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ARCHEOLOGICAL RESOURCE ASSESSMENT

Middlesex Streetscape and Trail Scoping Project

Town of Middlesex
Washington County, Vermont

HAA # 5684-11

Submitted to:
DuBois & King, Inc.
28 North Main Street
Randolph, Vermont 05060

Prepared by:
Hartgen Archeological Associates, Inc.

P.O. Box 81
Putney, VT 05346
p +1 802 387 6020
f +1 802 387 8524
e hartgen@hartgen.com

www.hartgen.com

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www.acra-crm.org

July 2021

MANAGEMENT SUMMARY

SHPO Project Review Number:
Involved State and Federal Agencies: *Vermont Agency of Transportation (VTrans)*
Phase of Survey: *Archeological Resource Assessment*

LOCATION INFORMATION

Municipality: *Town of Middlesex*
County: *Washington County*

SURVEY AREA

Route 2 Streetscape APE
Length: *1,780 feet (543 m)*
Width: *Western half 50 feet (15 m); Eastern half 25 feet (7.6 m)*
Area: *1.5 acres (0.6 ha)*

Trail APE
1,336 feet (407 m)
10 feet (3 m)
0.31 acres (0.12 ha)
Plus two lookout areas of unknown size

RESULTS OF RESEARCH

Archeological sites within one mile: *two*
Surveys in or adjacent: *one ARA*
NR/NRE sites in or adjacent: *State Register listed Middlesex Historic District*
Precontact Sensitivity: *moderate*
Historic Sensitivity: *moderate*

RECOMMENDATIONS

For the Route 2 streetscape project, Phase IB reconnaissance survey is recommended for certain areas on both sides of the road where project disturbance will extend beyond the footprint of Route 2 west of the former railroad depot. To the east of the depot, the APE is limited to the south side of the road. However, areas of archeological potential are identified in front of two historic houses west of Church Street. Phase IB survey is also recommended for the Trail project where it crosses the level area at Overlook 2.

Five Archeological Sensitivity Areas (ASAs) along the Route 2 alignment and one ASA along the Trail alignment are depicted on Map 2. If these areas can be avoided, no further archeological review is recommended for these projects. If avoidance is not possible, Phase IB survey is recommended. This report should be submitted to VTrans for review and concurrence.

Report Authors: *Thomas R. Jamison, PhD, RPA #16566*
Date of Report: *July 2021*

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ARCHEOLOGICAL RESOURCE ASSESSMENT

1 Introduction

Hartgen Archeological Associates, Inc. (Hartgen) conducted an Archeological Resource Assessment for the proposed Middlesex Streetscape scoping study and the Trail scoping study (Project) located in the Town of Middlesex, Washington County, Vermont (Map 1). The Project requires approvals by Vermont Agency of Transportation (VTrans) for the Route 2 scoping study. This investigation was conducted to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and will be reviewed by the VTrans archeology officer. The trail project is being reviewed for possible future development. This investigation adheres to the Vermont State Historic Preservation Office's (SHPO) *Guidelines for Conducting Archeology in Vermont* (2017).

2 Project Information

A site visit was conducted by Thomas R. Jamison on May 26, 2021 to observe and photograph existing conditions within the Project Area. The trail alignment was walked with Mike Pelchar, one of the proponents of that project. The information gathered during the site visit is included in the relevant sections of the report.

2.1 Project Location

The project is located in the village of Middlesex, along Route 2 and the Winooski River in the south end of the Town of Middlesex.

2.2 Description of the Project

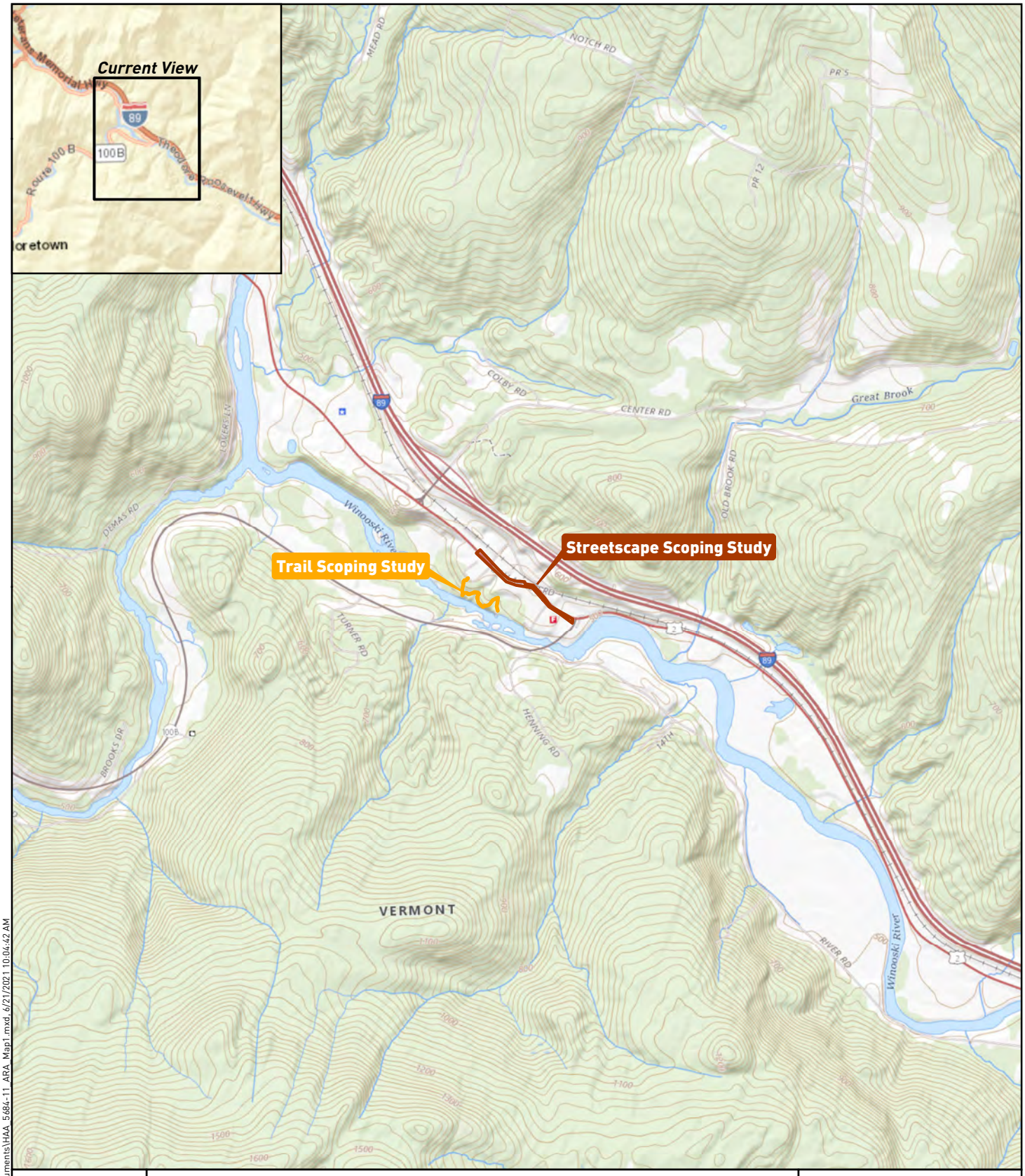
There are two projects investigated in this report. The first is a scoping study of proposed streetscape improvements along Route 2 through the village. The proposed improvements have yet to be defined but could include sidewalks and traffic calming measures. The trail scoping study is for a proposed trail through wooded areas between the back of the Camp Meade property and Church Street to the southeast. The trail is conceived as connecting to two overlooks of the Winooski River.

2.3 Description of the Area of Potential Effects (APE)

The area of potential effects (APE) includes all portions of the property that will be directly or indirectly altered by the proposed undertaking. The APE of the Route 2 scoping study covers both sides of Route 2 from the west end of the APE a short distance west of the intersection with Gallagher Road to the former railroad depot. From the depot to the east the APE at the intersection with Route 100B, the APE is limited to the south side of Route 2. The APE extends approximately 0.34 miles (0.14 ha) and with varied width encompasses approximately 1.94 acres (0.79 ha). The APE for the trail study begins at the back of the Camp Meade property and winds through the woods to the dam access road from Church Street. It extends approximately 0.26 miles (0.11 ha) and at an assumed 10 feet (3 m) width, encompasses approximately 0.32 acres (0.13 ha). The size of the two overlook areas has not been determined.

3 Environmental Background

The environment of an area is significant for determining the sensitivity of the Project Area for archeological resources. Precontact and historic groups often favored level, well-drained areas near wetlands and waterways. Therefore, topography, proximity to wetlands, and soils are examined to determine if there are landforms in the Project Area that are more likely to contain archeological resources. In addition, bedrock formations may contain chert or other resources that may have been quarried by precontact groups. Soil conditions can provide a clue to past climatic conditions, as well as changes in local hydrology.



1,000 0 1,000 2,000 Feet

300 0 300 600 Meters

Note: Contour interval is 20 feet.

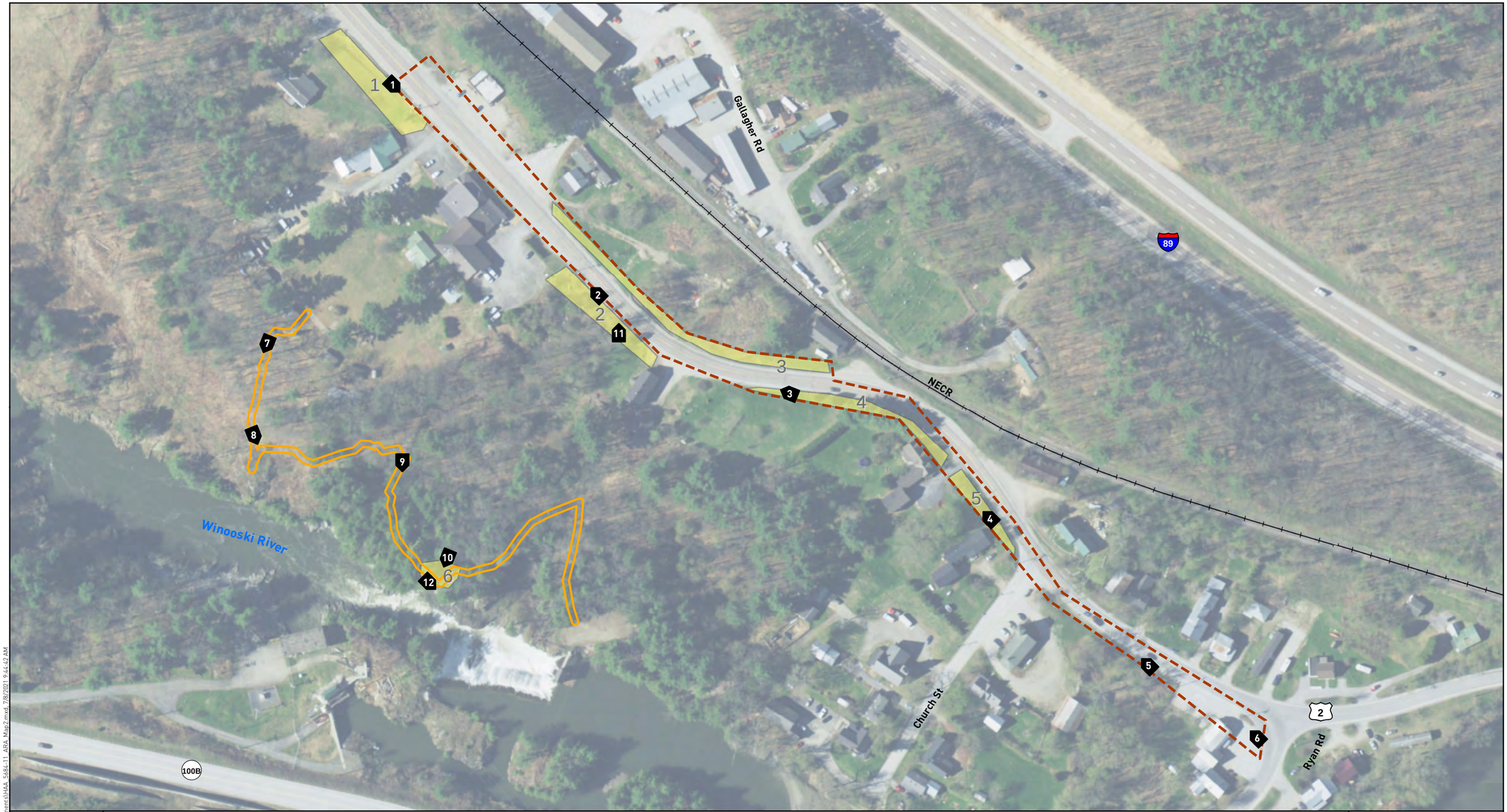
Project Location

GIS Services Accessed 7/8/2021: Environmental Systems Research Institute, Inc., World Street Map; USGS The National Map

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Map 1

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N

75 0 75 150 Feet

21 0 21 42 Meters

Legend

- Photo Angle
- Archeologically Sensitive Area (ASA)
- Streetscape Scoping Study
- Trail Scoping Study

Project Map

Vermont Center for Geographic Information, Orthoimagery, 2016-2020

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Map 2

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3.1 Present Land Use and Current Conditions

The Route 2 project alignment extends along the edge of Route 2 across the front of several buildings, parking lots and lawn areas (Photos 1 to 6). Some of the lawns are raised above the adjacent roadway that has cut down the original landscape. Others are generally level with the adjacent roadway.

The trail alignment departs from the back of the Camp Meade event area, extending down a steep slope along a former logging road (Photos 7 to 10). It continues on the logging road to proposed Overlook 1 at an intersection with a power line. The overlook has a view of the hydro power facility on the Winooski River. The site of the overlook is a ledge outcrop and fill related to the power line installation. The alignment continues on logging roads as it runs adjacent to a small brook. At that point it departs from the road disturbance and crosses the brook at the base of a deep ravine and rises up a steep slope to a wooded rise and to another overlook. Overlook 2 is located in a wooded area with a magnificent view of the power station and river. From Overlook 2, the trail alignment slopes down to the base of another ravine and rises up to the access road for the power station on the north side of the river and the end of the defined trail alignment. The power station access road connects with Church Street in the village.



Photo 1. Route 2 alignment, west end. Note road embankment sloping down to the lawn on the right. Red Hen Bakery and Camp Meade are located in the right background. Service Station Restaurant is visible on the left. View to the southeast.



Photo 2. Route 2 alignment. Note Red Hen Bakery and Service Station Restaurant in the background with 960 Route 2 on the right. In the left foreground is a drainage that crosses Route 2 and the trail alignment to the south. View to the northwest.



Photo 3. Route 2 alignment. Note 947 Route 2 on the left and wooded area on the right adjacent to the former railroad depot that is part of the APE. View to the west/northwest.



Photo 4. Route 2 alignment, immediately west of Church Street. Note 927 Route 2 on the left. The wooded area on the right is outside of the APE. View to the northwest.



Photo 5. Route 2 alignment, immediately east of Church Street. Note 2 Church Street in the background at the intersection with Church Street. In the left foreground is an overgrown segment partly owned by the town and part by Roots Farm Market at 903 Route 2 and the corner of Route 100B. The right side of the road in this area is outside of the APE. View to the northwest.



Photo 6. Route 2 alignment, immediately east of Route 100B. Note the Roots Market at 903 Route 2 on the left. View to the northwest.



Photo 7. Trail alignment, slope on logging road down toward the Winooski River. View to the south/southwest.



Photo 8. Trail alignment, Overlook 1. Note extensive disturbance related to utility line installation and hydropower station in the left background. View to the south/southeast.



Photo 9. Trail alignment, ravine crossing. Note small drainage with the Winooski River in the background and steep rises on either side. View to the south.



Photo 10. Trail alignment, Overlook 2. Note wooded area surrounding Overlook 2. View to the south/southwest.

3.2 Soils

Soil surveys provide a general characterization of the types and depths of soils that are found in an area. This information is an important factor in determining the appropriate methodology if and when a field study is recommended. The soil type also informs the degree of artifact visibility and likely recovery rates. For example, artifacts are more visible and more easily recovered in sand than in stiff glacial clay, which will not pass through a screen easily.

The soils of the project area (Table 1) are entirely Adams loamy sand (USDA 2021) that developed on glaciofluvial or glaciolacustrine sediments deposited during glacial Lake Vermont or Lake Winooski (Springston, et al. 2020). The only variation is the slope of the topography with the Route 2 alignment being relatively level whereas the Trail alignment is highly varied with some very steep areas.

Table 1. Soils in Project Area

Symbol	Name	Textures	Slope	Drainage	Landform
Route 2 Alignment					
26B	Adams	Loamy sand	3-8%	Somewhat excessively drained	Glacial outwash
Trail Alignment					
26E	Adams	Loamy sand	25-60%	Somewhat excessively drained	Glacial outwash

3.3 Bedrock Geology

The bedrock in the Project Area is the "Pinstriped" granofels member of the Moretown formation, consisting of "light-gray to pale-green, whitish-grayweathering, chlorite-biotite-plagioclase-quartz granofels and tectonically "pinstriped" granofels and feldspathic biotite quartzite" (Ratcliffe 2011). These materials were typically not utilized for stone tools by Native American groups, although they could have been utilized on an expedient basis.

3.4 Physiography and Hydrology

The Route 2 Project Area is generally level with the eastern end sloping down to the intersection with Route 100B. That slope corresponds to the approach to the Winooski River. The Trail Project Area is highly variable primarily consisting of steeply sloped areas interspersed with level areas overlooking the river and on either side of drainages. The Winooski River is the primary source of water in the vicinity, forming the southern limits of the Town of Middlesex. Draining into the river are several deep but small drainages that cross the Route 2 and Trail alignments. Those drainages were dry at the time of the site visit during a very dry time of the year.

4 Documentary Research

Hartgen conducted research at the Vermont Division for Historic Preservation (VDHP) to identify previously reported archeological sites, State and National Register (NR) properties, properties determined eligible for the NR (NRE), and previous cultural resource surveys.

4.1 Archeological Sites

The archeological site files at VDHP contained two sites within one mile (1.6 km) of the Project Area (Table 2). Previously reported archeological sites provide an overview of both the types of sites that may be present in the APE and the relationship of sites throughout the surrounding region. The presence of few reported sites, however, may result from a lack of previous systematic survey and does not necessarily indicate a decreased archeological sensitivity within the APE.

The Kingfisher site (VT-WA-0053) was located along the Winooski River a short distance west/northwest of the project area across the river from the confluence with the Mad River. A small amount of investigation was conducted that identified potential Archaic artifacts and deposits. Site VT-WA-0177 was identified west/northwest of the APE adjacent to Route 2 where a railroad siding had once been constructed of local field stone. It is also possible this structure is the site of a car house that appears on the 1873 Beers map of the town (Beers 1873).

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

VAI Site No.	Site Identifier	Description	Proximity to Project Area
VT-WA-0053	Kingfisher	Possible Middle and Late Archaic, early 19th-century surface collection of stone gouge, spearhead and axe and 1990s excavation of projectile point fragment, debitage and biface fragment	0.76 mi/1.23 km to W/NW
VT-WA-0177		19th century, dry-laid fieldstone railroad siding (or possibly the car house)	0.4 mi/0.68 km to W/NW

4.2 Historic Properties

An examination of the files at VDHP identified no NR properties, one NRE property, no properties previously determined to be ineligible within the APE (Table 3). All of the structures along the Route 2 Streetscape project APE are located within the State Register listed Middlesex Historic District.

Table 3. Inventoried properties within or adjacent to the APE

Property Name	Status	Description of Building
Middlesex Historic District (VHSSS 1210-6)	SRL 3/15/1990	Small village of primarily 19th- and early 20th-century residential, commercial and municipal structures

4.3 Previous Surveys

On file at VDHP are no previous surveys within the immediate vicinity of the Project that included archeological testing. The only adjacent archeological review consisted of an Archeological Resource Assessment for proposed traffic calming measures along the current APE and extending further to the east and southeast (Table 4). This study discusses flood damage to the village that occurred during the 1927 flood, identifying the areas of heaviest damage outside of the current APE (Knight 2005).

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

Year	Investigator	Methodology	Results
2005	Charles Knight (UVM CAP)	Research/site visit	Recommended no further archeological review due to disturbance along the roadside

5 Historical Map and Photograph Review

The historical maps of Middlesex illustrate a complex history of modifications to the road and railroad systems over time (Map 3). The 1858 Walling detail map (Walling 1858) shows the village with the railroad crossing the main street (Route 2) on the south side of the railroad depot, while the road runs to the west/northwest passing directly adjacent to the village cemetery.

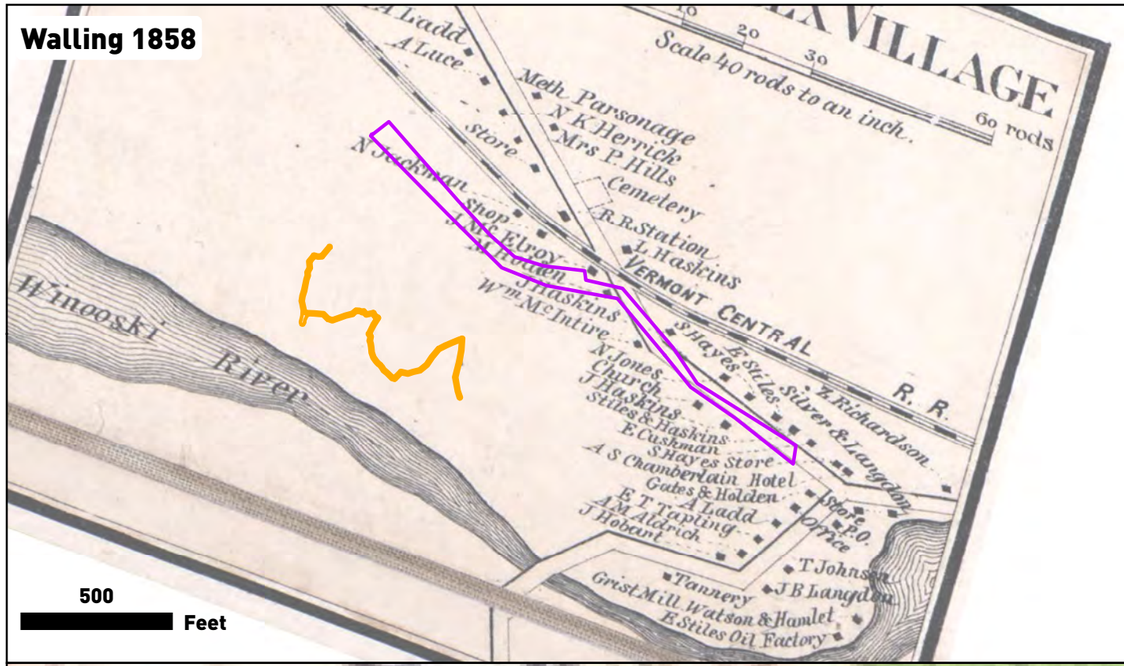
The same arrangement is apparent on the 1873 Beers detail map (Beers 1873) that provides greater detail regarding structure size, function and residents. However, the Beers map shows Church Street in existence which was not shown on the Walling map. The dam and mills along the Winooski River are shown upstream of Church Street, outside of the current APE.

By the time of the 1919 USGS quadrangle (USGS 1919), the road alignments around the railroad had begun to change. By then, the diagonal road crossing of the railroad appears to have been abandoned in favor of a straight across intersection that corresponds to the current crossing under the railroad at Gallagher Road. That change may have been intended to improve safety at the crossing, as suggested by the "Look Out for Engine" sign there in a 1908 photograph (Figure 1). However, the road did not continue west along the south side of the tracks as it does today, but rejoined the original alignment west of Gallagher Road. Although not specifically identified on the 1919 map, the dam and mills appear to remain upstream of Church Street at that time.

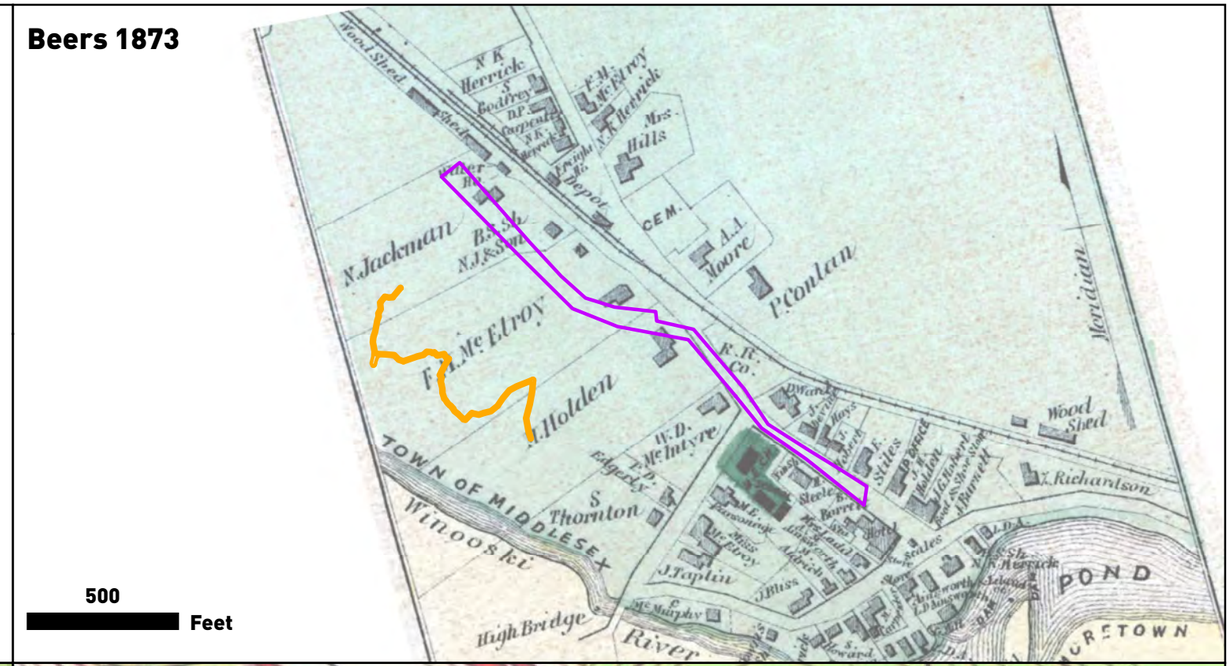
The 1968 USGS quadrangle depicts the road (Route 2) having been extended along the south side of the railroad tracks, having been moved to accommodate I-89 to the north of the tracks.

The proposed alignment of the trail along the Winooski River begins at the back of the Camp Meade facilities and meanders through the woods to two overlooks of the dam on the river (Figure 2) and ends at the Green Mountain Power access to the dam on the north side of the river. Camp Meade was established initially in the 1930s as a CCC work camp, was later a motor court, a World War II museum and now it is being rehabilitated into a community arts and gathering place. It shows up on the 1948 and later USGS quadrangles and also is documented in historic photographs of the area (Figure 3).

Walling 1858



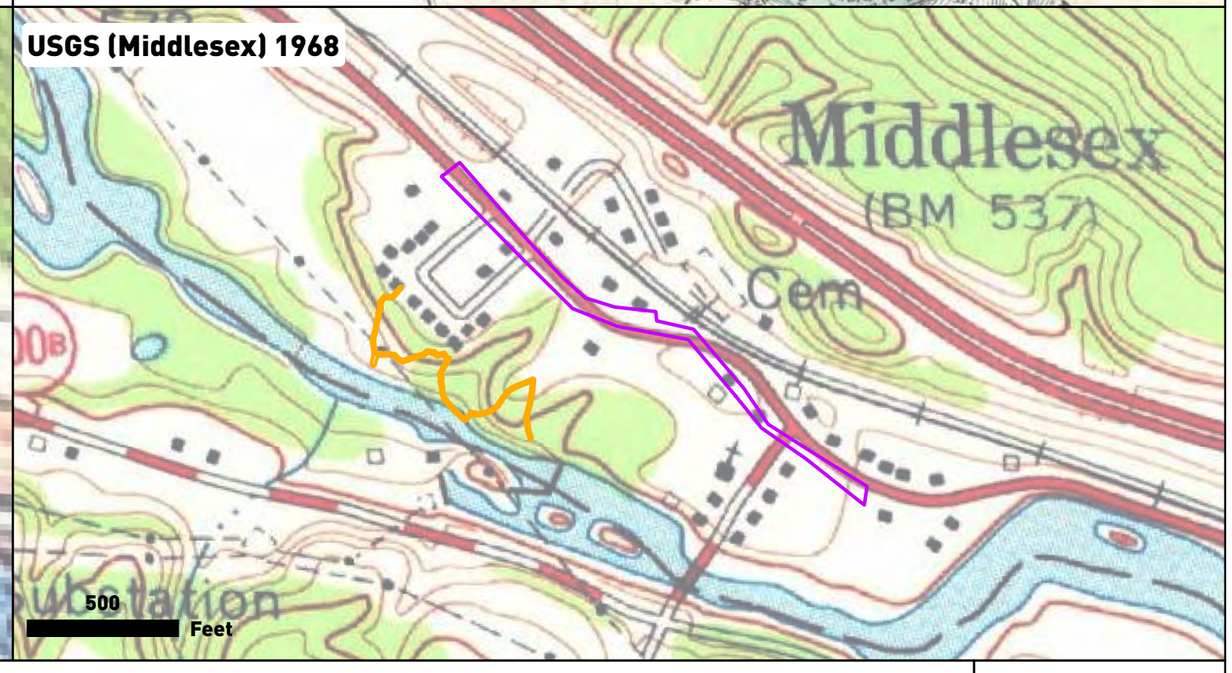
Beers 1873



USGS (Montpelier) 1919



USGS (Middlesex) 1968



Legend

- Streetscape Scoping Study
- Trail Scoping Study

Historical Maps

1858-1968

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Map 3

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Figure 1. Road crossing the railroad, 1908. Note "Look Out for Engine" sign. View to the east/southeast (courtesy of the Landscape Change Program).



Figure 2. Hydropower facilities on the Winooski River, c. 1928. Note cliffs in the background, location of Outlook 2. View to the northeast (courtesy of the Landscape Change Program).



Figure 3. Camp Meade, c. 1954. View to the south (courtesy of the Landscape Change Program).

6 Archeological Discussion

6.1 Precontact Archeological Sensitivity Assessment

Completion of the VDHP Environmental Predictive Model provides a measure of the precontact archeological sensitivity of the project area (Appendix 1). The Streetscape Project Area is sensitive for proximity to the Winooski River and two seasonal drainages and their confluences with the river. Points were also added for the Project Area being on outwash deposits not far removed from the falls on the river and on the travel corridor of the river. The score was reduced due to disturbance along the Route 2 corridor. The Streetscape Project Area, therefore, has a score of 16. A score of 32 and above is considered to indicate precontact sensitivity. Thus, the score indicates a low precontact sensitivity for the project APE. However, the disturbance that reduced the score is limited in scope, allowing for parts of the APE to retain significant precontact deposits.

The Trail Project Area is sensitive for closer proximity to the Winooski River and the two seasonal drainages and their confluences with the river. Points were also added for the Project Area being on outwash deposits overlooking the falls on the river and on the travel corridor of the river. The unusual location of the two overlook sites added to the score, while the sloped topography reduced the score. The Trail Project Area, therefore, has a score of 64. A score of 32 and above is considered to indicate precontact sensitivity. Thus, the score indicates a moderate precontact sensitivity for the project APE, particularly Overlook 2.

6.2 Historic Archeological Sensitivity Assessment

The historic sensitivity of an area is based primarily on proximity to previously documented historic archeological sites, map-documented structures, or other documented historical activities (e.g. battlefields).

The map documented history of the Streetscape APE during the late 19th and early 20th centuries indicates the alignment of Route 2 changed considerably in the western half of the APE. The road was moved to accommodate changes to the railroad and other road alignments and was placed through the backyards of several houses and other structures including a blacksmith shop and railroad related structures (Map 3). This realignment extended approximately from the railroad depot to the west end of the APE. To the east of the depot, the alignment has not changed, leaving historic archeological sensitivity to consist of roadside and front yard areas.

There is no significant historic sensitivity for the Trail Project area. That wooded area has had some historic use related to the late 20th-century use of Camp Meade consisting of trails extending from the camp to the river. However, there appears to have been no other substantial historic use of the area.

6.3 Archeological Potential

Archeological potential is the likelihood of locating intact archeological remains within an area. The consideration of archeological potential takes into account subsequent uses of an area and the impact those uses would likely have on archeological remains.

The precontact potential of the Route 2 project area is focused on the western end to the Railroad Depot. In that area, both sides of the road have the potential for precontact and historic archeological deposits to remain intact adjacent to or beneath disturbance from the late 19th- early 20th-century road realignment. Although some distance from the river, there is one drainage that crosses the APE, immediately west of 947 Route 2 (Photo 2). Precontact groups could have been drawn to such a feature. Otherwise, the Route 2 alignment west of the depot is fairly uniform in topography indicating a somewhat low potential for precontact occupation. To the east of the depot, the APE is restricted to the south side of the road in areas that have been heavily disturbed by road work and other activities adjacent to the road. In addition, the 1927 flood caused significant disturbance at the eastern extreme of the APE at the intersection with Route 100B.

The historic archeological potential of the Route 2 project area is considered to be high in the western end of the APE where the existing alignment passes through areas of former residences and other structures seen on the 1873 Beers map (Map 3). The areas of the APE adjacent to the existing road have a high potential for intact historic deposits and features associated with those structures. One such features was noted during the site visit, a stone foundation/retaining wall located west of 947 Route 2 that may be related to one of the structures shown on the Beers map that was either destroyed or moved when the road was realigned (Photo 11). East of the depot, the APE is on limited to the south side of the road. In that area there is some potential east of Church Street in the front lawns of the two historic structures. Otherwise, there is low potential due to road and flood disturbance.



Photo 11. Route 2 alignment, adjacent to 947 Route 2. Note stone wall along Route 2 that may be related to a structure that was moved or demolished when the road was realigned. It is also adjacent to the drainage that crosses the APE. View to the north.

The precontact potential of the Trail Project alignment is moderate. The alignment crosses some relatively level areas overlooking and set back from the river (Photos 10 and 12). Those locations have a potential for precontact occupation related to fishing at the falls on the river or other resource procurement activities. In addition, the riverside location and elevation above the river has advantages for observing and travelling the river course in that area.

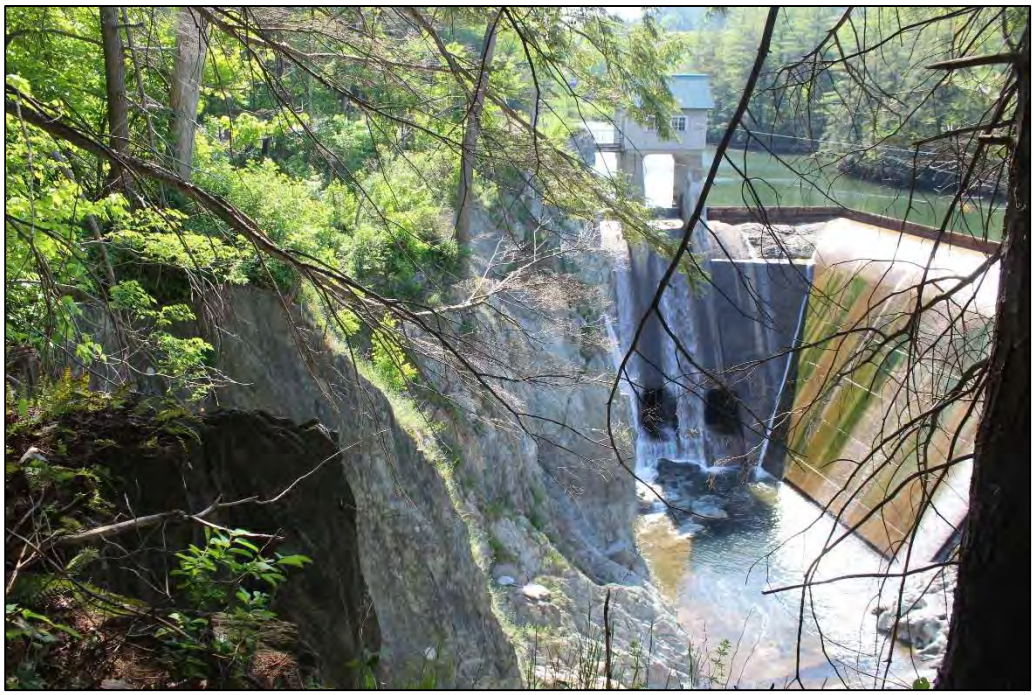


Photo 12. Trail alignment, Overlook 2. This location once looked out on several small islands and falls in the river. View to the southeast.

As mentioned above, the historic archeological potential of the Trail Project alignment is low due to the limited documentation of historic use of that area.

6.4 Archeological Recommendations

For the Route 2 streetscape project, Phase IB reconnaissance survey is recommended for certain areas on both sides of the road where project disturbance will extend beyond the footprint of Route 2 west of the former railroad depot. To the east of the depot, the APE is limited to the south side of the road. However, areas of archeological potential are identified in front of two historic houses west of Church Street. Phase IB survey is also recommended for the Trail project where it crosses the level area at Overlook 2.

Five Archeological Sensitivity Areas (ASAs) along the Route 2 alignment and one ASA along the Trail alignment are depicted on Map 2. If these areas can be avoided, no further archeological review is recommended for these projects. If avoidance is not possible, Phase IB survey is recommended. This report should be submitted to VTrans for review and concurrence.

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Appendix 1: VDHP Environmental Predictive Model

VERMONT DIVISION FOR HISTORIC PRESERVATION

Environmental Predictive Model for Locating Pre-contact Archaeological Sites

Project Name Middlesex Streetscape **County** Washington **Town** Middlesex
DHP No. **Map No.** **Staff Init.** T. Jamison **Date** 7/2/2021

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	6
2) Distance to Intermittent Stream	0- 90 m 90-180 m	8 4	8
3) Confluence of River/River or River/Stream	0-90 m 90 –180 m	12 6	6
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	4
6) Head of Draw	0 – 90 m 90 – 180 m	8 4	
7) Major Floodplain/Alluvial Terrace		32	
8) Knoll or swamp island		32	
9) Stable Riverine Island		32	
B. LAKES and PONDS (EXISTING or RELICT):			
10) Distance to Pond or Lake	0- 90 m 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

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:	16
Other Comments :			
0- 31 = Archeologically Non- Sensitive **32+ = Archeologically Sensitive**			

VERMONT DIVISION FOR HISTORIC PRESERVATION

Environmental Predictive Model for Locating Pre-contact Archaeological Sites

Project Name Middlesex Trail **County** Washington **Town** Middlesex
DHP No. **Map No.** **Staff Init.** T. Jamison **Date** 7/2/2021

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	8
3) Confluence of River/River or River/Stream	0-90 m 90 –180 m	12 6	12
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	8
6) Head of Draw	0 – 90 m 90 – 180 m	8 4	
7) Major Floodplain/Alluvial Terrace		32	
8) Knoll or swamp island		32	
9) Stable Riverine Island		32	
B. LAKES and PONDS (EXISTING or RELICT):			
10) Distance to Pond or Lake	0- 90 m 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

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	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	-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	
**** refer to 1970 Surficial Geological Map of Vermont**			
		Total Score:	64
Other Comments :			
0- 31 = Archeologically Non- Sensitive **32+ = Archeologically Sensitive**			



View of the Village of Middlesex, c. 1890 (University of Vermont 2011).

HISTORIC RESOURCES IDENTIFICATION

MIDDLESEX VILLAGE STREETSCAPE IMPROVEMENTS PROJECT, TOWN OF MIDDLESEX, WASHINGTON COUNTY, VERMONT

HARTGEN
archeological associates inc

HISTORIC RESOURCES IDENTIFICATION

Middlesex Village Streetscape Improvements

Town of Middlesex, Washington County, VT

HAA # 5684-11

Submitted to:
DuBois & King, Inc.
28 North Main Street
Randolph, Vermont 05060

Prepared by:
Hartgen Archeological Associates, Inc.

P.O. Box 81
Putney, VT 05346
p +1 802 387 6020
f +1 802 387 8524
e hartgen@hartgen.com

www.hartgen.com

An ACRA Member Firm
www.acra-crm.org

August 2021

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Table 1. Summary of Resources Surveyed for the Middlesex Village Streetscape Improvements Study Area . 37

1 Introduction

Hartgen Archeological Associates, Inc. (Hartgen) conducted an Historic Resources Identification Assessment for the proposed Middlesex Village Streetscape Improvements (Project) located in the Town of Middlesex, Washington County, Vermont (Map 1). The Project requires approvals by the Vermont Agency of Transportation (VTrans). This investigation was conducted to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and will be reviewed by VTrans.

Background research was conducted at the Vermont Division for Historic Preservation (VDHP) ORC (Online Resource Center) site where archeological site files, National Register (NR), State Register (SR) and town information were reviewed. A site visit was conducted by Thomas R. Jamison on May 26, 2021, to observe and photograph existing conditions within the Project Area.

2 Project Location and Description

The project is along Route 2, beginning at the Red Hen Bakery on the west, and extending to the Route 110 B intersection on the east. The scoping project also includes a potential for a 0.25 mile-long river trail extending between Church Street and the Camp Meade property in Middlesex. Both sides of Route 2 will be included in the assessment, except for the north side of Route 2 between Church Street and the Route 100B intersection.

2.1 Description of the Area of Potential Effects (APE)

The area of potential effects (APE) includes all portions of the property that will be directly or indirectly altered by the proposed undertaking. The APE encompasses an approximate 1,400 linear foot alignment.

3 Historical Background

A brief history of the area encompassed by the Middlesex Historic District was included in the 1976 State Register form (Kaplan 1976).

> Situated at the intersection of Routes 2 and 100B, along the "Narrows" of the Winooski River, this historic district is comprised of the town center and village of Middlesex.
>
> The settlement along Route 2 includes a former Conservation Corps camp, now a motor court; a series of primarily nineteenth century houses including a Greek Revival gable-front house with a recessed porch; a former livery stable, now a general store; and an unusual 1934 gasoline station, reputedly the first roadside development in this area after the modernization of Route 2.
>
> The Central Vermont Railroad parallels Route 2 through the village, with a freight station and stationmaster's house with trackside bay window still extant. Settlement on the north side of the tracks includes the Gallagher Lumber Co., a series of early houses, a gable-front Federal-style house, and the village cemetery.
>
> The section of Route 100B in the village includes the town hall, the Methodist Church, several houses and a highway bridge. This double-span Pratt Truss was built in 1928 to replace an earlier covered bridge known as the "High Bridge." Its "Through Truss" design still provides an entry portal to the village. The "Narrows" of the Winooski and their considerable drop in height provided water power for the Hurlbut Mill as early as 1796. The next mill was a grist and saw mill, built by Henry Perkins, followed by the Haskins oil mill and the Stowell clothing works. Mills remained at the narrows until the flood of 1927, in which large sections of Middlesex were destroyed.
>
> The Railroad, as well as the mills, played an important role in the local commercial picture. Middlesex was the rail terminus for Waitsfield and Warren. Goods from these areas as well

as lumber and other products from the Middlesex area were shipped from here. "Runners", or traveling salesmen, disembarked here with their samples. They patronized the two hotels, the stage line, or hired transportation from the livery stable (now Westover's store). The small grassy island in the intersection near Westover's store was the site of the Village Scales, used to weigh wagon loads of goods, and is now the subject of a local ownership dispute. (Kaplan 1976).

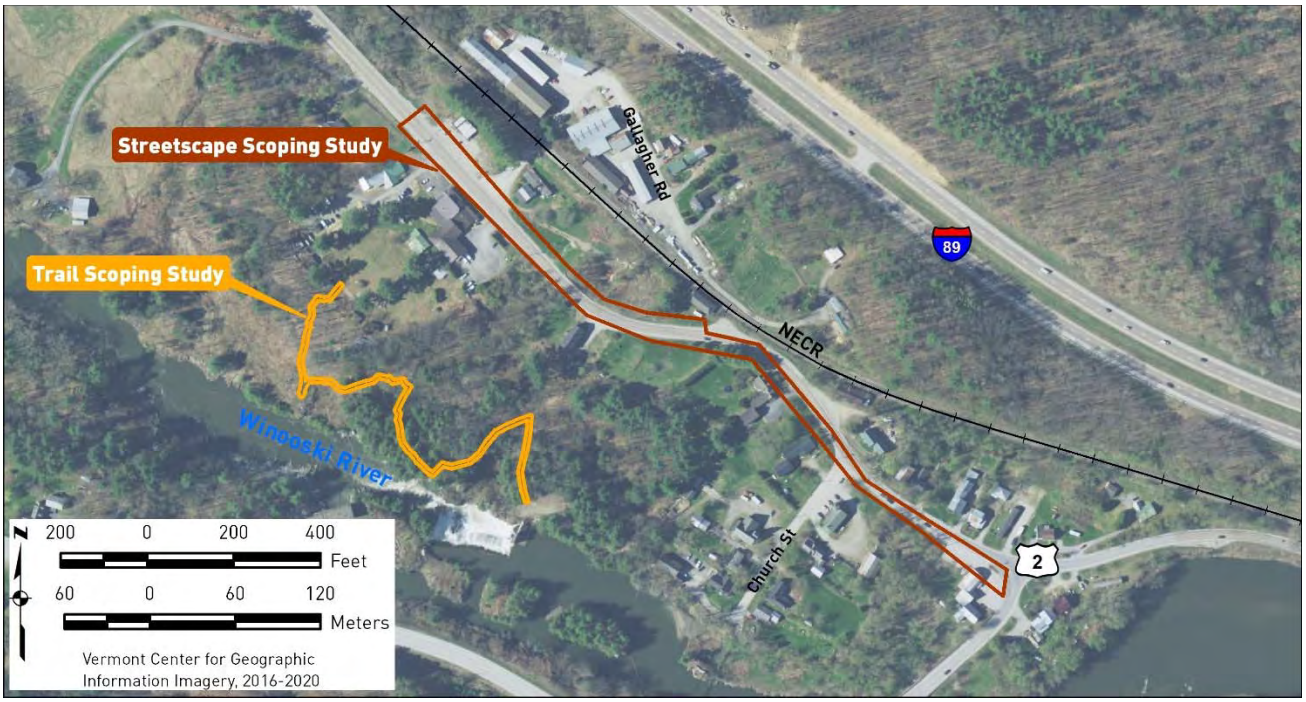


Figure 1. The APE outlined on aerial imagery.

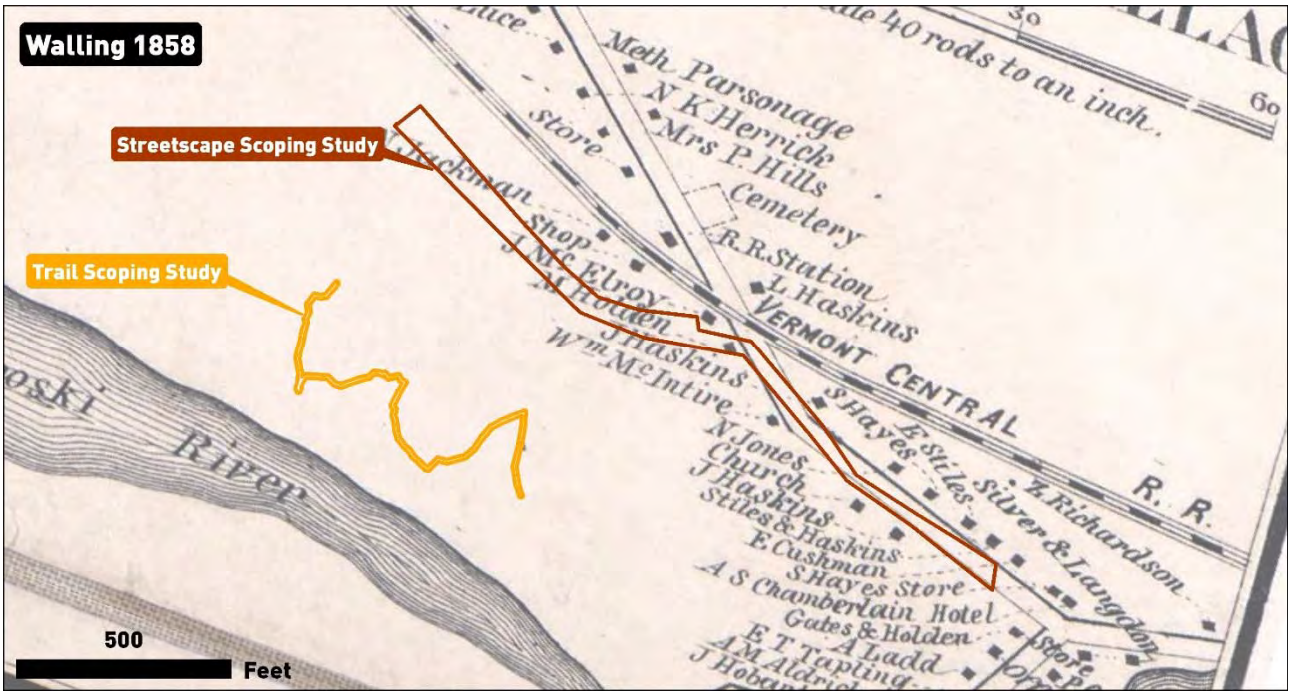


Figure 2. The APE outlined on the 1858 Walling *Map of Washington County* (Walling 1858).

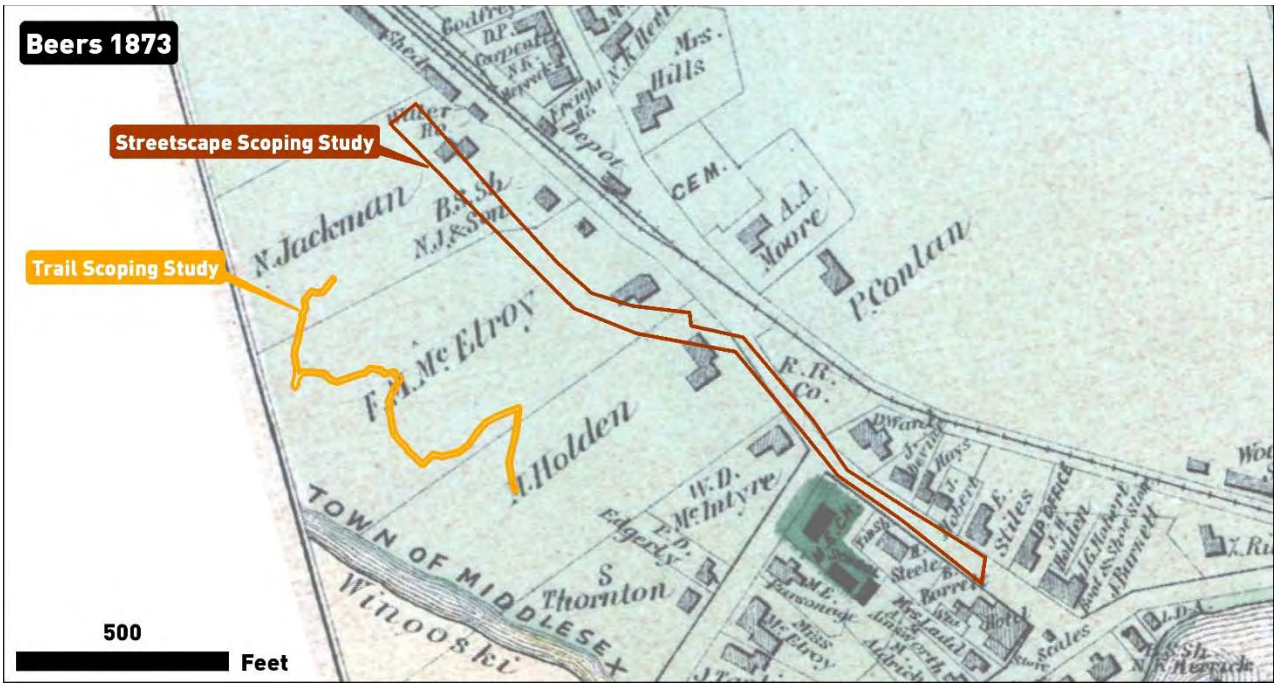


Figure 3. The APE outlined on the 1873 *Atlas of Washington County* (Beers 1873).

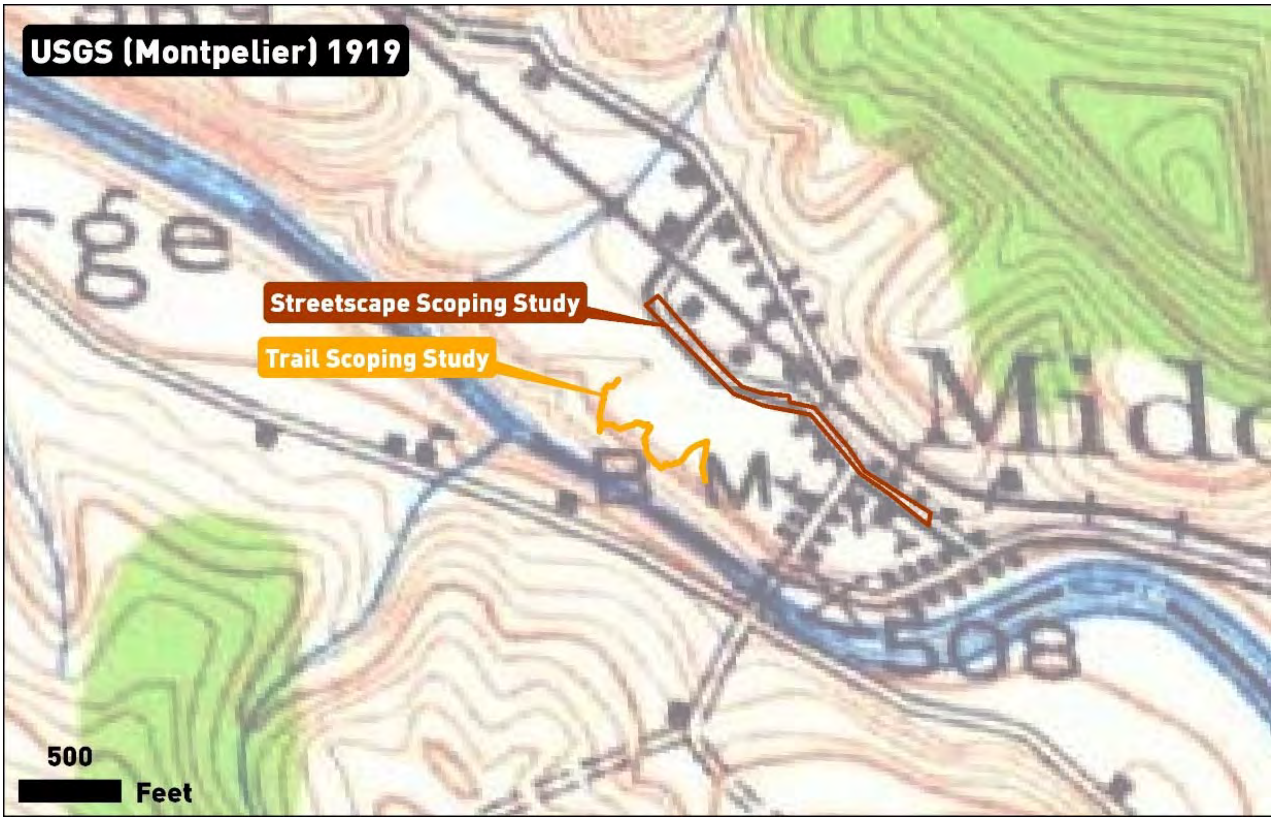


Figure 4. The APE outlined on the 1919 *Montpelier* 15 minute topographic map (United States Geological Survey (USGS) 1919).

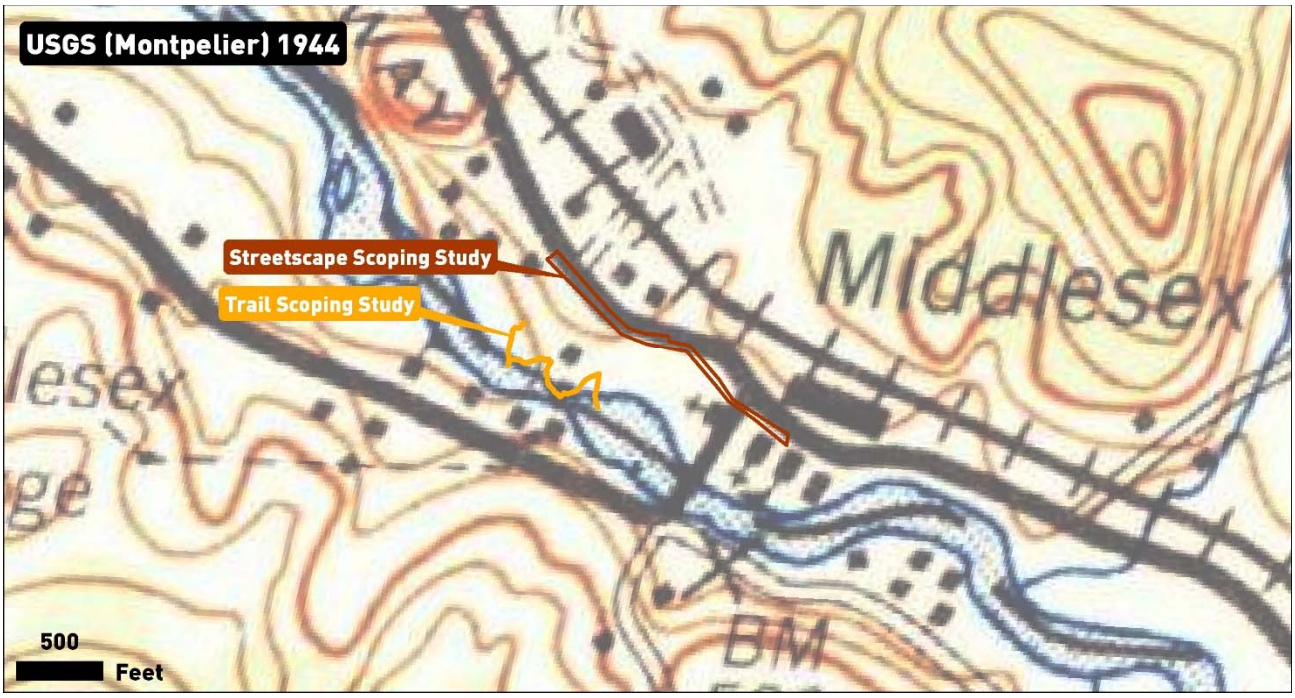


Figure 5. The APE outlined on the 1944 *Montpelier* 15 minute topographic map (United States Geological Survey (USGS) 1944).

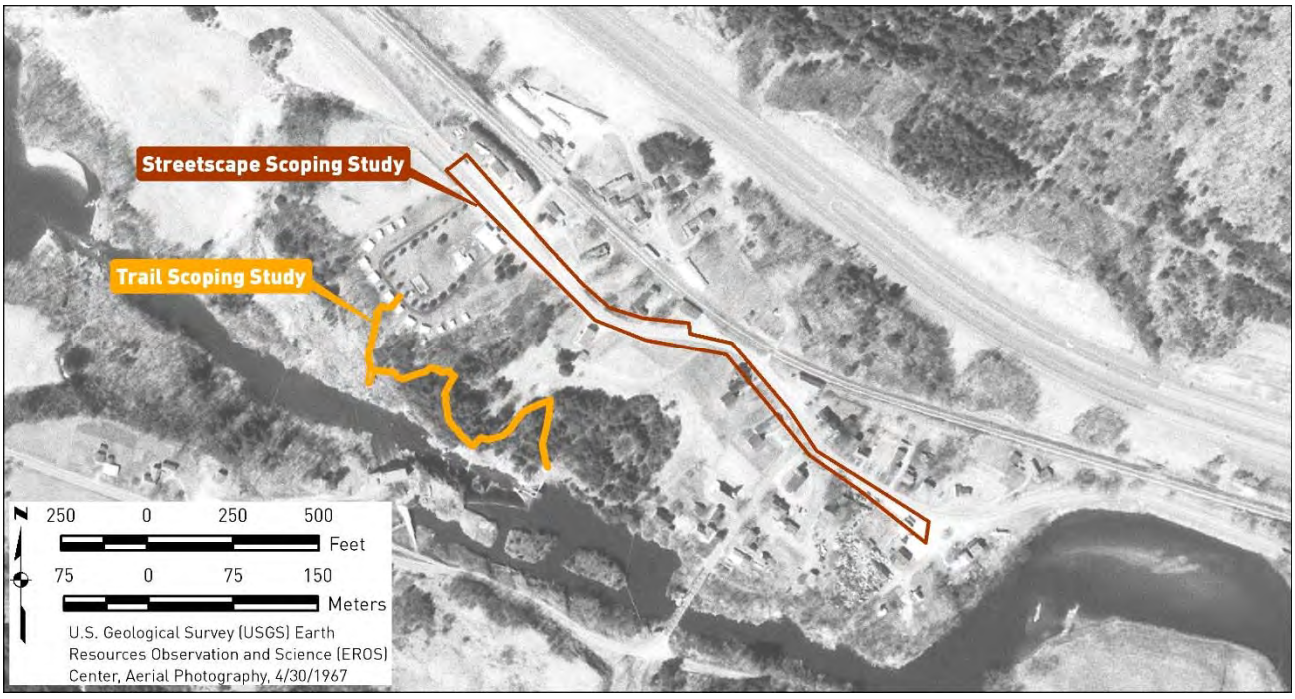


Figure 6. The APE outlined on a 1967 aerial photograph (U.S. Geological Survey 1967).

3.1 Historical Map Review

Structure 1, Structure 4, and Structure 5, appear on the 1858 Walling map, documenting that these buildings were built prior to 1858. Structure 1 at 903 U. S. Route 2 was labeled as a "store". Structure 4 at 2 Church Street was depicted on the map as being under the ownership of William McIntire. Structure 5 at 927 U. S. Route 2 was labeled as the home of "M. Holden" (Walling 1858).

Structure 2, now the Middlesex Volunteer Fire Hall, was built between 1858 and 1873. It does not appear on the 1858 Walling Map, but was labeled on the 1873 Beers map as "a school" (Beers 1873).

Two of the resources involved in this study were constructed between 1873 and 1919. The Middlesex Town Hall (Structure 3) was built in 1901. The Middlesex Depot building (Structure 10) was constructed in 1918 after a fire burned the original train station (Wiley 2021).

Structure 6 at 947 U. S. Route 2 was constructed between 1919 and 1944. The original buildings associated with Structure 7 were built c. 1933 as a Civilian Conservation Corps camp and were used later for the Meade Motor Court (Kaplan 1976) (United States Geological Survey (USGS) 1919, 1944).

Two of the buildings included in this survey were built between 1944 and 1967. The art studio associated with Structure 7 was built between 1960 and 1967. Structure 8 was constructed c. 1945 as a gas station (U.S. Geological Survey 1960, 1967).

3.2 Previously Surveyed Properties

An examination of the files at VDHP identified one State Register Listed (SRL) historic district, no NR listed (NRL) properties, no NR eligible (NRE) properties, no properties previously determined to be ineligible, and no properties of undetermined status within the APE. These properties are indicated in Table 1 on Page 37.

4 Streetscape Views



Photo 1. View of U.S. Route 2, facing west-northwest. Structures 1 and 4 in view.



Figure 7. View of U.S. Route 2 prior to 1927. Structure 1 in view in foreground at left and Structures 4 and 5 in view in background (University of Vermont 2011).



Photo 2. View of U.S. Route 2, facing south-southeast. Structure 1 in view.



Photo 3. View of U.S. Route 2, facing west. Structure 6 in view.



Photo 4. View of U.S. Route 2, facing south-southeast. Structure 7 in view at right.

5 Architectural Descriptions

5.1 Structure 1. 903 U. S. Route 2-Westover's Store

Structure 1 (Photo 5, Photo 6, Photo 7, Figure 8, and Figure 9) was previously recorded in 1976 as a contributing structure in the Middlesex Historic District identified by that survey and subsequently listed on the Vermont State Register (Kaplan 1976). This building was known as the Westover's Store at the time as was described as a "1 ½ -story, gambrel-roofed store with canopy over gas pump island attached to gable-front. Attached to horse barn which attaches to a 1 ½ -story, 4 x 3- bay house with a garage ell on other side" (Kaplan 1976).

Historical maps document the construction of portions of Structure 1 as having occurred prior to 1858 (Walling 1858).

Structure 1 has not been previously surveyed for its potential inclusion on the National Register of Historic Places.

Since having been surveyed in 1976, Structure 1 has undergone alterations; the most conspicuous of these being the removal of the gas pump canopy and all other features that were associated with its use as an early petroleum fueling station. Storefront fenestration on the gambrel-roofed portion of the building has been altered, the gable end elevation (and parts of the side wall elevations) has been sheathed with board and batten siding, and a covered porch with central gablet has been added to the east elevation of this portion of the building, all since 2012. There have been fenestration changes made to the barn portion of the complex as well, including the removal of a garage door in its east elevation and replacing it with a group of windows, and resheathing of the lower portion of the same elevation with vertical boards. This latter treatment has been carried over to the east and south elevations of the dwelling portion of the complex. Finally, the small barn that is attached to the south face of the dwelling has recently been resheathed.

The complex is covered with metal roofs and is, except as noted above, sheathed with narrow clapboards. The older portions of the complex sit on stone foundations; the gambrel-roofed former store and gas station sits on a poured concrete foundation.

Structure 1 continues to contribute to the SRL Middlesex Historic District, but would not qualify for listing on the National Register due to the alterations noted above.



Photo 5. Structure 1, 903 U.S. Route 2, facing south-southeast.



Photo 6. Structure 1, 903 U.S. Route 2, facing north.



Photo 7. Structure 1, 903 U.S. Route 2, facing west.



Figure 8. View of Structure 1 at left, and Structures 3 and 4 in view in background, after the 1927 flood (University of Vermont 2011).



Figure 9. View of Structure 1 at far right, after the 1927 flood (University of Vermont 2011).

5.2 Structure 2. 3 Church Street-Middlesex Volunteer Fire Hall

Structure 2 (Photo 8, Photo 9 and Figure 10) was previously recorded in 1976, and was identified at that time as a contributing structure to the Middlesex Historic District, subsequently listed on the Vermont State Register (Kaplan 1976). That survey identified this structure as the Middlesex Volunteer Fire Hall, and described it as "originally a school, now a garage for fire equipment. Gable-roofed structure has 3 truck bays along its length and an altered 4-bay gable end elevation" (Kaplan 1976).

Examination of historic maps document the construction of Structure 2 occurring between 1858 and 1873 (Walling 1858).

Structure 2 has not been previously surveyed for potential inclusion on the National Register of Historic Places.

The building is rectangular in plan and occupied a stone and poured concrete foundation. It is sheathed with narrow clapboards and has been, since the 1976 survey, fitted with new garage bay doors. It has a metal roof. The building lost its distinctive cupola—probably an original feature from the period when it served as a schoolhouse—sometime after 1927 (Figure 8, left margin).

Structure 2 continues to contribute to the SRL Middlesex Historic District, but would not qualify for listing on the National Register, due to loss of integrity.



Photo 8. Structure 2, 3 Church Street, facing south-southeast.



Photo 9. Structure 2, 3 Church Street, facing north.



Figure 10. View of Structure 2 at left, c. 1900 (University of Vermont 2011).

5.3 Structure 3. 5 Church Street- Town Hall

Structure 3 (Photo 10, Photo 11 and Figure 8) recorded in 1976 as a contributing structure in the subsequently State Register Listed (SRL) Middlesex Historic District (Kaplan 1976). According to that document, this building was built in 1901 as the Town Hall and replaced an earlier meeting house on this site (Figure 10). This building was described at that time as a "gable-roofed meeting hall, 4 x 1-bay with an entry tower. The tower is shingle-sided with a pilastered and louvered belfry topped with a pyramidal roof. Town offices are located in the concrete basement level, below the clapboard-sided main hall. Sited at main intersection" (Kaplan 1976).

Structure 3 has not been previously surveyed for its potential inclusion on the National Register of Historic Places.

The roof of this structure is covered with asphalt shingles. It does not appear to have undergone any alteration since having been surveyed in 1976. It continues to contribute to the SRL Middlesex Historic District and would probably be individually National Register eligible (NRE).



Photo 10. Structure 3, 5 Church Street, facing south.



Photo 11. Structure 3, 5 Church Street, facing north.

5.4 Structure 4. 2 Church Street- McIntyre-Powell House

Structure 4 (Photo 12, Photo 13, Figure 8 and Figure 11) was previously recorded in 1976 as a contributing structure in the Middlesex Historic District, subsequently listed on the Vermont State Register (SRL) (Kaplan 1976). According to that document, this building is historically known as the McIntyre-Powell House; it was described at that time as a "l½-story, 4 x 3-bay, gable-front house. Entry framed with narrow pilasters and simple entablature, on side. Small entry porch with chamfered square columns and a peaked entablature. Gabled wing attaches to horse barn" (Kaplan 1976).

The examination of historical maps documents the construction of Structure 4 as having occurred prior to 1858 (Walling 1858). The McIntyre-Powell House has not been previously surveyed for its potential for inclusion on the National Register of Historic Places.

The house sits on a pargeted foundation. It and its attached wing and "horse barn" are covered with metal roofs. Since being surveyed in 1976 the structure has been covered in vinyl siding, but it continues to retain its two-over-two double-hung windows. A deck has been added to the east face of the wing, and modifications have been made to the front porch.

Structure 4 continues to contribute to the Middlesex Historic District. It would not be individually eligible for listing on the National Register.



Photo 12. Structure 4, 2 Church Street, facing south.



Photo 13. Structure 4, 2 Church Street, facing west.

5.5 Structure 5. 927 U.S. Route 2- Holden-Faellon House

Structure 5 (Photo 14, Photo 15, Figure 11 and Figure 12) was previously recorded in 1976. It was identified at that time as a contributing structure to the Middlesex Historic District, subsequently listed on the Vermont State Register (SRL)(Kaplan 1976). According to that document, this building was historically known as the Holden-Faellon House. It was described in the survey as a "1½-story, 5 x 2-bay house with 2 steeply-pitched intersecting gables on front. Central, wide entry framed with-sidelights. Small, square plan wing has one intersecting gable of roof and a porch with paired posts and scroll-sawn brackets. Gabled ell and shed attached to 2-level, gabled horse barn with cupola, dated 1893. On Route 2" (Kaplan 1976). The above description was in error when it mentioned a cupola on the barn. A photograph taken during that survey shows no such feature on the building (Figure 12), and a photograph taken c. 1908 does not show that feature either (Figure 11).

The examination of historical maps document the construction of Structure 5 as having occurred prior to 1858 (Walling 1858). Structure 5 has not been previously surveyed for potential inclusion on the National Register of Historic Places.

Structure 5 sits on a fieldstone and concrete foundation and its roofs are covered with asphalt shingles. Several minor alterations have been made to the structure since the 1976 survey. These include a reconstruction of the south porch and replacement of the barn door. Historic plantings associated with the house are located in the front yard; two large lilac bushes flank the entrance walk.

Structure 5 retains a high level of integrity and continues to contribute to the Middlesex Historic District. It may, in addition, be individually eligible for listing on the National Register.



Photo 14. Structure 5, 927 U.S. Route 2, facing west-southwest.



Photo 15. Structure 5, 927 U.S. Route 5, facing south.



Figure 11. View of Structure 5 in center, c. 1908 (University of Vermont 2011).



Figure 12. View of Structure 5, c. 1976 (Kaplan 1976).

5.6 Structure 6. 947 U.S. Route 2- LaCont House

Structure 6 (Photo 16 and Photo 17) was previously recorded in 1976, and was identified at that time as a contributing structure in the subsequently State Register Listed (SRL) Middlesex Historic District (Kaplan 1976). It has not been surveyed for its potential inclusion on the National Register. According to the 1976 survey, this building was known as the LaCont House at that time and was described as a "2 ½ -story, gable-roofed house. Five-bay, central entry. Gable-end with pent roof faces Route 2. Double-hung windows have single-paned lower sash and upper sash divided into three vertical sections. Probably 20th century building" (Kaplan 1976).

The examination of historical maps document the construction of Structure 6 as having occurred between 1919 and 1944 (United States Geological Survey (USGS) 1919, 1944).

Structure 6 has been altered by the replacement of its windows with undivided light double-hung vinyl sash and vinyl siding since its survey in 1976. The first floor has been converted to commercial use, and two display windows have been installed, flanking the central entrance. This conversion may have occurred previous to 1976, based upon construction details, but it was not noted in the survey undertaken at that time. The building sits on a poured concrete foundation and has a standing seam metal roof. A two-bay wood-frame gable front garage, also sheathed with vinyl siding, is associated with the house.

Despite these alterations, Structure 6 retains integrity of setting, feeling, and overall design, and continues to contribute to the Middlesex Historic District. It would not be eligible for listing on the National Register due to insufficient preservation of its integrity of materials and workmanship.



Photo 16. Structure 6, 947 U.S. Route 2, facing southwest.



Photo 17. Structure 6, 947 U.S. Route 2, facing southeast.

5.7 Structure 7. 961 U.S. Route 2- Camp Meade Motor Court

Structure 7 (Photo 18, Photo 19, Photo 20, Photo 21, Photo 22, Photo 23, Photo 24, Photo 25, Photo 26, Photo 27, Photo 28, Photo 29, Photo 30, Photo 31, Photo 32, Figure 14, and Figure 15) was previously recorded in 1976 as a contributing structure in the State Register Listed (SRL) Middlesex Historic District (Kaplan 1976). According to that document, the original buildings associated with Structure 7 were built c. 1933, and were initially constructed as a Civilian Conservation Corps camp (Kaplan 1976). Oral history suggests that all but a stone chimney on the site was subsequently razed, but portions of several buildings including a large hipped-roof structure (Photo 10), the office and food stand (Photos 20 and 21) and the Mud Studio (Photo 23) may contain portions of CCC-era structures. The property was converted for hospitality use as the Meade Motor Court in c. 1955-60. Later owners Gus and Clara Gosselin purchased the complex in 1984 and established the Camp Meade Victory Museum on the property, to display their collection of World War II memorabilia. This museum closed previous to 2012. Today the property is owned by Planetary Matters, a collective which purchased the property in January 2018.

What is today used as an art studio (Photo 25) was built between 1960 and 1967 (U.S. Geological Survey 1960, 1967). The gazebo (Photo 22) and the mud studio (Photo 23 and Photo 24) were constructed or expanded between 1976 and 1996 (U.S. Geological Survey 1996; University of Vermont 2011). An addition was constructed on the southeastern side of the main building (Photo 18, Photo 19) between 2006 and 2008 (U.S. Geological Survey 2006, 2008).

Structure 7 has not been previously surveyed for potential inclusion on the National Register of Historic Places.

The main building in the complex consists of a wood-frame hipped-roof structure, sheathed with clapboards. A substantial addition constructed in the late-20th century and early 21st century has a compound-slope shed roof and is sheathed with vertical boards. A one-story wrap-around porch extends along its north, east, and west elevations. Windows are randomly spaced and of varied form (Photos 18 and 19).

The office and food stand is a one-story wood frame structure of rectangular plan, sheathed with clapboards and vertical paneling, and has a metal roof. The principal part of the structure has a gable roof, with gable end wall entrance. A shed-roofed addition extends along the west and north faces of the building. Windows and doors are irregularly spaced and of various forms, indicating multiple alterations (Photos 20 and 21).

A structure with flaring gable roof supported on four tree trunks is used to shelter a pizza oven. It was constructed in 2019 and was designed by Thea Alvin, a Vermont artist (Photo 22). The Mud Studio consists of a group of connected gable-roofed one-story wood frame structures, the oldest of which may have been constructed as part of Camp Meade in the 1930s (Photos 23 and 24). The several parts of the structure are sheathed with various materials including clapboard and vertical siding. The majority of the windows consist of fixed plate glass of various sizes.

The art building (Photo 25) is a one-story ranch style home, repurposed for community use. It is of rectangular plan, of wood frame construction and has a two-bay attached garage. A covered porch extending across the east elevation is a more recent addition.

Five of the original 13 guest cabins that were constructed during the hospitality era of the site remain; now-razed cabins were removed after 1976 (Figure 15). These structures are largely identical (with some variety in depth), but have been individualized by the addition of murals on their principal, gable end elevations (Photos 26 thru 30). Each structure is roughly rectangular in plan, has an asphalt shingle covered gable roof, and is sheathed with vertical paneling on its entrance façade and clapboards on the remaining faces of the building. The deep overhang of the gable on the entrance elevation is supported at its ends by angled braces, forming a shelter for the stoops of the two entries in each building. Windows are top-hung casements. Each of these former guest cabins sits on concrete piers. These structures may have been constructed previous to 1953; if so, they were remodeled later on in that same decade to their present form (Figures 13 and 14).

A group of sheds associated with the complex are of wood frame construction and typically rest on posts set into the earth (Photos 31 and 32).

The complex lacks sufficient integrity to be eligible as a CCC-associated site, but does continue to contribute to the SRL Middlesex Historic District. It lacks sufficient integrity to be eligible for individual listing on the National Register.



Photo 18. Structure 7, 961 U.S. Route 2, facing south.



Photo 19. Structure 7, 961 U.S. Route 2, facing east.



Photo 20. Office and food-stand associated with Structure 7, 961 U.S. Route 2, facing north.



Photo 21. Office and food-stand associated with Structure 7, 961 U.S. Route 2, facing south.



Photo 22. Gazebo sheltering an outdoor oven, associated with Structure 7 and built in 2019, facing east.



Photo 23. The Mud Studio associated with Structure 7, facing west-southwest.



Photo 24. The Mud Studio associated with Structure 7, 961 U.S. Route 2, facing north-northeast.



Photo 25. Art building associated with Structure 7, 961 U.S. Route 2, facing west.



Photo 26. Cabin associated with Structure 7, 961 U.S. Route 2, facing southwest.



Photo 27. Restroom building associated with Structure 7, 961 U.S. Route 2, facing west.



Photo 28. Painted building associated with Structure 7, 961 U.S. Route 2, facing south.



Photo 29. Painted cabin associated with Structure 7, 961 U.S. Route 2, facing south.



Photo 30. Painted cabin associated with Structure 7, 961 U.S. Route 2, facing south.



Photo 31. Outbuildings associated with Structure 7, 961 U.S. Route 2, facing west-southwest.



Photo 32. Outbuildings associated with Structure 7, 961 U.S. Route 2, facing southeast.



Figure 13. Camp Meade Tourist Court, not long after its initial construction, 1953 (University of Vermont 2011). The small conifers planted opposite the guest cabins were contemporary with the cabins and appear in later images of the property. They no longer exist, however. All of the single cabins have now been razed.



Figure 14. View of Structure 7, c. 1959 (Private Collection).

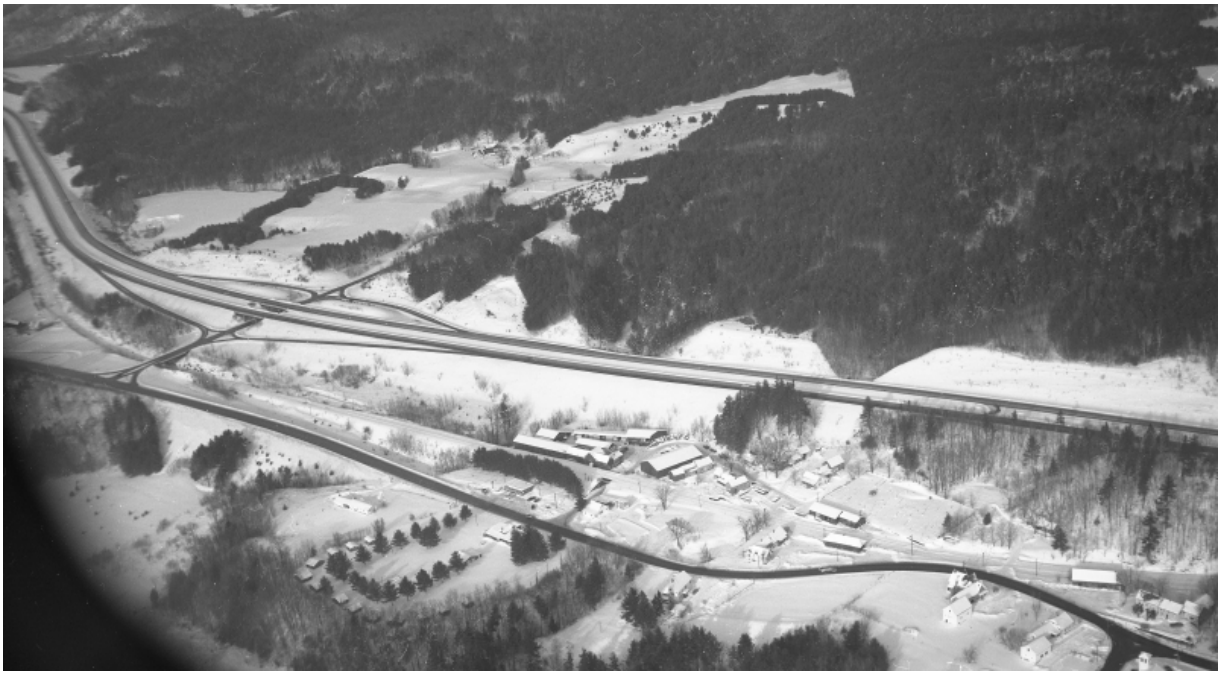


Figure 15. View of Structure 7 at lower center left; Structures 8 and 9 in view, c. 1976 (University of Vermont 2011).

5.8 Structure 8. 970 U.S. Route 2

According to the Middlesex Historical Society, Structure 8 (Photo 33 and Photo 34) was constructed c. 1945 as a gas station. It was abandoned in the late 1980s and for several years thereafter. A consignment shop occupied the building beginning in c. 2000. The Filling Station Restaurant, the current occupant, opened c. 2019 (Wiley 2021).

Structure 8 has not been previously surveyed, either for the Vermont State Register or for potential inclusion on the National Register of Historic Places.

970 US Route 2 is a one-story structure of masonry construction that sits on a poured concrete foundation. It has a flat roof and is currently sheathed with metal and wood siding. It retains two garage bays from its original use as a gas station but in other respects has been extensively altered from its original appearance. It is not eligible for listing on the National Register due to these alterations.



Photo 33. Structure 8, 970 U.S. Route 2, facing north.



Photo 34. Structure 8, 970 U.S. Route 2, facing south-southeast.

5.9 Structure 9. 960 U.S. Route 2- Colby House

Structure 9 (Photo 35 and Photo 36) was previously recorded in 1976 as a contributing structure in the State Register Listed (SRL) Middlesex Historic District (Kaplan 1976). According to that document, this building was known as the Colby House; it was described as a

> heavily altered 1 ½ -story house. Features asbestos siding, a central chimney and a 1-story shed addition to one side. One end of house has two bays with 6/6 sash, other end is filtered. A 1-story shed and a 2-story shed are nearby. Located on intersection (Kaplan 1976).

Structure 9 has not been previously surveyed for potential inclusion on the National Register of Historic Places.

The construction date of this house is presently unknown; if it was initially built in the 19th century, it was altered to its present form in the c. 1940-50 period. The house sits on a concrete block foundation. It does not appear to have been altered since the 1976 survey was completed. Outbuildings illustrated in the photographs presented here have recently been razed (Photos 37 and 38).

Structure 9 continues to retain the features which made it a contributing structure to the Middlesex Historic District in 1976. It is not individually eligible for listing on the National Register.



Photo 35. Structure 9, 960 U.S. Route 2, facing west.



Photo 36. Structure 9, 960 U.S. Route 2, facing north-northeast.



Photo 37. Structure 9, 960 U.S. Route 2, facing north. The outbuildings have been removed since this photograph was taken.



Photo 38. Structure 9, 960 U.S. Route 2, facing south.

5.10 Structure 10. 936 U.S. Route 2- Middlesex Depot

Structure 10 has not been previously surveyed for potential inclusion on the National Register of Historic Places. It was previously recorded in 1976 as a contributing structure in the Middlesex Historic District, subsequently listed on the Vermont State Register (Photo 39, Photo 40, Photo 41, and Figure 16)(Kaplan 1976). This building was historically known as the Middlesex Depot, and was described in the 1976 survey as a

> train station. Hip-gabled roof with a very deep eaves overhang and central chimney. Modern garage door on east end. Freight door and five 6/2 windows on the Route 2 elevation. 2 freight doors, one entrance door and a 3-sided projecting bay with three 6/2 windows on the track or platform side. Now used for storage by Gallagher Lumber Company (Kaplan 1976).

According to Patricia Wiley of the Middlesex Historical Society, Structure 10 was built in 1918. She provided the following background history.

> The railroad line through Middlesex was built in 1849. The tracks have not been moved. The first depot was built on the other side of the tracks from where the current depot is located. It was probably built when (or shortly after) the railroad line was completed. That depot burned in 1918. A new depot was then built on the other side of the tracks -- that is the depot that still stands. It had a ticket office, two separate waiting rooms and bathrooms for men and women, and a freight room. The railroad also bought a house that was close by the depot as a home for the stationmasters and their families throughout the years. (That house fell into disrepair, and was dismantled maybe 5-10 years ago. I'm not sure of the exact year.) Train commerce waned as the use of cars and trucks increased, and the train depot/station was closed for good in or around 1952. It has spent many years either completely empty and abandoned, or used as storage for a lumber company. Nicholas Hecht is now doing a fabulous job trying to bring the depot back into a useful state (Wiley 2021).

The building is sheathed with clapboard siding and has an asphalt shingle roof. Its present use is unknown.

The Middlesex Depot does not appear to have been altered since the 1976 survey was completed, and retains the features that identified it as a contributing structure in the SRL Middlesex Historic District. It is probably not individually eligible for listing on the National Register, due to alterations.



Photo 39. Structure 10, 936 U.S. Route 2, facing northeast.



Photo 40. Structure 10, 936 U.S. Route 2, facing west.



Photo 41. Structure 10, 936 U.S. Route 2, facing south-southeast.



Figure 16. View of Structure 10, c. 1920 (University of Vermont 2011).

6 National Register Eligibility Summary

A total of ten (10) structures were surveyed. Nine of these (all excepting Structure 8) are listed on the Vermont State Register as contributing structures in the Middlesex Historic District. All continue to contribute to that district.

Three structures (Structures 3, 4 and 5) retain a high level of integrity and are individually eligible for listing on the National Register. The other SRL structures (Structures 1, 2, 6, 7, 9 and 10) are not individually eligible for listing on the National Register due to alterations which have compromised their integrity. Structure 8 is not eligible for listing on either the Vermont State Register or the National Register due to loss of integrity to its period of significance.

It will be important to avoid project impacts on the historic plantings associated with Structure 5. These comprise two lilac bushes that flank the entrance walkway.

Table 1. Summary of Resources Surveyed for the Middlesex Village Streetscape Improvements Study Area

Building No. (see Map 2)	Resource Address	Construction Date	Historic Use or Name	Previous Survey and/or NR status	Recommended Status
1	903 U.S. Route 2	Before 1858	Westover's Store	1990 SRL contributing structure in the Middlesex Historic District (#39)	SRL contributing; not NRE
2	3 Church Street	1858-1873	Middlesex Volunteer fire Hall (originally a district schoolhouse)	1990 SRL contributing structure in the Middlesex Historic District (#25)	SRL contributing; not NRE

Building No. (see Map 2)	Resource Address	Construction Date	Historic Use or Name	Previous Survey and/or NR status	Recommended Status
3	5 Church Street	1901	Town Hall	1990 SRL contributing structure in the Middlesex Historic District (#24)	SRL contributing; individually NRE
4	2 Church Street	Before 1858	McIntyre-Powell House	1990 SRL contributing structure in the Middlesex Historic District (#16)	SRL contributing; individually NRE
5	927 U.S. Route 2	Before 1858	Holden-Faellon House	1990 SRL contributing structure in the Middlesex Historic District (#15)	SRL contributing; individually NRE
6	947 U.S. Route 2	1919-1944	LaCont House	1990 SRL contributing structure in the Middlesex Historic District (#13)	SRL contributing; not NRE
7	961 U.S. Route 2	c. 1933	Camp Meade Motor Court	1990 SRL contributing structure in the Middlesex Historic District (#1)	SRL contributing; not NRE
8	970 U.S. Route 2	c. 1945	Gas filling station		Not NRE
9	960 U.S. Route 2	19th century; or c. 1945	Colby House	1990 SRL contributing structure in the Middlesex Historic District (#2)	SRL contributing; not NRE
10	936 U.S. Route 2	1918	Middlesex Depot	1990 SRL contributing structure in the Middlesex Historic District (#11)	SRL contributing; not NRE

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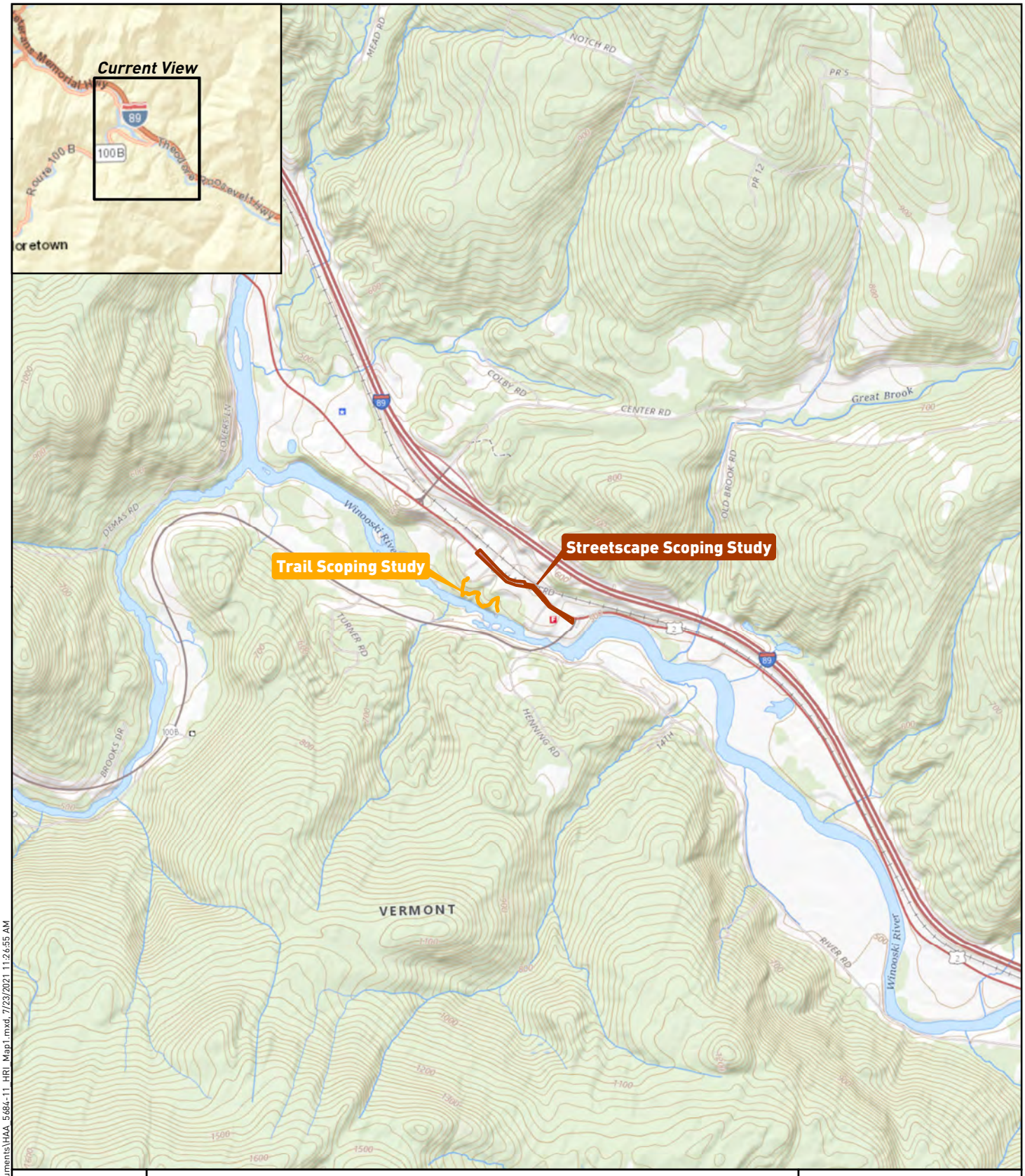
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Maps



1,000 0 1,000 2,000 Feet

300 0 300 600 Meters

Note: Contour interval is 20 feet.

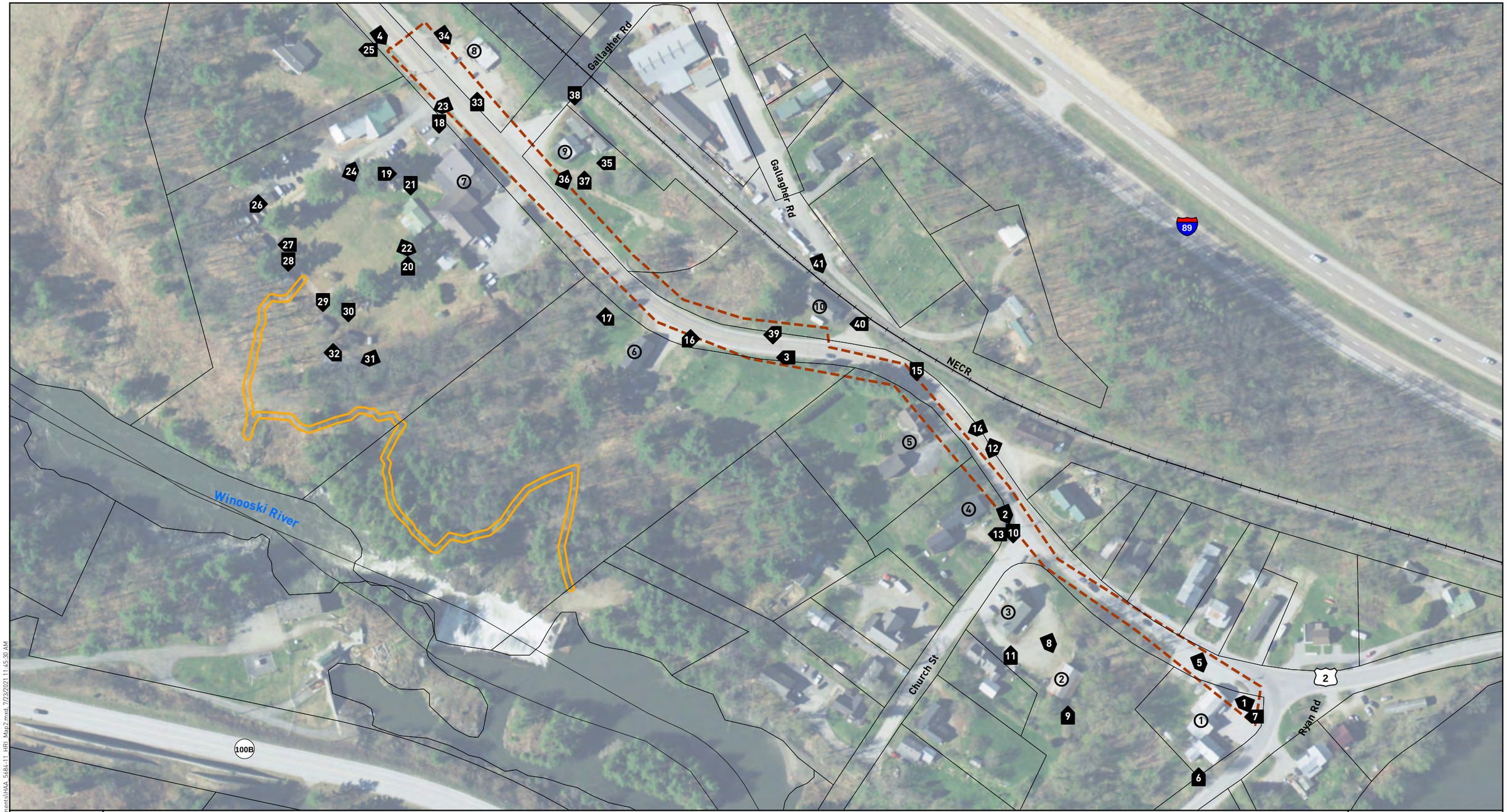
Project Location

GIS Services Accessed 7/23/2021: Environmental Systems Research Institute, Inc., World Street Map; USGS The National Map

HARTGEN archeological associates inc

Map 1

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Legend

- Photo Angle
- Structure Number
- Streetscape Scoping Study
- Trail Scoping Study
- Parcel Boundary

Project Map

Vermont Center for Geographic Information, Orthoimagery, 2016-2020

HARTGEN archeological associates inc

Map 2

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Qualifications

HARTGEN
archeological associates inc

WALTER R. WHEELER
Senior Architectural Historian

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

QUALIFICATIONS: 36 CFR Part 61 Qualified Architectural Historian

PROFESSIONAL EXPERIENCE:

June 1999 – Present — Senior Architectural Historian
Hartgen Archeological Associates, Inc.
Oversee and prepare reconnaissance and intensive architectural resource surveys; literature reviews and historical documentation; field reconnaissance; report and proposal preparation for projects in New York, New England and the mid-Atlantic. Responsible for preparing documents to be reviewed by NYSOPRHP, NHDHR, MHC, VAOT, VDHP, and USACOE, for SEQR, Section 106 and NEPA. Preparation of reports generated under ACT 250 and the FCCs Nationwide Programmatic Agreement, including preparation of forms 620 and 621. Conducted resource surveys in NY, VT, MA, NJ, NH, and PA.

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

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

PRINCIPAL PUBLICATIONS:

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

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