M. Maybe capital C if thats part of the document name?

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FUNDING RESOURCES TABLE

Grant Category	Grant Title	Maximum Fund Amount	Match	Federal Funding	What does it fund?	Application Deadline
Small Scale Construction	VTrans - Bicycle and Pedestrian Program Grants	$100,000 $150,000 ($75,000 State)	50%	No	Distinguished from Bike/Ped program by smaller maximum funding amount and lack of federal requirements.	June
Design & Construction	VTrans - Transportation Alternatives Program (TAP)	$750,000	20%	Yes	Construction, planning and design of on and off roadway facilities for active transportation facilities.	November
Design & Construction	VTrans - Bicycle and Pedestrian Program Grants	no cap	20%	Yes	Construction, planning and design of on and off roadway facilities for active transportation facilities.	June

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PERMIT OVERVIEW FOR THE PREFERRED ALTERNATIVE

Described below are the permits reviewed for the Multi Use Path Connection Preferred Alternative. The table on the next page includes a summary. Given the varied and changing permitting structure, future project work should evaluate permitting needs at the outset of the planning and design process, and throughout. The Lamoille County Planning Commission (LCPC) can assist with this work.

State Highway Access (1111). This permit is required when a project is within the state highway right-of-way.

ACT 250. There are several jurisdiction categories that trigger the need for an Act 250 permit. They are listed here. Note that while a given project may not require an Act 250 permit for the specific project work, entities (e.g., businesses) located within the project area that already have an Act 250 permit may need that permit to be amended to reflect the changed site condition.

National Environmental Policy Act (NEPA). The NEPA process needs to be followed if federal funding is involved. A shorter Categorical Exclusion may be warranted, but NEPA review determinations will guide the level of documentation needed.

Construction Stormwater General (3-9020 or INDC). This permit is triggered when the earth disturbance associated with the construction of a project exceeds one (1) acre in disturbance.

Operational Stormwater (3-9050). The threshold for this permit is a half (0.5) acre of new or redeveloped impervious surfaces.

Stream Alteration. The Stream Alteration Rule regulates activities that take place in or along streams. A permit is required for movement, excavation, or fills involving 10 or more cubic yards annually in any perennial stream.

The United States Army Corps of Engineers (USACOE). USACOE regulates all wetlands and fill below the Ordinary High Water (OHW).

Vermont State Wetland Permit. A permit would be required if the project impacts or encroaches on a class I or II wetland or 50 foot buffer. The level of state wetland permitting is determined by review process criteria.

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Potential Permit Requirements for the Multi Use Path Connection Preferred Alternative		
Permit	Permit Needed?	Explanation
State Highway Access (1111)	Yes	The entirety of the project is within the VT-100 right-of-way.
ACT 250	No	Based on our review of the jurisdiction categories, an Act 250 permit will not be required unless the total project area exceeds 10 acres. There are no existing Act 250 permits immediately adjacent to the project area.
NEPA	Maybe	If federally funded, NEPA will be required. Should it be warranted by reviewers, a "categorical exclusion" may streamline what will still be an extensive process.
Construction Stormwater General	Yes	Implementing the Pedestrian Path preferred alternative will likely exceed the one acre disturbance threshold for this permit.
Stormwater Operational	Yes	Implementing the Pedestrian Path preferred alternative will likely exceed one-half acre of additional impervious surface.
Stream Alteration	No	This project will not require 10 cubic yards or more of earthworks in or along streams.
USACOE General	No	This project is not intended to disturb any lands below the ordinary high water line.
Vermont State Wetland	Maybe	This project may impact mapped wetlands or buffers.

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06. Appendices

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Preferred Alternative Design Plans

Archeology Resources Assessment

Historic Resources Inventory

5 FOOT SIDEWALK WITH 5 FOOT GREEN BUFFER-- WEST SIDE SHEET 1/4

POTENTIAL PARKING LOCATION
13–18 SPACES

5 FOOT GREEN BUFFER

5 FOOT SIDEWALK

Access management? This is very wide

11 FOOT LANES;
3 FOOT SHOULDERS

VT–100

Will need more detail how this ends.

HYDE PARK FIRE DISTRICT

POTENTIAL PARKING LOCATION
APROX. 100 SPACES

CHILDCARE CENTER

VT–100 C

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PARKING

PARCEL LINE

1' CONTOUR

ROAD CENTERLINE

100' 0 100' 200'

SCALE IN FEET

N

W E

DuBois & King

The end of this crossing looks like the middle of the existing driveway. Will need more detail and access management info here

5 FOOT SIDEWALK WITH 5 FOOT GREEN BUFFER-- WEST SIDE SHEET 2/4

POTENTIAL CROSSING LOCATION

5 FOOT SIDEWALK, 6 INCH CURB, NO BUFFER

FERRY STREET

GIHON VALLEY HALL

5 FOOT SIDEWALK

5 FOOT GREEN BUFFER

POTENTIAL PARKING LOCATION APROX. 3-4 SPACES

VT-100

A

D

A1

D1

SECTION A-A1 (EXISTING)
SECTION D-D1 (PROPOSED)

POTENTIAL PARKING LOCATION APROX. 3-4 SPACES

11 FOOT LANES; 3 FOOT SHOULDERS

CHURCH

H

I

H1

I1

SECTION H-H1 (EXISTING)
SECTION I-I1 (PROPOSED)

POTENTIAL PARKING LOCATION APROX. 5-10 SPACES

POTENTIAL PARKING LOCATION APROX. 13-18 SPACES

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PARKING

PARCEL LINE

1' CONTOUR

ROAD CENTERLINE

100' 0 100' 200'

SCALE IN FEET

W N E

DuBois & King

5 FOOT SIDEWALK WITH 5 FOOT GREEN BUFFER-- WEST SIDE SHEET 3/4

5 FOOT SIDEWALK

5 FOOT GREEN BUFFER

11 FOOT LANES; 3 FOOT SHOULDERS

VT-100

SIDEWALK IN FRONT OF MILL MAY IMPACT PARKING AREA; REC. PROP. OWNER CONSULTATION

BRIDGE CROSSING (VERIFY WITH SITE MEASUREMENTS)

GIHON MILLWORK

POTENTIAL PARKING LOCATION APROX. 10-14 SPACES

POTENTIAL CROSSING LOCATION

5 FOOT SIDEWALK, NO BUFFER

POTENTIAL PARKING LOCATION APROX. 20-29 SPACES

FERRY STREET

Post Office

PARKING

PARCEL LINE

1' CONTOUR

ROAD CENTERLINE

100' 0 100' 200'

SCALE IN FEET

W N E

DuBois & King

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5 FOOT SIDEWALK WITH 5 FOOT GREEN BUFFER-- WEST SIDE SHEET 4/4

Mudget Drive

LOCKE AVE

VT-100

NORTH HYDE PARK/
EDEN FIRE STATION

MUDGETT HILL ROAD

Will need more detail how this ends. Does it connect to the fire station?

5 FOOT SIDEWALK

5 FOOT GREEN BUFFER

11 FOOT LANES;
3 FOOT SHOULDERS

DRAFT 11-19-2025

PARKING

PARCEL LINE

1' CONTOUR

ROAD CENTERLINE

100' 0 100' 200'

SCALE IN FEET

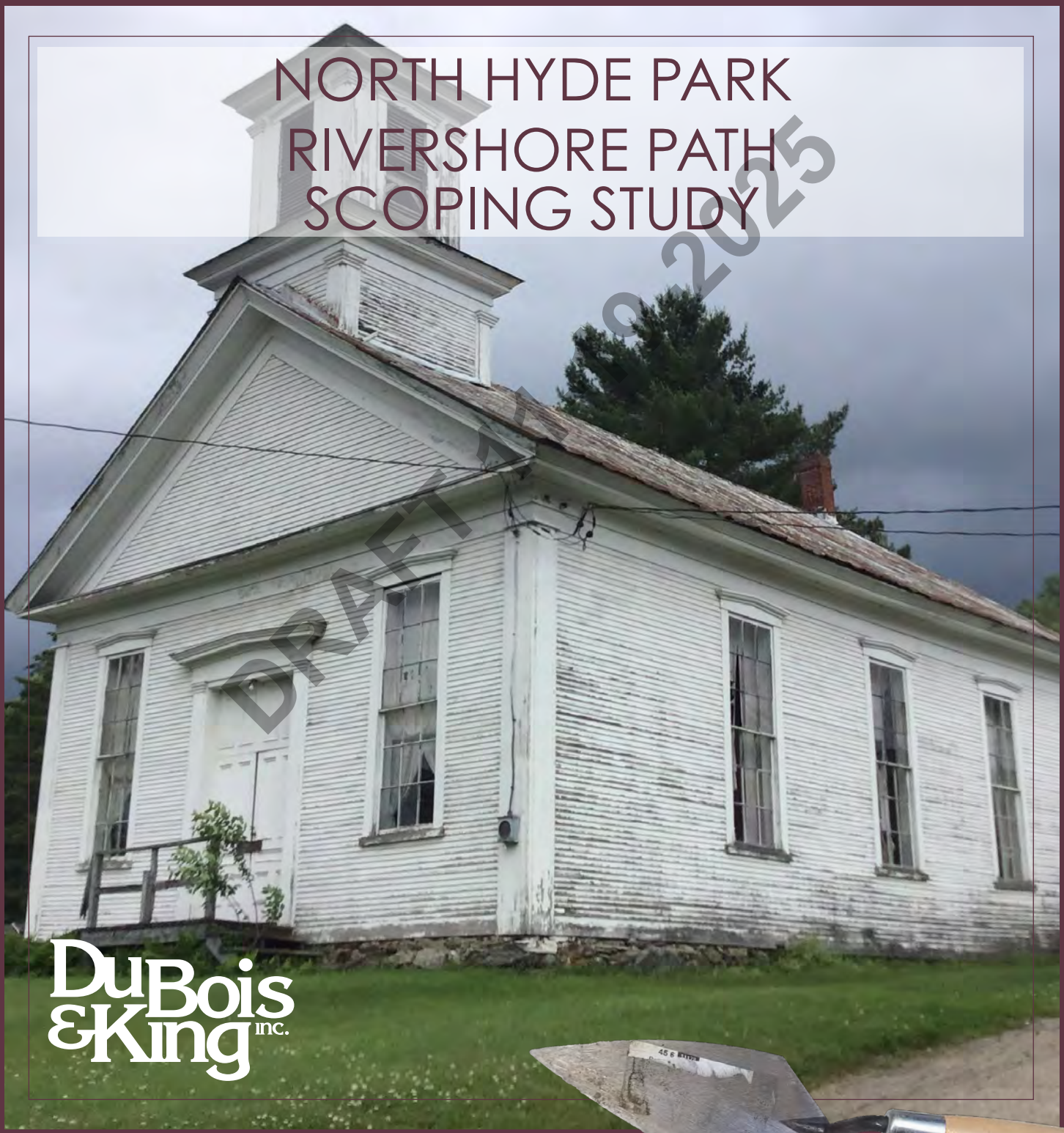
N

W E

DuBois & King

Archaeology

Resource Assessment



NORTH HYDE PARK RIVERSHORE PATH SCOPING STUDY

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01. Project Information

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DuBois & King (D&K) prepared the following Archaeological Resource Assessment (ARA) for the Rivershore Path Scoping Study in the village of North Hyde Park in Hyde Park, Lamoille County, VT. D&K's archaeologist conducted this investigation to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966 under the guidelines of the Vermont State Historic Preservation Office's (SHPO) *Guidelines for Conducting Archaeology in Vermont* (2017) to be reviewed by the Vermont Division of Historic Preservation (VDHP). This report was prepared by Lindsay Chozinska, RPA, qualified under the Secretary of the Interior's Professional Qualifications Standards in Archaeology and History required under Title 36 of the Code of Federal Regulations (36 CFR 61).

The goals of the ARA are to:

1) Identify the presence or absence of areas of pre-contact or historic archaeological sensitivity in the APE, including use of VDHP's predictive model;

2) Identify visible sites or indicators of the presence or absence of archaeological sites or other indicators in the APE;

3) Identify extent of prior significant disturbance in the APE;

4) Provide context and background sufficient to determine archaeological significance per Criteria A–D of the National Register of Historic Places (NRHP) and SHPO's *Guidelines for Conducting Archaeology in Vermont* (2017:47); and

5) Make recommendations for the project, including avoidance, mitigation, further investigation, or other work that would be needed prior to project implementation resulting in ground disturbance.

1.1. PROJECT OVERVIEW

D&K is conducting a scoping study for the Town of Hyde Park at 44°40'16.1"N, 72°35'55.8"W in the village North Hyde Park, Hyde Park, Lamoille County, Vermont. The scoping study will update and build upon the 2016 North Hyde Park Streetscape Scoping Study, which explored sidewalks, pathways, and stormwater management in the village center. The 2016 report proposed options for multiple path types—from paved sidewalk to off-road paths. D&K's scoping study will evaluate current community needs and desires, focused on walkways along VT 100 and Ferry Street, street trees, pedestrian lighting, connections to the river and other public green spaces, and additional parking for Gihon Valley Hall, which began extensive renovations in 2020.

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The village of North Hyde Park is primarily residential, with some commercial, civic, and religious properties, including a fire station, post office, North Hyde Park Congregational Church, a child care center, a historic society building, storage buildings, Gihon Valley Hall, and Gihon Millworks.

This report builds on the preliminary ARA conducted by Hartgen Archeological Associates as part of the 2016 preliminary study.

1.1.1. Project Need

The study goal is to provide residents with safer access to key destinations and enhance public health through active transportation. The main stretch of VT 100 through North Hyde Park does not have pedestrian infrastructure and sees high volumes of vehicular traffic. The speed limit along this stretch is 35mph. Pedestrians are forced to walk on the shoulder and much of the length is not traversable for stroller or wheelchair users. Ferry Street also lacks pedestrian infrastructure and is largely residential and traversed by locals for exercise and to walk to the main stretch.

1.2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) is approximately 1.8km (approximately 6,000 LF), includes the roadway—a two-lane state highway—and extends 6m (20ft) from either side of the road (*Image 1.2.1.*). The APE traverses VT 100 from the River Valley Convenience Store across the Johnson town line up to the Vermont National Guard, and along Ferry Street to the Mill.

North Hyde Park has a population of 346 and spans 2.8 square miles (Census Reporter). The APE crosses Beaver Meadow Brook on Ferry Street and the Gihon River on VT 100 and VT 100C (at the south end of the site near the split of VT 100 and VT 100C and again north of Ferry Street).

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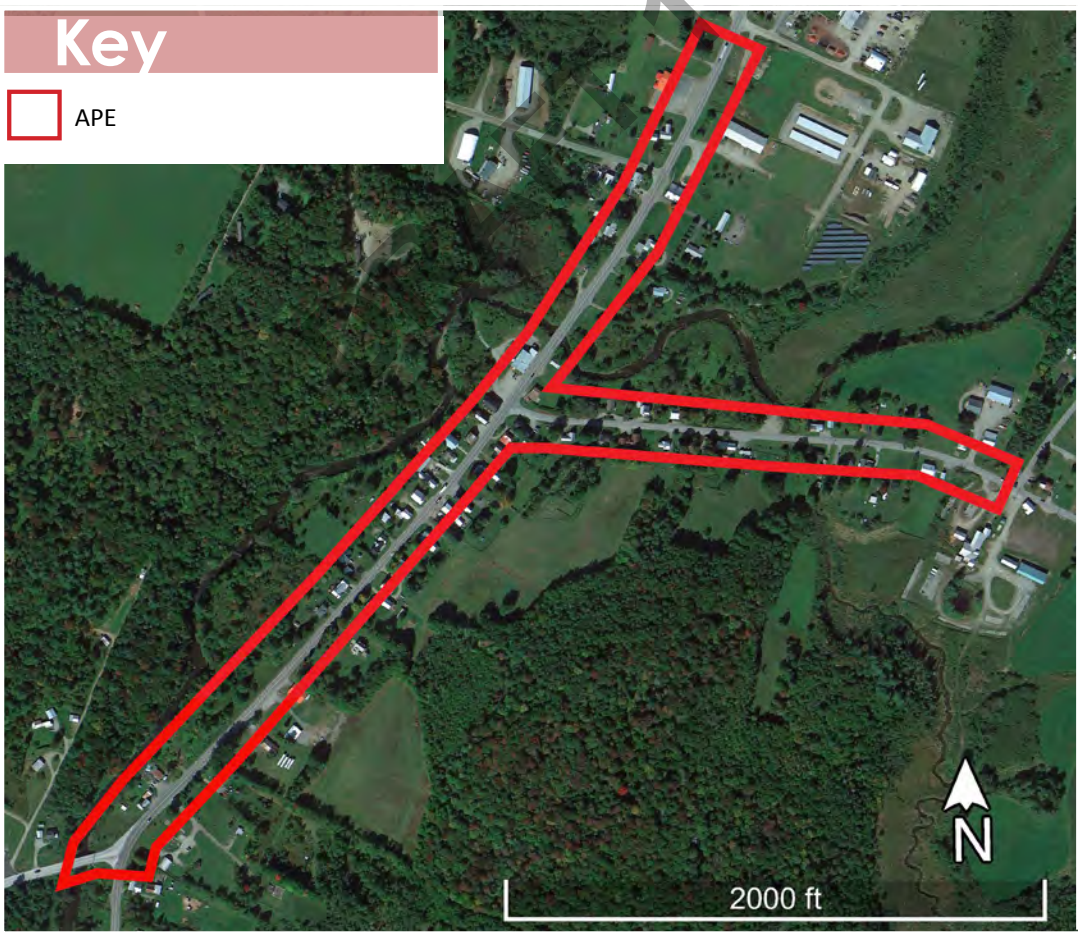

Image 1.2.1. The project location with the Areas of Potential Effect (APE) outlined in red.

02. Environmental Context

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The APE is located in the Green Mountains physiographic region of Vermont (VT ANR 2022). "[Vermont has] a relatively cold and humid climate with marked seasonal variation between warm summers and cold winters, at which time snow can build up to depths of 120 and more in the mountains" (Haviland and Power 1994:7). The Green Mountains extend from north to south, the entire length of the state, dividing the center of Vermont. With an average elevation of 610m (2,000ft) above sea level, the Green Mountains are the coldest and wettest of the state's regions and is characterized by a short growing season of approximately 90 days. The mountains create a barrier to east-west travel across Vermont, with rivers creating natural corridors for passage through the mountains. These rivers include the Winooski and Lamoille, which have acted as thoroughfares for people from the prehistoric period to present day (Haviland and Power 1994:11).

VT 100 crosses the Gihon River north of Ferry Street, then runs parallel to the river, and splits into VT 100 and VT 100C. VT 100C crosses the river again. The Gihon River, which has its headwaters in Johnson, VT, is part of the Lamoille River watershed which drains into Lake Champlain. North Hyde Park was once covered by glacial lake Winooski and glacial lake Mansfield (VT ANR 2025).

Bear Creek Environmental prepared a River Corridor Plan for the Gihon River and its watershed for the Lamoille County Regional Planning Commission in 2009. In their review of the Gihon River, they made the following notations with regards to the stretch in North Hyde Park (55–57):

Segment M13-B

"Gihon segment M13-B begins just below the furniture mill in North Hyde Park and flows downstream through the village. Despite large encroachments into the river corridor on the east bank due to the village, the stream through this upper segment (1508 feet in length) has retained some floodplain access as a C type stream. Historic channel incision was recorded in this reach (incision ratio of 1.7) in addition to current major planform adjustment, minor widening and aggradation. Due to residential encroachment, the riparian buffer on the east bank has been reduced to less than 25 feet in width."

Segment M14-A

"Gihon segment M14-A does not appear to have undergone recent incision. The reach has retained a riffle-pool bedform which may be a result of the moderate sinuosity and floodplain access which has been preserved in most of this segment. Surrounding land use in the corridor is dominated by residences. The riparian buffer along this reach has been impacted by residential development, which has reduced the buffer to between 0 and 25

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feet in width through most of the reach. Despite these impacts, and some significant confinement of the channel and floodplain in the vicinity of the Route 100 Bridge, the river appears to only be undergoing minor planform adjustment and widening in this section."

Segment M14-B

"Gihon segment M14-B is also an incised channel that is thought to have been historically straightened for agricultural purposes. The major channel straightening has caused the bedform to be a weak riffle-pool system. The riparian buffer on both banks has been significantly disturbed. As a result of these anthropomorphic disturbances the river is exhibiting signs of minor channel widening and planform adjustment."

Image 2.1.1. Gihon River, west from VT 100 bridge.

Image 2.1.2. Gihon River, east from VT 100 bridge. HS&S 0805-27 (collapsed bridge) no longer appears to be in the river.

Image 2.1.3. Gihon River north of Ferry St.

Image 2.1.4. Gihon River north of Ferry St.

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Image 2.1.5. LIDAR of APE.

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2.1. GEOLOGY

The bedrock of the Green Mountains is largely ancient quartzites and marbles and the soils are rough, stony, and acidic (Haviland and Power 1994:10). The core or "basement" of the Green Mountains is bedrock formed one billion years BP during the Grenville Orogeny, located in the southwest of the Green Mountains. The Green Mountains are further comprised of metamorphosed (schists and phyllites) ancient sediments, deep sea mudstone, lava, and sea floor. The area is a source of talc and asbestos deposits (Doolan 1996:218–219). Green Mountain soils "are all rough, stony, and acidic" (Haviland and Power 1994:7–11).

2.1.1. Soils

The project area's soils include Rumney fine sandy loam, Croghan loamy fine sand, and Colton-Duxbury complex (*Image 2.1.6.*)(*Table 2.1.1.*).

Soils at the shoulder are churned with gravel and asphalt. There is litter and debris from the road throughout the project area. The soils were damp to dry throughout after morning rain, though not waterlogged or ponding except in specific areas where ponding is likely typical.

Image 2.1.6. Map of soils in the project area (USGS, 2025).

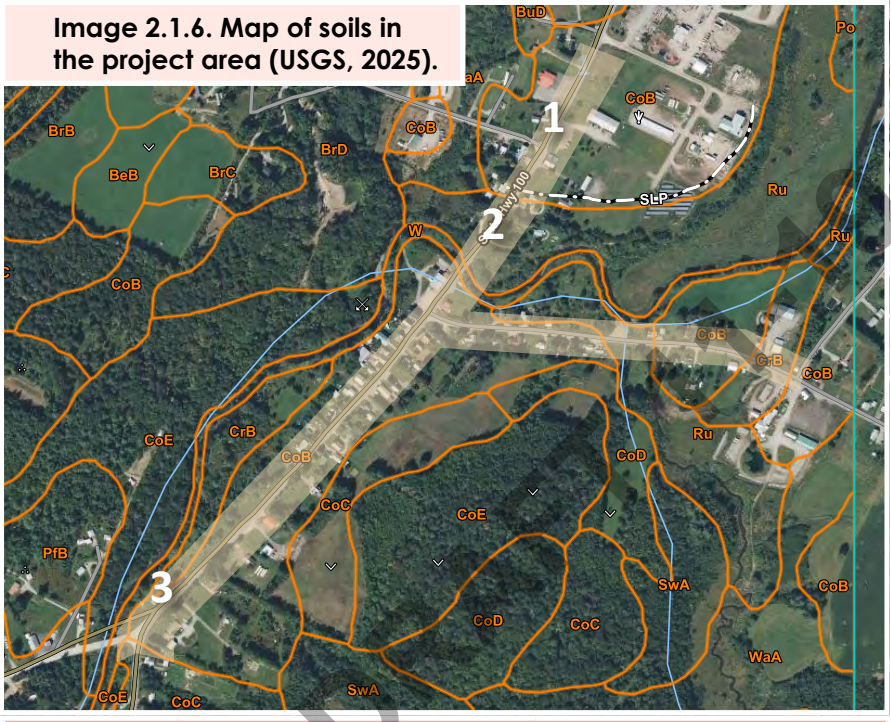

Image 2.1.7. Soil labeled CoB (1).

Image 2.1.8. Soil labeled Ru (2).

Image 2.1.9. Soil labeled CrB, near roadway (3).

Table 2.1.1. Soils (NRCS, 2025)

Name	Landforms	Slope	Drainage	Depth (in)	Texture
Ru: Rumney fine sandy loam	Floodplains	0–3%	Poorly drained	0–9	Ap—fine sandy loam
				9–20	Bg1—fine sandy loam
				20–30	Bg2—sandy loam
				30–65	Cg—loamy sand
CrB: Croghan loamy fine sand	Outwash deltas	0–8%	Moderately well-drained	0–7	Ap—loamy fine sand
				7–17	Bs—loamy fine sand
				17–30	BC—fine sand
				30–65	C—sand
CoB: Colton-Duxbury complex	Terraces	2–8%	Excessively drained	0–4	H1—loamy sand
				4–27	H2—gravelly loamy sand
				27–60	H3—very gravelly sand
W: Water					

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2.1.2. Bedrock

The project area consists of one type of bedrock: carbonaceous phyllite member of the Ottauquechee Formation in the Rowe-Hawley Zone *(Table 2.1.2.)*(*Image 2.1.10.*) (Ratcliffe et al. 2011).

The project area consists of one type of bedrock: carbonaceous phyllite member of the Ottauquechee Formation in the Rowe-Hawley Zone (*Image 2.1.10.*)(*Table 2.1.2.*)(Ratcliffe et al. 2011). The Rowe-Hawley Zone is an Ordovician, Cambrian, and Neoproterozoic allochthonous cover sequence east of the Green Mountains. Rift and drift stage metasedimentary and metavolcanic rocks and tectonic inclusions of ultramafic rocks form a west-to-east tectonic stacking sequence.

Image 2.1.10. Map of bedrock in the project area (VT ANR)

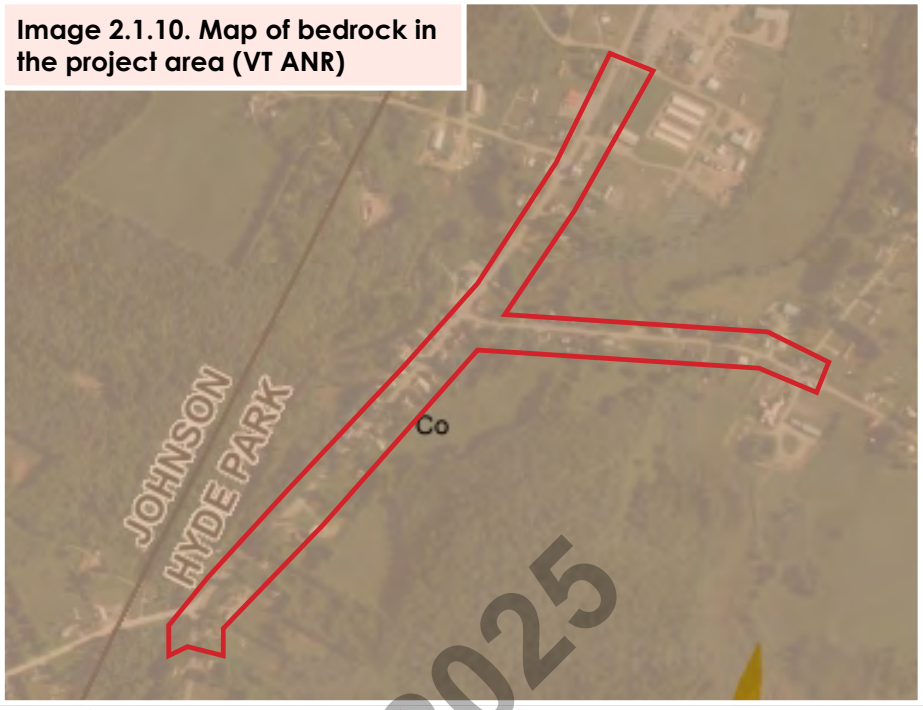

Table 2.1.2. Bedrock of the project area (Ratcliffe et al., 2011)

Key	Name	Time Period	Description
Co	Ottauquechee Formation, Rowe-Hawley Zone, carbonaceous phyllite member	Cambrian	Predominantly dark-gray to black, carbonaceous to highly graphitic, fine-grained sulfidic biotite-muscovite-quartz phyllite having silicic laminae. Includes black quartzites not mapped separately.

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2.2. SITE VISIT (JUNE 20, 2025)

D&K's Archaeologist, Lindsay Chozinska, RPA, visited the site on June 20, 2025, to observe and photograph the conditions within the project area. The site visit comprised a full walk-along of the APE, photographing, and documenting the site and conditions. Prior to the site visit, there were scattered showers in the morning followed by 1–2 hours of sunny weather, which helped to dry the roadway and soils. The weather at the time of the site visit was partly cloudy, windy, and the temperature was approximately 60°F. The soils were damp, but firm, with a few poorly drained, low-lying areas that remained waterlogged from the earlier rain.

The project area includes residences and a few commercial and public properties, including the post office, Gihon Millworks, North Hyde Park Historical Society, North Hyde Park-Eden Fire Department, Gihon Valley Hall, Round Hill Kids Child Care Center, storage warehouses, and Custom Metal Fabricators. The APE begins at the VT 100–VT100C interchange.

No new archaeological sites were observed, to be discussed further in 3. Cultural Context. The APE includes the North Hyde Park Historic District and some structures on the State Register of Historic Places. These buildings are documented in Section 3.2. Historic Context.

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2.2.1. North VT 100

The north segment of VT 100 within the APE is a two-lane state highway with a speed limit of 35mph. The segment sees heavy traffic, including some tractor trailers and other large vehicles. There is no differentiation between the shoulder and the road. There is no sidewalk and the shoulder is narrow.

There is stormwater infrastructure, including gravel-lined ditches, drains, and culverts, in the project area. There are utility poles, mature hardwoods, and pine trees within the right-of-way.

Buildings are concentrated south of the Gihon River bridge. There is no pedestrian infrastructure to cross the bridge. In the town, buildings encroach on the APE and the road right of way. Driveways intersect with VT 100 throughout the APE.

This segment is flat or gently sloping away from the road for the majority of its length. A slope map is included in 4. Statement of Sensitivity.

The bridge crossing of the Gihon River, formerly listed on the State Register of Historic Places (SRHP), appears to have been replaced since being recorded in 1981 (further discussed in Section 3.2. Historic Context).

Image 2.2.1. Location 1: VT 100 (Main Street) north of Ferry Street.
The location of the bridge is marked with a star.

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Image 2.2.2. North Hyde Park-Eden Fire Department.

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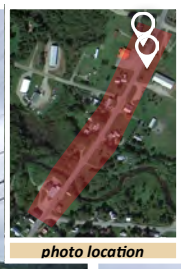

Image 2.2.3. VT 100, facing north from west side.

Image 2.2.4. VT 100, facing north from east side.

Image 2.2.5. Multi-family home, utilities, on east side of APE, facing south.

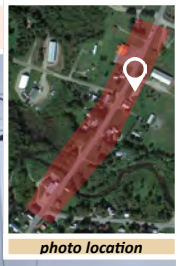

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Image 2.2.6. VT 100, facing south from west side.

photo location

Image 2.2.7. VT 100, facing south from east side.

photo location

Image 2.2.8. Facing Mudgett Hill Road (west).

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Image 2.2.9. VT 100, facing south from west side.

Image 2.2.10. VT 100, facing south from west side.

Image 2.2.11. VT 100, facing north from east side.

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Image 2.2.12. VT 100, facing north from east side, south of bridge.

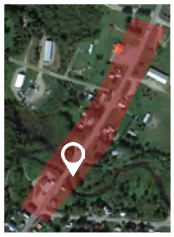

Image 2.2.13. VT 100, facing south from the east side of bridge.

Image 2.2.14. Gihon Millworks building.

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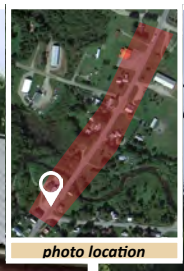

Image 2.2.15. Abandoned garage, east side of VT 100, south of bridge.

Image 2.2.16. Non-contributing building at Ferry Street and VT 100 (northeast corner).

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Image 2.2.17. View of bridge over Gihon River, facing east.

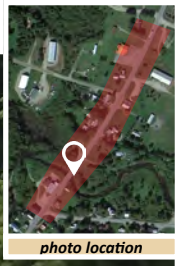

Image 2.2.18. View of bridge over Gihon River, facing north.

Image 2.2.19. View towards the bridge, north towards Gihon Millworks.

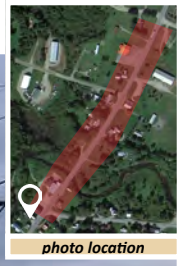

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Image 2.2.20. View east of VT 100 bridge, facing south.

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2.2.2. South VT 100

The south APE segment of VT 100 includes most of the North Hyde Park Historic District (discussed further in 3.2. Historic Context). Buildings are concentrated together closer to the intersection with Ferry Street and encroach on the right-of-way and the APE. There is stormwater infrastructure and utilities within the right-of-way. Driveways intersect with the roadway. The VT 100–VT 100C intersection is heavily trafficked. The VT 100C bridge over the Gihon River, formerly listed on the State Register of Historic Places (SRHP), appears to have been replaced since being recorded in 1981 (further discussed in Section 3.2. Historic Context).

There is no pedestrian infrastructure, despite the presence of North Hyde Park Post Office, Gihon Valley Hall, a church, and Gihon Millworks along this segment.

The highway is gently sloping, and the areas adjacent to the road and the shoulder vary in slope. A slope map is included in 4. Statement of Sensitivity.

Image 2.2.21. Location 2: VT 100 (Main Street) south of Ferry Street.
The location of the bridge is marked with a star.

Image 2.2.22. View towards Ferry Street, facing southeast.

Image 2.2.23. View north of VT 100.

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Image 2.2.24. View south of VT 100.

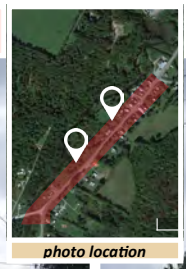

photo location

Image 2.2.25. View south of VT 100.

Image 2.2.26. View south of VT 100.

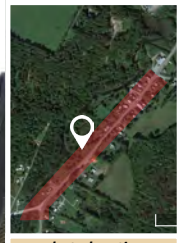

photo location

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Image 2.2.27. View towards VT 100C bridge and VT 100-100C intersection.

Image 2.2.28. View towards VT 100C bridge and VT 100-100C intersection.

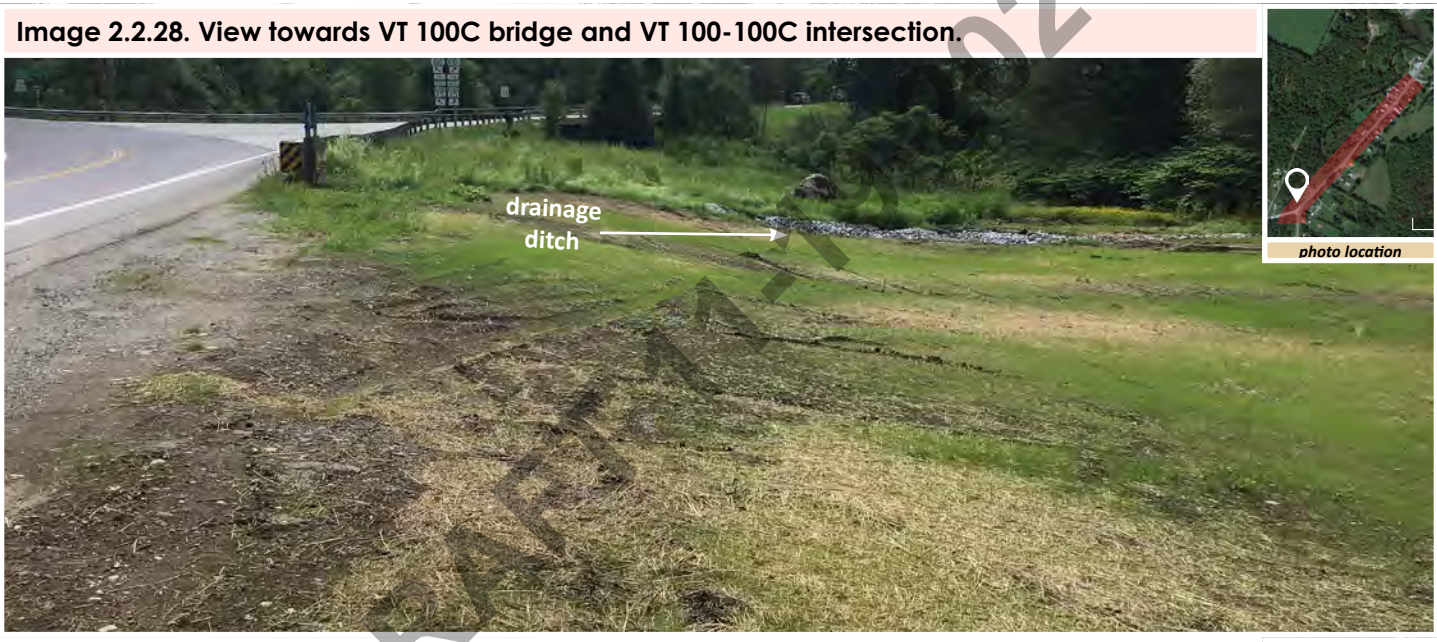

Image 2.2.29. View towards VT 100-100C intersection.

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Image 2.2.30. View towards VT 100C bridge and VT 100-100C intersection.

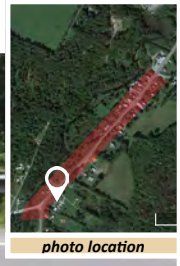

Image 2.2.31. View towards VT 100C bridge (southwest) after intersection.

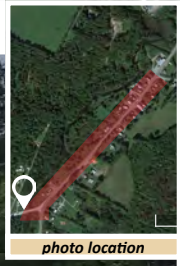

Image 2.2.32. View towards VT 100, facing south, after intersection.

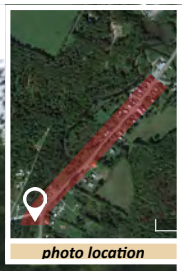

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Image 2.2.33. View north from VT 100-100C intersection.

Image 2.2.34. View north of VT 100.

Image 2.2.35. View north of VT 100.

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Image 2.2.36. View north of VT 100.

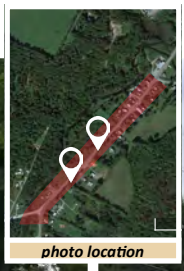
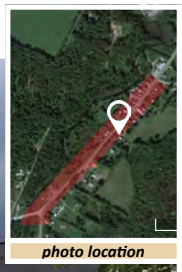


Image 2.2.38. View north of VT 100.

Image 2.2.37. View north of VT 100.



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2.2.3. Ferry Street

Ferry Street is largely residential except for a storage facility, Custom Metal Fabricators, and a lumber mill at the end of the APE segment (east). The segment is largely flat with a gentle slope in the road. Driveways, mature hardwoods, and utilities punctuate the right-of-way. There is no pedestrian infrastructure.

Ferry Street is part of the North Hyde Park Historic District and includes some contributing structures. There are two structures that appear to have been demolished (discussed further in 3.2. Historic Context). Some residences are close to the road and encroach on the APE.

There is a turn-off lot with fire department access valves from the Gihon River, which runs alongside Ferry Street, and a large culvert crossing for Beaver Meadow Brook, which crosses under Ferry Street.

Image 2.2.39. Location 3: Ferry Street.
The location of the bridge is marked with a star.

Image 2.2.40. View east down Ferry Street.

Image 2.2.41. View east down Ferry Street.

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Image 2.2.42. View of Gihon River and Beaver Meadow Brook, facing northwest.

Image 2.2.43. View of Gihon River and Beaver Meadow Brook, facing north.

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Image 2.2.44. View east down Ferry Street.

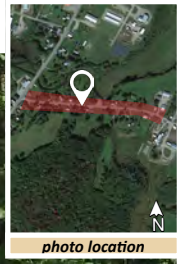
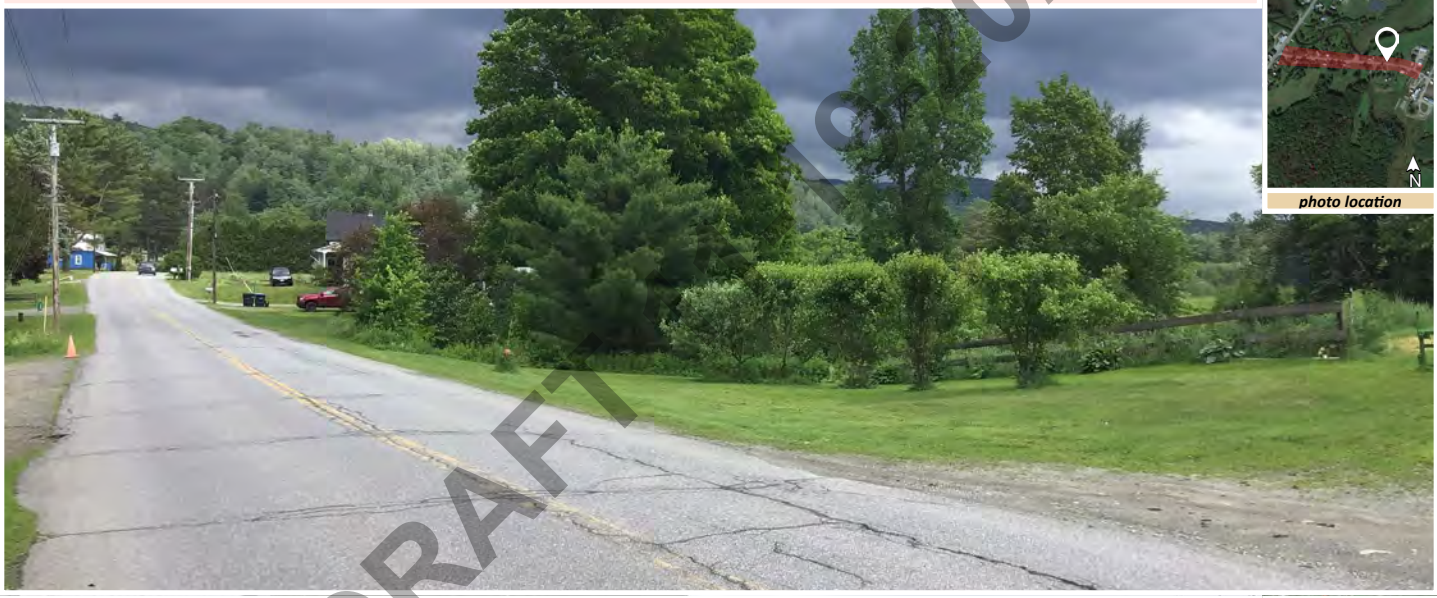


Image 2.2.45. View east down Ferry Street.



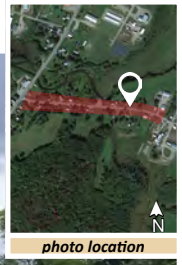


Image 2.2.46. View west down Ferry Street.

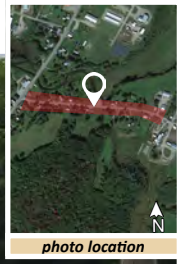


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Image 2.2.47. View west down Ferry Street.

Image 2.2.48. View of M. B. Heath & Sons Lumber Company from Ferry Street.

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Image 2.2.49. View west down Ferry Street. Retaining wall on north side (left).
There is a fire hydrant at the end of the retaining wall.

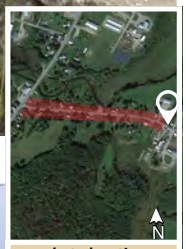

Image 2.2.50. View east towards the intersection of Ferry Street and Heath Road.

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Image 2.2.51. View of Custom Metal Fabricators and Hyde Park Storage, facing north.

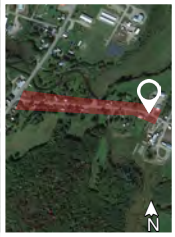
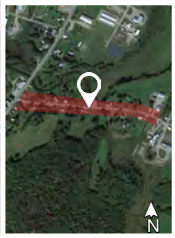


Image 2.2.52. View of turn-off lot with access valve, facing northeast from road.



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03. Cultural Context

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3.1. RESEARCH DESIGN

This research was undertaken as part of the Rivershore Path Scoping Study to provide safer access to key destinations in North Hyde Park, Vermont. The goal of this ARA is to determine the archaeological sensitivity of the site area. To gather this data, procedures included:

- A site visit with a full walk along the project area and extensive photography of the current conditions;
- Review of the Vermont Division of Historic Preservation's Online Resource Center (ORC);
- Review of the Vermont Archaeology Inventory (VAI) Map Tool;
- Completion of the VDHP Predictive Model for each segment;
- Review of historic maps;
- Review of Google Earth satellite imagery; and
- Review of archival materials and secondary sources.

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3.2. PRE-CONTACT CONTEXT

Our most current understanding of Paleo-Indian occupation and dating of archaeological sites suggests humans first arrived in the Vermont and the Champlain Valley approximately 12,000 BP, according to Vermont State Archaeologist Jess Robinson (Polzella, Parren, & Walcott, 2022), expanding upon previous historical records, suggesting the date was 11,000 BP (Calloway, 1996, p. 6; Haviland & Power, 1994, p. 14).

The rough timeline is as follows (Burlington Geographic):

10,000–7,000 BCE Paleo-Indian Period

7,000–1,000 BCE Archaic Period

1,000 BCE–1600 CE Woodland Period

1600 CE–Present Abenaki Period

There is little information about pre-contact history of the area of North Hyde Park. There have been sites downstream in the Town of Johnson, located on the Lamoille River. Although some sites, including those nearest the APE, lack dates, two pre-contact sites in Johnson date to the Late Archaic and one to the Woodland Period.

3.2.1. Sites and Surveys

A VDHP review was conducted for a water main along almost the entirety of the APE from 5211 VT 100 (187m short of the APE's south end) past the end of the APE on the north end and on Ferry Road. This report (2005) noted:

> "Gihon River Crossing: This bridge, the river banks and the bridge abutments have recently been reconstructed (approx, year 1999) indicating that the area around the bridge has been previously disturbed. Also, as you can see from the enclosed pictures, the land on northwest side of the bridge that you were most concerned with during our conversation has clearly been disturbed and regraded. A fence and garden area is present on the property containing the mobile home at 5659 VT Route 100. Also note the waterline is adjacent to a storm drain installed as part of the bridge project.
>
> Brook Crossing on Ferry Street: This existing culvert at the [Beaver Meadow] brook crossing [on Ferry Street] was replaced approximately 8-10 years ago with a new 72" corrugated metal culvert and horse fencing and underground utilities had to be removed and reset during this improvement. Our proposed pipeline would thus be installed in previously disturbed areas and should not be an issue.
>
> Tank Site: The existing water storage tank site was previously disturbed and completely regraded during the construction of the storage tank and booster pumping station in 1986. This well site area was cleared prior to 1986 during the development of the Fire District's well and source development investigations."

A Phase I archaeological survey and Phase II testing was conducted for the Green Mountain Power B20 Transmission Line Upgrade project (2019), which identified a single positive test pit through subsurface testing.

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Table 3.2.1. Archaeological sites in and adjacent to the project area (VDHP)

Site	Proximity to Project Area	Type	Time Period	Description
VT-LA-0058	1km west-northwest of the project area	Pre-contact, subsurface	Unknown	From report: The single positive test pit, T150 P1, was located 50 m to the northeast of Structure # 77 and yielded a single quartz flake (waste from stone tool manufacturing/refurbishing) at a depth of 0-10 cmbs within the 'Ap' horizon. Given that no additional artifacts were recovered during the supplemental work, the artifact is considered to be an 'isolated find,' and thus the site is considered to be ineligible for inclusion in the State and National Register of Historic Places.

3.3. HISTORIC CONTEXT

A history of North Hyde Park from the State Register of Historic Places Nomination Form HS&S 0805-23:

North Hyde Park is significant as a visually cohesive nineteenth-century village. Located on the Gihon River in the northwesterly corner of the town of Hyde Park, it was first settled in the 1820s by four or five families whose primary interest was farming. In the ensuing decades, the hamlet became the site of a grist mill, starch factory, blacksmith, stores, and a few other small enterprises, which made it a commercial center for the surrounding farm district. Still, by the outbreak of the Civil War, there were no more than twenty dwellings in the village.

North Hyde Park's heyday came with the construction of several sawmills, a tub factory, and a number of related wood products industries during the years 1865-75. The village tripled in size and began to enjoy such amenities of town living as doctors, churches, hotels, and a flourishing social life. A substantial majority of the buildings in the present historic district date from this decade of prosperity.

The leading families in North Hyde Park from the first settlement to the end of the century were the Bullard and Ferry families. Both produced a number of skilled builders, carpenters, and millers, and between them, they are believed responsible for erecting many of the village's buildings. The family of Joseph Ferry built the first sawmill, store, and blacksmith shop; their homestead (#0805-25) is one of the oldest in the village. Three generations of Bullards—Daniel, Zephaniah, and Edward—constructed many of the district's dwellings, including some outstanding Gothic Revival dwellings (#8, 12, and 13).

The historic district comprises two streets set in an L configuration. Main Street (VT 100) runs on a north-south axis and is the site of all of the village's public buildings. Ferry Street, primarily residential, runs east from Main, intersecting just south of a bridge over the Gihon River (#0805-26). The district encompasses nearly all development in North Hyde Park, excluding only two houses at the south end of Main Street, a small number of buildings to the north of the river (including #0805-26-30, surveyed individually), two modern industrial-type buildings on the south bank of the river, and a larger number of houses scattered out along Ferry Street to the east, of which #0805-24 and 25 were surveyed individually.

The fact that the village was erected by a small group of men in a single 10-year period probably accounts for much of the district's great visual cohesiveness, rhythmic spacing, and uniformity of style. All contributing structures are of clapboard/frame construction, and nearly all display vernacular styling typical of the Italianate period. Vestigial Greek Revival forms and plans are common, but frequently have picturesque or Italianate stylistic ornament. Overall, the village has suffered relatively little from facade alteration.

The key individual structures in the district are two nearly identical Greek Revival style churches (#1 and #32), both built in the 1860s; two commercial blocks (#6 and #23), also built in the 1860s; and the Grange hall (#28), built in 1910. The most significant dwellings are the c.1880 Currier House (#7), the c.1870 Valley House Hotel (#26), the Gothic Revival-style Gray (#8,) and Bullard-Burnham (#12) Houses, and the nearly identical Ober-Parsons (#36) and Bullard-Miller (#38) Houses, both believed to have been built by Edward Bullard in the 1870s. Harrington's Blacksmith Shop, built c.1865 on Ferry Street, is a well-preserved,2½ -story industrial structure.

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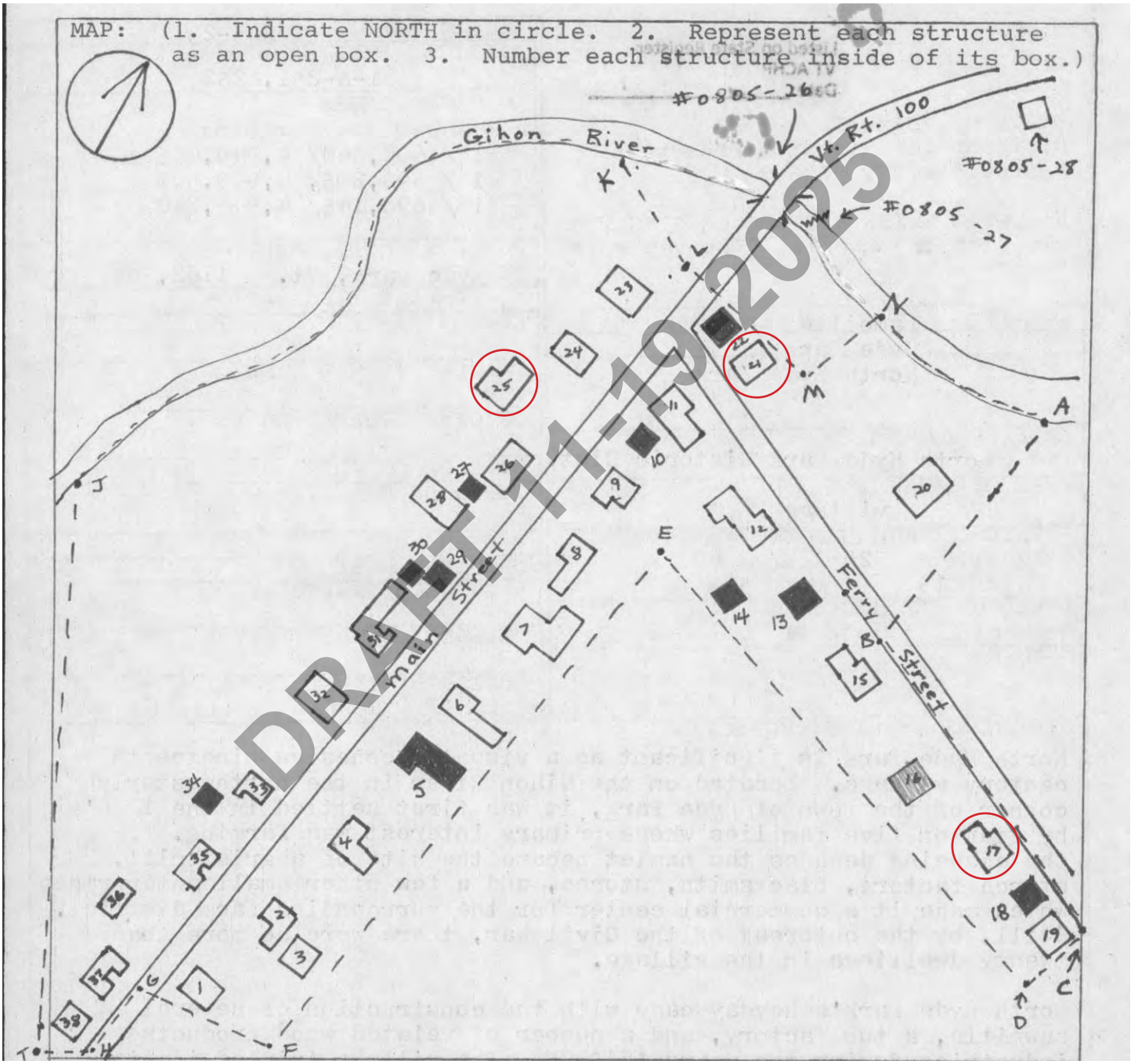
The Historic District and its contributing structures are detailed in *Table 3.3.1.*

Contributing structures #17, #21, #25 in the original Historic District map are now gone, presumably demolished. Two bridges (0805-22 and 0805-26 appear to have been replaced. 0805-27 was a bridge that had fallen into the river. This bridge no longer appears to be in the river.

Image 3.3.1. Map of North Hyde Historic District from SRHP Nomination Form (VDHP ORC).
The red circles indicate demolished or replaced structures. Black-shaded structures are non-contributing. This includes #16, which was found to be non-contributing during the course of review (and has been shaded with pencil).



3.3.1. Sites and Surveys

Table 3.3.1. Historic sites in and adjacent to the project area (VDHP)

#	Name	Date
0805-21	Bullard-Parsons House	c. 1855
A Classic Cottage with Greek Revival style cornices, now altered by the removal of the original entrance and the addition of a glazed porch across the front. This house was probably built in the 1850's by Zephaniah Bullard, a carpenter and the son of one of the first settlers in North Hyde Park.		
0805-28	Hooper Wolf House	C. 1865
A Classic Cottage with little style but in an unaltered condition. It was built c. I865, probably for George Hooper, a farmer, and typifies the modest but comfortable housing of the bulk of middle class Vermont farm families.		
0805-29	Ward-Crocker House	C. 1869
This Classic Cottage is significant because of its ornate front entrance porch and flanking bay windows. The style is essentially Italianate, but suggests, in a vernacular form, the opulence of the East lake and other contemporary high-Victorian motifs. The house was built in the late 1860's or early 1870's for James Crocker, a farmer, perhaps by Edwin Bullard, a local builder believed responsible for the Bullard-Burnham House (NHPHD #12), and other highly picturesque houses in the area. The porch is identical to the one on the Lilley-Potter House (#0805-19).		
0805-30	Crocker Mudgett House	C. 1850
This large c. 1850 house is essentially Greek Revival in style, but with vestigial Federal-style features and an early Italianate type bay window. Pedimented gables with fan louvres, classical entrance surround with Greek fretwork, and cross-and-bible paneled doors are the chief stylistic elements., The exterior fabric appears virtually unaltered. The house may originally have been a farmhouse or family residence, but as early as 1857 it was an inn operated by James Crocker, and called Crocker's Hotel. In 1878, Mrs C. M. Crocker kept a store and post office here, This is one of the most architecturally significant buildings in Hyde Park, and perhaps the earliest public house in the north village.		

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Table 3.3.1. Historic sites in and adjacent to the project area (VDHP)

#	Name	Date
0805-23	**North Hyde Park Historic District**	
1	Advent Church	C. 1928
3x3 bay clapboard Greek Revival church with a 2-tiered steeple, symmetrical 9/9 sash windows, and Italianate-period interior.		
2	Masure - Manning House	
1½-story L-plan clapboard house, Italianate period with 2/2 sash, molded heads, paneled door, and glazed shed porch.		
3	Masure - Manning Stable	
15'x20' clapboard stable with steep gable front, loft doors, 6/6 sash. Likely relocated.		
4	Bullard - Manosh Home	
5x2 bay Classic Cottage with cornice returns, molded heads, 1-story ell to carriage house.		
6	Griswold's Store	1867
Large Italianate house with exposed basement storefront, corner pilasters, corbeled chimneys, and decorative porch.		
7	Currier House	c. 1870
2-story, 5x3 bay house with low hip roof, Italianate base with early 20th-century additions.		

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Table 3.3.1. Historic sites in and adjacent to the project area (VDHP)

#	Name	Date
8	Gray House	c. 1867
Gothic Revival clapboard house with trefoil bargeboarding, pointed windows, and scroll-cut trim.		
9	Tallman House	c. 1875
L-plan, Italianate vernacular house with pilasters, oculus, 6-bay front porch.		
11	Croway - Dewey House	c. 1855
Greek Revival, 2-story rear wing, original trim mostly intact.		
12	Ballard - Burnham House	c. 1865
Exceptional Carpenter Gothic L-plan house with decorative gable window treatments.		
15	Page - Foss House	c. 1865
Greek Revival temple-front house, partially modernized with attached stable.		
19	Foss - Smith House	c. 1875
Classic Cottage with peaked window heads, recessed entrance, attached east wing with porch.		

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Table 3.3.1. Historic sites in and adjacent to the project area (VDHP)

#	Name	Date
20	Harrington's Blacksmith Shop	c. 1865
2½-story blacksmith shop with large doors, upper apartment, well-preserved.		
23	North Hyde Park Post Office	c. 1865
2½-story commercial block with altered storefront, original trim, and rear wing.		
24	Robbins - Jennison House	c. 1868
2-story Gothic Revival house with scroll-cut bargeboards and gabled rear wing.		
26	Valley House Hotel	c. 1870
2½-story former hotel with dual-tier porch, corner pilasters, and bay window.		
28	Grange Hall	c. 1910
2½-story Grange meeting hall with gable front, decorative porch, still in use.		
31	Foss - Deuso House	c. 1868
1½-story Greek Revival house with temple-front, detailed side hall entrance, rear wing.		

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Table 3.3.1. Historic sites in and adjacent to the project area (VDHP)

#	Name	Date
32	First Congregational Church	c. 1860
Small, intact Greek Revival church with steeple, pressed metal interior.		
33	Griswald House	c. 1925
Dutch Colonial Revival house with gambrel roof, shed dormers, and gabled south ell.		
35	Ober - Parsons House	c. 1875
Largely intact U-plan Greek Revival/Italianate/Queen Anne house with carriage ell.		
36	North Hyde Park School	c. 1870
1½-story T-plan schoolhouse with central chimney, converted to home in 1966.		
37	Bullard - Miller House	c. 1878
Nearly identical to #35 with some stylistic variations, built by Edward Bullard.		
38	Kinney House	c. 1910
1½-story Colonial Revival with hip roof, dormers, and semi-enclosed porch.		

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Image 3.3.29. VT 100 bridge 0805-26 in SRHP Nomination Form (VDHP ORC).
Modern replacement (Google Street View, below).

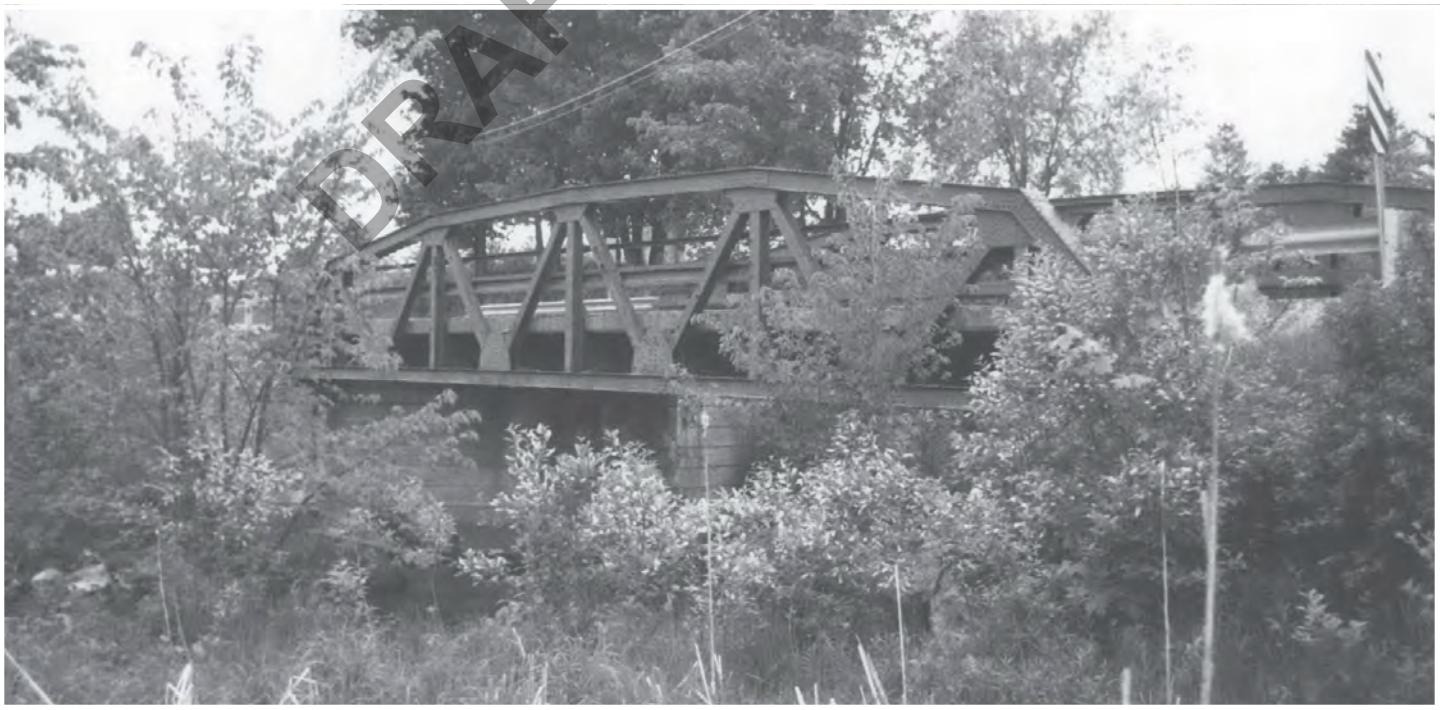

Image 3.3.30. VT 100C bridge 0805-22 in SRHP Nomination Form (VDHP ORC).
Modern replacement (Google Street View, above).

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3.4. HISTORIC MAPS

North Hyde Park appears on a Walling map from 1859, a Beers map from 1878, and on a VTrans map from 1941. Useful satellite images are available from Google Earth from 1995.

Image 3.4.1. North Hyde Park (Beers 1878).

Image 3.4.2. North Hyde Park (VTrans 1941).

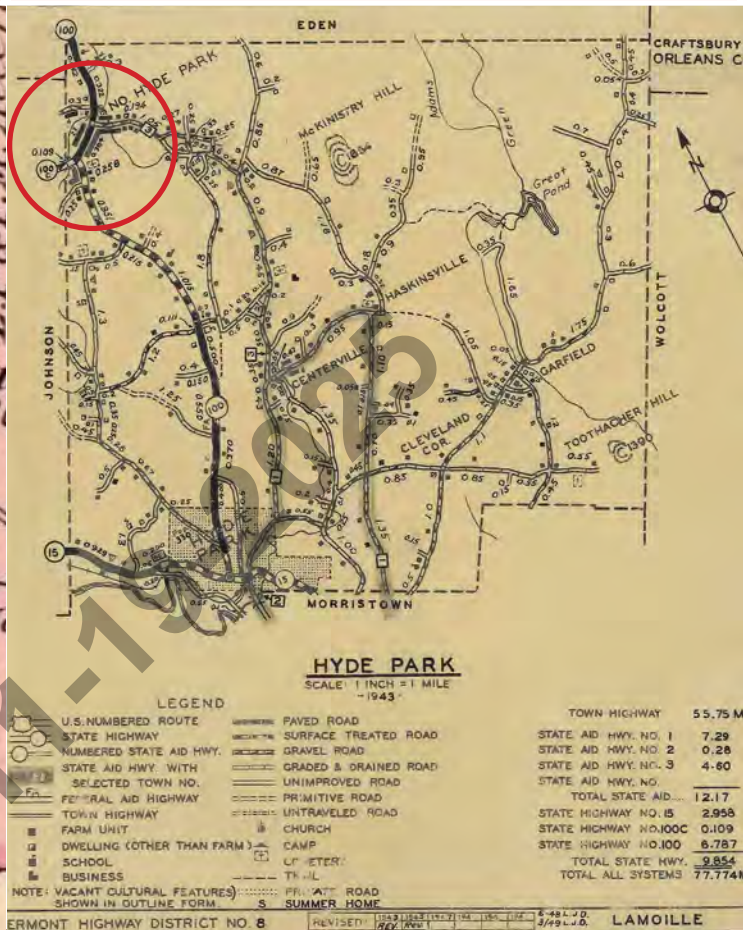

Image 3.4.3. North Hyde Park (Walling 1859).

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Image 3.4.4. North Hyde Park, 1995 (Google Earth).

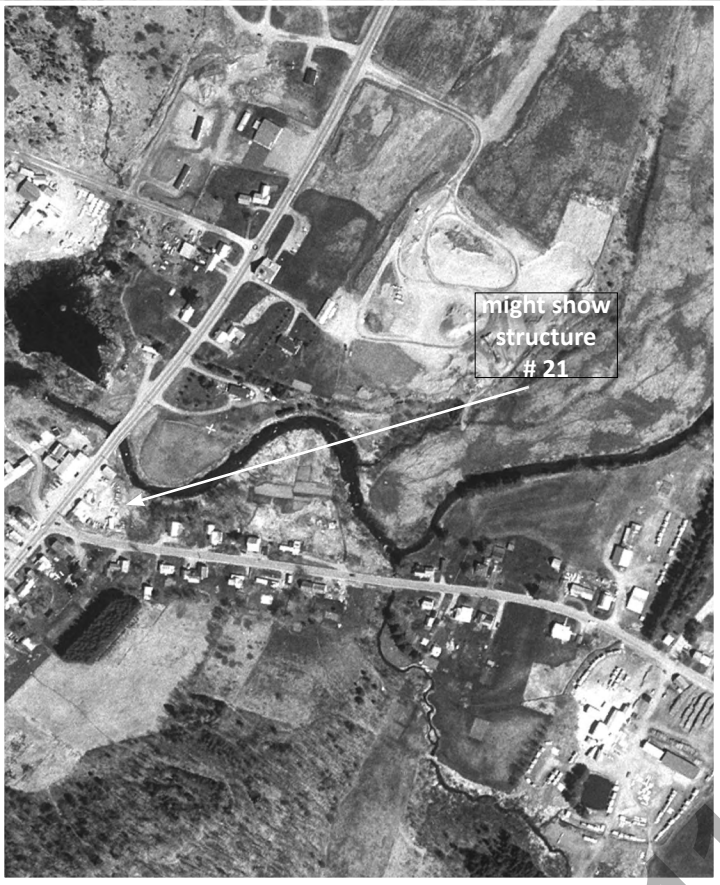

Image 3.4.5. North Hyde Park, 2003 (Google Earth).

Image 3.4.6. North Hyde Park, 2012 (Google Earth).

Image 3.4.7. North Hyde Park, 2021 (Google Earth).

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Image 3.4.8. North Hyde Park, 1995 (Google Earth).

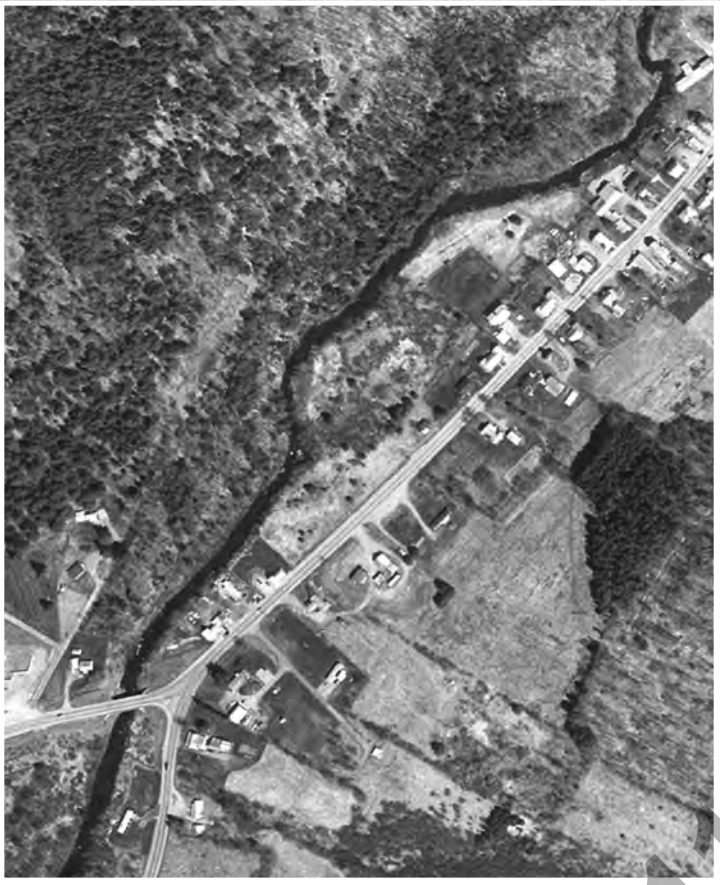

Image 3.4.9. North Hyde Park, 2003 (Google Earth).

Image 3.4.10. North Hyde Park, 2012 (Google Earth).

Image 3.4.11. North Hyde Park, 2021 (Google Earth).

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04. Statement of Sensitivity

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4.1. VDHP PREDICTIVE MODEL

The VDHP Predictive Model form is at the end of this report.

Using the VDHP Predictive Model, the project area scored 44, which is archaeologically sensitive for pre-contact sites. The site's location on the Gihon River, a tributary of the Lamoille River, at the confluence of Beaver Meadow Brook and the Gihon River, and on a major floodplain are contributing factors to this score. The disturbance in the form of modern developments, erosion from flooding, and the installation of infrastructure (including stormwater infrastructure, fire hydrants, and access valves) are detrimental factors to the potential for intact sites.

4.2. DETERMINATION OF ARCHAEOLOGICAL SENSITIVITY

4.2.1. Determination of Pre-contact Archaeological Sensitivity

For the 2016 Preliminary ARA, the report concluded:

> *"The lack of archeological sites reported closer to the project area is probably due to the limited investigation that has been conducted in the area, rather than a true lack of sites. In particular, the proximity of the Gihon River would have drawn Native Americans to the area to exploit natural resources and the associated transportation corridor. However, disturbance in the project area has removed much of the archeological sensitivity of the immediate roadside."*

Additionally, a site visit associated with this project was conducted on April 13, 2005, for the Hyde Park Fire District #1- North Hyde Park, VT, Water Distribution System Improvements Project (LA05-002), which concluded the primary archaeological concerns—Gihon River and the Beaver Meadow Brook crossing—were subject to substantial previous disturbance. The remainder of the project was anticipated to be built within the road right-of-ways.

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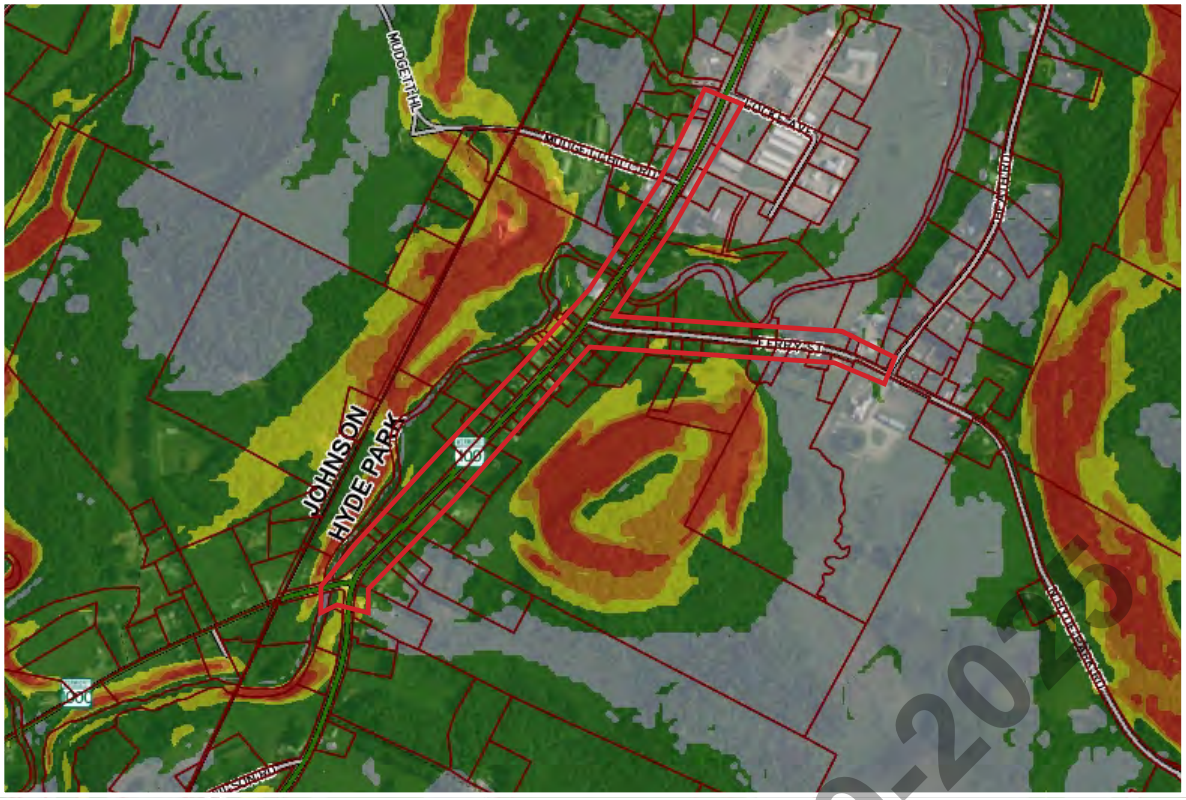
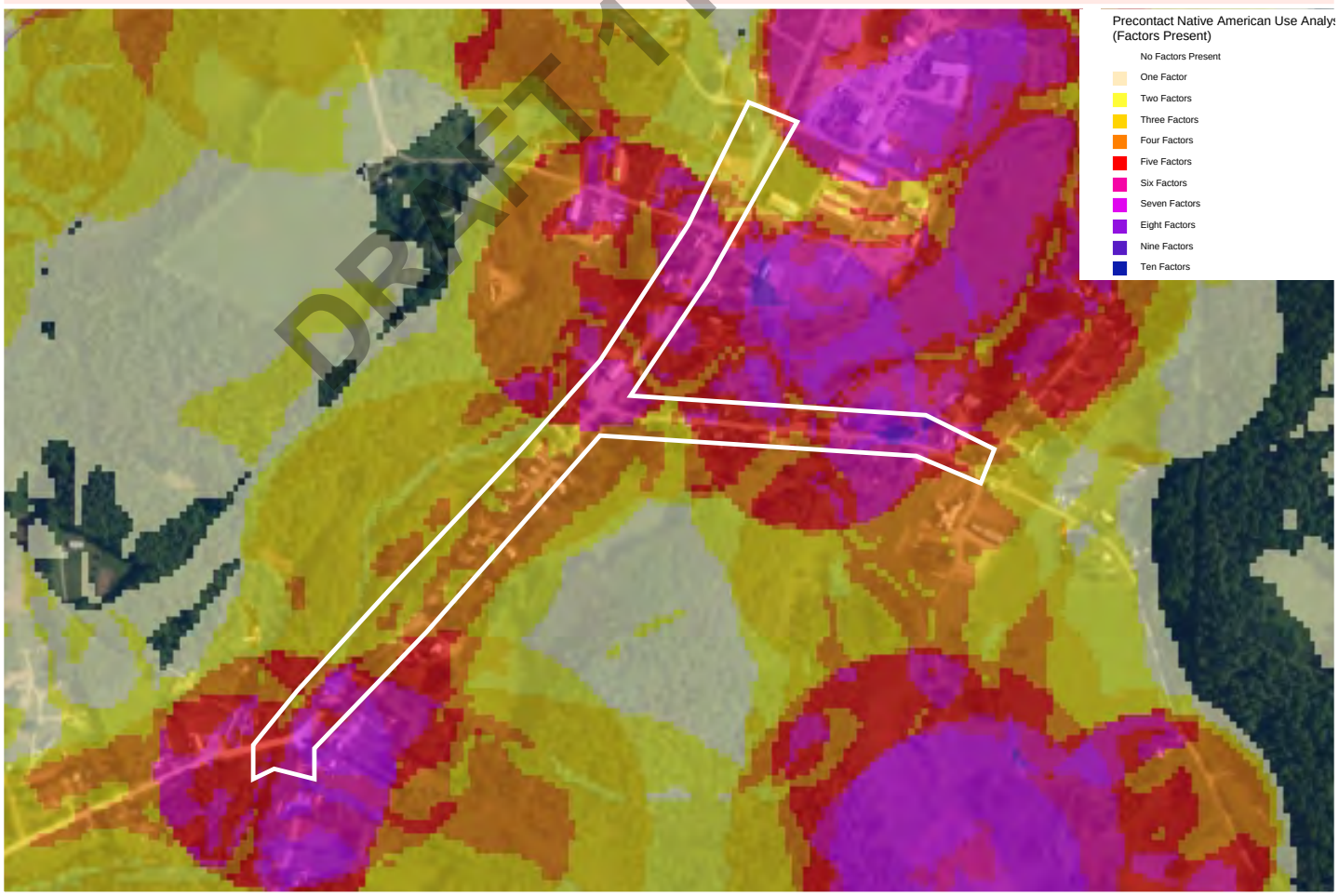


Image 4.2.1. slopes of APE.
The majority of the APE is flat or has gentle slopes. There are some steep slopes near the VT 100–100C split and alongside the western side of the Gihon River. There are steep slopes between Ferry and VT 100, at the periphery of the APE (VT ANR 2025).

Image 4.2.2. GIS-based, predictive pre-contact archaeology sensitivity map.
The APE is most sensitive near the crossings at the Gihon River (both north of Ferry Street on VT 100, and southwest at the VT 100–VT 100C intersection) and at the intersection of Beaver Meadow Brook and the Gihon River on the north side of Ferry Street (VDHP ORC).



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While the APE has an overall sensitivity score of 44, the APE is close to the roads, where disturbance is the highest. Generally, archaeological sensitivity increases further from the road, where there is less disturbance. The Beaver Meadow Brook and Gihon River areas would have the highest sensitivity for pre-contact sites; however, bridge and culvert installation and replacements have disturbed much of the waterway crossings.

4.2.2. Determination of Historic Archaeological Sensitivity

The preliminary ARA noted locations of no longer extant small, industrial structures which may still have archaeological remains, deposits, or features in this locations. Former contributing structure #17 in the North Hyde Park Historic District, as well as both bridges in the APE on VT 100 over the Gihon River, appear to have been replaced. Former contributing structures #25 and #21 appear to have been demolished, but not replaced, and may still have remaining subsurface features. HS&S 0805-27 (the bridge in the river) is no longer there.

The dry-stacked wall noted in the preliminary report is still standing and appears to remain largely intact with the same stones, with some shifting noticed in the top stones (likely from the erosional slope and landscape plantings' roots). However, the wall is not eligible under Criterion D of the National Register of Historic Places, as, without its original context, it is not likely to yield important information about the history of North Hyde Park.

Two additional retaining walls were mentioned in the preliminary ARA; however, the structures in those places today are of modern construction *(Image 2.2.38. and Image 2.2.50.).*

Image 4.2.3. Dry-stack field wall.
Photographed in the field in June 2025 (top and middle), in context (Google Street View, 2021, bottom right), and from the preliminary ARA (2016, bottom left).

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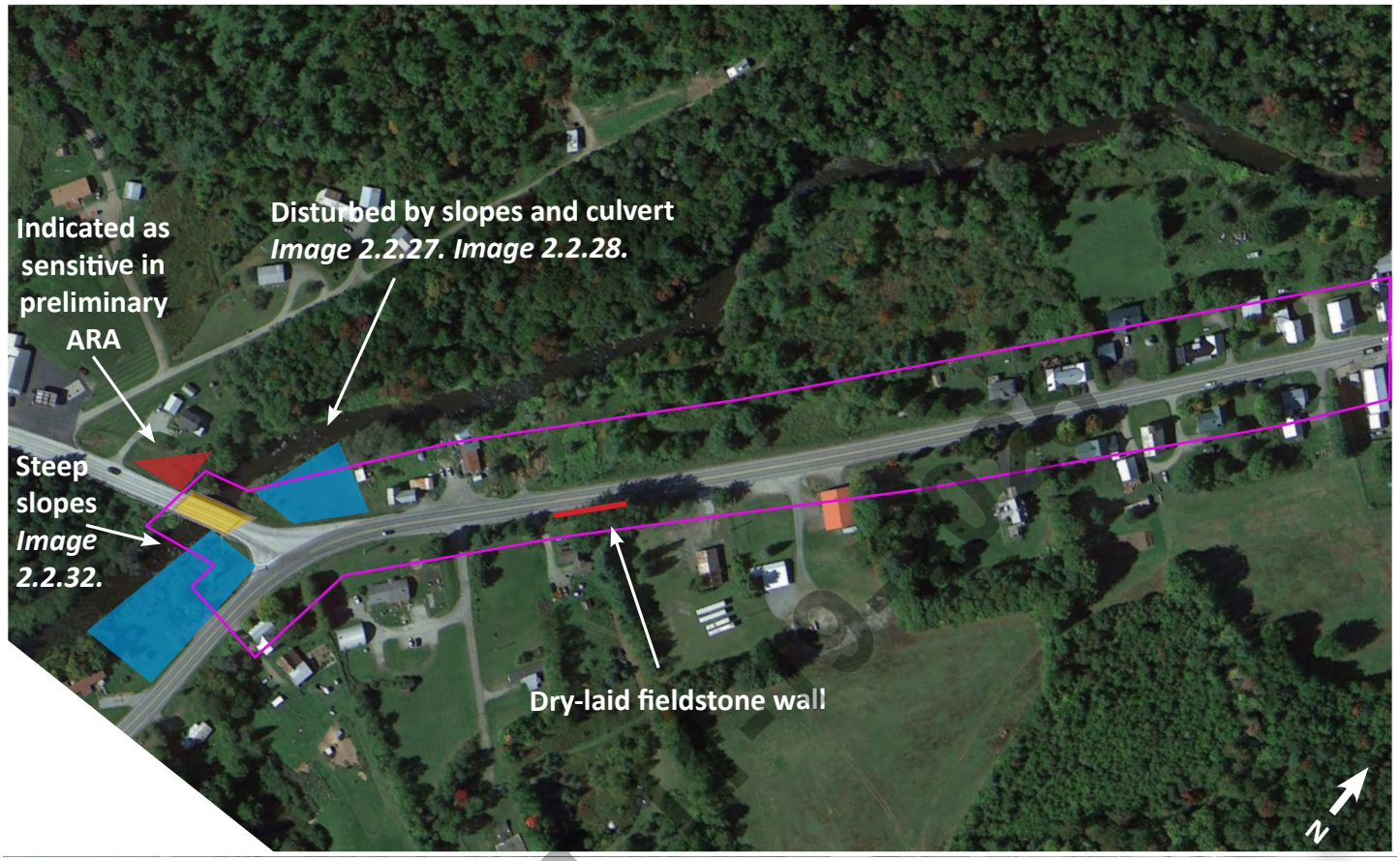
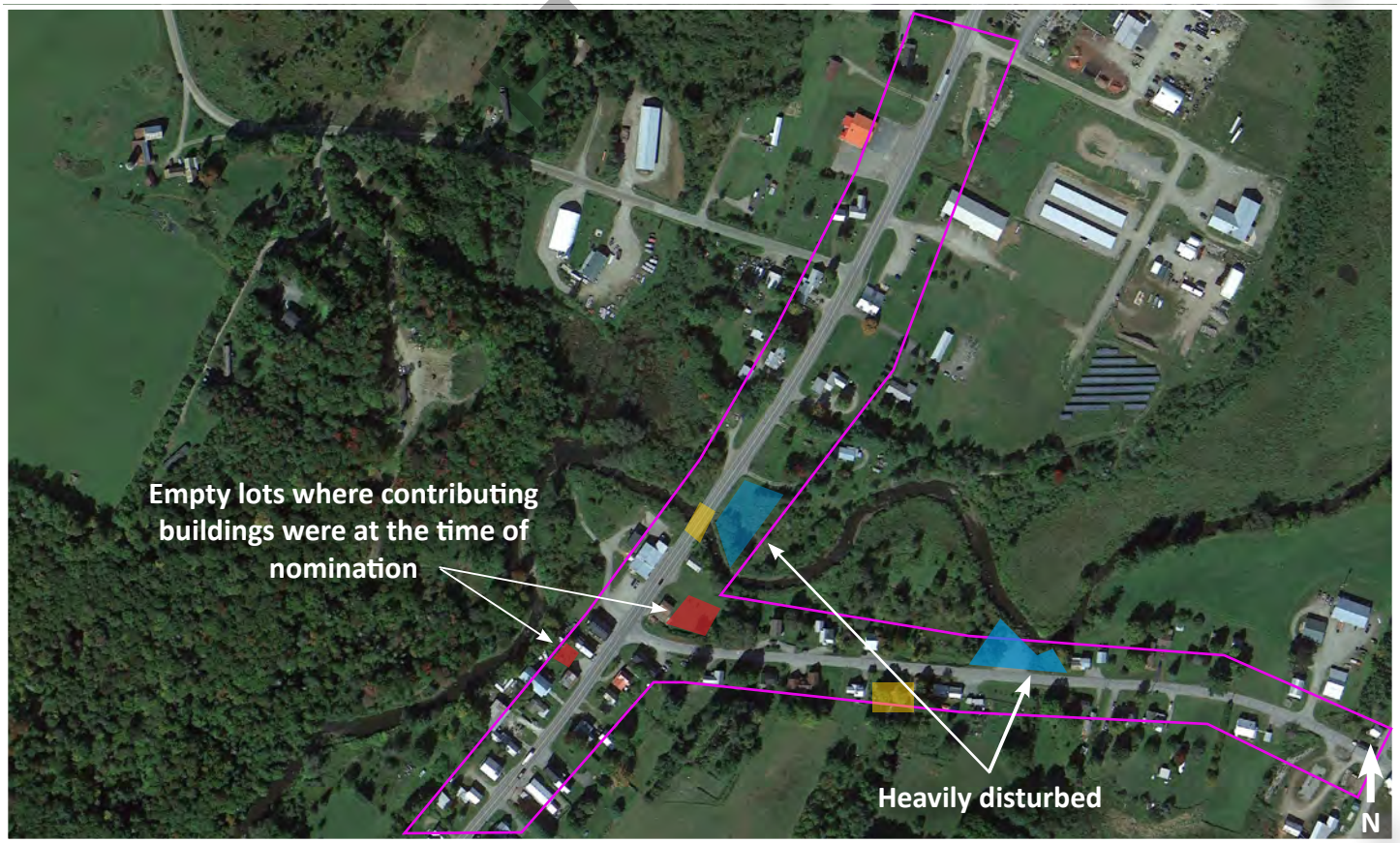
Image 4.2.4. Notable features in the area.
Includes notes from the preliminary ARA. Blue indicates areas that appear to be sensitive on the predictive map, but are heavily disturbed. Red indicates areas to avoid. Yellow indicates once-historic structure locations that have been replaced and are no longer of concern.





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4.3. SUMMARY AND RECOMMENDATIONS

The lack of archaeological finds in this area is likely due to the lack of investigations and excavations, rather than lack of actual sites. The Lamoille River and its tributaries were corridors of travel for pre-contact peoples, and the river was also used by settlers and descendants for sawmills and other small-scale industries. The APE encompasses both historic structures listed on the SRHP and areas sensitive for pre-contact sites.

However, most of the areas directly adjacent to the road—including those most sensitive *(Image 4.2.2.)*—are heavily disturbed and unlikely to yield new archaeological sites. Three of the contributing structures to the North Hyde Park Historic District (#17, #21, #25), HS&S 0805-22, and HS&S 0805-26 are no longer extant. HS&S 0805-27 does not appear to be in the river anymore *(Image 2.1.2.)*.

To maintain a finding of no adverse effect, this ARA recommends:

- The installation of pedestrian infrastructure remains within the right-of-ways of the road and utilities (~6m of the road);
- Avoidance of the dry-laid stone wall on VT 100 and the areas marked in red in *Image 4.2.4.;*
- Avoidance of the accessibility ramp at the First Congregational Church (close to road); and
- Avoidance of or mitigation of damage to structures close to the road, encroaching on the APE (HS&S 0805-30, HS&S 0805-23 contributing structures #23, #24, #26, #32, #33, #34, #37, #38, mostly along VT 100, south of Ferry Street).

The ground within the APE is significantly disturbed and unlikely to yield intact archaeological sites. The project takes place within the North Hyde Park Historic District and the project should avoid activities that would disturb historic structures and Historic District contributing structures.

Concurrence from VDHP should be received before the project proceeds. As this project is in a potentially sensitive area, any significant deviation from the project area, particularly into undisturbed/undeveloped lands, may require further review. No further investigation is recommended at this time.

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05. References Cited

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VERMONT DIVISION FOR HISTORIC PRESERVATION

Environmental Predictive Model for Locating Pre-contact Archaeological Sites

Project Name North Hyde Park Rivershore **County** Lamoille **Town** Hyde Park
DHP No. **Map No.** **Staff Init.** **Date** July 10, 2025

Additional Information

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

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

**** refer to 1970 Surficial Geological Map of Vermont**

Total Score: 44

Other Comments :

0- 31 = Archeologically Non- Sensitive
32+ = Archeologically Sensitive

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TOWN OF HYDE PARK

NORTH HYDE PARK RIVERSHORE PATH & VILLAGE WALKWAYS SCOPING STUDY

Lamoille County

Historic Resources Inventory Report

July 2025

DRAFT 7-19-2025

PREPARED FOR:

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

AUTHOR:

Polly Seddon Allen, Senior Architectural Historian
P.O. Box 215
Craftsbury Common, VT 05827

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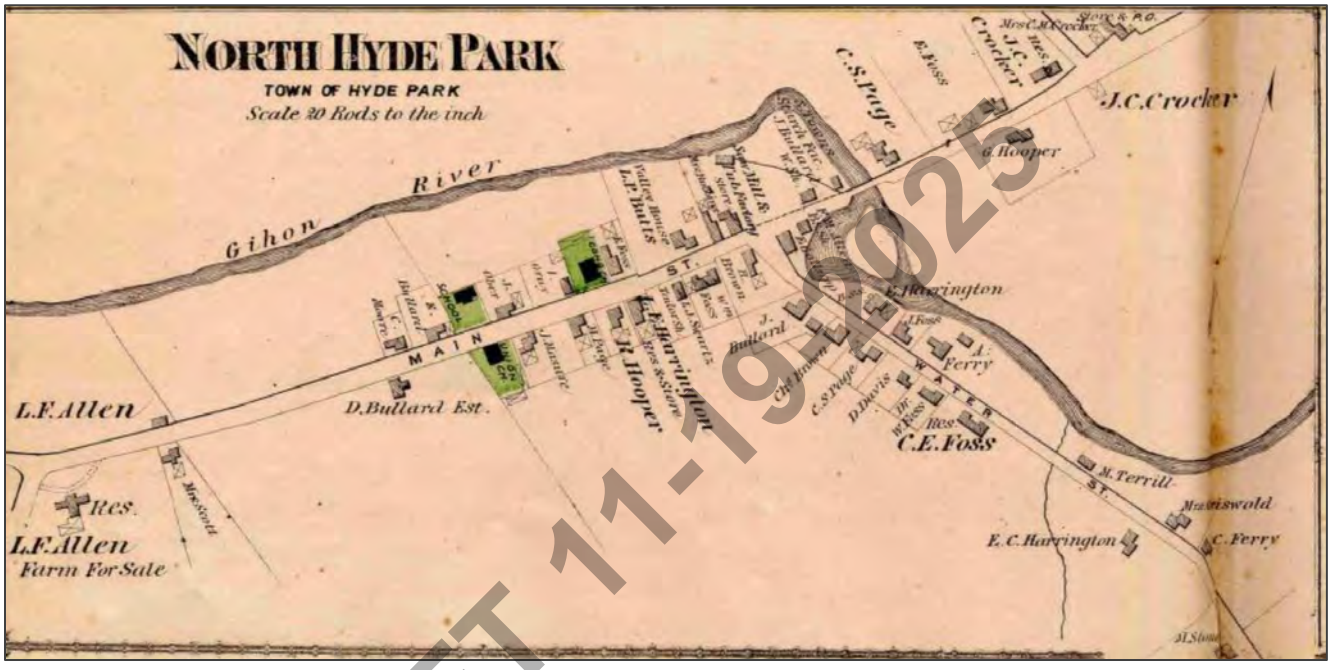

Detail of *Atlas of Lamoille and Orleans Counties, Vermont*, 1878. Overview of Route 100 (Main Street) and Ferry Street corridor depicting compact village assemblage based upon the Gihon River.

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List of Acronyms and Abbreviations

ANR	Agency of Natural Resources
APE	Area of Potential Effect
CFR	Code of Federal Regulations
c.	Circa
FHWA	Federal Highway Administration
HRI	Historic Resources Inventory Report
HSSS	Historic Sites and Structures Survey
MAS	Municipal Assistance Section
MR	Map Reference
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
ORC	Online Resource Center
PQS	Professional Qualification Standards
Project	Town of Hyde Park North Hyde Park Rivershore Path and Village Walkways Scoping Study
SOI	Secretary of the Interior
USGS	United States Geological Survey
VCGI	Vermont Center for Geographic Information
VDHP	Vermont Division for Historic Preservation
VTrans	Vermont Agency of Transportation

Cover Photograph: *Overview of Project Area streetscape, facing north on Vermont Route 100. Photograph taken by author on June 18, 2025.*

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1. PROJECT SUMMARY

The Town of Hyde Park is conducting the North Hyde Park Rivershore Path and Village Walkways Scoping Study (Project), which includes analysis to identify alternatives, issues and costs, and recommendations related to construction of a Rivershore Path and Village Walkways facilities in North Hyde Park Village Center Area (also the "North Village") (see **Figures 2-1** and **2-2**). The purpose of the Project is to enhance pedestrian safety and improve green spaces in the village. The proposed Project is funded in part by the Federal Highway Administration (FHWA) and the Town of Hyde Park, through the Vermont Agency of Transportation (VTrans) Municipal Assistance Section (MAS). In support of these vital improvements, the Town of Hyde Park has commissioned this scoping study and its associated technical support studies including this Historic Resources Inventory (HRI) to support compliance with all potential permitting requirements for the Project, including those related to historic properties under Section 106 of the National Historic Preservation Act (NHPA) (as codified in 36 CFR Part 800) and under Vermont Act 250.

This HRI has been developed as a component of the scoping study for the Project to support determination of potential direct and indirect effects to architectural / built environment resources. The HRI has been developed in conformance with VTrans MAS documentation requirements and the requirements of Section 106 as well as the *Programmatic Agreement Among the Federal Highway Administration, The Vermont State Historic Preservation Officer, the Advisory Council on Historic Preservation, and the Vermont Agency of Transportation Regarding the Federal Highway Aid Program in Vermont* (Programmatic Agreement).[1] The HRI addresses built environment resources only, with archaeological resources addressed in additional documentation developed as part of the scoping study.

The Area of Potential Effects (APE) for the Project includes all those areas where Project improvements may occur, encompassing an area generally extending through the North Hyde Park Village Center along Vermont Route 100 (Main Street) to its intersection with Vermont Route 100C and along Ferry Street to its intersection with Heath Road (see **Figures 2-1** and **2-2** and APE in **Attachment A**). The APE includes all those areas that may be indirectly or directly affected by the connectivity and green space improvements proposed as part of the Project. It is important to note that the APE includes a broad area of assessment to support the issues and alternatives analysis of the scoping study, with the scoping study serving to support future refinement of Project plans that will include a smaller Project Area.

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[1] VTRANS Cultural Resources Guidance: Information Required for Cultural Resource Identification Activities for Section 106, Section 4(f), and 22 VSA 14 Review Requests, accessed online June 19, 2025 at Microsoft Word - Cultural Resources Guidance (vermont.gov); *Programmatic Agreement Among the Federal Highway Administration, The Vermont State Historic Preservation Officer, the Advisory Council on Historic Preservation, and the Vermont Agency of Transportation Regarding the Federal Highway Aid Program in Vermont,* accessed online June 19, 2025 at statewide_pa_fed_highway_vermont.2021.pdf.

This HRI documents all historic properties under Section 106 of the NHPA and historic sites under Criterion 8 of Vermont Act 250 that are located within the APE. The document also presents contextual information pertaining to built environment resources in the Project Area to inform the scoping study of potential issues, resource concerns, and contextual background associated with architectural / built environment resources in and around the Project Area, and to inform potential interpretive opportunities that may be beneficial for historic properties in the APE.

There is a single National Register of Historic Places (NRHP)-listed resource in the Project APE: Valley Hall / Gihon Valley Grange Hall (NRIS SG100007829) (documented in this study as MR41). In addition, this HRI identified one Vermont State Register (VSR) Historic District that includes much of the Project APE: The North Hyde Park Historic District (VSR Survey No. 0805-23). In addition, the HRI identified four individually listed VSR properties: 5106 Vermont Route 100 (0805-21) (MR64), 5734 Vermont Route 100 (0805-28) (MR7), 5731 Vermont Route 100 (0805-29) (MR5), 5773 Vermont Route 100 (0805-30) (MR4). The remainder of the built environment properties documented in this report are either not historic period in age (over 50 years of age) or have not been formally evaluated under the criteria of the NRHP to assess potential significance and integrity under the criteria of the NRHP or 36 CFR Part 800. For previously undocumented historic period in age properties, this HRI gives a preliminary assessment of eligibility, but does not formally evaluate under the NRHP or VSR herein, as described in the report.

The findings of this report are intended to support design analysis for the Project by identifying historic period properties that are key features of North Hyde Park's built environment landscape. The Project should seek to avoid any adverse effects to these properties, and to enhance these historic elements and contextual themes of the streetscape through infrastructural enhancements addressing pedestrian connectivity and safety and streetscape and green space enhancements that provide interpretive opportunity, as discussed in further detail in this report.

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2. PROJECT DESCRIPTION

2.1 Overview of the Town of Hyde Park North Hyde Park Rivershore Path and Village Walkways Project

The following overview description of the Project is adapted from information provided by the Town of Hyde Park and consulting engineer DuBois & King. The description will be updated and refined should additional information be developed to support the scoping study.

The scope of this project will consist of a planning process that identifies the needs of pedestrians and traffic calming improvements within a defined area taking into consideration the existing conditions. The project focuses upon the village center of North Hyde Park and reflects a community emphasis on community parks and greening elements along town and state roadways, as well as connectivity to the North Hyde Park Post Office. The project builds upon earlier analysis developed by the Town of Hyde Park, including a prior scoping report developed by Dubois & King in 2016, *The North Hyde Park Stormwater and Streetscape Project*, portions of which are adapted and updated in the analysis herein. See **Figures 2-1** and **2-2** and the APE Mapping in **Attachment A** for a detailed depiction of the Project Area.

2.2 Regulatory Context

Under Section 106 of the NHPA, all Federal undertakings require an assessment of potential effects to historic properties in a Project's APE. This HRI has been developed in compliance with Section 106, and with the historic resource review requirements stipulated by the VTrans MAS Program. Additionally, the identification efforts are intended to support any potential permitting nexus related to Criterion 8 of Vermont Act 250.

2.3 Project Area of Potential Effects

Under 36 CFR Part 800, an undertaking may have an adverse effect on historic properties when it directly or indirectly alters any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. To determine the potential for direct or indirect effects associated with the Project, qualified personnel under the Secretary of the Interior's Professional Qualification Standards (SOI PQS) established an APE for the Project, in compliance with § 800.16(d) of 36 CFR Part 800. The APE includes the geographic areas within which the Project may **directly** or **indirectly** cause alterations in the character or use of historic properties. The APE includes all those areas where Project activities may occur, inclusive of construction, staging, and Project access. It is important to note that the APE includes a broad area of assessment to support the issues and alternatives analysis of the scoping study, with the scoping study serving to support future refinement of Project plans that will include a smaller Project Area.

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Additionally, because the activities defined by the Scoping Study include potential encroachment from the public Right of Way (ROW) to adjacent private parcel lands, this HRI includes inventory of all built environment resources located on parcels with ROW frontage that may be subject to encroachment in order to fully analyze potential issues related to historic period built environment resources in the Project Area and indirect effects associated with any sidewalk construction developed as part of the project. As depicted in **Figures 2-1** and **2-2** and in detailed APE Mapping included in **Attachment A**, the APE includes the full extent of project activities.

This HRI documents all built environment resources in the Project APE and all historic properties under Section 106 of the NHPA and historic sites under Criterion 8 of Vermont Act 250 in the APE. The document also presents information regarding built environment resources and historic properties that are immediately adjacent to the APE in order to inform the scoping study of potential issues and resources concerns associated with architectural / built environment resources in and around the Project Area, and to inform interpretive potential related to historic resources and community themes. All documented properties are detailed on the APE Mapping in **Attachment A**.

2.4 Research and Field Methods

After developing the Project APE, the author conducted background research and property investigation to account for all built environment buildings, structures, and objects located in the APE. Background research included review of the Town of Hyde Park parcel and building records; records of the Vermont Division for Historic Preservation (VDHP) housed in the Online Resource Center (ORC); United States Geological Survey (USGS) topographic maps; historic aerial imagery and historic mapping; periodicals from the historic period of development; spatial and parcel data from the Vermont Center for Geographic Information (VCGI); and Vermont Agency of Transportation (VTrans) Records held digitally in VTransparency.

The records review was accompanied by general contextual research to situate resources in and adjacent to the APE within a framing historic context. Research included review of periodicals, historical manuscripts and studies, and historic mapping. This contextual research supported development of the historical overview presented in **Section 3** of this document.

Field survey was conducted within the APE on June 18, 2025. The inventory consisted of intensive written and photographic documentation of all historic period built environment properties in the APE and contextual streetscape documentation of the APE. The findings of this field documentation are detailed in this report.

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Figure 2-1: North Hyde Park Rivershore Path and Village Walkways Historic Resources Inventory Study Area Overview

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Figure 2-2: North Hyde Park Rivershore Path and Village Walkways Historic Resources Inventory Study Area Detail

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3. HISTORICAL OVERVIEW

> *The growth of this village has been very rapid. In 1859, there was no appearance of a village...Previous to 1840, a sawmill had been built by Daniel Ferry on the Gihon, or Wild Branch. At the time, the county road was laid out through the place, extending as such from Johnson up to Orleans County, via Eden, when the place was first called North Hyde Park, which only included five or six families who lived in the neighborhood. Up to 1865, there were added to the place, about 15 dwelling-houses, one starch factory, one store and hotel, the Congregational Church, a blacksmith, a wheel-wright, and a cooper-shop. From February, 1865 to May, 1869, there were added another church, built by the Advent and Christian societies, a block, containing a store, dwelling-house, and village-hall, by John Griswold, besides 34 new dwellings, 3 large blacksmith shops, 2 grocery stores and a steam-mill…*
>
> Abby Maria Hemenway, *Historical Gazetteer of Lamoille County*, 1871[2]

Early Euro-American Settlement of Hyde Park

The Town of Hyde Park was chartered August 27, 1781, by Governor Thomas Chittenden to Jedediah Hyde and 64 associates. The town lies in the center of Lamoille County, bounded to the south by Morristown; east by Wolcott; north by Eden; and west by Johnson. As described in Hemenway's *Historical Gazetteer of Lamoille County*, settlement in Hyde Park initially concentrated in its southwest corner, in what would become "Hyde Park Village," despite the site's relative lack of water-power potential:

> *Although there is no water-power to build a village from in that vicinity, we can account for its growth when we consider it as a dry, smooth plateau of land, elevated above the surrounding swamps, on the main thoroughfares of travel, in all directions, and commanding fine views of hill and valley scenery. The valley of Lamoille River must of necessity be the route for the main thoroughfare of an extensive region. And nowhere else in Hyde Park, near the Lamoille Valley, is so eligible a site for a village.*[3]

By the 1830s, the Village of Hyde Park had been established as the County Seat of Lamoille, with a residential center, commercial facilities, and a courthouse and jail constructed in the village in 1836, and a radiating town center defined by present-day Main Street.

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[2] Abby Maria Hemenway, *The Vermont Historical Gazetteer, Volume II* (Burlington, VT: A.M. Hemenway, 1871), 655.
[3] Hemenway, 654-655

In contrast to the early nineteenth century establishment of the Village of Hyde Park, what would become "North Hyde Park" was comparatively slow to develop in the years before 1850, largely considered a hinterland in the northern periphery of town. By the 1830s, Daniel Ferry had erected a saw-mill on the Gihon River, or Wild Branch, providing the locus for settlement that by the 1850s included a compact scattering of residences on present-day Route 100 and Ferry Street, along with a starch mill, saw-mill, and blacksmith shop, all powered by the flows of the Gihon River (see **Figure 3-1**).

Figure 3-1: Excerpt from Henry Francis Walling, *Map of the Counties of Orleans, Lamoille, and Essex, Vermont*, 1859. *(Red circle denotes general Project Area)*

With its location along a primary thoroughfare spanning to Orleans County, ample hydro-power opportunities, and adjacency to thick timber stands on the forested slopes of Eden and the Green Mountains, North Hyde Park underwent a period of substantial growth through the 1860s and into the 1870s. As detailed in Abby Maria Hemenway's account of the village, the period between 1865 and 1869 saw construction of, "another church, built by the Advent and Christian societies, a block, containing a store, dwelling-house, and village-hall, by John Griswold, besides 34 new dwellings, 3 large blacksmith shops, 2 grocery stores and a steam-mill…" Much of this development was in the Project APE, and includes properties documented in this study (discussed in detail in **Section 4**). By 1878, Main and Water Streets, now Vermont Route 100 and Ferry Street, were developed with a compact assemblage of buildings, with the Gihon dammed and supplying power for a starch factory and sawmill and tub factory (see **Figure 3-2**).

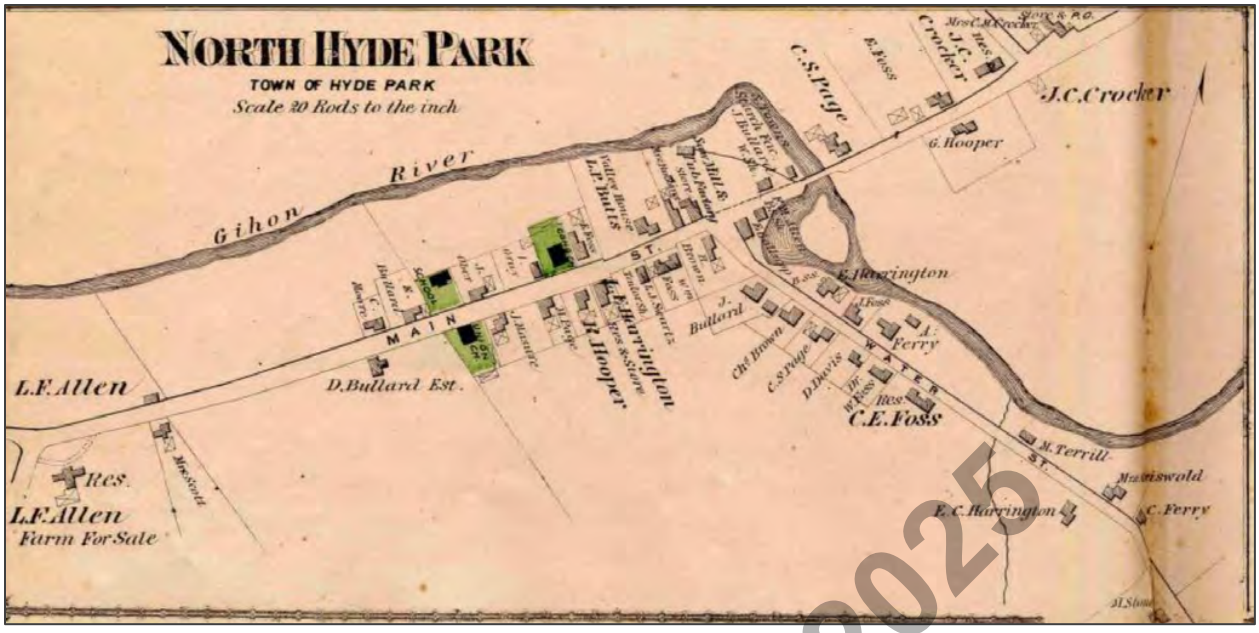

Figure 3-2: Excerpt from F.W. Beers, *Atlas of the counties of Lamoille and Orleans, Vermont*, 1878.

Historic photographs of the village of North Hyde Park provide an evocative portrait of the village in the late nineteenth and early twentieth centuries, conveying a compact settlement pattern that in large remains in place at present, though interspersed with scattered infill development from the twentieth and twenty-first centuries (see **Figures 3-3** through **3-7**).

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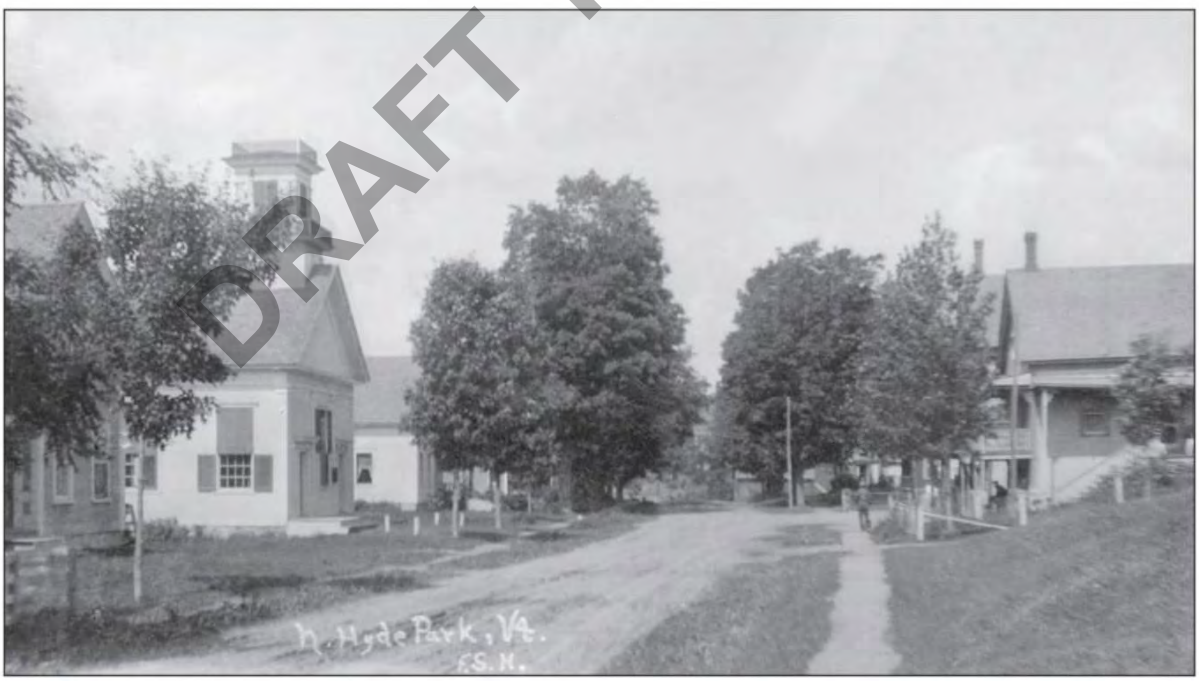

Figure 3-3: Looking north on Main Street at Congregational Church, circa 1900.
(Note sidewalks and mature trees along roadway. Photograph courtesy of Linda Jones.)

Figure 3-4: Looking north on Main Street toward Gihon River and covered bridge (gone) at former mill dam site, circa 1900. *(Note sidewalks and mature trees along roadway. Photograph courtesy of Heath/Savage family.)*

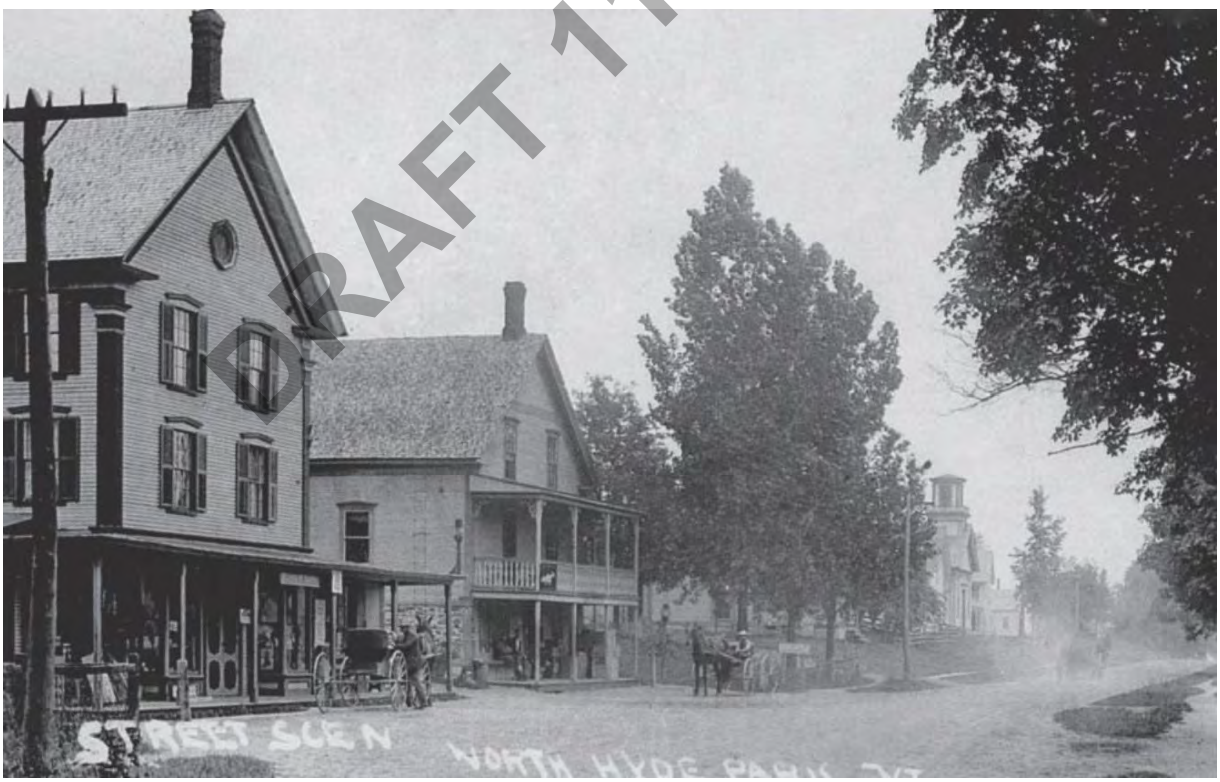

Figure 3-5: Looking south on Main Street through commercial district with Advent Church in background, circa 1900. *(Note sidewalks and mature trees along roadway. Photograph courtesy of Graves/McAllister family.)*

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Figure 3-6: Looking north on Main Street at D.S. McAllister & Sons General Store and Bullard Lumber, circa 1930. *(Photograph courtesy of Graves/McAllister family.)*

Figure 3-7: Looking east on Ferry Street through scattering of residential development, circa 1900. *(Photograph courtesy of Roberta Grimes.)*

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The industrial locus of the Gihon River at the north edge of the village remained a vital element of North Hyde Park's economy and physical development through the twentieth century. By the 1920s, Vernon Bullard had purchased the former grist mill of E. A. Wedge, expanding the Bullard Sawmill at the site and rebuilding the existing nineteenth century dam to support operations. While the mill was initially typical of those that dotted Northern Vermont's villages, processing a variety of timber products for commercial ends, by the post-World War II period the Bullard Mill had adapted to specialize in golf tee manufacturing, reputedly becoming the world's largest golf tee manufacturing facility for the rapidly growing sport, utilizing the north woods of Lamoille, Franklin, and Orleans Counties. At its zenith in the 1960s, the mill employed nearly 50 workers, producing millions of tees from local trees. By the 1970s, the mill had transitioned to a commercial partnership with Montgomery Schoolhouse Inc., producing craft-quality wood toys. In addition, to the long-running operations of the Bullard Sawmill, by the 1940s the Heath family had established Heath Lumber Company on the east edge of the village along Ferry Street, which remained in operation through the twentieth century (see Figures **3-8** through **3-13**). Reflective of broad attrition in Vermont's milling capacity, both businesses are shuttered at present, with the original Bullard buildings victim to successive fires in the late twentieth century. Reflective of the continued importance of lumber processing, however, the Country Home Center's Gihon Millwork remains in operation at the Bullard site, processing local lumber supplies, albeit not under hydropower.[4]

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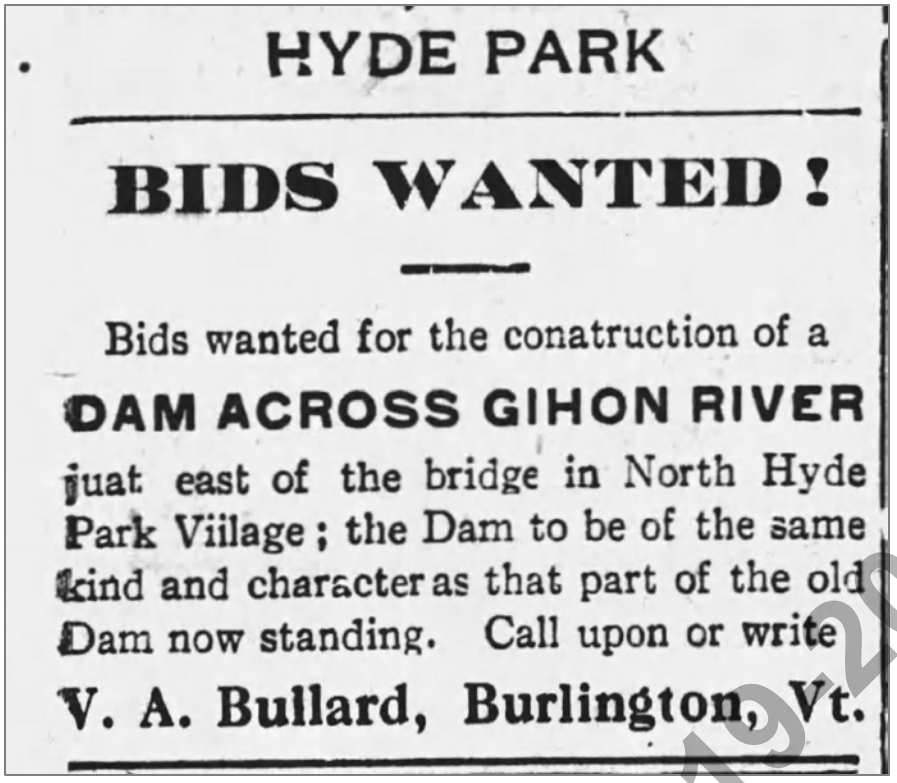
Figure 3-8: Looking toward site of E. A. Wedge Grist Mill, across present-day Route 100 at north of Village, circa 1900. *(Photograph courtesy of Vermont Historical Society.)*

[4] "Fire Damages North Hyde Park Golf Tee Plant," *The Burlington Free Press*, October 2, 1965; "Vernon E. "Buster" Bullard," *News and Citizen*, June 4, 2013; James and Monica Heath, *Hyde Park* (Charleston, SC: Acadia Publishing, 2014; "Bullard, Toy Manufacturer Merge; Expansion Plans Cited," *News and Citizen*, April 10, 1975; "Bullard Lumber Company Tees Up for a Lasting Legacy Thanks to Federal Conservation Program," *Vermont Public,* January 26, 2018.



HYDE PARK

BIDS WANTED!

Bids wanted for the conatruction of a

DAM ACROSS GIHON RIVER

juat east of the bridge in North Hyde Park Viilage; the Dam to be of the same kind and character as that part of the old Dam now standing. Call upon or write

V. A. Bullard, Burlington, Vt.

Figure 3-9: 1921 Notice for Construction of New Dam in North Hyde Park.
(News and Citizen.)

Figure 3-10: Marshall Sulham atop a "Champion Two-Horse Load" at Bullard's Saw Mill, 1927.
(Photograph courtesy of Heath/Savage Family.)

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Figure 3-11: Mary Griswold at North Hyde Park Dam, no date. Ferry Street in APE in Background
(Photograph courtesy of Vernon Bullard.)

Walter Ather examines golf tees at Bullard Lumber Co. in North Hyde Park. Those with imperfections will become rejects.

Figure 3-12: Photograph of Tee sorting at Bullard Lumber Company, 1963
(Burlington Free Press.)

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Figure 3-13: M.B. Heath & Sons Advertisement, 1982
(News and Citizen.)

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At present, the Village of North Hyde Park retains many defining characteristics from its mid-to-late nineteenth century village establishment. The defining axial core of the village extends along Route 100 (former Main Street) and Ferry Street, with a compact, predominantly nineteenth and early twentieth century built environment framework interspersed with modest infill development. Like its early development period, the village is defined by a small number of key commercial and industrial entities, including Gihon Millwork, embedded within a primarily residential village context surrounded by rural and agricultural development. While the Gihon Dam was removed in the late twentieth century, the flows of the Gihon continue to frame village life, snaking along the north edge of the village and descending south through the village core (see **Figure 3-14**). Like many Vermont villages, North Hyde Park has been shaped by broader evolving social and economic trends in the state and nation, with a dissolution of the primacy of village life spurred by ease of transportation, mass commerce, and increasingly remote economies. In the face of this evolving societal context, however, the village-based infrastructural improvements proposed as part of this Project are key strands for maintaining and restoring important village characteristics and landscape patterns, with walkability, connectivity, and village-based design all in keeping with Hyde Park's historical patterns of development from its mid-nineteenth century origins to the present.

Figure 3-14: Aerial image of North Hyde Park, 1962. Note the presence of the dammed mill pond on the Gihon, removed at present, and the compact settlement pattern defined by Vermont Route 100 (Main Street) and Ferry Street, which remains in place as a defining characteristic.
(Aerial Image Courtesy of VCGI)

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4. DESCRIPTION OF PROJECT AREA

4.1 Streetscape Overview

The APE for the Project extends through much of the Village of North Hyde Park, beginning just north of the Gihon River's crossing of Vermont Route 100 and extending to Route 100's intersection with Vermont Route 100C, also extending east along the Village thoroughfare of Ferry Street. The surrounding context is one of a rural village, with residences and community facilities including the Valley Hall (MR No. 41), North Hyde Park Post Office (MR No. 36), and Congregational and Adventist Churches (MR No. 47 and 52) framed in a generally rural context with areas of cleared pasture, and successional growth, and forest framing the Gihon River water corridor. Built environment resources range in age, with highly intact mid-nineteenth century development coupled with late twentieth century resources, infill development within a largely established historic spatial context for development. The settlement pattern is defined by linear vehicular corridors of Vermont Route 100 and Ferry Street, with settlement generally flanking the corridors. While largely reflective of village-type development, North Hyde Park has been shaped by Vermont Route 100's evolution as a key transportation and commuter corridor, with generally high traffic speeds and few framing village pedestrian amenities characterizing the roadways passage through the village at present, in contrast to spatial characteristics from the historic period of development (see **Figures 3-3** through **3-5**). Refer to **Figures 2-1** and **2-2** for a general depiction of the Project APE and **Photographs 4-1** through **4-7** for representative photographs of the streetscape of the APE. All photographs were taken by the author on June 18, 2025.

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Photograph 4-1: North edge of APE facing south into the Village of North Hyde Park. Note lack of sidewalks.

Photograph 4-2: Facing south across Gihon River Bridge, site of Gihon Millworks and location of long-standing milling and lumber processing in village (see **Figure 3-8**).

Photograph 4-3: Looking west on Ferry Street, note lack of sidewalks and generally residential character.

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Photograph 4-4: East edge of APE on Ferry Street, at site of former Heath Lumber Company.

Photograph 4-5: Looking north through the center of Village in APE. Note generally nineteenth century form.

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Photograph 4-6: South edge of APE at intersection of VT Route 100 and Route 100C.

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4.2 Built Environment Properties in the Project Area

The following section details all built environment properties located in the Project APE. As depicted in the APE mapping in **Attachment A**, the APE includes all those areas where Project activities may occur, inclusive of construction, staging, and Project access. It is important to note that the APE includes a broad area of assessment to support the issues and alternatives analysis of the scoping study, with the scoping study serving to support future refinement of Project plans that will include a smaller Project Area. Additionally, because the activities defined by the Scoping Study include potential encroachment from the public ROW to adjacent private parcel lands, this HRI includes inventory of all built environment resources located on parcels with ROW frontage that may be subject to encroachment in order to fully analyze potential issues related to historic period built environment resources in the Project Area and indirect effects associated with any sidewalk construction developed as part of the project. The description of each property notes the historic property status of each resource. For those properties that are not historic period in age (less than 50 years old), the documentation details the address and age of the property but does not include additional analysis or photo-documentation.

Map Reference 1: 31 Mudget Drive

The residence at 31 Mudget Drive (SPAN 306-097-10429) is a Ranch-style residence constructed in 1992. The property is not historic period in age.

Map Reference 2: 5809 VT 100

The property at 5809 VT 100 is a community fire station that was constructed c. 1977 by the Hyde Park Fire District #1 (SPAN 306-097-10621). The property is not historic period in age.[5]

Map Reference 3: 5760 VT 100

The property at 5760 VT 100 is a prefabricated metal industrial building / warehouse that was constructed in 2008 (SPAN 306-097-11525). The property is not historic period in age.

Map Reference 4: 5773 VT 100

The residence at 5773 VT 100 (SPAN 306-097-11525) is a wood-frame, two-story, gable roof residence with attached ell and offset barn (**Photograph 4-7**). The residence was constructed c. 1850 as part of an agricultural assemblage and was subsequently operated as an inn called Crocker's Hotel in the late nineteenth century. The building reflects an orderly form, with a centered temple-style entry and rhythmic fenestration. The building is listed in the VSR as the Mudgett house / Crocker's Hotel (VSR 0805-30) and as such is considered a historic property under Section 106 of the NHPA and Vermont Act 250.

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Photograph 4-7: MR4, 5773 VT 100

[5] "The First 50 Years," *The Transcript*, September 25, 2006.

Map Reference 5: 5731 VT 100

The residence at 5731 VT 100 (SPAN 306-097-11287) is a wood-frame, 1 ½-story, gable roof two-part residence in a Classic Cottage form with picturesque embellishments suggestive of an Eastlake style (**Photograph 4-8**). The residence was constructed c. 1869 and is a notable reflection of North Hyde Park's expansion in the period, with a heightened form characterized by ornate centered entry, bracketed bay windows, and cornice molding. The building is listed in the VSR as the Ward House / James Crocker House (VSR 0805-29) and as such is considered a historic property under Section 106 of the NHPA and Vermont Act 250.

Photograph 4-8: MR5, 5731 VT 100

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Map Reference 6: 5752 VT 100

The property at 5752 VT 100 (SPAN 306-097-11574) is a late nineteenth century barn that has since been converted for apartment use (**Photograph 4-9**). The building was constructed c. 1890 and features a side gable form with broad extending northern bay, accessed by a raised grade framed by a CMU retaining wall. A cupola projects from the apex of the roofline. While the building is reflective of the agricultural origins of North Hyde Park, the fenestration and composition of the property exhibits a substantial loss of integrity. While the property has not formally been evaluated for the NRHP, this preliminary analysis concludes that the property does not appear to possess sufficient integrity for consideration under the NRHP or VSR. As such, the property does not appear to be a historic property under Section 106 of the NHPA.

Photograph 4-9: MR6, 5752 VT 100

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Map Reference 7: 5734 VT 100

The residence at 5734 VT 100 (SPAN 306-097-10778) is a wood-frame, 1 ½-story, complex gable building with a spare Cape-style main body connected to an offset addition and ell (**Photograph 4-10**). The residence was constructed c. 1865 and is listed in the VSR as the Ken Wolf House / George Hooper House (VSR 0805-28) and as such is considered a historic property under Section 106 of the NHPA and Vermont Act 250.

Photograph 4-10: MR7, 5734 VT 100

Map Reference 8: 5691 VT 100

The residence at 5691 VT 100 (SPAN 306-097-11015) is a c. 1878 Greek Revival-style 1 ½ -story Cottage with offset extension (**Photograph 4-11**). The offset extension reflects some alterations from the original design, with a broad enclosed porch running the length, added at an unknown date. Fenestration is spare and orderly. The property has not previously been evaluated for the NRHP, but may bear potential consideration as part of an expanded residential historic district in North Hyde Park. As such, more research would be needed to determine the historic property status under the NRHP and VSR, and under Section 106 of the NHPA.

Photograph 4-11: MR8, 5691 VT 100

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Map Reference 9: 5659 VT 100

The residence at 5659 VT 100 (SPAN 306-097-11015) is a prefabricated mobile home residence placed in 1996. The property is not historic period in age.

Map Reference 10: 5648 VT 100

The residence at 5648 VT 100 (SPAN 306-097-10003) is a 1973 split-level Ranch-style dwelling, recessed on a street fronting lot (**Photograph 4-12**). The building is side-gable in form, with a wood-frame structure, wood clapboard, and minimal fenestration. The building is common in construction and design and does not appear to be eligible for listing in the NRHP or VSR or a historic property under Section 106 of the NHPA, though it has not been formally evaluated to date.

Photograph 4-12: MR10, 5648 VT 100

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Map Reference 11: VTRANS Bridge Structure #00217

The bridge spanning the Gihon River at the north edge of the Village of North Hyde Park is a steel stringer bridge with concrete deck and abutments. The bridge was constructed in 1986, replacing successive earlier iterations of bridges spanning the locale, including a pre-1927 covered bridge (see **Figure 3-8**). The present bridge is not historic period in age.

Map Reference 12: SPAN 306-097-10179

The small two-bay garage at SPAN 306-097-10179 (no 911 address located) appears to date to the mid-twentieth century, circa 1950, though a construction date was not located in Town Records. The building stands on a concrete foundation, with a gable roof, clapboard cladding, and two roll-up bays (**Photograph 4-13**). The property may have been developed in association with the adjacent Bullard Lumber Company, though research did not reveal construction information. The property has not previously been evaluated for the NRHP, but may bear potential consideration as part of an expanded historic district in North Hyde Park. As such, more research would be needed to determine the historic property status under the NRHP and VSR, and under Section 106 of the NHPA.

Photograph 4-13: MR12, SPAN 306-097-10179

Photograph 4-14: MR13, 5575 VT 100

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Map Reference 13: 5575 VT 100

The industrial mill building at 5575 VT 100 (SPAN 306-097-10925) appears to date to the mid-twentieth century, circa 1950, though a construction date was not located in Town Records. The building stands on a concrete block foundation, with a broad low form sheathed in corrugated metal siding and surmounted by a broad gable roof (**Photograph 4-14**). The property is developed on the former Bullard Lumber Company property, and remains in operation as a sawmill. The historic record indicates that while the foundation and some elements of the building date to the historic period, that much of the property burned in 1999, with much of the current form modern. While the property is a significant reflection of the continued saliency of lumber milling in North Hyde Park, the altered and largely modern form likely precludes consideration under the VSR and NRHP, and as a historic property under Section 106 of the NHPA, though the property has not been formally evaluated to date.

Map Reference 14: 5568 VT 100

The residential building at 5568 VT 100 (SPAN 306-097-10500) is a highly modified c. 1890 former tinsmith shop that has been expanded and converted to residential use, with late twentieth century alterations (**Photograph 4-15**). The property originally stood adjacent to the Gihon River dam impoundment, adjacent to Bullard Lumber. While some portions of the building may date to this early period, the bulk of the wood-frame, gable form appears to be of late twentieth century construction. The property was documented as a Non-Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such does not appear to be a historic property under Section 106 of the NHPA.

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Photograph 4-15: MR14, 5568 VT 100

Map Reference 15: 24 Ferry Street

The residential building at 24 Ferry Street (SPAN 306-097-10937) is a c. 1855 residence with a modest Greek Revival form, including an offset entry with portico, temple-like gable returns, and symmetrical fenestration with peaked lintels (**Photograph 4-16**). The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-16: MR15, 24 Ferry Street

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Map Reference 16: 44 Ferry Street

The residential building at 44 Ferry Street (SPAN 306-097-10186) is a c. 1865 residence with a heightened Carpenter Gothic form, with exuberant drip molding, a steeply pitched gable roof, elaborate lintels supported by brackets, and a secondary ell of a more restrained form (**Photograph 4-17**). The property was documented as an "exceptional" Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Map Reference 17: 71 Ferry Street

The residential building at 71 Ferry Street (SPAN 306-097-11174) is a c. 1880 building that has been extensively altered in the modern period (**Photograph 4-18**). Review of historic records indicates that the building was developed as a blacksmith shop; however, the original configuration has been substantively altered in the modern period, with new materials, fenestration, and a residential form. The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023), however this preliminary analysis finds the property does not appear to possess sufficient integrity to convey significance and likely no longer qualifies for District consideration.

Photograph 4-17: MR16, 44 Ferry Street

Photograph 4-18: MR17, 71 Ferry Street

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Map Reference 18: 66 Ferry Street

The residential building at 66 Ferry Street (SPAN 306-097-10498) is a c. 1920 vernacular residence with a compact gable form with ell extension featuring shed roof dormers (**Photograph 4-19**). The building is sheathed in asbestos shingle siding and features a hipped roof entry porch and offset enclosed porch. The property was documented as a Non-Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such does not appear to be a historic property under Section 106 of the NHPA. It is possible that expansion of the North Hyde Park Historic District could include updated analysis regarding the building that may merit recognition, but such research has not been undertaken to date.

Photograph 4-19: MR18, 66 Ferry Street

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Map Reference 19: 90 Ferry Street

The residential building at 90 Ferry Street (SPAN 306-097-10417) is a c. 1865 Greek Revival residence with a temple form, ell, and attached carriage barn (**Photograph 4-20**). While the building reflects modest alterations to its original form, most notably with a shed roof addition in the ell and some alterations to fenestration, the nineteenth century form remains largely intact. The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-20: MR19, 90 Ferry Street

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Map Reference 20: 95 Ferry Street

The residential building at 95 Ferry Street (SPAN 306-097-10595) is a c. 1880 highly modified vernacular residence with a complex form characterized by a gable main body, ell, and offset carriage barn (**Photograph 4-21**). The property features a variety of siding including select wood clapboard and predominant areas of vinyl siding, as well as a prominent plywood addition on the entry. Review of cultural resource records indicates that the building has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building likely does not retain sufficient integrity to be considered under the VSR and NRHP, and as such does not appear to be a historic property under Section 106 of the NHPA.

Map Reference 21: 118 Ferry Street

The residential building at 118 Ferry Street (SPAN 306-097-10486) is a c. 1900 highly modified vernacular residence with a t-shaped form, regularly placed fenestration, and an offset porch with shed roof supported by posts (**Photograph 4-22**). Review of cultural resource records indicates that the building was formerly listed as a contributing element of the North Hyde Park VSR Historic District, but was removed because of a comprehensive loss of integrity. As such, it does not appear to be a historic property under Section 106 of the NHPA.

Photograph 4-21: MR20, 95 Ferry Street

Photograph 4-22: MR21, 118 Ferry Street

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Map Reference 22: 119 Ferry Street

The residential building at 119 Ferry Street (SPAN 306-097-10130) is a c. 1890 highly modified vernacular residence with a side-gable form characterized by a broad sloping roof with enclosed

shed roof extension. Fenestration is irregular and highly altered from the original form (**Photograph 4-23**). The property features a variety of siding including select wood predominant areas of vinyl siding, as well as a prominent plywood addition on the entry. A small single bay shed, historic period in age, stands adjacent to the east. Review of cultural resource records indicates that the building has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building likely does not retain sufficient integrity to be considered under the VSR and NRHP, and as such does not appear to be a historic property under Section 106 of the NHPA.

Photograph 4-23: MR22, 119 Ferry Street

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Map Reference 23: 138 Ferry Street

The property at 138 Ferry Street is a prefabricated mobile home that was placed in 1999 (SPAN 306-097-10640). The property is not historic period in age. A single bay historic period shed stands on the lot, associated with a historic residence that has since been demolished.

Map Reference 24: 162 Ferry Street

The residential building at 162 Ferry Street (SPAN 306-097-10856) is a c. 1875 side-gable Greek Revival residence with an offset extension with porch, rhythmic fenestration with peaked lintels, and a clapboard form framed by cornerboards (**Photograph 4-24**). The porch is accentuated with delicate posts and scrolled brackets. The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-24: MR24, 119 Ferry Street

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Map Reference 25: 225 Ferry Street

The residential building at 225 Ferry Street (SPAN 306-097-10615) is a c. 1870 vernacular cottage residence with a compact side-gable form with offset addition and detached garage (**Photograph 4-25**). The building is sheathed in wood shingle siding, with the original main body of a compact Cape form. Review of cultural resource records indicates that the building has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building likely does not retain sufficient integrity to be considered under the VSR and NRHP, though may bear consideration under an expanded North Hyde Park Historic District, though such documentation has not been undertaken to date.

Map Reference 26: 230 Ferry Street

The residential building at 230 Ferry Street (SPAN 306-097-10499) is a c. 1943 Cape-style residence with broad dormer (**Photograph 4-26**). The building is sheathed in wood clapboard siding, with a 1 ½ -story form characterized by orderly fenestration. Two older outbuildings sit behind the residence, both of a vernacular clapboard form and front-gable plan. Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building is of common construction and design that is unlikely to merit recognition under the VSR and NRHP, though may bear consideration under an expanded North Hyde Park Historic District, though such documentation has not been undertaken to date.

Photograph 4-25: MR25, 225 Ferry Street

Photograph 4-26: MR26, 230 Ferry Street

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Map Reference 27: 259 Ferry Street

The residential building at 259 Ferry Street (SPAN 306-097-10567) is a c. 1910 American Foursquare residence with a modern rear addition and detached rear shingled shed (**Photograph 4-27**). The building is sheathed in wood clapboard siding, with an enclosed front porch running the length of the street frontage. Fenestration is regular. Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building is of an altered and common design that is unlikely to merit recognition under the VSR and NRHP, though may bear consideration under an expanded North Hyde Park Historic District, though such documentation has not been undertaken to date.

Photograph 4-27: MR27, 259 Ferry Street

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Map Reference 28: 238 Ferry Street

The residential building at 238 Ferry Street (SPAN 306-097-10910) is a c. 1940 Minimal Traditional / Ranch-style residence with a hipped roof, wide clapboard siding, and stepped form (**Photograph 4-28**). Fenestration is orderly and consists of a variety of fixed, single-hung, and casement windows. Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building is of a common design that is unlikely to merit recognition under the VSR and NRHP, though may bear consideration under an expanded North Hyde Park Historic District, though such documentation has not been undertaken to date.

Photograph 4-28: MR28, 238 Ferry Street

Map Reference 29: 266 Ferry Street

The residential building at 266 Ferry Street (SPAN 306-097-10451) is a c. 1875 Cottage-style residence with a cross gable form, orderly fenestration, an offset entry, and scalloped shingles at the gable and upper levels (**Photograph 4-29**). Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building is of a common design that is unlikely to merit recognition under the VSR and NRHP, though may bear consideration under an expanded North Hyde Park Historic District, though such documentation has not been undertaken to date.

Map Reference 30: 325 Ferry Street

The residential building at 325 Ferry Street (SPAN 306-097-10210) is a c. 1930 Dutch Colonial-style residence with a gambrel roof, full-width porch on the street frontage, wood clapboard siding and a metal roof (**Photograph 4-30**). Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building is of a common design that is unlikely to merit recognition under the VSR and NRHP, though may bear consideration under an expanded North Hyde Park Historic District, though such documentation has not been undertaken to date.

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Photograph 4-29: MR29, 266 Ferry Street

Photograph 4-30: MR30, 325 Ferry Street

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Map Reference 31: 327 Ferry Street

The garage / shop buildings at 327 Ferry Street (SPAN 306-097-11647) include two modern utilitarian garage buildings with metal siding and multiple bays as well as a historic period two-bay shed with broad shed-roof storage wings (**Photograph 4-31**). Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the complex is of a common design that is unlikely to merit recognition under the VSR and NRHP, is largely not historic period in age, and as such does not appear to be a historic property under Section 106 of the NHPA.

Photograph 4-31: MR31, 325 Ferry Street

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Map Reference 32: 318 Ferry Street

The residence at 318 Ferry Street (SPAN 306-097-10349) is a highly altered c. 1920 side gable residence, with a broad dormer expansion at the front and back of the building (**Photograph 4-32**). An enclosed side porch extends from the side, with a centered entry on the street frontage protected by gable extension supported by bracketed posts. A detached single bay garage stands adjacent. Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building is of a common and altered design that is unlikely to merit recognition under the VSR and NRHP, is largely not historic period in age, and as such does not appear to be a historic property under Section 106 of the NHPA.

Photograph 4-32: MR32, 318 Ferry Street

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Map Reference 33: 360 Ferry Street

The complex at 360 Ferry Street (SPAN 306-097-10573) includes buildings associated with the former Heath Lumber Company, with mill, shop, and garage buildings on an approximately 18-acre parcel (**Photograph 4-33**). The complex consists of a mixture of wood frame mill buildings with vertical board siding and more modern prefabricated metal sheds. Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the property is associated with significant strands of community development in North Hyde Park, with its lumber milling associations, but more research and documentation would be needed to determine potential significance and material integrity. As such, the property is assumed eligible for the purposes of this documentation pending more detailed investigation.

Map Reference 34: SPAN 306-097-11743

The property at SPAN 306-097-11743 is a small secondary dwelling unit with a modest gable roof form and vertical board siding. While town records did not reveal a construction date, the property does not appear to be historic period in age.

Map Reference 35: 393 Ferry Street

The residential building at 393 Ferry Street (SPAN 306-097-11191) is a c. 1880 side-gable Cottage-style residence with offset extension (**Photograph 4-34**). A porch with a shed roof and enclosed windows runs along the offset extension. Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This

preliminary evaluation finds that the building is of a common design and compromised integrity that is unlikely to merit recognition under the VSR and NRHP, though may bear consideration under an expanded North Hyde Park Historic District, though such documentation has not been undertaken to date.

Photograph 4-33: MR33, 360 Ferry Street

Photograph 4-34: MR35, 393 Ferry Street

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Map Reference 36: 5541 VT 100

The commercial building at 5541 VT 100 (SPAN 306-097-11164) is a c. 1865 store and Post Office building. While the original storefront has been altered in the modern period, with a replacement of the commercial plate glass windows and original porch, the building retains its community functions, overall forward gable forms, prominent framing pilasters, and commercial characteristics (**Photograph 4-35**). The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-35: MR36, 5541 VT 100

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Map Reference 37: 5539 VT 100

The residential building at 5539 VT 100 (SPAN 306-097-10641) is a c. 1868 Greek Revival residence with modest Gothic overtones. The forward-gable building features symmetrical fenestration, an offset entry with sidelights, and modest scrolled bargeboard at the roofline (**Photograph 4-36**). The property reflects several unsympathetic alterations, including a CMU chimney on the façade, and replacement of the original door assembly. However, the overall nineteenth century form remains intact. The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-36: MR37, 5539 VT 100

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Map Reference 38: 5532 VT 100

The residential building at 5532 VT 100 (SPAN 306-097-11187) is a c. 1875 vernacular Italianate residence. The cross-gable building features symmetrical fenestration, strong framing pilasters with molding, and a full-width porch extending from the main body (**Photograph 4-37**). The design is spare and understated, with minimalistic heightened detail. The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Map Reference 39: 5516 VT 100

The residential building at 5516 VT 100 (SPAN 306-097-10490) is a c. 1880 Carpenter Gothic residence. The cross-gable building features a steeply pitched roof with peaked dormers, peaked lintels with a central gothic arch in the gable window, and decorative bargeboard at the gable roofline (**Photograph 4-38**). The building reflects compromised material condition, with encroaching vegetation and compromise of the wood structure. The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-37: MR38, 5532 VT 100

Photograph 4-38: MR39, 5516 VT 100

Map Reference 40: 5525 VT 100

The residential building at 5525 VT 100 (SPAN 306-097-11163) is a c. 1870 former hotel building, the Valley House Hotel. The side-gable building features a two-level shingled porch

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with turned post supports, framing pilastered cornerboards, subtly peaked lintels, and an orderly form (**Photograph 4-39**). An original offset extension and rear ell have been demolished; however, the building still reflects a core nineteenth century form reflective of hotel and residential functions. The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-39: MR40, 5525 VT 100

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Map Reference 41: Valley Hall / 5503 VT 100

The Social / Community Hall at 5503 VT 100 (SPAN 306-097-10624) was constructed in 1910 as the Valley Hall, serving as a meeting hall, Grange Hall, theatre, and ball-room. The forward-gable building is slightly recessed on the lot and features an orderly form spanned by a two-level porch with wood posts and balusters (**Photograph 4-40**). The interior is defined by community and social spaces. The integrity of the property is very high, and largely reflective of the early twentieth century period of development. The property is individually listed in the NRHP (NRIS No. SG100007829) and a Contributor to the VSR North Hyde Park Historic District and as such is a historic property under Section 106 of the NHPA and one of the foremost properties of historical significance in North Hyde Park.

Photograph 4-40: MR41, Valley Hall

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Map Reference 42: 5508 VT 100

The residential building at 5508 VT 100 (SPAN 306-097-10696) is a c. 1880 residence with an Italianate form. The hipped-roof building features a broad roof plane with a generally square body demarcated by orderly fenestration with flat sills and lintels. A modest bay window extends from the south wall. The original porch has been removed, with a new porch of the same dimensions lining the street frontage (**Photograph 4-41**). Vinyl siding appears to have replaced original clapboards. The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Map Reference 43: 5491 VT 100

The residential building at 5491 VT 100 (SPAN 306-097-11002) is a c. 1930 Cottage-style residence. The single-story building is sheathed in shingles, with broad screened porch extending along the street frontage. A cross-gable extension runs along the rear. The diminutive form and shingle composition is highly suggestive of early twentieth century vernacular cottage design (**Photograph 4-42**). The property was documented as a Non-Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) because of its age at the time. However, this preliminary analysis finds that the residence may bear interest if the District were to be updated and re-analyzed, not done to date.

Photograph 4-41: MR42, 5508 VT 100

Photograph 4-42: MR43, 5491 VT 100

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Map Reference 44: 5479 VT 100

The residential building at 5479 VT 100 (SPAN 306-097-10317) is a c. 1869 residence with a Greek Revival form fused with Italianate elements and Eastlake influence. The forward-gable building features an offset entry with decorative spindlework, orderly fenestration with peaked lintels, and framing pilasters. A less ornate secondary extension meets a large barn ell, punctuated with both original and modern doors (**Photograph 4-43**). The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-43: MR44, 5479 VT 100

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Map Reference 45: 5488 VT 100

The residential building at 5488 VT 100 (SPAN 306-097-10030) is a c. 1867 commercial building since converted to residential use. The forward-gable building features a stylistically cohesive Italianate form, with framing pilasters, cornice molding and returns, and an orderly arrangement of windows with peaked lintels. An octagonal window is centered in the gable over the street frontage (**Photograph 4-44**). While the property's integrity has been undermined by the removal of the original storefront and replacement with a two-bay garage, the overall integrity is sound in other areas. The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-44: MR45, 5488 VT 100

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Map Reference 46: 5474 VT 100

The commercial building at 5474 VT 100 (SPAN 306-097-10752) is a c. 1950s storefront that is infill development in the Village (**Photograph 4-45**). The building features a broad gable form, with intersecting shed roof extension and is sided in vertical board, with irregular fenestration. The property was documented as a Non-Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023), reflects poor integrity and an overall lack of significance and as such does not appear to be a historic property under Section 106 of the NHPA.

Map Reference 47: First Congregational Church / 5465 VT 100

The First Congregational Church at 5465 VT 100 (SPAN 306-097-10395) is a c. 1860 Greek Revival church building with a classic forward-gable form surmounted by two-stage bell tower. The street frontage features a pedimented form, with two entries and generous multipane window bank, with banks of windows lining the side elevations (**Photograph 4-46**). The integrity of the building's materials and form is very high. The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-45: MR46, 5474 VT 100

Photograph 4-46: MR47, First Congregational Church

Map Reference 48: 5441 VT 100

The residence at 5441 VT 100 (SPAN 306-097-10501) is a c. 1925 Dutch Colonial residence with a classic gambrel form with dormers running the full length of the roofline on both side

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elevations. An offset porch extends in a perpendicular form at the rear (**Photograph 4-47**). Fenestration is orderly, with an arrangement of multi-pane windows. The property appears vacant and is in poor material condition. The residence was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-47: MR48, 5441 VT 100

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Map Reference 49: 5448 VT 100

The residence at 5448 VT 100 (SPAN 306-097-10115) is a c. 1865 side-gable vernacular Cape residence, with orderly fenestration and molded lintels, a simple gable form with cornerboards, and a centered side porch (**Photograph 4-48**). A centered gable entry extends from the street frontage, supported by wood posts. The residence was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Map Reference 50: 5408 VT 100

The residence at 5408 VT 100 (SPAN 306-097-10761) is a c. 1875 cross-gable residence with a simple Italianate form characterized by rhythmic fenestration with flared lintels, molded cornerboards, and a steeply pitched roof form (**Photograph 4-49**). Review of historic records indicates that a porch on the side-gable portion of the building and an attached barn have been removed from the property in the modern period. The residence was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-48: MR49, 5448 VT 100

Photograph 4-49: MR50, 5408 VT 100

Map Reference 51: 5423 VT 100

The residence at 5423 VT 100 (SPAN 306-097-10866) is a c. 1870 U-shaped gable residence with a Greek Revival main body adjoined by ell and carriage barn (**Photograph 4-50**). The building is spare in design and detail, with subtle Greek Revival elements including gable returns, banded lintels, and a door framed by pilasters. A porch, not of original construction but replacing an earlier iteration, runs along the ell, and the carriage barn has a single offset bay, hay door, and multilight windows. The residence was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-50: MR51, 5423 VT 100

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Map Reference 52: Advent Church / 5400 VT 100

The Advent Church at 5465 VT 100 (SPAN 306-097-10007) is an 1867 Greek Revival church building with a classic forward-gable form surmounted by two-stage bell tower. The street frontage features a pedimented form, with a centered entry with temple surround flanked by generous multipane window banks, with banks of windows lining the side elevations (**Photograph 4-51**). The integrity of the building's materials and form is very high. The property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-51: MR52, Advent Church / 5465 VT 100

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Map Reference 53: 5397 VT 100

The residence at 5397 VT 100 (SPAN 306-097-10528) is a c. 1870 former school building, originally constructed as the North Hyde Park School and converted to residential use. The building was originally subtly Italianate in form, with a projecting gable and cross gable main body characterized by a steeply pitched assembly. At present, the original entry and window banks have been removed and reconfigured, though the overall form remains intact (**Photograph 4-52**). A modern two-bay garage stands adjacent. Though the integrity of the building is poor, the property was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Map Reference 54: 5390 VT 100

The residence at 5390 VT 100 (SPAN 306-097-10280) is a c. 1890 residence with adjoined barn that has been modified from its construction, with a loss of original fenestration, porch, and siding (**Photograph 4-53**). The building features a complex gable form, with central forward gable and extending side gable wings, all of which reflect altered fenestration arrangements. Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building is of a common and altered design that is unlikely to merit recognition under the VSR and NRHP, is largely not historic period in age, and as such does not appear to be a historic property under Section 106 of the NHPA.

Photograph 4-52: MR53, 5397 VT 100

Photograph 4-53: MR54, 5390 VT 100

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Map Reference 55: 5373 VT 100

The residence at 5373 VT 100 (SPAN 306-097-10059) is a c. 1878 U-shaped gable residence with a Greek Revival main body adjoined by ell and carriage barn (**Photograph 4-54**). The building is spare in design and detail, with subtle Greek Revival elements including gable returns, flared lintels, and framing pilasters. An enclosed porch, not of original construction but replacing an earlier iteration, runs along the ell, and the carriage barn has a single offset bay, hay door, and multilight windows. The residence is very similar in form to MR51: 5423 VT 100, documented in this report. The residence was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-54: MR55, 5373 VT 100

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Map Reference 56: 5365 VT 100

The residence at 5365 VT 100 (SPAN 306-097-10980) is a c. 1910 Pyramidal-Roof cottage with symmetrically placed dormers and a centered porch with turned posts (**Photograph 4-55**). The building is shingle-sided, with regularly-placed windows in simple wood frames. The residence was documented as a Contributing Resource in the VSR-listed North Hyde Park Historic District (Survey No. 0805-023) and as such is a historic property under Section 106 of the NHPA.

Photograph 4-55: MR56, 5365 VT 100

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Map Reference 57: 5354 VT 100

The property at 5354 VT 100 is a residence that was constructed in 1999, with a complex gable form with dormers in a generally historically-based form, with a prominent cupola and a form reminiscent of a Carriage Barn. The property is not historic period in age.

Map Reference 58: 5357 VT 100

The vacant and deteriorated cottage at 5357 VT 100 (SPAN 306-097-10614) is a c. 1910 cottage that is in a high state of disrepair and near collapse (**Photograph 4-56**). The building features a pyramidal hipped roof, centered entry, and evenly placed windows and is of a vernacular cottage-type form. Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building is of an advanced state of degradation that would be unable to merit recognition under the VSR and NRHP, and as such does not appear to be a historic property under Section 106 of the NHPA.

Map Reference 59: 5290 VT 100

The property at 5290 VT 100 is a commercial / light industrial building with corrugated metal siding and a side-gable form with garage bays and a mobile home that according to Town Records was constructed in 1999. The property is not historic period in age.

Photograph 4-56: MR58, 5357 VT 100

Map Reference 60: SPAN 396-027-10628

The property at SPAN 396-027-10628 (no 911 Address on file) is a two-bay wood-frame garage owned by the North Hyde Park Fire District, which appears to have been the fire station prior to construction of the new station in the 1970s (**Photograph 4-57**). The building features a simple gable form and wood clapboard siding. Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building is of a common design that is unlikely to merit recognition under the VSR and NRHP, and as such does not appear to be a historic property under Section 106 of the NHPA.

Photograph 4-57: MR60, SPAN 396-027-10628

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Map Reference 61: 5212 VT 100

The property at 5212 VT 100 (SPAN 396-027-10356) is a cross-gable residence that was constructed c. 1890. The building is simple in form, with a forward-facing gable with modest corner returns, and a perpendicular extension with enclosed shed roof porch. The building appears to be altered significantly from the original construction period, with new windows, fenestration patterns, and siding (**Photograph 4-58**). Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building appears unable to convey significance because of a loss of material integrity and is unlikely to merit recognition under the VSR and NRHP, and as such does not appear to be a historic property under Section 106 of the NHPA.

Photograph 4-58: MR61, 5212 VT 100

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Map Reference 62: 5187 VT 100

The property at 5187 VT 100 (SPAN 396-027-10307) is a 1970 residence and garage that is of a shed-roof construction with an oversize adjoined garage bay. The building is sheathed in plywood siding and has irregularly placed fenestration (**Photograph 4-59**). Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building does not appear to convey significance as it is of a common and utilitarian form and is unlikely to merit recognition under the VSR and NRHP, and as such does not appear to be a historic property under Section 106 of the NHPA.

Photograph 4-59: MR62, 5187 VT 100

Map Reference 63: 5186 VT 100

The property at 5186 VT 100 (SPAN 396-027-11196) is a c. 1961 residence and garage that has since been converted to childcare functions. The Ranch-style building is common in form, with a broad gable with wide eaves, wide clapboard siding, and irregularly-place fenestration. A Quonset Hut-style garage stands adjacent to the main building, sheathed in ribbed metal (**Photograph 4-60**). Review of cultural resource records indicates that the property has not been subject to previous NRHP or VSR inventory. This preliminary evaluation finds that the building does not appear to convey significance as it is of a common form and is unlikely to merit recognition under the VSR and NRHP, and as such does not appear to be a historic property under Section 106 of the NHPA. The Quonset Hut would require more research to determine historic property status.

Map Reference 64: 5106 VT 100

The residence at 5106 VT 100 (SPAN 306-097-10969) is a wood-frame, 1 ½-story, gable roof two-part residence in a Classic Cottage form with embellishments suggestive of an Italianate influence (**Photograph 4-61**). The residence was constructed c. 1855 and encompasses an ell and adjacent barn, original to the construction period. A non-historic period porch extends from the street frontage. The building is listed in the VSR as the Bullard House / Parsons House (VSR 0805-21) and as such is considered a historic property under Section 106 of the NHPA and Vermont Act 250.

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Map Reference 65: VTRANS Bridge Structure #00006, VT 100C

The bridge spanning the Gihon River at the south edge of the Village of North Hyde Park is a steel welded girder bridge with concrete deck and abutments. The bridge was constructed in 1988, replacing successive earlier iterations of bridges spanning the locale. The present bridge is not historic period in age.

Photograph 4-60: MR63, 5186 VT 100

Photograph 4-61: MR64, 5106 VT 100

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5. HISTORIC PROPERTIES IN THE PROJECT AREA

Based upon the research, outreach, and field survey undertaken for this Project, documented in **Sections 2, 3,** and **4**, there is a single NRHP-listed resource in the Project APE: Valley Hall / Gihon Valley Grange Hall (NRIS SG100007829) (documented in this study as MR41). In addition, this HRI identified one VSR Historic District that includes much of the Project APE: The North Hyde Park Historic District (VSR Survey No. 0805-23). In addition, the HRI identified four individually listed VSR properties: 5106 Vermont Route 100 (0805-21) (MR64), 5734 Vermont Route 100 (0805-28) (MR7), 5731 Vermont Route 100 (0805-29) (MR5), 5773 Vermont Route 100 (0805-30) (MR4). The remainder of the built environment properties documented in this report are either not historic period in age (over 50 years of age) or have not been formally evaluated under the criteria of the NRHP to assess potential significance and integrity under the criteria of the NRHP or 36 CFR Part 800. For previously undocumented historic period in age properties, this HRI gives a preliminary assessment of eligibility, detailed in Section 4, but does not formally evaluate under the NRHP or VSR herein, as described in the report.

The historic property findings of this report are intended to support design analysis for the Project by identifying historic period properties that are key features of North Hyde Park's built environment landscape. The Project should seek to avoid any adverse effects to these properties, and to enhance these historic elements and contextual themes of the streetscape through infrastructural enhancements addressing pedestrian connectivity and safety and streetscape and green space enhancements that provide interpretive opportunity. As detailed in the Historical Overview (**Section 3**) and Description of Project Area (**Section 4**), primary historic themes include general nineteenth century rural village development, industrial development associated with the Gihon River, and architectural themes of residential, community, and commercial growth during the period of development. All of these themes would be furthered by development of village-based pedestrian enhancements that show-cased this historic form of development. Additionally, river-based amenities would have the opportunity to showcase the historic role of the Gihon River in the Village of North Hyde Park's foundational identity.

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6. FINDINGS AND CONCLUSIONS

The Town of Hyde Park is conducting the North Hyde Park Rivershore Path and Village Walkways Scoping Study, which includes analysis to identify alternatives, issues and costs, and recommendations related to construction of a Rivershore Path and Village Walkways facilities in North Hyde Park Village Center Area (also the "North Village"). The purpose of the Project is to enhance pedestrian safety and improve green spaces in the village. The proposed Project is funded in part by FHWA and the Town of Hyde Park, through the VTrans MAS. In support of these vital improvements, the Town of Hyde Park has commissioned this scoping study and its associated technical support studies including this HRI to support compliance with all potential permitting requirements for the Project, including those related to historic properties under Section 106 of the NHPA (as codified in 36 CFR Part 800) and under Vermont Act 250.

This HRI was developed as a component of the scoping study for the Project to support determination of potential direct and indirect effects to architectural / built environment resources. The HRI has been developed in conformance with VTrans MAS documentation requirements and the requirements of Section 106 as well as the *Programmatic Agreement Among the Federal Highway Administration, The Vermont State Historic Preservation Officer, the Advisory Council on Historic Preservation, and the Vermont Agency of Transportation Regarding the Federal Highway Aid Program in Vermont* (Programmatic Agreement).[6] The HRI addresses built environment resources only, with archaeological resources addressed in additional documentation developed as part of the scoping study.

The APE for the Project includes all those areas where Project improvements may occur, encompassing an area generally extending through the North Hyde Park Village Center along Vermont Route 100 (Main Street) to its intersection with Vermont Route 100C and along Ferry Street to its intersection with Heath Road. The APE includes all those areas that may be indirectly or directly affected by the connectivity and green space improvements proposed as part of the Project. It is important to note that the APE includes a broad area of assessment to support the issues and alternatives analysis of the scoping study, with the scoping study serving to support future refinement of Project plans that will include a smaller Project Area.

This HRI documented all historic properties under Section 106 of the NHPA and historic sites under Criterion 8 of Vermont Act 250 that are located within the APE. The document also presented contextual information pertaining to built environment resources in the Project Area to inform the scoping study of potential issues, resource concerns, and contextual background

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[6] VTRANS Cultural Resources Guidance: Information Required for Cultural Resource Identification Activities for Section 106, Section 4(f), and 22 VSA 14 Review Requests, accessed online June 19, 2025 at Microsoft Word - Cultural Resources Guidance (vermont.gov); *Programmatic Agreement Among the Federal Highway Administration, The Vermont State Historic Preservation Officer, the Advisory Council on Historic Preservation, and the Vermont Agency of Transportation Regarding the Federal Highway Aid Program in Vermont,* accessed online June 19, 2025 at statewide_pa_fed_highway_vermont.2021.pdf.

associated with architectural / built environment resources in and around the Project Area, and to inform potential interpretive opportunities that may be beneficial for historic properties in the APE.

As detailed in this report, there is a single NRHP-listed resource in the Project APE: Valley Hall / Gihon Valley Grange Hall (NRIS SG100007829) (documented in this study as MR41). In addition, this HRI identified one Vermont State Register (VSR) Historic District that includes much of the Project APE: The North Hyde Park Historic District (VSR Survey No. 0805-23). In addition, the HRI identified four individually listed VSR properties: 5106 Vermont Route 100 (0805-21) (MR64), 5734 Vermont Route 100 (0805-28) (MR7), 5731 Vermont Route 100 (0805-29) (MR5), 5773 Vermont Route 100 (0805-30) (MR4). The remainder of the built environment properties documented in this report are either not historic period in age (over 50 years of age) or have not been formally evaluated under the criteria of the NRHP to assess potential significance and integrity under the criteria of the NRHP or 36 CFR Part 800. For previously undocumented historic period in age properties, this HRI gave a preliminary assessment of eligibility, but did not formally evaluate under the NRHP or VSR herein, as described in the report.

The findings of this report were intended to support design analysis for the Project by identifying historic period properties that are key features of North Hyde Park's built environment landscape. The Project should seek to avoid any adverse effects to these properties, and to enhance these historic elements and contextual themes of the streetscape through infrastructural enhancements addressing pedestrian connectivity and safety and streetscape and green space enhancements that provide interpretive opportunity, as discussed in further detail in this report.

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7. PREPARER'S QUALIFICATIONS

Senior Architectural Historian Polly Allen authored this report, conducting research, public outreach, and fieldwork in support of the project. Ms. Allen received a Master of Science degree in Historic Preservation from Columbia University and a Bachelor of Arts in American History from the University of Wisconsin-Madison. Ms. Allen has over 20 years of experience in cultural resource management and has served as Lead Architectural Historian on a wide range of inventory and evaluation projects across the United States, with many undertaken for utility and transportation sectors. Based on her level of experience and education, Ms. Allen qualifies as an Architectural Historian and Historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61). Ms. Allen also is listed on the Qualified Consultants List for the VDHP.

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Vermont Division for Historic Preservation Online Resource Center (ORC) (online archive)

Vermont History Explorer

VTransparency (online archive)

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ATTACHMENT A

PROJECT AREA OF POTENTIAL EFFECTS

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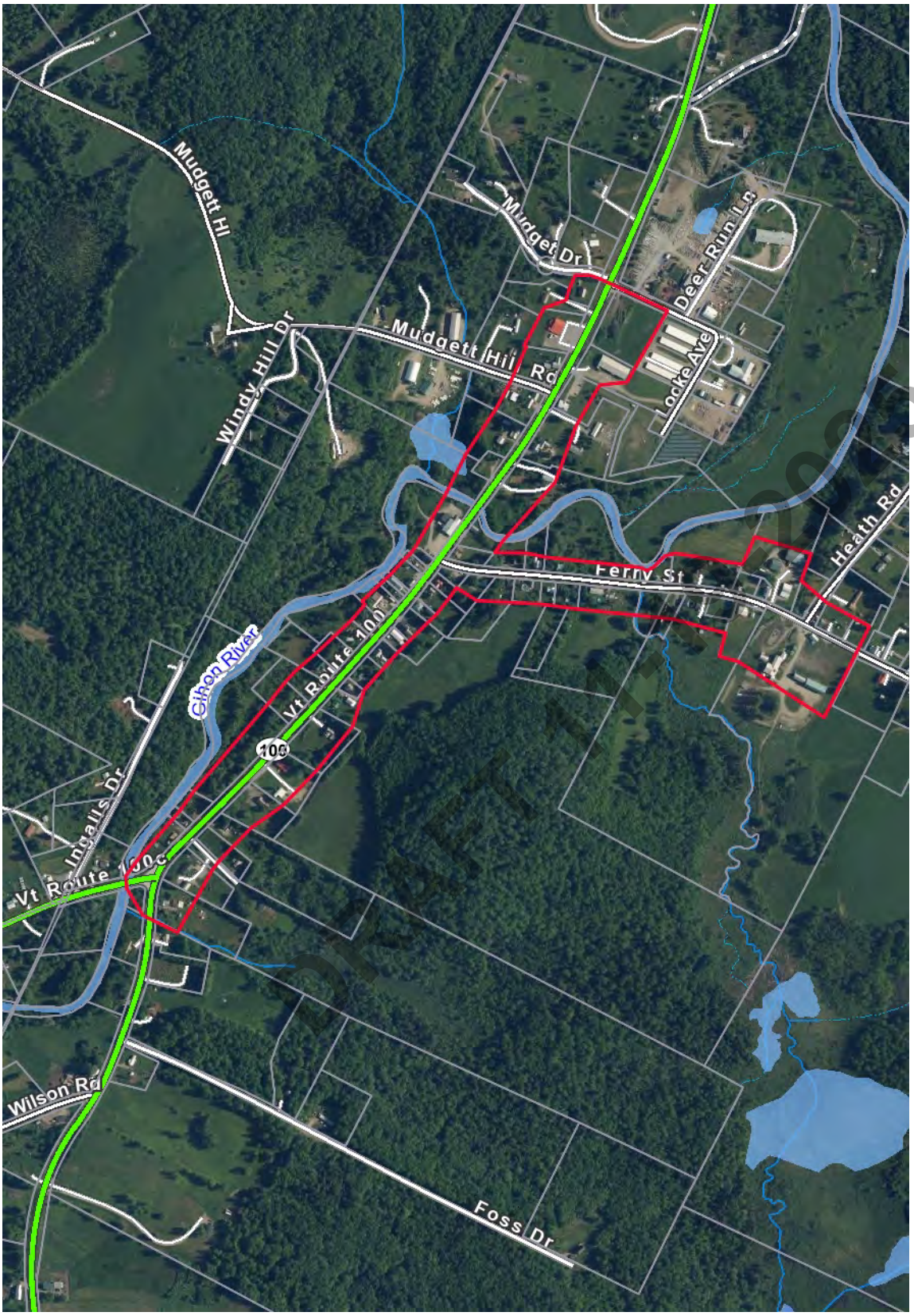
VERMONT

Area of Potential Effects Overview Map



LEGEND

- Parcel polygons
- Inactive parcels
- Airports
- Mountains and Hills
- US Highways
- State Highways
- Roads - Public (VTrans)
  - Interstate Highway
  - US Highway
  - State Highway
  - Local road
  - Other road
  - Legal trail
- Roads - Private (E911)
- Driveways
- Rail Lines
- Town Boundaries
- County Boundaries

NOTES

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WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 845 Ft. 1cm = 101 Meters

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July 16, 2025

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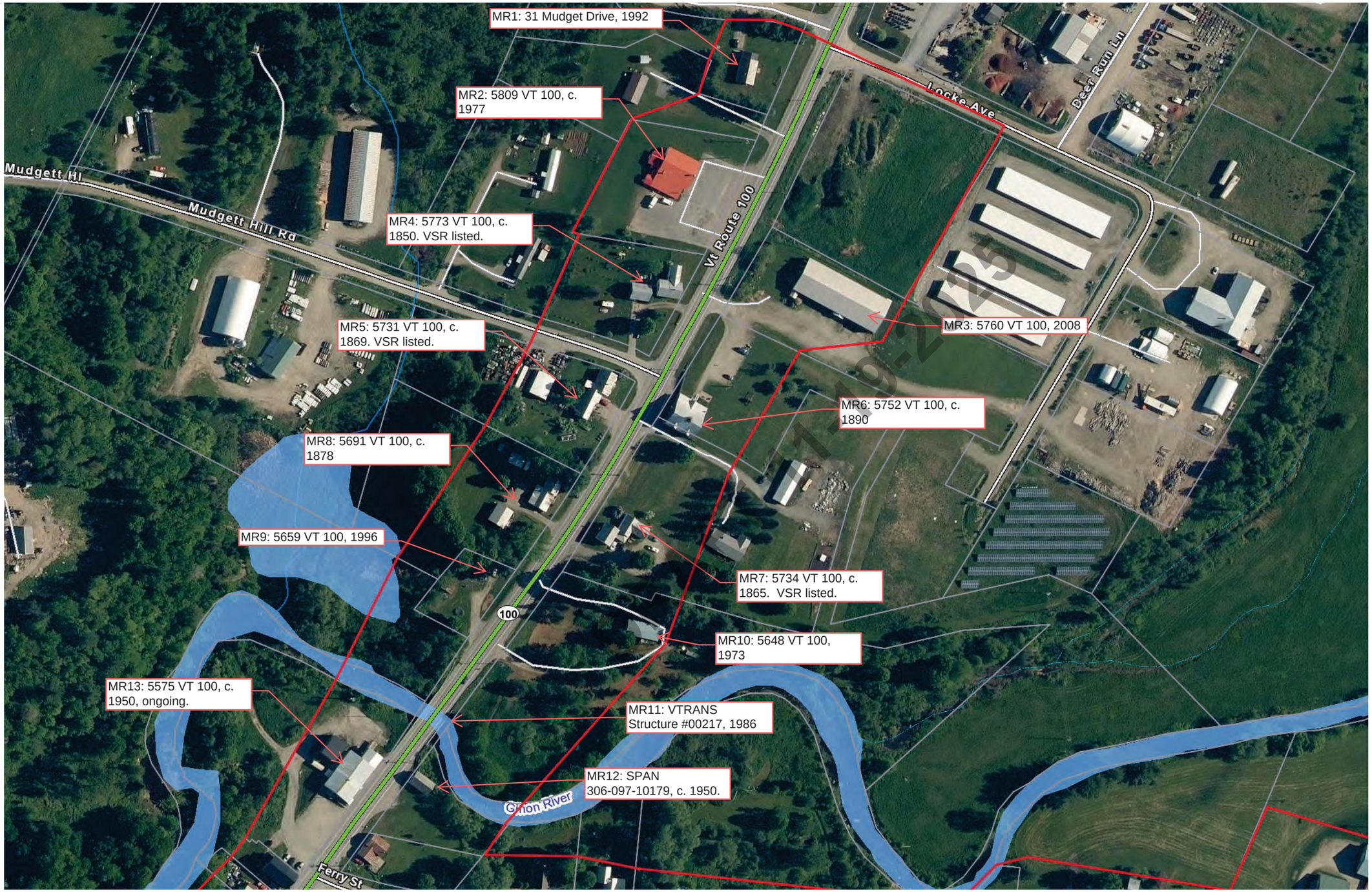
VERMONT

North Hyde Park Rivershore Path and Village Walkways

Area of Potential Effects (APE) Detail: North Section



LEGEND

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  - State Highway
  - Local road
  - Other road
  - Legal trail
- Roads - Private (E911)
- Driveways
- Rail Lines
- Town Boundaries
- County Boundaries

APE Boundary

Documented Property

1: 2,160

July 16, 2025

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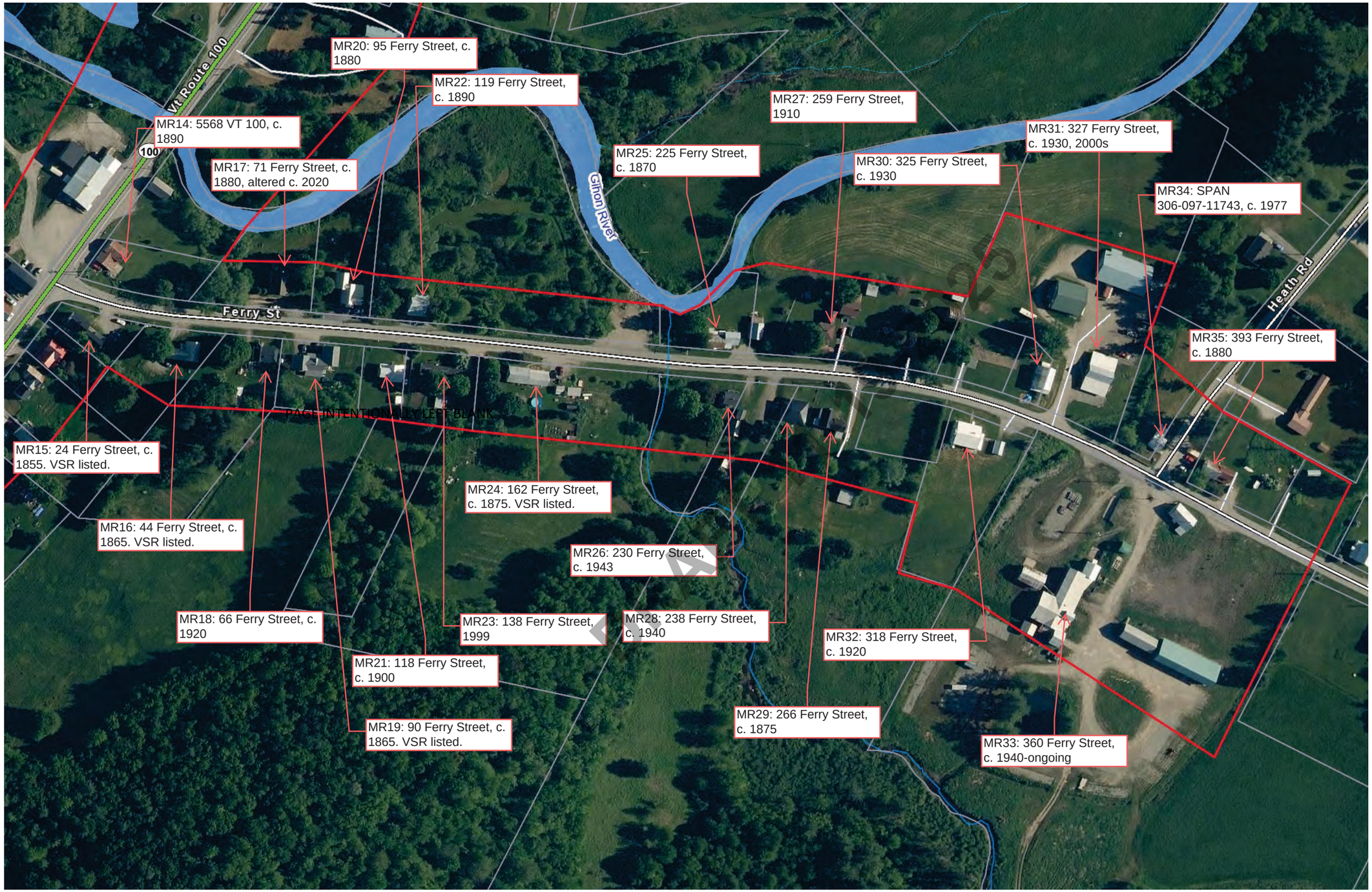
VERMONT

North Hyde Park Rivershore Path and Village Walkways

Area of Potential Effects (APE) Detail: Ferry Street Section



LEGEND

- Parcel polygons
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- Rail Lines
- Town Boundaries
- County Boundaries

APE Boundary

Documented Property

1: 2,160

July 16, 2025

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VERMONT

North Hyde Park Rivershore Path and Village Walkways

Area of Potential Effects (APE) Detail: South A Section

LEGEND

- Airports
- Mountains and Hills
- US Highways
- State Highways
- Roads - Public (VTrans)
  - Interstate Highway
  - US Highway
  - State Highway
  - Local road
  - Other road
  - Legal trail
- Roads - Private (E911)
- Driveways
- Rail Lines
- Town Boundaries
- County Boundaries

APE Boundary

Documented Property

1: 2,160

July 18, 2025

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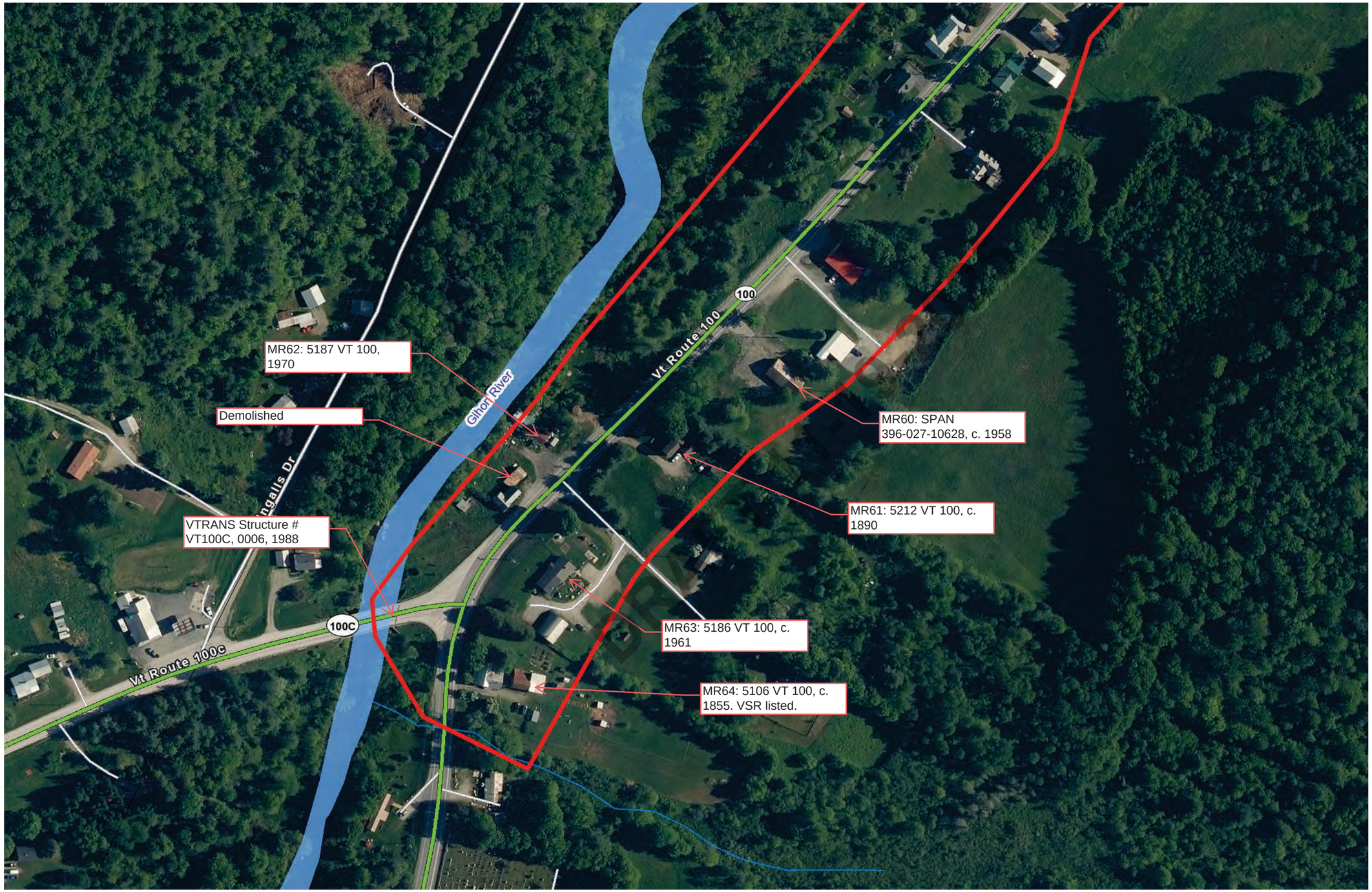
VERMONT

North Hyde Park Rivershore Path and Village Walkways

Area of Potential Effects (APE) Detail: South B Section



LEGEND

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- State Highways
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  - State Highway
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  - Other road
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- County Boundaries

APE Boundary

Documented Property

1: 2,160

July 18, 2025

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