MP3224

NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Bridge Number VT105-10
Other names/site number: n/a
Name of related multiple property listing:
Metal Truss, Masonry and Concrete Bridges of Vermont, 1820-1978
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: Vermont Route 105
City or town: Sheldon State: VT County: Franklin
Not For Publication: n/a Vicinity: X

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this **X** nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property **X** meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide X local

Applicable National Register Criteria:

X A ___B X C ___D

Laura V. Trieschmann/SHPO 10/23/18

Signature of certifying official/Title: **Date**

Vermont Division for Historic Preservation

State or Federal agency/bureau or Tribal Government

Bridge Number VT105-10
Name of Property

Franklin County, VT
County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

12·11·2018

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	X
Public – Federal	☐

Category of Property

(Check only **one** box.)

Building(s)	☐
District	☐
Site	☐
Structure	X
Object	☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: bridge

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: bridge

7. Description

Architectural Classification
(Enter categories from instructions.)
OTHER: Four-span continuous two-girder bridge

Materials: (enter categories from instructions.)
Principal exterior materials of the property:
Abutments: CONCRETE
Superstructure: METAL: Steel

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The 605' four-span, continuous deck girder Bridge No. VT105-10 carries Vermont Route 105 (VT 105) over the Missisquoi River 0.3 mile west of the intersection with VT 78. The Missisquoi River runs through a broad valley with moderately steep hills to the north and south. The banks of the river are shallow and covered with mostly deciduous trees and vegetation. VT 105 connects Sheldon Springs with Enosburg Falls and runs through a rural area that is dotted with farms and rural residences. The Town of Sheldon is located 1.5 miles south of the bridge. The former Central Vermont Railway nearly parallels the highway and now serves as the Missisquoi Valley Rail Trail.[1] Constructed in 1947 and rehabilitated in 1980, the bridge has integrity of design, materials, workmanship, feeling, associated, location, and setting.

[1] The pin-connected, Pratt through truss bridge that carries the trail over the Missisquoi River was constructed in 1900 by the American Bridge Company. (Bridgehunter.com, Historic and Notable Bridges of the U.S.; accessed online July 2018 at https://bridgehunter.com/vt/franklin/cvr-sheldon-junction/).

Narrative Description

Bridge No. VT105-10 is 605’ long with a 31’ out-to-out deck that carries a roadway 28.9’ wide over the Missisquoi River. The four-span superstructure has two center spans that are each 175’ long and two approach spans that are 125’ long. The substructure consists of three reinforced concrete piers, numbered 1 through 3.

The two girders consist of seven carbon steel web plates that are 1/2” thick. The approach spans consist of web plates (G1 and G6) that are two different sizes: 86’-½” long by 47’-10-3/8” tall, and 88’-1/4” long by 52’-7/8” tall. Web plates G3 and G5 are located in the center spans and measure 100’-¼” long by 37’-1-1/8” tall and 107’-15/16” long and 53’-5/8” tall, respectively. Web plates G2 and G7, which both measure 126’-1/2” long by 26’-1/8” tall, form the haunched sections of the girder at Piers 1 and 3. Web plate G4 forms the haunched section of the girder at Pier 2 and measures 116’-1/2” long by 26’-5-7/8” tall. The parabolic haunch begins 24’ from each pier. The girders are not curved at the abutments. Stiffeners are placed at each web panel junction. Two intermediate stiffeners are also riveted to both sides of each panel. Stringers are attached at the top and bottom flanges with riveted plates; stiffeners are also riveted at the stringer connections. Intermediate floorbeams, which are supported by knee braces, are spaced every 12’ along the girders and at the abutments. Diagonal “K” bracing connects the center of each floorbeam with the girders. Cross bracing is found in each end panel.

Three 12” stringers rest on the floorbeams supporting the 8” cantilevered concrete deck. Knee braces, termed as sidewalk brackets on the as-built drawings, have a cyma reversa curve and connect the deck to the exterior of the girders. The 9/16” web plate is curved and riveted to the girder at each panel junction. Originally a steel pipe railing was attached to the concrete curb. The railing is currently steel that is connected to the outside of the curb.

All three piers of the bridge are solid, battered concrete structures with rounded ends and center recessed panels. Piers 1 and 3 are 38’ long at the base and 29’-6” long at the cap. These same piers are 3’ wide at the cap, 5’-1” wide at the base, and 15’-6” wide at the footing. Pier 2, the 24’-8-¾” high center pier, is 39’ long and 32” wide at the cap, 5’-3/4” wide at the base, and 16’ wide at the footing. Piers 1 and 3 have shafts that are 25’-3/8” and 24’-7-3/8”, high, respectively. Piers are anchored with untreated wood piles. The concrete sill abutments are supported by creosoted timber piles.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
TRANSPORTATION
ENGINEERING

Period of Significance
1947

Significant Dates
1947

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Marston Construction Company

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Bridge No. VT105-10 is nominated under the Multiple Property Listing (MPL) titled *Metal Truss, Masonry and Concrete Bridges of Vermont, 1820-1978*. Built in 1947, Bridge No. VT105-10 meets the registration requirements for the property type of "steel and metal truss bridges." It is eligible for listing under Criterion A: Transportation at the state level, for its association with the highway modernization program undertaken by the Vermont Department of Transportation after World War II. The new bridge over the Missisquoi River on VT 105 replaced a weak and narrow bridge and an unsafe underpass, which were particular safety concerns in the postwar era. It is also eligible for listing under Criterion C: Engineering at the state level. As the earliest four-span continuous girder bridge in the state, built in 1947, the bridge represents a major engineering and construction effort from the state at the beginning of its endeavor to modernize the transportation system. The period of significance for the bridge, 1947, corresponds to the construction date of the structure.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Transportation

After World War II the Vermont Department of Highways began a program to replace deficient bridges, most of which had been built in the late nineteenth and early twentieth centuries. The replacement of these bridges was seen as "a vital part of Vermont's present highway needs."[2] One of the primary needs was the ability to accommodate truck traffic. Many of these early structures were covered bridges and steel truss bridges, and these structures had weight limits of 10 tons, which was not sufficient for most trucks on the highways. Older bridges also did not have clearances high enough to allow taller vehicles, such as trucks, to pass underneath. Many bridges slated for replacement served as overpasses as well as carrying traffic over rivers and streams. The replacement program began in 1944, but very few, if any, bridges had been replaced by 1948. Bridge No. VT105-10 was one of the few that was replaced early in the program.

Apparently two bridges crossed the Missisquoi at Sheldon Junction prior to the current bridge. Both were located upriver from the current Central Vermont Railroad Bridge (Figure 1). No information could be found regarding the original bridge crossing, which was likely a wood structure; however, the original structure was replaced by a new iron bridge in 1887.[3] Although the crossing over the Missisquoi was subject to numerous floods and ice jams throughout the early twentieth century, the girder bridge was not among the many bridges that were washed away. A smaller highway bridge over Black Creek, which was located in the vicinity of the highway bridge, was lifted from its foundation and washed away under the highway bridge during the flood of 1901.[4] In 1921 the state passed Highway Bill H-237, which allowed the state to take over maintenance of the highway bridge at Sheldon; however, the measure stalled in the legislature and never passed.[5] In 1927 the iron bridge was completely washed out in the flood and replaced with a steel girder bridge.[6] Flooding continued to plague this crossing during the early spring because ice jams would get caught between the highway bridge and the Central Vermont Railway Bridge.[7]

[2] Vermont State Highway Board, *Fourteenth Biennial Report of the State Highway Board of the State of Vermont* (Rutland: Tuttle Company, 1946-1948), 15.
[3] "State Notes," *Richford Journal and Gazette*, September 8, 1887, 3.
[4] "Heavy Damage at Sheldon," *St. Albans Daily Messenger*, December 16, 1901, 1.
[5] "Laws Made In Closing Hours," *Montpelier Evening Argus*, March 31, 1921, 2.
[6] "Worst Flood in History," *The Enosburg Standard*, November 11, 1927, 1.
[7] "Two Drivers Marooned on Bridge When Ice Jam Covers Highway," *Burlington Free Press*, April 4, 1934, 2.

Criterion C: Engineering

Bridge No. VT105-10 is one of 12 continuous steel girder bridges with girder and floorbeam systems that remain standing in Vermont.[8] In the late 1930s the Department of Highways began to consider continuous steel structures for design of its longer bridges because they required less material for both the bridge girders and piers. The girders on a continuous bridge were lighter and required fewer girders than simple girder spans, which resulted in a "better appearance."[9] Bridge No. VT105-10 had the longest main span of any continuous steel bridge in the state until 1962 and was the longest structure of its type until 1960. Two continuous girder bridges were constructed before World War II, in 1939 and 1940; these bridges are much smaller than the Bridge No. VT105-10 with maximum spans under 100 feet. The next continuous bridge to be built was in 1954, a three-span continuous girder bridge carrying VT 100 over the Deerfield River, which was half the overall length of Bridge No. VT105-10.

Bridges constructed before World War II were becoming increasingly obsolete as truck traffic increased. In May 1942 the State Highway department posted a limit of 20,000 pounds for the steel girder bridge at Sheldon Junction. The department cited the high cost of steel that prohibited needed repairs of the structure.[10] This became an increasing problem as trucks had to take lengthy detours around the bridge on the busy state route that ran from St. Albans northeast to the Canadian border. Posting a weight limit on the bridge placed it high on the highway department's list of deficient bridges that needed replacement.

The new four-span bridge was part of a 3.1-mile-long relocation of VT 105. The new, relocated route over the Missisquoi River at Sheldon Junction eliminated a dangerous underpass and was designed to avoid the flooding of the highway that occurred every spring (Figure 1). The new bridge required 950,000 pounds of steel for the superstructure, provided by the American Bridge Company. The first round of bids for the new road and bridge was rejected in April 1946 because they were over 35 percent of 1940 costs, which was the threshold required by the Vermont's public roads administration.[11] After a second round of bidding in July, Marston Construction Company of Somerville, Massachusetts, was awarded a $215,924 contract to construct the bridge.[12] The construction firm must have also removed the existing girder bridge, as they advertised it for sale in the *Burlington Free Press* in June 1948.[13]

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[8] There are 263 continuous steel girder bridges in the state. The vast majority (251) are Type 402, which consists of a series of parallel steel beams spanning supports (abutments and piers) and spaced sufficiently close to one another to allow the decking, such as wood or a concrete slab, to span the distance between them while carrying the intended load. Bridge No. VT105-10 is a continuous steel girder bridge with a floorbeam system (Type 403), in which the girders support transverse cross beams that in turn support the closely spaced longitudinal stringers that carry the deck.

[9] Vermont State Highway Board, *Tenth Biennial Report of the State Highway Board of the State of Vermont* (Rutland: Tuttle Company, 1938-1940), 28.

[10] "Lessen Bridge Limit," *Burlington Free Press*, May 4, 1942, 8.

[11] "State Highway Board Finds Bids Too High," *Burlington Free Press*, April 27, 1946, 2.

[12] "State Awards Bids on Sheldon Road Project," *Burlington Free Press*, July 3, 1946, 2. Many newspaper stories also referred to the Marston Construction Company as the "Marson" Construction Company. "Marston" appears to be the correct spelling.

[13] Advertisement, *Burlington Free Press*, June 26, 1948, 15.

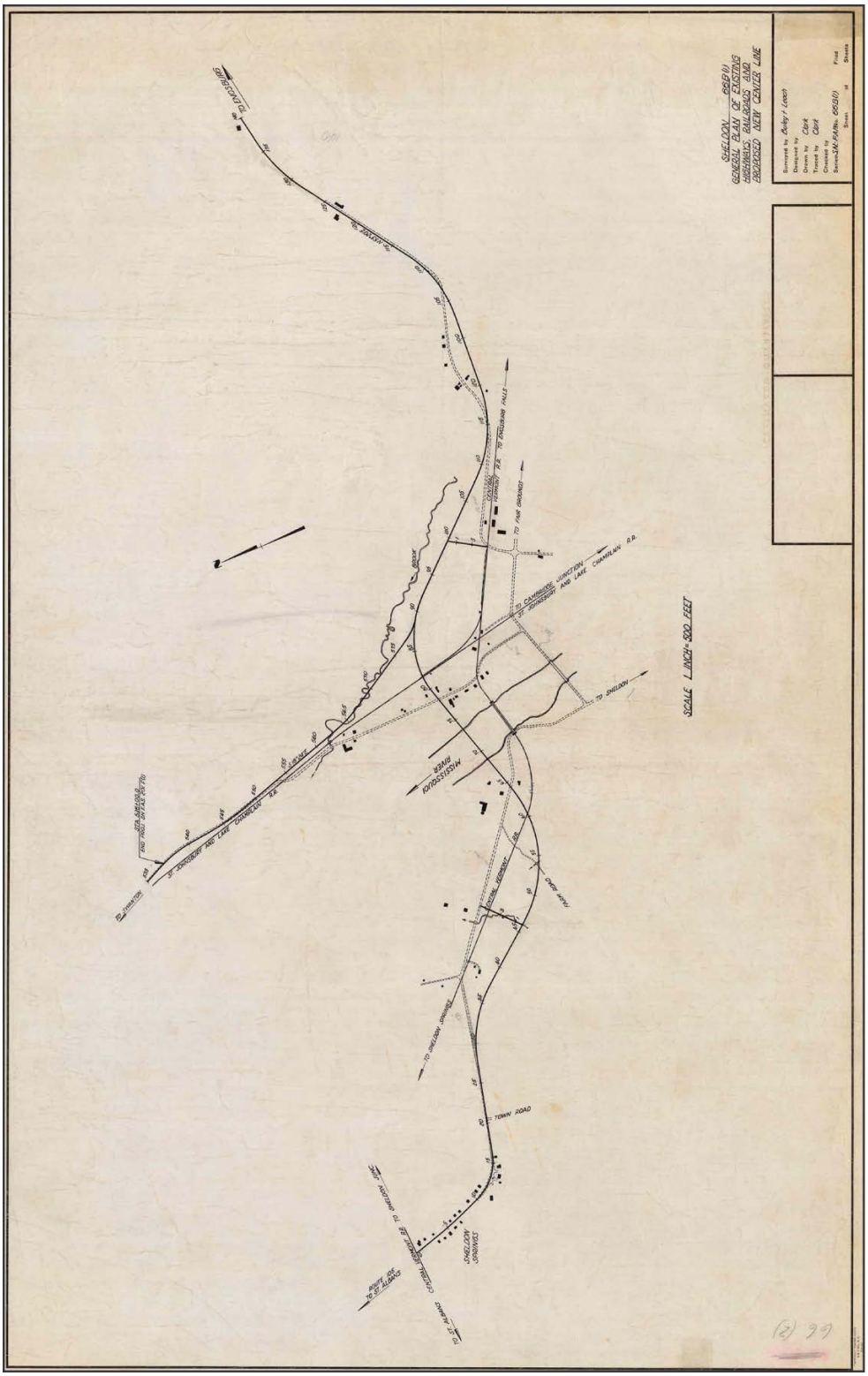

FIGURE 1: Site Plan of Sheldon Bridge over Missisquoi River (Vermont State Highway Board 1948)

The Marston Construction Company was based in Somerville, Massachusetts. No information could be found on when the firm was established or how long it was in existence. The company continued to bid on bridges in Vermont in the years after construction of Bridge VT105-10, winning a $593,645 contract to construct the substructure for the North Hero-Alburg Bridge in 1949.[14] The contract for the work was suspended by the state in 1951 because of schedule delays, and the matter went to court, with the state winning the lawsuit. [15]

Recent Years:

In 1980 major repairs were completed on the bridge, including replacement of existing wing walls and back walls, concrete repair on piers and abutment bridge seats, railing replacement, and replacement of the concrete deck and end stringers. The majority of the original structure remains intact; only the character-defining end stringers and railing have been replaced. With these repairs the bridge still retains sufficient integrity of design, workmanship, and materials to be eligible under Criteria A and C.

[14] "State Highway Bd. Defers Action On Bridge in Islands," *Burlington Free Press*, October 8, 1949, 2.
[15] "Work on North Hero-Alburg Bridge Suspended," *Burlington Free Press*, October 9, 1951, 2.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Bridgehunter.com, Historic and Notable Bridges of the U.S. Accessed online at https://bridgehunter.com/vt/franklin/cvr-sheldon-junction/.

Burlington Free Press. "Two Drivers Marooned on Bridge When Ice Jam Covers Highway." April 4, 1934.
———. "Lessen Bridge Limit." May 4, 1942.
———. "State Highway Board Finds Bids Too High." April 27, 1946.
———. "State Awards Bids on Sheldon Road Project." July 3, 1946.
———. Advertisement. June 26, 1948.
———. "State Highway Bd. Defers Action On Bridge in Islands." October 8, 1949.
———. "Work on North Hero-Alburg Bridge Suspended." October 9, 1951.

The Enosburg Standard. "Worst Flood in History." November 11, 1927.

Montpelier Evening Argus. "Laws Made In Closing Hours." March 31, 1921.

Richford Journal and Gazette. "State Notes." September 8, 1887, 3.

St. Albans Daily Messenger. "Heavy Damage at Sheldon." December 16, 1901, 1.

Vermont Center for Geographic Information, Inc. [VCGI]. GIS data. VCGI, Waterbury, Vermont, 2018. Accessed online August 2018 at http://vcgi.vermont.gov/opendata.

Vermont State Highway Board. *Tenth Biennial Report of the State Highway Board of the State of Vermont*. Rutland: Tuttle Company, 1938-1940.

———. Plan and Profile of Proposed State Highway: Town of Sheldon, Route 105, St. Albans Enosburg Falls Road. Montpelier: Manuscript on file, Vermont Agency of Transportation, 1948.

———. *Fourteenth Biennial Report of the State Highway Board of the State of Vermont*. Rutland: Tuttle Company, 1946-1948.

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____ previously determined eligible by the National Register

____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__X__ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property _Less than 1 acre_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 44.901865 N Longitude: 72.951405 W

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the Sheldon Bridge are the limits of the bridge structure, including the approaches, abutments, substructure, and superstructure.

Boundary Justification (Explain why the boundaries were selected.)

The boundary selected includes all aspects of the structure associated with the construction of the bridge.

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11. Form Prepared By

name/title: Camilla Deiber
organization: Louis Berger, U.S., Inc.
street & number: 1600 Baltimore Avenue, Suite 100
city or town: Kansas City state: MO zip code:64108
e-mail: cdeiber@louisberger.com
telephone: 816-559-3815
date: 8/7/2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Sheldon Bridge (No. VT105-10)
Location: Sheldon Junction vicinity, Franklin County, Vermont
Photographer: Lauren Hoopes

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photograph Number	Description	Date	Source
1 of 14	Overview of Bridge, Looking Northeast	7/9/2018	Lauren Hoopes, Louis Berger
2 of 14	View from End of Bridge, Looking Southwest	7/9/2018	Lauren Hoopes, Louis Berger
3 of 14	Side View of Bridge, Looking West	7/9/2018	Lauren Hoopes, Louis Berger
4 of 14	View of Pier 2, Looking West	7/9/2018	Lauren Hoopes, Louis Berger
5 of 14	Detail View of Haunched Girder, Looking West	7/9/2018	Lauren Hoopes, Louis Berger
6 of 14	Detail View of Shoe and Pier, Looking West	7/9/2018	Lauren Hoopes, Louis Berger
7 of 14	Detail View of Girder and Sidewalk Brackets	7/9/2018	Lauren Hoopes, Louis Berger
8 of 14	View of Girders, Floorbeams, and Stringers	7/9/2018	Lauren Hoopes, Louis Berger
9 of 14	Detail View of K and Cross Bracing	7/9/2018	Lauren Hoopes, Louis Berger
10 of 14	Detail View of Girders and Knee Bracing	7/9/2018	Lauren Hoopes, Louis Berger
11 of 14	Overview of Abutment, Looking East	7/9/2018	Lauren Hoopes, Louis Berger
12 of 14	Detail View of Shoe	7/9/2018	Lauren Hoopes, Louis Berger
13 of 14	Detail View of Bracing at Abutment	7/9/2018	Lauren Hoopes, Louis Berger
14 of 14	Detail View of Original and Replaced Stringer	7/9/2018	Lauren Hoopes, Louis Berger

Location Map

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Nomination
Property Name:	Bridge Number VT105-10
Multiple Name:	Metal Truss, Masonry, and Concrete Bridges in Vermont MPS
State & County:	VERMONT, Franklin

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
10/30/2018	11/16/2018	11/30/2018	12/14/2018	

Reference number:	MP100003224
Nominator:	SHPO

Reason For Review:

__X__ Accept _____ Return _____ Reject **12/11/2018** Date

Abstract/Summary Comments:	Improved on an earlier bridge over Missisquoi river and its construction eliminated a dangerous curve and underpass on a prominent state highway. The longest continuous deck girder in the state when built, it marked a pivotal time in post-war construction by state.
Recommendation/ Criteria	Accept / A & C

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

VERMONT

State of Vermont
Division for Historic Preservation
Deane C. Davis Building, 6th Floor
One National Life Drive, Montpelier, VT 05620-0501
http://accd.vermont.gov/historic-preservation

[phone] 802-828-3540

Agency of Commerce and Community Development

October 19, 2018

Joy Beasley
National Park Service
National Register of Historic Places
1849 C Street, Mail Stop 7228
Washington, DC 20240

Re: Nomination to the National Register of Historic Places for Property in Vermont

Dear Ms. Beasley:

The enclosed disks contain a true and correct copy of the nomination for Bridge No. VT105-10 located in Sheldon, VT, to the National Register of Historic Places. This bridge is being nominated under the "Metal Truss, Masonry, and Concrete Bridges of Vermont, 1820-1978" MPS.

Notification
The property owner(s), Chief Elected Official and Regional Planning Commission were notified of the proposed nomination on August 9, 2018.

☒ No objections to the nomination were submitted to the Division during the public comment period.

☐ An objection to the nomination was submitted to the Division during the public comment period. A copy of the objection is included on Disk 1.

☐ A letter of support for the nomination was submitted to the Division during the public comment period. A copy of the letter is included on Disk 1.

Certified Local Government

☒ The property being nominated is not located in a CLG community.

☐ The property being nominated is located in a CLG community, and a copy of the local commission's review is included on Disk 1.

Rehabilitation Investment Tax Credits

☒ This property is not utilizing the Rehabilitation Investment Tax Credits.

☐ This property being rehabilitated using the Rehabilitation Investment Tax Credits. A copy of the *Part I – Evaluation of Significance* form is included on Disk 1.

State Review Board

The Vermont Advisory Council on Historic Preservation reviewed the draft nomination materials at its meeting on September 20, 2018. The Council voted that the property meets the National Register Criteria for Evaluation under Criteria A and C and meets the registration requirements for the "steel and metal truss bridges" property type. They recommend that the State Historic Preservation Officer approve the nomination.

If you have any questions concerning this nomination, please do not hesitate to contact me at (802) 828-3043 or devin.colman@vermont.gov.

Sincerely,
VERMONT DIVISION FOR HISTORIC PRESERVATION

Devin A. Colman
State Architectural Historian