HARTGEN
archeological associates inc

ARCHEOLOGICAL RESOURCE AND HISTORIC PRESERVATION ASSESSMENT

Proctor Bicycle and Pedestrian Scoping Study

Town of Proctor
Rutland County, Vermont

HAA # 4885-11

Submitted to:
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MANAGEMENT SUMMARY

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

LOCATION INFORMATION

Municipality: *Town of Proctor*
County: *Rutland County, Vermont*

SURVEY AREA

Length: *combined alternatives, 15,216 feet/4,638 meters*
Width: *assumed 20 foot/6 meter APE*
Acres: *7.0 acres/2.83 hectares*

RESULTS OF RESEARCH

Archeological sites within one mile: *1*
Surveys in or adjacent: *2*
NR/NRE sites in or adjacent: *28*
Precontact Sensitivity: *moderate to high*
Historic Sensitivity: *moderate to high*

RECOMMENDATIONS

The APE for the project has been defined by project designers to include approximately 2.88 miles (4.6 km) of alignments. In two locations there are alternative alignments remaining in consideration: three possibilities within the Village Green and two possibilities between North Street and Beaver Pond Road. Some general principals can be outlined.

The archeological potential of the entire APE is moderate. Areas outside of existing disturbance should be considered to have archeological potential. In particular, lawn areas between existing sidewalks and historic structures may retain significant archeological deposits. Avoidance of archeologically sensitive areas is always the best policy. This can be accomplished through choosing an alignment and designing the project with the smallest APE possible while still achieving the goals of the project.

There are existing sidewalks that may be utilized as the basis for an alignment. The construction of the sidewalks would have previously disturbed any pre-existing archeological sites, resulting in a low-potential for intact archeological deposits. Similarly, some of the alignments west of Otter Creek are located close to or on former railroad alignments. Those corridors would likely provide areas of significant disturbance that would have little potential for significant archeological deposits. Effects to features and landscape elements associated with structures listed or eligible for listing on the State or National Registers should be avoided. Along the project alignments there are a variety of marble sidewalks, walkways, stairways, retaining walls, foundations and curbing that should be left intact and refurbished, if possible.

Report Authors: *Thomas R. Jamison and Walter R. Wheeler*
Date of Report: *May 2016*

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ARCHEOLOGICAL RESOURCE AND HISTORIC PRESERVATION ASSESSMENT

1 Introduction

Hartgen Archeological Associates, Inc. (Hartgen) conducted an Archeological Resource and Historic Preservation Assessment for the proposed Proctor Bicycle and Pedestrian (Project) located in the Town of Proctor, Rutland 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 the VTrans archeological and historic preservation officers. This investigation adheres to the Vermont State Historic Preservation Office's (SHPO) *Guidelines for Conducting Archeology in Vermont* (2002).

2 Project Information

A site visit was conducted on April 8, 2016 to examine existing conditions along the preferred alignments and identify areas of archeological sensitivity and historic preservation concerns. The results of the site visit are incorporated into the appropriate sections of the report.

2.1 Project Location

The project is located at the center of the town, focused on the Marble Bridge (crossing Otter Creek) and the adjacent municipal center to the west. Project alignments extend from the Town center to the northwest around Beaver Pond and to the southeast to Olympus Road.

2.2 Description of the Project

The project is intended to provide alignments for a bicycle and pedestrian multi-use path to connect the Pine Hill Carriage Trail southeast of the Town center through the Town center to the Beaver Pond area to the northwest (Map 2a to Map 2c). The alignment through the Town center and extending southeast along South Street to Grove Street and Olympus Road has been chosen. However, extending northwest through the village there are several alignments still being considered, three through the Village Green area and two as part of a loop around Beaver Pond. To the northwest, the loop around the Beaver Pond is expected to include North Street, Florence Road and Beaver Pond Road combined with an off-road section looping north of the Proctor Gas facility.

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. This report was originally developed based on several alternative alignments, as outlined below.

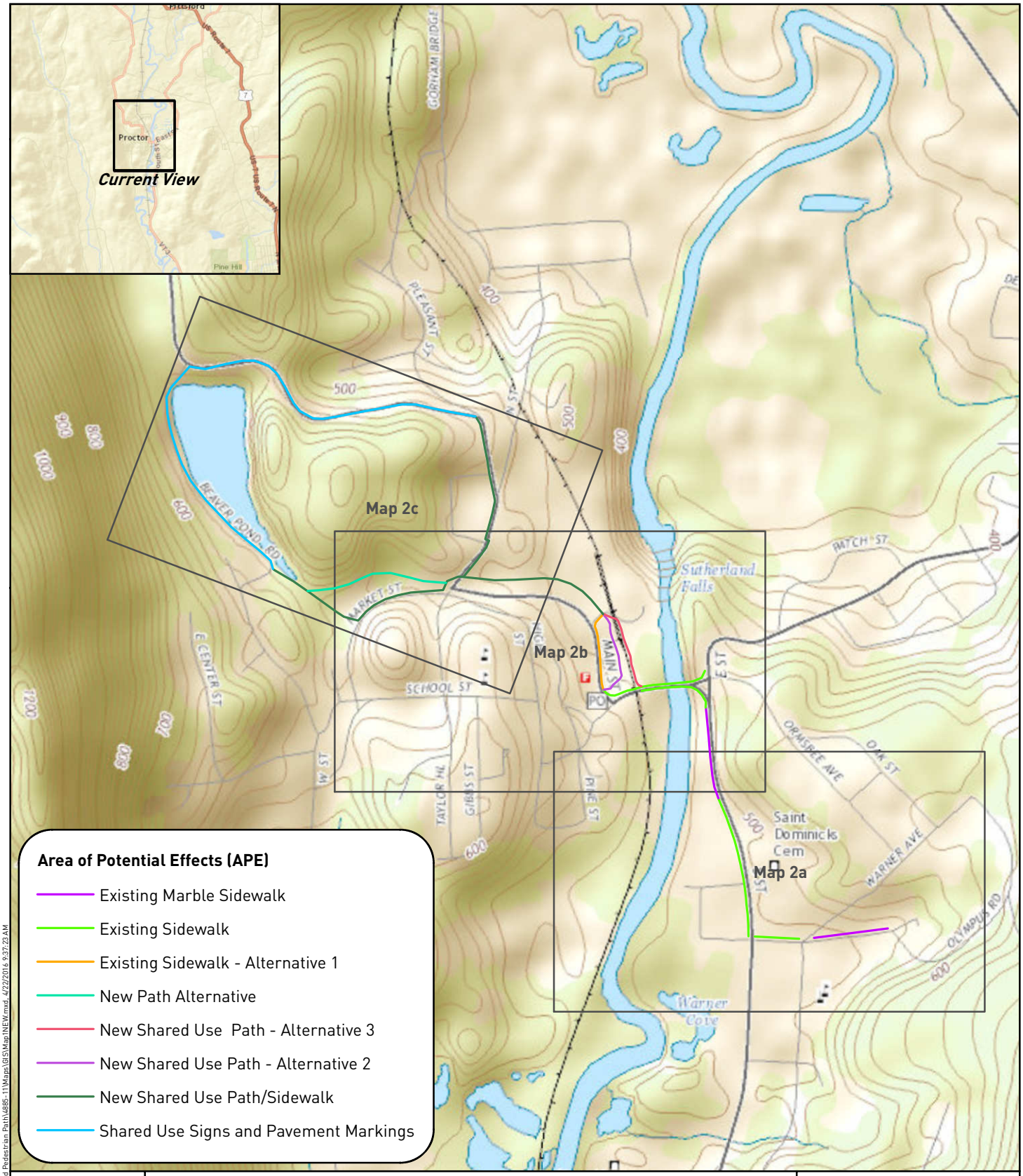
- Town Center Alignment: 2,463 feet (751 m) or 0.47 mile (0.75 km) in length
- Olympus Road Alignment: 1,113 feet (339 m) or 0.21 mile (0.34 km) in length
- Florence Road Alignment: 4,058 feet (1237 m) or 0.77 mile (1.24 km) in length
- Beaver Pond Road Alignment: 1,471 feet (448 m) or 0.28 mile (0.45 km) in length
- South Street Alignment: 1,975 feet (602 m) or 0.37 mile (0.60 km) in length
- River Street Alignment: 2,315 feet (706 m) or 0.44 mile (0.71 km) in length

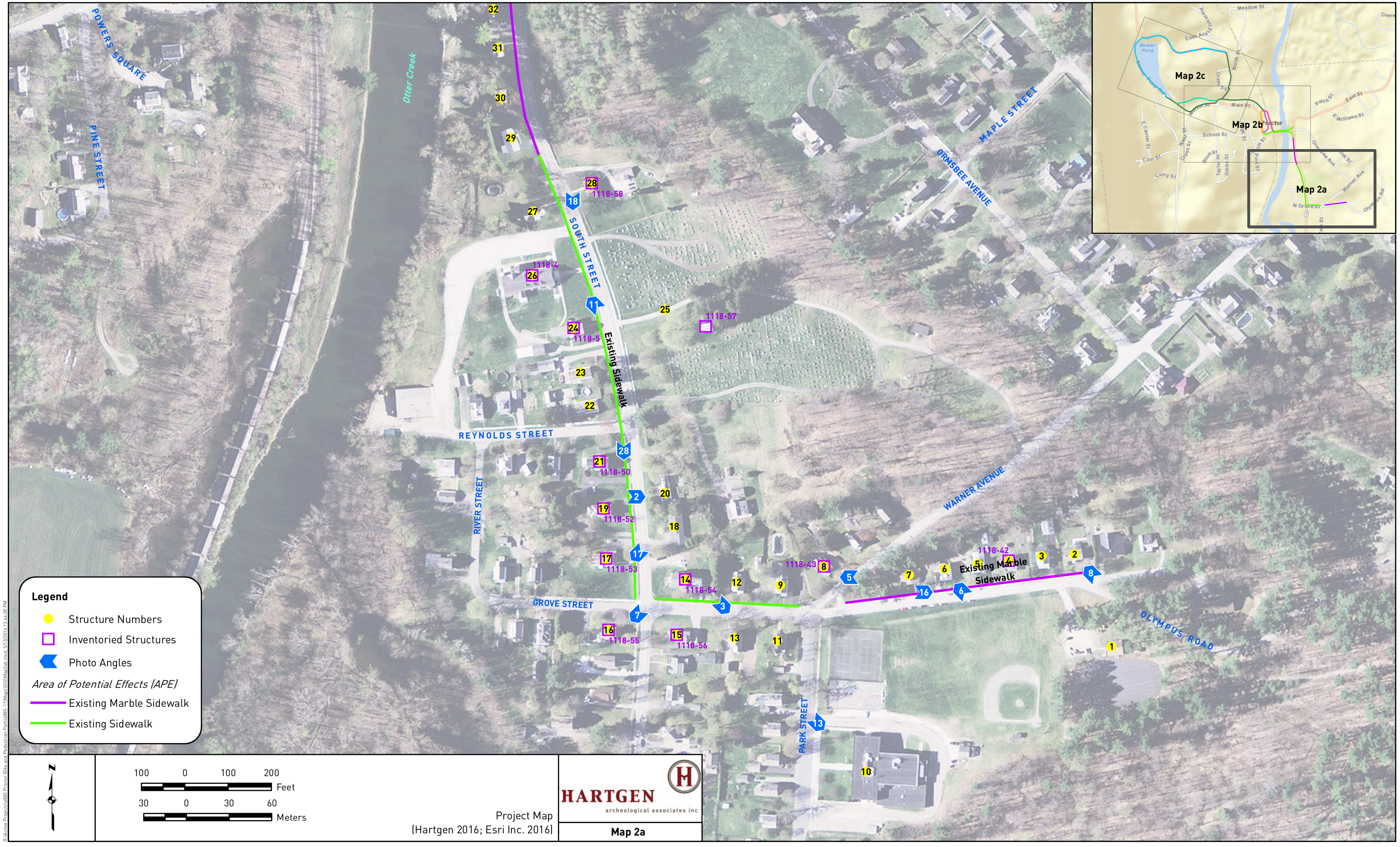
Those alignments have been narrowed to a preferred alignment with three alternatives through the Town Green as follows (Map 2a to Map 2c).

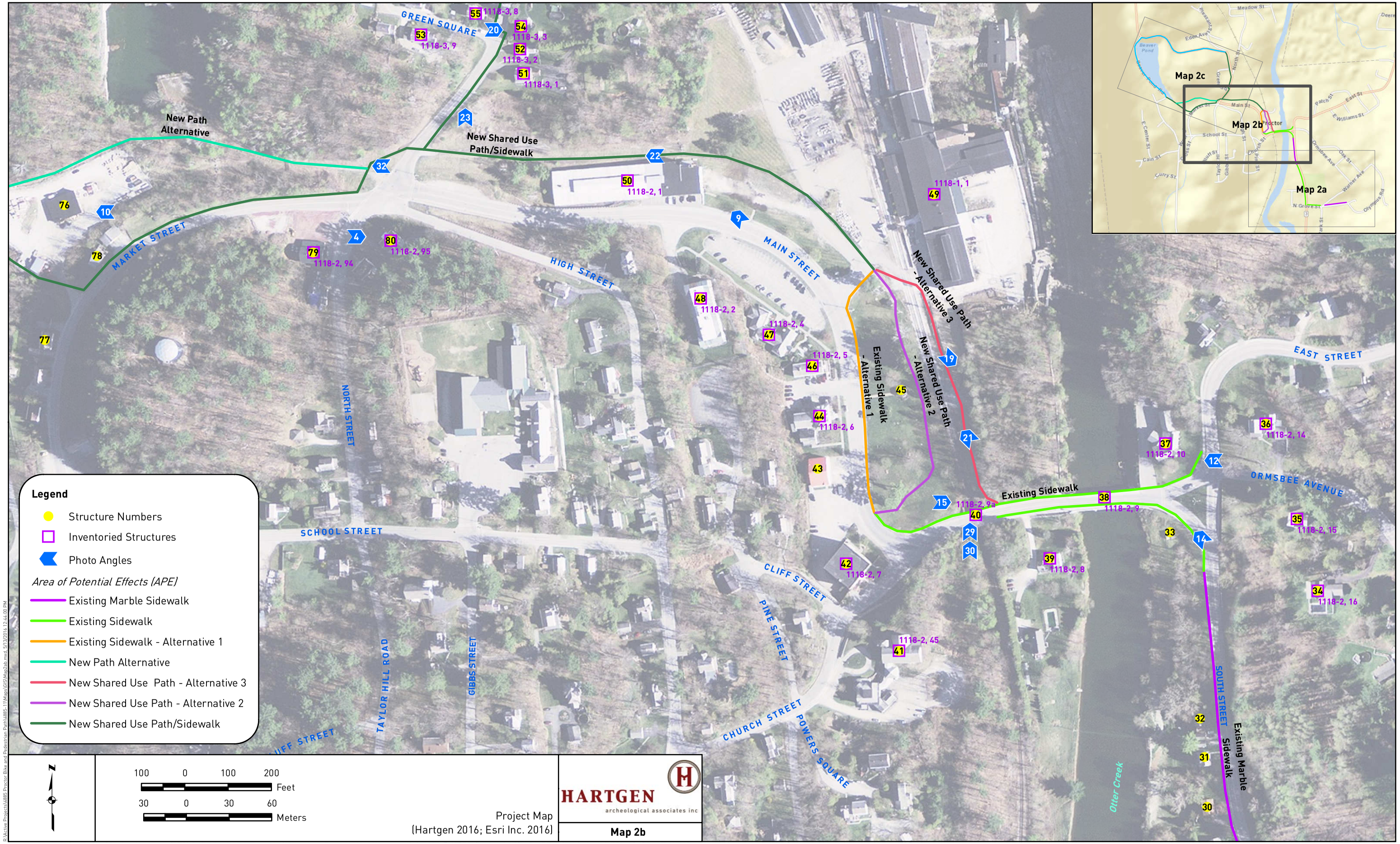
- Town Center Alignment:
  - Marble Bridge to Town Green: 553 feet (169 m) or 0.01 mile (0.17 km) in length

  - Town Green
    - Option 1: Utilize or replace the existing sidewalk along south, west and north sides of green and add bike lanes to the existing roadway (within the existing paved area); 816 feet (249 m) or 0.15 mile (0.25 km) in length
    - Option 2: Install a new path meandering through the green; 699 feet (213 m) or 0.13 mile (0.21 km)
    - Option 3: Utilize existing footpath along the east side of the railroad; 641 feet (195 m) or 0.12 mile (0.2 km)
  - Town Green to North Street: 1,110 feet (338 m) or 0.21 mile (0.34 km) in length
- Olympus Road Alignment: 1,113 feet (339 m) or 0.21 mile (0.34 km) in length
- Florence Road Alignment: 3,638 feet (1109 m) or 0.69 mile (1.11 km) in length
- Beaver Pond Road Alignment: 1,802 feet (549 m) or 0.34 mile (0.55 km) in length
- South Street Alignment: 1,975 feet (602 m) or 0.37 mile (0.60 km) in length

As a scoping study, the APE has not been definitively identified. However, with an assumed width of 20 feet (6.1 m), these alignments add up to between approximately 4.97 acres (2.01 ha) and 5.05 acres (2.05 ha) in area, depending on which option is chosen through the Town Green area.


Current View
Proctor
Map 2c
Map 2b
Map 2a
Area of Potential Effects (APE)
Existing Marble Sidewalk
Existing Sidewalk
Existing Sidewalk - Alternative 1
New Path Alternative
New Shared Use Path - Alternative 3
New Shared Use Path - Alternative 2
New Shared Use Path/Sidewalk
Shared Use Signs and Pavement Markings
500 0 500 1,000
Feet
150 0 150 300
Meters
Note: Contour interval is 20 feet.
Project Location (USGS 2016)
HARTGEN
archeological associates inc
Map 1


POWERS SQUARE
PINE STREET
Otter Creek
MAPLE STREET
ORMSBEE AVENUE
SOUTH STREET
Existing Sidewalk
REYNOLDS STREET
RIVER STREET
WARNER AVENUE
Existing Marble Sidewalk
GROVE STREET
PARK STREET
OLYMPUS ROAD
1118-58
1118-4
1118-5
1118-57
1118-50
1118-52
1118-53
1118-54
1118-55
1118-56
1118-43
1118-42
Map 2c
Map 2b
Map 2a
Legend
Structure Numbers
Inventoried Structures
Photo Angles
Area of Potential Effects (APE)
Existing Marble Sidewalk
Existing Sidewalk
100 0 100 200 Feet
30 0 30 60 Meters
Project Map
(Hartgen 2016; Esri Inc. 2016)
HARTGEN
archeological associates inc
Map 2a


GREEN SQUARE
MARKET STREET
HIGH STREET
MAIN STREET
NORTH STREET
SCHOOL STREET
TAYLOR HILL ROAD
GIBBS STREET
CLIFF STREET
PINE STREET
CHURCH STREET
POWERS SQUARE
EAST STREET
ORMSBEE AVENUE
SOUTH STREET
Otter Creek
New Path Alternative
New Shared Use Path/Sidewalk
New Shared Use Path - Alternative 3
New Shared Use Path - Alternative 2
Existing Sidewalk - Alternative 1
Existing Sidewalk
Existing Marble Sidewalk
1118-3, 8
1118-3, 9
1118-3, 3
1118-3, 2
1118-3, 1
1118-2, 1
1118-1, 1
1118-2, 95
1118-2, 94
1118-2, 2
1118-2, 4
1118-2, 5
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1118-2, 9a
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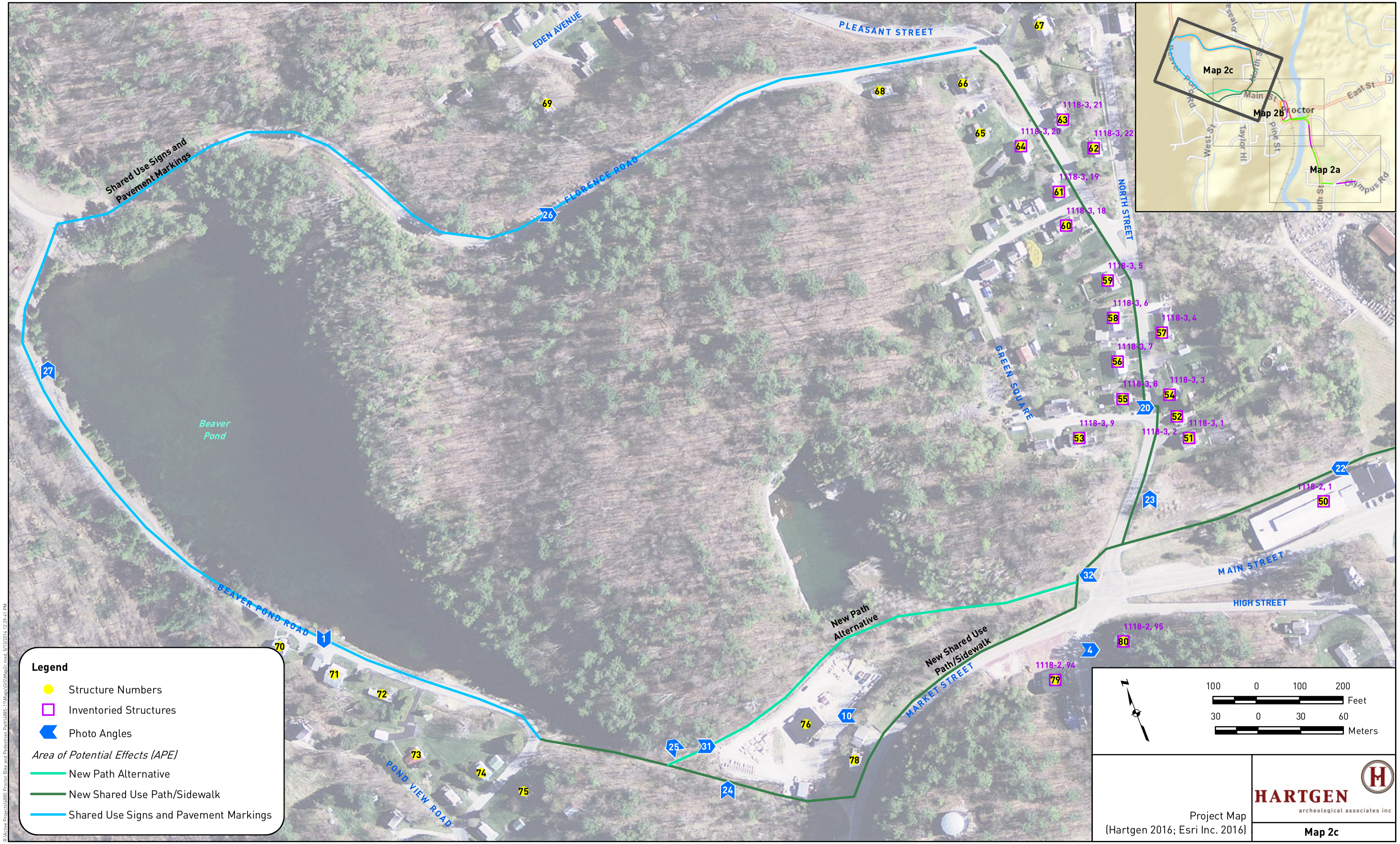
Existing Marble Sidewalk
Existing Sidewalk
Existing Sidewalk - Alternative 1
New Path Alternative
New Shared Use Path - Alternative 3
New Shared Use Path - Alternative 2
New Shared Use Path/Sidewalk
100 0 100 200 Feet
30 0 30 60 Meters
Project Map
(Hartgen 2016; Esri Inc. 2016)
HARTGEN archeological associates inc
Map 2b


EDEN AVENUE
PLEASANT STREET
FLORENCE ROAD
Shared Use Signs and Pavement Markings
NORTH STREET
GREEN SQUARE
MAIN STREET
HIGH STREET
MARKET STREET
BEAVER POND ROAD
POND VIEW ROAD
New Path Alternative
New Shared Use Path/Sidewalk
Beaver Pond
1118-3, 21
1118-3, 20
1118-3, 22
1118-3, 19
1118-3, 18
1118-3, 5
1118-3, 6
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1118-2, 1
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Map 2c
Map 2b
Map 2a
Proctor
East St
Main St
Pine St
West St
Taylor Hl
Olympus Rd
South St
Legend
Structure Numbers
Inventoried Structures
Photo Angles
Area of Potential Effects (APE)
New Path Alternative
New Shared Use Path/Sidewalk
Shared Use Signs and Pavement Markings
100 0 100 200 Feet
30 0 30 60 Meters
Project Map
(Hartgen 2016; Esri Inc. 2016)
HARTGEN archeological associates inc
Map 2c

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.

3.1 Present Land Use and Current Conditions

The project area is currently a densely settled village which is primarily residential. The village developed as a company town of the Vermont Marble Company and its precursors beginning in the 1830s and continuing to expand until the early 20th century when demands for its products decreased until the business finally closed in 1993. The town contains numerous marble company features including large-scale landscape modifications, quarry and factory facilities and infrastructure, worker housing in several formally ethnically-distinct neighborhoods and the two recreation areas which anchor either end of the project. Many of these are above-ground features and structures, however several below-ground deposits and features are purported or assumed to exist.

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 in the project area are listed in Table 1 below. All of the soils derive from glacial outwash or till and do not have the potential for deeply stratified archeological deposits (USDA 2016).

Table 1. Soils in Project Area

Symbol	Name	Textures	Slope	Drainage	Landform and Location
13B	Hinckley	Gravelly loamy fine sand	0-8%	Excessively drained	Glacial outwash – Beaver Pond Road
13E	Hinckley	Gravelly loamy fine sand	25-40%	Excessively drained	Glacial outwash – South Street
18B	Windsor	Loamy sand	3-8%	Excessively drained	Glacial outwash – South Street, River Street and Olympus Road
18C	Windsor	Loamy sand	8-15%	Excessively drained	Glacial outwash – Olympus Road
40C	Galway-Nellis-Farmington	Fine sandy loam, rocky	8-15%	Well drained	Glacial till – Florence Road, Town Center, South Street and River Street
41C	Farmington-Galway-Galoo	Silt loam, very rocky	5-25%	Excessively drained	Glacial till – Beaver Pond Road, Florence Road, Town Center
41E	Farmington-Galway-Galoo	Silt loam, very rocky	25-50%	Excessively drained	Glacial till – Florence Road
66B	Georgia and Amenia	Loam to silt loam	3-8%	Moderately well drained	Glacial till – Beaver Pond Road
95	Udorthents	Gravelly sandy loam	Variable	Low to high	Paved and filled areas – Florence Road and Town Center
152	Lyons	Silt loam		Very poorly drained	Glacial till in depressions – Beaver Pond Road, Florence Road

3.3 Bedrock Geology

The bedrock in the Project Area includes Clarendon Springs formation dolostone with quartz and locally calcitic marble, Danby formation quartzite and dolostone, Shelburne marble, dolostone and limestone and Winooski formation dolostone (Ratcliffe 2011). Most of these formations are not known to have been typically exploited for stone tool production. The Clarendon Springs formation is an exception, containing chert that has been identified on archeological sites with several known precontact quarries along the south end of Lake Champlain (Burke 1997). The other materials may have been exploited on an expedient basis, obtained from easily accessible outcrops or river beds.

3.4 Physiography and Hydrology

The physiography of Proctor is complex. The Otter Creek runs south to north through the center of the village. Immediately north of the Marble Bridge, which crosses the creek, there is Sutherland Falls that drops the creek from approximately 500 to 390 feet (152 to 119 m) above mean sea level. This falls was likely an important gathering and fishing place for Native Americans. Surrounding the creek and falls, the town has a varied topography with a number of small hills located west of the falls and higher hills rising to the east and west.

In addition to Otter Creek, several small ponds are scattered around the town and drain into the creek from east and west. One of these ponds is Beaver Pond that is the destination of the proposed path to the northwest of the town center. Another is Olympus Pool, located slightly south of the southeastern destination of the project: Pine Hill Carriage Trail. Such bodies of water may have attracted precontact and early historic populations to the area.

4 Documentary Research

Hartgen conducted research on the Vermont Division for Historic Preservation (VDHP) Online Research Center (ORC) website 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

Although there is only one precontact archeological site reported within a mile (1.6 km) of the project area, the Otter Creek valley was certainly a highly utilized landscape by Native American groups throughout the precontact period. The single known precontact site close to the APE is the Sutherland Falls Site (VT-RU-31) located on the east bank of the Otter Creek about 161 meters (520 ft) north of the APE. The Sutherland Falls Site is a precontact site where excavations in the 1970s encountered Late Archaic and Middle Woodland stone tools and decorated ceramics, charcoal, bone and shell. Other sites in the general vicinity include the Furnace Brook 1 site (VT-RU-47), the Furnace Brook 2 site (VT-RU-48), both associated with Middle Woodland ceramics, a precontact site of unknown date (VT-RU-206), the Dickenson site, an historic marble mill complex (VT-RU-287) and sites of unidentified stone foundations (VT-RU-325 and VT-RU-326). No precontact sites are reported within the project APE. The paucity of precontact archeological sites reported for the project vicinity is most likely due to the limited archeological investigations that have taken place, rather than limited archeological potential.

Historic archeological sites in the vicinity include a section of the Crown Point Road, an 18th-century military road that traversed Vermont, connecting Charlestown, New Hampshire to Crown Point, New York (CPRA 1999). The main alignment of the road passes through the west part of the town, crossing the Beaver Pond Road and Florence Road alignments (CPRA 1999:82). A segment of the Crown Point road identified in Proctor north of the APE, the Stevens Site South Road Segment, has been recently nominated for listing on the National Register of Historic Places (Jamele 2007). Elsewhere in the area, there is potential for archeological sites spanning the entire range of historic settlement of Proctor. The paucity of historic archeological sites reported for the project vicinity is likely due to the limited archeological investigations that have taken place, rather than limited archeological potential.

Historic use of the project area began in the mid-18th century and with settlement slowly increasing after the Revolutionary War. In the 1830s, marble quarrying was sporadically conducted at Sutherland Falls (now Proctor) until Redfield Proctor took control and consolidated several businesses into the Vermont Marble Company. Proctor was a company town with the generally beneficent Proctor family controlling the town's affairs and the largest marble business in the world for about 80 years. The growth of the Vermont Marble Company is the focus of the history of the town and the project area (Johnson and Gilbertson 1988). The introduction of the Rutland Railroad in 1849 proved to be an immensely important transportation resource for the marble business, as it passed directly through Proctor, adjacent to the primary marble mill.

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-RU-31	Sutherland Falls	Late Archaic and Middle Woodland, by falls	161 m/520 ft to N

4.2 Historic Properties

An examination of the files at VDHP identified one NR property that is also in a State Register Historic District, 31 NRE properties listed on the State Register (mostly located in three historic districts) and one property previously determined to be ineligible within the APE (Table 3). The three historic districts are all listed on the State Register and are, therefore, considered eligible for the National Register (Boone 2009). They include (1) the Vermont Marble Company Exterior and Monumental Shops Historic District (VHSSS 1118-1), the Proctor Village Historic District (VHSSS 1118-2) and the Northwest Village Historic District (VHSSS 1118-3). Most of these properties relate to the intensive development of Proctor during the late 19th and early 20th centuries when the Vermont Marble Company was in operation. They include neighborhoods of worker and mill owner/manager housing and the core of the Vermont Marble Company. Most of the non-residential structures are constructed of marble from the local quarries by the Vermont Marble Company.

Table 3. Inventoried properties within or adjacent to the APE

Structure	VHSSS No.	Property Name/Address	Description of Building
4	1118-42	Ball Residence, 16 Olympus Road	c. 1920 Vernacular four square residence
8	1118-43	Hewes Residence, 24 Grove Street	c. 1910 Vernacular Colonial Revival residence
14	1118-54	Hartenstein Residence, 66-68 Grove Street	c. 1915 Vernacular Colonial Revival duplex
15	1118-56	Curtis Residence, 72 South Street	c. 1930 Vernacular residence
16	1118-55	Baccei Residence, 71 South Street	c. 1920 Vernacular residence
17	1118-53	Delphia Residence, 65 South Street	c. 1885 Vernacular Queen Anne residence
19	1118-52	Markham Residence, 59 South Street	c. 1900 Vernacular residence
21	1118-50	Oakman Residence, 55 South Street	c. 1890 Vernacular residence
24	1118-5	St. Dominic's Rectory, 45 South Street	c. 1890 Shingle Vernacular residence
25	1118-57	Proctor Mausoleum, St. Dominic's Cemetery	c. 1908 Neo-Classical Revival tomb
26	1118-4	St. Dominic's Church, 45 South Street	1925 Gothic Revival church
28	1118-58	Parker Residence, 34 South Street	c. 1925 Vernacular bungalow residence
34	1118-2, #16	Stafford House, 9 Ormsbee Avenue	c. 1950 residence
35	1118-2, #15	George Davis House, 3 Ormsbee Avenue	c. 1895 gabled roofed residence

Structure	VHSSS No.	Property Name/Address	Description of Building
36	1118-2, #14	Ladabouch House, 4 Ormsbee Avenue	c. 1870 Vernacular-Italianate sidehall plan residence
37	1118-2, #10	Proctor Free Library, 4 Main Street	1913 Neo-Classical Revival brick library
38	1118-2, #9	Marble Bridge, Main Street over Otter Creek (NRL 1/10/1992)	1915 Neo-Classical Revival reinforced concrete stone faced bridge
39	1118-2, #8	13 Main Street	1872 sidehall plan residence with Italianate porch
40	1118-2, #9a	Bridge, Main Street over Otter Valley Railroad	c. 1910 Through truss stone and iron bridge
41	1118-2, #45	Union Church, 5 Church Street	c. 1890 Romanesque-Colonial Revival church
42	1118-2, #7	Proctor Post Office, 29 Main Street	1914 Neo-Classical Revival store
44	1118-2, #6	Sutherland Club, 39 Main Street	1903 Colonial Revival community hall
46	1118-2, #5	Proctor Town Hall, 45 Main Street	1836 gable roofed stone town hall
47	1118-2, #4	Proctor Trust, 49 Main Street	1923 gable roofed stone bank
48	1118-2, #2	VerMarco Office, 61 Main Street	1924 Vermont Marble Co. Neo-Classical Revival office building
49	1118-1, #1	Johnson Mill, 52 Main Street	c. 1895 Vermont Marble Co. mill
50	1118-2, #1	Machine Shop	c. 1885/1910 2-story storehouse and machine shop
51	1118-3, #1	44 North Street	c. 1880 vernacular residence
52	1118-3, #2	46 North Street	c. 1890 vernacular residence
53	1118-3, #9	5 Green Square	c. 1885 vernacular residence
54	1118-3, #3	50 North Street	c. 1890 vernacular residence
55	1118-3, #8	51 North Street	c. 1885 vernacular residence
56	1118-3, #7	53 and 55 North Street	c. 1885 vernacular duplex residence
57	1118-3, #4	56 North Street	c. 1885 vernacular duplex residence
58	1118-3, #6	57 and 59 North Street	c. 1885 vernacular duplex residence
59	1118-3, #5	61 and 63 North Street	c. 1885 vernacular duplex residence
60	1118-3, #18	32 and 34 Green Square	c. 1880 vernacular duplex residence
61	1118-3, #19	5 Florence Street	c. 1885 vernacular residence
62	1118-3, #22	71 and 73 North Street	c. 1885 vernacular duplex residence
63	1118-3, #21	10 Florence Road	c. 1885 vernacular residence
64	1118-3, #20	9 Florence Road	c. 1885 vernacular residence
79	1118-2, #94	25 North Street	c. 1910 vernacular store
80	1118-2, #95	28 and 30 North Street	c. 1890 vernacular duplex residence

4.3 Previous Surveys

On file at VDHP are two previous surveys within the immediate vicinity of the Project (Table 4). The Proctor Park Pump Station Expansion survey examined the archeological potential of part of the park and an alignment extending along Main Street to South Street and East Street (Hartgen 2007). This assessment identified significant filling in the park and disturbance along the rest of the APE. The second survey in the area was for the Proctor Water System Improvements project that examined several locations adjacent to the current APE for excavations required to install a water line crossing the Otter Creek (Hartgen 2009). Although this project eventually required Phase IB investigations elsewhere in town, the project components adjacent to this project APE were determined to be previously disturbed and no excavations were conducted.

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

Year	Investigator	Methodology	Results	Notes
2007	Hartgen	Research and site visit	Disturbed	Marble fill and utility disturbance
2009	Hartgen	Research and site visit	Disturbed	Flood scouring

4.4 Historical Map Review

The historic maps of the project area depict a quickly expanding community stimulated by the marble quarries and the coming of the Rutland and Burlington Railroad in 1849 (Johnson and Gilbertson 1988:24). The railroad allowed the marble industry to grow, expanding its markets and speed of delivery. Having been established in 1836, by the mid-19th century, the marble industry in Proctor remained at a fairly small scale focused on the Sutherland Marble Company centered in the village and numerous other smaller operations scattered around the area (Map 3). Only after Redfield Proctor began consolidation of the industry in the 1870s did it begin to thrive (Johnson and Gilbertson 1988:250).

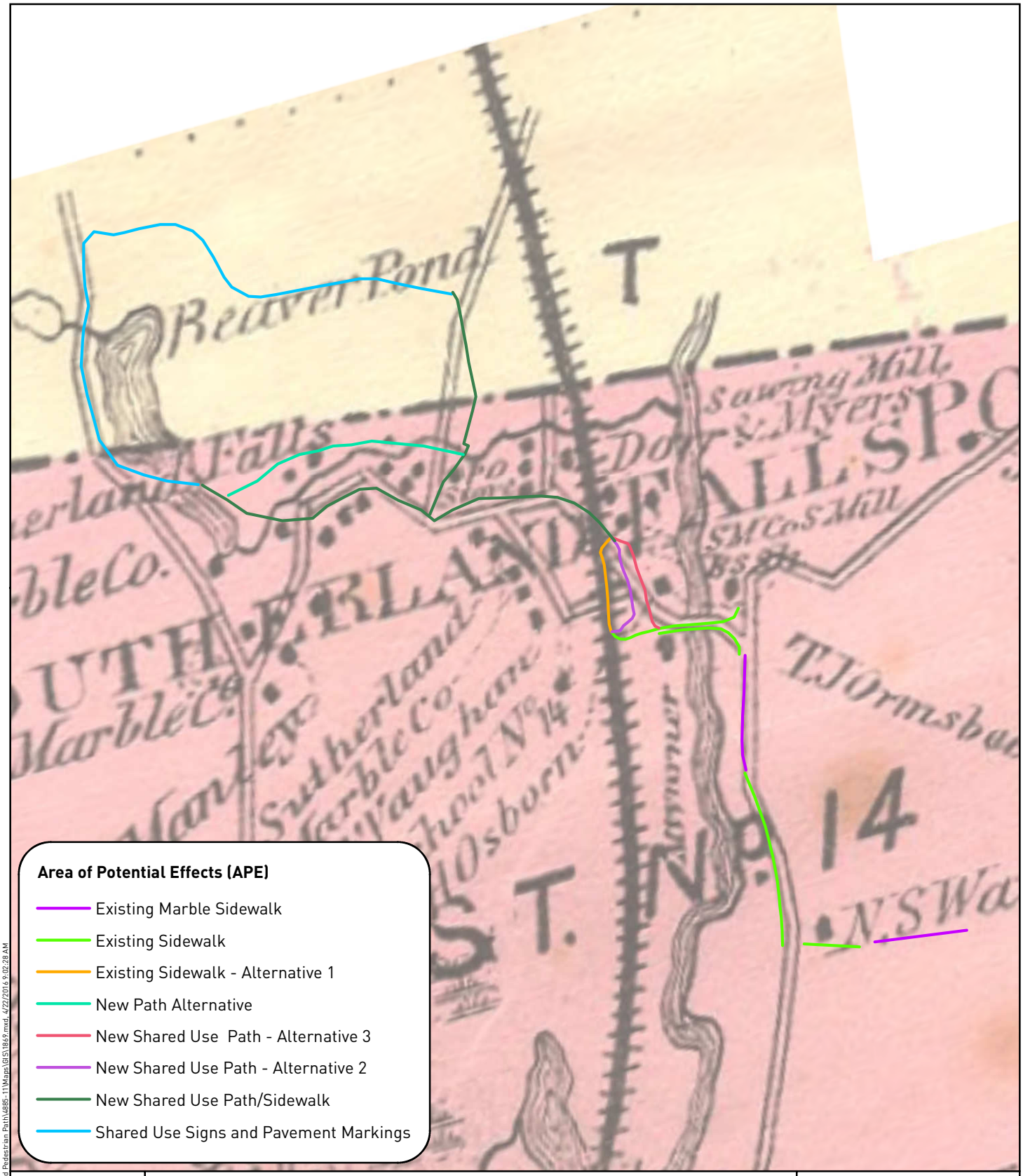
The town history of 1922 describes in several contexts the extensive filling that has taken place between the railroad and the town hall (Town Green area). Originally Beaver Pond Brook flowed to Otter Creek slightly north of the Green. Gale describes extensive railroad trestles in the marble yard that extended into the north end of the Green area. They were necessary to provide an even grade for the railroad across the marshy hollow currently occupied by the Green. This low area was called Skunk Hollow due to its low marshy condition (Gale 1922:125-127).

This growth is depicted on the Sanborn maps produced from 1910 to 1944. A review of the Sanborn maps identifies a few features that may have archeological manifestations in or along possible project alignments. For example, the 1910 map of the village (Map 4) shows an early alignment of the roads around the village green with a railroad station and depot located on the east side of the current green and "Spencer Avenue" running along the west side of those structures. There is also the Vermont Marble Company General Store located on or adjacent to the alignment at the north end of the green. That store burned in 1913 (Gale 1922:215). East of the railroad tracks along the park edge the map shows a narrow unnamed road that appears to have been the original access to the village from the east. "The road of that day [c. 1875] skirted the ledge west of the Senator Proctor place, continuing north on the east side of the tracks, turning at right angles west of Stillson's rubbing beds, and bearing northwest toward the present machine shop." (Gale 1922:134). It is likely that soon afterwards new roads were added to improve access to the mills and provide wider alignments than the narrow ledge of that historic alignment.

By 1922 the alignment of the current Main Street had been formalized along the west edge of the green, replacing Spencer Avenue (Map 5). Several structures related to railroad spurs are seen north of the standing Vermont Marble Company machine shop (Map 6). These include two structures north of the machine shop, two lumber sheds and lumber yard adjacent to North Street, several small structures adjacent to the open marble quarry directly west of North Street and a Locomotive House that still stands and belongs to Proctor Gas (Str. #76) and an associated (yet no longer standing) coal shed to the west. A marble retaining wall adjacent to North Street is probably related to a small shed associated with the lumber yard. In addition to these industrial structures, Map 6 depicts a duplex residence at the corner of North Street and the southern entrance to Green Square that is no longer standing. Map 7, likewise dating to 1922, depicts most of the structures still standing along North, Green Square and Florence Streets, in particular, the two structures (Strs. #65 and 66) that were not previously surveyed on the west side of North Street.

Florence and Beaver Pond Roads currently form a loop around Beaver Pond. However, the formal roads around the pond are a relatively recent development. In 1910, the alignment of Beaver Pond Road was established to some degree. However, the 1922 Sanborn map depicts Beaver Pond Road as a narrow less-formal road labeled Market Street (Map 8). In addition, two small unlabeled structures are shown along the west side and at the outlet of the pond. The foundation of the structure at the outlet is still visible and it may have had some function relating to water regulation or distribution, possibly in relation to the railroad line that passes directly adjacent to it.

Finally, the 1929 Sanborn map (Map 9) depicts Olympus Road developed east from Grove Street. The house outlines shown on the map are very uniform and basic, while the currently standing structures have been modified with various additions.


Area of Potential Effects (APE)
Existing Marble Sidewalk
Existing Sidewalk
Existing Sidewalk - Alternative 1
New Path Alternative
New Shared Use Path - Alternative 3
New Shared Use Path - Alternative 2
New Shared Use Path/Sidewalk
Shared Use Signs and Pavement Markings
N
400 0 400 800
Feet
120 0 120 240
Meters
Beers 1869
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Map 3
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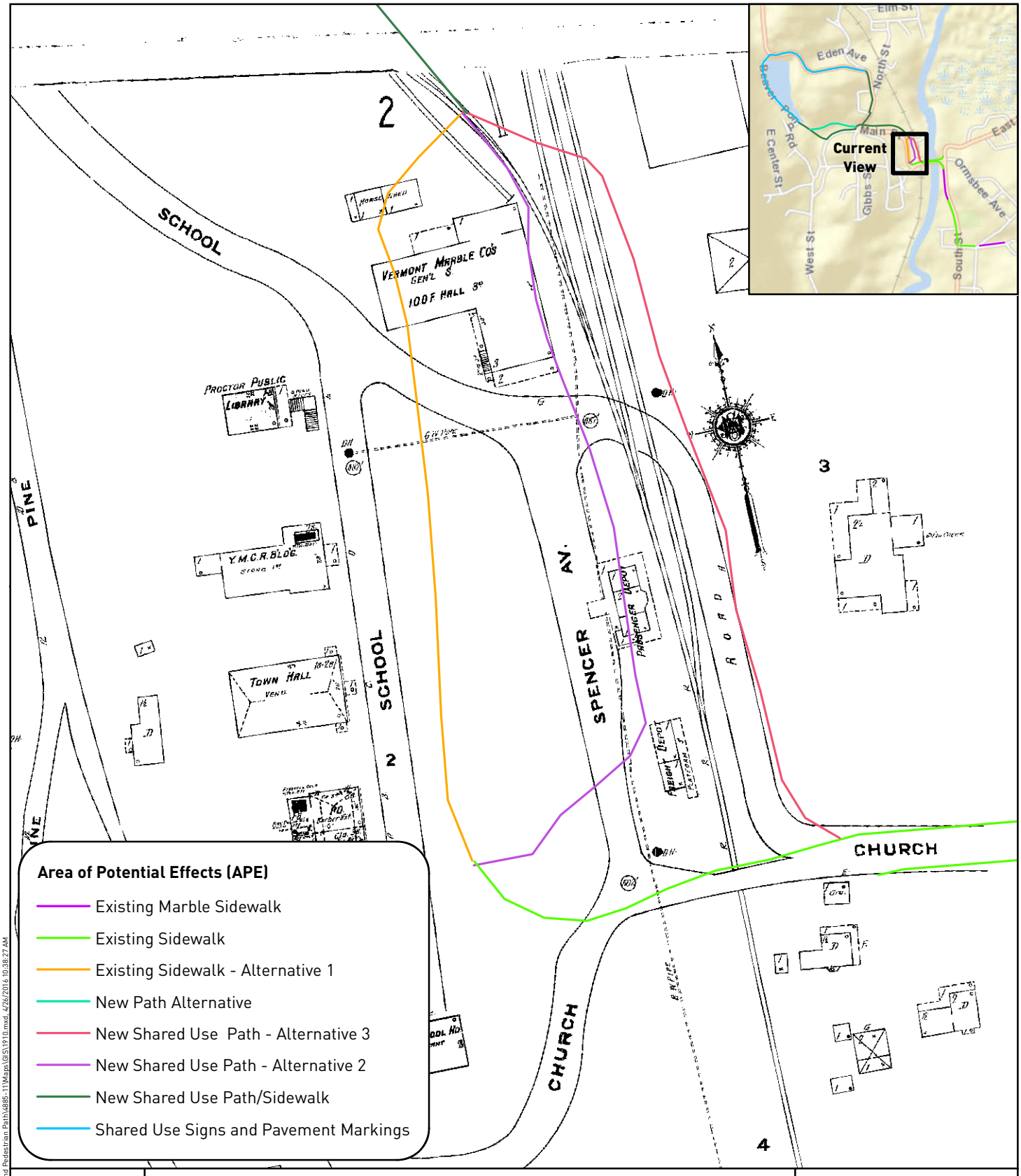

Sanborn 1910, Sheet 3

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Map 4

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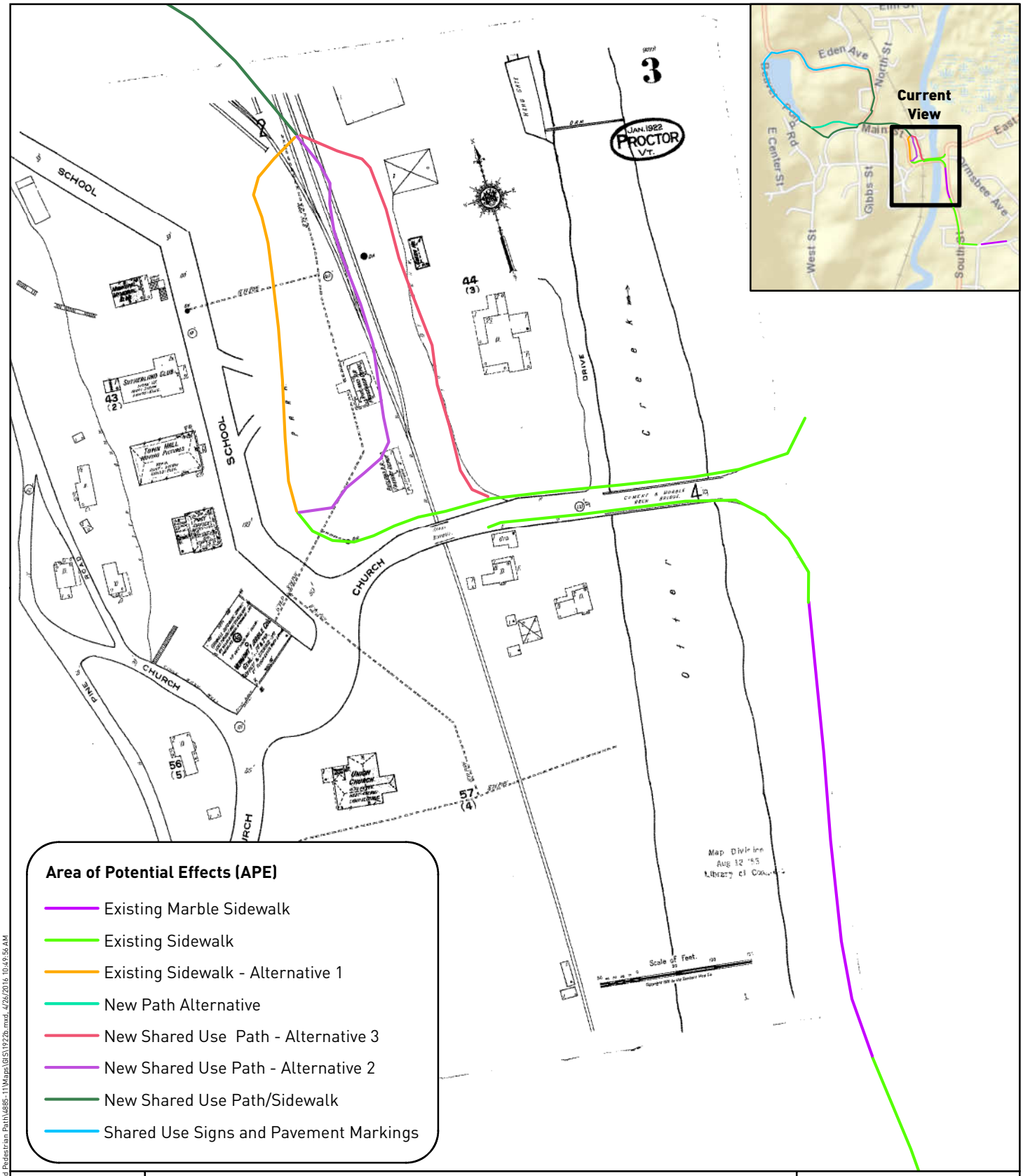

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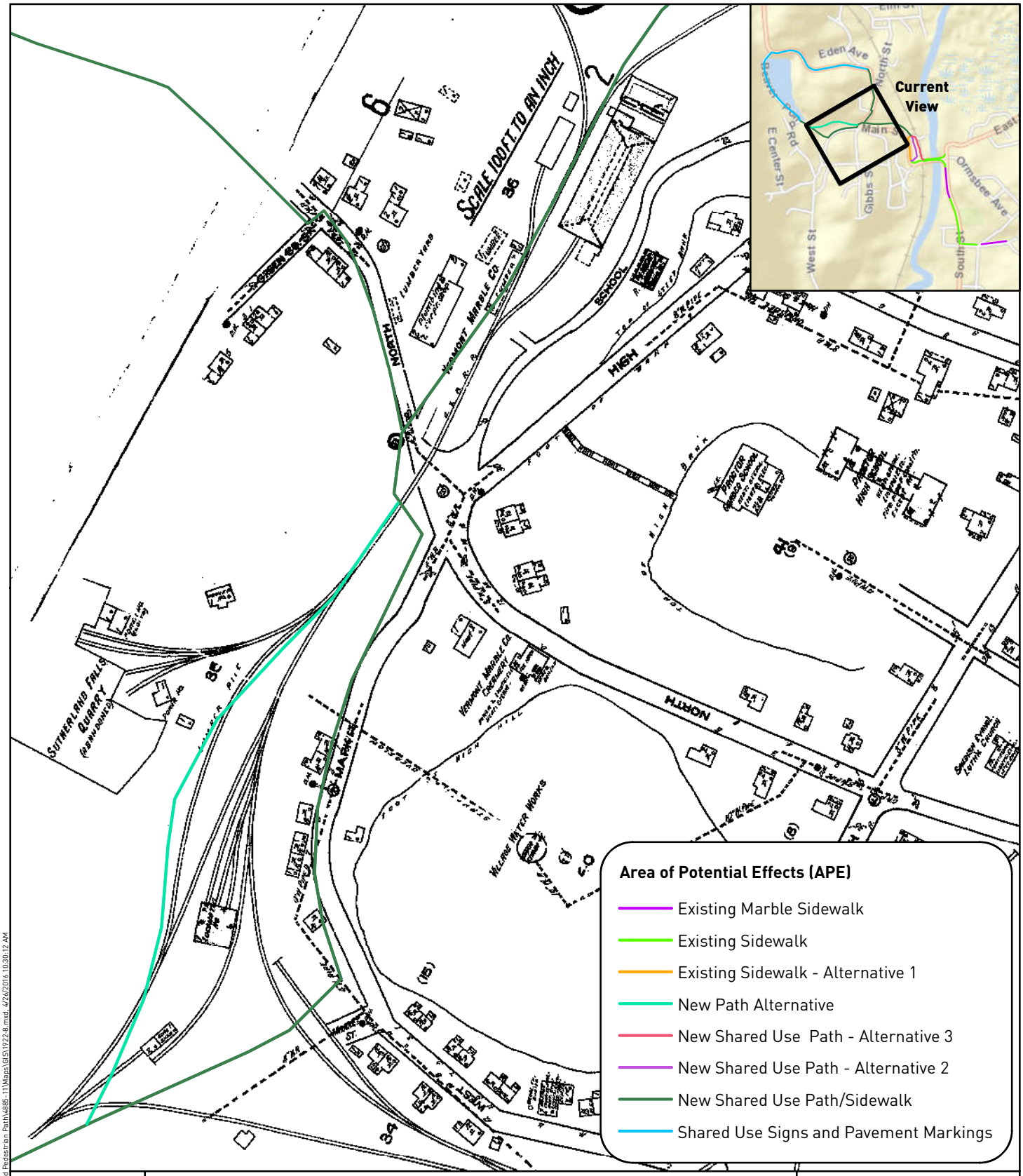

Sanborn 1922, Sheet 8

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Map 6

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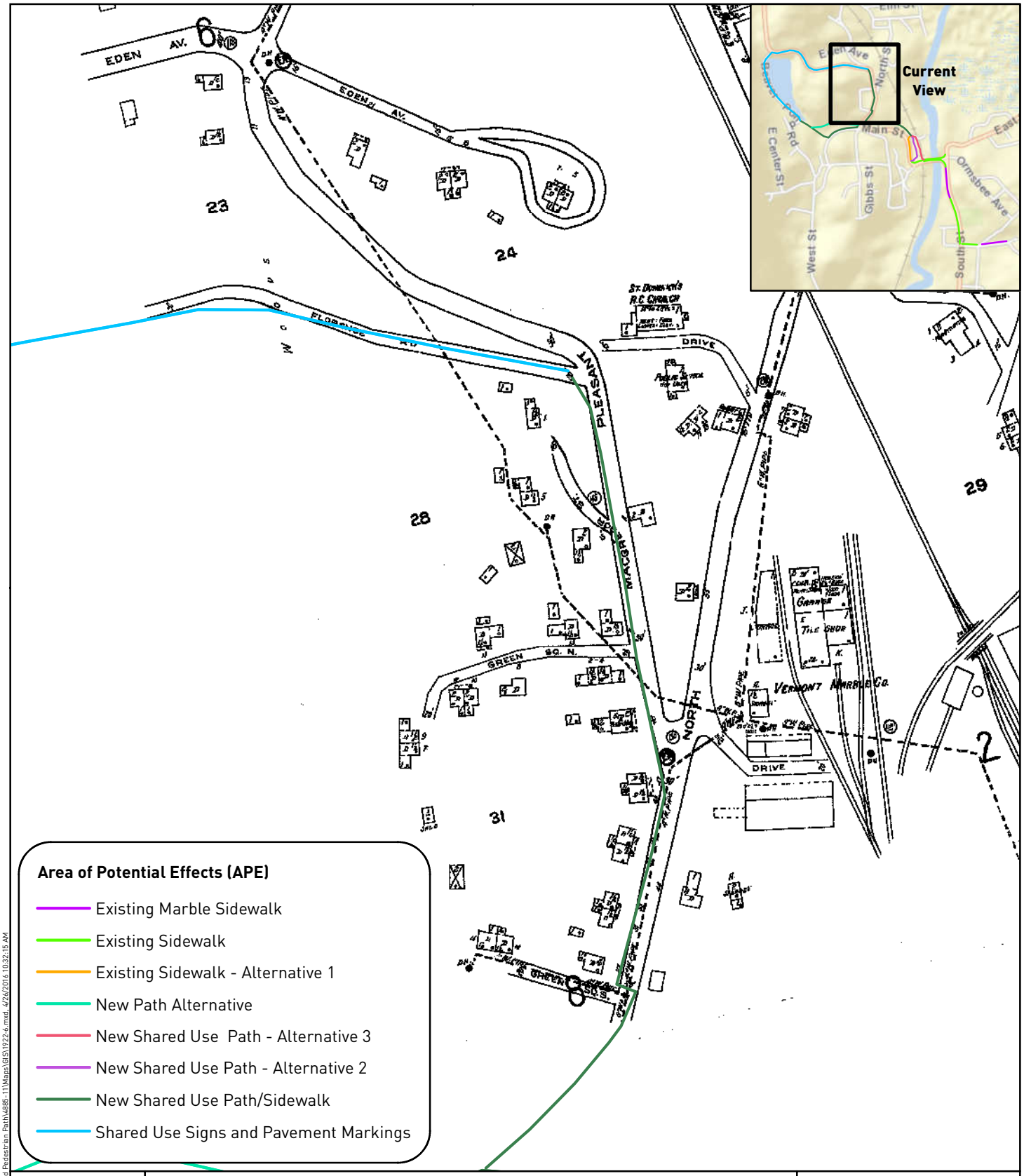

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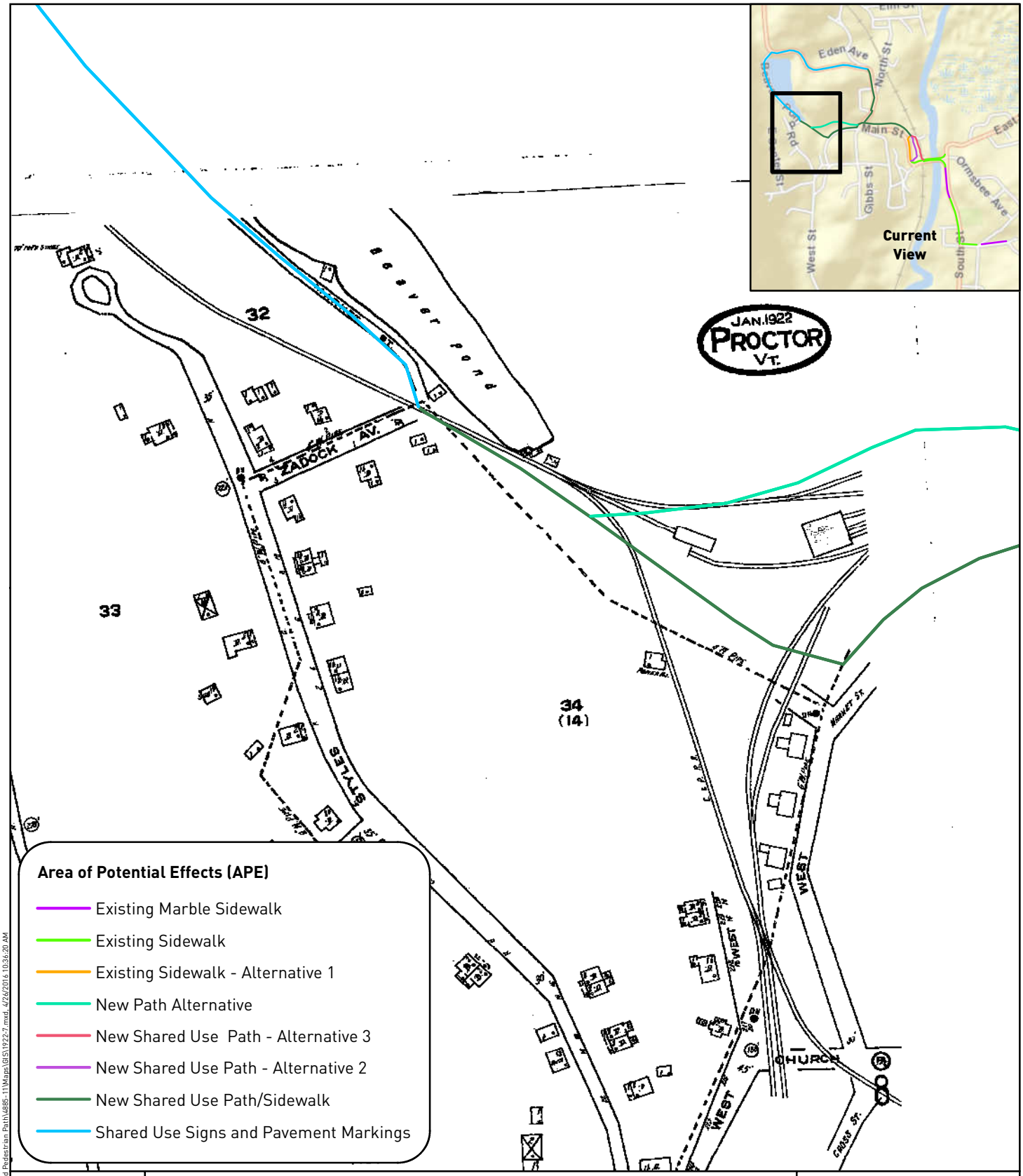

Sanborn 1922, Sheet 7

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Map 8

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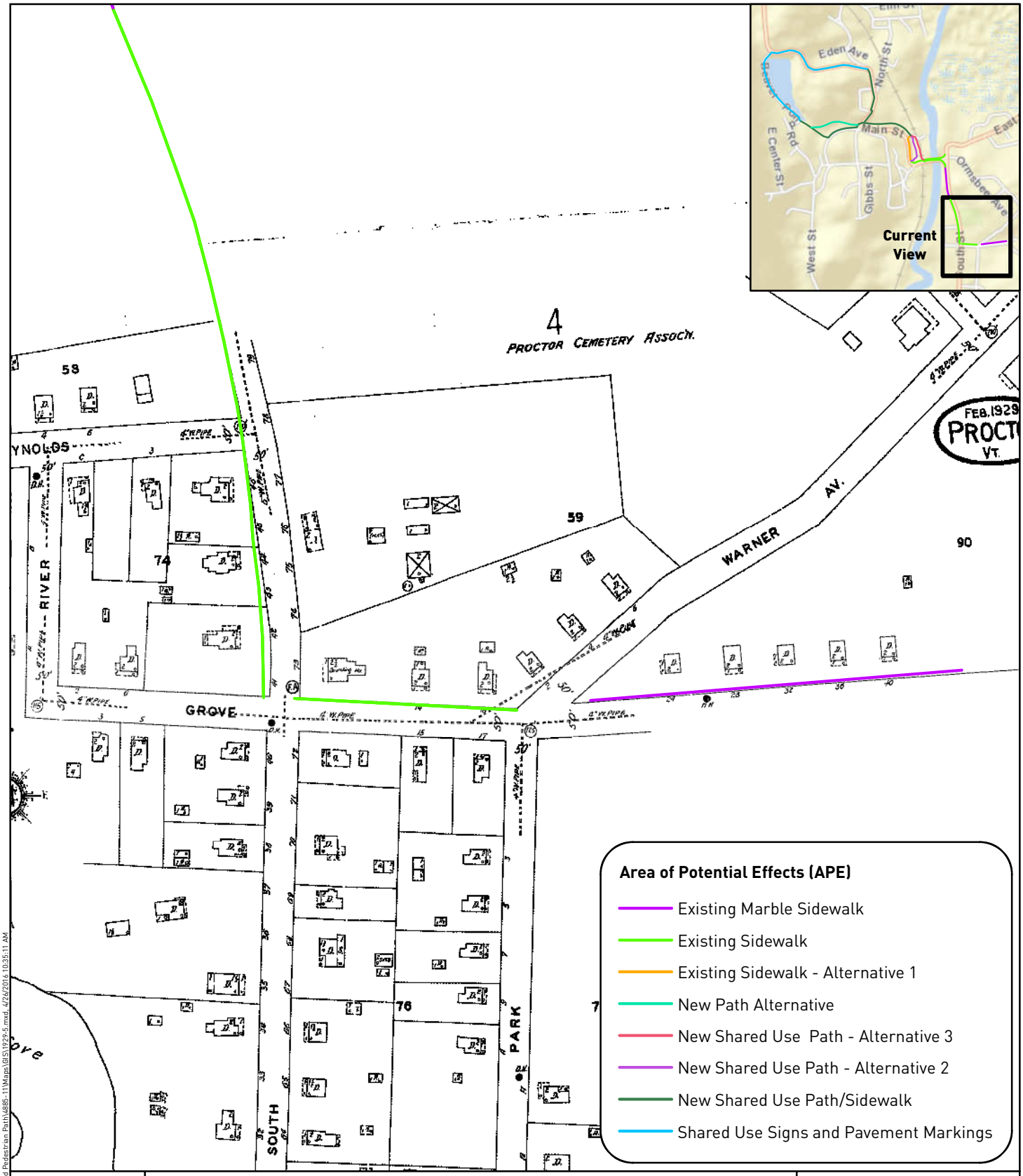

Sanborn 1929, Sheet 5

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Map 9

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5 Architectural Discussion

5.1 Historic Context

Previous to the establishment of the Town of Proctor by the Vermont State Legislature in 1886, the land now occupied by the Town consisted of agricultural lands in the towns of Rutland and Pittsford. Earliest settlement developed along the Otter Creek, and included milling and agricultural pursuits. The fine marble beds in the vicinity were recognized as a valuable resource before the Civil War, and were exploited on a large scale beginning in the 1880s. From that point until the 1920s, the Town of Proctor saw its greatest period of growth (Johnson and Gilbertson 1988:249). The architecture of the town reflects this history, with the greatest number of structures reflecting revival styles and aesthetics popular at the end of the 19th century and beginning of the 20th century.

Within the limits of the present survey area, however, the housing stock is of a more modest form, having been largely associated with quarry workers. The earliest of these include story-and-a-half side-gable houses and center passage dwellings (Photos 1 and 2). Late 19th-century house types include gable-entry dwellings and corporate-built company housing (Photos 3 and 4). Early 20th-century dwellings modestly represent Colonial Revival architecture; some appear to be catalog homes (Photos 5 through 8).

Given the ready availability of marble as a building stone, this material was used in the construction of factories, service buildings, and public institutions within the project APE (Photos 9 through 13). Institutional structures reflect styles popular from the late 19th to the mid-20th century, including Gothic Revival for a church, Colonial Revival for the public library, and International Style for the public high school (Photos 11 through 13). Two bridges are located within the project APE; both date to the early 20th century and evidence civic pride in their design and material selection (Photos 14 and 15).

5.2 Survey

There are 80 individual and associated structures within or adjacent to the APE (Maps 2a, 2b and 2c). Forty-one of these have previously been surveyed (Table 3). The previously unsurveyed structures are presented in a separate table, together with their descriptions (Table 5). Thirty-three of the previously-unsurveyed structures are in excess of 50 years in age.

Table 5. Standing structures within or adjacent to the APE

Structure #	Photo	Map	Name/Address	Description of Building	> 50 Years Old
1		2a	33 Olympus Road, Proctor Skating Rink Warming Room and Refreshment Stand	A one-story gable-roofed log structure on concrete foundation, built c. 1990.	
2	8	2a	28 Olympus Road	A two-story wood frame center-passage 5 bay wide house with gable roof and one-story gable-roofed wing addition, built c. 1930.	X
3		2a	24 Olympus Road	A two-story wood-frame side-passage end gable house, built in the late 19th or early 20th century. Associated two-bay garage, c. 1990.	X
5		2a	16 Olympus Road	A one-and-one-half story gable entry wood frame house of irregular plan, built c. 1940, with associated two-bay garage.	X
6	6	2a	12 Olympus Road	A one-and-one-half story wood-frame bungalow with inset front porch and gable roof, built c. 1935.	X
7		2a	8 Olympus Road	A one-and-one-half story gambrel-roofed wood-frame center passage house, built c. 1935 with a later carport and garage addition.	X

Structure #	Photo	Map	Name/Address	Description of Building	> 50 Years Old
9		2a	24 Grove Street	A two-story end gable wood frame house built c. 1890, with substantial two-story addition to rear and 20th century enclosed porch with gable roof on front.	X
10	13	2a	4 Park Street, Proctor High School	A two-story flat-roofed locally-sourced marble-faced school of rectangular plan, in the International style, built in 1952.	X
11		2a	25 Grove Street	A two-story wood-frame gable entry house with two-story bay window and one-story enclosed porch addition on street elevation, initially built c. 1910.	X
12		2a	20 Grove Street	A two-story wood-frame gable entry house with one-story shed-roof open porch, built c. 1900 and associated garage from the early 20th century.	X
13	3	2a	21 Grove Street	A two-story wood-frame gable entry house with one-story gable-roofed enclosed porch, built c. 1900, and associated two-car garage with clipped gable roof, built c. 1935.	X
18		2a	64 South Street	A one-story wood-frame ranch style house, with one bay garage attached by a now-enclosed breezeway, built c. 1960.	X
20	2	2a	60 South Street	A two-story five bay center passage wood-frame house with gable roof, with one-and-a-half story wood-frame gable-roofed wing, built in the second half of the 19th century with early 20th century additions.	X
22		2a	51 South Street	A two-story side passage gable entry wood-frame house built c. 1890, with substantial two story addition at rear. Scrollsaw work in gable. A one-story gable roofed porch of recent date shelters the entrance.	X
23		2a	49 South Street	A two-story side passage gable entry wood frame house built c. 1890. A one-story gable roofed porch of recent date shelters the entrance.	X
27		2a	33 South Street	A one-and-one-half story wood-frame house of L-shaped plan, with clipped gable roof, projecting bay window, and shed-roofed enclosed entrance porch, built c. 1880.	X
29		2a	29 South Street	A one-story wood-frame ranch style house of rectangular plan with integral garage, built c. 1970.	
30		2a, 2b	25 South Street	A one-and-a-half story cape-style five bay wide house, built c. 1970.	
31		2a, 2b	19 South Street	A one-and-a-half story wood-frame three-bay wide side-gable house of rectangular plan on marble ashlar foundation, built c. 1860.	X
32		2a, 2b	15 South Street	A one-and-a-half story wood-frame gable-entry house on marble ashlar foundation, built c. 1860, with later one-story enclosed porch on side elevation.	X
33		2b	South Street, sewer pump house	A one-story brick masonry pump house of square plan and flat roof, built c. 1965.	X

Structure #	Photo	Map	Name/Address	Description of Building	> 50 Years Old
43		2b	41 Main Street, Proctor Fire Station	A two-story gable entry four-bay fire station, the first floor of masonry construction sheathed with marble revetment; second floor of wood-frame construction, built c. 2000	
45		2b	Main Street, Town Green Gazebo	A wood-frame hexagonal open pavilion with hipped roof, built c. 1965. Other monuments are also located in the Green.	X
65		2c	13 Florence Road	A one-and-a-half story wood-frame gable-entry house with one-story wood-frame gabled addition, built c. 1875.	X
66		2c	17 Florence Road	A one-and-a-half story wood-frame side gable house on a marble ashlar foundation, built c. 1870, with later one-story wood-frame leanto addition.	X
67		2c	12 Florence Road, former Public School	A two-story wood-frame side gable house built as a school c. 1890, with substantial 20th-century additions and alterations.	X
68		2c	25 Florence Road	A one-story wood-frame ranch style house with gable roof and one-story wood-frame addition, c. 1950.	X
69		2c	45 Eden Avenue	A one-and-a-half story wood-frame house of rectangular plan, with pyramidal roof, central gabled dormer, and one-story hipped-roof entry, built c. 1880.	X
70		2c	91 Beaver Pond Road	A one-and-a-half story side gable wood-frame house with central entry and enclosed one-story porch with cross-gabled shed roof, built c. 1880.	X
71	1	2c	85 and 87 Beaver Pond Road	A one-and-a-half story side gable wood-frame house with one story porch extending along its street front, built c. 1870, together with a one-and-a-half story gable-end barn, converted to a two-car garage.	X
72		2c	83 Beaver Pond Road	A stainless steel manufactured, or mobile, home, built c. 1960.	X
73		2c	Beaver Pond Road	A one story wood-frame ranch style home with gable roof, built c. 1960 on a banked foundation, and having a shed-roofed enclosed porch and one-story addition.	X
74		2c	67 Beaver Pond Road	A one-and-a-half story wood-frame gable-entry cottage, built in the third quarter of the 19th century, with numerous later wood-frame additions.	X
75		2c	68 Beaver Pond Road	A one-and-a-half story wood-frame gable-entry dwelling built in the late 19th century, with a c. 1930 enclosed gable-roofed porch added to a side elevation.	X
76	10	2b, 2c	25 Market Street, alignment behind Proctor Gas	Two early 20th-century storage buildings; one constructed of salvaged stone blocks (built before 1922 as a locomotive shed), the other of wood frame construction. Both are rectangular in plan and have shed roofs.	X

Structure #	Photo	Map	Name/Address	Description of Building	> 50 Years Old
77		2b	17 and 19 Market Street	A paired wood-frame dwelling built in the late 19th century, of one-and-one-half stories, with side gable entry, and having a later gable-roofed open porch. Associated with a late 20th century two-bay wood-frame garage with gable roof.	X
78		2b, 2c	27 Market Street	A one-and-one-half story wood frame side gable house built c. 1870, with substantial late 20th century alterations. Accompanied by a two-bay gable-roofed wood frame garage.	X

Photo 1. Structure 71. 85 and 87 Beaver Pond Road, looking south.

Photo 2. Structure 20, 60 South Street. View looking east.

Photo 3. Structure 13, 21 Grove Street, looking southeast.

Photo 4. Structure 80, 28 and 30 North Street, looking east.

Photo 5. Structure 8, 4 Warner Avenue, looking west.

Photo 6. Structure 6, 12 Olympus Road. View to the northwest.

Photo 7. Structure 16, 71 South Street. View to the southwest.

Photo 8. Structure 2. View looking northwest at 28 Olympus Road.

Photo 9. Structure 50, 80 Main Street, view looking northwest. The Vermont Marble Company Machine Shop.

Photo 10. Structure 76, 25 Market Street, looking west. A former locomotive shed, built before 1922.

Photo 11. Structure 26, 45 South Street, St. Dominic's Catholic Church. View to the northwest.

Photo 12. Structure 37, 4 Main Street, view looking west. The Proctor Free Library.

Photo 13. Structure 10, 4 Park Street (Proctor High School), view looking southeast.

Photo 14. Structure 38, Marble Bridge. View to the northwest.

Photo 15. Structure 40, Bridge over railroad. View to the east.

5.3 Associated Landscape Features

5.3.1 Sidewalks and Curbs

Given the easy availability of marble to the local community, it is not surprising that this material was used for utilitarian purposes that would have been extravagant in other contexts. Two substantial lengths of sidewalk on South Street and Grove Street consist of marble slabs; additional areas of this type of use may lie under later asphalt sidewalks (Photo 16). Marble curbs are located along some of the public roads (Photos 13 and 18). Given the close connection with the history of the community to this particular material, these features have great historical importance.

Private site amenities, such as sidewalks connecting the street with dwellings and staircases, not-infrequently make use of the same material (Photo 2 and 17). Project impacts to all of these features should be avoided.

Later sidewalks are asphalt, with or without granite curbing. There are no preservation concerns with respect to these amenities.

Photo 16. Olympus Road Marble Sidewalk. View to the east.

5.3.2 Retaining walls

Retaining walls, either of marble or of local limestone, are used to a limited extent within the project APE. St. Dominic's Cemetery has walls that make use of both materials (Photo 18). Other examples are associated with private homes (Photos 19 and 20), former industrial facilities or with road cuts.

5.3.3 Other Street Furniture

Two small stone monuments are located adjacent to Florence Road (Crown Point Road marker) and Beaver Pond Road (Paul Gordon Anderson marker). Neither will be affected by the proposed pavement marking and signage in those areas. No other types of street furniture, which might include benches, light standards, carriage blocks, etc., were identified within the project APE.

Photo 17. Marble walkway to Structure 17, 65 South Street. View to the southwest.

Photo 18. Marble curb and fieldstone wall adjacent to St. Dominic's Cemetery. View to the south.

Photo 19. Stone retaining walls and stairway associated with site of Proctor house, adjacent to Green Option 3 alignment. View to the southeast.

Photo 20. Marble and fieldstone walls adjacent to east side of North Street. View to the east.

5.3.4 Historic Plantings and Landscape Features

There are a number of mature plantings, including trees, adjacent to or within the project APE. Impacts to large trees should be avoided, or minimized.

5.3.5 Industrial Features

There are several industrial features located within and adjacent to the project alignments. These include a railroad signal structure adjacent to the Town Green Option 3 alignment and tracks behind the Machine Shop (Photos 21 and 22). In addition, there are marble foundation remains related to the Vermont Marble Company operations adjacent to the APE in several locations (Photos 23 to 27). Project impacts to these features should be avoided or minimized.

Photo 21. Railroad signal structure and electrical box adjacent to Town Green alignment Option 3. View to the northwest.

5.4 Architectural Recommendations

The project is anticipated to have minimal impacts on historic resources. Potential impacts to associated landscape features should be avoided or mitigated, as outlined above.

Photo 22. Railroad tracks behind Vermont Marble Company Machine Shop. View to the west.

Photo 23.Marble retaining wall/foundation along the east side of North Street. View to the north.

Photo 24. Foundation of coal shed adjacent to Proctor Gas, seen on 1922 Sanborn map. View to the north.

Photo 25. Marble foundation and dam at outlet of Beaver Pond. View to the northwest.

Photo 26. Marble quarry blocks adjacent to Florence Road. View to the east.

Photo 27. Marble quarry blocks used as fill/riprap along shore of Beaver Pond. View to the north.

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 Project Area is sensitive for proximity to streams and water bodies, the confluence of those, glacial kame landforms, glacial outwash soils, glacial lake soils and the natural travel corridor of Otter Creek. The score was reduced due to disturbance. The Project Area has a score of 52. A score of 32 and above is considered to indicate precontact sensitivity.

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 or standing structures, or other documented historical activities (e.g. battlefields). The project APE has been a focus of intense historic development over nearly 200 years, with some development prior to that time. All of the potential alignments have historic structures along them, many quite close to or within the APE. In some cases, standing structures may have replaced earlier structures that could have been located within the APE of any given alignment. Based on these observations, the historic archeological sensitivity of the project is considered moderate.

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 effect those uses would likely have on archeological remains.

The project has not been designed and the extent that the project APE will extend into previously undisturbed areas or areas with precontact or historic archeological deposits is not known. Although the marble industry extensively modified the landscape of the town, such modifications are considered historic features that need to be preserved and/or documented. The archeological sensitivity for both precontact and historic deposits and features is moderate.

The alignment along Olympus Road, Grove Street and South Street has been substantially disturbed by the existing sidewalks (Photo 28). However, beyond that sidewalk are lawn areas associated with historic houses that should be considered to have archeological potential. The Village Green area is known to have been extensively filled during development of the town by the Vermont Marble Company. In addition, the flooding of 1927 substantially scoured the Green that at the time housed the railroad station and depot (Photo 29). Since that event, the railroad structures have been removed, the roadways serving the station have been removed and the Green has been turned over to lawn, trees, a gazebo and several monuments (Photo 30). The flood scouring along with the addition of several utility lines through the Green, indicate a low potential for intact archeological deposits to be present in the Green. The alignment of Option 3 is also previously disturbed by the former road that was on that alignment (Map 4).

Along North Street, the alignment is unlikely to disturb any archeological deposits due to the close proximity of the houses to the street. Once the APE reaches Florence and Beaver Pond Roads, the project consists of pavement marking and signage that will have no effect. The alignment between Beaver Pond Road and Market Street is underlain by a sewer line that has previously disturbed that area. Along Market Street there has been substantial disturbance related to road widening and shoulder grading. Around the Proctor Gas facility the preferred alignment would pass along the north side of the compound, an area that is sloped and has been disturbed by railroad and gas facility construction (Photo 31) and recent logging (Photo 32).

Photo 28. Project alignment along South Street. Note narrow existing sidewalk and adjacent level yard areas. View to the south.

Photo 29. Village Green area after 1927 flood. Note heavy disturbance around railroad depot and walkway along tracks to the right. View to the north. (Courtesy of Landscape Change Program)

Photo 30. Village Green. Note location of proposed alignments through the Green and along the right side of the railroad tracks. View to the north.

Photo 31. Preferred alignment north of Proctor Gas. Note slope and gas facility. View to the east.

Photo 32. Preferred alignment east of Proctor Gas, route of rail lines seen on the 1922 Sanborn map. Note Market Street to the left and disturbance from recent logging activities. View to the west.

6.4 Archeological Recommendations

The history of Proctor is focused on the Vermont Marble Company. The extensive development conducted by the company has greatly altered the landscape of the town. Much of that development has reduced the archeological potential of the project APE, either through landscape alteration or the APE being on former road or railroad alignments. Limiting the project ground disturbing activities to disturbance from existing sidewalks and roadways is the preferred method of addressing archeological concerns. If project disturbance is to extend beyond existing sidewalks and roadways into lawn areas in front of historic structures, those areas may require Phase IB archeological survey. The Village Green has been filled and extensively disturbed and is not recommended for archeological investigation.

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Appendix 1: VDHP Environmental Predictive Model

Vermont Division for Historic Preservation
Archeological Resources Assessment Form

DHP# _____
Organization & Recorder: Hartgen Archeological Associates, Inc./T. Jamison
Date: August 26, 2015

Envronmental Predictive Model				ArcheoMapTool GIS Model	Field Inspection Comments
Variable	Proximity	Value	Assigned Score	Variable	
A. Rivers and Streams (Existing or relict)					
1) Proximity to Rivers and Permanent Streams*	0–90 m	12	12	Layer 1: Proximity to Rivers and Permanent Streams (0-180 m)	
	90-180 m	6			
2) Proximity to Intermittent Streams	0–90 m	12		-	
	90-180 m	6			
3) Proximity to Permanent River/Stream Confluences	0–90 m	8		Layer 6: Proximity to River/Stream Confluences (0-180 m)	
	90-180 m	4			
4) Proximity to Intermittent Stream Confluences	0–90 m	12		-	
	90-180 m	6			
5) Proximity to Waterfalls	0–90 m	8		Layer 7: Proximity to Waterfalls (0-180 m)	
	90-180 m	4			
6) Proximity to Heads of Drainages	0–90 m	8		Layer 5: Proximity to Heads of Permanent Drainages (0-300 m)	
	90-180 m	4			
7) Major Floodplain - Alluvial Terrace	0–90 m	8		Layer 10: Floodplain Soils Presence	
	90-180 m	4			
8) Knoll or Swamp Island		32		Layer 1: Proximity to Rivers and Permanent Streams (0-180 m)	
9) Stable Riverine Island		32		Layer 2: Proximity to Waterbodies (0-180 m)	
B. Lakes and Ponds					
10) Proximity to Pond or Lake	0–90 m	12	12	Layer 2: Proximity to Waterbodies (0-180 m)	
	90-180 m	6			
11) Proximity to Stream-Waterbody Confluences	0–90 m	12	12	Layer 4: Proximity to Stream-Waterbody Confluences (0-180 m)	
	90-180 m	6			
12) Lake Coves, Peninsulas, and Bayheads	0–90 m	12		Layer 2: Proximity to Waterbodies (0-180 m)	
	90-180 m	6			
C. Wetlands					
13) Proximity to Wetlands*	0–90 m	12		Layer 3: Proximity to Wetlands (0-180 m)	
	90-180 m	6			

Envronmental Predictive Model				ArcheoMapTool GIS Model	Field Inspection Comments
Variable	Proximity	Value	Assigned Score	Variable	
14) Knoll or Swamp Island		32		Layer 3: Proximity to Wetlands (0-180 m)	
D) Valley edge and Glacial Landforms					
15) High Elevated Landform (e.g. Knoll Top, Ridge Crest, Promontory)		12		See Landmarks (Info Layers) and Catchment layers (Water-related Layers)	
16) Valley Edge Features (e.g. Kame Outwash Terrace)		12	12	Layer 9 Glacial Outwash and Kame Terrace Soils	
17) Marine/Lake Delta Complexes		12	12	Layer 9 Glacial Outwash and Kame Terrace Soils Presence	
18) Champlain Sea or Glacial Lake Shore Line**		12	12	Layer 8: Paleo Lake Soils Proximity (0-180 m)	
E. Other Environmental Factors					
19) Caves and Rockshelters		32		-	
20) Natural Travel Corridors (e.g. Drainage Divides)		12	12	See Landmarks (Info Layers) and catchment layers (Water-related Layers)	
21) Existing or Relict Springs	0–90 m	8		-	
	90–180 m	4			
22) Potential or Apparent Prehistoric Quarry for Lithic Material Procurement	0–90 m	8		See Soils with "M" parent material (Under Construction)	
	90–180 m	4			
23) Special Environmental or Natural Area~	0–180 m	32		-	
F. Other High Sensitivity Layers					
24) High Likelihood of Burials		32		See VAI layer (Under Construction)	
25) High Recorded Archeological Site Density		32		See VAI layer (Under Construction)	
26) High likelihood of containing significant site based on recorded or archival data or oral tradition		32		See VAI layer (Under Construction)	

Envronmental Predictive Model				ArcheoMapTool GIS Model	Field Inspection Comments
Variable	Proximity	Value	Assigned Score	Variable	
G. Negative Factors					
27) Excessive (>15%) or Steep Erosional (>20%) Slopes		-32		See Slope Layer (Info Layers folder)	
28) Previously Disturbed Land***		-32	-32	See Land Use ND Building Footprint Layers (Info Layers folder)	
Total Score:			52		

*measured from top of bank

** remains incompletely mapped; digital layer includes paleo lakes and wetlands based on soils data

*** 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)

~such as Milton acquifer, mountain top, etc. (historic or prehistoric sacred or traditional site locations, other prehistoric site types)

*Environmental predictive model limits wetlands to those > one acre in size; ArchSensMap

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Memo

To: Meeting Attendees

From: Christina Haskins, PE

Date: August 20, 2015

Re: Proctor Bicycle and Pedestrian Scoping Study – Local Concerns Meeting

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On August 19, 2015, a public Local Concerns Meeting was held at the Proctor Town Office to discuss the project and obtain public input. The following individuals attended:

Individual	Representing
Stan Wilbur	Town of Proctor, Town Manager
Dale Christie	Steering Committee Member
Steve Follett	Steering Committee Member
Susan Schreibman	Rutland Regional Planning Commission
Chrissy Haskins, PE	Dufresne Group
Robert (Bob) Stein	Resident & Cyclist
Kathryn Milillo	Resident & Cyclist
Warren A. McCullough	Resident & Former Road Commissioner
John Anderson	Property Owner
Dan Colton	Rutland Herald

I have prepared the following summary of my notes taken at the meeting:

1. Chrissy started with a PowerPoint presentation. Introductions were made and the project funding, project area, purpose and goals were summarized. Photo examples of bicycle and pedestrian facilities were presented to provide an idea of what types of facilities this project could include.
2. The meeting was then opened to public comment:
    a. Kathryn started with multiple comments:
        i. Drivers don't always understand what obstacles are for bicycles. Small potholes, stones, road kill, etc. can be easy for a vehicle to handle, but very difficult for a bicycle.
        ii. Proctor is a phenomenal area for cycling.
        iii. Route 3 is great outside of the Village. It would be beneficial to provide some warning or notification to drivers of cyclist activity in the Village.
        iv. A bicycle loop would be a great asset to Proctor.

v. People can park at the Marble Museum and take a bike tour of Proctor.

b. Bob added the following comments:
    i. Marble sidewalk is not useable for a bicycle as it is too slippery and uneven.
    ii. A white stripe on the road with a 2 foot shoulder would be great – nothing fancy is needed.
    iii. It is tight in the Village area. A shared lane may not work for all areas.
    iv. Route 3 and West Proctor Road are popular biking roads.
    v. Route 3 has a huge shoulder and it would be beneficial to sign Route 3 as a bike route.
    vi. The outside 2 feet on both sides of West Proctor Road have cracks (similar to an area with a concrete road base). Warren responded that West Proctor Road doesn't have a concrete road base.
c. Warren noted that West Proctor Road is only 20 feet wide and doesn't leave much room for bicycles.
    i. Bob responded that it isn't highly traveled so bicycles can safely travel with vehicles.
d. Steve added a few comments:
    i. Education is an important piece to safe cycling in Proctor.
    ii. The local roads are great for cycling.
    iii. There are a couple choke points – Route 3 from the cemetery to the bridge and the bridge.
e. Bob asked what the plan was to get to Beaver Pond.
    i. Chrissy responded that since it is early in the study, there isn't a plan yet; however there have been two routes discussed so far. These include Florence Road or the cross country path to the south end of Beaver Pond.
    ii. Bob noted that the cross country path would be great.
    iii. It may be possible to create a loop at Beaver Pond.
    iv. Bob asked if the cross country path was included to have a "trail" or because it was there. Chrissy responded that since it was an existing trail, it was being looked at as an option.
f. Chrissy noted that improvements may not necessary require constructing a new bicycle or pedestrian facility or replacing an existing facility. Improvements could also include signage and pavement markings in areas that are already sufficient for bicycles and pedestrians.
g. Steve mentioned the cross country route from the Church to the bridge, noting the challenges included the steep hill up to the bridge and the private properties.
h. Bob suggested that the Marble Museum could offer parking for visitors and possibly be a key point of interest on the route.
i. Bob suggested looking at an app called "Map My Ride" for bicycle routes in Proctor. The West Proctor to East Proctor loop is very popular.

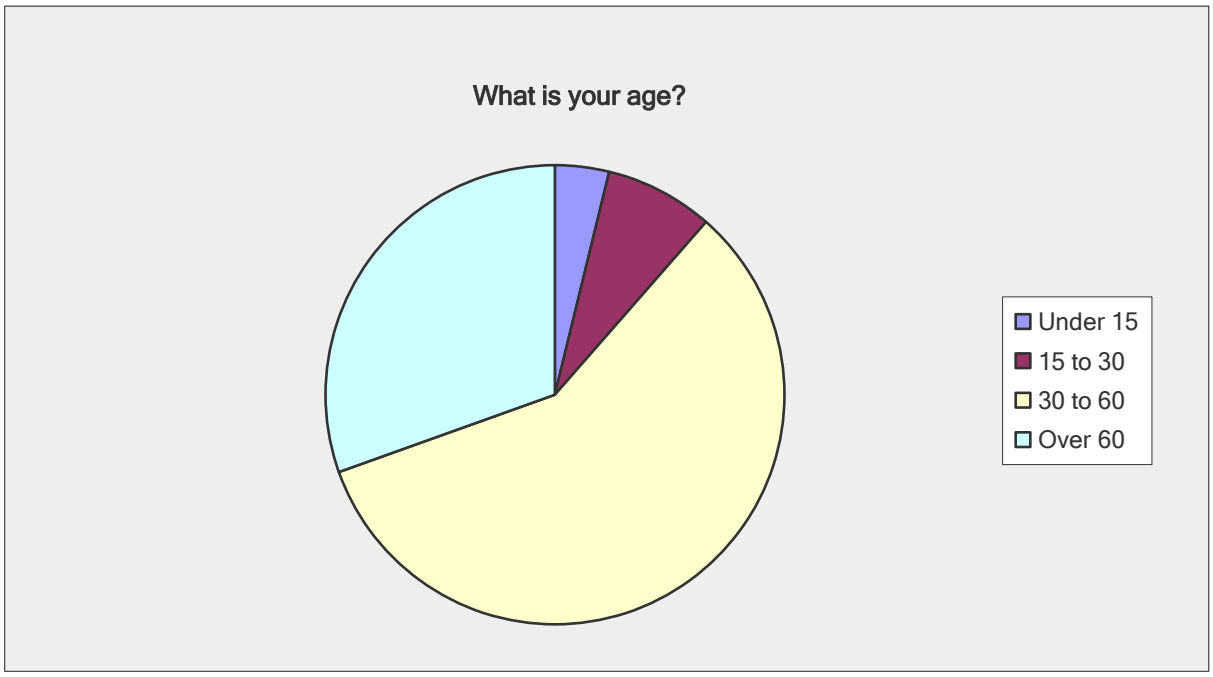
j. Susan noted that the RRPC has a regional bike map that she could bring to the next meeting.
k. Bob and Kathryn asked if there was any program that connects towns (instead of just looking within the town). They noted that inter-town bike routes could bring visitors and money into the region through bike tours (like in Europe).
l. Steve stressed that Proctor needs to be more accessible and bicycle friendly in order to bring more cycling visitors to town.
m. Bob and Warren asked what the process was, how much money does the town have and what can it be used on?
    i. Stan discussed the funding, noting that a grant of $27,000 was received from VTrans and there was a $3,000 local match from the Town. This funding is for the study.
    ii. Chrissy discussed the process from scoping study to construction and noted that the scoping study funding will be used to develop a plan. This plan can then be used to apply for additional grant funding to design and construct various projects. The proposed improvements can be constructed in phases.
n. There was further discussion on the Village area and choke points. Steve, Bob and Kathryn all noted that they did not feel unsafe when cycling in the Village.
o. Steve asked if the marble sidewalks could be removed. Warren noted that they were mostly gone and the remaining marble sidewalks are in poor condition. Bob added that they are trip hazards and can be slippery. Stan noted that any sidewalk replacement would be 5 feet in width.
p. Steve noted that the bridge may require cycling on the sidewalk. Bob indicated that experienced cyclists can ride in the road; however children should ride on the sidewalk.
q. Chrissy noted that the study should focus on both cyclists and families out for a recreational bike ride. The study should also focus on both cycling and pedestrian activity.
r. Bob indicated that there are a lot walkers on Route 3 and suggested that Route 3 from the cemetery to the bridge should be a priority.
s. Bob asked if cost estimates would be provided in the study. Chrissy responded that cost estimates would be provided for the preferred alternative. The preferred alternative could be costly, so phasing suggestions will also be included and the costs will be broken out into different areas and components.
t. Bob suggested two main capital projects: the cross country path to Beaver Pond and some type of facility on Route 3 from the cemetery to the bridge. Signage and markings should be considered in most other areas.
u. John noted that he was hoping to see a map of a route, but thought the project was a great idea. Chrissy responded that there would be potential routes presented at the next public meeting.

v. There was additional discussion on educating cyclists and drivers. Susan indicated that the State funds a private program called Local Motion, which provides education on cycling. There is also a Safe Routes to School program through VTrans, which educates children on how to walk and bike safely. Proctor is not currently active in this program. Susan noted that it would take a champion at the school to bring this back to Proctor. Stan added that every Wednesday morning, there is a "Walk to School" program where the students meet in the Village and walk to school.

3. Chrissy noted that there is a survey on-line and urged everyone to participate and share with other residents. The survey is not just for cyclists, but for drivers and pedestrians as well. The survey will be posted on the Town's website.

Proctor Bicycle Riding Survey

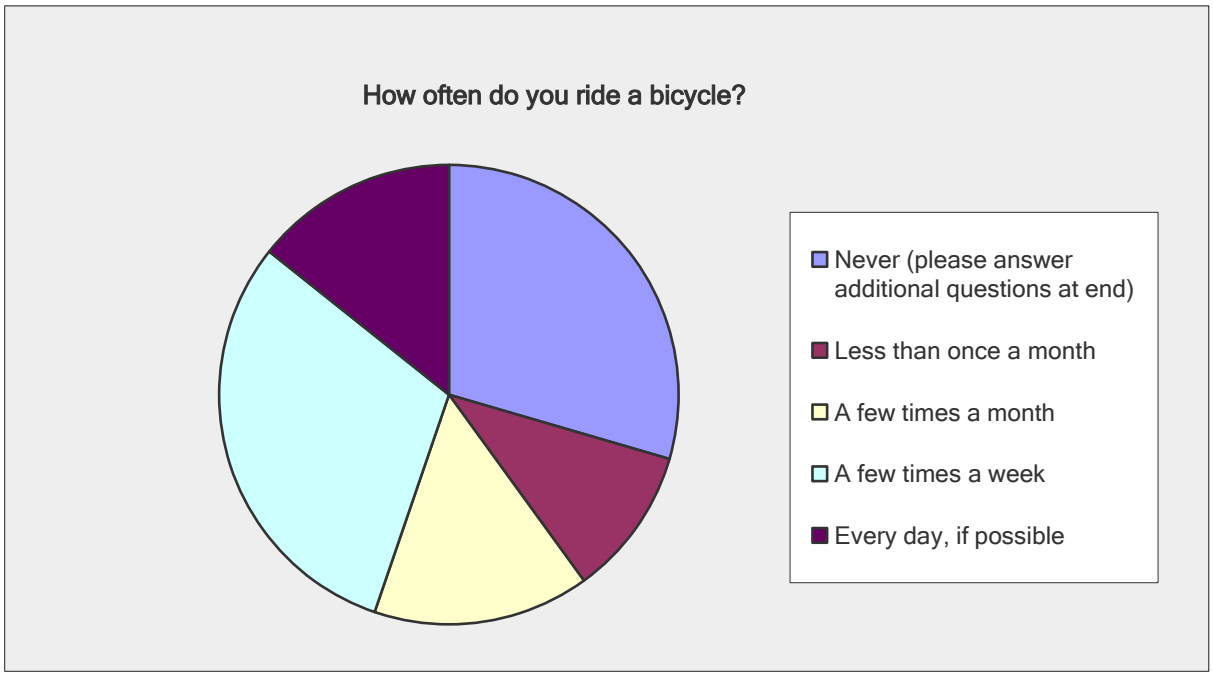
Question #1: What is your age?			
Answer Options	**Response Percent**	**Online Response Count**	**Paper Response Count**
Under 15	3.8%	4	0
15 to 30	7.6%	6	2
30 to 60	58.1%	58	3
Over 60	30.5%	25	7
	answered question	**105**	**12**
	skipped question	**0**	**0**



Proctor Bicycle Riding Survey

Question #2: How often do you ride a bicycle?

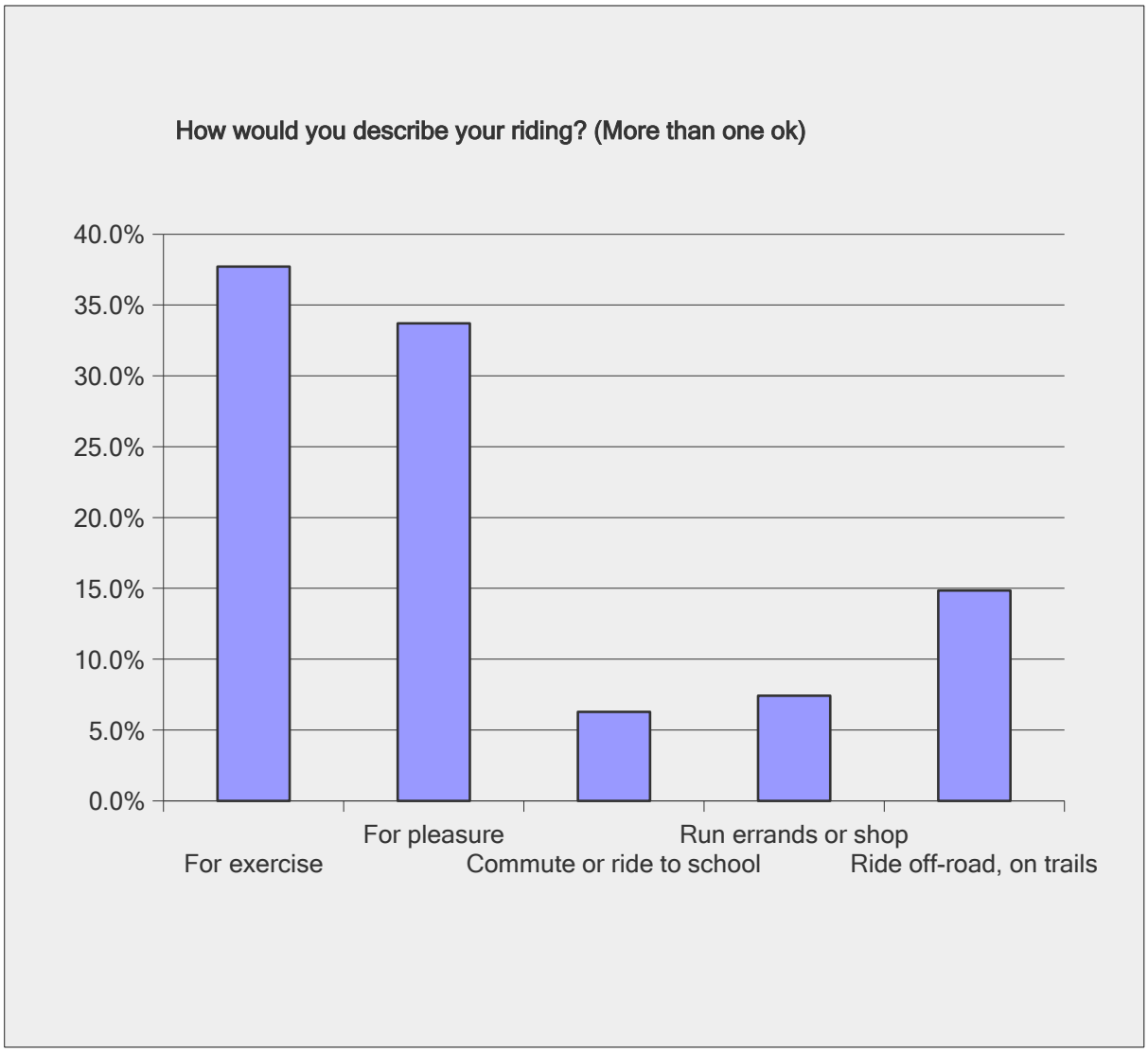
Answer Options	Response Percent	Online Response Count	Paper Response Count
Never (please answer additional questions at end)	29.5%	21	10
Less than once a month	10.5%	10	1
A few times a month	15.2%	15	1
A few times a week	30.5%	32	0
Every day, if possible	14.3%	15	0
	answered question	105	12
	skipped question	0	0



Proctor Bicycle Riding Survey

Question #3: How would you describe your riding? (More than one ok)

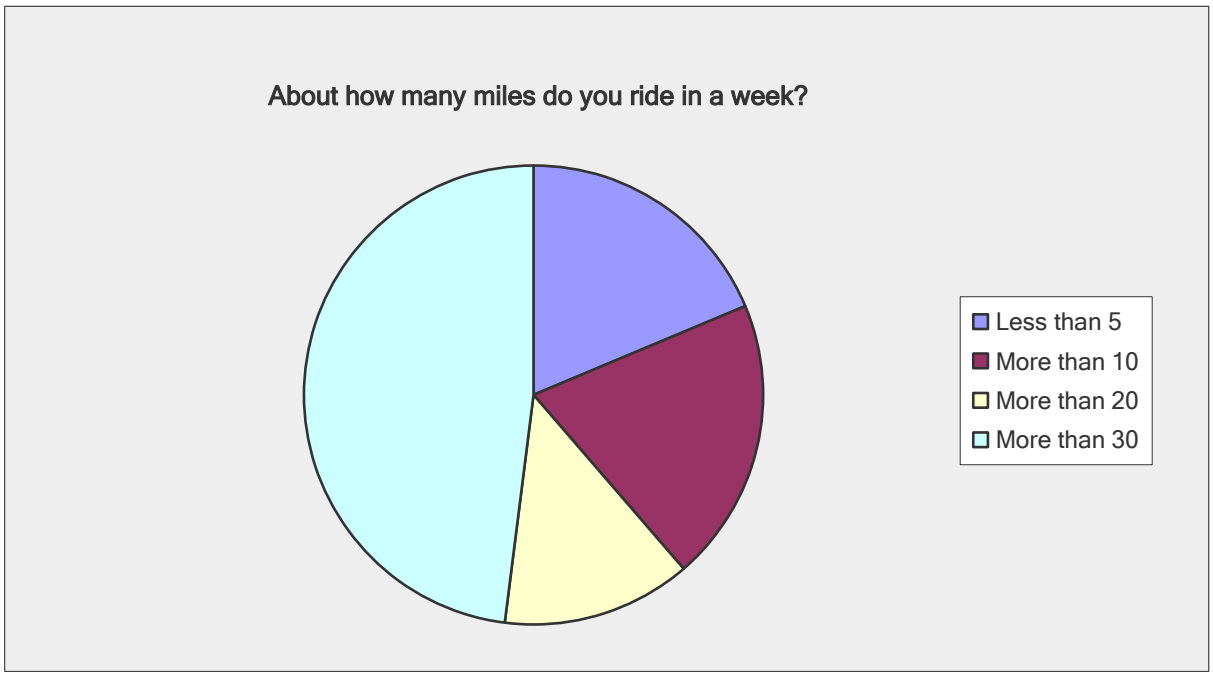
Answer Options	Response Percent	Online Response Count	Paper Response Count
For exercise	37.7%	64	2
For pleasure	33.7%	57	2
Commute or ride to school	6.3%	11	0
Run errands or shop	7.4%	13	0
Ride off-road, on trails	14.9%	24	2
	answered question	175	6
	skipped question	21	10



Proctor Bicycle Riding Survey

Question #4: About how many miles do you ride in a week?

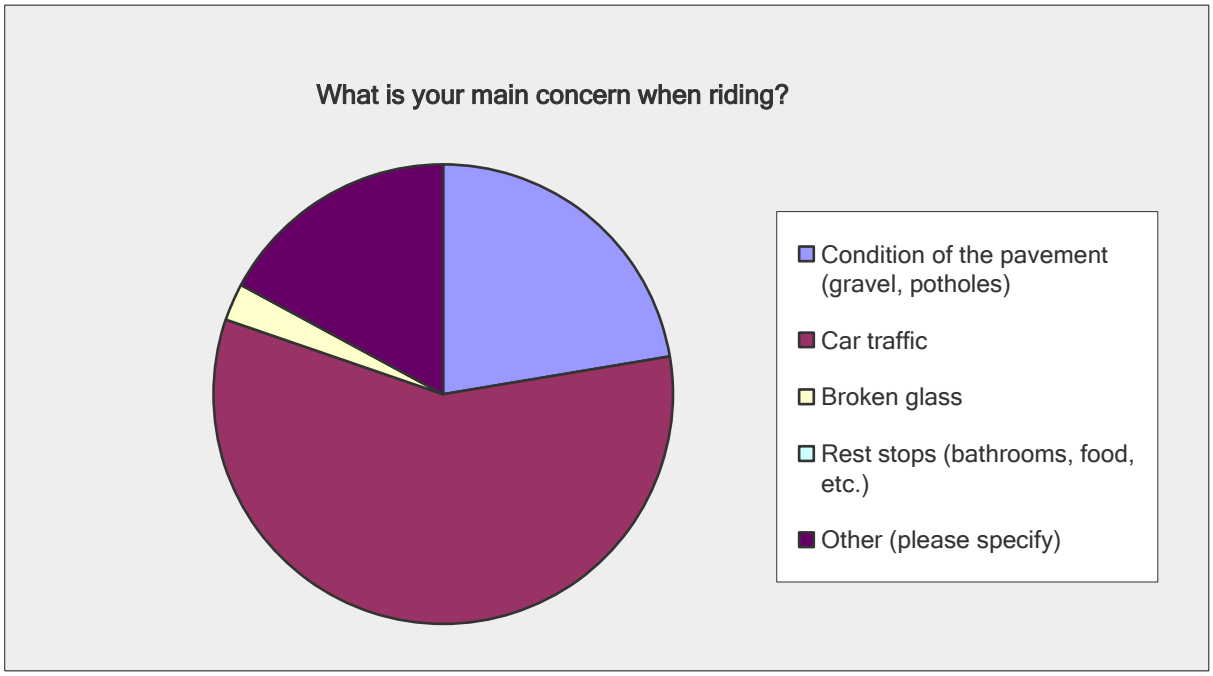
Answer Options	Response Percent	Online Response Count	Paper Response Count
Less than 5	18.7%	13	1
More than 10	20.0%	14	1
More than 20	13.3%	10	0
More than 30	48.0%	36	0
	answered question	**75**	**2**
	skipped question	**20**	**10**



Proctor Bicycle Riding Survey

Question #5: What is your main concern when riding?

Answer Options	Response Percent	Online Response Count	Paper Response Count
Condition of the pavement (gravel, potholes)	22.4%	17	0
Car traffic	57.9%	42	2
Broken glass	2.6%	2	0
Rest stops (bathrooms, food, etc.)	0.0%	0	0
Other (please specify)	17.1%	13	0
	answered question	76	2
	skipped question	19	10

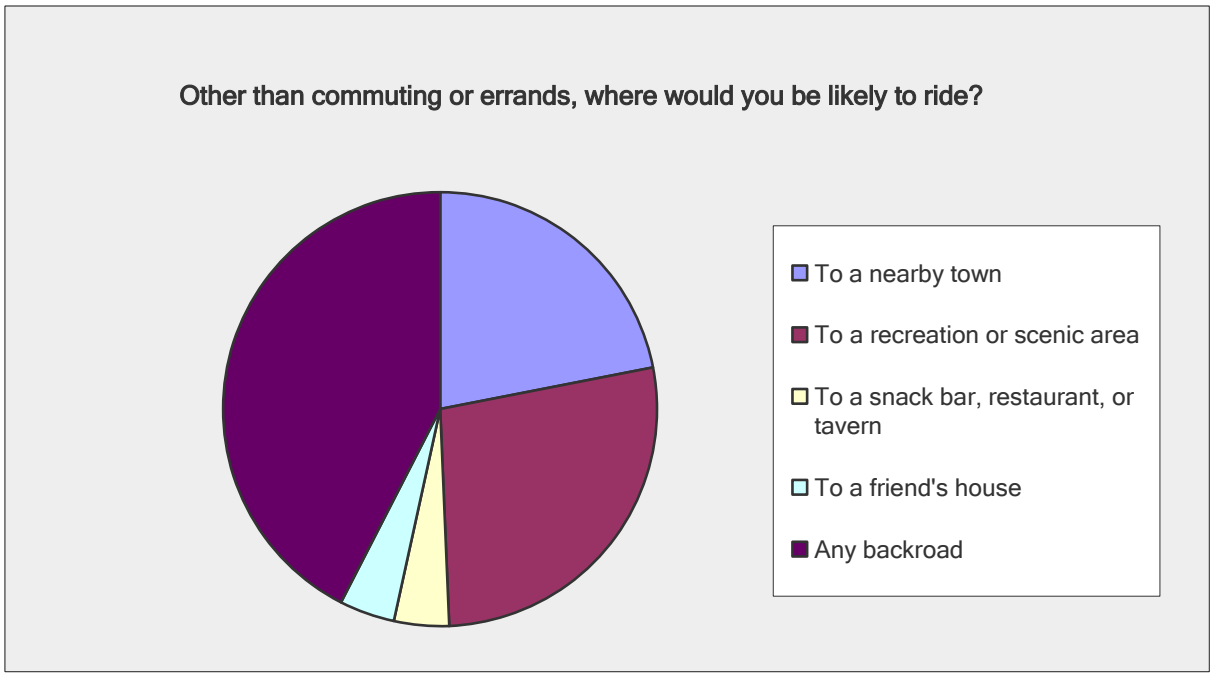


Number	Other (please specify)
1	all of the above and enjoyabilty scenic etc
2	No place to stop to use bathroom except home or possibly friends and only road riding available
3	the width of the pavement right of the white line
4	Cellphones
5	Trail conditions and access
6	Car traffic is #1. Then comes potholes and pavement cracks.
7	Fog lines on shoulders. Traffic calming.
8	Not being seen by a driver of an vehicle
9	Fun and safe
10	pavement, traffic,bike lane
11	Bicyclists weaving in front of my vehicle
12	Uninformed and inconsiderate motorists
13	no concerns

Proctor Bicycle Riding Survey

Question #6: Other than commuting or errands, where would you be likely to ride?

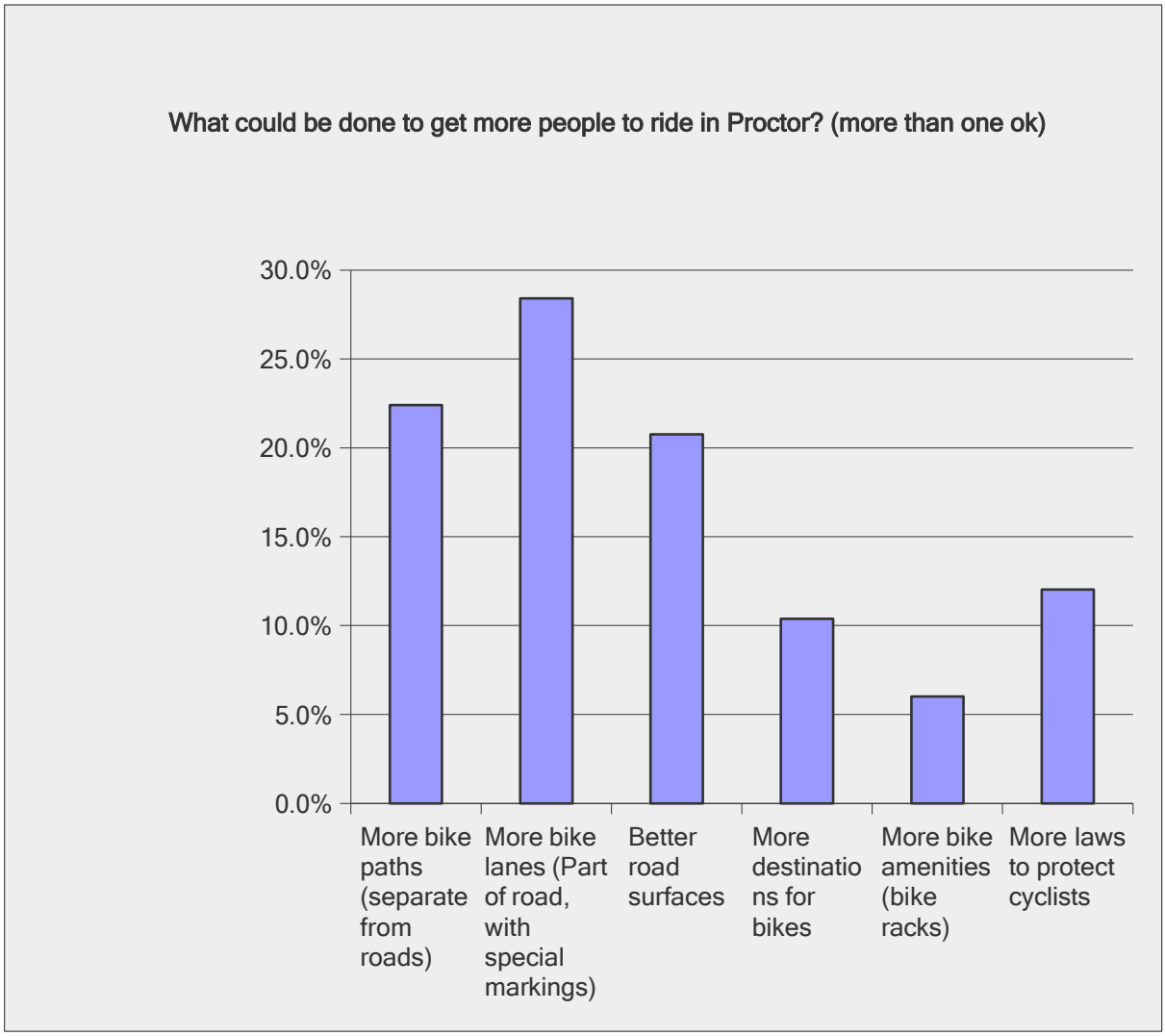
Answer Options	Response Percent	Online Response Count	Paper Response Count
To a nearby town	21.9%	16	0
To a recreation or scenic area	27.4%	18	2
To a snack bar, restaurant, or tavern	4.1%	3	0
To a friend's house	4.1%	3	0
Any backroad	42.5%	31	0
	answered question	73	2
	skipped question	22	10



Proctor Bicycle Riding Survey

Question #7: What could be done to get more people to ride in Proctor? (more than one ok)

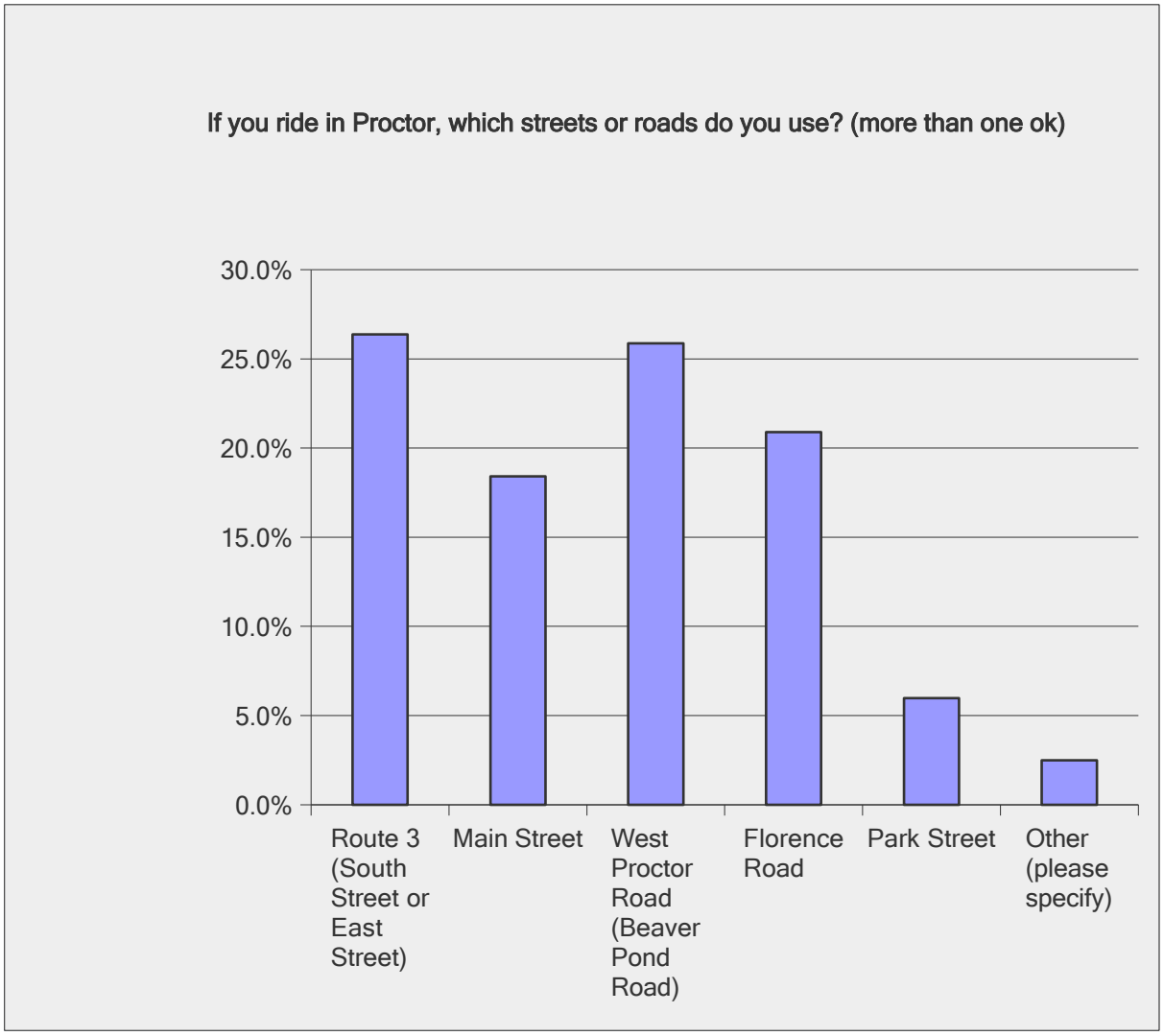
Answer Options	Response Percent	Online Response Count	Paper Response Count
More bike paths (separate from roads)	22.4%	39	2
More bike lanes (Part of road, with special markings)	28.4%	52	0
Better road surfaces	20.8%	36	2
More destinations for bikes	10.4%	17	2
More bike amenities (bike racks)	6.0%	10	1
More laws to protect cyclists	12.0%	22	0
	answered question	183	7
	skipped question	16	8



Proctor Bicycle Riding Survey

Question #8: If you ride in Proctor, which streets or roads do you use? (more than one ok)

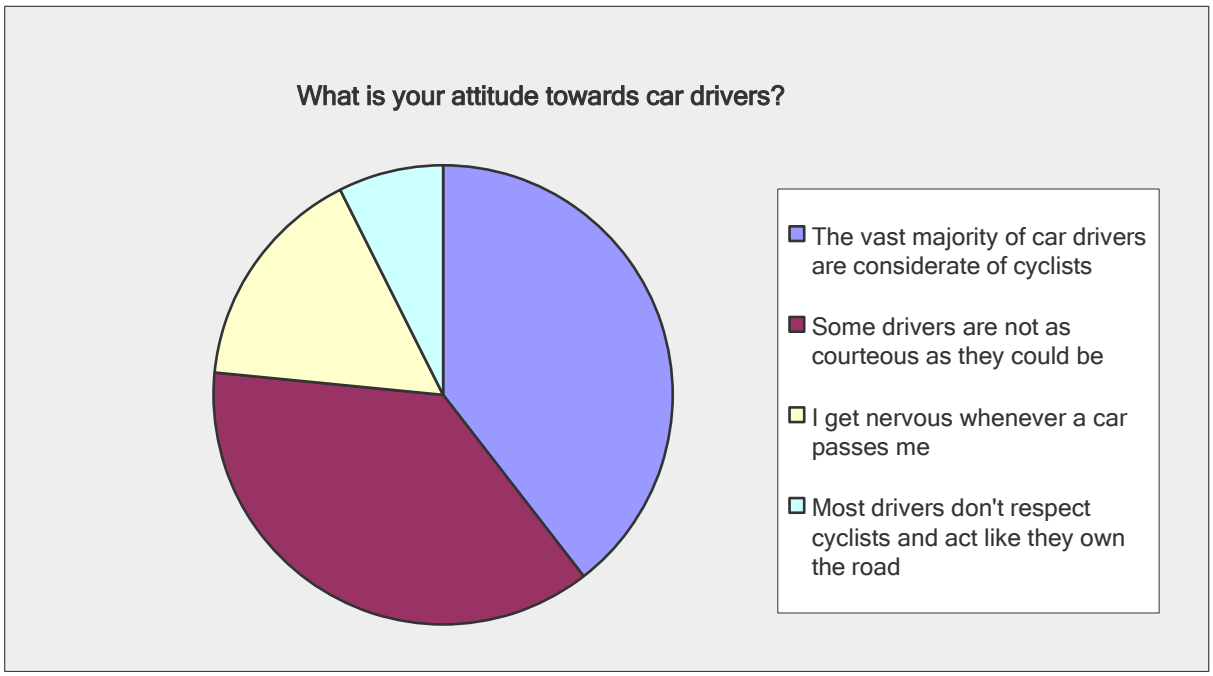
Answer Options	Response Percent	Online Response Count	Paper Response Count
Route 3 (South Street or East Street)	26.4%	53	0
Main Street	18.4%	37	0
West Proctor Road (Beaver Pond Road)	25.9%	52	0
Florence Road	20.9%	42	0
Park Street	6.0%	12	0
Other (please specify)	2.5%	5	0
	answered question	201	0
	skipped question	30	12



Proctor Bicycle Riding Survey

Question #9: What is your attitude towards car drivers?

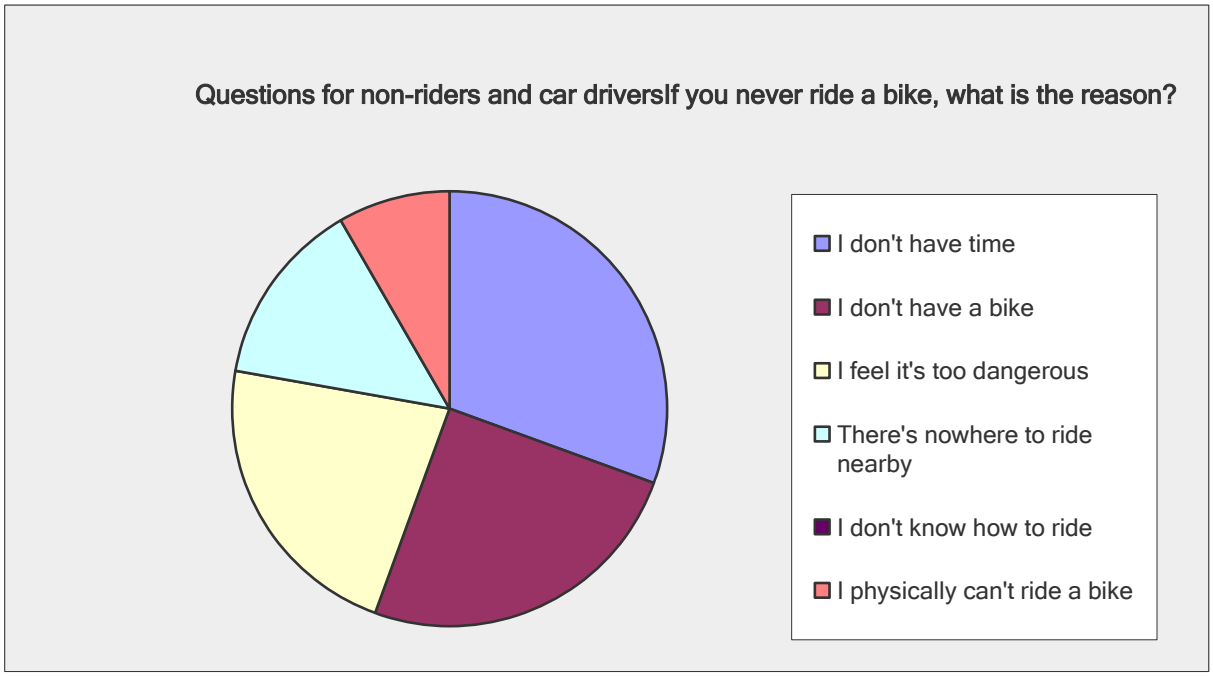
Answer Options	Response Percent	Online Response Count	Paper Response Count
The vast majority of car drivers are considerate of cyclists	39.5%	31	1
Some drivers are not as courteous as they could be	37.0%	28	2
I get nervous whenever a car passes me	16.0%	11	2
the road	7.4%	6	0
	answered question	**81**	**5**
	skipped question	**17**	**8**



Proctor Bicycle Riding Survey

Question #10: Questions for non-riders and car driversIf you never ride a bike, what is the reason?

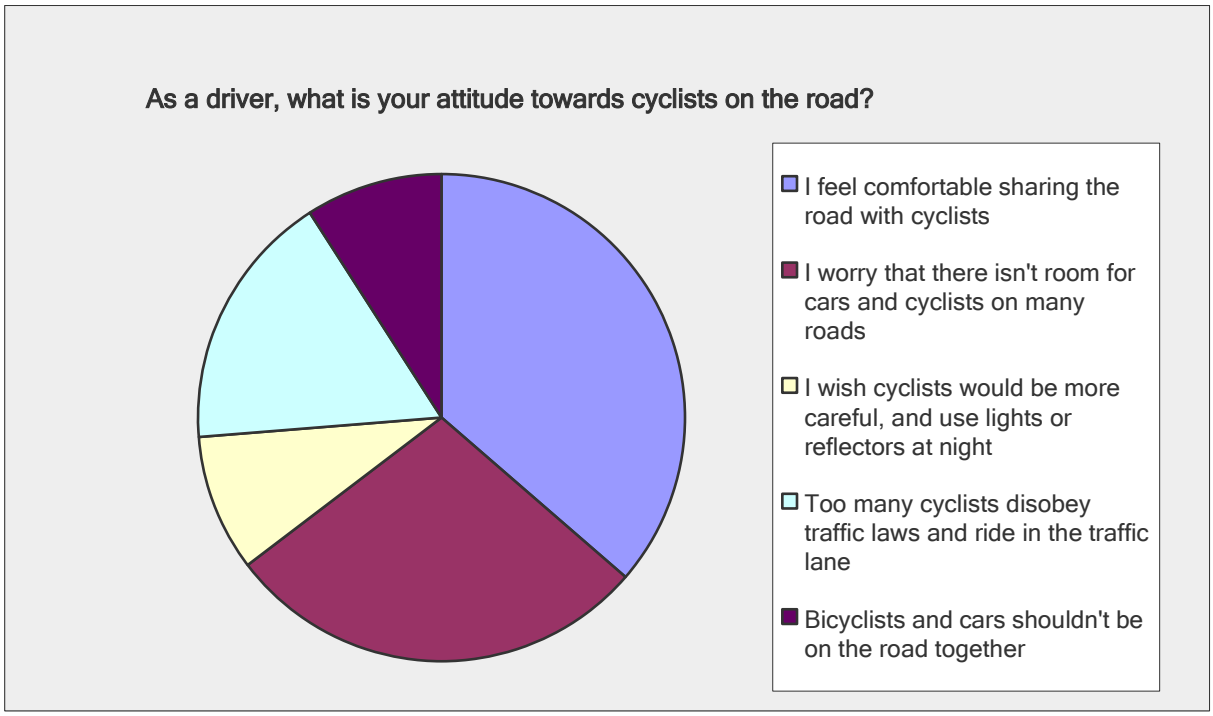
Answer Options	Response Percent	Online Response Count	Paper Response Count
I don't have time	30.6%	8	3
I don't have a bike	25.0%	5	4
I feel it's too dangerous	22.2%	7	1
There's nowhere to ride nearby	13.9%	4	1
I don't know how to ride	0.0%	0	0
I physically can't ride a bike	8.3%	3	0
answered question		36	9
skipped question		66	3



Proctor Bicycle Riding Survey

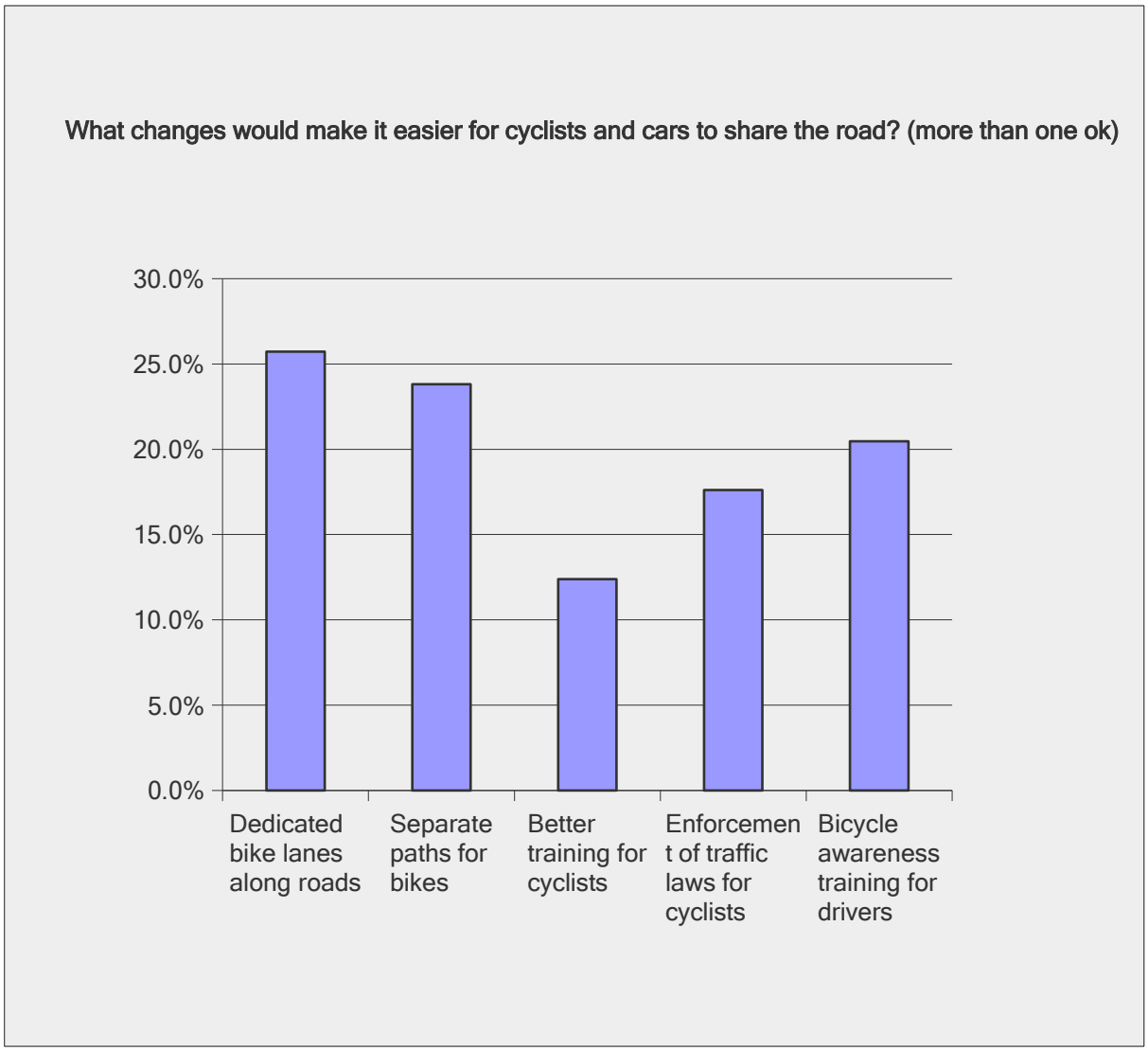
Question #11: As a driver, what is your attitude towards cyclists on the road?

Answer Options	Response Percent	Online Response Count	Paper Response Count
I feel comfortable sharing the road with cyclists	36.4%	35	1
roads	28.3%	25	3
reflectors at night	9.1%	4	5
traffic lane	17.2%	10	7
Bicyclists and cars shouldn't be on the road together	9.1%	7	2
	answered question	99	18
	skipped question	12	0



Proctor Bicycle Riding Survey

Question #12: What changes would make it easier for cyclists and cars to share the road? (more than one ok)			
Answer Options	**Response Percent**	**Online Response Count**	**Paper Response Count**
Dedicated bike lanes along roads	25.7%	48	6
Separate paths for bikes	23.8%	42	8
Better training for cyclists	12.4%	23	3
Enforcement of traffic laws for cyclists	17.6%	32	5
Bicycle awareness training for drivers	20.5%	42	1
	answered question	**210**	**23**
	skipped question	**8**	**1**



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Memo

To: Meeting Attendees

From: Christina Haskins, PE

Date: March 17, 2016

Re: Proctor Bicycle and Pedestrian Scoping Study – Alternatives Presentation

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On March 16, 2016, a public Alternatives Presentation was held at the Proctor Town Office to discuss the project and obtain public input. The following individuals attended:

Individual	Representing
Stan Wilbur	Town of Proctor, Town Manager
Dale Christie	Steering Committee Member
Steve Follett	Steering Committee Member
Susan Schreibman	Rutland Regional Planning Commission
Chrissy Haskins, PE	Dufresne Group
Tim Calabrese	Good Earth Landscape Company
Robert (Bob) Stein	Resident
Kathryn Milillo	Resident
Warren A. McCullough	Resident
Ann Reed	Resident
Patrick Arkinson	Resident
Dan Colton	Rutland Herald

I have prepared the following summary of my notes taken at the meeting:

1. Chrissy started with a PowerPoint presentation. Introductions were made and the project area, purpose and need and survey results were summarized. Alternatives for the southern, middle and northern sections of the project were presented, along with typical cross sections.
2. The meeting was then opened to public comment:
    a. Kathryn asked if the alternative to utilize an existing path to the east of the railroad tracks in the Town Green would require a rail crossing and if so, where would that be. Chrissy responded that this alternative would require a rail crossing and it is anticipated that the path would utilize the existing vehicle crossing north of the Town Green. Kathryn noted that rail crossings should be perpendicular for bicycle safety.

b. It was noted that GMP will be installing an overlook on the west side of the river as part of their contract.
c. Ann noted that the extra width on Main Street is typically used for parking during larger events. If bicycle lanes are added, cars will likely park in the bicycle lanes during events.
d. It was noted that there is a plan for the college to have students attending classes in Proctor and the students may need parking. There was some discussion that the school will likely bus undergraduates in, but graduates would need to drive. Stan noted that the college presented to the Planning Commission and showed that the parking needs could be met with parking lots.
e. Warren asked what the pathway material would be. Chrissy noted that the pathway could be paved or gravel, depending on what the Town preferred.
f. The property ownership at the south end of Beaver Pond was discussed. Stan noted that the Town was in the process of taking over the property from Omya.
g. Warren noted that in the fall and spring, Florence road has limited sun and can be icy.
h. Kathryn asked where children would ride on Route 3 and if temporary barriers could be installed to protect cyclists along the retaining wall portion of Route 3. Chrissy noted that children would likely ride on the sidewalk along Route 3 as it is a busy road. There was a short discussion on sidewalk improvements as the existing sidewalks are not suitable for bicycles. Chrissy noted that one of the options for the Town to decide on is where to replace sidewalks.
i. Kathryn noted that she sees value in the pathways (away from roads) as they will likely encourage tourism.
j. Ann asked if VTrans would require a specific sidewalk material. Chrissy noted that the sidewalks could likely be concrete or asphalt as the Town already has asphalt sidewalks; however the sidewalk material may be influenced by VTrans requirements. Chrissy discussed that the existing marble sidewalks may need to be reused, possibly by setting the marble into concrete sidewalks. This would ultimately be determined during final design. There was a discussion about other VTrans projects that were required to use concrete instead of asphalt. Chrissy will discuss this with the VTrans project manager to get additional information on how VTrans makes decisions on material requirements.
k. Warren asked what the width of new sidewalks would be. Chrissy responded that new sidewalks would be 5 feet minimum.
l. Warren asked who would speak with landowners. Chrissy noted that in most cases, discussions with landowners would occur during the final design process. However, if there is a large impact to a private property, it may be beneficial to have a preliminary discussion with the property owner now.
m. Kathryn asked when the next meeting would be. Chrissy noted that it was not yet scheduled, but would likely be in the spring (possibly May).

n. Kathryn asked if the figures were available on the website. Stan noted that they could be uploaded, as long as there was sufficient space available. Chrissy suggested that the figures be uploaded once they are finalized.
o. There was a discussion on potential parking areas for pathway users. The Marble Museum has a parking lot that could be utilized for parking.
p. Stan noted that the Town was considering adding a canoe access by the sewer pump station and that GMP would be installing a recreational area below the dam.

3. Chrissy indicated that the preferred alternative, draft report, cost estimates and potential funding sources would be presented at the next public meeting in the spring.

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Memo

To: Meeting Attendees

From: Christina Haskins, PE

Date: February 10, 2017

Re: Proctor Bicycle and Pedestrian Scoping Study – Public Meeting

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On February 8, 2017, a public meeting was held at the Proctor Town Office to discuss the project and obtain public input. The following individuals attended:

Individual	Representing
Bruce Baccei	Town of Proctor, Selectboard
Stan Wilbur	Town of Proctor, Town Manager
Dale Christie	Steering Committee Member
Steve Follett	Steering Committee Member
Rick Moreno	Steering Committee Member
Chrissy Haskins, PE	Dufresne Group
Brad Thomas	Resident

I have prepared the following summary of my notes taken at the meeting:

1. Chrissy started with a PowerPoint presentation. The preferred alternative was summarized. Costs and phasing plans were presented. Funding opportunities were discussed.
2. The meeting was then opened to public comment:
    a. Stan asked if this study met the requirements of the Complete Streets Law. Chrissy noted that since the study considered all users, it did meet the requirements of the Complete Streets Law.
    b. Brad noted that the sidewalk on South Street is in poor condition and needs improvement sooner than 2021. He added that it is a hazard and there are several school-aged students that use it to walk to school.
    c. There was a general discussion on how to fund the various phases of the project.
    d. There was a discussion on the material for the shared use path. It was noted that snowmobiles use the trail currently and maybe bituminous concrete was not the best material. Chrissy noted that the path could be installed as gravel and then upgraded to bituminous concrete later if there was a need for it.

3. The committee approved the report.
4. There was some discussion on grant writing and who may be able to assist the Town with the upcoming grant application. The Town will contact the Rutland Regional Planning Commission and Susan Schreibman.