

Vermont's

Route 30



Stone Valley Scenic Byway



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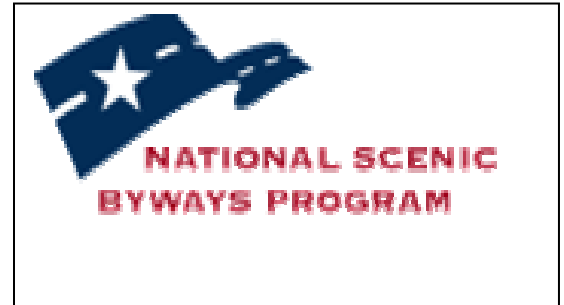
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Section I: The Scenic Byway Program – Background and Applicability to Southwestern Vermont

A. The National Scenic Byway Program

A byway is a special route (or network of routes) that offers travelers access to beautiful scenery, recreational opportunities, and natural, cultural, and historic resources. Byways provide an antidote to the monotony of high-speed linear travel and introduce people to places that otherwise might be passed by. They can be roads that lead to spectacular destinations or can be quiet roadways rich in local history. They can traverse rural, suburban, or urban landscapes and may be called by any number of names: rustic roads, scenic highways, historic roadways, or backways. The common thread is that a byway must be a roadway that a community regards as a special resource to be promoted and managed.



The recent increase in Scenic Byway interest has been supported by funding opportunities provided through the Federal Highway Administration (FHWA) and recent legislation which created and developed the National Scenic Byways Program to:

- Assure that Americans know and appreciate scenic, cultural and natural resources.
- Induce economic development in communities and regions.
- Manage and enhance scenic, cultural and natural resources.
- Manage traffic by diverting and channeling tourist traffic.
- Encourage visitors to come, stay, and travel.

The National Scenic Byway Advisory Committee was established to assist in the development of the national program. This committee determined that for the program to be effective, the following guidelines should apply:

- The byways must be significant in at least one of the six intrinsic value categories: scenic, historic, natural, cultural, recreational, and archaeological.
- A scenic byway program should focus on the recognition, interpretation, maintenance, enhancement, and preservation of the byways' intrinsic qualities.
- A management plan should be prepared which demonstrates a commitment to preserve and manage identified resources. The expectation is that designation as a byway will increase tourism, create new jobs, and foster economic development. As such, the management plan should have a narrative describing proposed marketing efforts.
- Designated Scenic Byways must accommodate 2-wheel drive autos and should ensure safe access for bicycles and pedestrians.

Since 1992 nearly all of the States have established programs that allow for designation of State Scenic Byways. States can then nominate those roadways as National Scenic Byways, and the best of those can be designated as All-American Roads, the “cream of the crop” of the National Scenic Byway Program.

B. Corridor Management Plan

A Corridor Management Plan (CMP) addresses the long-term objectives and management of the byway, outlines the vision and goals for the byway, and presents strategies to achieve and sustain those goals. The following elements must be addressed in the CMP.

Stewardship:

The CMP identifies measures that can be taken to protect and enhance a byway's resources. It outlines the responsibilities of the individuals and organizations that will contribute to the long-term enhancement, conservation, and promotion of a byway.

Tourism Development:

Attracting tourism is often one of the reasons that byway designations are sought. Some planning is necessary to ensure that byway designation and related improvements benefit both local communities and visitors. The CMP must not only identify the accommodations and services available to a visitor today, but also the businesses and services that may improve tourism in the future.

Marketing and Promotion:

Marketing and promotion are essential to the success of any byway. The CMP identifies strategies to make potential visitors aware of the byway, its resources, and its location. These strategies may include targeted advertising, signs, production and distribution of brochures, website development, and other techniques.

Resource Interpretation:

The CMP identifies locations for information centers and interpretive markers that will educate visitors about the byway and its resources. Printed and on-line materials also will provide interpretive information. Additional opportunities for interpretive displays or materials should be identified.

Support and Implementation:

A management entity will be established to direct coordination and advocacy of the byway and to ensure that progress is made toward meeting vision and goals. The CMP identifies the people and organizations that will participate and their specific responsibilities. Also identified are people and organizations that are committed to assist in the implementation of the byway and the responsibilities they have accepted.

Transportation Safety:

The CMP identifies potential impacts that the byway may have on the safety, operations, or maintenance of the road. It recommends needed improvements, eligible under the Byways Program, to enhance safety while promoting resources along the corridor.

C. Goals and Objectives

A visioning process was used to develop local goals and objectives for the byway. Regional goals and objectives were then identified based on commonalities observed during the local processes.

Unify the communities along Route 30.

Strengthen the role of Route 30 as an important travel corridor through southwestern Vermont through tourism promotion and economic development. Overcome jurisdictional barriers through development of regional interpretive products, marketing, information sharing, resource management, and transportation improvements.

Strengthen the economy of the Route 30 Region.

Encourage regional tourism, marketing, and education initiatives, particularly those designed to support farming and forestry. Maximize the experience for travelers through the region -- entice existing visitors to stop and stay rather than drive through. Utilize image branding for regional value-added products.



Route 30 connects communities along the "Stone Valley" in Bennington County and Rutland County.

Improve and maintain the quality of life in the Route 30 region.

Rejuvenate communities for the benefit of residents and visitors. Develop themed programs and events that can be shared throughout the region. Improve safety and comfort for motorists, bicyclists, and pedestrians who travel along Route 30. Coordinate needs and opportunities for tourism and economic development to benefit rather than harm residents' quality of life.

Ensure that visitors "see and do" the Route 30 Byway.

Recognize the outstanding quality of Route 30 for bicycle travel and seek opportunities for roadway improvements to promote bicycle access and safety. Strengthen opportunities for bicycling, walking, and intermodal travel to reduce visitors' dependence on automobile travel. Establish a network of "themed" routes for various modes of transportation that links sites throughout the Region -- i.e. Birding Trail, Geology Trail, etc.

Ensure that the traveler's experience along the byway meets or exceeds expectations.

Designate a network of communities that will serve as focal points for Byway activities and which will provide visitor information and services. Provide "themed" interpretive products that tell the story of the region in a lively and meaningful way. Establish public restrooms throughout the region.



There is much to be seen and many stories to be told along the Stone Valley Scenic Byway.

Provide for local management of resources in a self-sustaining manner.

Manage the roadsides to enhance community character and qualities (stonewalls, wildflower plantings, pull-offs with historic markers) through public/private partnerships. Support efforts for protection and restoration of natural resources including lakes, rivers, forests, agricultural lands, and scenic views. Ensure that programs and events for the Byway are established and supported at the local level. Improve recreational opportunities while respecting private property and minimizing conflicts between users. Work to coordinate the promotion of Byway resource sites to maintain their viability.

D. Southwestern Vermont

Byway Efforts

The communities of Rutland County and Bennington County share a desire to promote economic development in a manner that balances economic development and tourism with stewardship of important local resources. Successful byway programs have been developed in nearby communities, as well as across the State of Vermont. Regional efforts include the Molly Stark Trail along Route 9 to the south. The Molly Stark Trail travels through the Green Mountains from Bennington to Brattleboro, benefiting visitors by fusing spectacular views and natural amenities with rich history and cultural splendor.

Other Vermont byways include the Lake Champlain Trail located in the northwest near Burlington, the Mad River Byway located in central Vermont west of Montpelier, the Middlebury Gap Scenic Highway located east of Middlebury along VT 125, and the Smuggler's Notch Scenic Highway located north of Snowe along VT 108. The Connecticut River Scenic Byway, along the eastern Vermont border, was awarded National Scenic Byway status in 2005. There are opportunities for sharing information and marketing efforts between these existing scenic byways, as well as potential byways, for the betterment of all.

The area of the Route 30 corridor, between Manchester in the south and Poultney in the north, follows a beautiful valley containing rivers, streams, verdant agricultural lands, and historic villages, all set against a spectacular backdrop of near and distant mountains. This corridor provides a unique experience that can be improved through a carefully planned and successfully implemented byway program. It is the unique valley geology that has given us this remarkably diverse landscape that includes some of Vermont's most outstanding resources and it is the valley that will give the byway its theme: The Stone Valley Scenic Byway.

Geologic History

The Stone Valley Scenic Byway is rich in geologic history and character, as exemplified by the Taconic Mountain Range. Topographic relief is often considerable as the valleys between the mountains (several of which exceed 3,000 feet in elevation) lie at relatively low elevations. The Taconics are the dominant topographic feature of the Stone Valley Scenic Byway, and owes its awe-inspiring features to several geologic characteristics (to be introduced shortly). The steep mountains are formed by the earth's crust being broken into a series of horizontal sheets, which were then shoved on top of each other. As this occurred several sheets of rock were pushed upwards due to the process. One of the sheets that was stacked was a hard erosion resistant layer called the 'Taconic Klippe'. The Taconic Klippe itself did not get pushed to high elevations, but other layers were stacked on top of the Taconic Klippe, and they formed the impressive mountain range. The Taconic Klippe extends north-northeastward to include southwestern Vermont, the area of the Stone Valley Scenic Byway.

These mountains are underlain by phyllites and schists, with economically important marbles and slates found at lower elevations and in the valleys. Having these materials accessible at lower elevations gives the byway its name, the 'Stone Valley'. The marble is formed from the metamorphism of limestone, whereas slate is formed from the metamorphism of shale. Limestone and shale were each sheets that were stacked in the process that formed the Taconics, as described in the paragraph above, before undergoing the process of metamorphosis. This process can be defined as the mineralogical, chemical and crystallographic changes in a solid-state rock in response to new conditions of pressure, temperature, and/or fluids.

Rutland County History

The history of Rutland County is characterized by periods of growth and change. Throughout the early settlement period and Revolutionary period, immigration to Rutland County was different than immigration to other parts of the state. This was largely due to the New York settlers from the west and their immigration eastward to Vermont, via the Crown Point Road built in 1759. Though true, agricultural settlement and initial economic development in the region proceeded as in other areas in western and northern New England, as well as northern New York State.

From 1785 to 1820, immigration to the region became more typical of the general immigration to Vermont. Potash production and wheat cultivation, staples of backcountry development in the mid-Atlantic and New England regions throughout the century, provided the wherewithal to establish a prosperous agrarian society with small-scale crafts and water-powered mills. The development of commercial networks, centered in villages, occurred in the region as it did throughout New England during the period.

The development and subsequent decline of the region's iron industry, although quite distinctive for Vermont, paralleled the growth cycle in iron industries of western Massachusetts and Connecticut and along Lake Champlain in New York during the first half of the 19th century. The attainment of

effective full agricultural settlement, by about 1820, followed by net out-migration in rural areas was also a stage in the development of agricultural settlements in the Rutland Region.



Evidence of renewed interest in the region's sheep-raising agricultural heritage.

Between 1820 and 1850, the county took a leading regional role in "the wool-growing craze", at least in terms of the number of sheep raised. It is evident that some farmers, mostly in valley towns, specialized in "wool-growing", while others, generally in upland areas, specialized in raising root crops or tending cattle for dairy and beef. With these specializations farmers became increasingly involved in a cash economy, and small commercial and mill villages developed as a result.

Railroads, together with steam-power technology, between 1850 and 1910 spurred the rapid and profitable exploitation of the stone and wood resources of the region, much as they did throughout Vermont, New Hampshire, and the rest of the nation. In the region these industries, together with related manufacturers, came to dominate the local economy and replaced agriculture as the primary source of wealth. Agriculture continued to be a major economic sector, though, and the construction of railroads through the region accelerated its specialization and commercialization. In a near reversal of the wool-growing era, between 1850 and 1900 farmers in valley towns (with good rail access) tended to specialize in dairying and stock breeding, while sheep raising was more found in upland areas of the region; despite these trends, however, significant diversity of agricultural pursuits within and among farms remained. Due to better access to metropolitan markets, as well as local demand, dairying in the region moved from cheese to butter to fluid milk sales earlier than more northerly portions of Vermont.

Some of the key growth industries over this period were the marble and slate industries. Labor strikes occurred in the marble industry as early as 1859, but did not achieve any measurable success once the industry was consolidated. Labor strikes in the slate industry apparently did not occur until after the 1870s depression, and only achieved significant impact in a 1907 strike, which became national in scope.

Wood products and other manufacturers were also significant components of the regional economy during this period. Between 1865 and 1910, a variety of lumber and charcoal companies clear-cut tens of thousands of acres in the Green Mountain areas of the region; in 1880 lumbering and wood products manufacturing comprised almost one-fifth of the region's manufacturing work force. Foundry work related to the railroad and the stone industries, grew out of the older ironworks, as did the single largest manufacturer, the Howe Scale Company, which employed almost half of the Rutland City work force in 1909. In 1899 Rutland City itself accounted for about one quarter of both county employment and value of manufactured goods, and ranked second in the state for its employment and manufactures

The economic dominance of industries over agriculture clearly increased steadily over the 1850 to 1910 period. The industries encouraged Irish, Welsh, French-Canadian, Swedish and Italian immigration to Rutland Region industrial villages, which reached a peak in 1910 when almost 17 percent of the region's population was foreign-born and another 25 percent were natives born of at least one foreign parent.



Slate mines dot the landscape in the central portion of the Stone Valley; some are dormant and filled with water while others remain active.

Commerce for the most part expanded throughout the steam age in the regional industrial villages, as shown in the paragraphs above. Regional per capita income in farm communities remained high overall, but the most notable gains during the period were made in industrial villages with commercial centers and manufacturing that went beyond typical stone products. Towards the end of this period many small-scale manufacturers were replaced by merchants selling mass-produced goods, and financial, shipping, communication, and personal services and professions multiplied. This movement away from manufacturing was typical of nation-wide trends for the time period.

In the 20th century, Rutland County industrialization and urbanization reached its peak before the First World War; thereafter the regional stone and wood products industries went into decline, removing the underpinnings of related

manufactures and commerce in most of the industrial villages. Rutland City emerged as the leader of manufacturing in the region providing over a third of industrial employment and near one half of the value of manufactures in the region. Agriculture became almost synonymous with dairying, as increased government involvement in milk pricing and marketing made it the most profitable agricultural specialty. Most other specialties and diversified practices were abandoned with the number of farms and acres in farms declining and their average size increasing.

At the beginning of the 20th century mobility became an increasing topic of concern. Rail was a primary mode during this time period. The largest, most traveled electric street railway in Vermont, which in 1904 stretched from Rutland City to Fair Haven, and in 1911 to Poultney, connected most of the industrial villages and helped establish the city as the major county retail center. Electricity, telephones, and automobiles were all well established throughout most of the region by 1915.

The mobility afforded by the auto put the commercial center of Rutland City within reach of even more of the county populace, drove the electric trolley out of business by 1924, and brought the summer recreation industry, including summer camps for children, to the more remote lakes and ponds of the region. Auto-oriented and tourist-oriented sales and service businesses accounted for most new commercial ventures within the region during the 1920s and 1930s, a trend encouraged by both Prohibition and the Great Depression.

The depression accelerated the decline of the stone industries, leading to a bitter, sustained strike against Vermont Marble Company, and ended the commercial expansion in Rutland City. The Rutland Railroad also experienced labor difficulties and reorganized to avoid bankruptcy in 1938. The major impact of Federal relief programs, other than for dairy pricing, came in the form of local Civilian Conservation Corps (CCC) camps and operations in state and national forests and parks. Besides upgrading summer recreation facilities, the C.C.C. created the first downhill ski area in the county in Shrewsbury; then one of the first successful commercial ski operations in Vermont was started on Pico Peak. Since the Second World War the ski industry, limited stone work, retailing, health care, summer recreation, and manufacturing have provided the economic sustenance of the region.

During the last thirty years the Rutland Region has seen an influx of manufacturing firms, growth in the recreation - vacation home industry and significant immigration of people who have either retired or have moved from the cities for a better living environment. Growth in tourism has been an important factor in the region, as well.

Bennington County History

The growth of towns was the impetus for the future of the Bennington Region. The first town established in the area was Bennington, chartered in 1749 by Benning Wentworth, the governor of New Hampshire. Wentworth's purpose in chartering this town was to clearly establish New Hampshire's claims in the area, since New York was known to consider much of the land to be under its jurisdiction and control. Colonization of the area was not considered safe, however, until hostilities with the French and Indians ceased in 1760. Shortly thereafter, in 1761, Manchester and several other area towns were chartered, and were soon increasingly populated.

These early residents quickly began shaping their new communities by clearing land for homes and crops, building grist mills and saw mills to provide needed products, and erecting important public buildings. A school and church were built in each town within a very few years of initial settlement. The region's natural resources provided for the basic needs of the settlers and supported the earliest industries. The most productive soils were cleared for agriculture, forests were tapped for

lumber, potash, and maple products, and by 1790 a marble quarry was operating in Dorset. Many of these sites still exist as archeological resources – subsurface remnants of industries, roads, public services, railroad/trolley rights-of-way still exist.



The historic village of Dorset grew up along the highway that connected Manchester with the farming and mining communities to its north.

All of this early growth and development did not occur in a particularly serene setting, however. A major dispute surfaced as early as 1765 when New York attempted to confiscate the land grants of many of the new inhabitants of the region. The "Green Mountain Boys," led by Ethan Allen and Seth Warner, were formed to resist these efforts by New York. A larger conflict, between the American colonies and England, soon intervened, however. Significant battles took place in the area in 1777, first at Hubbardton (along present day Route 30 in Rutland County) where Seth Warner's troops fought after abandoning Fort Ticonderoga, and then at the Battle of Bennington where Warner and John Stark won a critical battle that set the stage for the American victory at Saratoga. An independent State of Vermont was declared in 1777. All of these events helped to defuse the land claims controversy with New York, which was finally resolved in 1790.

Communities in the region grew steadily over the next several decades, with notable concentrations of activity in Bennington and Manchester, both towns having been named shire towns in 1781. Numerous small industries sprang up around the region; first grist mills, saw mills, and blacksmith shops, then tanneries, shoemakers, paper mills, cloth manufacturers, iron works, the famous Norton and Fenton potteries, and a manufacturer of carpenter's squares. A favorable climate and protective tariffs gave a strong boost to sheep raising in Vermont, and this agricultural enterprise became very important in Bennington County in the first decades of the 19th century. Many hillsides were cleared of trees to provide pasture for the region's sheep, which by 1840 numbered in excess of 100,000. An economic depression in 1837 resulted in the closure of many businesses and manufacturing concerns, and removal of the tariffs on wool products in the 1840s sent sheep raising into decline.

A number of factors in the mid-1800s exerted a strong influence on the future development of the region. Many farmers who had been raising sheep switched to dairying, and this has remained one of the region's dominant agricultural activities. A thriving cheese manufacturing industry developed as a result, with nine cheese factories operating in the region by 1880. The arrival of rail service in 1852 significantly impacted the region. Obviously, communication and transportation for residents of the region was vastly improved. The trains also brought in people from outside the region in ever-increasing numbers, thus leading to the establishment and growth of the tourism industry. The Equinox House was opened in Manchester by Frank Orvis in the 1850s to accommodate summer visitors, and many similar establishments followed in the ensuing years. The industrial revolution also followed the railroads into the region, with several factories and mills being converted to new uses and a number of large new factories built. The marble industry flourished, with the greatest quantity of marble being quarried in Dorset (at one time or another, 28 quarries were worked in Dorset) and milled in Manchester.

As new communities grew throughout these early years roadways were laid out to connect them. One principal early road reached north from Bennington through Shaftsbury, Arlington, Sunderland, and Manchester, and another crossed Bennington County west to east, connecting Troy, New York with population centers in eastern New England. An important road soon was established to connect the commercial hub of Manchester to the rich agricultural lands, quarries, and villages near the Mettawee River and the lakes of Rutland County – today's Route 30. Before long, regular stagecoach routes were established and private entrepreneurs built toll roads to facilitate travel. Naturally, systems of secondary roads evolved to serve local travel and to avoid the fees of the toll roads. Inns and taverns were sited along the roads to accommodate travelers.

Similar growth patterns persisted for the remainder of the 19th century, although a few significant events affected the local economy. The Civil War, while depleting the work force, did give a boost to local textile and machinery manufacturers. By the early twentieth century, textile manufacturing had become Bennington's dominant industrial activity. A nationwide economic depression slowed growth and caused some factories to close in the 1870s. The arrival of telephone service (1881) and electrical service (1887) had a profound effect on people's lives and the type and character of new development in the region. To continue on the subject of electricity, it spawned a proliferation of trolley car systems in and between villages. Trolley lines enhanced local passenger transportation and also served a number of camp resorts and other vacation spots. The arrival of the automobile at the turn of the century foretold the end of the trolley era, and passenger cars and tractor-trailer trucks would eventually lead to an enormous decline in the use and significance of rail service.

The first decades of the 20th century saw a number of important developments. An increasing reliance on automobiles, as described above, led to a need to improve roads, and most of the main roads through the region were paved by 1940. A very severe flood in November of 1927 caused extensive damage to buildings, roads, and bridges, and washed out trolley and rail lines (many of which were never rebuilt).

The modern history of the region includes forestry, and related industries, being of great importance to the economy. Tree harvesting was first undertaken to clear land for settlements and cropland, to serve early construction needs, and for potash production. The apex of logging activity in the county may have come around the turn of the 20th century when large lumber companies cleared vast acreages in the Green Mountains and sent the logs down rail lines and rivers to feed sawmills in cities and towns below. The Rich Lumber Company operated during this time in Manchester, logging in the Lye Brook and Bourn Pond areas east of town; the clustered houses of "Richville" stand as an interesting reminder of this time. Commercial logging continues to be an important economic activity, both in the Green Mountain National Forest, and on private tracts of forest land.

The post-World War II era has been a time of relatively rapid changes and growth in the region. A number of industries serving new technologies (e.g., automobile parts, batteries, specialized fabrics, plastics, computer supplies) have replaced outmoded manufacturing concerns in Manchester. Some traditional industries, however, are still very important to the region's economy (e.g., dairy products, lumber, and wooden furniture). With the region now very accessible to the northeast's major population centers, the vacation and tourism industry has continued to grow in importance. Summer residents, outdoor recreation enthusiasts of all kinds (including the many skiers who visit the Bromley, Magic, and Stratton ski areas), "leaf-peepers," and shoppers all contribute to the region's economic health. The long-planned limited access highway running from Bennington to Dorset (Route 7) was completed in 1990, and provides convenient travel the length of the region for residents and visitors alike.

Recent years have also seen a keen interest throughout the region and state in the conservation of natural resources and active planning for the future. The growth of the Green Mountain National Forest, establishment of state parks at Lake Shaftsbury, Emerald Lake, and the Adams Reservoir, and creation of the Merck Forest and Farmland Center are clear physical manifestations of this concern. Municipal plans and ordinances, and a number of state laws such as Act 250 and Act 200, have been enacted to encourage economically advantageous growth while protecting the open spaces and natural environment that have been so important to the region's history.

While the Bennington County region has certainly seen profound changes over the last 230 years, it is evident that the past has shaped the present and that the region will continue to benefit from its rich history. Additional information on the region's history can be found in the book: The Shires of Bennington, by Tyler Resch, the source of the information presented in this section.



Historic villages are important for resident's quality of life and for tourism and economic development.



Section II: Stone Valley Scenic Byway Designation

A. Route 30

Route 30 traverses three counties in western Vermont, extending from Manchester in Bennington County to Middlebury in Addison County. Passing near the western border of Vermont, Route 30 is a vital link in the transportation network. It extends through the Lakes Region of Rutland County, along the shoreline of some of the largest and most beautiful lakes in Vermont, providing accessibility to recreational resources and some village centers as well.



Historical highway marker near the beginning of the byway in Manchester.

Route 30 has historical significance. On the night of July 4, 1777, when Fort Ticonderoga was evacuated, the main body of the American army took the road leading towards Castleton, just to the north of Poultney. It was here that the rear-guard was placed under the command of Seth Warner, who was attacked by General Simon Frazer and compelled to retreat after a severe engagement. The close proximity of this occurrence with Route 30 is why the route is known in places as the Seth Warner Memorial Highway.

The marble and slate industries have been extremely important to the region and the roadway as well. The quarries and mills that were scattered about the hillsides and along the highway shaped much of the development in the area and remain important today, either as active economic assets or as important

historic and recreational sites.

B. Introduction to Towns Along The Stone Valley Scenic Byway

The designation of part of the Route 30 as the Stone Valley Scenic Byway will impact three towns in the Rutland Region and three towns in the Bennington Region. These communities, from north to south, include Poultney, Wells, Pawlet, Rupert, Dorset, and Manchester. Each of these towns has a unique history that has generated individual qualities that make them a desirable destination. In addition to these communities that are found directly on the byway, the appeal of the designation may be supplemented with waypoint communities.

Poultney

Incorporated on September 21, 1761, it seems certain that Benning Wentworth chose the name to honor one of England's richest and most powerful families. William Pulteney, or Poultney, was the first Earl of Bath. The village quickly grew following the establishment of a grist mill in 1777. The opening of the Eagle Quarry in 1852 launched Poultney as a major slate center of the region. The Eagle Slate Company was among the first to develop a process for marbleizing slate to imitate foreign slates and wood grains. Several slate industries were centered around North Poultney.



Poultney is nestled in between the foothills of the Green and Taconic Mountain Ranges. The town covers 50 square miles of gently rolling pastures and forest, and shares a border with Hampton, New York. Green Mountain College, a liberal arts school with a beautifully maintained campus and many historic buildings, is located here. One-third of Lake St. Catherine is located within the town limits, a great place for fishing, boating, and home to some of Vermont's greatest golf. A small commercial area in the center of town retains the character of an earlier time. Slate quarries are located outside the village. The Main Street and surrounding business district of Poultney, an area on the Federal Historic Register, is also one of Vermont's designated Downtowns.

Wells

The Town of Wells was granted a charter by the Governor of New Hampshire in 1761 and was incorporated as a township 107 years later (to the day) in 1868. Fascinatingly, all of the original settlers were from Connecticut. Throughout the history of Wells dairy and potato farming has been the most residents' livelihood. This continues to be the town's main industry today. Wells Village is exemplary of the rich past of the town, and has thus been designated as a historic district. Today, Wells is home to less than 1,000 residents, two stores, a realtor, and a garage.



The town encompasses a distinctly varied landform- three square miles of rolling hills, a beautiful lake, and majestic mountains. Bands of hills and low mountains alternate with valley lands and upland terraces. These natural terrain characteristics resulted in the development of Route 30 as the primary traffic artery through the town. Wells Brook and its tributary system drain the valley and run west where it connects with Mill Brook, the Little Pond outlet for Lake St. Catherine, the southern half of which resides in Wells. Endless Brook drains north, east of Mount St. Catherine, to Poultney, where it feeds into the upper end of Lake St. Catherine. The diverse terrain and water resources of the town constitute a beautiful geography enjoyed by many.

Pawlet

Incorporated on August 26, 1761, Pawlets' name was derived from British peerage. The Paulet family (sometimes Powlett, Pawlet, or Poulet) had been prominent since the time of Henry VIII. Though this is true, Charles Paulet (1685-1754), the third Duke, is usually suggested as the source for the name of Pawlet. Pawlet was a major camp for colonial troops in the Revolutionary War, also being where Herrick's Rangers were formed. This successful group of soldiers went on to be known as the 'Terror of the Tories'. Pawlet's economy was traditionally based on agriculture, quarrying and processing of slate and light industrial uses such as the manufacture of wrought iron products. This town is well-known by antique-seekers, as well as those who enjoy arts and crafts.



Pawlet offers incredible views of surrounding mountains, as well as many other natural amenities. These include beautiful streams that run through the area, and have proved to be a haven for fishers and other outdoor enthusiasts. Land cover is very diverse, as expansive pastures and dense forests are both commonly found in Pawlet. Historical and cultural amenities are also enjoyed by many visitors, including both museums, galleries, and more.

Rupert

After being incorporated in August of 1761, the first settlements in Rupert appeared along the Mettawee River in the eastern part of town and along White Creek in the west. The Town grew rapidly, with over 1,000 residents listed in the first US Census in 1791. Agriculture was the dominant land use and economic activity, and while the higher elevations have since reverted to forest cover, much of the valley floor remains productive farmland. Slate mining has been an important industry in Rupert and local slate deposits remain commercially viable; the Rupert Quarry produces a variegated purple slate.



East Rupert and the Mettawee Valley are separated from Rupert, West Rupert, and the White Creek Valley by a high ridge that is part of the Taconic Mountain Range. A single roadway connects the eastern and western parts of the Town. The Merck Forest and Farmland Center is an important natural, educational, and recreational resource occupying over 3,000 acres of this intervening high ground.

Dorset

The Mettawee Valley meets the Batten Kill Valley alongside Route 30 in Dorset, another town that was chartered in 1760 and settled shortly thereafter. The first marble quarry opened in Dorset in 1785, most likely the first such commercial operation in the nation. The mining industry sparked considerable growth and development in the village centers of Dorset, South Dorset, East Dorset, and North Dorset. Although the population declined as the quarries began to close, it increased again as people began to appreciate the value of the Town's beautiful natural landscapes and historic villages. As such, Dorset became a haven for vacationers wanting to enjoy the splendors of the area. The abandoned marble quarries along Route 30 are now popular swimming holes and the quarries high on Green Peak are fascinating hiking destinations and archaeological sites.



Green Peak lies in the center of Dorset and is the site of many of the old marble quarries. Route 30 follows the valley west of Green Peak to the Village of Dorset, included in the National Register of Historic Places because of the outstanding colonial architecture that is so well preserved in the village. In addition to being an important residential community, Dorset today supports many small businesses, inns, restaurants, and a well-regarded theater. The Dorset Marsh, at the headwaters of the Batten Kill, is recognized as one of Vermont's outstanding water resource areas.

Manchester

Manchester was chartered in 1760 along with many other Bennington County towns. Its strategic location at the intersection of important north-south and east-west travel routes elevated its importance as a center of early commerce and industry. Marble mills, saw mills, and agriculture all were important early industries and by the mid-eighteenth century, tourism was playing an important part in the local economy as well. Manchester also is one of two "shire towns" in Bennington County (the only county in Vermont with two shire towns) and as the center of the "Northshire" remains the focus of business and culture in the area. With historic Vermont inns, a busy retail and service center, proximity to the Green Mountain National Forest and endless recreational opportunities, Manchester is a very popular destination and a growing center of economic development.



Unlike many towns in the area, Manchester lies almost entirely within a single valley, its villages and fields cradled by towering Mount Equinox on the west and the Green Mountains on the east. The Town contains no less than five distinctive historic districts, including the Bonnet Street Historic District that extends northward along Route 30 from Manchester Center.

Waypoint Communities

Waypoint communities are those that are adjacent to the towns that lie directly along Route 30. These communities provide access to the byway corridor, and offer additional, complementary resources. Many share a common history as well as current facilities, services, and economic interests. Benefits of the Route 30 scenic byway that are enjoyed by towns directly on the route are thus also enjoyed by waypoint communities.

For instance, although the Stone Valley Scenic Byway technically ends at the intersection of Routes 30 and 7A in Manchester Center, the entire Town of Manchester serves as a Waypoint Community for the byway. Indeed, Route 30 continues to the east through Manchester, providing direct access to the Green Mountain National Forest, ski areas and other natural, scenic, and recreational opportunities. Route 7A continues south from the byway, passing through historic Manchester Village, Arlington, and Shaftsbury, on its way to Bennington.

C. Designation Process and Partnerships

The idea for a designated scenic byway in southwestern Vermont originated with the Poultney Downtown Revitalization Committee. In August 2003 a representative from the Scenery Preservation Council came to explain the byway program and answer questions. Extensive planning and outreach activities throughout the region ensued and it was determined that there was a significant level of interest in pursuing the program.

Although initially a Rutland Region initiative, the Byway alignment was revised and expanded to include three supportive towns in Bennington County, and subsequently the intent of the program is more effectively realized. The Stone Valley Scenic Byway is a corridor that communities regard as a special resource to be promoted and managed, overcoming jurisdictional barriers with its designation will allow for the development of regional interpretive products, marketing, information sharing, resource management, and transportation improvements.

The Steering/Nominating Committee was organized with at least one representative from each town along the byway. Committee members include local officials, members of chambers of commerce, historical societies, and other interested citizens. The Committee expressed a need to achieve sustainable growth in the tourist economy while promoting conservation of valued resources along the Route 30 corridor.

After recognizing that the part of the Route 30 corridor interested in the Byway Program has an abundance of resources that are ideally suited, the committee began to work on the remaining steps of the designation process. A vision was agreed upon as well as a set of broad goals. From this vision a byway-specific theme was identified. Communities then used the six resource categories – natural, scenic, historic, archaeological, recreational, and cultural - to create an inventory of features that contribute to the byway experience and provide opportunities for exploration. With defined goals and identified resources, more specific objectives were developed.

As a grass roots project, it became readily apparent that this work incorporated efforts of a number of organizations with related, parallel and often overlapping goals. Other partners include:

- Lake Champlain Bikeways - in conjunction with the Byways project, the Bikeway program assists local groups to create bicycle routes.
- Lake Champlain Basin Program- a federally funded partnership working to coordinate and fund efforts that benefit the Lake Champlain Basin's water quality, fisheries, wetlands, wildlife, recreation, and cultural resources.

- Rutland and Bennington Natural Resources Conservation Districts – organizations with a mission to foster an awareness of the need for stewardship of the natural environment and to encourage and support natural resources conservation.
- Poultney Mettawee Watershed Partnership – an initiative to conserve, protect, and enhance the natural and cultural resources of the watershed.
- Historical Societies of Poultney, Manchester, and Dorset
- Chambers of Commerce
- Selectboards and Planning Commissions
- Lake St. Catherine Association
- Vermont Agency of Transportation
- Regional Marketing Organizations
- Merck Forest and Farmland Center

Towns agreed that intrinsic resources should be managed to stimulate and promote economic, recreational, and environmental benefits for the corridor’s communities and to improve transportation systems. Conceptual ideas were transformed into projects that would implement these management objectives. These project ideas identify needs, opportunities, and implementation strategies and responsibilities.

D. Vision

The vision for the Stone Valley Scenic Byway provides the framework for discussing the value of designation and is the basis for articulating specific objectives. It also gives direction to efforts through which intrinsic resources will be woven into the general theme of the Byway. Our vision recognizes the rich colonial history, ongoing significance of the slate and marble industries, the area’s agricultural heritage, and the valleys and lakes that are the distinguishing geographic features of the Byway corridor.

The Stone Valley Scenic Byway travel experience should allow and encourage both residents and visitors to fully appreciate the corridor in ways that provide access and opportunities for enjoyment of its unique resources.

The goals of the Stone Valley Scenic Byway are:

- To unify the communities along the corridor, while strengthening the economy of the region.
- To maintain and improve residents’ quality of life,
- To ensure an outstanding and memorable experience for visitors and to encourage travelers to spend time exploring the many resources along the Byway, and not just drive through the region.
- To manage resources locally and in a self-sustaining manner.
- To enhance the Byway for the enjoyment of residents and visitors.

E. Theme

Vermont is well known for its stone quarries and the quality of their products. As recent as the early 20th century Vermont was the nation’s second largest producer of marble and slate. Marble mining and milling in the southern portions of the Stone Valley Byway date to just a few years after settlement of the area. Approximately 100 varieties of Vermont marble, from white to jet black, have been used in major American monuments and government buildings, such as the Jefferson Memorial and U.S. Supreme Court. Marble quarries, mill sites, and the communities and transportation system that grew up around them are defining features of the Byway corridor, particularly in Dorset and Manchester.

Similarly, the slate industry has been a mainstay of valley towns from Rupert through Poultney. A short tour through these towns reveals the continuing significance of slate as one passes slate mines, processing plants, and slate roofs on virtually every building. Granville New York, adjacent to Poultney, is the home of the Slate Valley

Museum, dedicated to understanding slate and the related natural and cultural heritage of the resource and the industry.

It is the unique geology that produced the region's slate and marble resources that also shaped the topography that makes the Byway corridor exceptionally unique and productive in other ways. Historic towns dot the valley floors and rich agricultural soils have accumulated alongside the free-flowing Mettawee and Poultney Rivers. The mountain slopes that were the source of some of the most substantial marble and slate resources also provide a dramatic backdrop to the rural landscape and provide access to a host of recreational opportunities as well. Lake St. Catherine is an exceptional natural, scenic, and recreational resource that results from the same geologic forces responsible for the region's stone resources.

Vermont's stone market also was in large part responsible for rail development in the state, as the heavy loads were nearly impossible to transport any great distance by other means. Today, state-sponsored trade missions and marketing and promotion efforts for stone industries have centered on marble and granite. There is an opportunity to partner with these other industries to form a Vermont Stone Council and co-promote slate as well as marble and granite.

Based on these facts, the theme for the Route 30 corridor is best captured by the byway's name: *The Stone Valley Scenic Byway*.

It must be recognized that while the marble and slate resources form the basis for the corridor, numerous other resources are present. These resources are made unique by the area's geologic history, but are important natural, scenic, historic, cultural, archaeological, and recreational assets in their own right. Of particular significance is the rich farmland of the Mettawee Valley in Rupert and Pawlet. The area contains some of the most productive soil in Vermont and a vibrant farming community that continues the tradition of the working agricultural landscape.

F. Resources

The Federal Highway Administration Program has identified six categories that were used to categorize "intrinsic resources" to aid in inventories of byway assets. Resources in each of these categories are found along the Stone Valley Scenic Byway.

Scenic resources include natural or cultural landscape elements that provide an unusually appealing or memorable visual experience. Examples include landforms, water bodies, vegetation patterns, or structures. Examples along the Stone Valley Scenic Byway include the agricultural fields of the Mettawee Valley set against the Taconic Mountain Range or the waters of Lake St. Catherine shimmering at the base of steep rocky hillsides.

Natural resources include features of the landscape, water resources, wildlife and their habitats, and similar resources. Examples include the Dorset Marsh, a designated outstanding resource water, Haystack Mountain, Lake Champlain, Coggman Pond, Billings Marsh Pond, and the many cascades and waterfalls along the Poultney River.

Recreational resources include both natural and man-made recreational features. The Manchester Recreation Center is an important recreational resource along the byway as are the hiking trails at Merck Forest and rainbow trout fishing sites along the Batten Kill and Mettawee Rivers.

Cultural resources include unique public buildings and space such as churches, museums, theaters, educational institutions, and other civic facilities. Cultural resources also include working landscapes, such as those related to farming or forestry. The Dorset Theater, the crossroads in the village of Pawlet, and Green Mountain College are among the many cultural resources along the Stone Valley Scenic Byway.

Historical resources are significant historical and archaeological sites, districts, or structures. They include

locations where pivotal historic events took place even if there is no remaining physical evidence of those events. They also are locations associated with an individual or group that impacted history. Archaeological resources consist of evidence or artifacts from farms, hunting and gathering areas, burial sites, settlements or buildings. The Dorset Village Historic District, and the site of the Harmon Mint in Rupert are some examples of historic resources along the Byway.

G. Local & Regional Objectives

Four equally important broad objectives were formulated during the Byway planning process. These local and regional objectives provide the basis for identification, implementation, and management of the corridor's intrinsic resources and are intended to stimulate and promote economic, recreational, and environmental benefits for the corridor's communities and transportation systems. The four main objectives for the Stone Valley Scenic Byway are:

Transportation: To support safe, multi-modal transportation, focusing both on the improvement of existing infrastructure and the introduction of additional transportation infrastructure.

Recreation: To increase and improve access to recreational opportunities and provide amenities for the traveling public. This involves improving bicycling opportunities along the Byway, ensuring and improving access to recreational resources, and providing information to promote recreational use and enjoyment.

Preservation: To preserve historic and cultural amenities and protect the natural resources which are unique to the corridor, by supporting cooperation among organizations or developing new organizations to facilitate resource preservation.

Sustainable Tourism and Economic Development: To promote and enhance tourism opportunities throughout the region through sustainable economic development and conservation. The development of information that allows for interpretation of resources along the Byway as well as promotional materials will attract travelers to the Byway.

Communities used the goals and objectives declared in their Town Plan to develop the proposed projects specified in the Goals and Strategies section.

Section III: Intrinsic Resources Inventory & Assessment

A. Introduction

Information for the resource inventory and assessment was gathered from a wide variety of sources. Much of the information came directly from local citizens including town officials, business owners, private organizations, and interested residents. The information was supplemented with resource data from town plans and other local documents.

Extensive resource data is maintained in the geographic information systems (GIS) maintained at the Rutland and Bennington County Regional Planning Commissions and at the Vermont Center of Geographic Information (VCGI). All relevant currently available GIS data was included in the inventory and additional resource data was added to the GIS databases to enhance the Stone Valley Scenic Byway project.

The “Recreational Sites” data from VCGI was used to identify the recreational resources in this inventory. This layer contains a variety of recreational sites including such things as parks, campgrounds and boat access points. VCGI, Agency of Natural Resources, and RRPC and BCRC data were used to outline the recreational trails in the corridor towns.

The biologically significant areas were mapped by analysts working for the Vermont Biodiversity Project (VBP). The VBP goal is to “maintain ecological integrity in a manner that insures the long-term viability of all native species and natural community type in Vermont within their natural range”. To accomplish this, VBP identified a network of areas of high biodiversity value that deserve conservation attention.

The Historic Architecture of Rutland County and Bennington County Historic Sites Survey released by the Vermont Division for Historic Preservation were used to identify the historic districts and individual sites throughout the Byway corridor. The actual historic areas were delineated using the current Enhanced 911 database which includes all structures in the state and is updated bimonthly.

The state identifies potential archeological areas by designating by a 180- meter buffer around wetlands and a 15-meter buffer around water resources, distances that include areas that could potentially hold archeological value. The RRPC and BCRC have started working with the State Archeologist to determine more specific archaeological site locations. Due to the need to protect the sites from artifact collectors or vandals, exact locations may not be made available.

Wetland areas were mapped based on the National Wetland Inventory produced by the U.S. Fish & Wildlife Service. These maps are derived from aerial photo interpretation with varying limitations due to scale, photo quality, inventory techniques, and other factors. Consequently, these maps do not show all wetlands and proper use of NWI maps requires knowledge of the inherent limitations of this mapping technique. Other information sources have been used to increase accuracy of some wetland delineations, such as U.S. Department of Agriculture (USDA) soil survey reports and other wetland maps that may have been produced by state and local governments.

The classifications of agricultural resources are based on information developed by the U.S. Department of Agriculture Natural Resources Conservation Service (USDA-NRCS). Soil data are accurate to a resolution of three acres; unmapped "inclusions" up to three acres may exist in some areas. This information is generalized. It should not be used for the evaluation of individual sites.

Soils denoted as “prime” have high agricultural potential and qualify as prime farmland soils according to national USDA-NRCS criteria. Soils denoted as “statewide” have a good agricultural potential but are limited by one or more limitations. These limitations include: excess slope, excess wetness, flooding, shallow depth to bedrock, or low available water capacity.

State and local roads were mapped using data originally developed from highly accurate orthophotos. New roads not appearing on the photos were digitized with locations approximated from the VTrans highway maps. State Forest maps were used to determine the location and attributes of roads on those state owned lands.

The deer wintering areas were derived from data developed by biologists in the Vermont Fish & Wildlife Department (VFWD) using USGS topographic maps. Sources for these maps were lines delineated on previous maps, overlays to 1977 infrared photos, written material and verbal information from VFWD biologists. These areas have been mapped and field checked over a period of two decades. Statewide data was completed in 1993 and has been updated yearly since.

The Vermont Fish and Wildlife Division is also responsible for the production of the nongame and natural heritage sites database. Site visits were used to identify point locations, but some were also based on literature, museum, and botanical specimens. This coverage includes rare native plants and animals that are tracked because they have very particular habitat requirements, are at the edges or their ranges, are vulnerable to disturbance or collection, or have difficulty reproducing. The Vermont Nongame and Natural Heritage Program maintains this information in a database.

The U.S. Department of Agriculture soil mapping project also was responsible for the mapping of rivers, streams, lakes, and ponds as well as the location of land with valuable agricultural and forest soils. Waterfall locations were added based on mapped features and local knowledge.

Despite efforts to assemble a very comprehensive list of resources, the inventory does not contain all of the scenic, natural, recreational, cultural, archeological and historical resources found throughout the Byway corridor. It is expected that upon designation, the intrinsic resource inventory will continue to be examined and updated to assure the most accurate representation is available.

The following summaries provided are an overall view of the intrinsic resources present in the region and in each individual town along the Route 30 corridor. A more detailed inventory of the corridor's resources is listed in Section C: Matrix of Significant Corridor Resources. This matrix catalogs each resource and all of the intrinsic resources to which it contributes.

B. Intrinsic Resources

Corridor-Wide

The Stone Valley Scenic Byway corridor is rich in intrinsic resources. The valley has the largest variety of colored slate anywhere and the evidence of its extensive marble resources can be seen in historic roadside and hillside mines. The only mottled and unfading green and purple slate in the United States can be found in the area and approximately 35 slate quarries are still in active use. While the marble industry is no longer active along the Byway, the neighborhoods and businesses that grew up around the quarries and mills in Manchester and Dorset serve as reminders of the importance of this enterprise to the area's history and culture.

The Mettawee Valley, which occupies much of the Byway corridor in the towns of Dorset, Rupert, and Pawlet, contains very productive agricultural soils and one of the largest concentrations of active farms in the state. Scenic qualities of this rural working landscape are another important aspect of this resource. The Batten Kill Valley begins in Dorset and meanders into the bustling town of Manchester. The Batten Kill is an important water resource and a renowned trout fishery.

In the corridor, Route 30 lies in a valley between ranges of the Taconic Mountains. The Taconic Mountains were formed during the uplift of the Green Mountains when a cap of the mountain slid off and was pushed far to the west. The northern side of the Taconic Mountains has oddly shaped mountains and extreme slopes, which are ideal for some wildlife habitats. Kennedy Brood Ridge in Poultney has a several interesting natural communities

including a small stand of unusual red pine. Pawlet and Wells also contain mountains that support unique biological sites due to their extreme slopes. The entire town of Manchester sits between the Taconic Mountains, dominated by Mount Equinox, and the long high plateau of the Green Mountains. There are a number of distinctive and interesting mountain peaks, including Mother Myrick Mountain, Green Peak, and Owl's Head in Dorset, and Woodlawn, and Bald and Haystack Mountains in Pawlet. Unique forest communities are associated with these, such as of sycamore, dry elfin oak, and hickory-hop hornbeam.

The Champlain Lowlands extends through the northern part of the byway corridor and include parts of Poultney. This area also is characterized by a relatively mild climate and a long growing season. The dry hills with oak-hickory forests allow many rare plants and rare reptiles to inhabit the more remote sections.

Many important water resources are located in the Byway corridor. These rivers, streams, lakes, ponds, and wetlands provide numerous benefits from fish and wildlife habitat to recreational activities. Lake St. Catherine is a major water body found along the Byway. The Batten Kill, Mettawee River, Poultney River, and Wells Brook flow through the valleys, farmlands, and community centers, and are fed by cascading mountain streams. Wetlands are another common feature of the valley, including the Dorset Marsh, recognized as one of Vermont's outstanding water resources. These wetlands are a part of the Atlantic Flyway, a major route taken by migratory birds in the spring and fall. Wetlands are critical resting and feeding areas for Canada and snow geese, numerous species of ducks, and a wide variety of other waterfowl such as herons, egrets, rails, bitterns, marsh and sedge wrens and other song birds.

Recreational facilities along the Byway are provided on both public and private property. These areas provide a host of outdoor recreational opportunities including picnicking, swimming, boating, camping, hiking, cross-country skiing, golfing, and bicycling. Municipal recreation parks also offer playgrounds, tennis courts, swimming pools, and other facilities. The value of Route 30 itself as a bicycle touring route is considerable as local cyclists and commercial touring groups frequent the highway.

Historic and archaeological resources along the Byway range from 10,000 year old Native American sites to rambling 19th century farm complexes to the slate, marble, and railroad spawned villages of the 1800s. Each of these resources has a unique value to the region. Prehistoric archeological sites supply information on the lives of the original inhabitants of Vermont. Historic buildings are important because of their significant architectural design and fine material and craftsmanship or because they illustrate an important aspect of history. The corridor holds over 1,000 historically registered sites and 15 historic districts. Some of the buildings in the villages were built over 200 years ago and are unique even within Vermont.

Cultural resources abound as well. Manchester, Dorset, and Poultney have regular concerts, theater productions, and art exhibits while many of the rural communities feature craft shows and festivals in their villages – centers of activity which are cultural resources in and of themselves. Green Mountain College offers access to a wider variety of cultural opportunities than can be found in most rural areas.

Poultney

Located among rolling hills, pastures and forest, slate ledges and the shores of Lake St. Catherine, the area consists of the town of Poultney, historic East Poultney and the Village of Poultney. Its varied economy- including an education center, commercial center, agriculture, mills, manufacturing, and slate industry, resort and summer camp development- make it rich in all types of intrinsic resources. Poultney Village, listed in the National Register of Historic Places, developed along the Poultney Turnpike, which opened in 1811 to serve as a main thoroughfare between Albany, New York, and Burlington. There are 228 sites on the Vermont Register of Historic Places cited for the residential, commercial, civic and religious architecture of primarily Italianate, Queen Anne, and Colonial Revival style. Many historic buildings were built after the arrival of the Rutland and Washington Railroad in 1847 and after the slate and other industries prospered in the late 1800s. Poultney's Main Street, listed in part on the

National Register of Historic Places, the State Register of Historic Places and as well as selected by the state as a Designated Downtown, consists of historic buildings from the 1800s to the 1930s.

East Poultney was settled in 1771 by Ethan Allen's cousins. Also having a well-preserved architectural heritage as noted by its inclusion on the National Register of Historic Places, East Poultney was once the major village center. Its focus is the triangular green, with its architectural style of Federal, Greek and Gothic Revival style houses, churches, school, and shops. There are 58 sites listed on the State Register in East Poultney, including houses, two churches a store and post office and three museums. Outstanding examples of high-style Federal and Greek Revival buildings reflect the presence of Elisha Scott, a designer-builder, during the early years of the 19th century. The green is dominated by one of his buildings, the East Poultney Baptist Church, constructed in 1805. The Eagle Hotel (now named the Eagle Tavern) was constructed in the late 18th century. It was home to Horace Greeley, founder of the New York Herald, and his co-worker, George Jones, founder of the New York Times.

The renovation of the historic Stonebridge Inn on Route 30 is a major project that Poultney has undertaken to assure preservation of historic resources. The Inn was built in the 1800's in the style of porticos and columned porches. For many years thereafter it became a physician's office. The Stonebridge Inn was donated to the Town of Poultney after a severe fire. Voters approved the use of grants and in-kind contributions to restore the inn. This architecturally valuable building will become a major landmark for people visiting Poultney.

The western part of town is occupied by the "Taconic Foothills", also known as the Slate belt. The Slate belt is comprised of true slates that are less metamorphosed than the mountains to the east. The area is known for its past slate quarrying operations, with remains of slate mills, quarries, and rubble piles still visible.

Recreation resources are plentiful. One-third of Lake St. Catherine is located within the town limits. Lake St. Catherine, believed to be located in the trough of an ancient riverbed, is several miles long. While the western shore is dense with year round and seasonal homes, for many years the east shore has provided an inn and private summer camps for vacationers' use. Also on the eastern shore is Lake St. Catherine State Park, which consists of 117 acres. Lake St. Catherine State Park consistently ranks third in total user visits of all Vermont state parks. The park itself was once a children's summer camp and farmland, but opened in 1953 as a small picnic and swimming area. Today, it provides summer camps, full bath facilities, swimming, boating, camping, water skiing, fishing, a playground and a nature museum. Lake St. Catherine Country Club is one of Vermont's best golf courses. This extremely beautiful and valuable resource is a focus for summer recreation and many seasonal homes.

Other recreational opportunities are offered by the Town's Recreation Commission, which provides a year-round program for children and adults. Many private organizations also provide social and recreational opportunities. Local thespians portray Shakespeare in the Park each summer, to the accolades of the many people who gather to watch. On the first Saturday in June, and again in the fall, Poultney's Main Street comes alive with the Town-Wide Yard Sale. The Chamber of Commerce sponsors several "Downtown Saturday Nights" with street entertainment, merchant sales and good food – a real family event! The Delaware and Hudson Hiking Path, local rivers and streams provide more outdoor recreational opportunities. The Vermont Association of Snowtravelers (VAST) uses the D & H right-of-way, and two other identified routes.

The Delaware and Hudson Recreation Path was created in 1986 when the Vermont General Assembly authorized the Vermont Agency of Transportation to lease the Washington branch of the Delaware and Hudson rail right-of-way to the Vermont Department of Forests and Parks for recreational use. The section of the trail within Poultney is 7.14 miles in length. The trail's 19.77 miles runs from the New York State line in Rupert, through Pawlet, Wells, Poultney and Castleton where it ends. The trail is open to non-motorized recreational use, except that snowmobiles are permitted in winter. The Village has signed a lease, which includes supervision and maintenance of the trail within the Village. A partnership of several organizations will be developing and installing rail trail mile markers. A commemorative slate marker will be placed at the trail's beginning in Castleton, VT on Route 4A. The marker will commemorate the use of the rail by the slate trains that carried their product to nearby towns.

Green Mountain College is an outstanding cultural resource for a town of just 3600 people. Founded in 1834 as the Troy Conference Academy (Methodist), it has become a private, 4 year, environmental liberal arts college with about 700 students and a faculty of 50. During the summer, the campus is the site of conferences, theater, and sports camps. Solar Fest is a nationally known symposium/educational renewable energy trade fair held annually on the campus of Green Mountain College the second weekend of July. Most college facilities are open to town residents all year.

There are 7 churches in town, in addition to the chapel at GMC. These institutions provide for the spiritual needs of the community, and are also an integral part of the social and community service fabric of the town. Most of these churches are of historical interest, many are the typical New England churches, with steeples that reach toward the heavens. The Catholic Church is a Greek Revival style church, historically maintained with beautiful stained glass windows.

Community volunteer service organizations also contribute significantly to the well being of a community. Local volunteer organizations cover a broad range of interests including health, recreation, safety, agriculture, environment, religion, arts, history, economic development, youth, senior citizens, social service, public affairs, fund raising and education. A representative listing of organizations follows:

Lake St. Catherine Association	Grange
School (Volunteers)	Fish and Game Club
American Legion	Catholic Daughters
American Legion Auxiliary	Chamber of Commerce
Morning Star Lodge (Masons)	Good Neighbors
Boy Scouts/Cub Scouts	Woman's Club
Girl Scouts/Brownies	Snowmobile Club
Fire Department Auxiliary	Rainbow Girls
Poultney Community/ College Partnership Committee	Rotary Club
Poultney Booster Club	Poultney Chamber of Commerce
Poultney Historical Society	
Young At Heart for senior citizens	
Poultney River Watch	Rescue Squad
Poultney Rescue Squad Auxiliary	
Poultney Garden Club	
Poultney Community League	
Poultney Development Corporation	
Poultney Downtown Revitalization Committee	
Poultney Hose Company #1	
Poultney Recreation Commission (Board Appointed)	
Poultney Environmental Commission (Board Appointed)	
Poultney Planning Commission (Board Appointed)	
Poultney Development Review Board	

Wells

With mountainous terrain to the east and rolling hills to the west, Wells village is located at the cross roads of Route 30 and Wells Brook, below South Pond, and Lake St. Catherine. It has a distinctly varied landform within the boundaries of the Town. Moving from east to west, bands of hills and low mountains alternate with valley lands and upland terraces. These natural terrain characteristics have resulted in the development of Route 30 as the primary traffic artery through Wells, connecting the Town easily with Poultney in the north, Pawlet in the south and Granville, New York in the west. Milling, farming, quarrying of slate, the camps and recreational development affiliated with the lake are evident in its history and present character.

After 1768 settlers began to establish their farms among the valleys throughout Wells. The center village began developing around 1800 as a small milling and commercial center for the farm community. It grew slowly, but by

1840 it included a church, tavern, store and several mechanic shops. The store still remains untouched at the major crossroads in Wells village. The economy of Wells was based around farming potatoes, raising sheep and mining slate. Unlike Pawlet and Poultney, the slate industry grew slowly and never prospered. In the late 1800s farmers began to shift their emphasis towards dairying and several cheese factories were established. In 1859 Lake St. Catherine started attracting visitors when the first hotel was built on the western shore. The Town's population decreased slightly until the invention of the automobile made Wells and Lake St. Catherine a destination spot for recreational activities.

Today, the village is a Historic district; the State Register identifies approximately 34 contributing buildings. Most of the historic buildings are of wooden clapboard construction and have slate roofs. The historic homes are of the Federal, Georgian, Cape or Greek Revival style and sited close to the road. The traditional village is also a cultural resource with the original general store, the focus of commercial activity, and the town library. Located in the "heart" of town, the Wells library, once a church, makes a quaint picture sitting in the middle of the Town Green, itself a target of preservation efforts in order to maintain the deep-rooted New England charm of the town. Two local churches serve the religious needs of the community. The United Methodist Church and St. Paul's Episcopal Church have been serving the community since the early 1800's.

Many other historic sites identified on the State Register are camps along both the western and eastern shore of Lake St. Catherine. Among the earliest houses built in town are four, small similar homes on Route 30 near the junction of Wells Brook and Mill Brook. Although these homes have encountered some small alterations, they all retain a slightly flared eave across the front roof edge, which is a feature rarely found in Vermont. This register also includes some farms, barns and other houses concentrated along Route 30 and intersecting roads south and east of the village.

In addition to these historic resources, Wells contains and values its scenic, recreational, natural, cultural and archeological resources. The natural and scenic resources consist of the varied landform, particularly the mountains. Wells is endowed with three types of natural areas (Geological, Hydrological and Biological) that also contribute to the recreational opportunities available.

Geological resources include features such as mountains, cliffs, glacial landforms and mineral or fossil deposits. The sand, gravel, and slate deposits are common to the region and have been utilized by local businesses for years. The resulting quarries are used as local swimming areas and the waste slate piles have become a part of the town's history.

The vista on Pond Mountain is spectacular. A well-traveled footpath to the cliffs (located on private land) is accessible for hiking once the owners grant permission. Public access to hiking trails should be encouraged. It is desirable that this vista should be preserved for posterity in its natural state, thus development on the top of Pond Mountain should be discouraged.

The hydrological features in Wells include rivers, streams, bogs, marshes, swamps, ponds and lakes. Lake St. Catherine also offers many recreation opportunities for the Town of Wells. Tourists/summer campers come from all over the United States to enjoy fishing, boating, camping and swimming in the lake. The lake is enjoyed both summer and winter for fishing purposes. Ice-skating is prevalent on Lake Lucidian, a man made lake located off of North Street. Fish and Wildlife Department owns two access points along the lake that are available to the town. One area is near the Lake Bridge and allows boat and fishing access. The other facility allows fishing and carried boat (canoe) access and is near the dam at the outlet of the lake.

The Town is crossed by two waterways: the Wells Brook and the Wells River. Wells Brook and its tributary system drain the valley and runs west where it connects with Mill Brook, the Little Pond outlet for Lake St. Catherine. The Wells Brook runs parallel and south of the East Wells Road into town and then parallel and south of Route 30 almost to the Pawlet town line where it turns under Route 30 and joins the Wells River. Both empty into the Mettawee River, which runs into New York State. Wells River runs from the outlet of Lake St. Catherine parallel with Route 30, picking up the stream from the outlet of Lake Lucidian. The lower end of the Wells River is

often referred to as “Mill Brook”. Fishing is enjoyed along these waterways. Endless Brook drains north, east of Mount St. Catherine, to Poultney, where it feeds into the upper end of Lake St. Catherine.

These water bodies provide a number of recreational opportunities, but Wells offers numerous additional options. Through the generosity of the members of the Modern Woodmen of America, the Town of Wells has access to a softball field, a basketball court, and a tennis court. The M.W.A. also sponsors two Bingo sessions every week. Many people travel from surrounding towns in Vermont and New York to play. This event goes on year-round and is well attended at all times. Horseback riding is becoming more popular in the area. With the demise of many of the farms in town, one former farm has converted to a horseback riding facility open to the public. Snowmobiling is a popular sport in the winter. There are many snowmobile trails in Wells and the frozen lakes and streams provide easy access from one part of town to another. There is a local snowmobile club that maintains and marks the trails.

Due to its location surrounding Lake St. Catherine, Wells supports a delicate biological habitat that is dense and diverse. It sustains a variety of critical habitat including nesting sites, which balance the population of several rare and nongame and natural heritage sites. It also maintains areas with natural communities for deer, wild turkeys and several species of fish and waterfowl. There are many scenic opportunities that may develop due to these biological resources such as areas to view the peregrine falcon in flight.

The community recognized other intrinsic resources that would interest tourists and locals. There are sugarhouses that will give public tours on maple sugaring and sell maple syrup and candy. Finally, Wells is the birthplace of Oliver Cowdry who was one of the three primary witnesses asserting a divine origin for the Book of Mormon. There is a Marker and a Cellar Hole at his original home.

Pawlet

The Town of Pawlet, chartered in 1762, lies situated on the western flank of the Taconic Mountain Range. Although the separate villages of Pawlet and West Pawlet tried to split the Town in 1886, they remain united, together with a number of small, and still largely distinct, hamlets. Pawlet Village is the hub of the Town, located at the intersection of Routes 30 and 133 and on Flower Brook, near its confluence with the Mettawee River. West Pawlet Village, the Town’s other major settlement, stands at a five-corner intersection of Route 153 and roads that lead immediately into New York State. The old roadbed of the Delaware & Hudson Railroad, converted now to a trail, runs through the West Pawlet Village center, and the Indian River flows nearby before joining the Mettawee.

The two villages and the hamlets provide varied historic interest. Both villages and the hamlet Spruce Gum, an extension of West Pawlet, are National Register designated districts. These three districts contain seventy-eight sites listed on the National Register. Over seventy sites in addition to these districts bring the Town’s total to more than one hundred and fifty.

Pawlet’s many pre-1850 homes offer visitors pictures of 19th century charm, while providing living shelter for their residents. The rich architectural history is displayed by well-maintained structures that exhibit a variety of styles, including Colonial, Greek Revival, Italianate, and Queen Anne. This architectural landscape of exceptional beauty and diversity sits against a landscape that varies dramatically from the broad, intensely-farmed Mettawee Valley to the abrupt hills of North Pawlet.

The Town Hall, in Pawlet Village, is a two story Victorian Italianate structure. It has served Town government continuously since it was built in 1881. Though rearranged inside, its exterior is untouched. Across from the Town Hall, on a small green, stands the former Village School. It is a Queen Anne-Colonial Revival structure, built in 1911. Superseded by a new school in North Pawlet, recent careful restoration has converted it to a beautiful Town library.

Also in the Village, Mach’s General Store sells items from groceries to hardware and provides an informal meeting place for the local populace. Built by Joseph Fitch in 1808, this was the first brick building erected in Pawlet.

Fitch's Tavern and Inn is not only historic, but also unique in construction in that it extends it over the Flower Brook Gorge. A portal in the center of the store allows visitors to look directly down into the Gorge to the brook below. It may be the only indoor fishing hole in Vermont. The building today remains largely as constructed in 1808. In addition to the store and apartments, an annex holds a stone oven, organic pizza bakery.

The West Pawlet Village retains much of its character from the heyday of the slate industry. That industry had declined to only a vestige by the 1970's, impacted substantially by manufactured roofing materials. Toward the end of the twentieth century the industry greatly revived, fed by a Japanese appetite for natural building material and the consequences of the Berkeley, California fire, which spawned regulations that shifted the high-end housing market from cedar shingles to fireproof, slate roofing.

The revival employs contemporary industrial methods, but the vestiges of Victorian methods remain in evidence. Although the quarry poles that supported networks of cables for hauling slate from the pits have largely rotted and fallen, the massive piles of waste slate, often carefully stacked against encroachment on roads and parts of the West Pawlet Village, remain. Quarries extend all along the twenty-five mile vein that is the largest deposit of colored slate in the world. Most are small, independent operations. The Slate Valley Museum in nearby Granville, New York has displays, exhibits, presentations, and important photographic documentation about all aspects of the history, current operations, and science of slate quarrying in the area.

Several one-room schoolhouses survive in the Town. One schoolhouse in West Pawlet was constructed in 1880. The Pawlet Historical Society, founded in 1973, owns two of these one-room brick schoolhouses and has begun to renovate them extensively. The Society publishes a newsletter three times a year with articles of local interest, including the winning historical essays written annually by the sixth grade school children. It arranges four programs a year for the membership and the general public.

Only two churches remain standing from those built during Pawlet's history, West Pawlet's Baptist Church from 1881 and Pawlet Village's Methodist Church from 1841. The Methodist church is Gothic Revival structure built to replace a former church that burned. The replacement church also suffered a fire that destroyed its original steeple. The Church made do with an inferior substitute steeple for many years. Years of fund-raising suppers and supportive donations allowed the Church to commission a new steeple that replicates the original one. It was finally erected in 2004. Besides the history revealed in structures, several cemeteries in the Town provide historic interest.

Pawlet's varied economic past has created unique historic and cultural matters of interest. The rich farmland in the broad Mettawee Valley and other smaller valleys excited original settlers. Farming subsequently moved up into the hills as well. As early as 1768, a gristmill was established in Pawlet Village. The available water power supported substantial industry in the Village in the nineteenth century, including the manufacture of Philo Stewart's cast iron cook stoves. The advent of electrical power caused small centers of water-powered industry to fade. The creative economy has replaced the industrial one: Studios and galleries of art and craft now dot the Village and further parts of the Town. One may find ceramics, paintings, handcrafted lampshades, and traditional and contemporary sculpture.

Creativity manifests in small-scale manufacture that ranges from pickles with local ingredients to maple product specialties. In early spring, about mud season time, the Town is dotted with plumes of steam rising from small sugarhouses boiling maple sap into syrup. Warm sweet syrup fresh from the evaporator and the roar of the great fire in the arch below create memories that linger forever.

Despite more than a century of changes, farming and quarrying remain the heart of the Town's economy and its most visible activities. They are the shapers of landscape. The quarries on the west side of town display the drama of mining, opening portals into the earth's ancient geology. Broad farm fields open vistas of valley against the rising hills. The height of cornstalks measures the passage of summer. Patches of bright green smaller fields punctuate the forests on the hills. Cows and sheep animate the meadows, and hawks soar in the wide skies.

Old pictures of the Town reveal a landscape largely clear of forest, which had been cut for fuel and potash. The massive return of forest since the late nineteenth century testifies to Nature's resilience. The logging that once more contributes to the local economy now proceeds with care so as not to mar the landscape.

Pawlet has sought to preserve its rural and natural character and to support the farming economy by working with the Nature Conservancy and the Vermont Land Trust to protect open spaces, productive agricultural lands, while providing needed financial resources for farmers.

The Mettawee River flows through many scenic vistas spanning the Town from the southeast to the northwest. Button Falls in North Pawlet roars with its volume. It grows in size as it gathers from numerous tributaries and wetlands that support varied wildlife. It provides swimming and boating recreation, and excellent fishing. The largest tributary, Flower Brook, issues into a scenic mill pond in Pawlet Village. Flower Brook has its own large tributary, Beaver Brook. These two, and numerous other tributaries to the Mettawee, offer many additional fishing opportunities.

Everywhere rises a backdrop of hills. Woodlawn Mountain, Pawlet's highest, lies to the east, its three peaks rising even taller across the Town line into Danby. To the west lies the long line of The Pattern. Haystack Mountain, the Town's distinctive natural emblem, rises abruptly from the valley in North Pawlet. Conserved land, it offers an easy trail to its summit. Climbing it yields the reward of a view that is very great in proportion to the small effort the trail requires.

Haystack is southernmost of "three sisters." Middle and Bald Mountain complete the trio that forms the centerpiece of the north Pawlet hills, where approximately two thousand acres of unbroken forest survives, undeveloped and practically unimpacted by any human use since its beginnings after the glaciers retreated at the end of the last ice age. The forest is home to two unique natural communities, one of hickory-hop hornbeam and the other of dry elfin oak, both found on the south-facing aspects of the hills.

These unique communities also appear on the south-facing aspects of hills collectively named "The Pattern" that define the west side of the Mettawee Valley. The Pattern also comprises a wilderness that extends for fifteen miles, crossed in one place only by an active Town road. Another unique forest community, this one of sycamore, lies in to the southwest of River Road, the connector between Pawlet and West Pawlet.

Hunting opportunities abound, from birds to deer and even bear. Since Pawlet became the point for reintroduction of the wild turkey to Vermont more than fifty years ago, its habitat has proved ideal nurture for increasing flocks. Besides excellent hunting, Pawlet offers many opportunities to observe wildlife. The ubiquitous margins of wood and meadow afford great variety for the bird watcher. Attention at dawn or dusk will uncover dozens of species. Hawks are never absent from the summer skies, drawn along with owls and other raptors to the bountiful prey of field and wood. Ponds and wetlands attract the majestic Blue Heron. Long V's of geese cross the skies in spring and fall. The habitat supports numerous four-footed creatures besides those that mainly interest hunters. Beaver, mink otter, raccoons, and muskrat populate the riverine environment. An observer can also glimpse foxes, fishers, bob cats, and all the smaller land creatures. The other-worldly song of coyotes rings clear on a still night.



Rupert

Rupert is a rural community that is characterized by both fertile agricultural valleys and forested mountains. The population of the Town grew rapidly following early settlements along the Mettawee River in East Rupert and White Creek in West Rupert. A number of historic buildings remain in East Rupert and in the hamlets of Rupert

and West Rupert. The Rupert Historical Society maintains artifacts and exhibits in the old Rupert School and Meeting House building. In addition to this collection of historic structures, the Town's cemeteries reveal much about the area's early history, and a state historic sign marks the site along the Mettawee River where the Harmon Mint produced copper coins for the independent Republic of Vermont in the 18th century.

The Mettawee River flows northward alongside Route 30 on the east side of town while White Creek and its tributaries drain the western valleys. All of these streams support important fisheries, and the Mettawee in particular is known for its native population of rainbow trout. Rupert's valleys contain a number of active farms taking advantage of some of the best agricultural soils in the State. The Vermont Land Trust has worked with local farmers and property owners to ensure that much of this land remains undeveloped and in productive agricultural use. Upland areas in Rupert are dominated by forests interspersed with small clearings and pastures. Forest land is important for wildlife habitat, timber and maple syrup production, and for recreational uses.

Other natural resources in Rupert include riparian and upland wetlands, deer wintering yards, and bear habitat. The Town's natural resources also provided the context for many of the scenic views that can be enjoyed in Rupert. Examples include the view up and down the Mettawee Valley from near the Pawlet town line, the mountains and valleys viewed from the open fields and summits at Merck Forest, and the many scenic road segments. There also is one active slate quarry located in Rupert as well as extensive sand and gravel deposits.

Many recreational opportunities in Rupert also spring from the varied natural environment. Hunting, fishing, hiking, skiing, mountain biking, and camping are all supported by Rupert's forests and streams. Of particular significance in this regard is the 3,100 acre Merck Forest and Farmland Center that occupies the high ground between the east and west sides of the town. Merck contains over 25 miles of maintained trails for hiking, trail running, snowshoeing, and cross country skiing, facilities for camping, and numerous outdoor education programs. Other municipal, state, and federally owned forest lands cover an additional 600 acres of land in Rupert. The Mettawee Valley Community Center, located on Route 30, offers playing fields and other facilities that are used by residents of Rupert, Dorset, and Pawlet. The Delaware and Hudson Rail-Trail is an important recreational resource in the western part of Town and the system of public roads, especially Route 30, are valued bicycling routes.

Dorset

Dorset is well known for its historic buildings and beautiful village center. The Dorset Village Historic District and the Kent Neighborhood District are both included on the National Register of Historic Places. Many of the buildings in these districts were built during the time that Dorset was an important center of the marble industry. Indeed, there are over 20 marble quarry sites in town, two of which, the Norcross-West Quarry and the Feedley Quarry, are on the State Register of Historic Sites, as is the Freedleyville Marble Mill. The Cave, Gettysburg, and Fulsom marble quarries are also of particular historical significance to the Town. Well over 100 buildings in Dorset are included in either the National or State Registers of Historic Places. The Town also contains six historic cemeteries, the site of an old iron foundry, and a variety of other sites of local historical interest.



The Dorset Theater is located in Dorset Village just off Route 30.

Long a center of cultural activity, Dorset Village contains a building maintained by the Dorset Historical Society, a fine public library, and a theater where performances take place year round. The Long Trail School, a private middle and high school also offers performances and facilities for community events.

Situated at the divide between the south-flowing Batten Kill and the north-flowing Mettawee River and Otter Creek, Dorset is also a town with a remarkable array of natural resources. The Dorset Marsh lies at the headwaters of both the Batten Kill and the Mettawee and is one of very few "Class I" wetlands in Vermont. There are important wetland complexes along all of the Town's principal waterways as well as several significant ponds along the

floor of the valleys on both the east and west sides of Town. Considerable attention has recently been directed toward protection of the Town's abundant and high quality groundwater resources as well.

There are a number of distinctive and interesting mountain peaks in Dorset, including Mother Myrick Mountain, Green Peak, and Owl's Head. Those mountains are blanketed with forests and provide important habitat for deer, bear, and a wide variety of other animals. The unique geology of the Town supports a significant concentration of rare plant species and unique natural communities that have been identified as part of the Vermont Natural Heritage Program. One of those sites is the cave on Green Peak that provides shelter for thousands of bats and is owned by the Nature Conservancy. Many other Natural Heritage sites are found on the rocky slopes of Dorset's mountains and in and around the Dorset Marsh.

It would be difficult to look around anywhere in Dorset and not observe beautiful scenery of one type or another. Some scenes combine the Town's unique historical and natural resources, such as views of Dorset Village set against the backdrop of the Taconic Mountains. Other views of note are the ever-changing rural scenes along Route 30 and the mountain vistas that can be seen from Dorset Hollow Road and West Road on either side of the Byway. There also are a number of spectacular lookouts accessed from trails that wind high up into the mountains on either side of Town.

Dorset's recreation resources include its vast backcountry, trails, waterways, and features unique to Dorset such as the Norcross-West Quarry, which is now a popular swimming hole and picnic site and the Freedley Quarry which is a popular hiking and ice skating destination. The Town owns several parcels of woodland and also owns several miles of trails. The Green Mountain National Forest has acquired some remote upland areas in Town as well. Developed recreational facilities include the Dorset Field Club, two campgrounds, and, of course, roads such as Route 30 that support bicycling and recreational touring.

Manchester

Manchester always has been an important commercial center for the region, lying at the crossroads of north-south and east-west travel routes. The Stone Valley Scenic Byway begins in downtown Manchester at the intersection of Routes 7A, 11, and 30. This intersection also marks the point where two of Manchester's historic areas converge: the Main Street and Bonnet Street Historic Districts. The Town also has designated historic districts further east (Manchester Depot), south (Manchester Village), and north (North Main Street). A wide variety of residential, commercial, and institutional buildings are represented in these districts. Some of the best known individual historic properties in Manchester are the Equinox Hotel, Robert Todd Lincoln's Hildene, and the Bennington County Court House. The Town also contains some fascinating historical roads such as the old route over Beartown Notch that was once the main approach to the area from the west. An old rail corridor leads to sites where marble mills once stood, now marked only by streamside marble retaining walls. The Town's cemeteries also reveal a fascinating history of early settlement. The Manchester Historical Society maintains a building and exhibit just outside of the downtown area.

Cultural resources abound in Manchester. The Town's bustling downtown is a cultural attraction in and of itself, and the Town Green that borders a millpond and waterfall is at the center of it all. The Southern Vermont Art Center contains permanent and visiting exhibits, a theater/pavilion, and a botany trail. Riley Rink at Hunter Park doubles as a venue for concerts and shows by internationally known performers. Other events and exhibits take place at the American Museum of Fly Fishing, Hildene, and the theater at Burr and Burton Academy.



The Mill Pond on the Town Green, at the southern end of the Stone Valley Scenic Byway.

The entire Town sits between the Taconic Mountains, dominated by Mount Equinox, and the long high plateau of the Green Mountains. The east and west branches of the Batten Kill converge near the center of Town and flow southward through the Valley of Vermont. The Batten Kill has been recognized by Vermont as an Outstanding Water Resource. Other notable water resources in Manchester include: Bourn Brook, Bromley Brook, Downer Glen, Lye Brook and Lye Brook Falls, Bullhead and Equinox Ponds, and a very productive aquifer.

Mount Equinox dominates the landscape and its slopes and summit ridge contain some very important natural features. The Table Rock Natural Area, Equinox Spring, Cook Hollow, Lookout Rock, and the Skinner Hollow Cave are all fascinating natural resources valued by the community. The Dryer Quarry is an abandoned marble quarry in Town and there are extensive sand and gravel deposits that date to the time when streams deposited sediments to a vast inland sea that extended throughout the area.

Manchester has quite a mix of natural and man-made recreational facilities. There are numerous access points to the Green Mountain National Forest, including hiking trails to Lye Brook Falls and Prospect Rock. The Long Trail/Appalachian Trail also traverse the east side of the Town. The Equinox Preservation Trust maintains an extensive network of trails around and above Equinox Pond, including one trail that reaches the summit of the mountain after a steep 3,000-foot climb. Other trails traverse the Pew Forest, Isham Forest, and the grounds of the Southern Vermont Art Center. Hildene operates a ski touring center over several miles of trails on that property.

The Dana Thompson Recreation Center, located directly on Route 30, contains playing fields for many sports, a grandstand, large swimming pool, skate park, playground and picnic facilities, and a walking/running trail. The Recreation Center also is connected via trail to Riley Rink at Hunter Park, with its ice skating arena and playing fields.

C. Matrix of Significant Corridor Resources

Town: Poultney	A	C	H	N	R	S	Notes
Lake St Catherine				*	*	*	
Green Mt. College		*	*	*	*	*	
St David Society		*	*				<i>Welsh Society, historical slate activities</i>
Lake St Catherine State Park	*		*	*	*	*	
Stone Bridge Inn Tourist & Info Center		*	*			*	<i>To open in Spring 2005</i>
Poultney Historical Museums Society		*	*		*	*	<i>3 sites in E. Poultney</i>
Pond Hill Ranch and Rodeo		*			*		
Slate Quarries	*	*	*	*		*	<i>Slate is a dominant historical and present commerce.</i>
D&H Rail Trail			*		*	*	<i>Trail is used year round. "Slate Picker" train was significant in the 1800s.</i>
Lake St Catherine Country Club (Golf)					*		
Churches & Cemeteries		*	*				
Taconic Foothills				*	*	*	
Town-wide Yard Sale		*					<i>1st Saturday in June</i>
Eagle Hotel (Tavern)		*	*				<i>Home to Horace Greeley (NY Herald) & co-worker Greg Jones (NY Times).</i>
Lake Bomoseen Dam					*	*	
Sailing Winds Marina Inc.					*		
Bird Mountain WMA				*	*	*	
Buczek Marsh WMA				*	*	*	
Significant Vertebrate Bird				*			
Significant Natural Palustrine Com.				*			
Significant Vascular Plant Monocot				*			
Significant Natural Terrestrial Com.				*			
Deer Wildlife Habitat				*		*	
Hampshire Hollow Trail					*	*	
Trail to Middletown Springs					*	*	
Historic Registered Sites	*	*	*				<i>Poultney has 2 state registered historic districts and a total of 405 sites.</i>
Archeological Buffer	*						
Dams					*	*	
Schools					*		
Wetlands				*		*	
Biologically Significant Areas				*			
Summits				*	*		

Town: Wells	A	C	H	N	R	S	Notes
Lake St Catherine				*	*	*	
Slate Quarries		*	*	*	*	*	
Historic Registered Sites	*	*	*				<i>Wells has 1 state registered historic district and a total of 83 sites.</i>
Lucidian Lake					*	*	
Pond Mountain						*	
Orchards		*					
Peregrine Falcon Habitat				*			
Old Meeting House		*	*				
Maple Syrup / Sugar Houses		*					
Wells Brook & River				*	*	*	
Gristmill		*	*				
Rec. Facilities at Modern Woodmen					*		
Wells Library		*	*				
Oliver Cowdry Landmark		*	*			*	
Seth Warner Landmark (Highway)		*	*			*	
Horseback Riding & Snowmobiling					*		
Cliffs				*	*	*	
Catherine Capers					*	*	
St. Catherine Fish & Wildlife Access					*		
Little Pond Site					*	*	
Modern Woodman of America					*		
Significant Vertebrate Bird				*			
Significant Vascular Fern or Fern Ally				*			
Significant Natural Palustrine Com.				*			
Significant Vascular Plant Dicot				*			
Significant Vascular Plant Monocot				*			
Significant Natural Terrestrial Com.				*			
Deer Wildlife Habitat				*			
Trail to New York					*	*	
Cemeteries & Churches		*	*				
Archaeological Buffer	*						
Dams					*	*	
Schools		*			*		
Wetlands				*		*	
Biologically Significant Areas				*			
Summits				*	*		

Town: Pawlet	A	C	H	N	R	S	Notes
Flower Brook Dam & Cascade				*	*	*	
Pawlet Village School		*	*				<i>Restored and converted to town library.</i>
Braintree School		*	*				
North Pawlet School		*	*		*		
Mettawee Valley				*	*	*	<i>The third largest agricultural valley in the state of VT, extensively farmed.</i>
Slate Valley / Quarries	*	*	*	*	*	*	<i>The Slate Valley Museum, which depicts the cultural and economical history of slate is across border in NY</i>
Delaware & Hudson Rail-Trail			*	*	*	*	<i>Converted rail line</i>
Significant Vertebrate Bird				*			
Significant Vascular Fern or Ally Fern				*			
Significant Natural Palustrine Com.				*			
Significant Vascular Plant Dicot				*			
Significant Natural Terrestrial Com.				*			
Deer & Bear Wildlife Habitat		*	*	*			<i>Pawlet is the only community along the Route 30 corridor with bear habitat. It was the original site for reintroduction of the wild turkey.</i>
Cemeteries & Churches		*	*				<i>Restored historic steeple on Village Church.</i>
Historic Registered Sites	*	*	*				<i>Pawlet has three state registered historic districts and 166 total sites.</i>
Wetlands				*		*	
Biologically Significant Areas				*			
Conserved & Public Lands				*	*	*	
Galleries, shops, studios & etc		*			*		
Mettawee River				*	*	*	<i>Excellent fishing, falls & cliffs</i>
Archeological Buffer	*						
Haystack Mountain				*	*	*	<i>Conserved area, marked rail, easy rewarding hike.</i>
Woodlawn Mountain				*	*	*	<i>Elevation 2500 ft +</i>

Town: Rupert	A	C	H	N	R	S	Notes
Mettawee River	*			*	*	*	
Mettawee Valley	*	*	*	*	*	*	
Mount Antone				*	*	*	<i>At Merck Forest</i>
Mill Brook	*		*	*	*	*	
White Creek	*		*	*	*	*	
Indian River	*		*	*	*	*	
Deer Wintering Yards				*	*		
Bear Habitat/Forest Land				*	*	*	
Harmon Mint Site			*				<i>Minted coins for Republic of Vermont</i>
Rupert Congregational Church		*	*			*	
Rupert Methodist Church		*	*			*	
Sherman's Store			*				
Jenk's Tavern			*			*	
Rupert School/Meeting House		*	*				
West Rupert Schoolhouse		*	*				
Rupert and W. Rupert Village Centers		*	*			*	
Historic Cemeteries			*				
Rupert Quarry		*	*	*			
Merck Forest and Farmland Center	*	*		*	*	*	<i>3,100 acres of upland forest, farmland, recreational and educational facilities</i>
Rupert State Forest				*	*		<i>332 Acres</i>
Rupert Town Forest				*	*		<i>89 Acres</i>
D&H Rail Trail			*		*	*	
Mettawee Valley Community Center					*		
View from Spruce Peak				*	*	*	<i>At Merck Forest</i>
Mettawee Valley Vista from Route 30					*	*	<i>Many points, best may be at Pawlet town line</i>
View from Merck pasture					*	*	<i>View west to the Adirondack foothills</i>
Kent Hollow			*	*		*	
Scenic Roads		*	*		*	*	<i>Especially Route 30, Sandgate Road, Lang Road</i>

Town: Dorset	A	C	H	N	R	S	Notes
Batten Kill	*	*	*	*	*	*	<i>Headwaters in Dorset</i>
Mettawee River	*	*	*	*	*	*	<i>Headwaters in Dorset</i>
Otter Creek	*	*	*	*	*	*	<i>Headwaters in Dorset</i>
Prentiss Pond			*	*	*	*	
South Village Pond				*	*	*	
Emerald Lake	*			*	*	*	
Winter Deer Yards				*	*		
Bear Travel Corridor				*			<i>Connects bear habitat in Taconic and Green Mountain Ranges</i>
Owl's Head				*	*	*	<i>Distinctive peak above Dorset Hollow</i>
Green Peak	*		*	*	*	*	<i>Trails, marble quarries, caves, scenic lookouts</i>
Mother Myrick Mountain				*	*	*	
Bat Cave				*			<i>On Green Peak, home to thousands of bats, owned by Nature Conservancy</i>
Rare plant species/natural communities				*	*	*	<i>Several at Dorset Marsh and on mountain slopes</i>
Scenic Roads		*	*		*	*	<i>Especially Route 30, West Road, Dorset Hollow Road, Kirby Hollow Road</i>
Dorset Marsh	*			*	*	*	<i>Vermont's first Class I Wetland</i>
Dorset Village Historic District		*	*			*	
Kent Neighborhood Historic District		*	*			*	
Marble Quarries	*		*	*	*	*	<i>Over 20 in Dorset, notable are Norcross-West, Freedley, and several on Green Peak</i>
Historic Cemeteries		*	*				
Old Iron Furnace	*		*				
Wilson House		*	*			*	<i>AA Founder</i>
H.N. Williams Store		*	*			*	<i>Classic Country Store</i>
Groundwater and springs			*	*			<i>Several very productive springs such as the McNamara Spring</i>
Dorset Theater		*	*				
Dorset Historical Society			*				
Dorset Library		*	*				
Public Forest Lands and Trails				*	*	*	
Dorset Field Club		*	*		*	*	
Campgrounds				*	*	*	<i>Emerald Lake plus two private campgrounds</i>

Town: Manchester	A	C	H	N	R	S	Notes
Mount Equinox		*	*	*	*	*	<i>Highest Taconic Peak, public land and recreational opportunities</i>
Table Rock Natural Area				*	*	*	<i>Views and rare species</i>
Green Mountains	*	*		*	*	*	<i>Extensive access to Green Mt National Forest</i>
Batten Kill	*	*	*	*	*	*	<i>An" Outstanding Resource Water"</i>
Bourn/Bromley/Lye Brooks	*			*	*	*	<i>Lye Brook Falls – one of the highest falls in Vermont</i>
Bullhead Pond				*	*	*	
Equinox Pond		*		*	*	*	<i>Equinox Resort and Equinox Preservation Trust maintained</i>
Town Green, mill pond, and waterfall		*	*	*		*	
Winter Deer Yards				*	*		
Downer Glen				*	*	*	<i>Swimming holes</i>
Skinner Hollow Cave				*	*	*	
Cook Hollow	*			*	*	*	<i>On Mt. Equinox</i>
Dyer Quarry (marble, abandoned)	*		*	*			
GMNF Trails				*	*	*	<i>Access Long Trail, Prospect Rock, Spruce Peak, other destinations</i>
Equinox Preservation Trust Trails				*	*	*	<i>Access scenic lookouts and mountain summit</i>
Public Forest Lands				*	*	*	
Riley Rink at Hunter Park		*			*		<i>Ice arena, concert venue, and playing fields</i>
Dana Thompson Recreation Center		*	*		*	*	
Scenic Roads		*	*		*	*	<i>Especially Route 30, Three Maple Drive, River Road</i>
Southern Vermont Art Center		*		*	*	*	
Lincoln's Hildene		*	*	*	*	*	<i>Historic mansion, grounds, trails</i>
Manchester Center Downtown		*			*	*	
Burr & Burton Academy		*	*			*	
Historic Districts (5)		*	*			*	<i>Manchester Center, Depot, and Village areas</i>
Historic Cemeteries			*			*	
Equinox Resort		*	*	*	*	*	<i>Large historic resort with many public facilities</i>
County Court House and Statue		*	*			*	
Marble Mill Sites	*		*				

D. Route 30 Corridor Resource Locations

The maps on the following pages provide an overview of some of the resources located throughout the entire Byway. The maps locate the attractions on a 1994 orthophoto and identifies them with a photograph. There are also individual maps for each of the following:

Location 1: Poultney Village

Location 2: East Poultney / Lake St. Catherine

Location 3: Wells Village

Location 4: Pawlet / West Pawlet Village

Location 5: Rupert/Mettawee Valley

Location 6: Dorset Village

Location 7: Manchester Center

Location 1: Poultney Village



2. Green Mountain College



D&H Trail



Poultney Village



2. Green Mountain College



Old Depot in Poultney Village



1. Stonebridge Inn



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Location 2: East Poultney Village & Lake St. Catherine



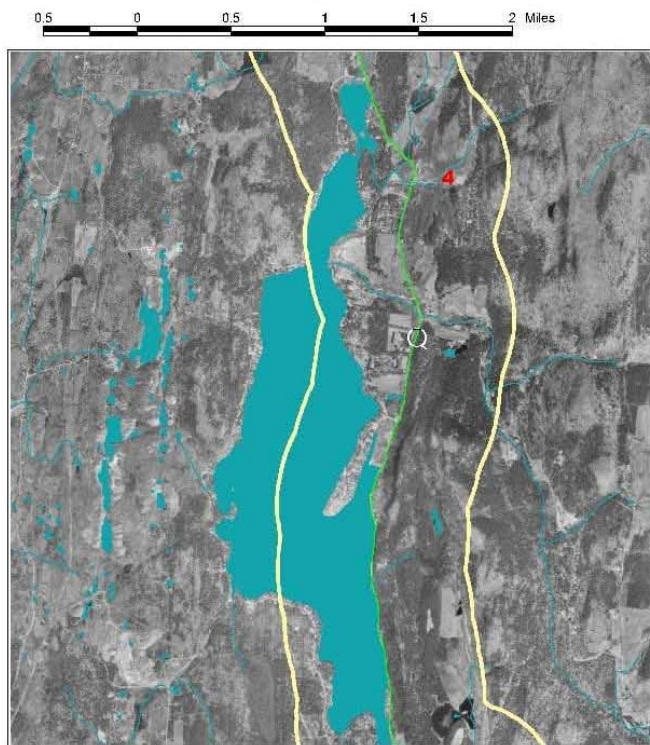
1. Poultney Historical Society & Museum



2. Eagle Tavern



3. View off East Poultney Bridge



Lake St. Catherine



4. Lake St. Catherine Golf Course

Corridor Boundary



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Location 3: Wells



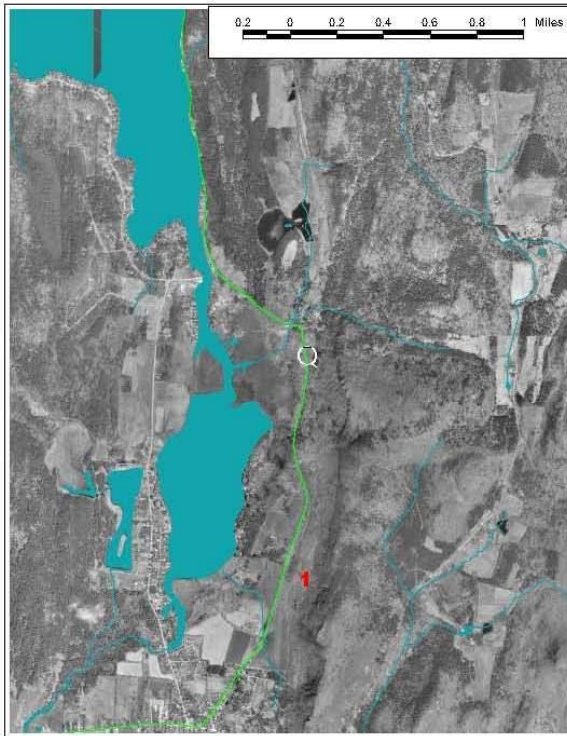
Scenic View of Wells



1. Peregrine Falcon



Lake St. Catherine



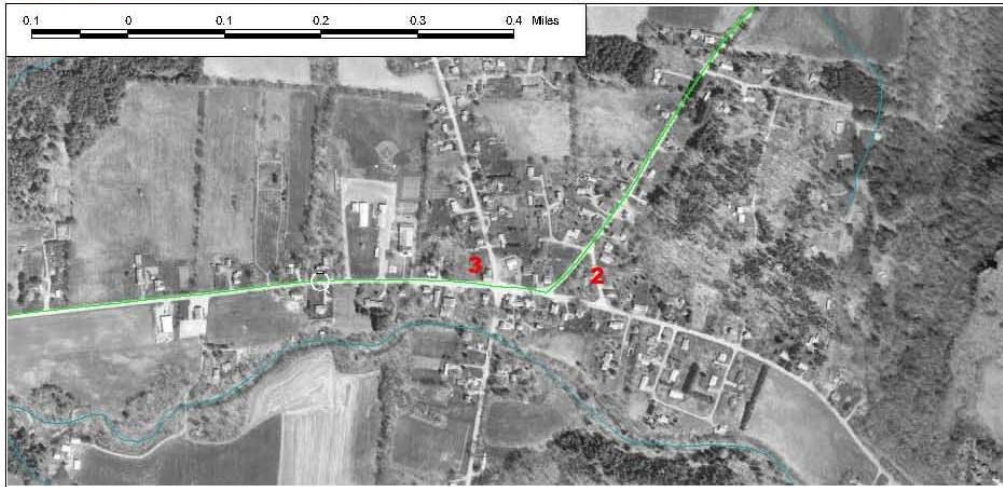
2. Library & Town Green



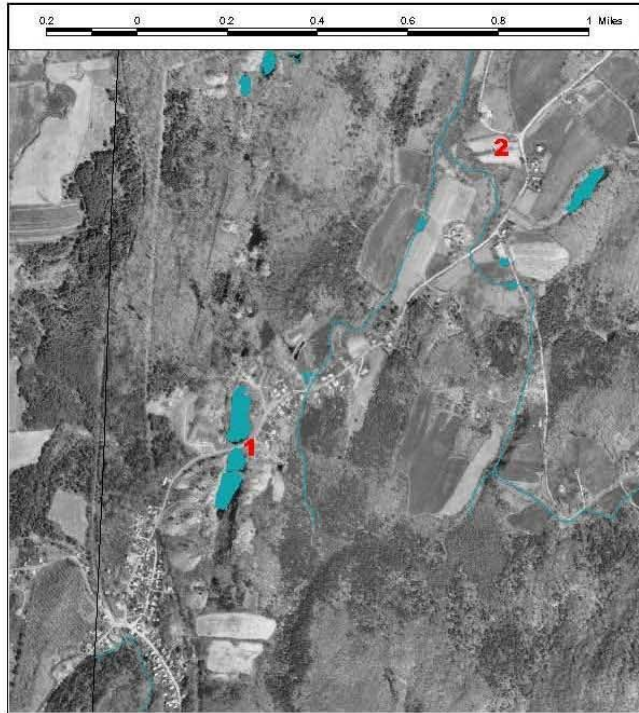
3. Historic Hotel/Tavern, c.1835



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Location 4: Pawlet & West Pawlet



1. Slate Quarry



2. Braintree School



3. Pawlet Village Falls



4. Mach's General Store, c. 1808



5. Pawlet Town Office

Location 5: East Rupert and the Upper Mettawee Valley



2. Jenks Tavern in the Hamlet of East Rupert



1. Merck Forest and Farmland Center



4. The agricultural Mettawee Valley



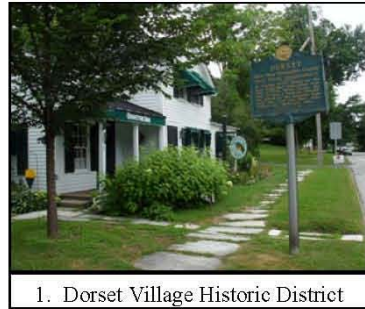
3. Harmon't Mint Historical Marker



Location 6: Dorset Village



2. Dorset Cemetery



1. Dorset Village Historic District



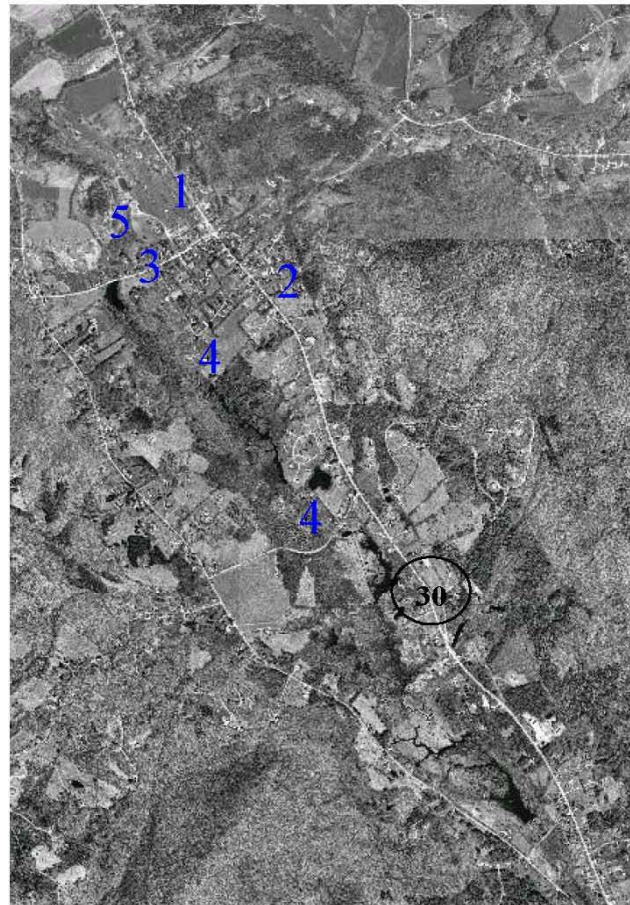
3. Dorset Playhouse



4. Dorset Marsh



5. Church Street, Dorset Village



Location 7: Upper Batten Kill Valley and Manchester



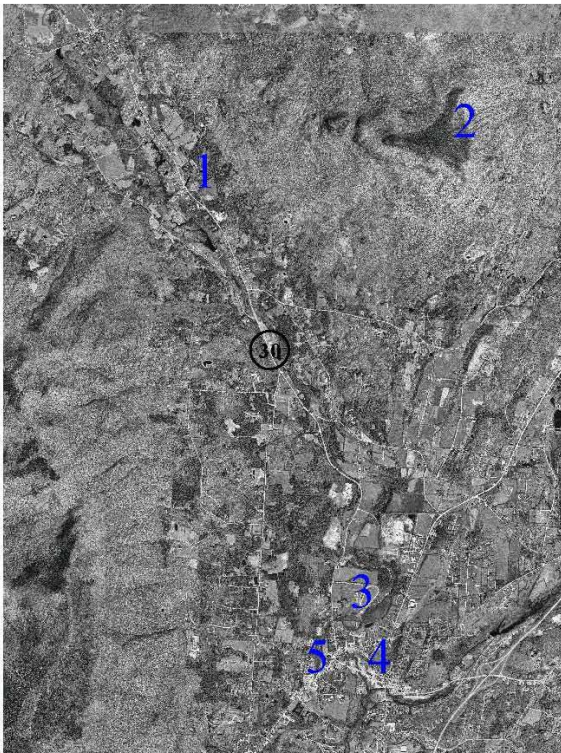
1. Norcross-West Marble Quarry



2. Bats in their cave high on Green Peak



3. At the Dana Thompson Recreation Center



4. Manchester Center Historic District



5. West Branch of the Batten Kill

Section IV: Implementation Goals & Strategies

A collaborative effort of the regional planning commissions, project steering committee, communities, and interested citizens and organizations developed goals and strategies to protect the best qualities of the Stone Valley Scenic Byway and to affect improvements as appropriate. Local and regional objectives found in town plans (Appendix B) and discussed at public meetings provided a basis for developing the general long-term strategies. Some infrastructure needs also have been identified that were not included the towns' stated objectives. Implementing these strategies in a coordinated manner will promote attainment of the Byway vision by stimulating sustainable growth and development. With a clear plan and a network of organizations to provide assistance with funding and project development, the implementation of these strategies throughout the corridor will result in a consistent theme that will unify the towns along the Stone Valley Scenic Byway.

A. Local Management Structure

A Stone Valley Scenic Byway Committee will be created to pursue implementing strategies throughout the corridor. The Committee will meet on a regular basis and may establish sub-committees to develop initiatives and projects to successfully fulfill the Byway's goals. A number of existing regional and state organizations with complementary missions will provide assistance and support as appropriate.

The Vermont Agency of Transportation will contribute technical support through its Byway Project Coordinator. The Vermont Scenery Preservation Council will review plans and strategies and offer suggestions prior to forwarding a request for designation to the Transportation Board. The Federal Highway Administration (FHWA) can offer assistance in formulating national program policy and content, with financial accountability, and with investment and research.

The Rutland Area Physical Activity Coalition (RAPAC) is a coalition of organizations, businesses and individuals committed to promoting a healthy, physically active lifestyle in Rutland County. RAPAC is primarily funded by the Bouse Health Trust and was created in part to address the health problems associated with a sedentary lifestyle in Rutland County. Similar efforts are underway in Bennington County through the Wellness Connection at the Southwestern Vermont Health Center (SVHC). Other local health and bicycle and pedestrian organizations can provide useful input on recreational opportunities along the Byway. RAPAC as well as the Vermont Bicycle and Pedestrian Coalition (VBPC) offers information and advocacy programs that can be tapped to stimulate interest and support for use of Route 30 for non-motorized recreational and commuter users. Local bicycle clubs in the Manchester and Rutland areas also are expected to participate in planning and activities.

The Poultney Mettawee Watershed Partnership (PMWP) is an alliance of local organizations and citizens that are devoted to improving the quality of the regional watershed. The PMWP works closely with the Agency of Natural Resources to assure that all waterways in the Poultney Mettawee watershed meet federal standards. Close cooperation with the PMWP will ensure that water resources are protected and that residents and visitors have access to information about the rivers, streams, wetlands, and groundwater of the area.

The mission of the Vermont Agency of Natural Resources (ANR) is "To protect, sustain, and enhance Vermont's natural resources for the benefit of this and future generations." To meet this mission, the Agency works across the entire state of Vermont to protect and enhance our state's air, water, forest, and other natural resources. The Byway Committee will consult with ANR and coordinate improvements with any projects being implemented by them to protect or promote natural resources in the corridor.

The area Chambers of Commerce and Regional Marketing Organizations (CC/RMO) have the ability to promote new and existing tourist attractions throughout the Route 30 corridor. They also can be invaluable disseminators of information to the many businesses and organizations that they serve. It is expected that these organizations will be represented on the Byway Committee and that those representatives will ensure close inter-agency coordination.

The Vermont Department of Housing and Community Affairs (DHCA) assists in the sustainable development of Vermont communities. DHCA accomplishes this through development of state housing policy and coordination of state housing programs; awards of federal Community Development Block Grants (CDBG) to municipalities; development of state land use policy and support for local and regional planning; identification and protection of historic and archeological resources; and through delivery of programs to preserve the health of Vermont's downtowns and village centers. Such programs can complement the efforts of the Byway Committee to ensure that the Stone Valley Scenic Byway remains an attractive and economically viable region.

The Merck Forest and Farmland Center owns a large tract of land just west of the Byway and offers recreational and educational facilities and programs that greatly enhance visits to the area. Coordination with this organization will enhance opportunities for Byway travelers and users of Merck.

The Rutland Regional Planning Commission (RRPC) and the Bennington County Regional Commission (BCRC) provide technical planning support to municipalities in the areas of land use, transportation, economic development, housing, and natural resources. The commissions also encourage coordinated development throughout the region through their regional plans. By working together on the Stone Valley Scenic Byway project, these organizations will ensure that implementation strategies are consistent throughout the corridor and address common needs and objectives.

B. Goals & Strategies

Four general categories of goals have been developed to assure that the vision of the Stone Valley Scenic Byway corridor is achieved. These categories include:

Transportation

Preservation

Recreation

Sustainable Tourism

Many of the goals and strategies fit into more than one category. Highest priorities for implementation will emerge based on assessments by the Byway Committee and consensus among the towns along the corridor. Implementation of some strategies will require support from some of the other organizations previously noted. Some strategies are very local in nature and may be developed by individual towns or local organizations.

Transportation

Route 30 serves as an important north-south travel corridor through southwest Vermont. An important aspect of designation as a Vermont Byway will be to maintain the quality and function of the roadway to accommodate all types of transportation. The following are transportation goals for the Stone Valley Scenic Byway:

Goal A: Improve pedestrian, bicycle, and motorist mobility and safety within village centers and at key destinations.

Strategy A1: Provide visitor centers and signs and related way-finding elements to help visitors easily locate attractions.

Strategy A2: Install welcome signs at the entry points to village centers.

Strategy A3: Implement traffic calming strategies to reduce excessive speeds in village and town centers.

Strategy A4: Study the potential for additional bicycle and pedestrian facilities (along the roadway or separated facilities).

Strategy A5: Install and maintain sidewalks in village centers to encourage tourists and citizens to park and walk.

Strategy A6: Cooperate with the Vermont Agency of Transportation in efforts to maintain the quality and function of the roadway. This includes compliance with federal MUTCD and Vermont state laws regarding signage.

Goal B: Improve access to adjacent land uses and attractions.

Strategy B1: Maintain, improve, design, and construct safe and accessible scenic lookouts on Route 30 to allow tourists and local residents to safely stop and get out of their vehicles. Projects may include paving designated areas, improving signs, and establishing sustainable and aesthetically appealing pull-offs. One possible location, for example, is at the Little Pond area in Wells.

Strategy B2: Work with private businesses and cultural facilities to help them improve their parking areas and general access.

Strategy B3: Develop and maintain year-round parking areas for all users in corridor recreational areas.

Goal C: To improve and introduce additional infrastructure within the Route 30 corridor to improve safety for pedestrians, bicyclists, and motorists.

Strategy C1: Additional guardrails (designed to fit the character of the area) should be added in certain locations such as between Poultney, Wells and Lake St. Catherine.

Strategy C2: Widen and pave shoulders consistent with Vermont Design Standards along Route 30 to facilitate use by bicycles and pedestrians.

Recreation

The Stone Valley Scenic Byway follows the shoreline of the Batten Kill and the Mettawee River as well as Lake St. Catherine, providing an abundance of recreational destinations and activities. These water resources provide opportunities for boating, camping, swimming, and fishing. Forested mountains are ideal locations for hiking, trail running, cross-country skiing, snowshoeing, hunting, and snowmobiling. The scenic beauty of these diverse landscapes and the rich history of the region enhance the recreational experience. The following goals are related to recreation on and along the byway:

Goal A: Improve information, signs, and other features that promote safety and proper visitor use at recreational facilities.

Strategy A1: Install interpretive and informational signs to inform people about scenic, natural, and historic resources at recreational sites and along trails. Install directional signs to assure that visitors can easily find their way.

Strategy A2: Develop nature trails at locations such as the Modern Woodman in Wells with signs identifying the plants and interesting natural phenomena.

Strategy A3: Create informational, educational, and directional brochures and videos that encourage potential tourists to visit recreational sites and provide them with useful information and maps once there. These brochures also may be used to advertise attractions and seasonal festivities along the Byway.

Strategy A4: Develop, build, maintain, and promote historic, cultural and scenic trails, as well as boardwalks, viewing blinds, and observation platforms throughout recreational areas. These may be hiking, biking or walking trails.

Strategy A5: Hire naturalists and historians to teach naturalist programs and lead guided tours through natural and historic areas.

Strategy A6: Construct and improve visitor centers that provide visitors with brochures, videos, exhibits, guided tours, and maps of the corridor's intrinsic resources. Such centers may be constructed along the Byway or may be developed as interactive websites.

Goal B: Improve parking, signs, and access to recreational activities and destinations along the Byway.

Strategy B1: Maintain, improve, design, and construct safe and accessible scenic lookouts and parking along Route 30 to allow tourists and locals to pull over and get out of their vehicles. These sites may include provision of accesses to water or other public resources.

Strategy B2: Investigate areas where high traffic volumes and speed may impact recreational safety, accessibility and overall enjoyment along Route 30, and implement safety improvements.

Strategy B3: Develop additional bicycle, hiking, and cross-country skiing trails, either on public land or with acquisition of easements on private land.

Strategy B4: Improve access and signs to direct travelers to pull-offs and to trails and access points at recreational sites.

Goal C: Make the Byway more attractive to bicyclists and bicycle tourists.

Strategy C1: Provide facilities for safe travel of bicycles and pedestrians, such as wider and well-maintained paved shoulders.

Strategy C2: Develop and advertise additional historic, cultural, or scenic trails with bicycle accessibility throughout the corridor.

Strategy C3: Develop and promote bike routes with maps that direct bicyclists to specific destinations such as the D & H Rail Trail.

Goal D: Promote recreational linkages, vacations, and prepackaged tours at reduced rates to attract more guests, guarantee revenues for attractions and amenities, and improve off-season business.

Strategy D1: Promote distinctive festivals, exhibits, and other activities that occur on specific dates, such as the Slate Festival in Poultney and the Manchester Winter Carnival.

Goal E: Promote outdoor recreational uses in appropriate settings, and include provisions for public access to rivers and lakes and other resource areas which currently have limited or poor access.

Strategy E1: Make school recreation facilities more accessible and user-friendly.

Strategy E2: Establish a policy to maintain open space and meadowlands, an essential feature of our rural landscape.

Strategy E3: Improve and develop public recreation areas with access to intrinsic resources and provide public facilities such as picnic tables and restrooms. Support acquisition of land when adequate financial and management arrangements are in place.

Strategy E4: Retain municipal, state, and federal forestland and develop a management plan for public recreational use.

Strategy E5: Facilitate recreational opportunities for all ages including the elderly and the disabled.

Strategy E6: Provide separate areas or facilities for conflicting uses such as motorboats launches and swimming holes.

Strategy E7: Work with private landowners to maintain and acquire public access points to recreation lands and water by helping to minimize potential impacts.

Preservation

The communities along the Byway include remarkable historical, cultural, and natural resources. Many of these resources are on or adjacent to Route 30. Natural resources include spectacular vistas, abundant fish and wildlife populations, and magnificent mountains, lakes, and rivers. It is critical to maintain the ecological integrity of these resources because the disruption may have severe permanent impacts. The cultural, historic, archeological, and architectural resources in the communities also are regarded as a high priority for preservation. Residents of the area recognize that these resources make their communities unique, contribute to their quality of life, and should be preserved.

Goal A: Natural features such as scenic views, river corridors, lakes, wetlands, summits and meadows should be protected and preserved.

Strategy A1: Protect and improve the quality of both surface and ground water resources.

Strategy A2: Protect and enhance resources of local, regional, or statewide significance.

Strategy A3: Support policies that promote protection of open space and scenic resources for their aesthetic, historic and economic value.

Strategy A4: Support acquisition of land or conservation easements for areas identified as critical to natural, scenic, or recreational use.

Strategy A5: Construct pull-offs at important natural and scenic areas such as the peregrine falcon nesting area.

Strategy A6: Encourage zoning and site development standards that promote scenery preservation.

Goal B: Protect and preserve important cultural, historic, and archeological resources.

Strategy B1: Places with important archeological, architectural, cultural, educational or historic qualities should be identified, mapped, and protected to greatest extent possible from activities that would damage their quality or character.

Strategy B2: Install a Seth Warner interpretive sign or plaque to inform travelers of Warner and related historical events along the Byway.

Strategy B3: Encourage the rehabilitation and adaptive reuse of historic sites.

Strategy B4: Develop town plans and land use regulations that will enhance and protect the architectural integrity and character of villages by encouraging construction consistent with community's character.

Strategy B5: Create brochures, exhibits, a website, and other promotional programs that identify and explain these important cultural resources.

Goal C: Support and encourage the growth and development of organizations and businesses with an interest in conserving the significant resources of the Stone Valley Scenic Byway. Assure that these resources are accessible to the public and can educate residents and tourists of all ages.

Strategies C1: Facilitate public access to libraries and school facilities, including local public schools and facilities at Green Mountain College.

Strategy C2: Support the development and efforts of local historical societies.

Strategy C3: Support programs that inform private and public landowners of the value of protecting and preserving important resources.

Strategy C4: Work with local, regional, and state historical preservation interests to maintain and update historic site inventories.

Sustainable Tourism & Economic Development

It will be important to incorporate a successful byway marketing campaign into any project. That effort should promote the Byway's resources and qualities to ensure that people who are traveling through the area are aware of the many opportunities that exist here. Any such campaign must be designed to be consistent with the objectives of local communities and businesses.

Goal A: Promote and enhance tourism opportunities for the region through sustainable development and conservation of intrinsic resources.

Strategy A1: Maintain and create public facilities (such as public restrooms) that make visiting the Byway convenient for travelers.

Strategy A2: Install a unique and easily identifiable informational sign system.

Strategy A3: Develop a signature event and invite sponsor participation to raise awareness of the Byway and to raise funds for projects.

Strategy A4: Create informational brochures, maps, and a website that encourage potential tourists to visit the Byway. These materials also may be used to advertise activities and businesses along the Byway.

Strategy A5: Construct and/or improve visitor centers with access to brochures, videos, exhibits, guided tours, and maps of the corridors intrinsic resources. These visitor centers may be constructed along the Byway or may be developed as comprehensive interactive websites.

Section V: Conclusion

Route 30 traverses some of Vermont's most scenic, interesting, and historic landscapes. It is an important north-south highway across the western part of the state and connects the Valley of Vermont with the Lakes Region and Lake Champlain. The corridor's resources and pleasant rural lifestyle make it both a great place to live and an attractive tourist destination. With its small historic villages, museums, festivals, and local artisans, the region also is culturally rich. These qualities combined with the agricultural valleys, forests, mountains, lakes, and streams make the Stone Valley Scenic Byway a special place and an ideal candidate for formal byway designation.

The Vermont Byways Program recognizes a roadway's importance in providing access to the intrinsic resources of the region. Byways are attractive travel routes with a story to tell about some aspect or aspects of Vermont's heritage. The Stone Valley Scenic Byway Corridor Management Plan has focused on coordinating existing activities to establish a regional identity and develop a partnership approach to unify the communities along the route. The project was designed to enhance cooperation between communities and other interested partners. Its goal is to promote and interpret the region and its surrounding area and to provide improvements that will improve safety and the quality of life for all residents of the area. By recognizing local heritage and resources, communities can work together to create a shared identity. Byway implementation activities will be targeted to enhance growth in a manner that sustains the natural setting that makes the region so special.

Formal designation of Route 30 from Manchester to Poultney as the Stone Valley Scenic Byway also will provide a way for local communities to identify, protect, and promote the special qualities that characterize the highway corridor. Designation as an official state byway will: support economic development through expanded tourism; address transportation system and infrastructure needs, including pedestrian and bicycle facilities; protect and enhance important natural, cultural, and historic resources; improve accessibility to recreational opportunities and expand use of the corridor by local and visiting recreation enthusiasts, notably bicyclists; and, will make Federal and State funds available to construct visitor centers and related facilities, implement marketing and promotion strategies, restore and build walking trails, sidewalks and bike paths, and thereby improve the roadway itself. In short, designation will lead to projects that will support transportation, sustainable tourism, preservation, and economic development initiatives while preserving the established quality of life along the corridor.

The Stone Valley Scenic Byway will be a significant tourist destination, and a resource management, cultural heritage, and economic development initiative for the Bennington and Rutland Regions. Implementation projects also could support eventual designation as a national scenic byway. The communities along Route 30 strongly support byway designation, and recognize that it has, in fact, been used to access the intrinsic resources inventoried in this Plan for many years. The byway program offers an ideal way to promote the region and its resources without adversely affecting the character of the local communities. Creation of the Stone Valley Scenic Byway presents an opportunity to establish a coordinated regional marketing strategy that will clearly establish the identity of the region, an identity that can be used by local communities and businesses. The Byway Committee, BCRC, RRPC, local communities, and organizations are committed to carrying out the programs and projects developed through the creation of this proposal.

Slate and marble form the bedrock of the Route 30 corridor and from that base we will tell the story of the region's unique history and remarkable natural and cultural attractions. The Stone Valley Scenic Byway will continue to grow and evolve and its story will be told by more people as time goes on. Designation as a Vermont Byway is the first step in a process that will continue long into the future.

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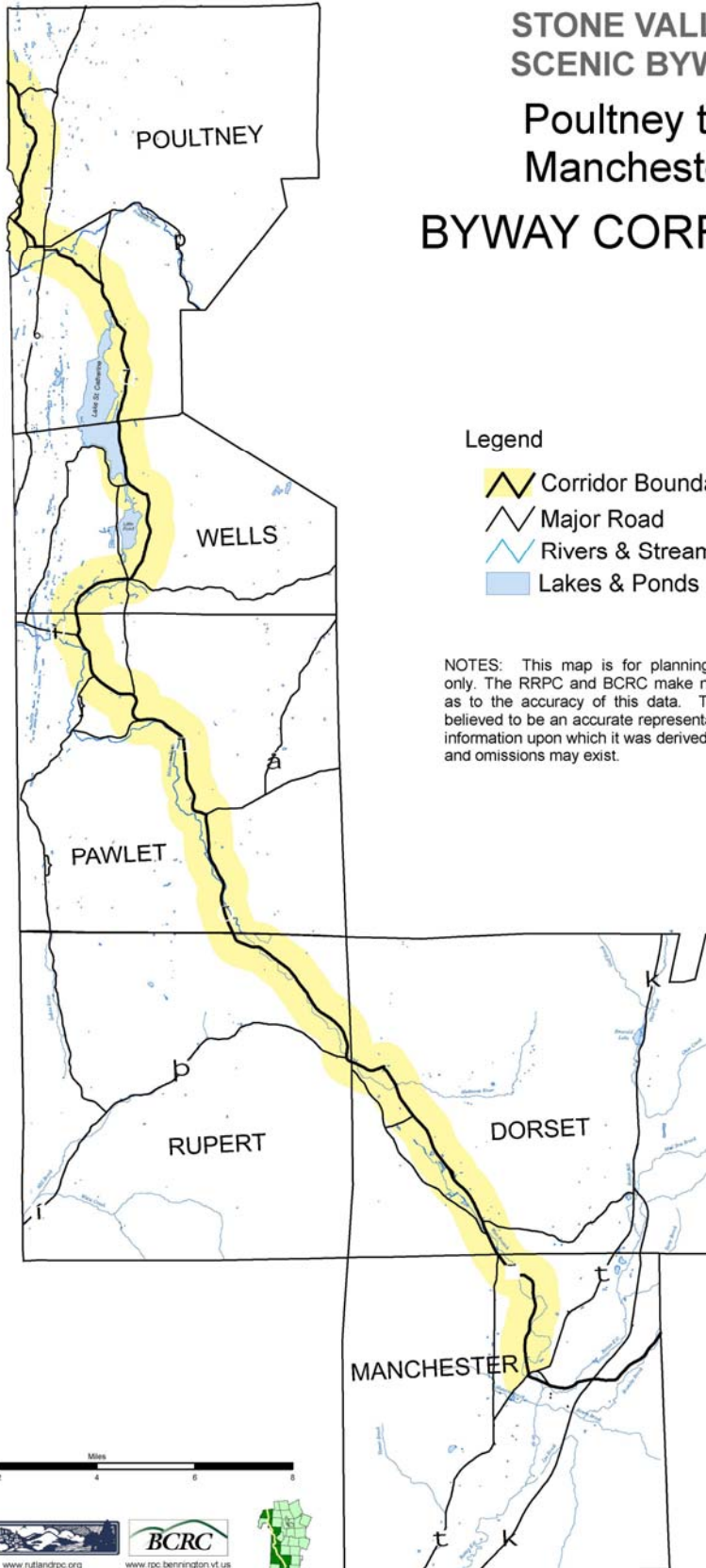
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Appendix A: Map of Corridor

STONE VALLEY SCENIC BYWAY

Poultney to Manchester

BYWAY CORRIDOR



Legend

-  Corridor Boundary
-  Major Road
-  Rivers & Streams
-  Lakes & Ponds

NOTES: This map is for planning purposes only. The RRPC and BCRC make no warranty as to the accuracy of this data. The data is believed to be an accurate representation of the information upon which it was derived, but errors and omissions may exist.



www.rutlandrpc.org
www.rpc.bennington.vt.us
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 This map (D:\RRPC\REG\PLAN\STONE VALLEY BYWAY
 \Corridor.mxd) was produced on 10/30/2006



Appendix B: Town Plan Excerpts

It is critical that any byway planning effort be consistent with regional and local plans. The Bennington and Rutland Regional Plans include policy statements that encourage preservation and appropriate use of resources to maintain and enhance the quality of life for residents and to support economic development. The regional plans also identify many specific resources and enumerate strategies that will promote preservation, access, and appreciation of those resources.

The regional transportation plans reinforce those ideas in the context of the area's highways and multi-modal transportation systems. Those plans encourage a variety of users, support regional economic development, and environmental protection. The transportation system will be coordinated with state, regional and local land use objectives and will reinforce them.

Public Involvement

Public meetings have been held with selectboards, town planning commissions along the Byway corridor And Bennington's and Rutland's Transportation Advisory Council. All of those organizations have expressed their support for the Byway (Appendix H) and have designated representatives to serve on the Byway Steering Committee. Additional public meetings were convened by the Byway Steering Committee to refine the Corridor Management Plan based on additional input from area residents, businesses, and local officials.

Following are excerpts from the Town Plans of municipalities along the Byway that support the objectives of the byway designation.

Poultney

Poultney Town Plan

Objectives

To encourage the preservation of the rich historic legacy that exists in Poultney.

To encourage the preservation of the many historic residences in town.

To support promotional and educational activities by community groups relative to the town's historic resources.

Continue to encourage and support a strong diversity of cultural opportunities available in the town.

To build on the character and identity of Poultney as an historic place in commercial promotions and activities.

To preserve town cemeteries and its records relative to the community's historic resources.

Strategies

- Encourage the preservation of structures in the historic districts by working closely with the owners and the Historical Society.
- Continue to pursue funding sources for restoration of historic structures, including business structures.
- Promote the uniqueness of the history of the Poultney area as a cultural asset of interest to residents and to prospective visitors.
- Continue to support restoration and maintenance of historic cemeteries through grants, donations and municipal assistance.
- Continue to support restoration of the buildings owned by the Poultney Historical Society by grants, donations and municipal assistance.
- Continue to support the diversity of cultural opportunities available by providing meeting space, publicity and municipal assistance, as appropriate.
- Continue to maintain close ties with Green Mountain College.

Wells

Wells Town Plan

Objectives

To identify and map the town's most critical natural areas and develop alternatives, including regulations or conservation easements, for protecting these natural areas;

To minimize potential accidents along heavily traveled highways in Wells, including Route 30;

To improve access to the village area by pedestrians and cyclists;

To encourage commercial growth that meets the needs of town residents while at the same time preserving the small-town character of the community;

To preserve key vistas for posterity in its natural state;

To provide greater public access to the natural and scenic resources within the Town; .

To promote greater utilization of the access to the Outlet of the Lake, more areas open to public exploration of wildlife habitat (including wetlands), hiking access to scenic vistas, utilizing nature walks and access to the rivers traversing the town;

To preserve buildings and retain their historic and architectural character.

Strategies

- Development in or near historic areas should be compatible with the surrounding historic buildings and people should be encouraged to rehabilitate existing structures to preserve buildings and retain their historic and architectural character.

Rte 30, a.k.a. the Seth Warner Memorial Highway, is an important scenic highway that passes from the Pawlet border through the center of Wells and along the eastern side east of Lake St. Catherine to Poultney. Topography and congestion from lakeside development restricts the potential for widening and/or straightening the road to improve its sufficiency.

- Programs for shoreline renewal and road improvement could accomplish the two objectives without seriously affecting the beauty of the eastern lakeshore.
- More guardrails along certain parts of Route 30 between the Town of Wells and the lake could be introduced, as well as better drainage and visibility along the eastern side of the lake.
- Shoulders for bike paths and pedestrian foot travel should be planned for safety.
- Regulations should be considered when dealing with future development along Route 30 focusing on the lakeshore portion of the road.

Pawlet

Pawlet Town Plan

Local and Regional Goals

The local and regional objectives provide the basis for identification, implementation and management of the corridor's resources and are intended to stimulate and promote economic, recreational, and environmental benefits for the communities along Route 30. The four main goals are:

Transportation

Support safe multi-modal transportation along the corridor safely.

Recreation

Provide improved access to recreational opportunities and facilitate collaborative approaches to recreational development and management.

Promote the multiple recreational opportunities along the corridor.

Preservation

Plan for the preservation of scenic, historic, cultural, natural resources, and agricultural values and the protection of environmental qualities found in the corridor.

Sustainable Tourism

Encourage local and regional partnerships for serving tourists.

Develop effective and integrated marketing strategies and provide appropriate amenities for the traveling public.

Rupert

Rupert Town Plan

Goals:

Foster greater understanding and appreciation of Rupert's natural and cultural heritage.

Preserve the town's rural character and working landscape.

Maintain and enhance the quality of the natural environment, through sound stewardship, for the benefit of present and future generations.

Protect the town's most significant natural, cultural, and scenic resources and features from the adverse effects of development.

Maintain the town's historic settlement pattern of compact villages separated by rural countryside.

Conserve the town's important natural and historic features.

Maintain and enhance outdoor recreation opportunities for local residents and visitors.

Policies:

- Natural, cultural, and scenic resources of significance to the town should be protected ... (water, agricultural, forest, wildlife, historic, and scenic resources are documented and discussed).
- Public sidewalks or paths should be provided and maintained within Rupert's designated hamlets.
- Public recreation areas, facilities, and programs for the health and enjoyment of Rupert residents will be provided in convenient suitable locations.
- Rupert's outdoor recreation resources, including publicly owned land, waters, and rights-of-way, should be managed to avoid adverse impacts to natural, cultural, and scenic resources, and to ensure adequate public access and sustainable long-term public use.
- Forests should be managed for multiple uses, including water quality, wildlife habitat, wood production, and recreation.

Tasks:

Conduct ongoing inventories to further document the town's natural, cultural, and scenic resources.

Continue to support the efforts of the Rupert Historical Society to conserve town history, and to increase public awareness of Rupert's cultural heritage

Review and update zoning and subdivision regulations as needed to incorporate resource protection standards.

Consider adopting a scenic road ordinance.

Develop management plans for town-owned land, recreation, and pedestrian facilities.

Dorset

Dorset Town Plan

Objectives and Policies

Recognize the importance of existing village centers for residential development and commercial activity.

Encourage agricultural and forest uses of the land which will contribute to a stable local economy, balanced land use, and public benefit.

Encourage the State to carry out all highway improvements and reconstruction in a safe manner, and with sufficient width to provide for bicycle use.

Encourage implementation of traffic calming measures along major corridors (note: a traffic calming and parking plan for Dorset Village/Route 30 has been completed).

Achieve the best quality of environment for the Town's residents.

Protect wildlife habitats and corridors.

Promote the continued use high value agricultural and forestry lands as part of the economic base of the Town and to preserve the scenic and environmental quality of the Town.

Protect areas of special educational and scientific value and conserve sites and structures of historic and architectural significance.

Develop long range plans for recreation, including development of trail systems, in cooperation with other towns and the region. Acquire land, sites, and easements for these at the earliest possible time.

Protect the Town's amenities which make it such an attractive place for outdoor recreational pursuit for local residents and visitors.

Maintain public access to recreational resources.

Protect natural resources including agricultural and forest lands, wetlands, water resources, wildlife habitats, fragile areas, and rare plant habitats.

Inventory the Town's most important scenic assets and identify additional measures to protect them.

Work with the Dorset Historical Society to map historic and pre-historic resources.

Work with the Historical Society and private organizations to acquire rights, easements, and/or ownership of historic resources as appropriate. In particular, consider the incorporation of abandoned quarries and other outdoor historic resources as potential components in a future open space network or in recreation plans.

Protect fishing access and water quality along the Batten Kill, Mettawee River, and Otter Creek to provide recreation.

Maintain, wherever possible, public access to recreational resources, especially for significant natural areas, paths, trails, or hunting grounds.

Work to improve the "sufficiency rating" of Routes 7/7A and Route 30 through Dorset.

Work to find and provide solutions to problems related to dangerous intersections along state highways.

Encourage the development and maintenance of safe pedestrian routes within villages.

Provide adequate width and design standards for safe transportation for bicyclists along state highways. Bicycle lanes should be provided in State repaving and reconstruction plans.

Work with the Town of Manchester to develop a multi-purpose recreation path on the old MDG rail bed once used for transport of marble from quarries in Dorset to mills in Manchester.

Manchester

Manchester Town Plan

Goals and Policies:

Streams, ponds, lakes, wetlands, and ground water resources shall be protected.

Prime agricultural land and important forest land and meadows shall be conserved.

Partnerships with appropriate organizations are encouraged toward the conservation of natural resources, important lands, and the preservation of public access.

Public access to riverbanks and trails shall be preserved and enhanced. Toward that end, partnerships should be formed with the National Forest and other natural allies.

Creating a greenway network of bike, ski, and pedestrian paths throughout the Town should be a priority (special note made of the path proposal to Dorset).

Special measures shall be taken to conserve and enhance the natural, scenic, recreational, and historic/cultural elements of the river and landscape.

The creation of a park or parks along the West Branch of the Batten Kill should be a priority.

Protect important and productive agricultural and forest lands.

An assessment of Manchester's scenic roads should be undertaken.

Unique natural features shall be preserved.

The Town must guard carefully its attractiveness as a place to live. This has been, and will continue to be, a paramount factor in the Town's long range vitality and success.

Improve coordination and communication with other groups providing recreation services.

Make an effort to acquire public lands to preserve open space and provide additional recreational opportunities.

Particular emphasis should be given to the acquisition of river frontage along the Batten Kill.

Historic structures, and the integrity of the town's historic districts, should be preserved and efforts should be made to ensure the continued use and upkeep of these buildings.

Pedestrian pathways and crosswalks shall be provided at appropriate locations.

Important vistas or public views should be considered and protected.

Parking, traffic, and transportation improvements shall be designed in ways that calm and manage traffic and enhance community character.

(Note: The Town is committed to completing planning and construction of transportation improvements in the center of the downtown, at the origin of the Byway, where an attractive roundabout will be constructed.)

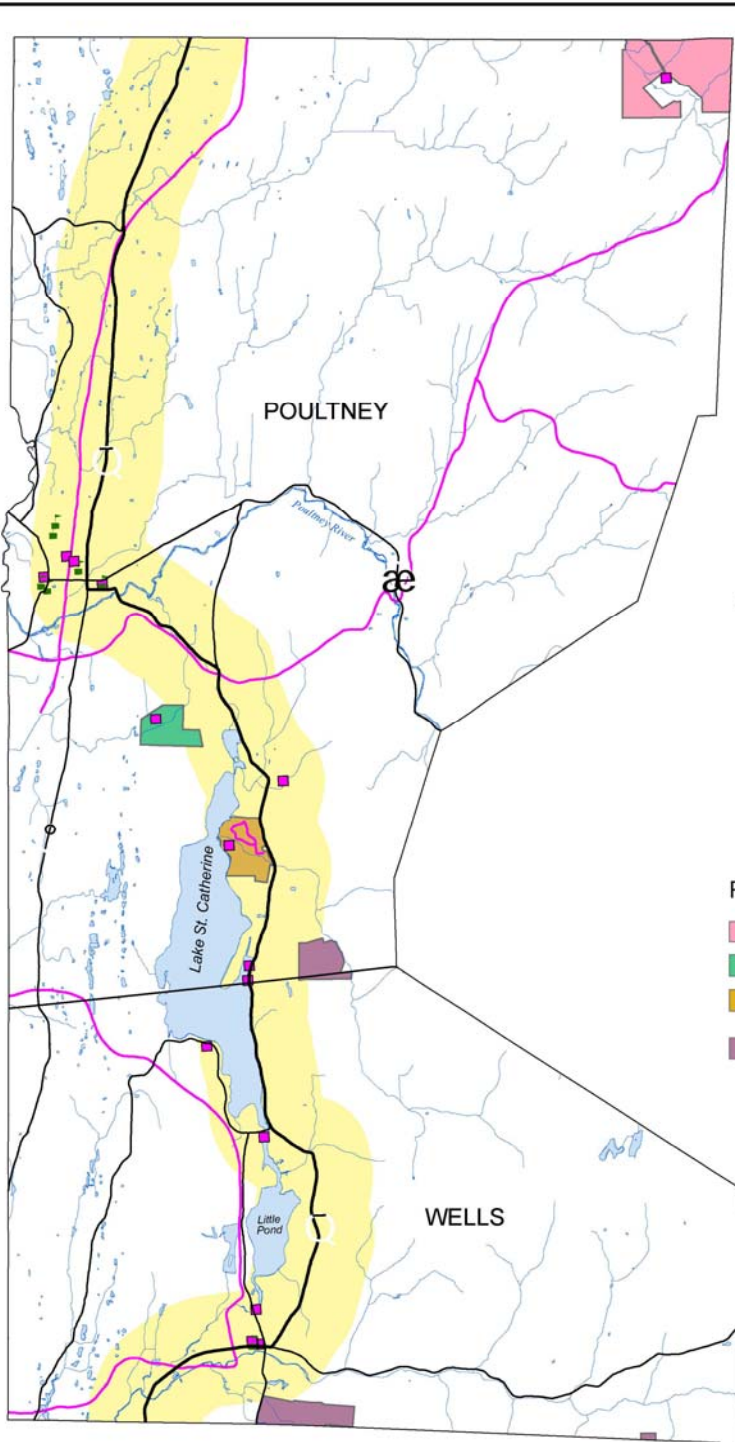
Appendix C: Recreational Resources Map

STONE VALLEY SCENIC BYWAY

Poultney and Wells

Recreational Resources

Map 1 of 3



LEGEND

- Recreation Sites
- Schools
- Trails
- Route 30 Corridor
- Major Road
- Rivers and Streams
- Lakes and Ponds

PUBLIC & CONSERVED LANDS

- BIRD MOUNTAIN WMA
- BUCZEK MARSH WMA
- LAKE ST CATHERINE STATE PARK
- VERMONT LAND TRUST

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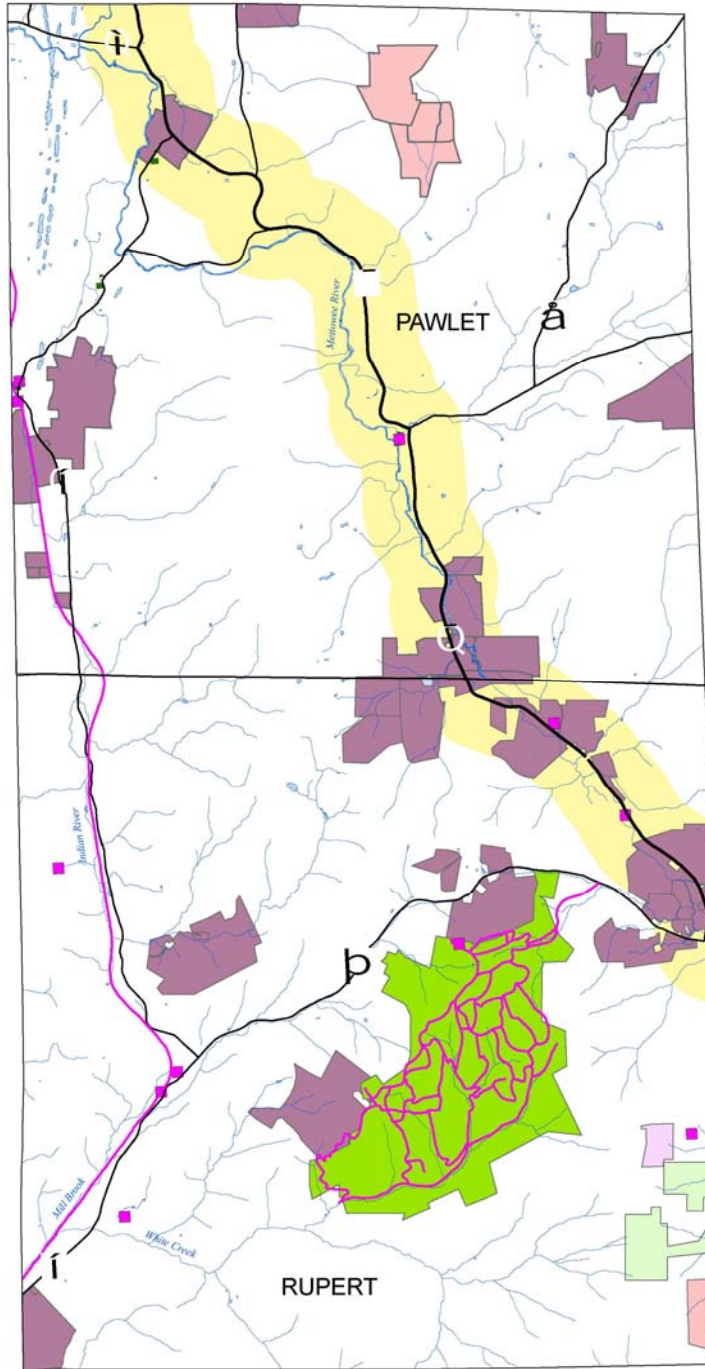
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STONE VALLEY SCENIC BYWAY

Pawlet and Rupert

Recreational Resources

Map 2 of 3



LEGEND

- Recreation Sites
- Schools
- Trails
- Route 30 Corridor
- Major Road
- Rivers and Streams
- Lakes and Ponds

PUBLIC & CONSERVED LANDS

- GREEN MOUNTAIN NATIONAL FOREST
- MERCK FOREST
- RUPERT STATE FOREST
- THE NATURE CONSERVANCY
- VERMONT LAND TRUST

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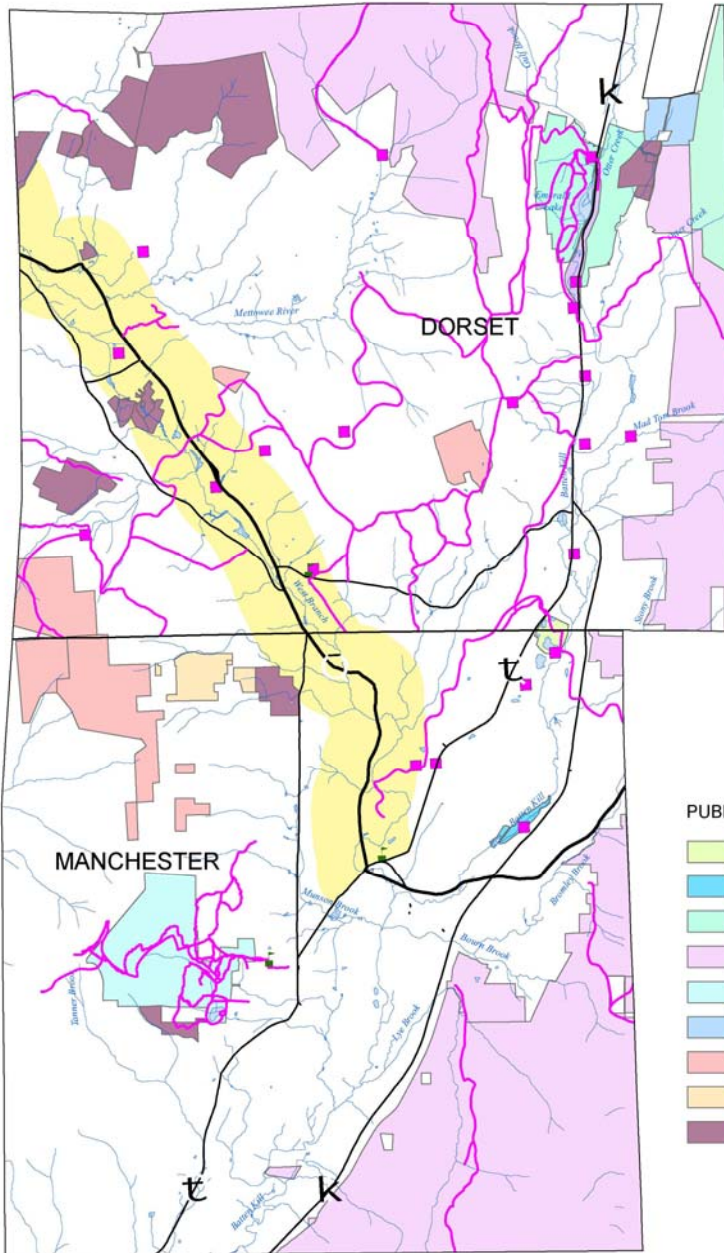
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STONE VALLEY SCENIC BYWAY

Dorset and Manchester

Recreational Resources

Map 3 of 3



LEGEND

- Recreation Sites
- Schools
- Trails
- Route 30 Corridor
- Major Road
- Rivers and Streams
- Lakes and Ponds

PUBLIC & CONSERVED LANDS

- BULLHEAD POND
- DUFRESENE DAM POND SITE
- EMERALD LAKE STATE PARK
- GREEN MOUNTAIN NATIONAL FOREST
- MOUNT EQUINOX PRESERVE
- NEW ENGLAND FORESTRY FOUNDATION
- THE NATURE CONSERVANCY
- UNIVERSITY OF VERMONT (PEW FOREST)
- VERMONT LAND TRUST EASEMENT

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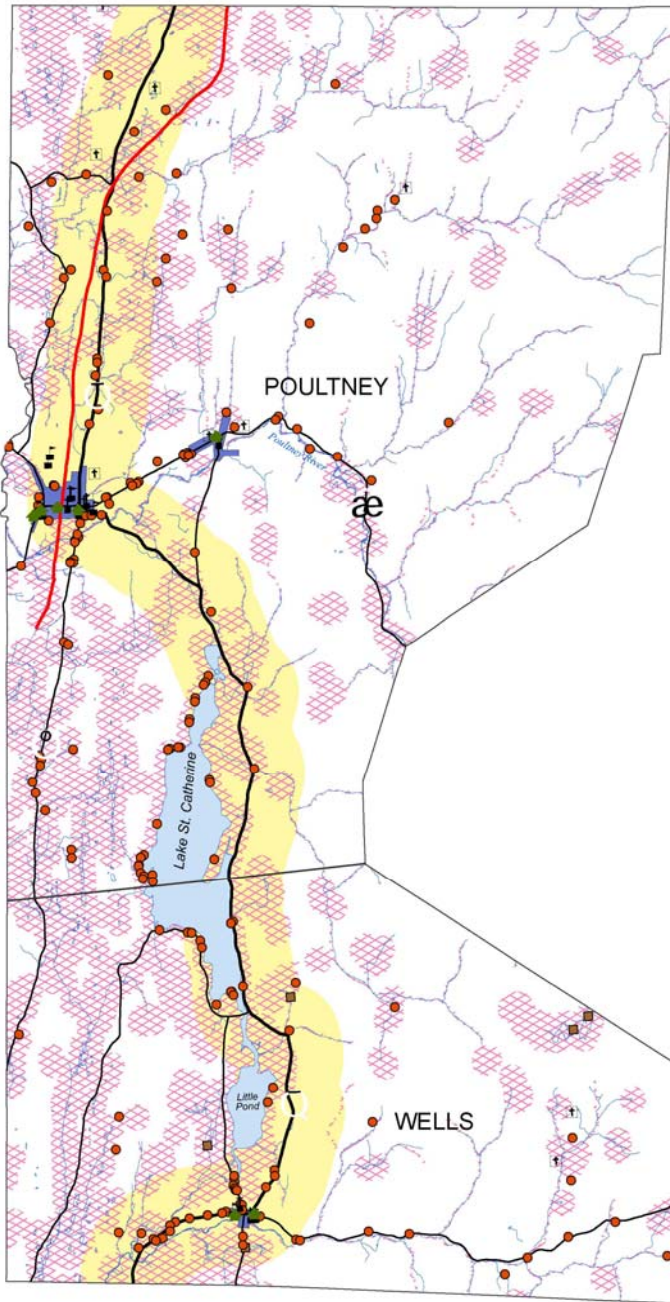
Appendix D: Historical/ Cultural/ Archeological Resources Map

STONE VALLEY SCENIC BYWAY

Poultney & Wells

Historic, Cultural & Archaeological Resources

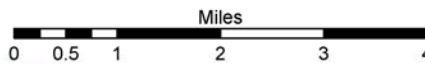
Map 1 of 3



LEGEND

- Cultural Resources
- VT Registered Historic Site
- School
- Church
- Dam
- Cemetery
- D & H Rail Trail
- Route 30 Corridor
- Major Road
- Rivers and Streams
- Lakes and Ponds
- Potential Archeological Area
- VT Registered Historic District

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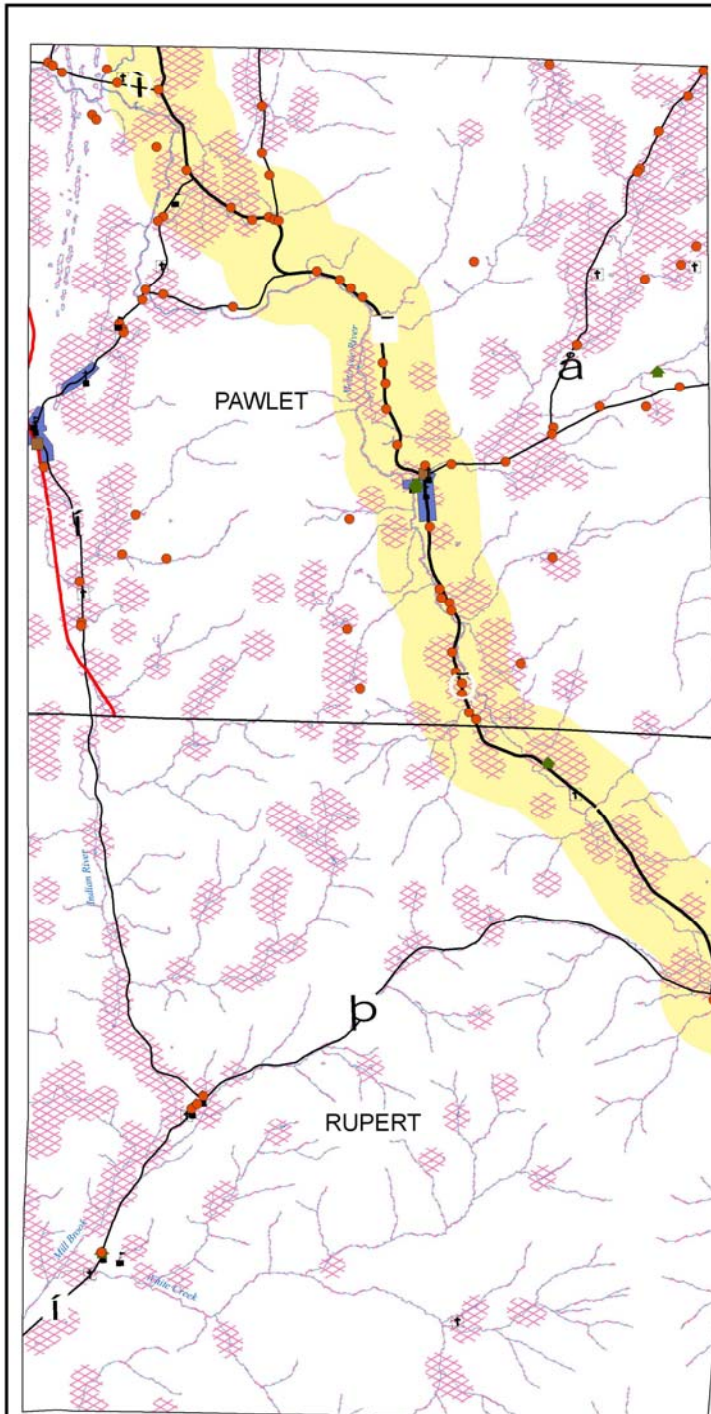


STONE VALLEY SCENIC BYWAY

Pawlet & Rupert

Historic, Cultural & Archaeological Resources

Map 2 of 3



LEGEND

- Cultural Resources
- VT Registered Historic Site
- School
- Church
- Dam
- Cemetery
- D & H Rail Trail
- Route 30 Corridor
- Major Road
- Rivers and Streams
- Lakes and Ponds
- Potential Archeological Area
- VT Registered Historic District



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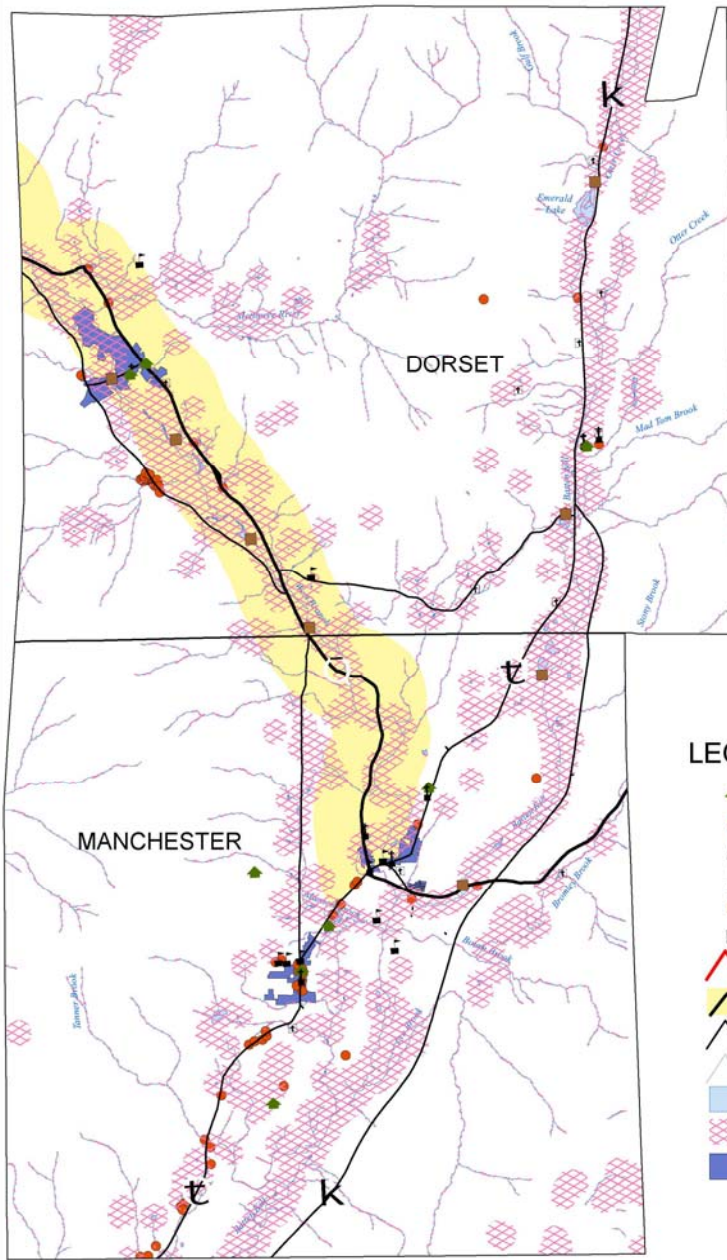


STONE VALLEY SCENIC BYWAY

Dorset and Manchester

Historic, Cultural & Archeological Resources

Map 3 of 3



LEGEND

- Cultural Resources
- VT Registered Historic Site
- School
- Church
- Dam
- Cemetery
- D & H Rail Trail
- Route 30 Corridor
- Major Road
- Rivers and Streams
- Lakes and Ponds
- Potential Archeological Area
- VT Registered Historic District

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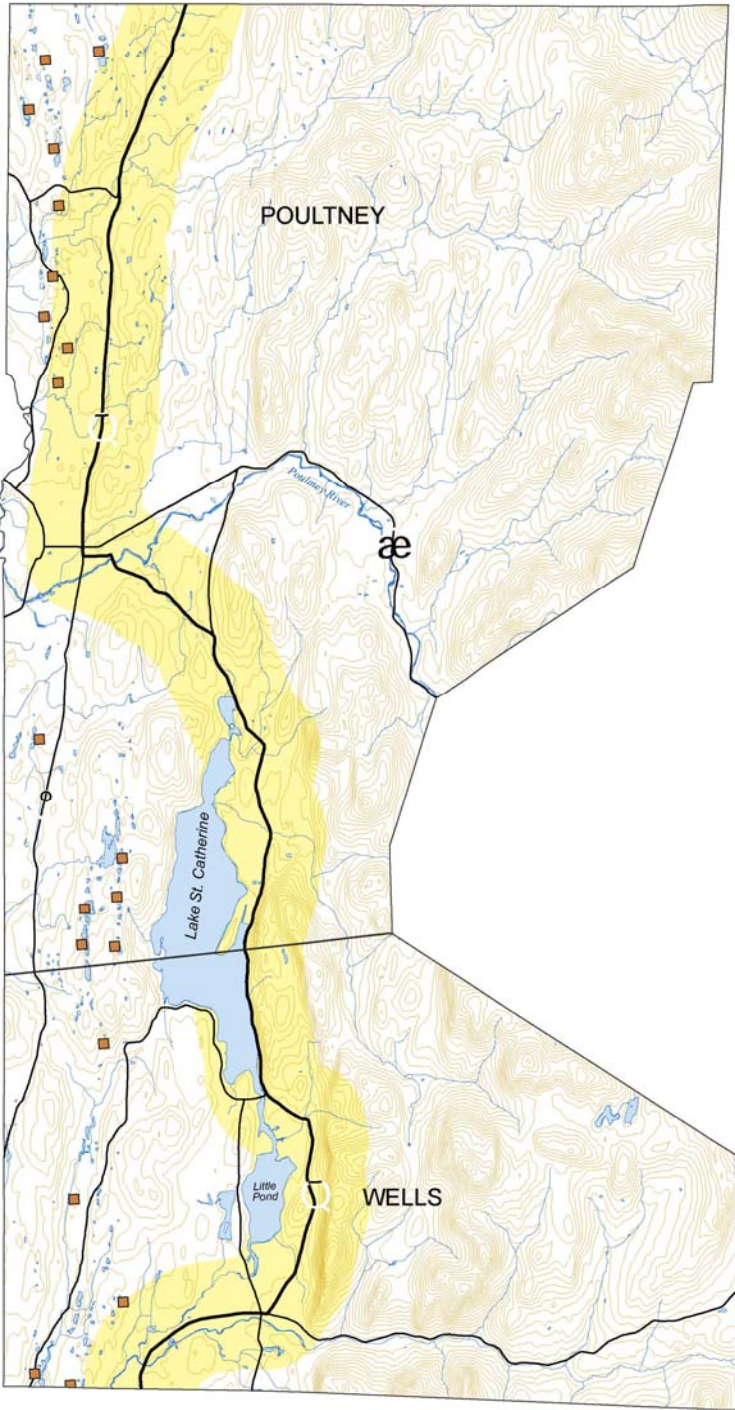
Appendix E: Scenic Resources Map

STONE VALLEY SCENIC BYWAY

Poultney & Wells

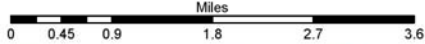
Scenic Resources

Map 1 of 3



- LEGEND**
- Slate Quarry
 - ▲ Waterfall
 - 50 Foot Contours
 - Route 30 Corridor
 - Major Road
 - Rivers and Streams
 - Lakes and Ponds

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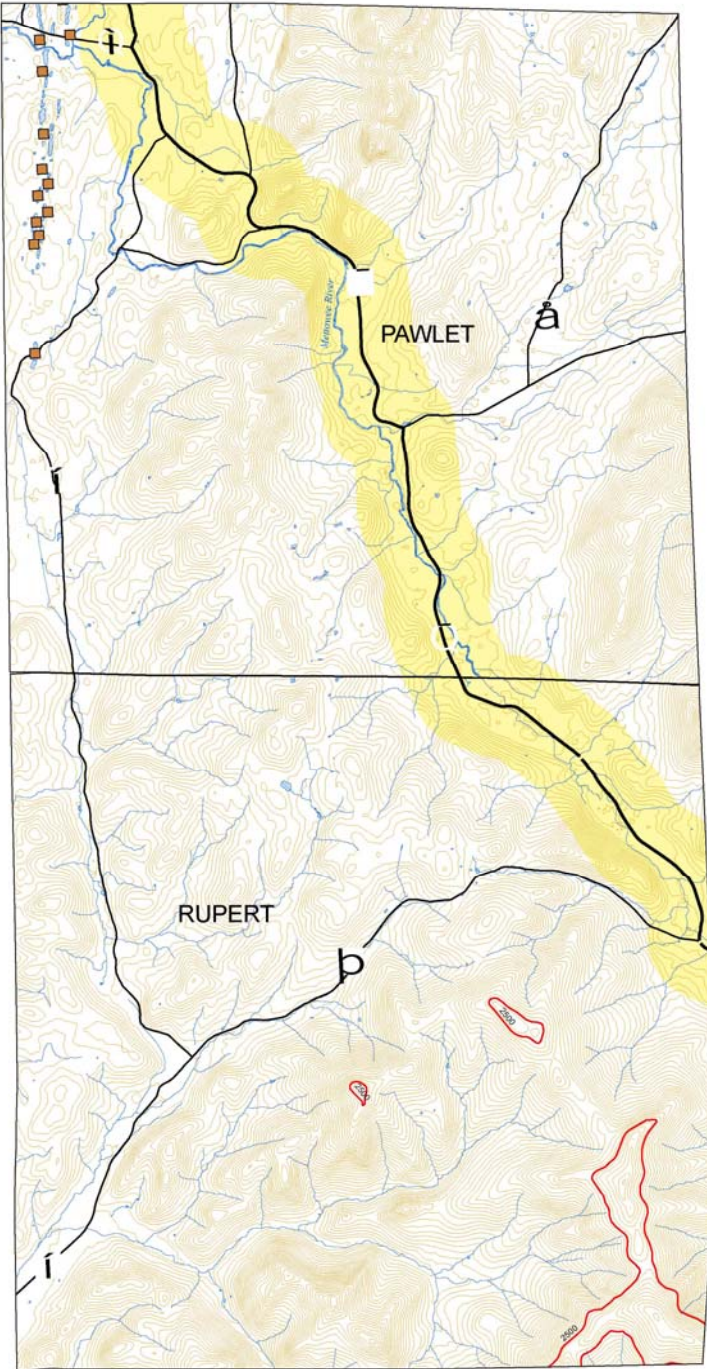
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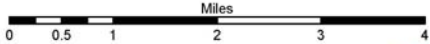
**Pawlet &
Rupert
Scenic
Resources**

Map 2 of 3



- LEGEND**
- Slate Quarry
 - ▲ Waterfall
 - ⏏ 50 Foot Contours
 - ▨ Route 30 Corridor
 - Major Road
 - ⏏ Rivers and Streams
 - Lakes and Ponds
 - 2500 Foot Elevation

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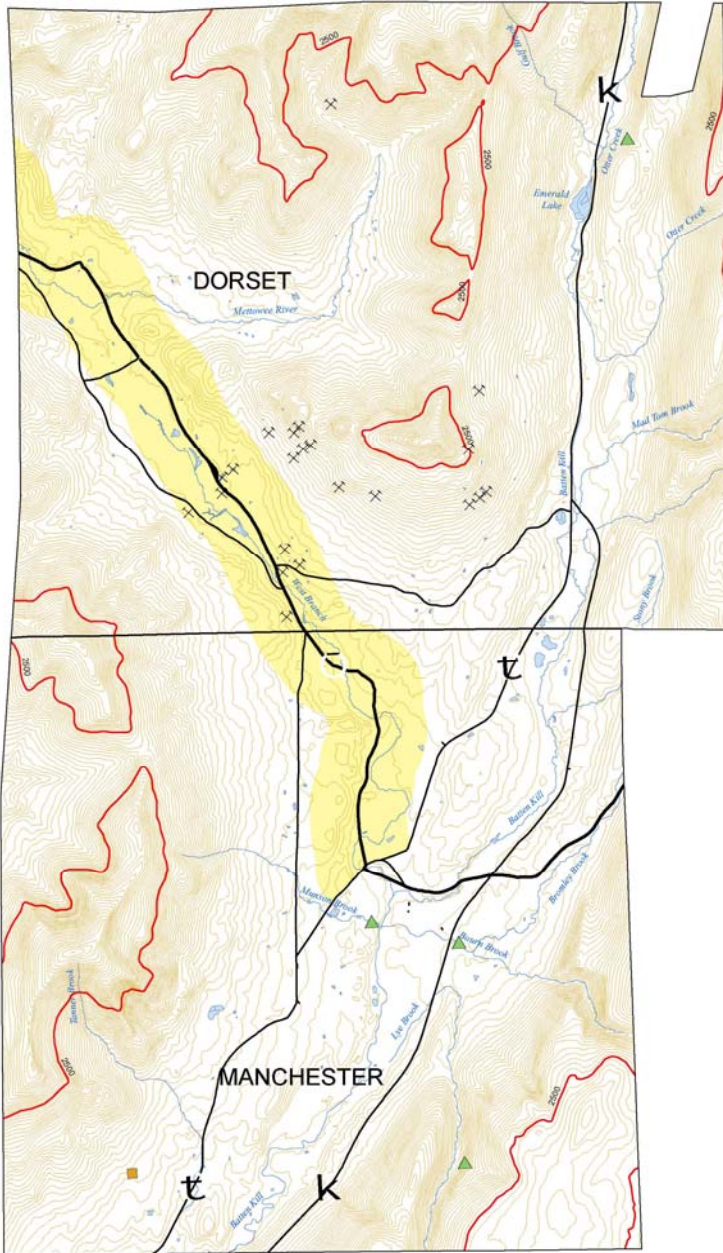
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STONE VALLEY SCENIC BYWAY

Dorset and Manchester Scenic Resources

Map 3 of 3



LEGEND

- × Marble Quarry
- Slate Quarry
- ▲ Waterfall
- 50 Foot Contours
- Route 30 Corridor
- Major Road
- Rivers and Streams
- Lakes and Ponds
- 2500 Foot Elevation

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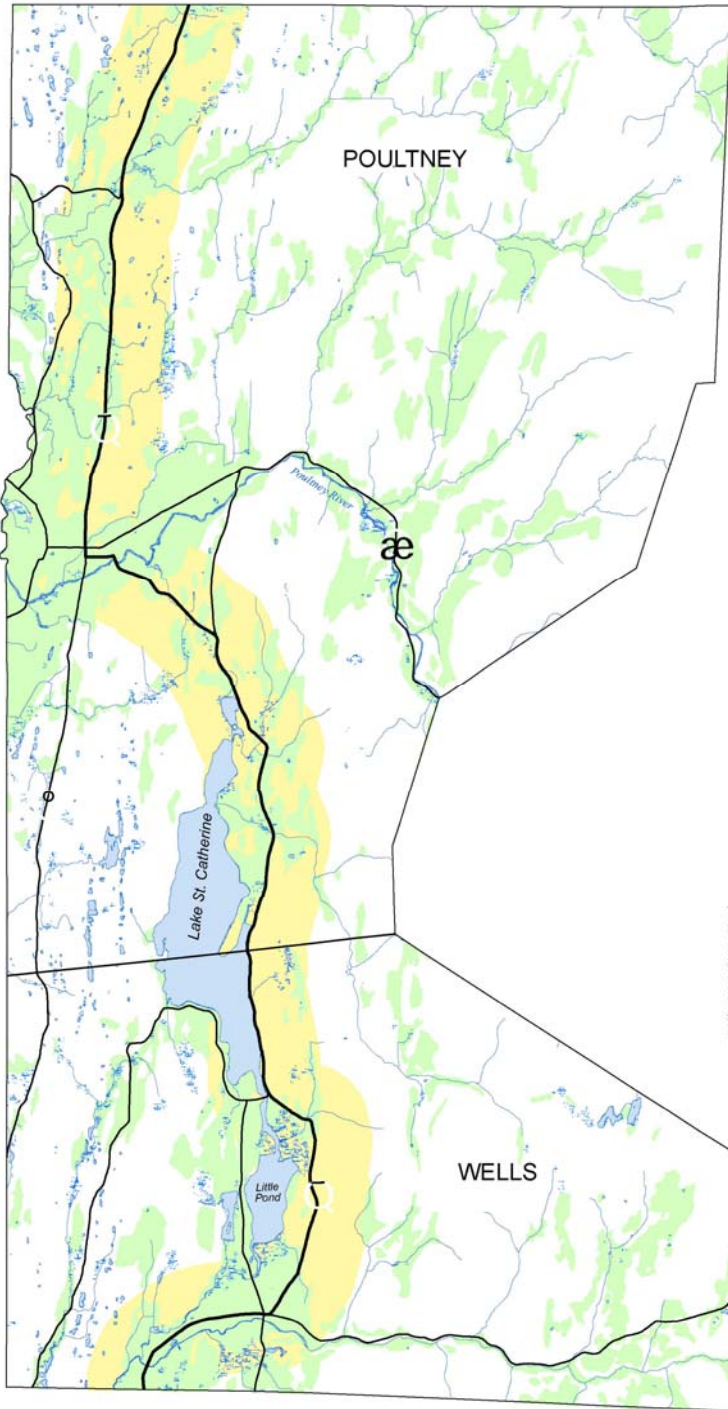
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Appendix F: Natural Resources Maps

STONE VALLEY SCENIC BYWAY

Poultney and Wells Natural Resources

Map 1 of 6

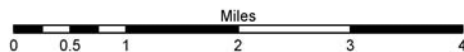


LEGEND

- Route 30 Corridor
- Major Road
- Rivers and Streams
- Lakes and Ponds
- Wetlands
- Prime & Statewide Agricultural Soil

The classifications of agricultural resources are based on information developed by the USDA Natural Resources Conservation Service. Soil data are accurate to a resolution of three acres; unmapped "inclusions" up to three acres may exist in some areas. This information is generalized. It should not be used for the evaluation of individual sites.

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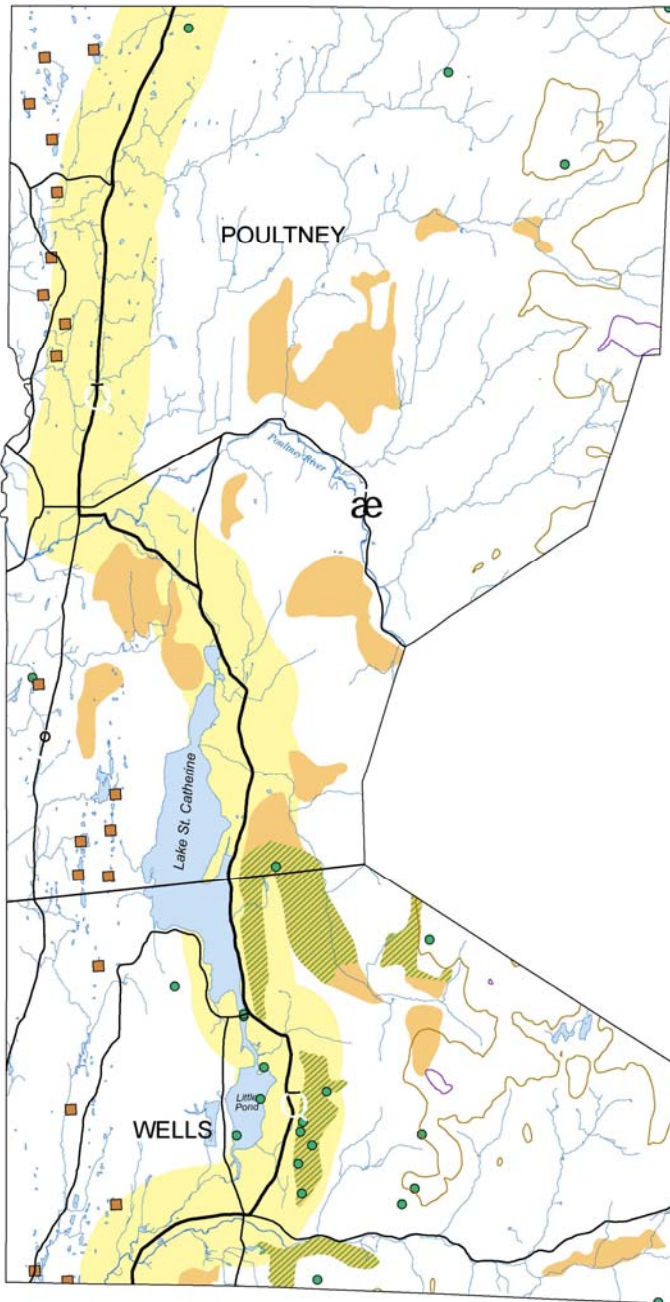


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STONE VALLEY SCENIC BYWAY

Poultney & Wells Natural Resources

Map 2 of 6



LEGEND

- Slate Quarry
- VT Nongame and Natural Heritage Sites
- Route 30 Corridor
- Major Road
- Rivers and Streams
- Lakes and Ponds
- Biologically Significant Areas
- Deer Wintering Area
- 1500 Foot Elevation
- 2000 Foot Elevation

The Biologically significant areas data represents areas of high biological significance or diversity.

Deer Wintering Areas: USGS Topographic Maps 1994

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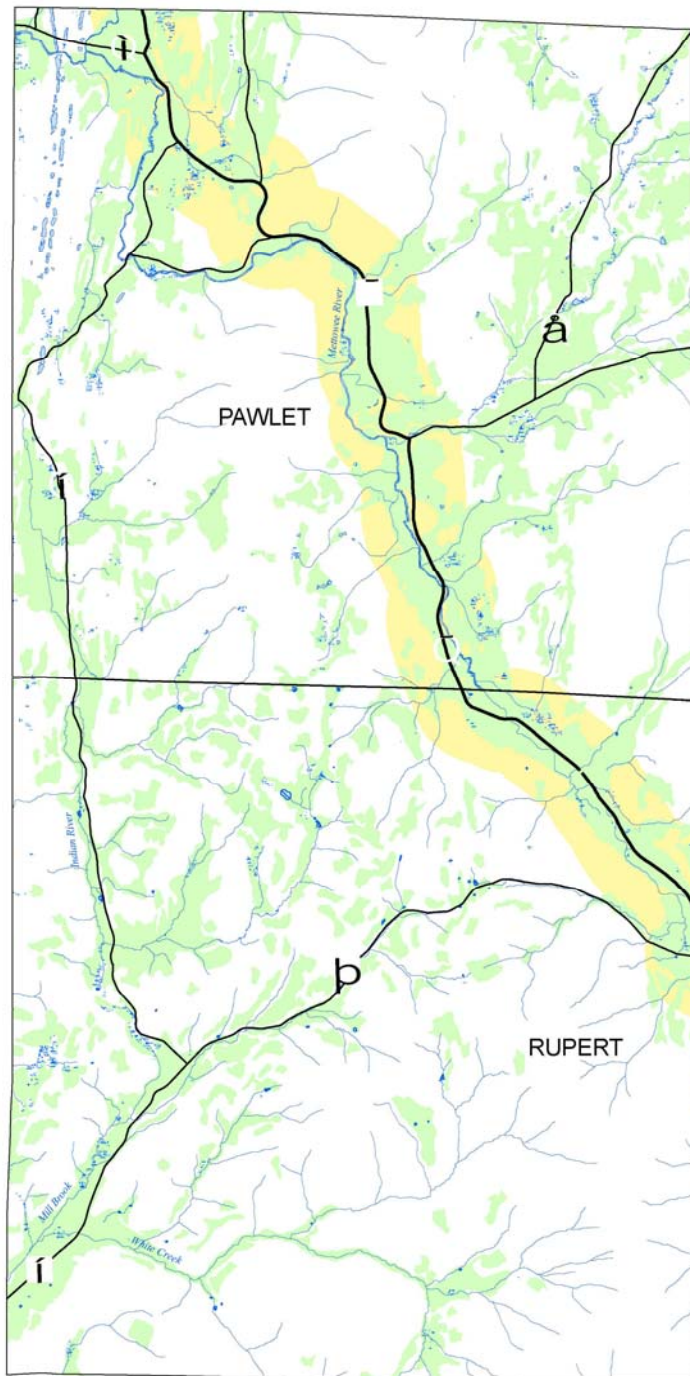


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STONE VALLEY SCENIC BYWAY

Pawlet and Rupert Natural Resources

Map 3 of 6



LEGEND

-  Route 30 Corridor
-  Major Road
-  Rivers and Streams
-  Lakes and Ponds
-  Wetlands
-  Prime & Statewide Agricultural Soil

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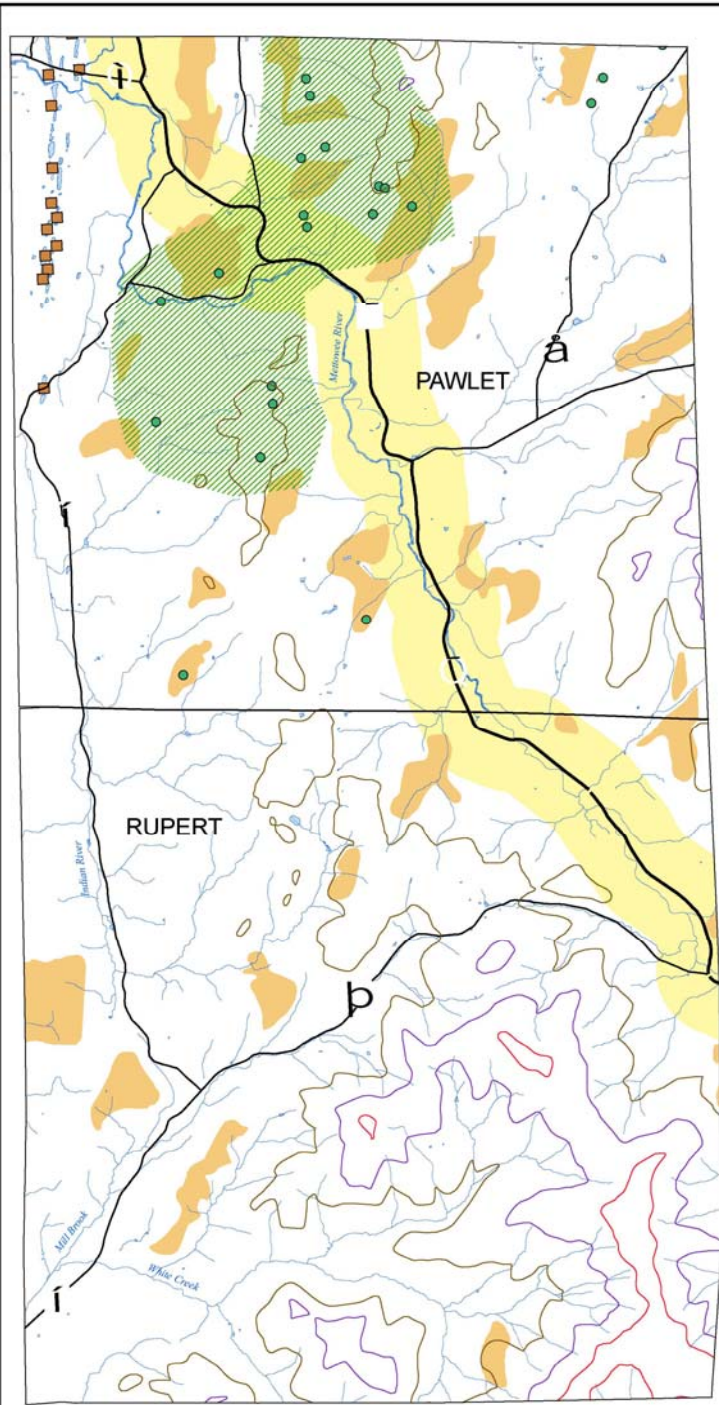
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**STONE VALLEY
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**Pawlet and
Rupert
Natural
Resources**

Map 4 of 6



- LEGEND**
- Slate Quarry
 - VT Nongame and Natural Heritage Sites
 - Route 30 Corridor
 - Major Road
 - Rivers and Streams
 - Lakes and Ponds
 - Biologically Significant Areas
 - Deer Wintering Area
 - 1500 Foot Elevation
 - 2000 Foot Elevation
 - 2500 Foot Elevation

The Biologically significant areas data represents areas of high biological significance or diversity.

Deer Wintering Areas: USGS Topographic Maps 1994

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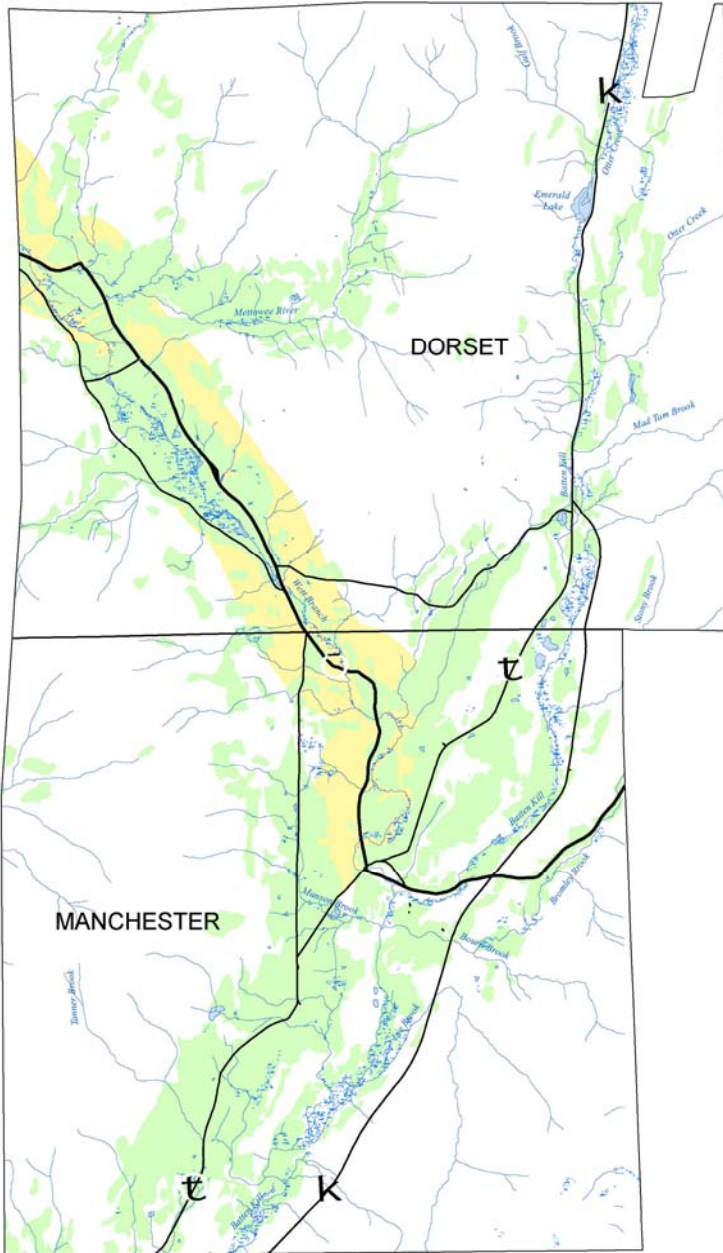
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STONE VALLEY SCENIC BYWAY

Dorset and Manchester

Natural Resources

Map 5 of 6

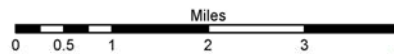


LEGEND

- Route 30 Corridor
- Major Road
- Rivers and Streams
- Lakes and Ponds
- Wetlands
- Prime & Statewide Agricultural Soil

The classifications of agricultural resources are based on information developed by the USDA Natural Resources Conservation Service. Soil data are accurate to a resolution of three acres; unmapped "inclusions" up to three acres may exist in some areas. This information is generalized. It should not be used for the evaluation of individual sites.

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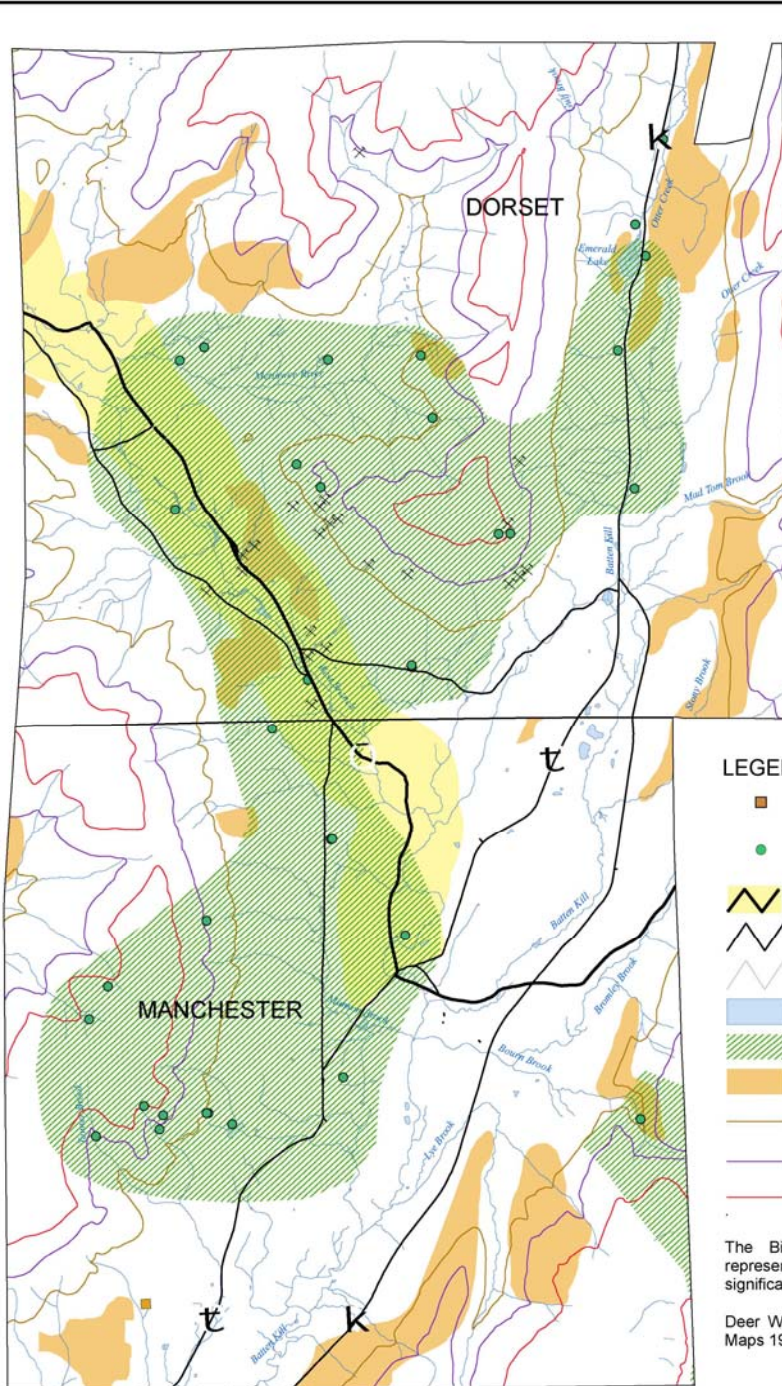
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STONE VALLEY SCENIC BYWAY

Dorset and Manchester

Natural Resources

Map 6 of 6



LEGEND

- Slate Quarry
- VT Nongame and Natural Heritage Sites
- Route 30 Corridor
- Major Road
- Rivers and Streams
- Lakes and Ponds
- Biologically Significant Areas
- Deer Wintering Area
- 1500 Foot Elevation
- 2000 Foot Elevation
- 2500 Foot Elevation

The Biologically significant areas data represents areas of high biological significance or diversity.

Deer Wintering Areas: USGS Topographic Maps 1994

NOTES: This map is for planning purposes only. The RRPC and BCRC make no warranty as to the accuracy of this data. The data is believed to be an accurate representation of the information upon which it was derived, but errors and omissions may exist. This is only a partial listing of the numerous Natural Resources found throughout the Route 30 Corridor. It is anticipated that additional resources will be continuously incorporated. All Data Sources were described in the Introduction of Section III: Intrinsic Resources Inventory & Assessment.



www.rutlandrpc.org www.rpc.bennington.vt.us
 Copyright Rutland Regional Planning Commission
 This map (D:\RRPC\REGPLAN\STONE VALLEY BYWAY\WATRES6.mxd) was produced on 10/16/2006

Appendix G: Public Meeting Announcements/ Handouts

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Appendix H: Letters of Support



Bennington County Regional Commission

P.O. BOX 10 • ARLINGTON, VERMONT 05250 • (802) 375-2576 OR 375-9964 • FAX (802) 375-1561

March 1, 2007

Susan Schreibman, Senior Planner
Rutland Regional Planning Commission
PO Box 965
Rutland, VT 05702

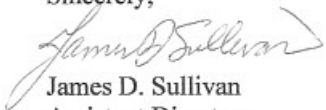
Dear Ms. Schreibman,

The Bennington County Regional Commission (BCRC) has been involved in byway planning for several years, working cooperatively with the Windham Regional Commission on the Molly Stark Trail, and most recently with your Commission to develop a corridor management plan for Route 30 from Manchester to Poultney. The BCRC recognizes the importance of involving the local communities in any such effort and we have been pleased with the level of interest and support shown by town officials, residents, and businesses along the proposed "Stone Valley Scenic Byway."

We are convinced this effort will lead to improved cooperation among the towns along the corridor and will result in projects that will support the local economy while improving the experience of traveling through the area for the general public. The Route 30 corridor has a rich natural and cultural history and the byway program provides an excellent way to improve access to those resources and to tell the many stories that are so important to this unique area.

We look forward to working with you and the local communities along the byway and fully support its designation as a "Vermont Byway."

Sincerely,



James D. Sullivan
Assistant Director



ARLINGTON BENNINGTON DORSET GLASTENBURY LANDGROVE MANCHESTER MANCHESTER VILLAGE
NORTH BENNINGTON OLD BENNINGTON PERU POWNAL RUPERT SANDGATE SHAFTSBURY STAMFORD SUNDERLAND WOODFORD

TOWN OF DORSET

MUNICIPAL OFFICE
112 MAD TOM ROAD
P.O. Box 715
EAST DORSET, VT 05253-0715

Telephone (802) 362-4571
FAX (802) 362-5156

January 3, 2007

Mr. Jim Sullivan
Assistant Director
Bennington County Regional Commission
PO Box 10
Arlington, VT 05250

Mr. Sullivan:

The Town of Dorset, by vote of the Dorset Selectboard on December 19, 2006 endorsed the designation of Vermont Route 30 thru Dorset as a part of the 'Stone Valley Scenic Byway'.

The Town of Dorset applauds the joint effort of the Bennington County Regional Commission and the Rutland Regional Planning Commission in their efforts to win the 'Scenic Byway' designation for Route30 from Manchester to Poultney.

Sincerely,



Paul A. Fredette
Town Manager

Hildene
THE LINCOLN FAMILY HOME

January 11, 2007

Jim Sullivan
Bennington County regional Planning Commission
P.O. Box 10
9 Church Street Apt. B
Arlington, VT 05250

Dear Jim,

This is a letter to support the proposed designation of Route 30 between Manchester and Poultney as a Vermont Byway. Route 30 is a particularly scenic highway that ties together a number of communities that share a common history while providing access to a wealth of scenic, recreational, and cultural opportunities.

Many residents and tourists visit Hildene, with its historic mansion, scenic grounds, and the many cultural and recreational activities and programs that are offered here throughout the year. Providing information about Hildene through the Byway program is a logical appropriate way to ensure that these resources are fully appreciated.

We look forward to working with the Byway Committee and towns and organizations along Route 30 as it develops into one of the premier byways in the Northeast.

Sincerely,


Seth Bongartz
Director

Town of Manchester

Town Manager
Phone: (802) 362-1313
FAX: (802) 362-1314

Town Clerk
(802) 362-1315

Planning Department
(802) 362-4824

6039 Main Street
Manchester Center
Vermont 05255
www.town.manchester.vt.us
VTPLANNR@SOVER.NET

October 17, 2005

Highway Department
(802) 362-3283

Water & Sewer Department
Billing: (802) 362-1197
Plant: (802) 362-3339

Police & Fire Departments
Phone: (802) 362-2121
FAX: (802) 362-0202

Assessing Department
(802) 362-1373

Finance Department
(802) 362-1197

Parks & Recreation Department
Phone: (802) 362-1439
FAX: (802) 362-0200

Mr. James D. Sullivan, Senior Planner
BCRC
PO Box 10
Arlington, VT 05250

RE: STONE VALLEY SCENIC BYWAY

Dear Jim:

Thank you for your presentation this evening regarding the proposed scenic byway. Opportunities such as this to enhance a sustainable approach to tourism, and to strengthen the presence, understanding, and appreciation for our natural and historic resources are clearly consistent with healthy communities and with the goals and policies described in the Manchester Town Plan.

By a unanimous vote, the Manchester Planning Commission supports and endorses the concept proposed for the Stone Valley Scenic Byway. As a further statement of support, Planning Commission member David Quesnel has already expressed great interest in working with you in an appropriate capacity.

Please keep us informed as work progresses on this project; we look forward to working with you in support of our Town and region.

With all best wishes for success!

Respectfully,



Lee A. Krohn, AICP
Planning Director

Town of Manchester

Town Manager
Phone: (802) 362-1313
FAX: (802) 362-1314

Town Clerk
P.O. Box 830
Manchester Ctr., VT 05255
(802) 362-1315

Planning Department
(802) 362-4824

6039 Main Street
Manchester Center
Vermont 05255
www.town.manchester.vt.us
VTPLANNR@SOVER.NET

December 11, 2006

Highway Department
(802) 362-3283

Water & Sewer Department
Billing: (802) 362-1197
Plant: (802) 362-3339

Police & Fire Departments
Phone: (802) 362-2121
FAX: (802) 362-0202

Assessing Department
(802) 362-1373

Finance Department
(802) 362-1197

Parks & Recreation Department
Phone: (802) 362-1439
FAX: (802) 362-0200

Mr. James D. Sullivan, Senior Planner
BCRC
PO Box 10
Arlington, VT 05250

RE: STONE VALLEY SCENIC BYLAW

Dear Jim:

Thank you for the continued efforts of BCRC, RRPC, and involved citizens toward the creation of the Stone Valley Scenic Byway. As you know, the Town of Manchester supports initiatives like this that help create a sustainable approach to tourism, and to strengthen residents' and visitors' understanding and appreciation for our natural and historic resources. These goals and outcomes are consistent with the goals and policies of the Manchester Town Plan, and are perhaps more relevant now than when this project began.

The Manchester Planning Commission offers unanimous support for the Stone Valley Scenic Byway. We look forward to following the progress of this project, and working with you in support of our Town and region.

We wish you all the best in both process and outcome; please let us know how else we can help.

Respectfully,



Lee A. Krohn
Planning Director and Zoning Administrator



5046 Main Street, Suite #1, Manchester Center, Vermont 05255
Administrative Office: 802-362-6313 Visitor Information: 802-362-2100 Fax: 802-362-3451
Email: customer@manchesterchamber.net Website: www.manchestervermont.net

James D. Sullivan, Assistant Director
Bennington County Regional Commission
P.O Box 10
Arlington, VT 05250

Re: Stone Valley Scenic Byway

Dear Jim:

The Manchester and the Mountains Regional Chamber of Commerce wishes to thank you for all your efforts to create the Stone Valley Scenic Byway. We are all on the same page when it comes to addressing the continued strength of our tourist industry here in southwestern Vermont; in acknowledging the needs of our resident community and in our collective concern for the natural and historic resources of our area.

We at the Chamber are in unqualified support of this project and would like to offer any assistance our 700+ membership can provide for its success.

I wish you continued good luck with this project. Don't hesitate to give me a call if I can be of any assistance.

Sincerely,


Jay Hathaway
Executive Director

**TOWN OF RUPERT
BOARD OF SELECTMEN
P.O. BOX 140 WEST RUPERT, VT 05776
PHONE - 802-394-7728 FAX - 802-394-2524**

February 23, 2007

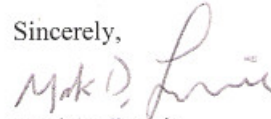
Jim Sullivan
Bennington County Regional Commission
P.O. Box 10
Arlington, VT 05250

Dear Jim,

After serious consideration and discussion, the Town of Rupert would like to express support for the Stone Valley Scenic Byway Designation for Route 30 in southwestern Vermont. This route has significant historic and economic importance for the six towns in the byway proposal. Rupert's Town Plan addresses the topics which provide a basis for the goals of objectives shared by the Scenic Byway Designation Committee. Some of these include agricultural and working landscape preservation, support for safe transportation infrastructure and access to numerous recreational opportunities. These, along with preserving the historic, scenic natural beauty of our landscape and local communities involved in this project.

Please contact me if the Town of Rupert can be of any further assistance in regards to the Scenic Byway Designation.

Sincerely,



Mark D. Lourie
Chair, Rupert Selectboard



Vermont Land Trust

CONSERVING LAND FOR THE FUTURE OF VERMONT

February 13, 2007

James D. Sullivan, Assistant Director
Bennington County Regional Commission
P.O. Box 10, 9 Church Street Apt. B
Arlington, VT 05250

8 Bailey Avenue
Montpelier, VT 05602
(802) 223-5234
(802) 223-4223 fax
(800) 639-1709 toll-free
www.vlt.org

Dear Mr. Sullivan:

The Vermont Land Trust is thoroughly supportive of the effort to designate Vermont Route 30 as a Scenic Byway. The so-called Stone Valley is an extremely unique resource for our state, combining history, an active agricultural community, outdoor recreation and many, many scenic attributes. The unique geology and hydrology of the area make for a combination of excellent agricultural soils, good fishing streams, and vaulting cliffs and mountains that rise dramatically from the river valleys below.

REGIONAL OFFICES

Central Vermont
8 Bailey Avenue
Montpelier, VT 05602
(802) 223-5234

Champlain Valley
P.O. Box 850
Richmond, VT 05477
(802) 434-3079

Northeast Kingdom
P.O. Box 427
St. Johnsbury, VT 05819
(802) 748-6089

Southeast Vermont
and Mountain Valley
54 Linden Street
Brattleboro, VT 05301
(802) 251-6008

Southwest Vermont
and Mettowee Valley
10 Furnace Grove Road
Bennington, VT 05201
(802) 442-4915

Since 1985 when Vermont Land Trust started its Mettowee Valley Conservation Project, an effort focused largely on the Route 30 corridor, millions of dollars of public and private money have gone into land conservation. In the towns of Rupert and Pawlet alone over 2,830 acres of working farms and forests along Route 30 have been conserved in the last three decades. Significant public investment of the Vermont Housing and Conservation Board, combined with foundation grants from the John Merck Fund and the Freeman Foundation, have kept the Mettowee Valley an active and scenic agricultural area.

It is the hope of our organization that future State and Federal investments along the Route 30 corridor will augment the historic, scenic and agricultural elements of the Mettowee Valley.

Thank you very much for the opportunity to comment on this excellent initiative.

Best regards,

Donald Campbell
SW Regional Director



Appendix I: Newspaper Articles

Route 30 seeks 'scenic byway' status

Author(s): ANDREW McKEEVER Herald Staff **Date:** October 15, 2005 **Section:** NEWS

MANCHESTER - A plan to designate Route 30 as a state scenic byway has been revived with the addition of three towns in Bennington County. Opposition in Hubbardton and Castleton put an earlier version on hold that would have included only the six towns in Rutland County - from Sudbury to Pawlet. The Bennington County Regional Commission has jumped into the initiative, and will be making a pitch for it Monday night at a regular meeting of the Manchester Planning Commission.

The main benefits of designating a roadway as a scenic byway is to make it eligible for federal highway grants, said James Sullivan, a senior planner with the BCRC. That would allow for road improvements or information booths at strategic points.

"It opens up opportunities for funding to different projects," he said.

To qualify for scenic byway status, the towns and roadway have to meet several criteria for natural and historical resources. The proposed route from Sudbury in the north to Manchester in the south, draws on numerous outlets for recreation, culture, history as well as visual beauty, Sullivan said.

The proposed name of the roadway - the Stone Valley Scenic Byway - draws on the historical heritage of the area's marble and slate quarries, as well the agricultural background of the region, he said.

If approved by the state's Scenic Preservation Council and the Transportation Board, the designation would also serve several other goals, according to the byway's project description.

Improved pedestrian and bicycling facilities, scenic pull-offs, improved signage and environmental preservation would be among the benefits, according to the project description.

But the scenic byway project has not been greeted with open arms by all the communities strung along its path.

It was originally developed in 2003 by the Rutland Regional Planning Commission, and grew out of conversations between the commission and the Poultney Downtown Revitalization Committee, said Susan Schreiber, a senior planner for the RRPC.

But residents in some towns, particularly in Hubbardton and Castleton, were concerned that the designation might affect Act 250 permitting for future development, she said.

District 1 Environmental Commission, there has been a place where all development has been prohibited along a road," she said.

Earlier on April 22, William Burke, district coordinator for the Environmental Commission, stated that the designation of a road as a scenic byway does not by itself result in the denial of commercial or residential development along the byway.

The plan relies more on the specific town plan, Burke stated.

The town's process to handle zoning along the byway is up to the town, Burke said.

The Castleton Select Board voted not to support the idea of a scenic byway without unanimous support from all towns in the RRPC region, and will bring it before the Scenic Preservation Council.

The plan is being pushed south for support from Bennington County and Vermont towns - Manchester, Dorset and Rupert - that would be affected, she said.

"I want to see what develops and how the Scenic Preservation Commission will respond to the corridor management plan," she said. "Bennington County will be interested - it will revive the scenic byway in Windham County."

The Planning Commission will hear Sullivan's presentation at its Monday night meeting, which begins at 7:30 p.m.

Concerns have been raised about increased traffic, other drivers have rarely seen more than a slight increase after their trip, she said.

"The real emphasis is to get people to drive rather than just driving through."

Contact Andrew McKeever at andrew.mckeever@rutlandherald.com.

Items: If you have a technical problem with your e-mail, contact newslibrary@newsbank.com.

Rutland Herald

Route 30 byway plan takes a detour PUBLIC HEARING

Author(s): GORDON DRITSCHILO Herald Staff **Date:** August 1,
2006 **Section:** NEWS

A public hearing on the byway is scheduled for 6:30 p.m. on Sept. 21 at Fair Haven Grade School.

The Route 30 scenic byway is taking a detour.

The Rutland Regional Planning Commission is talking to town officials in Fair Haven and Benson about adding them to the list of towns interested in being eligible for a variety of grants to preserve and promote resources in the area.

The original vision of a corridor - following Route 30 up the length of Rutland County - was cut off by opposition from Castleton and Hubbardton.

Now, commission planner Susan Schreibman said organizers are looking at a corridor following Route 30 from Manchester to Poultney, then veering off onto York Street Extension and Bolger Road in Fair Haven. From there, it would connect to Route 22A, which the byway would follow to the northern border of Benson. While parallel to Route 30, the proposed detour bows westward by several miles.

"I'm going to go to West Haven in September to talk to them," she said.

Schreibman said any plans to extend the byway farther would be up to the Addison Regional Planning Commission.

Fair Haven Town Manager Jeffrey Schultz said the Select Board members were positive about the plan, but want to hear from residents before committing. A public hearing is scheduled for 6:30 p.m. on Sept. 21 at Fair Haven Grade School.

"They clearly see there are some potential benefits from this," Schultz said. "I think they just really want to hear more about it. Their feeling is they'd like to get the public's thoughts."

Schreibman said Poultney first approached the commission about the designation. Participating towns can receive grants for projects along the designated roadway, like restoring significant sites, promoting tourist destinations, or creating scenic lookouts.

"It's another pot of funds to support economic development in the region," she said. "We see this as a great opportunity."

Planners began talking to other towns along Route 30 in 2004, but met stiff resistance from Castleton in early 2005.

nan's and other officials' repeated assurances that the regulatory components, and that the program manual is the designation and data collected as part of the meant for use in an Act 250 proceeding, many in nconvicted the program would not prove restrictive.

she went back to Castleton in March, but was unable lect Board's collective mind. Hubbardton also told the as not interested in the project.

il again would create a corridor running the length of chreibman said the plan should be able to go forward owns do not want to get involved. Should Fair Haven it, Schreibman organizers would go forward with a g at Poultney.

no minimum length requirement for the designation.

ipposed to have a scene and tell a story," she said. Smugglers Notch Road, is designated as a byway. ecially long road."

forcing planners to rethink the corridor's identity,

Castleton and Hubbardton were involved, we thought ecause of the marble and the slate," she said. "More e met with the towns, they talked about the ar, natural resources and agriculture."

ore the Scenery Preservation Council, which decides imend a project to the Transportation Board. she hopes to go before the council in the fall.

Dritschilo at gordon.dritschilo@rutlandherald.com.

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Rutland Herald