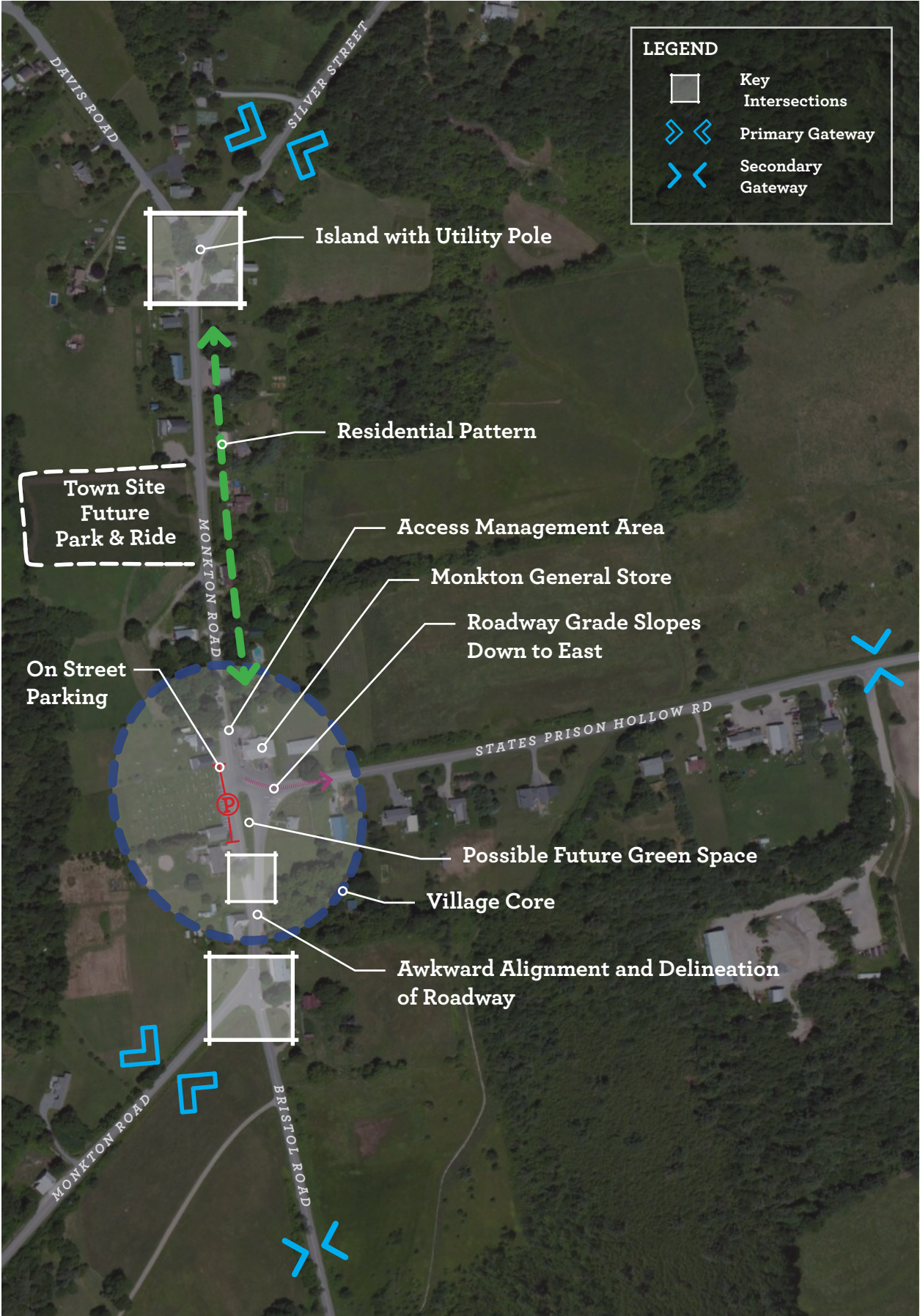
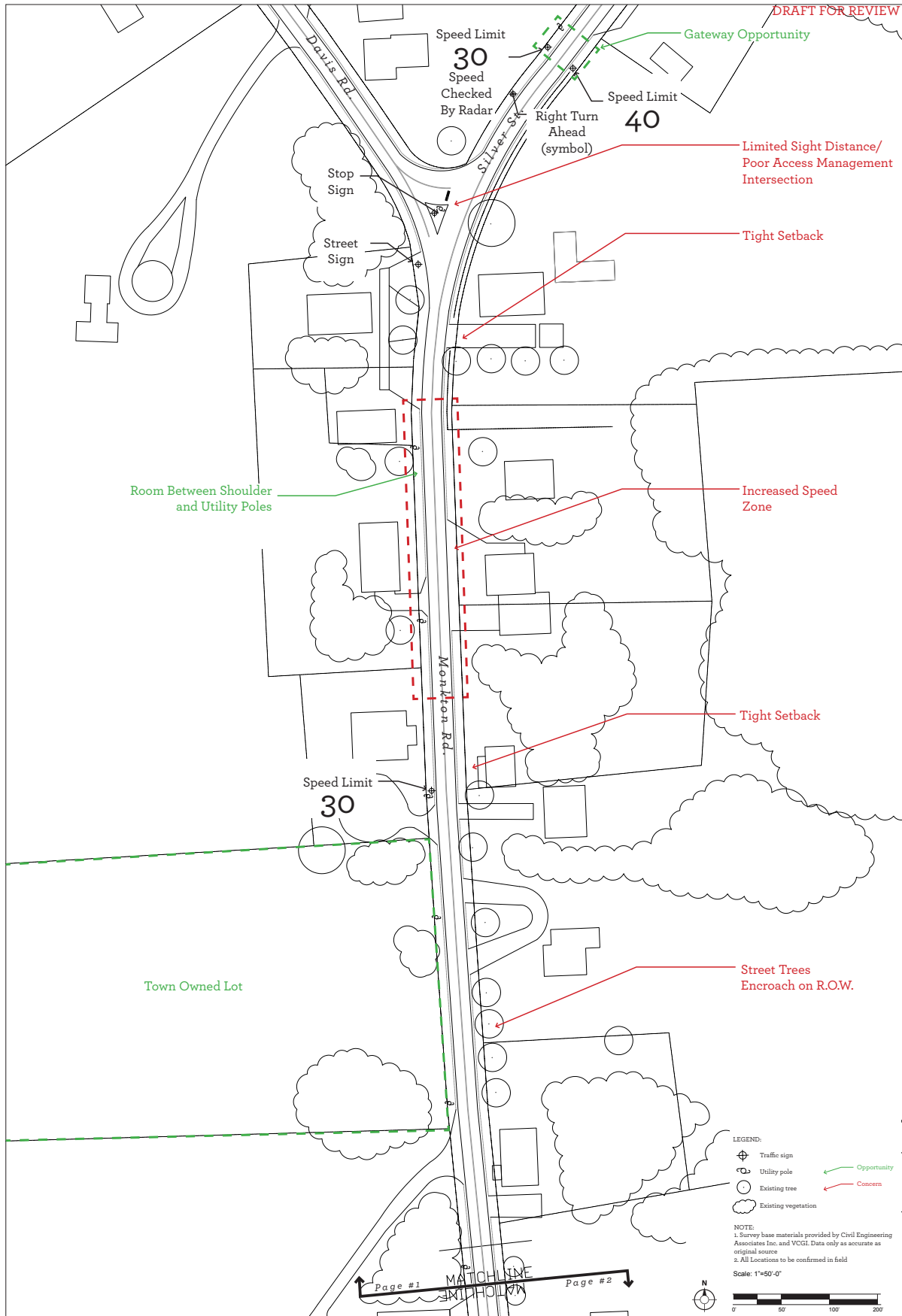


Appendix 13.1
Initial Considerations and Observations Map

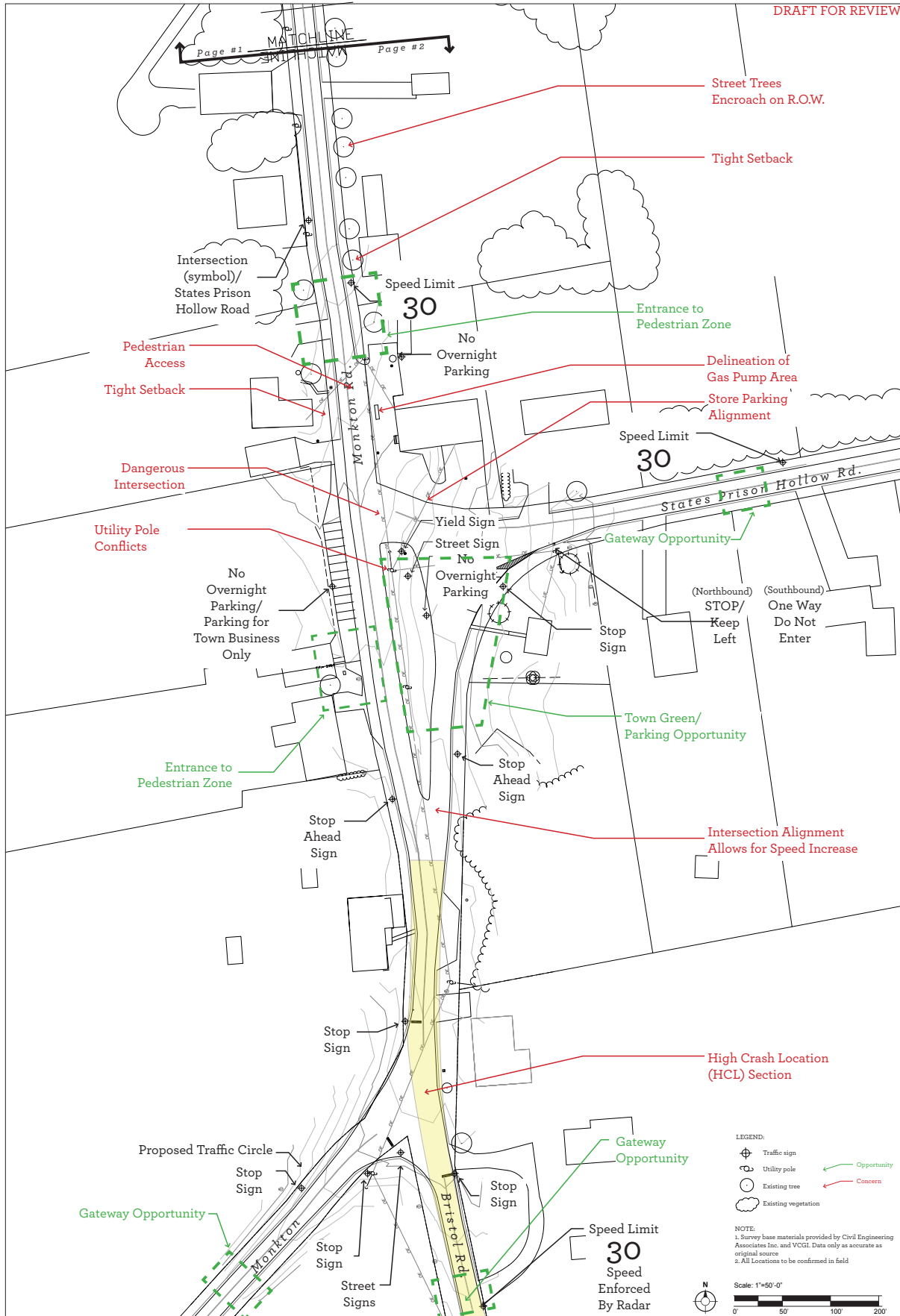


Appendix 13.2

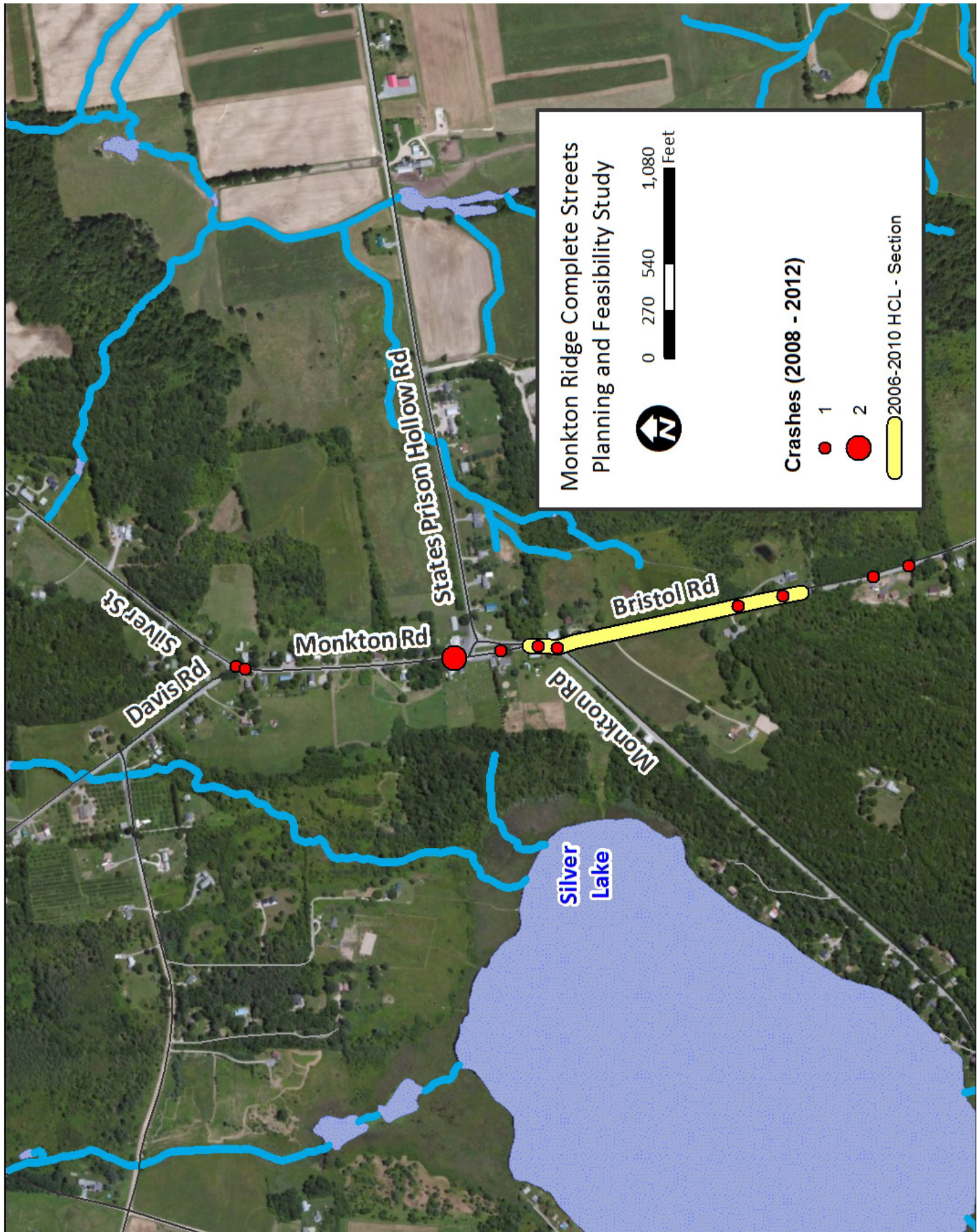
Existing Conditions, Issues and Opportunities Map



Existing Conditions, Issues and Opportunities Map



Appendix 13.3
High Crash Location Map

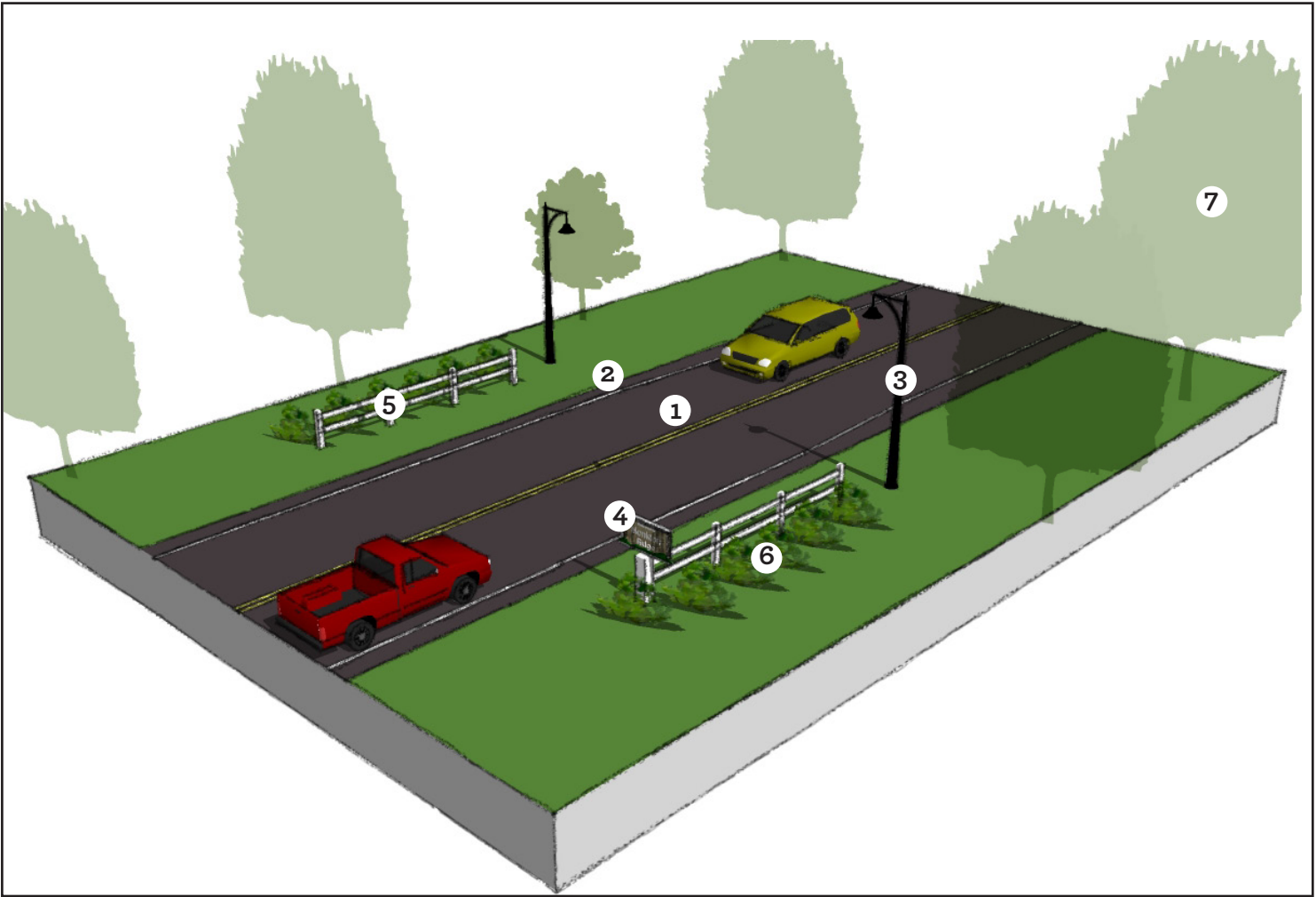


Appendix 13.4 - Conceptual Alternatives

a) GATEWAY - OPTION 1 “ROAD ALIGNMENT WITH AMENITIES”

The option one gateway is designed as a welcome area announcing Monkton Ridge to the traveler prior to their arrival. Included in the design is a neck-down of the travel lane from 12’ to 11’ partnered with an expansion of the shoulder from 2’ +/- to 3’ paved. The constriction of the travel lane encourages traffic to slow down and proceed with more caution into the village ahead. Having an expanded shoulder promotes

safer travel for pedestrians and bicycles traveling on the roadway. Amenities included in the gateway that further announce the village entrance include a 24’ section of fencing on both sides of the road with a Monkton Ridge welcome sign, street lighting and plantings.



- 1. Travel lane neck-down 12’ to 11’.
- 2. Shoulder expansion 2’ to 3’
- 3. New LED street lighting. Set at a height suitable for village driving.
- 4. Monkton Ridge Welcome sign

- 5. Gateway fence
- 6. Gateway plantings
- 7. Existing roadside vegetation
- 8. 11’ travel lane

NOTE:
1. All Locations to be confirmed in field/
ROW is approximate only

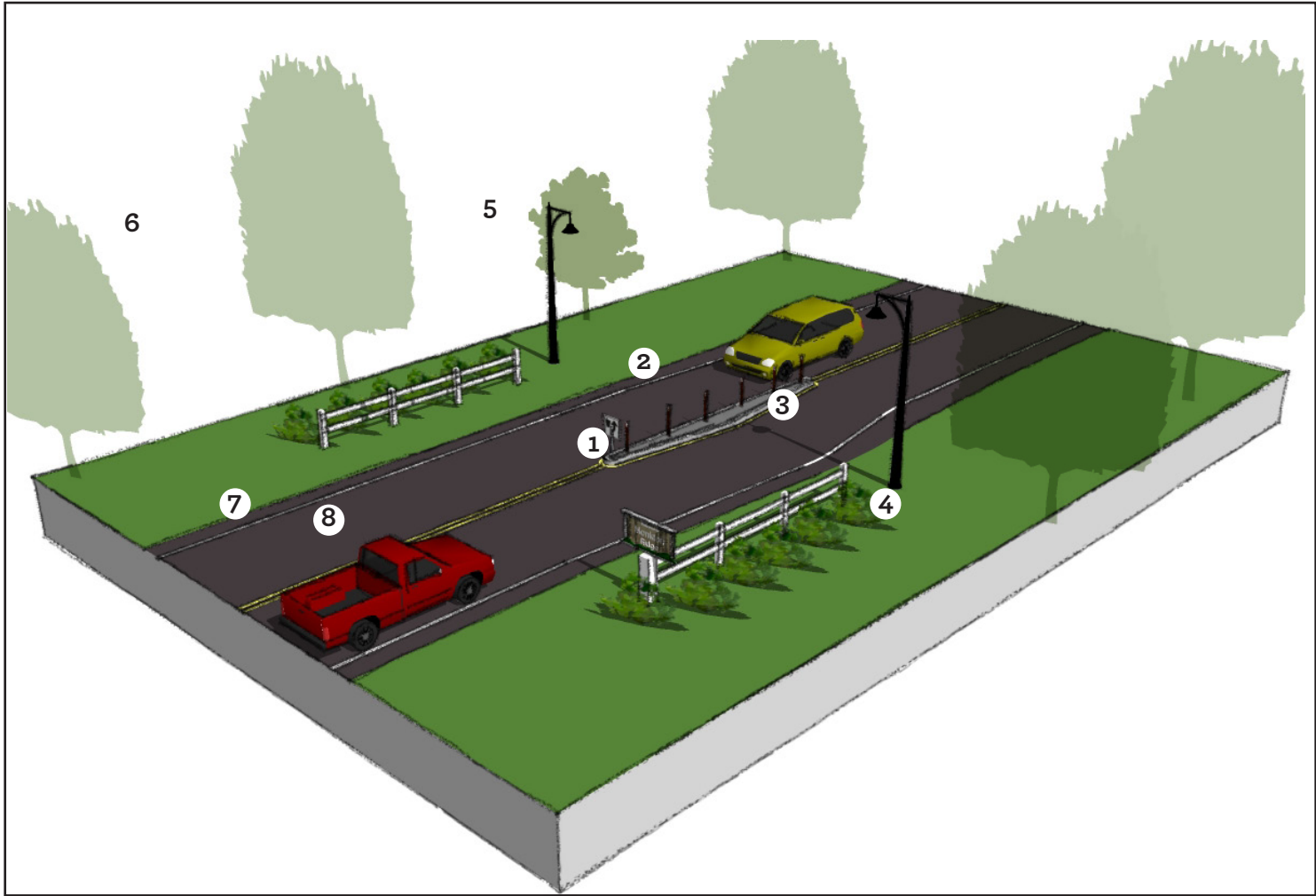
Scale: not to scale

Appendix 13.4 - Conceptual Alternatives

a. GATEWAY - OPTION 2 “SPLITTER ISLAND”

The Option 2 Gateway incorporates all of the features included in option 1 and adds a splitter island. The island is located at the point where the travel lane is constricted and the shoulder expanded. This further encourages traffic to slow down and proceed with more caution into the village ahead. The splitter island is designed to have a straight edge for the traffic leaving the village and a bumped out edge for incoming

traffic. This allows for a smooth traffic flow while still providing a high level of traffic calming. Limited space at the gateway locations and a desire to retain the rural character of the area also were contributing factors to the splitter island being designed in this fashion.



- 1. Travel lane neck-down 12’ to 11’.
- 2. Shoulder expansion 2’ to 3’
- 3. New LED street lighting. Set at a height suitable for village driving.
- 4. Monkton Ridge Welcome sign

- 5. Gateway fence
- 6. Gateway plantings
- 7. Existing roadside vegetation
- 8. Splitter island

NOTE:
1. All Locations to be confirmed in field/
ROW is approximate only

Scale: not to scale

Appendix 13.4 - Conceptual Alternatives

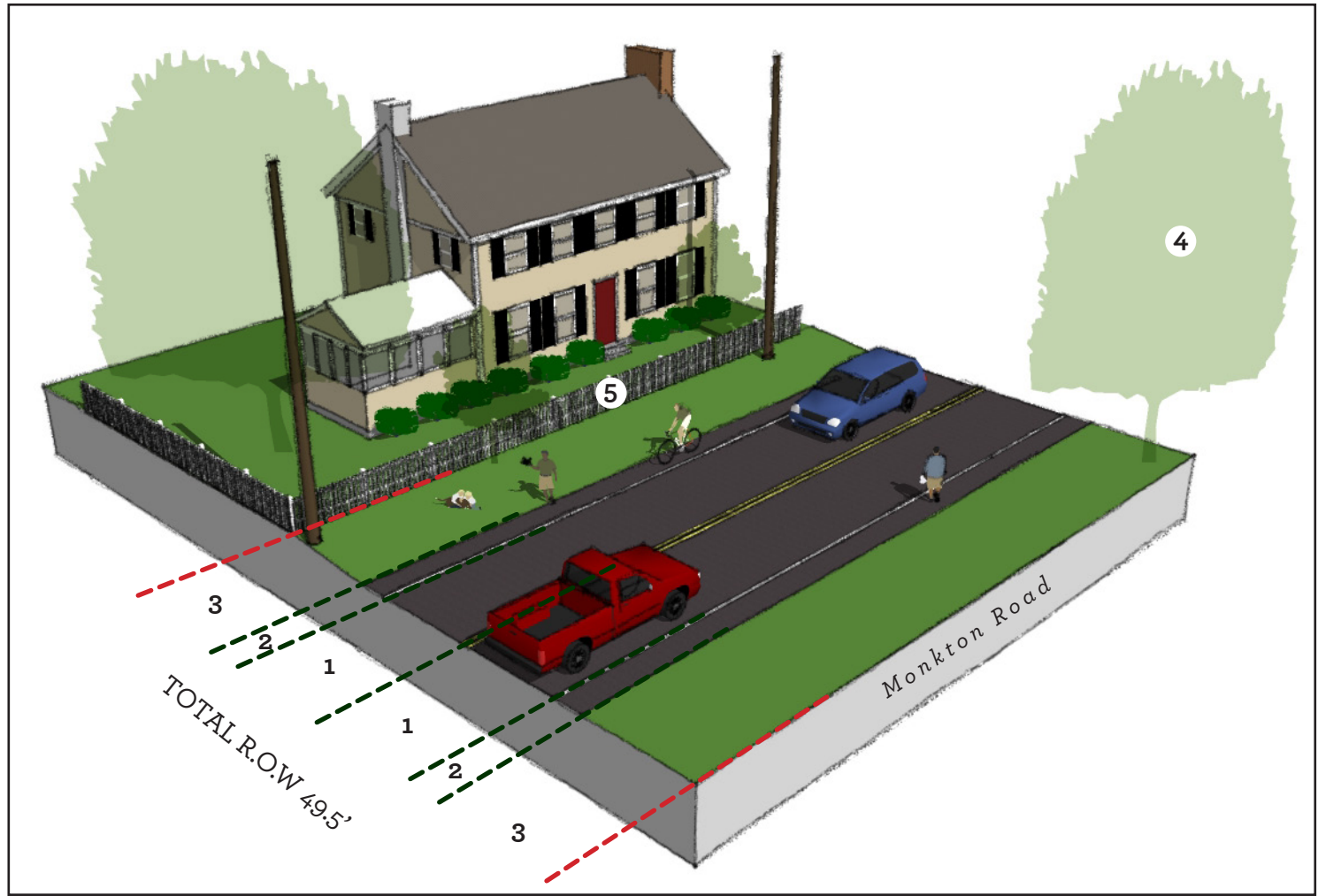
b. ROAD LAYOUT - OPTION 1 “LANE/SHOULDER REALIGNMENT”

By using the width of the current paved surface (12’ lanes 2’ shoulders - total 28’) and reallocating the amount of space in each lane, vehicular speed can be controlled and reduced through a village setting. Option 1 constricts the travel lane down 1’ from 12’ to 11’ while expanding the paved shoulder surface from 2’ to 3’. This will happen at the proposed gateways prior to the entrance of Monkton Ridge. The

reduction in travel lane size still allows for safe passage of all vehicles while reducing the amount of visual space decreasing overall speed. Expanding the shoulder surface to 3’ encourages alternative modes of transportation to be used throughout the area.



- 1. 11’ Travel lanes
- 2. 3’ Paved shoulder
- 3. Width to property line to be determined
- 4. Existing vegetation
- 5. Existing Fence and Residence



- 1. 11’ Travel lanes
- 2. 3’ Paved shoulder
- 3. Width to property line to be determined
- 4. Existing vegetation
- 5. Existing Fence and Residence

NOTE:
1. All Locations to be confirmed in field/
ROW is approximate only
Scale: not to scale

Appendix 13.4 - Conceptual Alternatives

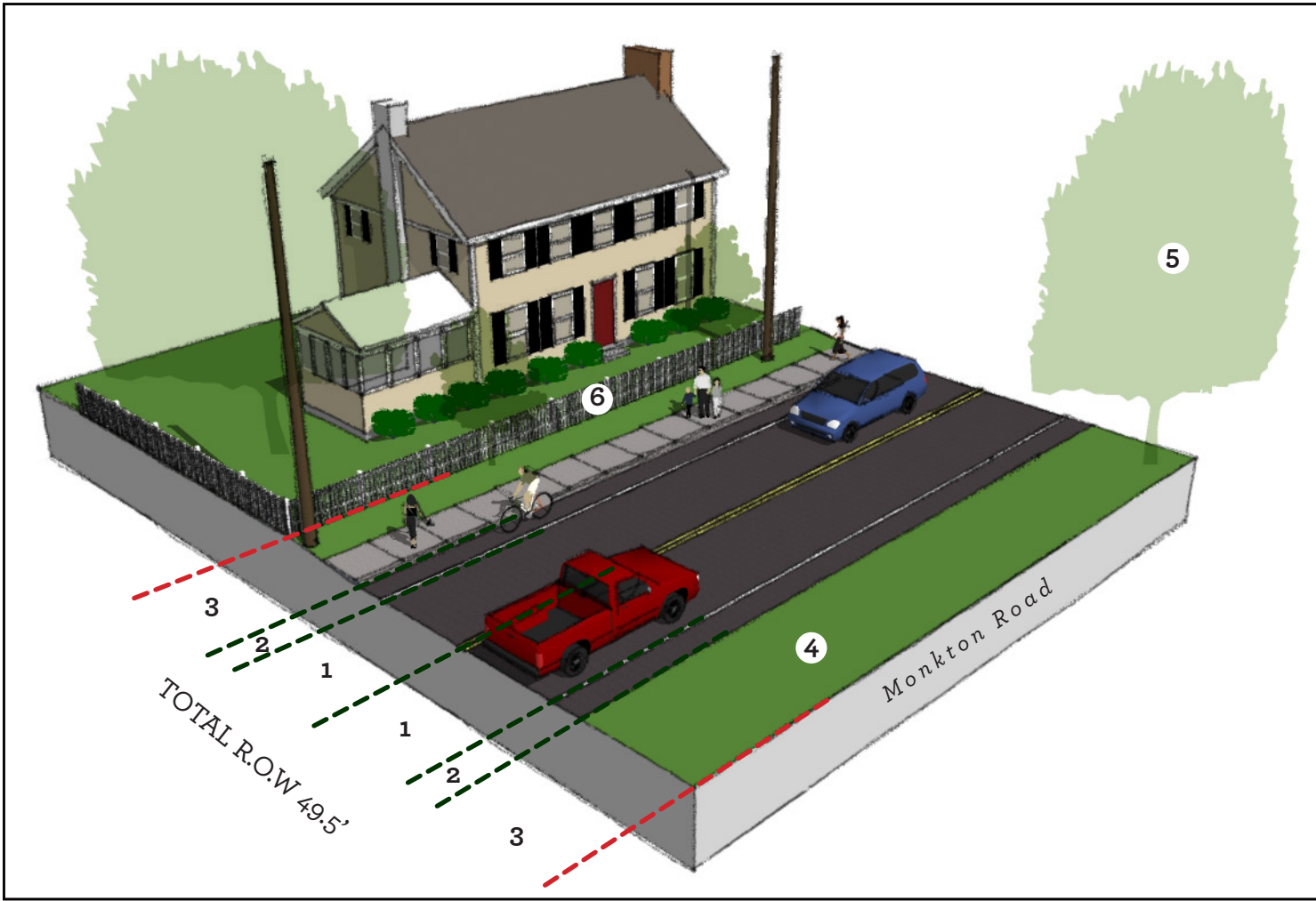
b. ROAD LAYOUT - OPTION 2 “5’ SIDEWALK”

A combination of street tree and shrub plantings along with appropriate lighting can be a successful tool in calming traffic at mid-block locations. Street plantings act as a visual queue and remind drivers to the village setting that they are currently traveling through. In Monkton Ridge a mixture of street trees and shrub plantings will be used depending on the existing roadside vegetation. Street lights continue the feel

of a village setting during the day and allow the design to function at night as well. Limiting the street lighting to a few mid block locations will keep in character with the rural setting.



- 1. 11’ Travel lanes
- 2. 3’ Paved shoulder
- 3. 5’ Sidewalk
- 4. Width to property line to be determined
- 5. Existing vegetation
- 6. Existing Fence and Residence



- 1. 11’ Travel lanes
- 2. 3’ Paved shoulder
- 3. 5’ Sidewalk
- 4. Width to property line to be determined
- 5. Existing vegetation
- 6. Existing Fence and Residence

NOTE:
1. All Locations to be confirmed in field/
ROW is approximate only

Scale: not to scale

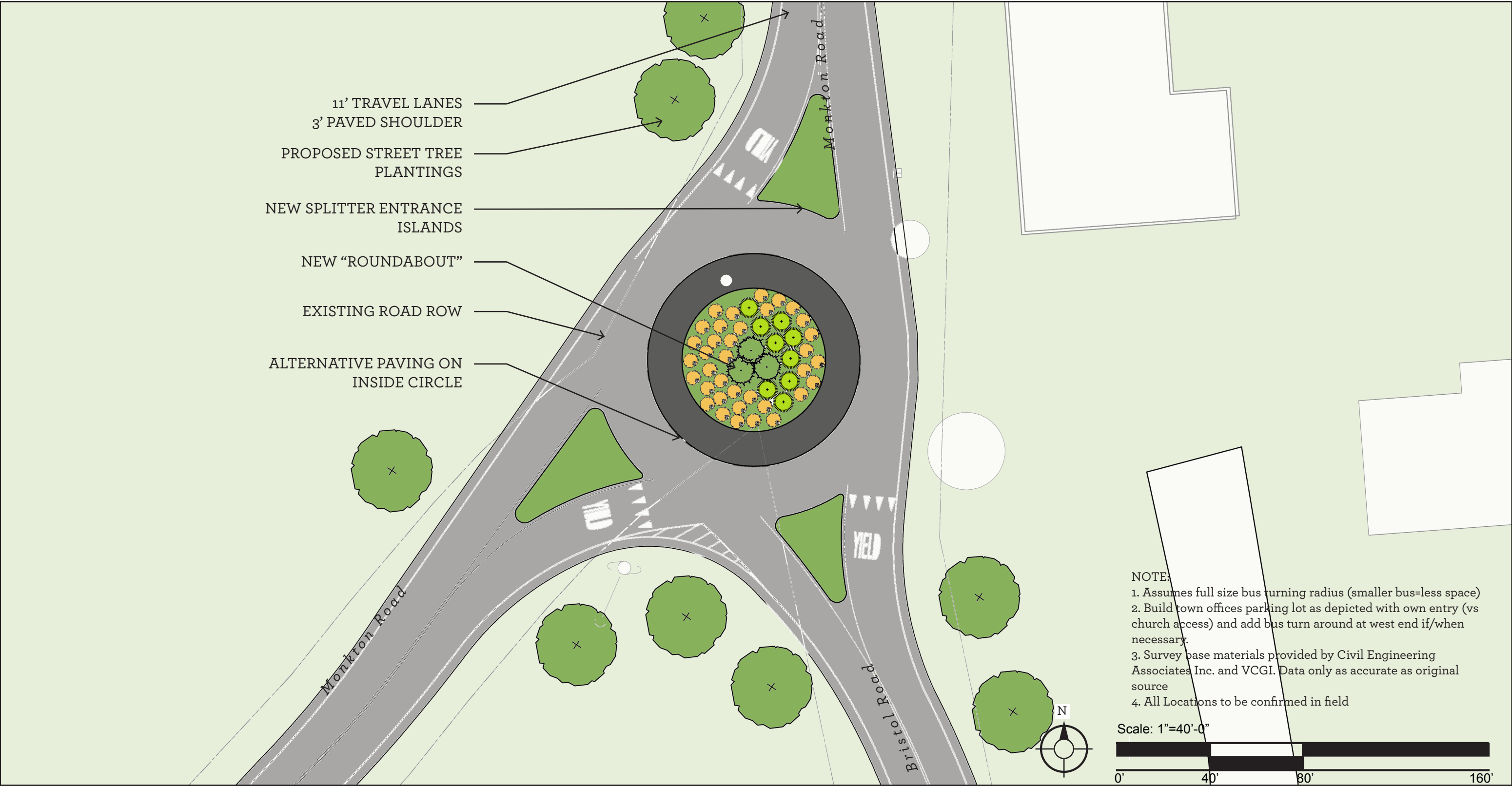
Appendix 13.4 - Conceptual Alternatives

c. Intersections: Monkton Road / Bristol Road “T”



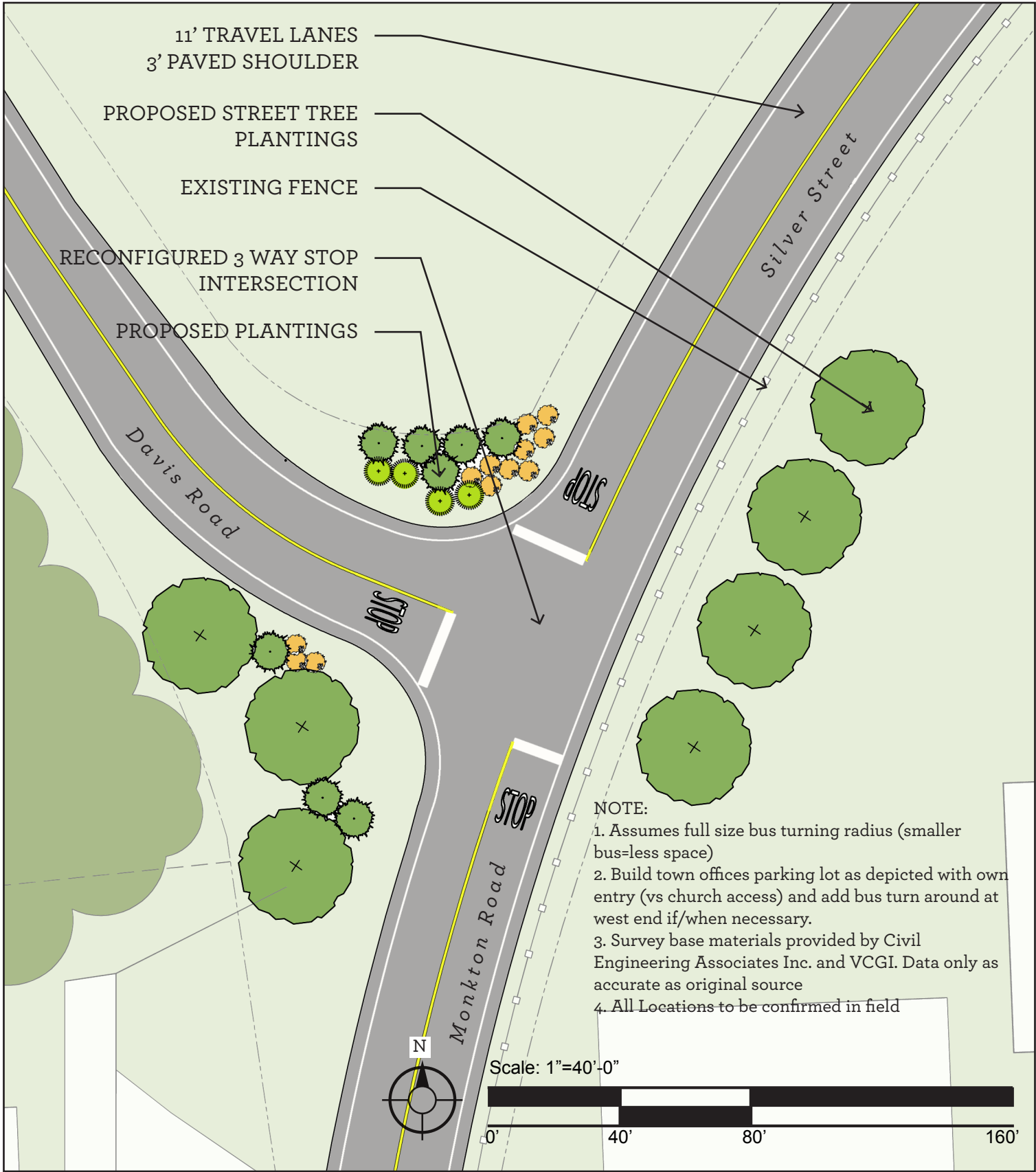
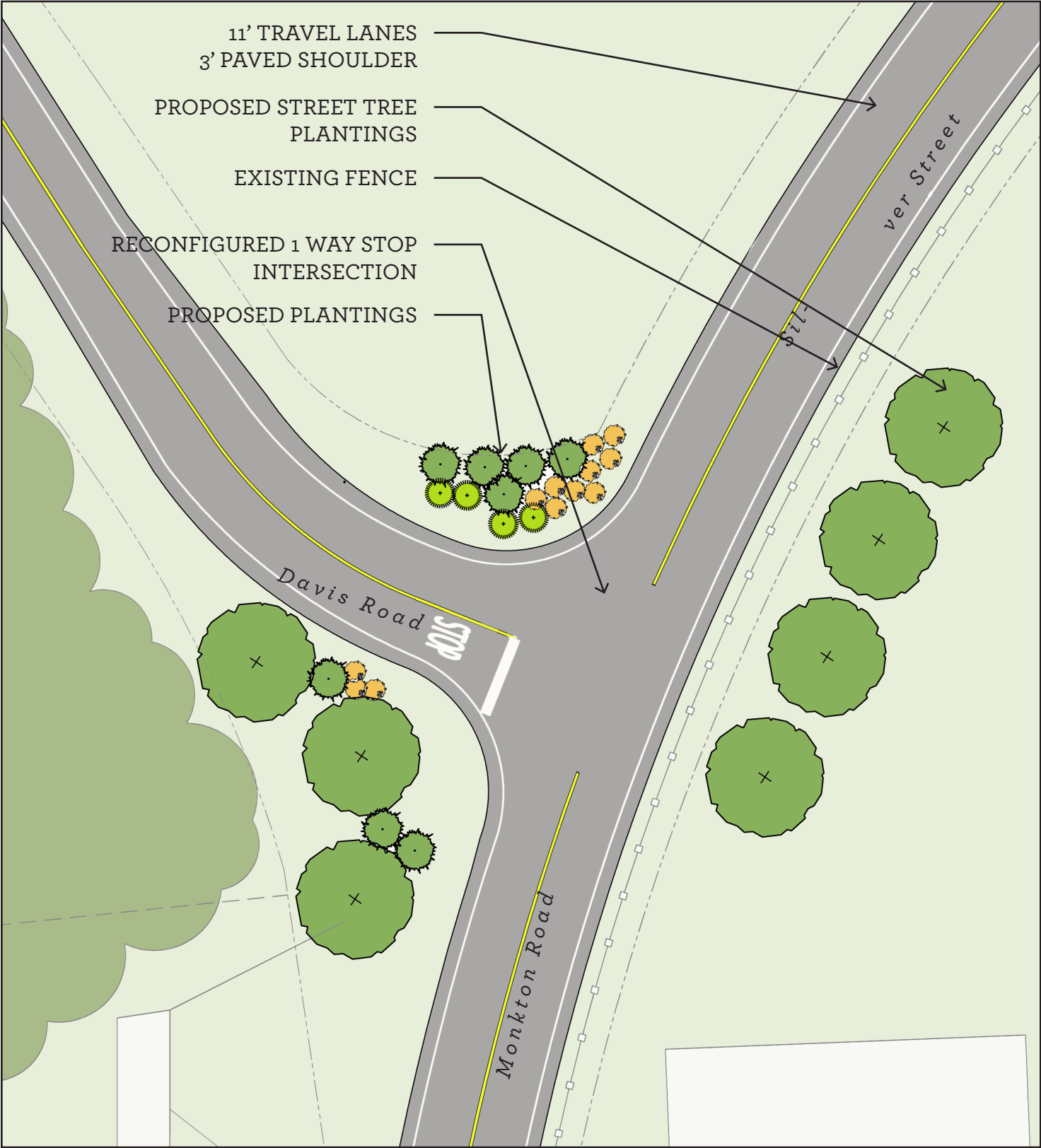
Appendix 13.4 - Conceptual Alternatives

c. Intersections: Monkton Road / Bristol Road “Roundabout”



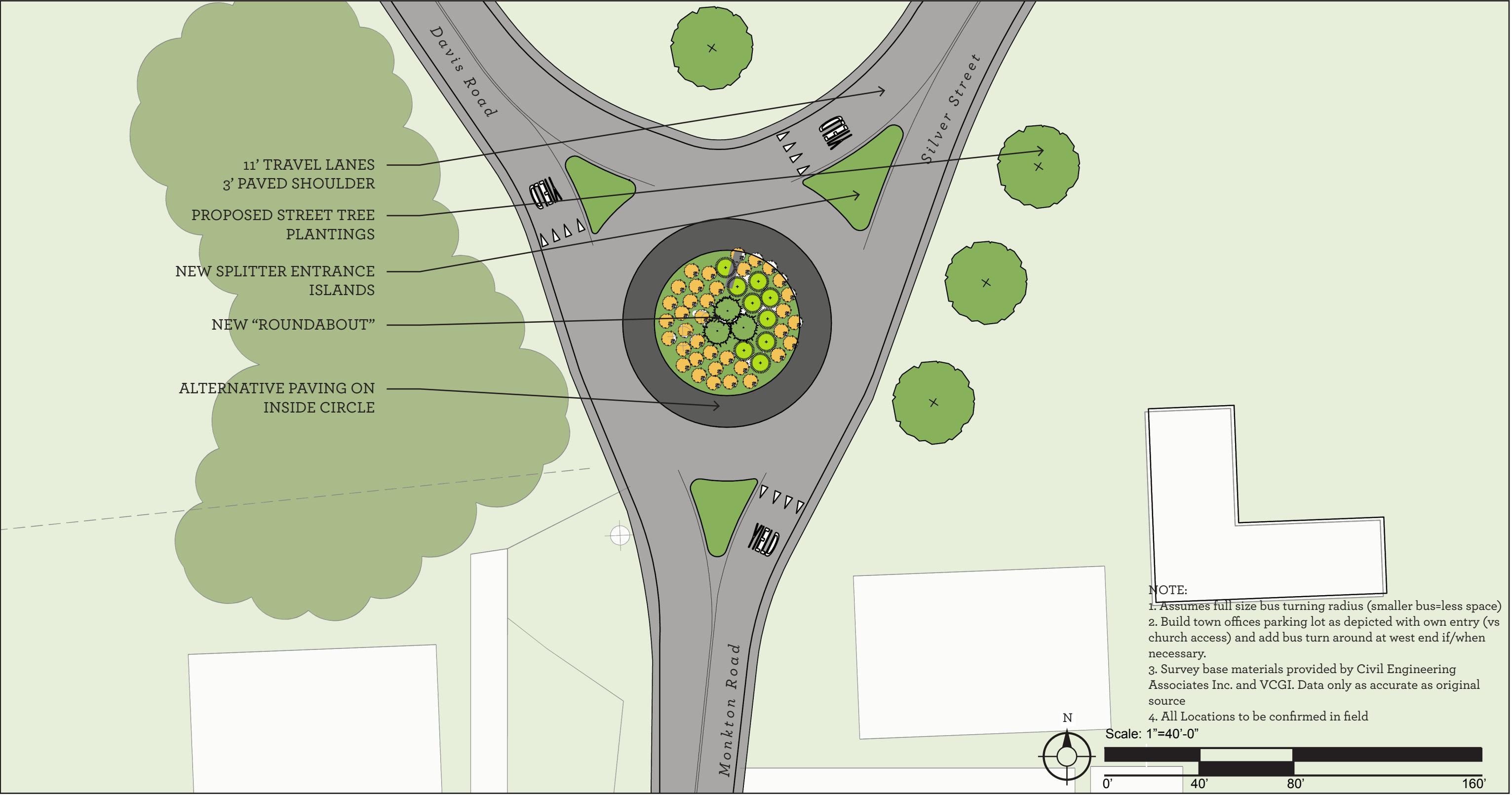
Appendix 13.4 - Conceptual Alternatives

c. Intersections: Monkton Road / Davis Road Road “T”



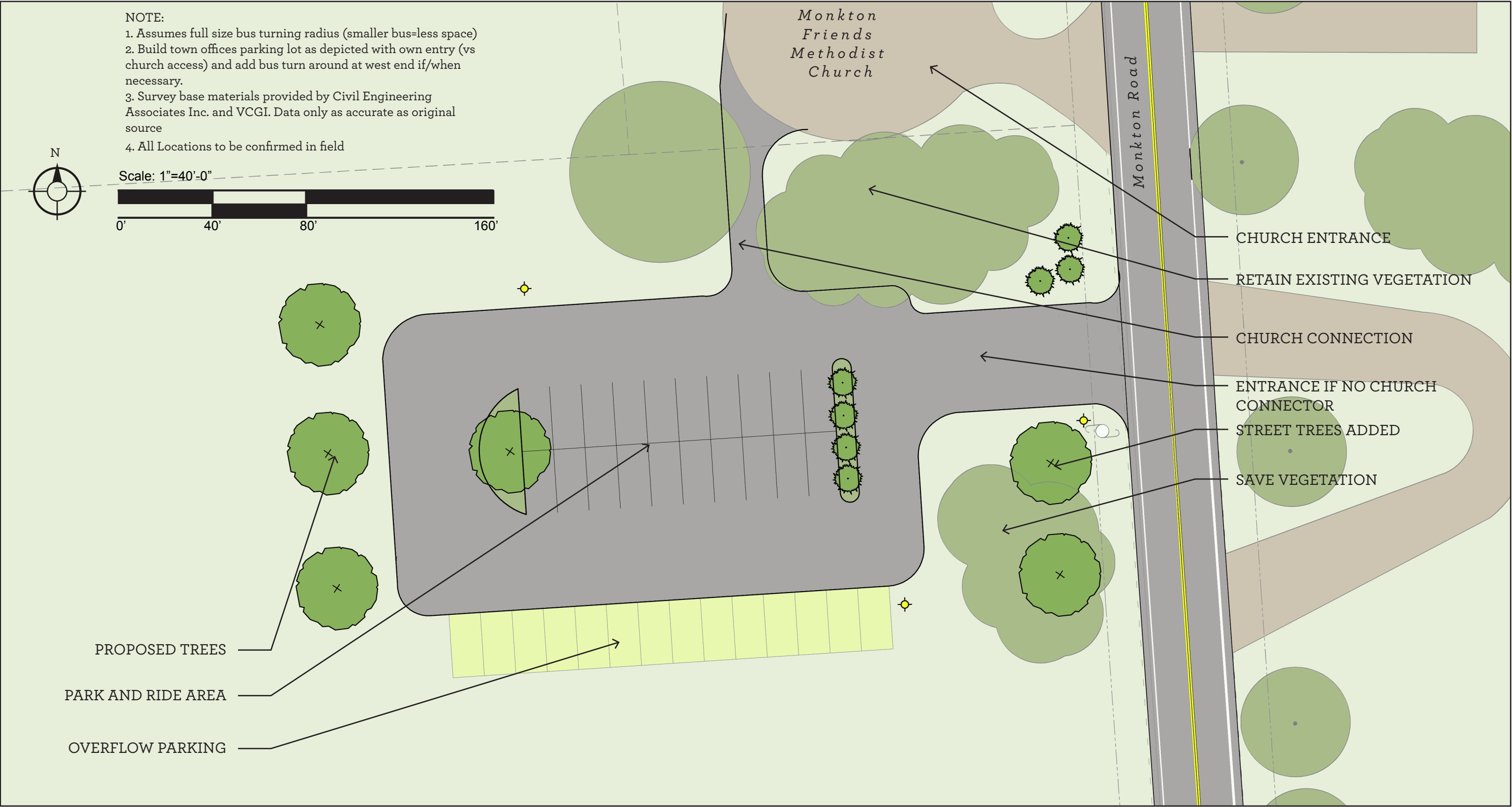
Appendix 13.4 - Conceptual Alternatives

c. Intersections: Monkton Road / Davis Road / Silver Street “Roundabout”



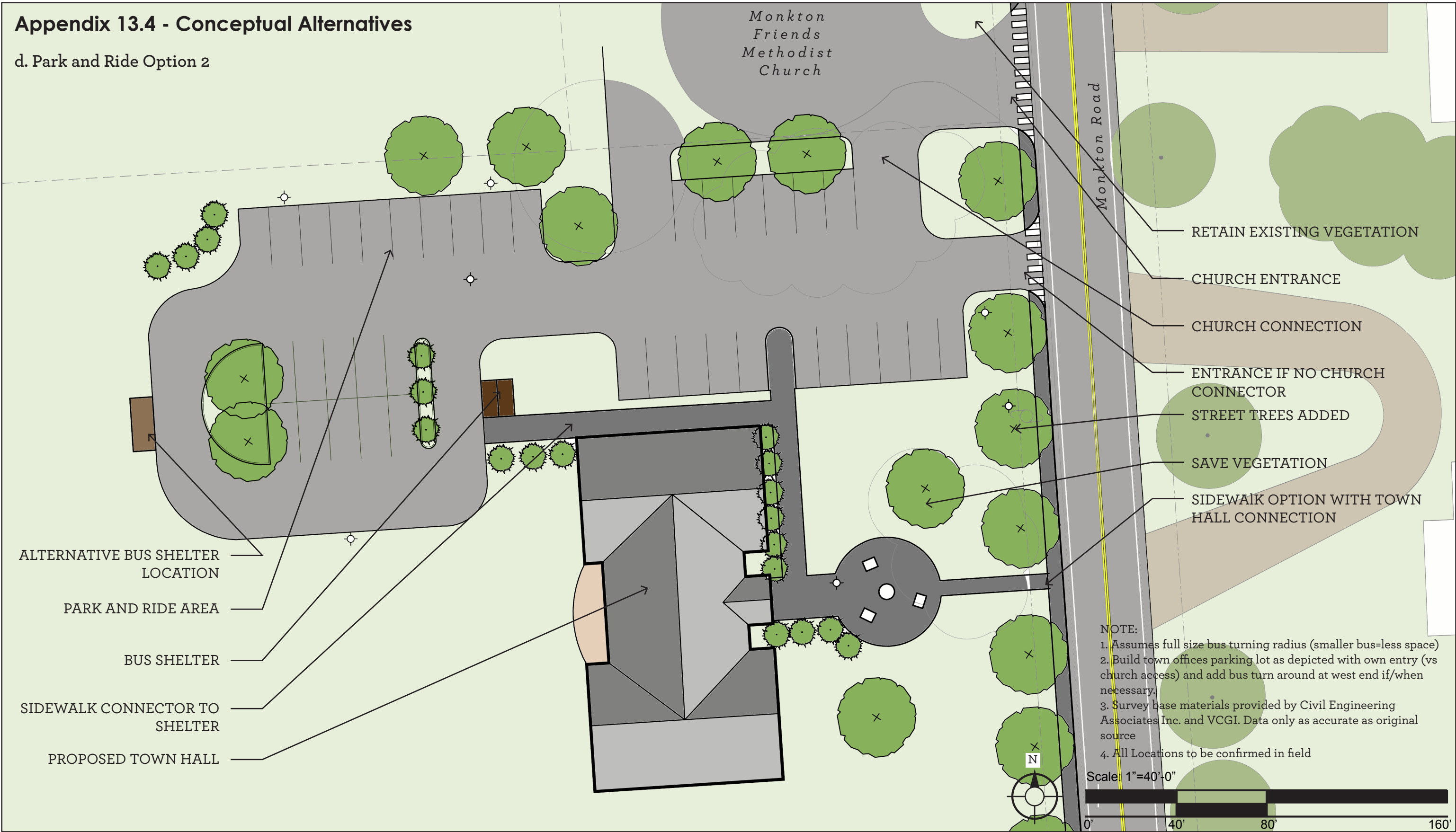
Appendix 13.4 - Conceptual Alternatives

d. Park and Ride Option 1



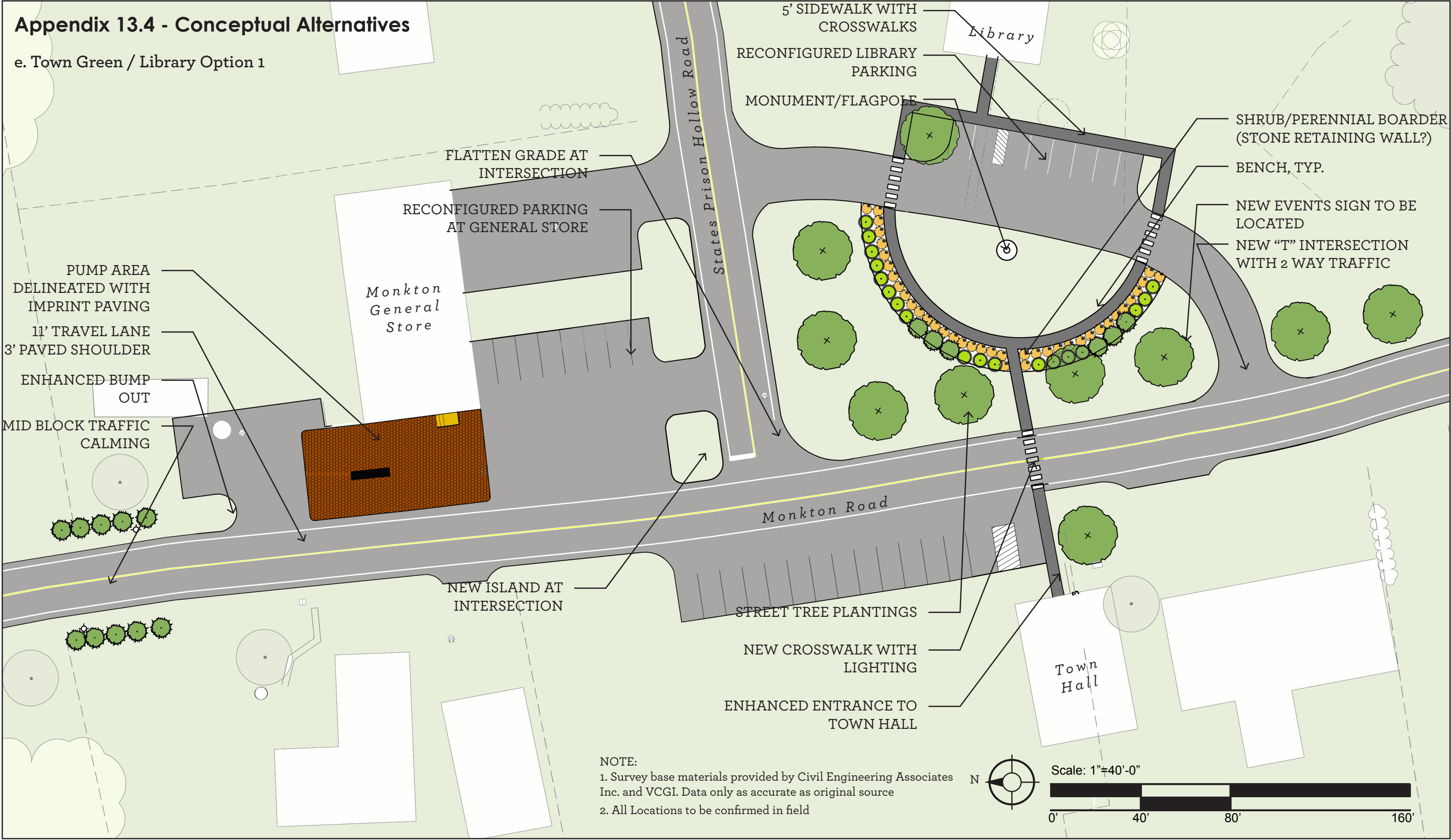
Appendix 13.4 - Conceptual Alternatives

d. Park and Ride Option 2



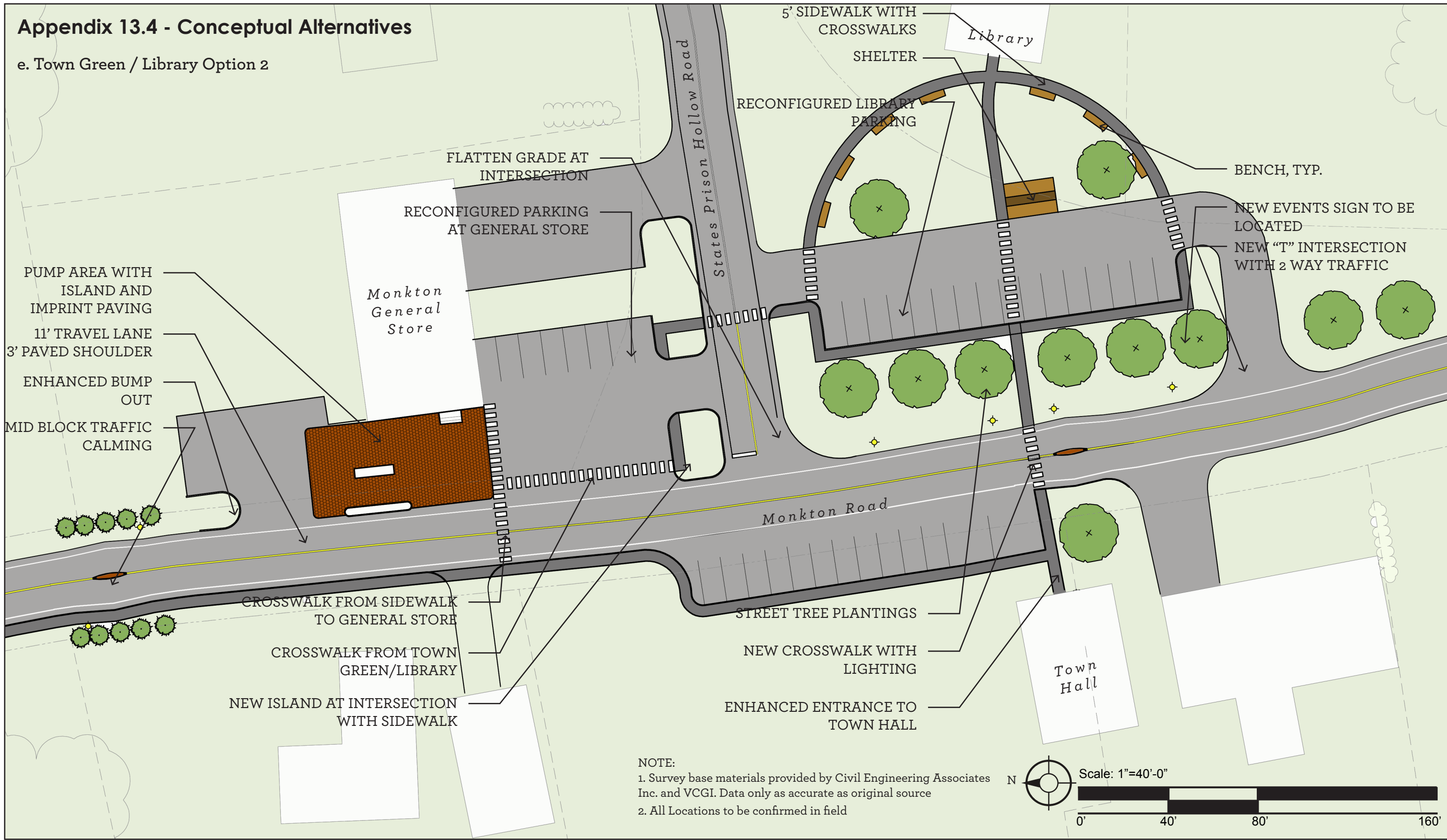
Appendix 13.4 - Conceptual Alternatives

e. Town Green / Library Option 1



Appendix 13.4 - Conceptual Alternatives

e. Town Green / Library Option 2

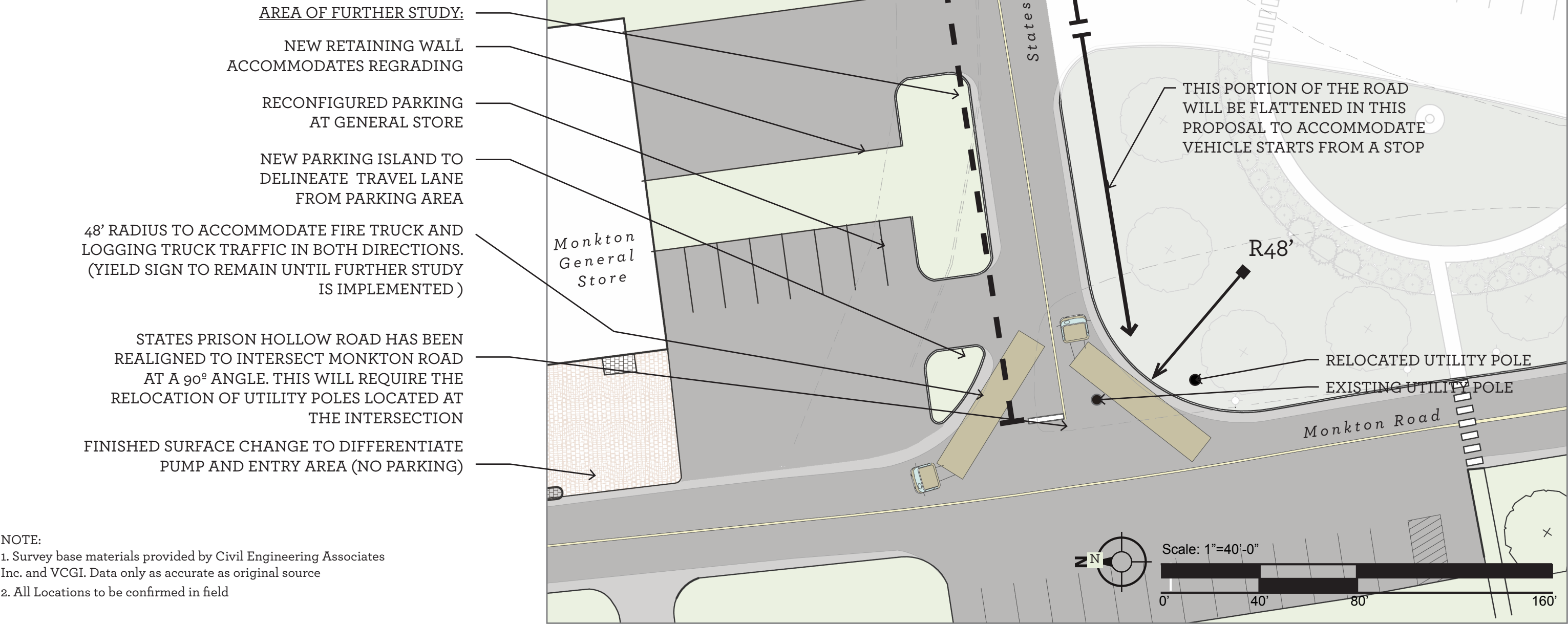


Appendix 13.4 - Conceptual Alternatives

f. States Prison Hollow Road Intersection

Pictured is a preliminary conceptual drawing designed to convey the reconfiguration of the intersection to:

1. Provide for improved traffic safety and more expansive turning radii for larger trucks
2. A more level area on States Prison Hollow Road at the intersection with Monkton Rd.
3. More usable surface area and improved parking at the General Store along with some access modification elements to reduce the “continuous” curb-cut.



Appendix 13.4 - Conceptual Alternatives

g. Additional Traffic Calming Measures

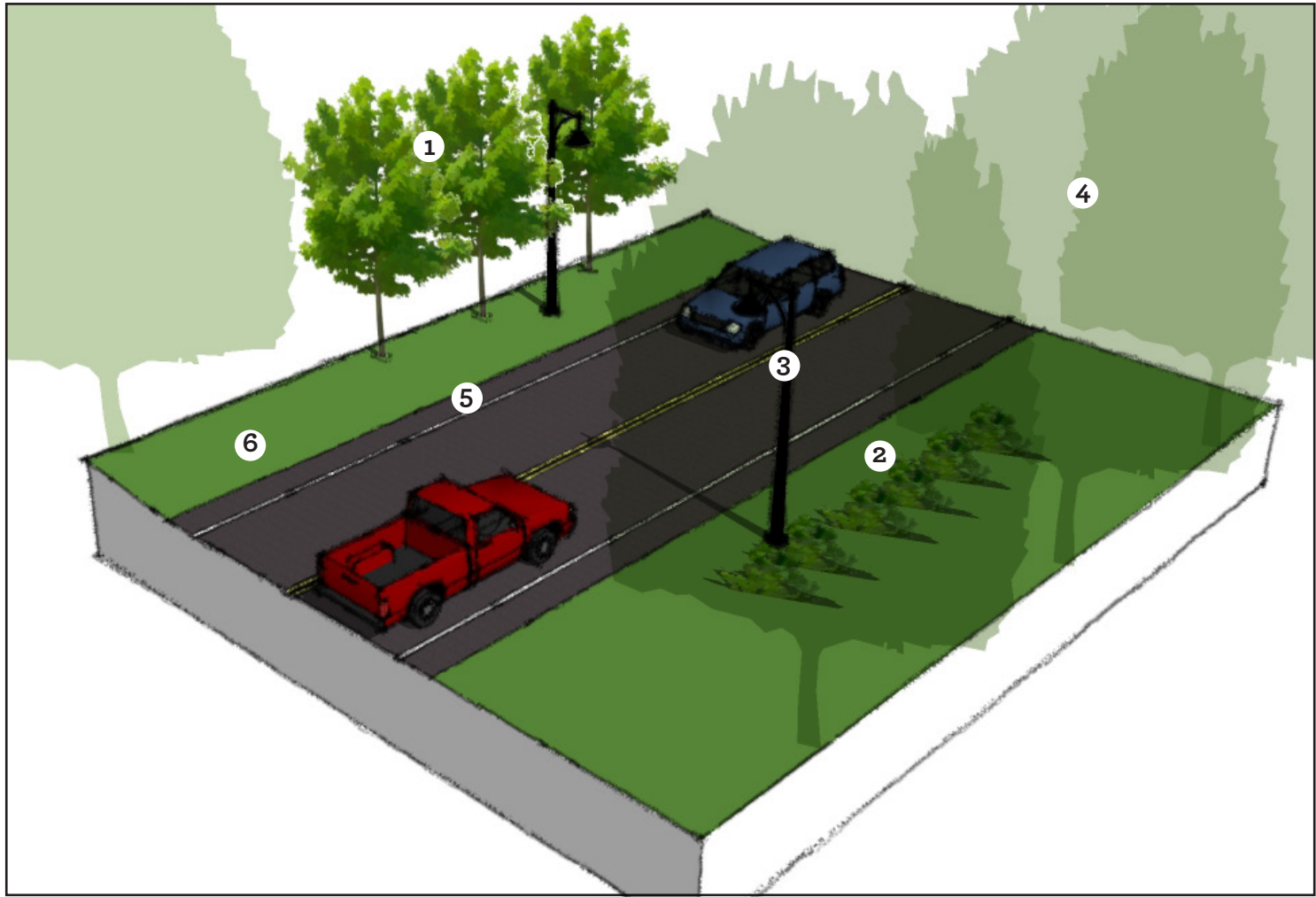
MID-BLOCK TRAFFIC CALMING - OPTION 1 “PLANTING/LIGHTING”

A combination of street tree and shrub plantings along with appropriate lighting can be a successful tool in calming traffic at mid-block locations. Street plantings act as a visual queue and remind drivers to the village setting that they are currently traveling through. In Monkton Ridge a mixture of street trees and shrub plantings will be used depending on the existing roadside vegetation. Street lights continue the feel

of a village setting during the day and allow the design to function at night as well. Limiting the street lighting to a few mid block locations will keep in character with the rural setting.



- 1. Street tree planting.
- 2. Roadside shrub plantings will be used where existing vegetation limits ROW space and located back from roadside to allow for snow storage.
- 3. New LED street lighting. Set at a height suitable for village driving.



- 4. . Existing roadside vegetation
- 5. 11' Travel lane.
- 6. 3' Shoulder.

NOTE:
1. All Locations to be confirmed in field/
ROW is approximate only

Scale: not to scale

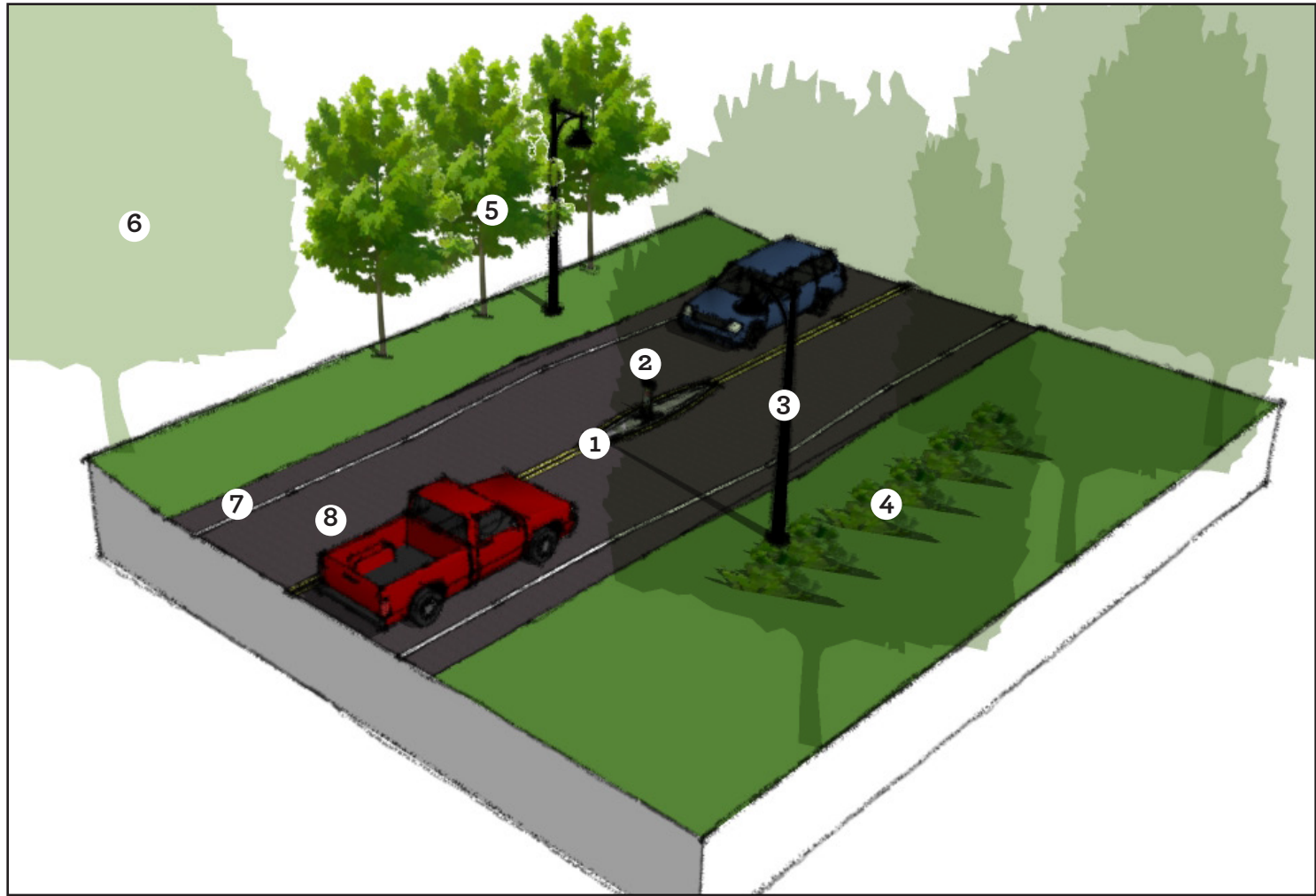
Appendix 13.4 - Conceptual Alternatives

g. Additional Traffic Calming Measures

MID-BLOCK TRAFFIC CALMING - OPTION 2 “AT-GRADE MEDIAN”

The “At-Grade Median” is designed as a traffic calming measure to slow vehicles at mid-block locations. The movement of the travel lane alerts drivers and encourages them to slow down and navigate what is ahead. When combined with a remove able pedestrian sign for the summer months, roadside plantings and street lighting (option 1) the “At-Grade Median” is a minimally obtrusive functional option for slowing

traffic in a mid block situation. Because the median is not raised from the road surface there are no impediments for plowing and winter maintenance. This option works well both with or without a sidewalk.



- 1. At-grade median constructed with Imprint paving or granite curbing and cobble stones.
- 2. Removable pedestrian warning sign, used during summer months, as per MUTCD
- 3. New LED street lighting. Set at a height suitable for village driving.
- 4. Roadside shrub plantings can be used where existing vegetation limits ROW space.
- 5. Street tree plantings where space allows contributes to traffic calming

- 6. Existing roadside vegetation
- 7. 3’ paved shoulder
- 8. 11’ travel lane

NOTE:
1. All Locations to be confirmed in field/
ROW is approximate only

Scale: not to scale

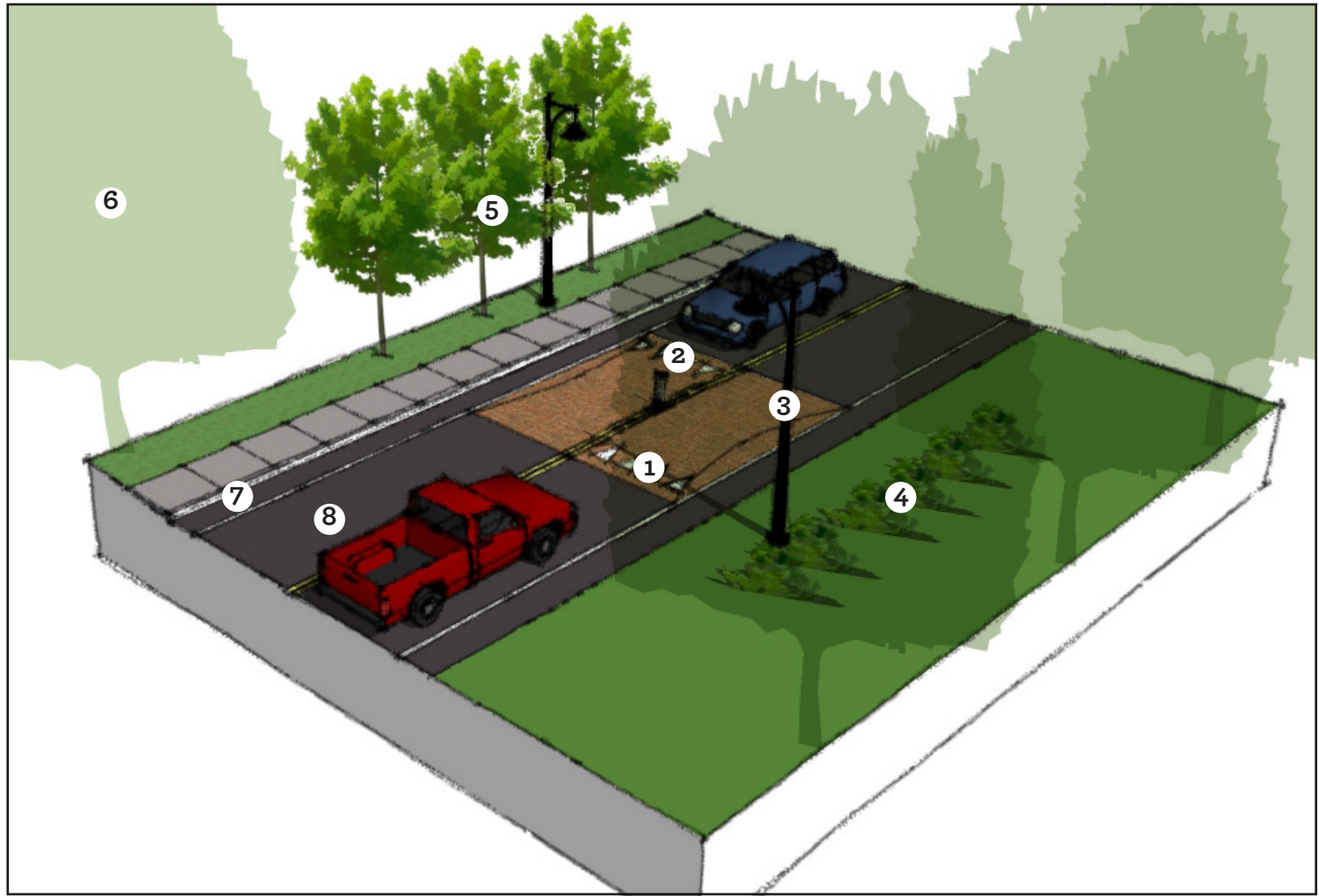
Appendix 13.4 - Conceptual Alternatives

g. Additional Traffic Calming Measures

MID-BLOCK TRAFFIC CALMING - OPTION 3 “RAISED SPEED TABLE”

The “Raised Speed Table” is designed as a traffic calming measure to slow vehicles at mid-block locations. They are effective in calming traffic on streets where the speed limit needs to be maintained rather than slowing cars more significantly. A change in pavement color and texture along with a slight raise promote speed awareness while still maintaining a straight road surface. The elevated platform design of the speed

tables ensures that speeding cars slow down while safe drivers can continue driving at typical village speed limits. Used in tandem with a remove able pedestrian sign for the summer months and option 1 “Planting/ Lighting” option 3 provides the highest level of traffic calming.



- 1. Raised Speed Table with Imprint paving.
- 2. Removable pedestrian warning sign, used during summer months.
- 3. New LED street lighting. Set at a height suitable for village driving, not speed.
- 4. Roadside shrub plantings will be used where existing vegetation limits ROW space.
- 5. Street tree plantings where space allows furthers the drivers awareness of a village

- setting.
- 6. Existing roadside vegetation
- 7. 3' paved shoulder
- 8. 11' travel lane

NOTE:
1. All Locations to be confirmed in field/
ROW is approximate only

Scale: not to scale

**Archaeological Site Inspection for the proposed Town of Monkton “Complete Streets”
Feasibility Study, Monkton, Addison County, Vermont**

Submitted to:

**Matthew Robinson, MLA
Environmental Architect
LandWorks
228 Maple Street, Suite 32
Middlebury, VT 05753**

Submitted by:

**Charles Knight, Ph.D.

University of Vermont
Consulting Archaeology Program
111 Delehanty Hall
180 Colchester Ave.
Burlington, VT 05405**

Report No. 759

November 22, 2013

Archaeological Site Inspection for the proposed Town of Monkton “Complete Streets” Feasibility Study, Monkton, Addison County, Vermont

Project Description

The Transportation Advisory Committee (TAC) of the Addison County Regional Planning Commission, with assistance from LandWorks, proposes the Town of Monkton “Complete Streets” Feasibility Study, Monkton, Addison County, Vermont (Figure 1). The proposed project will conduct a feasibility study to identify alternatives that will improve pedestrian and bicycle safety along Bristol and Monkton Roads in the Town of Monkton, Vermont. These improvements include sidewalks, roundabouts, and additional parking and services along Silver Street in Monkton Ridge, Vermont (Figures 2 & 3).

The University of Vermont Consulting Archaeology Program (UVM CAP) conducted an Archaeological Resources Assessment (ARA) of the APE for the proposed project and one large area of archaeological sensitivity was identified.

Study Goal

The goal of an ARA (or “review”) is to identify portions of a specific project’s APE that have the potential for containing precontact and/or historic sites. An ARA is to be accomplished through a “background search” and a “field inspection” of the project area. For this study, reference materials were reviewed following established guidelines. Resources examined included the National Register of Historic Places (NRHP) files; the Historic Sites and Structures Survey; and the USGS master archaeological maps that accompany the Vermont Archaeological Inventory (VAI). Relevant town histories and nineteenth-century maps also were consulted. Based on the background research, general contexts were derived for precontact and historic resources in the study area.

Archaeological Site Potential

The Monkton Ridge is bordered by areas of relatively high archaeological sensitivity, which is the result of the presence of Monkton Pond (a.k.a Cedar Lake) to the west and Pond Brook, and associated wetlands, to the east. Several precontact Native American sites have been identified within 300 m of the limits of the proposed project (see Figure 1). These include site VT-AD-230 to the immediate south of the proposed roundabout in the south, and site VT-AD-86 located directly in the field directly behind the Monkton General Store along the eastern side of Silver Road. Both sites were identified from small surface scatters of stone artifacts by a local avocational archaeologists in the early to middle part of the 20th Century. As a result, little information on these sites is known beyond the artifacts collected and now located in private collections. Nonetheless, within 1-2 km of the project area numerous sites have been identified from systematic archaeological study providing us with good information on the habitation and resource exploitation patterns of the precontact Native Americans who visited, and camped, in the immediate area of the proposed project.

For instance, site VT-AD-10, located along the north end of Monkton Pond, contained the

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remains of fire hearths, stone tool workshops and debris middens, suggesting longer term occupation of the area, or frequent seasonal occupation of the area. The presence of high quality quartzite in the Hogback Mountains adjacent to the project area was a focal point of Native American visitation in order to acquire stone for tool production. In 2005, the UVM CAP identified site VT-AD-1378 in the fields southwest of Monkton Pond during an inspection for a proposed septic system (see Figure 1). During the inspection a large Levanna-style projectile point, made of quartzite, was identified on the surface of the plowed field, dating the occupation of the site to the Middle to Late Woodland period (ca. A.D. 100-1600). Thus, the project area is known to have been a location of frequent and possibly long-term Native American occupation before European contact.

In regard to historic period resources, the historic period 1857 Wallings map (Figure 4) and the 1871 Beers map (Figure 5) show that the stretch of Silver Street has been inhabited for some time. In particular, there appears to have been a structure in the location of the proposed Town Hall and associated parking along the west side of Silver Street. The existing Town Hall, located along the west side of Silver Street directly across from the intersection with Prison Hollow Road, was listed on the National Register of Historic Places in 1978. The area under consideration for the proposed project has been designated the Monkton Ridge Historic District and listed on the State Register of Historic Places. The contributing structures to this historic district are listed and described in Figure 6.

Desk Review

As part of the desk review, the UVM CAP utilized the Vermont Division of Historic Preservation's (VDHP) predictive model for identifying precontact Native American archaeological sites. The Monkton Complete Streets study area scores 24 on the Predictive Model, due to its location as a prominent ridge crest (12), and adjacent to a prominent north-south travel corridor (12). In addition to the paper-based predictive model, the desk review uses a Geographical Information System (GIS) developed jointly by the UVM CAP, and its consultant Earth Analytic, Inc., which operationalizes the paper-based model. It does this by applying the VDHP's sensitivity criteria to all lands within the State of Vermont. In these maps, archaeological sensitivity is depicted by the presence of one or more overlapping factors, or types of archaeological sensitivity (i.e. proximity to water, etc.). The Town of Monkton Complete Streets study area encompasses areas that exhibit three overlapping sensitivity factors, which are Drainage, Head-of-draw, and Level Terrain (see Figure 1).

Field Inspection

A field inspection of the project area was carried out on November 20, 2013 by Charles Knight, Assistant Director of the UVM CAP. Soil cores were taken throughout the area to determine the degree of previous soil disturbances. Almost all of the western edge of Silver Street is either cut into the natural rise of the landform or is level, but underlain with fill due to the construction of the road (Figure 7). Therefore, the proposed sidewalk along this side of the street will not impact intact soils. Neither of the proposed roundabouts will impact sensitive areas, since the intersections where they are proposed have been altered through much filling (as in the south) and leveling and filling (as in the north) (Figure 8). The area of the proposed parking lot

immediately southeast of the intersection of Prison Hollow Road and Silver Street has been severely altered through the creation of the existing road and structures there (Figure 9). Therefore, no intact soils remain in that part of the proposed project. Finally, the area of the new proposed Town Hall and adjacent parking lot however, lies within the limits of a historic period site that is also very archaeologically sensitive for precontact Native American sites.

In the open field where the proposed Town Hall and parking lot is to be located, the remains of a barn or grange ramp is visible from the road (Figure 10). Adjacent to this, below a tree, is what appears to be the remains of a well (see Figure 10). These historic period remains appear to represent the structure belonging to C. G. Willoughby as marked on the historic Wallings map (see Figure 4) and may have been built in 1781, as suggested in the online “History of the Town of Monkton” (<http://www.rootsweb.ancestry.com/~vermont/AddisonMonkton.html>). This structure is also present on the historic 1871 Beers map (see Figure 4) as J. M. Hoag, Saddler. As a result, the remains of this structure date to at least 1857 and possibly much earlier. The entire parcel that the proposed Town Hall and adjacent parking lot will be located on is archaeologically sensitive, due to the fact that the parcel is very level and overlooks Monkton Pond to the west (Figure 11). The parcel represents the western edge of Monkton Ridge, before it begins to slope downward toward the pond. It is also archaeologically sensitive for the historic period Euroamerican remains of the historic period barn structure identified in the field and on historic period maps (Figure 12).

Conclusions

The Transportation Advisory Committee (TAC) of the Addison County Regional Planning Commission, proposes the Town of Monkton “Complete Streets” Feasibility Study, Monkton, Addison County, Vermont. The UVM CAP conducted an Archaeological Resources Assessment of the proposed project area and one large area of archaeological sensitivity was identified along the western side of Silver Street, in the location of the proposed new Town Hall and adjacent parking lot. This parcel represents the western, level edge of Monkton Ridge and overlooks Monkton Pond, to the west and as such, sensitive for precontact Native American archaeological sites. In addition, it is sensitive for the remains of the historic period structure that appears to date to at least 1857, and possibly much earlier, that was located on the property. As a result, a Phase I site identification is recommended in these areas unless they can be avoided.

Thank you for working with us on this project. Please let me know if you have any questions or comments.

Charles Knight, Ph.D.
Assistant Director

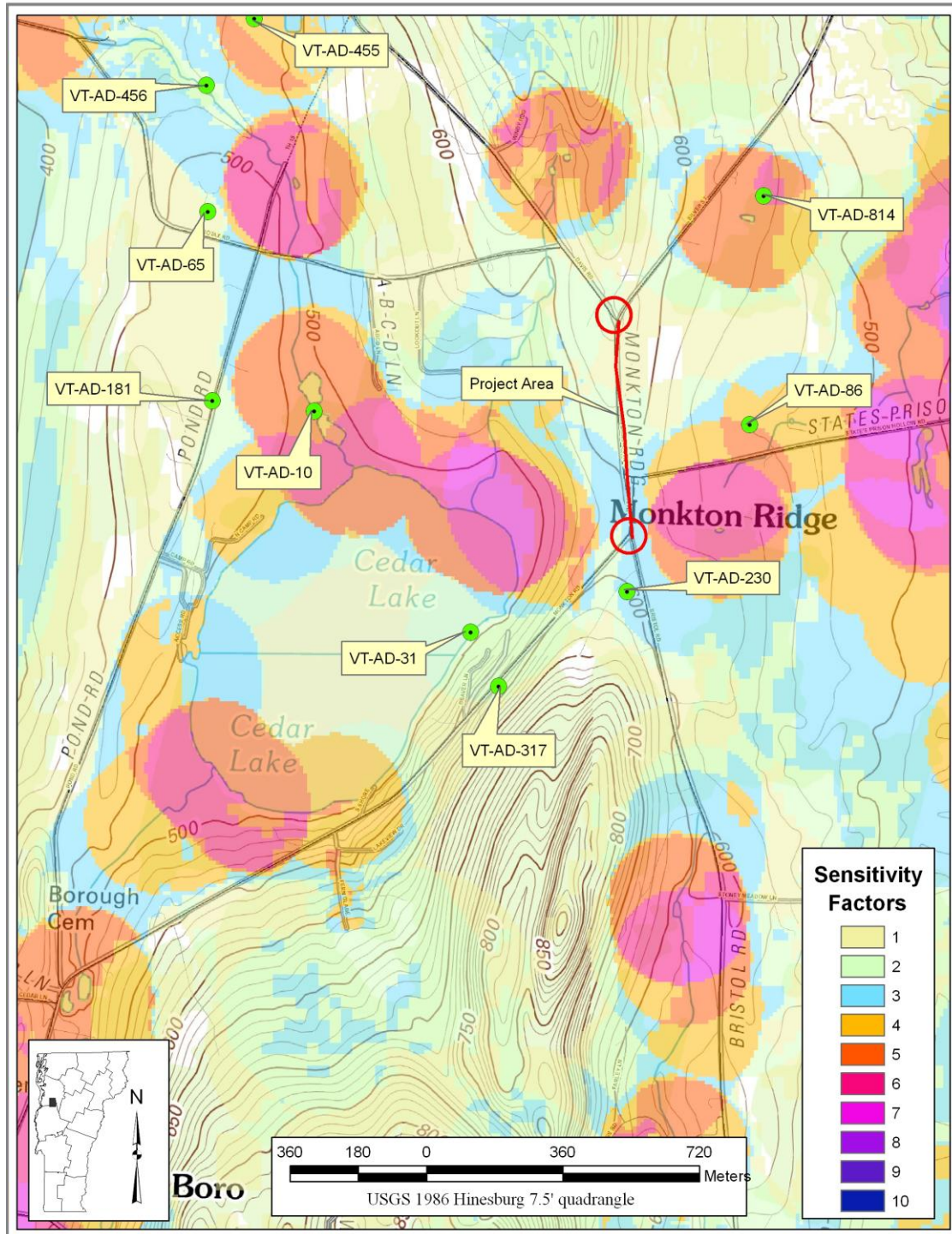


Figure 1. Map showing the location of the proposed Town of Monkton “Complete Streets” Feasibility Study, in relation to archaeological sensitivity factors and known archaeological sites, Monkton, Addison County, Vermont.

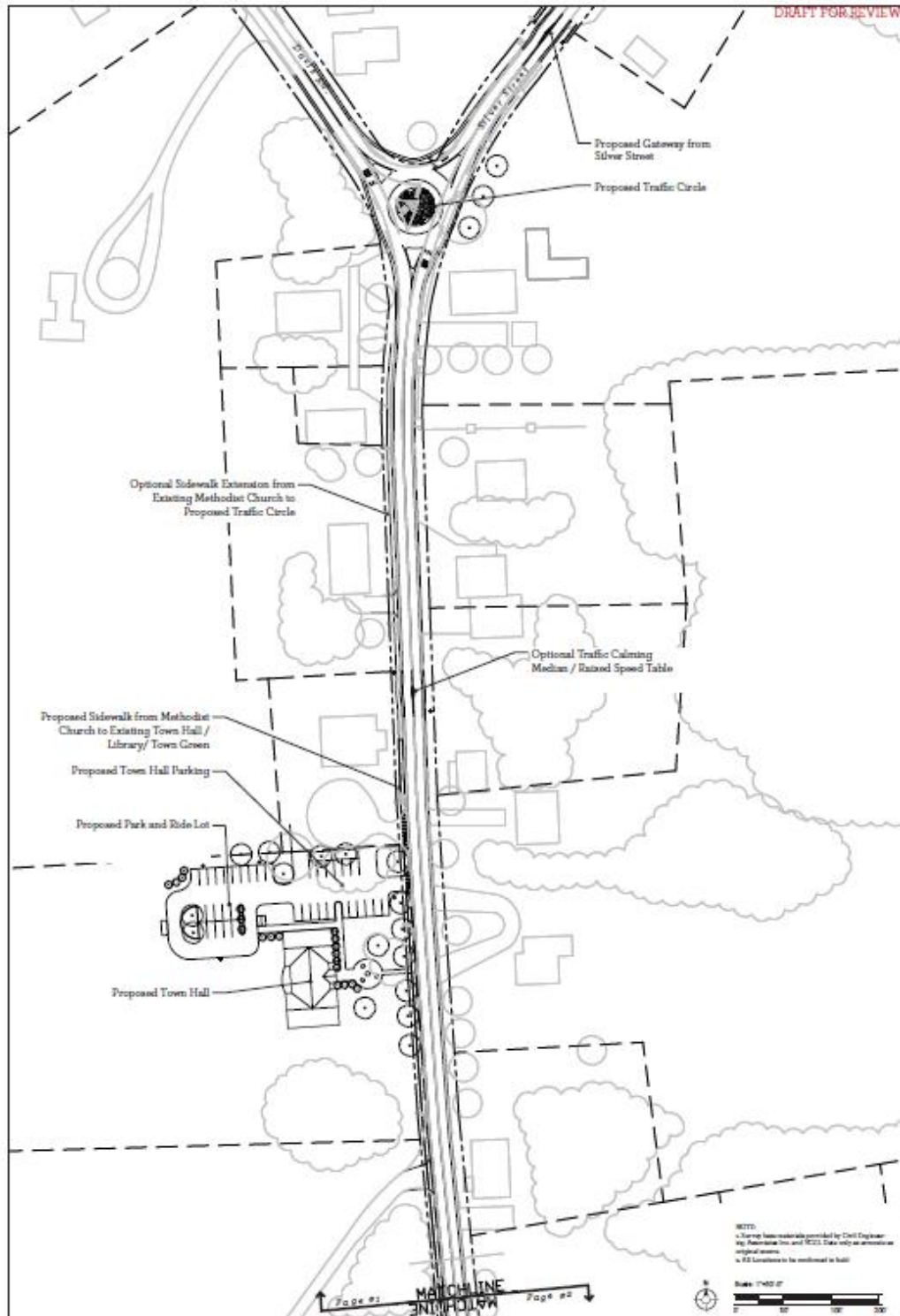


Figure 2. Map showing the layout of the northern section of the proposed project plans for the Town of Monkton "Complete Streets" Feasibility Study, Monkton, Addison County, Vermont.

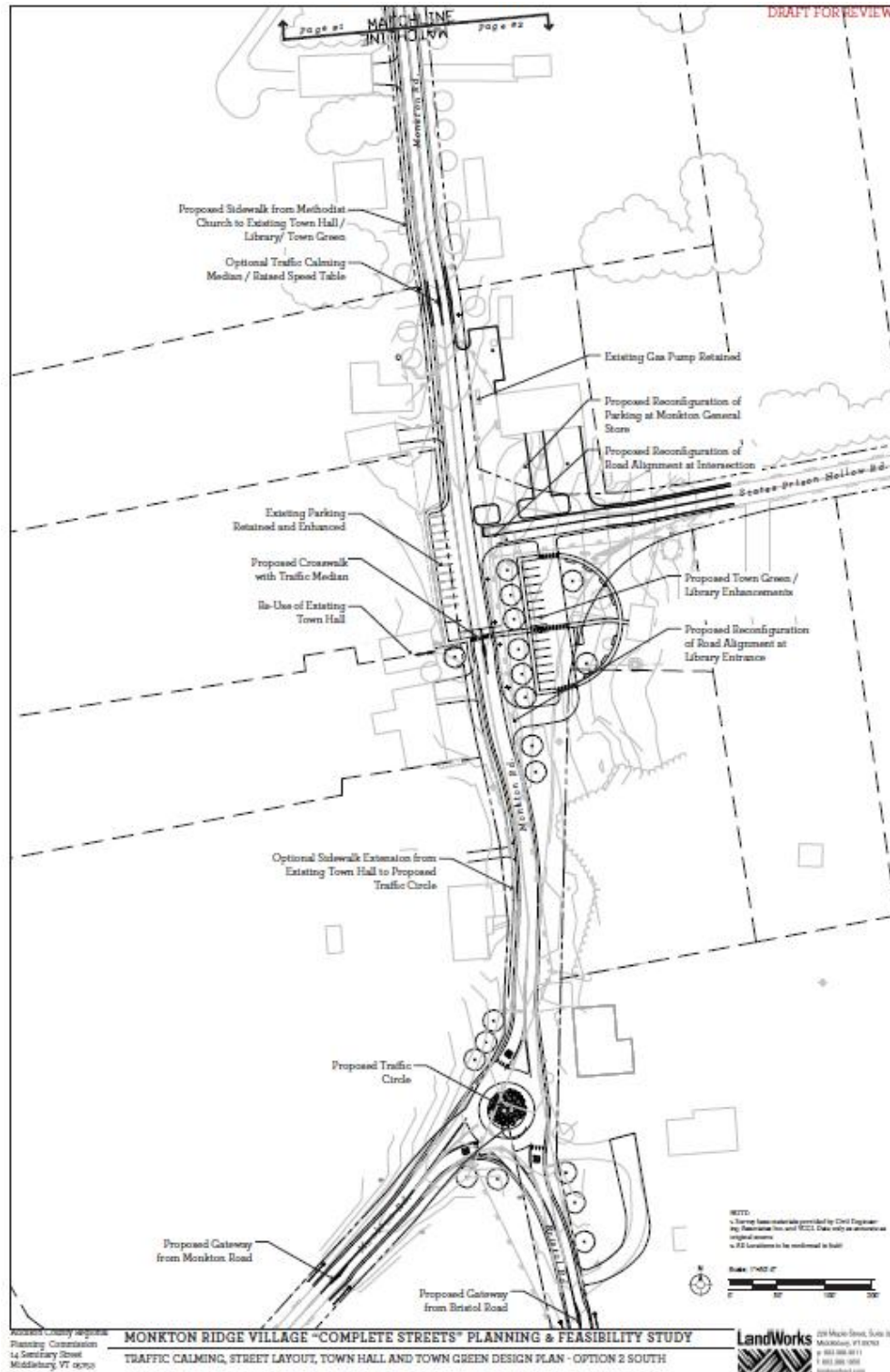


Figure 3. Map showing the layout of the southern section of the proposed project plans for the Town of Monkton "Complete Streets" Feasibility Study, Monkton, Addison County, Vermont.

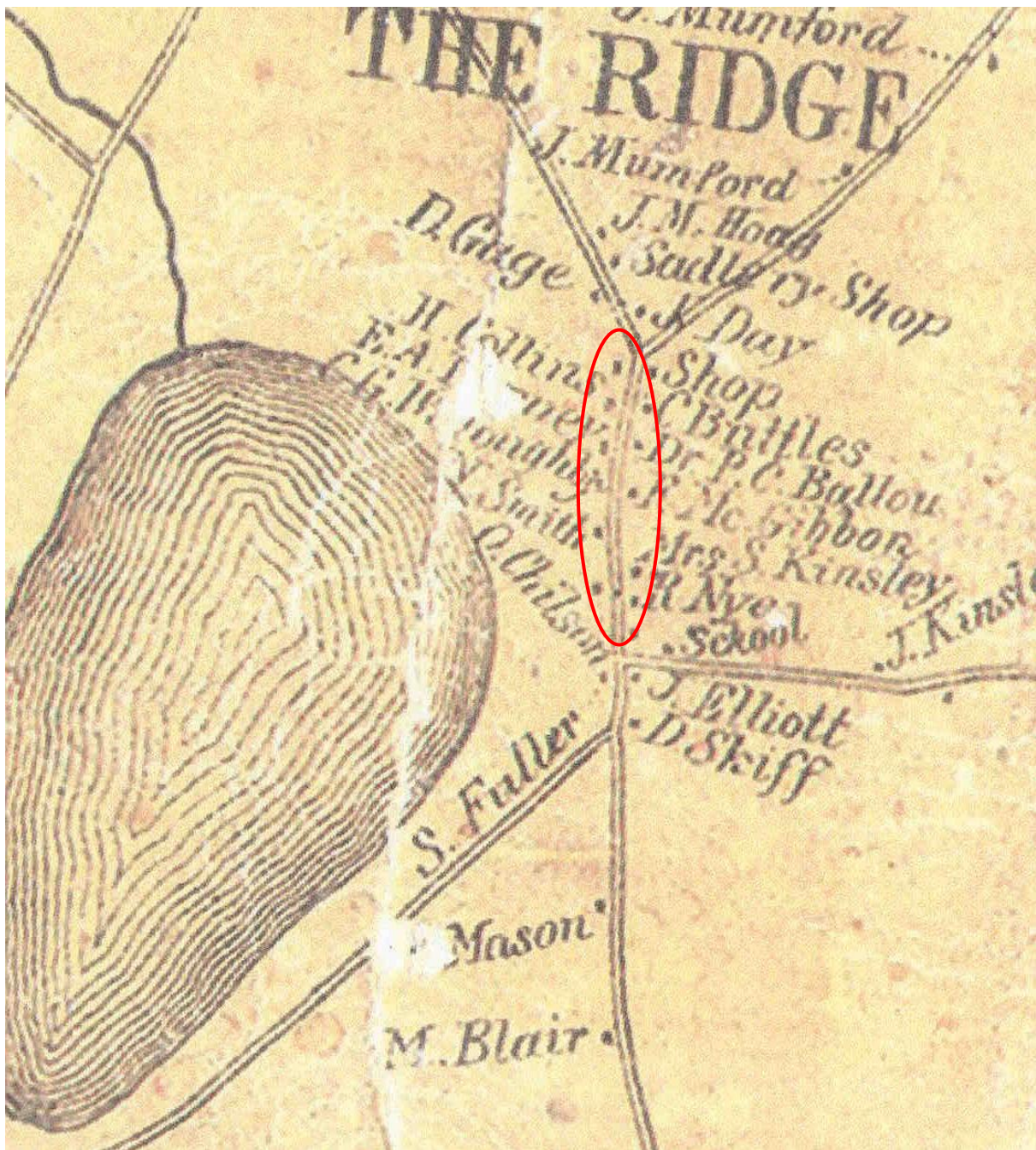


Figure 4. Historic 1857 Wallings map showing the location of the Town of Monkton “Complete Streets” Feasibility Study area, Monkton, Addison County, Vermont.

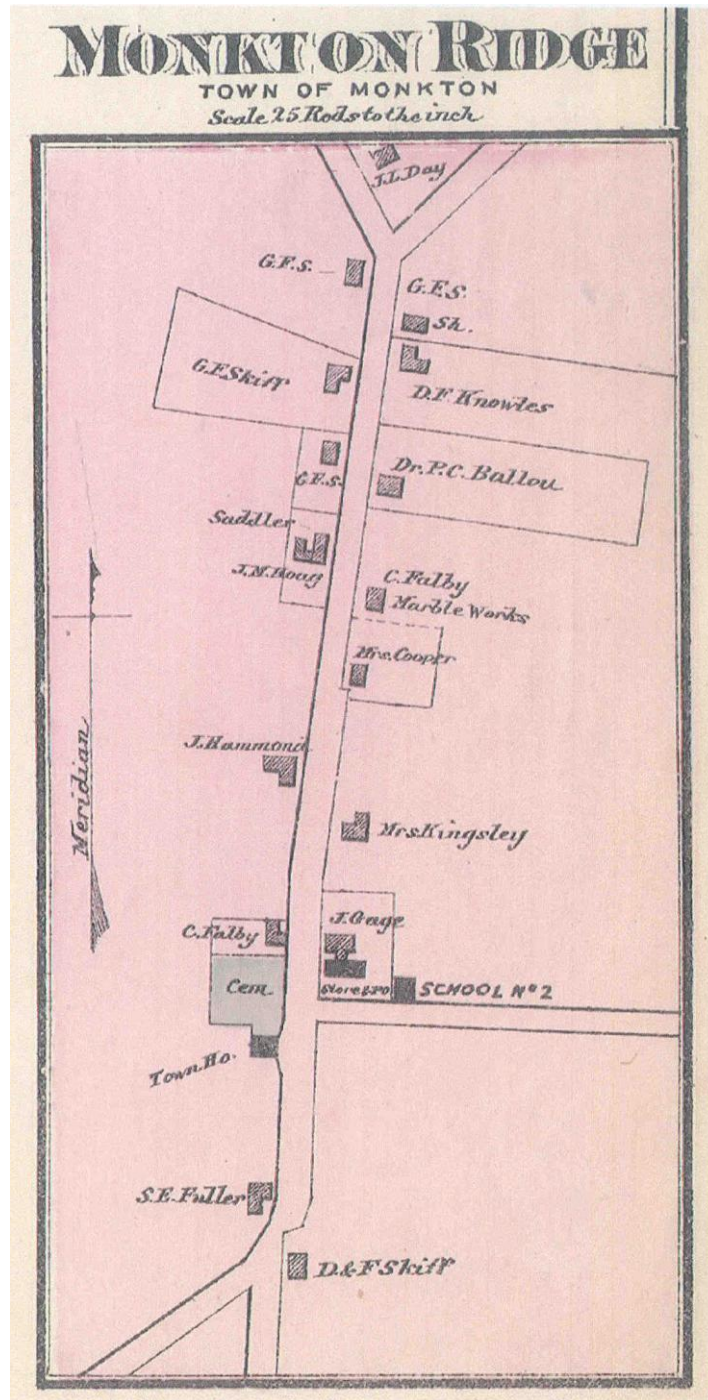
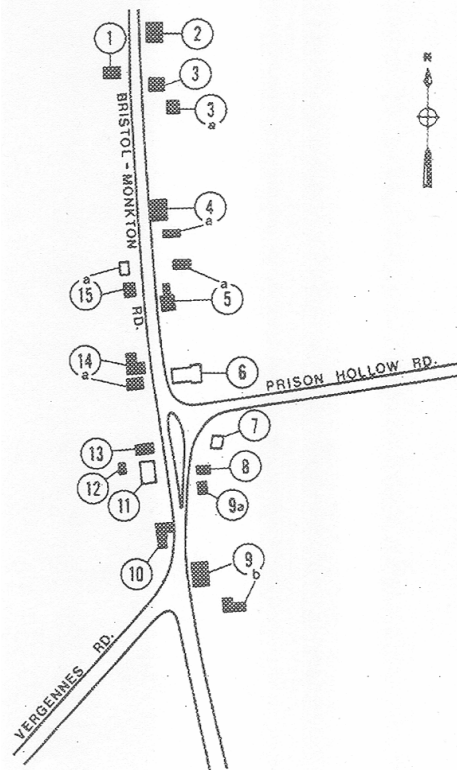


Figure 5. Historic 1871 Beers Map showing the location of the proposed Town of Monkton “Complete Streets” Feasibility Study along Monkton Ridge, Monkton, Addison County, Vermont.

B MONKTON RIDGE HISTORIC DISTRICT MAP

(Numbers correspond to Register listing that follows.)



KEY
 HISTORIC BUILDING
 NON-CONTRIBUTING BUILDING

SCALE

0 1/4 1/2 MILES
0 0.1 0.2 KILOMETERS

SOURCE: VT. MAPPING PROGRAM ORTHOPHOTOS, 1975.

MONKTON RIDGE HISTORIC DISTRICT

B1 Meetinghouse, 1879
 Gable roof, 1 1/2 stories.
 Features: triangular gable fan, porte cochere.

B2 House, c.1840
 Gable roof, 1 1/2 stories.

B3 House, c.1830
 Gable roof, 1 1/2 stories.
 Features: sidelights, porch.

B3a Carriage Barn, c.1880
 Features: ventilator, weathervane.

B4 House, c.1860
 Gable roof, 1 1/2 stories.

B4a Carriage Barn, c.1890

B5 House, c.1810
 Georgian plan.

B5a Carriage Barn, c.1890

B6 Store, c.1950
 Non-contributing due to age.

B7 Library, c.1970
 Non-contributing due to age.

B8 Garage, c.1920

B9 Inn, c.1830



Gable roof, 2 1/2 stories.
 Features: Greek Revival porch.

B9a Carriage Barn, c.1885

B9b Shed, c.1890

B10 House, c.1860
 Gable roof, 2 1/2 stories.
 Features: label lintels.

B11 House, c.1960
 Non-contributing due to age.

B12 Shed, c.1935

B13 Town Hall, 1859
 Greek Revival style, gable roof, 1 1/2 stories.
 Features: full entablature, corner pilasters, triangular gable fan, peaked lintelboards, entry entablature, entry pilasters.
Listed in the National Register of Historic Places

B14 House, c.1855
 Vernacular-Greek Revival style, gable roof, 2 stories.
 Features: entry entablature, entry pilasters.

B14a Carriage Barn, c.1890

B15 House, c.1810
 Georgian plan.

B15a Garage, c.1975
 Non-contributing due to age.

Monkton Ridge is the civic center of Monkton, as evidenced by the Greek Revival style Town Hall (B13) erected in 1859. A linear village, it literally runs along a north-south ridge, which affords residents views of both the Green and Adirondack mountains.



Figure 6. Map showing the limits of the Monkton Ridge Historic District and the contributing structures, Monkton, Addison County, Vermont.



a



b

Figure 7. Photographs looking north along Silver Street showing cutting (a) and filling (b) along the western edge of the road in Monkton Ridge, Vermont.



a



b

Figure 8. Photographs looking north at the southern roundabout (a) and north at the northern roundabout (b) for the proposed Town of Monkton “Complete Streets” Feasibility Study along Monkton Ridge, Monkton, Addison County, Vermont.



a



b

Figure 9. Photographs looking east (a) and northeast (b) at the existing structures south (a) and north (b) of the intersection of Prison Hollow Road and Silver Street, Monkton Ridge, Vermont.



a



b

Figure 10. Photographs looking east at the small mounded remains of the historic period structure (a) and east at the concrete well feature (b) along the west side of Silver Street in Monkton Ridge, Vermont.



a



b

Figure 11. Photographs looking west (a) and northeast (b) at the archaeologically sensitive parcel west of Silver Street in Monkton Ridge, Vermont. Note mounded remains of barn/grange ramp in background of photo B.



Figure 12. Map showing the location and limits of archaeologically sensitive portions of the proposed Town of Monkton “Complete Streets” Feasibility Study, Monkton, Addison County, Vermont.