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SECTION 106 PROJECT REVIEW MEMORANDUM

To:	Project File; VT SHPO
Date:	December 21, 2023
Subject:	NO ADVERSE EFFECT
Project Name:	Bridge No. 4 Rehabilitation
Project Number:	BF 0145(13)
Location:	Poultney, Rutland County, Vermont
Distribution:	Laura Trieschmann, State Historic Preservation Officer Lee Goldstein, VTrans Environmental Specialist

The Vermont Agency of Transportation (VTrans) has reviewed this project according to the standards and procedures detailed in 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-Aid Highway Program in Vermont* executed in 2023 (2023 PA). Completion of this form in accordance with the 2019 PA demonstrates that FHWA has satisfied its Section 106 responsibilities for this project.

Project Description and Location

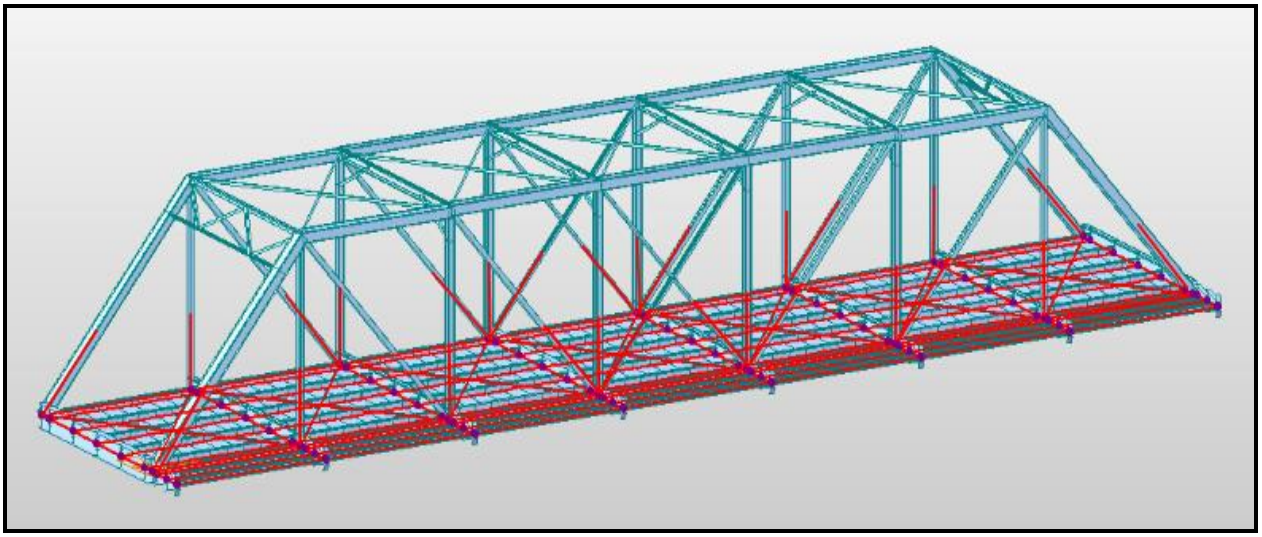
The project carries Grove Street (Town Highway 2) / South Street (VT Route 31), over the Poultney River, in Poultney, Rutland County, VT, approximately 0.17 miles south of the intersection of Vermont Route 31 and Bentley Avenue. See *Figure 1*, Project Plan Set Cover Sheet.

Bridge No. 4 is a 1923 Pratt through truss, which is listed in the National Register of Historic Places ("National Register") and is included under Category A – Preserve for Limited Highway Use – in the *Vermont Metal Truss Bridge Plan*. As part of the bridge plan, there is a Historic

Bridge Preservation Easement Agreement between VTrans and the Town of Poultney (2001), which states that the Town is committed to continuing highway use of the bridge and VTrans is responsible for all rehabilitation and restoration costs.

Work to be performed as part of this undertaking includes rehabilitation of Bridge No. 4 superstructure, replacement of the substructure, and associated roadwork. The project length is 650'.

Proposed Project
The project description is based on Preliminary Plans by VHB for VTrans, dated November 17, 2023. Relevant plan sheets are included and referenced as Figures in this document. The rehabilitation project proposes to replace the abutments and to replace the existing deck and floor system (bottom chord, floorbeam, stringers). The vertical and diagonal members will be cut approximately eight feet above the deck and new members will be spliced in from eight feet and lower. This height was selected based on condition and considering the height at which a plow might impact the truss and the height of the salt spray. The upper portions of the members and the top chords will remain. Throughout the bridge, the removed steel members will be replaced with steel of the same size (same dimension), but will be stronger, which allows for an increased load rating, particularly the bottom chord. Any of the remaining steel that is not being replaced will be cleaned and repainted. *See Figure 2: Plan and Elevation Sheet; Figure 3: Truss Elevation Sheet and see image below*.



Three-dimensional view of the rehab of the steel members. This is a snip out of the structural model of the bridge developed by VHB. The members highlighted red are all of the ones to be replaced. The entire end diagonals might be replaced for structural reasons, though this image shows only the bottom sections of the diagonals. After this work the result will be for a fully functional bridge capable of carrying full legal loads.

The entire bridge will be repainted following the steel rehabilitation. It will be painted VTrans standard green, Color Chip Number 14062. The floor system will be galvanized beneath the deck.

The bridge railing will be upgraded to a three-rail box beam with a curb system that is both mounted to the truss and utilizes posts mounted to the deck. This replaces the current w-beam

that spans either side of the bridge. This will provide a more rigid railing and will provide the greatest travel lane width, and the curb will direct all the drainage off the bridge as opposed to it spilling on the bottom chord of the truss. *See Figure 3: Bridge Railing and Guardrail Layout and Figure 4: Typical Bridge Section.*

On the downstream side of the existing truss is the cantilevered sidewalk. The sidewalk will be replaced, including the steel outrigger. The existing lattice railing will be rehabilitated and replaced. Connecting to the bridge sidewalk, a new 5' wide concrete sidewalk will be installed on the western side of the southern approach to the bridge, connecting to the bridge sidewalk. Currently the sidewalk across the bridge ends at the southern end of the bridge. This will improve pedestrian access to/from the bridge. *See Figures 6 – 7, Layout Plan Sheets 1-2 and Figure 8: Typical Roadway Section 1 of 2.*

A black metal fence will be installed at the back of the sidewalk at the southwest and northwest quadrants of the bridge. The need for the fence is due to the drop off where the sidewalk meets the wingwall/abutment. The plan currently proposes the minimum length of fence required for safety purposes. The landowner at 322 South Street will discuss with VTrans whether the fence is extended further south or whether landscaping is preferred. *See Figures 6 – 7, Layout Plan Sheets 1-2 and Figure 9 for fence concept.*

The new abutments will be shifted slightly so the abutments no longer sit in the Poultney River, which will be better aligned with the river corridor. New abutments will provide the substructure with an expected design life matching that of the rehabilitated truss. *See Figures 6 – 7, Layout Plan Sheets 1-2.*

The roadway typical varies on VT Route 31 north and south of the bridge between 10'2' – 12'0' travel lanes, generally starting wider and narrowing as it approaches the bridge. *See Figure 8: Typical Roadway Sections (1 of 2).* The sidewalk will be constructed at STA 102+34 – STA 103+85 (L) and STA 105+25 – STA 106+21 (L); it will tie into the existing sidewalks. The sidewalk is 5'6" – 5'9" wide concrete with a 7" curb reveal. Across the bridge the typical is 10'1" lane (10'3" from face of rail to face of rail) with 6" wide curbs. *See Figure 4, Typical Bridge Section.*

The temporary bridge layout (diversion roadway) will be developed to balance the impacts to surrounding properties and resources with the need to accommodate traffic and turning requirements. The travel lane will be 12' wide with a 6' wide pedestrian walkway protected by concrete jersey barriers. The alternating one-way traffic would be controlled by a signal at each end. *See Figure 10: Diversion Roadway Typical Section Sheet and Figure 11: Proposed Condition with Temp Bridge.* The large sycamore tree at the southwest quadrant of the bridge will be protected and saved as part of the project. *See Figures 12-13.*

A landscape plan has been developed by VTrans, which addresses the four quadrants. Deciduous trees and deciduous shrubs are included in the plan. A hedge will be planted at the southwest quadrant (or the fence extended) its distance to be determined between VTrans and the landowner at 322 South St. The final details will be determined between the VTrans Landscape Architect, the VTrans Project Manager, VHB, and the property owner. *See Figures 14-15, Landscape Plan.*

Alternatives Analysis:
As part of the scoping process, the following alternatives were evaluated:

- Alternative 1: No Action
- Alternative 2: Rehabilitation
  - 2a: Substructure Rehabilitation
  - 2b: Substructure Replacement
- Alternative 3:
  - 3a: New Truss Bridge
  - 3b: New Conventional Highway Bridge
- Alternative 4: Bridge Replacement, Off Alignment
  - 4a: New Truss Bridge
  - 4b: New Conventional Highway Bridge

The scoping study determined that while a new bridge could provide a structure with a longer service life and lower cost, truss rehabilitation is feasible and prudent; therefore, it would most likely be required to be preferred alternative per Section 4(f) of the U.S. Department of Transportation Act of 1966. Taking a Section 4(f) evaluation into account, as well as the Vermont Historic Bridge Preservation Agreement, rehabilitation is the recommended alternative.

Previous Projects:
As part of the construction in 1923, the pre-existing laid up stone abutments were faced with cast-in place concrete and modified, including installation of timber piling, to support the truss superstructure.

In 1976, the existing 126' long steel truss was rehabilitated. The rehabilitation consisted of removing and replacing the existing concrete deck, replacement of deteriorated floor beam and stringer members, repairing bearings, modification of portals and knee braces, and cleaning and painting the steel truss.

In summer 2021, following the bridge inspection, VTrans recommended Bridge No. 4 for closure due to areas of significant deterioration in the structural support system. Following the closure of the bridge, the Town hired VHB to design emergency bridge repairs that would enable the bridge to remain open for a 3-5 year period. Repairs were completed during summer of 2021, allowing the bridge to reopen.

Bridge Condition:
In April 2022, Bridge No. 4 received the following rating during a VTrans bridge inspection: deck rating 5 (fair), superstructure rating 3 (serious), substructure rating 5 (fair), and channel rating 6 (satisfactory).

VHB Bridge Engineers conducted an inspection of the structure in May 2022 for the purposes of verifying member sections and documenting the existing condition and section loss to the members for bridge load rating purposes. VHB compiled this information into a January 2023 Scoping Report for the project. In summary, Bridge No. 4 has section loss throughout the structure, notably at the base of end posts, in the verticals and diagonals near the deck level, to the bottom chord members, to exterior stringers and end connections, and the north end floor beam. Several bracing members are missing. The truss bearings and the sidewalk supports have light to moderate corrosion. The deck has numerous areas of delaminating and transverse cracking throughout. The north and south abutments have spalls on the abutment faces. The

north abutment has a diagonal crack and the south abutment has an exposed footing. The channel alignment is directed to the south abutment.

APE Description

In defining the project Area of Potential Effect (APE) and determining appropriate identification efforts, the potential direct, indirect, and cumulative effects of the project have been considered, including the possible effects to known or potential historic and/or archaeologically sensitive properties and their aspects of integrity both within and beyond the project limits based on the scope, scale, nature, setting, topography, and other environmental factors associated with the project, such as views from and towards the project area and the potential for long-term effects.

Based on the criteria above, review of the project plans, and a field visit conducted in May 2022, the direct APE associated with this project includes the project footprint, which includes the bridge rehabilitation, the temporary bypass, access, construction, and highway related items. The direct APE extends outside of the highway ROW. The direct APE is shown on the APE Map in red.

Based on the nature and scope of this undertaking there is potential for additional, reasonably foreseeable impacts associated with this project that could be indirect and/or occur later in time, be farther removed in distance, or be cumulative due to the proximity of numerous buildings to the direct project APE, including visual impacts. Consequently, an indirect APE extends to those properties abutting the project footprint, as well as those with a viewshed of the project area. The indirect APE is shown on the APE Map in yellow.

The Study Area in the 2022 Historic Resource Identification Report was developed based on possible project alternatives including bridge replacement, bridge rehabilitation, and bridge realignment. The proposed project involves bridge rehabilitation. By nature of the scope of work, the APE for a rehabilitation is less than that of a replacement because there will be fewer viewshed alterations. A truss bridge is a distinctive feature on the landscape and removing it would have had a greater visual effect than rehabilitating it.

Archaeological Resources

In November 2023, the University Vermont Consulting Archaeology Program ("UVM CAP") conducted an Archaeological Phase I Survey for the Poultney BO 0145(13) Bridge 4 Project within portions of the projects APE previously determined to be archaeologically sensitive. The report is attached to this memo. UVM CAP's summary is as follows:

"While one precontact Native American artifact was recovered from the northeast quadrant, the artifact was found in a fill layer containing non-local material. In this quadrant and the other two that were sampled, extensive fill and landscape modifications were documented. These fills and alterations are undoubtedly related to the extensive history of flooding and rebuilding at this crossing of the Poultney River, some of which is documented above. These historic events, and similar events that predate written records make it highly unlikely that any significant archaeological deposits remain within the project APE and areas nearby. As a result of the historic background documentation and archaeological sampling, we recommend that no further archaeological study is necessary."

Above-Ground Historic Resources

A reasonable and good faith effort to determine whether historic properties are located within this undertaking's APE has been accomplished through archival research (including the Vermont Division for Historic Preservation's Online Resource Center), reviewing the historic resource identification report completed by the consulting firm VHB in 2022, and reviewing proposed project scope and design. VTrans also considered past planning, research and studies; the magnitude and nature of the undertaking and the degree of federal involvement; the nature and extent of potential effects on historic properties; and the likely nature and location of historic properties within the APE. Identification of historic resources within this project APE is both reasonable in terms of intensity and scale and has been carried out in good faith through its development and execution.

The 2022 resource ID discussed existing historic districts and potential historic districts in the Study Area. As discussed in the APE section, the APE for the project is smaller than the Study Area in the Historic Resource Identification report. The Poultney Village Historic District (State Register, 1983, 1997) and the Poultney Main Street Historic District (National Register, 1998) are located outside of the APE. The potential districts, Grove Street and the South Street Extension District, are discussed below. Following the historic district discussions, Table 1, Surveyed Resources, details the 25 properties in the APE. The summary table includes the applicable properties from the historic resource identification report.

Grove Street

Grove Street is a residential street beginning at Main Street and continuing south to Bridge No. 4. Grove Street is completely residential south of the Bentley/Furnace intersection. The street contains a variety of architectural styles, but the houses have been altered to the point that character defining features are removed completely or mostly lost. Their architectural integrity is diminished as a result, which means that these houses would not rise to the level of architectural significance required to be individually eligible for listing in the National Register. Likewise, due to the diminished integrity of many of the residences in this neighborhood and the fact that Grove Street is not particularly significant to the development of Poultney, Grove Street is not a good candidate for listing in the National Register as a distinct historic district. In addition, the residential nature of Grove Street does not fit with the description of the Poultney Main Street Historic District, which is categorized by a mixed-use character of interspersed residential and institutional buildings, not full residential streets. As such, the Poultney Main Street Historic District should not be expanded to include Grove Street.

South Street Extension District

As its name suggests, South Street enters Poultney Village from the south and becomes Grove Street and then Beaman Street at its intersection with Main Street near the village center. South Street crosses the Poultney River a short distance south of the village. Select properties south of the bridge were individually surveyed as Town of Poultney numbers 72, 73, 75, 76, 101, and 102. In addition, these properties were surveyed with adjacent properties as VHSSS #1117-73 as a potential district, the South Street Extension District. *See Figure 8 – State Register map*. At the time of the survey (1980), it was described as a linear grouping of 12 houses just south of the Poultney River with a visual cohesiveness deriving from extensive similarities of architectural style, plan, scale, and materials, with all residences dating to approximately 1890, representing a modest housing development for the Town. *See Figure 9 – Sanborn Fire Insurance Map*. Common features of these houses included Queen Anne details, subsidiary gables oriented to the

roadway, Queen Anne windows, and L-plans (and two with hipped roofs). It represented an early housing development. Bridge No. 4 is included in this district (VHSSS #1117-73-13).

However, a 1985 memorandum from the VDHP notes that the status of #1117-73 has changed from that of a district to a group of individual sites. Buildings 1117-73-1, -2, -3, -12, and -13 were considered individually eligible, while the remaining structures in the district were ineligible for listing in the State Register. One structure (1117-73-9) has since been demolished. The memo does not elaborate on why certain structures were determined ineligible for listing in the State Register.

The survey of these properties in the APE reveals that the majority of these houses do indeed exhibit similar architectural styles and details; however, there have been many alterations that have adversely affected their historic integrity. Character defining features of the architectural styles have been lost. Overall, while a potential district, the majority of the houses in the South Street Extension District would be non-contributing to the district due to loss of integrity, which would disqualify the historic district from listing. The South Street houses have shared massing, styles, and some details (mostly lost), and the architectural and historic significance is tied to these houses being a (potential) collection of worker housing. While these houses were built around the same time, research did not find evidence that they were constructed as worker housing for a specific industry or company. Thus, there is no apparent context under Criterion A. When considered individually rather than as a district, the houses lose that associated significance. The South Street Extension is ineligible for listing in the National Register due to loss of integrity from alterations.

Bridge No. 4

Bridge No. 4 (South Street Bridge) was individually listed in the National Register of Historic Places in 2009. Bridge No. 4 was fabricated in 1923 by the Palmer Steel Company of Holyoke, MA. It is a 126’ single span steel Pratt through truss with trapezoidal profile. While a common design, Bridge No. 4 is one of a small number of pre-1927 flood Pratt through trusses remaining in use on Vermont’s road network. Bridge No. 4 is eligible for listing under the Metal Truss, Masonry, and Concrete Bridges MPDF as a rare survivor of a once common type [Steel Through Truss – Type 310]. Original plans were designed by Frank W. Garran, an engineer who worked briefly for the VT Dept. of Highways. The clear span is 126’ with a width of 23’ (20’ roadway).

As noted in the Project Description section, Bridge No. 4 is part of the Vermont Historic Bridge Program and is classified under Category A – Preserve for Limited Highway Use – in the *Vermont Metal Truss Bridge Plan*.

Table 1: Surveyed Properties in the APE

Map ID	Address	Photo #	Brief Description	Integrity	NR Eligibility Recommendation
1	Bridge 4	1-6	1923, Pratt through truss bridge with trapezoidal profile fabricated by the Palmer Steel Company of Holyoke, MA. Original plans were designed by Frank W. Garran, an engineer who worked briefly for the VT Dept. of Highways. The clear span is 126' with a width of 23' (20' roadway). The bridge is significant for its period of construction, one of the few pre-1927 truss bridges to survive in Vermont.	Retains integrity of setting, location, design, materials, workmanship, feeling, and association.	Eligible/listed in the NR under Criterion A and C.
2	154 Grove Street	7	Ca. 1880, 2-story, 2x3 bays, L-plan main block with 1-story rear wing. L-plan consists of perpendicular gable rooflines, vinyl siding and windows.	The house retains its form but has lost character defining features due to replacement of windows and siding resulting in a loss of integrity of materials, design, workmanship, feeling, and association.	Ineligible due to alterations.
3	155 Grove Street	8	Ca. 1860, 1.5 story, wood frame, gable front, 3x2 bay with rear 1-story, 1-bay, gable roof wing. Details include cornice returns, central entrance, vinyl cladding, vinyl windows.	Alterations that include the replacement of siding and windows have resulted in a loss of character defining features affecting integrity of materials, design, workmanship, feeling, association.	Ineligible due to alterations.
4	162 Grove Street	9	Ca. 1880, 2.5 story, gable front, 3x5 bay, wood-frame with central 2-story front porch and 1.5 story shed roof wing. Central doors on 1st and 2nd stories. Details include overhanging eaves, cornerboards, wood siding, 6/1 vinyl windows, decorative porch posts and balusters, and stone foundation.	Windows have been replaced. Retains some character defining features. Loss of integrity of materials, design, workmanship, feeling, and association.	Does not rise to level of individual significance. Ineligible.

Map ID	Address	Photo #	Brief Description	Integrity	NR Eligibility Recommendation
5	167 Grove Street	10	Ca. 1890, 2.5 story, wood frame, gable front, 3x2 bay, with hipped roof, half walled front porch. Details include overhanging eaves, vinyl siding and windows.	Replacement of windows and siding has resulted in a loss of character defining features.	Ineligible due to alterations.
6	174 Grove Street	11	Ca. 1955, 1-story, ranch style, gable roof, eaves front, 3x2 bays with 1-story gable roof enclosed porch on south. Vinyl windows replacements, aluminum siding.	Character defining features have been lost with replacement of windows. Loss of integrity of materials, design, workmanship.	Ineligible due to alterations.
7	181 Grove Street	12	Ca. 1835, vernacular-Federal-Greek Revival, 1.5 stories, wood frame, gable roof, eaves front, 3x2 bays with reduced 1.5 story gable roof rear ell and 1-story gable roof wing behind. Details include slate roof, knee wall windows, return cornices, entry entablature and paneled entry pilasters.	Retains integrity of setting, location, materials, design, workmanship, feeling, and association.	Eligible under Criterion C as an example of Federal-Greek Revival style.
8	192 Grove Street	13	Ca. 1860, 1.5 story, wood-frame, gable front with 1-story full width hipped roof porch with half walls, and rear 1-story gable roof wing. Details include return eaves, asbestos shingle siding, replacement windows, wood siding on porch, and detached 2-car garage at rear.	Windows have been replaced; openings altered. Retains some character defining features. Loss of integrity of materials, design, workmanship, feeling, association.	Ineligible due to alterations. Does not rise to level of individual significance.
9	193 Grove Street	14	Ca. 1870, 2.5 story, wood-frame, gable front, 3x2 bays with full width shallow hipped roof 1-story front porch and 1.5 story gable roof wing. Details include wood siding, overhanging eaves, decorative porch posts and turned balusters.	Displays some character defining features. Alterations include siding and window replacement. Overall loss of integrity of materials, workmanship, feeling, and association.	Does not rise to level of individual significance. Ineligible.
10	203 Grove Street	15	Ca. 2017, 1-story, ranch style, with attached 2 car garage.	N/A	Ineligible due to age.

Map ID	Address	Photo #	Brief Description	Integrity	NR Eligibility Recommendation
11	210 Grove Street	16	Ca. 1870, 1.5 story, wood-frame, gable front, 3x2 bay sidehall main block with rear 1-story gable roof wing and enclosed side porch. Details include overhanging eaves, vinyl siding and vinyl windows. Detached 1-story, shallow gable roof garage at rear.	Alterations include siding and window replacements which have resulted in a loss of character defining features.	Ineligible due to alterations.
12	289 South Street)	17	Ca. 1890, Queen Anne, 2.5 story, wood-frame, gable roof, L-plan with projecting gable bay, 3x2 bays with partial wraparound front porch. Details include slate roof, vinyl siding and vinyl window replacements.	Since SR listing, siding has been replaced, gable details removed, porch brackets removed. Loss of integrity of materials, design, workmanship.	Ineligible due to alterations.
13	311 South Street	18	Ca. 1890, Queen Anne, 2.5 story, wood-frame, gable roof, L-plan with projecting front gable bay, 3x2 bays, shed roof sheltered front porch, bay window at front. Details include overhanging eaves, vinyl siding, vinyl windows.	Windows, siding, openings have been altered, and Queen Anne details lost. Loss of integrity of materials, design, workmanship, feeling, and association.	Ineligible due to alterations.
14	322 South Street	19	Ca. 1890, Queen Anne, 2.5 story, wood-frame, cross gable roof, L-plan, 3x2 bays, enclosed 1-story front porch, 1-story shed roof projection, concrete foundation.	Since SR listing, siding and windows have been replaced. Fenestration altered on first story. Queen Anne details removed. Loss of integrity of materials, design, workmanship, feeling, association.	Ineligible due to alterations.
15	325 South Street	20	Ca. 1890, Queen Anne, 2.5 story, L-plan, gable roof, projecting front gable bay, 3x2 bays, enclosed front corner porch. Vinyl siding, vinyl windows.	Siding, windows, front porch have been altered and Queen Anne detail lost. Loss of integrity of materials, design, workmanship, feeling, and association.	Ineligible due to alterations.
16	336 South Street	21	Ca. 1890, Queen Anne, 2.5 story, wood-frame, gable roof, L-plan with projecting front gable bay, 3x2 bays, 1-story front porch. Details include slate roof, overhanging eaves, vinyl siding and windows.	Since SR listing, siding and windows have been replaced and Queen Anne details removed. Loss of integrity of materials, design, workmanship, feeling, and association.	Ineligible due to alterations.

Map ID	Address	Photo #	Brief Description	Integrity	NR Eligibility Recommendation
17	341 South Street	22	Ca. 1930, Dutch Colonial, 1.5 story, gambrel roof, symmetrical 3x2 bays with exterior end chimney, wood siding, shed roof dormer on front gambrel, 1-story hipped roof wing at south, and front entrance porch sheltered by arched roof, concrete foundation.	Windows have been replaced but shutter dogs remain. Wood siding remains. Retains integrity of setting, location, design, workmanship, feeling, and association.	Does not rise to level of individual significance. Ineligible.
18	344 South Street	23	Ca. 1890, Queen Anne, 2.5 story, wood-frame, hipped roof, 2x2 bays with ¾ width shed roof front porch, hipped roof dormer on front slope of roof. Details include slate roof, vinyl siding and vinyl windows, decorative porch posts and balusters.	Since SR listing, siding and windows have been replaced. Porch wall and round columns replaced by posts and balusters. Loss of integrity of materials, design, workmanship, feeling, and association.	Ineligible due to alterations.
19	360 South Street	24	Ca. 1890, Queen Anne, 2.5 story, wood-frame, hipped roof, 2x2 bays with hipped roof dormer on front roof slope, and gable roof portico supported by columns, sheltering front entrance. Details include slate roof, cornerboards, concrete foundation, wood siding, vinyl windows, central brick chimney.	Appears to have few changes since VHSSS. Displays character defining features.	Does not rise to level of individual significance. Ineligible.
20	370 South Street	25	Ca. 1890, Queen Anne, 2.5 story, wood frame, gable roof, L-plan with projecting front gable bay, 3x 2 bays with enclosed front corner porch. Details include 1/1 windows, stained glass front window, wood siding, overhanging eaves, slate roof, gable peak shingle details.	Since VHSSS, porch has been enclosed, but details remain. Displays some character defining features.	Does not rise to level of individual significance. Ineligible.
21	374 South Street	26	Ca. 1890, Queen Anne, 2.5 story, wood-frame, gable roof, L-plan with projecting front gable bay, 3x1 bay, enclosed front corner porch. Details include slate roof, overhanging eaves, vinyl siding, vinyl windows.	The closed porch is not a compatible alteration. Windows are 6/1 or 4/1 and do not match style. Loss of integrity of materials, design, workmanship, feeling, and association.	Ineligible due to alterations.

Map ID	Address	Photo #	Brief Description	Integrity	NR Eligibility Recommendation
22	382 South Street	27	Ca. 1890, Queen Anne, 2.5 story, wood-frame, L-plan, cross gable, 3x1 bay, with enclosed corner front porch. Details include wood siding, shingles in the gables, and shingled porch half wall.	Since VHSSS, windows have been replaced and openings altered. Loss of integrity of materials, design, workmanship, feeling, and association.	Ineligible due to alterations
23	404 South Street	28	Ca. 1890, Queen Anne, 2.5 story, wood-frame, L-plan, cross gable, 3x1 bays with enclosed corner porch. Details include slate roof, overhanging eaves, vinyl siding, vinyl windows.	Siding, windows, openings, and porch have been altered. Loss of integrity of materials, design, workmanship, feeling, and association.	Ineligible due to alterations
24	414 South Street	29	Ca. 1983, 2-story, wood frame, gable roof, eaves front, high-ranch style with overhanging second story, vinyl siding, vinyl windows, garage at ground level.	N/A	Ineligible due to age
25	461 South Street	30, 31, 32	Ca. 1994 residence set back from the road with variety of farm buildings closer to South Street. Barns include a 1.5-story wood frame, wood sided barn. Mid-20th century concrete block, flat roof wing attached to the barn, and modern 1-story metal frame barns.	Barn has been altered since 1922 Sanborn map. House is ineligible due to age.	Ineligible due to age and alterations. Ineligible as a farmstead due to the age of the house.

In summary, there are two historic properties in the APE: 181 Grove Street and Bridge No. 4, which are highlighted in green.

Public Participation

An Alternatives Presentation was held on June 12, 2023, during which the public expressed support for the project. A letter from VTrans to the Poultney Town Manager on September 12, 2023, discussed that the bridge will be repainted green, consistent with its current color. VTrans requested that the Town bring up any concerns with this color, if applicable. The Town did not express any concerns.

Analysis

The project proposes to rehabilitate Bridge No. 4 by removing deteriorated steel that cannot be repaired to meet the modern load rating. The steel will be replaced in kind with stronger steel of the same dimensions. This stronger steel combined with a lighter deck gives the truss an increased load rating, which allows the bridge to stay in the transportation network on alignment. The new splice joints will be eight feet above the deck and will represent the replacement sections of members. The new and original will be legible if one is looking for it. The

cantilevered sidewalk lattice railing will be rehabilitated and reinstalled on the new cantilevered sidewalk. The bridge will be repainted green, which is the existing color and a common truss bridge color in Vermont. The box beam guardrail installed on the bridge is compatible with the historic design and more appropriate than the current w-beam railing that spans the bridge. The fence selected for the back of the sidewalk is simple, black, and metal. It is compatible with the historic truss bridge.

The project keeps Bridge No. 4 in Alternative A (Preserve for Limited Highway Use) in the Historic Metal Truss Bridge Preservation Plan. This complies with the 1998 *Programmatic Agreement Among The Federal Highway Administration, The Advisory Council On Historic Preservation, The Vermont Agency Of Transportation, The Vermont State Historic Preservation Officer, The Vermont Agency Of Natural Resources, And The Vermont Agency Of Commerce And Community Development, known as the Vermont Historic Bridge Programmatic Agreement (VHBPA).*

Landscape details, to be finalized, will not affect the integrity of the historic resources. Specifications for protecting the sycamore tree at 322 South Street will be further detailed by VTrans and VHB. The tree is not on a historic property.

The temporary diversion roadway will not be located on historic properties (above ground or archaeological) and will be removed following the bridge opening. No easements are required from historic properties.

Per UVM CAP's Phase 1 Site Identification Survey, there are no archaeological resources in the APE and there will be no effect on archaeological resources.

Stipulations:

1. "Palmer Steel" bridge plaques c. 1923, at bridge ends must be removed without damage, safely stored during construction, and re-installed after rehabilitation as close to their current locations, as possible. These plaques read: Built by the Palmer Steel Company, Holyoke Mass 1923.

Based on the analysis above, VTrans has determined that the undertaking Poultney BF 0145(13) will result in a finding of No Adverse Effect to historic properties.

The above information substantiates VTrans' findings and determination of No Adverse Effect for the above project:

Brennan Gauthier

VTrans Senior Archaeologist

Kyle Obenauer

VTrans Senior Architectural Historian

Attachments:

- ☐ Survey Form(s)
- ☒ Photos – see below
- ☒ Map – Area of Potential Effect Map
- ☒ Report(s) – UVM CAP Phase 1 Site Investigation Survey, November 2023
- ☒ Other: Plan Sheets

Select Plan Sheets

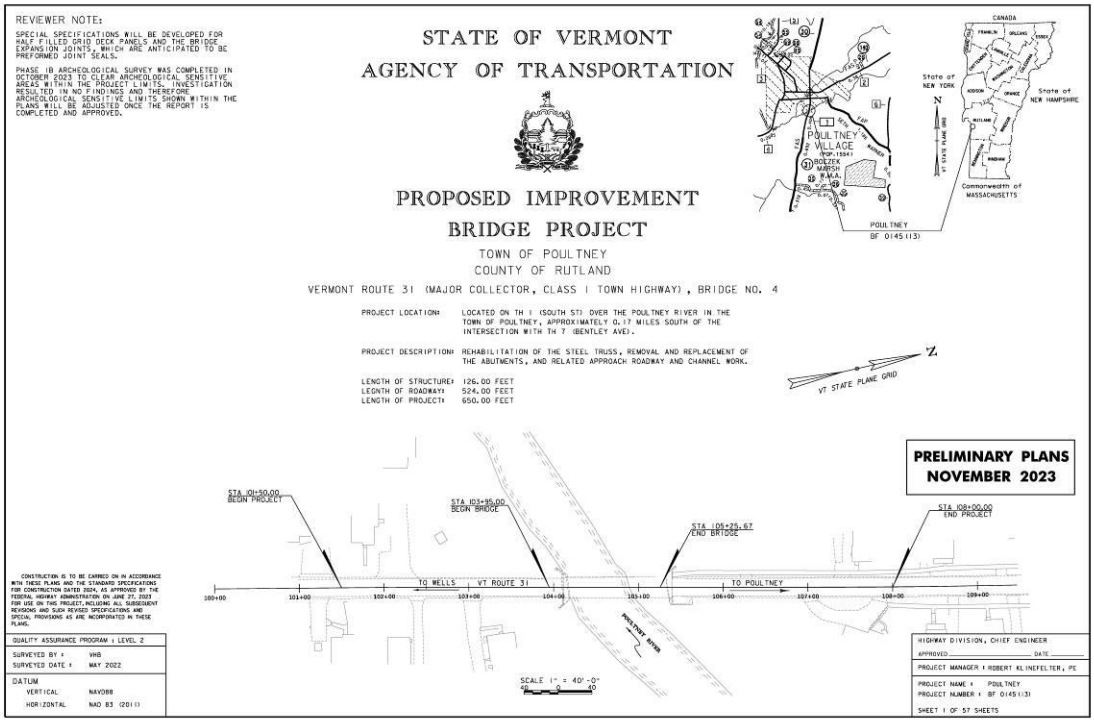


Figure 1: Plan Cover Sheet, Poultney BF 0145(13) Preliminary Plans dated November 17, 2023 by VHB for VTrans.

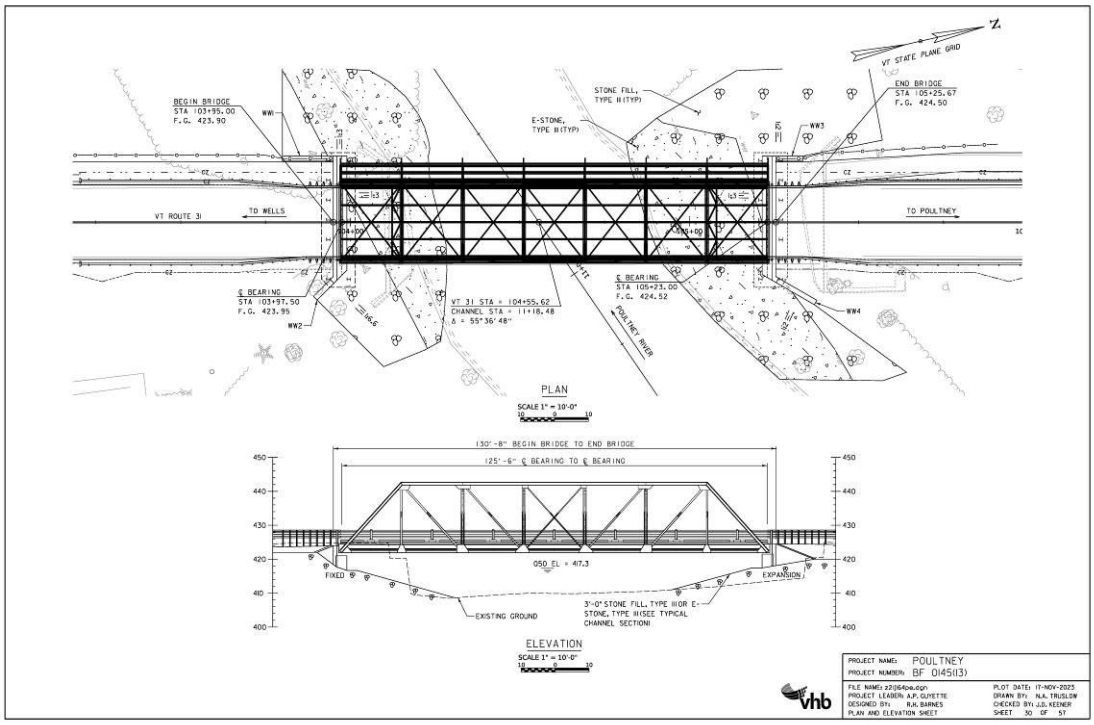


Figure 2: Plan and Elevation Sheet, Sheet 30 of 57. Preliminary Plans, November 2023.

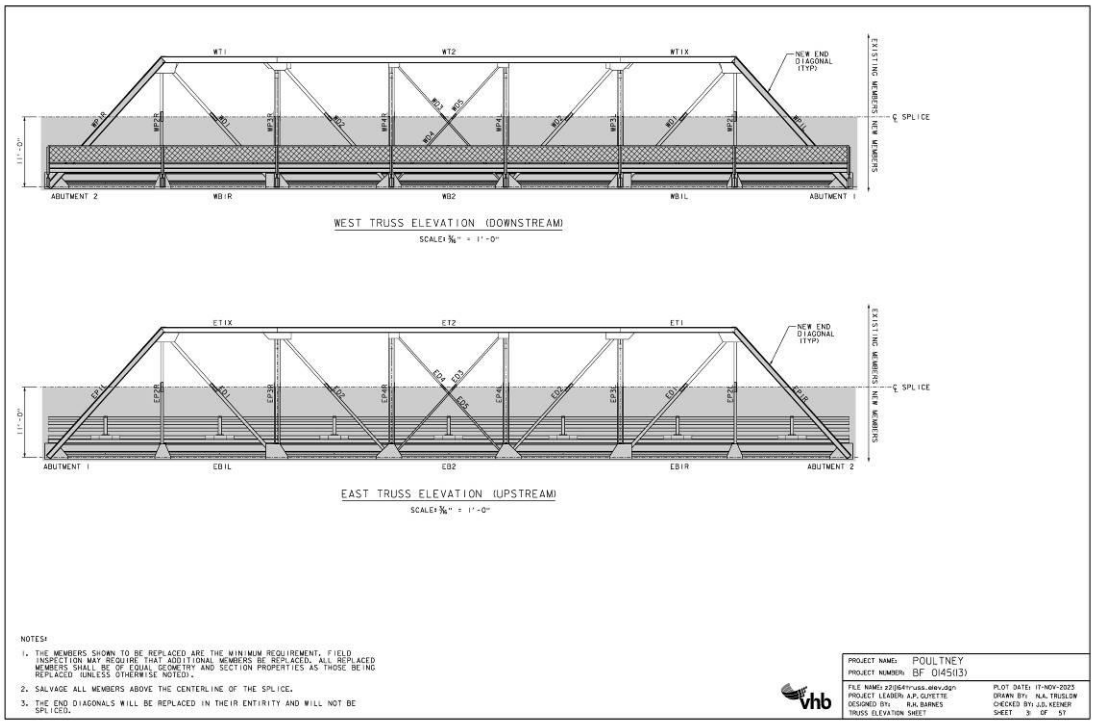


Figure 3: Truss Elevation Sheet, Sheet 31 of 57. Preliminary Plans, November 2023.

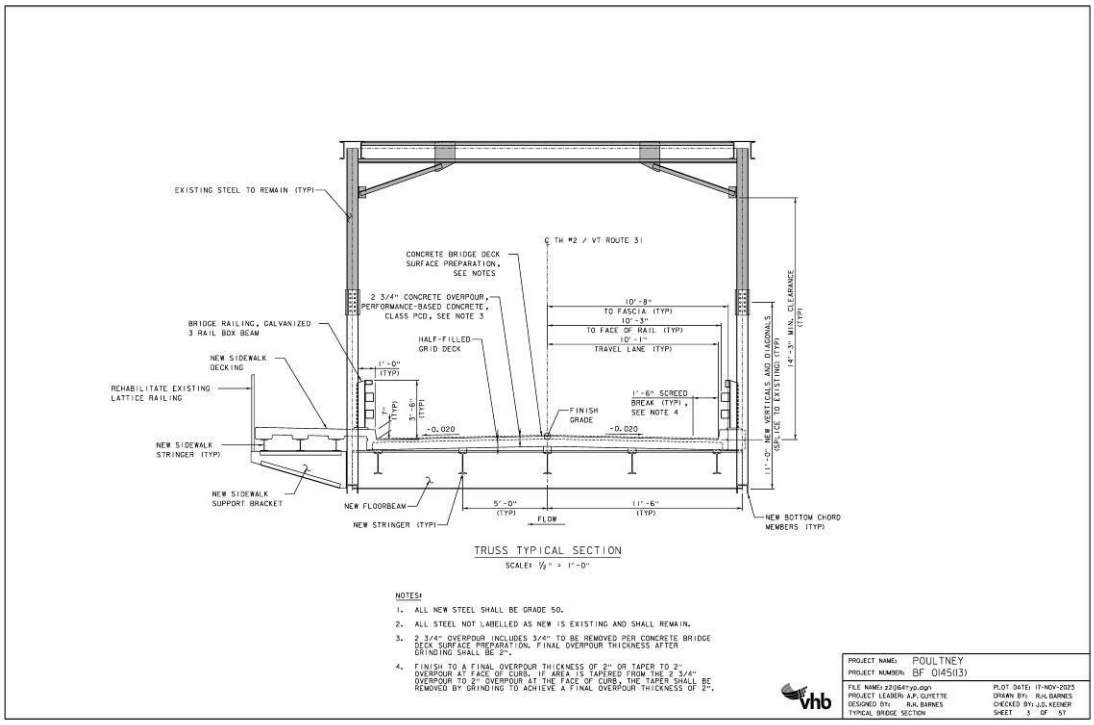


Figure 4: Typical Bridge Section, Sheet 3 of 57. Preliminary Plans, November 2023.

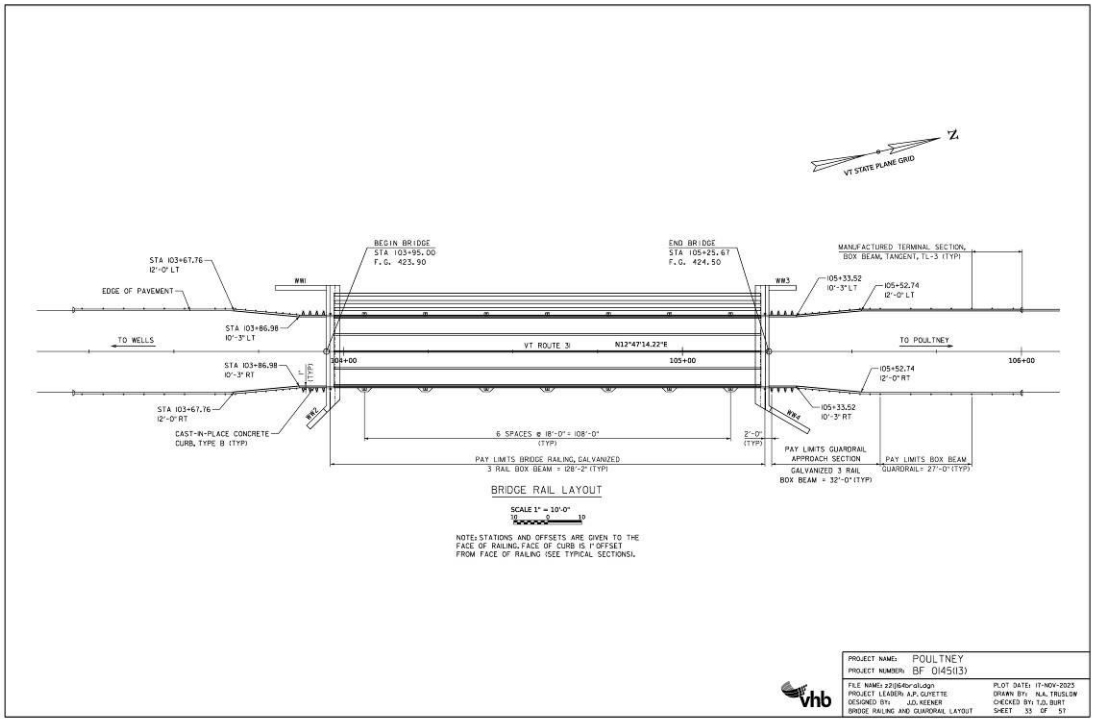


Figure 5: Bridge Railing and Guardrail Layout, Sheet 33 of 57. Preliminary Plans, November 2023.

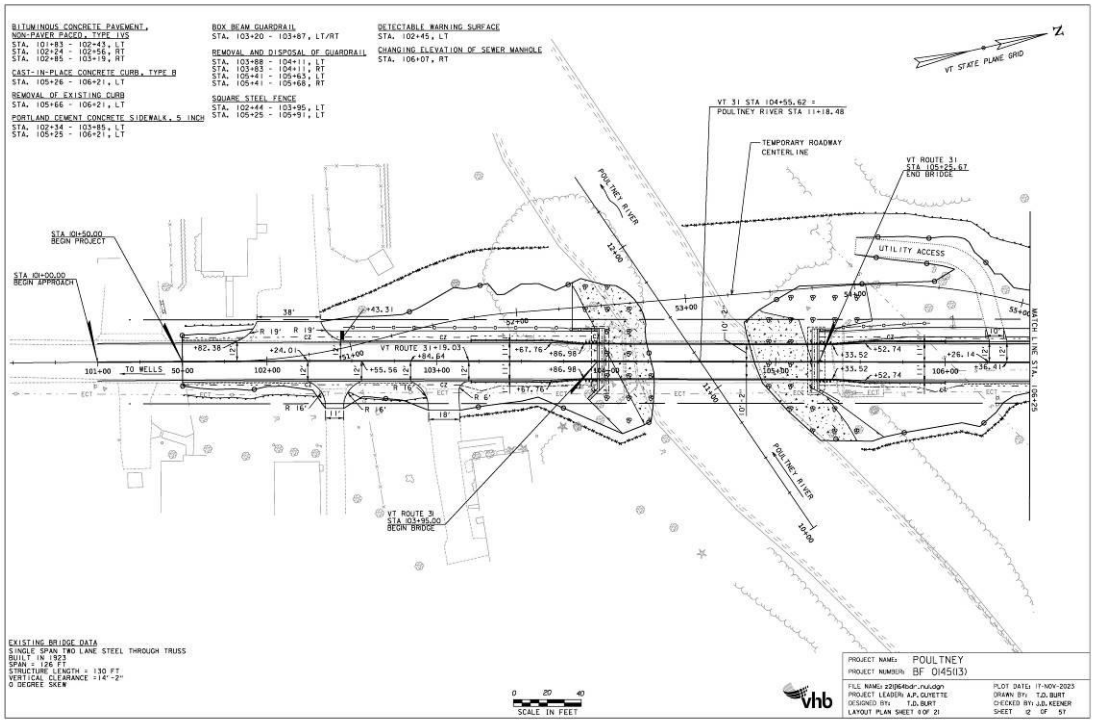


Figure 6: Layout Plan Sheet 1 of 2, Preliminary Plans, November 2023.

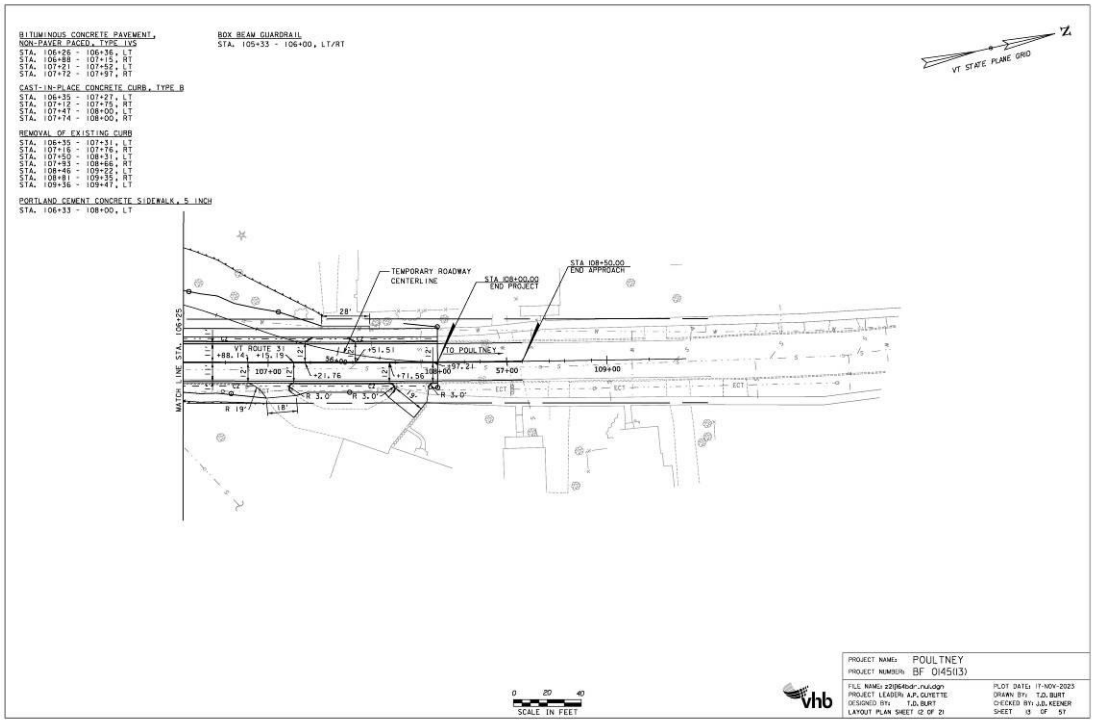


Figure 7: Layout Plan Sheet 2 of 2, Preliminary Plans, November 2023.

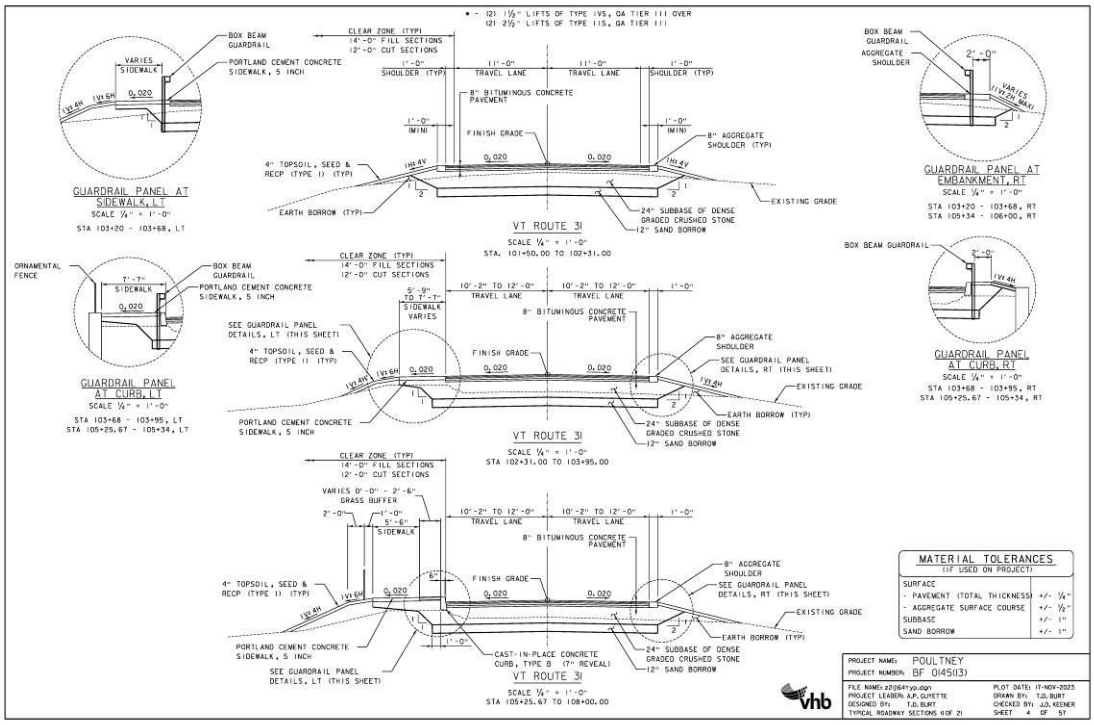


Figure 8: Typical Roadway Section 1 of 2, Sheet 4 of 57, Preliminary Plans, November 2023.

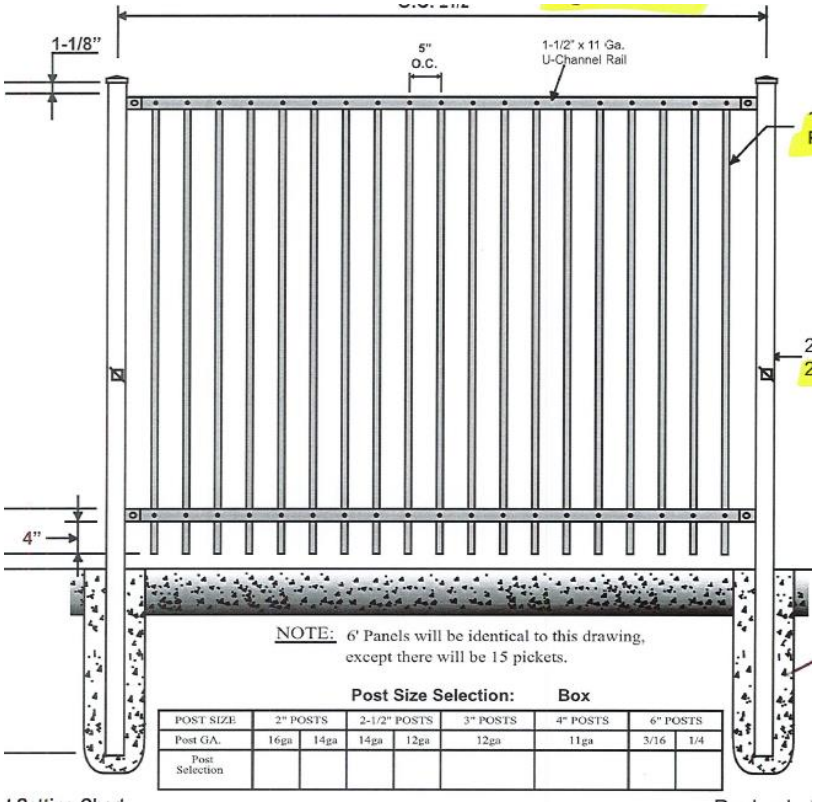


Figure 9: Fence concept. This example is from the Middlebury Tunnel & Bridge Project (Middlebury WCRS(23)). A similar fence will be proposed for this project.

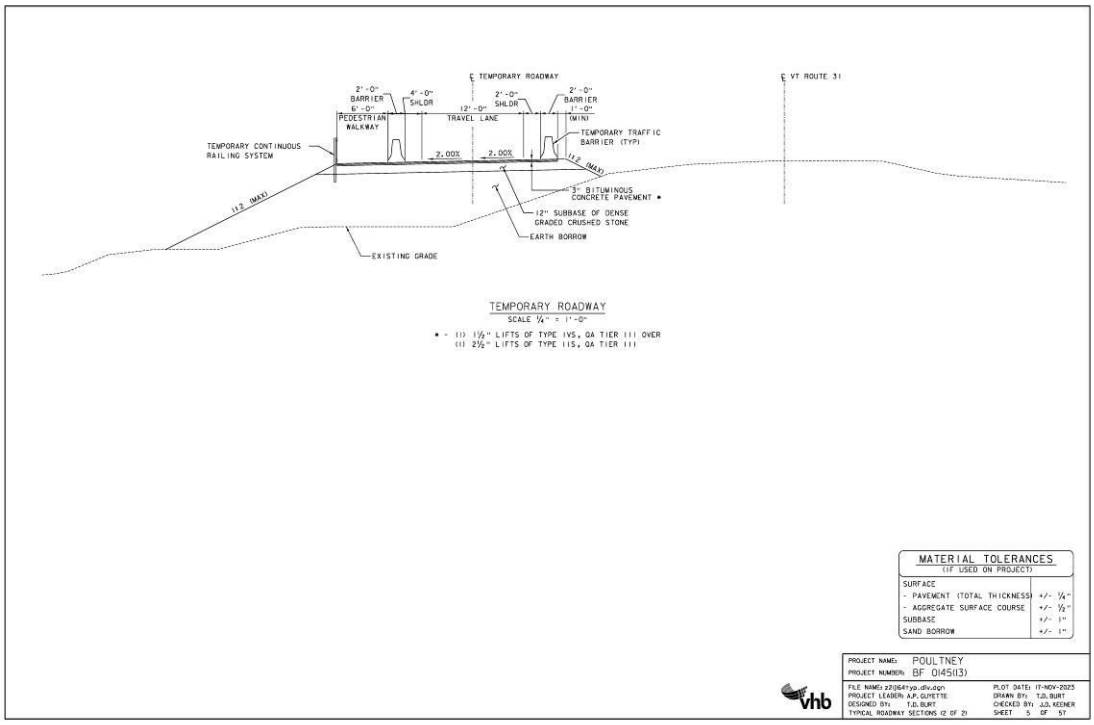


Figure 10: Diversion Roadway Typical Section, Preliminary Plans, Sheet 5 of 57, November 2023.

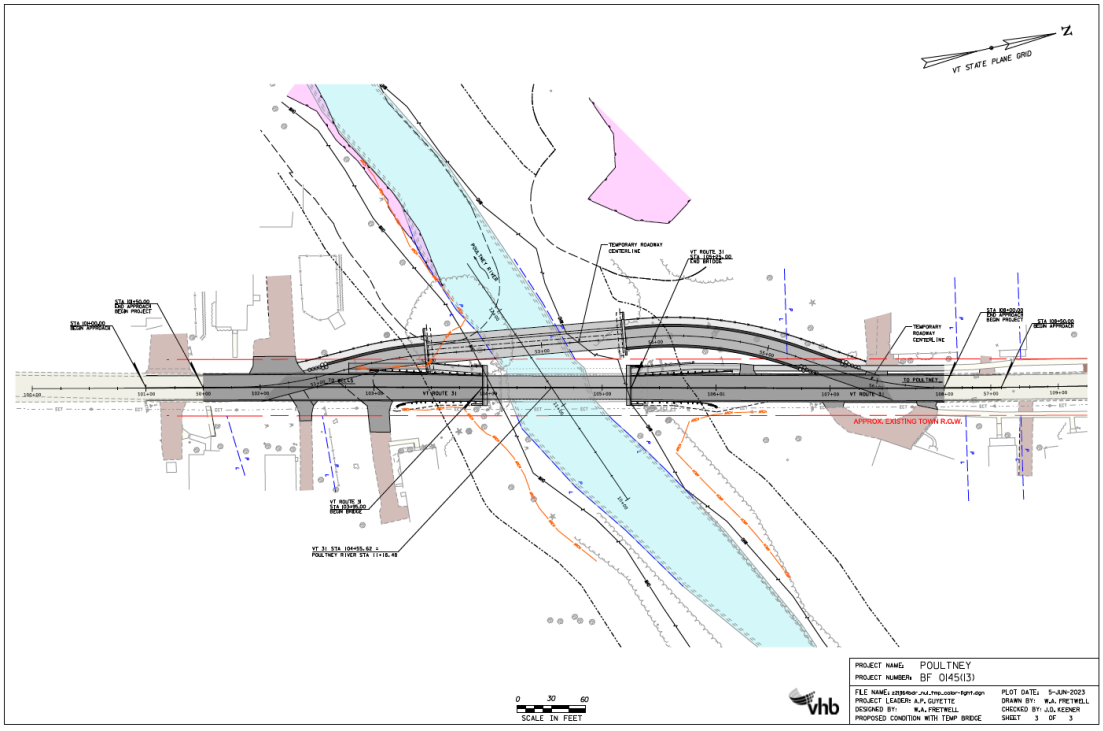


Figure 11: Proposed Condition with Temp Bridge, June 5, 2023.

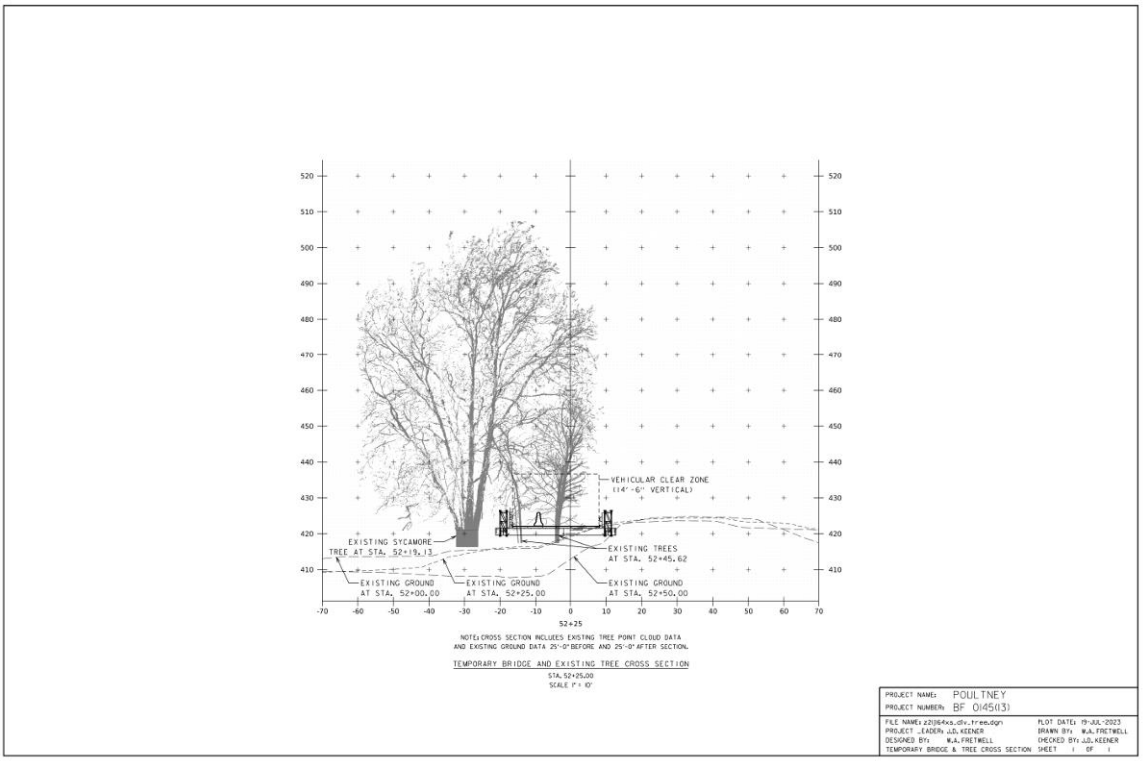


Figure 12: Temporary Bridge and Tree Cross Section, July 19, 2023.

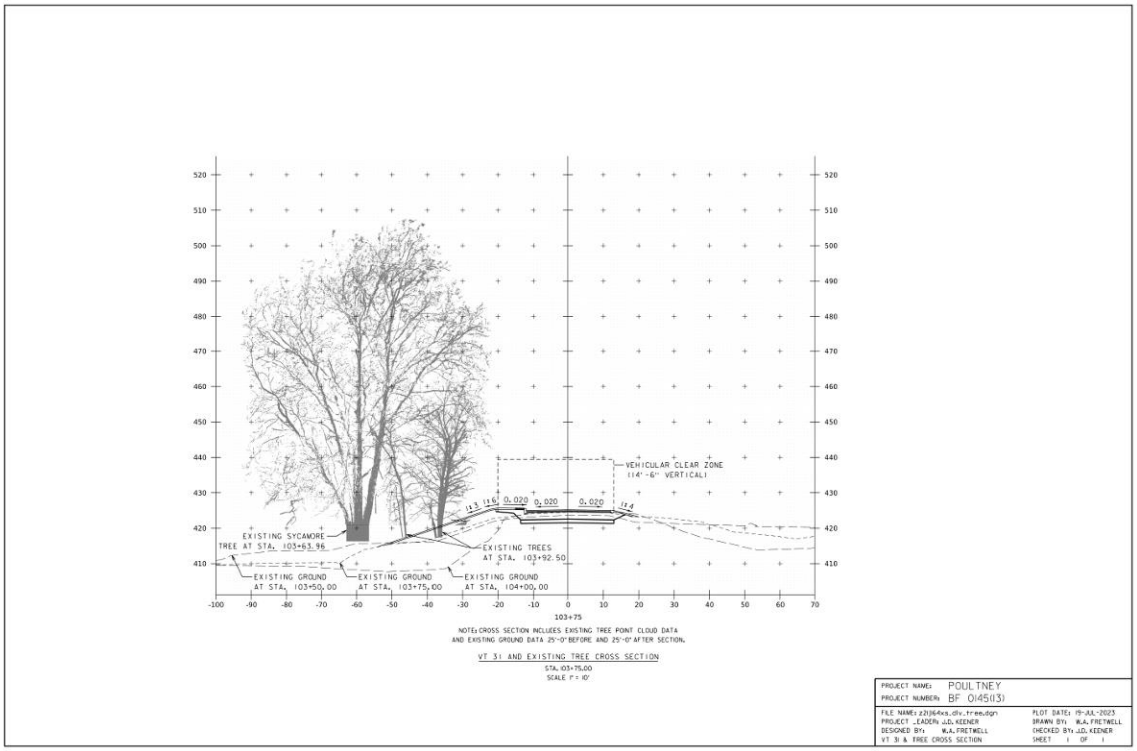


Figure 13: VT 31 & Tree Cross Section, July 19, 2023.

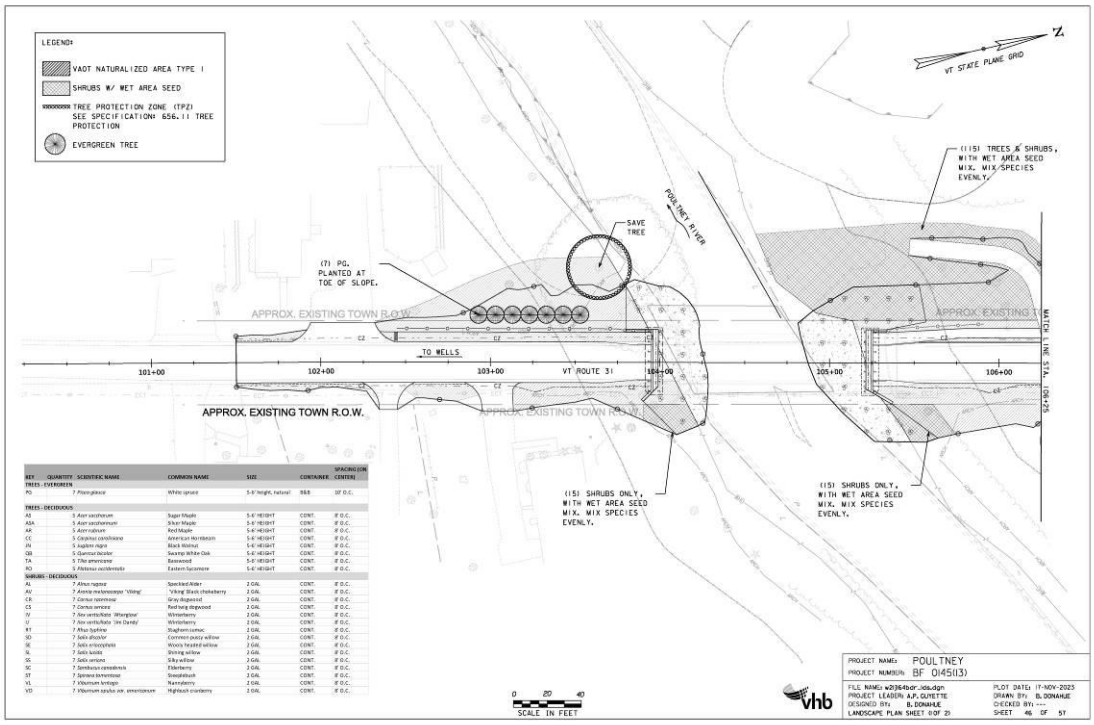


Figure 14: Landscape Plan Sheet 1 of 2, Preliminary Plans, November 17, 2023.

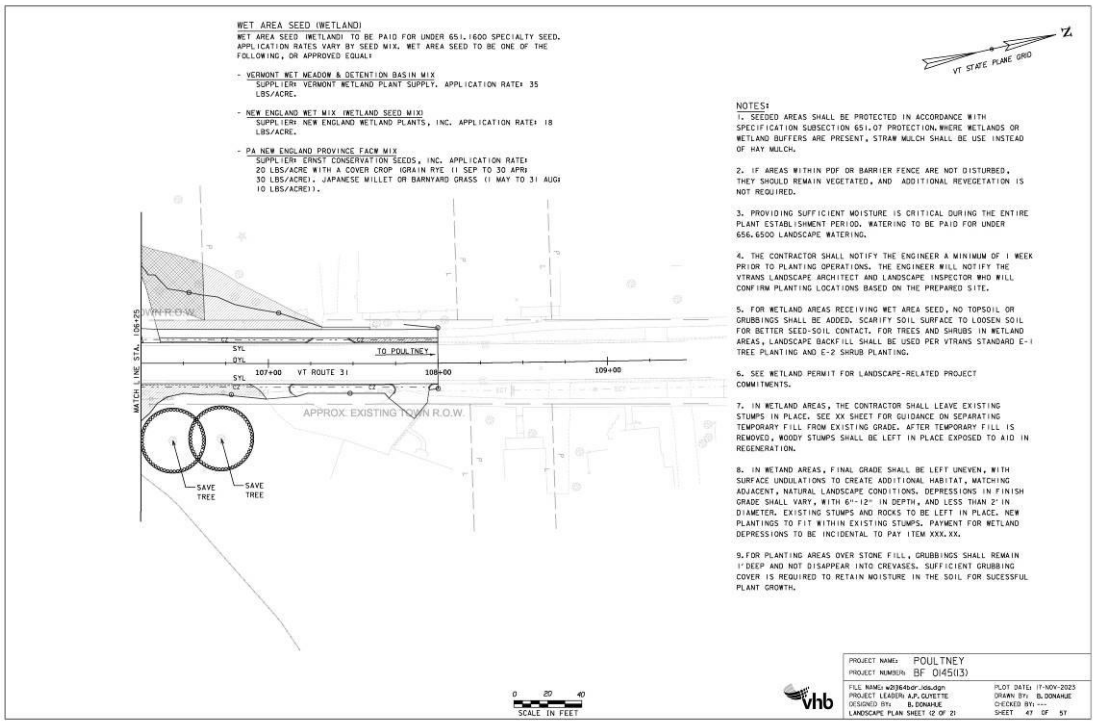


Figure 15: Landscape Plan Sheet 2 of 2, Preliminary Plans, November 17, 2023.

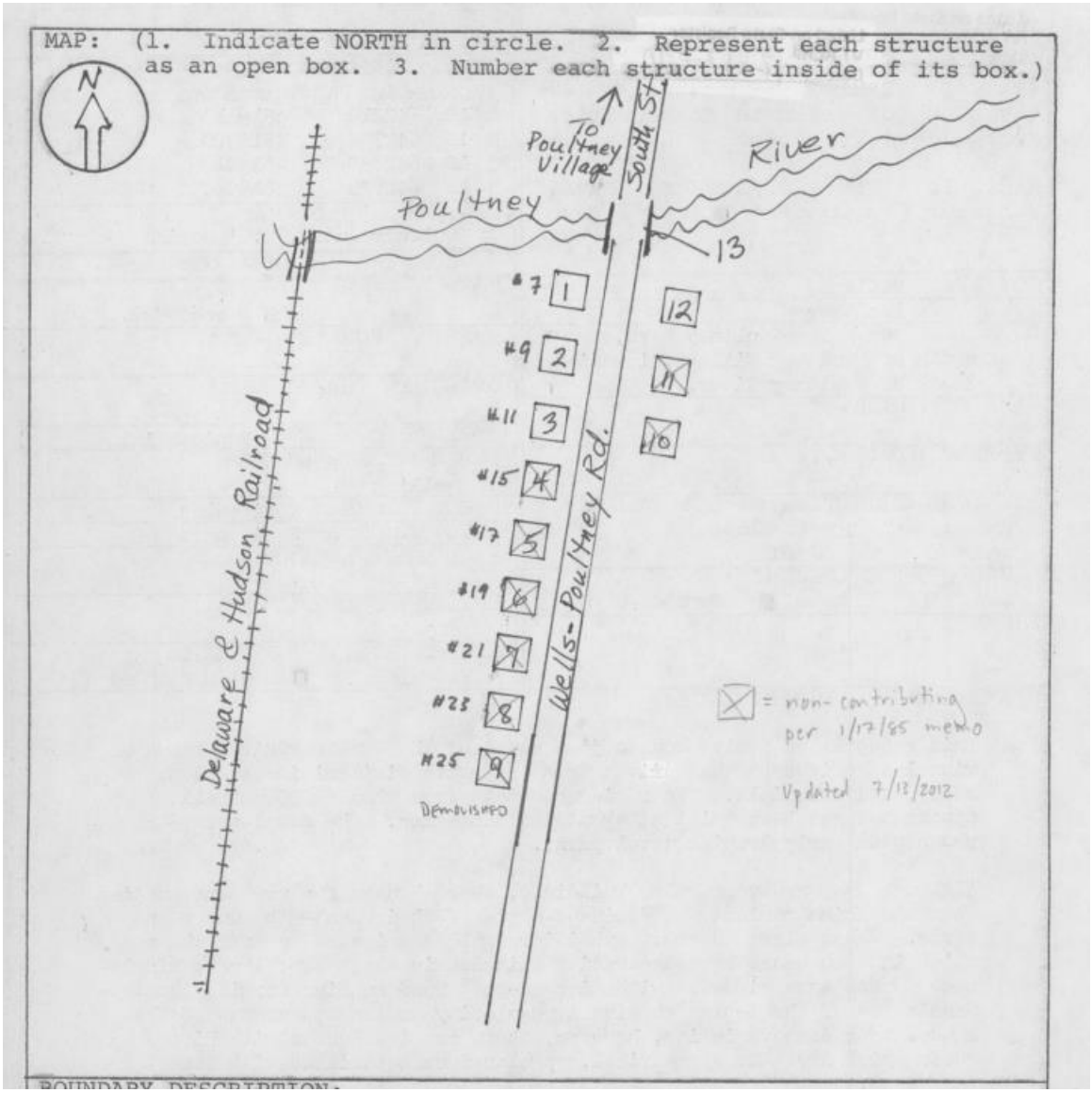


Figure 13: South Street Extension Historic District, Vermont Historic Sites and Structures Survey.

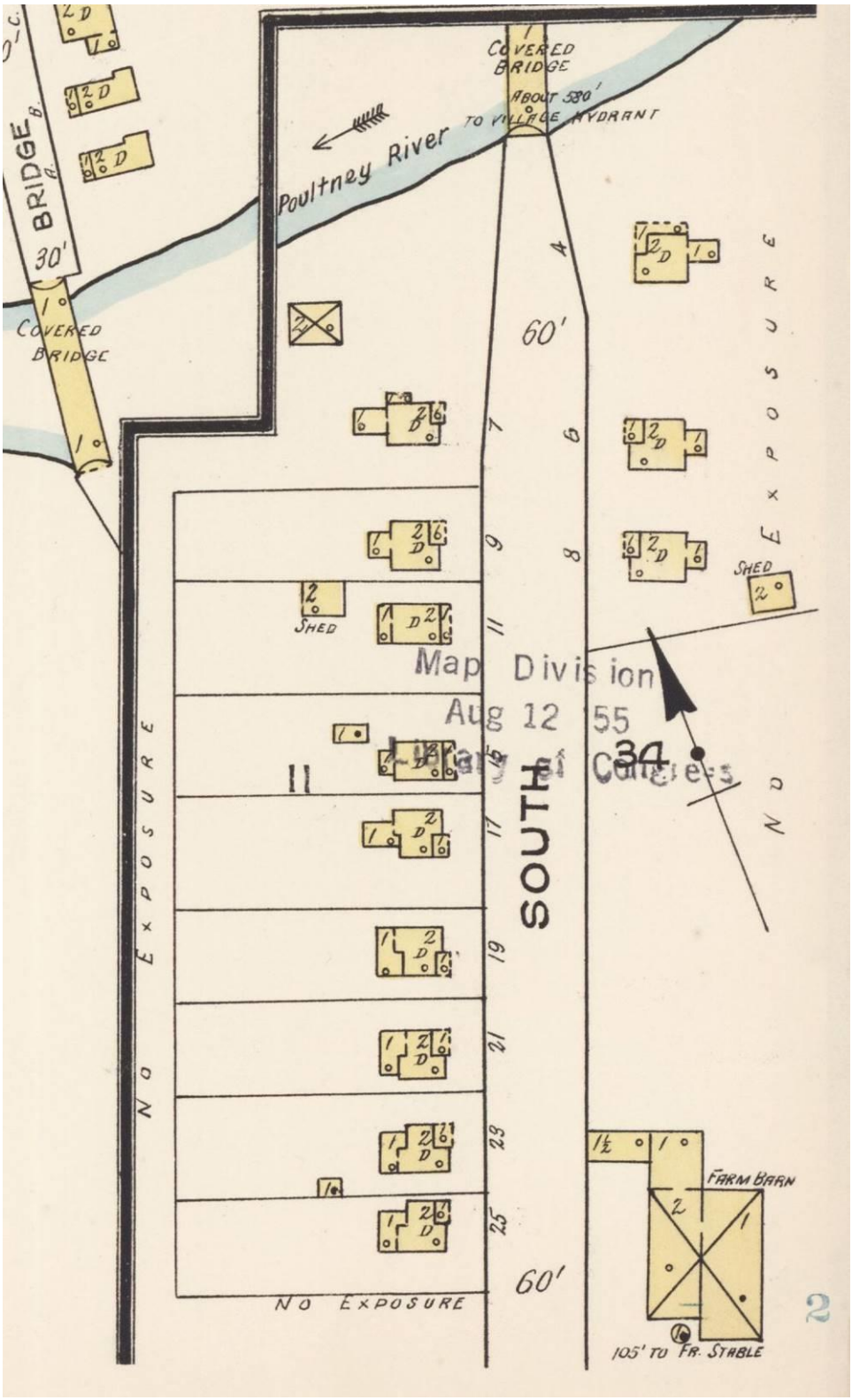


Figure 14: 1922 Sanborn Insurance Map, March 1922, Sheet 4. The covered bridge is shown at the top of the image. This grouping of houses shows the South Street Extension Historic District (which is ineligible for listing in the National Register).

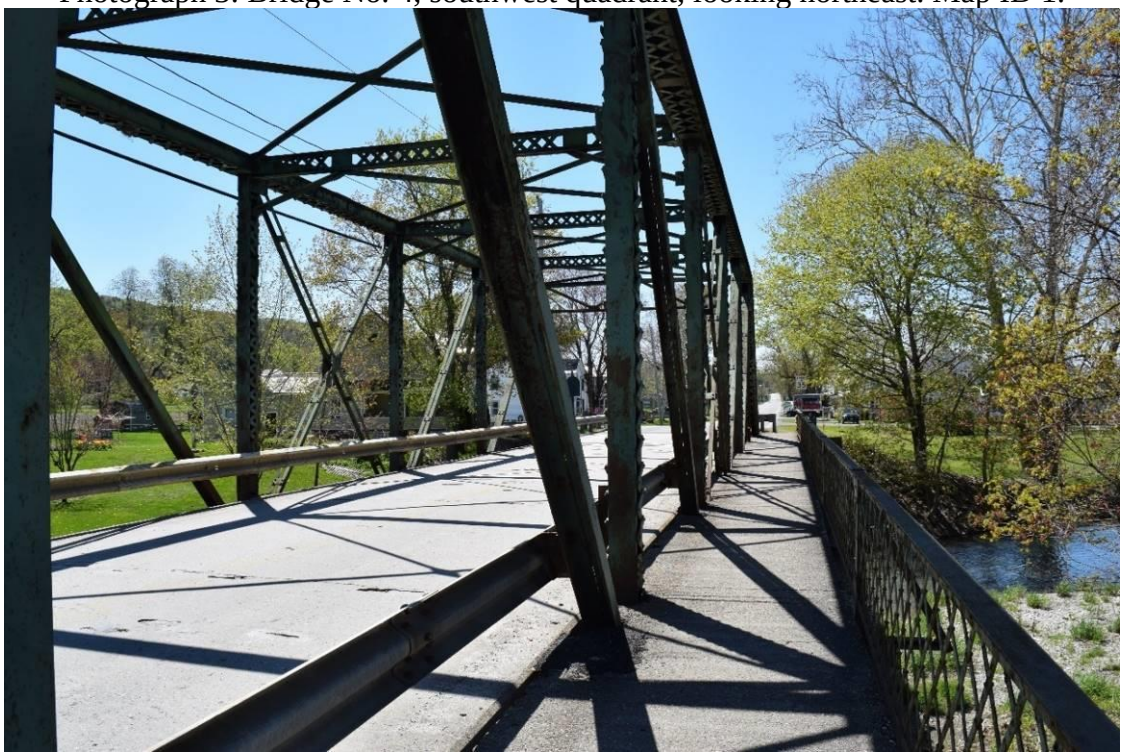
Surveyed Properties in the APE

All photographs taken by VHB, May 2022.

Photograph 1: Bridge No. 4, east elevation. Map ID 1.

Photograph 2: Bridge 4 looking south. Map ID 1.

Photograph 3: Bridge No. 4, southwest quadrant, looking northeast. Map ID 1.



Photograph 4: Bridge No. 4, looking south. Map ID 1.

Photograph 5: Bridge plaque, southwest quadrant. Map ID 1.


Photograph 6: Bridge pedestrian railing. Map ID 1.

Photograph 7: 154 Grove Street, Map ID 2.

Photograph 8: 155 Grove Street, Map ID 3.

Photograph 9: 162 Grove Street, Map ID 4.

Photograph 10: 167 Grove Street, Map ID 5.

Photograph 11: 174 Grove Street, Map ID 6.

Photograph 12: 181 Grove Street, Map ID 7.

Photograph 13: 192 Grove Street, Map ID 8.

Photograph 14: 193 Grove Street, Map ID 9.

Photograph 15: 203 Grove Street, Map ID 10.

Photograph 16: 210 Grove Street, Map ID 11.

Photograph 17: 289 South Street, Map ID 12.

Photograph 18: 311 South Street, Map ID 13.

Photograph 19: 322 South Street, Map ID 14.

Photograph 20: 325 South Street, Map ID 15.

Photograph 21: 336 South Street, Map ID 16.

Photograph 22: 341 South Street, Map ID 17.

Photograph 23: 344 South Street, Map ID 18.

Photograph 24: 360 South Street, Map ID 19.

Photograph 25: 370 South Street, Map ID 20.

Photograph 26: 374 South Street, Map ID 21.

Photograph 27: 382 South Street, Map ID 22.

Photograph 28: 404 South Street, Map ID 23.

Photograph 29: 414 South Street, Map ID 24.

Photograph 30: 461 South Street, residence set back from the road, Map ID 25.

Photograph 31: 461 South Street, barns and outbuildings. Map ID 25.

Photograph 32: Barns at 461 South Street, Map ID 25.