Lake Champlain Bridge / Chimney Point Historic Site
Historic Preservation Monitoring Report #3
June 21 – June 29, 2010
Distributed: June 30, 2010

HPM Reports are distributed weekly, and the headings listed below are standard content. Issues that are still current or require an update will remain in the report. Please direct all communication regarding this report to Kaitlin O’Shea, Historic Preservation Monitor at: Kaitlin.O'Shea@state.vt.us / 802-828-3962 (office) / 802-279-0869 (cell).

CONTENTS

I. Historic Preservation Monitoring Activities
   (Summary of site visits/meetings concerning Chimney Point)

II. Site Plans & Progress
   (Changes at the site; Summary of Flatiron plans/schedule for the previous & upcoming week)

III. Archaeology Monitoring & Field Crew Work Summary
   (Summary will be provided through coordination with Kate Kenney, Archaeology Monitor)

IV. Issues & Remediation
   (Actions that have been or will be taken. Issues will be marked as New, Update, or Current. New indicates one that has not been featured in a previous report, whereas update or current indicate issues addressed in previous reports.)

V. Issues & Recommendations to VDHP
   (Recommendations from VTrans HPO)

VI. Contacts

VII. Photographs

VIII. Miscellaneous

I. HISTORIC PRESERVATION MONITORING ACTIVITIES

- **Tuesday June 22:** (on site)
  1. Conversations about the fencing on the Franklin property with David Parsons (Flatiron), Andy Fletcher, and Jen Russell. Met with David Parsons, Dana Franklin, and Andy Fletcher on site to discuss the preferred location of fencing.
  2. Discuss vibration monitoring with Jen Russell. Follow up on vibration monitoring with Flatiron.

- **Wednesday June 23:** (on site)
  1. Attended meeting with Flatiron and Reale Construction with Geoff (representing Archaeology Monitor) to discuss first stages of construction and archaeological sensitive areas.
(2) Follow up on vibration monitoring with Brendan Driscoll (Flatiron).
(3) Address road issues: the areas where Flatiron had planned to straighten the curve. Consult with Andy Fletcher (UVM CAP) and Jen Russell (VTrans AO) about potential sensitivity of areas adjacent to curves.

- **Thursday June 24:** (on site)
  (1) Follow up on vibration monitoring with Brendan Driscoll – when they will be in place, what can be done prior to monitors.
  (2) Discuss fencing placement with Lyle St. Jean (Reale Construction), Phil LeFave, and Elsa Gilbertson.

- **Monday June 28** (on site)
  (1) Discuss vibration monitoring with Brendan Driscoll (Flatiron).
  (2) Discuss fencing with Lyle St. Jean (Reale Construction).
  (3) Meeting with Scott Newman (VTrans HPO) and Brendan Driscoll re: road protection and alterations.

- **Tuesday June 29** (on site)
  (1) Meeting with Scott Newman, John Crock (UVM CAP), Phil LeFave (Flatiron), and Paul Rudloff (Flatiron) to discuss crane placement, road widening, archaeological issues, and road improvement.

II. **SITE PLANS & PROGRESS**
(Note: Reale Construction is doing the site work for Flatiron.)

- **Construction Activities 6/21-6/29**
  (1) Barge and crane assembly continued.
  (2) Field office delivery and setup.
  (3) Reale construction began fencing.
  (4) Excavating begins at Pier 7.
  (5) Removal of guard rails and signs from former bridge roadway.
  (6) Beginning to drive piles near the landing area.

- **Construction Activities 6/29-7/2**
  As the field office is not completely set up, Flatiron is not able to provide the five week schedule (which is updated weekly at construction meetings). The field office set up continues. Reale Construction will continue site work including fence installation. Lake staging and barge assembly will continue as well. Abutment and ramp removal is scheduled to begin early next week, if possible.

III. **ARCHAEOLOGY MONITORING & FIELD CREW WORK SUMMARY**
- **Site: VT AD329.** The archaeology crew worked on the lower terrace, excavating until they reached bedrock. Afterwards, they moved up the hill towards the abutments. At the end of the week the UVM field school joined the archaeology crew. A few members of the crew worked
near the Franklin property to clear the post holes for the new fence. The crew will continue to work near the fort and will adjust accordingly to which areas need to be cleared.

IV. ISSUES & REMEDIATION

(1) Issue: Vibration Monitoring (Update)

Vibration monitoring is required by the PA. Monitors used during the demolition had been removed.

Remediation: Brendan Driscoll (Flatiron) followed up on questions about vibration monitoring. Flatiron insured that before construction the vibration monitors would be in place. On Friday June 25 the locations of the monitors were discussed with Elsa Gilbertson, Giovanna Peebles, John Crock, Brendan Driscoll, and an employee of Protec on site. As of Tuesday June 29, the Protec has monitors operating on all buildings (museum, barn, education building, and the Watson House on the Franklin property (Cottonwood on Lake Champlain). The vibrations are being monitored throughout the day as Flatiron is beginning to drive piles.

(2) Issue: Site Protection – Fencing (Update)

The historic site needs to be protected by fencing for the safety workers and for the site itself, as stated in the Programmatic Agreement. The fencing plan was agreed upon by the site administrator and the VTrans AO.

Remediation: On Thursday June 24, the Historic Preservation Monitor met with Lyle St. Jean, Phil LeFave, and Elsa Gilbertson to walk the outline of the fence and to insure that there would be proper openings for lawn care, etc. Fencing began on Thursday June 24. As of early Tuesday June 29, the fencing had not been completed. Lyle St. Jean (Reale Construction) reported that the fencing cannot continue until Dig Safe marks where the electric lines run. Currently the fencing and the posts are lying on the ground where they will be installed and the fence perimeter has been marked with white spray paint. Dig Safe is scheduled to mark the utility lines today (June 29). The lines will be marked with orange paint and flags. These are not excavation markers, just indications of where not to place a fence post. Fencing will begin again, as soon the utility lines are marked.

(3) Issue: Responsibilities to the Franklin Property (Update)

Dana Franklin, owner, requested to Flatiron that a fence be installed to obscure the view of the staging area from his property, where they have summer weddings planned. The fence would be 300’ feet long, 8’ high with 4x4” posts spaced 8’ apart.

Remediation: David Parsons and Phil LeFave of Flatiron worked with Dana Franklin and Andy Fletcher (UVM CAP) to choose the location for the fence. The archaeologists tested the post holes. All was approved by VTrans AO Jen Russell.
(4) Issue: Patching the Compressed Road Surface (Update)
Inspection revealed (also observed & noted by Kate Kenney) that previous heavy
equipment mobilization (Sessler) caused part of the asphalt road to sink about 4-5” on
one side and to bulge in the center. This spot is located just below the crest of the road
hill.
Remediation: In order to protect that portion of the road from further harm, the road has
been paved in that spot by Reale Construction (who is doing the site work under
Flatiron). While this portion was being paved, a small truck began to drive on the
embankment. However, when asked to move as to not damage the landscape, the
workers did and asked where they should be. Minimal damage occurred on the side of
the hill and it has been reported to VTrans AO.

(5) Issue: Road Widening, Road Protection & Associated Archaeological Concerns
(New)
This issue has been of prominent discussion lately. The concerns include the width
that Flatiron will need for the transport and placement of cranes and crane mats and
how it will affect the archaeological resources. Another concern is the traffic on the
access road and how the resources underneath the current asphalt and gravel will be
affected by continued vehicular movement throughout the construction timeline. The
possibilities of asphalt paving or fabric & gravel fill have been discussed, but not
decided. The Division for Historic Preservation requests that the access road at Chimney
Point be paved in some manner from Route 17 to the bottom where it meets the landing
on the lake.

At meetings on June 29, Flatiron decided that they will need a clear 40’ wide roadway
from the lake staging to the abutment. The cranes will need a level area in order to be
operational. In its current condition, the access road is not compatible with Flatiron
construction plans. Additionally, certain areas of the archaeological site may not be
disturbed and must be protected. A 40’ wide roadway certainly impacts the site.
Another aspect that needs to be considered is the sequence of events. The road
widening, paving or fill should be done in an order that makes sense for Flatiron and for
the archaeology crew.
Remediation: This is a work and discussion in progress. Paul Rudloff (Flatiron) will provide
an updated roadway plan with crane access needs to VTrans before July 02. John Crock
will develop an archaeology protection and clearance plan for the roadway widening in
consultation with Jen Russell. The archaeology plan will address the issues of building
up the road bed, protective mats, fabric covering, and a detailed assessment of what
archaeology works needs to be done.
Flatiron has been asked by VTrans to place fabric and fill on the portion of the road
forming the last curve at the lake staging area. Trucks have been driving over the dirt.
And fabric and gravel fill over this area will protect underground resources.
(6) Issue: DHP Site Administrator’s Office (New)
Previously, the VTrans HPO has recommended to the Division for Historic Preservation that site administrator’s office be relocated.

Remediation: Based on conversation between VTrans HPO and the VT SHPO, a preliminary decision has been made to keep the office on site, pending approval by the Agency of Commerce and Community Development (ACCD). The DHP intends to hire MJ Davis to provide an assessment on collections protection.

(7) Issue: Site Access for USPS Mail (New)
Previously the VTrans HPO has recommended that the mailboxes be relocated.

Remediation: VTrans will ask that the Chimney Point State Historic Site mailboxes be relocated across the road next to the Flatiron mailboxes.

(8) Issue: Internal Communications Protocol (Current)

Remediation: There is ongoing communication between the Historic Preservation Monitor, Archaeology Monitor, and Flatiron Construction, on site and whenever necessary. Kate Kenney, AM, is on site daily and able to handle ground surface issues as they arise. The VTrans HPO and AO will be in regular contact with the site monitors.

(9) Issue: Safety (Current)

Remediation: The safety measures as outlined in Report #1 remain the same. The field office is now staffed. Elsa Gilbertson will be able to obtain her hard hat and safety vest from the office, according to Brendan Driscoll. When necessary, Elsa can park in the Flatiron parking lot, but for now her existing parking spot is fine.

(10) Issue: Building Protection During Construction (New)
The museum, barn, and education building will need to be protected during construction.

Remediation: VT SHPO has authorized (6/29/10) the protection of the museum property via doors and windows sealed with plastic, as previously done. This work will begin June 30.

(11) Issue: Site Access for Mail and Parcel Delivery (New)

Recommendations: VTrans recommends Fed-EX mail be delivered to an alternate address. VT-SHPO has stated that parcels will be redirected to an alternate address (telecon w/ VTrans HPO (6/29/10).

V. ISSUES & RECOMMENDATIONS to VDHP

None outstanding at this time
VI. CONTACTS

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VII. PHOTOGRAPHS: A BRIEF VISUAL OVERVIEW OF WHAT IS HAPPENING ON SITE

June 22: Barge construction continues with the delivery of sections down the access road.

June 22: The archaeology crew excavates down to bedrock on the lower terrace.

June 22: The archaeology crew at work.

June 23: The road is patched with asphalt.
June 23: Another view of the patch. Some damage can be seen at the top left of the patch in this image, but it is minimal and did not disturb the integrity of the resources. However, it should be watched and possible disturbance discussed with the AM and HPM.

June 24: Excavation begins at the lower terrace with an archaeology monitor observing.

June 24: Guard rail removal.

June 24: Fencing begins.
June 28: A crane floated to the lake staging area.

June 28: A portion of the fencing and signage installed.

June 29: A vibration monitor installed on the education building.

VIII. **MISCELLANEOUS**: None